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.
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Alpharetta, Georgia 30009
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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 left-turn 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
    - 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
    - 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) right-turn 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.

SR 54 at Ebenezer Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Ebenezer Road Northbound			Brittany Way Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	B (16.0)											
		Approach LOS	D (35.7)			C (31.4)			B (17.8)			A (9.8)		
		Storage		75			75		200		175	200		185
		50th Queue		8	87	3	1		1	210	0	0	0	0
		95th Queue		39	215	21	19		7	418	0	71	155	0
	PM	Overall LOS	B (18.6)											
		Approach LOS	C (31.1)			D (37.2)			C (21.2)			B (14.5)		
		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
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (22.5)											
		Approach LOS	D (54.8)			C (33.3)			C (24.0)			B (12.2)		
		Storage		75			75		200		175	200		185
		50th Queue		12	190	4	1		1	326	0	24	0	0
		95th Queue		40	293	22	19		8	620	0	114	174	0
	PM	Overall LOS	C (31.8)											
		Approach LOS	C (33.0)			D (42.0)			C (29.9)			C (33.0)		
		Storage		75			75		200		175	200		185
		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 Flat Creek Trail (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D / E*			- Northbound			Flat Creek Trail Southbound*			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED (TWSC)	AM	Overall LOS	A (2.2)											
		Approach LOS				C (21.4)			A (1.0)			(0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				75			25			0		
	PM	Overall LOS	A (3.6)											
		Approach LOS				D (31.9)			A (2.7)			A (0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				100			75			0		
2032 NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	A (2.7)											
		Approach LOS				D (27.4)			A (1.1)			A (0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				75			25			0		
	PM	Overall LOS	A (5.2)											
		Approach LOS				E (49.4)			A (3.6)			A (0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				150			100			0		
2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (12.8)											
		Approach LOS				C (22.5)			A (8.6)			B (17.4)		
		Storage				210			225			225		
		50th Queue					3	1	9	116			140	
		95th Queue					13	45	32	276			306	
	PM	Overall LOS	C (22.8)											
		Approach LOS				D (50.7)			B (11.1)			C (30.3)		
		Storage				210			225			225		
		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.*

Tyrone Road at Flat Creek Trail Parkway (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Flat Creek Trail Northbound			Flat Creek Trail Southbound			Tyrone Road Eastbound			Tyrone Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED ROUNDABOUT	AM	Overall LOS	A (7.9)											
		Approach LOS	A (6.6)			A (5.4)			A (9.5)			A (6.3)		
		Storage												
		50th Queue												
		95th Queue		27			17			126			49	
	PM	Overall LOS	A (8.1)											
		Approach LOS	A (7.2)			A (7.1)			A (7.9)			A (9.1)		
		Storage												
		50th Queue												
		95th Queue		43			25			96			87	
2032 NO-BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (8.9)											
		Approach LOS	A (7.4)			A (5.8)			B (11.0)			A (6.8)		
		Storage												
		50th Queue												
		95th Queue		33			20			155			57	
	PM	Overall LOS	A (9.2)											
		Approach LOS	A (8.0)			A (8.0)			A (8.9)			B (10.5)		
		Storage												
		50th Queue												
		95th Queue		51			30			116			105	
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	B (10.6)											
		Approach LOS	A (8.6)			A (6.0)			B (13.4)			A (7.1)		
		Storage												
		50th Queue												
		95th Queue		39			21			209			62	
	PM	Overall LOS	B (10.6)											
		Approach LOS	A (8.5)			A (9.3)			A (9.5)			B (12.9)		
		Storage												
		50th Queue												
		95th Queue		54			36			132			185	

SR 54 at Tyrone Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Tyrone Road Northbound			Tyrone Road Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (35.3)											
		Approach LOS	D (35.7)			D (42.7)			D (48.4)			B (18.0)		
		Storage				210		150	175			225		150
		50th Queue		0		116	0	0	6	306		1	174	32
		95th Queue		9		248	4	19	35	701		6	381	117
	PM	Overall LOS	C (23.6)											
		Approach LOS	D (36.4)			D (36.4)			B (17.7)			C (24.9)		
		Storage				210		150	175			225		150
		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)

Overall LOS Standard: D Approach LOS Standard: D / E*			Veterans Pkwy Northbound			Veterans Pkwy Southbound*			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (29.6)											
		Approach LOS	C (33.9)			D (39.8)			C (26.8)			C (29.3)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	90	50	0	25	28	0	124	434	2	80	366	0
		95th Queue	161	89	48	58	58	53	254	648	18	175	442	0
	PM	Overall LOS	C (29.3)											
		Approach LOS	D (36.8)			D (52.2)			C (26.5)			C (24.8)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	65	28	0	13	36	34	68	327	1	36	420	0
		95th Queue	123	57	22	38	68	113	155	482	13	69	618	6
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	D (35.3)											
		Approach LOS	D (36.3)			D (44.9)			C (34.1)			C (34.2)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	103	57	0	28	33	0	173	548	4	126	396	0
		95th Queue	176	98	50	64	64	55	350	828	21	231	511	0
	PM	Overall LOS	C (32.8)											
		Approach LOS	D (41.5)			E (56.4)			C (27.7)			C (30.2)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	74	32	0	15	41	59	105	396	2	41	516	0
		95th Queue	136	64	28	41	76	151	199	586	16	124	813	9
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (49.6)											
		Approach LOS	D (45.1)			D (54.9)			D (50.1)			D (48.7)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	110	75	52	98	43	0	455	916	0	183	603	274
		95th Queue	169	114	109	142	73	39	605	1102	9	319	780	403
	PM	Overall LOS	D (52.5)											
		Approach LOS	D (48.8)			D (55.0)			D (49.9)			D (53.6)		
		Storage	260		280	285		300	275		300	300		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 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)

Overall LOS Standard: D Approach LOS Standard: D / E*			Old Norton Rd Northbound			S Sandy Creek Rd Southbound*			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (22.2)											
		Approach LOS	D (49.8)			D (38.7)			B (19.0)			C (21.5)		
		Storage				235		230	200		250	230		130
		50th Queue		16		119	4	0	8	366	0	18	524	68
		95th Queue		52		186	16	37	21	488	0	39	693	137
	PM	Overall LOS	C (25.3)											
		Approach LOS	D (49.8)			D (45.1)			C (25.1)			C (20.2)		
		Storage				235		230	200		250	230		130
		50th Queue		17		210	6	0	14	507	0	20	375	21
		95th Queue		52		335	21	21	31	635	0	59	472	57
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (25.6)											
		Approach LOS	D (52.5)			D (40.2)			C (21.6)			C (25.8)		
		Storage				235		230	200		250	230		130
		50th Queue		18		133	5	0	9	443	0	20	651	40
		95th Queue		56		206	18	39	23	574	0	42	894	75
	PM	Overall LOS	C (28.8)											
		Approach LOS	D (51.4)			D (53.6)			C (30.1)			C (21.2)		
		Storage				235		230	200		250	230		130
		50th Queue		18		238	6	0	16	613	0	23	441	22
		95th Queue		54		414	22	25	33	828	0	73	555	47
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (39.0)											
		Approach LOS	D (54.2)			D (52.8)			B (14.9)			D (51.3)		
		Storage				235		230	200		250	230		130
		50th Queue		18		177	5	5	7	260	0	16	1071	68
		95th Queue		55		298	20	48	18	314	0	33	1240	121
	PM	Overall LOS	C (34.1)											
		Approach LOS	D (54.6)			E (72.0)			C (27.7)			C (31.6)		
		Storage				235		230	200		250	230		130
		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)

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 / SR 92 Southbound			SR 54 Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (25.8)											
		Approach LOS	B (19.4)			A (5.0)			D (52.0)			A (0)		
		Storage				100			160					
		50th Queue		335		8	41		140	224				
		95th Queue		447		25	57		181	275				
	PM	Overall LOS	C (34.2)											
		Approach LOS	D (39.1)			B (13.9)			D (52.9)			A (0)		
		Storage				100			160					
		50th Queue		395		42	416		178	341				
		95th Queue		507		50	536		227	411				
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (26.1)											
		Approach LOS	C (20.7)			A (5.6)			D (50.9)			A (0)		
		Storage				100			160		100			
		50th Queue		385		11	46		159	220	1			
		95th Queue		522		40	64		200	267	41			
	PM	Overall LOS	C (34.1)											
		Approach LOS	D (40.7)			B (15.6)			D (49.4)			A (0)		
		Storage				100			160		100			
		50th Queue		448		42	503		196	351	0			
		95th Queue		621		47	682		241	411	0			
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (29.2)											
		Approach LOS	C (24.4)			A (6.7)			D (50.7)			A (0)		
		Storage				100			160		100			
		50th Queue		470		18	48		197	250				
		95th Queue		592		52	64		251	309				
	PM	Overall LOS	D (42.4)											
		Approach LOS	D (52.0)			C (21.6)			D (52.5)			A (0)		
		Storage				100			160		100			
		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)

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 / SR 92 Southbound			- Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (29.5)											
		Approach LOS	B (18.7)			C (22.9)						D (47.4)		
		Storage	125											100
		50th Queue	33	491			197	167				81	426	15
		95th Queue	52	333			253	266				131	510	52
	PM	Overall LOS	C (26.7)											
		Approach LOS	B (10.5)			C (24.3)						D (54.5)		
		Storage	125											100
		50th Queue	8	190			285	39				132	262	18
		95th Queue	38	247			400	94				190	306	61
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (32.8)											
		Approach LOS	C (22.7)			C (26.6)						D (49.6)		
		Storage	125											100
		50th Queue	36	574			226	214				89	486	20
		95th Queue	54	408			284	323				144	620	60
	PM	Overall LOS	C (27.8)											
		Approach LOS	B (12.7)			C (25.6)						D (53.8)		
		Storage	125											100
		50th Queue	27	227			353	67				143	287	24
		95th Queue	59	294			521	149				201	330	67
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (34.6)											
		Approach LOS	C (22.8)			D (39.4)						D (43.7)		
		Storage	125											100
		50th Queue	68	481			226	622				92	381	20
		95th Queue	103	501			284	867				144	426	60
	PM	Overall LOS	C (27.8)											
		Approach LOS	B (13.1)			C (26.8)						D (53.9)		
		Storage	125											100
		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)

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 Southbound			SR 92 (Forest Ave) Eastbound			Easterbrook Way Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (23.1)											
		Approach LOS	B (15.2)			B (15.7)			D (42.3)			D (48.2)		
		Storage	100		150	100		175	170		300	100		100
		50th Queue	65	130	0	3	132	0	135	63	0	11	82	0
		95th Queue	120	235	0	12	184	0	196	107	23	28	135	0
	PM	Overall LOS	D (36.9)											
		Approach LOS	D (39.1)			C (26.9)			D (46.0)			D (49.4)		
		Storage												
		50th Queue	101	187	0	23	282	0	197	132	0	29	109	0
		95th Queue	189	247	0	58	396	0	272	201	28	56	171	0
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (25.0)											
		Approach LOS	B (17.1)			B (17.0)			D (44.9)			D (48.7)		
		Storage												
		50th Queue	77	154	0	4	145	0	150	70	0	12	91	0
		95th Queue	219	274	0	14	182	0	213	115	28	30	147	0
	PM	Overall LOS	D (39.2)											
		Approach LOS	D (39.5)			C (31.0)			D (49.2)			D (49.4)		
		Storage												
		50th Queue	126	260	0	27	346	0	218	145	0	31	120	0
		95th Queue	217	335	0	67	555	0	323	211	25	58	184	0
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (26.6)											
		Approach LOS	B (18.6)			B (17.5)			D (49.1)			D (49.6)		
		Storage												
		50th Queue	82	164	0	4	175	0	150	71	19	12	90	0
		95th Queue	268	272	0	13	266	0	266	124	57	32	151	0
	PM	Overall LOS	D (44.0)											
		Approach LOS	D (43.4)			D (39.1)			D (51.6)			D (49.4)		
		Storage												
		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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy D Eastbound			S Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	B (17.7)											
		Approach LOS	B (19.0)			B (11.0)			C (21.2)			C (33.2)		
		Storage	235		425	235		175	200			235		275
		50th Queue	48	213	0	98	47	0	4	6		16	40	0
		95th Queue	117	310	0	239	91	9	16	29		40	78	53
	PM	Overall LOS	B (14.3)											
		Approach LOS	B (17.6)			A (8.7)			B (16.5)			C (26.2)		
		Storage	235		425	235		175	200			235		275
		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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Dwy E Eastbound			Hood Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED ROUNDABOUT	AM	Overall LOS	A (8.4)											
		Approach LOS	A (6.8)			B (10.0)			A (9.5)			A (6.7)		
		Storage			200									
		50th Queue												
		95th Queue		100	6		163			8			12	
	PM	Overall LOS	A (7.2)											
		Approach LOS	A (5.9)			A (8.5)			B (11.6)			A (5.3)		
		Storage			200									
		50th Queue												
		95th Queue		78	6		119			9			8	
2032 NO-BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (9.4)											
		Approach LOS	A (7.4)			B (11.5)			B (10.6)			A (7.3)		
		Storage			200									
		50th Queue												
		95th Queue		119	7		206			9			15	
	PM	Overall LOS	A (7.9)											
		Approach LOS	A (6.4)			A (9.5)			B (12.8)			A (5.7)		
		Storage			200									
		50th Queue												
		95th Queue		91	7		144			10			9	
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (9.5)											
		Approach LOS	A (9.2)			A (9.5)			B (11.8)			B (12.1)		
		Storage												
		50th Queue												
		95th Queue		124	125		94	95		13			32	
	PM	Overall LOS	A (9.1)											
		Approach LOS	A (8.4)			A (9.5)			B (14.0)			A (8.6)		
		Storage												
		50th Queue												
		95th Queue		108	108		114	115		27			18	

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Sandy Creek Rd Eastbound			Dwy J Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	C (22.1)											
		Approach LOS	D (39.8)			C (21.4)			A (3.4)			C (20.5)		
		Storage						200			200			145
		50th Queue												
		95th Queue		1006	14		355	51		88	0		170	0
	PM	Overall LOS	C (26.8)											
		Approach LOS	D (35.8)			C (20.9)			A (4.3)			D (49.2)		
		Storage						200			200			145
		50th Queue												
		95th Queue		902	18		251	42		76	0		21	0

Veterans Parkway at Eastin Road (Intersection 13)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Eastin Road Eastbound			Eastin Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 NO-BUILD IMPROVED TWSC	AM	Overall LOS	A (6.7)											
		Approach LOS	A (0.2)			A (0)			D (32.3)			D (28.9)		
		Storage	175		175	200		200			200	160		165
		50th Queue												
		95th Queue	0	0	0	0	0	0		75	25	50	50	0
	PM	Overall LOS	A (4.9)											
		Approach LOS	A (0.4)			A (0)			C (20.5)			C (19.6)		
		Storage	175		175	200		200			200	160		165
		50th Queue												
		95th Queue	25	0	0	0	0	0		50	0	25	25	0
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	A (7.2)											
		Approach LOS	A (5.5)			A (6.7)			B (10.7)			B (11.3)		
		Storage	175		175	200		200	160		200	160		165
		50th Queue	2	57	0	0	89	0	5	12	0	19	14	0
		95th Queue	10	123	8	2	187	5	25	43	21	61	48	0
	PM	Overall LOS	A (6.4)											
		Approach LOS	A (6.1)			A (5.1)			A (9.1)			A (9.3)		
		Storage	175		175	200		200	160		200	160		165
		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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			SR 92 Eastbound			SR 92 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (27.9)											
		Approach LOS	D (41.4)			D (51.2)			C (20.9)			B (18.1)		
		Storage	250			250		150	220		270	200		265
		50th Queue	99	113		24	118	0	62	238	0	0	406	0
		95th Queue	232	256		72	254	55	215	465	38	3	647	16
	PM	Overall LOS	C (27.2)											
		Approach LOS	C (33.6)			D (50.4)			C (25.1)			B (15.1)		
		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
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (29.5)											
		Approach LOS	D (47.9)			D (53.0)			C (20.9)			B (18.4)		
		Storage	250			250		150	220		270	200		265
		50th Queue	111	125		24	127	1	64	241	0	0	412	0
		95th Queue	263	282		74	271	56	217	464	45	3	643	16
	PM	Overall LOS	C (31.7)											
		Approach LOS	D (53.8)			D (53.4)			C (26.1)			C (26.1)		
		Storage	250			250		150	220		270	200		265
		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)

Overall LOS Standard: D Approach LOS Standard: D / E*			Peters Rd Northbound*			- Southbound			SR 138 Eastbound			SR 138 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	D (37.8)											
		Approach LOS	C (23.4)						D (35.8)			D (43.0)		
		Storage	160								175	100		
		50th Queue	226		0					447	25	7	517	
		95th Queue	478		29					220	21	10	304	
	PM	Overall LOS	D (35.4)											
		Approach LOS	C (27.2)						D (37.0)			C (34.5)		
		Storage	160								175	100		
		50th Queue	171		0					223	0	6	195	
		95th Queue	257		34					336	28	15	227	
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	D (41.8)											
		Approach LOS	C (25.5)						D (36.0)			D (50.6)		
		Storage	160								175	100		
		50th Queue	224		0					406	47	9	708	
		95th Queue	310		19					542	122	27	813	
	PM	Overall LOS	D (37.6)											
		Approach LOS	C (29.3)						D (40.5)			C (34.9)		
		Storage	160								175	100		
		50th Queue	126		13					478	91	19	549	
		95th Queue	186		38					651	178	80	634	
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (42.1)											
		Approach LOS	C (25.5)						D (36.2)			D (51.5)		
		Storage	160								175	100		
		50th Queue	229		0					425	50	9	713	
		95th Queue	314		19					601	156	28	823	
	PM	Overall LOS	D (38.3)											
		Approach LOS	C (29.6)						D (41.4)			D (35.6)		
		Storage	160								175	100		
		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)

Overall LOS Standard: E** / Approach LOS Standard: D / E*			Buffington Rd Northbound*			Buffington Rd Southbound*			SR 138 Eastbound			SR 138 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (32.8)											
		Approach LOS	D (49.3)			E (70.9)			C (29.3)			B (19.4)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	55	129	0	168	38	0	109	317		8	163	19
		95th Queue	95	197	0	238	76	95	303	413		18	232	56
	PM	Overall LOS	C (30.4)											
		Approach LOS	D (51.0)			E (78.2)			C (26.0)			B (13.5)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	92	93	0	249	52	0	39	407		9	216	16
		95th Queue	143	149	0	360	95	91	73	550		18	332	42
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	D (37.6)											
		Approach LOS	D (49.9)			E (75.0)			D (35.3)			C (24.0)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	56	143	0	176	40	0	258	416		10	219	33
		95th Queue	95	213	0	245	76	91	475	535		18	510	76
	PM	Overall LOS	C (34.1)											
		Approach LOS	D (52.0)			E (78.6)			C (32.0)			B (16.2)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	97	104	0	248	57	0	51	551		10	242	22
		95th Queue	149	165	0	357	102	96	90	709		19	646	50
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (38.9)											
		Approach LOS	D (49.9)			E (79.8)			D (36.5)			C (24.5)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	67	143	0	175	40	0	269	476		10	225	34
		95th Queue	103	213	0	231	74	88	503	655		19	676	77
	PM	Overall LOS	D (36.9)											
		Approach LOS	D (52.3)			E (79.0)			D (37.1)			B (17.6)		
		Storage	160		100	160		1000	100			140		195
		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 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 overall 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)

Overall LOS Standard: D Approach LOS Standard: D			SR 74 Northbound			SR 74 Southbound			Laurelmont Dr Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (20.1)											
		Approach LOS	C (24.3)			C (22.3)			A (0)			A (0.7)		
		Storage	360		260	360		180						
		50th Queue	1	257	4	150	0	0			0			0
		95th Queue	0	370	22	260	116	0			0			0
	PM	Overall LOS	A (8.9)											
		Approach LOS	B (14.4)			A (8.3)			A (0)			A (2.3)		
		Storage	360		260	360		180						
		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)

Overall LOS Standard: D Approach LOS Standard: D			Jenkins Rd Northbound			- Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (1.9)											
		Approach LOS	C (24.8)						A (0)			A (1.6)		
		Storage												
		50th Queue												
		95th Queue	75							0	0		25	
	PM	Overall LOS	A (1.2)											
		Approach LOS	B (12.7)						A (0)			A (1.0)		
		Storage												
		50th Queue												
		95th Queue	25							0	0		25	

Sandy Creek Road at Flat Creek Trail (Intersection 20)

Overall LOS Standard: D Approach LOS Standard: D			Flat Creek Trail Northbound			- Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (9.5)											
		Approach LOS	A (7.6)						B (10.7)			A (6.7)		
		Storage			200						200			
		50th Queue												
		95th Queue		13	15					144	144		5	96
	PM	Overall LOS	B (12.2)											
		Approach LOS	A (5.1)						A (6.1)			B (16.9)		
		Storage			200						200			
		50th Queue												
		95th Queue		9	5					48	48		10	386

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy B Eastbound			Dwy C Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (9.9)											
		Approach LOS	A (0.6)			A (3.5)			F (51.5)			F (*)		
		Storage	235		160	235								85
		50th Queue												
		95th Queue	25	0	0	50	0			25			100	25
	PM	Overall LOS	C (20.8)											
		Approach LOS	A (0.3)			A (0.2)			F (63.4)			F (274.7)		
		Storage	235		160	235								85
		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 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.

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Dwy H Eastbound			Dwy I Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD ROUNDABOUT	AM	Overall LOS	C (31.0)											
		Approach LOS	B (16.9)			D (48.1)			C (21.7)			C (29.2)		
		Storage			275						50			200
		50th Queue												
		95th Queue		467	48		1171	26		24	25		131	171
	PM	Overall LOS	C (26.1)											
		Approach LOS	B (11.5)			D (45.1)			D (36.2)			C (22.9)		
		Storage			275						50			200
		50th Queue												
		95th Queue		263	81		851	9		90	146		265	98

Sandy Creek Road at Driveway K (Intersection 25)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy K Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (2.0)											
		Approach LOS				D (34.7)			A (1.1)			A (0)		
		Storage						85	235					160
		50th Queue												
		95th Queue				50		25	25	0				50
	PM	Overall LOS	A (1.0)											
		Approach LOS				C (20.4)			A (0.2)			A (0)		
		Storage						85	235					160
		50th Queue												
		95th Queue				25		25	25	0			0	0

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

Overall LOS Standard: D Approach LOS Standard: D			Dwy L Northbound			Dwy M Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	A (4.9)											
		Approach LOS	B (10.0)			B (10.4)			A (4.5)			A (4.2)		
		Storage	85			85			245		130	140		145
		50th Queue	3	3		6	7		7	46	0	5	24	0
		95th Queue	12	15		17	26		24	86	13	21	48	3
	PM	Overall LOS	A (6.0)											
		Approach LOS	A (9.3)			A (8.7)			A (5.2)			A (5.6)		
		Storage	85			85			245		130	140		145
		50th Queue	16	0		3	2		2	35	0	2	44	0
		95th Queue	48	18		14	23		11	76	7	11	96	1

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

Overall LOS Standard: D Approach LOS Standard: D			Dwy N Northbound			Proposed Dwy O Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	B (13.5)											
		Approach LOS	F (*)			C (18.7)			A (0.4)			A (1.5)		
		Storage			100				235		235	245		175
		50th Queue												
		95th Queue		125	25		25		25	0	0	25	0	0
	PM	Overall LOS	B (11.2)											
		Approach LOS	F (147.8)			C (22.8)			A (0.2)			A (0.2)		
		Storage			100				235		235	245		175
		50th Queue												
		95th Queue		175	25		25		25	0	0	25	0	0

**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 overall 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)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy P Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (0.8)											
		Approach LOS				D (32.7)			A (0.7)			A (0)		
		Storage						100	350					200
		50th Queue												
		95th Queue				25		25	25	0			0	0
	PM	Overall LOS	A (1.9)											
		Approach LOS				E (39.1)			A (0.3)			A (0)		
		Storage						100	350					200
		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 overall 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.

