Transportation Analysis

Trilith Expansion DRI 3776

City of Fayetteville, Georgia (Fayette County)

October 2022

Prepared for:

Trilith Development, LLC.

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, Georgia 30009 018972002

Kimley »Horn

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Available Upon Request

Synchro and *SIDRA* Capacity Analyses Raw Traffic Count Data

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Trilith Expansion* development located in the City of Fayetteville, Georgia. The approximate 914-acre site is located north of SR 54 along Veterans Parkway, Sandy Creek Road, and Hood Road in Fayette County. The proposed project site is currently zoned Planned Community Development (PCD), Single Family Residential (R-70), Office and Industrial (OI), and Business Park (BP). The proposed site zoning is PCD, R-70, and OI to accommodate the proposed land uses (rezoning application submitted August 2, 2022).

A portion of the project site (approximately 696 acres) underwent a DRI as Pinewood Atlanta Studios DRI 2480 in May 2015. The previous Pinewood Studios site is currently partially developed with similar land uses as the proposed *Trilith Expansion DRI 3776*. **Table 1** displays the project land uses with the previously proposed, existing, and currently proposed site densities for *Trilith Expansion*. The project is expected to be completed by 2032 (10 years).

	Table 1: Proposed Land Use and Density													
Land Use	Pinewood Atlanta Studios DRI 2480 (2015) Total Density 696 acres	Trilith Expansion DRI 3776 (2022) Total Build-Out Density 914 acres	Existing 2022 Density (Constructed)	Proposed Net New Density										
Film Production Studio (Industrial)	1,518,000 SF	5,006,099 SF	1,130,099 SF	3,876,000 SF										
Single-Family Residential	821 du	750 du	263 du	487 du										
Multifamily Residential	524 du	650 du	215 du	435 du										
Hotel	200 rooms	300 rooms	0 rooms	300 rooms										
School/Institutional	97,000 SF	138,000 SF	38,000 SF	100,000 SF										
Office	521,000 SF	1,402,738 SF	297,738 SF	1,105,000 SF										
Retail	128,500 SF	400,000 SF	47,215 SF	352,785 SF										

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use reductions and pass-by reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated August 29, 2022).

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2032 No-Build conditions, and the Projected 2032 Build conditions.

- Existing 2022 conditions represent the turning movements from the traffic counts which were collected at the existing study intersections on September 13, 2022.
- Projected 2032 No-Build conditions represent the Existing 2022 traffic volumes grown for ten (10) years using a 1.0% per year growth rate. Additionally, project trips associated with DRI 3628 *Highway 74 Business Tech Park* were included.
- Projected 2032 Build conditions represent the Projected 2032 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Trilith Expansion* development.

Existing 2022 (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Existing 2022 conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in green on **Figure 8**):

- SR 54 at Flat Creek Trail (Intersection 2)
 - Provide a southbound left-turn lane so the approach consists of one (1) southbound leftturn lane and one (1) southbound right-turn lane
 - Note: The possible improvements at this intersection are pending GDOT approval
- Tyrone Road at Flat Creek Trail (Intersection 3)
 - Construct a modern single-lane roundabout at the intersection
- SR 54 at Veterans Parkway (Intersection 5)
 - Provide right-turn overlap phases on all approaches
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 54 at S. Sandy Creek Road (Intersection 6)
 - Provide a dedicated southbound left-turn lane so that the southbound approach consists of one (1) left-turn lane, one (1) through lane, and one (1) channelized right-turn lane
 - Provide a permissive/protected southbound left-turn phase
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 54 (Stonewall Avenue EB) at SR 85 / SR 92 (Intersection 7)
 - Provide dual eastbound left-turn lanes so that the eastbound approach consists of two (2) left-turn lanes, one (1) dedicated through lane, and one (1) shared through/right-turn lane
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 54 (Lanier Avenue EB) at SR 85 / SR 92 (Intersection 8)
 - Provide a westbound right-turn lane and restripe the shared through/turn-lanes so that the westbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) right-turn lane
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way (Intersection 9)
 - Provide right-turn overlap phases for all approaches
 - Note: The possible improvements at this intersection are pending GDOT approval
- Veterans Parkway at Hood Road / Driveway E (Intersection 11)
 - Construct a modern single-lane roundabout at the intersection

- SR 138 at Peters Road (Intersection 16)
 - Provide a northbound left-turn lane so that the northbound approach consists of one (1) left-turn lane and one (1) right-turn lane
 - Provide an eastbound right-turn lane so that the eastbound approach consists of two (2) dedicated through lanes and one (1) right-turn lane
 - o Install a traffic signal if and when warranted and approved by GDOT
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 138 at Buffington Road (Intersection 17)
 - Provide a northbound left-turn lane and a northbound right-turn lane so that the northbound approach consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane
 - Provide a southbound left-turn lane so that the southbound approach consists of one (1) left-turn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
 - Provide northbound and southbound permissive/protected left-turn phases
 - Note: The possible improvements at this intersection are pending GDOT approval

Projected 2032 No-Build (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2032 No-Build conditions, the following intersection improvements are recommended in addition to the previously listed improvements (needed to serve background traffic, without the development, shown in red on **Figure 9**):

- SR 54 at Ebenezer Road (Intersection 1)
 - Provide a northbound-right turn overlap phase
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 54 (Stonewall Avenue EB) at SR 85 / SR 92 (Intersection 7)
 - Provide an eastbound right-turn lane so that the eastbound approach consists of two (2) left-turn lanes, two (2) through lanes, and one (1) right-turn lane
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 92 at Veterans Parkway / Westbridge Road (Intersection 15)
 - Provide an exclusive southbound right-turn lane so that the southbound approach consists of one (1) left-turn lane, one (1) through lane, and one (1) channelized right-turn lane
 - Provide a permissive/protected left-turn phase for the northbound approach
 - Note: The possible improvements at this intersection are pending GDOT approval

Build 2032 Build Improvements

In addition to the No-Build Improvements, the following should be considered to serve the projected 2032 Build Conditions. Due to the low level-of-service (LOS) at the following intersections under the Projected 2032 Build conditions, the following Build Improvements are recommended (to serve development traffic, shown in blue on **Figure 10**):

The Projected 2032 Build Improved conditions include widening Veterans Parkway to a 4-lane, divided roadway for approximately 1.25 miles from just south of Driveway A (Intersection 29) to just south of Driveway H / Driveway I (Intersection 22) (ties into the existing 4-lane cross-sections along Veterans Parkway). The improvement is considered a Build improvement (needed to serve the development traffic).

The Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Flat Creek Trail (Intersection 20) to Veterans Parkway (Intersection 12). The improvement is considered a Build improvement (needed to serve the development traffic).

In addition to the Veterans Parkway and Sandy Creek Road widening improvements, the following intersection improvements are recommended to serve the development traffic (shown in blue **on Figure 10**):

- SR 54 at Flat Creek Trail (Intersection 2)
 - Install a traffic signal if and when warranted and approved by GDOT
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 54 at Tyrone Road (Intersection 4)
 - Provide dual southbound left-turn lanes so the southbound approach consists of one (1) channelized right-turn lane, one (1) through lane, and two (2) left-turn lanes
 - Provide a protected-only southbound left-turn phase to accommodate the dual left-turn lanes
 - Note: The possible improvements at this intersection are pending GDOT approval
- SR 54 at Veterans Parkway (Intersection 5)
 - Provide dual southbound left-turn and dual right-turn lanes so that the southbound approach consists of two (2) left-turn lanes, two (2) through lanes, and two (2) right-turn lanes
 - Provide dual eastbound left-turn lanes so that the eastbound approach consists of two (2) left-turn lanes, two (2) through lanes, and one (1) channelized right-turn lane
 - Provide protected-only southbound and eastbound left-turn phases to accommodate the dual left-turn lanes
 - Provide a protected-only southbound right-turn overlap phase to accommodate the dual right-turn lanes
 - Note: The possible improvements at this intersection are pending GDOT approval

- Veterans Parkway at S. Sandy Creek Road / Proposed Driveway D (Intersection 10)
 - Construct a conventional full movement driveway with one (1) lane entering the site and two (2) lanes exiting the site on the west leg so that the eastbound approach consists of one (1) left-turn lane and one (1) shared through/right-turn lane
 - Provide a westbound through lane so that the westbound approach consists of one (1) left-turn lane, one (1) dedicated through lane, and one (1) right-turn lane
 - Provide a northbound left-turn lane so that the northbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) right-turn lane
 - Provide a southbound right-turn lane so that the southbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) right-turn lane
 - Install a traffic signal if and when warranted, or a multilane roundabout
- Veterans Parkway at Hood Road / Driveway E (Intersection 11)
 - Construct a multi-lane roundabout including two (2) entry and exit lanes on each of the north and south legs of Veterans Parkway, and one (1) entry and exit lane on each of the east and west legs (Hood Road and Driveway E, respectively)
- Veterans Parkway at Sandy Creek Road / Driveway J (Intersection 12)
 - Provide a westbound right-turn slip lane at the existing roundabout
- Veterans Parkway at Eastin Road (Intersection 13)
 - Provide a westbound left-turn lane so that the westbound approach consists of one (1) left-turn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
 - Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) left-turn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
 - o Install a traffic signal if and when warranted, or a modern single-lane roundabout
- SR 74 at Sandy Creek Road (Intersection 18)
 - Provide dual southbound left-turn lanes so the southbound approach consists of two (2) left-turn lanes, two (2) through lanes, and one (1) right-turn lane
 - Provide a protected-only southbound left-turn phase to accommodate the dual left-turn lanes
 - Widen the east leg (Sandy Creek Road) to accommodate two (2) receiving lanes for the dual southbound left-turns and merge the lanes back to one (1) travel lane
 - Note: The possible improvements at this intersection are pending GDOT approval
- Sandy Creek Road at Jenkins Road (Intersection 19)
 - Provide an eastbound through lane so that the eastbound approach consists of one (1) dedicated through lane and one (1) shared through/right-turn lane
 - Provide a westbound left-turn lane so that the westbound approach consists of one (1) left-turn lane and one (1) dedicated through lane

- Sandy Creek Road at Flat Creek Trail (Intersection 20)
 - Construct a multi-lane roundabout
- Veterans Parkway at Driveway C / Proposed Driveway B (Intersection 21)
 - Construct a conventional full movement driveway on the west leg with one (1) lane entering the site and one (1) lane exiting the site so that the eastbound approach consists of one (1) shared left/through/right-turn lane under sidestreet stop-control
 - Provide a westbound right-turn lane and restripe the existing shared left/right-turn lane to accommodate the proposed west leg so that the westbound approach consists of one (1) shared left-turn/through lane and one (1) right-turn lane
 - Provide a northbound left-turn lane and a northbound right-turn lane so that the northbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) right-turn lane
 - Provide a southbound left-turn lane so that the southbound approach consists of one (1) left-turn lane, one (1) dedicated through lane, and one (1) shared through/right-turn lane
 - Consider installing a multilane roundabout at the intersection
- Veterans Parkway at Driveway H / Driveway I (Intersection 22)
 - Provide a westbound right-turn lane at the existing multilane roundabout so that the westbound approach consists of one (1) shared left-turn/through lane and one (1) rightturn lane
- Sandy Creek Road at Driveway K (Intersection 25)
 - Provide a southbound right-turn lane so that the southbound approach consists of one (1) left-turn lane and one (1) right-turn lane
 - Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) left-turn lane and two (2) dedicated through lanes
 - Provide a westbound right-turn lane so that the westbound approach consists of two (2) dedicated through lanes and one (1) right-turn lane
- Sandy Creek Road at Driveway L / Driveway M (Intersection 26)
 - Provide a northbound left-turn lane so that the northbound approach consists of one (1) left-turn lane and one (1) shared though/right-turn lane
 - Provide a southbound left-turn lane so that the southbound approach consists of one (1) left-turn lane and one (1) shared though/right-turn lane
 - Install a traffic signal if and when warranted

- Sandy Creek Road at Driveway N / Proposed Driveway O (Intersection 27)
 - Construct a conventional full movement driveway with one (1) lane entering the site and one (1) lane exiting the site on the north leg (Proposed Driveway O) so that the southbound approach consists of one (1) shared left/through/right-turn lane with a channelized concrete island under sidestreet stop-control
 - Provide a northbound right-turn lane and restripe the existing shared left/right-turn lane to accommodate the proposed north leg so that the northbound approach consists of one (1) shared left-turn/through lane and one (1) right-turn lane
 - Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) channelized right-turn lane
 - Provide a westbound right-turn lane so that the westbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) right-turn lane
 - Consider installing a multilane roundabout at the intersection
- Veterans Parkway at Driveway P (Intersection 28)
 - Provide a southbound right-turn lane so that the southbound approach consists of one (1) left-turn lane and one (1) right-turn lane
 - Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) left-turn lane and two (2) dedicated through lanes
 - Consider installing a multilane roundabout at the intersection
- Veterans Parkway at Proposed Driveway A (Intersection 29)
 - Construct a conventional full movement driveway with one (1) lane entering the site and two (2) lanes exiting the site (one (1) left-turn lane and one (1) right-turn lane) under sidestreet stop-control
 - Provide a northbound left-turn lane so that the northbound approach consists of one (1) left-turn lane and two (2) dedicated through lanes
 - Restripe the existing southbound through lane to accommodate the proposed west leg so that the southbound approach consists of one (1) shared through/right-turn lane and one (1) dedicated through lane
 - Consider installing a multilane roundabout at the intersection
- Veterans Parkway at Proposed Driveway R (Intersection 30)
 - Construct a conventional full movement driveway with one (1) lane entering the site and one (1) lane exiting the site on the west leg (Proposed Driveway R) so that the eastbound approach consists of one (1) shared left/right-turn lane under sidestreet stop-control
 - Restripe the existing northbound through lane to accommodate the proposed west leg so that the northbound approach consists of one (1) shared left-turn/through lane
 - Restripe the existing southbound through lane to accommodate the proposed west leg so that the southbound approach consists of one (1) shared through/right-turn lane

- Sandy Creek Road at Proposed Driveway Q (Intersection 31)
 - Construct a conventional full movement driveway with one (1) lane entering the site and one (1) lane exiting the site on the south leg (Proposed Driveway Q) so that the northbound approach consists of one (1) shared left/right-turn lane under sidestreet stop-control
 - Restripe the existing eastbound through lane to accommodate the proposed south leg so that the eastbound approach consists of one (1) dedicated through lane and one (1) shared through/right-turn lane
 - Provide a westbound left-turn lane so that the westbound approach consists of one (1) left-turn lane and two (2) dedicated through lanes
 - Consider installing a multilane roundabout at the intersection

The analysis results for the improved conditions at the above intersections are shown in the tables below. With the improvements listed above, all study intersections are projected to operate at or above their overall and approach LOS standard, except sidestreet approaches in the Projected 2032 Build Improved conditions at Intersection 21, Intersection 27, Intersection 28, Intersection 29, and Intersection 31. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

Note: Some improvements from *Section 5*, such as widening SR 54 and SR 85 / 92, are not recommended.

	Overall LOS Standard: D Approach LOS Standard: D			Ebe	enezer R	load nd	Br	Brittany Way Southbound			SR 54 astboun	d	SR 54 Westbound		
	, , , , , , , , , , , , , , , , , , , ,			L	T	R	L	T	R	L	T	R	L	T	R
0			Overall LOS						B (1	6.0)					
			Approach LOS		D (35.7)			C (31.4)			B (17.8)			A (9.8)	
RO		AA	Storage		75			75		200		175	200		185
ΜΡ			50th Queue		8	87	3	1		1	210	0	0	0	0
Q	NAL		95th Queue		39	215	21	19		7	418	0	71	155	0
	IGI		Overall LOS						B (1	8.6)					
8	0		Approach LOS		C (31.1)			D (37.2)			C (21.2)				
032 NC		Δd	Storage		75			75		200		175	200		185
			50th Queue		8	79	2	0		2	214	0	87	0	0
2			95th Queue		34	172	14	0		11	429	1	329	182	0
			Overall LOS	C (22.5)											
l 🔐			Approach LOS		D (54.8)		C (33.3)			C (24.0)			B (12.2)		
l S		AA	Storage		75			75		200		175	200		185
PR	_		50th Queue		12	190	4	1		1	326	0	24	0	0
Σ	NAI		95th Queue		40	293	22	19		8	620	0	114	174	0
2	1010		Overall LOS				-		C (3	1.8)			-		
BU	0		Approach LOS		C (33.0)			D (42.0)			C (29.9)		C (33.0)		
32		Δ	Storage		75			75		200		175	200		185
20			50th Queue		9	118	2	0		2	255	0	184	0	0
			95th Queue		34	209	14	0		11	510	1	517	239	0

SR 54 at Ebenezer Road (Intersection 1)

SR 54 at Flat Creek Trail (Intersection 2)

	Overall LOS Standard: D				-		Flat	Flat Creek Trail			SR 54			SR 54		
Ap	oproac	ch LOS	Standard: D / E*		Northbou	nd		uthbour			astboun	d P		/estbour		
			Overall LOS	L		Γ				<u> </u>	I	Γ			<u> </u>	
ËD			Approach LOS					C (21.4)	,,,,,		A (1.0)			(0)		
8		Σ	Storage		1	1	210			225			225			
PR		∢	50th Queue													
N S	SC)		95th Queue				75			25			0			
N	M.		Overall LOS						A (3.6)						
IST	E		Approach LOS					D (31.9)			A (2.7)			A (0)		
EX		Σ	Storage				210			225			225			
22			50th Queue													
20			95th Queue				100			75			0			
			Overall LOS		A (2.7)											
Ū.			Approach LOS					D (27.4)			A (1.1)			A (0)		
MPROV		M	Storage				210			225			225			
			50th Queue													
	sc)		95th Queue				75			25			0			
	Ň		Overall LOS		·				A (5.2)						
B-B-	5		Approach LOS		E (49.4) A (3.6)									A (0)		
ž		M	Storage				210			225			225			
332		_	50th Queue													
5			95th Queue				150			100			0			
			Overall LOS						B (1	2.8)						
l 🔐			Approach LOS					C (22.5)			A (8.6)			B (17.4)		
N		AM	Storage				210			225			225			
PR(î		50th Queue					3	1	9	116			140		
Σ	NAI		95th Queue					13	45	32	276			306		
בו) IGI		Overall LOS				_		C (2	2.8)						
BU	S)		Approach LOS					D (50.7)			B (11.1)			C (30.3)		
32		РΜ	Storage				210			225			225			
20			50th Queue					1	27	62	120			393		
			95th Queue					9	97	207	258			721		

*The southbound approach operates at LOS F under the Existing 2022 Conditions during the PM peak hour; therefore, the southbound approach standard for future conditions was considered to be LOS E during the PM peak hour.

	Over	rall LO	S Standard: D	Flat Creek Trail Northbound			Flat Creek Trail Southbound			Ty F	rone Ro	ad d	Tyrone Road Westbound		
	, ippi o			L	T	R	L	T	R	L	T	R	L	T	R
			Overall LOS						A (7	7.9)				•	
U.			Approach LOS	A	A (6.6)			A (5.4)			A (9.5)			A (6.3)	
Ő	⊢	ΔA	Storage												
ЧЫ	no		50th Queue												
= ອ	Β̈́		95th Queue		27			17			126			49	
Ž	N		Overall LOS						A (8	3.1)					
	NO		Approach LOS	A	A (7.2)			A (7.1)			A (7.9)			A (9.1)	
ω	Ř	Ρ	Storage												
022			50th Queue												
2			95th Queue		43			25			96			87	
Δ			Overall LOS		A (8.9)										
<pre> </pre>			Approach LOS	A	A (7.4)			A (5.8)			B (11.0)			A (6.8)	
ß	⊢	AM	Storage												
MP	no		50th Queue												
q	AB		95th Queue		33			20			155			57	
	N		Overall LOS						A (9	9.2)					
- B	DO		Approach LOS	A	A (8.0)			A (8.0)			A (8.9)			B (10.5)	
ž	R	PA	Storage												
032			50th Queue												
2			95th Queue		51			30			116			105	
			Overall LOS						B (1	0.6)					
G			Approach LOS	A	A (8.6)			A (6.0)			B (13.4)			A (7.1)	
≥	⊢	A	Storage												
PR	O		50th Queue												
≥	AB		95th Queue		39			21			209			62	
Ľ	ND		Overall LOS						B (1	0.6)					
BU	NO		Approach LOS	A	A (8.5)			A (9.3)			A (9.5)			B (12.9)	
32	R	PA	Storage												
20			50th Queue												
			95th Queue		54			36			132			185	

Tyrone Road at Flat Creek Trail Parkway (Intersection 3)

SR 54 at Tyrone Road (Intersection 4)

	Overall LOS Standard: D Approach LOS Standard: D			Tyrone Road Northbound			Tyrone Road Southbound			E	SR 54 astboun	d R	N	nd R	
			Overall LOS		•				D (3	5.3)	I				
			Approach LOS		D (35.7)			D (42.7)			D (48.4)			B (18.0)	
		AA	Storage				210		150	175			225		150
PR(_		50th Queue		0		116	0	0	6	306		1	174	32
Σ	NAI		95th Queue		9		248	4	19	35	701		6	381	117
2	<u>i</u> G		Overall LOS						C (2	3.6)					
l D	05		Approach LOS		D (36.4)		D (36.4)			B (17.7)			C (24.9)		
32		Β	Storage				210		150	175			225		150
20			50th Queue		0		88	0	0	5	189		0	277	62
			95th Queue		5		162	0	24	41	473		5	736	241

SR 54 at Veterans Parkway (Intersection 5)

٨٣	Overall LOS Standard: D Approach LOS Standard: D / E*		S Standard: D	Veterans Pkwy			Veterans Pkwy			SR 54 Eastbourd			SR 54 Westbound		
A	proac	II LOC			T	R	1	T	R		T	R	1	T	R
_			Overall LOS				_		C (2	9.6)			_		
JED /			Approach LOS		C (33.9)			D (39.8)		((C (26.8)			C (29.3)	
Ő		M	Storage	260		280	285		300	275		300	300		200
APF	_		50th Queue	90	50	0	25	28	0	124	434	2	80	366	0
() ()	IAL		95th Queue	161	89	48	58	58	53	254	648	18	175	442	0
Ň	5		Overall LOS						C (2	9.3)					
	S		Approach LOS		D (36.8)			D (52.2)		(C (26.5)			C (24.8)	
Ш		M	Storage	260		280	285		300	275		300	300		200
022			50th Queue	65	28	0	13	36	34	68	327	1	36	420	0
2(95th Queue	123	57	22	38	68	113	155	482	13	69	618	6
			Overall LOS						D (3	5.3)					
NE N			Approach LOS		D (36.3)			D (44.9)		(C (34.1)		C (34.2)		
RO	Т	AM	Storage	260		280	285		300	275		300	300		200
MP			50th Queue	103	57	0	28	33	0	173	548	4	126	396	0
q	IAI		95th Queue	176	98	50	64	64	55	350	828	21	231	511	0
	١ <u>ם</u>		Overall LOS						C (3	2.8)					
B B B B B B B B B B B B B B B B B B B	0)		Approach LOS	D (41.5)				E (56.4)		0	C (27.7)	-		C (30.2)	
ž		ΡM	Storage	260		280	285		300	275		300	300		200
032			50th Queue	74	32	0	15	41	59	105	396	2	41	516	0
2			95th Queue	136	64	28	41	76	151	199	586	16	124	813	9
			Overall LOS						D (4	9.6)					
<u>n</u>			Approach LOS		D (45.1)			D (54.9)		[D (50.1)			D (48.7)	
2		AM	Storage	260		280	285		300	275		300	300		200
PR	_		50th Queue	110	75	52	98	43	0	455	916	0	183	603	274
Σ	NAI		95th Queue	169	114	109	142	73	39	605	1102	9	319	780	403
2	B		Overall LOS						D (5	2.5)					
BU	0)		Approach LOS		D (48.8)			D (55.0)		D (49.9)			D (53.6)		
32		Βd	Storage	260		280	285		300	275		300	300		200
20			50th Queue	77	41	0	275	46	318	259	557	0	98	806	112
			95th Queue	125	75	0	349	73	388	415	748	15	264	1069	175

*The southbound approach operates at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

SR 54 at S. Sandy Creek Road (Intersection 6)

Δr	Overall LOS Standard: D Approach LOS Standard: D / E*		S Standard: D S Standard: D / F*	Old	Norton	Rd	S Sandy Creek Rd Southbound*			F	SR 54	4	SR 54 Westbound			
, ,	proue			L	T	R	L	T	R		T	R	L	T	R	
			Overall LOS						C (2	2.2)				•		
NEL			Approach LOS		D (49.8)			D (38.7)			B (19.0)			C (21.5)		
Ő		AM	Storage				235		230	200		250	230		130	
MPF	_		50th Queue		16		119	4	0	8	366	0	18	524	68	
1 1 1 1 1	IAL		95th Queue		52		186	16	37	21	488	0	39	693	137	
Ž	IG		Overall LOS						C (2	5.3)						
LSI)	S		Approach LOS		D (49.8)			D (45.1)			C (25.1)			C (20.2)		
ŵ		РМ	Storage				235		230	200		250	230		130	
022			50th Queue		17		210	6	0	14	507	0	20	375	21	
2			95th Queue		52		335	21	21	31	635	0	59	472	57	
			Overall LOS						C (2	5.6)						
VE			Approach LOS		D (52.5)			D (40.2)		C (21.6)						
RO	Т	AM	Storage				235		230	200		250	230		130	
MΡ		-	50th Queue		18		133	5	0	9	443	0	20	651	40	
q	NAI		95th Queue		56		206	18	39	23	574	0	42	894	75	
	SIG!		Overall LOS						C (2	8.8)						
-B -B	0)		Approach LOS		D (51.4)			D (53.6)			C (30.1)			C (21.2)		
ž		РМ	Storage				235		230	200		250	230		130	
032			50th Queue		18		238	6	0	16	613	0	23	441	22	
5			95th Queue		54		414	22	25	33	828	0	73	555	47	
			Overall LOS						D (3	9.0)						
B			Approach LOS		D (54.2)			D (52.8)			B (14.9)			D (51.3)		
∑		AM	Storage				235		230	200		250	230		130	
PR	_		50th Queue		18		177	5	5	7	260	0	16	1071	68	
Σ	NAI		95th Queue		55		298	20	48	18	314	0	33	1240	121	
2	SIG.		Overall LOS						C (3	4.1)						
BU	0,	_	Approach LOS		D (54.6)			E (72.0)			C (27.7)			C (31.6)		
32		РМ	Storage				235		230	200		250	230		130	
20			50th Queue		19		332	6	0	18	543	0	26	656	32	
			95th Queue		56		568	21	24	43	639	0	97	872	60	

*The southbound approach operates at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

SR 54 (Stonewall Ave EB) at SR 85 / SR 92 (Intersection 7)

	Over	all LO	S Standard: D	SR	85 / SR	92	SR	85 / SR	92	-	SR 54		10	-	
	Appro	ach Lu	JS Standard: D		T	na R			R			R		T	na R
-			Overall LOS	-	•		-	•	C (2	5.8)	•		-	•	
Ĕ			Approach LOS		B (19.4)			A (5.0)		, , , , , , , , , , , , , , , , , , ,	D (52.0)			A (0)	
Ő		Σ	Storage				100			160					
APF	_		50th Queue		335		8	41		140	224				
() ()	IAL		95th Queue		447		25	57		181	275				
Ň	5		Overall LOS				•	•	C (3	4.2)					
ISI	S		Approach LOS		D (39.1)			B (13.9)			D (52.9)			A (0)	
Ш		M	Storage				100			160					
022			50th Queue		395		42	416		178	341				
2(95th Queue		507		50	536		227	411				
Δ			Overall LOS						C (2	6.1)					
N N			Approach LOS		C (20.7)			A (5.6)			D (50.9)			A (0)	
RO		AM	Storage				100			160		100			
MΡ	_		50th Queue		385		11	46		159	220	1			
q	NAI		95th Queue		522		40	64		200	267	41			
n L	<u>I</u> GI		Overall LOS		C (34.1)										
а С	0,		Approach LOS		D (40.7)			B (15.6)			D (49.4)			A (0)	
ž		Δ	Storage				100			160		100			
032			50th Queue		448		42	503		196	351	0			
2			95th Queue		621		47	682		241	411	0			
			Overall LOS		C (29.2)										
G		_	Approach LOS		C (24.4)			A (6.7)			D (50.7)			A (0)	
2		AN	Storage				100	-		160		100			
PR			50th Queue		470		18	48		197	250				
Σ	AN		95th Queue		592		52	64		251	309				
3	5 C		Overall LOS						D (4	2.4)					
BU		_	Approach LOS		D (52.0)			C (21.6)			D (52.5)			A (0)	
32		₽	Storage				100			160		100			
20			50th Queue		512		60	539		341	455	28			
			95th Queue		677		60	687		419	578	85			

*Intersection analyzed with HCM 2000

SR 54 (Lanier Ave WB) at SR 85 / SR 92 (Intersection 8)

	Over	rall LO	S Standard: D	SR	85 / SR	92	SR	85 / SR	92	_	-			SR 54	
	Appro	ach L	OS Standard: D	N	orthbour	nd	Sc	outhbour	nd	Ea	astbound	d	V	Vestbound	d D
				L		ĸ	L	I	R C (2			ĸ	L		ĸ
â					B (18 7)			C (22 0)	C (2	9.5)					
No.		Σ	Approach LOS	105	Б(10.7)			0 (22.9)						D (47.4)	100
Я(A	Storage	125	404			407	407				04	400	100
Σ	F		50th Queue	33	491			197	167				81	420	15
Ű	SN/		95th Queue	52	333			253	266	0.7)			131	510	52
Ĩ	SIG		Overall LOS		D (10 D)			<u> </u>	C (2	6.7)			[B (= 4 =)	
XIS		-	Approach LOS		B (10.5)			C (24.3)						D (54.5)	
2 2		đ	Storage	125											100
202			50th Queue	8	190			285	39				132	262	18
			95th Queue	38	247			400	94				190	306	61
Ω			Overall LOS						C (3	2.8)					
N			Approach LOS		C (22.7)			C (26.6)						D (49.6)	
RO		AN	Storage	125											100
MP	-		50th Queue	36	574			226	214				89	486	20
q			95th Queue	54	408			284	323				144	620	60
٦L	1G		Overall LOS						C (2	7.8)					
B	0		Approach LOS		B (12.7)			C (25.6)						D (53.8)	
ž		Σ	Storage	125											100
332			50th Queue	27	227			353	67				143	287	24
5			95th Queue	59	294			521	149				201	330	67
			Overall LOS	C (34.6)						4.6)					
e			Approach LOS		C (22.8)			D (39.4)						D (43.7)	
Ň		Σ	Storage	125											100
R N			50th Queue	68	481			226	622				92	381	20
ž	IAL		95th Queue	103	501			284	867				144	426	60
2	ß		Overall LOS		1				C (2	7.8)					
Ĩ	S		Approach LOS		B (13.1)			C (26.8)						D (53.9)	
2 E	Approach LO			125											100
203		-	50th Queue	33	362			332	164				148	233	25
			95th Queue	61	411			516	320				210	261	70

SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way (Intersection 9)

Δ	Overa		Standard: D	SF	8 85 / SR 9)2 1	9	SR 85 Southbour	nd	SR 92	2 (Fores	t Ave) d	East	erbrook /estbour	Way
~	ppiou			L	T	R	L	T	R		T	R	L	T	R
			Overall LOS					1	C (23	.1)	1				
l E			Approach LOS		B (15.2)			B (15.7)			D (42.3)			D (48.2)	
ő		Σ	Storage	100		150	100		175	170		300	100		100
MPF			50th Queue	65	130	0	3	132	0	135	63	0	11	82	0
5	IAL		95th Queue	120	235	0	12	184	0	196	107	23	28	135	0
Ž	G		Overall LOS						D (36	.9)					
LSI)	S		Approach LOS		D (39.1)			C (26.9)			D (46.0)			D (49.4)	
ũ		Μ	Storage												
022			50th Queue	101	187	0	23	282	0	197	132	0	29	109	0
2			95th Queue	189	247	0	58	396	0	272	201	28	56	171	0
			Overall LOS						C (25	.0)					
NE N			Approach LOS		B (17.1)			B (17.0)			D (44.9)			D (48.7)	
ß		AA	Storage												
MΡ	_		50th Queue	77	154	0	4	145	0	150	70	0	12	91	0
q	NAI		95th Queue	219	274	0	14	182	0	213	115	28	30	147	0
	SIG		Overall LOS						D (39	.2)			1		
а С			Approach LOS		D (39.5)			C (31.0)			D (49.2)			D (49.4)	
ž		Σd	Storage												
032			50th Queue	126	260	0	27	346	0	218	145	0	31	120	0
2			95th Queue	217	335	0	67	555	0	323	211	25	58	184	0
			Overall LOS						C (26	.6)					
G		_	Approach LOS		B (18.6)			B (17.5)			D (49.1)			D (49.6)	
20		AN	Storage												
PR	_		50th Queue	82	164	0	4	175	0	150	71	19	12	90	0
Σ	NA		95th Queue	268	272	0	13	266	0	266	124	57	32	151	0
	SIG		Overall LOS				r		D (44	.0)			1		
BU	•	_	Approach LOS		D (43.4)			D (39.1)			D (51.6)			D (49.4)	
32	Approach LC								[
20			50th Queue	189	327	0	29	423	0	221	145	21	32	120	0
			95th Queue	306	414	0	69	662	0	342	211	43	59	184	0

Veterans Parkway at S. Sandy Creek Road / Proposed Driveway D (Intersection 10)

	Over Appro	rall LO bach Lo	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed D astbour	wy D Id	S Sar W	ndy Cree /estbour	ek Rd nd
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						B (1	7.7)					
l 🔐			Approach LOS		B (19.0)			B (11.0)			C (21.2)			C (33.2)	
N N		AA	Storage	235		425	235		175	200			235		275
PR	-		50th Queue	48	213	0	98	47	0	4	6		16	40	0
Σ	AI		95th Queue	117	310	0	239	91	9	16	29		40	78	53
2	1GI		Overall LOS		B (14.3)										
I III	0		Approach LOS		B (17.6)			A (8.7)			B (16.5)			C (26.2)	
32		Σ	Storage	235		425	235		175	200			235		275
20			50th Queue	6	116	0	29	76	0	11	33		3	6	10
			95th Queue	28	213	0	145	170	4	31	78		14	20	64

Veterans Parkway at Hood Road / Driveway E (Intersection 11)

	Over	all LO	S Standard: D	Vet	erans Pl	kwy	Vet	erans Pl	kwy ad	F	Dwy E	d		Hood Ro	d
	/ ppi o			L	T	R	L	T	R	L	T	R	L	T	R
			Overall LOS						A (8.4)	I	1		1	
Ĕ			Approach LOS		A (6.8)			B (10.0)			A (9.5)			A (6.7)	
Ő	ъ	Δ	Storage			200									
MPF	.no		50th Queue												
⊑ ບ	AB		95th Queue		100	6		163			8			12	
Ž	ND		Overall LOS						Α (7.2)					
ISI	no		Approach LOS		A (5.9)			A (8.5)			B (11.6)			A (5.3)	
ŵ	Ř	Σd	Storage			200									
022			50th Queue												
2(95th Queue		78	6		119			9			8	
			Overall LOS						A (9	9.4)					
<pre>K</pre>			Approach LOS		A (7.4)			B (11.5)			B (10.6)			A (7.3)	
ß	F	AM	Storage			200									
ΜΡ	NO		50th Queue												
q	AB		95th Queue		119	7		206			9			15	
	ND		Overall LOS						Α (7.9)					
а С	no		Approach LOS		A (6.4)			A (9.5)			B (12.8)			A (5.7)	
ž	R	Δd	Storage			200									
032			50th Queue												
2			95th Queue		91	7		144			10			9	
			Overall LOS						A (!	9.5)					
B			Approach LOS		A (9.2)			A (9.5)			B (11.8)			B (12.1)	
No No	F	AM	Storage												
PR	OU		50th Queue												
Σ	AB		95th Queue		124	125		94	95		13			32	
2	ND		Overall LOS						A (!	9.1)					
BU	NO		Approach LOS		A (8.4)			A (9.5)			B (14.0)			A (8.6)	
32	R	PA	Storage												
20			50th Queue												
			95th Queue		108	108		114	115		27			18	

Veterans Parkway at Sandy Creek Road / Driveway J (Intersection 12)

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Vet N	erans P orthbour T	kwy nd R	Vet So L	erans Pl outhbour T	kwy nd R	Sano E L	dy Creel astboun T	k Rd Id R	W	Dwy J /estbour T	nd R
			Overall LOS						C (2	2.1)	I				
l 🔛			Approach LOS		D (39.8)			C (21.4)			A (3.4)			C (20.5)	
N N	F	AM	Storage						200			200			145
PR	OU		50th Queue												
Σ	AB		95th Queue		1006	14		355	51		88	0		170	0
2	DN N		Overall LOS						C (2	6.8)					
I III	OU		Approach LOS	D (35.8) C (20.9) A (4.3)										D (49.2)	
32	R	ΡM	Storage						200			200			145
50			50th Queue												
			95th Queue		902	18		251	42		76	0		21	0

Veterans Parkway at Eastin Road (Intersection 13)

	Over Appro	rall LO bach Lo	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans Pl outhboui	kwy nd	Ea E	astin Roa astboun	ad d	Ea W	astin Roa /estbour	ad Id
	••			L	Т	R	L	Т	R	L	Т	R	L	Т	R
D			Overall LOS						A (6	6.7)			-		
NE VE			Approach LOS		A (0.2)			A (0)			D (32.3)			D (28.9)	
R0		AA	Storage	175		175	200		200			200	160		165
MP			50th Queue												
q	SC		95th Queue	0	0	0	0	0	0		75	25	50	50	0
	₹ F		Overall LOS						A (4	4.9)					
-B -B			Approach LOS		A (0.4)			A (0)			C (20.5)			C (19.6)	
ž		Δ	Storage	175		175	200		200			200	160		165
032			50th Queue												
2			95th Queue	25	0	0	0	0	0		50	0	25	25	0
			Overall LOS		A (7.2)										
<u> </u>			Approach LOS		A (5.5)			A (6.7)			B (10.7)			B (11.3)	
N		ΔA	Storage	175		175	200		200	160		200	160		165
PR	_		50th Queue	57	0	0	89	0	5	12	0	19	14	0	
Σ	NAI		95th Queue	10	123	8	2	187	5	25	43	21	61	48	0
	1GI		Overall LOS						A (6	6.4)					
BUI	0		Approach LOS		A (6.1)			A (5.1)			A (9.1)			A (9.3)	
32		Δ	Storage	175		175	200		200	160		200	160		165
20			50th Queue	5	56	0	0	39	0	2	11	0	9	10	0
			95th Queue	19	136	13	2	95	8	15	41	13	35	38	1

SR 92 at Veterans Parkway / Westbridge Road (Intersection 15)

	Over	all LO	S Standard: D	Vet	erans Pl	kwy	Vet	erans P	kwy nd	F	SR 92 asthoun	d	1/1	SR 92 /estbour	hd
	7 (ppi 0			L	T	R	L	T	R		T	R		T	R
0			Overall LOS						C (2	7.9)					
N			Approach LOS		D (41.4)			D (51.2)			C (20.9)			B (18.1)	
ß		AM	Storage	250			250		150	220		270	200		265
ΜΡ	_		50th Queue	99	113		24	118	0	62	238	0	0	406	0
q	M		95th Queue	232	256		72	254	55	215	465	38	3	647	16
	<u>10</u>		Overall LOS				-		C (2	7.2)			-		
E E	05		Approach LOS		C (33.6)			D (50.4)			C (25.1)			B (15.1)	
ž		ΡM	Storage	250			250		150	220		270	200		265
032			50th Queue	73	78		37	125	0	41	441	7	1	336	0
5			95th Queue	164	171		96	280	62	105	764	44	4	458	8
			Overall LOS	S C (29.5)											
			Approach LOS		D (47.9) D (53.0) C (20.9)									B (18.4)	
N N		AΜ	Storage	250			250		150	220		270	200		265
PRO	_		50th Queue	111	125		24	127	1	64	241	0	0	412	0
Ī	AI		95th Queue	263	282		74	271	56	217	464	45	3	643	16
2	10		Overall LOS						C (3	1.7)					
BU	05		Approach LOS		D (53.8)			D (53.4)			C (26.1)			C (26.1)	
32		PM	Storage	250			250		150	220		270	200		265
20			50th Queue	123	85		38	136	0	41	441	9	1	336	0
			95th Queue	234	182		96	309	62	106	764	50	4	458	8

SR 138 at Peters Road (Intersection 16)

۸	Over	all LO	S Standard: D	F	Peters R	d d*	6	-	l		SR 138	al	10	SR 138	d
ΑĻ	proac	In LOS	Standard: D / E"		T	R		T	R		asiboun	a R			a R
_			Overall LOS						D (3	57.8)		IX.	_		
Ű			Approach LOS		C (23.4)				· · · ·		D (35.8)			D (43.0)	
õ		M	Storage	160								175	100		
APF		1	50th Queue	226		0				1	447	25	7	517	
≦ ()	IAL		95th Queue	478		29					220	21	10	304	
Ň	IGN		Overall LOS						D (3	5.4)					
ISI	S		Approach LOS		C (27.2)						D (37.0)			C (34.5)	
Ш		Δ	Storage	160								175	100		
022			50th Queue	171		0					223	0	6	195	
2(95th Queue	257		34					336	28	15	227	
			Overall LOS						D (4	1.8)					
N N			Approach LOS		C (25.5)						D (36.0)			D (50.6)	
RO		AM	Storage	160								175	100		
MP	_		50th Queue	224		0					406	47	9	708	
q			95th Queue	310		19					542	122	27	813	
Ы	IGI		Overall LOS						D (3	57.6)			-		
B B B B B B B B B B B B B B B B B B B	0		Approach LOS		C (29.3)						D (40.5)			C (34.9)	
ž		ΡZ	Storage	160								175	100		
032			50th Queue	126		13					478	91	19	549	
2			95th Queue	186		38					651	178	80	634	
			Overall LOS						D (4	2.1)					
G			Approach LOS		C (25.5)						D (36.2)			D (51.5)	
N N		AM	Storage	160								175	100		
PR	_		50th Queue	229		0					425	50	9	713	
Σ	NA		95th Queue	314		19					601	156	28	823	
ב	SIG		Overall LOS						D (3	8.3)					
BU	ο Approach LC				C (29.6)						D (41.4)			D (35.6)	
32	32 BI		Storage	160								175	100		
20			50th Queue	153		14					545	99	19	556	
			95th Queue	219		38					710	196	80	643	

*The northbound approach operates at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

SR 138 at Buffington Road (Intersection 17)

٨٢	Overa		S Standard: E**	Bu	ffington	Rd d*	Bu	ffington	Rd vd*	E	SR 138	d	١٨	SR 138	d
Αŀ	proac	II LOC	5 Stanuaru. D / E		T	R	1	T	R		T	R		T	R
			Overall LOS				_		C (3	2.8)			_		
			Approach LOS		D (49.3)			E (70.9)	,		C (29.3)			B (19.4)	
l õ		۸A	Storage	160		100	160		1000	100			140		195
APF			50th Queue	55	129	0	168	38	0	109	317		8	163	19
() ()	IAL		95th Queue	95	197	0	238	76	95	303	413		18	232	56
Ň	IGN		Overall LOS						C (3	0.4)	•				
ISI	S		Approach LOS		D (51.0)			E (78.2)			C (26.0)			B (13.5)	
Ш		M	Storage	160		100	160		1000	100			140		195
022			50th Queue	92	93	0	249	52	0	39	407		9	216	16
2(95th Queue	143	149	0	360	95	91	73	550		18	332	42
			Overall LOS						D (3	7.6)					
			Approach LOS		D (49.9)			E (75.0)			D (35.3)			C (24.0)	
RO		AM	Storage	160		100	160		1000	100			140		195
MP			50th Queue	56	143	0	176	40	0	258	416		10	219	33
q	NAI		95th Queue	95	213	0	245	76	91	475	535		18	510	76
	SIG!		Overall LOS						C (3	4.1)					
-B -B	0)		Approach LOS		D (52.0)			E (78.6)			C (32.0)			B (16.2)	
ž		РМ	Storage	160		100	160		1000	100			140		195
032			50th Queue	97	104	0	248	57	0	51	551		10	242	22
2			95th Queue	149	165	0	357	102	96	90	709		19	646	50
			Overall LOS		D (38.9)										
G		_	Approach LOS		D (49.9)			E (79.8)			D (36.5)			C (24.5)	
N N		AM	Storage	160		100	160		1000	100			140		195
PR	_		50th Queue	67	143	0	175	40	0	269	476		10	225	34
Σ	NAI		95th Queue	103	213	0	231	74	88	503	655		19	676	77
E	SIG		Overall LOS						D (3	6.9)					
BU		_	Approach LOS		D (52.3)			E (79.0)			D (37.1)			B (17.6)	
32		PR	Storage	160		100	160		1000	100			140		195
20			50th Queue	148	104	0	239	56	0	57	635		12	584	25
	7		95th Queue	212	165	0	319	102	96	123	808		22	711	54

*The northbound and southbound approaches operate at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

**The intersection operate at LOS F <u>overall</u> under the Existing 2022 Conditions; therefore, the overall LOS standard for future conditions was considered to be LOS E.

SR 74 at Sandy Creek Road (Intersection 18)

	Over Appro	all LO	S Standard: D OS Standard: D	N	SR 74 orthbour	nd	So	SR 74 puthbour	nd	Lau E	urelmont astboun	: Dr d	Sand W	y Creek /estbour	Road Id
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						C (2	20.1)					
			Approach LOS		C (24.3)			C (22.3)			A (0)			A (0.7)	
		AM	Storage	360		260	360		180						
P R			50th Queue	1	257	4	150	0	0			0			0
Ī	AI		95th Queue	0	370	22	260	116	0			0			0
2	5		Overall LOS		A (8.9)										
l De	S		Approach LOS		B (14.4) A (8.3) A (0)									A (2.3)	
321		Μ	Storage	360		260	360		180						
20			50th Queue	1	175	0	80	0	0			0			0
			95th Queue	0	337	18	123	152	0			0			0

*Intersection analyzed with HCM 2000

Sandy Creek Road at Jenkins Road (Intersection 19)

	Over Appro	all LO ach L	9S Standard: D OS Standard: D	J N L	enkins F orthbou T	Rd nd R	So	- outhbou T	nd R	San E L	dy Cree astbour T	k Rd Id R	San W L	dy Creel /estbour T	k Rd nd R
			Overall LOS					1	A (1.9)	I				L
l 🔐			Approach LOS		C (24.8)						A (0)			A (1.6)	
5		ΜM	Storage												
P.R.			50th Queue												
Σ	SC		95th Queue	75							0	0		25	
2	Σ		Overall LOS						Α(1.2)					
			Approach LOS		B (12.7)			-			A (0)			A (1.0)	
32		ΡM	Storage												
50			50th Queue												
			95th Queue	25							0	0		25	

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Flat N	Creek ⁻ orthbour	Trail nd	So	- outhbou	nd	Sand E	y Creek astboun	Road d	Sandy W	y Creek /estboun	Road Id
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (9.5)					
l 🔐			Approach LOS		A (7.6)						B (10.7)			A (6.7)	
<u>></u>	⊢	AM	Storage			200						200			
PR	on		50th Queue												
I ≥	AB		95th Queue		13	15					144	144		5	96
2	Q		Overall LOS						B (1	2.2)					
BU	on		Approach LOS		A (5.1)						A (6.1)			B (16.9)	
32	32 B R(PM		Storage			200						200			
200			50th Queue												
			95th Queue		9	5					48	48		10	386

Sandy Creek Road at Flat Creek Trail (Intersection 20)

Veterans Parkway at Driveway C / Proposed Driveway B (Intersection 21)

	Over Appro	all LO	S Standard: D OS Standard: D	Vet N	erans P orthbour	kwy nd	Vet So	erans P puthbou	kwy nd	Prop E	osed Dv astboun	wy B Id	W	Dwy C /estbour	nd
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (9	9.9)					
B			Approach LOS		A (0.6)			A (3.5)			F (51.5)			F (*)	
N N		AM	Storage	235		160	235								85
PR			50th Queue												
Σ	SC		95th Queue	25	0	0	50	0			25			100	25
2	Ň		Overall LOS						C (2	20.8)					
BUI			Approach LOS		A (0.3)			A (0.2)			F (63.4)			F (274.7)	
32	32 B		Storage	235		160	235								85
20			50th Queue												
			95th Queue	25	0	0	25	0			100			225	25

With the improvements listed above, the intersection of Veterans Parkway at Driveway C / Proposed Driveway B (Intersection 21) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the eastbound and westbound approaches are projected to operate at LOS F under the Projected 2032 Build Improved conditions, the approach delay improved several minutes from the Projected Build 2032 conditions during the peak hours. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

	Over Appro	all LO ach Lo	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans Pl outhbour	kwy nd	E	Dwy H astboun	d	N	Dwy I /estbour	nd
				L		R	L		R	L		R	L		R
			Overall LOS						C (3	31.0)					
			Approach LOS		B (16.9)			D (48.1)			C (21.7)			C (29.2)	
	F	AM	Storage			275						50			200
2	OU	-	50th Queue												
۳.			95th Queue		467	48		1171	26		24	25		131	171
32 E	ND		Overall LOS						C (2	6.1)					
203	OU		Approach LOS		B (11.5)			D (45.1)			D (36.2)			C (22.9)	
	PM RC	Storage			275						50			200	
			50th Queue												
			95th Queue		263	81		851	9		90	146		265	98

Veterans Parkway at Driveway H / Driveway I (Intersection 22)

Sandy Creek Road at Driveway K (Intersection 25)

	Over Appro	all LO ach L	S Standard: D OS Standard: D	N	- orthbou	nd P	So	Dwy K outhbou	nd P	San E	dy Cree astbour	k Rd Id	Sano W	dy Creeł /estboun	k Rd Id
			Overall LOS		ľ	IX			A (2	<u> </u>	I		L	I	
l 🔛			Approach LOS					D (34.7)			A (1.1)			A (0)	
		AM	Storage						85	235					160
PR			50th Queue												
I ≥			95th Queue				50		25	25	0				50
2	≩		Overall LOS						Α(1.0)					
l Da	-		Approach LOS					C (20.4)			A (0.2)			A (0)	
32)32 B	РМ	Storage						85	235					160
50	2032		50th Queue												
			95th Queue				25		25	25	0			0	0

Sandy Creek Road at Driveway L / Driveway M (Intersection 26)

	Over Appro	all LO ach L	S Standard: D OS Standard: D	N	Dwy L orthbour	nd P	So	Dwy M outhbou	nd P	San E	dy Creel astboun	k Rd Id	San W	dy Creel /estbour │ ⊤	< Rd id P
			Overall LOS					I	A (4	LL 1.9)	I		L	I	
l 🔐			Approach LOS		B (10.0)			B (10.4)			A (4.5)			A (4.2)	
		AM	Storage	85			85			245		130	140		145
PR			50th Queue	3	3		6	7		7	46	0	5	24	0
Σ			95th Queue	12	15		17	26		24	86	13	21	48	3
2	เอิ		Overall LOS				-		A (6	6.0)					
BU	0		Approach LOS		A (9.3)			A (8.7)			A (5.2)			A (5.6)	
32		PM	Storage	85			85			245		130	140		145
20			50th Queue	16	0		3	2		2	35	0	2	44	0
			95th Queue	48	18		14	23		11	76	7	11	96	1

	Over Appro	all LO ach L(S Standard: D OS Standard: D	N	Dwy N orthbour	nd	Prop Sc	osed Dv outhbour	wy O nd	Sand E	y Creek astboun	Road d	Sand W	y Creek /estbour	Road Id
	••			L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						B (1	3.5)					
l 🔛			Approach LOS		F (*)			C (18.7)			A (0.4)			A (1.5)	
		AM	Storage			100				235		235	245		175
PR			50th Queue												
Ī	SC		95th Queue		125	25		25		25	0	0	25	0	0
2	₹		Overall LOS						В (1	1.2)					
l De			Approach LOS		F (147.8))		C (22.8)			A (0.2)			A (0.2)	
32		ΡM	Storage			100				235		235	245		175
20	ĺ		50th Queue												
			95th Queue		175	25		25		25	0	0	25	0	0

Sandy Creek Road at Driveway N / Proposed Driveway O (Intersection 27)

*Delay exceeds 300 seconds

With the improvements listed above, the intersection of Sandy Creek Road at Driveway N / Proposed Driveway O (Intersection 27) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the northbound approach is projected to operate at LOS F under the Projected 2032 Build Improved conditions, the approach delay improved several minutes from the Projected Build 2032 conditions during the peak hours. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

Sandy Creek Road at Driveway P (Intersection 28)

	Over Appro	all LO ach L	S Standard: D OS Standard: D	N, L	- orthbour T	nd R	So	Dwy P outhbour T	nd R	Sand E	y Creek astbour T	Road d R	Sandy W	y Creek /estbour T	Road id R
			Overall LOS		•				Α (0.8)				·	
n B			Approach LOS					D (32.7)			A (0.7)			A (0)	
N		AM	Storage						100	350					200
PR		-	50th Queue												
Σ	SC		95th Queue				25		25	25	0			0	0
ב	₹		Overall LOS				-		Α (1.9)					
BU			Approach LOS					E (39.1)			A (0.3)			A (0)	
32		ΡM	Storage						100	350					200
2032			50th Queue												
			95th Queue				50		25	25	0			0	0

With the improvements listed above, the intersection of Sandy Creek Road at Driveway P (Intersection 28) is projected to operate at or above its <u>overall</u> and approach LOS standards under the Projected 2032 Build Improved conditions, except the southbound approach which is anticipated to operate at LOS E during the PM peak hour. Although the southbound approach is projected to operate at LOS E under the Projected 2032 Build Improved conditions, the approach delay improved from the Projected Build 2032 conditions during the peak hours. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

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	Over Appro	all LO ach L	S Standard: D OS Standard: D	Vet N	erans P orthboui	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed Dv astboun	wy A d	N	- /estbour	nd D
			Overall LOS			ĸ	<u> </u>	I	<u>к</u> А ((L D.2)	I	К			ĸ
l 🛄			Approach LOS		A (0.2)			A (0)			C (20.1)				
		AM	Storage	235						200					
PRO			50th Queue												
Σ	SC		95th Queue	25	0			0	0	25		0			
2			Overall LOS				-		A (0.9)					
l D			Approach LOS		A (0.1)			A (0)			E (47.0)				
32		РΜ	Storage	235						200					
50	5032		50th Queue												
			95th Queue	25	0			0	0	50		25			

Veterans Parkway at Proposed Driveway A (Intersection 29)

With the improvements listed above, the intersection of Veterans Parkway at Proposed Driveway A (Intersection 29) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the eastbound approach is projected to operate at LOS E during the PM peak hour under the Projected 2032 Build Improved conditions, the approach delay improved from the Projected Build 2032 conditions. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

Veterans Parkway at Proposed Driveway R (Intersection 30)

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Vet N	terans P orthbour T	kwy nd R	Vet So	erans P outhbour T	kwy nd R	Prop E	osed D astbour	wy R Id R	W	- /estbour T	nd R
			Overall LOS				_		A (0.5)					
			Approach LOS		A (0.6)			A (0)			C (23.7)				
		AM	Storage												
2	(50th Queue												
٦ ۳	SC		95th Queue	25	0			0	0		25				
32 1			Overall LOS						Α(1.1)					
20)		Approach LOS		A (0.1)			A (0)			C (22.5)				
	N	ΡM	Storage												
			50th Queue												
			95th Queue	0	0			0	0		25				

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Proposed Northbo L T	Dwy Q und R	So L	- outhbou T	nd R	San E L	dy Cree astbour T	k Rd Id R	San W L	dy Creel /estbour T	k Rd nd R
			Overall LOS				•	Α (0.4)	I	L		•	L
l 🔐			Approach LOS	E (39.	5)					A (0)			A (0.6)	
2		AM	Storage									350		
PR			50th Queue											
Σ	SC		95th Queue	25						0	0	25	0	
2	₹		Overall LOS					Α (0.7)			-		
BU I			Approach LOS	D (27.	7)					A (0)			A (0)	
32	032 B	Ρ	Storage									350		
20	203		50th Queue											
			95th Queue	25						0	0	0	0	

Sandy Creek Road at Proposed Driveway Q (Intersection 31)

With the improvements listed above, the intersection of Sandy Creek Road at Proposed Driveway Q (Intersection 31) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the northbound approach is projected to operate at LOS E during the AM peak hour under the Projected 2032 Build Improved conditions, the approach delay improved from the Projected Build 2032 conditions. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Trilith Expansion* development located in the City of Fayetteville, Georgia. The approximate 914-acre site is located north of SR 54 along Veterans Parkway, Sandy Creek Road, and Hood Road in Fayette County. The proposed project site is currently zoned Planned Community Development (PCD), Single Family Residential (R-70), Office and Industrial (OI), and Business Park (BP). The proposed site zoning is PCD, R-70, and OI to accommodate the proposed land uses (rezoning application submitted August 2, 2022).

