



Transportation Analysis

Lambert Farms Phase II DRI #2487

Henry County, Georgia

Report Prepared:

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Prepared for:

Panattoni Development Company, Inc.

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, Georgia 30092
018958000

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Available Upon Request

Raw Traffic Counts (Peak Hour Turning Movements)
 Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the Lambert Farms Phase II DRI development located in Henry County, Georgia. The approximately 318-acre site is located east of US 23 / State Road (SR) 42 with approximately 80 percent of the DRI development north of King Mill Road and 20 percent south of King Mill Road. Because the project will exceed 500,000 square feet of wholesale & distribution development in a Developing Suburbs area type, the proposed development is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI for this development was triggered by the filing of the rezoning application with Henry County, and the filing of DRI Form 1 on March 11, 2015. It should be noted that this DRI is located directly west of a previously approved DRI called King Mill – Lambert Development (DRI #2035) that was reviewed in September 2009, and is currently under construction.

This DRI development is being submitted for approval under GRTA's Non-Expedited review process.

This development is proposed to generate a total of 8,093 gross daily trips. The proposed development is expected to be completed by 2020 (approximately 5 years), and this analysis will consider the full build-out of the proposed site in 2020. The proposed site consists of the following land use and density:

Warehouse Square Footage:	4,817,200 SF
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Capacity analyses were performed throughout the study network for the 2015 Existing conditions, the projected 2020 No-Build conditions, and the projected 2020 Build conditions.

- 2015 Existing conditions represent traffic volumes that were collected in November 2014 at eleven (11) intersections during the AM and PM peak periods, grown by 1.0 percent.
- Projected 2020 No-Build conditions represent the 2015 traffic volumes grown for five (5) years at a 1.0 percent per year throughout the study network. Also, the King Mill – Lambert Development (DRI #2035) Project traffic was included.
- Projected 2020 Build conditions represent the projected 2020 No-Build conditions plus the addition of the project trips that are anticipated to be generated by this Lambert Farms Phase II development (DRI #2487).

Based on the 2015 Existing conditions (present conditions; i.e. excludes background traffic growth and excludes the Lambert Farms Phase II DRI project traffic), three (3) of the eleven (11) study intersections operate below the acceptable level-of-service (LOS) standard of D.

Based on the projected 2020 No-Build conditions (includes background traffic growth plus traffic associated with the King Mill – Lambert Development (DRI #2035) but excludes the Lambert Farms Phase II DRI project traffic) the following recommended improvements were identified in order to obtain an acceptable level-of-service (LOS D) at all intersections within the study network.

- SR 155 (N McDonough Road) at King Mill Road / Industrial Boulevard (Int. #3)
 - Widen SR 155 (N McDonough Road) from 2 to 4 lanes, providing a 2nd eastbound through lane and a 2nd westbound through lane (This improvement will likely be included within ARC TIP# HE-113).
- US 23 / SR 42 at Bill Gardner Parkway (Int. #11)
 - Construct a 2nd northbound left-turn lane to create dual left-turn lanes, and convert the northbound left-turn phasing to protected-only.
 - Install permissive-overlap right-turn phasing for the eastbound right-turn movement.

Based on the projected 2020 Build conditions (includes background traffic growth plus the traffic associated with the King Mill – Lambert Development (DRI #2035) Project and includes the Lambert Development Phase II DRI project traffic). The following improvements result in the below listed intersections operating at or above their LOS standard (these are in addition to the improvements noted above in the 2020 No-Build conditions).

- SR 155 (N McDonough Road) at I-75 Southbound Ramps (Int. #1)
 - Construct a 2nd southbound left-turn lane to create dual left-turn lanes.
- SR 155 (N McDonough Road) at King Mill Road / Industrial Boulevard (Int. #3)
 - Construct a 2nd northbound left-turn lane to create dual left-turn lanes, and convert the left-turn phasing to protected-only.
- US 23 / SR 42 at SR 155 (N McDonough Road) (Int. #4)
 - Widen SR 155 (N McDonough Road) from 2 to 4 lanes, providing a 2nd eastbound through lane and a 2nd westbound through lane.
- US 23 / SR 42 at Whirlpool Driveway 2 / Old King Mill Road (Int. #5)
 - Construct a westbound right-turn lane.
- King Mill Road / Old King Mill Road (Int. #7)
 - Construct an eastbound left-turn lane.
 - Construct a westbound right-turn lane.
- Bill Gardner Parkway at I-75 Northbound Ramp (Int. #10)
 - Construct a 2nd westbound right-turn lane to create dual right-turn lanes.
- US 23 / SR 42 at Bill Gardner Parkway (Int. #11)
 - No additional improvements are recommended at this intersection.

The following improvements are the recommended driveway configurations:

- US 23 / SR 42 at Proposed Driveway A (Int. #12)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Provide two westbound egress lanes (shared left-turn / through lane and exclusive right-turn lane).

- US 23 / SR 42 at Proposed Driveway B (Int. #13)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Construct a southbound left-turn lane along US 23 / SR 42.
 - Provide one westbound egress lane (shared left-turn / right-turn lane).
- US 23 / SR 42 at Proposed Driveway C (Int. #14)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Construct a southbound left-turn lane along US 23 / SR 42.
 - Provide one westbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway D (Int. #15)
 - Provide full-movement access at this location.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway E (Int. #16)
 - Provide full-movement access at this location.
 - Construct an eastbound left-turn lane along Old King Mill Road.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway F (Int. #17)
 - Provide full-movement access at this location.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway G (Int. #18)
 - Provide full-movement access at this location.
 - Construct an eastbound right-turn lane along King Mill Road.
 - Provide one northbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway H (Int. #19)
 - Provide full-movement access at this location.
 - Construct an eastbound left-turn lane along King Mill Road.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway I (Int. #20)
 - Provide full-movement access at this location.
 - Construct a westbound left-turn lane along King Mill Road.
 - Provide one northbound egress lane (shared left-turn / through / right-turn lane).
- King Mill Road at Proposed Driveway J (Int. #21)
 - Provide full-movement access at this location.
 - Provide one northbound egress lane (shared left-turn / right-turn lane).

1.0 PROJECT DESCRIPTION

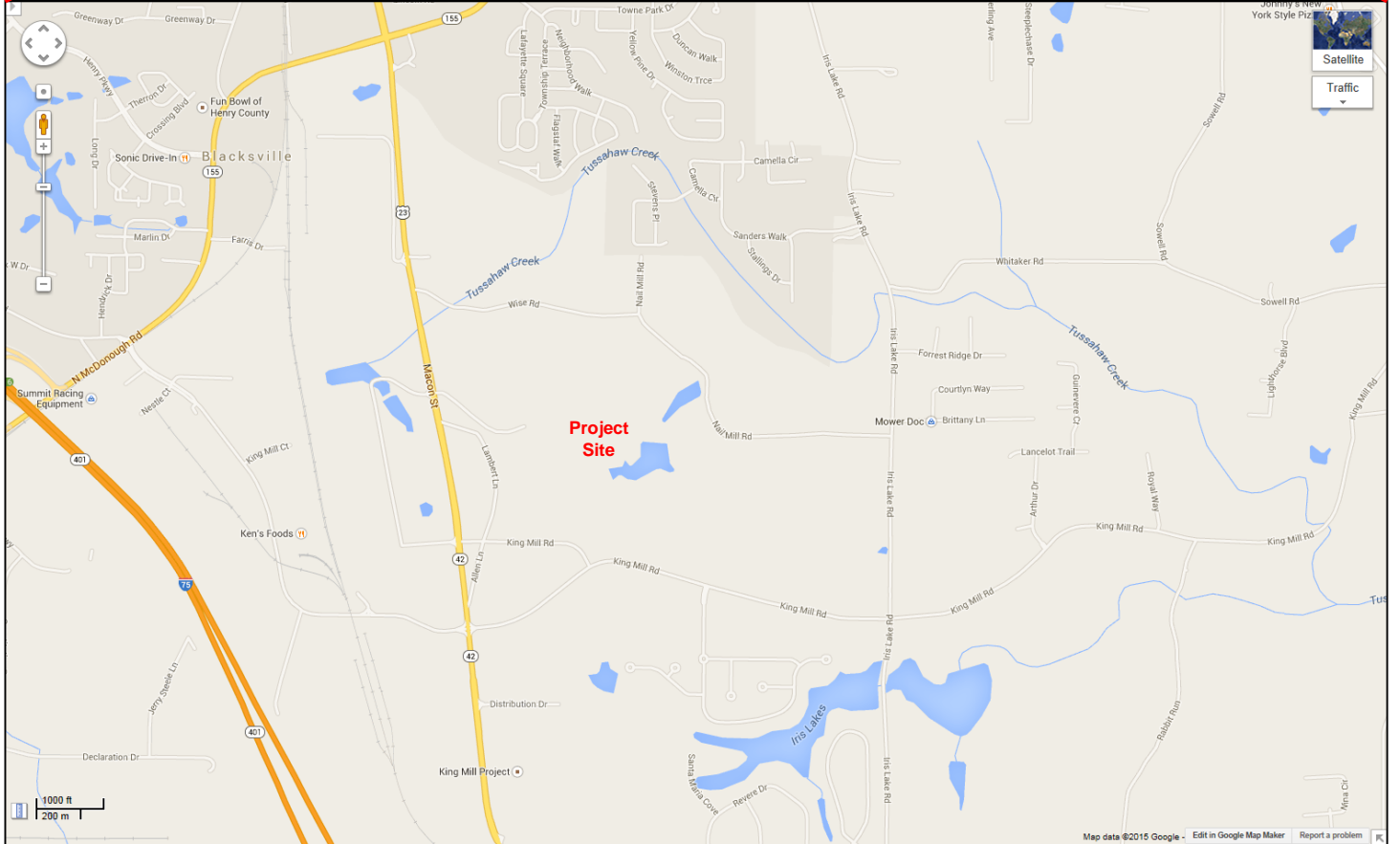
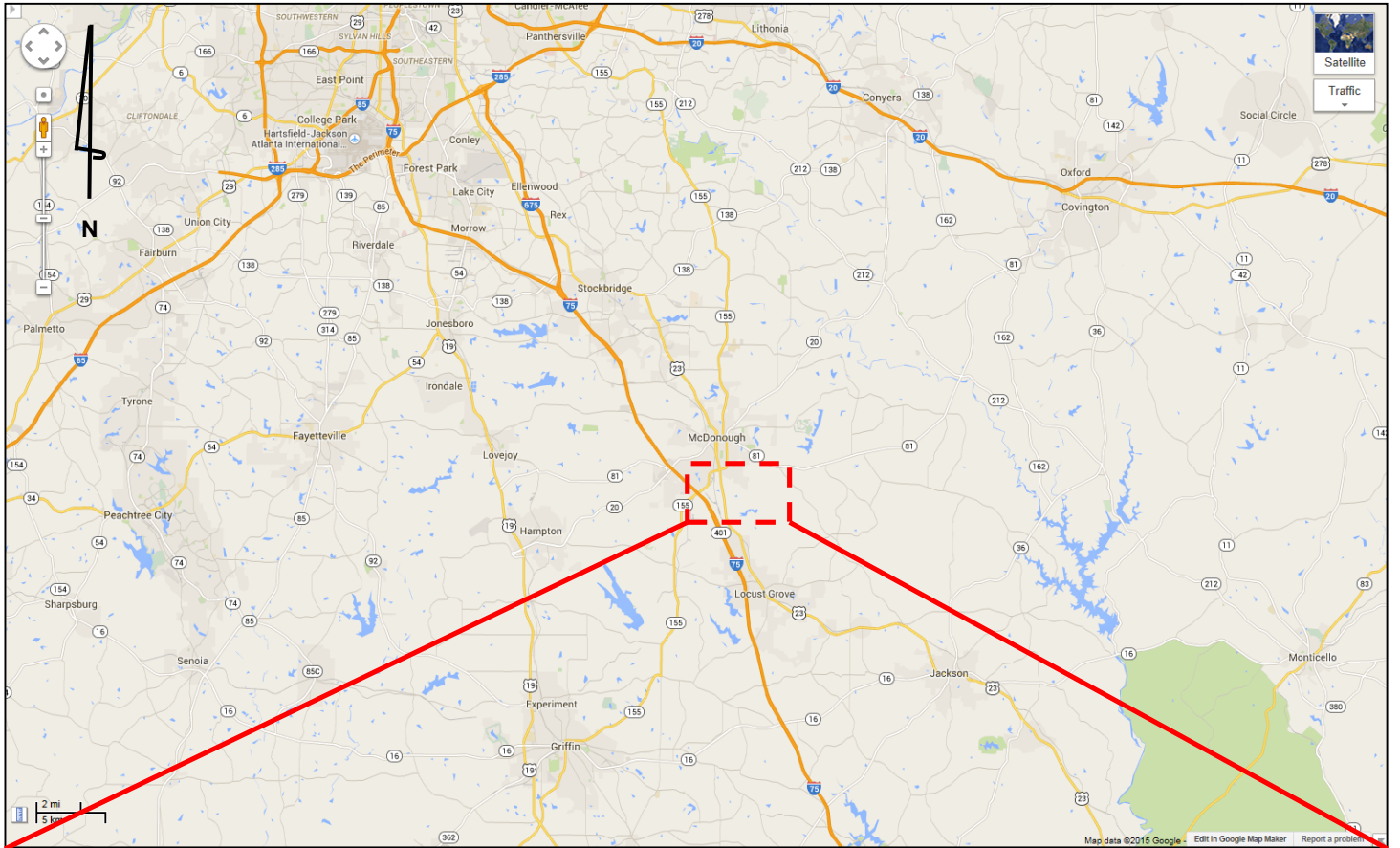
1.1 Introduction

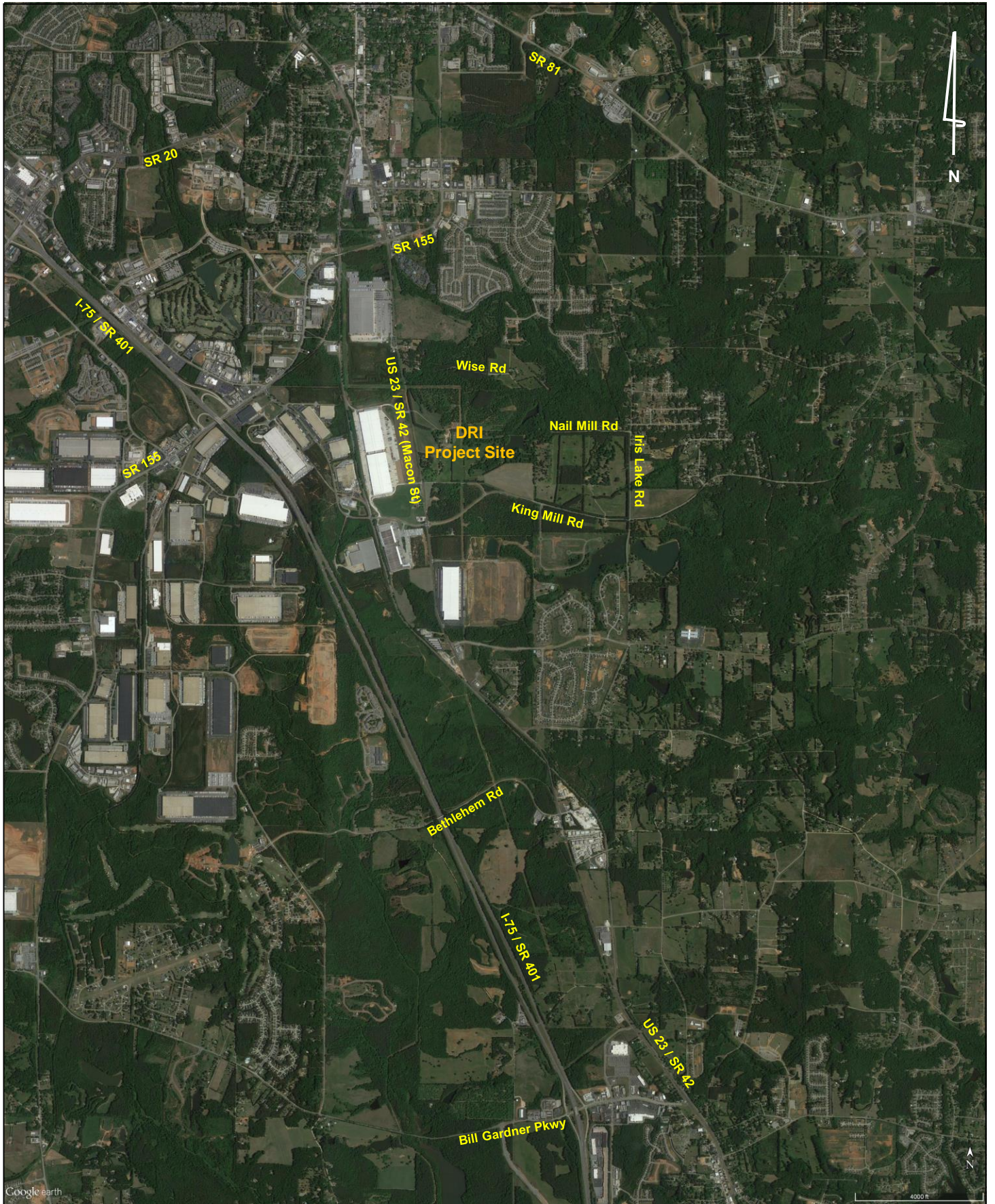
This report presents the analysis of the anticipated traffic impacts of the Lambert Farms Phase II DRI development located in Henry County, Georgia. The approximately 318-acre site is located east of US 23 / SR 42 with nearly eighty (80) percent of the development north of King Mill Road and twenty (20) percent south of King Mill Road. The project will exceed 4,817,000 square feet of wholesale & distribution development in a Developing Suburbs area type. Therefore, the proposed development is a DRI and is subject to GRTA and ARC review.

Figure 1 provides the site location and study intersections of the Lambert Farms Phase II DRI project, Figure 2 provides an aerial view of the surrounding area, and Figure 3 provides an aerial view of the development site. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The land use maps from Henry County Zoning, the Henry County Future Land Use Map, and ARC’s *PLAN 2040 Unified Growth Policy Map* are included in Appendix B.

The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. A summary of the proposed land-use and density can be found below in Table 1.

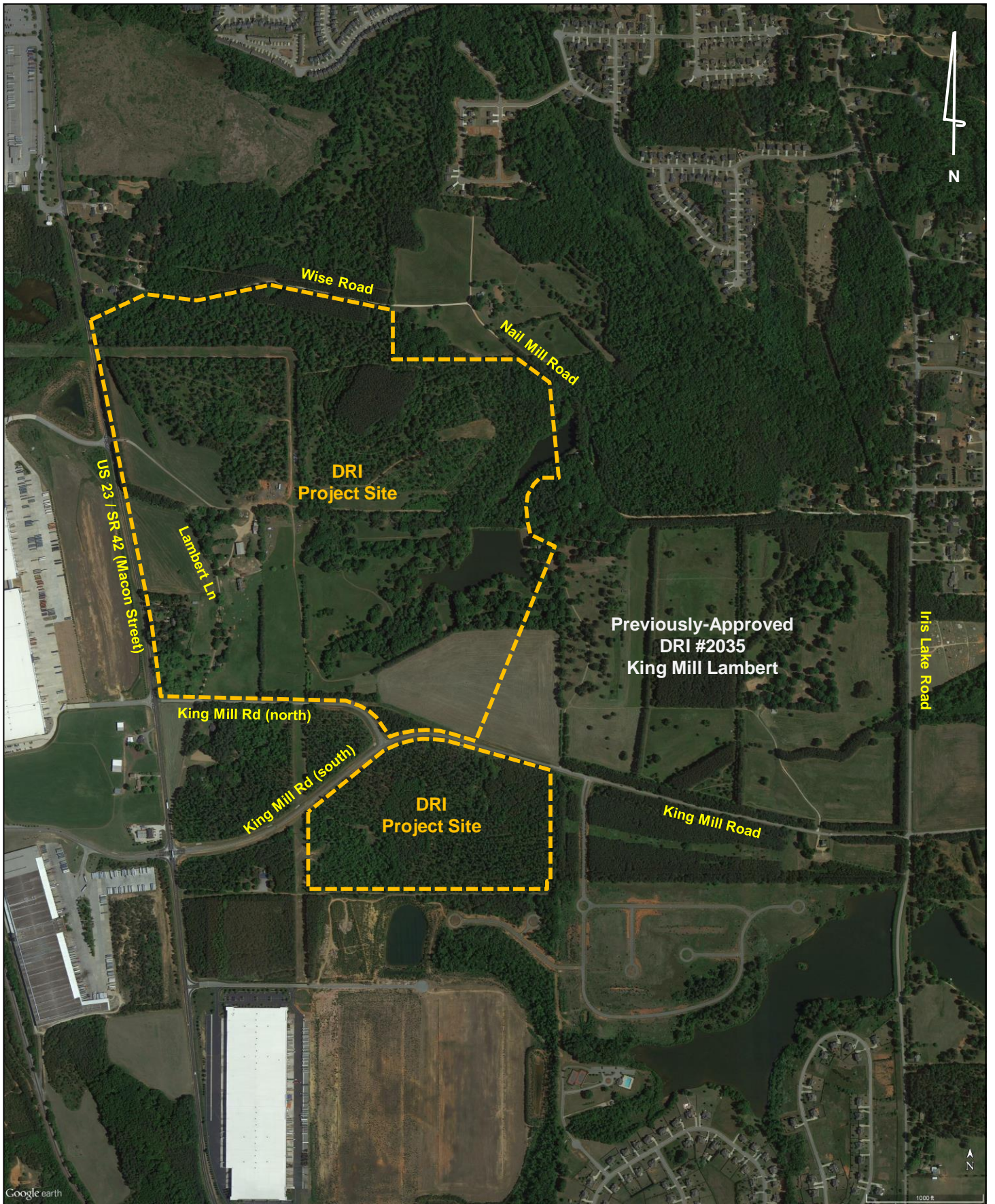
Table 1: Proposed Land Uses	
Warehouse (Total in six buildings)	4,817,200 SF





Google earth

4000 ft



1.2 Site Plan Review

The proposed development is an approximately 318-acre site located east of US 23 / SR 42 with nearly eighty (80) percent of the development north of King Mill Road and twenty (20) percent south of King Mill Road. The project will include six warehousing buildings with associated truck and employee parking facilities. A reference of the proposed site plan can be found in Appendix C. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

Vehicular access to the development is proposed by ten full movement driveways - three proposed locations along US 23 / SR 42, three proposed locations along Old King Mill Road, and four proposed locations along King Mill Road.

Internal private roadways throughout the site provide access to all buildings and parking facilities. See the referenced site plan in Appendix C for a visual representation of vehicular access and circulation throughout the proposed development.

The site driveways mentioned above provide access to all parking on the site. Parking will be provided throughout the development as follows:

Employee Parking Provided:	1,962 spaces
Truck Court Provided:	2,400 feet

1.4 Bicycle and Pedestrian Facilities

Pedestrian and bicycle facilities currently do not exist along US 23 / SR 42, King Mill Road, or Iris Lake Road.

1.5 Transit Facilities

There is currently no fixed-transit service in the vicinity of this project.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate was used for all roadways.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in November 2014 at eleven (11) intersections during the AM and PM peak periods. The morning and the afternoon peak hours varied between intersections, respectively. Peak hours for all intersections are shown in Table 2.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. SR 155 (N McDonough Road) & I-75 Southbound Ramps	7:15-8:15	5:00-6:00
2. SR 155 (N McDonough Road) & I-75 Northbound Ramps	7:15-8:15	5:00-6:00
3. SR 155 (N McDonough Road) & King Mill Road / Industrial Boulevard	7:15-8:15	5:00-6:00
4. US 23 / SR 42 & SR 155 (N McDonough Road / Zack Hinton Parkway)	7:15-8:15	5:00-6:00
5. US 23 / SR 42 & Whirlpool Driveway 2 / Old King Mill Road	7:15-8:15	4:45-5:45
6. US 23 / SR 42 & King Mill Road	7:15-8:15	4:45-5:45
7. King Mill Road & Old King Mill Road	7:15-8:15	5:00-6:00
8. King Mill Road & Iris Lake Road	7:00-8:00	5:00-6:00
9. Bill Gardner Parkway & I-75 Southbound Ramp	7:00-8:00	4:45-5:45
10. Bill Gardner Parkway & I-75 Northbound Ramp	7:00-8:00	4:45-5:45
11. US 23 / SR 42 & Bill Gardner Parkway	7:15-8:15	4:45-5:45

All raw traffic count data is available upon request.

To obtain Existing 2015 traffic volumes, this traffic data was increased by 1.0 percent.

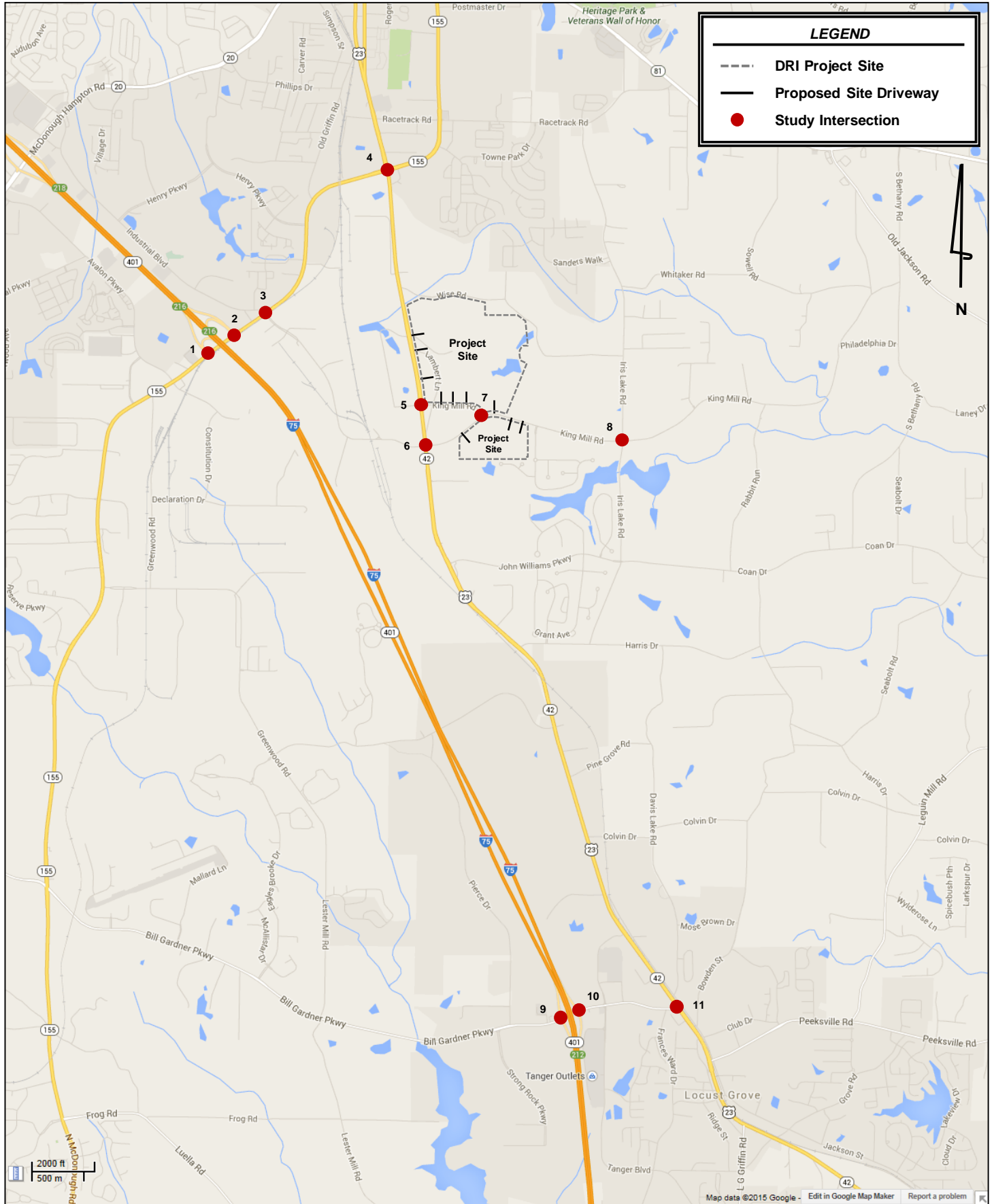
2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 8.0*.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

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

Figure 4 illustrates the Study Intersections considered and evaluated in the capacity analyses.