Veterans Parkway at Proposed Driveway A (Intersection 29)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy A Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (0.2)											
		Approach LOS	A (0.2)			A (0)			C (20.1)					
		Storage	235						200					
		50th Queue												
		95th Queue	25	0			0	0	25		0			
	PM	Overall LOS	A (0.9)											
		Approach LOS	A (0.1)			A (0)			E (47.0)					
		Storage	235						200					
		50th Queue												
		95th Queue	25	0			0	0	50		25			

With the improvements listed above, the intersection of Veterans Parkway at Proposed Driveway A (Intersection 29) is projected to operate at or above its overall 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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy R Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD (TWSC)	AM	Overall LOS	A (0.5)											
		Approach LOS	A (0.6)			A (0)			C (23.7)					
		Storage												
		50th Queue												
		95th Queue	25	0			0	0		25				
	PM	Overall LOS	A (1.1)											
		Approach LOS	A (0.1)			A (0)			C (22.5)					
		Storage												
		50th Queue												
		95th Queue	0	0			0	0		25				

Sandy Creek Road at Proposed Driveway Q (Intersection 31)

Overall LOS Standard: D Approach LOS Standard: D			Proposed Dwy Q Northbound			- Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (0.4)											
		Approach LOS	E (39.5)						A (0)			A (0.6)		
		Storage										350		
		50th Queue												
		95th Queue		25						0	0	25	0	
	PM	Overall LOS	A (0.7)											
		Approach LOS	D (27.7)						A (0)			A (0)		
		Storage										350		
		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 overall 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.

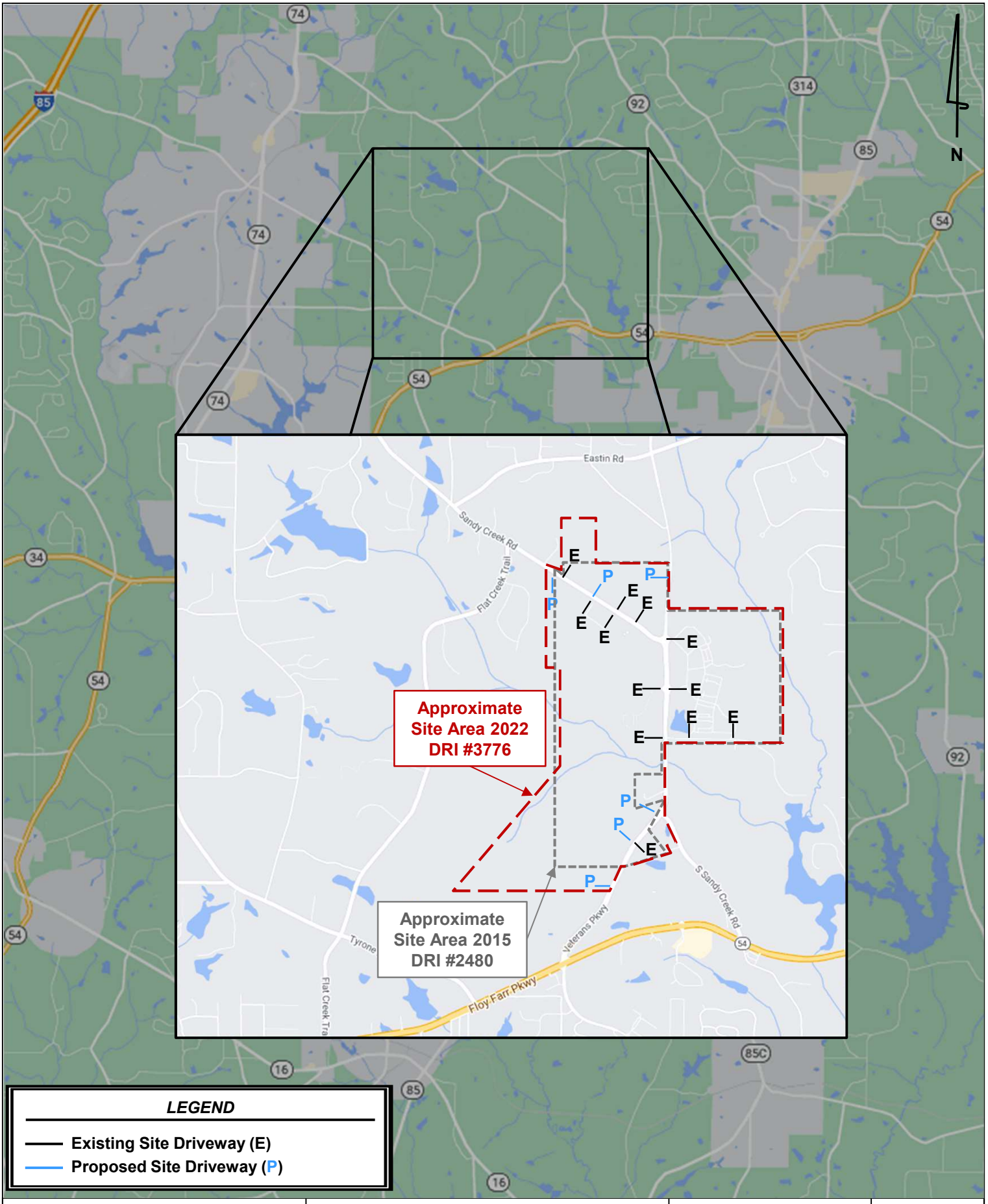
A portion of the project site (approximately 696 acres) underwent a DRI as Pinewood Atlanta Studios DRI 2480 in May 2015. The previous Pinewood Studios site is currently partially developed with similar land uses as the proposed *Trilith Expansion DRI 3776*. **Table 2** displays the project land uses 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: Proposed Land Use and Density

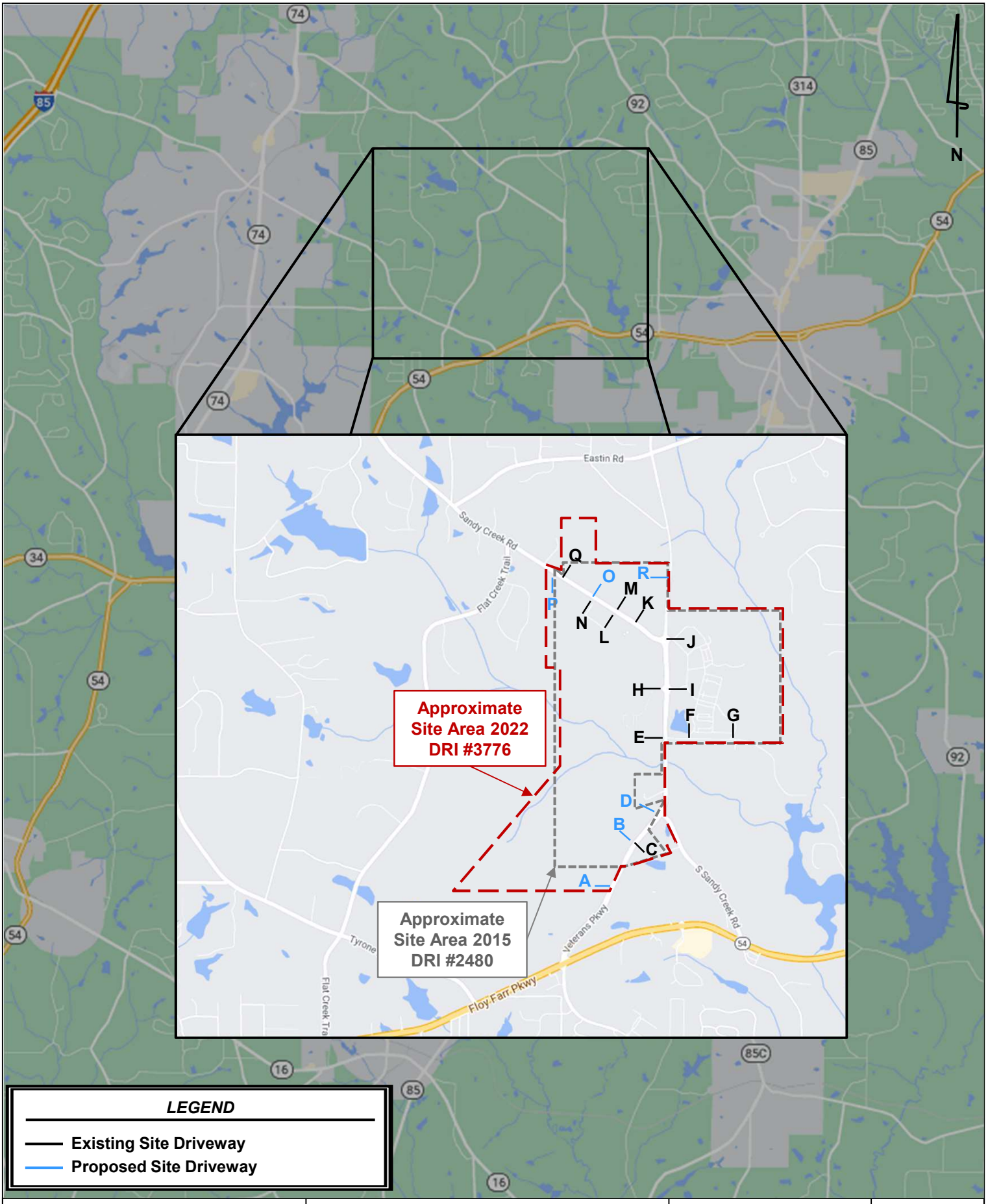
Land Use	Pinewood Atlanta Studios DRI 2480 (2015) Total Density 696 acres	Trilith Expansion DRI 3776 (2022) Total Build-Out Density 914 acres	Existing 2022 Density (Constructed)	Proposed New Density
Film Production Studio (Industrial)	1,518,000 SF	5,006,099 SF	1,130,099 SF	**3,876,000 SF**
Single-Family 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 Location Map**	**Figure 1A** **Page 30**


N
Eastin Rd
Sandy Creek Rd
Flat Creek Trail
Approximate
Site Area 2022
DRI #3776
Approximate
Site Area 2015
DRI #2480
Tyrone
Veterans Pkwy
Floy Farr Pkwy
S Sandy Creek Rd
Flat Creek Tra
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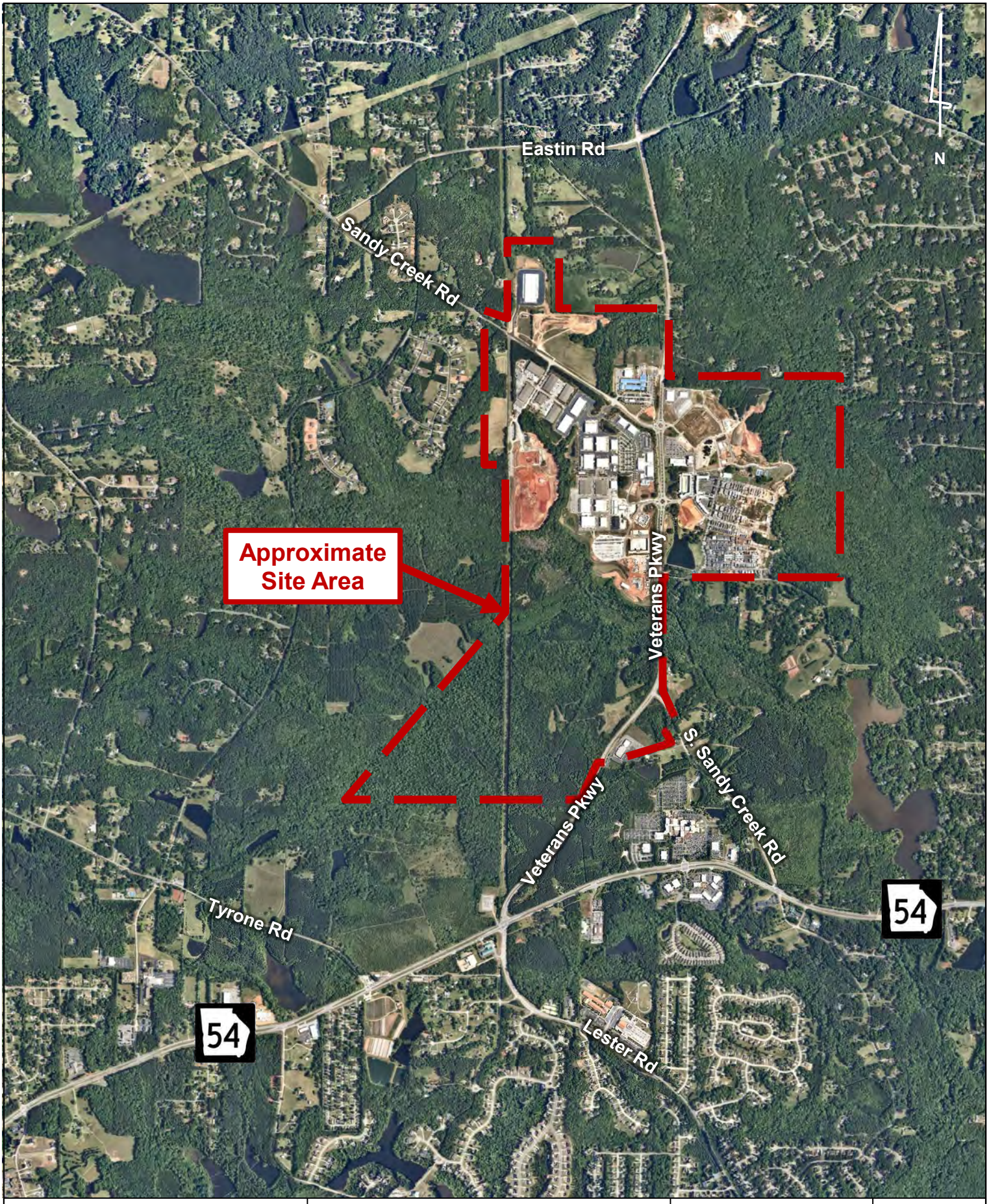
LEGEND
Existing Site Driveway
Proposed Site Driveway



Kimley»Horn	**Trilith Expansion** **DRI # 3776** ***Transportation Analysis***	**Site Aerial**	**Figure 2**
			Page 32

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.
2. **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.
3. **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.
5. **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.
6. **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: Proposed 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 does not 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 Control 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.

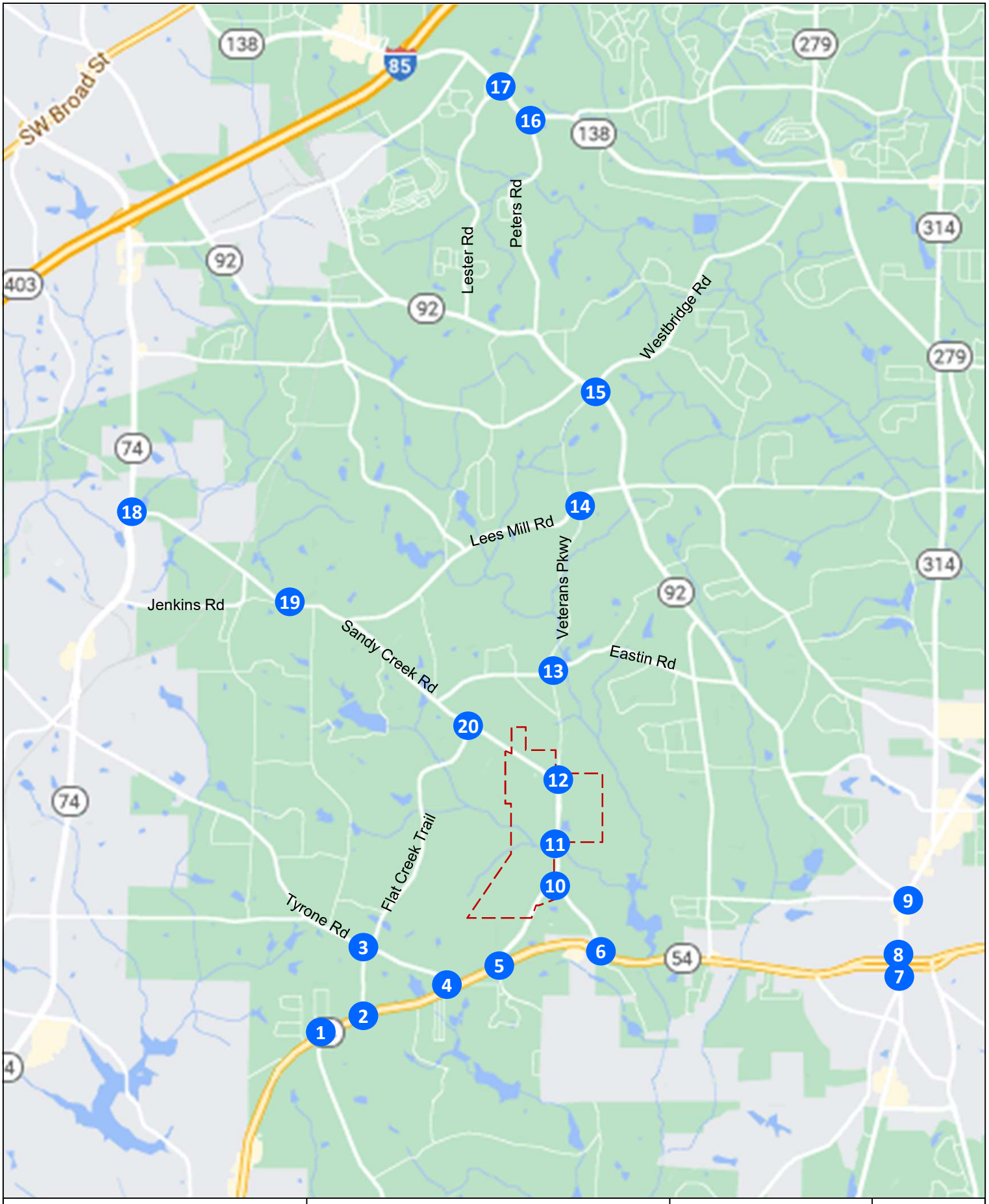
2.2 Existing Roadway Facilities

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: Roadway Classifications

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*



Kimley»Horn	**Trilith Expansion** **DRI # 3776** ***Transportation Analysis***	**Study Intersections**	**Figure 3** **Page 38**

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 Count Summary

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 not 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 0012878	FA-353	2016	2017	2023
SR 54 at SR 74 – Displaced Left-Turn	Intersection Improvements	GDOT	PI 0013726	-	2022	2021	2024
Fayette County Resurfacing Program – Phase 2	Throughout County	Fayette County	PI 0016083 PI 0017812	FA-100C	2021	2022	2023
SR 85 Widening	From SR 92 to Grady Avenue	GDOT	PI 321960	FA-085	2028	2034	2034
I-85 at SR 74/Senoia Rd Interchange Improvements	NB/SB Ramps and SR 74 Bridge Widening	City of Fairburn	PI 0007841	FS-AR-182	2020	2024	2024
Palmetto Rd/ Collinsworth Rd Reconstruction	From I-85 to SR 74	GDOT	PI 0007837	-	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 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Trilith Expansion* development.

Table 8: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		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 Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions		*-3,782*	*-1,891*	*-1,891*	*0*	*0*	*-152*	*-152*
Net New Trips		**34,512**	**17,256**	**17,256**	**2,010**	**712**	**1,077**	**1,985**

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.

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- # Intersection Reference Number

SEE FIGURE 4 C

MATCH A

MATCH B

MATCH C

Tyrone Rd

Flat Creek Trail

Brittany Way

Ebenezer Rd

Tyrone Rd

Veterans Pkwy

Lester Rd

S Sandy Creek Rd

Old Norton Rd

SR 54

SR 92 (Forrest Ave)

SR 85

SR 54 WB

SR 54 EB

SR 85 / SR 92

STOP

15%

(15%)

20%

(20%)

5%

10%

(10%)

Project Zone Location Map

NOT TO SCALE

Figure 4A

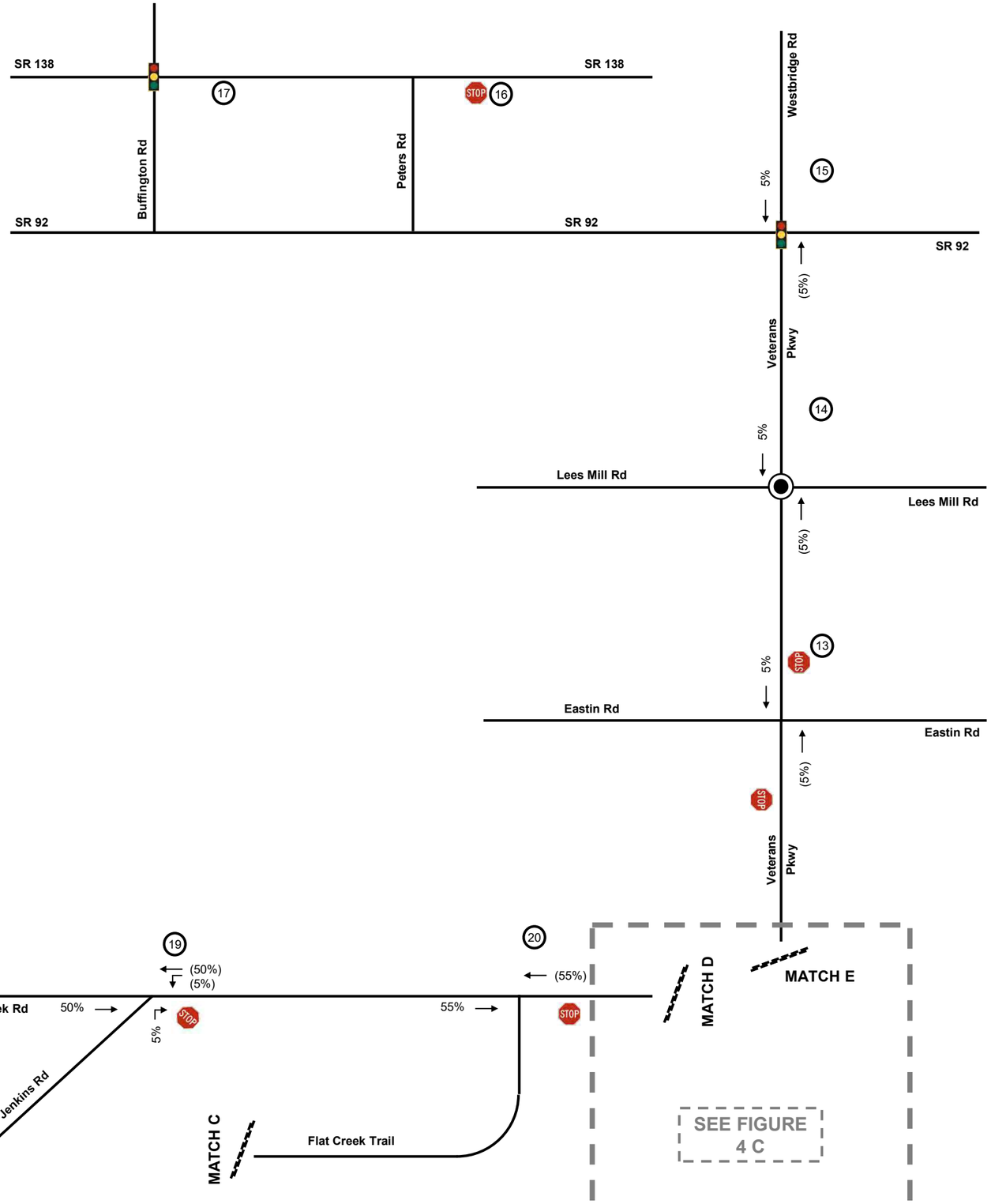
Residential Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

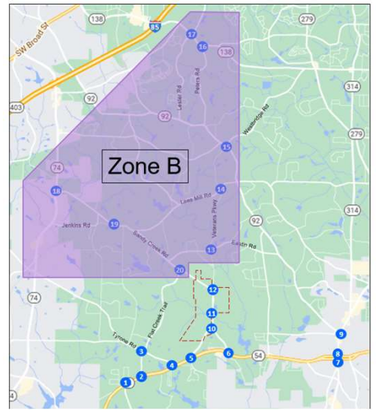
Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number