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

A portion of the project site (approximately 696 acres) underwent a DRI as Pinewood Atlanta Studios DRI 2480 in May 2015. The previous Pinewood Studios site is currently partially developed with similar land uses as the proposed *Trilith Expansion DRI 3776*. **Table 2** displays the project land uses with the previously proposed, existing, and currently proposed site densities for *Trilith Expansion*. The project is expected to be completed by 2032 (10 years).

	Table 2: Pr	oposed Land Use a	nd Density	
Land Use	Pinewood Atlanta Studios DRI 2480 (2015) Total Density 696 acres	Trilith Expansion DRI 3776 (2022) Total Build-Out Density 914 acres	Existing 2022 Density (Constructed)	Proposed New Density
Film Production Studio (Industrial)	1,518,000 SF	5,006,099 SF	1,130,099 SF	3,876,000 SF
Single-Family Residential	821 du	750 du	263 du	487 du
Multifamily Residential	524 du	650 du	215 du	435 du
Hotel	200 rooms	300 rooms	0 rooms	300 rooms
School/Institutional	97,000 SF	138,000 SF	38,000 SF	100,000 SF
Office	521,000 SF	1,402,738 SF	297,738 SF	1,105,000 SF
Retail	128,500 SF	400,000 SF	47,215 SF	352,785 SF

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 square-feet in a new mixed-use development. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on August 3, 2022, by the City of Fayetteville. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU), dated August 29, 2022.






Kimley **»Horn**

Trilith Expansion DRI # 3776 *Transportation Analysis*

Site Aerial

Figure 2

1.2 Site Access

As currently envisioned, the proposed development will be accessible via 18 access points. 12 driveways are currently existing to serve the site and 6 driveways will be proposed (4 of the 6 were previously proposed by the Pinewood Studios DRI). The driveways are illustrated on **Figure 1B**.

- 1. **Site Driveway A** (Intersection 29) a proposed, full-movement driveway located along Veterans Parkway approximately 2,425 feet south of S. Sandy Creek Road and which is proposed to operate under side street stop control. Site Driveway A will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- Site Driveway B (Intersection 21) a proposed, full-movement driveway located along Veterans Parkway approximately 1,575 feet south of S. Sandy Creek Road and aligned with existing Driveway C as the 4th leg of the existing side street stop-controlled intersection. Site Driveway B will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- Site Driveway C (Intersection 21) an existing, full-movement driveway located along Veterans Parkway approximately 1,575 feet south of S. Sandy Creek Road operating under side street stop control. Site Driveway C will provide access to the institutional, studio, and office land uses to the east of Veterans Parkway and south of S. Sandy Creek Road.
- 4. Site Driveway D (Intersection 10) a proposed, full-movement driveway located along Veterans Parkway aligned with S. Sandy Creek Road as the 4th leg of the existing side street stop-controlled intersection. Site Driveway D will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- Site Driveway E (Intersection 11) an existing, full-movement driveway along Veterans Parkway aligned with Hood Road under side street stop control. Site Driveway E will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- Site Driveway F (Intersection 23) an existing, full-movement driveway along Hood Road approximately 700 feet east of Veterans Parkway operating under side street stop control. Site Driveway F will provide access to the residential, office, and commercial land uses to the east of Veterans Parkway and north of Hood Road.
- 7. Site Driveway G (Intersection 24) an existing, full-movement driveway located along Hood Road approximately 1,800 feet east of Veterans Parkway operating under side street stop control. Site Driveway G will provide access to the residential, office, and commercial land uses to the east of Veterans Parkway and north of Hood Road.
- 8. Site Driveway H (Intersection 22) an existing, full-movement driveway located along Veterans Parkway approximately 1,350 feet north of Hood Road and aligned with existing Site Driveway I. Site Driveway H is currently operating as the west leg of a single lane roundabout and will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- 9. Site Driveway I (Intersection 22) an existing, full-movement driveway located along Veterans Parkway approximately 1,350 feet north of Hood Road and aligned with existing Site Driveway H. Site Driveway I is currently operating as the east leg of a single lane roundabout and will provide access to the residential, office, and commercial land uses to the east of Veterans Parkway and north of Hood Road.

- 10. **Site Driveway J** (Intersection 12) an existing, full-movement driveway along Veterans Parkway aligned with Sandy Creek Road. Site Driveway J is currently operating as the east leg of a single lane roundabout and will provide access to the residential, office, and commercial land uses to the east of Veterans Parkway and north of Hood Road.
- 11. Site Driveway K (Intersection 25) an existing, full-movement driveway located along Sandy Creek Road approximately 450 feet west of Veterans Parkway operating under side street stop control. Site Driveway K will provide access to the studio and office land uses to the west of Veterans Parkway and north of Sandy Creek Road.
- 12. Site Driveway L (Intersection 26) an existing, full-movement driveway located along Sandy Creek Road approximately 900 feet west of Veterans Parkway and aligned with existing Driveway M under side street stop control. Site Driveway L will provide access to the studio and office land uses to the west of Veterans Parkway and north of Sandy Creek Road.
- 13. Site Driveway M (Intersection 26) an existing, full-movement driveway located along Sandy Creek Road approximately 900 feet west of Veterans Parkway and aligned with existing Driveway L under side street stop control. Site Driveway L will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- 14. Site Driveway N (Intersection 27) an existing, full-movement driveway located along Sandy Creek Road approximately 2,250 feet west of Veterans Parkway operating under side street stop control. Site Driveway N will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- 15. Site Driveway O (Intersection 27) a proposed, full-movement driveway located along Sandy Creek Road approximately 2,250 feet west of Veterans Parkway and aligned with existing Driveway M as the 4th leg of the existing side street stop-controlled intersection. Site Driveway O will provide access to the studio and office land uses to the west of Veterans Parkway and north of Sandy Creek Road.
- 16. Site Driveway P (Intersection 28) an existing, full-movement driveway located along Sandy Creek Road approximately 3,150 feet west of Veterans Parkway under side street stop control. Site Driveway P will provide access to the studio and office land uses to the west of Veterans Parkway and north of Sandy Creek Road.
- 17. Site Driveway Q (Intersection 31) a proposed, full-movement driveway located along Sandy Creek Road approximately 3,450 feet west of Veterans Parkway which is proposed to operate under side street stop control. Site Driveway Q will provide access to the studio and office land uses to the west of Veterans Parkway and south of Sandy Creek Road.
- 18. Site Driveway R (Intersection 30) a proposed, full-movement driveway located along Veterans Parkway approximately 1,900 feet north of Sandy Creek Road which is proposed to operate under side street stop control. Site Driveway R will provide access to the studio and office land uses to the west of Veterans Parkway and north of Sandy Creek Road.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site unless restricted by the public roads (Veterans Parkway, Sandy Creek Road, Hood Road, and S. Sandy Creek Road), which separate the project site into 4 portions. See referenced site plan in **Appendix B** for a visual representation of vehicular access and circulation throughout the proposed development.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**. The site development is currently in progress and the number of parking provided is subject to change.

	Table 3: Prop	osed Parking			
Land Use	Minimum	Maximum	Proposed		
Warehousing	2,504 1 per 2,000 SF	N/A	5,016		
Residential	2,800 2 per d.u.	N/A	2,800		
Hotel	305 1 per room + 1 per 2 employees	N/A	305		
College	460 1 per 300 SF office space + 1 per 2 students	N/A	500		
Office	7,014 1 per 200 SF	N/A	7,014		
Retail	2,000 1 per 200 SF	N/A	2,935		
Total	15,083	N/A	18,570 (subject to change)		

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along portions of Veterans Parkway and are proposed along all site frontages. Additionally, pedestrian facilities will be provided throughout the development.

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Trilith Expansion* development <u>does not</u> qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in the City of Fayetteville.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following twenty (20) off-site intersections described in **Table 4** and shown visually in **Figure 3**.

Table 4: Intersection Contr	ol Summary	
Intersection	Jurisdiction	Control
1. SR 54 at Ebenezer Road	GDOT	Signalized
2. SR 54 at Flat Creek Trail	GDOT	Unsignalized (TWSC)
3. Tyrone Road at Flat Creek Trail	Fayette County	Unsignalized (AWSC)
4. SR 54 at Tyrone Road	GDOT	Signalized
5. SR 54 at Veterans Parkway	GDOT	Signalized
6. SR 54 at S. Sandy Creek Road	GDOT	Signalized
7. SR 54 (Stonewall Ave WB) at SR 85 / SR 92	GDOT	Signalized
8. SR 54 (Lanier Ave EB) at SR 85 / SR 92	GDOT	Signalized
9. SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way	GDOT	Signalized
10. Veterans Parkway at S. Sandy Creek Road	City of Fayetteville	Unsignalized (TWSC)
11. Veterans Parkway at Hood Road	Fayette County	Unsignalized (TWSC)
12. Veterans Parkway at Sandy Creek Road	City of Fayetteville	Roundabout
13. Veterans Parkway at Eastin Road	Fayette County	Unsignalized (TWSC)
14. Veterans Parkway at Lees Mill Road	Fayette County	Roundabout
15. SR 92 at Veterans Parkway / Westbridge Road	GDOT	Signalized
16. SR 138 at Peters Road	GDOT	Unsignalized (TWSC)
17. SR 138 at Buffington Road	GDOT	Signalized
18. SR 74 at Sandy Creek Road	GDOT	Signalized RCUT
19. Sandy Creek Road at Jenkins Road	Fayette County	Unsignalized (TWSC)
20. Sandy Creek Road at Flat Creek Trail	Fayette County	Unsignalized (TWSC)

Each of the intersections listed in **Table 4** plus existing site driveways were analyzed for the Existing 2022 conditions, the Projected 2032 No-Build conditions, and the Projected 2032 Build conditions. Proposed site driveways will also be analyzed under Build conditions.

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Ro	adway C	lassifications	
Roadway	Lanes	AADT	GDOT Functional Classification
SR 54 (Floy Farr Parkway, Stonewall Avenue, Lanier Avenue)	4	32,900	Principal Arterial
SR 74	4	35,100	Principal Arterial
SR 85 (Glynn Street)	4	33,200	Principal Arterial
SR 92 (Forrest Avenue)	2	18,800	Minor Arterial
SR 138	4	35,700	Principal Arterial
Veterans Parkway	2	*	Minor Arterial
S. Sandy Creek Road	2	5,310	Local Road
Hood Road	2	*	Local Road
Sandy Creek Road	2	5,980	Minor Arterial
Ebenezer Road	2	3,830	Minor Arterial
Flat Creek Trail	2	1,430	Local Road
Tyrone Road	2	9,760	Minor Arterial
Eastin Road	2	*	Local Road
Lees Mill Road	2	2,240	Major Collector
Westbridge Road	2	4,700	Minor Arterial
Jenkins Road	2	4,280	Local Road
Buffington Road/Lester Road/Newton Road	2	*	Local Road
Peters Road	2	3,560	Local Road

*Data not available via GDOT TADA count stations near study network



2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, September 13, 2022, at the study intersections and existing site driveways during AM and PM peak periods.

Traffic count peak hours for all the study intersections are shown in Table 6.

Table 6: Traffic C	ount Sum	mary	
Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. SR 54 at Ebenezer Road	9/2022	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
2. SR 54 at Flat Creek Trail	9/2022	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
3. Tyrone Road at Flat Creek Trail	9/2022	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
4. SR 54 at Tyrone Road	9/2022	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
5. SR 54 at Veterans Parkway	9/2022	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
6. SR 54 at S. Sandy Creek Road	9/2022	7:30 AM – 8:30 AM	4:00 PM – 5:00 PM
7. SR 54 (Stonewall Ave WB) at SR 85 / SR 92	9/2022	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM
8. SR 54 (Lanier Ave EB) at SR 85 / SR 92	9/2022	7:45 AM – 8:45 AM	4:00 PM – 5:00 PM
9. SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way	9/2022	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
10. Veterans Parkway at S. Sandy Creek Road	9/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
11. Veterans Parkway at Hood Road	9/2022	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM
12. Veterans Parkway at Sandy Creek Road	9/2022	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
13. Veterans Parkway at Eastin Road	9/2022	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
14. Veterans Parkway at Lees Mill Road	9/2022	7:30 AM – 8:30 AM	4:00 PM – 5:00 PM
15. SR 92 at Veterans Parkway / Westbridge Road	9/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
16. SR 138 at Peters Road	9/2022	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM
17. SR 138 at Buffington Road	9/2022	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM
18. SR 74 at Sandy Creek Road	9/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
19. Sandy Creek Road at Jenkins Road	9/2022	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
20. Sandy Creek Road at Flat Creek Trail	9/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
21. Veterans Parkway at Driveway C	9/2022	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
22. Veterans Parkway at Driveway H / Driveway I	9/2022	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
23. Hood Road at Driveway F	9/2022	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM
24. Hood Road at Driveway G	9/2022	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM
25. Sandy Creek Road at Driveway K	9/2022	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM
26. Sandy Creek Road at Driveway L / Driveway M	9/2022	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
27. Sandy Creek Road at Driveway N	9/2022	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
28. Sandy Creek Road at Driveway P	9/2022	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM

The collected peak hour turning movement traffic counts are available upon request.

Per GDOT Office of Planning memorandum dated July 15, 2022, "new traffic data collected after the start of the Fall 2022 school year will no longer be required to follow procedures outlined in the COVID-19 policy." Based on GDOT guidance and the *Trilith Expansion DRI* 3776 Letter of Understanding (LOU) dated August 29, 2022, the September 2022 turning movement count data represents the Existing 2022 peak hour traffic volumes.

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Trilith Expansion* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from 2022 to 2032 (10 years) was used for roadways in the study network. The existing turning movements entering or exiting the existing site driveways were <u>not</u> grown at 1.0% for ten years for background growth.

In addition to the background growth, the project trips associated with the following development were incorporated into the background traffic:

• DRI 3628 Highway 74 Business Tech Park: 738,882 SF of Warehouse – Build-Out 2024

The Projected 2032 No-Build conditions represent the Existing 2022 traffic volumes grown for ten (10) years at 1.0% per year throughout the study network, plus the project trips generated by *Highway* 74 *Business Tech Park DRI* 3628.

The Projected 2032 Build conditions represent the project trips generated by the *Trilith Expansion* development (discussed in Section 3.0 and 4.0) added to the Projected 2032 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders. The following projects shown in **Table 7** are programmed to occur near the development beyond the build-out year of the proposed development or are not anticipated to affect the study network.

Table 7: Programmed Projects												
Project Name	From / To Points:	Sponsor	GDOT PI	ARC ID (TIP)	Design FY	ROW / UTL FY	CST FY					
Fayetteville Multi- Use Bridge and Paths	From Piedmont Fayette Hospital to Lester Road over SR 54	Fayette County	PI <u>0012878</u>	<u>FA-353</u>	2016	2017	2023					
SR 54 at SR 74 – Displaced Left-Turn	Intersection Improvements	GDOT	PI <u>0013726</u>	-	2022	2021	2024					
Fayette County Resurfacing Program – Phase 2	Throughout County	Fayette County	PI <u>0016083</u> PI <u>0017812</u>	<u>FA-</u> <u>100C</u>	2021	2022	2023					
SR 85 Widening	From SR 92 to Grady Avenue	GDOT	PI <u>321960</u>	<u>FA-085</u>	2028	2034	2034					
I-85 at SR 74/Senoia Rd Interchange Improvements	NB/SB Ramps and SR 74 Bridge Widening	City of Fairburn	PI <u>0007841</u>	<u>FS-AR-</u> <u>182</u>	2020	2024	2024					
Palmetto Rd/ Collinsworth Rd Reconstruction	From I-85 to SR 74	GDOT	PI <u>0007837</u>	-	2051	2051	2051					

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), Fayette County, City of Fayetteville Transportation Plans.

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*. Existing traffic signal phasing and timing data were retrieved for available intersections. Roundabouts were analyzed using *SIDRA INTERSECTION 9.0. SIDRA* uses the gap acceptance methodology for the roundabout capacity model.

LOS for signalized intersections and roundabouts are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate at an acceptable LOS.

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

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all other 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 the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and pass-by trip reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways.

Table 8: Trip Generation												
Land Llas	Donoity	D	aily Traffi	C	AM Pea	k Hour	PM Pea	ak Hour				
Lanu Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit				
150 – Studio (Warehousing)	3,876,000 SF	6,162	3,081	3,081	377	112	138	354				
210 – Single-Family Detached Housing	487 units	4,330	2,165	2,165	82	233	277	163				
220 – Multifamily Housing (Low-Rise)	435 units	2,864	1,432	1,432	38	120	131	77				
310 – Hotel	300 rooms	2,828	1,414	1,414	80	63	99	95				
540 – Junior/Community College	100,000 SF	2,026	1,013	1,013	232	69	93	93				
710 – General Office Building	1,105,000 SF	9,382	4,691	4,691	1,163	159	207	1,013				
820 – Shopping Center	352,785 SF	15,074	7,537	7,537	212	130	672	727				
Gross Project	Trips	42,666	21,333	21,333	2,184	886	1,617	2,522				
Mixed	-Use Reductions	-4,372	-2,186	-2,186	-174	-174	-388	-385				
Alternative N	Node Reductions	0	0	0	0	0	0	0				
Pas	s-By Reductions	-3,782	-1,891	-1,891	0	0	-152	-152				
Net New Tri	os	34,512	17,256	17,256	2,010	712	1,077	1,985				

Table 8 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Trilith Expansion* development.

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 4**. The anticipated distribution and assignment of the trips throughout the study roadway network is shown for non-residential land uses in **Figure 5** (Office, Studio, and Institutional) and **Figure 6** (Retail). These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 7**.

Detailed intersection volume worksheets are provided in Appendix C.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* and *SIDRA 9.0* for the AM and PM peak hours under the Existing 2022 conditions, Projected 2032 No-Build conditions, and Projected 2032 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 8** for Existing 2022 conditions, **Figure 9** for Projected 2032 No-Build conditions, and **Figure 10** for Projected 2032 Build conditions.

Sections 5.1 – 5.31 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.































5.1 SR 54 at Ebenezer Road (Intersection 1)

	Overall LOS Standard: D Approach LOS Standard: D		S Standard: D	Ebe	nezer R	oad	Brittany Way			SR 54 Eastbound			SR 54 Westbound			
	Аррго		JS Stanuaru. D		T	R		T	R		T	R		T	R	
			Overall LOS	_					B (1	6.0)			. –			
			Approach LOS		D (47.3)			C (28.8)		, í	B (16.2)			A (8.9)		
(7)		M	Storage		75			75		200		175	200		185	
Ň			50th Queue		9	0	3	1		1	232	0	17	100	0	
IST	IAL		95th Queue		35	74	17	18		7	373	0	40	168	0	
Ш	IG I		Overall LOS						B (1	6.5)						
022	S		Approach LOS		D (47.6)			C (32.3)			B (17.9)			B (10.9)		
5		Δ	Storage		75			75		200		175	200		185	
			50th Queue		9	0	2	0		2	291	0	100	118	0	
			95th Queue		33	70	13	0		11	403	0	263	192	0	
			Overall LOS						B (1	8.9)						
			Approach LOS		E (58.9)			C (31.3)			B (18.6)			B (10.3)		
UILD		AM	Storage		75			75		200		175	200		185	
	_		50th Queue		11	0	4	1		1	278	0	19	116	0	
	IAI		95th Queue		38	78	20	19		8	466	0	78	202	0	
ž	lG		Overall LOS						C (2	2.8)						
332	0		Approach LOS	E (64.5)			D (37.5)			C (23.6)				B (16.3)		
50		Σd	Storage		75			75		200		175	200		185	
			50th Queue		11	0	3	0		3	341	0	158	139	0	
			95th Queue		34	73	13	0		12	474	0	365	230	0	
			Overall LOS						C (3	3.5)						
			Approach LOS		F (159.5))		C (34.7)			C (22.7)			B (12.0)		
		AM	Storage		75			75		200		175	200		185	
2	_		50th Queue		13	58	5	1		1	439	0	59	168	0	
۳.	NAI		95th Queue		39	182	20	19		9	695	0	143	274	0	
32 8	SIG		Overall LOS						D (3	9.2)						
20;	0		Approach LOS		F (102.0)			D (41.5)			C (31.5)			D (36.3)		
		Δd	Storage		75			75		200		175	200		185	
			50th Queue		11	0	3	0		3	405	0	318	183	0	
			95th Queue		34	79	13	0		13	576	0	571	318	0	

The signalized intersection of SR 54 at Ebenezer Road (Intersection 1) operates at an acceptable <u>overall</u> and approach LOS under the Existing 2022 conditions during the AM and PM peak hours. Under the Projected No-Build 2032 and the Projected Build 2032 conditions, the northbound approach is anticipated to operate at an unacceptable LOS during the AM and PM peak hours. The intersection is projected to operate at an acceptable <u>overall</u> LOS under all scenarios during both the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Projected 2032 No-Build conditions and Projected 2032 Build Conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 9**):

• Provide a northbound-right turn overlap phase

	Over Appro	rall LO	S Standard: D OS Standard [:] D	Ebe N	enezer R	oad nd	Br	ittany W	ay nd	F	SR 54 astbour	d	Ŵ	SR 54 /estbour	d
	, , , , , , , , , , , , , , , , , , , ,			L	T	R	L	T	R	L	T	R	L	T	R
0			Overall LOS						B (1	6.0)					
N N			Approach LOS		D (35.7)			C (31.4)			B (17.8)			A (9.8)	
RO		ΔA	Storage		75			75		200		175	200		185
ΜΡ			50th Queue		8	87	3	1		1	210	0	0	0	0
a a	NAI		95th Queue		39	215	21	19		7	418	0	71	155	0
	SIGI		Overall LOS						B (1	8.6)					
а Ч	0		Approach LOS		C (31.1)			D (37.2)			C (21.2)			B (14.5)	
2032 NC		Σd	Storage		75			75		200		175	200		185
			50th Queue		8	79	2	0		2	214	0	87	0	0
			95th Queue		34	172	14	0		11	429	1	329	182	0
			Overall LOS	C (22.5)											
B			Approach LOS		D (54.8)			C (33.3)			C (24.0)			B (12.2)	
N N		AM	Storage		75			75		200		175	200		185
PR			50th Queue		12	190	4	1		1	326	0	24	0	0
Σ	NAI		95th Queue		40	293	22	19		8	620	0	114	174	0
	SIG.		Overall LOS						C (3	1.8)					
BU			Approach LOS		C (33.0)			D (42.0)			C (29.9)			C (33.0)	
32		Ρ	Storage		75			75		200		175	200		185
20			50th Queue		9	118	2	0		2	255	0	184	0	0
			95th Queue		34	209	14	0		11	510	1	517	239	0

The analysis results for the improved conditions at Intersection 1 are shown in the table below.

With the improvements listed above, the intersection of SR 54 at Ebenezer Road (Intersection 1) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 No-Build Improved and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval

5.2 SR 54 at Flat Creek Trail (Intersection 2)

	Over	all LO	S Standard: D	N	-		Flat	Flat Creek Trail			SR 54			SR 54 Westbound	
	Appro	ach L	US Standard: D	<u> </u>					nd R		astbour			estbour	
			Overall I OS	<u> </u>					A (;	3.0)					
			Approach LOS					D (31.8)			A (1.0)			A (0)	
6		M	Storage							225			225		
ž		1	50th Queue		1					1					
IST	sc		95th Queue				125			25			0		
Ш	Ň		Overall LOS		•				A (!	5.4)					
22			Approach LOS					F (58.1)			A (2.7)			A (0)	
20		Σ	Storage							225			225		
		_	50th Queue												
			95th Queue				175			75			0		
			Overall LOS		A (5.3)										
			Approach LOS					F (59.8)			A (1.1)			A (0)	
UILD		AM	Storage							225			225		
			50th Queue												
	sc		95th Queue				200			25			0		
ž	₹		Overall LOS	B (13.8)											
332			Approach LOS					F (169.2)		A (3.6)			A (0)	
50		ΡM	Storage							225			225		
			50th Queue												
			95th Queue				325			100			0		
			Overall LOS						A (9	9.6)					
			Approach LOS					F (132.8)		A (1.0)			A (0)	
		AM	Storage							225			225		
2			50th Queue												
l De	SC		95th Queue				275			25			0		
32	Ě		Overall LOS				,		F (5	2.2)					
20		_	Approach LOS		1	1		F (*)	1		A (6.1)			A (0)	
		Md	Storage		ļ					225			225		
			50th Queue												
			95th Queue				600			175			0		

*Delay exceeds 300 seconds

The intersection of SR 54 at Flat Creek Trail (Intersection 2) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022 and Projected No-Build 2032 conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, Intersection 2 is anticipated to operate at an acceptable LOS <u>overall</u> during the AM peak hour, but at an unacceptable LOS <u>overall</u> during the PM peak hour. The southbound approach is projected to operate at LOS F under the Existing 2022 conditions during the PM peak hour and under the Projected No-Build 2032 and Projected Build 2032 conditions during both the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Existing 2022 and Projected No-Build 2032 conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8** and **Figure 9**):

• Provide a southbound left-turn lane so the approach consists of one (1) southbound left-turn lane and one (1) southbound right-turn lane

In order to improve the Projected 2032 Build conditions per GRTA's LOS requirements, a signal should be considered if and when warranted (shown in blue on **Figure 10**) as a <u>Build improvement</u> (needed to serve the development traffic). A preliminary traffic signal warrant analysis was conducted based on Projected 2032 Build peak hour turning movement volumes. Per MUTCD's 4-hour vehicular volume warrant (Warrant 2), the intersection meets 2 of the required hour under the Projected Build 2032 conditions. The results of the analysis are shown in the table below.

Traffic Signal Volume Warrant Analysis Summary										
	Projected	d Build								
Warrant	Hrs Met / Needed	Met?								
2	2/4	√*								

*Warrant satisfied for all peak hours analyzed

Based on the preliminary traffic signal warrant analysis and Projected 2032 Build conditions, it is recommended to install a traffic signal if and when warranted and approved by GDOT at the intersection.

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

The *Trilith Expansion* development adds less than 20% of traffic volume to the failing approach (southbound) at Intersection 2, therefore, GDOT ICE was not utilized.

۸.,	Overall LOS Standard: D Approach LOS Standard: D / F*		- Northbound			Flat Creek Trail			SR 54			SR 54 Westbound				
Αļ	proac	In LOS	Standard: D / E			na D		uundour			asibour					
			Overall LOS	L	l I			1	A (1	2 2)	I		L	l		
ED			Approach LOS					C (21.4)	,,,,		A (1.0)			(0)		
8		Σ	Storage				210			225			225			
PR		◄	50th Queue										-			
≥ S	SC)		95th Queue				75			25			0			
Ň	ŝŅ.		Overall LOS						A (:	3.6)						
IST	E		Approach LOS					D (31.9)		,	A (2.7)			A (0)		
ШX		Σ	Storage				210			225			225			
22			50th Queue													
20			95th Queue				100			75			0			
•			Overall LOS		A (2.7)											
NEC N			Approach LOS					D (27.4)			A (1.1)			A (0)		
MPROV		M	Storage				210			225			225			
	_		50th Queue													
	sc)		95th Queue				75			25			0			
	ΤŇ		Overall LOS		A (5.2)											
- P)		Approach LOS					E (49.4)			A (3.6)			A (0)		
ž		Δ	Storage				210			225			225			
032			50th Queue													
5			95th Queue				150			100			0			
			Overall LOS						B (1	2.8)						
â			Approach LOS					C (22.5)			A (8.6)			B (17.4)		
2		AM	Storage				210			225			225			
PR	Î		50th Queue					3	1	9	116			140		
Σ	NAI		95th Queue					13	45	32	276			306		
LD	SIG		Overall LOS						C (2	2.8)						
BU	3	_	Approach LOS		1	1		D (50.7)			B (11.1)			C (30.3)		
32		PR	Storage				210			225			225			
20			50th Queue					1	27	62	120			393		
			95th Queue					9	97	207	258			721		

The analysis results for the improved conditions at Intersection 2 are shown in the table below.

*The southbound approach operates at LOS F under the Existing 2022 Conditions during the PM peak hour; therefore, the southbound approach standard for future conditions was considered to be LOS E during the PM peak hour.

With the improvements listed above, the intersection of SR 54 at Flat Creek Trail (Intersection 2) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval

5.3 Tyrone Road at Flat Creek Trail Parkway (Intersection 3)

	Overall LOS Standard: D Approach LOS Standard: D		S Standard: D OS Standard [:] D	Flat Creek Trail Northbound			Flat Creek Trail Southbound			Tyrone Road Eastbound			Tyrone Road Westbound		
	, ippi o			L	T	R	L	T	R		T	R		T	R
			Overall LOS		•				C (2	1.8)				•	
			Approach LOS		B (12.1)			B (11.2)			D (30.1)			B (13.9)	
0		ΔA	Storage												
Ž			50th Queue												
IST	sc		95th Queue		25			25			250			75	
Ш	٨M		Overall LOS						D (2	9.1)					
022			Approach LOS		C (17.0)			B (13.5)			E (38.6)			D (28.3)	
50		M	Storage												
		_	50th Queue												
			95th Queue		75			25			275			200	
			Overall LOS	E (37.0)											
			Approach LOS		B (13.4)			B (12.2)			F (57.5)			C (16.7)	
		AM	Storage												
ULL			50th Queue												
- PG-	sc		95th Queue		50			25			400			100	
2 N	AW		Overall LOS						F (5	1.8)					
32			Approach LOS		C (20.6)			C (15.2)			F (77.6)			E (47.2)	
50		M	Storage												
		_	50th Queue												
			95th Queue		100			50			425			300	
			Overall LOS				•		F (6	3.2)					
			Approach LOS		B (13.8)			B (12.6)			F (103.0)			C (17.9)	
		Δ	Storage												
2			50th Queue												
	sc		95th Queue		50			25			600			125	
32 E	AW		Overall LOS						F (8	0.9)					
203			Approach LOS		C (22.0)			C (16.1)			F (107.7)			F (92.5)	
		Σd	Storage												
			50th Queue												
			95th Queue		100			50			525			450	

The intersection of Tyrone Road at Flat Creek Trail (Intersection 3) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022 conditions. All approaches operate at an acceptable LOS under the Existing 2022 AM peak hour conditions, however the eastbound approach operates at LOS E during the Existing 2022 PM peak hour. Under the Projected 2032 No-Build and Projected 2032 Build conditions, Intersection 3 is anticipated to operate at an unacceptable LOS <u>overall</u> during the AM and PM peak hours. In the future conditions, the eastbound approach is anticipated to operate at an unacceptable LOS during the AM and PM peak hours, and the westbound approach is anticipated to operate at an unacceptable LOS during the PM peak hours only.

In order to meet GRTA's LOS requirements under the Existing 2022, Projected No-Build 2032, and Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8, Figure 9**, and **Figure 10**):

• Construct a modern single-lane roundabout at the intersection

	Over	rall LO	S Standard: D	Flat Creek Trail			Flat Creek Trail			Tyrone Road			Tyrone Road			
Approach LOS Standard. D				I N		R			R		T	R			R	
-			Overall LOS	_			<u> </u>		A (7.9)	· ·			•		
١ ا ا			Approach LOS		A (6.6)			A (5.4)		,	A (9.5)		A (6.3)			
ő	F	Σ	Storage													
APF			50th Queue		1											
≦ ()	AB(95th Queue		27			17			126			49		
Ž	ND/		Overall LOS		A (8.1)											
ISI	INO	MA	Approach LOS		A (7.2)			A (7.1)			A (7.9)			A (9.1)		
Ш	Ř		Storage													
022			50th Queue													
5			95th Queue		43			25			96			87		
			Overall LOS		A (8.9)											
			Approach LOS		A (7.4)			A (5.8)			B (11.0)			A (6.8)		
RO	F	AM	Storage													
ΜΡ	OU		50th Queue													
q	AB		95th Queue		33			20			155			57		
П	QN		Overall LOS	A (9.2)												
а С	OO	PM	Approach LOS		A (8.0)			A (8.0)			A (8.9)			B (10.5)		
ž	R		Storage													
032			50th Queue													
2			95th Queue		51			30			116			105		
			Overall LOS						В (1	0.6)			-			
B			Approach LOS		A (8.6)			A (6.0)			B (13.4)			A (7.1)		
N N	F	A	Storage													
PR	no		50th Queue													
Σ	AB		95th Queue		39			21			209			62		
			Overall LOS				1		B (1	0.6)			1			
BU	SOL	_	Approach LOS		A (8.5)			A (9.3)			A (9.5)			B (12.9)		
32	Ľ	₽Z	Storage													
20			50th Queue													
			95th Queue		54			36			132			185		

The analysis results for the improved conditions at Intersection 3 are shown in the table below.

With the improvements listed above, the intersection of Tyrone Road at Flat Creek Trail (Intersection 3) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

5.4 SR 54 at Tyrone Road (Intersection 4)

Overall LOS Standard: D			Ty	rone Ro	ad	Ty	rone Ro	ad		SR 54	d	SR 54 Westbound						
	Appio		OS Standard. D	L		R		T	R			R			R			
		M	Overall LOS						C (2	21.6)								
			Approach LOS	C (21.7)			D (36.0)			C (20.8)			B (17.4)					
			Storage						150	175			225		150			
Ĭ.			50th Queue		0			298	0	11	383		1	279	20			
IST	IAL		95th Queue		7			524	19	30	468		6	345	66			
Ш	5		Overall LOS		B (14.2)													
022	S	Md	Approach LOS	D (38.1)			C (32.0)			B (11.5)			B (12.0)					
5			Storage						150	175			225		150			
			50th Queue		1			219	0	8	256		1	320	46			
			95th Queue		4			333	24	32	385		5	478	127			
			Overall LOS		C (26.7)													
			Approach LOS	C (23.0)			D (44.2)			C (26.4)			C (20.9)					
Δ		AM	Storage						150	175			225		150			
	_		50th Queue		1			394	0	13	451		1	323	32			
- B -	NAI		95th Queue		7			600	22	36	548		7	398	86			
ž	<u>I</u> G	Mq	Overall LOS						B (1	6.5)			-					
332	0)		Approach LOS	D (42.1)			C (34.6)			B (13.6)				B (14.4)				
я Я			Storage						150	175			225		150			
			50th Queue		1			251	1	11	331		1	420	68			
			95th Queue		4			401	27	43	447		5	562	158			
			Overall LOS						D (4	1.1)								
			Approach LOS		C (24.8)			F (88.0)			D (42.4)		1 420 68 5 562 158 C (22.0)					
		AM	Storage						150	175			Uesti L B (1 225 1 225 1 225 1 225 1 34 E (1 225 (1 1 32 2 (25) 1 33 7 39 B (1 225 (1 1 33 7 39 E (1 225 (1 31 31 7 40 C (2 1 31 7 40 C (2 1 60 6 80		150			
2			50th Queue		1			548	0	13	661		1	376	44			
BUI	NAI		95th Queue		7			766	22	40	855		7	461	103			
32	00		Overall LOS				1		C (2	21.8)								
20	0)		Approach LOS		D (47.4)	1		D (39.5)			B (17.4)			C (21.2)				
		PZ	Storage						150	175			225		150			
			50th Queue		1			289	1	13	455		1	667	133			
			95th Queue		5			471	27	58	553		6	863	238			

The signalized intersection of SR 54 at Tyrone Road (Intersection 4) operates at an acceptable <u>overall</u> and approach LOS under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, the southbound approach is anticipated to operate at LOS F during the AM peak hour. The intersection is projected to operate at an acceptable <u>overall</u> LOS under all scenarios during both the AM and PM peak hours under the Projected 2032 Build conditions during the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in blue on **Figure 10**):

- Provide dual southbound left-turn lanes so the southbound approach consists of one (1) channelized right-turn lane, one (1) through lane, and two (2) left-turn lanes
- Provide a protected-only southbound left-turn phase to accommodate the dual left-turn lanes

	Over Appro	all LO ach Lu	S Standard: D OS Standard: D	Tyrone Road Northbound			Tyrone Road Southbound			SR 54 Eastbound			SR 54 Westbound					
				L	Т	R	L	Т	R	L	Т	R	L	Т	R			
			Overall LOS		D (35.3)													
<u>n</u>			Approach LOS		D (35.7)		D (42.7)			D (48.4)			B (18.0)					
N		AM	Storage				210		150	175			225		150			
PR	VAL	-	50th Queue		0		116	0	0	6	306		1	174	32			
Σ			95th Queue		9		248	4	19	35	701		6	381	117			
2	5		Overall LOS		C (23.6)													
BUI	0		Approach LOS		D (36.4)			D (36.4)			B (17.7)			C (24.9)				
32		ΡM	Storage				210		150	175			225		150			
20;		_	50th Queue		0		88	0	0	5	189		0	277	62			
			95th Queue		5		162	0	24	41	473		5	736	241			

The analysis results for the improved conditions at Intersection 4, are shown in the table below.

With the improvements listed above, the intersection of SR 54 at Tyrone Road (Intersection 4) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval

5.5 SR 54 at Veterans Parkway (Intersection 5)

Overall LOS Standard: D			Veterans Pkwy			Veterans Pkwy			SR 54			SR 54						
Approach LOS Standard: D			N.	orthbour	nd	So So	puthbou	nd	Ea	stbound	1	W	estbour	nd				
			0	L		R	L		R			R	L	I	R			
		AM	Overall LOS											0 (01.0)				
			Approach LOS	D (53.4)			F (81.2)			C (32.8)			C (34.0)					
U			Storage	260		280	285		300	275		300	300		200			
Ĭ	_		50th Queue	90	50	0	25	28	0	125	434	0	85	366	0			
SIS	Jna		95th Queue	162	88	85	59	58	73	261	660	21	182	442	0			
Ê	Sig		Overall LOS	D (41.3)														
022		M	Approach LOS	D (47.6)				F (170.7)			C (25.0)		C (22.9)					
ñ			Storage	260		280	285		300	275		300	300		200			
			50th Queue	65	25	0	13	36	0	73	327	0	36	420	0			
			95th Queue	124	58	0	37	67	89	165	505	22	78	648	0			
			Overall LOS						E (5	6.0)								
			Approach LOS		E (62.1)			F (159.8))	[D (47.0)			D (42.2)				
		Σ	Storage	260		280	285		300	275		300	300		200			
			50th Queue	103	57	0	28	33	0	173	548	0) 300 126 234	396	0			
ц Б Г	lal		95th Queue	176	96	89	63	63	75	356	840	27	234	517	0			
2 Z	Sig	M	Overall LOS	D (50.5)														
32			Approach LOS	D (52.6)				F (224.4))	(C (26.8)			C (28.7)				
20			Storage	260		280	285		300	275		300	300		200			
		-	50th Queue	74	32	0	15	41	0	105	396	0	44	516	0			
			95th Queue	137	66	4	41	74	93	206	620	29	133	858	0			
			Overall LOS		F (140.7)									1				
			Approach LOS		E (69.4)			F (*)		F	(182.0)			D (46.8)				
		Σ	Storage	260		280	285		300	275		300	300		200			
9			50th Queue	110	64	0	172	36	0	932	622	300 30 0 4 29 13 300 30 0 4 29 13 20 14 29 20	146	428	185			
5	Jal		95th Queue	174	102	91	253	64	98	1298	948	29	260	584	357			
5 1	Sigr		Overall LOS					<u>.</u>	F (24	40.9)				1				
203			Approach LOS		E (66.4)			F (*)		F (86.6)			E (71.2)					
		Σ	Storage	260		280	285		300	275		300	300		200			
		-	50th Queue	82	41	0	763	46	552	556	538	0	81	806	165			
			95th Queue	136	71	1	998	77	821	800	713	34	167	971	273			

*Delay exceeds 300 seconds

The signalized intersection of SR 54 at Veterans Parkway (Intersection 5) operates at an acceptable LOS <u>overall</u> under the Existing 2022 conditions during the AM and PM peak hours and under the Projected 2032 No-Build conditions during the PM peak hour. The intersection is projected to operate at an unacceptable LOS <u>overall</u> under the Projected 2032 No-Build conditions during the AM peak hour and during both peak hours under Projected 2032 Build conditions. The southbound approach is projected to operate at LOS F during all scenarios and peak hours. The northbound approach is anticipated to operate at LOS E during the AM peak hour under the Projected 2032 No-Build conditions. Under Projected 2032 Build conditions, all approaches except the westbound approach during the AM peak hour are projected to operate at an unacceptable LOS during both peak hours.

In order to meet GRTA's LOS requirements under the Existing 2022 and Projected 2032 No-Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8** and **Figure 9**):

• Provide right-turn overlap phases on all approaches

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Provide dual southbound left-turn and dual right-turn lanes so that the southbound approach consists of two (2) left-turn lanes, two (2) through lanes, and two (2) right-turn lanes
- Provide dual eastbound left-turn lanes so that the eastbound approach consists of two (2) leftturn lanes, two (2) through lanes, and one (1) channelized right-turn lane
- Provide protected-only southbound and eastbound left-turn phases to accommodate the dual left-turn lanes
- Provide a protected-only southbound right-turn overlap phase to accommodate the dual rightturn lanes

Overall LOS Standard: D Approach LOS Standard: D / E*			Vet	erans Pl	kwy ad	Vet	erans P	kWy vd*	Fa	SR 54	4	SR 54 Westbound					
	sproad			L		R	L	T	R	L	T	R	L	T	R		
			Overall LOS						C (2	9.6)							
١ <u></u>			Approach LOS	C (33.9)			D (39.8)			C (26.8)			C (29.3)				
ő		M	Storage	260		280	285		300	275		300	300		200		
APF			50th Queue	90	50	0	25	28	0	124	434	2	80	366	0		
() ()	IAL		95th Queue	161	89	48	58	58	53	254	648	18	175	442	0		
Ň	ß		Overall LOS		C (29.3)												
ISI	S		Approach LOS	D (36.8)			D (52.2)			(C (26.5)		C (24.8)				
Ш		MA	Storage	260		280	285		300	275		300	300		200		
022			50th Queue	65	28	0	13	36	34	68	327	1	36	420	0		
5			95th Queue	123	57	22	38	68	113	155	482	13	69	618	6		
Δ			Overall LOS		D (35.3)												
VEI			Approach LOS		D (36.3)	(36.3) D (44.9) C (34.	C (34.1)		C (34.2)								
В О		AM	Storage	260		280	285		300	275		300	300		200		
MP	_		50th Queue	103	57	0	28	33	0	173	548	4	126	396	0		
	IAI		95th Queue	176	98	50	64	64	55	350	828	21	231	511	0		
	ig.		Overall LOS						C (3	2.8)							
-B -B	S	M	Approach LOS	D (41.5)			E (56.4)			C	C (27.7)			C (30.2)			
ž			Storage	260		280	285		300	275		300	300		200		
032			50th Queue	74	32	0	15	41	59	105	396	2	41	516	0		
5			95th Queue	136	64	28	41	76	151	199	586	16	124	813	9		
			Overall LOS						D (4	9.6)							
<u>n</u>			Approach LOS		D (45.1)			D (54.9)		[0 (50.1)			D (48.7)			
8		A	Storage	260		280	285		300	275		300	300		200		
PR			50th Queue	110	75	52	98	43	0	455	916	0	183	603	274		
Σ	NAI		95th Queue	169	114	109	142	73	39	605	1102	9	319	780	403		
	SIG		Overall LOS						D (5	2.5)							
BU	0)		Approach LOS		D (48.8)			D (55.0)		[0 (49.9)			D (53.6)			
32		PA	Storage	260		280	285		300	275		300	300		200		
200			50th Queue	77	41	0	275	46	318	259	557	0	98	806	112		
			95th Queue	125	75	0	349	73	388	415	748	15	264	1069	175		

The analysis results for the improved conditions at Intersection 5 are shown in the table below.

*The southbound approach operates at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

With the improvements listed above, the intersection of SR 54 at Veterans Parkway (Intersection 5) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval
5.6 SR 54 at S. Sandy Creek Road (Intersection 6)

	Over	all LO	S Standard: D	Old	I Norton	Rd	S Sai	ndy Cre	ek Rd	_	SR 54			SR 54	
	Appro	ach L	OS Standard: D		orthboui	nd P		outhbou	nd Þ		astbound			/estbour │ ⊤	nd P
			Overall LOS	L	I	IX	L	l		<u> </u>	I		L		
			Approach LOS		D (41.9)			F (109.7))		B (19.7)			C (22.0)	
6		M	Storage						230	200		250	230		130
Ň		4	50th Queue		16			161	0	7	354	0	17	516	70
IST	IAL		95th Queue		47			265	43	19	465	0	34	661	132
Ш	5		Overall LOS						D (4	2.7)				•	
22	S		Approach LOS		D (43.6)			F (222.7))		C (24.0)			B (19.9)	
20		Σ	Storage						230	200		250	230		130
		_	50th Queue		17			334	0	16	545	0	22	400	33
			95th Queue		50			548	20	30	687	0	56	483	68
			Overall LOS		•				C (3	32.9)	•			•	
			Approach LOS		D (44.5)			F (152.4))		C (20.7)			C (24.6)	
	ILD		Storage						230	200		250	230		130
	_		50th Queue		17			182	0	9	450	0	20	670	91
-B	AI		95th Queue		50			315	45	20	546	0	37	797	153
ž	เอิ		Overall LOS						D (5	3.2)					
332	0		Approach LOS		D (47.2)			F (*)			C (26.5)	-		C (21.0)	
5		РМ	Storage						230	200		250	230		130
			50th Queue		18			403	0	17	665	0	27	472	40
			95th Queue		55			628	25	32	845	0	84	567	79
			Overall LOS						E (6	3.7)					
		_	Approach LOS		D (45.9)			F (234.8))		C (23.0)			E (67.2)	
		AM	Storage						230	200		250	230		130
2	_		50th Queue		17			224	0	9	551	0	20	1235	150
BUI	AN		95th Queue		51			407	45	20	688	0	37	1390	232
32	Dig Dig		Overall LOS						F (9	9.8)					
20		_	Approach LOS		D (49.7)			F (*)			E (72.1)			C (25.3)	
		PR	Storage						230	200		250	230		130
			50th Queue		19			596	0	17	1231	0	28	656	63
			95th Queue		61			846	25	50	1438	0	86	808	116

*Delay exceeds 300 seconds

The signalized intersection of SR 54 at S. Sandy Creek Road (Intersection 6) operates at an acceptable LOS <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. The intersection is projected to operate at an unacceptable LOS <u>overall</u> under the Projected 2032 Build conditions during both peak hours. The southbound approach is projected to operate at LOS F during all scenarios and peak hours. Under Projected 2032 Build conditions, the westbound and eastbound approaches are additionally projected to operate at LOS E during the AM and PM peak hours, respectively.

In order to meet GRTA's LOS requirements under the Existing 2022 and Projected 2032 No-Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8** and **Figure 9**):

- Provide a dedicated southbound left-turn lane so that the southbound approach consists of one (1) left-turn lane, one (1) through lane, and one (1) channelized right-turn lane
- Provide a permissive/protected southbound left-turn phase

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve the development traffic) are needed but not recommended due to rightof-way and geometric constraints (shown in blue on **Figure 10**):

• Widen SR 54 to provide an additional eastbound through lane so that the eastbound approach consists of one (1) left-turn lane, three (3) through lanes, and one (1) right-turn lane

Δr	Over	all LO	S Standard: D S Standard: D / F*	Olo N	d Norton	Rd nd	S Sai	ndy Cree	ek Rd nd*	 F	SR 54	4		SR 54 Nestbour	nd
۲ ^۰ ۲		200		L	T	R	L	T	R	L	T	R	L	T	R
			Overall LOS		•	·			C (2	2.2)		·		·	
Ň			Approach LOS		D (49.8)			D (38.7)			B (19.0)			C (21.5)	
S S		AM	Storage				235		230	200		250	230		130
MPI	_		50th Queue		16		119	4	0	8	366	0	18	524	68
5	AL		95th Queue		52		186	16	37	21	488	0	39	693	137
Ž	Ū		Overall LOS						C (2	25.3)					
ISI	S		Approach LOS		D (49.8)			D (45.1)			C (25.1)			C (20.2)	
ŵ		Δ	Storage				235		230	200		250	230		130
022			50th Queue		17		210	6	0	14	507	0	20	375	21
2(95th Queue		52		335	21	21	31	635	0	59	472	57
Δ		Overall LOS C (25.6)													
N			Approach LOS		D (52.5)			D (40.2)			C (21.6)			C (25.8)	
RO		AM	Storage				235		230	200		250	230		130
МР	_		50th Queue		18		133	5	0	9	443	0	20	651	40
	AI		95th Queue		56		206	18	39	23	574	0	42	894	75
	10 I		Overall LOS						C (2	28.8)					
- B - B - B - B - B - B - B - B - B - B	S		Approach LOS		D (51.4)			D (53.6)			C (30.1)			C (21.2)	
ž		M	Storage				235		230	200		250	230		130
032			50th Queue		18		238	6	0	16	613	0	23	441	22
5			95th Queue		54		414	22	25	33	828	0	73	555	47
			Overall LOS						D (3	39.0)	•			•	•
<u>n</u>			Approach LOS		D (54.2)			D (52.8)			B (14.9)			D (51.3)	
No.		AM	Storage				235		230	200		250	230		130
PRO	_		50th Queue		18		177	5	5	7	260	0	16	1071	68
Ξ	AI		95th Queue		55		298	20	48	18	314	0	33	1240	121
2	10 IG		Overall LOS						C (3	84.1)					
BU	0)		Approach LOS		D (54.6)			E (72.0)			C (27.7)	-		C (31.6)	
32		РΜ	Storage				235		230	200		250	230		130
20			50th Queue		19		332	6	0	18	543	0	26	656	32
			95th Queue		56		568	21	24	43	639	0	97	872	60

The analysis results for the improved conditions at Intersection 6 are shown in the table below.