3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Gross trips generated are displayed below in Table 3.

Table 3: Gross Trip Generation						
Land Use (Intensity)	ITE Code	Daily Traffic	AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit
High-Cube Warehouse (4,817,200 SF)	152	8,093	448	201	193	430
Total Gross Trips		8,093	448	201	193	430

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land use, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with GRTA, ARC, Georgia Department of Transportation (GDOT), and Henry County.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E.

3.4 Study Network Determination

A general study area was determined using the 7% rule. This rule recommends that all intersections and segments be analyzed which are impacted to the extent that the traffic from the proposed site is 7% or more of the Service Volume of the facility (at a previously established LOS standard) be considered for analysis. This general study area includes the following eleven (11) intersections:

- North McDonough Road (SR 155) at I-75 Southbound Ramps
- North McDonough Road (SR 155) at I-75 Northbound Ramps
- North McDonough Road (SR 155) at King Mill Road / Industrial Boulevard
- US 23 (SR 42) at North McDonough Road / South Zack Hinton Parkway (SR 155)
- US 23 (SR 42) at Old King Mill Road / Whirlpool Driveway 2
- US 23 (SR 42) at King Mill Road
- King Mill Road at Old King Mill Road
- King Mill Road at Iris Lake Road
- Bill Gardner Parkway at I-75 Southbound Ramps
- Bill Gardner Parkway at I-75 Northbound Ramps
- Bill Gardner Parkway at US 23 (SR 42)

The study network includes eight (8) signalized intersections, two (2) two-way stop-controlled intersections, and one (1) all-way stop-controlled intersection as noted in Table 4. The site location and study intersections can be found in Figure 1.

Table 4: Intersection Control Summary	
Intersection	Control
1. North McDonough Road (SR 155) at I-75 Southbound Ramps	Signal
2. North McDonough Road (SR 155) at I-75 Northbound Ramps	Signal
3. North McDonough Road (SR 155) at King Mill Road / Industrial Boulevard	Signal
4. US 23 (SR 42) at North McDonough Road / South Zack Hinton Parkway (SR 155)	Signal
5. US 23 (SR 42) at Old King Mill Road / Whirlpool Driveway 2	TWSC
6. US 23 (SR 42) at King Mill Road	Signal
7. King Mill Road at Old King Mill Road	TWSC
8. King Mill Road at Iris Lake Road	AWSC
9. Bill Gardner Parkway at I-75 Southbound Ramps	Signal
10. Bill Gardner Parkway at I-75 Northbound Ramps	Signal
11. Bill Gardner Parkway at US 23 (SR 42)	Signal

*Note: TWSC = Two-Way Stop-Control
 AWSC = All-Way Stop-Control

Each of the above listed intersections was analyzed for the Existing 2015 conditions, the projected 2020 No-Build conditions, and the projected 2020 Build conditions. The projected 2020 No-Build conditions represent the 2015 traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network plus the King Mill – Lambert Development. The projected 2020 Build conditions add the project trips associated with the Lambert Farms Phase II development added to the projected 2020 No-Build conditions.

3.5 Existing Roadway Facilities

Roadway classification descriptions for the entire study area are provided in Table 5 (bolded roadways run adjacent to the site).

Table 5: Roadway Classification				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Henry County Roadway Classification	GDOT Functional Classification
US 23 / SR 42	2	45 & 55	Major Arterial	Minor Arterial
King Mill Road – east of SR 42	2	40 & 45	Major Arterial	Minor Collector
King Mill Road – west of SR 42	2	35	Major Arterial	Local Road
Iris Lake Road	2	35	Minor Arterial	Local Road
SR 155 (N McDonough Road) – east of I-75	2	35	Major Arterial	Principal Arterial
SR 155 (N McDonough Road) – west of I-75	2	55	Major Arterial	Minor Arterial
Bill Gardner Parkway	4	35	Minor Arterial	Major Collector
I-75 / SR 401	6	70	Interstate	Interstate

4.0 TRIP GENERATION

As stated previously, trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. Trip generation for this proposed development is calculated based upon High-Cube Warehouse/ Distribution Center (ITE 152). Due to the land-use of the proposed site, an estimate of 75 percent employee (car) and 25 percent heavy vehicle (truck) trips was applied to the total gross trips.

Internal capture reductions were not applied for this study.

Alternative transportation mode reductions were not applied for this study.

Pass-by trip reductions were not applied for this project.

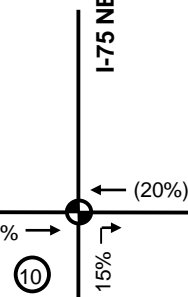
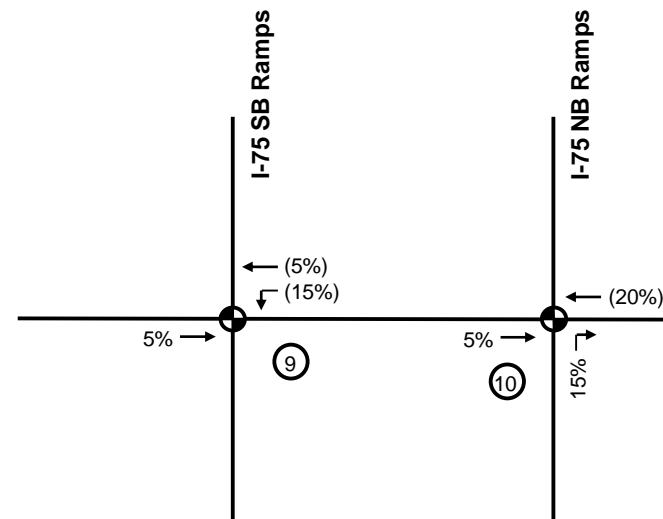
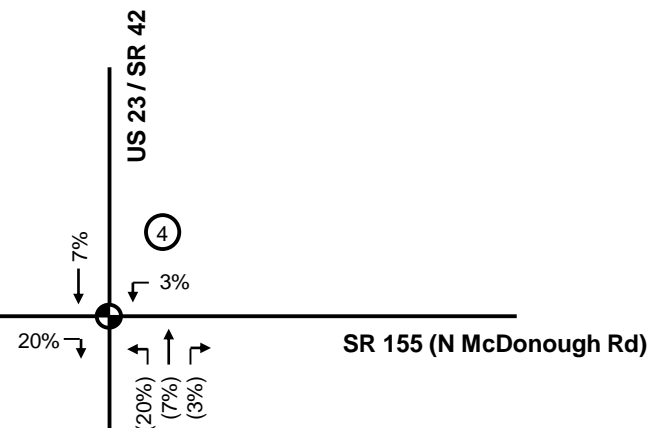
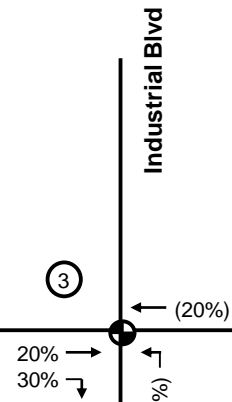
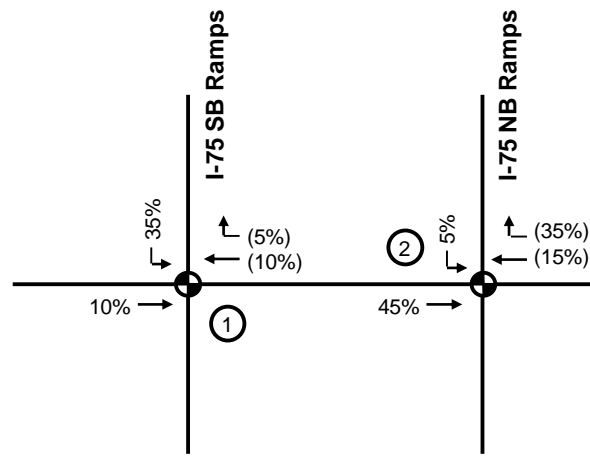
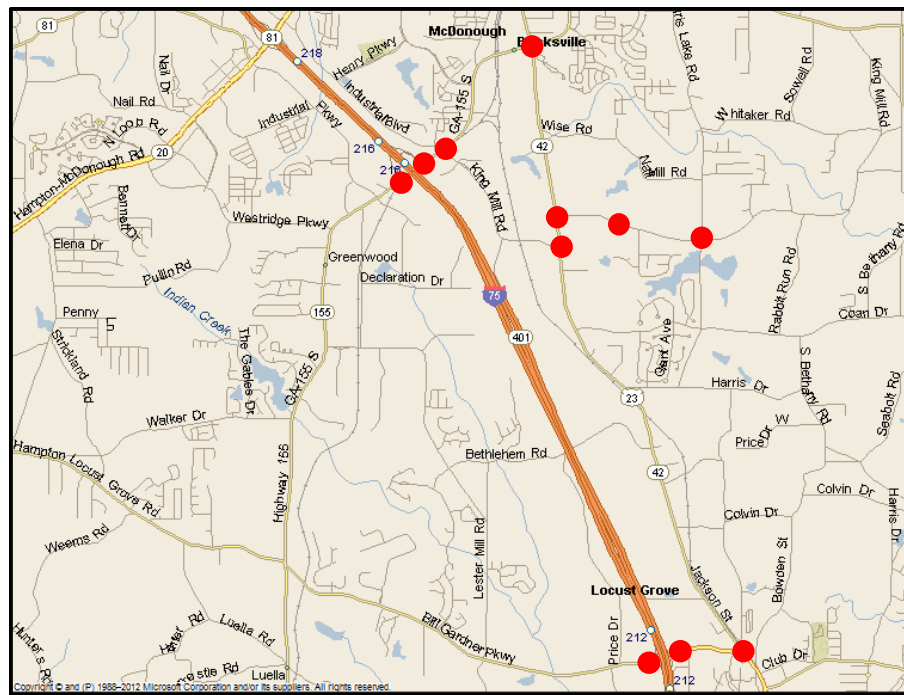
The total (net) trips generated and analyzed in this report are listed in Table 6.

Table 6: Net Trip Generation					
	Daily Traffic	AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit
Employee (Car) Trips	6,070	336	151	145	323
Heavy Vehicle (Truck) Trips	2,023	112	50	48	107
Net New Trips	8,093	448	201	193	430

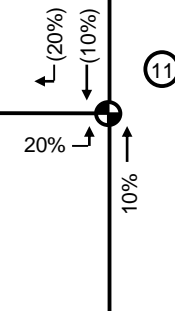
A more detailed trip generation analysis summary table is provided in Appendix D.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages agreed to during methodology discussions with GRTA, ARC, GDOT, and Henry County. Figure 5 and Figure 6 illustrate the projected assignments for employee trips (cars), and Figure 7 and Figure 8 illustrate projected assignments for heavy vehicle trips (trucks). These percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The expected combined project trips throughout the study network, generated by the proposed Lambert Farms Phase II development, are illustrated in Figure 9 and Figure 10. Detailed intersection volume worksheets can also be found in Appendix E.

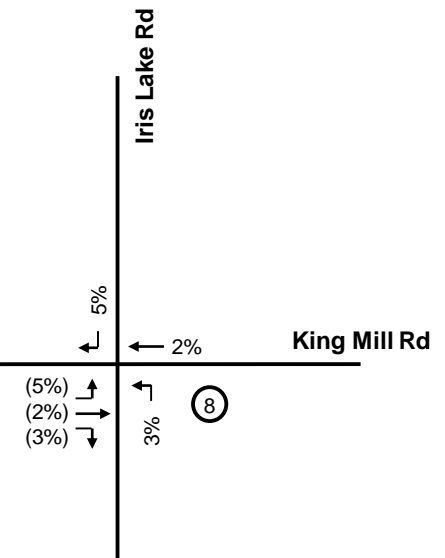
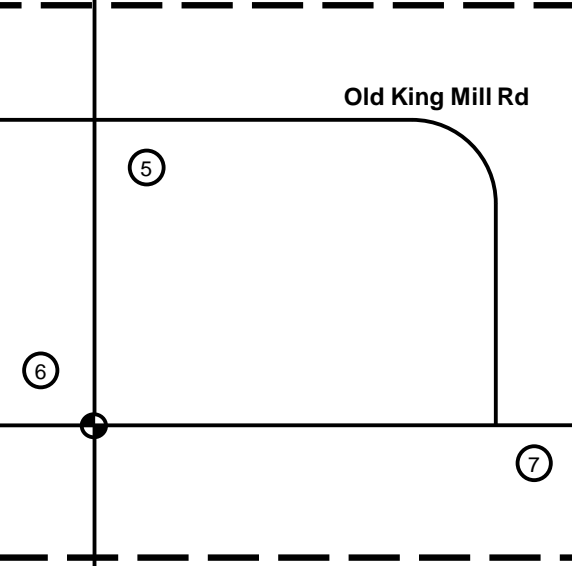


Bill Gardner Pkwy



Whirlpool Driveway 2

Old King Mill Rd



LEGEND

- Turning Movement
- Existing Traffic Signal
- XX% Project IN Assignments
- (XX%) Project OUT Assignments



Figure 5

Traffic Assignment Cars

Lambert Farms Logistics Park
DRI # 2487
Transportation Analysis



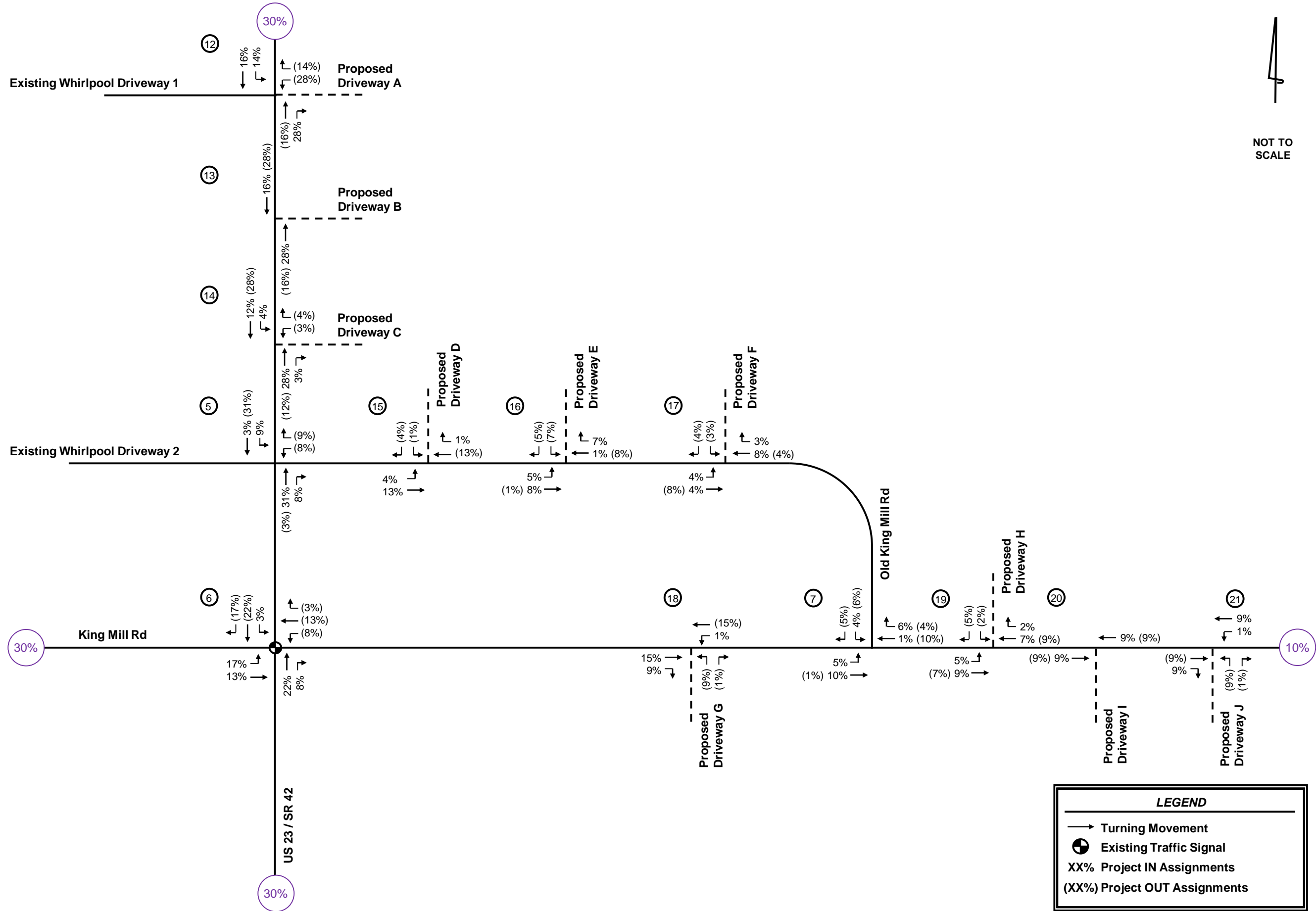


Figure 6

Traffic Assignment Cars

Lambert Farms Logistics Park DRI # 2487 Transportation Analysis

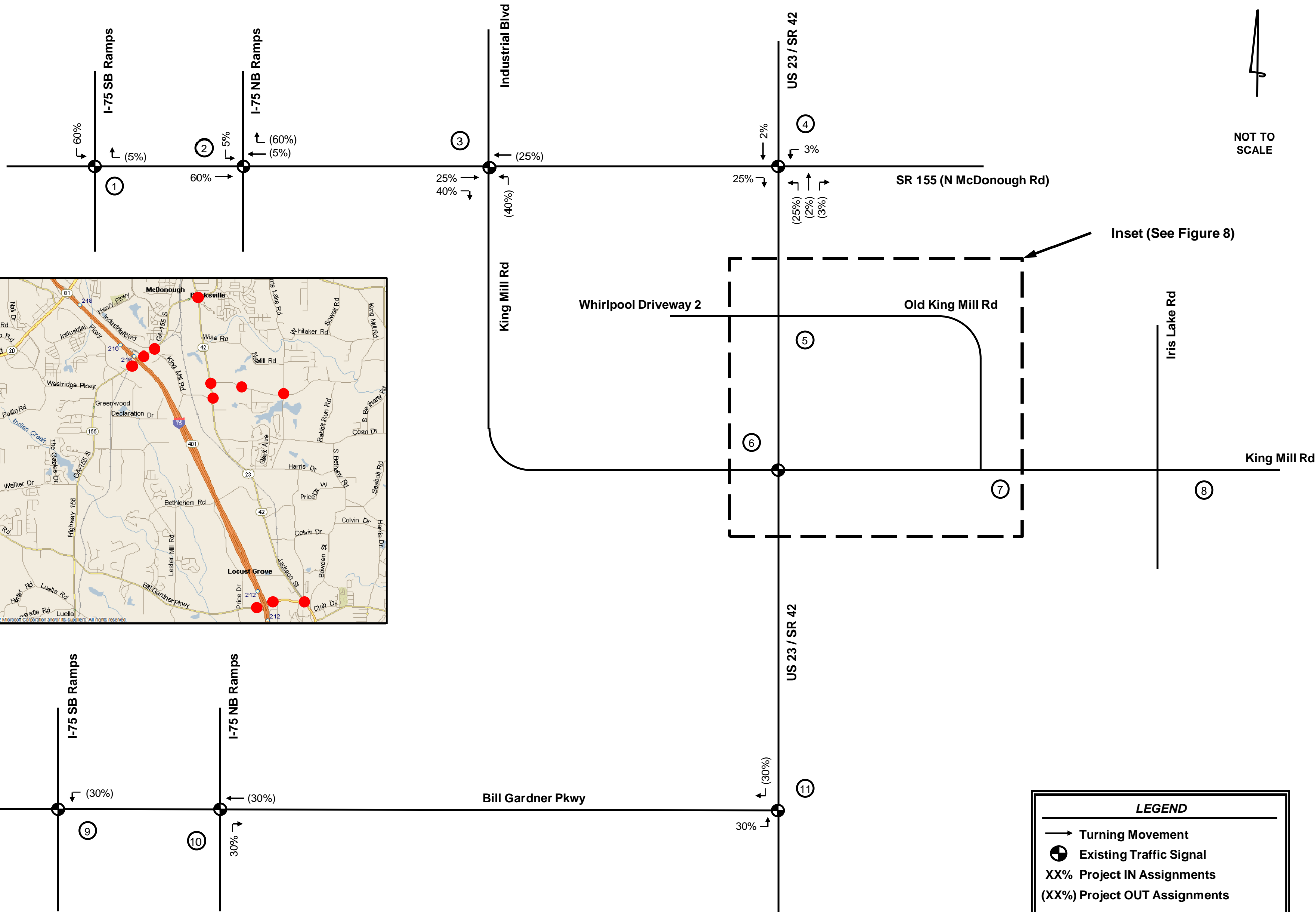
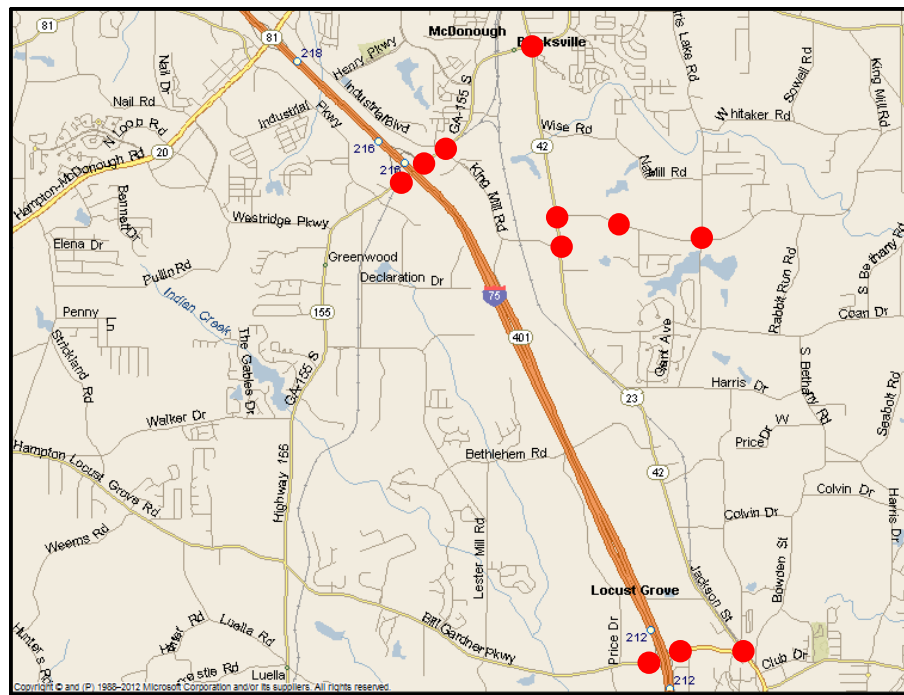