Project Zone Location Map



NOT TO SCALE

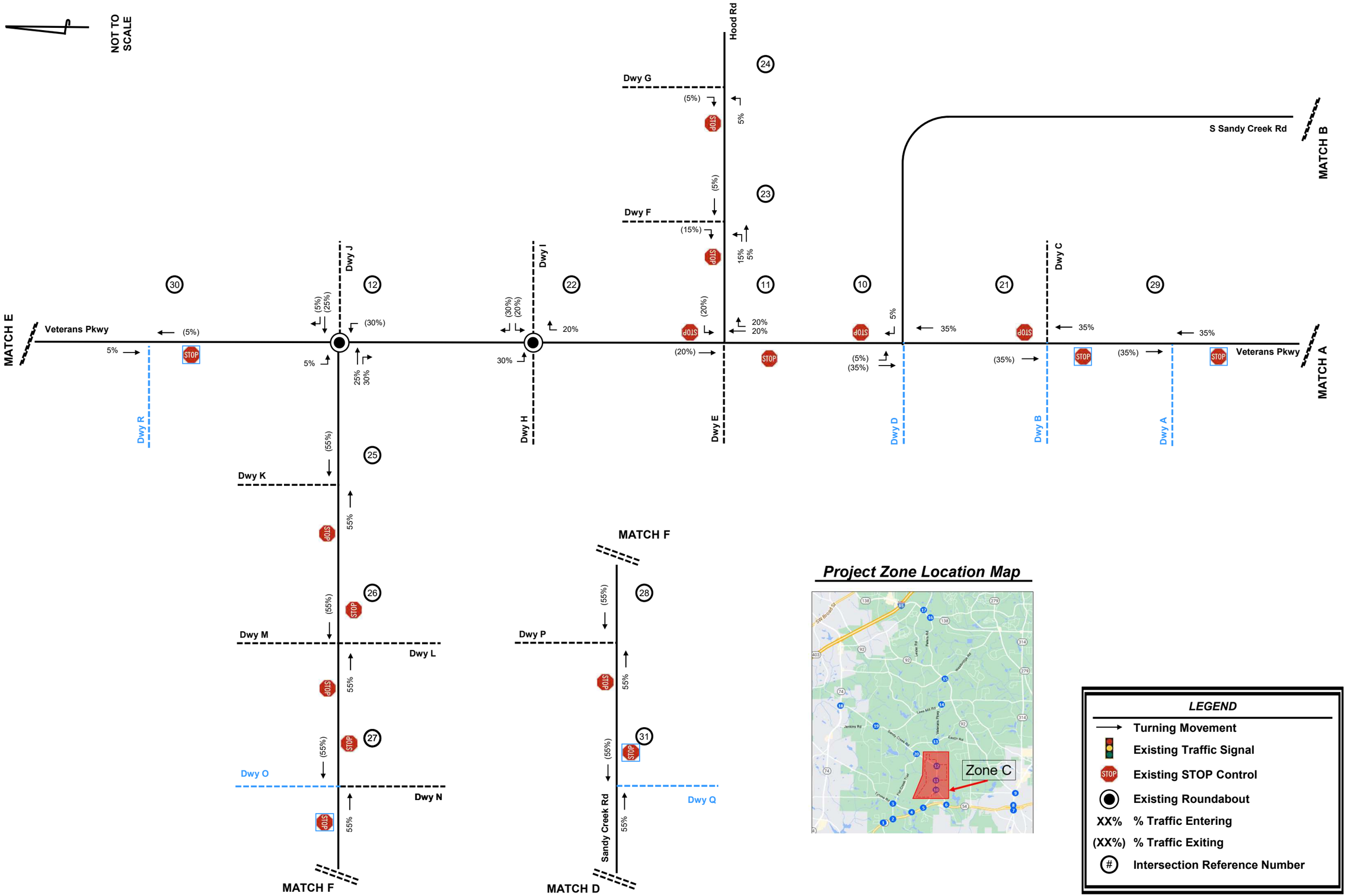
Figure 4B

Residential Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE



Project Zone Location Map

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number

Figure 4C

Residential Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number

SEE FIGURE 5 C

MATCH A

MATCH B

MATCH C

Tyrone Rd

Flat Creek Trail

Brittany Way

Ebenezer Rd

Tyrone Rd

Veterans Pkwy

Lester Rd

S Sandy Creek Rd

Old Norton Rd

SR 54

SR 92 (Forrest Ave)

SR 54 WB

SR 54 EB

SR 85

SR 85 / SR 92

Project Zone Location Map

NOT TO SCALE

Figure 5A

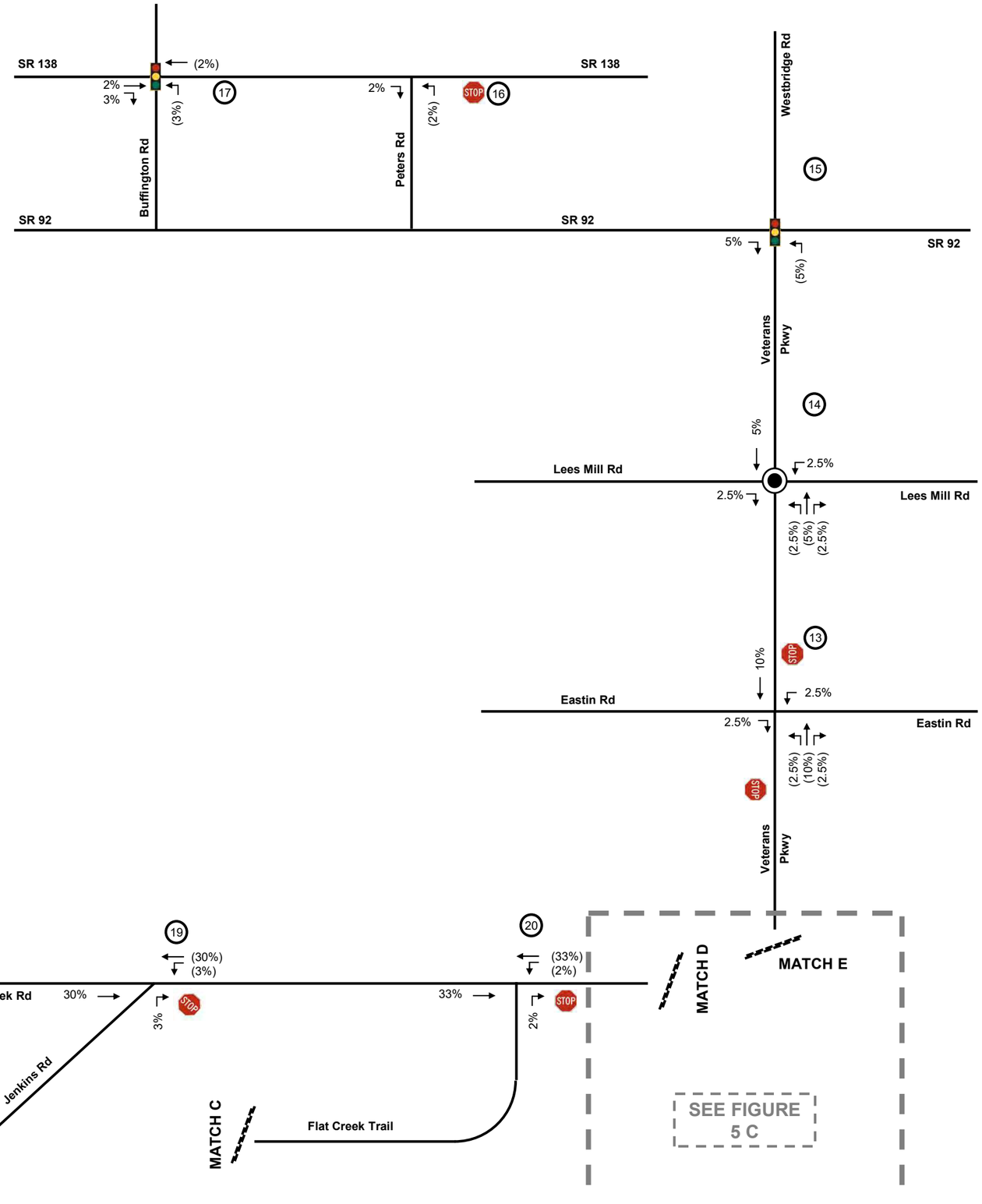
Non- Residential (Studio, Office, Institutional) Distribution & Assignment

Trilith Expansion DRI #3776 Transportation Analysis

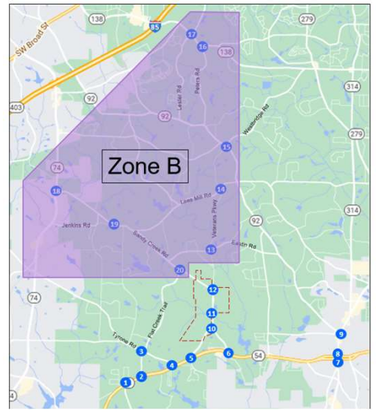
Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number



Project Zone Location Map



NOT TO SCALE

Figure 5B

Non- Residential (Studio, Office, Institutional) Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE

Project Zone Location Map

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number

Figure 5C

Non- Residential (Studio, Office, Institutional) Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number

SEE FIGURE 6 C

MATCH A

MATCH B

MATCH C

Tyrone Rd

Flat Creek Trail

Brittany Way

Ebenezer Rd

Tyrone Rd

Veterans Pkwy

Lester Rd

S Sandy Creek Rd

Old Norton Rd

SR 54

SR 92 (Forrest Ave)

SR 85

SR 54 WB

SR 54 EB

SR 85 / SR 92

NOT TO SCALE

Project Zone Location Map

Figure 6A

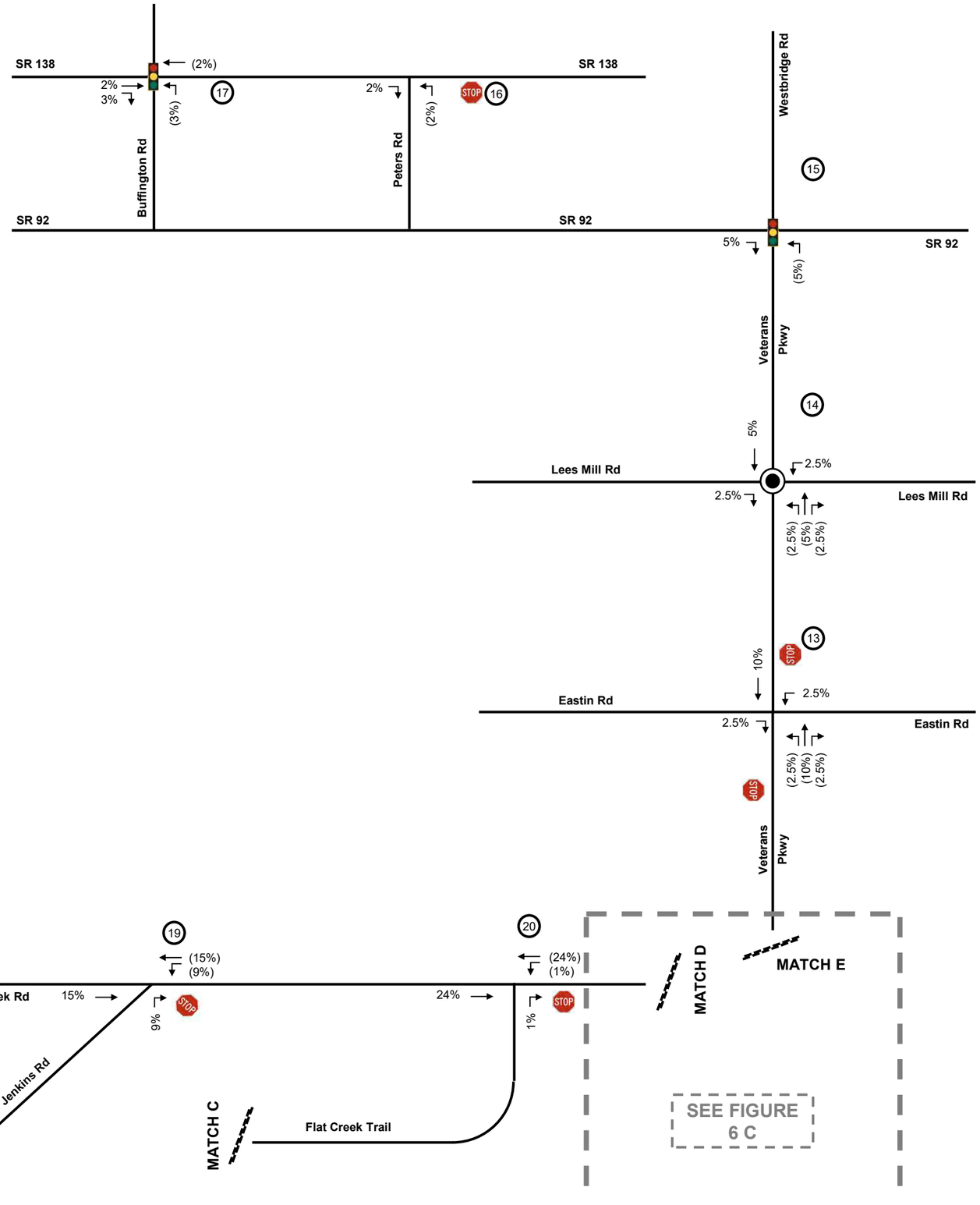
Non- Residential (Retail) Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

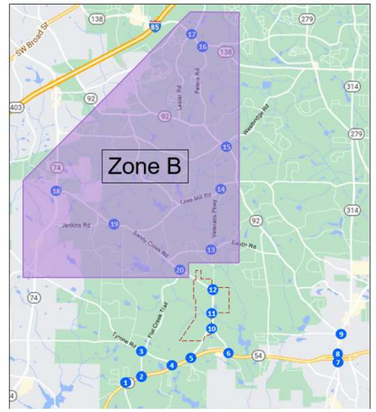
Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number



Project Zone Location Map



NOT TO SCALE

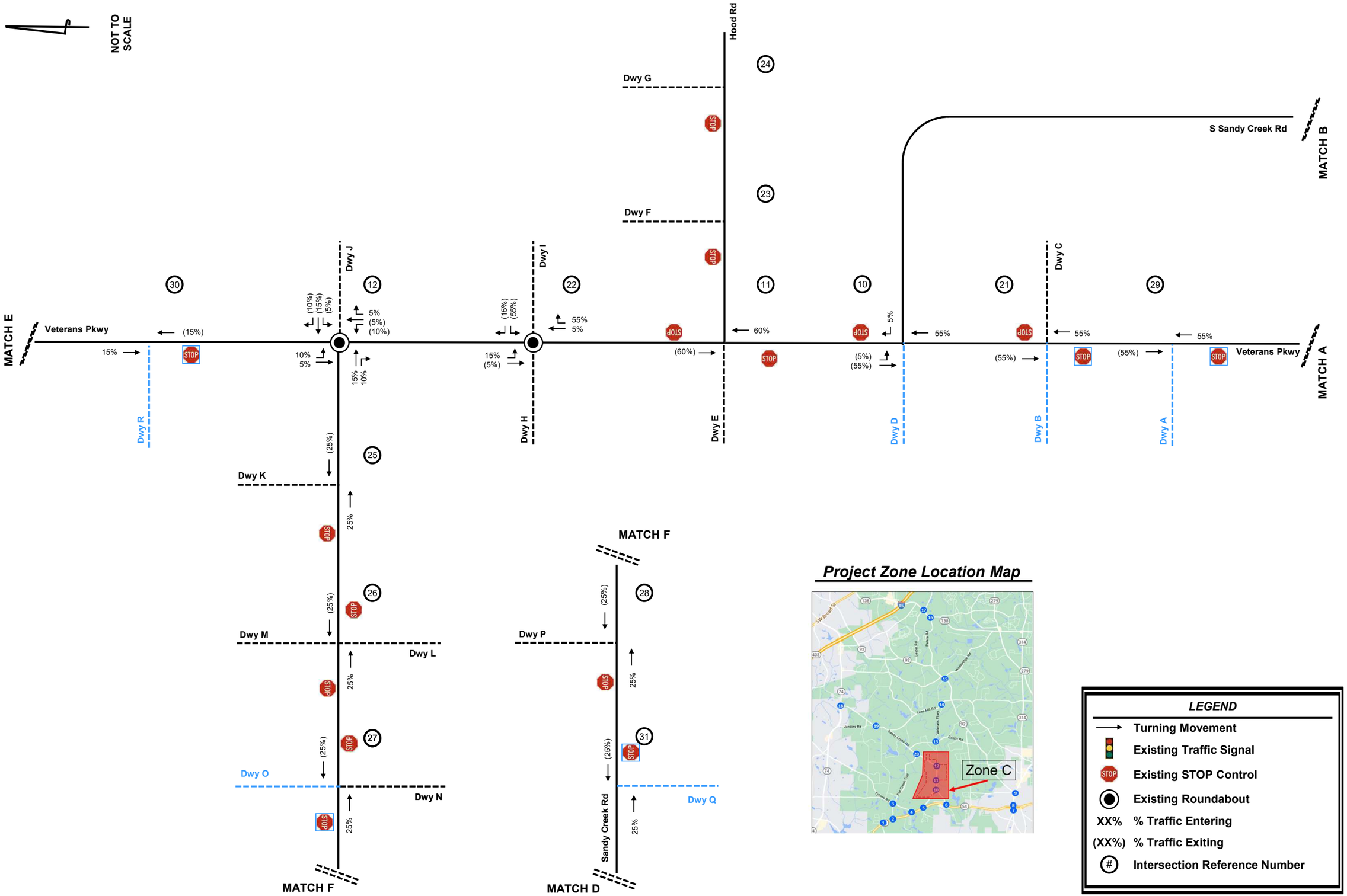
Figure 6B

Non- Residential (Retail) Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE



Project Zone Location Map

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number

Figure 6C

Non- Residential (Retail) Distribution & Assignment

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- (#) Intersection Reference Number

SEE FIGURE 7 C

MATCH A

MATCH B

MATCH C

Tyrone Rd

(40) 91

19 (87)

Flat Creek Trail

SR 54

(142) 218

94 (228)
19 (87)

(40) 91

111 (315)

(181) 308

91 (40)

(181) 308

19 (87)
111 (315)

(259) 399
(-38) 0

129 (441)
166 (540)

500 (314)
0 (-38)

(502) 166

36 (99)

101 (54)
500 (276)

SR 54

Brittany Way

Ebenezer Rd

Flat Creek Trail

Tyrone Rd

Tyrone Rd

Veterans Pkwy

Lester Rd

S Sandy Creek Rd

Old Norton Rd

SR 92 (Forrest Ave)

208 (128)

(40) 91

(87) 19
(217) 77

SR 85

298 (167)

201 (109)

SR 54 WB

(54) 101
(304) 94

SR 54 EB

(304) 94
(200) 72
(99) 36

(54) 101

SR 85 / SR 92

Project Zone Location Map

NOT TO SCALE

Figure 7A

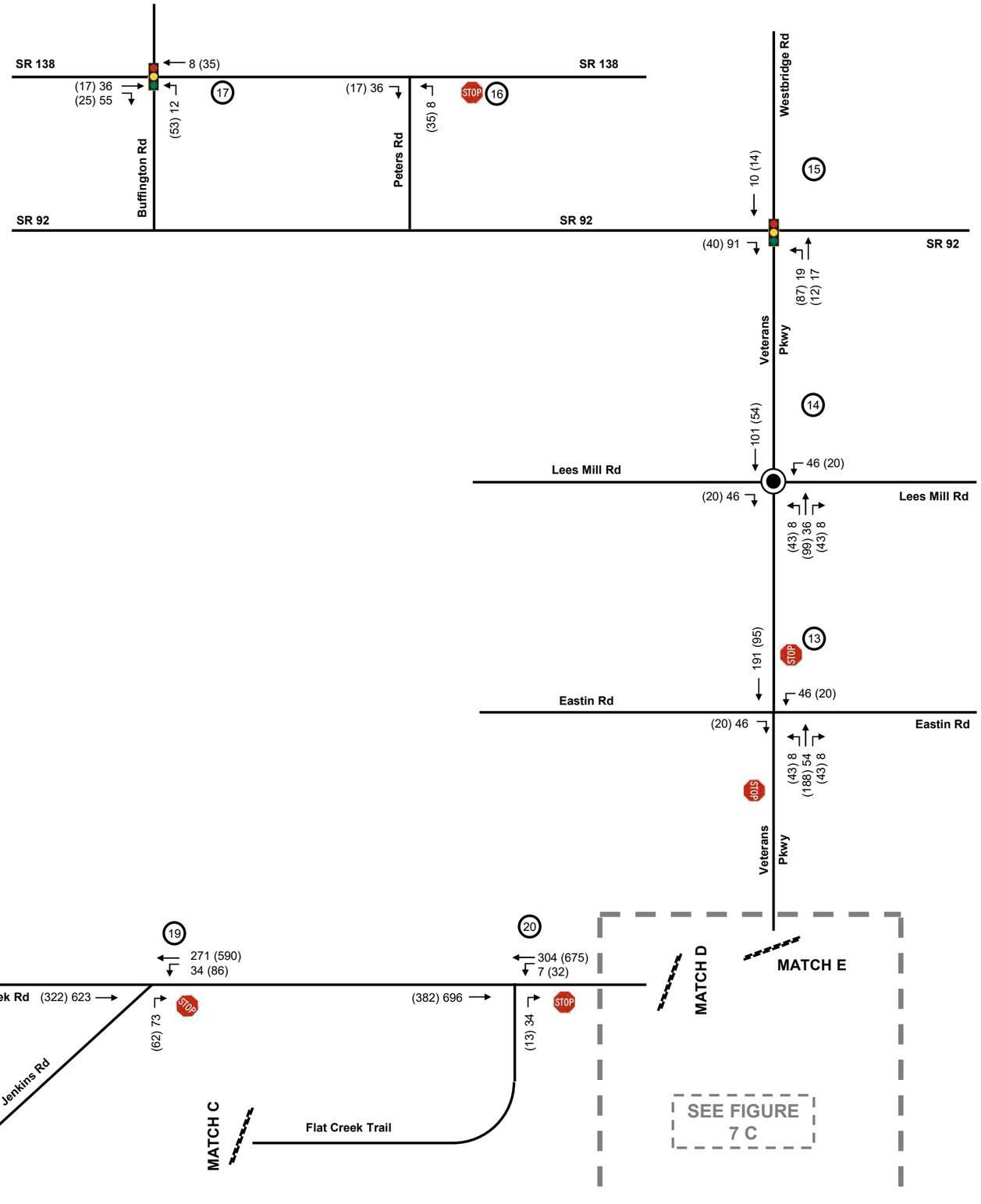
Project Trips

Trilith Expansion DRI #3776
Transportation Analysis

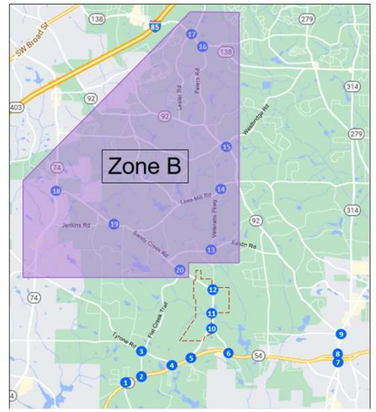
Kimley»Horn

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number



Project Zone Location Map



NOT TO SCALE

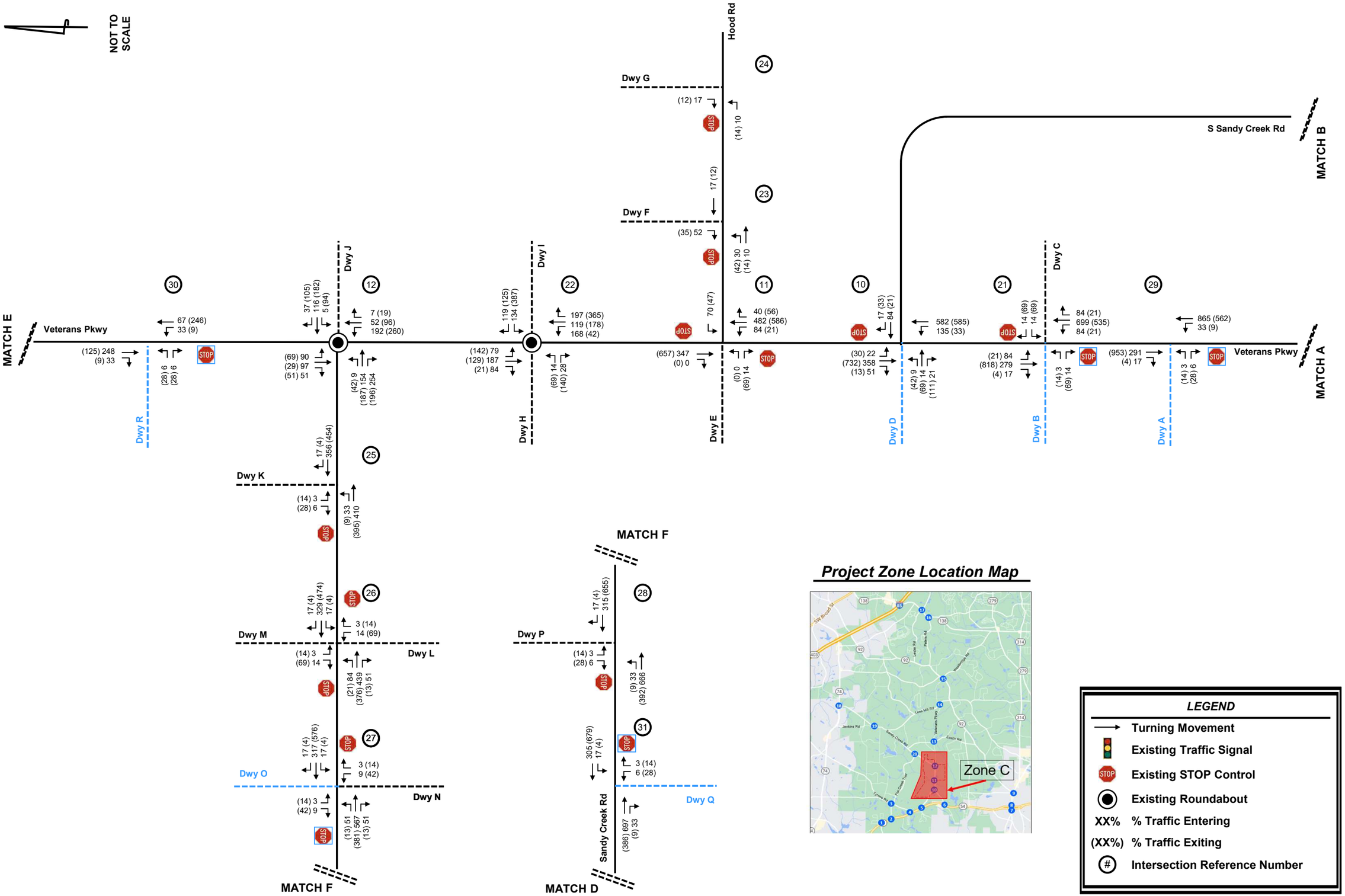
Figure 7B

Project Trips

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE



Project Zone Location Map

LEGEND

- Turning Movement
- Existing Traffic Signal
- Existing STOP Control
- Existing Roundabout
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- (#) Intersection Reference Number