*The southbound approach operates at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

With the improvements listed above, the intersection of SR 54 at S. Sandy Creek Road (Intersection 6) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval

5.7 SR 54 (Stonewall Ave EB) at SR 85 / SR 92 (Intersection 7)

	Over	all LO	S Standard: D	SR	85 / SR	92	SR	85 / SR	92	_	SR 54		-	
	Appro	ach L	US Standard: D	I N	orthboui	na R			na R		astbound	a R	ESTOU	IND R
			Overall LOS	_	•		–		C (2	9.3)	I			
			Approach LOS		C (21.4)			A (5.5)	- (E (60.3)			
		M	Storage				100							
ž	.		50th Queue		361		9	44		259	261			
IST	IAL		95th Queue		447		32	58		397	331			
Ш	ß		Overall LOS						D (3	57.5)				
52	S		Approach LOS		D (41.5)			A (9.7)			E (65.4)			
5		Σd	Storage				100							
			50th Queue		408		16	298		375	386			
			95th Queue		507		33	343		574	482			
			Overall LOS						C (3	2.2)				
		_	Approach LOS		C (24.4)			A (6.8)			E (64.3)			
Q		AM	Storage				100							
	_		50th Queue		434		19	51		290	292			
n n	٩N		95th Queue		522		53	65		464	379			
ž	5 U		Overall LOS				,		D (4	3.8)				
032		_	Approach LOS		D (48.7)	1		B (12.1)			E (75.2)	,		
2		PR	Storage				100							
			50th Queue		474		17	270		430	441			
			95th Queue		616		49	627		670	585			
			Overall LOS				,		D (4	5.3)				
		F	Approach LOS		C (28.3)	1		A (7.6)			F (92.2)	1		
_		AN	Storage				100							
3	_		50th Queue		494		28	51		392	393			
BU	A N		95th Queue		592		68	65		615	531			
32	SIG		Overall LOS				1		F (10	09.1)				
20		5	Approach LOS		D (53.0)	1		B (12.4)			F (216.3)	1		
		P	Storage				100							
			50th Queue		512		27	321		843	849			
			95th Queue		675		59	728		1105	998			

*Intersection analyzed with HCM 2000

The signalized intersection of SR 54 (Stonewall Avenue EB) at SR 85 / SR 92 (Intersection 7) operates at an acceptable LOS <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under Projected 2032 Build conditions the intersection is projected to operate at LOS F <u>overall</u> during the PM peak hour. The southbound approach is projected to operate at an unacceptable LOS during all scenarios and peak hours.

In order to meet GRTA's LOS requirements under the Existing 2022 conditions, the following <u>system</u> <u>improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8**):

• Provide dual eastbound left-turn lanes so that the eastbound approach consists of two (2) leftturn lanes, one (1) dedicated through lane, and one (1) shared through/right-turn lane In order to meet GRTA's LOS requirements under the Projected 2032 No-Build and Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 9** and **Figure 10**):

• Provide an eastbound right-turn lane so that the eastbound approach consists of two (2) leftturn lanes, two (2) dedicated through lanes, and one (1) right-turn lane

The analysis results for the improved conditions at Intersection 7 are shown in the table below.

	Over	rall LO	S Standard: D	SR	85 / SR	92	SR	85 / SR	92		SR 54		14/	-	
	Appro	bach L	OS Standard: D	<u> </u>	orthbour	nd D			nd D	E				estbou	nd D
			Overall LOS	L		Γ		I	C (2	5.8)	I	Γ	L	I	<u> </u>
Ë			Approach LOS		B (19.4)			A (5.0)		0.07	D (52.0)			A (0)	
S S		Σ	Storage				100			160				(-7	
IPR		٩	50th Queue		335		8	41		140	224				
≧	AL		95th Queue		447		25	57		181	275				
Ň	ßN		Overall LOS				1	11	C (3	4.2)	I				
IST	SI		Approach LOS		D (39.1)			B (13.9)			D (52.9)			A (0)	
EX		Σ	Storage				100			160					
022		-	50th Queue		395		42	416		178	341				
50			95th Queue		507		50	536		227	411				
0			Overall LOS			1			C (2	6.1)	•			I	
VEL			Approach LOS		C (20.7)			A (5.6)			D (50.9)			A (0)	
RO		ΔA	Storage				100			160		100			
МР	_		50th Queue		385		11	46		159	220	1			
D	IAI		95th Queue		522		40	64		200	267	41			
Ы	3IGI		Overall LOS						C (3	4.1)					
а Ч	0)		Approach LOS		D (40.7)			B (15.6)			D (49.4)			A (0)	
ž		ΡM	Storage				100			160		100			
032			50th Queue		448		42	503		196	351	0			
7			95th Queue		621		47	682		241	411	0			
			Overall LOS						C (2	9.2)					
B			Approach LOS		C (24.4)			A (6.7)			D (50.7)			A (0)	
No.		AM	Storage				100			160		100			
PR	_		50th Queue		470		18	48		197	250				
Σ	٨A		95th Queue		592		52	64		251	309				
Ľ	SIG		Overall LOS						D (4	2.4)					
BU	•,	_	Approach LOS		D (52.0)	1		C (21.6)			D (52.5)			A (0)	
32		Z Z	Storage				100			160		100			
20			50th Queue		512		60	539		341	455	28			
			95th Queue		677		60	687		419	578	85			

*Intersection analyzed with HCM 2000

With the improvements listed above, the intersection of SR 54 (Stonewall Avenue EB) at SR 85 / SR 92 (Intersection 7) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval

5.8 SR 54 (Lanier Ave WB) at SR 85 / SR 92 (Intersection 8)

	Over	all LO	S Standard: D	SR	85 / SR	92	SR	85 / SR	92	_	-			SR 54	
	Appro	ach L	OS Standard: D	<u> </u>	orthbour	nd R			nd R		astboun T	d R	V	Vestboun	d R
			Overall LOS		1		-	I. I	D (3	9.2)			_	I	
			Approach LOS		B (19.0)			D (39.9)						E (62.1)	
		M	Storage	125											
ž			50th Queue	32	182			258	227				81	566	
IST	IAL		95th Queue	43	207			317	329				137	712	
Ш	IGN		Overall LOS		•		•	•	C (2	23.3)					
52	S		Approach LOS		B (10.2)			B (10.1)						E (65.1)	
5		Μ	Storage	125											
			50th Queue	12	111			54	0				123	318	
			95th Queue	21	172			86	0				192	387	
			Overall LOS						D (4	6.4)					
			Approach LOS		C (21.4)			D (42.3)						E (78.8)	
		AM	Storage	125											
	-		50th Queue	35	206			293	266				91	684	
B B B B B B B B B B B B B B B B B B B	NA		95th Queue	42	284			356	363				151	831	
ž	SIG		Overall LOS						C (2	29.0)					
032		_	Approach LOS		B (12.9)			C (20.0)			1			E (67.9)	
Ñ		PR	Storage	125											
			50th Queue	15	144			63	0				134	350	
			95th Queue	20	190			86	0				214	445	
			Overall LOS						E (7	(5.8)					
		_	Approach LOS		C (23.8)			E (77.8)				,		F (133)	
		AN	Storage	125											
2			50th Queue	62	350			310	645				91	889	
BU	NA		95th Queue	76	354			360	921				151	1037	
32	SIG		Overall LOS						C (3	32.7)					
50		-	Approach LOS		B (16.9)			C (21.2)			1	1		E (78.4)	
		PP	Storage	125											
			50th Queue	41	383			65	10				132	416	
			95th Queue	33	290			75	20				220	615	

*Delay exceeds 300 seconds

The signalized intersection of SR 54 (Lanier Avenue EB) at SR 85 / SR 92 (Intersection 8) operates at an acceptable LOS <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under Projected 2032 Build conditions the intersection is projected to operate at LOS E <u>overall</u> during the AM peak hour. The westbound approach is projected to operate at an unacceptable LOS during all scenarios and peak hours. Under Projected 2032 Build conditions, the southbound approach is anticipated to operate at an unacceptable LOS during the AM peak hour.

In order to meet GRTA's LOS requirements under the Existing 2022 conditions, the following <u>system</u> <u>improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8** and **Figure 9**):

• Provide a westbound right-turn lane and restripe the shared through/turn-lanes so that the westbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) right-turn lane

In order to meet GRTA's LOS requirements under the Projected 2032 No-Build and Projected 2032 Build conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are needed but not recommended due to right-of-way and geometric constraints (shown in blue on **Figure 10**):

• Widen SR 54 to provide an additional westbound through lane so that the westbound approach consists of one (1) left-turn lane, three (3) dedicated through lanes, and one (1) right-turn lane

	Over	rall LO	S Standard: D	SR	85 / SR	. 92 nd	SR	85 / SR	. 92 ad	F	- esthound	Ч	V	SR 54	Ч
	Дррго			L	T	R		T	R		T	R	L	T	R
•			Overall LOS						C (2	9.5)					
ΞΞ/			Approach LOS		B (18.7)			C (22.9)	-					D (47.4)	
Ő		M	Storage	125											100
ЧРF	_		50th Queue	33	491			197	167				81	426	15
≦ ()	AL		95th Queue	52	333			253	266				131	510	52
Ň	5		Overall LOS						C (2	6.7)					
(IST	S		Approach LOS		B (10.5)			C (24.3)						D (54.5)	
Ш		Δd	Storage	125											100
022			50th Queue	8	190			285	39				132	262	18
2(95th Queue	38	247			400	94				190	306	61
Δ			Overall LOS						C (3	2.8)					
Ν			Approach LOS		C (22.7)			C (26.6)						D (49.6)	
APROV		AM	Storage	125											100
IMPR(50th Queue	36	574			226	214				89	486	20	
q	MAI		95th Queue	54	408			284	323				144	620	60
III	<u>I</u> <u></u>		Overall LOS						C (2	7.8)					
а С	0)		Approach LOS		B (12.7)			C (25.6)						D (53.8)	
ž		PM	Storage	125											100
032			50th Queue	27	227			353	67				143	287	24
2			95th Queue	59	294			521	149				201	330	67
			Overall LOS						C (3	4.6)					
G			Approach LOS		C (22.8)			D (39.4)						D (43.7)	
S		AN	Storage	125											100
PR	-		50th Queue	68	481			226	622				92	381	20
Σ	AN		95th Queue	103	501			284	867				144	426	60
LD	Dig Dig		Overall LOS						C (2	7.8)					
BU	0,	_	Approach LOS		B (13.1)			C (26.8)						D (53.9)	
32		PR	Storage	125											100
20			50th Queue	33	362			332	164				148	233	25
			95th Queue	61	411			516	320				210	261	70

The analysis results for the improved conditions at Intersection 8 are shown in the table below.

With the improvements listed above, the intersection of SR 54 (Lanier Avenue EB) at SR 85 / SR 92 (Intersection 8) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval

5.9 SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way (Intersection 9)

A	Overa pproa	ll LOS ch LO	Standard: D S Standard: D	SR N	85 / SR 9 orthbound)2 		SR 85 Southbour	nd	SR 92 E	2 (Fores astboun	t Ave) Id	East W	erbrook /estbour	Way nd
	••			L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						C (29	.2)					
			Approach LOS		B (18.5)			C (22.2)			D (48.7)			E (72.7)	
0		Σ	Storage	100		150	100		175	170		300	100		100
Ž	_		50th Queue	19	42	0	4	237	0	178	81	0	15	110	0
IST	I AL		95th Queue	50	191	0	13	316	0	264	141	39	37	192	0
Ш	อี		Overall LOS						D (44	.8)					
22	S		Approach LOS		D (46.1)			D (36.1)			D (50.0)			E (69.8)	
50		M	Storage	100		150	100		175	170		300	100		100
		_	50th Queue	150	241	0	27	568	0	225	148	0	33	129	0
			95th Queue	272	414	0	59	785	0	293	214	41	60	205	0
			Overall LOS						C (31	.6)			•		
			Approach LOS		C (20.7)			C (25.0)			D (50.5)			E (75.3)	
		ΜA	Storage	100		150	100		175	170		300	100		100
	_		50th Queue	42	46	0	4	275	0	200	91	0	17	122	0
	M		95th Queue	87	206	0	13	370	0	314	155	41	40	222	0
ž	10		Overall LOS						D (51	.5)					
32	S		Approach LOS		D (50.3)			D (49.9)			D (50.1)			E (71.8)	
5		Σd	Storage	100		150	100		175	170		300	100		100
			50th Queue	162	305	0	32	752	0	246	161	0	35	142	0
			95th Queue	315	516	0	63	893	0	336	241	43	66	256	0
			Overall LOS						C (33	.5)					
			Approach LOS		C (22.7)			C (28.8)			D (51.4)			E (75.3)	
		ΔA	Storage	100		150	100		175	170		300	100		100
2	_		50th Queue	109	47	0	4	405	0	200	91	0	17	122	0
l In	M		95th Queue	164	203	0	13	504	0	314	155	46	40	222	0
32 E	1GI		Overall LOS						E (75	1)					
203	0		Approach LOS		F (93.4)			E (71.5)			D (50.1)			E (71.8)	
		Μd	Storage	100		150	100		175	170		300	100		100
			50th Queue	252	558	0	33	911	0	245	160	0	35	142	0
			95th Queue	498	835	0	65	1051	0	328	236	44	65	256	0

The signalized intersection of SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way (Intersection 9) operates at an acceptable LOS <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under Projected 2032 Build conditions the intersection is projected to operate at an acceptable LOS <u>overall</u> during the AM peak hour and at LOS E <u>overall</u> during the PM peak hour. The westbound approach is projected to operate at an unacceptable LOS during all scenarios and peak hours. Under Projected 2032 Build conditions, the northbound and southbound approaches are additionally anticipated to operate at an unacceptable LOS during the PM peak hour.

Note: The possible improvements at this intersection are pending GDOT approval.

In order to meet GRTA's LOS requirements under the Existing 2022, Projected 2032 No-Build, and Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are needed but not recommended (shown in green on **Figure 8**, **Figure 9**, and **Figure 10**):

- Widen SR 85 to provide additional northbound and southbound through lanes so that the northbound and southbound approaches each consist of one (1) left-turn lane, three (3) dedicated through lanes, and one (1) right-turn lane
 - This improvement is not recommended due to right-of-way and geometric constraints
- Provide right-turn overlap phases for all approaches

The analysis results for the improved conditions at Intersection 9 are shown in the table below.

A	Overa pproa	ll LOS ch LO	Standard: D S Standard: D	SR N	85 / SR 9 orthbound)2 1	Ş	SR 85 Southbou	nd	SR 92 E	2 (Fores astboun	t Ave) d	Easte W	erbrook /estbour	Way Id
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						C (23	.1)					
Ξ.			Approach LOS		B (15.2)			B (15.7)			D (42.3)			D (48.2)	
Ő		Σ	Storage	100		150	100		175	170		300	100		100
I P			50th Queue	65	130	0	3	132	0	135	63	0	11	82	0
5	IAL		95th Queue	120	235	0	12	184	0	196	107	23	28	135	0
Ž	IGN		Overall LOS						D (36	.9)					
	S		Approach LOS		D (39.1)			C (26.9)			D (46.0)			D (49.4)	
μ		Σd	Storage												
022			50th Queue	101	187	0	23	282	0	197	132	0	29	109	0
5			95th Queue	189	247	0	58	396	0	272	201	28	56	171	0
0			Overall LOS						C (25	.0)					
ΛE			Approach LOS		B (17.1)			B (17.0)			D (44.9)			D (48.7)	
RO		AM	Storage												
ΜΡ	_		50th Queue	77	154	0	4	145	0	150	70	0	12	91	0
q	NAI		95th Queue	219	274	0	14	182	0	213	115	28	30	147	0
	IGI		Overall LOS						D (39	.2)					
n B B B B B B B B B B B B B B B B B B B	0		Approach LOS		D (39.5)			C (31.0)			D (49.2)			D (49.4)	
ž		Σd	Storage												
032			50th Queue	126	260	0	27	346	0	218	145	0	31	120	0
Ā			95th Queue	217	335	0	67	555	0	323	211	25	58	184	0
			Overall LOS						C (26	.6)					
B			Approach LOS		B (18.6)			B (17.5)			D (49.1)			D (49.6)	
∑		Ψ	Storage												
PR	_		50th Queue	82	164	0	4	175	0	150	71	19	12	90	0
≥	NA		95th Queue	268	272	0	13	266	0	266	124	57	32	151	0
2	SIG.		Overall LOS						D (44	.0)					
BU		_	Approach LOS		D (43.4)			D (39.1)			D (51.6)			D (49.4)	
32		Δd	Storage												
20			50th Queue	189	327	0	29	423	0	221	145	21	32	120	0
			95th Queue	306	414	0	69	662	0	342	211	43	59	184	0

With the improvements listed above, the intersection of SR 85 / SR 92 at Forrest Ave / SR 92 / Easterbrook Way (Intersection 9) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

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5.10 Veterans Parkway at S. Sandy Creek Road / Proposed Driveway D (Intersection 10)

	Over Appro	all LO	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed Dv astboun	wy D d	S Sar W	ndy Cree /estbour	ek Rd id
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (6.4)					
			Approach LOS		A (0)			A (4.6)						C (21.4)	
U		AM	Storage			425	235								275
Ž			50th Queue												
ISI	sc		95th Queue		0	0	50						50		75
Ш	₹		Overall LOS				-		A (4	4.9)					
022	-		Approach LOS		A (0)			A (3.3)						B (13.8)	
5		ΡZ	Storage			425	235								275
			50th Queue												
			95th Queue		0	0	25						25		50
			Overall LOS						A (8	8.0)					
			Approach LOS		A (0)			A (4.9)						D (28.7)	
		AM	Storage			425	235								275
			50th Queue												
m	SC		95th Queue		0	0	50						75		75
2 N	Ň		Overall LOS						A (5.3)					
32	•		Approach LOS		A (0)			A (3.4)						C (15.3)	
20		Σ	Storage			425	235								275
		_	50th Queue												
			95th Queue		0	0	25						25		75
			Overall LOS						A (3.5)					
			Approach LOS		A (1.3)			A (7.1)			F*			F*	
		۸A	Storage			425	235								275
9			50th Queue												
	SC		95th Queue	25			150				200			400	
2 E	Ň		Overall LOS						Α (1.4)					
203	•		Approach LOS		A (0.4)			A (2.6)			F*			F*	
		Σ	Storage			425	235								275
			50th Queue												
			95th Queue	25			50				600			350	

*Delay exceeds 300 seconds

The intersection of Veterans Parkway at S. Sandy Creek Road / Proposed Driveway D (Intersection 10) is projected to operate at an acceptable LOS <u>overall</u> and at each approach under the Existing 2022 and Projected No-Build 2032 conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, Intersection 10 is anticipated to operate at an acceptable LOS <u>overall</u> during the AM and PM peak hours. The eastbound and westbound approaches are projected to operate at LOS F during the AM and PM peak hours under the Projected 2032 Build conditions.

In order to improve the Projected 2032 Build conditions per GRTA's LOS requirements, a signal should be considered if and when warranted (shown in blue on **Figure 10**) as a <u>Build improvement</u> (needed to serve the development traffic). A preliminary traffic signal warrant analysis was conducted based on Projected 2032 Build peak hour turning movement volumes. Per MUTCD's 4-hour vehicular volume warrant (Warrant 2), the intersection meets 2 of the required hour under the Projected Build 2032 conditions. The results of the analysis are shown in the table below.

Traffic Signal Volume Wa	arrant Analysis Su	mmary
	Projected	d Build
Warrant	Hrs Met / Needed	Met?
2	2/4	√*

*Warrant satisfied for all peak hours analyzed

Based on the preliminary traffic signal warrant analysis and Projected 2032 Build conditions, it is recommended to install a traffic signal if and when warranted, or a roundabout at the intersection.

It should be noted that the Projected 2032 Build Improved conditions include widening Veterans Parkway to a 4-lane, divided roadway for approximately 1.25 miles from just south of Driveway A (Intersection 29) to just south of Driveway H / Driveway I (Intersection 22) (ties into the existing 4-lane cross-sections along Veterans Parkway). The improvement is considered a <u>Build improvement</u> (needed to serve the development traffic).

In addition to the improvement to widen Veterans Parkway under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Construct a conventional full movement driveway with one (1) lane entering the site and two (2) lanes exiting the site on the west leg so that the eastbound approach consists of one (1) left-turn lane and one (1) shared through/right-turn lane
- Provide a westbound through lane so that the westbound approach consists of one (1) leftturn lane, one (1) dedicated through lane, and one (1) right-turn lane
- Provide a northbound left-turn lane so that the northbound approach consists of one (1) leftturn lane, two (2) dedicated through lanes, and one (1) right-turn lane
- Provide a southbound right-turn lane so that the southbound approach consists of one (1) leftturn lane, two (2) dedicated through lanes, and one (1) right-turn lane
- Install a traffic signal if and when warranted, or a multilane roundabout

The analysis results for the improved conditions at Intersection 10 are shown in the table below.

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Vet N	erans P orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed D astbour	wy D Id	S Sar W	ndy Cree /estbour	ek Rd id
				L	Т	R	L	T	R	L	Т	R	L	T	R
			Overall LOS						B (1	7.7)					
l 🗋			Approach LOS		B (19.0)			B (11.0)			C (21.2)			C (33.2)	
N N		ΜA	Storage	235		425	235		175	200			235		275
PR	_		50th Queue	48	213	0	98	47	0	4	6		16	40	0
Σ	AI		95th Queue	117	310	0	239	91	9	16	29		40	78	53
ГР	10		Overall LOS						B (1	4.3)					
BUI	S		Approach LOS		B (17.6)			A (8.7)			B (16.5)			C (26.2)	
32		Σd	Storage	235		425	235		175	200			235		275
20;		_	50th Queue	6	116	0	29	76	0	11	33		3	6	10
			95th Queue	28	213	0	145	170	4	31	78		14	20	64

With the improvements listed above, the intersection of Veterans Parkway at S. Sandy Creek Road / Proposed Driveway D (Intersection 10) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5.11 Veterans Parkway at Hood Road / Driveway E (Intersection 11)

	Over Appro	all LO	S Standard: D	Vet	erans P	kwy ad	Vet	erans P	kwy nd	F	Dwy E	hd		Hood Ro	l
	, ppi o			L		R	L	T	R	L	T	R	L	T	R
			Overall LOS		l.			I	Α(1.9)	I	1			
			Approach LOS		A (0)			A (0.1)			E (42.2)			D (33.6)	
0		ΔM	Storage			200									
Ž			50th Queue												
IST	sc		95th Queue	0			0			25			50		
Ш	ΤV		Overall LOS						Α(1.5)					
52	•		Approach LOS		A (0)			A (0.1)			E (36.4)			D (27.8)	
5		Δ	Storage			200									
			50th Queue												
			95th Queue	0			0			25			25		
			Overall LOS						A (2	2.4)					
			Approach LOS		A (0)			A (0.1)			F (55.7)			E (45.9)	
		AM	Storage			200									
			50th Queue												
-B	sc		95th Queue	0			0			25			50		
ž	ΝĽ		Overall LOS				-		Α(1.8)					
332			Approach LOS		A (0)			A (0.1)			E (45.1)			D (34.9)	
5		ΡM	Storage			200									
			50th Queue												
			95th Queue	0			0			25			50		
			Overall LOS						F	(*)					
			Approach LOS		A (0.8)			A (0.1)			F (*)			F (*)	
		AM	Storage			200									
2			50th Queue												
۳ ۳	SC		95th Queue	25			25			150			500		
32 [₹		Overall LOS						F (20	07.8)					
20			Approach LOS		A (0.2)			A (0.1)			F (*)			F (*)	
		РМ	Storage			200									
			50th Queue												
			95th Queue	25			25			275			350		

*Delay exceeds 300 seconds

The intersection of Veterans Parkway at Hood Road / Driveway E (Intersection 11) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022 and Projected 2032 No-Build conditions. Under the Projected 2032 Build conditions, Intersection 11 is anticipated to operate at an unacceptable LOS <u>overall</u> during the AM and PM peak hours. The eastbound approach is projected to operate at an unacceptable LOS in all scenarios and peak hours. The westbound approach is projected to operate at an unacceptable LOS under the Projected 2032 No-Build AM peak hour and during both peak hours under the Projected 2032 Build conditions.

In order to meet GRTA's LOS requirements under the Existing 2022 and Projected No-Build 2032 conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8** and **Figure 9**):

• Construct a modern single-lane roundabout at the intersection

It should be noted that the Projected 2032 Build Improved conditions include widening Veterans Parkway to a 4-lane, divided roadway for approximately 1.25 miles from just south of Driveway A (Intersection 29) to just south of Driveway H / Driveway I (Intersection 22) (ties into the existing 4-lane cross-sections along Veterans Parkway). The improvement is considered a Build improvement (needed to serve the development traffic).

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

• Construct a multi-lane roundabout including two (2) entry and exit lanes on each of the north and south legs of Veterans Parkway, and one (1) entry and exit lane on each of the east and west legs (Hood Road and Driveway E, respectively)

The analysis resul	Its for the improved	conditions at Intersec	tion 11 are sho	wn in the table below
The analysis resul	its for the improved	conditions at microcc		

	Over Appro	rall LO	S Standard: D	Vet	erans Pl	kwy ad	Vet	erans Pl	kwy nd	F	Dwy E	hd	Hood Rd	d
	Лррго			L		R	L	T	R		T	R	T	R
			Overall LOS					1	A (8.4)		1		
Ū.			Approach LOS		A (6.8)			B (10.0)			A (9.5)		A (6.7)	
Ő	F	AA	Storage			200								
MPF	no		50th Queue											
1 5	AB		95th Queue		100	6		163			8		12	
Ž	ŊŊ		Overall LOS						Α (7.2)				
(IS]	NO		Approach LOS		A (5.9)			A (8.5)			B (11.6)		A (5.3)	
ŵ	Ř	ΡZ	Storage			200								
022			50th Queue											
2			95th Queue		78	6		119			9		8	
Δ			Overall LOS						A (9.4)				
N N			Approach LOS		A (7.4)			B (11.5)			B (10.6)		A (7.3)	
ß	F	AA	Storage			200								
ΜΡ	on		50th Queue											
q	AB		95th Queue		119	7		206			9		15	
	DN		Overall LOS						Α (7.9)				
а С	no		Approach LOS		A (6.4)			A (9.5)			B (12.8)		A (5.7)	
ž	R	Σd	Storage			200								
032			50th Queue											
2			95th Queue		91	7		144			10		9	
			Overall LOS						A (9.5)				
G		_	Approach LOS		A (9.2)			A (9.5)			B (11.8)		B (12.1)	
No.	E	A	Storage											
PR	NO		50th Queue											
Σ	AB		95th Queue		124	125		94	95		13		32	
	ND		Overall LOS				1		A (9.1)				
BU	SOL	_	Approach LOS		A (8.4)			A (9.5)			B (14.0)		A (8.6)	
32	Ľ	PR	Storage											
20			50th Queue											
			95th Queue		108	108		114	115		27		18	

With the improvements listed above, the intersection of Veterans Parkway at Hood Road / Driveway E (Intersection 11) is projected to operate at or above its overall and approach LOS standards under the Existing Improved 2022, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

5.12 Veterans Parkway at Sandy Creek Road / Driveway J (Intersection 12)

	Over Appro	all LO	S Standard: D OS Standard [:] D	Vet N	erans Pl orthbour	kwy nd	Vet	erans P	kwy nd	San	dy Creel astbour	k Rd id	W	Dwy J /estboun	hd
	, appi o			L	T	R	L	T	R		T	R	L	T	R
			Overall LOS					•	A (5.6)					
			Approach LOS		A (7.6)			A (6.1)			A (1.2)			A (9.0)	
0	F	Δ	Storage						200			200			
Ž	.no		50th Queue												
IST	A B		95th Queue		100	9		53	16		17	0		33	
Ш	<u>d</u>		Overall LOS						Α (4	4.9)					
022	no		Approach LOS		A (6.1)			A (5.5)			A (1.0)			A (7.1)	
5	Ř	Σd	Storage						200			200			
			50th Queue												
			95th Queue		74	8		42	8		11	0		11	
			Overall LOS						Α (6.2)					
			Approach LOS		A (8.4)			A (6.6)			A (1.2)			B (10.1)	
	н	AM	Storage						200			200			
	OO		50th Queue												
Ē	AB		95th Queue		118	9		61	18		19	0		37	
ž	g		Overall LOS						A (5.3)					
332	0		Approach LOS		A (6.7)			A (5.9)			A (1.1)			A (7.7)	
5	2	ΡZ	Storage						200			200			
			50th Queue												
			95th Queue		87	8		49	9		13	0		30	
			Overall LOS						C (2	.9.2)					
			Approach LOS		D (39.8)			C (21.4)			A (3.4)			F (95.3)	
	F	AM	Storage						200			200			
2	0		50th Queue												
۳.	AB		95th Queue		1006	14		355	51		88	0		538	
32 E	2 I		Overall LOS						F (8	4.7)					
20;	DO		Approach LOS		C (33.2)			B (14.8)			A (3.5)			F (*)	
	2	Δd	Storage						200			200			
			50th Queue												
			95th Queue		890	18		183	35		72	0		2343	

*Delay exceeds 300 seconds

The intersection of Veterans Parkway at Sandy Creek Road / Driveway J (Intersection 12) is projected to operate at an acceptable LOS <u>overall</u> and for each approach under the Existing 2022 and Projected 2032 No-Build conditions. Under the Projected 2032 Build conditions, Intersection 12 is anticipated to operate at LOS F <u>overall</u> during the PM peak hour. The westbound approach is projected to operate at LOS F under the Projected 2032 Build conditions during the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

• Provide a westbound right-turn slip lane at the existing roundabout

The analysis results for the improved conditions at Intersection 12 are shown in the table below.

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Vet	erans Pl orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	San E	dy Creel astboun	k Rd d	w	Dwy J /estboun	id
			Overall LOS		I	ĸ			к С (2	<u> </u>		ĸ		I	<u> </u>
l 🔐			Approach LOS		D (39.8)			C (21.4)			A (3.4)			C (20.5)	
N N	н	AM	Storage						200			200			145
PR			50th Queue												
Σ	AB		95th Queue		1006	14		355	51		88	0		170	0
2	ND		Overall LOS						C (2	.6.8)					
l D	on		Approach LOS		D (35.8)			C (20.9)			A (4.3)			D (49.2)	
32	2032 B RC	ΡM	Storage						200			200			145
20			50th Queue												
			95th Queue		902	18		251	42		76	0		21	0

With the improvements listed above, the intersection of Veterans Parkway at Sandy Creek Road / Driveway J (Intersection 12) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5.13 Veterans Parkway at Eastin Road (Intersection 13)

	Over Appro	all LO	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	Ea E	astin Roa astboun	ad d	Ea W	astin Roa /estbour	ad Id
	••			L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (6.3)					
			Approach LOS		A (0.2)			A (0)			C (24.4)			D (31.8)	
U		AM	Storage	175		175	200		200			200			165
Ž			50th Queue												
LSI	SC		95th Queue	0	0	0	0	0	0		50	25		75	0
ũ	₹		Overall LOS						A (4	4.7)					
022	•		Approach LOS		A (0.4)			A (0.1)			C (17.9)			C (20.2)	
5		Δ	Storage	175		175	200		200			200			165
			50th Queue												
			95th Queue	0	0	0	0	0	0		25	0		50	0
			Overall LOS		•				A (8	8.9)					
			Approach LOS		A (0.2)			A (0)			D (32.3)			E (47.1)	
		ΔM	Storage	175		175	200		200			200			165
			50th Queue												
Ē	SC		95th Queue	0	0	0	0	0	0		75	25		125	0
2 N	Ž		Overall LOS					•	A (5.5)			•	•	
32	•		Approach LOS		A (0.4)			A (0)			C (20.5)			C (24.4)	
20		Σ	Storage	175		175	200		200			200			165
		_	50th Queue												
			95th Queue	25	0	0	0	0	0		50	0		50	0
			Overall LOS						F (7	3.7)					
			Approach LOS		A (0.4)			A (0)			F (75.3)			F (*)	
		ΔM	Storage	175		175	200		200			200			165
2			50th Queue												
	SC		95th Queue	25	0	0	0	0	0		150	25		450	0
32 E	₹		Overall LOS				•	•	C (1	9.2)			•		
203			Approach LOS		A (0.8)			A (0)			E (43.9)			F (143.8)	
		M	Storage	175		175	200		200			200			165
		_	50th Queue												
			95th Queue	25	0	0	0	0	0		100	25		200	0

*Delay exceeds 300 seconds

The intersection of Veterans Parkway at Eastin Road (Intersection 13) is projected to operate at an acceptable LOS <u>overall</u> and at each approach under the Existing 2022 and Projected No-Build 2032 conditions during the AM and PM peak hours, except the westbound approach in the Projected 2032 No-Build AM peak hour. Under the Projected Build 2032 conditions, Intersection 13 is anticipated to operate at LOS F <u>overall</u> during the AM peak hour and at an acceptable LOS <u>overall</u> during the PM peak hour. The eastbound approaches are projected to operate at an unacceptable LOS during the AM and PM peak hours are projected to operate at an unacceptable LOS during the AM and PM peak hours under the Projected 2032 Build conditions.

In order to meet GRTA's LOS requirements under the Projected No-Build 2032 conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are needed but not recommended (shown in red on **Figure 9**):

- Provide a westbound left-turn lane so that the westbound approach consists of one (1) leftturn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
 - This improvement is not recommended due to the line-of-sight concerns a westbound left-turn lane would create for the westbound right-turn lane on a stop-controlled approach

In order to improve the Projected 2032 Build conditions per GRTA's LOS requirements, a signal should be considered if and when warranted (shown in blue on **Figure 10**) as a <u>Build improvement</u> (needed to serve the development traffic). A preliminary traffic signal warrant analysis was conducted based on Projected 2032 Build peak hour turning movement volumes. Per MUTCD's 4-hour vehicular volume warrant (Warrant 2), the intersection meets 2 of the required hours under the Projected Build 2032 conditions. The results of the analysis are shown in the table below.

Traffic Signal Volume Wa	Traffic Signal Volume Warrant Analysis Summary											
	Projected	d Build										
Warrant	Hrs Met / Needed	Met?										
2	2/4	√*										

Based on the preliminary traffic signal warrant analysis and Projected 2032 Build conditions, it is recommended to install a traffic signal if and when warranted, or a modern single-lane roundabout at the intersection.

In order to meet GRTA's LOS requirements under the Projected No-Build 2032 conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in blue on **Figure 10**):

- Provide a westbound left-turn lane so that the westbound approach consists of one (1) leftturn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
- Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) leftturn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
- Install a traffic signal if and when warranted, or a modern single-lane roundabout

	Over Appro	all LO	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans Pl outhboui	kwy nd	Ea E	astin Roa astboun	ad Id	Ea W	astin Roa /estbour	ad Id
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (6.7)					
ΛE			Approach LOS		A (0.2)			A (0)			D (32.3)			D (28.9)	
RO		AM	Storage	175		175	200		200			200	160		165
MΡ		-	50th Queue												
ā	SC		95th Queue	0	0	0	0	0	0		75	25	50	50	0
	Σ		Overall LOS						A (4	4.9)					
	-		Approach LOS		A (0.4)			A (0)			C (20.5)			C (19.6)	
2032 NG		ΡM	Storage	175		175	200		200			200	160		165
			50th Queue												
			95th Queue	25	0	0	0	0	0		50	0	25	25	0
			Overall LOS						A (7.2)					
			Approach LOS		A (5.5)			A (6.7)			B (10.7)			B (11.3)	
		AM	Storage	175		175	200		200	160		200	160		165
PR(50th Queue	2	57	0	0	89	0	5	12	0	19	14	0
Σ	IAI		95th Queue	10	123	8	2	187	5	25	43	21	61	48	0
	ig.		Overall LOS						A (6.4)					
BUI	0		Approach LOS		A (6.1)			A (5.1)			A (9.1)			A (9.3)	
32		ΡM	Storage	175		175	200		200	160		200	160		165
20			50th Queue	5	56	0	0	39	0	2	11	0	9	10	0
			95th Queue	19	136	13	2	95	8	15	41	13	35	38	1

The analysis results for the improved conditions at Intersection 13 are shown in the table below.

With the improvements listed above, the intersection of Veterans Parkway at Eastin Road (Intersection 13) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 No-Build Improved and Projected 2032 Build Improved conditions.

5.14 Veterans Parkway at Lees Mill Road (Intersection 14)

	Over Appro	all LO	S Standard: D OS Standard: D	Veterar North	ns Pkwy bound	Ve	eterans P Southbou	kwy nd	Lee	es Mill Ro astboun	oad d	Lee	es Mill Ro /estbour	oad Id
				L	T F	τ L	T	R	L	T	R	L	T	R
			Overall LOS					A (2	2.9)					
			Approach LOS	Α (7.8)		A (7.6)			A (7.1)			A (7.5)	
0	F	ΔM	Storage											
Ž	no		50th Queue											
l SI	A B		95th Queue	7	74		69			43			41	
Ш	DN		Overall LOS					A (6	6.0)					
022	DO		Approach LOS	Α (6.5)		A (5.9)			A (5.5)			A (5.7)	
5	Ř	РМ	Storage											
			50th Queue											
			95th Queue	5	54		42			28			27	
			Overall LOS					A (8	8.5)					
			Approach LOS	А (8.8)		A (8.5)			A (7.9)			A (8.5)	
	ъ	AM	Storage											
	0		50th Queue											
Ā	AB		95th Queue	8	38		82			51			50	
ž	g		Overall LOS					A (6	6.5)			-		
332	DO		Approach LOS	Α (7.1)		A (6.4)			A (5.9)			A (6.1)	
5	2	РМ	Storage											
			50th Queue											
			95th Queue	6	63		49			31			32	
			Overall LOS					B (1	1.1)					
			Approach LOS	A (*	10.0)		B (12.1)			B (11.7)			B (10.4)	
	F	AM	Storage											
2	0		50th Queue											
١. ٣	AB		95th Queue	1	10		158			91			69	
32 E	D Z		Overall LOS					A (8	8.7)					
20	DO		Approach LOS	В (1	10.3)		A (7.8)			A (6.8)			A (7.8)	
	8	РМ	Storage											
			50th Queue											
			95th Queue	1	19		65			38			45	

The intersection of Veterans Parkway at Lees Mill Road (Intersection 14) is projected to operate at an acceptable LOS <u>overall</u> under the Existing 2022, Projected No-Build 2032, and Projected 2032 Build conditions during the AM and PM peak hours. Each approach of the intersection is projected to operate at an acceptable LOS under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.15 SR 92 at Veterans Parkway / Westbridge Road (Intersection 15)

	Overall LOS Standard: D Approach LOS Standard: D		S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	E	SR 92 astbour	d	N	SR 92 /estbour	nd
				L	Т	R	L	T	R	L	Т	R	L	T	R
			Overall LOS						C (2	4.4)			_	•	
			Approach LOS		D (38.8)			C (28.9)			C (21.1)			B (18.1)	
0		ΔA	Storage	250			250			220		270	200		265
Ž	_		50th Queue	85	83		14	105		46	193	0	0	319	0
l SI	IAI		95th Queue	222	180		45	227		151	358	36	3	457	17
Ш	Ð		Overall LOS						C (2	5.1)					
022	S		Approach LOS		D (35.1)			C (30.2)			C (26.4)			B (16.6)	
5		Ρ	Storage	250			250			220		270	200		265
			50th Queue	67	60		24	135		33	351	7	1	272	0
			95th Queue	187	146		71	297		88	629	43	4	378	15
			Overall LOS						C (3	2.6)					
			Approach LOS		E (76.8)			D (35.6)			C (21.7)			B (18.9)	
		AM	Storage	250			250			220		270	200		265
	_		50th Queue	114	105		17	135		62	227	0	0	387	0
	IAI		95th Queue	314	225		55	288		204	408	36	2	541	17
ž	١ <u></u>		Overall LOS						C (2	9.6)			-		
332	0		Approach LOS		D (53.2)			D (36.4)			C (29.3)			B (16.8)	
5		ΡZ	Storage	250			250			220		270	200		265
			50th Queue	98	83		32	191		39	417	12	1	319	0
			95th Queue	249	160		76	335		103	808	51	4	442	16
			Overall LOS						D (3	6.6)					
			Approach LOS		F (94.9)			D (35.9)			C (22.1)			B (19.5)	
		AM	Storage	250			250			220		270	200		265
2	_		50th Queue	132	115		18	143		64	232	0	0	396	0
١. ٣	NAI		95th Queue	359	245		56	303		209	414	43	2	552	17
32 E	10		Overall LOS						D (4	6.3)					
20	0)		Approach LOS		F (155.0))		D (36.8)			C (30.1)			B (17.3)	
		ΡM	Storage	250			250			220		270	200		265
			50th Queue	215	89		32	200		40	429	16	1	326	0
			95th Queue	416	169		76	348		106	820	61	5	453	16

The signalized intersection of SR 92 at Veterans Parkway / Westbridge Road (Intersection 15) operates at an acceptable LOS <u>overall</u> and per approach under the Existing 2022 conditions during the AM and PM peak hours. The intersection is projected to operate at an acceptable LOS <u>overall</u> under the Projected 2032 No-Build and Projected 2032 Build conditions during both peak hours. The southbound approach is projected to operate at LOS E under Projected 2032 No-Build conditions during the AM peak hour and at LOS F under the Projected 2032 Build conditions in both peak hours.

In order to meet GRTA's LOS requirements under the Projected 2032 No-Build and Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 9** and **Figure 10**):

- Provide an exclusive southbound right-turn lane so that the southbound approach consists of one (1) left-turn lane, one (1) through lane, and one (1) channelized right-turn lane
- Provide a permissive/protected left-turn phase for the northbound approach

	Over Appro	rall LO ach Lo	S Standard: D OS Standard: D	Vet N	erans Pl orthbour	kwy nd	Vet So	erans Pl outhboui	kwy nd	E	SR 92 astbour	d	N	SR 92 /estbour	nd
			-	L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						C (2	7.9)					
N N			Approach LOS		D (41.4)			D (51.2)			C (20.9)			B (18.1)	
RO		AN	Storage	250			250		150	220		270	200		265
Β	-		50th Queue	99	113		24	118	0	62	238	0	0	406	0
Ā	NAI		95th Queue	232	256		72	254	55	215	465	38	3	647	16
E I	<u>IG</u>		Overall LOS						C (2	7.2)					
- B - B - B - B - B - B - B - B - B - B	05		Approach LOS		C (33.6)			D (50.4)			C (25.1)			B (15.1)	
2032 NC		Δ	Storage	250			250		150	220		270	200		265
			50th Queue	73	78		37	125	0	41	441	7	1	336	0
			95th Queue	164	171		96	280	62	105	764	44	4	458	8
			Overall LOS						C (2	9.5)					
			Approach LOS		D (47.9)			D (53.0)			C (20.9)			B (18.4)	
N N		AA	Storage	250			250		150	220		270	200		265
PR	_		50th Queue	111	125		24	127	1	64	241	0	0	412	0
Σ	NAI		95th Queue	263	282		74	271	56	217	464	45	3	643	16
2	<u>i</u> GI		Overall LOS				-		C (3	1.7)					
BU	05		Approach LOS		D (53.8)			D (53.4)			C (26.1)			C (26.1)	
32		Β	Storage	250			250		150	220		270	200		265
20			50th Queue	123	85		38	136	0	41	441	9	1	336	0
			95th Queue	234	182		96	309	62	106	764	50	4	458	8

The analysis results for the improved conditions at Intersection 15 are shown in the table below.

With the improvements listed above, the intersection of SR 92 at Veterans Parkway / Westbridge Road (Intersection 15) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 No-Build Improved and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval.

5.16 SR 138 at Peters Road (Intersection 16)

	Over	all LO	S Standard: D	F	Peters R	d		-			SR 138			SR 138	
	Appro	ach L	OS Standard: D	N.	orthbou	nd	So	outhbour	nd	E E	astbour		<u> </u>	/estbour	nd 📃
			Overall LOS	L		R						R			R
					F (*)				E (3	0.5)	A (0)			A (0 1)	
		Σ	Approach LOS								<u> </u>		100	A (0.1)	
Ű		A	Storage										100		
Ē	$\overline{\mathbf{O}}$		50th Queue	505									05		
NIX I	VS(95th Queue	525					D (1	0.5	0	0	25	0	
Ы	2		Overall LOS		E (007.0)				B (1	9.5)	A (0)			A (0.0)	
02		~	Approach LOS		F (287.9))		1	1		A (0)			A (0.3)	
		P	Storage										100		
			50th Queue												
			95th Queue	350							0	0	25	0	
			Overall LOS						F (6	2.1)			1		
		_	Approach LOS		F (*)			1			A (0)			A (0.1)	
Q		AN	Storage										100		
5			50th Queue												
- B - B - B - B - B - B - B - B - B - B	SC		95th Queue	700							0	0	25	0	
ž	₹		Overall LOS						D (3	4.2)					
332			Approach LOS		F (*)						A (0)			A (0.3)	
5		ΡZ	Storage										100		
			50th Queue												
			95th Queue	450							0	0	25	0	
			Overall LOS						F (6	6.9)					
l			Approach LOS		F (*)						A (0)			A (0.1)	
		M	Storage										100		
9			50th Queue		1					1					
15	SC		95th Queue	750							0	0	25	0	
2 B	Ž		Overall LOS					1	F (5	1.7)	•	1			
203			Approach LOS		F (*)						A (0)			A (0.3)	
		Σ	Storage										100		
			50th Queue												
			95th Queue	575							0	0	25	0	

*Delay exceeds 300 seconds

The intersection of SR 138 at Peters Road (Intersection 16) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022 and Projected 2032 No-Build conditions during the PM peak hour. Under all AM peak hour scenarios and both peak hours under the Projected 2032 Build conditions, the intersection <u>overall</u> and the northbound approach operates at an unacceptable LOS.

In order to meet GRTA's LOS requirements under the Existing 2022, Projected No-Build 2032, and Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8**, **Figure 9**, and **Figure 10**):

- Provide a northbound left-turn lane so that the northbound approach consists of one (1) leftturn lane and one (1) right-turn lane
- Provide an eastbound right-turn lane so that the eastbound approach consists of two (2) dedicated through lanes and one (1) right-turn lane
- Install a traffic signal if and when warranted and approved by GDOT

A preliminary traffic signal warrant analysis was conducted based on Projected 2032 Build peak hour turning movement volumes. Per MUTCD's 4-hour vehicular volume warrant (Warrant 2), the intersection meets 2 of the required hour under the Projected Build 2032 conditions. The results of the analysis are shown in the table below.

Traffic Signal Volume Wa	arrant Analysis Su	mmary									
Projected Build											
Warrant	Hrs Met / Needed	Met?									
2	2 / 4	√*									

^{*}Warrant satisfied for all peak hours analyzed

Based on the preliminary traffic signal warrant analysis and Projected 2032 Build conditions, it is recommended to install a traffic signal if and when warranted and approved by GDOT at the intersection.

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

The *Trilith Expansion* development adds less than 20% of traffic volume to the failing approach (northbound) at Intersection 16, therefore, GDOT ICE was not utilized.

Note: The possible improvements at this intersection are pending GDOT approval.

	Over	all LO	S Standard: D	F	Peters R	d		-		_	SR 138			SR 138	
Ap	proac	th LOS	Standard: D / E*	NO	orthboun	Id*		buthbou	nd		astboun			/estbour	id D
			Overall LOS	L	I	ĸ	L	I	<u>л</u> П (3	<u> </u>	I	L K	L	I	R
B			Approach LOS		C (23.4)				D (0		D (35.8)			D (43.0)	
8		Σ	Storage	160								175	100		
PR		A	50th Queue	226		0					447	25	7	517	
Σ	AL		95th Queue	478		29					220	21	10	304	
U N	UD UD		Overall LOS						D (3	5.4)					
ST	ิง		Approach LOS		C (27.2)				<u> </u>		D (37.0)			C (34.5)	
EX		Σ	Storage	160								175	100		
22		ш	50th Queue	171		0					223	0	6	195	
20			95th Queue	257		34					336	28	15	227	
			Overall I OS						D (4	1.8)				1	
١ ا ا			Approach LOS		C (25.5)						D (36.0)			D (50.6)	
Ő		M	Storage	160								175	100		
APF		4	50th Queue	224		0					406	47	9	708	
	IAL		95th Queue	310		19					542	122	27	813	
	5		Overall LOS				1	1	D (3	57.6)	1	1	1	1	
B -	S		Approach LOS		C (29.3)						D (40.5)			C (34.9)	
ž		Σ	Storage	160								175	100		
32		_	50th Queue	126		13					478	91	19	549	
50			95th Queue	186		38					651	178	80	634	
			Overall LOS						D (4	2.1)					
<u> </u>			Approach LOS		C (25.5)						D (36.2)			D (51.5)	
N		AM	Storage	160								175	100		
PR(_		50th Queue	229		0					425	50	9	713	
Σ	AI		95th Queue	314		19					601	156	28	823	
2	<u>I</u> GI		Overall LOS						D (3	8.3)					
BU			Approach LOS		C (29.6)						D (41.4)			D (35.6)	
32		РМ	Storage	160								175	100		
20			50th Queue	153		14					545	99	19	556	
			95th Queue	219		38					710	196	80	643	

The analysis results for the improved conditions at Intersection 16 are shown in the table below.

*The northbound approach operates at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

With the improvements listed above, the intersection of SR 138 at Peters Road (Intersection 16) is projected to operate at or above its overall and approach LOS standards under the Existing 2022 Improved, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

5.17 SR 138 at Buffington Road (Intersection 17)

	Over	all LO	S Standard: D	Bu	ffington	Rd	Bu	ffington	Rd	_	SR 138	al	10	SR 138	h
	Аррго	ach L	US Standard. D			R		T	R		T	R			R
			Overall LOS						F (10)9.2)				. ·	
			Approach LOS		F (*)			F (143.0)	,	C (29.2)			C (25.1)	
(1)		M	Storage						1000	100			140		195
N.		1	50th Queue		256			273	33	112	330		16	393	39
IST	IAL		95th Queue		448			453	128	280	396		30	461	96
ШX	IGN		Overall LOS		•		•		F (1:	38.9)	•	•	•	•	
22	S		Approach LOS		F (*)			F (149.3)		C (20.6)			C (30.6)	
50		M	Storage						1000	100			140		195
			50th Queue		336			372	0	47	473		15	463	35
			95th Queue		520			566	80	72	555		28	538	81
			Overall LOS		•		•		F (1:	37.2)	•	•	•	•	
			Approach LOS		F (*)			F (184.8)		C (30.6)			C (26.4)	
		AM	Storage						1000	100			140		195
			50 th Queue		351			342	68	208	378		17	455	57
Ē	NAI		95 th Queue		544			528	182	421	453		32	532	123
ž	3IGI		Overall LOS						F (1	56.8)			-		
032	0		Approach LOS		F (*)			F (149.5)		C (26.0)			C (32.6)	
ñ		РМ	Storage						1000	100			140		195
			50 th Queue		376			412	0	58	607		18	537	45
			95 th Queue		567			614	83	112	709		33	622	95
			Overall LOS						F (17	74.3)			-		
		_	Approach LOS		F (*)			F (186.7)		C (31.8)			C (26.6)	
		AM	Storage						1000	100			140		195
2	_		50 th Queue		408			355	55	205	411		16	460	57
BUI	NA		95 th Queue		605			541	167	402	490		31	537	123
32	SIG		Overall LOS				1		F	(*)			r		
20		_	Approach LOS		F (*)			F (156.0)		C (22.3)			C (33.2)	
		РΝ	Storage						1000	100			140		195
			50 th Queue		577			441	0	50	572		15	563	47
			95 th Queue		780			644	87	113	668		29	650	97

*Delay exceeds 300 seconds

The intersection of SR 138 at Buffington Road (Intersection 17) is projected to operate at LOS F <u>overall</u> and for the northbound and southbound approaches under the Existing 2022, Projected 2032 No-Build, and Projected 2032 Build conditions during the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Existing 2022 and Projected No-Build 2032 conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in green on **Figure 8, Figure 9,** and **Figure 10**):

- Provide a northbound left-turn lane and a northbound right-turn lane so that the northbound approach consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane
- Provide a southbound left-turn lane so that the southbound approach consists of one (1) leftturn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
- Provide northbound and southbound permissive/protected left-turn phases

Δr	Overa		S Standard: E** S Standard: D / E*	Bu	ffington	Rd vd*	Bu	ffington	Rd	F	SR 138	d	۱۸	SR 138	hd
~	pioac	II LOC		L	T	R	L	T	R		T	R			R
			Overall LOS		-				C (3	2.8)	-				
			Approach LOS		D (49.3)			E (70.9)			C (29.3)			B (19.4)	
l õ		M	Storage	160		100	160		1000	100			140		195
IPF			50th Queue	55	129	0	168	38	0	109	317		8	163	19
≦ ບ	IAL		95th Queue	95	197	0	238	76	95	303	413		18	232	56
Ž	G		Overall LOS						C (3	0.4)					
	S		Approach LOS		D (51.0)			E (78.2)			C (26.0)			B (13.5)	
ũ		Δ	Storage	160		100	160		1000	100			140		195
022			50th Queue	92	93	0	249	52	0	39	407		9	216	16
2			95th Queue	143	149	0	360	95	91	73	550		18	332	42
D			Overall LOS						D (3	7.6)					
N N			Approach LOS		D (49.9)			E (75.0)			D (35.3)			C (24.0)	-
RO		AM	Storage	160		100	160		1000	100			140		195
ΜΡ	_		50th Queue	56	143	0	176	40	0	258	416		10	219	33
Ā	NA		95th Queue	95	213	0	245	76	91	475	535		18	510	76
	SIG		Overall LOS						C (3	4.1)					
		_	Approach LOS		D (52.0)	r		E (78.6)			C (32.0)			B (16.2)	
Ž		PR	Storage	160		100	160		1000	100			140		195
032			50th Queue	97	104	0	248	57	0	51	551		10	242	22
2			95th Queue	149	165	0	357	102	96	90	709		19	646	50
			Overall LOS						D (3	8.9)					
ED		_	Approach LOS		D (49.9)	r		E (79.8)			D (36.5)			C (24.5)	
8		AN	Storage	160		100	160		1000	100			140		195
PR	_		50th Queue	67	143	0	175	40	0	269	476		10	225	34
Σ	NA		95th Queue	103	213	0	231	74	88	503	655		19	676	77
	SIG		Overall LOS						D (3	6.9)					
BU		_	Approach LOS		D (52.3)	r		E (79.0)	r		D (37.1)			B (17.6)	
32		PZ	Storage	160		100	160		1000	100			140		195
50			50th Queue	148	104	0	239	56	0	57	635		12	584	25
			95th Queue	212	165	0	319	102	96	123	808		22	711	54

The analysis results for the improved conditions at Intersection 17 are shown in the table below.