Figure 7

Traffic Assignment
Heavy Trucks

Lambert Farms Logistics Park
DRI # 2487
Transportation Analysis



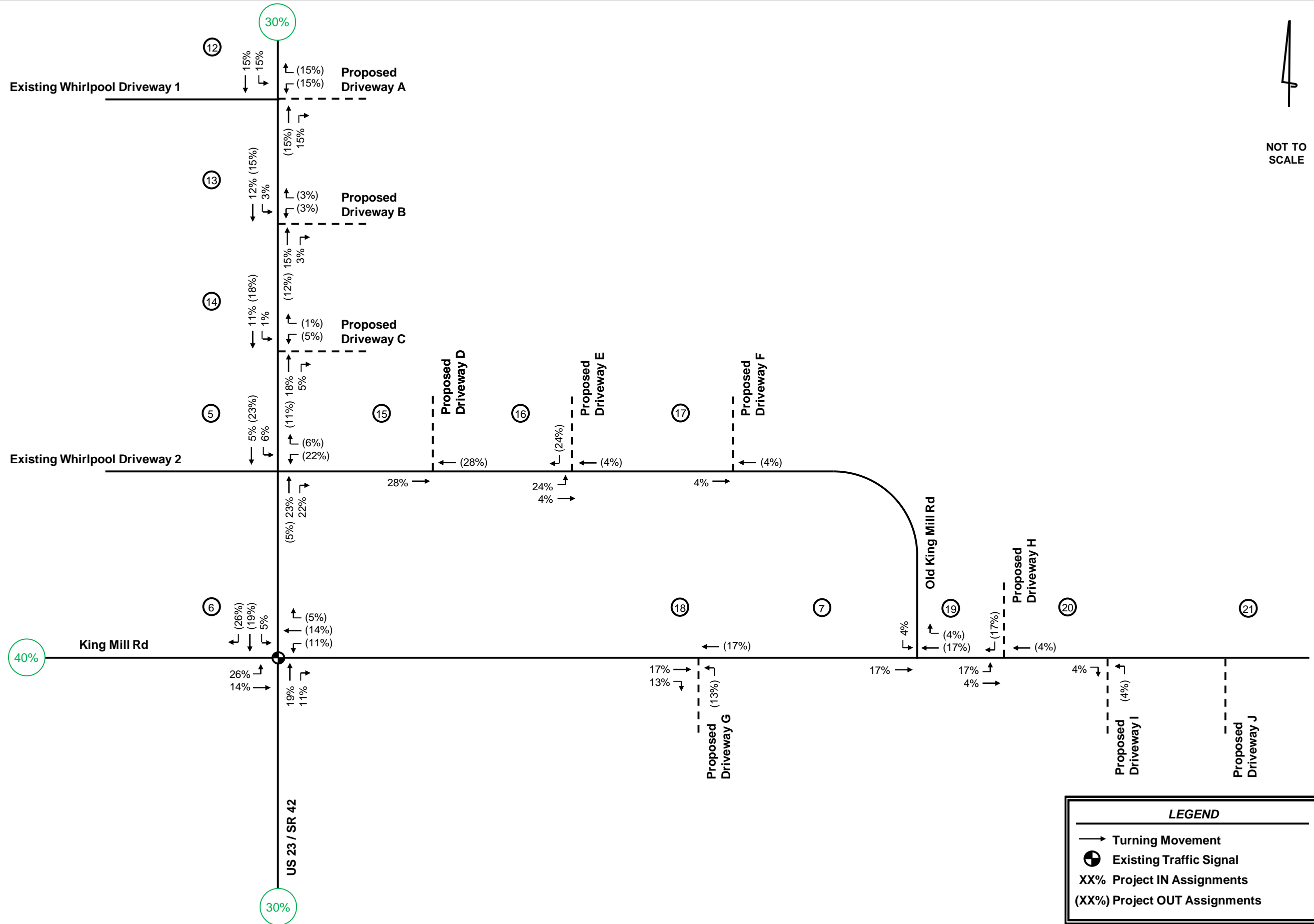


Figure 8

Traffic Assignment Heavy Trucks

Lambert Farms Logistics Park DRI # 2487 Transportation Analysis

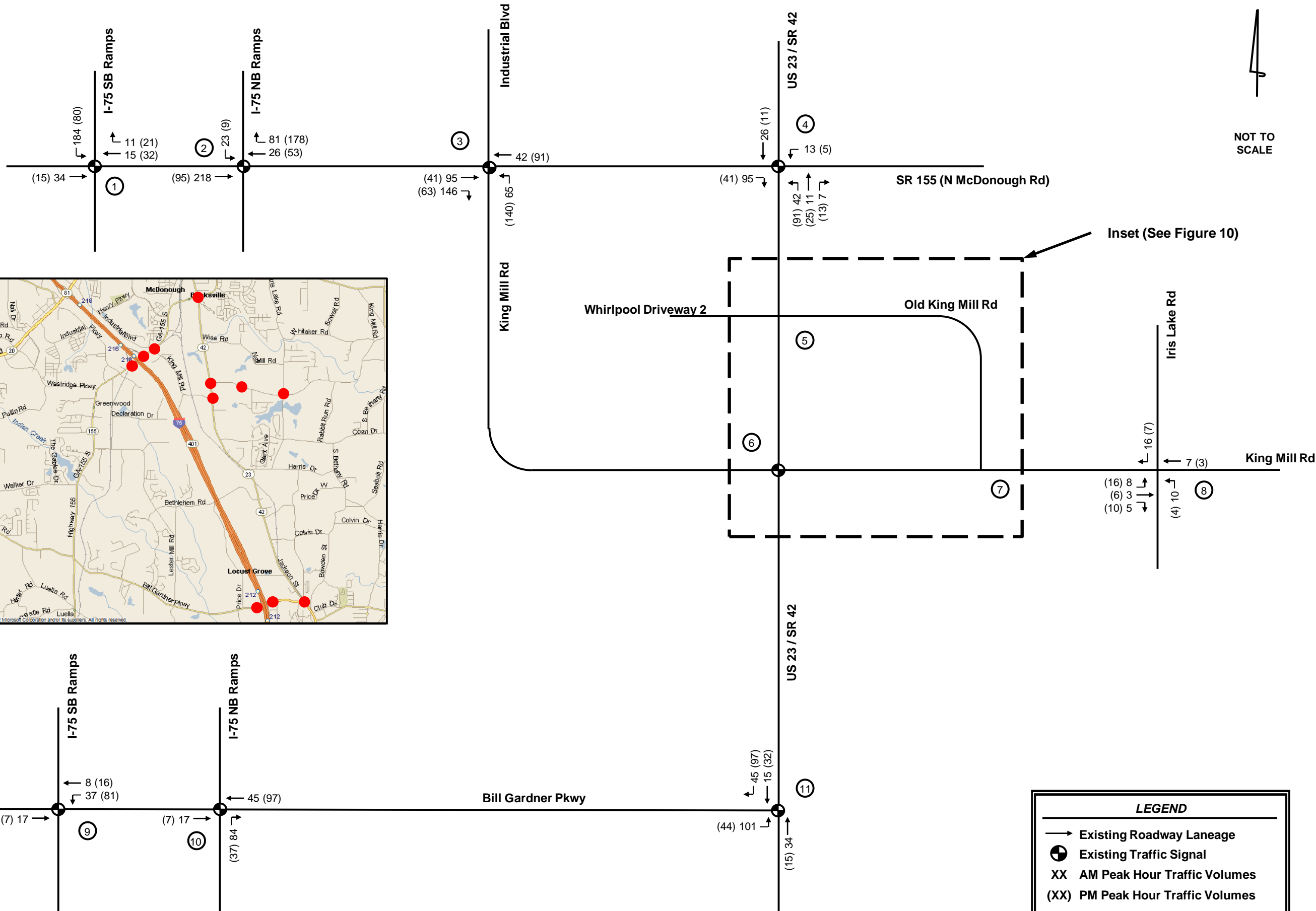
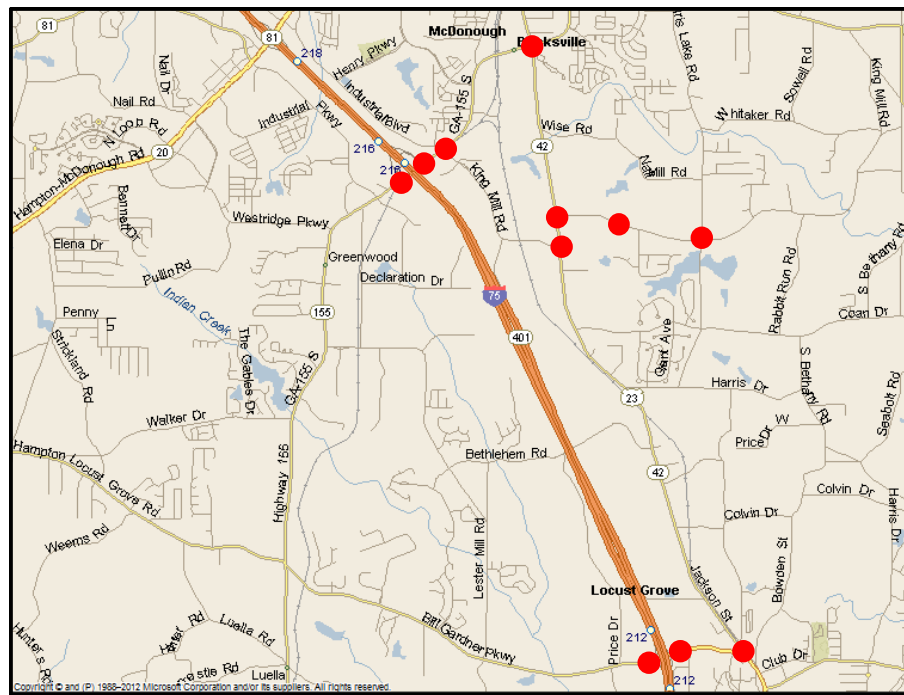
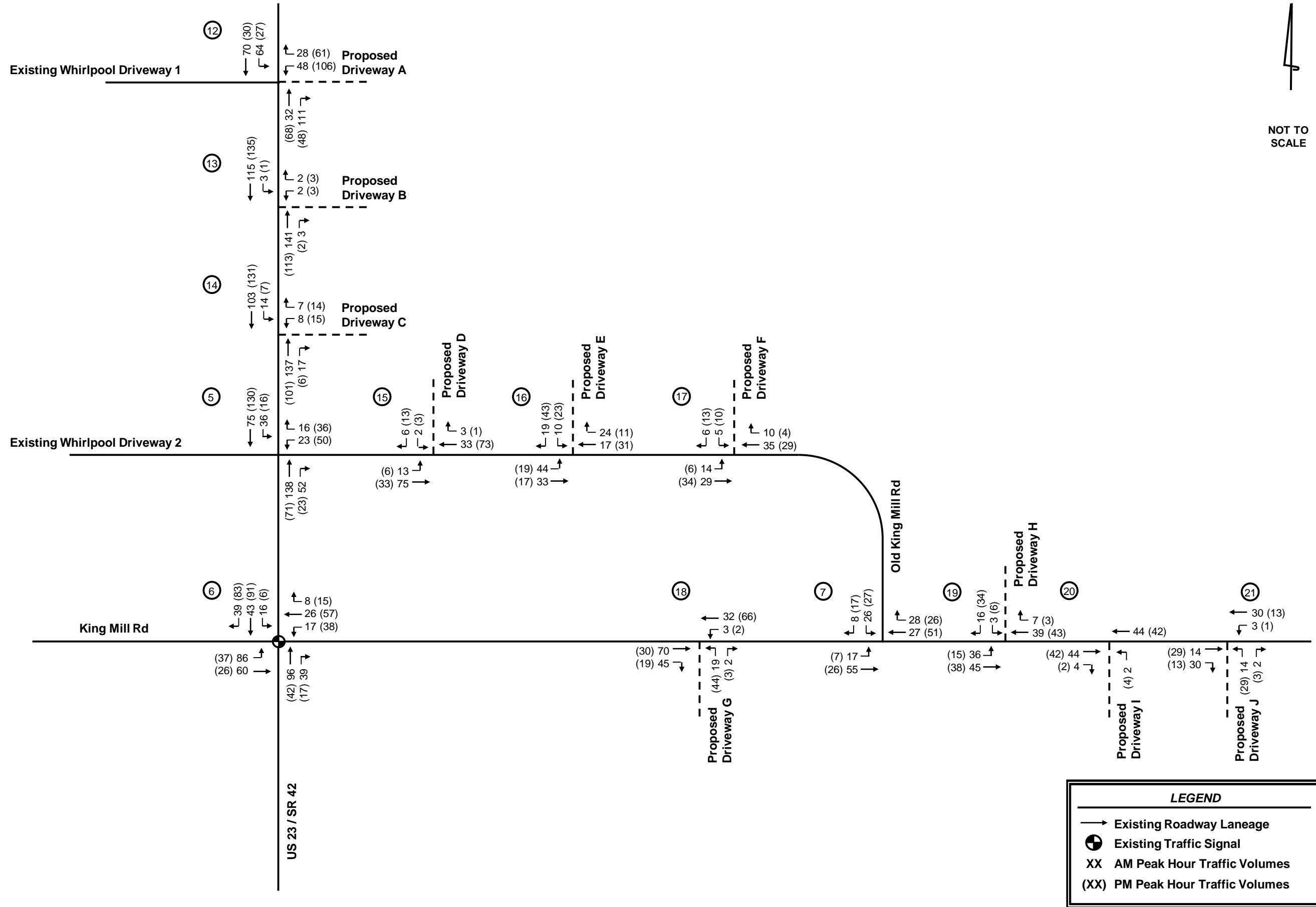


Figure 9

Project Trips

Lambert Farms Logistics Park
DRI # 2487
Transportation Analysis



NOT TO SCALE

Figure 10

Project Trips

Lambert Farms Logistics Park
DRI # 2487
Transportation Analysis

6.0 TRAFFIC ANALYSIS

6.1 2015 Existing Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 8.0*, and capacity analyses were performed for the AM and PM peak hours. The intersection laneage and traffic volumes for the projected 2015 Existing conditions are shown in Figure 11, and the results of the capacity analyses for the 2015 Existing conditions are shown in Table 7.

Table 7: 2015 Existing Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	AM=E PM=D	E (56.7)	D (40.9)
2. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	D	D (35.8)	B (12.5)
3. SR 155 (N McDonough Road) & King Mill Road / Industrial Boulevard	Signal	D	D (47.6)	D (43.4)
4. US 23 / SR 42 & SR 155 (N McDonough Road) / SR 155 (Zack Hinton Parkway)	Signal	D	C (33.4)	D (39.2)
5. US 23 / SR 42 & Whirlpool Driveway 2 / Old King Mill Road	TWSC	EB	AM=D PM=E	A (0.0)
		WB	D	B (13.3)
6. US 23 / SR 42 & King Mill Road	Signal	D	B (16.3)	C (25.3)
7. King Mill Road & Old King Mill Road	TWSC	SB	D	B (10.4)
8. Iris Lake Road & King Mill Road	AWSC	EB	D	A (8.7)
		WB	D	B (10.9)
		NB	D	A (9.5)
		SB	D	B (10.1)
9. Bill Gardner Parkway & I-75 Southbound Ramp	Signal	D	B (16.8)	C (29.2)
10. Bill Gardner Parkway & I-75 Northbound Ramp	Signal	D	C (21.9)	C (26.1)
11. US 23 / SR 42 & Bill Gardner Parkway	Signal	E	F (134.9)	F (190.2)

As shown in Table 7, analyses indicate that the signalized intersection of Bill Gardner Parkway at US 23 / SR 42 operate at LOS F with vehicular delays during the AM and PM peak hours for 2015 Existing conditions. The signalized intersection of SR 155 (N McDonough Road) at I-75 Southbound Ramps operates at LOS E during the AM peak hour, and the unsignalized Whirlpool Driveway 2 approach operates at LOS E during the PM peak hour. All other study intersections operate at an acceptable LOS during the AM and PM peak hours for 2015 Existing conditions.

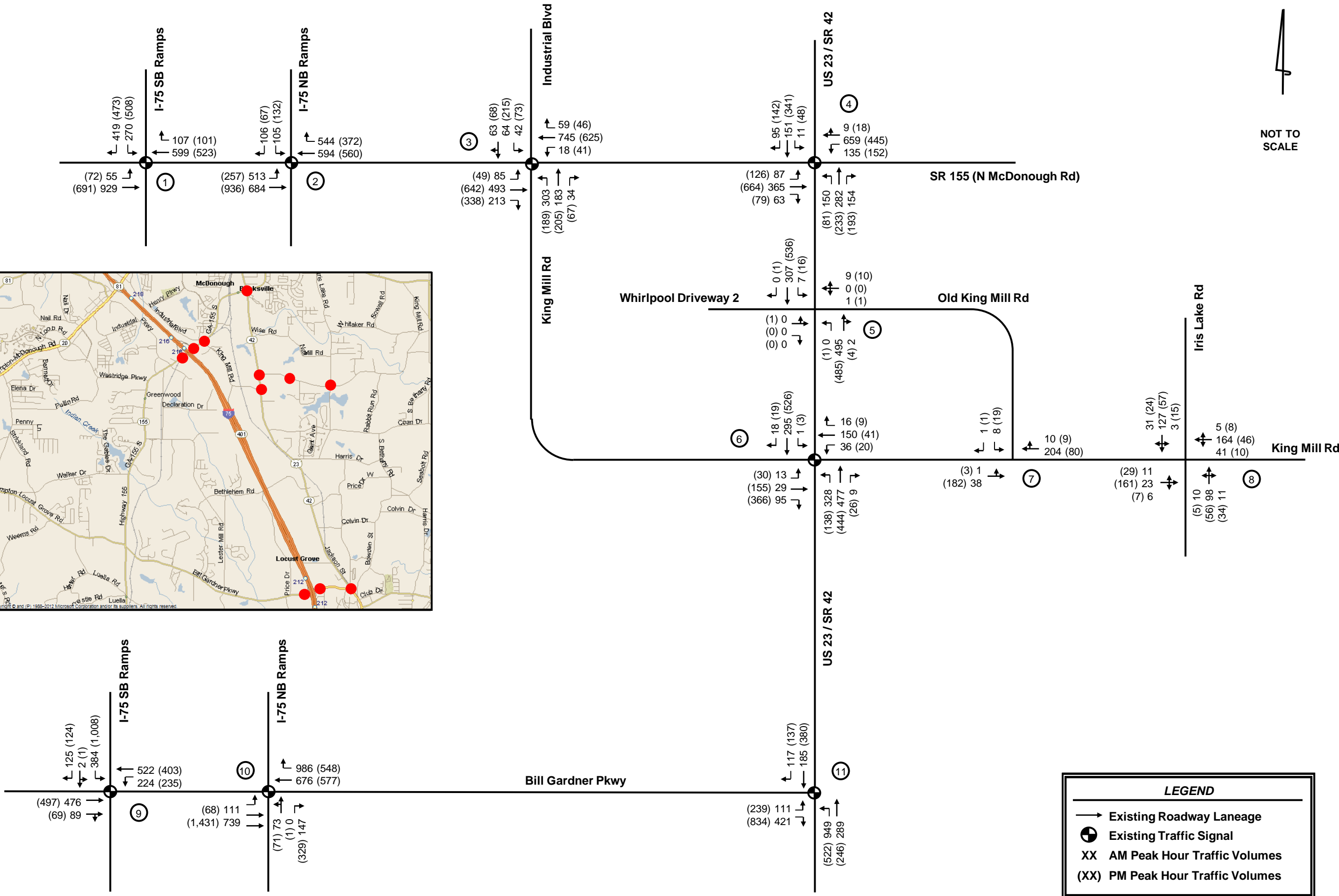
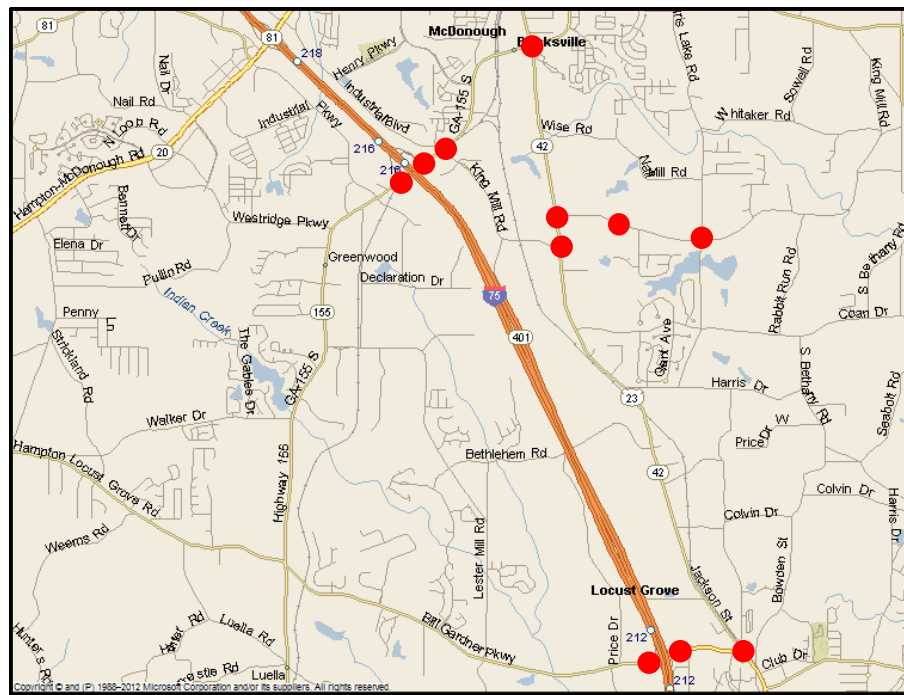


Figure 11

2015 Existing Conditions

Lambert Farms Logistics Park DRI # 2487 Transportation Analysis



6.2 Projected 2020 No-Build Conditions

To account for growth in the vicinity of the proposed development, GDOT historical traffic volumes were analyzed to help determine a background growth rate. Based on the trends in traffic along the area roadways, as well as the population growth rates in Henry County from the U.S. Census, the existing traffic volumes were increased for five (5) years at 1.0 percent per year throughout the study network. The projected 2020 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types, as well as the programmed improvements currently under construction for the King Mill – Lambert Development (DRI #2035) project. The intersection laneage and traffic volumes for the projected 2020 No-Build conditions are shown in Figure 12.

As shown in Table 8, three (3) intersections are projected to operate below their acceptable level-of-service standard during the AM Peak Hour and/or PM Peak Hour. Based on the projected 2020 No-Build conditions, the following improvements result in the below listed intersections operating at or above their LOS standard.

- SR 155 (N McDonough Road) at King Mill Road / Industrial Boulevard (Int. #3)
 - Widen SR 155 (N McDonough Road) from 2 to 4 lanes, providing a 2nd eastbound through lane and a 2nd westbound through lane.
- US 23 / SR 42 at Whirlpool Driveway 2 / Old King Mill Road (Int. #5)
 - Due to low traffic volumes along the eastbound approach that operates at LOS F, no improvements are recommended at this location.
- US 23 / SR 42 at Bill Gardner Parkway (Int. #11)
 - Construct a 2nd northbound left-turn lane to create dual left-turn lanes, and convert the left-turn phasing to protected-only.
 - Install permissive-overlap right-turn phasing for the eastbound right-turn movement.

The projected 2020 No-Build conditions LOS with existing geometry and the King Mill – Lambert Development (DRI #2035) improvements are displayed in Figure 12; the LOS with the 2020 No-Build improvements stated above are shown in Table 9.

Table 8: Projected 2020 No-Build Intersection Levels-of-Service <i>LOS (delay in seconds)</i>					
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour	
1. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	AM=E PM=D	E (60.5)	D (48.0)	
2. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	D	C (28.3)	B (19.7)	
3. SR 155 (N McDonough Road) & King Mill Road / Industrial Boulevard	Signal	D	E (63.6)	F (81.1)	
4. US 23 / SR 42 & SR 155 (N McDonough Road) / SR 155 (Zack Hinton Parkway)	Signal	D	D (37.8)	D (47.9)	
5. US 23 / SR 42 & Whirlpool Driveway 2 / Old King Mill Road	TWSC	EB	AM=D PM=E	A (0.0)	F (66.1)
		WB	D	B (14.6)	C (15.6)
6. US 23 / SR 42 & King Mill Road	Signal	D	C (22.9)	C (31.0)	
7. King Mill Road & Old King Mill Road	TWSC	SB	D	C (17.2)	C (18.3)
8. Iris Lake Road & King Mill Road	AWSC	EB	D	A (9.2)	B (10.4)
		WB	D	B (11.9)	A (8.5)
		NB	D	B (10.1)	A (8.7)
		SB	D	B (11.2)	A (8.9)
9. Bill Gardner Parkway & I-75 Southbound Ramp	Signal	D	B (17.7)	C (34.7)	
10. Bill Gardner Parkway & I-75 Northbound Ramp	Signal	D	D (47.1)	C (32.5)	
11. US 23 / SR 42 & Bill Gardner Parkway	Signal	E	F (129.0)	F (214.1)	
12. King Mill Road & DRI 2035 Driveway	TWSC	SB	D	B (12.5)	B (14.3)

Table 9: Projected 2020 No-Build Intersection Levels-of-Service - IMPROVED <i>LOS (delay in seconds)</i>				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
3. SR 155 (N McDonough Road) & King Mill Road / Industrial Boulevard	Signal	D	D (37.2)	D (40.7)
11. US 23 / SR 42 & Bill Gardner Parkway	Signal	E	C (33.1)	E (70.8)

This improvement will likely be included within ARC TIP# HE-113

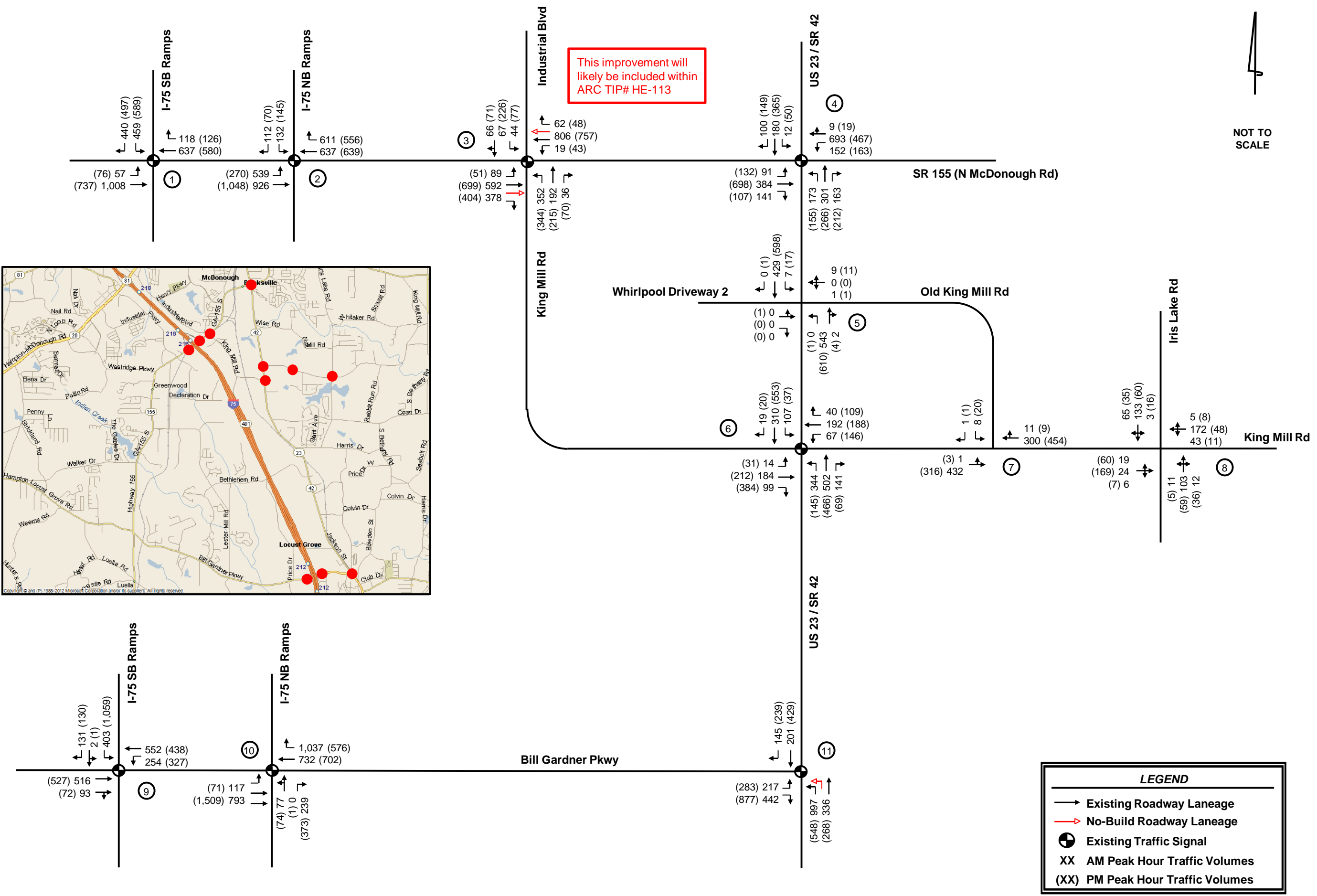
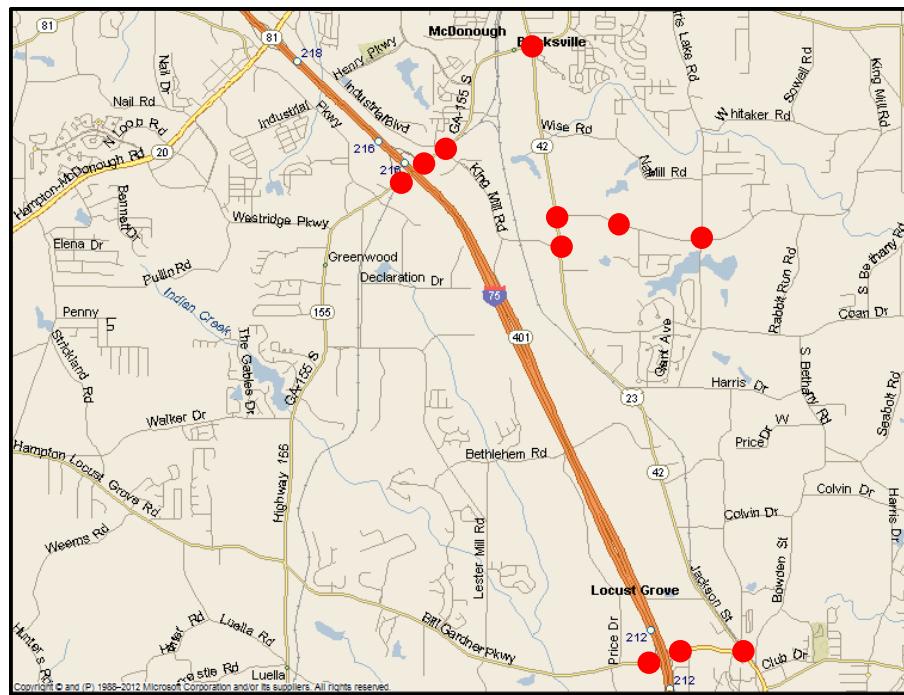


Figure 12

Projected 2020 No-Build Conditions

Lambert Farms Logistics Park DRI # 2487 Transportation Analysis



6.3 Projected 2020 Build Conditions

The traffic associated with the proposed Lambert Farms Phase II DRI development was added to the projected 2020 No-Build volumes. These volumes were then entered into Synchro 8.0, and capacity analyses were performed. The projected 2020 Build conditions were analyzed using existing roadway geometry and existing intersection control types.