Figure 7C

Project Trips

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

5.1 SR 54 at Ebenezer Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Ebenezer Road Northbound			Brittany Way Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	B (16.0)											
		Approach LOS	D (47.3)			C (28.8)			B (16.2)			A (8.9)		
		Storage		75			75		200		175	200		185
		50th Queue		9	0	3	1		1	232	0	17	100	0
		95th Queue		35	74	17	18		7	373	0	40	168	0
	PM	Overall LOS	B (16.5)											
		Approach LOS	D (47.6)			C (32.3)			B (17.9)			B (10.9)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	B (18.9)											
		Approach LOS	E (58.9)			C (31.3)			B (18.6)			B (10.3)		
		Storage		75			75		200		175	200		185
		50th Queue		11	0	4	1		1	278	0	19	116	0
		95th Queue		38	78	20	19		8	466	0	78	202	0
	PM	Overall LOS	C (22.8)											
		Approach LOS	E (64.5)			D (37.5)			C (23.6)			B (16.3)		
		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
2032 BUILD SIGNAL	AM	Overall LOS	C (33.5)											
		Approach LOS	F (159.5)			C (34.7)			C (22.7)			B (12.0)		
		Storage		75			75		200		175	200		185
		50th Queue		13	58	5	1		1	439	0	59	168	0
		95th Queue		39	182	20	19		9	695	0	143	274	0
	PM	Overall LOS	D (39.2)											
		Approach LOS	F (102.0)			D (41.5)			C (31.5)			D (36.3)		
		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 overall 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 overall 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 system improvements (needed to serve background traffic, without the development) are recommended (shown in red on **Figure 9**):

- Provide a northbound-right turn overlap phase

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

Overall LOS Standard: D Approach LOS Standard: D			Ebenezer Road Northbound			Brittany Way Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	B (16.0)											
		Approach LOS	D (35.7)			C (31.4)			B (17.8)			A (9.8)		
		Storage		75			75		200		175	200		185
		50th Queue		8	87	3	1		1	210	0	0	0	0
		95th Queue		39	215	21	19		7	418	0	71	155	0
	PM	Overall LOS	B (18.6)											
		Approach LOS	C (31.1)			D (37.2)			C (21.2)			B (14.5)		
		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
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (22.5)											
		Approach LOS	D (54.8)			C (33.3)			C (24.0)			B (12.2)		
		Storage		75			75		200		175	200		185
		50th Queue		12	190	4	1		1	326	0	24	0	0
		95th Queue		40	293	22	19		8	620	0	114	174	0
	PM	Overall LOS	C (31.8)											
		Approach LOS	C (33.0)			D (42.0)			C (29.9)			C (33.0)		
		Storage		75			75		200		175	200		185
		50th Queue		9	118	2	0		2	255	0	184	0	0
		95th Queue		34	209	14	0		11	510	1	517	239	0

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)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Flat Creek Trail Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (3.0)											
		Approach LOS				D (31.8)			A (1.0)			A (0)		
		Storage							225			225		
		50th Queue												
		95th Queue				125			25			0		
	PM	Overall LOS	A (5.4)											
		Approach LOS				F (58.1)			A (2.7)			A (0)		
		Storage							225			225		
		50th Queue												
		95th Queue				175			75			0		
2032 NO-BUILD TWSC	AM	Overall LOS	A (5.3)											
		Approach LOS				F (59.8)			A (1.1)			A (0)		
		Storage							225			225		
		50th Queue												
		95th Queue				200			25			0		
	PM	Overall LOS	B (13.8)											
		Approach LOS				F (169.2)			A (3.6)			A (0)		
		Storage							225			225		
		50th Queue												
		95th Queue				325			100			0		
2032 BUILD TWSC	AM	Overall LOS	A (9.6)											
		Approach LOS				F (132.8)			A (1.0)			A (0)		
		Storage							225			225		
		50th Queue												
		95th Queue				275			25			0		
	PM	Overall LOS	F (52.2)											
		Approach LOS				F (*)			A (6.1)			A (0)		
		Storage							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 overall 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 overall during the AM peak hour, but at an unacceptable LOS overall 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 system improvements (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 Build improvement (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		
Warrant	Projected Build	
	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.

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

Overall LOS Standard: D Approach LOS Standard: D / E*			- Northbound			Flat Creek Trail Southbound*			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED (TWSC)	AM	Overall LOS	A (2.2)											
		Approach LOS				C (21.4)			A (1.0)			(0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				75			25			0		
	PM	Overall LOS	A (3.6)											
		Approach LOS				D (31.9)			A (2.7)			A (0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				100			75			0		
2032 NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	A (2.7)											
		Approach LOS				D (27.4)			A (1.1)			A (0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				75			25			0		
	PM	Overall LOS	A (5.2)											
		Approach LOS				E (49.4)			A (3.6)			A (0)		
		Storage				210			225			225		
		50th Queue												
		95th Queue				150			100			0		
2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (12.8)											
		Approach LOS				C (22.5)			A (8.6)			B (17.4)		
		Storage				210			225			225		
		50th Queue					3	1	9	116			140	
		95th Queue					13	45	32	276			306	
	PM	Overall LOS	C (22.8)											
		Approach LOS				D (50.7)			B (11.1)			C (30.3)		
		Storage				210			225			225		
		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.*

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			Flat Creek Trail Northbound			Flat Creek Trail Southbound			Tyrone Road Eastbound			Tyrone Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING AWSC	AM	Overall LOS	C (21.8)											
		Approach LOS	B (12.1)			B (11.2)			D (30.1)			B (13.9)		
		Storage												
		50th Queue												
		95th Queue		25			25			250			75	
	PM	Overall LOS	D (29.1)											
		Approach LOS	C (17.0)			B (13.5)			E (38.6)			D (28.3)		
		Storage												
		50th Queue												
		95th Queue		75			25			275			200	
2032 NO-BUILD AWSC	AM	Overall LOS	E (37.0)											
		Approach LOS	B (13.4)			B (12.2)			F (57.5)			C (16.7)		
		Storage												
		50th Queue												
		95th Queue		50			25			400			100	
	PM	Overall LOS	F (51.8)											
		Approach LOS	C (20.6)			C (15.2)			F (77.6)			E (47.2)		
		Storage												
		50th Queue												
		95th Queue		100			50			425			300	
2032 BUILD AWSC	AM	Overall LOS	F (63.2)											
		Approach LOS	B (13.8)			B (12.6)			F (103.0)			C (17.9)		
		Storage												
		50th Queue												
		95th Queue		50			25			600			125	
	PM	Overall LOS	F (80.9)											
		Approach LOS	C (22.0)			C (16.1)			F (107.7)			F (92.5)		
		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 overall 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 overall 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 system improvements (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

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

Overall LOS Standard: D Approach LOS Standard: D			Flat Creek Trail Northbound			Flat Creek Trail Southbound			Tyrone Road Eastbound			Tyrone Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED ROUNDABOUT	AM	Overall LOS	A (7.9)											
		Approach LOS	A (6.6)			A (5.4)			A (9.5)			A (6.3)		
		Storage												
		50th Queue												
		95th Queue		27			17			126			49	
	PM	Overall LOS	A (8.1)											
		Approach LOS	A (7.2)			A (7.1)			A (7.9)			A (9.1)		
		Storage												
		50th Queue												
		95th Queue		43			25			96			87	
2032 NO-BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (8.9)											
		Approach LOS	A (7.4)			A (5.8)			B (11.0)			A (6.8)		
		Storage												
		50th Queue												
		95th Queue		33			20			155			57	
	PM	Overall LOS	A (9.2)											
		Approach LOS	A (8.0)			A (8.0)			A (8.9)			B (10.5)		
		Storage												
		50th Queue												
		95th Queue		51			30			116			105	
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	B (10.6)											
		Approach LOS	A (8.6)			A (6.0)			B (13.4)			A (7.1)		
		Storage												
		50th Queue												
		95th Queue		39			21			209			62	
	PM	Overall LOS	B (10.6)											
		Approach LOS	A (8.5)			A (9.3)			A (9.5)			B (12.9)		
		Storage												
		50th Queue												
		95th Queue		54			36			132			185	

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 Approach LOS Standard: D			Tyrone Road Northbound			Tyrone Road Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	C (21.6)											
		Approach LOS	C (21.7)			D (36.0)			C (20.8)			B (17.4)		
		Storage						150	175			225		150
		50th Queue		0			298	0	11	383		1	279	20
		95th Queue		7			524	19	30	468		6	345	66
	PM	Overall LOS	B (14.2)											
		Approach LOS	D (38.1)			C (32.0)			B (11.5)			B (12.0)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	C (26.7)											
		Approach LOS	C (23.0)			D (44.2)			C (26.4)			C (20.9)		
		Storage						150	175			225		150
		50th Queue		1			394	0	13	451		1	323	32
		95th Queue		7			600	22	36	548		7	398	86
	PM	Overall LOS	B (16.5)											
		Approach LOS	D (42.1)			C (34.6)			B (13.6)			B (14.4)		
		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
2032 BUILD SIGNAL	AM	Overall LOS	D (41.1)											
		Approach LOS	C (24.8)			F (88.0)			D (42.4)			C (22.0)		
		Storage						150	175			225		150
		50th Queue		1			548	0	13	661		1	376	44
		95th Queue		7			766	22	40	855		7	461	103
	PM	Overall LOS	C (21.8)											
		Approach LOS	D (47.4)			D (39.5)			B (17.4)			C (21.2)		
		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 overall 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 overall 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 system improvements (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

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

Overall LOS Standard: D Approach LOS Standard: D			Tyrone Road Northbound			Tyrone Road Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (35.3)											
		Approach LOS	D (35.7)			D (42.7)			D (48.4)			B (18.0)		
		Storage				210		150	175			225		150
		50th Queue		0		116	0	0	6	306		1	174	32
		95th Queue		9		248	4	19	35	701		6	381	117
	PM	Overall LOS	C (23.6)											
		Approach LOS	D (36.4)			D (36.4)			B (17.7)			C (24.9)		
		Storage				210		150	175			225		150
		50th Queue		0		88	0	0	5	189		0	277	62
		95th Queue		5		162	0	24	41	473		5	736	241

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 Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING Signal	AM	Overall LOS	D (39.6)											
		Approach LOS	D (53.4)			F (81.2)			C (32.8)			C (34.0)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	90	50	0	25	28	0	125	434	0	85	366	0
		95th Queue	162	88	85	59	58	73	261	660	21	182	442	0
	PM	Overall LOS	D (41.3)											
		Approach LOS	D (47.6)			F (170.7)			C (25.0)			C (22.9)		
		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
2032 NO-BUILD Signal	AM	Overall LOS	E (56.0)											
		Approach LOS	E (62.1)			F (159.8)			D (47.0)			D (42.2)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	103	57	0	28	33	0	173	548	0	126	396	0
		95th Queue	176	96	89	63	63	75	356	840	27	234	517	0
	PM	Overall LOS	D (50.5)											
		Approach LOS	D (52.6)			F (224.4)			C (26.8)			C (28.7)		
		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
2032 BUILD Signal	AM	Overall LOS	F (140.7)											
		Approach LOS	E (69.4)			F (*)			F (182.0)			D (46.8)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	110	64	0	172	36	0	932	622	0	146	428	185
		95th Queue	174	102	91	253	64	98	1298	948	29	260	584	357
	PM	Overall LOS	F (240.9)											
		Approach LOS	E (66.4)			F (*)			F (86.6)			E (71.2)		
		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 overall 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 overall 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 system improvements (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 Build improvements (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) 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

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

Overall LOS Standard: D Approach LOS Standard: D / E*			Veterans Pkwy Northbound			Veterans Pkwy Southbound*			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (29.6)											
		Approach LOS	C (33.9)			D (39.8)			C (26.8)			C (29.3)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	90	50	0	25	28	0	124	434	2	80	366	0
		95th Queue	161	89	48	58	58	53	254	648	18	175	442	0
	PM	Overall LOS	C (29.3)											
		Approach LOS	D (36.8)			D (52.2)			C (26.5)			C (24.8)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	65	28	0	13	36	34	68	327	1	36	420	0
		95th Queue	123	57	22	38	68	113	155	482	13	69	618	6
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	D (35.3)											
		Approach LOS	D (36.3)			D (44.9)			C (34.1)			C (34.2)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	103	57	0	28	33	0	173	548	4	126	396	0
		95th Queue	176	98	50	64	64	55	350	828	21	231	511	0
	PM	Overall LOS	C (32.8)											
		Approach LOS	D (41.5)			E (56.4)			C (27.7)			C (30.2)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	74	32	0	15	41	59	105	396	2	41	516	0
		95th Queue	136	64	28	41	76	151	199	586	16	124	813	9
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (49.6)											
		Approach LOS	D (45.1)			D (54.9)			D (50.1)			D (48.7)		
		Storage	260		280	285		300	275		300	300		200
		50th Queue	110	75	52	98	43	0	455	916	0	183	603	274
		95th Queue	169	114	109	142	73	39	605	1102	9	319	780	403
	PM	Overall LOS	D (52.5)											
		Approach LOS	D (48.8)			D (55.0)			D (49.9)			D (53.6)		
		Storage	260		280	285		300	275		300	300		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 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)

Overall LOS Standard: D Approach LOS Standard: D			Old Norton Rd Northbound			S Sandy Creek Rd Southbound			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	C (27.9)											
		Approach LOS	D (41.9)			F (109.7)			B (19.7)			C (22.0)		
		Storage						230	200		250	230		130
		50th Queue		16			161	0	7	354	0	17	516	70
		95th Queue		47			265	43	19	465	0	34	661	132
	PM	Overall LOS	D (42.7)											
		Approach LOS	D (43.6)			F (222.7)			C (24.0)			B (19.9)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	C (32.9)											
		Approach LOS	D (44.5)			F (152.4)			C (20.7)			C (24.6)		
		Storage						230	200		250	230		130
		50th Queue		17			182	0	9	450	0	20	670	91
		95th Queue		50			315	45	20	546	0	37	797	153
	PM	Overall LOS	D (53.2)											
		Approach LOS	D (47.2)			F (*)			C (26.5)			C (21.0)		
		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
2032 BUILD SIGNAL	AM	Overall LOS	E (63.7)											
		Approach LOS	D (45.9)			F (234.8)			C (23.0)			E (67.2)		
		Storage						230	200		250	230		130
		50th Queue		17			224	0	9	551	0	20	1235	150
		95th Queue		51			407	45	20	688	0	37	1390	232
	PM	Overall LOS	F (99.8)											
		Approach LOS	D (49.7)			F (*)			E (72.1)			C (25.3)		
		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 overall 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 overall 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 system improvements (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 Build improvements (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 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

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

Overall LOS Standard: D Approach LOS Standard: D / E*			Old Norton Rd Northbound			S Sandy Creek Rd Southbound*			SR 54 Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (22.2)											
		Approach LOS	D (49.8)			D (38.7)			B (19.0)			C (21.5)		
		Storage				235		230	200		250	230		130
		50th Queue		16		119	4	0	8	366	0	18	524	68
		95th Queue		52		186	16	37	21	488	0	39	693	137
	PM	Overall LOS	C (25.3)											
		Approach LOS	D (49.8)			D (45.1)			C (25.1)			C (20.2)		
		Storage				235		230	200		250	230		130
		50th Queue		17		210	6	0	14	507	0	20	375	21
		95th Queue		52		335	21	21	31	635	0	59	472	57
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (25.6)											
		Approach LOS	D (52.5)			D (40.2)			C (21.6)			C (25.8)		
		Storage				235		230	200		250	230		130
		50th Queue		18		133	5	0	9	443	0	20	651	40
		95th Queue		56		206	18	39	23	574	0	42	894	75
	PM	Overall LOS	C (28.8)											
		Approach LOS	D (51.4)			D (53.6)			C (30.1)			C (21.2)		
		Storage				235		230	200		250	230		130
		50th Queue		18		238	6	0	16	613	0	23	441	22
		95th Queue		54		414	22	25	33	828	0	73	555	47
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (39.0)											
		Approach LOS	D (54.2)			D (52.8)			B (14.9)			D (51.3)		
		Storage				235		230	200		250	230		130
		50th Queue		18		177	5	5	7	260	0	16	1071	68
		95th Queue		55		298	20	48	18	314	0	33	1240	121
	PM	Overall LOS	C (34.1)											
		Approach LOS	D (54.6)			E (72.0)			C (27.7)			C (31.6)		
		Storage				235		230	200		250	230		130
		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.*

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)

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 / SR 92 Southbound			SR 54 Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	C (29.3)											
		Approach LOS	C (21.4)			A (5.5)			E (60.3)					
		Storage				100								
		50th Queue		361		9	44		259	261				
		95th Queue		447		32	58		397	331				
	PM	Overall LOS	D (37.5)											
		Approach LOS	D (41.5)			A (9.7)			E (65.4)					
		Storage				100								
		50th Queue		408		16	298		375	386				
		95th Queue		507		33	343		574	482				
2032 NO-BUILD SIGNAL	AM	Overall LOS	C (32.2)											
		Approach LOS	C (24.4)			A (6.8)			E (64.3)					
		Storage				100								
		50th Queue		434		19	51		290	292				
		95th Queue		522		53	65		464	379				
	PM	Overall LOS	D (43.8)											
		Approach LOS	D (48.7)			B (12.1)			E (75.2)					
		Storage				100								
		50th Queue		474		17	270		430	441				
		95th Queue		616		49	627		670	585				
2032 BUILD SIGNAL	AM	Overall LOS	D (45.3)											
		Approach LOS	C (28.3)			A (7.6)			F (92.2)					
		Storage				100								
		50th Queue		494		28	51		392	393				
		95th Queue		592		68	65		615	531				
	PM	Overall LOS	F (109.1)											
		Approach LOS	D (53.0)			B (12.4)			F (216.3)					
		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 overall 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 overall 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 system improvements (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) left-turn 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 system improvements (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) left-turn 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.

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 / SR 92 Southbound			SR 54 Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (25.8)											
		Approach LOS	B (19.4)			A (5.0)			D (52.0)			A (0)		
		Storage				100			160					
		50th Queue		335		8	41		140	224				
		95th Queue		447		25	57		181	275				
	PM	Overall LOS	C (34.2)											
		Approach LOS	D (39.1)			B (13.9)			D (52.9)			A (0)		
		Storage				100			160					
		50th Queue		395		42	416		178	341				
		95th Queue		507		50	536		227	411				
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (26.1)											
		Approach LOS	C (20.7)			A (5.6)			D (50.9)			A (0)		
		Storage				100			160		100			
		50th Queue		385		11	46		159	220	1			
		95th Queue		522		40	64		200	267	41			
	PM	Overall LOS	C (34.1)											
		Approach LOS	D (40.7)			B (15.6)			D (49.4)			A (0)		
		Storage				100			160		100			
		50th Queue		448		42	503		196	351	0			
		95th Queue		621		47	682		241	411	0			
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (29.2)											
		Approach LOS	C (24.4)			A (6.7)			D (50.7)			A (0)		
		Storage				100			160		100			
		50th Queue		470		18	48		197	250				
		95th Queue		592		52	64		251	309				
	PM	Overall LOS	D (42.4)											
		Approach LOS	D (52.0)			C (21.6)			D (52.5)			A (0)		
		Storage				100			160		100			
		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)

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 / SR 92 Southbound			- Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	D (39.2)											
		Approach LOS	B (19.0)			D (39.9)						E (62.1)		
		Storage	125											
		50th Queue	32	182			258	227				81	566	
		95th Queue	43	207			317	329				137	712	
	PM	Overall LOS	C (23.3)											
		Approach LOS	B (10.2)			B (10.1)						E (65.1)		
		Storage	125											
		50th Queue	12	111			54	0				123	318	
		95th Queue	21	172			86	0				192	387	
2032 NO-BUILD SIGNAL	AM	Overall LOS	D (46.4)											
		Approach LOS	C (21.4)			D (42.3)						E (78.8)		
		Storage	125											
		50th Queue	35	206			293	266				91	684	
		95th Queue	42	284			356	363				151	831	
	PM	Overall LOS	C (29.0)											
		Approach LOS	B (12.9)			C (20.0)						E (67.9)		
		Storage	125											
		50th Queue	15	144			63	0				134	350	
		95th Queue	20	190			86	0				214	445	
2032 BUILD SIGNAL	AM	Overall LOS	E (75.8)											
		Approach LOS	C (23.8)			E (77.8)						F (133)		
		Storage	125											
		50th Queue	62	350			310	645				91	889	
		95th Queue	76	354			360	921				151	1037	
	PM	Overall LOS	C (32.7)											
		Approach LOS	B (16.9)			C (21.2)						E (78.4)		
		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 overall 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 overall 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 system improvements (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 Build improvements (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

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

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 / SR 92 Southbound			- Eastbound			SR 54 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (29.5)											
		Approach LOS	B (18.7)			C (22.9)						D (47.4)		
		Storage	125											100
		50th Queue	33	491			197	167				81	426	15
		95th Queue	52	333			253	266				131	510	52
	PM	Overall LOS	C (26.7)											
		Approach LOS	B (10.5)			C (24.3)						D (54.5)		
		Storage	125											100
		50th Queue	8	190			285	39				132	262	18
		95th Queue	38	247			400	94				190	306	61
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (32.8)											
		Approach LOS	C (22.7)			C (26.6)						D (49.6)		
		Storage	125											100
		50th Queue	36	574			226	214				89	486	20
		95th Queue	54	408			284	323				144	620	60
	PM	Overall LOS	C (27.8)											
		Approach LOS	B (12.7)			C (25.6)						D (53.8)		
		Storage	125											100
		50th Queue	27	227			353	67				143	287	24
		95th Queue	59	294			521	149				201	330	67
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (34.6)											
		Approach LOS	C (22.8)			D (39.4)						D (43.7)		
		Storage	125											100
		50th Queue	68	481			226	622				92	381	20
		95th Queue	103	501			284	867				144	426	60
	PM	Overall LOS	C (27.8)											
		Approach LOS	B (13.1)			C (26.8)						D (53.9)		
		Storage	125											100
		50th Queue	33	362			332	164				148	233	25
		95th Queue	61	411			516	320				210	261	70

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)

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 Southbound			SR 92 (Forest Ave) Eastbound			Easterbrook Way Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	C (29.2)											
		Approach LOS	B (18.5)			C (22.2)			D (48.7)			E (72.7)		
		Storage	100		150	100		175	170		300	100		100
		50th Queue	19	42	0	4	237	0	178	81	0	15	110	0
		95th Queue	50	191	0	13	316	0	264	141	39	37	192	0
	PM	Overall LOS	D (44.8)											
		Approach LOS	D (46.1)			D (36.1)			D (50.0)			E (69.8)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	C (31.6)											
		Approach LOS	C (20.7)			C (25.0)			D (50.5)			E (75.3)		
		Storage	100		150	100		175	170		300	100		100
		50th Queue	42	46	0	4	275	0	200	91	0	17	122	0
		95th Queue	87	206	0	13	370	0	314	155	41	40	222	0
	PM	Overall LOS	D (51.5)											
		Approach LOS	D (50.3)			D (49.9)			D (50.1)			E (71.8)		
		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
2032 BUILD SIGNAL	AM	Overall LOS	C (33.5)											
		Approach LOS	C (22.7)			C (28.8)			D (51.4)			E (75.3)		
		Storage	100		150	100		175	170		300	100		100
		50th Queue	109	47	0	4	405	0	200	91	0	17	122	0
		95th Queue	164	203	0	13	504	0	314	155	46	40	222	0
	PM	Overall LOS	E (75.1)											
		Approach LOS	F (93.4)			E (71.5)			D (50.1)			E (71.8)		
		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 overall 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 overall during the AM peak hour and at LOS E overall 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 system improvements (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.