*The northbound and southbound approaches operate at LOS F under the Existing 2022 Conditions; therefore, the southbound approach standard for future conditions was considered to be LOS E.

**The intersection operate at LOS F <u>overall</u> under the Existing 2022 Conditions; therefore, the overall LOS standard for future conditions was considered to be LOS E.

With the improvements listed above, the intersection of SR 138 at Buffington Road (Intersection 17) is projected to operate at or above its overall and approach LOS standards under the Existing 2022 Improved, Projected 2032 No-Build Improved, and Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval.

5.18 SR 74 at Sandy Creek Road (Intersection 18)

	Over	all LO	S Standard: D	N	SR 74	ad	0	SR 74	ad	Lau		t Dr	Sand	y Creek	Road
	Appio	acrit	US Stanuaru. D	L	T	R	L		R		T	R			u R
			Overall LOS		-				A (6.8)					
			Approach LOS		A (9.3)			A (5.6)			A (0)			A (0.6)	
(7)		۸A	Storage	360		260	360		180						
ž	.		50th Queue	1	113	0	33	0	0			0			0
IST	AL		95th Queue	0	305	17	97	96	0			0			0
Ш	5		Overall LOS						Α (4.9)					
22	S		Approach LOS		A (7.5)			A (3.9)			A (0)			A (0.6)	
5		Σ	Storage	360		260	360		180						
			50th Queue	1	88	0	0	0	0			0			0
			95th Queue	0	208	15	65	129	0			0			0
			Overall LOS						A (8.5)					
			Approach LOS		B (12.0)			A (6.6)			A (0)			A (0.6)	
		AM	Storage	360		260	360		180						
			50th Queue	1	146	0	44	0	0			0			0
-B	0-BU		95th Queue	0	376	18	114	116	0			0			0
ž	<u></u>		Overall LOS						A (6.3)					
032	0)		Approach LOS		A (9.0)			A (5.3)			A (0)			A (0.7)	
ñ		В	Storage	360		260	360		180						
			50th Queue	1	114	0	28	0	0			0			0
			95th Queue	0	308	17	89	154	0			0			0
			Overall LOS						E (7	(0.7)					
			Approach LOS		C (28.9)			F (117.5)	1		A (0)			A (0.7)	
		AM	Storage	360		260	360		180						
2		-	50th Queue	1	264	4	412	0	0			0			0
BUI	A		95th Queue	0	376	23	616	116	0			0			0
32	Dig		Overall LOS				r		В (1	4.2)			1		
20		_	Approach LOS		B (17.3)			B (17.7)			A (0)			A (2.2)	
		РМ	Storage	360		260	360		180						
			50th Queue	1	198	0	135	0	0			0			0
			95th Queue	0	337	18	331	152	0			0			0

*Intersection analyzed with HCM 2000

The signalized intersection of SR 74 at Sandy Creek Road (Intersection 18) operates at an acceptable LOS for all approaches and <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, the southbound approach and intersection <u>overall</u> is anticipated to operate at an unacceptable LOS during the AM peak hour and at an acceptable LOS during the PM peak hour.

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Provide dual southbound left-turn lanes so the southbound approach consists of two (2) leftturn lanes, two (2) through lanes, and one (1) right-turn lane
- Provide a protected-only southbound left-turn phase to accommodate the dual left-turn lanes
- Widen the east leg (Sandy Creek Road) to accommodate two (2) receiving lanes for the dual southbound left-turns and merge the lanes back to one (1) travel lane

The analysis results shown in the table below are for the improved conditions at Intersection 18, which assume the noted improvements.

	Over Appro	all LO ach L	S Standard: D OS Standard: D	N	SR 74 orthbour	nd	So	SR 74 outhboui	nd	Lau E	urelmont astbour	t Dr Id	Sandy W	/ Creek /estboun	Road Id
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						C (2	20.1)					
			Approach LOS		C (24.3)			C (22.3)			A (0)			A (0.7)	
		AM	Storage	360		260	360		180						
PR			50th Queue	1	257	4	150	0	0			0			0
Ī	IAI		95th Queue	0	370	22	260	116	0			0			0
2	IG!		Overall LOS						A (8	8.9)					
l De	S		Approach LOS		B (14.4)			A (8.3)			A (0)			A (2.3)	
321		Ρ	Storage	360		260	360		180						
20			50th Queue	1	175	0	80	0	0			0			0
			95th Queue	0	337	18	123	152	0			0			0

^{*}Intersection analyzed with HCM 2000

With the improvements listed above, the intersection of SR 74 at Sandy Creek Road (Intersection 18) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

Note: The possible improvements at this intersection are pending GDOT approval.

	Ove	rall LO	S Standard: D	J	enkins F	۶d مط	- -	ad	San	dy Cree	k Rd	San	dy Creel	< Rd
	Appro	acn L	US Standard: D			R		R		astbour	R		/estbour	IU R
			Overall LOS	<u> </u>				A (*	1.0)					
			Approach LOS		C (15.5)					A (0)			A (0.9)	
(D		Σ	Storage											
N			50th Queue											
IST	SC		95th Queue	25						0	0		25	
Ш	Ž		Overall LOS					A ((0.7)					
22	•		Approach LOS		B (11.2)					A (0)			A (0.5)	
50		Σd	Storage											
			50th Queue											
			95th Queue	25						0	0		25	
			Overall LOS					Α(1.1)					
			Approach LOS		C (17.2)					A (0)			A (0.9)	
٥		AM	Storage											
			50th Queue											
B	SC		95th Queue	25						0	0		25	
ž	₹		Overall LOS					A (0	0.7)					
032			Approach LOS		B (11.6)					A (0)			A (0.5)	
Ñ		PZ	Storage											
			50th Queue							ļ				
			95th Queue	25						0	0		25	
			Overall LOS					B (1	0.6)			,		
		_	Approach LOS		F (180.6))	,			A (0)			A (1.6)	
		Ā	Storage		ļ									
ב	~		50th Queue											
BU	vsc		95th Queue	225						0	0		25	
32	Ě		Overall LOS					Α (1.5)					
20		-	Approach LOS		C (18.5)		1			A (0)			A (1.0)	
		đ	Storage											
			50th Queue											
			95th Oueue	50						0	0		25	

5.19 Sandy Creek Road at Jenkins Road (Intersection 19)

The intersection of Sandy Creek Road at Jenkins Road (Intersection 19) operates at an acceptable LOS for all approaches and <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, the northbound approach is anticipated to operate at an unacceptable LOS during the AM peak hour.

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>system improvements</u> (needed to serve background traffic, without the development) are recommended (shown in blue on **Figure 10**):

- Provide an eastbound through lane so that the eastbound approach consists of one (1) dedicated through lane and one (1) shared through/right-turn lane
- Provide a westbound left-turn lane so that the westbound approach consists of one (1) leftturn lane and one (1) dedicated through lane

	Over Appro	all LO	S Standard: D OS Standard: D	J	enkins F orthbou	Rd	S	- outhbou	nd	San F	dy Cree astbour	k Rd id	Sano W	dy Creel /estbour	k Rd Id
	, , , , , , , , , , , , , , , , , , , ,			L	T	R	L	T	R	L	T	R	L	T	R
			Overall LOS						Α(1.9)					
B			Approach LOS		C (24.8)						A (0)			A (1.6)	
2		AM	Storage												
PR			50th Queue												
Σ	SC		95th Queue	75							0	0		25	
ב	₹		Overall LOS						Α(1.2)			-		
BUI			Approach LOS		B (12.7)						A (0)			A (1.0)	
32		ΡM	Storage												
20			50th Queue												
			95th Queue	25							0	0		25	

The analysis results for the improved conditions at Intersection 19 are shown in the table below.

With the improvements listed above, the intersection of Sandy Creek Road at Jenkins Road (Intersection 19) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5.20 Sandy Creek Road at Flat Creek Trail (Intersection 20)

	Over	all LO	S Standard: D	Flat	Creek	Frail od	6	-	nd	Sand	y Creek	Road	Sand	y Creek	Road
	Appro	acrit	US Stanuaru. D	L	T	R	L	T	R		T	R			R
			Overall LOS		-		_		A (2	2.1)	-				
			Approach LOS		C (17.2)						A (0)			A (1.1)	
6		MA	Storage												
ž			50th Queue												
IST	SC		95th Queue	25							0	0	25	0	
μ	Ň		Overall LOS						Α(1.9)					
22	•		Approach LOS		C (15.8)						A (0)			A (0.5)	
5		Δ	Storage												
			50th Queue												
			95th Queue	25							0	0	25		
			Overall LOS						A (2	2.3)					
			Approach LOS		C (19.7)						A (0)			A (1.1)	
		AM	Storage												
			50th Queue												
- B -	SC		95th Queue	50							0	0	25	0	
ž	N I		Overall LOS						A (2	2.1)					
032			Approach LOS		C (17.6)						A (0)			A (0.5)	
5		PM	Storage												
			50th Queue												
			95th Queue	25							0	0	25	0	
			Overall LOS						D (3	32.7)			-		
			Approach LOS		F (*)						(0)			()	
		AM	Storage												
2			50th Queue												
BUI	SC		95th Queue	325							0	0	25	0	
32	× ⊢		Overall LOS						D (2	27.5)					
20		_	Approach LOS		F (*)			1	,		(0)	1		(0.5)	
		РΝ	Storage												
			50th Queue												
			95th Queue	275							0	0	25	0	

*Delay exceeds 300 seconds

The intersection of Sandy Creek Road at Flat Creek Trail (Intersection 20) operates at an acceptable LOS for all approaches and <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, the northbound approach is anticipated to operate at an unacceptable LOS during the AM peak hour and at an acceptable LOS during the PM peak hour.

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve development traffic) are recommended (shown in blue on **Figure 10**):

• Construct a multi-lane roundabout

It should be noted that the Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Flat Creek Trail (Intersection 20)

to Veterans Parkway (Intersection 12). The improvement is considered a Build improvement (needed to serve the development traffic).

The analysis results for the improved conditions at Intersection 20 are shown in the table below.

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Flat N	Creek orthbour	Frail nd R	So	- outhbou T	nd R	Sand E	y Creek astboun T	Road d R	Sandy W	y Creek /estbour T	Road Id R
			Overall LOS				-		A (!	9.5)			_		
l 🔐			Approach LOS		A (7.6)						B (10.7)			A (6.7)	
No.	⊢	AΜ	Storage			200						200			
PR	no		50th Queue												
≥	AB		95th Queue		13	15					144	144		5	96
	g		Overall LOS						B (1	2.2)					
BUI	00		Approach LOS		A (5.1)						A (6.1)			B (16.9)	
32	2	Σd	Storage			200						200			
200			50th Queue												
			95th Queue		9	5					48	48		10	386

With the improvements listed above, the intersection of Sandy Creek Road at Flat Creek Trail (Intersection 20) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5.21 Veterans Parkway at Driveway C / Proposed Driveway B (Intersection 21)

	Over	rall LO	S Standard: D	Vet	erans P	kwy ad	Vet	erans P	kwy nd	Prop	osed D	wy B	10	Dwy C	d
	Аррго		US Stanuaru. D	L		R		T	R		T	R		T	R
			Overall LOS						A (0.8)					L
			Approach LOS		A (0)			A (1.3)						B (13.7)	
0		A	Storage												
Ž			50th Queue												
IST	sc		95th Queue		0	0	25	0					25		
Ш	Ň		Overall LOS						A (0.5)					
022	•		Approach LOS		A (0)			A (0.2)						B (12.1)	
50		Σ	Storage												
			50th Queue												
			95th Queue		0	0	0	0					25		
			Overall LOS						A (0.8)					
			Approach LOS		A (0)			A (1.3)						B (14.6)	
Δ		AA	Storage												
			50th Queue												
NSC			95th Queue		0	0	25	0					25		
ž	N I		Overall LOS						A (0.5)					
032			Approach LOS		A (0)			A (0.2)						B (12.8)	
ñ		Δ	Storage												
			50th Queue												
			95th Queue		0	0	0	0					25		
			Overall LOS						Α(1.6)					
			Approach LOS		A (0.6)			A (3.4)			F (*)			F (*)	
		Σ	Storage												
2			50th Queue												
BUI	SC		95th Queue	25	0	0	50	0	0	0	*	0	0	*	0
32 [Ň		Overall LOS						F (22	21.4)					
20			Approach LOS		A (0.3)			A (0.2)	,		F (*)			F (*)	
		ΡM	Storage												
			50th Queue												
			95th Queue	25	0	0	25	0	0	0	200	0	0	550	0

*Delay exceeds 300 seconds

The intersection of Veterans Parkway at Driveway C / Proposed Driveway B (Intersection 21) is anticipated to operate at an acceptable LOS <u>overall</u> and per approach under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected 2032 Build conditions, the intersection <u>overall</u> is anticipated to operate at LOS F during the PM peak hour. The eastbound and westbound approaches are anticipated to operate at LOS F during the AM and PM peak hours under the Projected 2032 Build conditions.

It should be noted that the Projected 2032 Build Improved conditions include widening Veterans Parkway to a 4-lane, divided roadway for approximately 1.25 miles from just south of Driveway A (Intersection 29) to just south of Driveway H / Driveway I (Intersection 22) (ties into the existing 4-lane cross-sections along Veterans Parkway). The improvement is considered a <u>Build improvement</u> (needed to serve the development traffic).
In addition to the widened Veterans Parkway improvement under the Projected 2032 Build Improved conditions, the following Build improvements (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Construct a conventional full movement driveway on the west leg with one (1) lane entering • the site and one (1) lane exiting the site so that the eastbound approach consists of one (1) shared left/through/right-turn lane under sidestreet stop-control
- Provide a westbound right-turn lane and restripe the existing shared left/right-turn lane to accommodate the proposed west leg so that the westbound approach consists of one (1) shared left-turn/through lane and one (1) right-turn lane
- Provide a northbound left-turn lane and a northbound right-turn lane so that the northbound approach consists of one (1) left-turn lane, two (2) dedicated through lanes, and one (1) rightturn lane
- Provide a southbound left-turn lane so that the southbound approach consists of one (1) leftturn lane, one (1) dedicated through lane, and one (1) shared through/right-turn lane
- Consider installing a multilane roundabout at the intersection •

0

0

25

Storage 50th Queue 95th Queue

		-													
	Over Appro	rall LC bach L	S Standard: D OS Standard: D	Vet N	erans P orthbou	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed Dv astboun	wy B d	N	Dwy C /estbour	ו
				L	Т	R	L	Т	R	L	Т	R	L	Т	
			Overall LOS						A (9	9.9)					
Ü			Approach LOS		A (0.6)	_		A (3.5)			F (51.5)			F (*)	
N		ΔA	Storage	235		160	235								
PRO			50th Queue												
Σ	SC		95th Queue	25	0	0	50	0			25			100	
2	₹		Overall LOS						C (2	0.8)					
Ш	-		Approach LOS		A (0.3)			A (0.2)			F (63.4)			F (274.7))
Approach LOS Stan	Storage	235		160	235										
20			50th Queue												

0

100

The analysis results for the improved conditions at Intersection 21 are shown in the table below.

With the improvements listed above, the intersection of Veterans Parkway at Driveway C / Proposed Driveway B (Intersection 21) is projected to operate at or above its overall LOS standards under the Projected 2032 Build Improved conditions. Although the eastbound and westbound approaches are projected to operate at LOS F under the Projected 2032 Build Improved conditions, the approach delay improved several minutes from the Projected Build 2032 conditions during the peak hours. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

25

R

85

25

85

25

225

5.22 Veterans Parkway at Driveway H / Driveway I (Intersection 22)

	Over	rall LO	S Standard: D	Vet	erans P	kwy	Vet	erans P	kwy	F	Dwy H	d	10	Dwy I	d
	Appio		US Stanuaru. D		T	iu R	- 30		R		T	R			R
			Overall LOS		-		_		A (9.0)					
			Approach LOS		A (6.6)			B (11.7)			A (6.7)			A (6.7)	
(1)	Т	Σ	Storage			275						50			
ž	.nc		50th Queue												
IST	AB(95th Queue		92	4		108	4		3	1		1	
Ш	Ŋ N N		Overall LOS						Α (7.8)					
22	no		Approach LOS		A (5.7)			B (10.3)			A (6.7)			A (6.0)	
50	Ř	Δ	Storage			275						50			
			50th Queue												
			95th Queue		69	6		79	1		5	4		15	
			Overall LOS	A (9.8)											
			Approach LOS		A (7.3)			B (12.8)			A (7.2)			A (7.2)	
Δ	н	AA	Storage			275						50			
	on		50th Queue												
-B	AB		95th Queue		110	1		129	4		3	1		20	
ž	DN		Overall LOS						Α (8.4)					
032	no		Approach LOS		A (6.1)			B (11.1)			A (7.1)			A (6.4)	
5	R	Δ	Storage			275						50			
			50th Queue												
			95th Queue		81	6		92	1		5	5		17	
			Overall LOS						D (5	51.9)					
			Approach LOS		B (16.9)			D (41.2)			C (20.1)			F (213.8)	
	н	Σ	Storage			275						50			
2	OU		50th Queue												
BUI	AB		95th Queue		467	48		1063	25		23	23		1213	
32	ND		Overall LOS						E (5	58.1)			3		
20	no		Approach LOS		B (11.5)			C (29.2)			C (27.1)			F (210.2)	
	R	ΡZ	Storage			275						50			
			50th Queue												
			95th Queue		263	81		583	8		69	111		1855	

The intersection of Veterans Parkway at Driveway H / Driveway I (Intersection 22) is projected to operate at an acceptable LOS <u>overall</u> and for each approach under the Existing 2022 and Projected 2032 No-Build conditions. Under the Projected 2032 Build conditions, Intersection 22 is anticipated to operate at an unacceptable LOS <u>overall</u> during the AM peak hour and at LOS E during the PM peak hour. The westbound approach is projected to operate at LOS F under the Projected 2032 Build conditions during the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the Projected 2032 Build conditions, the following <u>Build</u> <u>improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

• Provide a westbound right-turn lane at the existing multilane roundabout so that the westbound approach consists of one (1) shared left-turn/through lane and one (1) right-turn lane

The analysis results for the improved conditions at Intersection 22 are shown in the table below.

	Over Appro	rall LC bach L	S Standard: D OS Standard: D	Vet N	erans P orthboui	kwy nd R	Vet So	erans P outhbour	kwy nd R	E	Dwy H astboun T	d R	W	Dwy I /estboun	id R
			Overall LOS	_					C (3	1.0)	•			•	
			Approach LOS		B (16.9)			D (48.1)			C (21.7)			C (29.2)	
	н	AΜ	Storage			275						50			200
		50th Queue													
	AB		95th Queue		467	48		1171	26		24	25		131	171
32 8	g		Overall LOS						C (2	26.1)					
203	Ы		Approach LOS		B (11.5)	_		D (45.1)			D (36.2)			C (22.9)	
	Z Z		Storage			275						50			200
			50th Queue												
			95th Queue		263	81		851	9		90	146		265	98

With the improvements listed above, the intersection of Veterans Parkway at Driveway H / Driveway I (Intersection 22) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5.23 Hood Road at Driveway F (Intersection 23)

	Ove	rall LO	S Standard: D		-			Dwy F	1	-	Hood Ro	d -	Hood Ro	1
	Appro	ach L	US Standard: D			una R		UDDUIDUI	na R					
			Overall LOS	<u> </u>		IX			A (<u> </u>				
			Approach LOS					A (8.6)			A (5.1)		A (0)	
		Z	Storage											
Ľ		4	50th Queue											
IST	ပ္တ		95th Queue				25			25	0		0	0
Ш	Ň		Overall LOS						A (6.6)				
52	-		Approach LOS					A (8.6)			A (5.6)		A (0)	
20		Σ	Storage											
			50th Queue											
			95th Queue				25			25	0		0	0
			Overall LOS						A (5.3)				
			Approach LOS					A (8.7)			A (5.0)		A (0)	
		AM	Storage											
			50th Queue											
- B -	SC		95th Queue				25			25	0		0	0
ž	₹		Overall LOS						A (6.6)				
032			Approach LOS					A (8.6)			A (5.5)		A (0)	
м		Δd	Storage											
			50th Queue											
			95th Queue				25			25	0		0	0
			Overall LOS				-		A (5.9)				
			Approach LOS					A (9.0)			A (5.3)		A (0)	
		AM	Storage											
2			50th Queue											
ВU	/SC		95th Queue 25 25 0				0	0						
32	ĕ		Overall LOS						A (6.4)				
20		_	Approach LOS	Approach LOS A (8.8) A (5.6)							A (0)			
	Storage													
			50th Queue											
			95th Queue				25			25	0		0	0

The intersection of Hood Road at Driveway F (Intersection 23) is projected to operate at an acceptable LOS <u>overall</u> under the Existing 2022, Projected No-Build 2032, and Projected 2032 Build conditions during the AM and PM peak hours. Each approach of the intersection is projected to operate at an acceptable LOS under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.24 Hood Road at Driveway G (Intersection 24)

	Over	all LO	S Standard: D	N	- orthbou	nd	6	Dwy G	nd		Hood Ro	d d		Hood Rd	d
	Аррго		US Stanuaru. D	L	T	R		T	R		T	R		T	R
			Overall LOS	_	-		. –		A (4	4.6)	-		_	-	
			Approach LOS					A (8.4)			A (4.8)			A (0)	
(7)		MM	Storage												
Ž			50th Queue												
IST	sc		95th Queue				0			0	0			0	0
Ш	Ň		Overall LOS						A (3	3.1)					
022	•		Approach LOS					A (8.5)			A (3.0)			A (0)	
5		Δ	Storage												
			50th Queue												
			95th Queue				0			0	0			0	0
			Overall LOS	A (4.3)											
			Approach LOS					A (8.4)			A (4.5)			A (0)	
Δ		AM	Storage												
			50th Queue												
- B - B - B - B - B - B - B - B - B - B	SC		95th Queue				0			0	0			0	0
ž	× ►		Overall LOS						A (2	2.9)					
032		_	Approach LOS					A (8.5)			A (2.8)			A (0)	
ñ		РМ	Storage												
			50th Queue												
			95th Queue				0			0	0			0	0
			Overall LOS				-		A (6.0)			-		
		_	Approach LOS					A (8.5)	-		A (5.8)			A (0)	
		AM	Storage												
2			50th Queue												
BUI	/SC		95th Queue 25 25 0						0	0					
32	× ⊢		Overall LOS				1		A (5.6)					
20		_	Approach LOS A (8.5) A (5.1)							A (0)					
		PR	Storage												
			50th Queue												
			95th Queue				25			25	0			0	0

The intersection of Hood Road at Driveway G (Intersection 24) is projected to operate at an acceptable LOS <u>overall</u> under the Existing 2022, Projected No-Build 2032, and Projected 2032 Build conditions during the AM and PM peak hours. Each approach of the intersection is projected to operate at an acceptable LOS under all studied scenarios. No improvements are needed or recommended to be conditioned.

	Over	rall LO	S Standard: D		-			Dwy K		San	dy Cree	k Rd	San	dy Creel	k Rd
	Appro	ach L	US Standard: D			und P		outhbour			astboun │ ⊤			/estbour │ ⊤	
			Overall LOS	L					A (*	1.9)					
			Approach LOS					C (16.6)	(A (1.3)			A (0)	
		Σ	Storage												
Ľ		4	50th Queue												
IST	SC		95th Queue				25			25	0			0	0
Ĕ	Ň		Overall LOS						A (0	0.6)	•				
22			Approach LOS					B (12.6)			A (0.2)			A (0)	
20		Σd	Storage												
			50th Queue												
			95th Queue				25			0	0			0	0
			Overall LOS						Α(1.9)					
			Approach LOS					C (17.9)			A (1.2)			C (17.9)	
		AM	Storage												
			50th Queue												
-B	SC		95th Queue				25			25	0			0	0
ž	₹		Overall LOS				_		A (0	0.6)					
032			Approach LOS					B (13.2)			A (0.1)			A (0)	
5		Δd	Storage												
			50th Queue												
			95th Queue				25			0	0			0	0
			Overall LOS						A (5.2)					
			Approach LOS					F (111.8)			A (1.1)			A (0)	
		AA	Storage												
2			50th Queue												
BUI	/SC	95th Queue 100					25	0			0	0			
32	× ►		Overall LOS						Α(1.7)					
20		_	Approach LOS		1			E (36.3)			A (0.2)			A (0)	
		PR	Storage												
			50th Queue												
			95th Queue				50			25	0			0	0

5.25 Sandy Creek Road at Driveway K (Intersection 25)

The intersection of Sandy Creek Road at Driveway K (Intersection 25) operates at an acceptable LOS for all approaches and <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, Intersection 25 is projected to operate at an acceptable LOS <u>overall</u>, but the northbound approach is anticipated to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour.

It should be noted that the Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Flat Creek Trail (Intersection 20) to Veterans Parkway (Intersection 12). The improvement is considered a Build improvement (needed to serve the development traffic).

In addition to the improvement to widen Sandy Creek Road under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Provide a southbound right-turn lane so that the southbound approach consists of one (1) leftturn lane and one (1) right-turn lane
- Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) leftturn lane and two (2) dedicated through lanes
- Provide a westbound right-turn lane so that the westbound approach consists of two (2) dedicated through lanes and one (1) right-turn lane

The analysis results for the improved conditions at Intersection 25 are shown in the table below.

	Over Appro	all LO ach L	S Standard: D OS Standard: D	N	- orthbou	nd R	So	Dwy K outhboui T	nd R	San E	dy Cree astbour	k Rd Id	San W	dy Creel /estbour	k Rd Id R
			Overall LOS		•		<u> </u>		A (2	2.0)	•		_		
l 🛄			Approach LOS					D (34.7)			A (1.1)			A (0)	
		AM	Storage						85	235					160
PR			50th Queue												
Σ	SC		95th Queue		50		25	25	0				50		
2	₹		Overall LOS				-		Α (1.0)			-		
			Approach LOS					C (20.4)			A (0.2)			A (0)	
32 B		РМ	Storage						85	235					160
50			50th Queue												
			95th Queue				25		25	25	0			0	0

With the improvements listed above, the intersection of Sandy Creek Road at Driveway K (Intersection 25) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5 26	Sandy Creek Road	at Driveway I	/ Driveway M	(Intersection 26)
5.20	Sanuy Creek Roau	al Driveway L	/ Driveway Ivi	

	Over	all LO	S Standard: D	NI	Dwy L	- d	0	Dwy M	a al	San	dy Creel	k Rd	San	dy Creel	k Rd
	Appro	ach L	US Standard: D				50		R		asiboun T	a R			
			Overall LOS	-	•		_		A (;	3.1)	•		_		
			Approach LOS		B (14.4)			C (20.0)			A (0)			A (1.6)	
6		M	Storage			85				245		130	140		145
ž			50th Queue												
IST	sc		95th Queue		25	25		50		0	0	0	25	0	0
Ш	ΤŴ		Overall LOS						A (2	2.5)					
22	•		Approach LOS		B (12.8)			B (13.5)			A (0)			A (0.5)	
50		M	Storage			85				245		130	140		145
			50th Queue												
			95th Queue		25	25		25		0	0	0	0	0	0
			Overall LOS				A (3.2)								
			Approach LOS		C (15.4)			C (22.2)					A (1.5)		
		AM	Storage			85				245		130	140		145
			50th Queue												
-B	SC		95th Queue		25	25		50		0	0	0	25	0	0
ž	ΝĽ		Overall LOS						A (2	2.4)					
332			Approach LOS		B (13.5)			B (14.2)			A (0)			A (0.4)	
ñ		РМ	Storage			85				245		130	140		145
			50th Queue												
			95th Queue		25	25		25		0	0	0	0	0	0
			Overall LOS						F (23	32.5)					
		_	Approach LOS		F (*)			F (*)			A (0.7)			A (1.1)	
		AM	Storage			85				245		130	140		145
2			50th Queue												
BUI	SC		95th Queue		175	25		300		25	0	0	25	0	0
32	× ►		Overall LOS						F (5	F (51.5)					
20			Approach LOS		F (*)			F (63.3)	,		A (0.3)			A (0.3)	
		РМ	Storage			85				245		130	140		145
			50th Queue				1								
			95th Queue		325	25		100		25	0	0	25	0	0

*Delay exceeds 300 seconds

The intersection of Sandy Creek Road at Driveway L / Driveway M (Intersection 26) operates at an acceptable LOS for all approaches and <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, the intersection <u>overall</u> and the northbound and southbound approached are anticipated to operate at LOS F during the AM and PM peak hours.

It should be noted that the Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Flat Creek Trail (Intersection 20) to Veterans Parkway (Intersection 12). The improvement is considered a Build improvement (needed to serve the development traffic).

In order to improve the Projected 2032 Build conditions per GRTA's LOS requirements, a signal should be considered if and when warranted (shown in blue on **Figure 10**) as a <u>Build improvement</u> (needed to serve the development traffic). A preliminary traffic signal warrant analysis was conducted based on Projected 2032 Build peak hour turning movement volumes. Per MUTCD's 4-hour vehicular volume warrant (Warrant 2), the intersection 2 of the required hour under the Projected Build 2032 conditions. The results of the analysis are shown in the table below.

Traffic Signal Volume Wa	arrant Analysis Su	mmary
	Projected	d Build
Warrant	Hrs Met / Needed	Met?
2	2 / 4	√*

Warrant satisfied for all peak hours analyzed	
---	--

Based on the preliminary traffic signal warrant analysis and Projected 2032 Build conditions, it is recommended to install a traffic signal if and when warranted at the intersection.

In addition to the improvement to widen Sandy Creek Road under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Provide a northbound left-turn lane so that the northbound approach consists of one (1) leftturn lane and one (1) shared though/right-turn lane
- Provide a southbound left-turn lane so that the southbound approach consists of one (1) leftturn lane and one (1) shared though/right-turn lane
- Install a traffic signal if and when warranted at the intersection

The analysis results for the improved conditions at Intersection 26 are shown in the table below.

	Over Appro	all LO ach L	S Standard: D OS Standard: D	N L	Dwy L orthbour T	nd R	So L	Dwy M outhbour T	nd R	San E L	dy Creel astboun T	k Rd Id R	Sano W L	dy Creel /estbour T	k Rd Id R
			Overall LOS					•	A (4	1.9)				·	
l 🛄			Approach LOS		B (10.0)			B (10.4)			A (4.5)			A (4.2)	
N N		AM	Storage	85			85			245		130	140		145
IMPRO NAL		50th Queue	3	3		6	7		7	46	0	5	24	0	
		95th Queue	12	15		17	26		24	86	13	21	48	3	
ב	<u>1</u> 0		Overall LOS						A (6	6.0)					
BUI	0		Approach LOS		A (9.3)			A (8.7)			A (5.2)			A (5.6)	
32 B		ΡM	Storage	85			85			245		130	140		145
20			50th Queue	16	0		3	2		2	35	0	2	44	0
			95th Queue	48	18		14	23		11	76	7	11	96	1

With the improvements listed above, the intersection of Sandy Creek Road at Driveway L / Driveway M (Intersection 26) is projected to operate at or above its overall and approach LOS standards under the Projected 2032 Build Improved conditions.

5.27 Sandy Creek Road at Driveway N / Proposed Driveway O (Intersection 27)

	Over Appro	rall LO	S Standard: D	N	Dwy N	nd	Prop	osed D	wy O nd	Sand	y Creek astbour	Road	Sand	y Creek /estbour	Road
	, ippi o			L	T	R	L	T	R		T	R		T	R
			Overall LOS			l		•	Α(1.3)	l			•	·
			Approach LOS		B (12.2)						A (0)			A (1.7)	
0		AM	Storage									235	245		
Ž			50th Queue												
l SI	sc		95th Queue	25							0	0	25	0	
Ш	Ν		Overall LOS						Α(1.3)					
022			Approach LOS		B (10.2)						A (0)			A (0.4)	
5		ΡZ	Storage									235	245		
			50th Queue												
			95th Queue	25							0	0	25	0	
			Overall LOS						Α(1.2)					
			Approach LOS		B (13.2)						A (0)			A (1.6)	
	P		Storage									235	245		
			50th Queue												
-B	SC		95th Queue	25							0	0	25	0	
ž	ΝĽ		Overall LOS						Α(1.3)					
332			Approach LOS		B (10.8)						A (0)			A (0.4)	
я Я		PM	Storage									235	245		
			50th Queue												
			95th Queue	25							0	0	25	0	
			Overall LOS						C (2	1.5)					
			Approach LOS		F (*)			E (41.7)			A (0.4)			A (1.3)	
		AM	Storage									235	245		
2			50th Queue												
l De	SC		95th Queue		200			25			25	0	25	0	0
32	₹ L		Overall LOS						F (6	3.8)					
20			Approach LOS		F (*)	1		E (41.0)			A (0.2)			A (0.2)	
		PA	Storage									235	245		
			50th Queue												
			95th Queue		400			50			25	0	25	0	0

*Delay exceeds 300 seconds

The intersection of Sandy Creek Road at Driveway N / Proposed Driveway O (Intersection 27) is anticipated to operate at an acceptable LOS <u>overall</u> and per approach under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected 2032 Build conditions, the intersection <u>overall</u> is anticipated to operate at LOS F during the PM peak hour. The northbound approach is projected to operate at LOS F and the southbound approach is anticipated to operate at LOS F and the southbound approach is anticipated to operate at LOS F during both the peak hours.

It should be noted that the Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Intersection 20 to Intersection 12. The improvement is considered a Build improvement (needed to serve the development traffic).

In addition to the widened Sandy Creek Road improvement under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Construct a conventional full movement driveway with one (1) lane entering the site and one (1) lane exiting the site on the north leg (Proposed Driveway O) so that the southbound approach consists of one (1) shared left/through/right-turn lane with a channelized concrete island under sidestreet stop-control
- Provide a northbound right-turn lane and restripe the existing shared left/right-turn lane to accommodate the proposed north leg so that the northbound approach consists of one (1) shared left-turn/through lane and one (1) right-turn lane
- Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) leftturn lane, two (2) dedicated through lanes, and one (1) channelized right-turn lane
- Provide a westbound right-turn lane so that the westbound approach consists of one (1) leftturn lane, two (2) dedicated through lanes, and one (1) right-turn lane
- Consider installing a multilane roundabout at the intersection

	Over Appro	rall LC bach L	S Standard: D OS Standard: D	N	Dwy N orthboui	nd	Prop So	osed D outhbou	wy O nd	Sand E	y Creek astbour	Road Id	Sand W	y Creek /estbour	Road nd
				L	Т	R	L	T	R	L	Т	R	L	T	R
			Overall LOS						B (1	3.5)					
B			Approach LOS		F (*)			C (18.7)			A (0.4)			A (1.5)	
2		AM	Storage			100				235		235	245		175
PR			50th Queue												
Σ	95th Quer				125	25		25		25	0	0	25	0	0
2	₹		Overall LOS						B (1	1.2)					
I III	-		Approach LOS		F (147.8))		C (22.8)			A (0.2)			A (0.2)	
32	032 BI		Storage			100				235		235	245		175
20			50th Queue												
	50th Qu 95th Qu				175	25		25		25	0	0	25	0	0

The analysis results for the improved conditions at Intersection 27 are shown in the table below.

*Delay exceeds 300 seconds

With the improvements listed above, the intersection of Sandy Creek Road at Driveway N / Proposed Driveway O (Intersection 27) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the northbound approach is projected to operate at LOS F under the Projected 2032 Build Improved conditions, the approach delay improved several minutes from the Projected Build 2032 conditions during the peak hours. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

	Over	rall LO	S Standard: D	N	-	Ind	0	Dwy P	ad	Sand	y Creek	Road	Sand	y Creek	Road
	Appro	acn L	JS Stanuard. D			R			R			R			R
			Overall LOS	_					A (0.4)					
			Approach LOS					C (15.3)			A (0.3)			A (0)	
(7)		Σ	Storage												200
Ž			50th Queue												
IST	sc		95th Queue				25			0	0			0	0
Ш	Ň		Overall LOS						A (0.9)					
022			Approach LOS					B (12.9)			A (0.1)			A (0)	_
5		Δ	Storage												200
			50th Queue												
			95th Queue				25			0	0			0	0
			Overall LOS						A (0.3)					
			Approach LOS					C (16.5)			A (0.2)			A (0)	_
٩		AM	Storage												200
			50th Queue												
B	SC		95th Queue				25			0	0			0	0
ž	≤	95th Queu Overall LO					-		A (0.9)					
032		_	Approach LOS		1	1		B (13.7)			A (0.1)			A (0)	
Ñ		PR	Storage												200
			50th Queue												
			95th Queue				25			0	0			0	0
			Overall LOS						Α (1.2)					
		_	Approach LOS					F (99.4)			A (0.4)			A (0)	-
		AN	Storage												200
ב			50th Queue												
BU	VSC	S 95th Queu					50			25	0			0	0
32	Ě		Overall LOS						A (6.4)			1		
20		_	Approach LOS		1	1		F (135.3))		A (0.2)			A (0)	r
		Ā	Storage												200
			50th Queue												
			95th Queue				150			25	0			0	0

5.28 Sandy Creek Road at Driveway P (Intersection 28)

The intersection of Sandy Creek Road at Driveway P (Intersection 28) operates at an acceptable LOS for all approaches and <u>overall</u> under the Existing 2022 and Projected 2032 No-Build conditions during the AM and PM peak hours. Under the Projected Build 2032 conditions, Intersection 28 is projected to operate at an acceptable LOS <u>overall</u>, but the northbound approach is anticipated to operate at LOS F during the AM and PM peak hours.

It should be noted that the Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Flat Creek Trail (Intersection 20) to Veterans Parkway (Intersection 12). The improvement is considered a Build improvement (needed to serve the development traffic).

In addition to the improvement to widen Sandy Creek Road under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Provide a southbound right-turn lane so that the southbound approach consists of one (1) leftturn lane and one (1) right-turn lane
- Provide an eastbound left-turn lane so that the eastbound approach consists of one (1) leftturn lane and two (2) dedicated through lanes

The analysis results for the improved conditions at Intersection 28 are shown in the table below.

	Oveı Appro	rall LO bach Lo	S Standard: D OS Standard: D	N	- orthbour	nd R	So	Dwy P outhbour	nd R	Sand E	y Creek astbour	Road d R	Sandy W	y Creek /estboun T	Road Id R
			Overall LOS	_					A ().8)			_		
			Approach LOS					D (32.7)			A (0.7)			A (0)	
		AA	Storage						100	350					200
PR			50th Queue												
Σ	SC		95th Queue				25		25	25	0			0	0
2	₹		Overall LOS						Α (1.9)					
BU	-		Approach LOS					E (39.1)			A (0.3)			A (0)	
32		Σ	Storage						100	350					200
20:			50th Queue												
			95th Queue				50		25	25	0			0	0

With the improvements listed above, the intersection of Sandy Creek Road at Driveway P (Intersection 28) is projected to operate at or above its <u>overall</u> and approach LOS standards under the Projected 2032 Build Improved conditions, except the southbound approach which is anticipated to operate at LOS E during the PM peak hour. Although the southbound approach is projected to operate at LOS E under the Projected 2032 Build Improved conditions, the approach delay improved from the Projected Build 2032 conditions during the peak hours. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

	Over Appro	all LO ach Lo	S Standard: D OS Standard: D	Vet N	erans P orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed Dv astboun	wy A d	W	- /estbour	nd
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (0.3)					
			Approach LOS		A (0.2)	_		A (0)			E (38.5)				
		AM	Storage	235						200					
2			50th Queue												
۳.	sc		95th Queue	25	0			0	0	25		0			
32 E	₹ N		Overall LOS						Α(1.7)					
203			Approach LOS		A (0.1)			A (0)			F (94.6)				
	PM 20		Storage	235						200					
			50th Queue												
			95th Queue	25	0			0	0	50		25			

5.29 Veterans Parkway at Proposed Driveway A (Intersection 29)

The proposed intersection of Veterans Parkway at Proposed Driveway A (Intersection 29) is anticipated to operate at an acceptable LOS <u>overall</u> under the Projected 2032 Build conditions. The eastbound approach is anticipated to operate at LOS E during the AM peak hour and at LOS F during the PM peak hour.

It should be noted that the Projected 2032 Build Improved conditions include widening Veterans Parkway to a 4-lane, divided roadway for approximately 1.25 miles from just south of Driveway A (Intersection 29) to just south of Driveway H / Driveway I (Intersection 22) (ties into the existing 4-lane cross-sections along Veterans Parkway). The improvement is considered a <u>Build improvement</u> (needed to serve the development traffic).

In addition to the improvement to widen Veterans Parkway under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Construct a conventional full movement driveway with one (1) lane entering the site and two (2) lanes exiting the site (one (1) left-turn lane and one (1) right-turn lane) under sidestreet stop-control
- Provide a northbound left-turn lane so that the northbound approach consists of one (1) leftturn lane and two (2) dedicated through lanes
- Restripe the existing southbound through lane to accommodate the proposed west leg so that the southbound approach consists of one (1) shared through/right-turn lane and one (1) dedicated through lane

	Over Appro	all LO ach L	S Standard: D OS Standard: D	Vet N	erans P orthbour	kwy nd	Vet So	erans P outhbou	kwy nd	Prop E	osed Dv astboun	wy A d	W	- /estbour	nd
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (0.2)					
<u>n</u>			Approach LOS		A (0.2)			A (0)			C (20.1)				
2		AM	Storage	235						200					
PR			50th Queue												
Σ	SC		95th Queue	25	0			0	0	25		0			
2	₹		Overall LOS		A (0.9)										
BUI D	-		Approach LOS		A (0.1)			A (0)			E (47.0)				
32		Σd	Storage	235						200					
20			50th Queue												
			95th Queue	25	0			0	0	50		25			

The analysis results for the improved conditions at Intersection 29 are shown in the table below.

With the improvements listed above, the intersection of Veterans Parkway at Proposed Driveway A (Intersection 29) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the eastbound approach is projected to operate at LOS E during the PM peak hour under the Projected 2032 Build Improved conditions, the approach delay improved from the Projected Build 2032 conditions. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. Alternatively, consider installing a multilane roundabout at the intersection.

	Over Appro	all LO ach L(S Standard: D OS Standard: D	Vet N	erans P orthbour	kwy nd R	Vet So	erans P outhboui T	kwy nd R	Prop E	osed D astbour	wy R nd R	W L	- /estbour T	nd R
			Overall LOS						Α (0.5)	I	1		1	L
			Approach LOS		A (0.6)			A (0)			C (23.7)				
		AM	Storage												
2			50th Queue												
l De	SC		95th Queue	25	0			0	0		25				
321	Σ		Overall LOS												
20;)		Approach LOS		A (0.1)			A (0)			C (22.5)				
		Σd	Storage												
			50th Queue												
			95th Queue	0	0			0	0		25				

5.30 Veterans Parkway at Proposed Driveway R (Intersection 30)

The proposed intersection of Veterans Parkway at Proposed Driveway R (Intersection 30) is anticipated to operate at an acceptable LOS <u>overall</u> and per approach under the Projected 2032 Build conditions.

The following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Construct a conventional full movement driveway with one (1) lane entering the site and one (1) lane exiting the site on the west leg (Proposed Driveway R) so that the eastbound approach consists of one (1) shared left/right-turn lane under sidestreet stop-control
- Restripe the existing northbound through lane to accommodate the proposed west leg so that the northbound approach consists of one (1) shared left-turn/through lane
- Restripe the existing southbound through lane to accommodate the proposed west leg so that the southbound approach consists of one (1) shared through/right-turn lane

	Over Appro	all LO ach Lo	S Standard: D OS Standard: D	Propo Nor	osed Dv	wy Q nd	So	- puthbou	nd	San E	dy Cree astbour	k Rd d	San W	dy Creel /estboun	k Rd Id
-				L		R	L		R	L		R	L		R
			Overall LOS						A (0.4)			-		
			Approach LOS	F	= (52.2)						A (0)			A (0.4)	
	Storag														
2	U 50th Que														
l De	S 95th Queue				25						0	0	25	0	
32 E	₹ N		Overall LOS						Α (1.5)					
203			Approach LOS	F	F (63.4)						A (0)			A (0)	
	Ä		Storage												
			50th Queue												
			95th Queue		50						0	0	0	0	

5.31 Sandy Creek Road at Proposed Driveway Q (Intersection 31)

The proposed intersection of Sandy Creek Road at Proposed Driveway Q (Intersection 31) is anticipated to operate at an acceptable LOS <u>overall</u> under the Projected 2032 Build conditions. The northbound approach is anticipated to operate at LOS F during the AM and PM peak hours.

It should be noted that the Projected 2032 Build Improved conditions include widening Sandy Creek Road to a 4-lane, divided roadway for approximately 1 mile from just west of Intersection 20 to Intersection 12. The improvement is considered a Build improvement (needed to serve the development traffic).

In addition to the widened Sandy Creek Road improvement under the Projected 2032 Build Improved conditions, the following <u>Build improvements</u> (needed to serve the development traffic) are recommended (shown in blue on **Figure 10**):

- Construct a conventional full movement driveway with one (1) lane entering the site and one (1) lane exiting the site on the south leg (Proposed Driveway Q) so that the northbound approach consists of one (1) shared left/right-turn lane under sidestreet stop-control
- Restripe the existing eastbound through lane to accommodate the proposed south leg so that the eastbound approach consists of one (1) dedicated through lane and one (1) shared through/right-turn lane
- Provide a westbound left-turn lane so that the westbound approach consists of one (1) leftturn lane and two (2) dedicated through lanes

The analysis results for the improved conditions at Intersection 31 are shown in the table below.

	Over Appro	all LO ach Lo	S Standard: D OS Standard: D	Propo No	osed Dv orthbour T	wy Q nd R	So	- outhbou T	nd R	Sano E	dy Creel astboun T	k Rd Id R	Sano W	dy Creel /estbour	k Rd Id R
			Overall LOS						A (0.4)			_		
			Approach LOS		E (39.5)						A (0)			A (0.6)	
	Stora 50th Que												350		
PR	50th Que														
Σ	SC		95th Queue		25						0	0	25	0	
2	₹		Overall LOS						A (0.7)					
BU I			Approach LOS	I	D (27.7)						A (0)			A (0)	
32	Approach LO Storag		Storage										350		
50			50th Queue												
			95th Queue		25						0	0	0	0	

With the improvements listed above, the intersection of Sandy Creek Road at Proposed Driveway Q (Intersection 31) is projected to operate at or above its <u>overall</u> LOS standards under the Projected 2032 Build Improved conditions. Although the northbound approach is projected to operate at LOS E during the AM peak hour under the Projected 2032 Build Improved conditions, the approach delay improved from the Projected Build 2032 conditions. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.