Ten (10) intersections are projected to operate below the acceptable level-of-service standard during the AM Peak Hour and/or PM Peak Hour. Following implementation of the improvements recommended in the projected 2020 No-Build conditions analyses, ten (10) intersections are projected to operate below the acceptable level-of-service standard.

The projected 2020 Build conditions LOS with existing geometry are displayed in Table 10; the projected 2020 Build conditions LOS at the proposed driveways are displayed in Table 11; and the LOS with the addition of the 2020 No-Build improvements and 2020 Build improvements shown in Table 12.

Based on the projected 2020 Build conditions, the following improvements result in the below listed intersections operating at or above their LOS standard.

- SR 155 (N McDonough Road) at I-75 Southbound Ramps (Int. #1)
 - Construct a 2nd southbound left-turn lane to create dual left-turn lanes.
- SR 155 (N McDonough Road) at King Mill Road / Industrial Boulevard (Int. #3)
 - Construct a 2nd northbound left-turn lane to create dual left-turn lanes, and convert the left-turn phasing to protected-only.
- US 23 / SR 42 at SR 155 (N McDonough Road) (Int. #4)
 - Widen SR 155 (N McDonough Road) from 2 to 4 lanes, providing a 2nd eastbound through lane and a 2nd westbound through lane.
- US 23 / SR 42 at Whirlpool Driveway 2 / Old King Mill Road (Int. #5)
 - Construct a westbound right-turn lane.
- King Mill Road / Old King Mill Road (Int. #7)
 - Construct an eastbound left-turn lane.
 - Construct a westbound right-turn lane.
- Bill Gardner Parkway at I-75 Northbound Ramp (Int. #10)
 - Construct a 2nd westbound right-turn lane to create dual right-turn lanes.
- US 23 / SR 42 at Bill Gardner Parkway (Int. #11)
 - No additional improvements are recommended at this intersection.

The following improvements are the recommended driveway configurations:

- US 23 / SR 42 at Proposed Driveway A (Int. #12)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Provide two westbound egress lanes (shared left-turn / through lane and exclusive right-turn lane).
- US 23 / SR 42 at Proposed Driveway B (Int. #13)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Construct a southbound left-turn lane along US 23 / SR 42.
 - Provide one westbound egress lane (shared left-turn / right-turn lane).

- US 23 / SR 42 at Proposed Driveway C (Int. #14)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Construct a southbound left-turn lane along US 23 / SR 42.
 - Provide one westbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway D (Int. #15)
 - Provide full-movement access at this location.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway E (Int. #16)
 - Provide full-movement access at this location.
 - Construct an eastbound left-turn lane along Old King Mill Road.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway F (Int. #17)
 - Provide full-movement access at this location.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway G (Int. #18)
 - Provide full-movement access at this location.
 - Construct an eastbound right-turn lane along King Mill Road.
 - Provide one northbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway H (Int. #19)
 - Provide full-movement access at this location.
 - Construct an eastbound left-turn lane along King Mill Road.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway I (Int. #20)
 - Provide full-movement access at this location.
 - Construct a westbound left-turn lane along King Mill Road.
 - Provide one northbound egress lane (shared left-turn / through / right-turn lane).
- King Mill Road at Proposed Driveway J (Int. #21)
 - Provide full-movement access at this location.
 - Provide one northbound egress lane (shared left-turn / right-turn lane).

Table 10: Projected 2020 Build Intersection Levels-of-Service LOS (delay in seconds)					
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour	
1. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	AM=E PM=D	F (97.8)	E (60.9)	
2. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	D	D (36.7)	B (17.8)	
3. SR 155 (N McDonough Road) & King Mill Road / Industrial Boulevard	Signal	D	F (82.8)	F (128.9)	
4. US 23 / SR 42 & SR 155 (N McDonough Road) / SR 155 (Zack Hinton Parkway)	Signal	D	D (43.9)	E (64.3)	
5. US 23 / SR 42 & Whirlpool Driveway 2 / Old King Mill Road	TWSC	EB	AM=D PM=E	A (0.0)	F (149.6)
		WB	D	F (111.5)	F (623.5)
6. US 23 / SR 42 & King Mill Road	Signal	D	C (30.2)	D (42.5)	
7. King Mill Road & Old King Mill Road	TWSC	SB	D	C (22.8)	C (21.8)
8. Iris Lake Road & King Mill Road	AWSC	EB	D	A (9.7)	B (11.1)
		WB	D	B (12.6)	A (8.6)
		NB	D	B (10.6)	A (9.0)
		SB	D	B (12.1)	A (9.1)
9. Bill Gardner Parkway & I-75 Southbound Ramp	Signal	D	B (18.5)	D (39.0)	
10. Bill Gardner Parkway & I-75 Northbound Ramp	Signal	D	E (74.6)	D (40.5)	
11. US 23 / SR 42 & Bill Gardner Parkway	Signal	E	F (119.2)	F (213.4)	

Table 11: Projected 2020 Build Driveways Levels-of-Service <i>LOS (delay in seconds)</i>					
Intersection	Control		LOS Std.	AM Peak Hour	PM Peak Hour
12. US 23 / SR 42 & Whirlpool Driveway 1 / Proposed Driveway A	TWSC	EB	D	A (0.0)	A (0.0)
		WB	D	F (75.0)	F (313.6)
13. US 23 / SR 42 & Proposed Driveway B	TWSC	WB	D	E (38.8)	E (48.1)
14. US 23 / SR 42 & Proposed Driveway C	TWSC	WB	D	D (33.2)	E (42.5)
15. Old King Mill Road & Proposed Driveway D	TWSC	SB	D	A (8.9)	A (9.2)
16. Old King Mill Road & Proposed Driveway E	TWSC	SB	D	A (9.5)	A (9.8)
17. Old King Mill Road & Proposed Driveway F	TWSC	SB	D	A (9.0)	A (9.0)
18. King Mill Road & Proposed Driveway G	TWSC	NB	D	C (23.7)	C (24.8)
19. King Mill Road & Proposed Driveway H	TWSC	SB	D	B (14.2)	C (16.1)
20. King Mill Road & Proposed Driveway I / DRI 2035 Driveway	TWSC	NB	D	F (58.7)	F (50.4)
		SB	D	B (13.8)	C (15.9)
21. King Mill Road & Proposed Driveway J	TWSC	NB	D	B (14.6)	B (14.8)

Table 12: Projected 2020 Build Intersection Levels-of-Service - IMPROVED				
LOS (delay in seconds)				
	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. SR 155 (N McDonough Road) & I-75 Southbound Ramps	Signal	AM=E PM=D	E (61.8)	D (48.1)
3. SR 155 (N McDonough Road) & King Mill Road / Industrial Boulevard	Signal	D	D (40.7)	D (45.7)
4. US 23 / SR 42 & SR 155 (N McDonough Road) / SR 155 (Zack Hinton Parkway)	Signal	D	C (33.6)	D (37.6)
5. US 23 / SR 42 & Whirlpool Driveway 2 / Old King Mill Road	TWSC	EB	AM=D PM=E	A (0.0)
		WB	D	F (88.5)
10. Bill Gardner Parkway & I-75 Northbound Ramp	Signal	D	C (31.8)	D (41.3)
11. US 23 / SR 42 & Bill Gardner Parkway	Signal	E	D (36.6)	F (81.8)

The intersection laneage and traffic volumes used for the projected 2020 Build conditions are shown in Figure 13 and Figure 14.

This improvement will likely be included within ARC TIP# HE-113

This improvement will likely be included within ARC TIP# HE-113

This improvement will likely be included within ARC TIP# HE-113

No project trips added to westbound right turn movement.

No project trips added to northbound left turn movement.

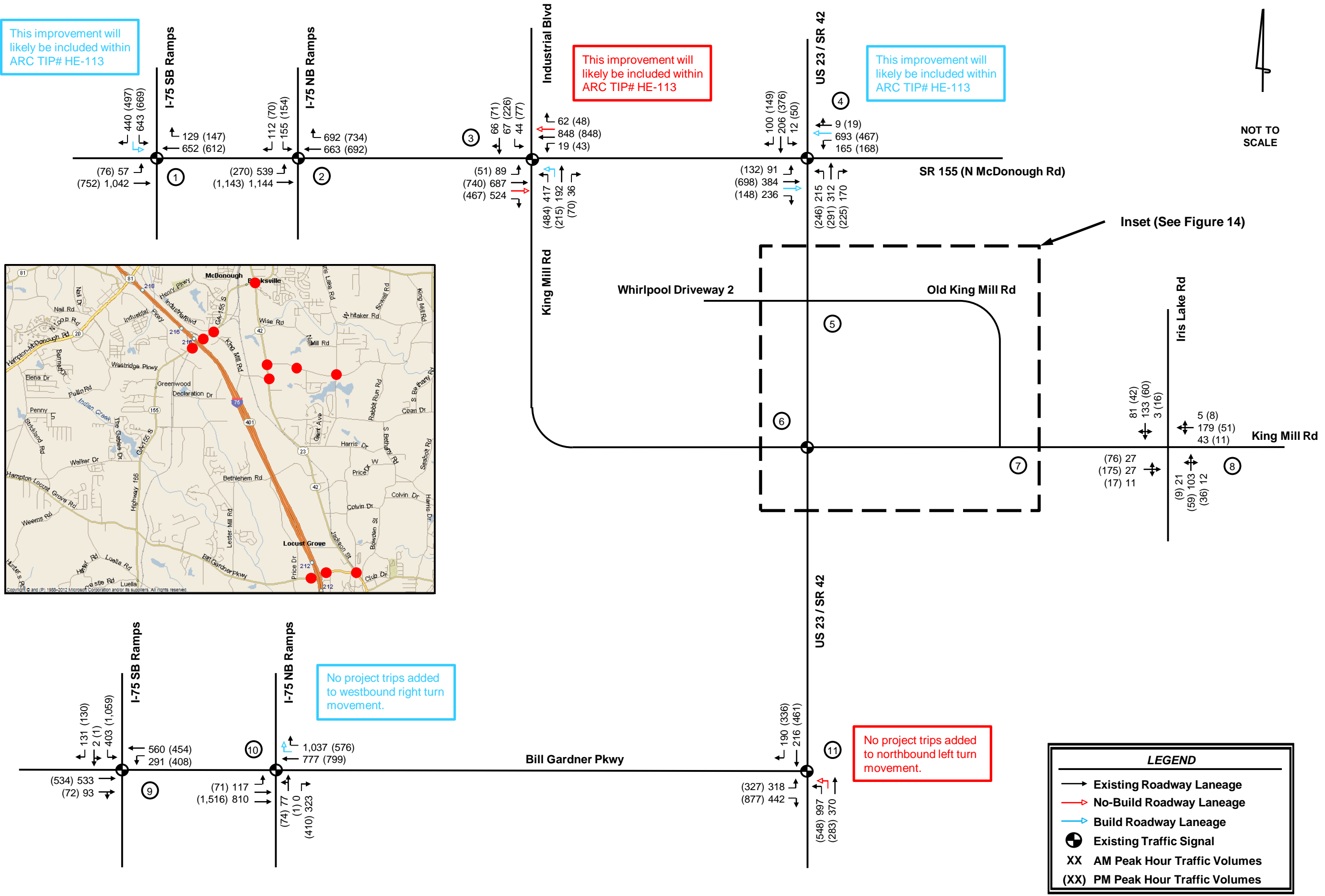
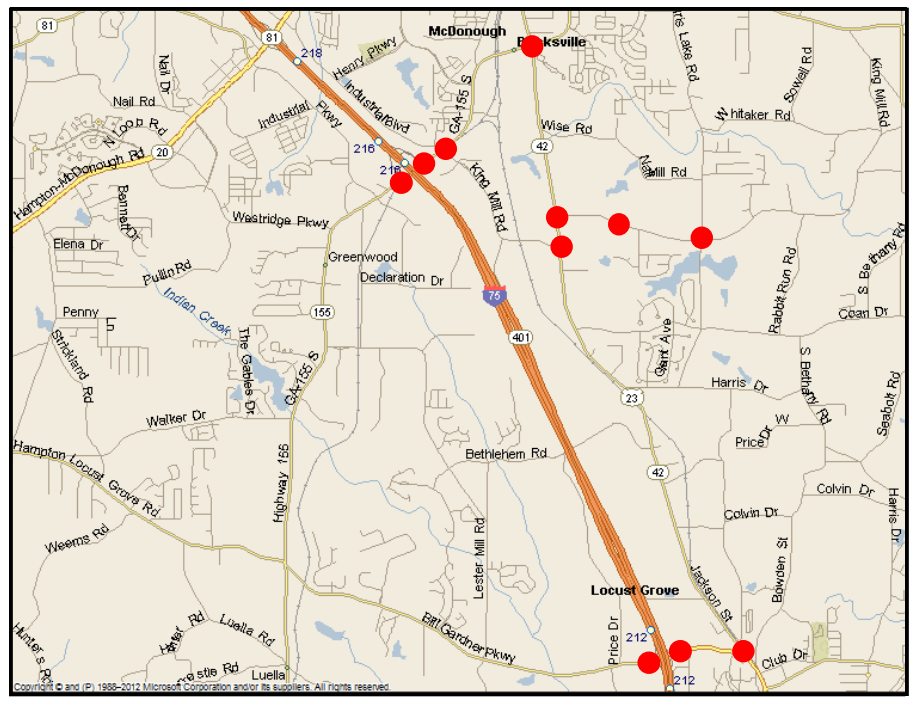
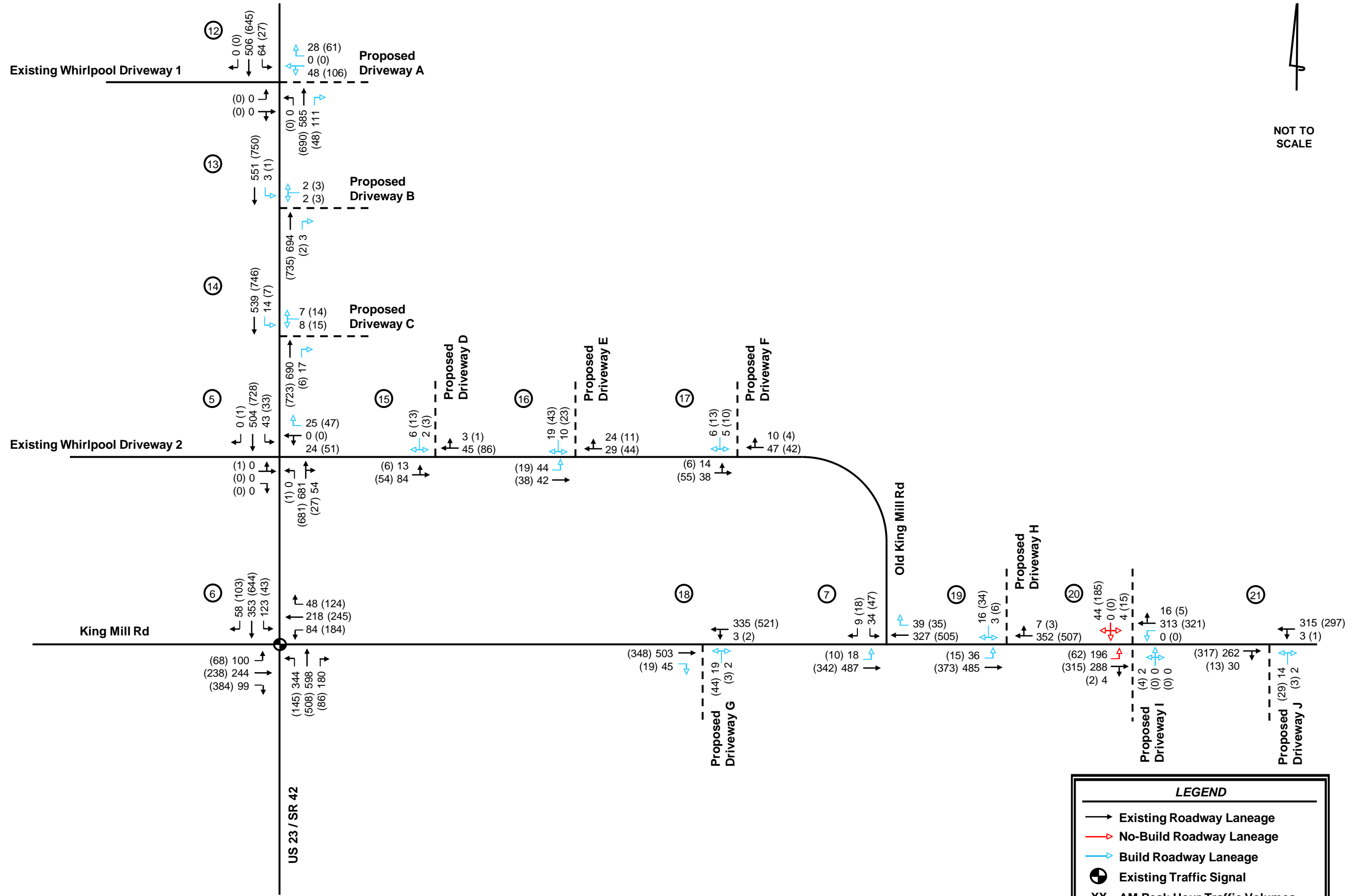


Figure 13

Projected 2020 Build Conditions

Lambert Farms Logistics Park DRI # 2487 Transportation Analysis





NOT TO SCALE

Figure 14

Projected 2020 Build Conditions

Lambert Farms Logistics Park DRI # 2487 Transportation Analysis

7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC’s Transportation Improvement Program, the Regional Transportation Improvement Program, GDOT’s Construction Work Program (none at this time), Henry County’s programmed projects, and the STIP the following projects are programmed or planned to be completed by the respective years: within the vicinity of the proposed development. The identified projects are listed in Table 13 below.

Table 13: Programmed Improvements			
#	Year	Project Number	Project Description
1	*	AR-ML-640	I-75 South Managed Lanes from Eagles Landing Parkway to SR 155 and associated ITS improvements beginning 2.1 miles south of SR 155 on I-75 South.
2	2030	HE-113	SR 155 Widening from I-75 South to SR 81, by adding one general purpose lane in each direction along SR 155.
3	2030	HE-118E	McDonough Parkway Extension (McDonough Bypass): Phase IV – New Alignment from SR 20/81 (Hampton Street) to Henry Parkway, by constructing a new four-lane roadway.
4	2030	HE-126B	Bill Gardner Parkway Widening from SR 155 to Lester Mill Road (2 lanes to 4 lanes) and from Lester Mill Road to I-75 South (2 lanes to 6 lanes).
5	2040+	ASP-HE-190	US 23 / SR 42 Widening from Old Griffin Road to County Line Road (2 lanes to 4 lanes).
6	2040+	ASP-AR-955	New Interchange along I-75 South at Bethlehem Road.
7	2040+	ASP-HE-189	SR 155 (McDonough Road) Widening from I-75 South to Frog Road / Heron Bay Boulevard (2 lanes to 4 lanes).

*AR-ML-640 appears to have once been a programmed project with a network year of 2015, but appears to have been removed from the most recent TIP/RTP project lists.

The improvements associated with these projects in Table 13 were not specifically considered for this DRI Transportation Analysis, however, some of the recommended roadway improvements for this DRI Transportation Analysis will likely be included with ARC TIP# HE-113.

A project fact sheet for ARC TIP# HE-113 is included in Appendix F.

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Lambert Farms Phase II development during the AM and PM peak periods includes the following ten (10) intersections:

- US 23 / SR 42 at Proposed Driveway A / Whirlpool Driveway 1
- US 23 / SR 42 at Proposed Driveway B
- US 23 / SR 42 at Proposed Driveway C
- Old King Mill Road at Proposed Driveway D
- Old King Mill Road at Proposed Driveway E
- Old King Mill Road at Proposed Driveway F
- King Mill Road at Proposed Driveway G
- King Mill Road at Proposed Driveway H
- King Mill Road at Proposed Driveway I / DRI 2035 Driveway
- King Mill Road at Proposed Driveway J

Direct site access includes the full-movement two-way-stop-controlled intersection of all site driveways for the development.

Capacity analyses were conducted for all ten (10) driveway locations identified above for the projected 2020 Build conditions. The intersection laneage (geometry) and traffic volumes for the site driveway 2020 study intersections are shown in Figure 13 and Figure 14. The levels-of-service determined using existing geometry for each of the driveways can be found in Table 11, for the projected 2020 Build conditions.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all warehousing buildings and parking on the site. A detailed copy of the proposed site plan with internal site driveway locations can be found in Appendix C and a full-sized site plan is attached to the report.

The Lambert Farms Phase II development is not mixed-use in nature and will have no mixed-use reductions taken.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The current Henry County zoning is Residential-Agricultural (RA), and the proposed zoning is Heavy Industrial (M-1).

The Henry County/Cities Joint 2030 Comprehensive Plan and the Henry County Future Land Use Map identifies the area as Industrial, and the ARC's PLAN 2040 Unified Growth Policy Map identifies the area as Developing Suburbs, as well as an Industrial/Logistics place type and a Regionally Important Resources place type. The land use maps can be found in Appendix B.

Appendices

Appendix A
Site Photo Log

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 1



Comments: US 23 (SR 42) at Whirlpool Driveway 1 / Proposed Driveway A
Photo looking to the south.

Photo No. 2



Comments: US 23 (SR 42) at Whirlpool Driveway 1 / Proposed Driveway A
Photo looking to the north.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 3



Comments: US 23 (SR 42) at Proposed Driveway B
Photo looking to the south.

Photo No. 4



Comments: US 23 (SR 42) at Proposed Driveway B
Photo looking to the north.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 5



Comments: US 23 (SR 42) at Proposed Driveway C
Photo looking to the south.

Photo No. 6



Comments: US 23 (SR 42) at Proposed Driveway C
Photo looking to the north.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 7



Comments: Old King Mill Road at Proposed Driveway D
Photo looking to the east.

Photo No. 8



Comments: Old King Mill Road at Proposed Driveway D
Photo looking to the west.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 9



Comments: Old King Mill Road at Proposed Driveway E
Photo looking to the east.

Photo No. 10



Comments: Old King Mill Road at Proposed Driveway E
Photo looking to the west.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 11



Comments: Old King Mill Road at Proposed Driveway F
Photo looking to the east.

Photo No. 12



Comments: Old King Mill Road at Proposed Driveway F
Photo looking to the west.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 13



Comments: King Mill Road at Proposed Driveway G
Photo looking to the west.

Photo No. 14



Comments: King Mill Road at Proposed Driveway G
Photo looking to the east.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 15



Comments: King Mill Road at Proposed Driveway H
Photo looking to the east.

Photo No. 16



Comments: King Mill Road at Proposed Driveway H
Photo looking to the west.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 17



Comments: King Mill Road at DRI #2035 Driveway / Proposed Driveway I
Photo looking to the west.

Photo No. 18



Comments: King Mill Road at DRI #2035 Driveway / Proposed Driveway I
Photo looking to the east.

Henry County, Georgia
Photograph Sheet

Site Name: Lambert Farms Phase II DRI #2487

Photo No. 19



Comments: King Mill Road at Proposed Driveway J
Photo looking to the west.