Overall LOS Standard: D Approach LOS Standard: D			SR 85 / SR 92 Northbound			SR 85 Southbound			SR 92 (Forest Ave) Eastbound			Easterbrook Way Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (23.1)											
		Approach LOS	B (15.2)			B (15.7)			D (42.3)			D (48.2)		
		Storage	100		150	100		175	170		300	100		100
		50th Queue	65	130	0	3	132	0	135	63	0	11	82	0
		95th Queue	120	235	0	12	184	0	196	107	23	28	135	0
	PM	Overall LOS	D (36.9)											
		Approach LOS	D (39.1)			C (26.9)			D (46.0)			D (49.4)		
		Storage												
		50th Queue	101	187	0	23	282	0	197	132	0	29	109	0
		95th Queue	189	247	0	58	396	0	272	201	28	56	171	0
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (25.0)											
		Approach LOS	B (17.1)			B (17.0)			D (44.9)			D (48.7)		
		Storage												
		50th Queue	77	154	0	4	145	0	150	70	0	12	91	0
		95th Queue	219	274	0	14	182	0	213	115	28	30	147	0
	PM	Overall LOS	D (39.2)											
		Approach LOS	D (39.5)			C (31.0)			D (49.2)			D (49.4)		
		Storage												
		50th Queue	126	260	0	27	346	0	218	145	0	31	120	0
		95th Queue	217	335	0	67	555	0	323	211	25	58	184	0
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (26.6)											
		Approach LOS	B (18.6)			B (17.5)			D (49.1)			D (49.6)		
		Storage												
		50th Queue	82	164	0	4	175	0	150	71	19	12	90	0
		95th Queue	268	272	0	13	266	0	266	124	57	32	151	0
	PM	Overall LOS	D (44.0)											
		Approach LOS	D (43.4)			D (39.1)			D (51.6)			D (49.4)		
		Storage												
		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.

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy D Eastbound			S Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (6.4)											
		Approach LOS	A (0)			A (4.6)						C (21.4)		
		Storage			425	235								275
		50th Queue												
		95th Queue		0	0	50						50		75
	PM	Overall LOS	A (4.9)											
		Approach LOS	A (0)			A (3.3)						B (13.8)		
		Storage			425	235								275
		50th Queue												
		95th Queue		0	0	25						25		50
2032 NO-BUILD TWSC	AM	Overall LOS	A (8.0)											
		Approach LOS	A (0)			A (4.9)						D (28.7)		
		Storage			425	235								275
		50th Queue												
		95th Queue		0	0	50						75		75
	PM	Overall LOS	A (5.3)											
		Approach LOS	A (0)			A (3.4)						C (15.3)		
		Storage			425	235								275
		50th Queue												
		95th Queue		0	0	25						25		75
2032 BUILD TWSC	AM	Overall LOS	A (3.5)											
		Approach LOS	A (1.3)			A (7.1)			F*			F*		
		Storage			425	235								275
		50th Queue												
		95th Queue	25			150				200			400	
	PM	Overall LOS	A (1.4)											
		Approach LOS	A (0.4)			A (2.6)			F*			F*		
		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 overall 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 overall 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 Build improvement (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		
Warrant	Projected Build	
	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 Build improvement (needed to serve the development traffic).

In addition to the improvement to widen Veterans Parkway 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 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

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy D Eastbound			S Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	B (17.7)											
		Approach LOS	B (19.0)			B (11.0)			C (21.2)			C (33.2)		
		Storage	235		425	235		175	200			235		275
		50th Queue	48	213	0	98	47	0	4	6		16	40	0
		95th Queue	117	310	0	239	91	9	16	29		40	78	53
	PM	Overall LOS	B (14.3)											
		Approach LOS	B (17.6)			A (8.7)			B (16.5)			C (26.2)		
		Storage	235		425	235		175	200			235		275
		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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Dwy E Eastbound			Hood Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (1.9)											
		Approach LOS	A (0)			A (0.1)			E (42.2)			D (33.6)		
		Storage			200									
		50th Queue												
		95th Queue	0			0			25			50		
	PM	Overall LOS	A (1.5)											
		Approach LOS	A (0)			A (0.1)			E (36.4)			D (27.8)		
		Storage			200									
		50th Queue												
		95th Queue	0			0			25			25		
2032 NO-BUILD TWSC	AM	Overall LOS	A (2.4)											
		Approach LOS	A (0)			A (0.1)			F (55.7)			E (45.9)		
		Storage			200									
		50th Queue												
		95th Queue	0			0			25			50		
	PM	Overall LOS	A (1.8)											
		Approach LOS	A (0)			A (0.1)			E (45.1)			D (34.9)		
		Storage			200									
		50th Queue												
		95th Queue	0			0			25			50		
2032 BUILD TWSC	AM	Overall LOS	F (*)											
		Approach LOS	A (0.8)			A (0.1)			F (*)			F (*)		
		Storage			200									
		50th Queue												
		95th Queue	25			25			150			500		
	PM	Overall LOS	F (207.8)											
		Approach LOS	A (0.2)			A (0.1)			F (*)			F (*)		
		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 overall 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 overall 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 system improvements (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 Build improvements (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 results for the improved conditions at Intersection 11 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Dwy E Eastbound			Hood Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED ROUNDABOUT	AM	Overall LOS	A (8.4)											
		Approach LOS	A (6.8)			B (10.0)			A (9.5)			A (6.7)		
		Storage			200									
		50th Queue												
		95th Queue		100	6		163			8			12	
	PM	Overall LOS	A (7.2)											
		Approach LOS	A (5.9)			A (8.5)			B (11.6)			A (5.3)		
		Storage			200									
		50th Queue												
		95th Queue		78	6		119			9			8	
2032 NO-BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (9.4)											
		Approach LOS	A (7.4)			B (11.5)			B (10.6)			A (7.3)		
		Storage			200									
		50th Queue												
		95th Queue		119	7		206			9			15	
	PM	Overall LOS	A (7.9)											
		Approach LOS	A (6.4)			A (9.5)			B (12.8)			A (5.7)		
		Storage			200									
		50th Queue												
		95th Queue		91	7		144			10			9	
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (9.5)											
		Approach LOS	A (9.2)			A (9.5)			B (11.8)			B (12.1)		
		Storage												
		50th Queue												
		95th Queue		124	125		94	95		13			32	
	PM	Overall LOS	A (9.1)											
		Approach LOS	A (8.4)			A (9.5)			B (14.0)			A (8.6)		
		Storage												
		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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Sandy Creek Rd Eastbound			Dwy J Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING ROUNDABOUT	AM	Overall LOS	A (5.6)											
		Approach LOS	A (7.6)			A (6.1)			A (1.2)			A (9.0)		
		Storage						200			200			
		50th Queue												
		95th Queue		100	9		53	16		17	0		33	
	PM	Overall LOS	A (4.9)											
		Approach LOS	A (6.1)			A (5.5)			A (1.0)			A (7.1)		
		Storage						200			200			
		50th Queue												
		95th Queue		74	8		42	8		11	0		11	
2032 NO-BUILD ROUNDABOUT	AM	Overall LOS	A (6.2)											
		Approach LOS	A (8.4)			A (6.6)			A (1.2)			B (10.1)		
		Storage						200			200			
		50th Queue												
		95th Queue		118	9		61	18		19	0		37	
	PM	Overall LOS	A (5.3)											
		Approach LOS	A (6.7)			A (5.9)			A (1.1)			A (7.7)		
		Storage						200			200			
		50th Queue												
		95th Queue		87	8		49	9		13	0		30	
2032 BUILD ROUNDABOUT	AM	Overall LOS	C (29.2)											
		Approach LOS	D (39.8)			C (21.4)			A (3.4)			F (95.3)		
		Storage						200			200			
		50th Queue												
		95th Queue		1006	14		355	51		88	0		538	
	PM	Overall LOS	F (84.7)											
		Approach LOS	C (33.2)			B (14.8)			A (3.5)			F (*)		
		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 overall 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 overall 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 Build improvements (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.

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Sandy Creek Rd Eastbound			Dwy J Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	C (22.1)											
		Approach LOS	D (39.8)			C (21.4)			A (3.4)			C (20.5)		
		Storage						200			200			145
		50th Queue												
		95th Queue		1006	14		355	51		88	0		170	0
	PM	Overall LOS	C (26.8)											
		Approach LOS	D (35.8)			C (20.9)			A (4.3)			D (49.2)		
		Storage						200			200			145
		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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Eastin Road Eastbound			Eastin Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (6.3)											
		Approach LOS	A (0.2)			A (0)			C (24.4)			D (31.8)		
		Storage	175		175	200		200			200			165
		50th Queue												
		95th Queue	0	0	0	0	0	0		50	25		75	0
	PM	Overall LOS	A (4.7)											
		Approach LOS	A (0.4)			A (0.1)			C (17.9)			C (20.2)		
		Storage	175		175	200		200			200			165
		50th Queue												
		95th Queue	0	0	0	0	0	0		25	0		50	0
2032 NO-BUILD TWSC	AM	Overall LOS	A (8.9)											
		Approach LOS	A (0.2)			A (0)			D (32.3)			E (47.1)		
		Storage	175		175	200		200			200			165
		50th Queue												
		95th Queue	0	0	0	0	0	0		75	25		125	0
	PM	Overall LOS	A (5.5)											
		Approach LOS	A (0.4)			A (0)			C (20.5)			C (24.4)		
		Storage	175		175	200		200			200			165
		50th Queue												
		95th Queue	25	0	0	0	0	0		50	0		50	0
2032 BUILD TWSC	AM	Overall LOS	F (73.7)											
		Approach LOS	A (0.4)			A (0)			F (75.3)			F (*)		
		Storage	175		175	200		200			200			165
		50th Queue												
		95th Queue	25	0	0	0	0	0		150	25		450	0
	PM	Overall LOS	C (19.2)											
		Approach LOS	A (0.8)			A (0)			E (43.9)			F (143.8)		
		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 overall 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 overall during the AM peak hour and at an acceptable LOS overall during the PM peak hour. The eastbound and westbound approaches 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 system improvements (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) left-turn 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 Build improvement (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 Warrant Analysis Summary		
Warrant	Projected Build	
	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 modern single-lane roundabout at the intersection.

In order to meet GRTA's LOS requirements under the Projected No-Build 2032 conditions, the following system improvements (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) 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
- Install a traffic signal if and when warranted, or a modern single-lane roundabout

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Eastin Road Eastbound			Eastin Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 NO-BUILD IMPROVED TWSC	AM	Overall LOS	A (6.7)											
		Approach LOS	A (0.2)			A (0)			D (32.3)			D (28.9)		
		Storage	175		175	200		200			200	160		165
		50th Queue												
		95th Queue	0	0	0	0	0	0		75	25	50	50	0
	PM	Overall LOS	A (4.9)											
		Approach LOS	A (0.4)			A (0)			C (20.5)			C (19.6)		
		Storage	175		175	200		200			200	160		165
		50th Queue												
		95th Queue	25	0	0	0	0	0		50	0	25	25	0
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	A (7.2)											
		Approach LOS	A (5.5)			A (6.7)			B (10.7)			B (11.3)		
		Storage	175		175	200		200	160		200	160		165
		50th Queue	2	57	0	0	89	0	5	12	0	19	14	0
		95th Queue	10	123	8	2	187	5	25	43	21	61	48	0
	PM	Overall LOS	A (6.4)											
		Approach LOS	A (6.1)			A (5.1)			A (9.1)			A (9.3)		
		Storage	175		175	200		200	160		200	160		165
		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

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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Lees Mill Road Eastbound			Lees Mill Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING ROUNDABOUT	AM	Overall LOS	A (2.9)											
		Approach LOS	A (7.8)			A (7.6)			A (7.1)			A (7.5)		
		Storage												
		50th Queue												
		95th Queue		74			69			43			41	
	PM	Overall LOS	A (6.0)											
		Approach LOS	A (6.5)			A (5.9)			A (5.5)			A (5.7)		
		Storage												
		50th Queue												
		95th Queue		54			42			28			27	
2032 NO-BUILD ROUNDABOUT	AM	Overall LOS	A (8.5)											
		Approach LOS	A (8.8)			A (8.5)			A (7.9)			A (8.5)		
		Storage												
		50th Queue												
		95th Queue		88			82			51			50	
	PM	Overall LOS	A (6.5)											
		Approach LOS	A (7.1)			A (6.4)			A (5.9)			A (6.1)		
		Storage												
		50th Queue												
		95th Queue		63			49			31			32	
2032 BUILD ROUNDABOUT	AM	Overall LOS	B (11.1)											
		Approach LOS	A (10.0)			B (12.1)			B (11.7)			B (10.4)		
		Storage												
		50th Queue												
		95th Queue		110			158			91			69	
	PM	Overall LOS	A (8.7)											
		Approach LOS	B (10.3)			A (7.8)			A (6.8)			A (7.8)		
		Storage												
		50th Queue												
		95th Queue		119			65			38			45	

The intersection of Veterans Parkway at Lees Mill Road (Intersection 14) is projected to operate at an acceptable LOS overall 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			Veterans Pkwy Northbound			Veterans Pkwy Southbound			SR 92 Eastbound			SR 92 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	C (24.4)											
		Approach LOS	D (38.8)			C (28.9)			C (21.1)			B (18.1)		
		Storage	250			250			220		270	200		265
		50th Queue	85	83		14	105		46	193	0	0	319	0
		95th Queue	222	180		45	227		151	358	36	3	457	17
	PM	Overall LOS	C (25.1)											
		Approach LOS	D (35.1)			C (30.2)			C (26.4)			B (16.6)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	C (32.6)											
		Approach LOS	E (76.8)			D (35.6)			C (21.7)			B (18.9)		
		Storage	250			250			220		270	200		265
		50th Queue	114	105		17	135		62	227	0	0	387	0
		95th Queue	314	225		55	288		204	408	36	2	541	17
	PM	Overall LOS	C (29.6)											
		Approach LOS	D (53.2)			D (36.4)			C (29.3)			B (16.8)		
		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
2032 BUILD SIGNAL	AM	Overall LOS	D (36.6)											
		Approach LOS	F (94.9)			D (35.9)			C (22.1)			B (19.5)		
		Storage	250			250			220		270	200		265
		50th Queue	132	115		18	143		64	232	0	0	396	0
		95th Queue	359	245		56	303		209	414	43	2	552	17
	PM	Overall LOS	D (46.3)											
		Approach LOS	F (155.0)			D (36.8)			C (30.1)			B (17.3)		
		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 overall 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 overall 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 system improvements (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

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			SR 92 Eastbound			SR 92 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	C (27.9)											
		Approach LOS	D (41.4)			D (51.2)			C (20.9)			B (18.1)		
		Storage	250			250		150	220		270	200		265
		50th Queue	99	113		24	118	0	62	238	0	0	406	0
		95th Queue	232	256		72	254	55	215	465	38	3	647	16
	PM	Overall LOS	C (27.2)											
		Approach LOS	C (33.6)			D (50.4)			C (25.1)			B (15.1)		
		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
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (29.5)											
		Approach LOS	D (47.9)			D (53.0)			C (20.9)			B (18.4)		
		Storage	250			250		150	220		270	200		265
		50th Queue	111	125		24	127	1	64	241	0	0	412	0
		95th Queue	263	282		74	271	56	217	464	45	3	643	16
	PM	Overall LOS	C (31.7)											
		Approach LOS	D (53.8)			D (53.4)			C (26.1)			C (26.1)		
		Storage	250			250		150	220		270	200		265
		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

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)

Overall LOS Standard: D Approach LOS Standard: D			Peters Rd Northbound			- Southbound			SR 138 Eastbound			SR 138 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	E (38.5)											
		Approach LOS	F (*)						A (0)			A (0.1)		
		Storage										100		
		50th Queue												
		95th Queue	525							0	0	25	0	
	PM	Overall LOS	B (19.5)											
		Approach LOS	F (287.9)						A (0)			A (0.3)		
		Storage										100		
		50th Queue												
		95th Queue	350							0	0	25	0	
2032 NO-BUILD TWSC	AM	Overall LOS	F (62.1)											
		Approach LOS	F (*)						A (0)			A (0.1)		
		Storage										100		
		50th Queue												
		95th Queue	700							0	0	25	0	
	PM	Overall LOS	D (34.2)											
		Approach LOS	F (*)						A (0)			A (0.3)		
		Storage										100		
		50th Queue												
		95th Queue	450							0	0	25	0	
2032 BUILD TWSC	AM	Overall LOS	F (66.9)											
		Approach LOS	F (*)						A (0)			A (0.1)		
		Storage										100		
		50th Queue												
		95th Queue	750							0	0	25	0	
	PM	Overall LOS	F (51.7)											
		Approach LOS	F (*)						A (0)			A (0.3)		
		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 overall 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 overall 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 system improvements (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) 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
- 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 Warrant Analysis Summary		
Warrant	Projected Build	
	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.

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

Overall LOS Standard: D Approach LOS Standard: D / E*			Peters Rd Northbound*			- Southbound			SR 138 Eastbound			SR 138 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	D (37.8)											
		Approach LOS	C (23.4)						D (35.8)			D (43.0)		
		Storage	160								175	100		
		50th Queue	226		0					447	25	7	517	
		95th Queue	478		29					220	21	10	304	
	PM	Overall LOS	D (35.4)											
		Approach LOS	C (27.2)						D (37.0)			C (34.5)		
		Storage	160								175	100		
		50th Queue	171		0					223	0	6	195	
		95th Queue	257		34					336	28	15	227	
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	D (41.8)											
		Approach LOS	C (25.5)						D (36.0)			D (50.6)		
		Storage	160								175	100		
		50th Queue	224		0					406	47	9	708	
		95th Queue	310		19					542	122	27	813	
	PM	Overall LOS	D (37.6)											
		Approach LOS	C (29.3)						D (40.5)			C (34.9)		
		Storage	160								175	100		
		50th Queue	126		13					478	91	19	549	
		95th Queue	186		38					651	178	80	634	
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (42.1)											
		Approach LOS	C (25.5)						D (36.2)			D (51.5)		
		Storage	160								175	100		
		50th Queue	229		0					425	50	9	713	
		95th Queue	314		19					601	156	28	823	
	PM	Overall LOS	D (38.3)											
		Approach LOS	C (29.6)						D (41.4)			D (35.6)		
		Storage	160								175	100		
		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.*

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)

Overall LOS Standard: D Approach LOS Standard: D			Buffington Rd Northbound			Buffington Rd Southbound			SR 138 Eastbound			SR 138 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	F (109.2)											
		Approach LOS	F (*)			F (143.0)			C (29.2)			C (25.1)		
		Storage						1000	100			140		195
		50th Queue		256			273	33	112	330		16	393	39
		95th Queue		448			453	128	280	396		30	461	96
	PM	Overall LOS	F (138.9)											
		Approach LOS	F (*)			F (149.3)			C (20.6)			C (30.6)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	F (137.2)											
		Approach LOS	F (*)			F (184.8)			C (30.6)			C (26.4)		
		Storage						1000	100			140		195
		50th Queue		351			342	68	208	378		17	455	57
		95th Queue		544			528	182	421	453		32	532	123
	PM	Overall LOS	F (156.8)											
		Approach LOS	F (*)			F (149.5)			C (26.0)			C (32.6)		
		Storage						1000	100			140		195
		50th Queue		376			412	0	58	607		18	537	45
		95th Queue		567			614	83	112	709		33	622	95
2032 BUILD SIGNAL	AM	Overall LOS	F (174.3)											
		Approach LOS	F (*)			F (186.7)			C (31.8)			C (26.6)		
		Storage						1000	100			140		195
		50th Queue		408			355	55	205	411		16	460	57
		95th Queue		605			541	167	402	490		31	537	123
	PM	Overall LOS	F (*)											
		Approach LOS	F (*)			F (156.0)			C (22.3)			C (33.2)		
		Storage						1000	100			140		195
		50th Queue		577			441	0	50	572		15	563	47
		95th 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 overall 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 system improvements (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) left-turn lane, one (1) dedicated through lane, and one (1) channelized right-turn lane
- Provide northbound and southbound permissive/protected left-turn phases

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

Overall LOS Standard: E** / Approach LOS Standard: D / E*			Buffington Rd Northbound*			Buffington Rd Southbound*			SR 138 Eastbound			SR 138 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING IMPROVED SIGNAL	AM	Overall LOS	C (32.8)											
		Approach LOS	D (49.3)			E (70.9)			C (29.3)			B (19.4)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	55	129	0	168	38	0	109	317		8	163	19
		95th Queue	95	197	0	238	76	95	303	413		18	232	56
	PM	Overall LOS	C (30.4)											
		Approach LOS	D (51.0)			E (78.2)			C (26.0)			B (13.5)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	92	93	0	249	52	0	39	407		9	216	16
		95th Queue	143	149	0	360	95	91	73	550		18	332	42
2032 NO-BUILD IMPROVED SIGNAL	AM	Overall LOS	D (37.6)											
		Approach LOS	D (49.9)			E (75.0)			D (35.3)			C (24.0)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	56	143	0	176	40	0	258	416		10	219	33
		95th Queue	95	213	0	245	76	91	475	535		18	510	76
	PM	Overall LOS	C (34.1)											
		Approach LOS	D (52.0)			E (78.6)			C (32.0)			B (16.2)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	97	104	0	248	57	0	51	551		10	242	22
		95th Queue	149	165	0	357	102	96	90	709		19	646	50
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	D (38.9)											
		Approach LOS	D (49.9)			E (79.8)			D (36.5)			C (24.5)		
		Storage	160		100	160		1000	100			140		195
		50th Queue	67	143	0	175	40	0	269	476		10	225	34
		95th Queue	103	213	0	231	74	88	503	655		19	676	77
	PM	Overall LOS	D (36.9)											
		Approach LOS	D (52.3)			E (79.0)			D (37.1)			B (17.6)		
		Storage	160		100	160		1000	100			140		195
		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 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 overall 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)

Overall LOS Standard: D Approach LOS Standard: D			SR 74 Northbound			SR 74 Southbound			Laurelmont Dr Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING SIGNAL	AM	Overall LOS	A (6.8)											
		Approach LOS	A (9.3)			A (5.6)			A (0)			A (0.6)		
		Storage	360		260	360		180						
		50th Queue	1	113	0	33	0	0			0			0
		95th Queue	0	305	17	97	96	0			0			0
	PM	Overall LOS	A (4.9)											
		Approach LOS	A (7.5)			A (3.9)			A (0)			A (0.6)		
		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
2032 NO-BUILD SIGNAL	AM	Overall LOS	A (8.5)											
		Approach LOS	B (12.0)			A (6.6)			A (0)			A (0.6)		
		Storage	360		260	360		180						
		50th Queue	1	146	0	44	0	0			0			0
		95th Queue	0	376	18	114	116	0			0			0
	PM	Overall LOS	A (6.3)											
		Approach LOS	A (9.0)			A (5.3)			A (0)			A (0.7)		
		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
2032 BUILD SIGNAL	AM	Overall LOS	E (70.7)											
		Approach LOS	C (28.9)			F (117.5)			A (0)			A (0.7)		
		Storage	360		260	360		180						
		50th Queue	1	264	4	412	0	0			0			0
		95th Queue	0	376	23	616	116	0			0			0
	PM	Overall LOS	B (14.2)											
		Approach LOS	B (17.3)			B (17.7)			A (0)			A (2.2)		
		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 overall 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 overall 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 Build improvements (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) 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

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

Overall LOS Standard: D Approach LOS Standard: D			SR 74 Northbound			SR 74 Southbound			Laurelmont Dr Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	C (20.1)											
		Approach LOS	C (24.3)			C (22.3)			A (0)			A (0.7)		
		Storage	360		260	360		180						
		50th Queue	1	257	4	150	0	0			0			0
		95th Queue	0	370	22	260	116	0			0			0
	PM	Overall LOS	A (8.9)											
		Approach LOS	B (14.4)			A (8.3)			A (0)			A (2.3)		
		Storage	360		260	360		180						
		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.