Appendix A – DRI Site Plan

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DRI SITE PLAN TRILITH EXPANSION CITY OF FAYETTEVILLE FAYETTE COUNTY, GA

		LAND U	SE SUMMARY						Parking
	2015 DRI 2	2480	BUILT/UNDER CO	NSTRUCTION	TOTAL PROPOSEI	D (DRI 3776)	CHANGE FROM	DRI 2480	Total
	TOTAL NON-RES.	TOTAL RES.	TOTAL NON-RES.	TOTAL RES.	TOTAL NON-RES.	TOTAL RES.	TOTAL NON-RES.	TOTAL RES.	Spaces
	AREA (sf)	UNITS	AREA (sf)	UNITS	AREA (sf)	UNITS	AREA (sf)	UNITS	Proposed
MAIN STUDIO - PARCEL 1 (STAGES & MEDIA PARK)									
STAGE/STUDIO BLDGS. (ST)	595,000		528,307		979,307		384,307	0	1,128
WORKSHOPS (WS)	290,000		199,248		299,248		9,248	0	200
WAREHOUSES (WH)	250,000		362,500		462,500		212,500	0	200
OFFICES (O)	320,000		196,738		563,738		243,738	0	1,835
RECYCLE CENTER (RC)	5,000		5,084		5,084		84	0	0
	1,460,000	0	1,291,877	0	2,309,877	0	849,877	0	
MAIN STUDIO - PARCEL 2 (MEDIA PARK EXPANSION)									
WAREHOUSES (WH)	198,000		100,000		500,000		302,000	0	800
OFFICES (O)	24,000		15,000		80,000		56,000	0	325
	222,000	0	115,000	0	580,000	0	358,000	0	
PRODUCTION CENTER - PARCEL 3									
OFFICES (O)	90,000		86,000		110,000		20,000	0	120
STAGE/STUDIO BLDGS. (ST)	72,000		14,960		14,960		-57,040	0	0
WORKSHOPS (WS)	48,000		5,000		5,000		-43,000	0	0
WAREHOUSES (WH)	60,000				125,000		65,000	0	250
	270,000	0	105,960		254,960	0	-15,040	0	
PINEWOOD FOREST - PARCEL 4									
MULTI-FAMILY/APARTMENTS		524		263		650	0	126	387
SINGLE FAMILY HOMES		714		350		750	0	36	800
MIXED USE RETAIL (C)	75,000		47,000		150,000		75,000	0	515
MIXED USE/ OFFICE / RETAIL (O/C)	100,500		92,000		250,000		149,500	0	790
HOTEL (ROOMS)	200		192		300		100	0	135
STAGE/AUDITORIUM/CINEMA/EVENT SPACE			30,000		514,000		514,000	0	2,420
	175,500	1,238	169,000	613	914,000	1,400	738,500	162	
HORTON TRACT - PARCEL 5									
SINGLE FAMILY HOMES		107				0	0	-107	0
RETAIL/ COMMERCIAL/ EDUCATIONAL	84,000				0		-84,000	0	0
STAGE/STUDIO BLDGS. (ST)					1,435,000		1,435,000	0	3,588
WORKSHOPS (WS)					666,000		666,000	0	1,332
OFFICES (O)					649,000		649,000	0	3,245
	84,000	107	0	0	2,750,000	0	2,666,000	-107	
GEORGIA MILITARY COLLEGE - PARCEL 6									
Institutional	53,000		38,000		138,000		85,000	0	500
	53,000	0	38,000	0	138,000	0	85,000	0	
Total	2,264,500	1345	1,719,837	613	6,946,837	1400	4,682,337	55	18,570



NOTES:

- 1. DRI NUMBER: 3776
- 2. PORTIONS OF THESE PROPERTIES ARE LOCATED IN A FLOOD HAZARD ZONE "AE" AS PER F.E.M.A. FLOOD INSURANCE RATE MAP OF FAYETTE COUNTY, GEORGIA COMMUNITY PANEL NO. 131130084E
- EFFECTIVE SEPTEMBER 26, 2008 3. TOTAL SITE AREA: 913.95 ACRES PARCEL 1: 310.45 ACRES (0.171 FAR) PARCEL 2: 68.73 ACRES (0.194 FAR) PARCEL 3: 25.85 ACRES (0.226 FAR) PARCEL 4: 235.09 ACRES (0.089 FAR) PARCEL 5: 255.37 ACRES (0.247 FAR) PARCEL 6: 18.46 ACRES (0.172 FAR)
- 4. ZONING: PARCEL 1 - PCD (PLANNED COMMUNITY DEVELOPMENT) PARCEL 2 - PCD (PLANNED COMMUNITY DEVELOPMENT) PARCEL 3 - PCD (PLANNED COMMUNITY DEVELOPMENT) PARCEL 4 - PCD (PLANNED COMMUNITY DEVELOPMENT) & R-70 SINGLEF AMILY RESIDENTIAL PARCEL 5 - PCD (PLANNED COMMUNITY DEVELOPMENT)
- PARCEL 6 OI (OFFICE INSTITUTIONAL)
- 5. UTILITY PROVIDERS: A. WATER - FAYETTE COUNTY
- B. SANITARY SEWER CITY OF FAYETTEVILLE C. GAS ATLANTA GAS LIGHT
- D. TELEPHONE AT&T E. POWER - COWETA FAYETTE EMC

ADDITIONAL BREAKDOWN)

- 6. ALL ROADWAY AND PARKING TO HAVE CURB AND GUTTER
- 7. TOTAL PARKING COUNT: 18,569 SPACES (SEE CHART FOR



REVI	SIONS:	
1. 2.	08/04/22 10/31/22	1ST SUBMI INTERSECT

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FOLEY DESIGN

DRI SITE PLAN TRILITH EXPANSION CITY OF FAYETTEVILLE FAYETTE COUNTY, GA

		LAND U	SE SUMMARY						Parking
	2015 DRI 2	2480	BUILT/UNDER CON	ISTRUCTION	TOTAL PROPOSED	D (DRI 3776)	CHANGE FROM	DRI 2480	Total
	TOTAL NON-RES.	TOTAL RES.	TOTAL NON-RES.	TOTAL RES.	TOTAL NON-RES.	TOTAL RES.	TOTAL NON-RES.	TOTAL RES.	Spaces
	AREA (sf)	UNITS	AREA (sf)	UNITS	AREA (sf)	UNITS	AREA (sf)	UNITS	Proposed
MAIN STUDIO - PARCEL 1 (STAGES & MEDIA PARK)									
TAGE/STUDIO BLDGS. (ST)	595,000		528,307		979,307		384,307	0	1,128
NORKSHOPS (WS)	290,000		199,248		299,248		9,248	0	200
VAREHOUSES (WH)	250,000		362,500		462,500		212,500	0	200
OFFICES (O)	320,000		196,738		563,738		243,738	0	1,835
RECYCLE CENTER (RC)	5,000		5,084		5,084		84	0	0
	1,460,000	0	1,291,877	0	2,309,877	0	849,877	0	
MAIN STUDIO - PARCEL 2 (MEDIA PARK EXPANSION)									
NAREHOUSES (WH)	198,000		100,000		500,000		302,000	0	800
DFFICES (O)	24,000		15,000		80,000		56,000	0	325
	222,000	0	115,000	0	580,000	0	358,000	0	
PRODUCTION CENTER - PARCEL 3									
OFFICES (O)	90,000		86,000		110,000		20,000	0	120
TAGE/STUDIO BLDGS. (ST)	72,000		14,960		14,960		-57,040	0	0
NORKSHOPS (WS)	48,000		5,000		5,000		-43,000	0	0
VAREHOUSES (WH)	60,000				125,000		65,000	0	250
	270,000	0	105,960		254,960	0	-15,040	0	
PINEWOOD FOREST - PARCEL 4									
MULTI-FAMILY/APARTMENTS		524		263		650	0	126	387
SINGLE FAMILY HOMES		714		350		750	0	36	800
VIIXED USE RETAIL (C)	75,000		47,000		150,000		75,000	0	515
/IIXED USE/ OFFICE / RETAIL (O/C)	100,500		92,000		250,000		149,500	0	790
HOTEL (ROOMS)	200		192		300		100	0	135
TAGE/AUDITORIUM/CINEMA/EVENT SPACE			30,000		514,000		514,000	0	2,420
	175,500	1,238	169,000	613	914,000	1,400	738,500	162	
IORTON TRACT - PARCEL 5									
SINGLE FAMILY HOMES		107				0	0	-107	0
RETAIL/ COMMERCIAL/ EDUCATIONAL	84,000				0		-84,000	0	0
TAGE/STUDIO BLDGS. (ST)					1,435,000		1,435,000	0	3,588
NORKSHOPS (WS)					666,000		666,000	0	1,332
OFFICES (O)					649,000		649,000	0	3,245
	84,000	107	0	0	2,750,000	0	2,666,000	-107	
GEORGIA MILITARY COLLEGE - PARCEL 6									
nstitutional	53,000		38,000		138,000		85,000	0	500
	53,000	0	38,000	0	138,000	0	85,000	0	
Total	2,264,500	1345	1,719,837	613	6,946,837	1400	4,682,337	55	18,570



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- EFFECTIVE SEPTEMBER 26, 2008 3. TOTAL SITE AREA: 913.95 ACRES PARCEL 1: 310.45 ACRES (0.171 FAR) PARCEL 2: 68.73 ACRES (0.194 FAR) PARCEL 3: 25.85 ACRES (0.226 FAR) PARCEL 4: 235.09 ACRES (0.089 FAR) PARCEL 5: 255.37 ACRES (0.247 FAR) PARCEL 6: 18.46 ACRES (0.172 FAR)
- 4. ZONING: PARCEL 1 - PCD (PLANNED COMMUNITY DEVELOPMENT) PARCEL 2 - PCD (PLANNED COMMUNITY DEVELOPMENT) PARCEL 3 - PCD (PLANNED COMMUNITY DEVELOPMENT) PARCEL 4 - PCD (PLANNED COMMUNITY DEVELOPMENT) & R-70 SINGLEF AMILY RESIDENTIAL PARCEL 5 - PCD (PLANNED COMMUNITY DEVELOPMENT)
- PARCEL 6 OI (OFFICE INSTITUTIONAL)
- 5. UTILITY PROVIDERS: A. WATER - FAYETTE COUNTY B. SANITARY SEWER - CITY OF FAYETTEVILLE C. GAS - ATLANTA GAS LIGHT
- D. TELEPHONE AT&T
- E. POWER COWETA FAYETTE EMC

ADDITIONAL BREAKDOWN)

6. ALL ROADWAY AND PARKING TO HAVE CURB AND GUTTER 7. TOTAL PARKING COUNT: 18,569 SPACES (SEE CHART FOR







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DRI SITE PLAN ENLARGEMENT **TRILITH EXPANSION** CITY OF FAYETTEVILLE FAYETTE COUNTY, GA



10/31/22



SCALE: 1" = 200





DRI SITE PLAN ENLARGEMENT **TRILITH EXPANSION** CITY OF FAYETTEVILLE FAYETTE COUNTY, GA







STAGE/STUDIO BLDGS. - 1 STORY

WAREHOUSES/WORKSHOPS - 1 STORY*

OFFICES - VARIES; 1-5 STORIES

RECYCLE CENTER - 1 STORY

INSTITUTIONAL - 1 STORY

---- MULTI-USE PATH (8'-10' WIDE)

FUTURE

UNDER CONSTRUCTION

STREAM

FLOOD PLANES

*ALL BUILDINGS INCLUDE LOADING & DROP-OFF ZONES

10/31/22



Appendix B – Trip Generation Analysis

Trip Generation Analysis (11th Ed. With 2nd Edition Handbook Daily IC & 3rd Edition AWPM IC)													
			, , , , , , , , , , , , , , , , , , , ,	Trilith Develop	ment		- /						
	Fayette, GA												
Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
		Setting			Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
150	Warehousing	General Urban/Suburban	3,876,000	Sq. Ft. GFA	6,162	3,081	3,081	489	377	112	492	138	354
210	Single-Family Detached Housing	General Urban/Suburban	487	dwelling units	4,330	2,165	2,165	315	82	233	440	277	163
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	435	dwelling units	2,864	1,432	1,432	158	38	120	208	131	77
310	Hotel	General Urban/Suburban	300	rooms	2,828	1,414	1,414	143	80	63	194	99	95
540	Junior/Community College	General Urban/Suburban	100,000	Sq. Ft. GFA	2,026	1,013	1,013	301	232	69	186	93	93
710	General Office Building	General Urban/Suburban	1,105,000	Sq. Ft. GFA	9,382	4,691	4,691	1,322	1,163	159	1,220	207	1,013
820	Shopping Center (>150k)	General Urban/Suburban	352,785	Sq. Ft. GFA	15,074	7,537	7,537	342	212	130	1,399	672	727

Gross Project Trips	42,666	21,333	21,333	3,070	2,184	886	4,139	1,617	2,522
Warehouse Trips (Studio Production)	6,162	3,081	3,081	489	377	112	492	138	354
Mixed-Use Reductions	-238	-119	-119	-42	-20	-22	-24	-8	-16
Alternative Mode Reductions	0	0	0	0	0	0	0	0	0
Adjusted Car Trips	5,924	2,962	2,962	447	357	90	468	130	338
Residential Trips	7,194	3,597	3,597	473	120	353	648	408	240
Mixed-Use Reductions	-1,190	-595	-595	-13	-2	-11	-288	-204	-84
Alternative Mode Reductions	0	0	0	0	0	0	0	0	0
Adjusted Residential Trips	6,004	3,002	3,002	460	118	342	360	204	156
Hotel Trips	2,828	1,414	1,414	143	80	63	194	99	95
Mixed-Use Reductions	-468	-234	-234	-55	0	-55	-37	-24	-13
Alternative Mode Reductions	0	0	0	0	0	0	0	0	0
Adjusted Hotel Trips	2,360	1,180	1,180	88	80	8	157	75	82
		4 004	4 004	4 000	4 4 9 9	450	1 000	0.07	4.040
Office Inps	9,382	4,691	4,691	1,322	1,163	159	1,220	207	1,013
Mixed-Use Reductions	-362	-181	-181	-92	-60	-32	-60	-12	-48
Alternative Mode Reductions	0	4 5 4 0	1 5 1 0	1 000	1 1 0 0	107	1 4 6 0	105	0
Adjusted Onice Trips	9,020	4,510	4,510	1,230	1,103	127	1,160	195	965
Petail Tripe	15.074	7 537	7 537	342	212	130	1 300	672	727
Nixed-I lse Baductions	-2.036	-1 018	-1 018	-120	-80	-40	-354	-134	-220
Alternative Mode Reductions	-2,030	-1,010	-1,010	- 120	-00	-40	-554	-134	-220
Pass By Reductions (Based on ITE Rates)	-3 782	-1 891	-1 891	0	0	0	-304	-152	-152
Adjusted Retail Trips	9,256	4.628	4,628	222	132	90	741	386	355
		.,	.,						
Other Non-Residential Trips (Educational)	2,026	1,013	1,013	301	232	69	186	93	93
Mixed-Use Reductions	-78	-39	-39	-26	-12	-14	-10	-6	-4
Alternative Mode Reductions	0	0	0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips	1,948	974	974	275	220	55	176	87	89
Mixed-Use Reductions - TOTAL	-4,372	-2,186	-2,186	-348	-174	-174	-773	-388	-385
Alternative Mode Reductions - TOTAL	0	0	0	0	0	0	0	0	0
Pass-By Reductions - TOTAL	-3,782	-1,891	-1,891	0	0	0	-304	-152	-152
New Trips	34,512	17,256	17,256	2,722	2,010	712	3,062	1,077	1,985
Driveway Volumes									

Appendix C – Intersection Volume Worksheets
INTERSECTION VOLUME DEVELOPMENT INTERSECTION #1 GA-54 Floy Farr Pkwy at Ebenezer Rd/Brittany Way

Ebenezer Rd Brittany Way GA-54 Floy Farr Pkwy GA-54 Floy Farr Pkwy Northbound Southbound Estbound Westbound Westbound U-Turm Left Through Right U-Turn Left Right U-Turn Right U-Turn Left <th></th>																
		Ebene	zer Rd		1	Brittar	ny Way		1	GA-54 Flo	/ Farr Pkwy		1	GA-54 Floy	/ Farr Pkwy	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	16	2	231	0	6	2	7	1	4	1,138	22	1	130	1,026	2
Count Balancing																
Pedestrians	-		0				0			-	0				0	
Conflicting Pedestrians		0	-	0	-	0		0		0		0		0		0
Heavy Vehicles	- 0	0	0	4	0	1	0	0	0	0	2/	1	0	5	46	0
neavy venicle %	276	276	276	276	276	1/%	276	276	276	276	276	376	276	4%	476	276
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor		16	1	221	1	6	1	7	1	1	1 1 2 9	22	1	120	1 026	2
Adjusted 2022 Volumes		10		231		0		, ,			1,130	- 22	1 1	130	1,020	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	2	0	24	0	1	0	1	0	0	119	2	0	14	107	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	18	2	255	0	7	2	8	1	4	1,257	24	1	144	1,133	2
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%	2%	5%	2%	4%	4%	2%
					-								r			
Trip Distribution IN	-			5.0%							10.0%					
Trip Distribution OUT														5.0%	10.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	18	0	0	0	0	0	0	36	0	0	5	9	0
	1	1	1		r	1	1		r	1		1	1	1		1
Trip Distribution IN											15.0%				15.09/	
Palancian Adjustment	-														13.0%	
Balancing Aujustinent		0	0	0	0	0	0	0	0	0	18	0	0	0	51	0
Residentia mps	Ű					Ū		, v	, v	Ŭ	10		, v	Ū	51	
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment	-															
Hotel Trips	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0
Trip Distribution IN				5.0%							10.0%					
Trip Distribution OUT														5.0%	10.0%	
Balancing Adjustment																
Office Trips	0	0	0	55	0	0	0	0	0	0	110	0	0	6	13	0
Tale Distribution (A)	r			5.0%	1				1		45.0%		1			
The Distribution IN				5.0%							15.0%			F 00/	45.0%	
Palancian Adjustment	-													5.0%	15.0%	
Balancing Aujustitient	0	0	0	7	0	0	0	0	0	0	20	0	0	5	14	0
Netan mpa		0		,				<u> </u>			20					
Trip Distribution IN				5.0%							10.0%					
Trip Distribution OUT														5.0%	10.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	11	0	0	0	0	0	0	22	0	0	3	6	0
Total Primary Site Trips	0	0	0	91	0	0	0	0	0	0	218	0	0	19	94	0
	r				r				r			-	r			-
Pass-By Distribution REDUCTION																
Pass-by Distribution IN													<u> </u>			
Pass-By Distribution OUT	<u> </u>															
paraneng Aujustinent		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
r usa uy riipa								- V				- V				
Total Vehicular Project Trips	0	0	0	91	0	0	0	0	0	0	218	0	0	19	94	0
						•				•						
2032 Build Traffic	0	18	2	346	0	7	2	8	1	4	1,475	24	1	163	1,227	2
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%	2%	5%	2%	4%	4%	2%

					PM PE	AK HOUR										
		Ebene	zer Rd		1	Brittan	w Way			GA-54 Flov	Farr Pkwy		-	GA-54 Flov	Farr Pkwy	
		North	bound			South	bound			Fast	hound			West	hound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	12	3	197	0	4	0	7	0	8	1.168	41	3	315	1.191	11
Count Balancing																
Pedestrians		•	0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	0	3	0	0	0	0	0	0	12	0	0	9	14	0
Heavy Vehicle %	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	12	3	197	0	4	0	7	0	8	1.168	41	3	315	1.191	11
											-,				-,	
Annual Growth Bate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10
Background Growth Trins	0	1	0	21	0	0	0	1	0	1	122	4	0	33	125	1
DBI #3628 Highway 74 Business Tech Park: Development Trins		-				0				-		-			11.5	
2032 No-Build Traffic	0	13	3	218	0	4	0	8	0	9	1,290	45	3	348	1.316	12
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						-										
Trin Distribution IN				5.0%							10.0%					
Trip Distribution OUT														5.0%	10.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	7	0	0	0	0	0	0	13	0	0	17	34	0
		•														
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	31	0	0	0	23	0
		•														
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0
									•				•			
Trip Distribution IN				5.0%							10.0%					
Trip Distribution OUT														5.0%	10.0%	
Balancing Adjustment																
Office Trips	0	0	0	10	0	0	0	0	0	0	20	0	0	48	97	0
Trip Distribution IN				5.0%							15.0%					
Trip Distribution OUT														5.0%	15.0%	
Balancing Adjustment																
Retail Trips	0	0	0	19	0	0	0	0	0	0	58	0	0	18	53	0
	r		-		r				r				r			
Trip Distribution IN				5.0%							10.0%					
Trip Distribution OUT														5.0%	10.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	4	0	0	0	0	0	0	9	0	0	4	9	0
		-	-			-	-			-						
Total Primary Site Trips	U	0	0	40	0	U	0	U	0	U	142	0	U	8/	228	0
Pace By Distribution REDUCTION	1															
Pass-By Distribution IN									-				-			
Pase-By Distribution OUT	<u> </u>															
Relancing Adjustment	<u> </u>														-	
Pass-Ry Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
r usa uy rripa						5		0		5				5		
Total Vehicular Project Trips		0	0	40	0	0	0	0	0	0	142	0	0	87	228	0
2032 Build Traffic	0	13	3	258	0	4	0	8	0	9	1,432	45	3	435	1,544	12
2032 Build Heavy Vehicle %	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #2 GA-54 Floy Farr Pkwy (West)/GA-54 Floy Farr Pkwy (East) at Flat Creek Trail

					AM PE	AK HOUR										
						Flat Cre	ek Trail			GA-54 Floy Fa	rr Pkwy (West	:)		GA-54 Floy Fa	arr Pkwy (East)	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	9	0	189	0	110	1,230	0	1	0	974	11
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	8	0	3	28	0	0	0	43	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	2%	2%	4%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	9	0	189	0	110	1,230	0	1	0	974	11
	r	1			r				r				r			
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	0	0	1	0	20	0	12	129	0	0	0	102	1
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	10	0	209	0	122	1,359	0	1	0	1,076	12
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	2%	2%	4%	2%
Tele Distribution 18	T	1	1	-	r	1	1	-	r	1	45.0%	-	r		1	-
The Distribution N											15.0%				15.0%	
Palancing Adjuctment	-														15.0%	
Marahauca Car Trian	0	0	0	0	0	0	0	0	0	0	EA	0	0	0	14	0
wateriouse car trips		0	0	0	0	0	0	0	0	0	34	0	0	0	14	0
Distribution IN 15.0% Distribution OUT 0 0 0 nice Adjustment 0 0 0 0																
Trip Distribution OUT											13.070				15.0%	
Balancing Adjustment																
Residential Trins	0	0	0	0	0	0	0	0	0	0	18	0	0	0	51	0
											-					
Trip Distribution IN											15.0%					
Trip Distribution OUT							15.0%									
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	165	0	0	0	19	0
Trip Distribution IN											20.0%					
Trip Distribution OUT															20.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	26	0	0	0	18	0
	T	1	1	-	r	1	1	-	r	1		-	r	1	1	
Trip Distribution IN											15.0%					
Trip Distribution OUT	-														15.0%	
Balancing Adjustment	-	0		-	-	0	-	-	-	0	22	-	0	0		-
Other Non-Residential Trips	0	U	0	0	U	U	U	0	U	U	33	0	U	U	8	0
Table Delevant City Telev											200					
Total Primary Site Trips	0	U	0	0	0	U	U	0	U	U	308	0	0	U	111	0
Page By Distribution REDUCTION	1	1			r	1	[r	1	1		r	1	1	
Pass-Ry Distribution IN		1	-													
Pass-By Distribution OLIT		1	1		1				1							
Balancing Adjustment		1	-													
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	308	0	0	0	111	0
2032 Build Traffic	0	0	0	0	0	10	0	209	0	122	1,667	0	1	0	1,187	12
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	2%	2%	4%	2%
					PM PE	AK HOUR										

						Flat Cre	ek Trail			SA-54 Floy Fa	rr Pkwy (West)		GA-54 Floy Fa	irr Pkwy (East)	
	Northbound					South	bound			Fasti	ound			West	hound	
	Northbound U-Turn Left Through Right 0 0 0 0			U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Observed 2022 Traffic Volumes	0	0	0	0	0	3	0	207	0	200	1 167	0	1	0	1 303	41
Court Palancing							Ŭ	207		200	1,107		-		1,505	
Dedestrians	-				-								-			
Peuestilaiis																
Conflicting Pedestrians	-	0	-	0	-	0		0	-	0		0	-	0		0
Heavy Vehicles	0	0	0	U	0	0	0	3	0	3	10	0	0	0	19	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	3	0	207	0	200	1,167	0	1	0	1,303	41
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	0	0	0	0	22	0	21	122	0	0	0	136	4
DRI #3628 Highway 74 Business Tech Park: Development Trins					-								-			
2032 No-Build Traffic	0	0	0	0	0	3	0	229	0	221	1 289	0	1	0	1 439	45
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	, v	5		Ū		0	, e	Ū	<u> </u>	5	5	, v	<u> </u>	5	5	L ů
Trip Distribution IN											15.0%					
Trip Distribution OUT											13.078				15.0%	
Balancing Adjustment															10.070	
Warehouse Car Tries	0	0	0	0	0	0	0	0	0	0	20	0	0	0	E1	0
watehouse call https		0		0	0	0		0		0	20		0	0	31	
Trie Dictribution IN											15.08/					
The Distribution IN											13.076				45.0%	
The Distribution COT															15.0%	
Balancing Adjustment	-	-			-			-	-	-			-	-		
Residential Trips	0	0	0	0	0	0	0	0	0	0	31	0	0	0	23	0
									·							
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	29	0	0	0	145	0
Trip Distribution IN											20.0%					
Trip Distribution OUT															20.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	77	0	0	0	71	0
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	181	0	0	0	315	0
		Ţ.	÷							Ţ.				Ţ.	0.20	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OLIT																
Balancing Adjustment																
Date: By Trinc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
r usa uy rripa		0		U		U		U		0				0		
Total Vehicular Project Trips		0	0	0	0	0	0	0	0	0	181	0	0	0	315	0
rota veneara riojec ripa				5		5					101				515	
2032 Build Traffic	0	0	0	0	0	3	0	229	0	221	1.470	0	1	0	1 754	45
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #3 Tyrone Rd (West)/Tyrone Rd (East) at Flat Creek Trail (South)/Flat Creek Trail (North)

AM PEAR HOUK Flat Creek Trail (South) Flat Creek Trail (North) Tyrone Rd (West) Tyrone Rd (East)																
		Flat Creek	Trail (South)			Flat Creek	Trail (North)			Tyrone I	Rd (West)			Tyrone	Rd (East)	
		North	bound			South	bound			Fact	hound			Wast	bound	
	LI Turn	Loft	Through	Right	LI Tura	Loft	Through	Right	LI Turo	Loft	Through	Right	LI Turo	-Jesi	Through	Right
	0-Tulli	Leit	Through	Kigin	0-Tulli	Leit	Through	Night	0-Tulli	Len	mough	Night	0-Turii	Leit	Through	Ngin
Observed 2022 Traffic Volumes	0	103	21	4	0	14	66	19	0	24	425	112	0	1	290	2
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	1	1	0	0	1	1	0	1	22	10	0	0	9	0
Heavy Vehicle %	2%	2%	4%	25%	2%	2%	2%	5%	2%	4%	5%	9%	2%	2%	3%	2%
Book Hour Easter	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
A diversity Factor	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Pactor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	103	27	4	0	14	66	19	0	24	425	112	0	1	290	2
	r		1		r				r				r		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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	11	3	0	0	1	7	2	0	3	44	12	0	0	30	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	114	30	4	0	15	73	21	0	27	469	124	0	1	320	2
2032 No-Build Heavy Vehicle %	2%	2%	4%	25%	2%	2%	2%	5%	2%	4%	5%	9%	2%	2%	3%	2%
	2/0	2/0	4/4	23/0	2/0	2/0	2/4	3/0	2/0	470	3/2	374	2/6	2/0	3/2	2/2
Tele Distrikusion III	1		1		r				r		5.0%		1		1	1
The Dischouter OUT	<u> </u>										5.0%				5.00	
Trip Distribution OUT	-				-										5.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	5	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Residential Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
														-		
Trip Distribution IN	1	1	1		1	1			1						1	
The Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											5.0%					
Trip Distribution OUT															5.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	55	0	0	0	6	0
		-	-							-				-	-	÷
Trip Distribution IN	1	1			1				1	1	5.0%					
The Distribution IIV	-										5.674				5.00/	
The Distribution OOT															5.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0
	1												r			
Trip Distribution IN											5.0%					
Trip Distribution OUT	_														5.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	91	0	0	0	19	0
		•								•						
Pass-By Distribution REDUCTION																
Pass By Distribution IN																
Pass-by Distribution IN																
Pass-by Distribution OUT			<u> </u>													
Balancing Adjustment	-															
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
								-				-				
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	91	0	0	0	19	0
2032 Build Traffic	0	114	30	4	0	15	73	21	0	27	560	124	0	1	339	2
2032 Build Heavy Vehicle %	2%	2%	4%	25%	2%	2%	2%	5%	2%	4%	5%	9%	2%	2%	3%	2%
					-				-							

PM PEAK HOUR Flat Creek Trail (South) Tyrone Rd (West) Tyrone Rd (East) Northbound Southbound Eastbound Westbound U-Turn Left Through Right U-Turn Left Through Right																
	FINI CEAN TOURN Flat Creek Trail (South) Flat Creek Trail (North) Tyrone Rd (West) Northbound Eathbound Eathbound U Turn Infer Thermite Richt U Turn Infer Thermite Richt														Rd (East)	
	1	North	nbound		1	South	bound		1	East	ound		1	West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	164	58	11	0	9	68	33	0	20	369	127	0	3	430	9
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	5	1	0	0	2	1	1	0	1	8	1	0	0	11	0
Heavy Vehicle %	2%	3%	2%	2%	2%	22%	2%	3%	2%	5%	2%	2%	2%	2%	3%	2%
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	164	58	11	0	9	68	33	0	20	369	127	0	3	430	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	17	6	1	0	1	7	3	0	2	39	13	0	0	45	1
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	181	64	12	0	10	75	36	0	22	408	140	0	3	475	10
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			-								5.0%					
Trip Distribution OUT															5.0%	
Balancing Adjustment	-			-							-				47	
warehouse car rrips	0	U	0	0	0	U	0	0	0	U	/	0	0	U	1/	0
Trip Distribution IN	1								1							
Trip Distribution OUT																
Balancing Adjustment																
Residential Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		-	÷			-	-			-	-			-	-	
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											5.0%					
Trip Distribution OUT															5.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	10	0	0	0	48	0
													r			
Trip Distribution IN											5.0%					
Trip Distribution OUT															5.0%	
Balancing Adjustment								-				-				-
Retail Inps	0	0	0	0	0	0	0	0	0	0	19	0	0	0	18	0
Trip Distribution IN	T		1	1	r		1	1	r		E 09/	1	r			1
Trip Distribution IN									-		3.076				E 09/	
Balancing Adjustment															3.076	
Other Non-Residential Trins	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
		-				-				-				-		
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	87	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT	L															
Balancing Adjustment	I								I							
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1						-									
I otal venicular Project Trips	I	0	0	0	0	0	0	0	0	0	40	0	0	0	87	0
2022 Build Traffic	1 0	101	64	12		10	75	26		22	449	140			562	10
2032 Build Heavy Vehicle %	2%	3%	2%	2%	2%	22%	2%	3%	2%	5%	2%	2%	2%	2%	3%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #4 GA-54 Floy Farr Pkwy (West)/GA-54 Floy Farr Pkwy (East) at Driveway/Tyrone Rd

Normal	Driveway Tyrone Rd GA-S4 Floy Farr Pkwy (Vext) GA-S4 Floy Farr Pkwy (East)																
UPUEUP			Driv	eway			Tyro	ne Rd			GA-54 Floy Fa	rr Pkwy (West		1	GA-54 Floy Fa	arr Pkwy (East)	
undundmodindi			North	nbound			South	bound			Easti	ound		1	West	bound	
Bander StateImage<		U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Can benng and an analysis of the second of	Observed 2022 Traffic Volumes	0	0	1	2	0	398	1	35	1	25	1,218	0	3	0	982	272
Image: SectorImage: SectorImage	Count Balancing																
Canding the shore and any and any and any and any and any and any	Pedestrians			0				0				0				0	
Intry black hybridge <br< td=""><td>Conflicting Pedestrians</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td></br<>	Conflicting Pedestrians		0		0		0		0		0		0		0		0
linely which is the sector of the sector o	Heavy Vehicles	0	0	0	0	0	24	0	3	1	1	26	0	0	0	40	13
Peak leg bindQuest	Heavy Vehicle %	2%	2%	2%	2%	2%	6%	2%	9%	100%	4%	2%	2%	2%	2%	4%	5%
Algoing the start startAlgoing the start start startAlgoing the start start startAlgoing the start start startAlgoing the start start start start startAlgoing the start start start startAlgoing the start start startAlgoing the start start startAlgoing the start start startAlgoing the start start start startAlgoing the start start startAlgoing the start start startAlgoing the start start startAlgoing the start start </td <td>Peak Hour Factor</td> <td>0.92</td>	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Admint of the integra mean of the integra constrained by the integra mean of the integra constrained by the integra mean of the integra <b< td=""><td>Adjustment Factor</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td></b<>	Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Adjusted 2022 Volumes	0	0	1	2	0	398	1	35	1	25	1,218	0	3	0	982	272
And growth Act down's Act many and any and any and any and any and any		-				r				r			-				
Grand freem 110	Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
ladge of web Trys in the fair of web or web of web	Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
De BLOC MULTINGE SCALE ALLOW	Background Growth Trips	0	0	0	0	0	42	0	4	0	3	127	0	0	0	103	28
2012 Point 1200 model Yanh 2020 model Yan	DRI #3628 Highway 74 Business Tech Park: Development Trips																
2012 Decision of the set of	2032 No-Build Traffic	0	0	1	2	0	440	1	39	1	28	1,345	0	3	0	1,085	300
The point with the set of the se	2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	6%	2%	9%	100%	4%	2%	2%	2%	2%	4%	5%
The Distribution NT Distriter Distribution NT Distribution						r				r							
Inclusion Off SubjectsInclusion off Subjects <th< td=""><td>Trip Distribution IN</td><td></td><td></td><td></td><td></td><td></td><td>5.0%</td><td></td><td></td><td></td><td></td><td>15.0%</td><td></td><td></td><td></td><td></td><td></td></th<>	Trip Distribution IN						5.0%					15.0%					
Balancy Algorine M Werkows C 179III <td>Trip Distribution OUT</td> <td></td> <td>15.0%</td> <td>5.0%</td>	Trip Distribution OUT															15.0%	5.0%
Watchmark Tip Data	Balancing Adjustment																
The Distribution NT The Distribution OUT Landong Adjustment Landong Adjustment <thlando< td=""><td>Warehouse Car Trips</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>18</td><td>0</td><td>0</td><td>0</td><td>0</td><td>54</td><td>0</td><td>0</td><td>0</td><td>14</td><td>5</td></thlando<>	Warehouse Car Trips	0	0	0	0	0	18	0	0	0	0	54	0	0	0	14	5
Imp Distribution N Imp Distr																	
Imp Database Imp Database<	Trip Distribution IN											15.0%					
Bland of Algebrein Image: Algebrei	Trip Distribution OUT															15.0%	
Residentify Type 0	Balancing Adjustment													-			
The Distribution N Trip Distribution QUT Balancing Algustment Image: Constraint of the	Residential Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	51	0
Inp Distribution NUT Inp Distr										·				·			
The Distribution OUT Implement Impl	Trip Distribution IN											15.0%		L			
Blancing Alguistnent Image: Constraint of the sector of the	Trip Distribution OUT													(15.0%	
Index ings 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 <th0< td=""><td>Balancing Adjustment</td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td>-</td><td></td><td>-</td><td></td><td>-</td><td></td><td></td></th0<>	Balancing Adjustment						-		-		-		-		-		
Imp Distribution NT inp Distribution NT inp Distribution OUT Balancing Adjustment Imp Distribution AD in the impose of the impose	Hotel Inps	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0
In Dustribution NUT Impossibility of the transmission of tra		1	1			r				r							
Influstment Implement	Trip Distribution IN						5.0%					15.0%		(
Balance Algustment Image: Constraint of the registry o	Trip Distribution OUT															15.0%	5.0%
Once mas O <tho< th=""> O O<!--</td--><td>offer Trian</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td>465</td><td></td><td></td><td></td><td>10</td><td>6</td></tho<>	offer Trian								0			465				10	6
Imp Distribution N Imp Distribut	Unice Trips	0	U	0	0	U	22	0	0	U	0	105	0		0	19	0
In Deschaudon AUT Down Down <thd< td=""><td>Trie Dictribution IN</td><td>r</td><td>1</td><td>1</td><td></td><td>r</td><td>E 09/</td><td></td><td></td><td>r</td><td>1</td><td>20.0%</td><td></td><td></td><td></td><td>1</td><td>-</td></thd<>	Trie Dictribution IN	r	1	1		r	E 09/			r	1	20.0%				1	-
Implementation Implementatio	Trip Distribution (N						3.0%					20.076				20.0%	E 08/
Industry Image of the second sec	Palancing Adjuctment															20.0%	5.0%
Acta Imps O	Batal Tries	0	0	0	0	0	7	0	0	0	0	76	0	0	0	10	E
Trip Opstimulion N Top Opstimulion OUT Image: Construction of Construction Out S.0% Image: Construction Out Im	Recall Trips		0		0		/				0	20	0		0	10	,
Imp Distribution OUT Imp Distribution REDUCTION Imp Distribution OUT Imp Distribution	Trip Distribution IN	r				T	5.0%			T		15.0%					
biascond Adjustment Image: Condition RECONSTRUCTION Image: Condit Reconstrulin Reconstruction Image: Condition	Trip Distribution OUT						5.674					15.070		(15.0%	5.0%
Other Non-Residential Trips O<	Balancing Adjustment	-														13.070	3.070
Constraint Constra	Other Non-Residential Trins	0	0	0	0	0	11	0	0	0	0	33	0	0	0	8	3
Total Primary Site Trips 0 0 0 0 0 0 91 0 0 0 308 0 0 0111 19 Passely Distribution REDUCTION	outer non nesidential mps		Ū					Ŭ	0		0	55	0		0		
Parse by Distribution REDUCTION Image: Constraint of the const	Total Primary Site Trins	0	0	0	0	0	91	0	0	0	0	308	0	0	0	111	19
Pass-by forsthution REQUCTION Image: constraint of a c			-						-								
pass-by fortholidon IV Image: solution Vice Image:	Pass-By Distribution REDUCTION																
Pass-By forshubition OUT Pass-By	Pass-By Distribution IN																
Balancing Adjustment I	Pass-By Distribution OUT			1													
Pass-by Trips 0 111 19 2032 Build freevy Vehicle X 2% 2% 0 531 1 39 1 28 1,653 0 3 0 1,196 319 202 ZM 2% 2% 2% 2% 2% 2% 2% <	Balancing Adjustment																
O O	Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O O								· · · ·						· · · ·			
0 0 1 2 0 531 1 39 1 28 1,653 0 3 0 1,196 319 2032 Build Traffic 2% 2% 2% 6% 2% 9% 100% 4% 2% 2% 4% 5% 2032 Build Traffic 2% 2% 2% 6% 2% 9% 100% 4% 2% 2% 2% 5%	Total Vehicular Project Trips	0	0	0	0	0	91	0	0	0	0	308	0	0	0	111	19
2032 Build Traffic 0 0 1 2 0 531 1 39 1 28 1,653 0 3 0 1,196 319 2032 Build Heavy Vehicle X 2% 2% 2% 2% 2% 2% 9% 100% 4% 2% 2% 4% 5%																	
2032 Build Heavy Vehicle % 2% 2% 2% 2% 2% 2% 2% 6% 2% 9% 100% 4% 2% 2% 2% 2% 4% 5%	2032 Build Traffic	0	0	1	2	0	531	1	39	1	28	1,653	0	3	0	1,196	319
	2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	6%	2%	9%	100%	4%	2%	2%	2%	2%	4%	5%

					PIVI PE	AK HUUK										
		Driv	eway			Tyro	ne Rd			SA-54 Floy Fa	rr Pkwy (West)		GA-54 Floy Fa	rr Pkwy (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	1	0	0	0	335	0	43	1	74	1 140	0	1	1	1 316	401
Count Balancing		-	-											-	2/020	
Pedestrians		1	0				0				0				2	
Conflicting Pedestrians		0	Ī	0		0		0		0		0		0		0
Haavy Vahicles	0	1	0	0	0	9	0	0	0	0	14	0	0	1	18	11
Home Vehicle R	21/	100%	79/	29/	29/	21/	29/	29/	29/	21/	79/	29/	29/	100%	29/	29/
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adjustment Easter	0.50	1	1	1	1	1	0.50	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes		1	<u> </u>	0	0	335	0	43	1	24	1 140	0	1	1	1 316	401
	, v	-				333				24	1,140	, v		-	1,510	401
Annual Growth Pate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Easter	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.076	1.0%
Packaround Grouth Tring	1.10	0	1.10	1.10	0	25	0	1.10	0	2	1.10	0	0	1.10	1.10	42
DBI #2628 Highway 74 Business Tech Parks Development Tries		0		0		33		4		3	115			0	136	42
2022 No Build Troffic	0	1	0	0	0	270		47	1	27	1 250	0	1	1	1 454	442
2032 No.Build Heavy Vehicle %	0	1	0	0	0	3/0	0	4/	0	0	1,235	0	0	1	1,434	445
		-		J. J.	<u> </u>	5	<u> </u>		<u> </u>	5	5	, v	<u> </u>		5	, v
Trin Distribution IN						5.0%					15.0%					
Trip Distribution OUT						0.012									15.0%	5.0%
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	7	0	0	0	0	20	0	0	0	51	17
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	31	0	0	0	23	0
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0
Trip Distribution IN						5.0%					15.0%					
Trip Distribution OUT															15.0%	5.0%
Balancing Adjustment																
Office Trips	0	0	0	0	0	10	0	0	0	0	29	0	0	0	145	48
	r															
Trip Distribution IN						5.0%					20.0%					
Trip Distribution OUT															20.0%	5.0%
Balancing Adjustment		0		-	-	10		0	-		77	0	-		74	10
Retail Trips	0	U	U	U	U	19	0	U	U	U	11	0	U	U	/1	18
Trip Distribution IN	1				r	5.0%			r		15.0%		r			
Trip Distribution OUT						5.6%					10.070				15.0%	5.0%
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	4	0	0	0	0	13	0	0	0	13	4
Total Primary Site Trips	0	0	0	0	0	40	0	0	0	0	181	0	0	0	315	87
Pass-By Distribution REDUCTION																
Pass-By Distribution IN	L				L				L				L			
Pass-By Distribution OUT	L								I			-	L			-
Balancing Adjustment	<u> </u>	-			<u> </u>				<u> </u>				<u> </u>			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Droject Trins	1	0	0	0	0	40	0	0	0	0	101	0	0	0	215	97
rotar venicular Project Trips	·	U	U	U	U	40		U	U	U	191	U	U	U	312	8/
2032 Build Traffic	0	1	0	0	0	410	0	47	1	27	1.440	0	1	1	1.769	530
2032 Build Heavy Vehicle %	2%	100%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	100%	2%	3%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #5 GA-54 Floy Farr Pkwy (West)/GA-54 Floy Farr Pkwy (East) at Lester Road/Veterans Pkwy

Letter Road Letter Ro																
		Leste	r Road			Vetera	ns Pkwy			GA-54 Floy Fa	rr Pkwy (West)		GA-54 Floy Fi	arr Pkwy (East	
	1	North	nbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	125	120	228	0	36	69	164	2	287	1,273	87	1	192	956	16
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	1	24	0	0	2	6	0	4	35	6	0	25	34	0
Heavy Vehicle %	2%	2%	2%	11%	2%	2%	3%	4%	2%	2%	3%	7%	2%	13%	4%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	125	120	228	0	36	69	164	2	287	1.273	87	1	192	956	16
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	13	13	24	0	4	7	17	0	30	133	9	0	20	100	2
DRI #3628 Highway 74 Business Tech Park: Development Trins																
2032 No-Build Traffic	0	138	133	252	0	40	76	181	2	317	1.406	96	1	212	1.056	18
2032 No-Build Heavy Vehicle %	2%	2%	2%	11%	2%	2%	3%	4%	2%	2%	3%	7%	2%	13%	4%	2%
												- 1/2				
Trip Distribution IN	T				r i		1		1	20.0%			1	1		25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment																
Warehouse Car Trins	0	0	0	0	0	23	0	18	0	71	0	0	0	0	0	89
				-			-									
Trip Distribution IN	1									15.0%			1	1		20.0%
Trip Distribution OUT						20.0%		15.0%								
Balancing Adjustment																
Residential Trins	0	0	0	0	0	68	0	51	0	18	0	0	0	0	0	24
New York (In the second s			, v	, v		00			, v	10						24
Trip Distribution IN	1									15.0%			1			20.0%
Trip Distribution OUT						20.0%		15.0%								
Balancing Adjustment																
Hotel Trins	0	0	0	0	0	2	0	1	0	12	0	0	0	0	0	16
						-							, ,			
Trip Distribution IN	T				T				l –	20.0%			1			25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment						23.070		20.070								
Office Trips	0	0	0	0	0	32	0	25	0	221	0	0	0	0	0	276
			-				-							-	-	
Trip Distribution IN	T		1		T				T	25.0%			1			30.0%
Trip Distribution OUT						30.0%		25.0%								
Balancing Adjustment						50.070		23.070								
Retail Trins	0	0	0	0	0	27	0	23	0	33	0	0	0	0	0	40
Nexus rips		0		<u> </u>		27		- 15		55						40
Trip Distribution IN	r	1			T				l –	20.0%			r –			25.0%
Trip Distribution OUT						25.0%		20.0%		20.070						23.070
Balancing Adjustment																
Other Non-Residential Trins	0	0	0	0	0	14	0	11	0	44	0	0	0	0	0	55
ould non neadential mpa		0				14								0		55
Total Primary Site Trins	0	0	0	0	0	166	0	170	0	300	0	0	0	0	0	500
Total Filling Site Tips	, v	0	Ŭ,	<u> </u>		100		11.5		335						500
Pace By Distribution REDUCTION	T	1			1				1				1	1		
Pass-By Distribution IN										25.0%	-25.0%				-25.0%	25.0%
Page By Distribution OUT					-	25.0%		75.0%	-	23.076	23.0%				13.0%	1.0%
Palancing Adjustment					-	23.0%		23.0%	-					-		
Datancing Augustment		0	0		0	0		0	0	0		0		0		
rass-by Tilps		0	1 0	0	0	0		0	0	0	0		0		1 0	0
Total Vahicular Broject Tries		0	0	0	0	166	0	120	0	200		0		0	0	500
rotal veniculai Project Trips			1 0			100		129		393		U			1 0	500
2032 Build Traffic	0	138	133	252	0	206	76	310		716	1.406	96	1	212	1.056	518
2032 Build Heavy Vehicle %	2%	2%	2%	11%	2%	2%	3%	4%	2%	2%	3%	7%	2%	13%	4%	2%

PM PEAK HOUR Lester Road Veterans Pkwy GA-54 Floy Fair Pkwy (West) GA-54 Floy Fair Pkwy (East) Northbound Southbound Eastbound Eastbound Westbound U-Turn Left Through Right U-Turn Left																
		Leste	er Road			Vetera	ns Pkwy			GA-54 Floy Fa	rr Pkwy (West)	L	GA-54 Floy Fa	arr Pkwy (East))
		North	hbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	97	73	90	0	20	92	278	1	185	1,183	95	2	153	1,340	47
Count Balancing																
Pedestrians			0				0				0	-			0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	5	2	0	0	3	5	0	2	18	1	0	1	20	0
Heavy Vehicle %	2%	2%	7%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	97	73	90	0	20	92	278	1	185	1,183	95	2	153	1,340	47
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	10	8	9	0	2	10	29	0	19	124	10	0	16	140	5
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	107	81	99	0	22	102	307	1	204	1,307	105	2	169	1,480	52
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tele Distribution IN										20.0%						35.00/
Trip Distribution IN						25.0%		20.0%		20.0%					-	25.0%
Balancing Adjustment						23.070		20.070								
Warehouse Car Trips	0	0	0	0	0	85	0	68	0	26	0	0	0	0	0	33
		-	-													
Trip Distribution IN										15.0%						20.0%
Trip Distribution OUT						20.0%		15.0%								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	31	0	23	0	31	0	0	0	0	0	41
												_				
Trip Distribution IN										15.0%						20.0%
Trip Distribution OUT						20.0%		15.0%								
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	16	0	12	0	11	0	0	0	0	0	15
Trip Distribution IN										20.0%						25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment		0	-		0	244		402	0	20		0	0	0		40
Unice Trips	0	U	0	0	U	241	U	193	U	39	0	0	U	U	0	49
Trip Distribution IN		1	1		r		1		r	25.0%			1		1	30.0%
Trip Distribution OUT	-					30.0%		25.0%								
Balancing Adjustment																
Retail Trips	0	0	0	0	0	107	0	89	0	97	0	0	0	0	0	116
Trip Distribution IN										20.0%						25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	22	0	18	0	17	0	0	0	0	0	22
Total Primary Site Trips	U	U	0	0	0	502	0	403	0	221	0	0	0	0	0	2/6
Pass-By Distribution REDUCTION			1													
Pass-By Distribution IN			1		1					25.0%	-25.0%				-25.0%	25.0%
Pass-By Distribution OUT						25.0%		25.0%								
Balancing Adjustment			1										1			
Pass-By Trips	0	0	0	0	0	38	0	38	0	38	-38	0	0	0	-38	38
Total Vehicular Project Trips		0	0	0	0	540	0	441	0	259	-38	0	0	0	-38	314
					r				r							
2032 Build Traffic	0	107	81	99	0	562	102	748	1	463	1,269	105	2	169	1,442	366
LAVE DUIN INCOME VEHILLE /0	4/9	4/0		· 6/9	. 4/9	4/9	. 2/9	- 6/P	· 6/9	4/9	- <u>6/9</u>	6/9	· 4/9	6/0	4/9	. 4/9

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #6 GA-54 Floy Farr Pkwy (West)/GA-54 Floy Farr Pkwy (East) at Old Norton Rd/S Sandy Creek Rd

Old Norton Rd S Sandy Creek Rd GA-S4 Floy Farr Pkwy (West) GA-S4 Floy Farr Pkwy (East) Northbound Southbound Eastbound Westbound																
		Old No	rton Rd			S Sandy	Creek Rd		GA-54 Floy Fa	rr Pkwy (West)		GA-54 Floy Fi	arr Pkwy (East		
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	9	12	13	0	179	7	70	15	13	1.221	11	3	60	1.522	281
Count Balancing																
Perfectrions			0				0				0				0	
Conflicting Bodostrians	-	0	ĭ	0		0	Ĭ	0		0	Ĩ	0		0	Ť	0
Connicting Pedestrians	-	0		0	0	0		0		0	52	0	0	2	61	
neavy venicles			20/			12		20/	201	0	52			2	64	11
neavy venicle %	276	276	276	276	276	/%	276	276	276	2%	476	276	276	3%	476	476
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	9	12	13	0	179	7	70	15	13	1,221	11	3	60	1,522	281
									r							
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	1	1	1	0	19	1	7	2	1	128	1	0	6	159	29
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	10	13	14	0	198	8	77	17	14	1,349	12	3	66	1,681	310
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	4%	2%	2%	3%	4%	4%
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%					
Balancing Adjustment																
Warehouse Car Trins	0	0	0	0	0	5	0	0	0	0	23	0	0	0	89	18
Watchbase car mps		0				,		0	0	0	2.5			0	0.5	10
Trip Distribution IN	1	1							1						20.0%	E 08/
Trip Distribution IN						E 0%/					20.0%				20.076	3.0%
Palaasias tidiustaast						3.0%					20.076					
Balancing Adjustment		-						-		-				-		
Residential Trips	0	0	0	0	0	1/	0	0	0	U	68	0	0	U	24	6
	1								1							
Trip Distribution IN															20.0%	5.0%
Trip Distribution OUT						5.0%					20.0%					L
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	4
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%					
Balancing Adjustment																
Office Trips	0	0	0	0	0	6	0	0	0	0	32	0	0	0	276	55
Trip Distribution IN															30.0%	5.0%
Trip Distribution OUT						5.0%					30.0%					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	5	0	0	0	0	27	0	0	0	40	7
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%				20.070	0.0/0
Balancing Adjustment						5.676					23.070					
Other Nen Beridential Tries		0	0	0	0	2	0	0	0	0	14	0	0	0		11
ouler Noll-Residential Trips	0	0	0	0	0	3	0	0		0	14	0	0	0	33	1 11
		-						-		-				-		
Total Primary Site Trips	0	0	0	0	0	30	0	0	0	0	166	0	0	0	500	101
	1								r						1	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN	L															
Pass-By Distribution OUT																
Balancing Adjustment	L								L						-	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	36	0	0	0	0	166	0	0	0	500	101
2032 Build Traffic	0	10	13	14	0	234	8	77	17	14	1,515	12	3	66	2,181	411
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	4%	2%	2%	3%	4%	4%

					PM PE	AK HOUR										
		Old No	rton Rd			S Sandy	Creek Rd			GA-54 Floy Fa	rr Pkwy (West)		GA-54 Floy Fa	arr Pkwy (East))
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	13	9	13	0	299	10	45	13	41	1,515	11	4	73	1,264	158
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	8	0	0	0	1	37	0	0	2	25	5
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	3%	2%	3%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	13	9	13	0	299	10	45	13	41	1,515	11	4	73	1,264	158
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	1	1	1	0	31	1	5	1	4	159	1	0	8	132	17
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	14	10	14	0	330	11	50	14	45	1,674	12	4	81	1,396	175
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%					
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	17	0	0	0	0	85	0	0	0	33	7
	r								r				r			
Trip Distribution IN						F 00/					20.01/				20.0%	5.0%
Trip Distribution OUT						5.0%					20.0%					
Balancing Adjustment		-				-			-	-			-	-		
Kesidential Trips	0	0	0	0	0	8	0	0	0	0	31	0	0	0	41	10
Tele Platelle Mar IN	1								1				1		20.01/	5.0%
Trip Distribution IN						E 09/					20.0%				20.0%	5.0%
Palaasias Advaturent	-					3.0%					20.076					
Balancing Adjustment	0	0	0	0	0	4	0	0	0	0	16	0	0	0	15	4
noter mps	0	0	0	0	0	4	0	0	0	0	10	0	0	0	15	4
Trip Distribution IN	1								1				1		25.08/	E 08/
Trip Distribution NUT						5.0%					25.0%				23.076	3.0%
Balancing Adjustment						5.676					23.070					
Office Trips	0	0	0	0	0	48	0	0	0	0	241	0	0	0	49	10
Trip Distribution IN															30.0%	5.0%
Trip Distribution OUT						5.0%					30.0%					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	18	0	0	0	0	107	0	0	0	116	19
	r								r				r			
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%					
Balancing Adjustment																L
Other Non-Residential Trips	0	0	0	0	0	4	0	0	0	0	22	0	0	0	22	4
Table Delegant City Teles		0		0		00		0		0	503	0		0	276	54
Total Primary Site Trips	U	0	0	0	0	99	0	0	U	0	502	U	U	U	276	54
Bace By Distribution REDUCTION	r	1	I		1		I		r	1	I		r –	1	1	
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	99	0	0	0	0	502	0	0	0	276	54
2032 Build Traffic	0	14	10	14	0	429	11	50	14	45	2,176	12	4	81	1,672	229
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	3%	2%	3%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #7 GA-54 Stonewall Ave W/GA-54 Stonewall Ave E at GA-92 Glynn St S (South)/GA-92 Glynn St S (North)

					AM PE	AK HOUR										
		GA-92 Glynr	n St S (South)			GA-92 Glynr	n St S (North)			GA-54 Ston	ewall Ave W			GA-54 Stor	newall Ave E	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	1.061	95	0	79	661	0	0	347	453	66	0	0	0	0
Count Balancing																
Perlectrians			0				0				0				0	
Conflicting Bodostripes	-	0	ĭ	0		0	Ĭ	0		0	Ĩ	0		0	Ť	0
Connecting Federations	-	0	40		0	0		0		0	22	0	0	0	-	0
neavy venicles			48	4		2	42	20/	201	15	22	9			20/	20/
Heavy Vehicle %	276	276	376	476	276	3%	0%	276	276	476	376	1476	276	276	276	276
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	1,061	95	0	79	661	0	0	347	453	66	0	0	0	0
						r			r	r						
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	111	10	0	8	69	0	0	36	47	7	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	1,172	105	0	87	730	0	0	383	500	73	0	0	0	0
2032 No-Build Heavy Vehicle %	2%	2%	5%	4%	2%	3%	6%	2%	2%	4%	5%	14%	2%	2%	2%	2%
Trip Distribution IN	1	I	E 08/						1					I		
The Distribution IN	-		3.076							45.0%	40.0%	5.0%				
Palas size Adverture at										15.0%	10.0%	5.0%				
Balancing Adjustment	-															
Warehouse Car Trips	0	0	18	0	0	0	0	0	0	14	9	5	0	0	0	0
									r					1		
Trip Distribution IN			5.0%													
Trip Distribution OUT										10.0%	10.0%	5.0%				
Balancing Adjustment																
Residential Trips	0	0	6	0	0	0	0	0	0	34	34	17	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										10.0%	10.0%	5.0%				
Balancing Adjustment																
Hotel Tries	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0
noter mps			4	0	Ū	Ū	0	0		-	1	0	Ū			0
	1															
The Distribution IN	-		5.0%													
Trip Distribution OUT										15.0%	10.0%	5.0%				
Balancing Adjustment																
Office Trips	0	0	55	0	0	0	0	0	0	19	13	6	0	0	0	0
												-				
Trip Distribution IN			5.0%													
Trip Distribution OUT										20.0%	10.0%	5.0%				
Balancing Adjustment			_													
Retail Trips	0	0	7	0	0	0	0	0	0	18	9	5	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										15.0%	10.0%	5.0%				
Balancing Adjustment																
Other Nee Beridential Tries	0	0	11	0	0	0	0	0	0		6	2	0	0	0	0
		0				0		0		0	0	3		0	0	0
						-										
Total Primary Site Trips	0	0	101	0	0	0	0	0	0	94	/2	36	0	0	0	0
	1				r								r			
Pass-By Distribution REDUCTION																
Pass-By Distribution IN	L								L						L	
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	101	0	0	0	0	0	0	94	72	36	0	0	0	0
2032 Build Traffic	0	0	1.273	105	0	87	730	0	0	477	572	109	0	0	0	0
2032 Build Heavy Vehicle %	2%	2%	5%	4%	2%	3%	6%	2%	2%	4%	5%	14%	2%	2%	2%	2%