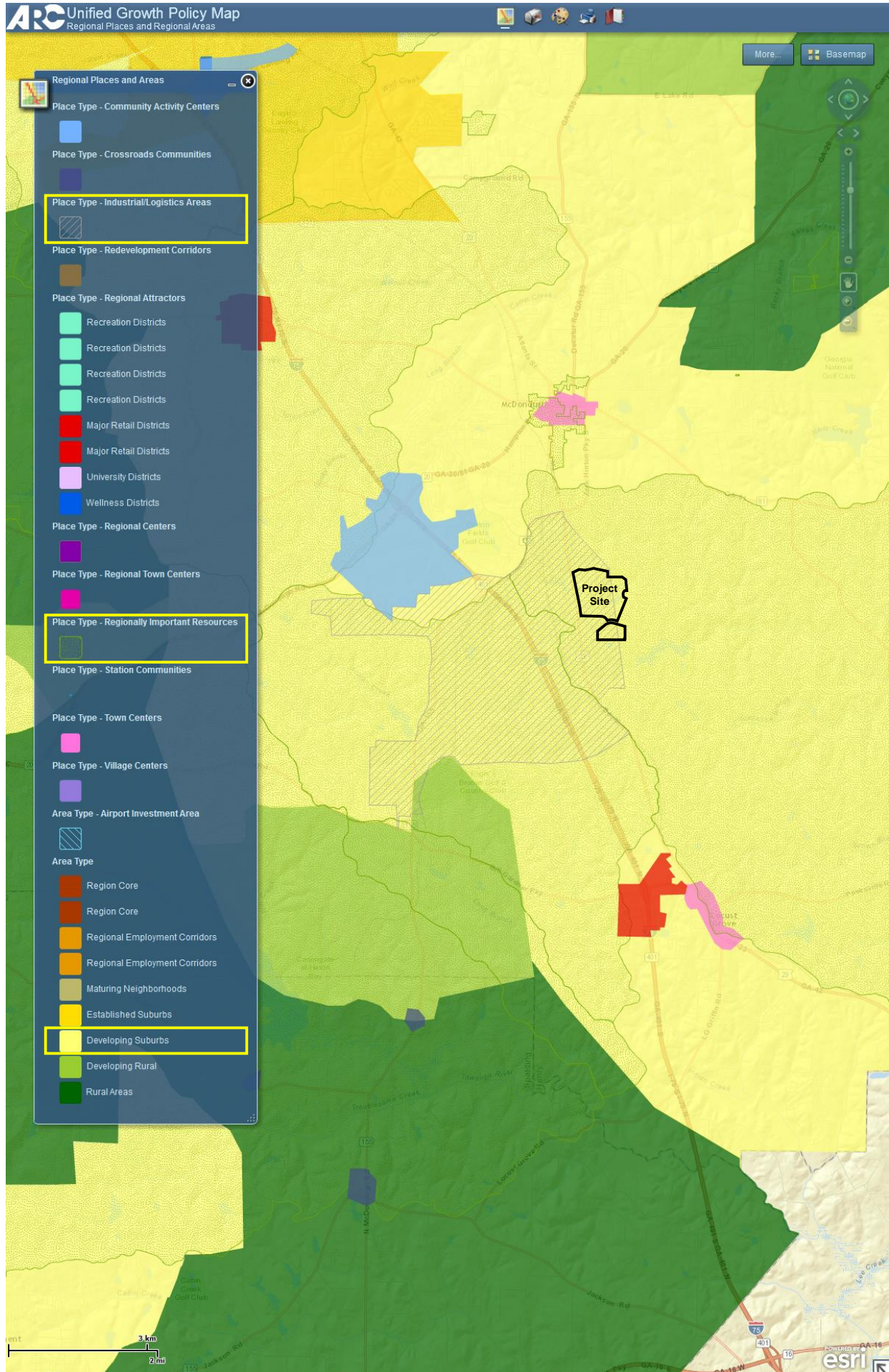
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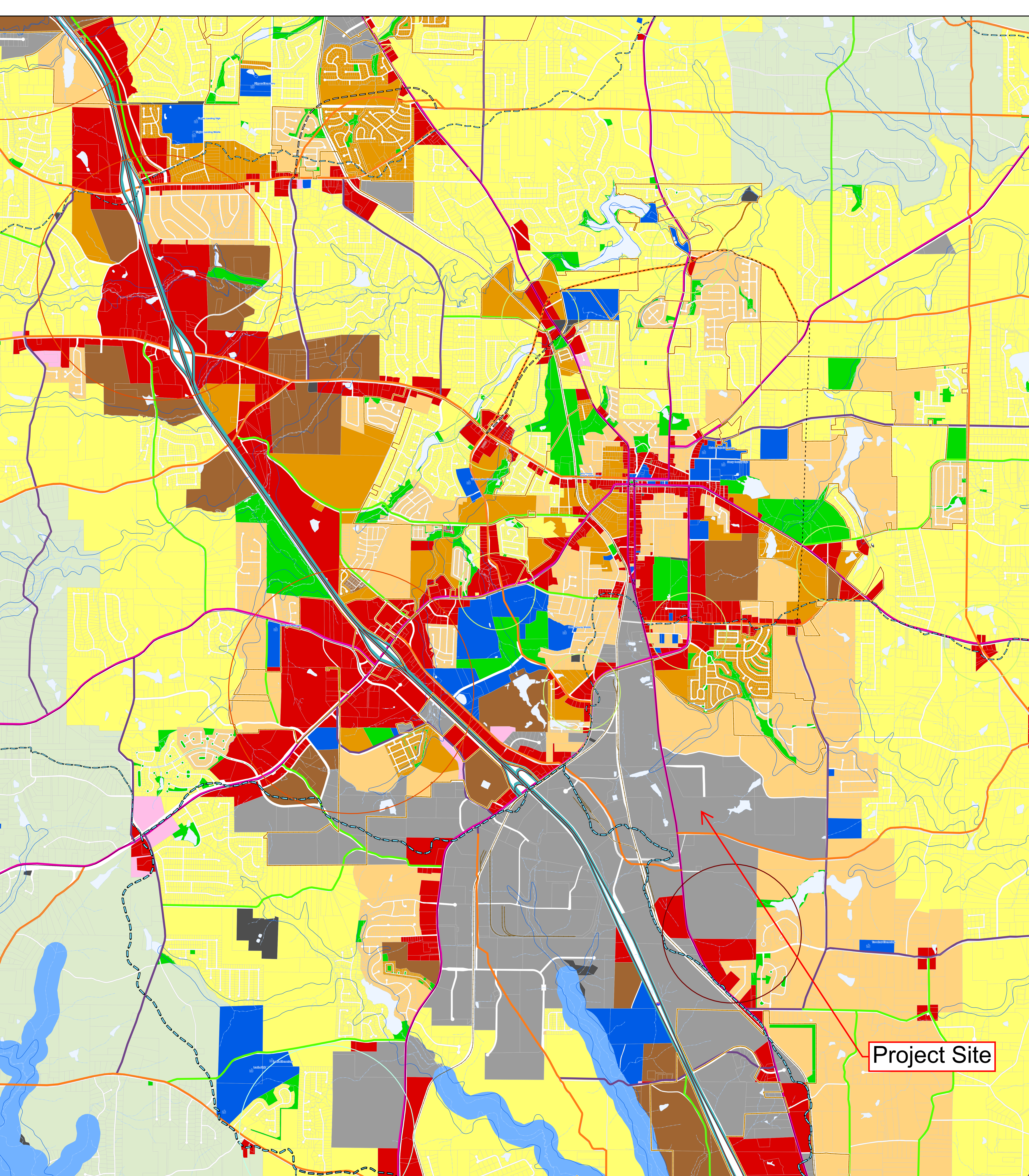


Comments: King Mill Road at Proposed Driveway J
Photo looking to the east.

Appendix B
Land Use and Zoning Maps

ARC Unified Growth Policy Map

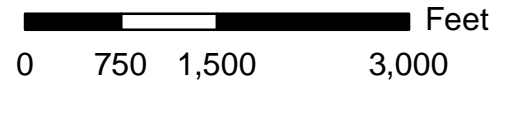
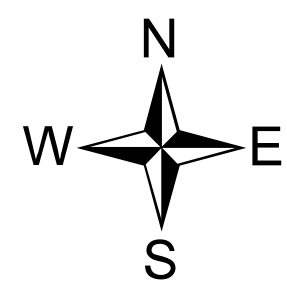




Project Site

Henry County/Cities Joint 2030 Comprehensive Plan

*City of McDonough
Future Land Use Plan
May 22, 2008*



Future Land Use

- Rural Residential (≤1 Unit/Acre)
- Low Density Residential (1.0-2.0 Units/Acre)
- Medium Density Residential (2.0-3.6 Units/Acre)
- Medium-High Density Residential (3.6-6 Units/Acre)
- High Density Residential/ Mixed Use (6-16 Units/Acre)
- Commercial
- Office Institutional
- Industrial

Activity Centers

- Crossroads
- School Node
- Suburban Employment Center
- Village Center
- Specialty Use Center

Functional Road Plan

- Interstate Highways
- Major Arterials - US and State
- Major Arterials - Other
- Minor Arterials
- Collector Roads
- Proposed Transportation Improvements
- Interstate Highway
- Major Road
- Road

Base Data

- School
- Proposed Transportation Improvements
- Interstate Highway
- Major Road
- Road

- Railroad
- 100-Year Floodplain
- River/Stream
- Watershed Boundary
- Water Quality Critical Areas
- Lake/Pond
- Parcel Boundary
- City Boundary as of 10/03/06
- County Boundary
- Other County Boundary

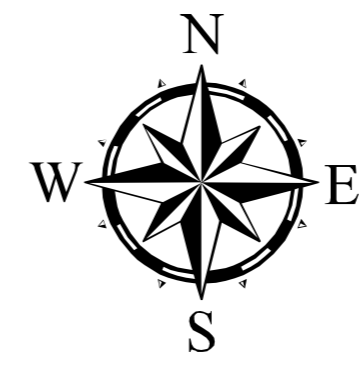


JORDAN JONES & GOULDING

Draft

ZONING MAP

Henry County, Georgia



Printed: September 18, 2009

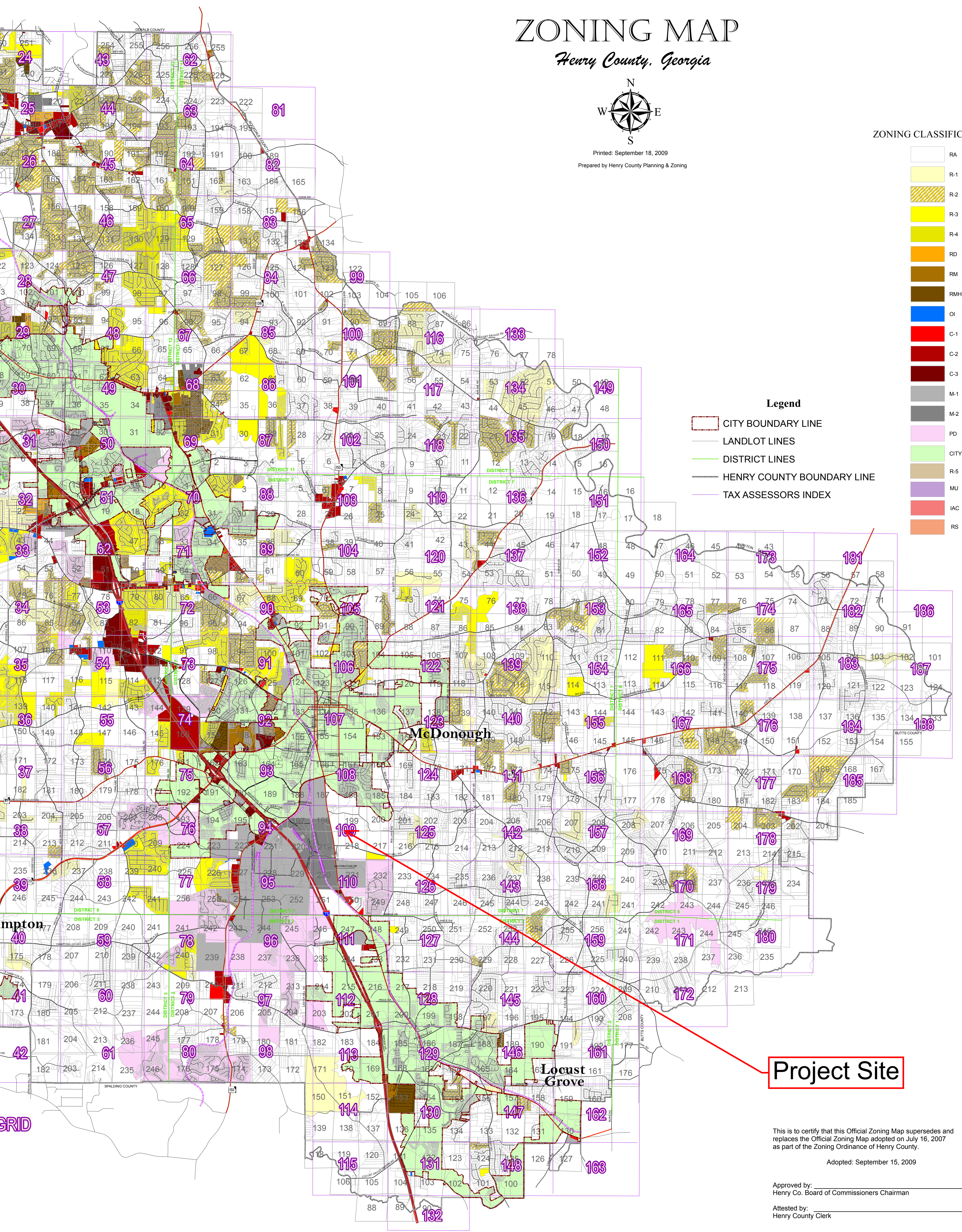
Prepared by Henry County Planning & Zoning

ZONING CLASSIFICATIONS

- RA
- R-1
- R-2
- R-3
- R-4
- RD
- RM
- RMH
- OI
- C-1
- C-2
- C-3
- M-1
- M-2
- PD
- CITY
- R-5
- MU
- IAC
- RS

Legend

- CITY BOUNDARY LINE
- LANDLOT LINES
- DISTRICT LINES
- HENRY COUNTY BOUNDARY LINE
- TAX ASSESSORS INDEX



Project Site

This is to certify that this Official Zoning Map supersedes and replaces the Official Zoning Map adopted on July 16, 2007 as part of the Zoning Ordinance of Henry County.

Adopted: September 15, 2009

Approved by: _____
Henry Co. Board of Commissioners Chairman

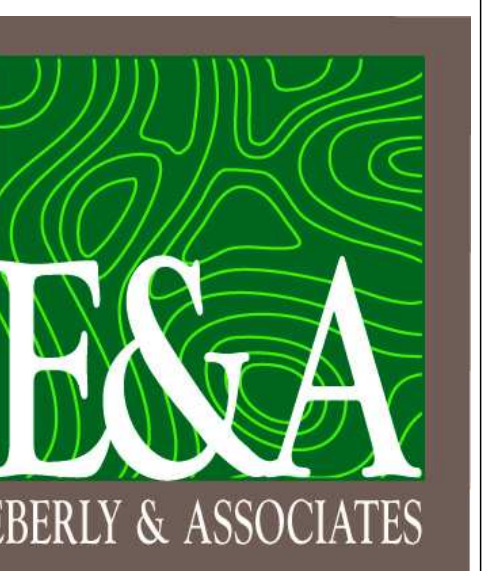
Attested by: _____
Henry County Clerk

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Appendix C
Proposed Site Plan

LAMBERT FARMS PHASE II

DRI #2487



TEL 770.452.7849 FAX 770.452.0086
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE



OWNER/DEVELOPER

MR. DAYNE PRYOR
KMI LAND HOLDINGS, LLC
1230 PEACHTREE STREET N.E.
SUITE 250
ATLANTA, GA 30309
404-921-2002 PHONE
DPRYOR@PANATTONI.COM

ENGINEER/ DESIGNER

SCOTT L. GARDNER, P.E.
EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
678-287-4728 PHONE
SGARDNER@EBERLY.NET

TRAFFIC CONSULTANT

JOHN WALKER P.E.
KIMLEY-HORN & ASSOCIATES
THE BILTMORE, SUITE 601
817W. PEACHTREE STREET
ATLANTA, GA 30308
404-419-8700
JOHN.WALKER@KIMLEY-HORN.COM



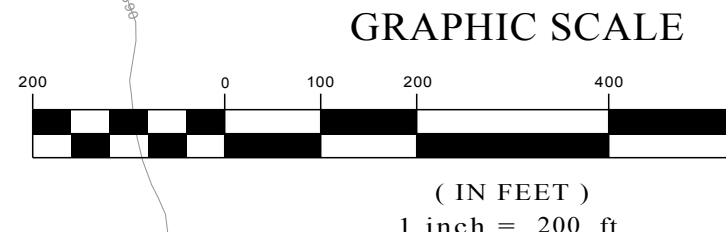
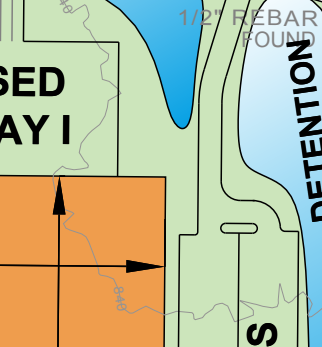
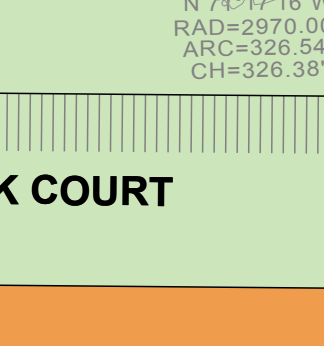
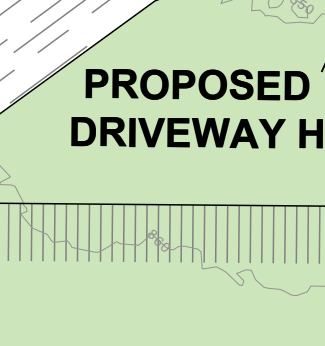
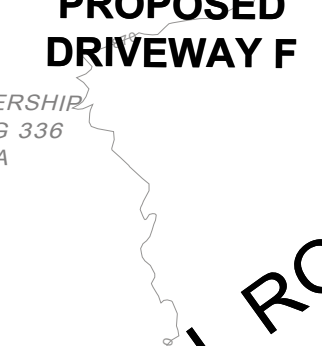
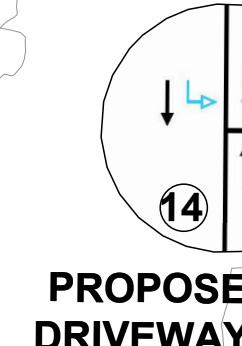
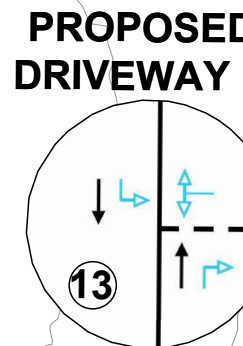
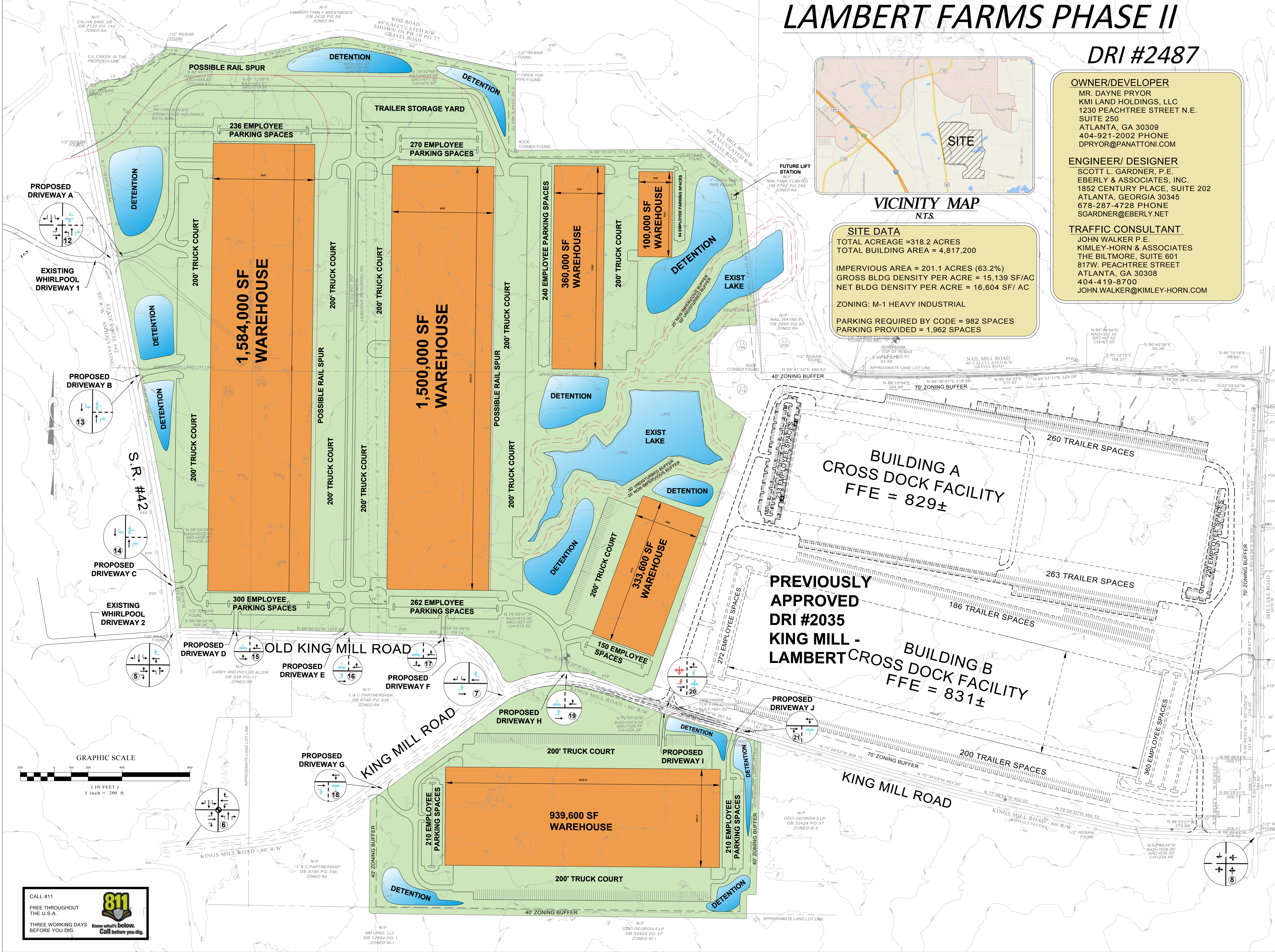
VICINITY MAP
N.T.S.

SITE DATA
TOTAL ACREAGE = 318.2 ACRES
TOTAL BUILDING AREA = 4,817,200

IMPERVIOUS AREA = 201.1 ACRES (63.2%)
GROSS BLDG DENSITY PER ACRE = 15,139 SF/AC
NET BLDG DENSITY PER ACRE = 16,604 SF/AC

ZONING: M-1 HEAVY INDUSTRIAL

PARKING REQUIRED BY CODE = 982 SPACES
PARKING PROVIDED = 1,962 SPACES



BUILDING A CROSS DOCK FACILITY
FFE = 829±

PREVIOUSLY APPROVED
DRI #2035
KING MILL - LAMBERT

BUILDING B CROSS DOCK FACILITY
FFE = 831±

PROJECT:
LAMBERT FARMS
PHASE II
KING MILL ROAD
HENRY COUNTY, GA

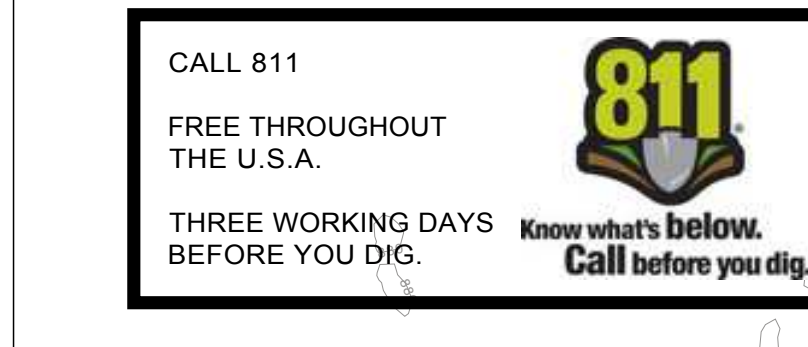
REVISIONS:

NO.	DATE	BY	REVISION

SCALE:	1" = 200'
DATE:	04/28/15
DRAWN BY:	MWV
PROJECT MANAGER:	MWV
QA/QC CHECK:	SLG

PROJECT NO.
14-100

DRI-1



Appendix D
Trip Generation Analysis

Trip Generation - Lambert Farms DRI

ITE LUC	Land Use	Density		Daily Trips	AM Peak Hour			PM Peak Hour			
					Total	In	Out	Total	In	Out	
152	High-Cube Warehouse / Distribution Center	4,817,200	s.f.	8,093	649	448	201	623	193	430	
TOTAL TRIPS				8,093	649	448	201	623	193	430	
Passenger Vehicle				75%	6,070	487	336	151	468	145	323
Heavy Vehicle (i.e. Truck)				25%	2,023	162	112	50	155	48	107
NEW TRIPS				8,093	649	448	201	623	193	430	

Appendix E
Intersection Volume Worksheets

Intersection Volume Worksheet

North McDonough Road (SR 155) at I-75 Southbound Ramps
AM PEAK HOUR

Description	Northbound			I-75 Southbound Ramps Southbound			N McDonough Rd (SR 155) Eastbound			N McDonough Rd (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes				268		415	55	920			593	106
Observed Peak Hour Factor				0.95		0.95	0.95	0.95			0.89	0.89
Observed 2014 AM - CARS				229		374	48	878			561	94
Observed 2014 AM - TRUCKS				39		41	7	42			32	12
Heavy Vehicle %	0	0	0	15	0	10	13	5	0	0	5	11
Existing 2015 AM Volumes	0	0	0	270	0	419	55	929	0	0	599	107
Existing 2015 AM - CARS	0	0	0	231	0	378	48	887	0	0	567	95
Existing 2015 AM - TRUCKS	0	0	0	39	0	41	7	42	0	0	32	12
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	12	0	19	2	45	0	0	29	5
Growth Trips - TRUCKS	0	0	0	2	0	2	0	2	0	0	2	1
DRI 2035 - CARS				111				32			7	4
DRI 2035 - TRUCKS				64								1
Background 2020 AM Volumes	0	0	0	459	0	440	57	1008	0	0	637	118
Background 2020 AM - CARS	0	0	0	354	0	397	50	964	0	0	603	104
Background 2020 AM - TRUCKS	0	0	0	105	0	43	7	44	0	0	34	14
Heavy Vehicle %	0	0	0	23	0	10	12	4	0	0	5	12
CAR Trip Distribution IN				35%				10%				
CAR Trip Distribution OUT										10%	5%	
Balancing Adjustment				-1								
CAR Project Trips	0	0	0	117	0	0	0	34	0	0	15	8
Truck Trip Distribution IN				60%								
TRUCK Trip Distribution OUT												5%
Balancing Adjustment												
TRUCK Project Trips	0	0	0	67	0	0	0	0	0	0	0	3
Project Trips	0	0	0	184	0	0	0	34	0	0	15	11
Future 2020 AM Volumes	0	0	0	643	0	440	57	1042	0	0	652	129
Future 2020 AM - CARS	0	0	0	471	0	397	50	998	0	0	618	112
Future 2020 AM - TRUCKS	0	0	0	172	0	43	7	44	0	0	34	17
Heavy Vehicle %	0	0	0	27	0	10	12	4	0	0	5	13

Intersection Volume Worksheet

North McDonough Road (SR 155) at I-75 Southbound Ramps
PM PEAK HOUR

Description	Northbound			I-75 Southbound Ramps Southbound			N McDonough Rd (SR 155) Eastbound			N McDonough Rd (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes				503		469	71	684			518	100
Observed Peak Hour Factor				0.96		0.96	0.94	0.94			0.93	0.93
Observed 2014 PM - CARS				472		441	55	616			486	92
Observed 2014 PM - TRUCKS				31		28	16	68			32	8
Heavy Vehicle %	0	0	0	6	0	6	23	10	0	0	6	8
Existing 2015 PM Volumes	0	0	0	508	0	473	72	691	0	0	523	101
Existing 2015 PM - CARS	0	0	0	477	0	445	56	622	0	0	491	93
Existing 2015 PM - TRUCKS	0	0	0	31	0	28	16	69	0	0	32	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	24	0	23	3	32	0	0	25	5
Growth Trips - TRUCKS	0	0	0	2	0	1	1	4	0	0	2	0
DRI 2035 - CARS				35				10			30	15
DRI 2035 - TRUCKS				20								5
Background 2020 PM Volumes	0	0	0	589	0	497	76	737	0	0	580	126
Background 2020 PM - CARS	0	0	0	536	0	468	59	664	0	0	546	113
Background 2020 PM - TRUCKS	0	0	0	53	0	29	17	73	0	0	34	13
Heavy Vehicle %	0	0	0	9	0	6	22	10	0	0	6	10
CAR Trip Distribution IN				35%				10%				
CAR Trip Distribution OUT										10%	5%	
Balancing Adjustment												
CAR Project Trips	0	0	0	51	0	0	0	15	0	0	32	16
Truck Trip Distribution IN				60%								
TRUCK Trip Distribution OUT												5%
Balancing Adjustment												
TRUCK Project Trips	0	0	0	29	0	0	0	0	0	0	0	5
Project Trips	0	0	0	80	0	0	0	15	0	0	32	21
Future 2020 PM Volumes	0	0	0	669	0	497	76	752	0	0	612	147
Future 2020 PM - CARS	0	0	0	587	0	468	59	679	0	0	578	129
Future 2020 PM - TRUCKS	0	0	0	82	0	29	17	73	0	0	34	18
Heavy Vehicle %	0	0	0	12	0	6	22	10	0	0	6	12