5.19 Sandy Creek Road at Jenkins Road (Intersection 19)

Overall LOS Standard: D Approach LOS Standard: D			Jenkins Rd Northbound			- Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (1.0)											
		Approach LOS	C (15.5)						A (0)			A (0.9)		
		Storage												
		50th Queue												
		95th Queue	25							0	0		25	
	PM	Overall LOS	A (0.7)											
		Approach LOS	B (11.2)						A (0)			A (0.5)		
		Storage												
		50th Queue												
		95th Queue	25							0	0		25	
2032 NO-BUILD TWSC	AM	Overall LOS	A (1.1)											
		Approach LOS	C (17.2)						A (0)			A (0.9)		
		Storage												
		50th Queue												
		95th Queue	25							0	0		25	
	PM	Overall LOS	A (0.7)											
		Approach LOS	B (11.6)						A (0)			A (0.5)		
		Storage												
		50th Queue												
		95th Queue	25							0	0		25	
2032 BUILD TWSC	AM	Overall LOS	B (10.6)											
		Approach LOS	F (180.6)						A (0)			A (1.6)		
		Storage												
		50th Queue												
		95th Queue	225							0	0		25	
	PM	Overall LOS	A (1.5)											
		Approach LOS	C (18.5)						A (0)			A (1.0)		
		Storage												
		50th Queue												
		95th Queue	50							0	0		25	

The intersection of Sandy Creek Road at Jenkins Road (Intersection 19) operates at an acceptable LOS for all approaches and overall 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 system improvements (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) left-turn lane and one (1) dedicated through lane

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

Overall LOS Standard: D Approach LOS Standard: D			Jenkins Rd Northbound			- Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (1.9)											
		Approach LOS	C (24.8)						A (0)			A (1.6)		
		Storage												
		50th Queue												
		95th Queue	75							0	0		25	
	PM	Overall LOS	A (1.2)											
		Approach LOS	B (12.7)						A (0)			A (1.0)		
		Storage												
		50th Queue												
		95th Queue	25							0	0		25	

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)

Overall LOS Standard: D Approach LOS Standard: D			Flat Creek Trail Northbound			- Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (2.1)											
		Approach LOS	C (17.2)						A (0)			A (1.1)		
		Storage												
		50th Queue												
		95th Queue	25							0	0	25	0	
	PM	Overall LOS	A (1.9)											
		Approach LOS	C (15.8)						A (0)			A (0.5)		
		Storage												
		50th Queue												
		95th Queue	25							0	0	25		
2032 NO-BUILD TWSC	AM	Overall LOS	A (2.3)											
		Approach LOS	C (19.7)						A (0)			A (1.1)		
		Storage												
		50th Queue												
		95th Queue	50							0	0	25	0	
	PM	Overall LOS	A (2.1)											
		Approach LOS	C (17.6)						A (0)			A (0.5)		
		Storage												
		50th Queue												
		95th Queue	25							0	0	25	0	
2032 BUILD TWSC	AM	Overall LOS	D (32.7)											
		Approach LOS	F (*)						(0)			()		
		Storage												
		50th Queue												
		95th Queue	325							0	0	25	0	
	PM	Overall LOS	D (27.5)											
		Approach LOS	F (*)						(0)			(0.5)		
		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 overall 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 Build improvements (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.

Overall LOS Standard: D Approach LOS Standard: D			Flat Creek Trail Northbound			- Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED ROUNDABOUT	AM	Overall LOS	A (9.5)											
		Approach LOS	A (7.6)						B (10.7)			A (6.7)		
		Storage			200						200			
		50th Queue												
		95th Queue		13	15					144	144		5	96
	PM	Overall LOS	B (12.2)											
		Approach LOS	A (5.1)						A (6.1)			B (16.9)		
		Storage			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)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy B Eastbound			Dwy C Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (0.8)											
		Approach LOS	A (0)			A (1.3)						B (13.7)		
		Storage												
		50th Queue												
		95th Queue		0	0	25	0					25		
	PM	Overall LOS	A (0.5)											
		Approach LOS	A (0)			A (0.2)						B (12.1)		
		Storage												
		50th Queue												
		95th Queue		0	0	0	0					25		
2032 NO-BUILD TWSC	AM	Overall LOS	A (0.8)											
		Approach LOS	A (0)			A (1.3)						B (14.6)		
		Storage												
		50th Queue												
		95th Queue		0	0	25	0					25		
	PM	Overall LOS	A (0.5)											
		Approach LOS	A (0)			A (0.2)						B (12.8)		
		Storage												
		50th Queue												
		95th Queue		0	0	0	0					25		
2032 BUILD TWSC	AM	Overall LOS	A (1.6)											
		Approach LOS	A (0.6)			A (3.4)			F (*)			F (*)		
		Storage												
		50th Queue												
		95th Queue	25	0	0	50	0	0	0	*	0	0	*	0
	PM	Overall LOS	F (221.4)											
		Approach LOS	A (0.3)			A (0.2)			F (*)			F (*)		
		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 overall 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 overall 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 Build improvement (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) 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

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy B Eastbound			Dwy C Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (9.9)											
		Approach LOS	A (0.6)			A (3.5)			F (51.5)			F (*)		
		Storage	235		160	235								85
		50th Queue												
		95th Queue	25	0	0	50	0			25			100	25
	PM	Overall LOS	C (20.8)											
		Approach LOS	A (0.3)			A (0.2)			F (63.4)			F (274.7)		
		Storage	235		160	235								85
		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 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.

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Dwy H Eastbound			Dwy I Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING ROUNDABOUT	AM	Overall LOS	A (9.0)											
		Approach LOS	A (6.6)			B (11.7)			A (6.7)			A (6.7)		
		Storage			275						50			
		50th Queue												
		95th Queue		92	4		108	4		3	1		1	
	PM	Overall LOS	A (7.8)											
		Approach LOS	A (5.7)			B (10.3)			A (6.7)			A (6.0)		
		Storage			275						50			
		50th Queue												
		95th Queue		69	6		79	1		5	4		15	
2032 NO-BUILD ROUNDABOUT	AM	Overall LOS	A (9.8)											
		Approach LOS	A (7.3)			B (12.8)			A (7.2)			A (7.2)		
		Storage			275						50			
		50th Queue												
		95th Queue		110	1		129	4		3	1		20	
	PM	Overall LOS	A (8.4)											
		Approach LOS	A (6.1)			B (11.1)			A (7.1)			A (6.4)		
		Storage			275						50			
		50th Queue												
		95th Queue		81	6		92	1		5	5		17	
2032 BUILD ROUNDABOUT	AM	Overall LOS	D (51.9)											
		Approach LOS	B (16.9)			D (41.2)			C (20.1)			F (213.8)		
		Storage			275						50			
		50th Queue												
		95th Queue		467	48		1063	25		23	23		1213	
	PM	Overall LOS	E (58.1)											
		Approach LOS	B (11.5)			C (29.2)			C (27.1)			F (210.2)		
		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 overall 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 overall 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 Build improvements (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.

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Dwy H Eastbound			Dwy I Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD ROUNDABOUT	AM	Overall LOS	C (31.0)											
		Approach LOS	B (16.9)			D (48.1)			C (21.7)			C (29.2)		
		Storage			275						50			200
		50th Queue												
		95th Queue		467	48		1171	26		24	25		131	171
	PM	Overall LOS	C (26.1)											
		Approach LOS	B (11.5)			D (45.1)			D (36.2)			C (22.9)		
		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)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy F Southbound			Hood Rd Eastbound			Hood Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (5.4)											
		Approach LOS				A (8.6)			A (5.1)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
	PM	Overall LOS	A (6.6)											
		Approach LOS				A (8.6)			A (5.6)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
2032 NO-BUILD TWSC	AM	Overall LOS	A (5.3)											
		Approach LOS				A (8.7)			A (5.0)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
	PM	Overall LOS	A (6.6)											
		Approach LOS				A (8.6)			A (5.5)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
2032 BUILD TWSC	AM	Overall LOS	A (5.9)											
		Approach LOS				A (9.0)			A (5.3)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
	PM	Overall LOS	A (6.4)											
		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 overall 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)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy G Southbound			Hood Rd Eastbound			Hood Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (4.6)											
		Approach LOS				A (8.4)			A (4.8)			A (0)		
		Storage												
		50th Queue												
		95th Queue				0			0	0			0	0
	PM	Overall LOS	A (3.1)											
		Approach LOS				A (8.5)			A (3.0)			A (0)		
		Storage												
		50th Queue												
		95th Queue				0			0	0			0	0
2032 NO-BUILD TWSC	AM	Overall LOS	A (4.3)											
		Approach LOS				A (8.4)			A (4.5)			A (0)		
		Storage												
		50th Queue												
		95th Queue				0			0	0			0	0
	PM	Overall LOS	A (2.9)											
		Approach LOS				A (8.5)			A (2.8)			A (0)		
		Storage												
		50th Queue												
		95th Queue				0			0	0			0	0
2032 BUILD TWSC	AM	Overall LOS	A (6.0)											
		Approach LOS				A (8.5)			A (5.8)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
	PM	Overall LOS	A (5.6)											
		Approach LOS				A (8.5)			A (5.1)			A (0)		
		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 overall 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.

5.25 Sandy Creek Road at Driveway K (Intersection 25)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy K Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (1.9)											
		Approach LOS				C (16.6)			A (1.3)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
	PM	Overall LOS	A (0.6)											
		Approach LOS				B (12.6)			A (0.2)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			0	0			0	0
2032 NO-BUILD TWSC	AM	Overall LOS	A (1.9)											
		Approach LOS				C (17.9)			A (1.2)			C (17.9)		
		Storage												
		50th Queue												
		95th Queue				25			25	0			0	0
	PM	Overall LOS	A (0.6)											
		Approach LOS				B (13.2)			A (0.1)			A (0)		
		Storage												
		50th Queue												
		95th Queue				25			0	0			0	0
2032 BUILD TWSC	AM	Overall LOS	A (5.2)											
		Approach LOS				F (111.8)			A (1.1)			A (0)		
		Storage												
		50th Queue												
		95th Queue				100			25	0			0	0
	PM	Overall LOS	A (1.7)											
		Approach LOS				E (36.3)			A (0.2)			A (0)		
		Storage												
		50th Queue												
		95th Queue				50			25	0			0	0

The intersection of Sandy Creek Road at Driveway K (Intersection 25) operates at an acceptable LOS for all approaches and overall 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 overall, 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 Build improvements (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) 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

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

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy K Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (2.0)											
		Approach LOS				D (34.7)			A (1.1)			A (0)		
		Storage						85	235					160
		50th Queue												
		95th Queue				50		25	25	0				50
	PM	Overall LOS	A (1.0)											
		Approach LOS				C (20.4)			A (0.2)			A (0)		
		Storage						85	235					160
		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 L / Driveway M (Intersection 26)

Overall LOS Standard: D Approach LOS Standard: D			Dwy L Northbound			Dwy M Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (3.1)											
		Approach LOS	B (14.4)			C (20.0)			A (0)			A (1.6)		
		Storage			85				245		130	140		145
		50th Queue												
		95th Queue		25	25		50		0	0	0	25	0	0
	PM	Overall LOS	A (2.5)											
		Approach LOS	B (12.8)			B (13.5)			A (0)			A (0.5)		
		Storage			85				245		130	140		145
		50th Queue												
		95th Queue		25	25		25		0	0	0	0	0	0
2032 NO-BUILD TWSC	AM	Overall LOS	A (3.2)											
		Approach LOS	C (15.4)			C (22.2)			A (0)			A (1.5)		
		Storage			85				245		130	140		145
		50th Queue												
		95th Queue		25	25		50		0	0	0	25	0	0
	PM	Overall LOS	A (2.4)											
		Approach LOS	B (13.5)			B (14.2)			A (0)			A (0.4)		
		Storage			85				245		130	140		145
		50th Queue												
		95th Queue		25	25		25		0	0	0	0	0	0
2032 BUILD TWSC	AM	Overall LOS	F (232.5)											
		Approach LOS	F (*)			F (*)			A (0.7)			A (1.1)		
		Storage			85				245		130	140		145
		50th Queue												
		95th Queue		175	25		300		25	0	0	25	0	0
	PM	Overall LOS	F (51.5)											
		Approach LOS	F (*)			F (63.3)			A (0.3)			A (0.3)		
		Storage			85				245		130	140		145
		50th Queue												
		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 overall 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 overall 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 Build improvement (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 Warrant Analysis Summary		
Warrant	Projected Build	
	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 Build improvements (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) 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 at the intersection

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

Overall LOS Standard: D Approach LOS Standard: D			Dwy L Northbound			Dwy M Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED SIGNAL	AM	Overall LOS	A (4.9)											
		Approach LOS	B (10.0)			B (10.4)			A (4.5)			A (4.2)		
		Storage	85			85			245		130	140		145
		50th Queue	3	3		6	7		7	46	0	5	24	0
		95th Queue	12	15		17	26		24	86	13	21	48	3
	PM	Overall LOS	A (6.0)											
		Approach LOS	A (9.3)			A (8.7)			A (5.2)			A (5.6)		
		Storage	85			85			245		130	140		145
		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)

Overall LOS Standard: D Approach LOS Standard: D			Dwy N Northbound			Proposed Dwy O Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (1.3)											
		Approach LOS	B (12.2)						A (0)			A (1.7)		
		Storage									235	245		
		50th Queue												
		95th Queue	25							0	0	25	0	
	PM	Overall LOS	A (1.3)											
		Approach LOS	B (10.2)						A (0)			A (0.4)		
		Storage									235	245		
		50th Queue												
		95th Queue	25							0	0	25	0	
2032 NO-BUILD TWSC	AM	Overall LOS	A (1.2)											
		Approach LOS	B (13.2)						A (0)			A (1.6)		
		Storage									235	245		
		50th Queue												
		95th Queue	25							0	0	25	0	
	PM	Overall LOS	A (1.3)											
		Approach LOS	B (10.8)						A (0)			A (0.4)		
		Storage									235	245		
		50th Queue												
		95th Queue	25							0	0	25	0	
2032 BUILD TWSC	AM	Overall LOS	C (21.5)											
		Approach LOS	F (*)			E (41.7)			A (0.4)			A (1.3)		
		Storage									235	245		
		50th Queue												
		95th Queue		200			25			25	0	25	0	0
	PM	Overall LOS	F (63.8)											
		Approach LOS	F (*)			E (41.0)			A (0.2)			A (0.2)		
		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 overall 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 overall 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 E 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 Build improvements (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) 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

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

Overall LOS Standard: D Approach LOS Standard: D			Dwy N Northbound			Proposed Dwy O Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	B (13.5)											
		Approach LOS	F (*)			C (18.7)			A (0.4)			A (1.5)		
		Storage			100				235		235	245		175
		50th Queue												
		95th Queue		125	25		25		25	0	0	25	0	0
	PM	Overall LOS	B (11.2)											
		Approach LOS	F (147.8)			C (22.8)			A (0.2)			A (0.2)		
		Storage			100				235		235	245		175
		50th Queue												
		95th Queue		175	25		25		25	0	0	25	0	0

**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 overall 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.

5.28 Sandy Creek Road at Driveway P (Intersection 28)

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy P Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 EXISTING TWSC	AM	Overall LOS	A (0.4)											
		Approach LOS				C (15.3)			A (0.3)			A (0)		
		Storage												200
		50th Queue												
		95th Queue				25			0	0			0	0
	PM	Overall LOS	A (0.9)											
		Approach LOS				B (12.9)			A (0.1)			A (0)		
		Storage												200
		50th Queue												
		95th Queue				25			0	0			0	0
2032 NO-BUILD TWSC	AM	Overall LOS	A (0.3)											
		Approach LOS				C (16.5)			A (0.2)			A (0)		
		Storage												200
		50th Queue												
		95th Queue				25			0	0			0	0
	PM	Overall LOS	A (0.9)											
		Approach LOS				B (13.7)			A (0.1)			A (0)		
		Storage												200
		50th Queue												
		95th Queue				25			0	0			0	0
2032 BUILD TWSC	AM	Overall LOS	A (1.2)											
		Approach LOS				F (99.4)			A (0.4)			A (0)		
		Storage												200
		50th Queue												
		95th Queue				50			25	0			0	0
	PM	Overall LOS	A (6.4)											
		Approach LOS				F (135.3)			A (0.2)			A (0)		
		Storage												200
		50th Queue												
		95th Queue				150			25	0			0	0

The intersection of Sandy Creek Road at Driveway P (Intersection 28) operates at an acceptable LOS for all approaches and overall 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 overall, 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 Build improvements (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) 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

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

Overall LOS Standard: D Approach LOS Standard: D			- Northbound			Dwy P Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (0.8)											
		Approach LOS				D (32.7)			A (0.7)			A (0)		
		Storage						100	350					200
		50th Queue												
		95th Queue				25		25	25	0			0	0
	PM	Overall LOS	A (1.9)											
		Approach LOS				E (39.1)			A (0.3)			A (0)		
		Storage						100	350					200
		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 overall 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.

5.29 Veterans Parkway at Proposed Driveway A (Intersection 29)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy A Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD TWSC	AM	Overall LOS	A (0.3)											
		Approach LOS	A (0.2)			A (0)			E (38.5)					
		Storage	235						200					
		50th Queue												
		95th Queue	25	0			0	0	25		0			
	PM	Overall LOS	A (1.7)											
		Approach LOS	A (0.1)			A (0)			F (94.6)					
		Storage	235						200					
		50th Queue												
		95th Queue	25	0			0	0	50		25			

The proposed intersection of Veterans Parkway at Proposed Driveway A (Intersection 29) is anticipated to operate at an acceptable LOS overall 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 Build improvement (needed to serve the development traffic).

In addition to the improvement to widen Veterans Parkway 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 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

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

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy A Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED TWSC	AM	Overall LOS	A (0.2)											
		Approach LOS	A (0.2)			A (0)			C (20.1)					
		Storage	235						200					
		50th Queue												
		95th Queue	25	0			0	0	25		0			
	PM	Overall LOS	A (0.9)											
		Approach LOS	A (0.1)			A (0)			E (47.0)					
		Storage	235						200					
		50th Queue												
		95th Queue	25	0			0	0	50		25			

With the improvements listed above, the intersection of Veterans Parkway at Proposed Driveway A (Intersection 29) is projected to operate at or above its overall 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.

5.30 Veterans Parkway at Proposed Driveway R (Intersection 30)

Overall LOS Standard: D Approach LOS Standard: D			Veterans Pkwy Northbound			Veterans Pkwy Southbound			Proposed Dwy R Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD (TWSC)	AM	Overall LOS	A (0.5)											
		Approach LOS	A (0.6)			A (0)			C (23.7)					
		Storage												
		50th Queue												
		95th Queue	25	0			0	0		25				
	PM	Overall LOS	A (1.1)											
		Approach LOS	A (0.1)			A (0)			C (22.5)					
		Storage												
		50th Queue												
		95th Queue	0	0			0	0		25				

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

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

Overall LOS Standard: D Approach LOS Standard: D			Proposed Dwy Q Northbound			- Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD TWSC	AM	Overall LOS	A (0.4)											
		Approach LOS	F (52.2)						A (0)			A (0.4)		
		Storage												
		50th Queue												
		95th Queue		25						0	0	25	0	
	PM	Overall LOS	A (1.5)											
		Approach LOS	F (63.4)						A (0)			A (0)		
		Storage												
		50th Queue												
		95th Queue		50						0	0	0	0	

The proposed intersection of Sandy Creek Road at Proposed Driveway Q (Intersection 31) is anticipated to operate at an acceptable LOS overall 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 Build improvements (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) left-turn lane and two (2) dedicated through lanes

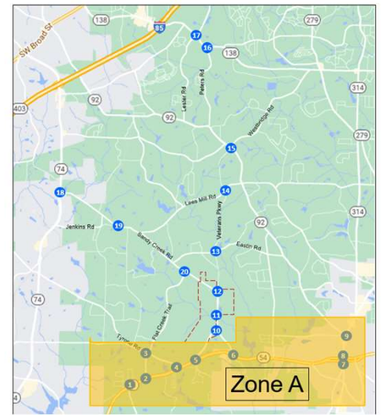
The analysis results for the improved conditions at Intersection 31 are shown in the table below.

			Overall LOS Standard: D Approach LOS Standard: D	Proposed Dwy Q Northbound			- Southbound			Sandy Creek Rd Eastbound			Sandy Creek Rd Westbound		
				L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD IMPROVED	TWSC	AM	Overall LOS	A (0.4)											
			Approach LOS	E (39.5)						A (0)			A (0.6)		
			Storage										350		
			50th Queue												
			95th Queue		25						0	0	25	0	
		PM	Overall LOS	A (0.7)											
			Approach LOS	D (27.7)						A (0)			A (0)		
			Storage										350		
			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 overall 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.