					PM PE	AK HOUR										
		GA-92 Glynr	n St S (South)			GA-92 Glynr	n St S (North)			GA-54 Stone	ewall Ave W			GA-54 Stor	iewall Ave E	
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	790	178	0	107	1 216	0	0	437	695	47	0	0	0	0
Count Balancing			/30	1/0		107	1,110	-		457	0,55			0		- Ŭ
Bedestriaes	-	1	0				0							1	0	
			1											-	1	
connicting Pedestrians	-	0		0		0		0	-	0		0	-	0	-	0
neavy vehicles	0	U	20	1	U	0	18	0	0	0	10	3	U	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	790	178	0	107	1,216	0	0	437	695	47	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	83	19	0	11	127	0	0	46	73	5	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	873	197	0	118	1,343	0	0	483	768	52	0	0	0	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										15.0%	10.0%	5.0%				
Balancing Adjustment																
Warehouse Car Trips	0	0	7	0	0	0	0	0	0	51	34	17	0	0	0	0
Trip Distribution IN	1		5.0%													
Trip Distribution OUT										10.0%	10.0%	5.0%				
Balancing Adjustment																
Residential Trins	0	0	10	0	0	0	0	0	0	16	16	8	0	0	0	0
		-												-	-	
Trip Distribution IN	T		5.0%										1			
Trip Distribution NUT			3.074							10.0%	10.0%	E 08/				
Balancias Adjustment	-									10.070	10.070	3.0%				
Balancing Adjustment	-	0		0	0	-		0						0		0
Hotel Trips	0	U	4	0	0	U	U	0	U	8	ð	4	U	U	U	0
Tele Pleade tele IN	r	1	5.00						1	1			1		1	
The Distribution IN			5.0%													
Trip Distribution OUT										15.0%	10.0%	5.0%				
Balancing Adjustment		-	10	0			-	0	-	445	07	40	-	0	0	
Unice Trips	0	U	10	0	0	0	0	0	U	145	97	48	U	0	0	0
Tele Disadoutes IN	1	1	5.00		r				1	1			1		1	1
The Distribution IN			5.0%													
The Distribution COT										20.0%	10.0%	5.0%				
Balancing Adjustment		-	10	0			-	0	-	74	26	10	-	0	0	
Retail Trips	0		19	0	0	0				/1	30	10	Ū	0	0	
Tele Disadoutes IN	1	1	5.00		r				1	1			1		1	1
Trip Distribution III			3.0%							15.0%	10.0%	5.08/	1			
Palassia Adjustment										15.0%	10.0%	5.0%				
Balancing Adjustment	0	0	4	0	0	0	0	0	0	12	0	4	0	0	0	0
Other Non-Residential Trips	0		4	0	0	0				13	9	4	Ū	0	0	
Total Brimany Site Tries		0	E4	0	0	0	0	0	0	204	200	00		0	0	0
Total Printary site rips		0	34			0				304	200	33	0	0	0	
Beer Burgleyleyley BEDUCTION	1	1			· · · · ·								1			
Pass-by Distribution IN									-	-						
Pass-by Distribution IN																
Palancing Adjustment													1			
Datancing Aujustinent				0		-		0	0	0	-	-	1	0	0	
Pass-by Imps	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
Total Vehicular Broject Trins	1	0	54	0	0	0	0	0	0	204	200	00	0	0	0	0
Total venicular Project Trips			54	U		U	U	U	U	304	200	aa	U	U	U	U U
2022 Build Troffic	1 0	•	027	107		110	1 242	0	L .	797	069	161		•	0	•
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%
, •,	2/0	270	3/4	2/1	2/0	270	2.77	2/7	2.70	2/0	2.74	0/4	2.70	270	270	

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #8 GA-54 W Lanier Ave/GA-54 E Lanier Ave at GA-92 Glynn St S/GA-92 Hwy 92

						AK HOUR										
		GA-92 G	ilynn St S			GA-92	Hwy 92			GA-54 W	Lanier Ave			GA-54 E I	Lanier Ave	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	179	1 2 7 9	0	0	0	622	365	0	0	0	0	0	130	993	88
Count Balancing					-				-							
De de stale se	-															
Pedestrians			1				1 1	0				0			1	
connicting Pedestrians	-	U		0		U		0		0		0		U		0
Heavy Vehicles	0	14	48	0	0	0	41	11	0	0	0	0	0	4	27	2
Heavy Vehicle %	2%	11%	4%	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	3%	3%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	129	1,279	0	0	0	622	365	0	0	0	0	0	130	993	88
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	13	134	0	0	0	65	38	0	0	0	0	0	14	104	9
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	142	1.413	0	0	0	687	403	0	0	0	0	0	144	1.097	97
2032 No-Build Heavy Vehicle %	2%	11%	4%	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	3%	3%	2%
Trip Distribution IN		5.0%			r	1		15.0%	1	1			1	1	10.0%	1
Trip Distribution OUT			15.0%													
Balancing Adjustment			13.0%													
Warahouso Car Trias	0	10	14	0	0	0	0	E.A.	0	0	0	0	0	0	26	0
wateriouse car mps	0	10	14	0	0	0		34	0	0	0	0	0	0	30	0
Trip Distribution IN		5.0%			1			10.0%					1		10.0%	
Trip Distribution NV		5.0%	10.0%					10.076							10.076	
Palaasias Adjustment	-		10.070													
Basidential Triac	0	6	24	0	0	0	0	12	0	0	0	0	0	0	17	0
Residential Trips	Ū		34	U U	, v	, U		12	Ū		Ū	U U	U U		14	U U
Tele Platelination IV	1	5.00/	1		1	1		10.0%		1			1	1	10.0%	
The Distribution IN		5.0%	10.00/					10.0%							10.0%	
The Distribution OUT			10.0%	l												l
Balancing Adjustment				-	-	-		-		-	-		-	-	-	-
Hotel Inps	0	4	1	0	0	0	0	8	U	0	0	0	0	0	8	0
Trip Distribution IN		5.0%						15.0%							10.0%	
Trip Distribution OUT			15.0%													
Balancing Adjustment	-															
Office Trips	0	55	19	0	0	0	0	165	0	0	0	0	0	0	110	0
Trip Distribution IN		5.0%						20.0%							10.0%	
Trip Distribution OUT			20.0%													
Balancing Adjustment																
Retail Trips	0	7	18	0	0	0	0	26	0	0	0	0	0	0	13	0
Trip Distribution IN		5.0%						15.0%							10.0%	
Trip Distribution OUT			15.0%													
Balancing Adjustment																
Other Non-Residential Trips	0	11	8	0	0	0	0	33	0	0	0	0	0	0	22	0
Total Primary Site Trips	0	101	94	0	0	0	0	298	0	0	0	0	0	0	201	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	101	94	0	0	0	0	298	0	0	0	0	0	0	201	0
2032 Build Traffic	0	243	1,507	0	0	0	687	701	0	0	0	0	0	144	1,298	97
2032 Build Heavy Vehicle %	2%	11%	4%	2%	2%	2%	7%	3%	2%	2%	2%	2%	2%	3%	3%	2%

					PM PE	AK HOUR										
		GA-92 0	ilynn St S			GA-92	Hwy 92			GA-54 W	Lanier Ave			GA-54 E I	anier Ave	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	105	1,103	0	0	0	1,131	269	0	0	0	0	0	164	572	86
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	4	38	0	0	0	28	4	0	0	0	0	0	3	16	2
Heavy Vehicle %	7%	496	3%	2%	2%	2%	2%	7%	2%	2%	7%	7%	2%	2%	3%	296
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00	0.99	0.99	0.99
Adjustment Easter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumer	-	105	1 102	-	-		1 121	260			-	0	-	164	572	96
Adjusted 2022 Volumes		103	1,103	, v		v	1,131	203		v	Ū	0	, U	104	372	80
Annual Growth Pate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Consulta Growth Rate	1.0%	1.0%	1.076	1.0%	1.0%	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0/6	1.0%
Baskessad Cauth Trian	1.10	1.10	1.10	1.10	1.10	1.10	1.10	20	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growin Trips	- 0	11	115		0	0	118	28	0	0	0	0	0	1/	60	9
2022 Also Putted Traffic		446	4 340	-	-	-	4.340	207	-	-	-	0	-	104	(22)	07
2032 No-Build Frame	-	116	1,218	0		0	1,249	297		0	0	0		181	632	95
2032 No-Build Heavy Venicle %	0	U	0	0	U	U	U	U	U	U	U	U	0	U	U	0
Trip Distribution IN	T	E 09/	1		r	1	1	15.0%	1	1			1	1	10.0%	1
Trip Distribution IN		3.076	15.0%					15.0%							10.0%	
Balancing Adjustment			13.070													
Warehouse Car Trins	0	7	51	0	0	0	0	20	0	0	0	0	0	0	13	0
warehouse car mps	ů	,	51					20			0	Ū	Ŭ		1.7	
Trip Distribution IN		5.0%			T			10.0%							10.0%	
Trip Distribution OUT	-		10.0%													
Balancing Adjustment																
Residential Trins	0	10	16	0	0	0	0	20	0	0	0	0	0	0	20	0
nesidential mps		10	10	U U				20			0	0	Ŭ		20	
Trip Distribution IN		5.0%						10.0%					1		10.0%	
Trip Distribution OUT		5.674	10.0%					10.070							20.0%	
Palansian Adjustment	-		10.070													
Batalicing Aujustiteric	0	4		0	0	0	0		0	0	0	0	0	0		0
noter mps		4	0	0	0	0	0	0	0	0	U	0	0	0	0	
Trip Distribution IN	1	E 09/	1		1	1	1	15.0%		1			1	1	10.0%	1
Trip Distribution IN	-	3.076	15.0%					13.0%							10.076	
Relansing Adjustment			13.0%													
Office Trins	0	10	145	0	0	0	0	20	0	0	0	0	0	0	20	0
			1 2.0				-									
Trip Distribution IN		5.0%						20.0%	1				1		10.0%	
Trip Distribution OUT			20.0%													
Balancing Adjustment	-															
Retail Trips	0	19	71	0	0	0	0	77	0	0	0	0	0	0	39	0
Trip Distribution IN		5.0%						15.0%							10.0%	
Trip Distribution OUT			15.0%													
Balancing Adjustment																
Other Non-Residential Trips	0	4	13	0	0	0	0	13	0	0	0	0	0	0	9	0
Total Primary Site Trips	0	54	304	0	0	0	0	167	0	0	0	0	0	0	109	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	1	54	304	0	0	0	0	167	0	0	0	0	0	0	109	0
	1 .					-				-		-				
2032 Build Traffic	28/	1/0	1,522	28/	28/	0	1,249	464	21/	0	29/	0	21/	181	741	95
LEVEL DUND IN MARY VEHILIE /0	. 4/9		. 2/9	· 6/9	. 4/9	6/0	- 6/9	- 6/P	· 6/9	6/0	4/9	6/9	· 6/9	6/0	. 2/0	. 4/9

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 GA-92 Hwy 92/GA-92 Glynn St N at GA-92 Forrest Ave/Easterbrook Wy

					AM PE	AK HOUR										
		GA-92	Hwy 92			GA-92 G	lynn St N			GA-92 Fo	rrest Ave			Easterb	rook Wy	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	214	1,040	18	0	12	735	23	0	253	110	251	0	24	130	9
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	15	35	0	0	0	42	1	0	7	4	17	0	2	8	0
Heavy Vehicle %	2%	7%	3%	2%	2%	2%	6%	4%	2%	3%	4%	7%	2%	8%	6%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	214	1,040	18	0	12	735	23	0	253	110	251	0	24	130	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	22	109	2	0	1	77	2	0	26	12	26	0	3	14	1
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	236	1,149	20	0	13	812	25	0	279	122	277	0	27	144	10
2032 No-Build Heavy Vehicle %	2%	7%	3%	2%	2%	2%	6%	4%	2%	3%	4%	7%	2%	8%	6%	2%
	r				r				r —							
Trip Distribution IN							10.0%					5.0%	<u> </u>			
Trip Distribution OUT	L	5.0%	10.0%										L			
Balancing Adjustment																
Warehouse Car Trips	0	5	9	0	0	0	36	0	0	0	0	18	0	0	0	0
	r															
Trip Distribution IN							10.0%									
Trip Distribution OUT			10.0%										L			
Balancing Adjustment																
Residential Trips	0	0	34	0	0	0	12	0	0	0	0	0	0	0	0	0
	1															
Trip Distribution IN							10.0%									
Trip Distribution OUT			10.0%									L				L
Balancing Adjustment																
Hotel Trips	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0
	T	1											1			
Trip Distribution IN							10.0%					5.0%				
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment	-					-				-	-		-	-	-	
Unice Trips	0	0	13	0	0	0	110	0	0	0	0	22		0	0	0
Tele Disado atos IN	T	1			· · · · · ·		45.00/		· · · · · ·			5.0%	1			
The Distribution IN		5.00/	45.00/				15.0%					5.0%	t			
Palas dia Advatas at		5.0%	15.0%										<u> </u>			
Dataliting Aujustitett	-	-		0			20	0	0				-	0		
Retail Trips			14	0		0	20	0		0	0			0	0	
Trie Distribution IN	1	1	1		r		10.0%		r			5.09/	1			1
Trin Distribution OUT		5.0%	10.0%				10.076					3.0%	+			
Balancing Adjustment		3.074	10.070		-								1			
Other Non-Residential Trins	0	3	6	0	0	0	22	0	0	0	0	11	0	0	0	0
our nor neadential mpa						0		0		0					0	
Total Primary Site Trins	0	19	77	0	0	0	208	0	0	0	0	91	0	0	0	0
														-		
Pass-By Distribution REDUCTION	1	1							1				T			
Pass-By Distribution IN													1			
Pass-By Distribution OUT																
Balancing Adjustment													1			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	19	77	0	0	0	208	0	0	0	0	91	0	0	0	0
2032 Build Traffic	0	255	1,226	20	0	13	1,020	25	0	279	122	368	0	27	144	10
2032 Build Heavy Vehicle %	2%	7%	3%	2%	2%	2%	6%	4%	2%	3%	4%	7%	2%	8%	6%	2%
					DA4 DE	AN HOUR										

					PIVI PE	AK HOUK										
		GA-92	Hwy 92			GA-92 G	lynn St N			GA-92 Fo	orrest Ave			Easterb	rook Wy	
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Troffic Volumes	0	106	082	22	0	47	1 2 25	27	0	200	192	224	0	52	140	24
Count Palancies		190	562	33		47	1,225	21	0	233	103	334	0	52	140	34
Dedestalans																
redestrians	-		1								1				1	1
Conflicting Pedestrians	-	0		0		U		0		U		0		U		0
Heavy Vehicles	0	4	30	0	0	0	14	0	0	0	1	5	0	1	2	- 0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	196	982	33	0	47	1,225	27	0	299	183	334	0	52	140	34
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trins	0	21	103	3	0	5	128	3	0	31	19	35	0	5	15	4
DRI #3628 Highway 74 Business Tech Park: Development Trins	-				-				-				-	-		<u> </u>
2022 No Build Traffic	0	217	1.095	26	0	52	1 252	20	0	220	202	260	0	67	155	20
2032 No-Build Henry Vehicle 9	-	217	1,085	30	0	52	1,333	30	ő	330	202	303	0	57	135	38
2052 No-Build Heavy Vehicle /6		0	1 0	0		0		0		0	0	0	0	0		1 0
Tale Pleaster at a	1	1	1		· · · · ·		40.000					5.0%	1		· · · · ·	
The Distribution IN		5.00/	10.00/				10.0%					5.0%				<u> </u>
Palassia Advatuant		5.0%	10.0%													<u> </u>
Balancing Adjustment	-					-		-	-	-	-	-	-	-		
Warehouse Car Trips	0	1/	34	0	0	0	13	0	0	0	0	/	0	0	0	0
	1												1		1	1
Trip Distribution IN	-						10.0%									
Trip Distribution OUT			10.0%												\square	
Balancing Adjustment																
Residential Trips	0	0	16	0	0	0	20	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10.0%									
Trip Distribution OUT			10.0%													
Balancing Adjustment																
Hotel Trips	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0
Trip Distribution IN	1	1	1			1	10.0%		1	1	1	E 09/	1	1		<u> </u>
The Distribution IN	-	5.00/	10.00/				10.076		-			3.0%			-	
Palassia Advatuant		5.0%	10.0%													<u> </u>
Balancing Adjustment		40	07	0	0	0	20	0	0	0	0	10	0	0	-	-
Unice Trips	0	48	97	0	0	0	20	0	U	0	0	10	U	0	0	1 0
Tale Plantholics III	1	1			r	1	45.00/		1	1	1	5.0%	1		· · · · ·	1
Trip Distribution IN							15.0%					5.0%				
Inp Distribution OUT	-	5.0%	15.0%												-	
Balancing Adjustment	-				-	-		-	-	-			-	-	-	
Retail Inps	0	18	53	0	0	0	58	0	0	0	0	19	U	0	0	0
	1	1	1		r —	r			r	r			1	r	1	1
I np Distribution IN	<u> </u>						10.0%				-	5.0%	I		↓	
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment																
Other Non-Residential Trips	0	4	9	0	0	0	9	0	0	0	0	4	0	0	0	0
									r							
Total Primary Site Trips	0	87	217	0	0	0	128	0	0	0	0	40	0	0	0	0
Pass-By Distribution REDUCTION															L	
Pass-By Distribution IN	L	L	L						L		L		I		L	L
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			-					-				-	-			
Total Vehicular Project Trips		87	217	0	0	0	128	0	0	0	0	40	0	0	0	0
2032 Build Traffic	0	304	1,302	36	0	52	1,481	30	0	330	202	409	0	57	155	38
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #10 Veterans Pkwy (South)/Veterans Pkwy (North) at Proposed Driveway D/S Sandy Creek Rd

					AM PE	AK HOUR										
		Veterans P	kwy (South)			Veterans P	kwy (North)			Proposed I	Driveway D			S Sandy	Creek Rd	
		North	nbound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	390	12	0	289	321	0	0	0	0	0	0	31	0	215
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	7	0	0	7	8	0	0	0	0	0	0	0	0	9
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	390	12	0	289	321	0	0	0	0	0	0	31	0	215
	r				<u> </u>								<u> </u>			
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	41	1	0	30	34	0	0	0	0	0	0	3	0	22
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	431	13	0	319	355	0	0	0	0	0	0	34	0	237
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
	r			-	r				r	1	-	-	r			-
Trip Distribution IN		8.0%	25.0%				7.0%	3.0%							5.0%	
Trip Distribution OUT			7.0%				25.0%			3.0%	5.0%	8.0%				
Balancing Adjustment																
Warehouse Car Trips	0	29	96	0	0	0	47	11	0	3	5	7	0	0	18	0
	r	1			r	1	1		r	1	1		1	1	1	
Trip Distribution IN			35.0%													5.0%
Trip Distribution OUT						5.0%	35.0%									
Balancing Adjustment	-	-		-	-			-		-	-	-	-	-	-	-
Residential Trips	0	U	41	0	0	1/	120	0	0	U	0	0	0	0	0	6
Tele Disado ates 18			35.0%							1						5.0%
The Distribution IN			35.0%			5.00/	35.05									5.0%
	-					3.0%	33.0%									
Balancing Adjustment	0	0	20	0	0	0	2	0	0	0	0	0	0	0	0	
Hotel Inps	U	U	28	0	U	U	3	0	U	0	U	0	U	U	U	4
Trie Dictribution IN	r	8.06/	35.0%		1	1	7.0%	2.0%	1	1	I		1	1	E 09/	
Trip Distribution (N		0.076	23.0%				7.0%	3.0/6		2.0%	E 09/	8.05/			3.0%	
Balancing Adjustment			7.076				23.076			3.076	3.076	0.076				
Office Trins	0	88	285	0	0	0	109	33	0	4	6	10	0	0	55	0
once mps		00	205				105	35				10		0	55	
Trip Distribution IN	T		55.0%		1				1				1			5.0%
Trin Distribution OUT						5.0%	55.0%									
Balancing Adjustment						3.070	33.070									
Retail Trips	0	0	73	0	0	5	50	0	0	0	0	0	0	0	0	7
Trip Distribution IN	T	8.0%	25.0%				7.0%	3.0%					1		5.0%	
Trip Distribution OUT			7.0%				25.0%			3.0%	5.0%	8.0%				
Balancing Adjustment																
Other Non-Residential Trips	0	18	59	0	0	0	29	7	0	2	3	4	0	0	11	0
						•								•	•	
Total Primary Site Trips	0	135	582	0	0	22	358	51	0	9	14	21	0	0	84	17
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			50.0%													
Pass-By Distribution OUT							50.0%									
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	135	582	0	0	22	358	51	0	9	14	21	0	0	84	17
	·															
2032 Build Traffic	0	135	1,013	13	0	341	713	51	0	9	14	21	0	34	84	254
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%

					PM PE	AK HOUR										
		Veterans P	kwy (South)			Veterans P	kwy (North)			Proposed I	Driveway D			S Sandy	Creek Rd	
	1	North	bound			South	bound			Easti	ound		1	West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	1	0	314	5	0	274	365	0	0	0	0	0	0	12	0	273
Count Balancing	-	-			-				-		-	-				
Perfectrions			0				0				1				0	
Confliction Deductrices	-		Ĭ	0			Ĭ	0			<u> </u>				Ĭ	
Connicting Pedestrians		0		0		0		0		0		0	-	0		0
neavy venicles	0	0	8	0	0	4	/	0	0	0	0	0	0	0	0	4
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	1	0	314	5	0	224	365	0	0	0	0	0	0	12	0	273
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	33	1	0	23	38	0	0	0	0	0	0	1	0	29
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	1	0	347	6	0	247	403	0	0	0	0	0	0	13	0	302
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		8.0%	25.0%				7.0%	3.0%							5.0%	
Trip Distribution OUT			7.0%				25.0%			3.0%	5.0%	8.0%				
Balancing Adjustment																
Warehouse Car Trips	0	10	56	0	0	0	94	4	0	10	17	27	0	0	7	0
Trip Distribution IN			35.0%										1			5.0%
Trip Distribution OUT						5.0%	35.0%									
Balancing Adjustment						0.012										
Residential Trins	0	0	71	0	0	8	55	0	0	0	0	0	0	0	0	10
nesidential rips		Ū	/1	<u> </u>		0	- 55	, v		0	0			0		10
Tale Plantkation III	1		35.0%		1				1				1			5.0%
Trip Distribution IN			35.0%			5.00/	25.0%									5.0%
The Distribution COT	-					5.0%	35.0%						-			
Balancing Adjustment	-															
Hotel Trips	0	0	26	0	0	4	29	0	0	0	0	0	0	0	0	4
	1												1			
Trip Distribution IN		8.0%	25.0%				7.0%	3.0%							5.0%	
Trip Distribution OUT			7.0%				25.0%			3.0%	5.0%	8.0%				
Balancing Adjustment																
Office Trips	0	16	116	0	0	0	255	6	0	29	48	77	0	0	10	0
	r				r				r			-				
Trip Distribution IN			55.0%													5.0%
Trip Distribution OUT						5.0%	55.0%									
Balancing Adjustment																
Retail Trips	0	0	212	0	0	18	195	0	0	0	0	0	0	0	0	19
	r											_				
Trip Distribution IN		8.0%	25.0%				7.0%	3.0%							5.0%	
Trip Distribution OUT			7.0%				25.0%			3.0%	5.0%	8.0%				
Balancing Adjustment	-															
Other Non-Residential Trips	0	7	28	0	0	0	28	3	0	3	4	7	0	0	4	0
	r											_				
Total Primary Site Trips	0	33	509	0	0	30	656	13	0	42	69	111	0	0	21	33
Pass-By Distribution REDUCTION																
Pass-By Distribution IN	-		50.0%													
Pass-By Distribution OUT							50.0%						I			
Balancing Adjustment																
Pass-By Trips	0	0	76	0	0	0	76	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		33	585	0	0	30	732	13	0	42	69	111	0	0	21	33
	r			_				_								
2032 Build Traffic	1	33	932	6	0	277	1,135	13	0	42	69	111	0	13	21	335
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #11 Veterans Pkwy (South)/Veterans Pkwy (North) at Driveway E/Hood Rd

	OPERATIOUR Veterans Pkwy (South) Driveway E Hood Rd Northbound Southbound Eastbound Wetstown UTum Left Through Right UTUM Left															
		Veterans P	kwy (South)			Veterans P	kwy (North)			Drive	way E		1	Hoo	id Rd	
		North	bound			South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	2	571	28	0	9	589	16	0	9	5	4	0	23	2	21
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	15	5	0	1	17	6	0	6	0	0	0	2	0	2
Heavy Vehicle %	2%	2%	3%	18%	2%	11%	3%	38%	2%	67%	2%	2%	2%	9%	2%	10%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	2	571	28	0	9	589	16	0	9	5	4	0	23	2	21
	r		-		r	r			r	r	r					
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Background Growth Trips	0	0	60	3	0	1	62	0	0	0	0	0	0	2	0	2
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	2	631	31	0	10	651	16	0	9	5	4	0	25	2	23
2032 No-Build Heavy Vehicle %	2%	2%	3%	18%	2%	11%	3%	38%	2%	67%	2%	2%	2%	9%	2%	10%
Tele Distribution IN	r	5.00/	20.0%	-	r	1	40.0%		r	1	1		r			-
Trip Distribution IN		5.0%	20.0%				10.0%					5.0%	<u> </u>			
Palancias & diversest			10.0%				20.0%					5.0%	+			
Balancing Adjustment		40		0	0	0	54	0	0	0	0	-		-		0
warehouse car mps	0	18	80	0	0	U	54	U	0	U	0				0	0
Trip Distribution IN	T		20.0%	20.0%	T				T				1	1		
Trip Distribution OUT							20.0%						1	20.0%		
Balancing Adjustment																
Residential Trips	0	0	24	24	0	0	68	0	0	0	0	0	0	68	0	0
Trip Distribution IN			20.0%	20.0%												
Trip Distribution OUT							20.0%							20.0%		
Balancing Adjustment													1			
Hotel Trips	0	0	16	16	0	0	2	0	0	0	0	0	0	2	0	0
															-	
Trip Distribution IN		5.0%	20.0%				10.0%									
Trip Distribution OUT			10.0%				20.0%					5.0%				
Balancing Adjustment																
Office Trips	0	55	233	0	0	0	136	0	0	0	0	6	0	0	0	0
	.				r				r							
Trip Distribution IN			60.0%									<u> </u>	L			
Trip Distribution OUT							60.0%					L				
Balancing Adjustment													L			
Retail Trips	0	0	79	0	0	0	54	0	0	0	0	0	0	0	0	0
	r			-	r	1			r	1	1		1	T	1	-
Trip Distribution IN		5.0%	20.0%				10.0%									
Inp Distribution OUT			10.0%				20.0%					5.0%				
Balancing Adjustment			50	0	0	0	22	0	0	0	0			-		0
Other Non-Residential Trips	0	11	50	0	U	U	33	U	U	U	U	3	1 0	0	0	0
Total Primary Site Trins	0	84	482	40	0	0	347	0	0	0	0	14	0	70	0	0
						-										
Pass-By Distribution REDUCTION	T												1			
Pass-By Distribution IN	-		50.0%													
Pass-By Distribution OUT							50.0%						1			
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	84	482	40	0	0	347	0	0	0	0	14	0	70	0	0
2032 Build Traffic	0	86	1,113	71	0	10	998	16	0	9	5	18	0	95	2	23
2052 build neavy Vehicle %	2%	2%	3%	18%	2%	11%	3%	38%	2%	6/%	2%	2%	2%	9%	2%	10%
					014.05											

						AKTIOOK										
		Veterans P	kwy (South)			Veterans P	kwy (North)			Drive	way E			Hoc	d Rd	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Terffle Mellinese			522	42			554	42				2		22	2	0
observed 2022 manic volumes		0	333	42	0	0	334	12		14	1		0	32	4	0
Count Balancing	-															
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	15	0	0	0	14	10	0	11	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	83%	2%	79%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	-	0	E22	42	0			12	-	14	1	2	0	22	2	
Adjusted Lote Volumes	. ·	, v	555	74	. °		334	**				-	L °	32	-	Ū
Annual Growth Kate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10
Background Growth Trips	0	0	56	4	0	1	58	0	0	0	0	0	0	3	0	1
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	589	46	0	9	612	12	0	14	1	2	0	35	2	9
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Trip Distribution IN		5.0%	20.0%				10.0%									
Trip Distribution OUT			10.0%				20.0%					5.0%				
Balancing Adjustment																
Warehouse Car Trins	0	7	60	0	0	0	81	0	0	0	0	17	0	0	0	0
						-		÷		Ţ.	-			-	-	
Trip Distribution IN	1		20.0%	20.0%	1											
Trip Distribution NV			20.070	20.070			20.0%							20.0%		
Palassias & divetaset	-				-		20.076							20.0%		
Balancing Adjustment	-															
Residential Trips	0	0	41	41	0	0	31	0	0	0	0	0	0	31	0	0
	r				r								r			
Trip Distribution IN			20.0%	20.0%												
Trip Distribution OUT							20.0%							20.0%		
Balancing Adjustment																
Hotel Trips	0	0	15	15	0	0	16	0	0	0	0	0	0	16	0	0
Trip Distribution IN		5.0%	20.0%				10.0%									
Trip Distribution OUT			10.0%				20.0%					5.0%				
Balancing Adjustment																
Office Trins	0	10	136	0	0	0	213	0	0	0	0	48	0	0	0	0
Unice rips		10	150						<u> </u>			40				
Trie Distribution IN	r		60.0%		r				1				r			
The Distribution IN	-		00.076		-		CO.07/									
Palassia Advatuset							60.0%									
Balancing Adjustment	-	-	222	0	0	0	242	0	0	-	0	0	0	0	0	0
Retail inps	U	0	232	0	U	0	213	0	0	0	U	0	U	0	0	0
	r		-	-	r				r —				r			
Inp Distribution IN		5.0%	20.0%				10.0%									
Trip Distribution OUT			10.0%				20.0%					5.0%				
Balancing Adjustment																
Other Non-Residential Trips	0	4	26	0	0	0	27	0	0	0	0	4	0	0	0	0
	r								· · · · ·							
Total Primary Site Trips	0	21	510	56	0	0	581	0	0	0	0	69	0	47	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN	L		50.0%		L								L		L	
Pass-By Distribution OUT							50.0%									
Balancing Adjustment																
Pass-By Trips	0	0	76	0	0	0	76	0	0	0	0	0	0	0	0	0
		-						-								-
Total Vehicular Project Trips		21	586	56	0	0	657	0	0	0	0	69	0	47	0	0
2032 Build Traffic	0	21	1,175	102	0	9	1,269	12	0	14	1	71	0	82	2	9
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	83%	2%	79%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #12 Veterans Pkwy at Sandy Creek Rd/Driveway J (Trilith Pkwy)

					AM PE	AK HOUR										
		Vetera	ns Pkwy			Veterar	ns Pkwy			Sandy 0	reek Rd			Driveway J (Trilith Pkwy)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	212	367	/19	1	51	280	76	2	30	67	207	1	34	40	26
Court Palancing			507	45		51	200	70	-	30	01	237		34		- 20
Count Balancing																
Pedestrians		-		-		-				-				-		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	12	6	3	0	4	5	4	0	5	7	13	0	9	5	1
Heavy Vehicle %	2%	6%	2%	6%	2%	8%	2%	5%	2%	17%	11%	4%	2%	26%	13%	4%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	212	367	49	1	51	280	76	2	30	62	297	1	34	40	26
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.00
Background Growth Trips	0	22	38	0	0	0	29	8	0	3	0	31	0	0	0	0
DBI #3628 Highway 74 Business Tech Park: Development Trins																
2032 No-Build Traffic	0	234	405	49	1	51	309	84	2	33	62	328	1	34	40	26
2032 No. Build Heavy Vehicle %	296	6%	2%	6%	2%	8%	2%	5%	2%	17%	11%	496	2%	76%	13%	4%
	2/0	070	2/4	0/0	276	0/0	2/4	5/4	2/3	17/2	11/0	4/4	2/6	20/2	13/6	4/4
Trie Dictribution IN	l .	2.0%	2.0%			4.0%	E 09/	2.0%			E 09/	10.0%				1
The Distribution IN	-	3.0%	2.0%			4.076	3.0%	3.0%		2.00/	3.076	10.0%			5.00/	4.0%
The Distribution COT		10.0%	5.0%				2.0%			3.0%		5.0%			5.0%	4.0%
Balancing Adjustment				-					-	-			-	-	-	
Warehouse Car Trips	0	20	12	0	0	14	20	11	0	3	18	40	0	0	5	4
	r												-			
Trip Distribution IN						5.0%					25.0%	30.0%				
Trip Distribution OUT		30.0%													25.0%	5.0%
Balancing Adjustment																
Residential Trips	0	103	0	0	0	6	0	0	0	0	30	35	0	0	86	17
Trip Distribution IN						5.0%					25.0%	30.0%				
Trip Distribution OUT		30.0%													25.0%	5.0%
Balancing Adjustment																
Hotel Trips	0	2	0	0	0	4	0	0	0	0	20	24	0	0	2	0
Trip Distribution IN		3.0%	2.0%			4.0%	5.0%	3.0%			5.0%	10.0%				
Trip Distribution OUT		10.0%	5.0%				2.0%			3.0%		5.0%			5.0%	4.0%
Balancing Adjustment																
Office Trips	0	46	28	0	0	44	58	33	0	4	55	117	0	0	6	5
Trip Distribution IN				5.0%		10.0%	5.0%				15.0%	10.0%				
Trip Distribution OUT		10.0%	5.0%											5.0%	15.0%	10.0%
Balancing Adjustment		10.070	5.674											5.676	13.070	10.070
Botol Trips	0	0	E	7	0	12	7	0	0	0	20	12	0	E	14	0
Netur Hipa			5	,		15	,			0	20	15		,	14	
Trie Dictribution IN	l .	2.0%	2.0%			4.0%	E 09/	2.0%			E 09/	10.0%				1
Trip Distribution IN		10.0%	2.0%			4.076	3.0%	3.076		2.0%	3.076	E 0%			E OW	4.0%
Palas size Advertment	-	10.0%	3.076				2.076			3.0%		3.0%			3.076	4.0%
Balancing Adjustment				-		-		-	-	-			-	-	-	-
Other Non-Residential Trips	0	12	/	U	0	9	12	/	0	2	11	25	0	0		2
Total Primary Site Trips	0	192	52	7	0	90	97	51	0	9	154	254	0	5	116	37
					r				r							
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-25.0%	25.0%			25.0%	-25.0%				
Pass-By Distribution OUT														50.0%		
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	r				r				r							
Total Vehicular Project Trips	0	192	52	7	0	90	97	51	0	9	154	254	0	5	116	37
	-															
2032 Build Traffic	0	426	457	56	1	141	406	135	2	42	216	582	1	39	156	63
2032 Build Heavy Vehicle %	2%	6%	2%	6%	2%	8%	2%	5%	2%	17%	11%	4%	2%	26%	13%	4%

					PM PE	AK HOUR										
		Vetera	ns Pkwy			Veterar	ns Pkwy			Sandy C	reek Rd			Driveway J (Trilith Pkwy)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	1	207	306	52	0	27	274	42	1	36	42	223	0	39	53	33
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	14	8	5	0	1	11	2	0	1	3	9	0	3	4	2
Heavy Vehicle %	2%	7%	3%	10%	2%	4%	4%	5%	2%	3%	7%	4%	2%	8%	8%	6%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	1	207	306	52	0	27	274	42	1	36	42	223	0	39	53	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00
Background Growth Trips	0	22	32	0	0	0	29	4	0	4	4	23	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	1	229	338	52	0	27	303	46	1	40	46	246	0	39	53	33
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		3.0%	2.0%			4.0%	5.0%	3.0%			5.0%	10.0%				
Trip Distribution OUT		10.0%	5.0%				2.0%	0.072		3.0%		5.0%			5.0%	4.0%
Balancing Adjustment																
Warehouse Car Trips	0	38	20	0	0	5	13	4	0	10	7	30	0	0	17	14
Trip Distribution IN						5.0%					25.0%	30.0%				
Trip Distribution OUT		30.0%													25.0%	5.0%
Balancing Adjustment																
Residential Trips	0	47	0	0	0	10	0	0	0	0	51	61	0	0	39	8
Trie Planda Mar 18	r				r	F 00/					35.05	20.00/				
Trip Distribution IN		20.0%				5.0%					25.0%	30.0%			25.08/	5.09/
Palancies Adjustment		30.0%													23.076	3.0%
Hotel Trips	0	25	0	0	0	4	0	0	0	0	10	23	0	0	21	4
noter mpa	· ·	23									1.5	1 23		0	~ ~	
Trip Distribution IN		3.0%	2.0%			4.0%	5.0%	3.0%			5.0%	10.0%				
Trip Distribution OUT		10.0%	5.0%				2.0%			3.0%		5.0%			5.0%	4.0%
Balancing Adjustment																
Office Trips	0	102	52	0	0	8	29	6	0	29	10	68	0	0	48	39
	r				r —											
Inp Distribution IN				5.0%		10.0%	5.0%				15.0%	10.0%				
Palassian Adjustment		10.0%	5.0%											5.0%	15.0%	10.0%
Balancing Adjustment Retail Trins	0	36	18	19	0	39	19	0	0	0	58	39	0	18	53	36
Trip Distribution IN		3.0%	2.0%			4.0%	5.0%	3.0%			5.0%	10.0%				
Trip Distribution OUT		10.0%	5.0%				2.0%			3.0%		5.0%			5.0%	4.0%
Balancing Adjustment																
Other Non-Residential Trips	0	12	6	0	0	3	6	3	0	3	4	13	0	0	4	4
					-				-				-			
Total Primary Site Trips	0	260	96	19	0	69	67	13	0	42	149	234	0	18	182	105
Pass-By Distribution REDUCTION	1															
Pass-By Distribution IN							-25.0%	25.0%			25.0%	-25.0%				
Pass-By Distribution OUT														50.0%		
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	-38	38	0	0	38	-38	0	76	0	0
Total Vehicular Project Trips		260	96	19	0	69	29	51	0	42	187	196	0	94	182	105
2022 0.114 7	r .	400		74		05	222	07			222			422	225	430
2032 Build Heavy Vehicle %	2%	489	434	10%	2%	96	4%	5%	2%	3%	233	442	2%	8%	235	6%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #13 Veterans Pkwy (South)/Veterans Pkwy (North) at Eastin Rd (West)/Eastin Rd (East)

					AM PE	AK HOUR										
		Veterans P	kwy (South)			Veterans P		Eastin R	d (West)			Eastin F	td (East)			
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	11	330	27	0	2	335	16	0	25	56	14	0	41	64	2
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	8	2	0	0	15	1	0	1	0	0	0	0	3	0
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	4%	6%	2%	4%	2%	2%	2%	2%	5%	2%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	11	330	27	0	2	335	16	0	25	56	14	0	41	64	2
	1								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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	1	35	3	0	0	35	2	0	3	ь	1	0	4	- /	0
DRI #3628 Highway 74 Business Tech Park: Development Trips			205	20	-		270	40		20		45	•	47	71	
2032 No-Build Iramic		12	305	30	21	2	3/0	18	~ ~	28	02	15	211	45	71	2
2032 No-Build Heavy Venicle %	276	270	276	/%	276	276	476	676	276	476	276	276	276	276	576	276
Trip Distribution IN	T				1		10.0%		1			2.5%	1	2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%			10.0%					4.376		4.376		
Balancing Adjustment	-	2.3/6	10.0%	2.3/0												
Warehouse Car Trins	0	2	0	2	0	0	36	0	0	0	0	0	0	0	0	0
warehouse car mps	, v	-		-	Ŭ		50									
Trip Distribution IN							5.0%		1							
Trip Distribution OUT	-		5.0%				0.071									
Balancing Adjustment																
Residential Trips	0	0	17	0	0	0	6	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Office Trips	0	3	13	3	0	0	110	0	0	0	0	28	0	28	0	0
	T				r				1				-			
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment		-			-	-			-	-	-			-		
ketail Inps	0	2	9	2	0	0	13	0	0	0	0	3	0	3	0	0
Trip Distribution IN	T	1					10.0%		1			2.59/	r	2 5%		1
Trip Distribution OUT		2.5%	10.0%	2.5%			10.0%		1			2.376		2.576		
Balancing Adjustment	-	2.3/6	10.0%	2.3/0												
Other Non-Residential Trins	0	1	6	1	0	0	22	0	0	0	0	6	0	6	0	0
ould non neadential mpa	, v	-			Ŭ											
Total Primary Site Trips	0	8	54	8	0	0	191	0	0	0	0	46	0	46	0	0
Pass-By Distribution REDUCTION					l I											
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	8	54	8	0	0	191	0	0	0	0	46	0	46	0	0
	-															
2032 Build Traffic	0	20	419	38	0	2	561	18	0	28	62	61	0	91	71	2
2032 Build Heavy Vehicle %	2%	2%	2%	7%	2%	2%	4%	6%	2%	4%	2%	2%	2%	2%	5%	2%

					PIVI PE	AK HOUK										(
		Veterans F	kwy (South)			Veterans P	kwy (North)			Eastin R	d (West)			Eastin F	Rd (East)	
		Nort	hbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Obcorried 2022 Traffic Volumer	1	17	208	47	0	2	276	20	0	16	72	7	0	40	66	L E
Count Palaneira		1/	308	47	0	2	270	30	0	10	/3	,	0	40		
Dedestrian		1			-										<u> </u>	1
		-	ř –			-	1				1			-	Ť	1
Conflicting Pedestrians	-	U		0		U		0		U		0		0		0
Heavy Vehicles	0	0	11	0	0	0	17	0	0	0	2	0	0	0	3	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	5%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	1	17	308	47	0	2	276	30	0	16	73	7	0	40	66	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trins	0	2	32	5	0	0	20	3	0	2	8	1	0	4	7	1
DRI #3678 Highway 74 Business Tech Park: Development Trins		-				0	- 25			-		-		-		<u> </u>
2022 No. Puild Traffic	1	10	240	52	0	2	205	22	0	19	01		0	44	72	6
2022 No Build Harry Vehicle 9		19	340	32		2	303	33		10		8	0	44	/3	
2032 No-Build Heavy Venicle %	0	U	0	0	0	U	0	U	0	U	0	U	U	U		0
	1	1											1			T
Trip Distribution IN		3.5%	10.0%	3.5%			10.0%					2.5%		2.5%	<u>+</u>	+
The Distribution COT		2.3%	10.0%	2.3%												+
Balancing Adjustment																
Warehouse Car Trips	0	8	34	8	0	0	13	0	0	0	0	3	0	3	0	0
													· · · · ·			
Trip Distribution IN							5.0%								<u> </u>	
Trip Distribution OUT	-		5.0%												<u> </u>	
Balancing Adjustment																
Residential Trips	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment																
Hotel Trips	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
						-				-					1	
Trip Distribution IN	1	1	1		1		10.0%		1		1	3.5%	1	2.5%	1	T
Trip Distribution IN		2.5%	10.0%	3.5%			10.0%					2.3/6		2.3%	-	+
Palaasias Adjustment		2.3%	10.0%	2.3/6			-								+	+
Balancing Adjustment	-	24	07	- 24	0	0	20	0	0	0	0	r	0		<u> </u>	-
Office mps	0	24	37	24	0	0	20		0	0	0	,	0	5		
Take Distriction (a)	1	1	1		1		10.0%		1	1	1	3.5%	1	2.5%		1
Inp Distribution IN							10.0%					2.5%		2.5%	<u> </u>	
Inp Distribution OUT		2.5%	10.0%	2.5%											<u>+</u>	+
Balancing Adjustment		0	26	-		0	20	0	-	0		10	-	10	<u> </u>	
Retail Inps	0	9	35	9	0	0	39	0	0	0	0	10	U	10	0	1 0
	r	1	1		r	r		-	r	1			1	I		1
I np Distribution IN	-				-		10.0%		-			2.5%		2.5%		-
Trip Distribution OUT		2.5%	10.0%	2.5%											<u> </u>	
Balancing Adjustment			-												<u> </u>	-
Other Non-Residential Trips	0	2	9	2	0	0	9	0	0	0	0	2	0	2	0	0
					r				r							
Total Primary Site Trips	0	43	188	43	0	0	95	0	0	0	0	20	0	20	0	0
																-
Pass-By Distribution REDUCTION							I		L						+	+
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		43	188	43	0	0	95	0	0	0	0	20	0	20	0	0
2032 Build Traffic	1	62	528	95	0	2	400	33	0	18	81	28	0	64	73	6
2032 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	6%	2%	2%	2%	3%	2%	2%	2%	5%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #14 Veterans Pkwy (South)/Veterans Pkwy (North) at Lees Mill Rd (West)/Lees Mill Rd (East)

					AM PE	AK HOUR										
		Veterans P	kwy (South)			Veterans P	kwy (North)		Lees Mill	Rd (West)			Lees Mill	Rd (East)		
		North	nbound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	323	43	1	0	284	52	0	75	107	23	0	55	119	1
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	6	2	0	0	12	4	0	2	7	0	0	4	12	0
Heavy Vehicle %	2%	2%	2%	5%	2%	2%	4%	8%	2%	3%	7%	2%	2%	7%	10%	2%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	323	43	1	0	284	52	0	75	107	23	0	55	119	1
Annual Growth Bate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Crawth Faster	1.0%	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor Background Growth Tring	1.10	1.10	1.10	1.10	1.10	1.10	20	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
DRI #2629 Highway 74 Buringer Tech Parks Davelopment Trips		0	34	4		0	30	,	0	0	- 11		0	0	12	0
2022 No. Build Traffic	0	0	257	47	1	0	21.4	57	0	02	110	25	0	61	121	1
2032 No-Build Henry Vehicle %	29/	29/	357	4/ E9/	21/	79/	314 49/	3/ 91/	28/	29/	79/	25	28/	79/	101/	29/
2032 No-Build Heavy Venicle %	276	276	276	576	276	276	475	876	276	376	/%	276	276	176	10%	276
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	5.0%	2.5%												
Balancing Adjustment																
Warehouse Car Trips	0	2	5	2	0	0	18	0	0	0	0	9	0	9	0	0
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment																
Residential Trips	0	0	17	0	0	0	6	0	0	0	0	0	0	0	0	0
Tele Distribution IN	· · · · ·		1		· · · · ·		5.00/		· · · · ·				· · · · ·			
Trip Distribution IN			E 0%				5.0%									
Palancing Adjustment			3.076													
Hotel Trips	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
inder mps	, v				, i	0				0				0	0	
Trip Distribution IN	T						5.0%		l –			2.5%	1	2.5%		
Trip Distribution OUT		2.5%	5.0%	2.5%			0.072									
Balancing Adjustment		2.3/4	5.074	2.370												
Office Trips	0	3	6	3	0	0	55	0	0	0	0	28	0	28	0	0
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	5.0%	2.5%												
Balancing Adjustment																
Retail Trips	0	2	5	2	0	0	7	0	0	0	0	3	0	3	0	0
	r				r				r				r			-
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	5.0%	2.5%												
Balancing Adjustment	-		-		-	0		0	0	0	0	6	0	6	0	0
Other Non-Residential Trips	0	1	3	1	0	U	11	U	0	U	0	0	0	0	U	0
Total Primary Site Trips	0	8	36	8	0	0	101	0	0	0	0	46	0	46	0	0
	r	1			r				r				r			
Pass-By Distribution REDUCTION																
Pass-by Distribution IN									l				<u> </u>			
Pass-by Distribution OUT	<u> </u>		-													
Barancing Adjustment	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
rass by mps			1 0		0	J	0	0	0	0	0	0	0	0	J	0
Total Vehicular Project Trips	0	8	36	8	0	0	101	0	0	0	0	46	0	46	0	0
					-			_				_				_
2032 Build Traffic	0	8	393	55	1	0	415	57	0	83	118	71	0	107	131	1
2032 Dulla neavy Venicle 76	276	276	276	5%	276	276	476	8%	2%	376	/%	276	2%	176	10%	276

					PM PE	AK HOUR										
		Veterans P	kwy (South)			Veterans P	kwy (North)			Lees Mill	Rd (West)			Lees Mill	Rd (East)	
		North	hbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	8	242	75	1	1	218	47	0	46	118	5	0	59	106	4
Count Palancing		0	144			-	110			40	110			55	100	
Pedestrians							1									1
			ř –				1			-				-	<u> </u>	
Conflicting Pedestrians	-	0		0	-	0	-	0	-	0		0	-	0	-	0
Heavy vehicles	0	0	11	3	0	0	8	2	U	3	4	0	0	5	3	0
Heavy Vehicle %	2%	2%	5%	4%	2%	2%	4%	4%	2%	7%	3%	2%	2%	8%	3%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	8	242	75	1	1	218	47	0	46	118	5	0	59	106	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	1	25	8	0	0	23	5	0	5	12	1	0	6	11	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	9	267	83	1	1	241	52	0	51	130	6	0	65	117	4
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					, ů	ů, ř		, °	, ů	ů.	5	U U	, v			
Trip Distribution IN	1	1	1		1		E 08/		1	1		2 59/	1	2.5%	1	T
Trip Distribution NV		2.5%	5.0%	2.5%			5.076					2.3/0		2.376		
Relancing Adjuctment	-	2.374	3.074	2.5/6												
Mambausa Car Trias	0		17		0	0	7	0	0	0	0	2	0	2	0	0
watehouse car mps		0	1/	0		0	,	0		0	0	3		3		1 0
Tale Distribution IN	1	1	1		1	1	5.00/		1	1			1	1	1	1
Trip Distribution IN			5.00				5.0%									<u> </u>
The Distribution COT	-		5.0%													
Balancing Adjustment																-
Residential Trips	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0
		1			r				r				r			
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment																
Hotel Trips	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT	-	2.5%	5.0%	2.5%												
Balancing Adjustment																
Office Trips	0	24	48	24	0	0	10	0	0	0	0	5	0	5	0	0
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT	-	2.5%	5.0%	2.5%												
Balancing Adjustment																
Retail Trips	0	9	18	9	0	0	19	0	0	0	0	10	0	10	0	0
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT	-	2.5%	5.0%	2.5%												
Balancing Adjustment																
Other Non-Residential Trips	0	2	4	2	0	0	4	0	0	0	0	2	0	2	0	0
															,	
Total Primary Site Trips	0	43	99	43	0	0	54	0	0	0	0	20	0	20	0	0
						-				-	-					
Pass-By Distribution REDUCTION	1	1	1		1		1		1							
Pass-By Distribution IN	-															
Pass-By Distribution OUT																<u> </u>
Balancing Adjustment																1
Pace-By Trinc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
n uaa uy mipa		0										v				<u> </u>
Total Vehicular Project Trins	T	43	99	43	0	0	54	0	0	0	0	20	0	20	0	0
												10		20		
2032 Build Traffic	1 0	52	366	126	1	1	295	52	0	51	130	26	0	85	117	4
2032 Build Heavy Vehicle %	2%	2%	5%	4%	2%	2%	4%	4%	2%	7%	3%	2%	2%	8%	3%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #15 GA-92 Forrest Ave (West)/GA-92 Forrest Ave (East) at Veterans Pkwy/Westbridge Rd

AM PEAK HOUR Veterans Pkwy Westbridge Bd GA-92 Forrest Ave (West) GA-92 Forrest Ave (East) Northbound Southbound Eastbound Werthound																
		Vetera	ns Pkwy			Westbr	idge Rd			GA-92 Forres	t Ave (West)			GA-92 Forre	st Ave (East)	
		North	nbound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	184	196	2	0	36	165	96	0	110	468	153	0	1	660	50
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	7	0	0	3	7	5	0	1	15	7	0	0	11	1
Heavy Vehicle %	2%	2%	4%	2%	2%	8%	4%	5%	2%	2%	3%	5%	2%	2%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	184	196	2	0	36	165	96	0	110	468	153	0	1	660	50
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	19	21	0	0	4	17	10	0	12	49	16	0	0	69	5
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	203	217	2	0	40	182	106	0	122	517	169	0	1	729	55
2032 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	8%	4%	5%	2%	2%	3%	5%	2%	2%	2%	2%
	-															
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Warehouse Car Trips	0	5	0	0	0	0	0	0	0	0	0	18	0	0	0	0
															-	
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment																
Residential Trips	0	0	17	0	0	0	6	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%											[
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%												[
Balancing Adjustment																
Office Trips	0	6	0	0	0	0	0	0	0	0	0	55	0	0	0	0
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Retail Trips	0	5	0	0	0	0	0	0	0	0	0	7	0	0	0	0
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Other Non-Residential Trips	0	3	0	0	0	0	0	0	0	0	0	11	0	0	0	0
Total Primary Site Trips	0	19	17	0	0	0	10	0	0	0	0	91	0	0	0	0
					-											
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	19	17	0	0	0	10	0	0	0	0	91	0	0	0	0
2032 Build Traffic	0	222	234	2	0	40	192	105	0	122	517	260	0	1	729	55
2032 Build Heavy Vehicle %	2%	2%	4%	2%	2%	8%	4%	5%	2%	2%	3%	5%	2%	2%	2%	2%

					PM PE	AK HOUR										
		Vetera	ns Pkwy			Westbr	ridge Rd			GA-92 Forres	t Ave (West)			GA-92 Forre	st Ave (East)	-
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	138	135	5	0	56	177	130	0	98	737	157	0	3	629	47
Count Balancing																
Pedestrians		•	0				0							•	0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	5	0	0	0	3	2	0	3	11	3	0	0	5	1
Heavy Vehicle %	2%	7%	496	796	796	7%	794	7%	2%	3%	7%	7%	2%	2%	796	296
Reak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Easter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumer	-	129	125		-	56	177	120		08	727	157		2	620	47
Adjusted 2022 Volumes		130	133	, ,		30	1//	130		36	137	13/		3	023	4/
Annual County Data	1.0%	1.00/	1.00	1.0%	1.0%	4.000	4.0%	1.0%	1.0%	1.00/	1.0%	1.0%	1.00/	1.00/	1.0%	1.0%
Annual Growth Kate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	14	14	1	0	6	19	14	0	10	11	16	0	0	66	5
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	152	149	6	0	62	196	144	0	108	814	173	0	3	695	52
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1									1			r			T
Trip Distribution IN												5.0%			'	
Trip Distribution OUT		5.0%														
Balancing Adjustment						-				-		-	-	-		
Warehouse Car Trips	0	1/	0	0	0	0	0	0	0	0	0	/	0	0	0	0
	1									1						T
Trip Distribution IN							5.0%								+'	<u> </u>
Trip Distribution OUT			5.0%													
Balancing Adjustment															<u> </u>	I
Residential Trips	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0
													r			
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment																
Hotel Trips	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Office Trips	0	48	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Retail Trips	0	18	0	0	0	0	0	0	0	0	0	19	0	0	0	0
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Other Non-Residential Trips	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0
				_				_								
Total Primary Site Trips	0	87	12	0	0	0	14	0	0	0	0	40	0	0	0	0
									•							
Pass-By Distribution REDUCTION													L		<u> </u>	L
Pass-By Distribution IN																
Pass-By Distribution OUT	L															
Balancing Adjustment															L	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		87	12	0	0	0	14	0	0	0	0	40	0	0	0	0
2032 Build Traffic	0	239	161	6	0	62	210	144	0	108	814	213	0	3	695	52
2032 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #16 GA-138 Jonesboro Rd (West)/GA-138 Jonesboro Rd (East) at Peters Rd