Intersection Volume Worksheet

North McDonough Road (SR 155) at I-75 Northbound Ramps
AM PEAK HOUR

Description	Northbound			I-75 Northbound Ramps Southbound			N McDonough Rd (SR 155) Eastbound			N McDonough Rd (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes				104		105	508	677			588	539
Observed Peak Hour Factor				0.82		0.82	0.98	0.98			0.95	0.95
Observed 2014 AM - CARS				92		91	481	625			555	509
Observed 2014 AM - TRUCKS				12		14	27	52			33	30
Heavy Vehicle %	0	0	0	12	0	13	5	8	0	0	6	6
Existing 2015 AM Volumes	0	0	0	105	0	106	513	684	0	0	594	544
Existing 2015 AM - CARS	0	0	0	93	0	92	486	631	0	0	561	514
Existing 2015 AM - TRUCKS	0	0	0	12	0	14	27	53	0	0	33	30
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	5	0	5	25	32	0	0	29	26
Growth Trips - TRUCKS	0	0	0	1	0	1	1	3	0	0	2	2
DRI 2035 - CARS				16				143			11	25
DRI 2035 - TRUCKS				5				64			1	14
Background 2020 AM Volumes	0	0	0	132	0	112	539	926	0	0	637	611
Background 2020 AM - CARS	0	0	0	114	0	97	511	806	0	0	601	565
Background 2020 AM - TRUCKS	0	0	0	18	0	15	28	120	0	0	36	46
Heavy Vehicle %	0	0	0	14	0	13	5	13	0	0	6	8
CAR Trip Distribution IN				5%				45%				
CAR Trip Distribution OUT										15%	35%	
Balancing Adjustment											-1	
CAR Project Trips	0	0	0	17	0	0	0	151	0	0	23	52
Truck Trip Distribution IN				5%				60%				
TRUCK Trip Distribution OUT										5%	60%	
Balancing Adjustment											-1	
TRUCK Project Trips	0	0	0	6	0	0	0	67	0	0	3	29
Project Trips	0	0	0	23	0	0	0	218	0	0	26	81
Future 2020 AM Volumes	0	0	0	155	0	112	539	1144	0	0	663	692
Future 2020 AM - CARS	0	0	0	131	0	97	511	957	0	0	624	617
Future 2020 AM - TRUCKS	0	0	0	24	0	15	28	187	0	0	39	75
Heavy Vehicle %	0	0	0	15	0	13	5	16	0	0	6	11

Intersection Volume Worksheet

North McDonough Road (SR 155) at I-75 Northbound Ramps
PM PEAK HOUR

Description	Northbound			I-75 Northbound Ramps Southbound			N McDonough Rd (SR 155) Eastbound			N McDonough Rd (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes				131		67	254	927			555	369
Observed Peak Hour Factor				0.92		0.92	0.96	0.96			0.96	0.96
Observed 2014 PM - CARS				125		45	202	879			538	336
Observed 2014 PM - TRUCKS				6		22	52	48			17	33
Heavy Vehicle %	0	0	0	5	0	33	20	5	0	0	3	9
Existing 2015 PM Volumes	0	0	0	132	0	67	257	936	0	0	560	372
Existing 2015 PM - CARS	0	0	0	126	0	45	204	888	0	0	543	339
Existing 2015 PM - TRUCKS	0	0	0	6	0	22	53	48	0	0	17	33
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	6	0	2	10	45	0	0	28	17
Growth Trips - TRUCKS	0	0	0	0	0	1	3	2	0	0	1	2
DRI 2035 - CARS				5				45			45	105
DRI 2035 - TRUCKS				2				20			5	60
Background 2020 PM Volumes	0	0	0	145	0	70	270	1048	0	0	639	556
Background 2020 PM - CARS	0	0	0	137	0	47	214	978	0	0	616	461
Background 2020 PM - TRUCKS	0	0	0	8	0	23	56	70	0	0	23	95
Heavy Vehicle %	0	0	0	6	0	33	21	7	0	0	4	17
CAR Trip Distribution IN				5%				45%				
CAR Trip Distribution OUT										15%	35%	
Balancing Adjustment								1				
CAR Project Trips	0	0	0	7	0	0	0	66	0	0	48	113
Truck Trip Distribution IN				5%				60%				
TRUCK Trip Distribution OUT										5%	60%	
Balancing Adjustment											1	
TRUCK Project Trips	0	0	0	2	0	0	0	29	0	0	5	65
Project Trips	0	0	0	9	0	0	0	95	0	0	53	178
Future 2020 PM Volumes	0	0	0	154	0	70	270	1143	0	0	692	734
Future 2020 PM - CARS	0	0	0	144	0	47	214	1044	0	0	664	574
Future 2020 PM - TRUCKS	0	0	0	10	0	23	56	99	0	0	28	160
Heavy Vehicle %	0	0	0	6	0	33	21	9	0	0	4	22

Intersection Volume Worksheet

North McDonough Road (SR 155) at King Mill Road / Industrial Boulevard
AM PEAK HOUR

Description	King Mill Rd Northbound			Industrial Blvd Southbound			N McDonough Rd (SR 155) Eastbound			N McDonough Rd (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	300	181	34	42	63	62	84	488	211	18	738	58
Observed Peak Hour Factor	0.81	0.81	0.81	0.87	0.87	0.87	0.91	0.91	0.91	0.96	0.96	0.96
Observed 2014 AM - CARS	272	178	34	41	61	55	84	461	173	18	711	57
Observed 2014 AM - TRUCKS	28	3	0	1	2	7	0	27	38	0	27	1
Heavy Vehicle %	9	2	0	2	3	11	0	6	18	0	4	2
Existing 2015 AM Volumes	303	183	34	42	64	63	85	493	213	18	745	59
Existing 2015 AM - CARS	275	180	34	41	62	56	85	466	175	18	718	58
Existing 2015 AM - TRUCKS	28	3	0	1	2	7	0	27	38	0	27	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	14	9	2	2	3	3	4	24	9	1	37	3
Growth Trips - TRUCKS	1	0	0	0	0	0	0	1	2	0	1	0
DRI 2035 - CARS	28							32	127		14	
DRI 2035 - TRUCKS	6							42	27		9	
Background 2020 AM Volumes	352	192	36	44	67	66	89	592	378	19	806	62
Background 2020 AM - CARS	317	189	36	43	65	59	89	522	311	19	769	61
Background 2020 AM - TRUCKS	35	3	0	1	2	7	0	70	67	0	37	1
Heavy Vehicle %	10	2	0	2	3	11	0	12	18	0	5	2
CAR Trip Distribution IN								20%	30%			
CAR Trip Distribution OUT	30%										20%	
Balancing Adjustment												
CAR Project Trips	45	0	0	0	0	0	0	67	101	0	30	0
Truck Trip Distribution IN								25%	40%			
TRUCK Trip Distribution OUT	40%										25%	
Balancing Adjustment												
TRUCK Project Trips	20	0	0	0	0	0	0	28	45	0	12	0
Project Trips	65	0	0	0	0	0	0	95	146	0	42	0
Future 2020 AM Volumes	417	192	36	44	67	66	89	687	524	19	848	62
Future 2020 AM - CARS	362	189	36	43	65	59	89	589	412	19	799	61
Future 2020 AM - TRUCKS	55	3	0	1	2	7	0	98	112	0	49	1
Heavy Vehicle %	13	2	0	2	3	11	0	14	21	0	6	2

Intersection Volume Worksheet

North McDonough Road (SR 155) at King Mill Road / Industrial Boulevard
PM PEAK HOUR

Description	King Mill Rd Northbound			Industrial Blvd Southbound			N McDonough Rd (SR 155) Eastbound			N McDonough Rd (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	187	203	66	72	213	67	49	636	335	41	619	46
Observed Peak Hour Factor	0.88	0.88	0.88	0.95	0.95	0.95	0.94	0.94	0.94	0.91	0.91	0.91
Observed 2014 PM - CARS	154	202	63	72	209	67	49	616	297	40	602	46
Observed 2014 PM - TRUCKS	33	1	3	0	4	0	0	20	38	1	17	0
Heavy Vehicle %	18	0	5	0	2	0	0	3	11	2	3	0
Existing 2015 PM Volumes	189	205	67	73	215	68	49	642	338	41	625	46
Existing 2015 PM - CARS	156	204	64	73	211	68	49	622	300	40	608	46
Existing 2015 PM - TRUCKS	33	1	3	0	4	0	0	20	38	1	17	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	8	10	3	4	11	3	2	32	15	2	31	2
Growth Trips - TRUCKS	2	0	0	0	0	0	0	1	2	0	1	0
DRI 2035 - CARS	120							10	40		60	
DRI 2035 - TRUCKS	25							14	9		40	
Background 2020 PM Volumes	344	215	70	77	226	71	51	699	404	43	757	48
Background 2020 PM - CARS	284	214	67	77	222	71	51	664	355	42	733	48
Background 2020 PM - TRUCKS	60	1	3	0	4	0	0	35	49	1	58	0
Heavy Vehicle %	17	0	4	0	2	0	0	5	12	2	8	0
CAR Trip Distribution IN								20%	30%			
CAR Trip Distribution OUT	30%										20%	
Balancing Adjustment												
CAR Project Trips	97	0	0	0	0	0	0	29	44	0	64	0
Truck Trip Distribution IN								25%	40%			
TRUCK Trip Distribution OUT	40%										25%	
Balancing Adjustment												
TRUCK Project Trips	43	0	0	0	0	0	0	12	19	0	27	0
Project Trips	140	0	0	0	0	0	0	41	63	0	91	0
Future 2020 PM Volumes	484	215	70	77	226	71	51	740	467	43	848	48
Future 2020 PM - CARS	381	214	67	77	222	71	51	693	399	42	763	48
Future 2020 PM - TRUCKS	103	1	3	0	4	0	0	47	68	1	85	0
Heavy Vehicle %	21	0	4	0	2	0	0	6	15	2	10	0

Intersection Volume Worksheet

US 23 (SR 42) at North McDonough Road / South Zack Hinton Parkway (SR 155)
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			N McDonough Rd (SR 155) Eastbound			S Zack Hinton Pkwy (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	149	279	153	11	150	94	86	362	62	134	653	9
Observed Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.89	0.89	0.89	0.86	0.86	0.86
Observed 2014 AM - CARS	142	276	145	11	145	92	85	349	51	133	636	9
Observed 2014 AM - TRUCKS	7	3	8	0	5	2	1	13	11	1	17	0
Heavy Vehicle %	5	1	5	0	3	2	1	4	18	1	3	0
Existing 2015 AM Volumes	150	282	154	11	151	95	87	365	63	135	659	9
Existing 2015 AM - CARS	143	279	146	11	146	93	86	352	52	134	642	9
Existing 2015 AM - TRUCKS	7	3	8	0	5	2	1	13	11	1	17	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	7	14	7	1	7	5	4	18	3	7	33	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	1	1	0	1	0
DRI 2035 - CARS	7	5	2		22				32	10		
DRI 2035 - TRUCKS	9								42			
Background 2020 AM Volumes	173	301	163	12	180	100	91	384	141	152	693	9
Background 2020 AM - CARS	157	298	155	12	175	98	90	370	87	151	675	9
Background 2020 AM - TRUCKS	16	3	8	0	5	2	1	14	54	1	18	0
Heavy Vehicle %	9	1	5	0	3	2	1	4	38	1	3	0
CAR Trip Distribution IN					7%				20%	3%		
CAR Trip Distribution OUT	20%	7%	3%									
Balancing Adjustment	-1											
CAR Project Trips	30	10	5	0	24	0	0	0	67	10	0	0
Truck Trip Distribution IN					2%				25%	3%		
TRUCK Trip Distribution OUT	25%	2%	3%									
Balancing Adjustment	-1											
TRUCK Project Trips	12	1	2	0	2	0	0	0	28	3	0	0
Project Trips	42	11	7	0	26	0	0	0	95	13	0	0
Future 2020 AM Volumes	215	312	170	12	206	100	91	384	236	165	693	9
Future 2020 AM - CARS	187	308	160	12	199	98	90	370	154	161	675	9
Future 2020 AM - TRUCKS	28	4	10	0	7	2	1	14	82	4	18	0
Heavy Vehicle %	13	1	6	0	3	2	1	4	35	2	3	0

Intersection Volume Worksheet

US 23 (SR 42) at North McDonough Road / South Zack Hinton Parkway (SR 155)
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			N McDonough Rd (SR 155) Eastbound			S Zack Hinton Pkwy (SR 155) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	80	231	191	48	338	141	125	658	78	151	441	18
Observed Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Observed 2014 PM - CARS	74	229	190	48	334	138	123	646	69	147	435	18
Observed 2014 PM - TRUCKS	6	2	1	0	4	3	2	12	9	4	6	0
Heavy Vehicle %	8	1	1	0	1	2	2	2	12	3	1	0
Existing 2015 PM Volumes	81	233	193	48	341	142	126	664	79	152	445	18
Existing 2015 PM - CARS	75	231	192	48	337	139	124	652	70	148	439	18
Existing 2015 PM - TRUCKS	6	2	1	0	4	3	2	12	9	4	6	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	4	12	10	2	17	7	6	33	4	8	22	1
Growth Trips - TRUCKS	0	0	0	0	0	0	0	1	0	0	0	0
DRI 2035 - CARS	30	21	9		7				10	3		
DRI 2035 - TRUCKS	40								14			
Background 2020 PM Volumes	155	266	212	50	365	149	132	698	107	163	467	19
Background 2020 PM - CARS	109	264	211	50	361	146	130	685	84	159	461	19
Background 2020 PM - TRUCKS	46	2	1	0	4	3	2	13	23	4	6	0
Heavy Vehicle %	30	1	0	0	1	2	2	2	21	2	1	0
CAR Trip Distribution IN					7%				20%	3%		
CAR Trip Distribution OUT	20%	7%	3%									
Balancing Adjustment	-1											
CAR Project Trips	64	23	10	0	10	0	0	0	29	4	0	0
Truck Trip Distribution IN					2%				25%	3%		
TRUCK Trip Distribution OUT	25%	2%	3%									
Balancing Adjustment	-1											
TRUCK Project Trips	27	2	3	0	1	0	0	0	12	1	0	0
Project Trips	91	25	13	0	11	0	0	0	41	5	0	0
Future 2020 PM Volumes	246	291	225	50	376	149	132	698	148	168	467	19
Future 2020 PM - CARS	173	287	221	50	371	146	130	685	113	163	461	19
Future 2020 PM - TRUCKS	73	4	4	0	5	3	2	13	35	5	6	0
Heavy Vehicle %	30	1	2	0	1	2	2	2	24	3	1	0

Intersection Volume Worksheet

US 23 (SR 42) at Old King Mill Road / Whirlpool Driveway 2
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Whirlpool Driveway 2 Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	0	490	2	7	304	0	0	0	0	1	0	9
Observed Peak Hour Factor	0.84	0.84	0.84	0.73	0.73	0.73	0.90	0.90	0.90	0.63	0.63	0.63
Observed 2014 AM - CARS	0	474	2	7	293	0	0	0	0	1	0	9
Observed 2014 AM - TRUCKS	0	16	0	0	11	0	0	0	0	0	0	0
Heavy Vehicle %	0	3	0	0	4	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	495	2	7	307	0	0	0	0	1	0	9
Existing 2015 AM - CARS	0	479	2	7	296	0	0	0	0	1	0	9
Existing 2015 AM - TRUCKS	0	16	0	0	11	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	24	0	0	15	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		14			64							
DRI 2035 - TRUCKS		9			42							
Background 2020 AM Volumes	0	543	2	7	429	0	0	0	0	1	0	9
Background 2020 AM - CARS	0	517	2	7	375	0	0	0	0	1	0	9
Background 2020 AM - TRUCKS	0	26	0	0	54	0	0	0	0	0	0	0
Heavy Vehicle %	0	5	0	0	13	0	0	0	0	0	0	0
CAR Trip Distribution IN		31%	8%		9%	3%						
CAR Trip Distribution OUT		3%			31%					8%		9%
Balancing Adjustment												
CAR Project Trips	0	109	27	30	57	0	0	0	0	12	0	14
Truck Trip Distribution IN		23%	22%		6%	5%						
TRUCK Trip Distribution OUT		5%			23%					22%		6%
Balancing Adjustment					-1							-1
TRUCK Project Trips	0	29	25	6	18	0	0	0	0	11	0	2
Project Trips	0	138	52	36	75	0	0	0	0	23	0	16
Future 2020 AM Volumes	0	681	54	43	504	0	0	0	0	24	0	25
Future 2020 AM - CARS	0	626	29	37	432	0	0	0	0	13	0	23
Future 2020 AM - TRUCKS	0	55	25	6	72	0	0	0	0	11	0	2
Heavy Vehicle %	0	8	46	14	14	0	0	0	0	46	0	8

Intersection Volume Worksheet

US 23 (SR 42) at Old King Mill Road / Whirlpool Driveway 2
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Whirlpool Driveway 2 Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	1	480	4	16	531	1	1	0	0	1	0	10
Observed Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.90	0.90	0.90	0.55	0.55	0.55
Observed 2014 PM - CARS	1	469	4	16	515	0	0	0	0	1	0	10
Observed 2014 PM - TRUCKS	0	11	0	0	16	1	1	0	0	0	0	0
Heavy Vehicle %	0	2	0	0	3	100	100	0	0	0	0	0
Existing 2015 PM Volumes	1	485	4	16	536	1	1	0	0	1	0	10
Existing 2015 PM - CARS	1	474	4	16	520	0	0	0	0	1	0	10
Existing 2015 PM - TRUCKS	0	11	0	0	16	1	1	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	24	0	0	27	0	0	0	0	0	0	1
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		60			20							
DRI 2035 - TRUCKS		40			14							
Background 2020 PM Volumes	1	610	4	17	598	1	1	0	0	1	0	11
Background 2020 PM - CARS	1	558	4	17	567	0	0	0	0	1	0	11
Background 2020 PM - TRUCKS	0	52	0	0	31	1	1	0	0	0	0	0
Heavy Vehicle %	0	9	0	0	5	100	100	0	0	0	0	0
CAR Trip Distribution IN		31%	8%		9%	3%						
CAR Trip Distribution OUT		3%			31%					8%		9%
Balancing Adjustment												
CAR Project Trips	0	55	12	13	104	0	0	0	0	26	0	29
Truck Trip Distribution IN		23%	22%		6%	5%						
TRUCK Trip Distribution OUT		5%			23%					22%		6%
Balancing Adjustment					-1							1
TRUCK Project Trips	0	16	11	3	26	0	0	0	0	24	0	7
Project Trips	0	71	23	16	130	0	0	0	0	50	0	36
Future 2020 PM Volumes	1	681	27	33	728	1	1	0	0	51	0	47
Future 2020 PM - CARS	1	613	16	30	671	0	0	0	0	27	0	40
Future 2020 PM - TRUCKS	0	68	11	3	57	1	1	0	0	24	0	7
Heavy Vehicle %	0	10	41	9	8	100	100	0	0	47	0	15

Intersection Volume Worksheet

US 23 (SR 42) at King Mill Road
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	325	472	9	1	292	18	13	29	94	36	149	16
Observed Peak Hour Factor	0.87	0.87	0.87	0.73	0.73	0.73	0.76	0.76	0.76	0.90	0.90	0.90
Observed 2014 AM - CARS	319	460	9	1	286	14	10	29	86	36	149	15
Observed 2014 AM - TRUCKS	6	12	0	0	6	4	3	0	8	0	0	1
Heavy Vehicle %	2	3	0	0	2	22	23	0	9	0	0	6
Existing 2015 AM Volumes	328	477	9	1	295	18	13	29	95	36	150	16
Existing 2015 AM - CARS	322	465	9	1	289	14	10	29	87	36	150	15
Existing 2015 AM - TRUCKS	6	12	0	0	6	4	3	0	8	0	0	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	16	24	0	0	15	1	1	1	4	2	8	1
Growth Trips - TRUCKS	0	1	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS			95	64					127		21	28
DRI 2035 - TRUCKS			37	42					27		8	6
Background 2020 AM Volumes	344	502	141	107	310	19	14	184	99	67	192	40
Background 2020 AM - CARS	338	489	104	65	304	15	11	157	91	59	186	30
Background 2020 AM - TRUCKS	6	13	37	42	6	4	3	27	8	8	6	10
Heavy Vehicle %	2	3	26	39	2	21	21	15	8	12	3	25
CAR Trip Distribution IN		22%	8%	3%			17%	13%				
CAR Trip Distribution OUT					22%	17%				8%	13%	3%
Balancing Adjustment											-1	
CAR Project Trips	0	74	27	10	33	26	57	44	0	12	19	5
Truck Trip Distribution IN		19%	11%	5%			26%	14%				
TRUCK Trip Distribution OUT					19%	26%				11%	14%	5%
Balancing Adjustment		1									-1	
TRUCK Project Trips	0	22	12	6	10	13	29	16	0	5	7	3
Project Trips	0	96	39	16	43	39	86	60	0	17	26	8
Future 2020 AM Volumes	344	598	180	123	353	58	100	244	99	84	218	48
Future 2020 AM - CARS	338	563	131	75	337	41	68	201	91	71	205	35
Future 2020 AM - TRUCKS	6	35	49	48	16	17	32	43	8	13	13	13
Heavy Vehicle %	2	6	27	39	5	29	32	18	8	15	6	27

Intersection Volume Worksheet

US 23 (SR 42) at King Mill Road
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	137	440	26	3	521	19	30	153	362	20	41	9
Observed Peak Hour Factor	0.93	0.93	0.93	0.85	0.85	0.85	0.89	0.89	0.89	0.73	0.73	0.73
Observed 2014 PM - CARS	132	433	26	3	515	10	26	153	353	20	41	9
Observed 2014 PM - TRUCKS	5	7	0	0	6	9	4	0	9	0	0	0
Heavy Vehicle %	4	2	0	0	1	47	13	0	2	0	0	0
Existing 2015 PM Volumes	138	444	26	3	526	19	30	155	366	20	41	9
Existing 2015 PM - CARS	133	437	26	3	520	10	26	155	357	20	41	9
Existing 2015 PM - TRUCKS	5	7	0	0	6	9	4	0	9	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	7	22	1	0	27	1	1	8	18	1	2	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS			30	20					40		90	60
DRI 2035 - TRUCKS			12	14					9		35	40
Background 2020 PM Volumes	145	466	69	37	553	20	31	212	384	146	188	109
Background 2020 PM - CARS	140	459	57	23	547	11	27	203	375	111	163	69
Background 2020 PM - TRUCKS	5	7	12	14	6	9	4	9	9	35	25	40
Heavy Vehicle %	3	2	17	38	1	45	13	4	2	24	13	37
CAR Trip Distribution IN		22%	8%	3%			17%	13%				
CAR Trip Distribution OUT					22%	17%				8%	13%	3%
Balancing Adjustment												
CAR Project Trips	0	32	12	4	71	55	25	19	0	26	42	10
Truck Trip Distribution IN		19%	11%	5%			26%	14%				
TRUCK Trip Distribution OUT					19%	26%				11%	14%	5%
Balancing Adjustment		1										
TRUCK Project Trips	0	10	5	2	20	28	12	7	0	12	15	5
Project Trips	0	42	17	6	91	83	37	26	0	38	57	15
Future 2020 PM Volumes	145	508	86	43	644	103	68	238	384	184	245	124
Future 2020 PM - CARS	140	491	69	27	618	66	52	222	375	137	205	79
Future 2020 PM - TRUCKS	5	17	17	16	26	37	16	16	9	47	40	45
Heavy Vehicle %	3	3	20	37	4	36	24	7	2	26	16	36

Intersection Volume Worksheet

King Mill Road at Old King Mill Road
AM PEAK HOUR

Description	Northbound			Old King Mill Rd Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes				8		1	1	38			202	10
Observed Peak Hour Factor				0.75		0.75	0.75	0.75			0.79	0.79
Observed 2014 AM - CARS				8		1	1	38			201	10
Observed 2014 AM - TRUCKS				0		0	0	0			1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	8	0	1	1	38	0	0	204	10
Existing 2015 AM - CARS	0	0	0	8	0	1	1	38	0	0	203	10
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	2	0	0	10	1
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								286			63	
DRI 2035 - TRUCKS								106			23	
Background 2020 AM Volumes	0	0	0	8	0	1	1	432	0	0	300	11
Background 2020 AM - CARS	0	0	0	8	0	1	1	326	0	0	276	11
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	106	0	0	24	0
Heavy Vehicle %	0	0	0	0	0	0	0	25	0	0	8	0
CAR Trip Distribution IN				4%			5%	10%			1%	6%
CAR Trip Distribution OUT				6%		5%		1%			10%	4%
Balancing Adjustment												
CAR Project Trips	0	0	0	22	0	8	17	36	0	0	18	26
Truck Trip Distribution IN				4%				17%				
TRUCK Trip Distribution OUT											17%	4%
Balancing Adjustment												
TRUCK Project Trips	0	0	0	4	0	0	0	19	0	0	9	2
Project Trips	0	0	0	26	0	8	17	55	0	0	27	28
Future 2020 AM Volumes	0	0	0	34	0	9	18	487	0	0	327	39
Future 2020 AM - CARS	0	0	0	30	0	9	18	362	0	0	294	37
Future 2020 AM - TRUCKS	0	0	0	4	0	0	0	125	0	0	33	2
Heavy Vehicle %	0	0	0	12	0	0	0	26	0	0	10	5

Intersection Volume Worksheet

King Mill Road at Old King Mill Road
PM PEAK HOUR

Description	Northbound			Old King Mill Rd Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes				19		1	3	180			79	9
Observed Peak Hour Factor				0.63		0.63	0.86	0.86			0.82	0.82
Observed 2014 PM - CARS				19		1	3	180			79	9
Observed 2014 PM - TRUCKS				0		0	0	0			0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	19	0	1	3	182	0	0	80	9
Existing 2015 PM - CARS	0	0	0	19	0	1	3	182	0	0	80	9
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	1	0	0	0	9	0	0	4	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								90			270	
DRI 2035 - TRUCKS								35			100	
Background 2020 PM Volumes	0	0	0	20	0	1	3	316	0	0	454	9
Background 2020 PM - CARS	0	0	0	20	0	1	3	281	0	0	354	9
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	35	0	0	100	0
Heavy Vehicle %	0	0	0	0	0	0	0	11	0	0	22	0
CAR Trip Distribution IN				4%			5%	10%			1%	6%
CAR Trip Distribution OUT				6%		5%		1%			10%	4%
Balancing Adjustment						1						
CAR Project Trips	0	0	0	25	0	17	7	18	0	0	33	22
Truck Trip Distribution IN				4%				17%				
TRUCK Trip Distribution OUT											17%	4%
Balancing Adjustment												
TRUCK Project Trips	0	0	0	2	0	0	0	8	0	0	18	4
Project Trips	0	0	0	27	0	17	7	26	0	0	51	26
Future 2020 PM Volumes	0	0	0	47	0	18	10	342	0	0	505	35
Future 2020 PM - CARS	0	0	0	45	0	18	10	299	0	0	387	31
Future 2020 PM - TRUCKS	0	0	0	2	0	0	0	43	0	0	118	4
Heavy Vehicle %	0	0	0	4	0	0	0	13	0	0	23	11