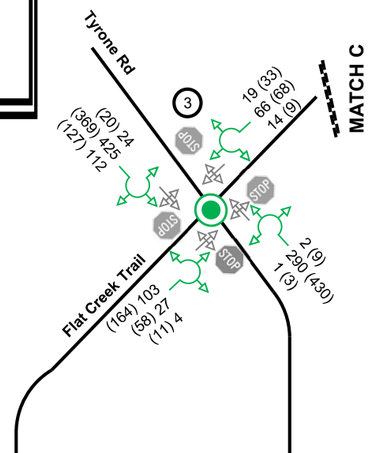
LEGEND

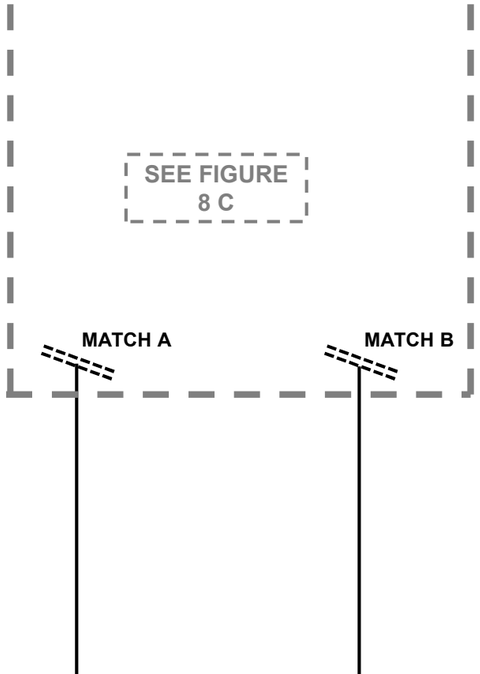
- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Existing STOP Control
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (#) Intersection Reference Number



Project Zone Location Map

NOT TO SCALE





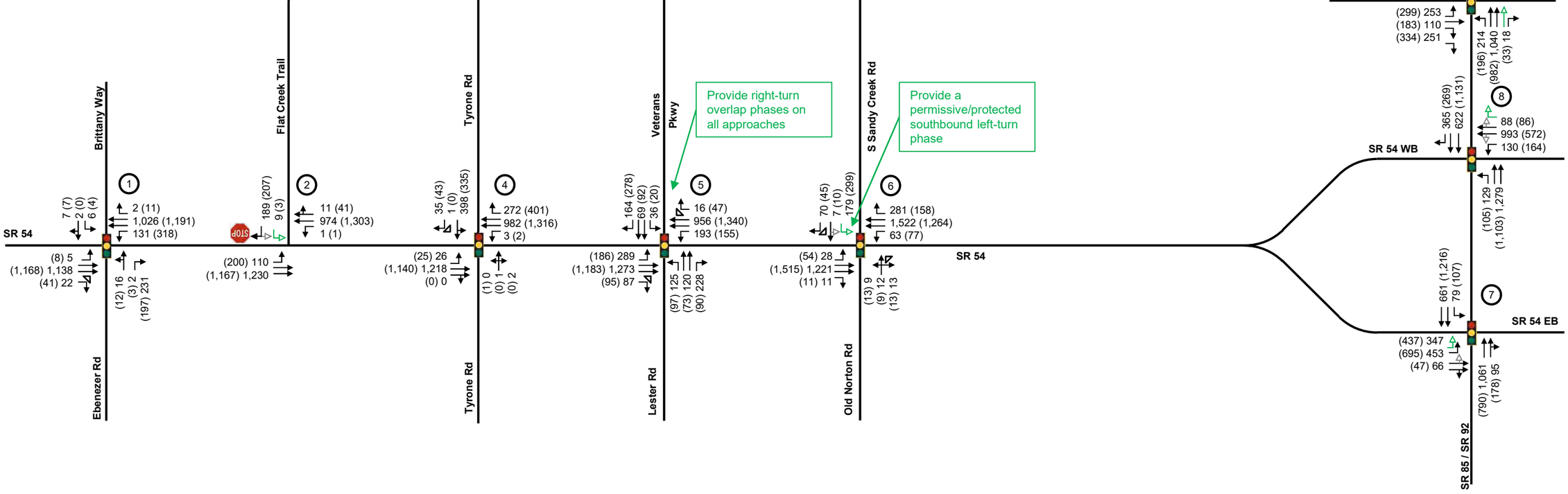


Figure 8A

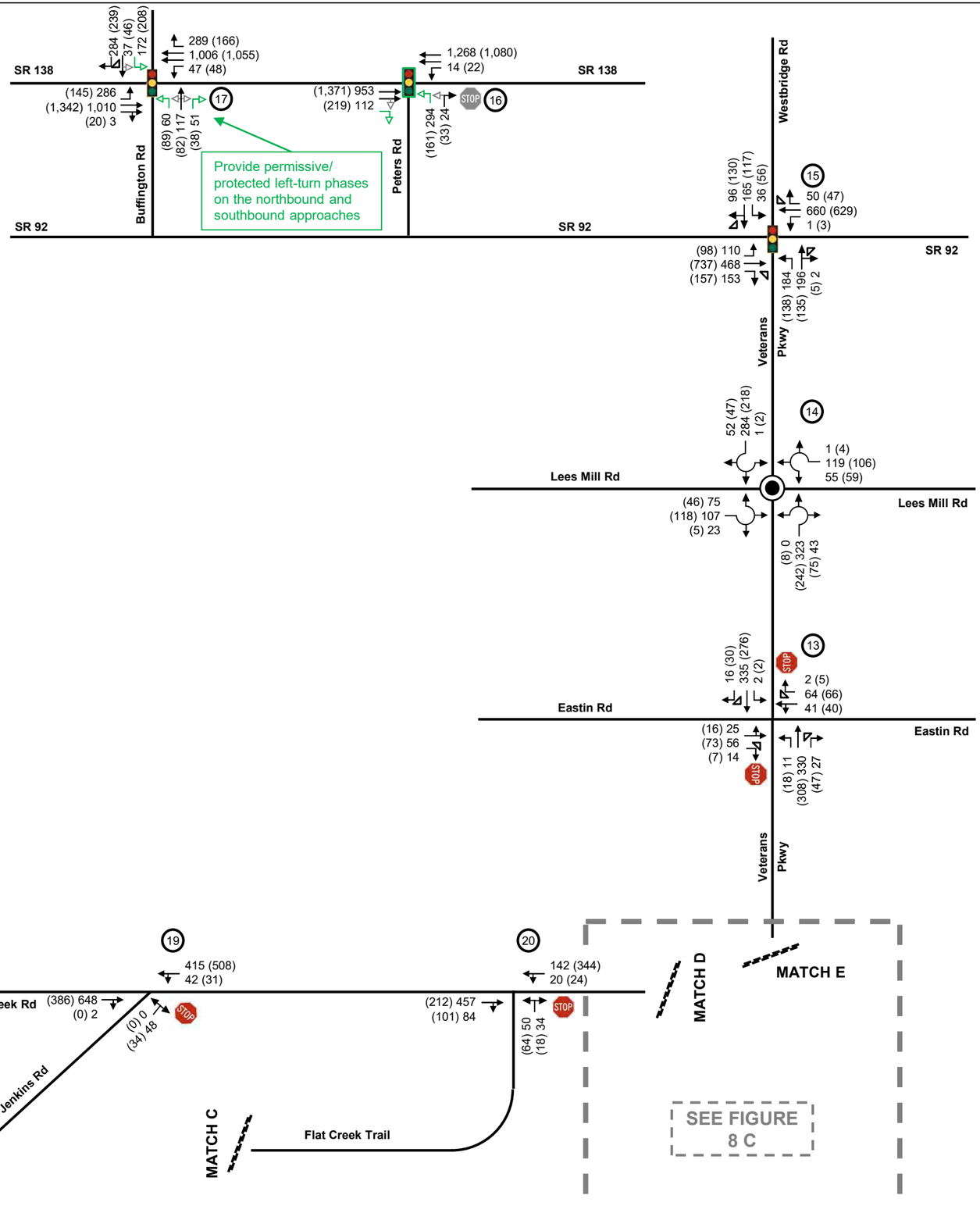
Existing 2022 Traffic Conditions

Trilith Expansion DRI #3776
Transportation Analysis

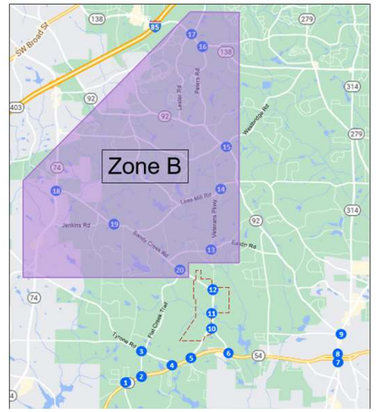
Kimley»Horn

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Existing STOP Control
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (#) Intersection Reference Number



Project Zone Location Map



NOT TO SCALE

Figure 8B

Existing 2022 Traffic Conditions

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE

Project Zone Location Map

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Existing STOP Control
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (#) Intersection Reference Number

Figure 8C

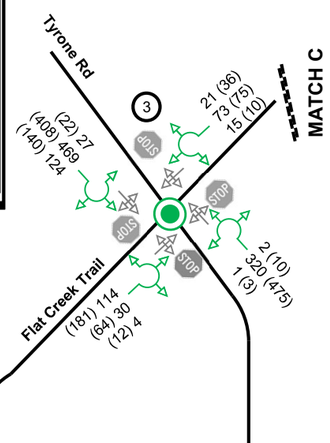
Existing 2022 Traffic Conditions

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Recommended Laneage for Improved No-Build Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Existing STOP Control
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- Recommended Roundabout for Improved No-Build Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (#) Intersection Reference Number

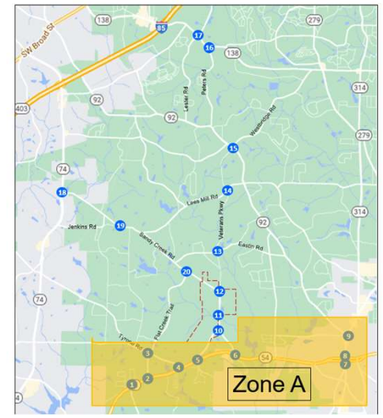


SEE FIGURE 9 C

MATCH A

MATCH B

Project Zone Location Map



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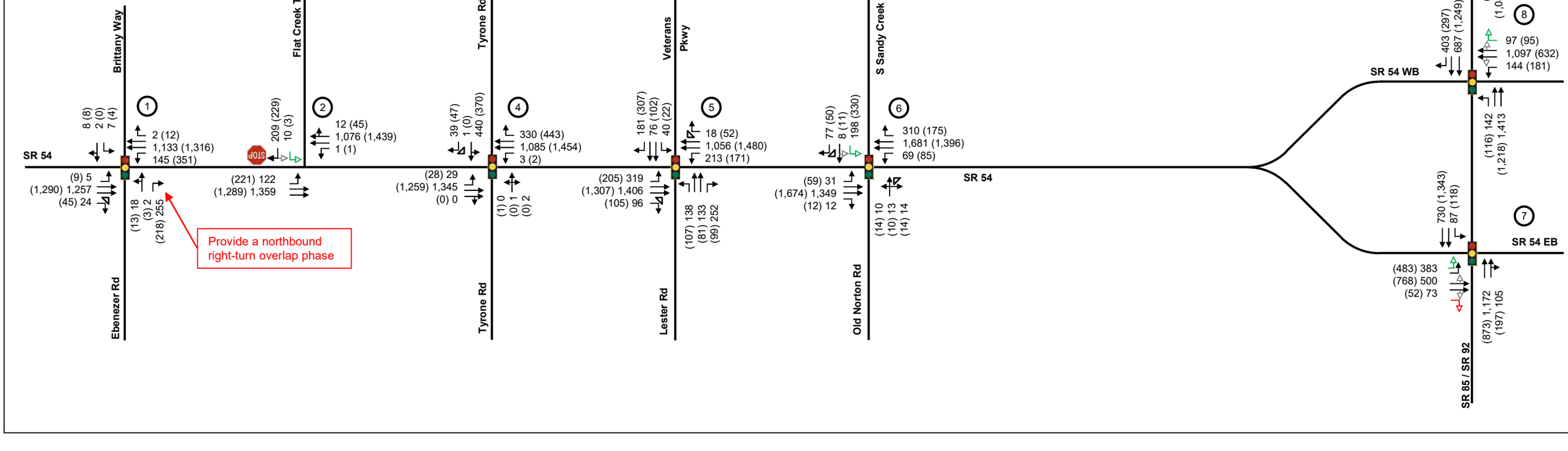

Figure 9A

Projected 2032 No-Build Conditions

Trilith Expansion DRI #3776 Transportation Analysis

Kimley»Horn

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Recommended Laneage for Improved No-Build Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Existing STOP Control
- Existing Roundabout
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- Recommended Roundabout for Improved No-Build Conditions
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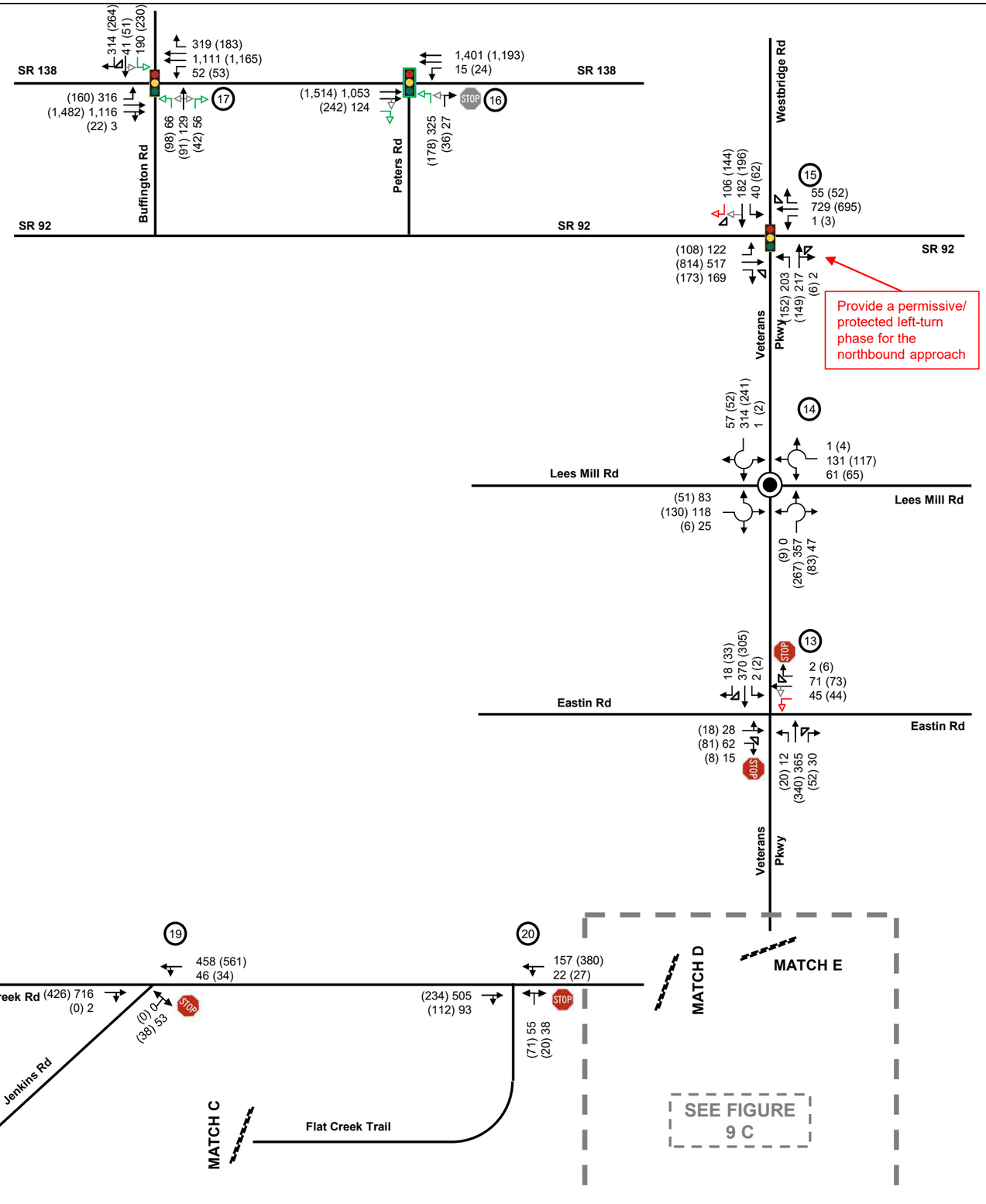
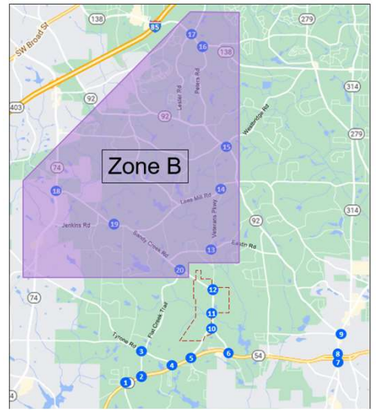


Project Zone Location Map



NOT TO SCALE

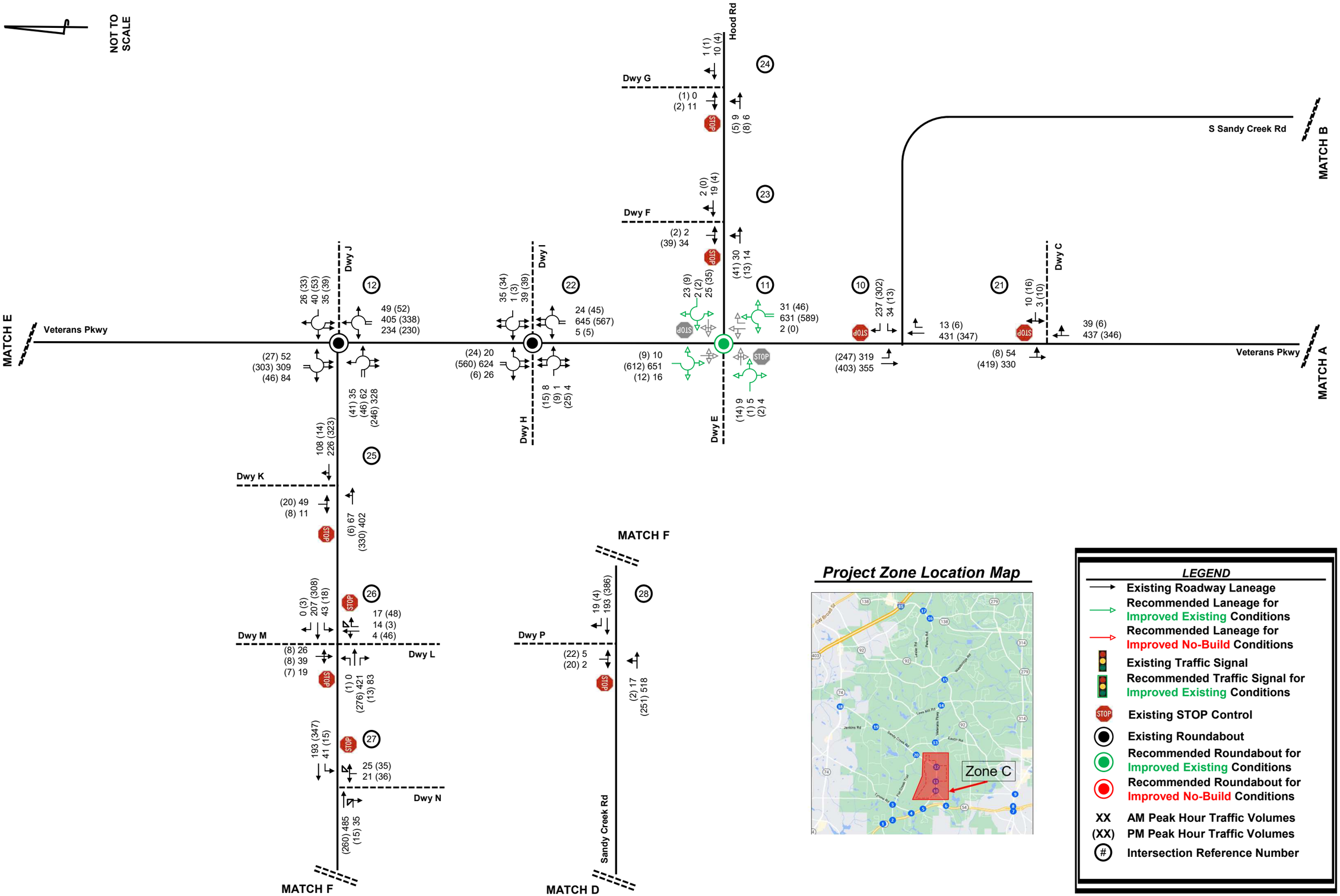
Figure 9B

Projected 2032 No-Build Conditions

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE



Project Zone Location Map

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Recommended Laneage for Improved No-Build Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Existing STOP Control
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- Recommended Roundabout for Improved No-Build Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (#) Intersection Reference Number

Figure 9C

Projected 2032 No-Build Conditions

Trilith Expansion DRI #3776 Transportation Analysis

Kimley»Horn

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Recommended Laneage for Improved No-Build Conditions
- Recommended Laneage for Improved Build Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Recommended Traffic Signal for Improved Build Conditions
- Existing STOP Control
- Recommended STOP Control for Build Conditions
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- Recommended Roundabout for Improved No-Build Conditions
- Recommended Roundabout for Improved Build Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (#) Intersection Reference Number

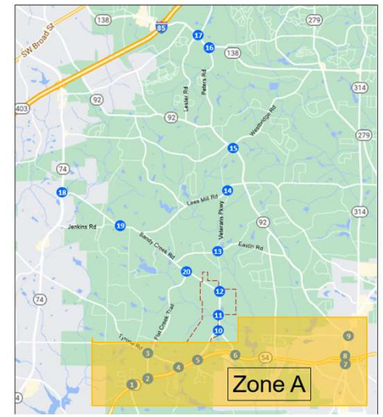
SEE FIGURE 10 C

MATCH A

MATCH B

MATCH C

Project Zone Location Map



NOT TO SCALE

Tyrone Rd

(22) 27
(448) 560
(140) 124

21 (36)
73 (75)
15 (10)

2 (10)
339 (362)
1 (3)

Flat Creek Trail

(181) 114
(64) 30
(12) 4

Provide a protected-only southbound left-turn phase

Provide protected-only southbound and eastbound left-turn phases
Provide a protected-only southbound right-turn overlap phase

SR 54

Brittany Way

Ebenezer Rd

Flat Creek Trail

Tyrone Rd

Veterans Pkwy

Lester Rd

Old Norton Rd

S Sandy Creek Rd

SR 85

SR 92 (Forrest Ave)

SR 54 WB

SR 54 EB

SR 85 / SR 92

1: 8 (8), 2 (0), 7 (4); 2 (12), 1,227 (1,544), 164 (438); (9) 5, (1,432) 1,475, (45) 24; (13) 18, (3) 2, (258) 346

2: 209 (229), 10 (3); 12 (45), 1,1187 (1,754), 1 (1); (221) 122, (1,470) 1,667

4: 39 (47), 1 (0), 531 (410); 319 (530), 1,196 (1,769), 3 (2); (28) 29, (1,440) 1,653, (0) 0; (1) 0, (0) 1, (0) 2

5: 310 (748), 76 (102), 206 (562); 518 (366), 1,056 (1,442), 213 (171); (464) 718, (1,269) 1,406, (105) 96; (107) 138, (81) 133, (99) 252

6: 77 (50), 8 (11), 234 (429); 411 (229), 2,181 (1,672), 69 (85); (59) 31, (2,176) 1,515, (12) 12; (14) 10, (10) 13, (14) 14

9: 25 (30), 1,020 (1,481), 13 (52); 10 (38), 144 (155), 27 (57); (330) 279, (202) 122, (409) 368

8: 701 (464), 687 (1,249); 97 (95), 1,298 (741), 144 (181); (304) 255, (1,302) 1,226, (36) 20; (170) 243, (1,522) 1,507

7: 730 (1,343), 87 (118); (787) 477, (968) 572, (151) 109; (927) 1,273, (197) 105

Figure 10A

Projected 2032 Build Conditions

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

LEGEND

- Existing Roadway Laneage
- Recommended Laneage for Improved Existing Conditions
- Recommended Laneage for Improved No-Build Conditions
- Recommended Laneage for Improved Build Conditions
- Existing Traffic Signal
- Recommended Traffic Signal for Improved Existing Conditions
- Recommended Traffic Signal for Improved Build Conditions
- Existing STOP Control
- Recommended STOP Control for Build Conditions
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- Recommended Roundabout for Improved No-Build Conditions
- Recommended Roundabout for Improved Build Conditions
- XX AM Peak Hour Traffic Volumes
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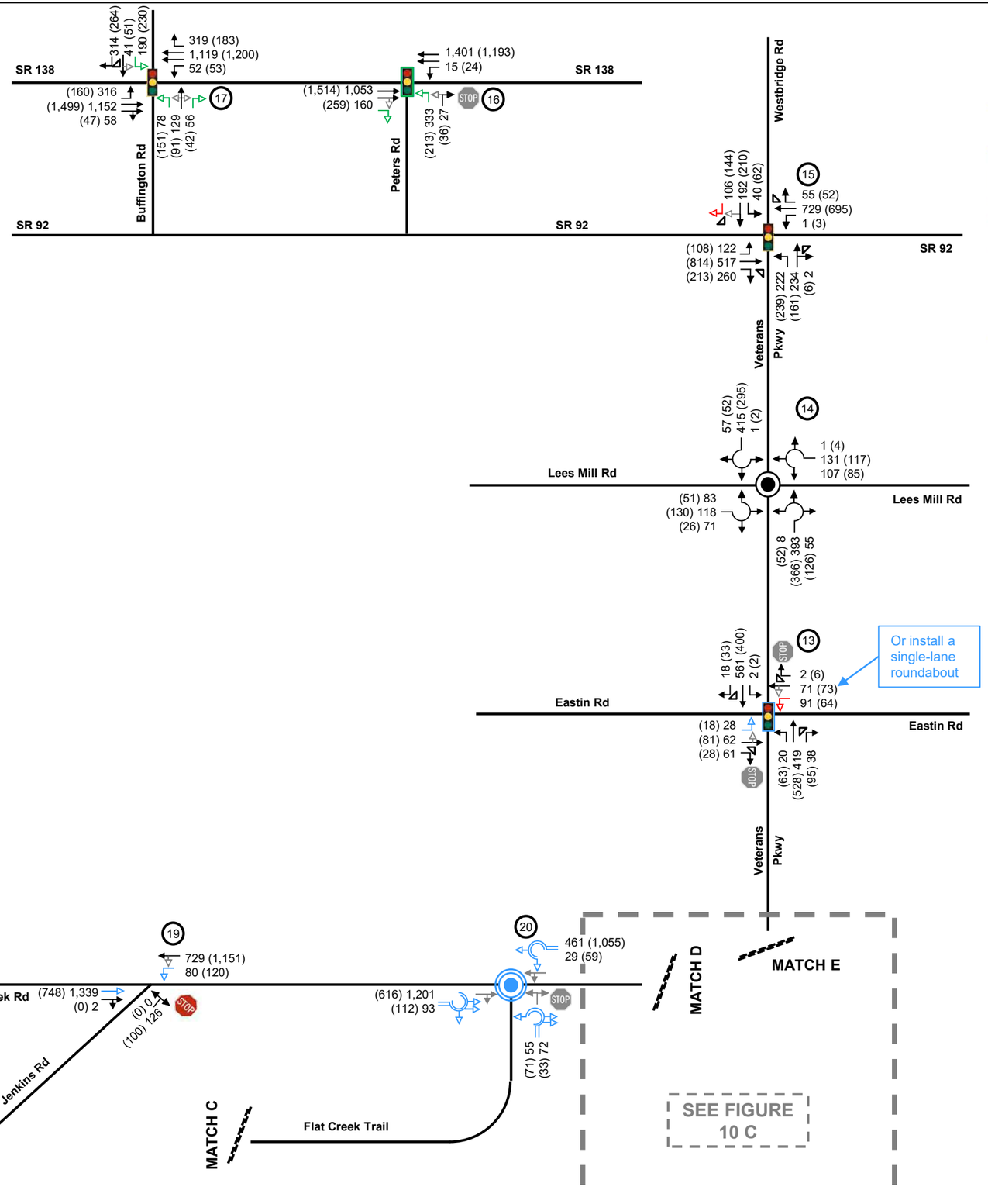
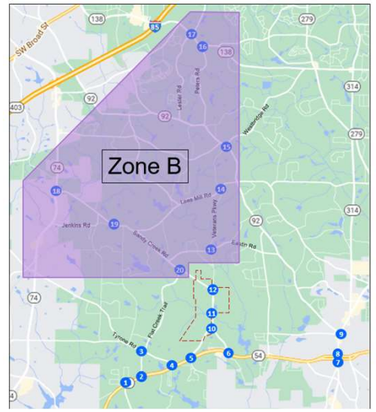