					AM PE	AK HOUR										
		Pete	rs Rd							GA-138 Jones	boro Rd (West	:)		GA-138 Jones	boro Rd (East)	
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	294	0	24	0	0	0	0	0	0	953	112	0	14	1,268	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	4	0	1	0	0	0	0	0	0	42	5	0	1	43	0
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	4%	2%	7%	3%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	294	0	24	0	0	0	0	0	0	953	112	0	14	1.268	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	31	0	3	0	0	0	0	0	0	100	12	0	1	133	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	325	0	27	0	0	0	0	0	0	1.053	124	0	15	1.401	0
2032 No-Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	4%	2%	7%	3%	2%
Trip Distribution IN	1											2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Warehouse Car Trips	0	2	0	0	0	0	0	0	0	0	0	7	0	0	0	0
		_					÷			-				-		
Trin Distribution IN	1															
Trip Distribution OUT																
Balancing Adjustment																
Residential Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	÷			, ř		÷		÷				÷				
Trin Distribution IN	1				1								1			
Trin Distribution OUT																
Ralancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
										-				-		
Trin Distribution IN	1				T							2.0%	1			
Trip Distribution OUT		2.0%														
Balancing Adjustment		2.074														
Office Trips	0	3	0	0	0	0	0	0	0	0	0	22	0	0	0	0
						-				-				-		
Trin Distribution IN	T				T				1			2.0%				
Trin Distribution OUT		2.0%														
Balancing Adjustment																
Retail Trins	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Nexul Tripa		-					0	0	,	Ū				Ū		
Trip Distribution IN	T								1			2.0%				
Trin Distribution OUT		2.0%										2.070				
Balancing Adjustment																
Other Non-Residential Trins	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0
		-					-			-				-	-	
Total Primary Site Trips	0	8	0	0	0	0	0	0	0	0	0	36	0	0	0	0
							-			-				-		
Pass-By Distribution REDUCTION	1				1				1				1			
Pass-By Distribution IN													1			
Pass-By Distribution OUT																
Ralancing Adjustment																
Pass-Ry Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					, v				. ·				, v			
Total Vehicular Project Trips	0	8	0	0	0	0	0	0	0	0	0	36	0	0	0	0
contraction coupled trips									. <u> </u>							
2032 Build Traffic	0	333	0	27	0	0	0	0	0	0	1.053	160	0	15	1.401	0
2032 Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	4%	2%	7%	3%	2%
		-	-		-				-			-	-			

PM PEAK HOUR

		Pete	rs Rd							GA-138 Jones	boro Rd (West)		GA-138 Jones	boro Rd (East)
	Peters Rd Northbound U-Turn Left Through Right U					South	bound			East	bound			West	bound	
	Northbound U-Turn Left Through Right U-Tu 0 161 0 33 0				U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	161	0	33	0	0	0	0	0	0	1,371	219	0	22	1,080	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	4	0	0	0	0	0	0	0	0	32	3	0	0	54	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	161	0	33	0	0	0	0	0	0	1.371	219	0	22	1.080	0
								-		-	-,				-,	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trins	0	17	0	3	0	0	0	0	0	0	143	23	0	2	113	0
DRI #3628 Highway 74 Business Tech Park: Development Trins					-				-				-			
2032 No-Build Traffic	0	178	0	36	0	0	0	0	0	0	1.514	242	0	24	1,193	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Warehouse Car Trips	0	7	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Office Trips	0	19	0	0	0	0	0	0	0	0	0	4	0	0	0	0
			-		r				r		-		r			
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment		-			-	-			-	-	-		-	-	-	
Retail I nps	0	/	0	0	0	0	0	0	0	0	0	8	0	0	0	0
Trie Dictribution IN	r		1		r	1		-	r		-	2.0%	r		1	1
Trip Distribution IN		2.0%										2.0%				
Balancing Adjustment		2.0/6														
Other Non-Residential Trins	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0
		-					-			-		-		-		
Total Primary Site Trips	0	35	0	0	0	0	0	0	0	0	0	17	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	1	35	0	0	0	0	0	0	0	0	0	17	0	0	0	0
										-						
2032 Build Traffic	- 0	213	28/	36	28/	0	0	0	0	0	1,514	259	0	24	1,193	28/
LEVEL DUING TIGHTY VEHICLE /0	· 4/9	4/0	. 4/9	6/9	. 4/9	4/9	4/9	6/9	· 6/9	4/9	4/9	6/9	· 4/0	4/9	2/0	- 6/9

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #17 GA-138 Jonesboro Rd (West)/GA-138 Jonesboro Rd (East) at Buffington Rd (South)/Buffington Rd (North)

					AM PE	AK HOUR										
		Buffington	Rd (South)			Buffington	Rd (North)			GA-138 Jones	oro Rd (West	:)		GA-138 Jones	boro Rd (East))
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	60	117	51	0	172	37	284	0	286	1,010	3	0	47	1,006	289
Count Balancing																
Pedestrians			0				0			1	0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	1	3	0	8	1	5	0	16	60	0	0	2	39	4
Heavy Vehicle %	2%	2%	2%	6%	2%	5%	3%	2%	2%	6%	6%	2%	2%	4%	4%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	60	117	51	0	172	37	284	0	286	1,010	3	0	47	1,006	289
	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	6	12	5	0	18	4	30	0	30	105	0	0	5	105	30
DRI #3628 Highway 74 Business Tech Park: Development Trips	-				-							-	-			
2032 No-Build Traffic	0	66	129	56	0	190	41	314	0	316	1,116	3	0	52	1,111	319
2032 No-Build Heavy Vehicle %	2%	2%	2%	6%	2%	5%	3%	2%	2%	6%	6%	2%	2%	4%	4%	2%
	r	1			r		-	-	r				r			-
Trip Distribution IN											2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment	-	-	-		-		-			-			-	-	-	-
Warehouse car I rips	0	3	0	0	0	0	0	0	0	0	/	11	0	0	2	0
Tele Disado ates 10	r				r											
The Distribution IN																
Palas size Adjustment																
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential Trips	U U	Ū	U U	0	, v	U	0	U U	Ū	Ū	U	0	Ū	U	U U	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Office Trips	0	4	0	0	0	0	0	0	0	0	22	33	0	0	3	0
Trip Distribution IN											2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Retail Trips	0	3	0	0	0	0	0	0	0	0	3	4	0	0	2	0
Trip Distribution IN											2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	2	0	0	0	0	0	0	0	0	4	7	0	0	1	0
Total Primary Site Trips	0	12	0	0	0	0	0	0	0	0	36	55	0	0	8	0
	r				r				r				r			
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	r				r				r				r			
Total Vehicular Project Trips	0	12	0	0	0	0	0	0	0	0	36	55	0	0	8	0
													r .			
2032 Build Traffic	- 0	78	129	56	21/	190	41	314	0	316	1,152	58	0	52	1,119	319
2032 Dulla neavy velicie /o	276	276	476	076	2%	376	376	276	2%	076	076	276	476	476	476	276

					PM PE	AK HOUR										
		Buffingtor	Rd (South)			Buffington		GA-138 Jones	boro Rd (West	:)		GA-138 Jones	boro Rd (East)		
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	89	82	38	0	208	46	239	0	145	1.342	20	0	48	1.055	166
Count Balancing																
Pedestrians		•	0				0			•	0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	4	0	1	3	3	0	6	34	2	0	2	52	2
Heavy Vehicle %	7%	796	7%	11%	2%	2%	796	2%	2%	1%	396	10%	796	1%	5%	2%
Reak Hour Factor	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.95	0.96	0.96	0.96
Adjustment Easter	1	1	1	0.50	0.50	1	1	1	1	1	0.50	1	1	1	0.50	1
Adjusted 2022 Volumes		89	82	38	<u> </u>	208	46	239	0	145	1 342	20	0	48	1.055	166
Adjusted Lote Volumes		05	02	1 30		200		235	, ů	145	1,342				1,000	1 100
Annual Growth Bata	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Eactor	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0/6	1.0/6	1.0%	1.0%	1.0%	1.0%
Background Growth Triac	0	0	0	4	0	22	E.10	2.20	0	15	140	2.10	0	E. 10	110	17
DRI #2639 Michway 74 Rusiness Tech Parks Development Trins		3	, ,	4		22	,	25		15	140			5	110	1/
2022 No. Build Troffic	-	0.9	01	42	0	220	E1	264	0	160	1.497	22		E2	1 165	192
2022 No-Build Traffic	-	98	91	42		230	51	204		160	1,482	22		53	1,165	183
2032 No-Build Heavy Vehicle %	0	U	0	0	0	U	U	U U	U	U	U	0	U	U	U	0
Trip Distribution IN	T	1	1	1	1				1	1	2.0%	2.0%	1		1	1
Trip Distribution NUT		3.0%	-								2.076	3.0/6			2.0%	
Balancing Adjustment		3.074													2.073	
Warehouse Car Trins	0	10	0	0	0	0	0	0	0	0	3	4	0	0	7	0
warehouse car mps	, i	10				0				0				0	,	
Trip Distribution IN	1	1											1			
Trip Distribution OUT																
Balancing Adjustment																
Recidential Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
nesidential rips		0				0				0				0	0	
Trip Distribution IN	1	1			1	1			1	1			1	1		
Trip Distribution IN																-
Palaasias taliustaast	-															
Balancing Adjustment	-	0		-	-		0	-		0		-			-	
Hotel Trips	0	U	0	0	U	U	0	0	U	U	U	0	U	U	U	0
	1	1	1		1				· · · · ·	1			1		1	
Trip Distribution IN		2.00/									2.0%	3.0%			2.00/	
Palassia Adjustment		3.0%	-												2.0%	-
Office Tries	0	20	0	0	0	0	0	0	0	0		6	0	0	10	0
Onice mps		23	0	0	0	0	0	0	0	0	4	0	0	0	19	0
Trip Distribution IN	1	1			1	I	1	1	I	1	2.0%	3.0%	1	I		
Trip Distribution OUT		3.0%									2.073	5.0/0			2.0%	
Balancing Adjustment		3.074													2.0/3	
Retail Trips	0	11	0	0	0	0	0	0	0	0	8	12	0	0	7	0
						-								-		
Trip Distribution IN	1										2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	3	0	0	0	0	0	0	0	0	2	3	0	0	2	0
Total Primary Site Trips	0	53	0	0	0	0	0	0	0	0	17	25	0	0	35	0
		•									•			•		
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		53	0	0	0	0	0	0	0	0	17	25	0	0	35	0
									·							
2032 Build Traffic	0	151	91	42	0	230	51	264	0	160	1,499	47	0	53	1,200	183
2032 Build Heavy Vehicle %	2%	2%	2%	11%	2%	2%	7%	2%	2%	4%	3%	10%	2%	4%	5%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #18 GA-74 Joel Cowan Pkwy (South)/GA-74 Joel Cowan Pkwy (North) at Laurelmont Dr/Sandy Creek Rd

					AM PE	AK HOUR										
	G	A-74 Joel Cow	an Pkwy (Sout	th)	G	A-74 Joel Cow	an Pkwy (Nort	h)		Laurel	mont Dr			Sandy	Treek Rd	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	24	1,239	65	0	368	1,010	2	0	0	0	61	0	0	0	209
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	89	5	0	8	75	1	0	0	0	4	0	0	0	17
Heavy Vehicle %	2%	2%	7%	8%	2%	2%	7%	50%	2%	2%	2%	7%	2%	2%	2%	8%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	24	1,239	65	0	368	1,010	2	0	0	0	61	0	0	0	209
					r	r		-				-				
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	3	130	7	0	39	106	0	0	0	0	6	0	0	0	22
DRI #3628 Highway 74 Business Tech Park: Development Trips			12				31									
2032 No-Build Traffic	0	27	1,381	72	0	407	1,147	2	0	0	0	67	0	0	0	231
2032 No-Build Heavy Vehicle %	2%	2%	7%	8%	2%	2%	7%	50%	2%	2%	2%	7%	2%	2%	2%	8%
					r				r				,			
Trip Distribution IN						30.0%							L			
Trip Distribution OUT																30.0%
Balancing Adjustment													L			
Warehouse Car Trips	0	0	0	0	0	107	0	0	0	0	0	0	0	0	0	27
					r								r			
Trip Distribution IN						50.0%							——			
Trip Distribution OUT													L			50.0%
Balancing Adjustment																
Residential Trips	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	171
									1							
Trip Distribution IN						50.0%							L			
Trip Distribution OUT													L			50.0%
Balancing Adjustment		-			-					-				-		
Hotel Inps	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	4
	1	1	1						1							
The Distribution IN						30.0%							<u> </u>			
Trip Distribution OUT													—			30.0%
offer Trian				-	-	224		0				0	-			20
Unice Trips	0	0	0	0	U	331	U	0	0	0	0	0	0	0	0	38
Trie Dictribution IN	r	1	1		r	15.0%			T	1	1		r	1	1	-
Trip Distribution IN						13.0%										15.09/
Palancing Adjuctment													1			15.0%
Batal Tries	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	14
Retail Trips	0	U	0	0	0	20	0	U	0	U	0	U	0	U	U	14
Trie Distribution IN	r	1			r	20.0%			1				1		1	
Trip Distribution NV						30.0%										20.0%
Balancing Adjustment																30.070
Other Non-Residential Trins	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	17
outer non nesidential rinps		0				00		0		0	ů	0		0	0	1/
Total Primary Site Trins	0	0	0	0	0	623	0	0	0	0	0	0	0	0	0	271
Total Filling Site Filps		0				015	0		Ŭ	0	0					2/1
Pass-By Distribution REDUCTION	1				1											
Pass-By Distribution IN																
Pass-By Distribution OUT	-								1							
Balancing Adjustment		1	-						1							
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
								-					· · ·			
Total Vehicular Project Trips	0	0	0	0	0	623	0	0	0	0	0	0	0	0	0	271
								-				-				
2032 Build Traffic	0	27	1,381	72	0	1,030	1,147	2	0	0	0	67	0	0	0	502
2032 Build Heavy Vehicle %	2%	2%	7%	8%	2%	2%	7%	50%	2%	2%	2%	7%	2%	2%	2%	8%
					-											
					DAA DE	AK HOUD										

					FINIFE	AKTIOOK										
	G	A-74 Joel Cow	an Pkwy (Sout	h)	G.	A-74 Joel Cow	an Pkwy (Nort	h)		Laurel	nont Dr			Sandy C	reek Rd	
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	21	1 1 73	66	0	319	1 261	9	0	0	0	37	0	0	0	316
Count Palancing			1,175	00		515	1,101			0		57				510
Dedestries	-															
redestrians															0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	37	0	0	8	37	1	0	0	0	0	0	0	0	9
Heavy Vehicle %	2%	2%	3%	2%	2%	3%	3%	11%	2%	2%	2%	2%	2%	2%	2%	3%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	21	1.173	66	0	319	1.261	9	0	0	0	37	0	0	0	316
		•														
Annual Growth Pate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Easter	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0/0	1.0%	1.0%	1.0%	1.0/0	1.0%	1.0%	1.0%	1.0/0
Glowin Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	2	123	/	U	33	132	1	0	U	0	4	0	0	0	33
DRI #3628 Highway 74 Business Tech Park: Development Trips			31				15									
2032 No-Build Traffic	0	23	1,327	73	0	352	1,408	10	0	0	0	41	0	0	0	349
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						30.0%					-					
Trip Distribution OUT																30.0%
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	101
Trip Distribution IN						50.0%										
Trip Distribution OUT																50.0%
Balancing Adjustment																
Residential Trips	0	0	0	0	0	102	0	0	0	0	0	0	0	0	0	78
	•								•				•			
Trip Distribution IN						50.0%										
Trip Distribution OUT																50.0%
Balancias Adjustment	-															50.070
Balancing Adjustment	-	0		0	0	20		0		0		0	0			
Hotel Trips	0	U	0	0	0	38	U	U	0	U		U	0	U	U	41
									1				1			-
Trip Distribution IN						30.0%										
Trip Distribution OUT																30.0%
Balancing Adjustment											-					
Office Trips	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	290
	r								r				r			
Trip Distribution IN						15.0%										
Trip Distribution OUT																15.0%
Balancing Adjustment																
Retail Trips	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	53
				_												_
Trip Distribution IN						30.0%										
Trip Distribution OUT																30.0%
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	27
Total Primary Site Trips	0	0	0	0	0	322	0	0	0	0	0	0	0	0	0	590
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	322	0	0	0	0	0	0	0	0	0	590
					•											
2032 Build Traffic	0	23	1,327	73	0	674	1,408	10	0	0	0	41	0	0	0	939
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	3%	3%	11%	2%	2%	2%	2%	2%	2%	2%	3%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #19 Sandy Creek Rd (West)/Sandy Creek Rd (East) at Jenkins Rd/Driveway

AM PEAK HOUR Jenkins Rd Driveway Sandy Creek Rd (West) Sandy Creek Rd (East) Worthbound Southbound Eastbound Werthound																
		Jenk	ns Rd			Drive	eway			Sandy Cree	k Rd (West)			Sandy Cree	ek Rd (East)	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	48	0	0	0	1	0	0	648	2	0	42	415	0
Count Balancing																
Pedestrians			0				D				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	3	0	0	0	0	0	0	16	0	0	0	25	0
Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	48	0	0	0	1	0	0	648	2	0	42	415	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	5	0	0	0	0	0	0	68	0	0	4	43	0
DRI #3628 Highway 74 Business Tech Park: Development Trins																
2032 No-Build Traffic	0	0	0	53	0	0	0	1	0	0	716	2	0	46	458	0
2032 No-Build Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
				0,0												
Trip Distribution IN	1			3.0%	1						30.0%					
Trip Distribution OUT	-			3.0%							30.070			3.0%	30.0%	
Balancing Adjustment																
Warehouse Car Trins	0	0	0	11	0	0	0	0	0	0	107	0	0	3	27	0
			-			-	-								1	
Trip Distribution IN				5.0%							50.0%					
Trip Distribution OUT				5.0%							30.070			5.0%	50.0%	
Balancing Adjustment														5.676	30.070	
Besidential Trins	0	0	0	6	0	0	0	0	0	0	59	0	0	17	171	0
nesidentia mps		0	Ū	0		0	0	0	, v	0		, v			1/1	, v
Trin Distribution IN	1			5.0%					I		50.0%					
Trip Distribution OUT				3.070							30.070			5.0%	50.0%	
Balancing Adjustment														5.676	30.070	
Hotel Trins	0	0	0	4	0	0	0	0	0	0	40	0	0	0	4	0
noter mps	, v	0	0	-		0	0	0		0	40			0		
Trip Distribution IN				3.0%							30.0%					
Trip Distribution (N				3.070							30.070			2.09/	20.0%	
Relancing Adjustment														3.0%	30.0%	
Office Trins	0	0	0	33	0	0	0	0	0	0	331	0	0	4	38	0
once mps	<u> </u>		<u> </u>		<u> </u>	0				0	331		<u> </u>	-		<u> </u>
Trin Distribution IN	1			9.0%					1		15.0%		r		· · · ·	
Trip Distribution (N				5.070							13.070			0.0%	15.09/	
Relancing Adjustment	-													3.0%	15.0%	
Potal Tries	0	0	0	12	0	0	0	0	0	0	20	0	0		14	0
Retail Trips	0	0	0	12		0	0	0		0	20	0	0	0	14	0
Tria Dictribution IN	1			2.0%	r				r		20.0%		r		1	
Trip Distribution N				3.0%							30.076			2.09/	20.0%	
Relancing Adjustment														3.0%	30.0%	
Other Nee Beridential Tries	-	0	0	7	0	0	0	0	0	0	66	0	0	2	17	0
Other Non-Residential Trips		0	0	,		0	0	0		0	00			2	1/	0
Total Driver Clas Trice				72		0	0	0			(22)			24	274	
Total Primary site Trips	0	U	U	/3	0	U	U	U	U	U	023	0	U	34	2/1	0
Deer Du Distrikusion DEDUCTION	T				r –				1			-	r		· · · ·	-
Pass-By Distribution REDUCTION																
r assrby pisuloutofi IN									t				l		<u> </u>	
Pass-By Distribution OUT															<u>├</u>	
balancing Adjustment	F_	-		0	-		-	0	-		-			0		
Pass-by Trips	0	U	U	U	U	U	U	U	U	U	U	U	U	U	1 0	U U
Tabel Mekterden Bestent Teter				77		0		0			(22)	0		24	274	0
Total Venicular Project Trips	0	0	0	/3	0	0	0	0	0	0	623	0	0	54	271	0
							-									
2032 Build Traffic	0	0	0	126	0	0	0	1	0	0	1,339	2	0	80	729	0
2032 Dulla neavy Venicle %	2%	276	270	0%	2%	270	276	276	2%	270	276	276	2%	270	0%	276

					PM PE	AK HOUR										
		Jenk	ins Rd			Driv	eway			Sandy Cree	k Rd (West)			Sandy Cree	ek Rd (East)	
		North	nbound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	34	0	0	0	0	0	0	386	0	0	31	508	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	5	0	0	0	0	0	0	12	0	0	2	18	0
Heavy Vehicle %	2%	2%	2%	15%	2%	2%	2%	2%	2%	2%	3%	2%	2%	6%	4%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	34	0	0	0	0	0	0	386	0	0	31	508	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	4	0	0	0	0	0	0	40	0	0	3	53	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	38	0	0	0	0	0	0	426	0	0	34	561	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				3.0%							30.0%					
Trip Distribution OUT														3.0%	30.0%	
Balancing Adjustment		-				-	-			-						
Warehouse Car Trips	0	U	0	4	0	0	0	0	0	0	39	0	0	10	101	0
Trie Distribution IN	1	1	1	E 08/	1		I		1	1	E0.0%		1	1	1	
Trip Distribution IN			-	3.0%							30.078			E 09/	E0.08/	
Palancing Adjustment														3.076	30.076	
Balancing Aujustinent	0	0	0	10	0	0	0	0	0	0	102	0	0		70	0
Residential Trips	0	0	0	10		0	0	0	0	0	102	0	0	0	78	0
Trie Dictribution IN	1			E 08/							50.0%				1	
Trip Distribution OUT				3.0%							30.076			5.0%	50.0%	
Palancing Adjustment														3.676	30.070	
Hotel Trins	0	0	0	4	0	0	0	0	0	0	38	0	0	4	41	0
noter mps	Ŭ	Ŭ				0				Ū	50	Ū	, v	-	74	
Trin Distribution IN				3.0%							30.0%					
Trip Distribution OUT				3.070	-						30.070			3.0%	30.0%	
Balancing Adjustment														0.011		
Office Trips	0	0	0	6	0	0	0	0	0	0	59	0	0	29	290	0
Trip Distribution IN				9.0%							15.0%					
Trip Distribution OUT														9.0%	15.0%	
Balancing Adjustment																
Retail Trips	0	0	0	35	0	0	0	0	0	0	58	0	0	32	53	0
					-											
Trip Distribution IN				3.0%							30.0%					
Trip Distribution OUT														3.0%	30.0%	
Balancing Adjustment		-	-		-	-	-		-	-		-	-	-		
Other Non-Residential Trips	0	0	0	3	0	0	0	0	0	0	26	0	0	3	2/	0
Total Primary Site Trins	0	0	0	67	0	0	0	0	0	0	377	0	0	86	590	0
Total Finally Site (1)	Ŭ	0		01		0		0		0	522	0		00	550	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	62	0	0	0	0	0	0	322	0	0	86	590	0
2032 Build Traffic	0	0	0	100	0	0	0	0	0	0	748	0	0	120	1,151	0
2032 Build Heavy Vehicle %	2%	2%	1 2%	15%	2%	2%	2%	2%	2%	2%	3%	2%	2%	6%	4%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #20 Sandy Creek Rd (West)/Sandy Creek Rd (East) at Flat Creek Trail

AM PEAK HOUR Flat Creek Trail Flat Creek Trail Sandy Creek Rd (West) Sandy Creek Rd (East)																
		Flat Cre	ek Trail							Sandy Cree	k Rd (West)			Sandy Cree	k Rd (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	50	0	34	0	0	0	0	0	0	457	84	0	20	142	0
Count Balancing																
Pedestrians			0				0	-			0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	0	2	0	0	0	0	0	0	27	2	0	1	19	0
Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	6%	2%	2%	5%	13%	2%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	50	0	34	0	0	0	0	0	0	457	84	0	20	142	0
	r	I			r				r				r			
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	5	0	4	0	0	0	0	0	0	48	9	0	2	15	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	55	0	38	0	0	0	0	0	0	505	93	0	22	157	0
2032 No-Build Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	6%	2%	2%	5%	13%	2%
	r	1			r	-			r	r			1			
Trip Distribution IN				2.0%							33.0%					
Inp Distribution OUT														2.0%	33.0%	
Balancing Adjustment		-		-	-					-				-		-
Warehouse Car Trips	0	U	0	/	0	0	0	0	0	0	118	0	0	2	30	0
Tele Distribution 10	1										FF 01/		1			
The Distribution IN											55.0%				FF 0%	
Palaa siaa Adiwataa aat	-														33.0%	
Balancing Adjustment			-	0	0	0	0	0	0	0			0	0	100	
Residential Trips	0	U	U	U	U	U	U	U	U	U	65	0	U	U	100	U
Trie Distribution IN		1			1				1		EE 08/		1			
Trip Distribution OUT											33.078				55.0%	
Palancing Adjustment															33.078	
Balancing Aujustment	0	0	0	0	0	0	0	0	0	0	44	0	0	0	4	0
noter mps	0	0		0	0	U	0	0	0	0	44	0	0	0	4	0
Trie Dictribution IN	1			2.0%							22.0%		1			
Trip Distribution N				2.0/0							33.070			2.0%	22.0%	
Palancing Adjustment														2.076	33.0%	
Office Trips	0	0	0	22	0	0	0	0	0	0	364	0	0	3	42	0
	-	-														
Trip Distribution IN		1		1.0%							24.0%		1			
Trip Distribution OUT														1.0%	24.0%	
Balancing Adjustment															2.0075	
Retail Trips	0	0	0	1	0	0	0	0	0	0	32	0	0	1	22	0
Trip Distribution IN				2.0%							33.0%					
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	4	0	0	0	0	0	0	73	0	0	1	18	0
Total Primary Site Trips	0	0	0	34	0	0	0	0	0	0	696	0	0	7	304	0
					-											
Pass-By Distribution REDUCTION																
Pass-By Distribution IN	L												L			
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	r	r			r				r				r			
Total Vehicular Project Trips	0	0	0	34	0	0	0	0	0	0	696	0	0	7	304	0
	r				-				r				r			
2032 Build Traffic	0	55	0	72	0	0	0	0	0	0	1,201	93	0	29	461	0
2032 Build Heavy Vehicle %	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	6%	2%	2%	5%	13%	2%

PM PEAK HOUR

	Flat Creek Trail								1	Sandy Cree	k Rd (West)			Sandy Cre	ek Rd (Fast)	
	Northbound					6 m									h	
	11.7	Nortr	Thermol	Disht	11.7	Soutr	Thermol	Disha	11.7	East	Therework	Disha	11.7	west	Therework	Disha
r	U-Turn	Leit	Through	Right	U-Turn	Len	Through	Right	0-Turn	Len	Through	Right	U-Turn	Lett	Inrougn	Right
Observed 2022 Traffic Volumes	1	63	0	18	0	0	0	0	0	0	212	101	0	24	344	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0		3	0	0	12	0
Henry Vehicles	21/	-	20/	201	201	21	20/	20/	201	21/		20/	201	21/	20/	20/
Heavy Vehicle %	276	276	276	276	276	276	276	276	276	276	476	376	276	276	376	276
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	1	63	0	18	0	0	0	0	0	0	212	101	0	24	344	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trins	0	7	0	2	0	0	0	0	0	0	22	11	0	3	36	0
DBI #2638 Highway 74 Burliners Tech Parks Development Trins		,	- v	-		0	, v			0					30	
2022 Als Putted Tarffla	- ·	70	-	20	-	•	-				224			27	200	-
2032 No-Build Frame		70	0	20		0	0			U	234	112	0	2/	380	
2032 No-Build Heavy Venicle %		U	0	U	0	U	0	0		U	U	0	0	U	U	0
	r	1			1				1	1			r			
Trip Distribution IN	L			2.0%						<u> </u>	33.0%		<u> </u>			
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	3	0	0	0	0	0	0	43	0	0	7	112	0
											_				_	
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment																
Bosidential Trins	0	0	0	0	0	0	0	0	0	0	112	0	0	0	96	0
Residential Trips		0		0		0	0	0		0	112	0		0		0
	r	1	1		r	1	1		r –	1			1	1	1	
Trip Distribution IN			-				-				55.0%					
Trip Distribution OUT	-														55.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	41	0	0	0	45	0
Trip Distribution IN	1			2.0%							33.0%					
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Office Trins	0	0	0	4	0	0	0	0	0	0	64	0	0	10	318	0
bille rips	· ·		, v				, v			ů			, v		510	
Tale Disadentias IN	T	1	1	1.0%	T	1	1	1	T		24.0%	1	r	1		1
The Distribution IN				1.0%							24.0%					
Trip Distribution OUT			-				-							1.0%	24.0%	
Balancing Adjustment																
Retail Trips	0	0	0	4	0	0	0	0	0	0	93	0	0	4	85	0
					1				r				r			
Trip Distribution IN	-			2.0%							33.0%					
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	2	0	0	0	0	0	0	29	0	0	2	29	0
Total Primary Site Trips	0	0	0	13	0	0	0	0	0	0	382	0	0	32	675	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT		1	1		1		1		1	1			1	1		
Balancing Adjustment		1	1		1		1	1	1	1		1	1			1
Data Bu Tries	0	0	0	0		0				0			0	0	0	
rassiby https	0		1 0	0		0	1 0			0			U	0	0	
Total Vohicular Broject Trinc	1	0	0	12	0	0	0	0	0	0	202	0	0	22	675	0
Total venicular Project Trips				13		0		0			382		0	32	0/5	
2022 Build Troffic	r .	70	0	22		•	0			•	616	112		50	1.055	
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	3%	2%	2%	3%	2%
											. 707					

INTERSECTION #21 Veterans Pkwy (South)/Veterans Pkwy (North) at Proposed Driveway B/Driveway C

	AM PEAK HOUR Veterans Pkwy (South) Veterans Pkwy (North) Proposed Driveway B Driveway C Northbound Southbound Eastbound Westbound															
		Veterans P	kwy (South)			Veterans P	kwy (North)			Proposed	Driveway B			Drive	way C	
		North	nbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	396	39	0	54	299	0	0	0	0	0	0	3	0	10
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	396	39	0	54	299	0	0	0	0	0	0	3	0	10
							-							-		
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	41	0	0	0	31	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	437	39	0	54	330	0	0	0	0	0	0	3	0	10
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN		5.0%	33.0%	5.0%		5.0%	1.0%	1.0%								
Trip Distribution OUT			1.0%				33.0%			1.0%		5.0%		5.0%		5.0%
Balancing Adjustment																
Warehouse Car Trips	0	18	119	18	0	18	33	4	0	1	0	5	0	5	0	5
										•			•			
Trip Distribution IN			35.0%													
Trip Distribution OUT							35.0%									
Balancing Adjustment																
Residential Trips	0	0	41	0	0	0	120	0	0	0	0	0	0	0	0	0
Trip Distribution IN			35.0%													
Trip Distribution OUT							35.0%									
Balancing Adjustment																
Hotel Trips	0	0	28	0	0	0	3	0	0	0	0	0	0	0	0	0
Trip Distribution IN		5.0%	33.0%	5.0%		5.0%	1.0%	1.0%								
Trip Distribution OUT			1.0%				33.0%			1.0%		5.0%		5.0%		5.0%
Balancing Adjustment												0.07.0				
Office Trips	0	55	365	55	0	55	53	11	0	1	0	6	0	6	0	6
Trip Distribution IN			55.0%													
Trip Distribution OUT							55.0%									
Balancing Adjustment																
Retail Trips	0	0	73	0	0	0	50	0	0	0	0	0	0	0	0	0
Trip Distribution IN		5.0%	33.0%	5.0%		5.0%	1.0%	1.0%								
Trip Distribution OUT			1.0%				33.0%			1.0%		5.0%		5.0%		5.0%
Balancing Adjustment																
Other Non-Residential Trips	0	11	73	11	0	11	20	2	0	1	0	3	0	3	0	3
						•								•		
Total Primary Site Trips	0	84	699	84	0	84	279	17	0	3	0	14	0	14	0	14
															•	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			50.0%													
Pass-By Distribution OUT							50.0%									
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	84	699	84	0	84	279	17	0	3	0	14	0	14	0	14
2032 Build Traffic	0	84	1,136	123	0	138	609	17	0	3	0	14	0	17	0	24
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PE	AK HOUR										
		Veterans P	kwy (South)			Veterans P	kwy (North)			Proposed	Driveway B			Drive	way C	
		North	nbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	313	6	0	8	379	0	0	0	0	0	0	10	0	16
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	313	6	0	8	379	0	0	0	0	0	0	10	0	16
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	33	0	0	0	40	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	346	6	0	8	419	0	0	0	0	0	0	10	0	16
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		5.0%	33.0%	5.0%		5.0%	1.0%	1.0%							<u> </u>	
Trip Distribution OUT			1.0%				33.0%			1.0%		5.0%		5.0%		5.0%
Balancing Adjustment	-	-				-				-	-		-		-	
Warehouse Car Trips	0	/	46	/	0	/	113	1	0	3	0	1/	0	1/	0	1/
Trie Dictribution IN	1	1	25.0%		1	1	1		1	1	I		r –	1	T	
Trip Distribution NUT			33.0%				35.0%									
Balancing Adjustment	-						33.070									
Bosidential Trinc	0	0	71	0	0	0	66	0	0	0	0	0	0	0	0	0
incandent in the a		0	/1				- 35	, v								, v
Trip Distribution IN			35.0%							1			1			
Trip Distribution OUT							35.0%									
Balancing Adjustment																
Hotel Trips	0	0	26	0	0	0	29	0	0	0	0	0	0	0	0	0
Trip Distribution IN		5.0%	33.0%	5.0%		5.0%	1.0%	1.0%								
Trip Distribution OUT	-		1.0%	0.072		0.071	33.0%			1.0%		5.0%		5.0%		5.0%
Balancing Adjustment																
Office Trips	0	10	74	10	0	10	320	2	0	10	0	48	0	48	0	48
Trip Distribution IN			55.0%													
Trip Distribution OUT							55.0%									
Balancing Adjustment															L	
Retail Trips	0	0	212	0	0	0	195	0	0	0	0	0	0	0	0	0
	T				r				r	1	-	-	1	-	1	-
Trip Distribution IN		5.0%	33.0%	5.0%		5.0%	1.0%	1.0%		1.00/		5.0%		5.00/		5.0%
Palas dia Advatas at			1.0%				33.0%			1.0%		5.0%		5.0%		5.0%
Other Non-Residential Trins	0	4	30	4	0	4	30	1	0	1	0	4	0	4	0	4
our nor nesdentiar mps			50			-								-		
Total Primary Site Trips	0	21	459	21	0	21	742	4	0	14	0	69	0	69	0	69
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			50.0%													
Pass-By Distribution OUT							50.0%									
Balancing Adjustment																
Pass-By Trips	0	0	76	0	0	0	76	0	0	0	0	0	0	0	0	0
		1														
Total Vehicular Project Trips	1	21	535	21	0	21	818	4	0	14	0	69	0	69	0	69
2022 D.: II J T //I.			004			20	4 333							70	-	05
2032 Build Heavy Vehicle %	2%	21	3%	2/	2%	29	2%	2%	2%	14	2%	2%	2%	79	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #22 Veterans Pkwy (South)/Veterans Pkwy (North) at Driveway H/Driveway I (Iver PI)

AM PEAR HOUR Veterans Pkwy (South) Veterans Pkwy (North) Driveway H Driveway I (ver Pl)																
		Veterans P	kwy (South)			Veterans P	kwy (North)			Drive	way H			Driveway	I (Iver PI)	
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turo	Left	Through	Right	U-Turo	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Terffle Velverer	0		504	- 24	2	40	505		0.0				0	30		- 25
Observed 2022 Tranic volumes		2	284	24	2	18	202	20	U	•	1	4	U	39	1	30
Count Balancing																
Pedestrians			0				0				0			r	0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	18	0	0	0	27	0	0	1	0	0	0	1	0	3
Heavy Vehicle %	2%	20%	3%	2%	2%	2%	5%	2%	2%	13%	2%	2%	2%	3%	2%	9%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0		694	24	2	10	565	26			1	4	0	20	1	25
Adjusted 2022 Volumes		3	304	24		10	303	20		0	-	4		33		
Annual Growth Poto	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Annual Growth Rate	1.0%	1.0%	1.076	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	61	0	0	0	59	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	5	645	24	2	18	624	26	0	8	1	4	0	39	1	35
2032 No-Build Heavy Vehicle %	2%	20%	3%	2%	2%	2%	5%	2%	2%	13%	2%	2%	2%	3%	2%	9%
Trip Distribution IN		10.0%	5.0%	5.0%			10.0%	5.0%								
Trip Distribution OUT			10.0%				5.0%			5.0%		10.0%		5.0%		
Balancing Adjustment																
Warehouse Car Trins	0	36	27	18	0	0	40	18	0	5	0	0	0	5	0	0
Waterbase car mps		50	27	10		0	40	10	0	,		,	0	,		
Tele Distrikusion IN	1	1	1	20.00/	T	20.0%		1	1	1		1	1	1		1
The Distribution IN				20.0%		30.0%										
Trip Distribution OUT					-									20.0%		30.0%
Balancing Adjustment																
Residential Trips	0	0	0	24	0	35	0	0	0	0	0	0	0	68	0	103
Trip Distribution IN				20.0%		30.0%										
Trip Distribution OUT														20.0%		30.0%
Balancing Adjustment																
Hotel Trips	0	0	0	16	0	24	0	0	0	0	0	0	0	2	0	2
															· · · · · · · · · · · · · · · · · · ·	
Trip Distribution IN	1	10.0%	5.0%	5.0%	1		10.0%	5.0%								
The Distribution IIV	-	10.070	3.0 /0	3.070			5.0%	5.0%		F 00/		40.0%		5.00/		
Palas size Adverture at			10.0%				5.0%			5.0%		10.0%		5.0%		
Balancing Adjustment	-				-	-			-		-		-		-	
Uffice Inps	0	110	68	55	0	0	11/	55	U	ь	0	13	0	ь	0	0
	1															
Trip Distribution IN			5.0%	55.0%		15.0%										L
Trip Distribution OUT							5.0%							55.0%		15.0%
Balancing Adjustment																
Retail Trips	0	0	7	73	0	20	5	0	0	0	0	0	0	50	0	14
Trip Distribution IN		10.0%	5.0%	5.0%			10.0%	5.0%								
Trip Distribution OUT			10.0%				5.0%			5.0%		10.0%		5.0%		
Balancing Adjustment																
Other Non-Residential Trips	0	22	17	11	0	0	25	11	0	3	0	6	0	3	0	0
		•			•								•			
Total Primary Site Trins	0	168	119	107	0	79	187	84	0	14	0	28	0	134	0	119
Total Trinary Site Trips		100		137		15	107			14		10		134		115
Pres Du Distrikution DEDUCTION	1	1	1	1	r				1	1		1	1		,	1
Pass by Distribution Reduction				50.00/		-				-						
Pass-by Distribution IN				50.0%												
Pass-By Distribution OUT														50.0%	L	
Balancing Adjustment		I	I												L	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	r				r	r	,		r	r	,		r			
Total Vehicular Project Trips	0	168	119	197	0	79	187	84	0	14	0	28	0	134	0	119
2032 Build Traffic	0	173	764	221	2	97	811	110	0	22	1	32	0	173	1	154
2032 Build Heavy Vehicle %	2%	20%	3%	2%	2%	2%	5%	2%	2%	13%	2%	2%	2%	3%	2%	9%
													-			

					PM PE	AK HOUR										(
		Veterans P	kwy (South)			Veterans P	kwy (North)			Drive	way H			Driveway	I (Iver PI)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	5	513	45	2	22	507	6	0	15	9	25	0	39	3	34
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	18	0	0	0	24	1	0	0	1	0	0	0	0	5
Heavy Vehicle %	7%	796	496	296	2%	2%	5%	1 7%	796	7%	11%	796	2%	2%	796	15%
Reak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Easter	1	1	1	1	1	1	1	1	1	1	1	0.57	1	1	1	1
Adjusted 2022 Volumer	-		E12	45	2	1	507	6		16	-	25		20	2	24
Adjusted 2022 Volumes	, v	, ,	313	43		- 22	307		, v	13	3	23		33		1 34
Annual County Data	4.0%	4.00	1.00	1.0%	1.0%	1.00/	1.00	1.0%	1.0%	4.00/	1.0%	1.0%	1.00/	1.00/	1.00	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	54	0	0	0	53	0	0	0	0	0	0	0	0	0
DKI #3628 Highway 74 Business Tech Park: Development Trips	-	-			-				-		-		-		-	
2032 No-Build Traffic	0	5	567	45	2	22	560	6	0	15	9	25	0	39	3	34
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				r	1							r			1
Trip Distribution IN		10.0%	5.0%	5.0%			10.0%	5.0%								
Trip Distribution OUT			10.0%				5.0%			5.0%		10.0%		5.0%		
Balancing Adjustment	-				-	-		-			-		-		-	-
Warehouse Car Trips	0	13	40	/	0	0	30	/	0	1/	0	34	0	1/	0	0
Tele Platelle March 10	1	1		20.00/		20.0%										
Trip Distribution IN				20.0%		30.0%								20.0%		20.00/
Palassia Adjustment														20.0%		30.0%
Balancing Adjustment		-	-		-		-			-	-		-		-	
Residential Trips	0	0	0	41	0	61	0	0	0	0	0	0	0	31	0	4/
	r	1			r				r							1
Trip Distribution IN				20.0%		30.0%										
Trip Distribution OUT														20.0%		30.0%
Balancing Adjustment																
Hotel Trips	0	0	0	15	0	23	0	0	0	0	0	0	0	16	0	25
	-															
Trip Distribution IN		10.0%	5.0%	5.0%			10.0%	5.0%								
Trip Distribution OUT			10.0%				5.0%			5.0%		10.0%		5.0%		
Balancing Adjustment																
Office Trips	0	20	106	10	0	0	68	10	0	48	0	97	0	48	0	0
	1				r								r			
Trip Distribution IN			5.0%	55.0%		15.0%										
Trip Distribution OUT							5.0%							55.0%		15.0%
Balancing Adjustment																<u> </u>
Retail Trips	0	0	19	212	0	58	18	0	0	0	0	0	0	195	0	53
	r								r							
Trip Distribution IN		10.0%	5.0%	5.0%			10.0%	5.0%								
Trip Distribution OUT			10.0%				5.0%			5.0%		10.0%		5.0%		
Balancing Adjustment	-	-			-				-		-		-		-	-
Other Non-Residential Trips	0	9	13	4	0	0	13	4	0	4	0	9	0	4	0	0
	1										-					
Total Primary Site Trips	0	42	1/8	289	0	142	129	21	0	69	0	140	0	311	0	125
	1	1				1								1	r	
Pass-By Distribution REDUCTION				50.00/												<u> </u>
Pass-by Distribution IN				50.0%												-
Pass-By Distribution OUT					-									50.0%		-
Barancing Adjustment				70	-						-		-	76	-	+ .
Pass-by Trips	0	0	U	/6	0	U	U	U	U	U	U	U	U	/b	U	L U
Total Vahicular Broject Tries	1	42	179	265		142	120	21	0	60	0	140	0	207	0	135
rotai veniculai Project Irips		42	1/8	300	U	142	129	21	U	69	U	140	U	387		1 125
2022 Build Troffic	1 0	47	745	410	, I.	164	690	27		94	•	165	•	476		150
2032 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	5%	17%	2%	2%	11%	2%	2%	2%	2%	15%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #23 Hood Rd (West)/Hood Rd (East) at Driveway F (Heatherden Ave)

					AM PE	AK HOUR										
						Driveway F (He	eatherden Ave	2)		Hood R	d (West)			Hood R	d (East)	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	1	1	0	34	0	30	13	0	0	0	17	2
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	6%	2%	7%	31%	2%	2%	2%	24%	2%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	1	1	0	34	0	30	13	0	0	0	17	2
	r			_	r				r			_	ı			
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	1	1	0	34	0	30	14	0	0	0	19	2
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	6%	2%	7%	31%	2%	2%	2%	24%	2%
					r				r				r			
Trip Distribution IN																
Trip Distribution OUT	-															
Balancing Adjustment								L								
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	T								r				r			
Trip Distribution IN	-									15.0%	5.0%					
Trip Distribution OUT	-							15.0%							5.0%	
Balancing Adjustment						-			-					-		
Residential Trips	0	U	0	0	0	0	0	51	0	18	6	0	0	0	1/	0
Tele Disadio atos 18	1		1							45.0%	5.00				· · · · ·	
Trip Distribution IN	-							15.0%		15.0%	5.0%				E 09/	
								13.0%							3.076	
Hotel Trips	0	0	0	0	0	0	0	1	0	12	4	0	0	0	0	0
nocimp						0			, v	**				0		
Trip Distribution IN	1														· · · · ·	
Trip Distribution OUT																
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT	-															
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	0	0	0	0	0	52	0	30	10	0	0	0	17	0
					r										,	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			L						-				-			
Pass-By Distribution OUT																
Balancing Adjustment	<u> </u>								<u> </u>							
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	r .	r .			r				r				r		r	
Total Vehicular Project Trips	0	0	0	0	0	0	0	52	0	30	10	0	0	0	17	0
	r -	-										-				
2032 Build Heavy Vehicle %	2%	2%	296	2%	2%	1	2%	6%	2%	50	24	2%	2%	2%	36	2
Loss said in any sellicie /s	2./0	270	2/6	2/0	2./0	2./0	2/0	0/6	2/0	170	31/0	2/6	2/0	270	24/0	2/0
					PM PE	AK HOUR										

	r					Prince E /Hr	athordon Ava	1	1	Hood R	(Mort)		1	Hood B	d (Eact)	
					I .	niveway r (ne		,		1000 1	(west)			HOOUN	u (Last)	
	11.7	North	bound	D'-ht		South	bound	Disha	11.7	East	Three	Disha	11.7	west	bound	Disha
	0-Turn	Leit	Inrougn	Right	0-Turn	Len	Through	Right	0-Turn	Leit	Through	Rugnit	U-Turn	Leit	Inrougn	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	2	0	39	1	40	12	0	0	0	4	0
Count Balancing	-															
Pedestrians			0				0				2				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	2	0	39	1	40	12	0	0	0	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	2	0	39	1	40	13	0	0	0	4	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN										15.0%	5.0%					
Trip Distribution OUT								15.0%							5.0%	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	23	0	31	10	0	0	0	8	0
Neaderstar rapa	Ū	0		0		0	Ŭ	2.5		31	10	0	Ū	0	0	
Trip Distribution IN										15.0%	5.0%					
Trip Distribution OUT								15.0%		10.070	5.674				5.0%	
Palassian Adjustment								13.0%							3.076	
Balancing Adjustment				0	0			12	0			0	-			
noterinps	U	U	0	U	0	U	U	12	U	11	4	U	U	U	4	0
Inp Distribution IN																
Inp Distribution OUT																
Balancing Adjustment		-		0		-	0	0	-		0	0		0		-
Unice Trips	0	U	0	0	0	U	0	U	0	0	0	U	U	U	0	0
Tele Distribution (M	-				r				r				-			
The Distribution IN																
Inp Distribution OUT																
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Tips	0	U		0	0	U		0	0	0	0	U	0	U		
Tele Distribution (M	-				r				r				-			
The Distribution IN																
Palassian Adjustment																
Other Nee Beridential Tries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
odiel Nol-Residendal Trips	0	U		0	0	U		0	0	0	0	U	0	U		
Total Brimany Site Trier	•	0	0	0	0	0	0	25	0	42	14	0	0	0	12	0
rotar minary site mps		0		0		0	Ū,	33		76	24	0	0	0		
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Relancing Adjustment																
Data Regulation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
r uaa uy rripa		U		U		0		U		0	U	U		U		
Total Vehicular Project Trips		0	0	0	0	0	0	35	0	47	14	0	0	0	12	0
					. <u> </u>				. <u> </u>	76	47					
2032 Build Traffic	0	0	0	0	0	2	0	74	1	82	27	0	0	0	16	0
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #24 Hood Rd (West)/Hood Rd (East) at Driveway G (3rd St)

	Driveway G (3rd St) Hood Rd (West) Hood Rd (East) Northbound Soutbound Eastbound Westbound															
						Driveway	G (3rd St)			Hood R	d (West)			Hood R	d (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	11	0	9	5	0	0	0	9	1
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0	Ĩ	0		0		0		0		0		0		0
Home Vehicler	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	1
Heavy Vehicles	21/	29/	29/	28/	214	28/	79/	79/	28/	3	40%	28/	214	28/	2	100%
Predvý venicie /s	2/6	2./6	2/6	2/6	2./6	2/8	2/6	2/6	2./6	3376	40/6	2/6	2./6	2/8	22/6	100%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjustment Factor	1	1	1	1	1	1	-	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	0	11	0	9	5	0	0	0	9	1
	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	0	0	11	0	9	6	0	0	0	10	1
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	40%	2%	2%	2%	22%	100%
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					•								•			
Trip Distribution IN	T									5.0%						
Trip Distribution OUT								5.0%		5.676						
Palancing Adjustment								3.070								
Balancing Aujustment	0	0	0	0	0	0	0	17	0	6	0	0	0	0	0	0
Residential Trips	U	U	0	0	U	U	U	1/	U	0	U	U	U	U		0
Tele Distribution IN	r	1			1					5.00/			1			
The Distribution IN								5.0%		5.0%						
The Distribution COT								5.0%								
Balancing Adjustment	-															
Hotel Trips	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
	1															
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment	-															
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												-				
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		-		, ,			-			-	-					
Total Primary Site Trins	0	0	0	0	0	0	0	17	0	10	0	0	0	0	0	0
Total Filling Site Trips		0					Ū	1/		10	0			0		
Pace By Distribution REDUCTION	1	1			r				r				1			
Pass-By Distribution REDUCTION																
rassiby bischoution IN	I								-						I	
Pass-by Distribution OUT																
Balancing Adjustment	-	-	-		-	-							-			
Pass-By Inps	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	r				r				r				r			
Total Vehicular Project Trips	0	0	0	0	0	0	0	17	0	10	0	0	0	0		0
	r			_												
2032 Build Traffic	0	0	0	0	0	0	0	28	0	19	6	0	0	0	10	1
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	40%	2%	2%	2%	22%	100%

					PM PE	AK HOUR										
						Driveway	G (3rd St)			Hood R	d (West)			Hood R	td (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	1	0	2	0	5	7	0	0	0	4	1
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	100%
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	1	n n	2	0	5	7	0	0	0	Â	1
Adjusted Fold Polaries	, v	, i	. · ·	, v	. <u> </u>	-	ů –	-	. °			, <u> </u>	. °		~	-
Annual Growth Pate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Easter	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0/6	1.0%
	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00
Background Growth Trips	0	0		0	0	0	U	0	0	0	1		0	0	0	0
DRI #3026 Highway 74 Business Lech Park: Development Trips		-					-									
2032 No-Build Traffic	-	0		0	0	1	0	2	0	5	8		0	0	4	4
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Trie Distribution IN	1															
Trip Distribution OUT		1	-		-				-				-		-	
Palancing Adjuctment																
Marahaura Car Triar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
warehouse car mps	0	U	0	U	U	U	U	U	U	U	U	0	U	U	U	0
Trie Dictribution IN	1	1								E 09/	1					
The Distribution OUT	-							5.0%		3.0%						
Palancing Adjuctment								3.0%								
Balancing Aujustinenc	-	0		0	0			0		10			0			0
Residential Trips	0	U	0	0	0	0	0	8	0	10	0	0	0	0	0	0
	1	1			r				r				· · · · · ·			
Trip Distribution IN										5.0%						
Inp Distribution OUT								5.0%								
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1															
Inp Distribution IN																
Inp Distribution OUT																
Balancing Adjustment		-		0		0	-	-	-		0			0	-	-
Retail trips	0	U	0	0	U	U	U	U	U	U	0	0	U	U	U	0
Trip Distribution IN	T	1	1		r	1	-		r		1	1	r	1		
Trip Distribution OUT																
Palancing Adjustment																
Other Nee Peridential Tries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Non-Residential Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Primary Site Trins	0	0	0	0	0	0	0	12	0	14	0	0	0	0	0	0
Total minuty site mps		0				0	Ū			14		<u> </u>		0	0	
Pass-By Distribution REDUCTION	1															
Pass-By Distribution IN																
Pass-By Distribution OUT		1														
Balancing Adjustment		1														
Pass-By Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
· · · · · · · · · · · · · · · · · · ·																. <u> </u>
Total Vehicular Project Trips	1	0	0	0	0	0	0	12	0	14	0	0	0	0	0	0
2032 Build Traffic	0	0	0	0	0	1	0	14	0	19	8	0	0	0	4	1
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	100%
														-		