Intersection Volume Worksheet

King Mill Road at Iris Lake Road
AM PEAK HOUR

Description	Iris Lake Rd Northbound			Iris Lake Rd Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	10	97	11	3	126	31	11	23	6	41	162	5
Observed Peak Hour Factor	0.72	0.72	0.72	0.68	0.68	0.68	0.77	0.77	0.77	0.78	0.78	0.78
Observed 2014 AM - CARS	10	97	11	3	126	31	11	23	6	41	161	5
Observed 2014 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	1	0
Existing 2015 AM Volumes	10	98	11	3	127	31	11	23	6	41	164	5
Existing 2015 AM - CARS	10	98	11	3	127	31	11	23	6	41	163	5
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	1	5	1	0	6	2	1	1	0	2	8	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS						32		7				
DRI 2035 - TRUCKS												
Background 2020 AM Volumes	11	103	12	3	133	65	19	24	6	43	172	5
Background 2020 AM - CARS	11	103	12	3	133	65	19	24	6	43	171	5
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	1	0
CAR Trip Distribution IN	3%					5%					2%	
CAR Trip Distribution OUT							5%	2%	3%			
Balancing Adjustment						-1						
CAR Project Trips	10	0	0	0	0	16	8	3	5	0	7	0
Truck Trip Distribution IN												
TRUCK Trip Distribution OUT												
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	10	0	0	0	0	16	8	3	5	0	7	0
Future 2020 AM Volumes	21	103	12	3	133	81	27	27	11	43	179	5
Future 2020 AM - CARS	21	103	12	3	133	81	27	27	11	43	178	5
Future 2020 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	1	0

Intersection Volume Worksheet

King Mill Road at Iris Lake Road
PM PEAK HOUR

Description	Iris Lake Rd Northbound			Iris Lake Rd Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	5	55	34	15	56	24	29	159	7	10	46	8
Observed Peak Hour Factor	0.78	0.78	0.78	0.82	0.82	0.82	0.84	0.84	0.84	0.84	0.84	0.84
Observed 2014 PM - CARS	5	55	34	15	56	24	29	159	7	10	45	8
Observed 2014 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	2	0
Existing 2015 PM Volumes	5	56	34	15	57	24	29	161	7	10	46	8
Existing 2015 PM - CARS	5	56	34	15	57	24	29	161	7	10	45	8
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	3	2	1	3	1	1	8	0	1	2	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS						10		30				
DRI 2035 - TRUCKS												
Background 2020 PM Volumes	5	59	36	16	60	35	60	169	7	11	48	8
Background 2020 PM - CARS	5	59	36	16	60	35	60	169	7	11	47	8
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	2	0
CAR Trip Distribution IN	3%					5%					2%	
CAR Trip Distribution OUT							5%	2%	3%			
Balancing Adjustment												
CAR Project Trips	4	0	0	0	0	7	16	6	10	0	3	0
Truck Trip Distribution IN												
TRUCK Trip Distribution OUT												
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	4	0	0	0	0	7	16	6	10	0	3	0
Future 2020 PM Volumes	9	59	36	16	60	42	76	175	17	11	51	8
Future 2020 PM - CARS	9	59	36	16	60	42	76	175	17	11	50	8
Future 2020 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	2	0

Intersection Volume Worksheet

Bill Gardner Parkway at I-75 Southbound Ramps
AM PEAK HOUR

Description	Northbound			I-75 Southbound Ramps Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes				380	2	124		471	88	222	517	
Observed Peak Hour Factor				0.92	0.92	0.92		0.65	0.65	0.86	0.86	
Observed 2014 AM - CARS				372	2	124		465	85	216	513	
Observed 2014 AM - TRUCKS				8	0	0		6	3	6	4	
Heavy Vehicle %	0	0	0	2	0	0	0	1	3	3	1	0
Existing 2015 AM Volumes	0	0	0	384	2	125	0	476	89	224	522	0
Existing 2015 AM - CARS	0	0	0	376	2	125	0	470	86	218	518	0
Existing 2015 AM - TRUCKS	0	0	0	8	0	0	0	6	3	6	4	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	19	0	6	0	24	4	11	26	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								16		11	4	
DRI 2035 - TRUCKS										8		
Background 2020 AM Volumes	0	0	0	403	2	131	0	516	93	254	552	0
Background 2020 AM - CARS	0	0	0	395	2	131	0	510	90	240	548	0
Background 2020 AM - TRUCKS	0	0	0	8	0	0	0	6	3	14	4	0
Heavy Vehicle %	0	0	0	2	0	0	0	1	3	6	1	0
CAR Trip Distribution IN								5%				
CAR Trip Distribution OUT										15%	5%	
Balancing Adjustment										-1		
CAR Project Trips	0	0	0	0	0	0	0	17	0	22	8	0
TRUCK Trip Distribution IN												
TRUCK Trip Distribution OUT										30%		
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	0	0	15	0	0
Project Trips	0	0	0	0	0	0	0	17	0	37	8	0
Future 2020 AM Volumes	0	0	0	403	2	131	0	533	93	291	560	0
Future 2020 AM - CARS	0	0	0	395	2	131	0	527	90	262	556	0
Future 2020 AM - TRUCKS	0	0	0	8	0	0	0	6	3	29	4	0
Heavy Vehicle %	0	0	0	2	0	0	0	1	3	10	1	0

Intersection Volume Worksheet

Bill Gardner Parkway at I-75 Southbound Ramps
PM PEAK HOUR

Description	Northbound			I-75 Southbound Ramps Southbound			Bill Gardner Pkwy Eastbound			Bill Gardner Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes				998	1	123		492	68	233	399	
Observed Peak Hour Factor				0.99	0.99	0.99		0.93	0.93	0.91	0.91	
Observed 2014 PM - CARS				990	1	121		483	66	224	396	
Observed 2014 PM - TRUCKS				8	0	2		9	2	9	3	
Heavy Vehicle %	0	0	0	1	0	2	0	2	3	4	1	0
Existing 2015 PM Volumes	0	0	0	1008	1	124	0	497	69	235	403	0
Existing 2015 PM - CARS	0	0	0	1000	1	122	0	488	67	226	400	0
Existing 2015 PM - TRUCKS	0	0	0	8	0	2	0	9	2	9	3	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	51	0	6	0	25	3	12	20	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								5		45	15	
DRI 2035 - TRUCKS										35		
Background 2020 PM Volumes	0	0	0	1059	1	130	0	527	72	327	438	0
Background 2020 PM - CARS	0	0	0	1051	1	128	0	518	70	283	435	0
Background 2020 PM - TRUCKS	0	0	0	8	0	2	0	9	2	44	3	0
Heavy Vehicle %	0	0	0	1	0	2	0	2	3	13	1	0
CAR Trip Distribution IN								5%				
CAR Trip Distribution OUT										15%	5%	
Balancing Adjustment										1		
CAR Project Trips	0	0	0	0	0	0	0	7	0	49	16	0
TRUCK Trip Distribution IN												
TRUCK Trip Distribution OUT										30%		
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	0	0	32	0	0
Project Trips	0	0	0	0	0	0	0	7	0	81	16	0
Future 2020 PM Volumes	0	0	0	1059	1	130	0	534	72	408	454	0
Future 2020 PM - CARS	0	0	0	1051	1	128	0	525	70	332	451	0
Future 2020 PM - TRUCKS	0	0	0	8	0	2	0	9	2	76	3	0
Heavy Vehicle %	0	0	0	1	0	2	0	2	3	19	1	0

Intersection Volume Worksheet

Bill Gardner Parkway at I-75 Northbound Ramps
AM PEAK HOUR

Description	I-75 Northbound Ramps			-			Bill Gardner Pkwy			Bill Gardner Pkwy		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2014 AM Volumes	72	0	146				110	732			669	976
Observed Peak Hour Factor	0.89	0.89	0.89				0.69	0.69			0.91	0.91
Observed 2014 AM - CARS	68	0	137				107	722			661	962
Observed 2014 AM - TRUCKS	4	0	9				3	10			8	14
Heavy Vehicle %	6	0	6	0	0	0	3	1	0	0	1	1
Existing 2015 AM Volumes	73	0	147	0	0	0	111	739	0	0	676	986
Existing 2015 AM - CARS	69	0	138	0	0	0	108	729	0	0	668	972
Existing 2015 AM - TRUCKS	4	0	9	0	0	0	3	10	0	0	8	14
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	4	0	7	0	0	0	6	37	0	0	34	50
Growth Trips - TRUCKS	0	0	0	0	0	0	0	1	0	0	0	1
DRI 2035 - CARS			48					16			14	
DRI 2035 - TRUCKS			37								8	
Background 2020 AM Volumes	77	0	239	0	0	0	117	793	0	0	732	1037
Background 2020 AM - CARS	73	0	193	0	0	0	114	782	0	0	716	1022
Background 2020 AM - TRUCKS	4	0	46	0	0	0	3	11	0	0	16	15
Heavy Vehicle %	5	0	19	0	0	0	3	1	0	0	2	1
CAR Trip Distribution IN			15%					5%				
CAR Trip Distribution OUT											20%	
Balancing Adjustment												
CAR Project Trips	0	0	50	0	0	0	0	17	0	0	30	0
Truck Trip Distribution IN			30%									
TRUCK Trip Distribution OUT											30%	
Balancing Adjustment												
TRUCK Project Trips	0	0	34	0	0	0	0	0	0	0	15	0
Project Trips	0	0	84	0	0	0	0	17	0	0	45	0
Future 2020 AM Volumes	77	0	323	0	0	0	117	810	0	0	777	1037
Future 2020 AM - CARS	73	0	243	0	0	0	114	799	0	0	746	1022
Future 2020 AM - TRUCKS	4	0	80	0	0	0	3	11	0	0	31	15
Heavy Vehicle %	5	0	25	0	0	0	3	1	0	0	4	1

Intersection Volume Worksheet

Bill Gardner Parkway at I-75 Northbound Ramps
PM PEAK HOUR

Description	I-75 Northbound Ramps			-			Bill Gardner Pkwy			Bill Gardner Pkwy		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2014 PM Volumes	70	1	326				67	1417			571	543
Observed Peak Hour Factor	0.88	0.88	0.88				0.96	0.96			0.94	0.94
Observed 2014 PM - CARS	66	1	315				65	1401			560	535
Observed 2014 PM - TRUCKS	4	0	11				2	16			11	8
Heavy Vehicle %	6	0	3	0	0	0	3	1	0	0	2	1
Existing 2015 PM Volumes	71	1	329	0	0	0	68	1431	0	0	577	548
Existing 2015 PM - CARS	67	1	318	0	0	0	66	1415	0	0	566	540
Existing 2015 PM - TRUCKS	4	0	11	0	0	0	2	16	0	0	11	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	3	0	16	0	0	0	3	72	0	0	29	28
Growth Trips - TRUCKS	0	0	1	0	0	0	0	1	0	0	1	0
DRI 2035 - CARS			15					5			60	
DRI 2035 - TRUCKS			12								35	
Background 2020 PM Volumes	74	1	373	0	0	0	71	1509	0	0	702	576
Background 2020 PM - CARS	70	1	349	0	0	0	69	1492	0	0	655	568
Background 2020 PM - TRUCKS	4	0	24	0	0	0	2	17	0	0	47	8
Heavy Vehicle %	5	0	6	0	0	0	3	1	0	0	7	1
CAR Trip Distribution IN			15%					5%				
CAR Trip Distribution OUT											20%	
Balancing Adjustment												
CAR Project Trips	0	0	22	0	0	0	0	7	0	0	65	0
Truck Trip Distribution IN			30%									
TRUCK Trip Distribution OUT											30%	
Balancing Adjustment			1									
TRUCK Project Trips	0	0	15	0	0	0	0	0	0	0	32	0
Project Trips	0	0	37	0	0	0	0	7	0	0	97	0
Future 2020 PM Volumes	74	1	410	0	0	0	71	1516	0	0	799	576
Future 2020 PM - CARS	70	1	371	0	0	0	69	1499	0	0	720	568
Future 2020 PM - TRUCKS	4	0	39	0	0	0	2	17	0	0	79	8
Heavy Vehicle %	5	0	10	0	0	0	3	1	0	0	10	1

Intersection Volume Worksheet

Bill Gardner Parkway at US 23 (SR 42)
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Bill Gardner Pkwy Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	940	286			183	116	110		417			
Observed Peak Hour Factor	0.93	0.93			0.88	0.88	0.88		0.88			
Observed 2014 AM - CARS	920	283			181	111	102		412			
Observed 2014 AM - TRUCKS	20	3			2	5	8		5			
Heavy Vehicle %	2	1	0	0	1	4	7	0	1	0	0	0
Existing 2015 AM Volumes	949	289	0	0	185	117	111	0	421	0	0	0
Existing 2015 AM - CARS	929	286	0	0	183	112	103	0	416	0	0	0
Existing 2015 AM - TRUCKS	20	3	0	0	2	5	8	0	5	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	47	15	0	0	9	6	5	0	21	0	0	0
Growth Trips - TRUCKS	1	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS		32			7	14	64					
DRI 2035 - TRUCKS						8	37					
Background 2020 AM Volumes	997	336	0	0	201	145	217	0	442	0	0	0
Background 2020 AM - CARS	976	333	0	0	199	132	172	0	437	0	0	0
Background 2020 AM - TRUCKS	21	3	0	0	2	13	45	0	5	0	0	0
Heavy Vehicle %	2	1	0	0	1	9	21	0	1	0	0	0
CAR Trip Distribution IN		10%					20%					
CAR Trip Distribution OUT					10%	20%						
Balancing Adjustment												
CAR Project Trips	0	34	0	0	15	30	67	0	0	0	0	0
Truck Trip Distribution IN							30%					
TRUCK Trip Distribution OUT						30%						
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	15	34	0	0	0	0	0
Project Trips	0	34	0	0	15	45	101	0	0	0	0	0
Future 2020 AM Volumes	997	370	0	0	216	190	318	0	442	0	0	0
Future 2020 AM - CARS	976	367	0	0	214	162	239	0	437	0	0	0
Future 2020 AM - TRUCKS	21	3	0	0	2	28	79	0	5	0	0	0
Heavy Vehicle %	2	1	0	0	1	15	25	0	1	0	0	0

Intersection Volume Worksheet

Bill Gardner Parkway at US 23 (SR 42)
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Bill Gardner Pkwy Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	517	244			376	136	237		826			
Observed Peak Hour Factor	0.89	0.89			0.85	0.85	0.85		0.85			
Observed 2014 PM - CARS	509	240			367	130	230		810			
Observed 2014 PM - TRUCKS	8	4			9	6	7		16			
Heavy Vehicle %	2	2	0	0	2	4	3	0	2	0	0	0
Existing 2015 PM Volumes	522	246	0	0	380	137	239	0	834	0	0	0
Existing 2015 PM - CARS	514	242	0	0	371	131	232	0	818	0	0	0
Existing 2015 PM - TRUCKS	8	4	0	0	9	6	7	0	16	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	26	12	0	0	19	7	12	0	42	0	0	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	1	0	0	0
DRI 2035 - CARS		10			30	60	20					
DRI 2035 - TRUCKS						35	12					
Background 2020 PM Volumes	548	268	0	0	429	239	283	0	877	0	0	0
Background 2020 PM - CARS	540	264	0	0	420	198	264	0	860	0	0	0
Background 2020 PM - TRUCKS	8	4	0	0	9	41	19	0	17	0	0	0
Heavy Vehicle %	1	1	0	0	2	17	7	0	2	0	0	0
CAR Trip Distribution IN		10%					20%					
CAR Trip Distribution OUT					10%	20%						
Balancing Adjustment												
CAR Project Trips	0	15	0	0	32	65	29	0	0	0	0	0
Truck Trip Distribution IN							30%					
TRUCK Trip Distribution OUT						30%						
Balancing Adjustment							1					
TRUCK Project Trips	0	0	0	0	0	32	15	0	0	0	0	0
Project Trips	0	15	0	0	32	97	44	0	0	0	0	0
Future 2020 PM Volumes	548	283	0	0	461	336	327	0	877	0	0	0
Future 2020 PM - CARS	540	279	0	0	452	263	293	0	860	0	0	0
Future 2020 PM - TRUCKS	8	4	0	0	9	73	34	0	17	0	0	0
Heavy Vehicle %	1	1	0	0	2	22	10	0	2	0	0	0

Intersection Volume Worksheet

US 23 (SR 42) at Whirlpool Driveway 1 / Proposed Driveway A
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Whirlpool Driveway 1 Eastbound			Proposed Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes		499			311							
Observed Peak Hour Factor		0.84	0.92	0.92	0.73					0.92		0.92
Observed 2014 AM - CARS		483			300							
Observed 2014 AM - TRUCKS		16			11							
Heavy Vehicle %	0	3	0	0	4	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	504	0	0	314	0	0	0	0	0	0	0
Existing 2015 AM - CARS	0	488	0	0	303	0	0	0	0	0	0	0
Existing 2015 AM - TRUCKS	0	16	0	0	11	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	25	0	0	15	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		14			64							
DRI 2035 - TRUCKS		9			42							
Background 2020 AM Volumes	0	553	0	0	436	0	0	0	0	0	0	0
Background 2020 AM - CARS	0	527	0	0	382	0	0	0	0	0	0	0
Background 2020 AM - TRUCKS	0	26	0	0	54	0	0	0	0	0	0	0
Heavy Vehicle %	0	5	0	0	12	0	0	0	0	0	0	0
CAR Trip Distribution IN			28%	14%	16%							
CAR Trip Distribution OUT		16%								28%		14%
Balancing Adjustment										-1		
CAR Project Trips	0	24	94	47	54	0	0	0	0	41	0	21
Truck Trip Distribution IN			15%	15%	15%							
TRUCK Trip Distribution OUT		15%								15%		15%
Balancing Adjustment					-1					-1		-1
TRUCK Project Trips	0	8	17	17	16	0	0	0	0	7	0	7
Project Trips	0	32	111	64	70	0	0	0	0	48	0	28
Future 2020 AM Volumes	0	585	111	64	506	0	0	0	0	48	0	28
Future 2020 AM - CARS	0	551	94	47	436	0	0	0	0	41	0	21
Future 2020 AM - TRUCKS	0	34	17	17	70	0	0	0	0	7	0	7
Heavy Vehicle %	0	6	15	27	14	0	0	0	0	15	0	25

Intersection Volume Worksheet

US 23 (SR 42) at Whirlpool Driveway 1 / Proposed Driveway A
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Whirlpool Driveway 1 Eastbound			Proposed Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes		491			548							
Observed Peak Hour Factor		0.92	0.92	0.92	0.79					0.92		0.92
Observed 2014 PM - CARS		479			531							
Observed 2014 PM - TRUCKS		12			17							
Heavy Vehicle %	0	2	0	0	3	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	496	0	0	553	0	0	0	0	0	0	0
Existing 2015 PM - CARS	0	484	0	0	536	0	0	0	0	0	0	0
Existing 2015 PM - TRUCKS	0	12	0	0	17	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	25	0	0	27	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		60			20							
DRI 2035 - TRUCKS		40			14							
Background 2020 PM Volumes	0	622	0	0	615	0	0	0	0	0	0	0
Background 2020 PM - CARS	0	569	0	0	583	0	0	0	0	0	0	0
Background 2020 PM - TRUCKS	0	53	0	0	32	0	0	0	0	0	0	0
Heavy Vehicle %	0	9	0	0	5	0	0	0	0	0	0	0
CAR Trip Distribution IN			28%	14%	16%							
CAR Trip Distribution OUT		16%								28%		14%
Balancing Adjustment												
CAR Project Trips	0	52	41	20	23	0	0	0	0	90	0	45
Truck Trip Distribution IN			15%	15%	15%							
TRUCK Trip Distribution OUT		15%								15%		15%
Balancing Adjustment												
TRUCK Project Trips	0	16	7	7	7	0	0	0	0	16	0	16
Project Trips	0	68	48	27	30	0	0	0	0	106	0	61
Future 2020 PM Volumes	0	690	48	27	645	0	0	0	0	106	0	61
Future 2020 PM - CARS	0	621	41	20	606	0	0	0	0	90	0	45
Future 2020 PM - TRUCKS	0	69	7	7	39	0	0	0	0	16	0	16
Heavy Vehicle %	0	10	15	26	6	0	0	0	0	15	0	26

Intersection Volume Worksheet

US 23 (SR 42) at Proposed Driveway B
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Eastbound			Proposed Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes		499			311							
Observed Peak Hour Factor		0.84	0.92	0.92	0.73					0.92		0.92
Observed 2014 AM - CARS		483			300							
Observed 2014 AM - TRUCKS		16			11							
Heavy Vehicle %	0	3	0	0	4	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	504	0	0	314	0	0	0	0	0	0	0
Existing 2015 AM - CARS	0	488	0	0	303	0	0	0	0	0	0	0
Existing 2015 AM - TRUCKS	0	16	0	0	11	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	25	0	0	15	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		14			64							
DRI 2035 - TRUCKS		9			42							
Background 2020 AM Volumes	0	553	0	0	436	0	0	0	0	0	0	0
Background 2020 AM - CARS	0	527	0	0	382	0	0	0	0	0	0	0
Background 2020 AM - TRUCKS	0	26	0	0	54	0	0	0	0	0	0	0
Heavy Vehicle %	0	5	0	0	12	0	0	0	0	0	0	0
CAR Trip Distribution IN		28%			16%							
CAR Trip Distribution OUT		16%			28%							
Balancing Adjustment					-1							
CAR Project Trips	0	118	0	0	95	0	0	0	0	0	0	0
Truck Trip Distribution IN		15%	3%	3%	12%							
TRUCK Trip Distribution OUT		12%			15%					3%		3%
Balancing Adjustment					-1							
TRUCK Project Trips	0	23	3	3	20	0	0	0	0	2	0	2
Project Trips	0	141	3	3	115	0	0	0	0	2	0	2
Future 2020 AM Volumes	0	694	3	3	551	0	0	0	0	2	0	2
Future 2020 AM - CARS	0	645	0	0	477	0	0	0	0	0	0	0
Future 2020 AM - TRUCKS	0	49	3	3	74	0	0	0	0	2	0	2
Heavy Vehicle %	0	7	100	100	13	0	0	0	0	100	0	100

Intersection Volume Worksheet

US 23 (SR 42) at Proposed Driveway B
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Eastbound			Proposed Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes		491			548							
Observed Peak Hour Factor		0.92	0.92	0.92	0.79					0.92		0.92
Observed 2014 PM - CARS		479			531							
Observed 2014 PM - TRUCKS		12			17							
Heavy Vehicle %	0	2	0	0	3	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	496	0	0	553	0	0	0	0	0	0	0
Existing 2015 PM - CARS	0	484	0	0	536	0	0	0	0	0	0	0
Existing 2015 PM - TRUCKS	0	12	0	0	17	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	25	0	0	27	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		60			20							
DRI 2035 - TRUCKS		40			14							
Background 2020 PM Volumes	0	622	0	0	615	0	0	0	0	0	0	0
Background 2020 PM - CARS	0	569	0	0	583	0	0	0	0	0	0	0
Background 2020 PM - TRUCKS	0	53	0	0	32	0	0	0	0	0	0	0
Heavy Vehicle %	0	9	0	0	5	0	0	0	0	0	0	0
CAR Trip Distribution IN		28%			16%							
CAR Trip Distribution OUT		16%			28%							
Balancing Adjustment												
CAR Project Trips	0	93	0	0	113	0	0	0	0	0	0	0
Truck Trip Distribution IN		15%	3%	3%	12%							
TRUCK Trip Distribution OUT		12%			15%					3%		3%
Balancing Adjustment			1									
TRUCK Project Trips	0	20	2	1	22	0	0	0	0	3	0	3
Project Trips	0	113	2	1	135	0	0	0	0	3	0	3
Future 2020 PM Volumes	0	735	2	1	750	0	0	0	0	3	0	3
Future 2020 PM - CARS	0	662	0	0	696	0	0	0	0	0	0	0
Future 2020 PM - TRUCKS	0	73	2	1	54	0	0	0	0	3	0	3
Heavy Vehicle %	0	10	100	100	7	0	0	0	0	100	0	100

Intersection Volume Worksheet

US 23 (SR 42) at Proposed Driveway C
AM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Eastbound			Proposed Driveway C Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes		499			311							
Observed Peak Hour Factor		0.84	0.92	0.92	0.73					0.92		0.92
Observed 2014 AM - CARS		483			300							
Observed 2014 AM - TRUCKS		16			11							
Heavy Vehicle %	0	3	0	0	4	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	504	0	0	314	0	0	0	0	0	0	0
Existing 2015 AM - CARS	0	488	0	0	303	0	0	0	0	0	0	0
Existing 2015 AM - TRUCKS	0	16	0	0	11	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	25	0	0	15	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		14			64							
DRI 2035 - TRUCKS		9			42							
Background 2020 AM Volumes	0	553	0	0	436	0	0	0	0	0	0	0
Background 2020 AM - CARS	0	527	0	0	382	0	0	0	0	0	0	0
Background 2020 AM - TRUCKS	0	26	0	0	54	0	0	0	0	0	0	0
Heavy Vehicle %	0	5	0	0	12	0	0	0	0	0	0	0
CAR Trip Distribution IN		28%	3%	4%	12%							
CAR Trip Distribution OUT		12%			28%					3%		4%
Balancing Adjustment			1									
CAR Project Trips	0	112	11	13	82	0	0	0	0	5	0	6
Truck Trip Distribution IN		18%	5%	1%	11%							
TRUCK Trip Distribution OUT		11%			18%					5%		1%
Balancing Adjustment		-1										
TRUCK Project Trips	0	25	6	1	21	0	0	0	0	3	0	1
Project Trips	0	137	17	14	103	0	0	0	0	8	0	7
Future 2020 AM Volumes	0	690	17	14	539	0	0	0	0	8	0	7
Future 2020 AM - CARS	0	639	11	13	464	0	0	0	0	5	0	6
Future 2020 AM - TRUCKS	0	51	6	1	75	0	0	0	0	3	0	1
Heavy Vehicle %	0	7	35	7	14	0	0	0	0	38	0	14

Intersection Volume Worksheet

US 23 (SR 42) at Proposed Driveway C
PM PEAK HOUR

Description	US 23 (SR 42) Northbound			US 23 (SR 42) Southbound			Eastbound			Proposed Driveway C Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes		491			548							
Observed Peak Hour Factor		0.92	0.92	0.92	0.79					0.92		0.92
Observed 2014 PM - CARS		479			531							
Observed 2014 PM - TRUCKS		12			17							
Heavy Vehicle %	0	2	0	0	3	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	496	0	0	553	0	0	0	0	0	0	0
Existing 2015 PM - CARS	0	484	0	0	536	0	0	0	0	0	0	0
Existing 2015 PM - TRUCKS	0	12	0	0	17	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	25	0	0	27	0	0	0	0	0	0	0
Growth Trips - TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0
DRI 2035 - CARS		60			20							
DRI 2035 - TRUCKS		40			14							
Background 2020 PM Volumes	0	622	0	0	615	0	0	0	0	0	0	0
Background 2020 PM - CARS	0	569	0	0	583	0	0	0	0	0	0	0
Background 2020 PM - TRUCKS	0	53	0	0	32	0	0	0	0	0	0	0
Heavy Vehicle %	0	9	0	0	5	0	0	0	0	0	0	0
CAR Trip Distribution IN		28%	3%	4%	12%							
CAR Trip Distribution OUT		12%			28%					3%		4%
Balancing Adjustment			4	6	107	0	0	0	0	10	0	13
CAR Project Trips	0	80	4	6	107	0	0	0	0	10	0	13
Truck Trip Distribution IN		18%	5%	1%	11%							
TRUCK Trip Distribution OUT		11%			18%					5%		1%
Balancing Adjustment			2	1	24	0	0	0	0	5	0	1
TRUCK Project Trips	0	21	2	1	24	0	0	0	0	5	0	1
Project Trips	0	101	6	7	131	0	0	0	0	15	0	14
Future 2020 PM Volumes	0	723	6	7	746	0	0	0	0	15	0	14
Future 2020 PM - CARS	0	649	4	6	690	0	0	0	0	10	0	13
Future 2020 PM - TRUCKS	0	74	2	1	56	0	0	0	0	5	0	1
Heavy Vehicle %	0	10	33	14	8	0	0	0	0	33	0	7

Intersection Volume Worksheet

Old King Mill Road at Proposed Driveway D
AM PEAK HOUR

Description	Northbound			Proposed Driveway D Southbound			Old King Mill Rd Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								9			11	
Observed Peak Hour Factor				0.92		0.92	0.92	0.75			0.75	0.92
Observed 2014 AM - CARS								9			11	
Observed 2014 AM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	9	0	0	11	0
Existing 2015 AM - CARS	0	0	0	0	0	0	0	9	0	0	11	0
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	0	0	0	1	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS												
DRI 2035 - TRUCKS												
Background 2020 AM Volumes	0	0	0	0	0	0	0	9	0	0	12	0
Background 2020 AM - CARS	0	0	0	0	0	0	0	9	0	0	12	0
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
CAR Trip Distribution IN							4%	13%				1%
CAR Trip Distribution OUT				1%		4%					13%	
Balancing Adjustment												
CAR Project Trips	0	0	0	2	0	6	13	44	0	0	20	3
Truck Trip Distribution IN								28%				
TRUCK Trip Distribution OUT											28%	
Balancing Adjustment											-1	
TRUCK Project Trips	0	0	0	0	0	0	0	31	0	0	13	0
Project Trips	0	0	0	2	0	6	13	75	0	0	33	3
Future 2020 AM Volumes	0	0	0	2	0	6	13	84	0	0	45	3
Future 2020 AM - CARS	0	0	0	2	0	6	13	53	0	0	32	3
Future 2020 AM - TRUCKS	0	0	0	0	0	0	0	31	0	0	13	0
Heavy Vehicle %	0	0	0	0	0	0	0	37	0	0	29	0

Intersection Volume Worksheet

Old King Mill Road at Proposed Driveway D
PM PEAK HOUR

Description	Northbound			Proposed Driveway D Southbound			Old King Mill Rd Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								20			12	
Observed Peak Hour Factor				0.92		0.92	0.92	0.63			0.63	0.92
Observed 2014 PM - CARS								20			12	
Observed 2014 PM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	20	0	0	12	0
Existing 2015 PM - CARS	0	0	0	0	0	0	0	20	0	0	12	0
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	1	0	0	1	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS												
DRI 2035 - TRUCKS												
Background 2020 PM Volumes	0	0	0	0	0	0	0	21	0	0	13	0
Background 2020 PM - CARS	0	0	0	0	0	0	0	21	0	0	13	0
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
CAR Trip Distribution IN							4%	13%				1%
CAR Trip Distribution OUT				1%		4%					13%	
Balancing Adjustment												
CAR Project Trips	0	0	0	3	0	13	6	19	0	0	42	1
Truck Trip Distribution IN								28%				
TRUCK Trip Distribution OUT											28%	
Balancing Adjustment								1			1	
TRUCK Project Trips	0	0	0	0	0	0	0	14	0	0	31	0
Project Trips	0	0	0	3	0	13	6	33	0	0	73	1
Future 2020 PM Volumes	0	0	0	3	0	13	6	54	0	0	86	1
Future 2020 PM - CARS	0	0	0	3	0	13	6	40	0	0	55	1
Future 2020 PM - TRUCKS	0	0	0	0	0	0	0	14	0	0	31	0
Heavy Vehicle %	0	0	0	0	0	0	0	26	0	0	36	0

Intersection Volume Worksheet

Old King Mill Road at Proposed Driveway E
AM PEAK HOUR

Description	Northbound			Proposed Driveway E Southbound			Old King Mill Rd Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								9			11	
Observed Peak Hour Factor				0.92		0.92	0.92	0.75			0.75	0.92
Observed 2014 AM - CARS								9			11	
Observed 2014 AM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	9	0	0	11	0
Existing 2015 AM - CARS	0	0	0	0	0	0	0	9	0	0	11	0
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	0	0	0	1	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS												
DRI 2035 - TRUCKS												
Background 2020 AM Volumes	0	0	0	0	0	0	0	9	0	0	12	0
Background 2020 AM - CARS	0	0	0	0	0	0	0	9	0	0	12	0
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
CAR Trip Distribution IN							5%	8%			1%	7%
CAR Trip Distribution OUT				7%		5%		1%			8%	
Balancing Adjustment				-1								
CAR Project Trips	0	0	0	10	0	8	17	29	0	0	15	24
Truck Trip Distribution IN							24%	4%				
TRUCK Trip Distribution OUT						24%					4%	
Balancing Adjustment						-1						
TRUCK Project Trips	0	0	0	0	0	11	27	4	0	0	2	0
Project Trips	0	0	0	10	0	19	44	33	0	0	17	24
Future 2020 AM Volumes	0	0	0	10	0	19	44	42	0	0	29	24
Future 2020 AM - CARS	0	0	0	10	0	8	17	38	0	0	27	24
Future 2020 AM - TRUCKS	0	0	0	0	0	11	27	4	0	0	2	0
Heavy Vehicle %	0	0	0	0	0	58	61	10	0	0	7	0

Intersection Volume Worksheet

Old King Mill Road at Proposed Driveway E
PM PEAK HOUR

Description	Northbound			Proposed Driveway E Southbound			Old King Mill Rd Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								20			12	
Observed Peak Hour Factor				0.92		0.92	0.92	0.63			0.63	0.92
Observed 2014 PM - CARS								20			12	
Observed 2014 PM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	20	0	0	12	0
Existing 2015 PM - CARS	0	0	0	0	0	0	0	20	0	0	12	0
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	1	0	0	1	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS												
DRI 2035 - TRUCKS												
Background 2020 PM Volumes	0	0	0	0	0	0	0	21	0	0	13	0
Background 2020 PM - CARS	0	0	0	0	0	0	0	21	0	0	13	0
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
CAR Trip Distribution IN							5%	8%			1%	7%
CAR Trip Distribution OUT				7%		5%		1%			8%	
Balancing Adjustment												1
CAR Project Trips	0	0	0	23	0	16	7	15	0	0	27	11
Truck Trip Distribution IN							24%	4%				
TRUCK Trip Distribution OUT						24%					4%	
Balancing Adjustment						1						
TRUCK Project Trips	0	0	0	0	0	27	12	2	0	0	4	0
Project Trips	0	0	0	23	0	43	19	17	0	0	31	11
Future 2020 PM Volumes	0	0	0	23	0	43	19	38	0	0	44	11
Future 2020 PM - CARS	0	0	0	23	0	16	7	36	0	0	40	11
Future 2020 PM - TRUCKS	0	0	0	0	0	27	12	2	0	0	4	0
Heavy Vehicle %	0	0	0	0	0	63	63	5	0	0	9	0

Intersection Volume Worksheet

Old King Mill Road at Proposed Driveway F
AM PEAK HOUR

Description	Northbound			Proposed Driveway F Southbound			Old King Mill Rd Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								9			11	
Observed Peak Hour Factor				0.92		0.92	0.92	0.75			0.75	0.92
Observed 2014 AM - CARS								9			11	
Observed 2014 AM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	9	0	0	11	0
Existing 2015 AM - CARS	0	0	0	0	0	0	0	9	0	0	11	0
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	0	0	0	1	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS												
DRI 2035 - TRUCKS												
Background 2020 AM Volumes	0	0	0	0	0	0	0	9	0	0	12	0
Background 2020 AM - CARS	0	0	0	0	0	0	0	9	0	0	12	0
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
CAR Trip Distribution IN							4%	4%			8%	3%
CAR Trip Distribution OUT				3%		4%		8%			4%	
Balancing Adjustment							1					
CAR Project Trips	0	0	0	5	0	6	14	25	0	0	33	10
Truck Trip Distribution IN								4%				
TRUCK Trip Distribution OUT											4%	
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	4	0	0	2	0
Project Trips	0	0	0	5	0	6	14	29	0	0	35	10
Future 2020 AM Volumes	0	0	0	5	0	6	14	38	0	0	47	10
Future 2020 AM - CARS	0	0	0	5	0	6	14	34	0	0	45	10
Future 2020 AM - TRUCKS	0	0	0	0	0	0	0	4	0	0	2	0
Heavy Vehicle %	0	0	0	0	0	0	0	11	0	0	4	0

Intersection Volume Worksheet

Old King Mill Road at Proposed Driveway F
PM PEAK HOUR

Description	Northbound			Proposed Driveway F Southbound			Old King Mill Rd Eastbound			Old King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								20			12	
Observed Peak Hour Factor				0.92		0.92	0.92	0.63			0.63	0.92
Observed 2014 PM - CARS								20			12	
Observed 2014 PM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	20	0	0	12	0
Existing 2015 PM - CARS	0	0	0	0	0	0	0	20	0	0	12	0
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	1	0	0	1	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS												
DRI 2035 - TRUCKS												
Background 2020 PM Volumes	0	0	0	0	0	0	0	21	0	0	13	0
Background 2020 PM - CARS	0	0	0	0	0	0	0	21	0	0	13	0
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
CAR Trip Distribution IN							4%	4%			8%	3%
CAR Trip Distribution OUT				3%		4%		8%			4%	
Balancing Adjustment												
CAR Project Trips	0	0	0	10	0	13	6	32	0	0	25	4
Truck Trip Distribution IN								4%				
TRUCK Trip Distribution OUT											4%	
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	2	0	0	4	0
Project Trips	0	0	0	10	0	13	6	34	0	0	29	4
Future 2020 PM Volumes	0	0	0	10	0	13	6	55	0	0	42	4
Future 2020 PM - CARS	0	0	0	10	0	13	6	53	0	0	38	4
Future 2020 PM - TRUCKS	0	0	0	0	0	0	0	2	0	0	4	0
Heavy Vehicle %	0	0	0	0	0	0	0	4	0	0	10	0

Intersection Volume Worksheet

King Mill Road at Proposed Driveway G
AM PEAK HOUR

Description	Proposed Driveway G Northbound			- Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								39			203	
Observed Peak Hour Factor	0.92		0.92					0.75	0.92	0.92	0.79	
Observed 2014 AM - CARS								39			202	
Observed 2014 AM - TRUCKS								0			1	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	39	0	0	205	0
Existing 2015 AM - CARS	0	0	0	0	0	0	0	39	0	0	204	0
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	2	0	0	10	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								286			64	
DRI 2035 - TRUCKS								106			24	
Background 2020 AM Volumes	0	0	0	0	0	0	0	433	0	0	303	0
Background 2020 AM - CARS	0	0	0	0	0	0	0	327	0	0	278	0
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	106	0	0	25	0
Heavy Vehicle %	0	0	0	0	0	0	0	24	0	0	8	0
CAR Trip Distribution IN								15%	9%	1%		
CAR Trip Distribution OUT	9%		1%								15%	
Balancing Adjustment	-1							1				
CAR Project Trips	13	0	2	0	0	0	0	51	30	3	23	0
Truck Trip Distribution IN								17%	13%			
TRUCK Trip Distribution OUT	13%										17%	
Balancing Adjustment	-1											
TRUCK Project Trips	6	0	0	0	0	0	0	19	15	0	9	0
Project Trips	19	0	2	0	0	0	0	70	45	3	32	0
Future 2020 AM Volumes	19	0	2	0	0	0	0	503	45	3	335	0
Future 2020 AM - CARS	13	0	2	0	0	0	0	378	30	3	301	0
Future 2020 AM - TRUCKS	6	0	0	0	0	0	0	125	15	0	34	0
Heavy Vehicle %	32	0	0	0	0	0	0	25	33	0	10	0

Intersection Volume Worksheet

King Mill Road at Proposed Driveway G
PM PEAK HOUR

Description	Proposed Driveway G Northbound			- Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								183			80	
Observed Peak Hour Factor	0.92		0.92					0.86	0.92	0.92	0.82	
Observed 2014 PM - CARS								183			80	
Observed 2014 PM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	185	0	0	81	0
Existing 2015 PM - CARS	0	0	0	0	0	0	0	185	0	0	81	0
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	9	0	0	4	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								90			270	
DRI 2035 - TRUCKS								34			100	
Background 2020 PM Volumes	0	0	0	0	0	0	0	318	0	0	455	0
Background 2020 PM - CARS	0	0	0	0	0	0	0	284	0	0	355	0
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	34	0	0	100	0
Heavy Vehicle %	0	0	0	0	0	0	0	11	0	0	22	0
CAR Trip Distribution IN								15%	9%	1%		
CAR Trip Distribution OUT	9%		1%								15%	
Balancing Adjustment	1									1		
CAR Project Trips	30	0	3	0	0	0	0	22	13	2	48	0
Truck Trip Distribution IN								17%	13%			
TRUCK Trip Distribution OUT	13%										17%	
Balancing Adjustment												
TRUCK Project Trips	14	0	0	0	0	0	0	8	6	0	18	0
Project Trips	44	0	3	0	0	0	0	30	19	2	66	0
Future 2020 PM Volumes	44	0	3	0	0	0	0	348	19	2	521	0
Future 2020 PM - CARS	30	0	3	0	0	0	0	306	13	2	403	0
Future 2020 PM - TRUCKS	14	0	0	0	0	0	0	42	6	0	118	0
Heavy Vehicle %	32	0	0	0	0	0	0	12	32	0	23	0

Intersection Volume Worksheet

King Mill Road at Proposed Driveway H
AM PEAK HOUR

Description	Northbound			Proposed Driveway H Southbound			King Mill Rd Eastbound			King Mill Rd Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2014 AM Volumes									46			212	
Observed Peak Hour Factor				0.92		0.92	0.92	0.75				0.79	0.92
Observed 2014 AM - CARS									46			211	
Observed 2014 AM - TRUCKS									0			1	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	46	0	0	214	0	
Existing 2015 AM - CARS	0	0	0	0	0	0	0	46	0	0	213	0	
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	
Growth Trips - CARS	0	0	0	0	0	0	0	2	0	0	11	0	
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	
DRI 2035 - CARS											64		
DRI 2035 - TRUCKS											24		
Background 2020 AM Volumes	0	0	0	0	0	0	0	440	0	0	313	0	
Background 2020 AM - CARS	0	0	0	0	0	0	0	334	0	0	288	0	
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	106	0	0	25	0	
Heavy Vehicle %	0	0	0	0	0	0	0	24	0	0	8	0	
CAR Trip Distribution IN							5%	9%			7%	2%	
CAR Trip Distribution OUT				2%		5%		7%			9%		
Balancing Adjustment							-1				-1		
CAR Project Trips	0	0	0	3	0	7	17	41	0	0	37	7	
Truck Trip Distribution IN							17%	4%					
TRUCK Trip Distribution OUT						17%					4%		
Balancing Adjustment													
TRUCK Project Trips	0	0	0	0	0	9	19	4	0	0	2	0	
Project Trips	0	0	0	3	0	16	36	45	0	0	39	7	
Future 2020 AM Volumes	0	0	0	3	0	16	36	485	0	0	352	7	
Future 2020 AM - CARS	0	0	0	3	0	7	17	375	0	0	325	7	
Future 2020 AM - TRUCKS	0	0	0	0	0	9	19	110	0	0	27	0	
Heavy Vehicle %	0	0	0	0	0	56	53	23	0	0	8	0	

Intersection Volume Worksheet

King Mill Road at Proposed Driveway H
PM PEAK HOUR

Description	Northbound			Proposed Driveway H Southbound			King Mill Rd Eastbound			King Mill Rd Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2014 PM Volumes									199			88	
Observed Peak Hour Factor				0.92		0.92	0.92	0.86				0.82	0.92
Observed 2014 PM - CARS									199			88	
Observed 2014 PM - TRUCKS									0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	201	0	0	89	0	
Existing 2015 PM - CARS	0	0	0	0	0	0	0	201	0	0	89	0	
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	
Growth Trips - CARS	0	0	0	0	0	0	0	10	0	0	5	0	
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	
DRI 2035 - CARS									90		270		
DRI 2035 - TRUCKS									34		100		
Background 2020 PM Volumes	0	0	0	0	0	0	0	335	0	0	464	0	
Background 2020 PM - CARS	0	0	0	0	0	0	0	301	0	0	364	0	
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	34	0	0	100	0	
Heavy Vehicle %	0	0	0	0	0	0	0	10	0	0	22	0	
CAR Trip Distribution IN							5%	9%			7%	2%	
CAR Trip Distribution OUT				2%		5%		7%			9%		
Balancing Adjustment													
CAR Project Trips	0	0	0	6	0	16	7	36	0	0	39	3	
Truck Trip Distribution IN							17%	4%					
TRUCK Trip Distribution OUT						17%					4%		
Balancing Adjustment													
TRUCK Project Trips	0	0	0	0	0	18	8	2	0	0	4	0	
Project Trips	0	0	0	6	0	34	15	38	0	0	43	3	
Future 2020 PM Volumes	0	0	0	6	0	34	15	373	0	0	507	3	
Future 2020 PM - CARS	0	0	0	6	0	16	7	337	0	0	403	3	
Future 2020 PM - TRUCKS	0	0	0	0	0	18	8	36	0	0	104	0	
Heavy Vehicle %	0	0	0	0	0	53	53	10	0	0	21	0	

Intersection Volume Worksheet

King Mill Road at DRI 2035 Driveway / Proposed Driveway I
AM PEAK HOUR

Description	Proposed Driveway I Northbound			DRI 2035 Driveway Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								46			212	
Observed Peak Hour Factor				0.92		0.92	0.92	0.75	0.92		0.79	0.92
Observed 2014 AM - CARS								46			211	
Observed 2014 AM - TRUCKS								0			1	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	46	0	0	214	0
Existing 2015 AM - CARS	0	0	0	0	0	0	0	46	0	0	213	0
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	2	0	0	11	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS				4		32	143	143			32	16
DRI 2035 - TRUCKS						12	53	53			12	
Background 2020 AM Volumes	0	0	0	4	0	44	196	244	0	0	269	16
Background 2020 AM - CARS	0	0	0	4	0	32	143	191	0	0	256	16
Background 2020 AM - TRUCKS	0	0	0	0	0	12	53	53	0	0	13	0
Heavy Vehicle %	0	0	0	0	0	27	27	22	0	0	5	0
CAR Trip Distribution IN								9%			9%	
CAR Trip Distribution OUT								9%			9%	
Balancing Adjustment												
CAR Project Trips	0	0	0	0	0	0	0	44	0	0	44	0
Truck Trip Distribution IN									4%			
TRUCK Trip Distribution OUT	4%											
Balancing Adjustment												
TRUCK Project Trips	2	0	0	0	0	0	0	0	4	0	0	0
Project Trips	2	0	0	0	0	0	0	44	4	0	44	0
Future 2020 AM Volumes	2	0	0	4	0	44	196	288	4	0	313	16
Future 2020 AM - CARS	0	0	0	4	0	32	143	235	0	0	300	16
Future 2020 AM - TRUCKS	2	0	0	0	0	12	53	53	4	0	13	0
Heavy Vehicle %	100	0	0	0	0	27	27	18	100	0	4	0

Intersection Volume Worksheet

King Mill Road at DRI 2035 Driveway / Proposed Driveway I
PM PEAK HOUR

Description	Proposed Driveway I Northbound			DRI 2035 Driveway Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								199			88	
Observed Peak Hour Factor				0.92		0.92	0.92	0.86	0.92		0.82	0.92
Observed 2014 PM - CARS								199			88	
Observed 2014 PM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	201	0	0	89	0
Existing 2015 PM - CARS	0	0	0	0	0	0	0	201	0	0	89	0
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	10	0	0	5	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS				15		135	45	45			135	5
DRI 2035 - TRUCKS						50	17	17			50	
Background 2020 PM Volumes	0	0	0	15	0	185	62	273	0	0	279	5
Background 2020 PM - CARS	0	0	0	15	0	135	45	256	0	0	229	5
Background 2020 PM - TRUCKS	0	0	0	0	0	50	17	17	0	0	50	0
Heavy Vehicle %	0	0	0	0	0	27	27	6	0	0	18	0
CAR Trip Distribution IN								9%			9%	
CAR Trip Distribution OUT								9%			9%	
Balancing Adjustment												
CAR Project Trips	0	0	0	0	0	0	0	42	0	0	42	0
Truck Trip Distribution IN									4%			
TRUCK Trip Distribution OUT	4%											
Balancing Adjustment												
TRUCK Project Trips	4	0	0	0	0	0	0	0	2	0	0	0
Project Trips	4	0	0	0	0	0	0	42	2	0	42	0
Future 2020 PM Volumes	4	0	0	15	0	185	62	315	2	0	321	5
Future 2020 PM - CARS	0	0	0	15	0	135	45	298	0	0	271	5
Future 2020 PM - TRUCKS	4	0	0	0	0	50	17	17	2	0	50	0
Heavy Vehicle %	100	0	0	0	0	27	27	5	100	0	16	0

Intersection Volume Worksheet

King Mill Road at Proposed Driveway J
AM PEAK HOUR

Description	Proposed Driveway J Northbound			- Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								46			212	
Observed Peak Hour Factor	0.92		0.92					0.75	0.92	0.92	0.79	
Observed 2014 AM - CARS								46			211	
Observed 2014 AM - TRUCKS								0			1	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 AM Volumes	0	0	0	0	0	0	0	46	0	0	214	0
Existing 2015 AM - CARS	0	0	0	0	0	0	0	46	0	0	213	0
Existing 2015 AM - TRUCKS	0	0	0	0	0	0	0	0	0	0	1	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	2	0	0	11	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								147			48	
DRI 2035 - TRUCKS								53			12	
Background 2020 AM Volumes	0	0	0	0	0	0	0	248	0	0	285	0
Background 2020 AM - CARS	0	0	0	0	0	0	0	195	0	0	272	0
Background 2020 AM - TRUCKS	0	0	0	0	0	0	0	53	0	0	13	0
Heavy Vehicle %	0	0	0	0	0	0	0	21	0	0	5	0
CAR Trip Distribution IN									9%	1%	9%	
CAR Trip Distribution OUT	9%		1%					9%				
Balancing Adjustment												
CAR Project Trips	14	0	2	0	0	0	0	14	30	3	30	0
Truck Trip Distribution IN												
TRUCK Trip Distribution OUT												
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	14	0	2	0	0	0	0	14	30	3	30	0
Future 2020 AM Volumes	14	0	2	0	0	0	0	262	30	3	315	0
Future 2020 AM - CARS	14	0	2	0	0	0	0	209	30	3	302	0
Future 2020 AM - TRUCKS	0	0	0	0	0	0	0	53	0	0	13	0
Heavy Vehicle %	0	0	0	0	0	0	0	20	0	0	4	0

Intersection Volume Worksheet

King Mill Road at Proposed Driveway J
PM PEAK HOUR

Description	Proposed Driveway J Northbound			- Southbound			King Mill Rd Eastbound			King Mill Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								199			88	
Observed Peak Hour Factor	0.92		0.92					0.86	0.92	0.92	0.82	
Observed 2014 PM - CARS								199			88	
Observed 2014 PM - TRUCKS								0			0	
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2015 PM Volumes	0	0	0	0	0	0	0	201	0	0	89	0
Existing 2015 PM - CARS	0	0	0	0	0	0	0	201	0	0	89	0
Existing 2015 PM - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Growth Trips - CARS	0	0	0	0	0	0	0	10	0	0	5	0
Growth Trips - TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0
DRI 2035 - CARS								60			140	
DRI 2035 - TRUCKS								17			50	
Background 2020 PM Volumes	0	0	0	0	0	0	0	288	0	0	284	0
Background 2020 PM - CARS	0	0	0	0	0	0	0	271	0	0	234	0
Background 2020 PM - TRUCKS	0	0	0	0	0	0	0	17	0	0	50	0
Heavy Vehicle %	0	0	0	0	0	0	0	6	0	0	18	0
CAR Trip Distribution IN									9%	1%	9%	
CAR Trip Distribution OUT	9%		1%					9%				
Balancing Adjustment												
CAR Project Trips	29	0	3	0	0	0	0	29	13	1	13	0
Truck Trip Distribution IN												
TRUCK Trip Distribution OUT												
Balancing Adjustment												
TRUCK Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	29	0	3	0	0	0	0	29	13	1	13	0
Future 2020 PM Volumes	29	0	3	0	0	0	0	317	13	1	297	0
Future 2020 PM - CARS	29	0	3	0	0	0	0	300	13	1	247	0
Future 2020 PM - TRUCKS	0	0	0	0	0	0	0	17	0	0	50	0
Heavy Vehicle %	0	0	0	0	0	0	0	5	0	0	17	0

Appendix F
Project Fact Sheet
ARC TIP# HE-113

Short Title SR 155 WIDENING FROM I-75 SOUTH TO SR 81

GDOT Project No. 0007856

Federal ID No. CSSTP-0007-00(856)

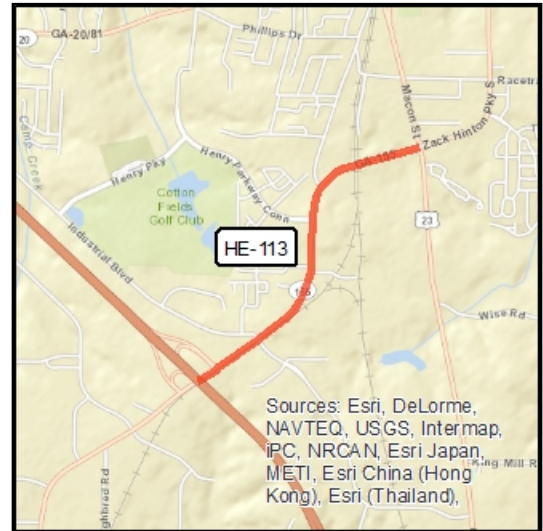
Status Programmed

Service Type Roadway / General Purpose Capacity

Sponsor GDOT

Jurisdiction Henry County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane

Planned Thru Lane

Network Year

Corridor Length miles

Detailed Description and Justification

This project involves adding one general purpose lane in each direction along SR 155 from I-75 South to US 23.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)		2015	\$1,400,188	\$1,120,150	\$280,038	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2019	\$1,705,207	\$1,364,166	\$341,041	\$0,000	\$0,000
UTL	General Federal Aid 2020-2040		LR 2020-2030	\$2,552,460	\$2,041,968	\$510,492	\$0,000	\$0,000
CST	General Federal Aid 2020-2040		LR 2020-2030	\$15,541,585	\$12,433,268	\$3,108,317	\$0,000	\$0,000
				\$21,199,440	\$16,959,552	\$4,239,888	\$0,000	\$0,000

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

Available Upon Request
Raw Traffic Counts
Synchro Capacity Analyses