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #25

Sandy Creek Rd (West)/Sandy Creek Rd (East) at Driveway K

AM PEAK HOUR																
						Drive	way K			Sandy Cree	k Rd (West)			Sandy Cree	ek Rd (East)	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	49	0	11	0	67	364	0	0	0	205	108
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	1	0	0	0	3	30	0	0	0	22	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	8%	2%	2%	2%	11%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.95	0.96	0.96	0.96	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A diverse d 2022 Mahamma	-	-		-	-	-			-		254		-		205	400
Adjusted 2022 Volumes				0		43				07	304	0		0	205	108
Annual Growth Pate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Country Control	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00
Background Growth Trips		0	0	0	0	0	0	0	0	0	30	0	0	0	21	
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	49	0	11	0	67	402	0	0	0	226	108
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	8%	2%	2%	2%	11%	2%
	r															
Trip Distribution IN	L									2.0%	15.0%				6.0%	1.0%
Trip Distribution OUT						1.0%		2.0%			6.0%				15.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	1	0	2	0	7	59	0	0	0	35	4
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	65	0	0	0	188	0
													•			
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	44	0	0	0	4	0
													, ,	-		
Trip Distribution IN										2.0%	15.0%				6.0%	1.0%
Trip Distribution NUT						1.0%		2.01/		2.070	£ 0%				15.0%	1.0/0
Palancing Adjustment						1.076		2.0/6			0.076				13.0%	
Office Tries	0	0	0	0	0	1	0	2	0	22	172	0	0	0	95	11
Once mps	0	0		0	0	-	0	3	0	22	1/3	0	0	0	85	11
Tele Distribution IN	1				· · · · · ·				· · · · · ·		35.05/		· · · · · ·			
The Distribution IN											25.0%					
Inp Distribution OUT															25.0%	
Balancing Adjustment	-															
Retail Trips	0	0	0	0	0	0	0	0	0	0	33	0	0	0	23	0
	1				r				r				r			
Trip Distribution IN										2.0%	15.0%				6.0%	1.0%
Trip Distribution OUT						1.0%		2.0%			6.0%				15.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	1	0	1	0	4	36	0	0	0	21	2
Total Primary Site Trips	0	0	0	0	0	3	0	6	0	33	410	0	0	0	356	17
												-				
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	3	0	6	0	33	410	0	0	0	356	17
2032 Build Traffic	0	0	0	0	0	52	0	17	0	100	812	0	0	0	582	125
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	8%	2%	2%	2%	11%	2%

PM PEAK HOUR Driveway K Sandy Creek Rd (West) Sandy Creek Rd (East) Northbound eft Through Southbound eft Through Eastbound ft Through Westbound ft Through U-Turn U-Turn Left U-Turn Right Left Right U-Turr Right Right Left Observed 2022 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hour Factor 0 0 0 0 0 20 0 8 0 6 299 0 0 0 292 14 0 2% 0.99 0 2% 0.99 0 2% 0.99 1 13% 0.99 0 2% 0.99 0 2% 0.99 0 18 2% 6% 0.99 0.99 5% 0.99 0 2% 0.99 2% 0.99 2% 0.99 2% 0.99 2% 0.99 2% 0.99 2% 0.99 Adjustment Factor 1 1 0 0 1 1 20 0 1 8 1 6 1
14 299 1 1 0 292 Adjusted 2022 Volumes Annual Growth Rate Growth Factor Background Growth Trips DBII #3628 Highway 74 Business Tech Park: Development Trips 2032 No-Build Traffic
 1.0%
 1.0%
 1.0%

 1.10
 1.10
 1.10
 1.10

 0
 0
 0
 0
 0

 1.0%
 1.0%
 1.0%

 1.00
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 31
 0

 1.0%
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 1.0%

 1.10
 1.10
 1.10
 1.00

 0
 0
 31
 0
 0 0 0 2032 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Warehouse Car Trips 6.0% 1.0% 15.0% 2.0% 15.0% 6.0% 1.0% 2.0% Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips 55.0% 55.0% 86 0 0 0 Trip Distribution IN Trip Distribution OUT 55.0% 55.0% Trip Distribution OUT Balancing Adjustment Hotel Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips 6.0% 1.0% 15.0% 2.0% 15.0% 6.0% 2.0% 1.0% Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips 25.0% 25.0% Trip Distribution IN 2.0% 15.0% 6.0% 6.0% 15.0% 1.0% 2.0% Trip Distribution OUT 1.0% Balancing Adjustment Other Non-Residential Trips Total Primary Site Trips Т Т Т Pass-By Distribution REDUCTION Pass-By Distribution IN Pass-By Distribution OUT Balancing Adjustment Pass-By Trips 0 0 0 14 0 28 0 Total Vehicular Project Trips 9 395 0 0 0 454 Т Т 2032 Build Traffic 2032 Build Heavy Vehicle %
 0
 0
 0
 0
 34
 0
 36
 0
 15
 725
 0
 0
 0
 777
 18

 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 6%
 2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #26 Sandy Creek Rd (West)/Sandy Creek Rd (East) at Driveway L/Driveway M

AM PEAK HOUR Drivewary L Drive																
		Drive	way L			Drivev	way M			Sandy Cree	k Rd (West)			Sandy Cree	ek Rd (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	4	14	17	0	26	39	19	0	0	381	83	1	42	187	0
Count Balancing																
Pedestrians			0				0				5				0	
Conflicting Pedestrians		5		0		0		5		0		0		0		0
Heavy Vehicles	0	1	0	2	0	1	2	1	0	0	21	0	1	2	13	0
Heavy Vehicle %	2%	25%	2%	12%	2%	4%	5%	5%	2%	2%	6%	2%	100%	5%	7%	2%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	4	14	17	0	26	39	19	0	0	381	83	1	42	187	0
										•				-		
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	20	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	4	14	17	0	26	39	19	0	0	421	83	1	42	207	0
2032 No-Build Heavy Vehicle %	2%	25%	2%	12%	2%	4%	5%	5%	2%	2%	6%	2%	100%	5%	7%	2%
							-					2,1				
Trin Distribution IN	1									5.0%	17.0%	3.0%		1.0%	4.0%	1.0%
Trin Distribution OUT		5.0%		1.0%		1.0%		5.0%		0.012	4.0%	0.075			17.0%	
Balancing Adjustment		0.071														
Warehouse Car Trips	0	5	0	1	0	1	0	5	0	18	64	11	0	4	30	4
						-	÷	, ,								
Trin Distribution IN	T									1	55.0%					
Trip Distribution OUT											33.070				55.0%	
Balancing Adjustment																
Residential Trins	0	0	0	0	0	0	0	0	0	0	65	0	0	0	188	0
New York Control of Co	, u	, v				Ū			, v		0.5		Ŭ	Ū	100	, v
Trip Distribution IN	1										55.0%		1			
Trin Distribution OUT															55.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	44	0	0	0	4	0
noter mps						0	0						Ŭ	0	-	
Trip Distribution IN	1									5.0%	17.0%	3.0%	1	1.0%	4.0%	1.0%
Trip Distribution (N		E 09/		1.0%		1.0%		E 08/		5.676	4.0%	3.070		1.070	17.0%	2.0/0
Balancing Adjustment		3.076		1.0%		1.0%		3.076			4.076				17.076	
Office Trips	0	6	0	1	0	1	0	6	0	55	193	33	0	11	66	11
	÷	-		-		-	-									
Trin Distribution IN	1				1				1		25.0%		1			
Trip Distribution OUT											23.070				25.0%	
Balancing Adjustment															23.070	
Potal Tries	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	0
Nexus rips		0				0	0			0			, i		25	
Trip Distribution IN	T				1				1	5.0%	17.0%	3.0%	1	1.0%	4.0%	1.0%
Trip Distribution OUT		5.0%		1.0%		1.0%		5.0%		5.676	4.0%	3.070		1.070	17.0%	1.0/0
Balancing Adjustment		5.676		1.0/0		1.070		5.070			4.074				17.070	
Other Non-Recidential Trins	0	3	0	1	0	1	0	3	0	11	40	7	0	2	18	2
oulei Noir-Residendar mps		3	0	1		1	0	3	0	11	40	,	0	2	10	
Total Brimany Site Tring		14	0	2	0	2	0	14	0	0.4	420	E1		17	220	17
Total Filling Site Trips		14	0	3		3	0	14		04	435	51	0	1/	323	1/
Parc By Distribution REDUCTION	T									1			1			
Pass-By Distribution IN																
Pass-by Distribution OUT	-															
Ralancing Adjustment																
Date.By Tring	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 03 0y 11p3						5				0				0		
Total Vehicular Project Trips	0	14	0	3	0	3	0	14	0	84	/30	51	0	17	370	17
rotor venicono ritojett Hips		14		3		3		14		04	437			1/	323	1/
2032 Build Traffic	1	18	14	20	0	29	30	22	0	84	860	134	1	59	536	17
2032 Build Heavy Vehicle %	2%	25%	2%	12%	2%	4%	5%	5%	2%	2%	6%	2%	100%	5%	7%	2%

					PM PE	AK HOUR										
		Drive	way L			Drivev	vay M			Sandy Cree	k Rd (West)			Sandy Cree	ek Rd (East)	
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	46	3	48	0	8	8	7	0	1	250	13	0	18	279	3
Count Balancing																
Pedestrians			0				D				1				0	
Conflicting Pedestrians		1		0		0		1		0		0		0		0
Heavy Vehicles	0	1	0	1	0	1	0	0	0	0	11	3	0	2	16	0
Heavy Vehicle %	2%	2%	2%	2%	2%	13%	2%	2%	2%	2%	4%	23%	2%	11%	6%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	46	3	48	0	8	8	7	0	1	250	13	0	18	279	3
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	26	0	0	0	29	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	46	3	48	0	8	8	7	0	1	276	13	0	18	308	3
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN										5.0%	17.0%	3.0%		1.0%	4.0%	1.0%
Trip Distribution OUT		5.0%		1.0%		1.0%		5.0%			4.0%				17.0%	
Balancing Adjustment																
Warehouse Car Trips	0	17	0	3	0	3	0	17	0	7	36	4	0	1	63	1
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment												L				
Residential Trips	0	0	0	0	0	0	0	0	0	0	112	0	0	0	86	0
	1								-							
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment		-	-		-		-		-	-				-		
Hotel Trips	0	0	0	0	0	0	0	0	0	0	41	0	0	0	45	0
	1								-							
Trip Distribution IN	-									5.0%	17.0%	3.0%		1.0%	4.0%	1.0%
Inp Distribution OUT		5.0%		1.0%		1.0%		5.0%			4.0%				17.0%	
Balancing Adjustment	-	40	0	10	0	10	0	49	0	10	72	6	0	2	172	2
Once mps	0	40		10	0	10	0	40	0	10	12		Ū	2	1/2	
Trip Distribution IN	1	1			r						25.0%		r			
Trip Distribution OUT											23.070				25.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	97	0	0	0	89	0
Trip Distribution IN										5.0%	17.0%	3.0%		1.0%	4.0%	1.0%
Trip Distribution OUT		5.0%		1.0%		1.0%		5.0%			4.0%				17.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	4	0	1	0	1	0	4	0	4	18	3	0	1	19	1
							-							-		
Total Primary Site Trips	0	69	0	14	0	14	0	69	0	21	376	13	0	4	474	4
Pass-By Distribution REDUCTION	<u> </u>															
Pass-By Distribution IN																
Pass-By Distribution OUT	<u> </u>										-					
Balancing Adjustment	L	-					-							-		
Pass-by Imps	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trins	1	69	0	14	0	14	0	69	0	21	376	13	0	4	474	4
roter venicular roject mps		05		14		14		0.9			3/0	<u>, 13</u>			474	
2032 Build Traffic	0	115	3	62	0	22	8	76	0	22	652	26	0	22	782	7
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	13%	2%	2%	2%	2%	4%	23%	2%	11%	6%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #27 Sandy Creek Rd (West)/Sandy Creek Rd (East) at Driveway N/Proposed Driveway O

					AM PE	AK HOUR										
		Drive	way N		1	Proposed	Driveway O		1	Sandy Cree	k Rd (West)		1	Sandy Cree	ek Rd (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	21	0	25	0	0	0	0	0	0	439	35	0	41	175	0
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	16	0	12	0	0	0	0	0	0	11	11	0	12	7	0
Heavy Vehicle %	2%	76%	2%	48%	2%	2%	2%	2%	2%	2%	3%	31%	2%	29%	4%	2%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	21	0	25	0	0	0	0	0	0	439	35	0	41	175	0
					-								-			
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	21	0	25	0	0	0	0	0	0	485	35	0	41	193	0
2032 No-Build Heavy Vehicle %	2%	76%	2%	48%	2%	2%	2%	2%	2%	2%	3%	31%	2%	29%	4%	2%
	r		-		r				r				r		r	
Trip Distribution IN										3.0%	25.0%	3.0%		1.0%	2.0%	1.0%
Trip Distribution OUT		3.0%		1.0%		1.0%		3.0%			2.0%				25.0%	
Balancing Adjustment																
Warehouse Car Trips	0	3	0	1	0	1	0	3	0	11	91	11	0	4	30	4
													r			
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	65	0	0	0	188	0
	1															
Trip Distribution IN	-										55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment									-	-			-	-		
Hotel Inps	0	0	0	0	0	0	0	0	U	0	44	0	0	0	4	0
	1	1				1										
I rip Distribution IN										3.0%	25.0%	3.0%		1.0%	2.0%	1.0%
I np Distribution OUT		3.0%		1.0%		1.0%		3.0%			2.0%				25.0%	
Define Tries			-							22	270	22			54	
Unice Trips	0	4	0	1	0	1	0	4	U	33	2/8	33	0	11	54	11
Tria Dictribution IN	T	1			1	1	-		1	1	25.09/		1		1	-
Trip Distribution NUT											23.076				25.09/	
Relancing Adjustment	-														23.076	
Balancing Aujustinent	-	0	0	0	0	0	0	0	0	0	22	0	0	0	22	0
Retail Trips	0	0	0	0		0	0	0	0	0			0	0	23	0
Trip Distribution IN	T				1				1	3.0%	25.0%	3.0%	1	1.0%	2.0%	1.0%
Trip Distribution OUT	-	3.0%		1.0%		1.0%		3.0%		3.070	2.0%	3.0/0		1.070	25.0%	1.0/0
Balancing Adjustment																
Other Non-Residential Trips	0	2	0	1	0	1	0	2	0	7	56	7	0	2	18	2
						-										
Total Primary Site Trips	0	9	0	3	0	3	0	9	0	51	567	51	0	17	317	17
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	9	0	3	0	3	0	9	0	51	567	51	0	17	317	17
2032 Build Traffic	0	30	0	28	0	3	0	9	0	51	1,052	86	0	58	510	17
2032 Build Heavy Vehicle %	2%	76%	2%	48%	2%	2%	2%	2%	2%	2%	3%	31%	2%	29%	4%	2%

PM PEAK HOUR Driveway N Proposed Driveway O Sandy Creek Rd (West) Sandy Creek Rd (East) Northbound Southbound Fathound Waterbound																
		Drive	way N			Proposed 0	Driveway O			Sandy Cree	k Rd (West)			Sandy Cree	k Rd (East)	
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	36	0	35	0	0	0	0	0	0	235	15	0	15	314	0
Count Balancing																
Pedestrians			0				D				D				D	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	5	0	13	0	0	0	0	0	0	5	7	0	7	8	0
Heavy Vehicle %	2%	14%	2%	37%	2%	2%	2%	2%	2%	2%	2%	47%	2%	47%	3%	2%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	36	0	35	0	0	0	0	0	0	235	15	0	15	314	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.10	1.00	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	25	0	0	0	33	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	36	0	35	0	0	0	0	0	0	260	15	0	15	347	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
													•			
Trip Distribution IN										3.0%	25.0%	3.0%		1.0%	2.0%	1.0%
Trip Distribution OUT		3.0%		1.0%		1.0%		3.0%			2.0%				25.0%	
Balancing Adjustment																
Warehouse Car Trips	0	10	0	3	0	3	0	10	0	4	39	4	0	1	87	1
I rip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment		-	-		-	-	-		-	-			-			-
Residential Trips	0	0	0	0	0	0	0	0	0	0	112	0	0	0	86	0
Tala Manda dan 10											FF 01/					
The Distribution IN											55.0%				FF 01/	
Palassian Adjustment					-										55.0%	
Balancing Adjustment	-	0	0	0	-	0	0	0	-			0	0	0		0
notel Inps	0	0	0	U	0	U	U	U	U	U	41	0	U	U	45	U
Tala Manda atau 10										2.00/	35.05/	3.0%		4.00/	2.00/	1.0%
The Distribution IN		2.00/		1.0%		1.00/		2.0%		3.0%	25.0%	3.0%		1.0%	2.0%	1.0%
Palancing Adjustment		3.0%		1.0%		1.0%		3.0%			2.0%				25.0%	
Office Trins	0	29	0	10	0	10	0	29	0	6	68	6	0	2	245	2
					Ţ		-			-				-		-
Trip Distribution IN											25.0%		1			
Trip Distribution OUT															25.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	97	0	0	0	89	0
Trip Distribution IN										3.0%	25.0%	3.0%		1.0%	2.0%	1.0%
Trip Distribution OUT		3.0%		1.0%		1.0%		3.0%			2.0%				25.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	3	0	1	0	1	0	3	0	3	24	3	0	1	24	1
													n			
Total Primary Site Trips	0	42	0	14	0	14	0	42	0	13	381	13	0	4	576	4
Pass-by Distribution REDUCTION																
Pass-By Distribution OUT																
Ralancing Adjustment			-													
Date.By Trinc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
i uu uy inpu	5	0		5	5	5	5	0	5	5	5		5	5	5	
Total Vehicular Project Trips		42	0	14	0	14	0	42	0	13	381	13	0	4	576	4
													•			
2032 Build Traffic	0	78	0	49	0	14	0	42	0	13	641	28	0	19	923	4
2032 Build Heavy Vehicle %	2%	14%	2%	37%	2%	2%	2%	2%	2%	2%	2%	47%	2%	47%	3%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #28

INTERSECTION #28 Sandy Creek Rd (West)/Sandy Creek Rd (East) at Driveway P

	-				AM PE	AK HOUR										
						Drive	way P			Sandy Cree	k Rd (West)			Sandy Cree	k Rd (East)	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	5	0	2	1	16	469	0	0	0	175	19
Count Balancing																
Pedestrians			0				0								0	
Conflicting Pedestrians		0		0		0	Í I	0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	2	0	1	0	0	10	0	0	0	22	1
Heavy Vehicle %	2%	2%	7%	2%	2%	40%	796	50%	796	2%	496	7%	2%	2%	13%	5%
Peak Hour Easter	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adjustment Easter	0.84	1	0.84	0.84	0.84	0.84	0.84	0.84	0.84	1	0.84	0.84	0.84	1	0.84	0.84
Adjusted 2022 Melanes	1	1	1	1	1	-	1	-	-	1	1	-	1	1	475	10
Adjusted 2022 Volumes	0	0	0	U	0		0	2	1	10	469	U	U	0	1/5	19
Annual Growth Pate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Country Control	1.0%	1.0/6	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.10	1.10	1.10	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	49	0	0	0	18	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	5	0	2	1	16	518	0	0	0	193	19
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	40%	2%	50%	2%	2%	4%	2%	2%	2%	13%	5%
	r															
Trip Distribution IN	L									2.0%	31.0%		L		1.0%	1.0%
Trip Distribution OUT						1.0%		2.0%			1.0%				31.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	1	0	2	0	7	112	0	0	0	31	4
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	65	0	0	0	188	0
Trip Distribution IN											55.0%					
Trip Distribution OUT															55.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	44	0	0	0	4	0
								÷				÷		-		
Trip Distribution IN										2.0%	31.0%				1.0%	1.0%
Trip Distribution NUT						1.0%		2.0%		2.070	1.0%				21.0%	1.0/0
Palancing Adjustment						1.0%		2.0%			1.076				51.0%	
Office Tries	0	0	0	0	0	1	0	2	0	22	242	0	0	0	50	11
Once mps	0	0		0	0	1		3	0	22	343	0	0	0	30	- 11
Trie Dictribution IN		1			1	1				1	25.09/					1
The Distribution IN											23.076				35.0%	
The Distribution COT															25.0%	
Balancing Aujustment	-	0		0		0		0	0		22	0		0	22	
Recail Trips	0	0	0	0	0	0	0	0	0	0	33	0	0	0	23	0
	1				r	1			r				-			
The Distribution IN	<u> </u>					1.00/		2.0%		2.0%	31.0%				1.0%	1.0%
Inp Distribution OUT						1.0%		2.0%			1.0%				31.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	1	0	1	0	4	69	0	0	0	19	2
	1				r				·							
Total Primary Site Trips	0	0	0	0	0	3	0	6	0	33	666	0	0	0	315	17
	-															
Pass-By Distribution REDUCTION															L	
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	3	0	6	0	33	666	0	0	0	315	17
2032 Build Traffic	0	0	0	0	0	8	0	8	1	49	1,184	0	0	0	508	36
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	40%	2%	50%	2%	2%	4%	2%	2%	2%	13%	5%

PM PEAK HOUR Sandy Creek Rd (West) Sandy Creek Rd (East) Northbound eft Through Westbound Left Through Southbound eft Through Eastbound ft Through U-Turn U-Turn U-Turn Left Right U-Turr Right Left Right Right Observed 2022 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hour Factor 0 22 0 20 0 2 227 0 0 0 0 0 0 0 349 4 0 2% 0.86 0 2% 0.86 0 2% 0.86 0 2% 0.86 0 2% 0.86 0 2% 0.86 0 14 2% 4% 0.86 0.86 5% 0.86 2% 0.86 2% 0.86 2% 0.86 2% 0.86 2% 0.86 50% 0.86 2% 0.86 Adjustment Factor 1 1 0 0 1 1 22 0 1 20 2 1 1 0 349 1
227 Adjusted 2022 Volumes Annual Growth Rate Growth Factor Background Growth Trips DBII #3628 Highway 74 Business Tech Park: Development Trips 2032 No-Build Traffic
 1.0%
 1.0%
 1.0%

 1.10
 1.10
 1.10
 1.10

 0
 0
 0
 0
 0

 1.0%
 1.0%
 1.0%

 1.00
 1.00
 1.00
 1.00

 0
 0
 0
 0
 0

 1.0%
 1.0%
 1.0%

 1.10
 1.00
 1.10
 1.10

 0
 0
 24
 0

 1.0%
 1.0%
 1.0%

 1.10
 1.10
 1.10
 1.00

 0
 0
 37
 0
 0 0 2032 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Warehouse Car Trips 1.0% 1.0% 31.0% 2.0% 31.0% 1.0% 1.0% 2.0% Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips 55.0% 55.0% 0 0 86 0 Trip Distribution IN Trip Distribution OUT Balancing Adjustment Hotel Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips 55.0% 55.0% 1.0% 1.0% 31.0% 2.0% 31.0% 1.0% 2.0% 1.0% Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips 25.0% 25.0% Trip Distribution IN 2.0% 31.0% 1.0% 1.0% 31.0% 1.0% 2.0% Trip Distribution OUT 1.0% Balancing Adjustment Other Non-Residential Trips Total Primary Site Trips Т Т 9 392 Т Pass-By Distribution REDUCTION Pass-By Distribution IN Pass-By Distribution OUT Balancing Adjustment Pass-By Trips 0 0 0 0 14 0 28 0 Total Vehicular Project Trips 9 392 0 0 0 Т Т 2032 Build Traffic 2032 Build Heavy Vehicle %
 0
 0
 0
 0
 36
 0
 48
 0
 11
 643
 0
 0
 1,041
 8

 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 2%
 4%
 50%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #29 Veterans Parkway at Proposed Driveway A

					AM PE	AK HOUR										
		Veteran:	arkway			Veterans	Parkway			Proposed	Driveway A					
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	435	0	0	0	302	0	0	0	0	0	0	0	0	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians	-															
Heavy Vehicles			6				8									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	435	0	0	0	302	0	0	0	0	0	0	0	0	0
Adjusted Local Volumes	- °		455				502		. °		, i		. <u> </u>			<u> </u>
Annual Growth Bate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Eactor	1.10	1 10	1.10	1.10	1 10	1.10	1.10	1.10	1 10	1.10	1 10	1.10	1.10	1.10	1.10	1 10
Background Growth Trins	0	0	46	0	0	0	37	0	0	0	0	0	0	0	0	0
DBI #2638 Highway 74 Buringer Tech Bark: Douglooment Tring							32	-		0						
2032 No.Ruild Traffic	0	0	481	0	0	0	334	0	0	0	0	0	0	0	0	0
2022 No Build House Vehicle %	29/	29/	-101	28/	28/	29/	29/	21/	21/	29/	28/	28/	28/	29/	29/	28/
2052 No-Build Heavy vehicle /s	2/0	2/0	2/6	2/6	2/8	2/0	3/6	2/6	2/6	2/0	2/6	2/6	2/0	2/0	2/6	2/6
Trie Distribution IN	1	2.09/	42.0%		r			1.0%	r				1			1
Trip Distribution OUT		2.0/6	43.078				43.0%	1.0/0		1.0%		2.0%				
Palancing Adjustment							43.076			1.0%		2.0/6				
Balancing Adjustment	-	-	454	0		0	20		0			2	0	0	-	
watehouse call https		,	134	0		0	39	4		1	0	2		0		0
Trie Distribution IN	1	1	25.0%										1			
Trip Distribution OUT			33.0%				25.08/									
Palancian Adjustment							33.0%									
Balancing Adjustment	-	0	41	0	0	0	120	0	0	0	0	0	0	0	0	0
Residential Trips	U U		41	U	Ű	U	120	U U	Ū	U	Ū	U U	U U	U	0	l v
Trie Distribution IN	1	1	25.0%		1				1				1			
Trip Distribution OUT			33.0%				25.08/									
Palancian Adjustment	-						33.0%									
Balancing Adjustment	-	0	79	0	0	0	2	0	0	0	0	0	0	0	0	0
noter mps	0		28	U	0	U	3	0	Ū	0	0	0		0		
Tele Distribution IN	1	2.00	43.00/					1.0%							· · · · ·	
The Distribution IN		2.0%	43.0%					1.0%								
Inp Distribution OUT							43.0%			1.0%		2.0%				
Define Trice	-	22	474									2				-
once mps	0	22	4/4	0	0	0	22	11	0	1	0	3	U	0	0	0
Tele Distribution III	1	1	FF 00/		· · · · · ·				· · · · · ·				1		· · · · ·	
The Distribution IN			55.0%				FF 01/									
Inp Distribution OUT							55.0%									
Balancing Adjustment		-		-						-				-		-
Retail Inps	0	0	/3	0	0	0	50	0	0	0	0	0	0	0	0	0
	1				r				r	1			1			1
The Distribution IN		2.0%	43.0%				42.0%	1.0%		1.00/		2.0%				
Palancian Adjustment							43.0%			1.0%		2.0%				
Balancing Adjustment				-		-			-				-	-		
Other Non-Residential Trips	0	4	95	0	0	0	24	2	0	1	0	1	0	0	0	0
	1 .			-		-				-				-		
Total Primary Site Trips	0	55	865	0	0	0	291	1/	0	3	0	6	0	0	0	0
	1	1			r				r				1			
Pass-by Distribution REDUCTION			50.00													
Pass-by Distribution IN	—		50.0%					-						-	<u> </u>	
Pass-By Distribution OUT							50.0%									
Balancing Adjustment	<u> </u>	-	-	-		-	-			-			<u> </u>	-		-
Pass-by Imps	0	U	U	U	U	U	U	U	U	U	0	U	U	U	U	U U
rotal venicular Project Trips	0	55	865	U	0	U	291	1/	0	5	U	6	U	U	0	0
2022 Putit Tur (f):	1 .		1.246				car	47							-	
2032 Build Henry Vehicle %	28/	33	1,346	29/	28/	29/	625 29/	1/	21/	3	29/	28/	21/	29/	0	28/
2052 Dullu neavy vehicle /0	276	276	476	276	276	270	376	270	276	276	276	276	276	276	470	276

PM	PEAK HOUR	2

	Veterans Parkway					Veterans	a Parkway			Proposed	Driveway A					
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes			319				389									
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles			9				7									
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	319	0	0	0	389	0	0	0	0	0	0	0	0	0
					•											
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trins	0	0	33	0	0	0	41	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trins		-			-	_			-				-		-	-
2032 No-Build Traffic	0	0	352	0	0	0	430	0	0	0	0	0	0	0	0	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			-							-	-			-		
Trip Distribution IN		2.0%	43.0%					1.0%								
Trip Distribution OUT							43.0%			1.0%		2.0%				
Balancing Adjustment																
Warehouse Car Trips	0	3	56	0	0	0	145	1	0	3	0	7	0	0	0	0
Trip Distribution IN			35.0%													
Trip Distribution OUT							35.0%									
Balancing Adjustment																
Residential Trips	0	0	71	0	0	0	55	0	0	0	0	0	0	0	0	0
Trip Distribution IN			35.0%													
Trip Distribution OUT							35.0%									
Balancing Adjustment																
Hotel Trips	0	0	26	0	0	0	29	0	0	0	0	0	0	0	0	0
Trip Distribution IN		2.0%	43.0%					1.0%								
Trip Distribution OUT							43.0%			1.0%		2.0%				
Balancing Adjustment																
Office Trips	0	4	84	0	0	0	415	2	0	10	0	19	0	0	0	0
			-		r		-		r				r			
Trip Distribution IN			55.0%													
Trip Distribution OUT							55.0%									
Balancing Adjustment																
Retail Inps	0	0	212	0	0	0	195	0	0	0	0	0	0	0	0	0
Tele Platelle Marc IN	r	2.00/	42.0%		r			1.0%	r		-	-	r			1
Trip Distribution IN		2.0%	43.0%				42.0%	1.0%		4.00/		3.0%				
Palassia Adjustment							43.0%			1.0%		2.0%				
Balancing Adjustment	0	2	27	0	0	0	20	1	0	1	0	2	0	0	0	0
Outer Wolf-Residential Trips	0	4	3/	0	0	0	30		0	1	0	4	0	0	0	1 0
Total Primary Site Trins	0	9	486	0	0	0	877	4	0	14	0	28	0	0	0	0
Total Hindly Site Hips	Ŭ		400				0//			14		20		0		
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			50.0%													
Pass-By Distribution OUT							50.0%									
Balancing Adjustment																
Pass-By Trips	0	0	76	0	0	0	76	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		9	562	0	0	0	953	4	0	14	0	28	0	0	0	0
														_		
2032 Build Traffic	0	9	914	0	0	0	1,383	4	0	14	0	28	0	0	0	0
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #30 Veterans Parkway at Proposed Driveway R

					AM PE	AK HOUR										
		Veteran:	arkway			Veterans	Parkway			Proposed	Driveway R					
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	423	0	0	0	408	0	0	0	0	0	0	0	0	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles			12				13									
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	423	0	0	0	408	0	0	0	0	0	0	0	0	0
Adjusted Lotz Foldmes	, °		423				400		<u> </u>						<u> </u>	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10
Background Growth Trins	0	0	44	0	0	0	43	0	0	0	0	0	0	0	0	0
DBI #3628 Highway 74 Business Tech Park: Development Trins	-				-				-			-		-		-
2032 No.Build Traffic	0	0	467	0	0	0	451	0	0	0	0	0	0	0	0	0
2032 No.Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2032 No-build Heavy Venicle /s	2/0	2/0	3/6	2/0	2/6	2/0	3/6	2/6	2/6	2/0	2/6	2/6	2/6	2/6	2/6	2/6
Trie Dictribution IN	1	2.0%					12.0%	2.0%		I		1	1			1
Trip Distribution IN		2.076	12.0%				13.0%	2.0/6		2.0%		2.0%				
Balancing Adjustment			13.0%							2.076		2.0/6				
Warehouse Car Trins	0	7	17	0	0	0	46	7	0	2	0		0	0	0	0
watehouse car mps	0	,	12	0		0	40	,	0	2	0	2		0	0	0
Trie Distribution IN	1	1					E 09/			1			1			
Trip Distribution IN			E 09/				5.0%									
Palaa siaa Adiwataa aat	-		3.076		-											
Balancing Adjustment	-	0	17	0	0	0	6	0	0	0	0	0	0	0	0	0
Residential Trips	0	U	1/	U	U	U	0	U	U	U	U	0	0	U	U	0
Trie Distribution IN		1			-		E 09/		1	1			1			
Trip Distribution IN			E 09/		-		5.076									
Palaa siaa Adiwataa aat			3.076													
Balancing Adjustment	-	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Hotel Tips	Ū		0	0	U	U	4	0	Ū		0	0	, v	0	0	
Tele Distribution IN	1	2.00					42.0%	3.0%		1						
The Distribution IN	-	2.0/6	43.00/		-		13.076	2.0/8		2.00/		2.0%				
The Distribution COT			13.0%							2.0%		2.0%				
Office Tries	0	22	17	0	0	0	142	22	0	2	0	2	0	0	0	0
Once mps	0	22	1/	0	0	0	143		0	3	0	3	0	0	0	0
Trip Distribution IN	1	1					15.0%		r	1			1			
Trip Distribution OUT			15.0%				13.0%									
Palancing Adjustment	-		13.0%													
Balancing Aujustment	-			0	0	0	20		0							
Retail Trips	0	U	14	0	0	0	20	0	0	U	0	0	0	0	U	0
Tele Distribution (A)	1	2.0%					42.0%	3.0%	1				r			
Trip Distribution IN		2.076	12.0%				13.076	2.0/6		2.0%		2.0%				
Palancing Adjustment			13.0%		-					2.0/6		2.0/6				
Other Nee Beridential Tries	-		7	0	0	0	20	4	0	1	0	1	0	0	0	0
Other Non-Residential Trips	0	4	/	U	U	U	29	4	U	1	U	1	0	U	U	0
Total Brimany Site Tring		22	67	0	0	0	749	22	0	6	0	6	0	0	0	0
Total Filling Site Trips		33	0/	0	0	0	240	33		0	0			0	0	0
Deve By Distribution REDUCTION	1								1		1		r		1	
Pass-By Distribution REDUCTION			-													
Date By Distribution OUT	<u> </u>														-	
Pass-By Distribution OUT																
Deter Ru Tries		0		0	0	0	0	0	0	0			0	0	0	
rassrby mps	0		0	J	0	J	J	0	U	0	0	0	0	3	0	0
Total Vohicular Broject Trips		22	67	0	0	0	249	22	0	6		6	0	0	0	0
rotal venicular Project Mps		33	0/	U		U	248	33						U		
2022 Ruild Traffie		22	E24	0			600	22		6		6		0		
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	2.70	2/0	3/4	2/4	270	2/0	3/4	2/7	2/0	2/0	2.74	1.77	2/0	270	2.70	2/1

PM PEAK HOUR Veterans Parkway Veterans Parkway Proposed Driveway R Veterans Parkway																
		Veteran	s Parkway			Veterans	Parkway			Proposed	Driveway R					
		North	bound			South	bound			Easti	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes			375				343									
Count Balancing																
Pedestrians															-	
Conflicting Pedestrians																
Heavy Vehicles	-		11				14									
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	-															
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	375	0	0	0	343	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	39	0	0	0	36	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	414	0	0	0	379	0	0	0	0	0	0	0	0	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tribe Principle allow 181	1	2.00/	1				43.0%	2.0%	-						· · · · ·	
Trip Distribution IN		2.0%	12.0%				13.0%	2.0%		2.0%		2.0%				
Palancing Adjustment	-		13.0%							2.076		2.0%				
Warehouse Car Trins	0	3	44	0	0	0	17	3	0	7	0	7	0	0	0	0
waterbase car rips	Ŭ			, v		0		5		,		,				, v
Trip Distribution IN							5.0%									
Trip Distribution OUT			5.0%													
Balancing Adjustment	-															
Residential Trips	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5.0%									
Trip Distribution OUT	-		5.0%													
Balancing Adjustment																
Hotel Trips	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN		2.0%					13.0%	2.0%								
Trip Distribution OUT			13.0%							2.0%		2.0%				
Balancing Adjustment																
Office Trips	0	4	125	0	0	0	25	4	0	19	0	19	0	0	0	0
					r				r							
Trip Distribution IN	-						15.0%									
Inp Distribution OUT			15.0%													
Balancing Adjustment Rotal Triac		0	E2	0	0	0	E 9	0	0	0	0	0	0	0	0	0
Retail Hips	0	0	33	0	0	U	30	0	0	0	0	0	0	0		0
Trin Distribution IN	1	2 0%			1		13.0%	2.0%	1							
Trip Distribution OUT	-		13.0%							2.0%		2.0%				
Balancing Adjustment	-															
Other Non-Residential Trips	0	2	12	0	0	0	11	2	0	2	0	2	0	0	0	0
Total Primary Site Trips	0	9	246	0	0	0	125	9	0	28	0	28	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution OUT																<u> </u>
Pass-By Distribution OD I																
Deter Bu Trier	-		L 0	0	0	0		0	0	0		0	0	0	0	
Pass-by Tilps	0	0	1 0			J	0	0		0	0	0		0		
Total Vehicular Project Trips	1	9	246	0	0	0	125	9	0	28	0	28	0	0	0	0
· · ·																
2032 Build Traffic	0	9	660	0	0	0	504	9	0	28	0	28	0	0	0	0
2032 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #31 Sandy Creek Road at Proposed Driveway Q

					AM PE	AK HOUR										
	Proposed Driveway Q				1				Sandy Creek Road				Sandy Creek Road			
	Northbound				South	bound			East	tbound		Westbound		bound		
	U-Tum	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	486	0	0	0	177	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											19				23	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	13%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	486	0	0	0	177	0
	r			_	r				r	1			r			_
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	51	0	0	0	19	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	537	0	0	0	196	0
2032 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	13%	2%
	r	1			r		-	-	r	1			r		-	-
Trip Distribution IN											33.0%	2.0%		1.0%		
Trip Distribution OUT		2.0%		1.0%											33.0%	
Balancing Adjustment																
Warehouse Car Trips	0	2	0	1	0	0	0	0	0	0	118	7	0	4	30	0
	1	1							r	1						
Trip Distribution IN											55.0%					
I np Distribution OUT															55.0%	
Balancing Adjustment		-			-	-	-	-	-	-		-	-			
Residential Trips	0	U	0	0	0	0	0	0	0	U	65	0	0	0	188	0
	1		1		1	1			1	1			1			
I rip Distribution IN											55.0%					
								l				l			55.0%	
Balancing Adjustment		0		0	0	0	-	0	0	0			0	0		0
noter mps	U	U	0	0	0	0	0	0	U	U	44	0	0	0	4	0
Tele Disado atos 10	1		1							1	33.0%	2.0%		4.00/		
The Distribution IN	-	2.00/		4.0%							33.0%	2.0%		1.0%	22.0%	
Palancing Adjustment		2.0%		1.0%							-				33.0%	
Office Trins	0	3	0	1	0	0	0	0	0	0	364	22	0	11	42	0
once mps	<u> </u>				<u> </u>		<u> </u>	<u> </u>			504		<u> </u>		72	<u> </u>
Trin Distribution IN	1				1				T		25.0%		1			
Trip Distribution OUT															25.0%	
Balancing Adjustment	-															
Retail Trips	0	0	0	0	0	0	0	0	0	0	33	0	0	0	23	0
										÷						
Trip Distribution IN											33.0%	2.0%		1.0%		
Trip Distribution OUT		2.0%		1.0%											33.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	1	0	1	0	0	0	0	0	0	73	4	0	2	18	0
Total Primary Site Trips	0	6	0	3	0	0	0	0	0	0	697	33	0	17	305	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	6	0	3	0	0	0	0	0	0	697	33	0	17	305	0
2032 Build Traffic	0	6	0	3	0	0	0	0	0	0	1,234	33	0	17	501	0
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	13%	2%

					PM PE	AK HOUR										
	Proposed Driveway Q								Sandy Creek Road			ad Sandy Creek R			ek Road	
		North	bound			South	bound			Eastb	ound			West	ound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes											229				369	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											12				14	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	4%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	229	0	0	0	369	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	24	0	0	0	39	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	253	0	0	0	408	0
2032 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											33.0%	2.0%		1.0%		
Trip Distribution OUT		2.0%		1.0%											33.0%	
Balancing Adjustment																
Warehouse Car Trips	0	7	0	3	0	0	0	0	0	0	43	3	0	1	112	0
Tele Distribution IN	1										FF 01/					
The Distribution IN											55.0%				FF 01/	
Palancing Adjustment															55.0%	
Balancing Aujustment	0			0	0	0		0	0	0			0	0	05	0
Residential Trips	0	U	U	U	U	U	0	U	0	U	112	0	U	U	80	0
Trie Distribution IN											EE 09/					
Trip Distribution IN											55.0%				EE 08/	
Palas da Adivetas et	-												-		33.078	
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	41	0	0	0	45	0
noter mps		0	U	0	0	0		0		0	41	0	0	0	43	0
Trie Distribution IN											22.01/	2.0%		1.0%		
Trip Distribution IN		2.0%		1.0%							33.076	2.076		1.0%	22.01/	
Palancing Adjuctment		2.0/6		1.0/6											33.076	
Office Trips	0	19	0	10	0	0	0	0	0	0	64	4	0	2	318	0
Trip Distribution IN											25.0%					
Trip Distribution OUT															25.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	97	0	0	0	89	0
Trip Distribution IN											33.0%	2.0%		1.0%		
Trip Distribution OUT		2.0%		1.0%											33.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	2	0	1	0	0	0	0	0	0	29	2	0	1	29	0
Total Primary Site Trips	0	28	0	14	0	0	0	0	0	0	386	9	0	4	679	0
Pace Ru Distribution REDUCTION		1											-			
Pass-Ry Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						-	-	-		-	-			-	-	
Total Vehicular Project Trips		28	0	14	0	0	0	0	0	0	386	9	0	4	679	0
2032 Build Traffic	0	28	0	14	0	0	0	0	0	0	639	9	0	4	1,087	0
2032 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	4%	2%

Appendix D – Programmed Project Fact Sheets

A-353	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET								
Short Title	FAYETTEVILLE MULTI-USE BRIDGE AND PATHS	There are the area of the second seco							
GDOT Project No.	0012878								
Federal ID No.	N/A	and the second sec							
Status	Programmed	tn Lange							
Service Type	Last Mile Connectivity / Sidepaths and Trails	LIN BE RELATED DI OTER CI.							
Sponsor	Fayette County	Hunet							
Jurisdiction	Fayette County	0 0.125 0.25 Miles							
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)								
Existing Thru Lane	N/A LCI	Network Year TBD							
Planned Thru Lane	N/A Flex	Corridor Length 0.8 miles							
Detailed Description	and Justification								

This project is for the design and construction of a multi-use bridge over SR 54 near the hospital in Fayetteville. The project also include multi-use path construction that connects the bridge to subdivisions, healthcare facilities, schools, retirement communities, and shopping/restuarant plazas. The path system is part of a larger effort by Fayetteville to expand bicycle, pedestrian and golf-cart mobility.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE						
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE			
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	\$936,250	\$749,000	\$0,000	\$0,000	\$187,250			
PE	TAP - Urban (>200K) (ARC)	AUTH	2016	\$400,000	\$320,000	\$0,000	\$0,000	\$80,000			
ROW	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2017	\$840,000	\$672,000	\$0,000	\$0,000	\$168,000			
UTL	Local Jurisdiction/Municipality Funds	AUTH	2021	\$100,000	\$0,000	\$0,000	\$0,000	\$100,000			
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$3,547,600	\$2,838,080	\$0,000	\$0,000	\$709,520			
CST	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)		2022	\$652,400	\$521,920	\$0,000	\$0,000	\$130,480			
				\$6,476,250	\$5,101,000	\$0,000	\$0,000	\$1,375,250			

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

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

PRECONSTRUCTION STATUS REPORT

Page 1

PROJID C	DUNTY	DESCRIPTION											
0013726 Fa	iyette) SR 74										
Mgmt Let Date: 20	23-03-15 ז ג ד r	The proposed project is a Displa and from SR 74 southbound to 5 The project will create an additio ight turn from SR 54 eastbound	ced Left Turn (D SR 54 eastbound nal right turn froi to SR 74 southb	LT) at the intersection d, and will provide dual m SR 74 southbound o bound will also be signa	of SR 54 and SF displaced left tu into SR 54 westb alized.	74. The project will in rn lanes from SR 74 m round, and signalize the round, and signalize the	nstall a single c orthbound to S ne new dual rig	lisplaced left turn R 54 westbound. ht turn lanes. The					
PROJ NO: MPO TIP#:		SPONSOR: PROJ MGR:	GDOT Blair, Randy	<u>Phase</u>	<u>FY</u> Approved	Approved FY Estimate*	<u>Fund</u>	Phase Status					
MPO:	Atlanta TMA	DOT DIST:	3	Construction	<u>, , , , , , , , , , , , , , , , , , , </u>	\$7,706,108,75	Y240	PRECST					
PROJ LENGTH (MI)	0.40	CONG DIST:	003	Engineering	2016	\$1,839,368.76	M240	AUTHORIZEI					
TYPE WORK:	Operational	HOUSE DIST:	071, 072	Right of Way	2021	\$2,010,000.00	Z240	AUTHORIZEI					
	Improvemer	nt		Utility		\$756,526.03	Y240	PRECST					
LET RESPONSIBILITY: BIKE PROVISION INCLUDED?	GDOT Let S N	SENATE DIST:	016										

Define Project Concept			
Environmental Document Approval S			
FFPR Inspection			
Field Survey Summary			
E I Divisi Divisi O			
Final Design Phase Summary			
Management Concept Approval Com			
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PFPR Inspection			
Preliminary Plans Phase Summary			
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ROW Authorization			
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% Complete									

Activity Final Design Phase Summary	Actual Start Date 2021-04-13	Actual Finish Date 2022-02-22
Preliminary Plans Phase Summary	2019-06-01	2021-06-03
FFPR Inspection	2022-02-03	2022-02-03
Define Project Concept	2017-04-01	2017-06-01
Management Concept Approval Complete	2018-07-24	2018-07-24
PFPR Inspection	2020-04-02	2020-04-02
Field Survey Summary	2019-02-14	2020-02-04
Environmental Document Approval Summary (11412 through 18100)	2019-02-21	2021-04-26
ROW Authorization	2021-06-15	2021-06-15

Right of Way Acquisition Information: Preliminary Parcel Count: 8

Total Parcel Count: 8

Acquired by :

DOT






A-100C	Atlanta Region's	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET							
Short Title	FAYETTE COUNTY RESURFACING F AT VARIOUS SEGMENTS IN FAYET	Program - Te county	PHASE 2						
GDOT Project No.	0017812								
Federal ID No.	N/A								
Status	Programmed			NO IMAG	E AVAILABLE				
Service Type	Roadway / Maintenance								
Sponsor	Fayette County								
Jurisdiction	Fayette County								
Analysis Level	Exempt from Air Quality Analysis (4	0 CFR 93)							
Existing Thru Lane	N/A	LCI		Network Year	ТВД				
Planned Thru Lane	N/A	Flex		Corridor Length	12.39 miles				
Detailed Description	and Justification			Service, Fonder					
This project will resurface t	he following corridors within Fayette C	County:							
This project will resurface the following corridors within Fayette County: 85 Connector (from SR 85 to Woods Road) New Hope Road (from SR 92 to City Limit) Jimmy Mayfield Blvd (from SR 92 to S. Jeff Davis Drive) S. Jeff Davis Drive (from Jimmy Mayfield to N. Jeff Davis Drive) Huddleston Road (from SR 54 to Dividend Drive) Kelly Drive (From SR 74 to Planterra Way) McIntosh Trail (Peachtree Parkway to Robinson Road) Ebenezer Road (Robinson Road to City Limit) Dogwood Trail (from Senoia Road to Farr Road)									

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE						
Information			YEAR COST FEDERAL STATE			STATE	BONDS	LOCAL/PRIVATE		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$224,274	\$179,419	\$0,000	\$0,000	\$44,855		
CST Local Jurisdiction/Municipality Funds			2022	\$2,658,348	\$0,000	\$0,000	\$0,000	\$2,658,348		
			\$2,882,622	\$179,419	\$0,000	\$0,000	\$2,703,203			

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

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

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

A-085	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET							
Short Title	SR 85 WIDENING FROM SR 92 TO GRADY AVENUE	Grady Ave Prila P						
GDOT Project No.	321960-	aytic and						
Federal ID No.	N/A	Bear No.						
Status	Programmed							
Service Type	Roadway / General Purpose Capacity							
Sponsor	GDOT							
Jurisdiction	Fayette County	0 0.125 0.25 Miles						
Analysis Level	In the Region's Air Quality Conformity Analysis							
Existing Thru Lane	2 LCI	Network Year 2040						
Planned Thru Lane	4 Flex	Corridor Length 0.8 miles						
Detailed Description	and Justification							
This project involves adding	g one general purpose lane in each direction along SR 85 b	etween SR 92 and Grady Avenue.						

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Information			YEAR COST		FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	STP - Statewide Flexible (GDOT)	AUTH	1992	\$3,112,265	\$2,489,812	\$622,453	\$0,000	\$0,000		
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$40,000	\$32,000	\$8,000	\$0,000	\$0,000		
PE	Transportation Funding Act (HB 170)		2022	\$1,560,600	\$0,000	\$1,560,600	\$0,000	\$0,000		
PE	Transportation Funding Act (HB 170)		LR 2026- 2030	\$4,000,000	\$0,000	\$4,000,000	\$0,000	\$0,000		
ALL Transportation Funding Act (HB 170)			LR 2031- 2040	\$62,278,741	\$0,000	\$62,278,741	\$0,000	\$0,000		
				\$70,991,606	\$2,521,812	\$68,469,794	\$0,000	\$0,000		

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

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

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

S-AR-182	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)	City Lake Rd
GDOT Project No.	0007841	3 of tige
Federal ID No.	CSNHS-0007-00(841)	Ella
Status	Programmed	al Blvd
Service Type	Roadway / Interchange Capacity	101 Industria
Sponsor	City of Fairburn	Oaler sding Cir
Jurisdiction	Regional - Southwest	0 250 500 Feet
Analysis Level	In the Region's Air Quality Conformity Analysis	Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright
Existing Thru Lane Planned Thru Lane	Var LCI Var Flex	Network Year 2030
		Corridor Length 0.4 miles

Detailed Description and Justification

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Status		Status	FISCAL	E COST BY FUNI	BY FUNDING SOURCE			
Information			YEAR	COST	FEDERAL STATE		BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2012	\$1,463,377	\$1,170,702	\$292,675	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$852,000	\$681,600	\$170,400	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$187,500	\$150,000	\$37,500	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$574,966	\$459,973	\$114,993	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2019	\$16,693,863	\$13,355,090	\$3,338,773	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2020	\$13,666,137	\$10,932,910	\$2,733,227	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2024	\$382,347	\$305,878	\$76,469	\$0,000	\$0,000

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



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CST Highway Infrastructure – COVID Supplemental – 23 U.S.C. 133(b) activities in urbanized areas with a population > 200,000 (Z972)	2024	\$9,102,672	\$9,102,672	\$0,000	\$0,000	\$0,000
CST National Highway Performance Program (NHPP)	2024	\$46,515,125	\$37,212,100	\$9,303,025	\$0,000	\$0,000
		\$89,487,987	\$73,410,925	\$16,077,062	\$0,000	\$0,000

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

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

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

I-85 at SR 74 (Senoia Road) Project CSNHS-0007-00(841), Fulton County PI No. 0007841

Project Description

The proposed project is located in the City of Fairburn in southwest Fulton County. This project will upgrade and improve the existing interchange to accommodate traffic demands expected in the year 2040. The proposed interchange improvements will include new or wider ramps, wider bridges over I-85 and new traffic signals.

Two alternatives are currently under consideration:

<u>Concept 1: Diverging Diamond Interchange</u> – Eastbound and westbound lanes on SR 74 over I-85 would be reversed in direction in order to eliminate all left-turns at the ramp intersections. This allows for more efficient movement of traffic through the interchange, especially for the heavy southbound I-85 to eastbound SR 74 movement.

In order to account for high volumes heading eastbound on SR 74, the new or widened southbound bridge over I-85 would include four through lanes, while the westbound bridge would still have two through lanes. The interchange ramps would remain at their existing locations, but widened to accommodate higher traffic demands where necessary.

<u>Concept 3: Partial Cloverleaf "B" (2 Loops added to Interchange)</u> – A large two-lane loop ramp would be constructed in the SW quadrant to accommodate the heavy southbound I-85 to eastbound SR 74 movement. The exiting diamond ramp would be converted to a right-turn only ramp for the westbound SR 74 traffic. A single-lane loop ramp would also be constructed in the NE quadrant to accommodate the northbound I-85 to westbound SR 74 movement. Constructing these two loops would allow both movements to continue through the interchange without stopping at a traffic signal.

Both concepts would continue SR 74 east from the interchange with four through lanes in each direction past Oakley Industrial Boulevard to the intersection with Harris Road, where SR 74 would continue with three lanes in each direction to the intersection with Milam Road.

The on and off ramps facing I-85 north would be extended past the SR 92 overpass in order to provide more stacking distance as well as to accommodate possible future ramps at SR 92.



PRECONSTRUCTION STATUS REPORT

Page 1

PROJ ID COU	NTY			DESCR	PTION			
0007837 Faye Mgmt Let Date:	tte	CR 358/CR 548/PALMETTO RD/COLLINSWORTH RD FM I-85 TO SR 74						
PROJ NO: MPO TIP#: PROJ LENGTH (MI): TYPE WORK: LET RESPONSIBILITY: BIKE PROVISIONS INCLUDED?	CSSTP-0007-00(837) Atlanta TMA 3.41 Widening GDOT Let Y	SPONSOR: PROJ MGR: DOT DIST: CONG DIST: HOUSE DIST: SENATE DIST:	GDOT Shelby III, Albert V. 3 003 064, 071 016, 028, 034	Phase Engineering Right of Way Construction Utility	FY Approved 2051 2051 2051 2051 2051	Approved FY Estimate* \$2,476,966,26 \$13,902,885,00 \$30,962,078,21 \$4,841,635,56	Fund Y240 LOC Y240 Y240	Phase Status PRECST PRECST PRECST PRECST
				Ac	ctivity	Actua Date	l Start	Actual Finish Date
	No data to d	lisplay						

Right of Way Acquisition Information: Preliminary Parcel Count:

Total Parcel Count:

Acquired by :

LOC