Project Zone Location Map



NOT TO SCALE

Figure 10B

Projected 2032 Build Conditions

Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

NOT TO SCALE

MATCH E

Veterans Pkwy

Dwy R

Dwy J

Dwy H

Dwy I

Dwy E

Dwy D

Dwy B

Dwy A

Dwy C

Hood Rd

Dwy G

Dwy F

S Sandy Creek Rd

MATCH B

MATCH A

Veterans Pkwy

Dwy K

Dwy M

Dwy L

Dwy O

Dwy N

MATCH F

MATCH F

Dwy P

Dwy Q

Sandy Creek Rd

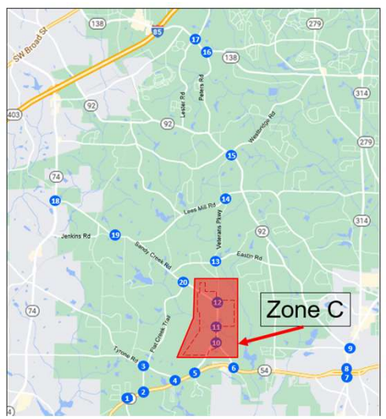
MATCH D

Or install a multilane roundabout

Or install a multilane roundabout

Or install a multilane roundabout

Project Zone Location Map



LEGEND

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- Recommended Traffic Signal for Improved Existing Conditions
- Recommended Traffic Signal for Improved Build Conditions
- Existing STOP Control
- Recommended STOP Control for Build Conditions
- Existing Roundabout
- Recommended Roundabout for Improved Existing Conditions
- Recommended Roundabout for Improved No-Build Conditions
- Recommended Roundabout for Improved Build Conditions
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- # Intersection Reference Number

Figure 10C

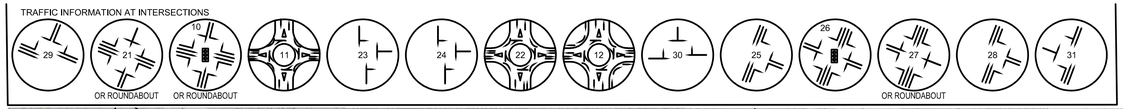
Projected 2032 Build Conditions

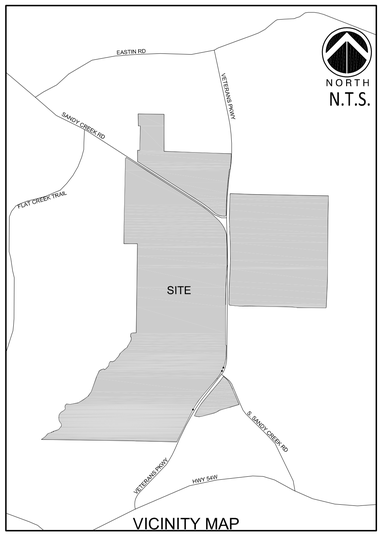
Trilith Expansion DRI #3776
Transportation Analysis

Kimley»Horn

Appendix A – DRI Site Plan

TRAFFIC INFORMATION AT INTERSECTIONS



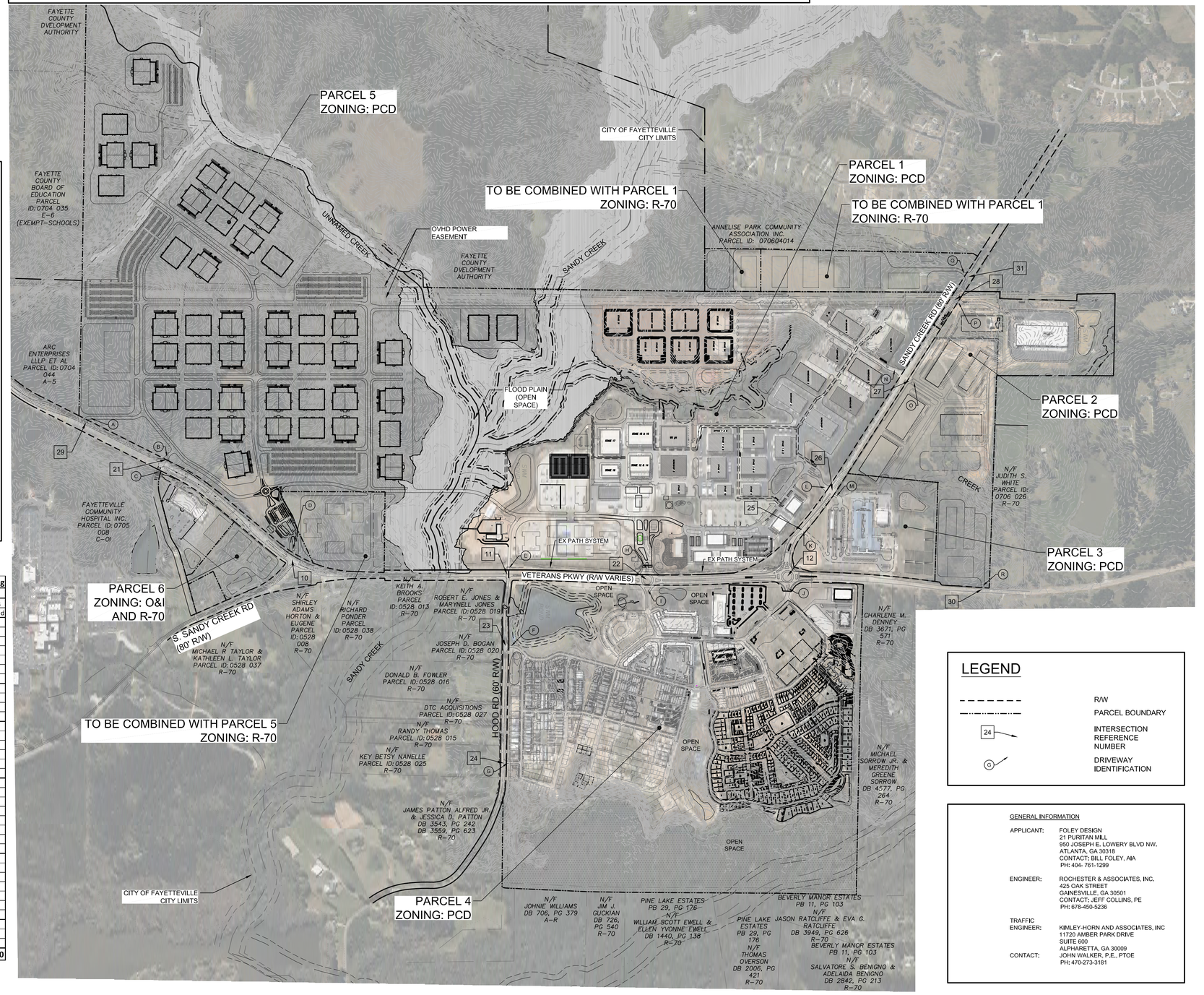


NOTES:

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

LAND USE SUMMARY

	2015 DRI 2480		BUILT/UNDER CONSTRUCTION		TOTAL PROPOSED (DRI 3776)		CHANGE FROM DRI 2480		Parking
	TOTAL NON-RES. AREA (sf)	TOTAL RES. UNITS	TOTAL NON-RES. AREA (sf)	TOTAL RES. UNITS	TOTAL NON-RES. AREA (sf)	TOTAL RES. UNITS	TOTAL NON-RES. AREA (sf)	TOTAL RES. UNITS	Total Spaces 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**



LEGEND

- R/W
- PARCEL BOUNDARY
- 24 — INTERSECTION REFERENCE NUMBER
- G — DRIVEWAY IDENTIFICATION

GENERAL INFORMATION

APPLICANT: FOLEY DESIGN
21 PURITAN MILL
950 JOSEPH E. LOWERY BLVD NW.
ATLANTA, GA 30318
CONTACT: BILL FOLEY, AIA
PH: 404- 761-1299

ENGINEER: ROCHESTER & ASSOCIATES, INC.
425 OAK STREET
GAINESVILLE, GA 30501
CONTACT: JEFF COLLINS, PE
PH: 678-450-5236

TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
CONTACT: JOHN WALKER, P.E., PTOE
PH: 470-273-3181

FOLEY DESIGN
www.foleydesign.com
21 PURITAN MILL, 950 JOSEPH E.LOWERY BLVD, NW.
ATLANTA, GA 30318
404-761-1299

DRI SITE PLAN

TRILITH EXPANSION

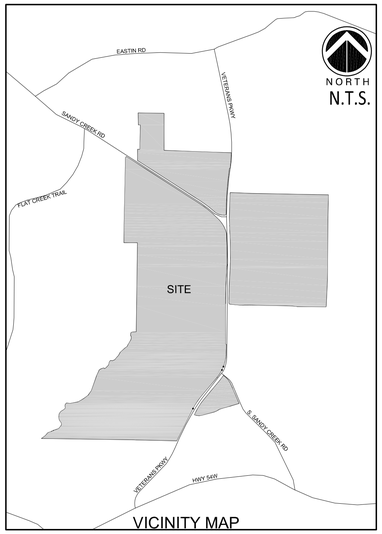
CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

REVISIONS:

1. 08/04/22 1ST SUBMITTAL
2. 10/31/22 INTERSECTION/TRAFFIC UPDATE

10/31/22

NORTH
0 500 1000 1500 feet
SCALE: 1" = 500'



VICINITY MAP

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   PARCEL 4 - PCD (PLANNED COMMUNITY DEVELOPMENT) & R-70 SINGLEF AMILY RESIDENTIAL
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   C. GAS - ATLANTA GAS LIGHT
   D. TELEPHONE - AT&T
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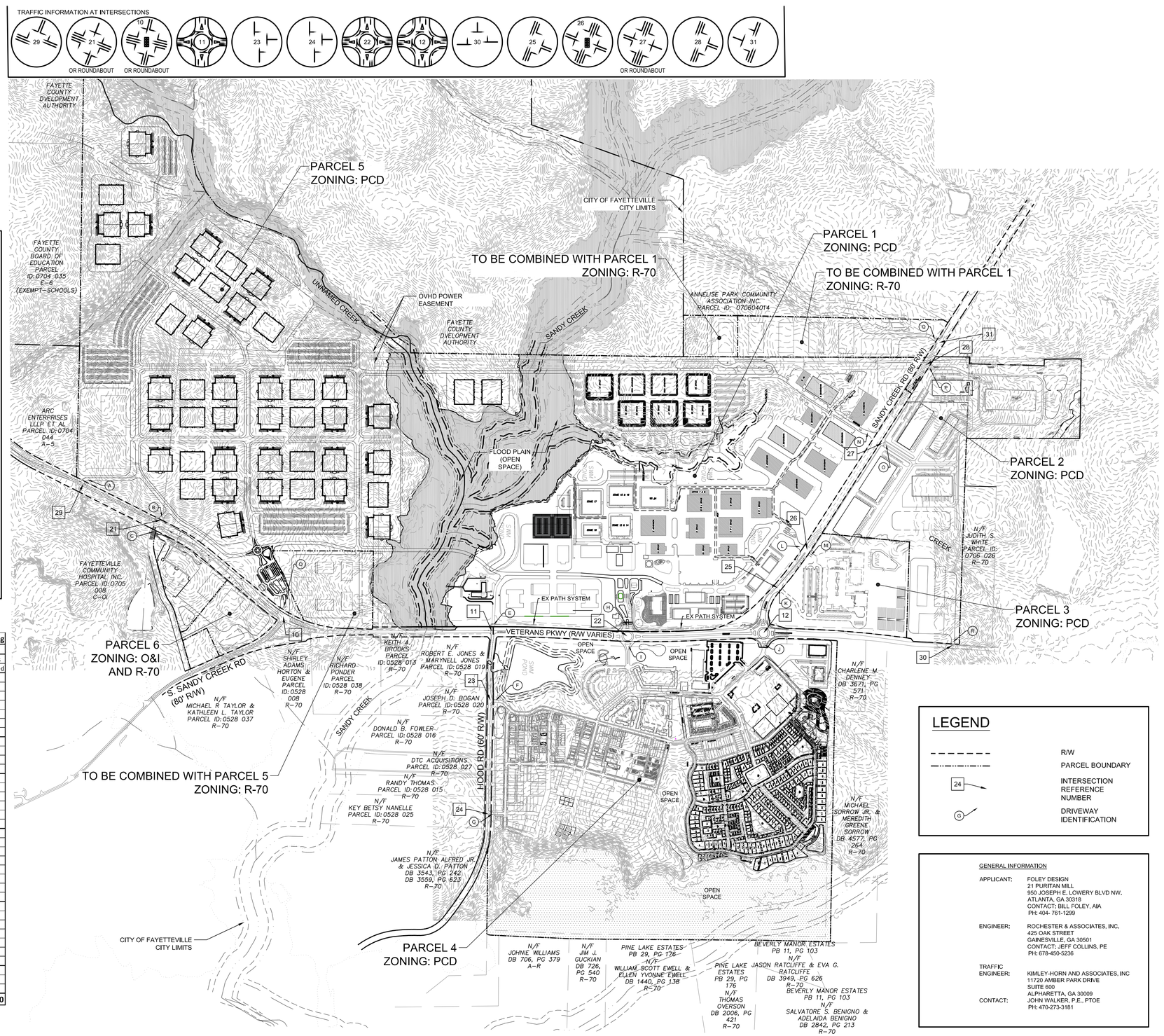
WORKSHOPS (WS)	290,000		199,248		299,248		9,248	0	200
WAREHOUSES (WH)	250,000		362,500		462,500		212,500	0	200
OFFICES (O)	320,000		196,738		563,738		243,738	0	1,835
RECYCLE CENTER (RC)	5,000		5,084		5,084		84	0	0
	1,460,000	0	1,291,877	0	2,309,877	0	849,877	0	
MAIN STUDIO - PARCEL 2 (MEDIA PARK EXPANSION)									
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**



LEGEND

- R/W
- PARCEL BOUNDARY
- 24 — INTERSECTION REFERENCE NUMBER
- G — DRIVEWAY IDENTIFICATION

GENERAL INFORMATION

APPLICANT:	FOLEY DESIGN 21 PURITAN MILL 950 JOSEPH E. LOWERY BLVD NW. ATLANTA, GA 30318 CONTACT: BILL FOLEY, AIA PH: 404- 761-1299
ENGINEER:	ROCHESTER & ASSOCIATES, INC. 425 OAK STREET GAINESVILLE, GA 30501 CONTACT: JEFF COLLINS, PE PH: 678-450-5236
TRAFFIC ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC 11720 AMBER PARK DRIVE SUITE 600 ALPHARETTA, GA 30009
CONTACT:	JOHN WALKER, P.E., PTOE PH: 470-273-3181

FOLEY DESIGN
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21 PURITAN MILL, 950 JOSEPH E.LOWERY BLVD, NW.
ATLANTA, GA 30318
404-761-1299

DRI SITE PLAN

TRILITH EXPANSION

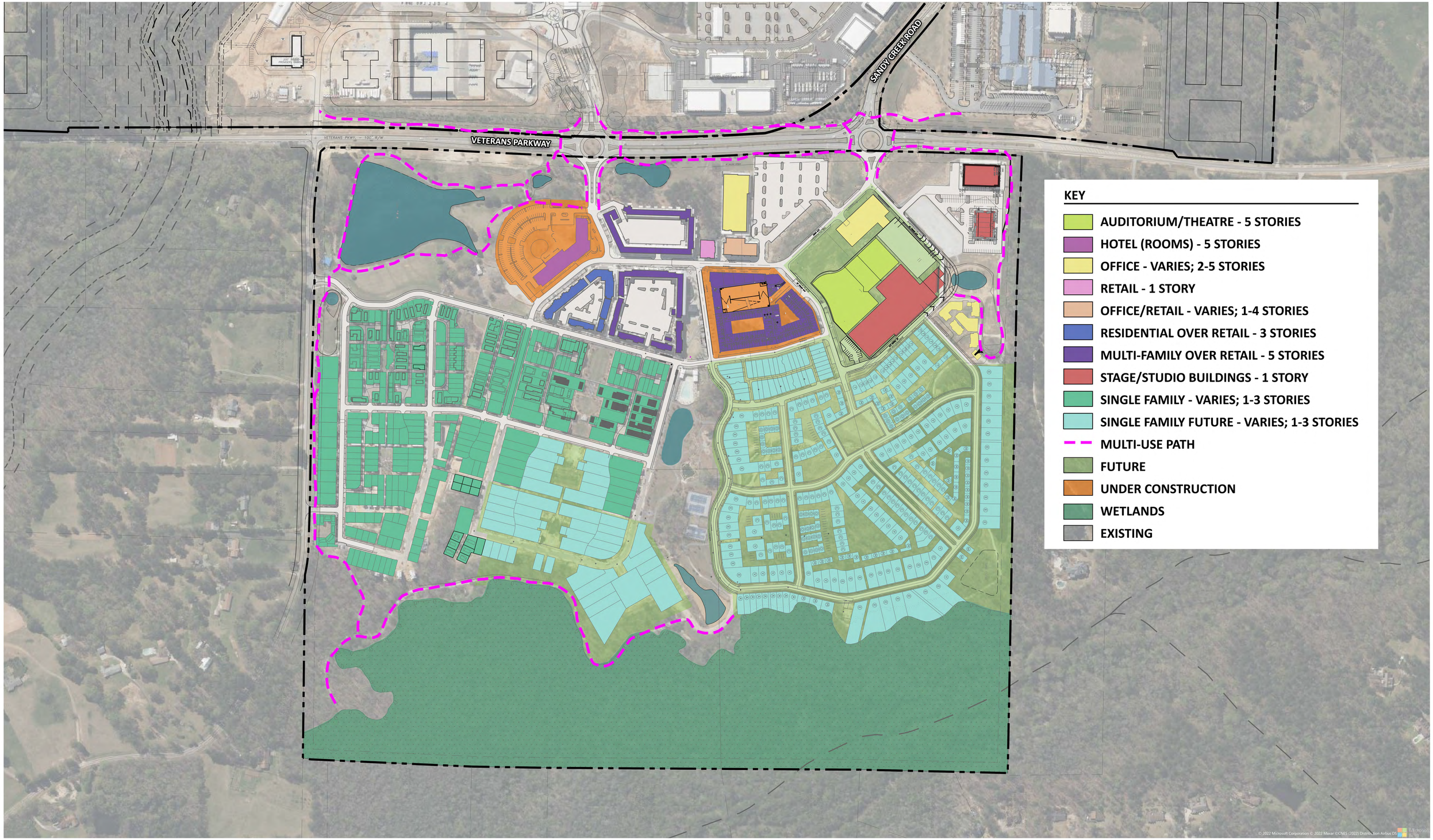
CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

REVISIONS:

1. 08/04/22 1ST SUBMITTAL
2. 10/31/22 INTERSECTION/TRAFFIC UPDATE

10/31/22

NORTH
0 500 1000 1500 feet
SCALE: 1" = 500'



FOLEY DESIGN
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404-761-1299

DRI SITE PLAN ENLARGEMENT

TRILITH EXPANSION

CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

DRI 3776 REVISIONS:

1. 08/04/22 1ST SUBMITTAL
2. 10/31/22 INTERSECTION/TRAFFIC UPDATE

10/31/22

NORTH

0 200 400 600 feet

SCALE: 1" = 200'

KEY

- 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

OLD SANDY CREEK ROAD

VETERANS PARKWAY

SANDY CREEK ROAD

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DRI SITE PLAN ENLARGEMENT

TRILITH EXPANSION

CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

DRI 3776 REVISIONS:

1. 08/04/22 1ST SUBMITTAL
2. 10/31/22 INTERSECTION/TRAFFIC UPDATE

10/31/22

NORTH

0 300 600 900 feet

SCALE: 1" = 300'

Appendix B – Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Trilith Development
Fayette, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
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
Office Trips	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*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Office Trips	9,020	4,510	4,510	1,230	1,103	127	1,160	195	965
Retail Trips	15,074	7,537	7,537	342	212	130	1,399	672	727
Mixed-Use Reductions	*-2,036*	*-1,018*	*-1,018*	*-120*	*-80*	*-40*	*-354*	*-134*	*-220*
Alternative Mode Reductions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
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

AM PEAK HOUR

	Ebenezer Rd Northbound				Brittany Way Southbound				GA-54 Floy Farr Pkwy Eastbound				GA-54 Floy Farr Pkwy Westbound			
	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	27	1	0	5	46	0
Heavy Vehicle %	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%	2%	5%	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**	**16**	**2**	**231**	**0**	**6**	**2**	**7**	**1**	**4**	**1,138**	**22**	**1**	**130**	**1,026**	**2**
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%**
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
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Residential Trips	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				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
Trip Distribution IN				5.0%							15.0%					
Trip Distribution OUT														5.0%	15.0%	
Balancing Adjustment																
Retail Trips	0	0	0	7	0	0	0	0	0	0	20	0	0	5	14	0
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
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	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 PEAK HOUR

	Ebenezer Rd Northbound				Brittany Way Southbound				GA-54 Floy Farr Pkwy Eastbound				GA-54 Floy Farr Pkwy Westbound			
	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 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	0	21	0	0	0	1	0	1	122	4	0	33	125	1
DRI #3628 Highway 74 Business Tech Park: Development Trips																
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**
Trip 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
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	0	0	0	40	0	0	0	0	0	0	142	0	0	87	228	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	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 PEAK HOUR

	Northbound				Flat Creek Trail Southbound				GA-54 Floy Farr Pkwy (West) Eastbound				GA-54 Floy Farr Pkwy (East) Westbound			
	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**
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%**
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	54	0	0	0	14	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	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
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	33	0	0	0	8	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	308	0	0	0	111	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	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 PEAK HOUR

	Northbound				Flat Creek Trail Southbound				GA-54 Floy Farr Pkwy (West) Eastbound				GA-54 Floy Farr Pkwy (East) Westbound			
	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	3	0	207	0	200	1,167	0	1	0	1,303	41
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	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 Trips																
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**
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	20	0	0	0	51	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											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
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	0	0	0	0	181	0	0	0	315	0
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 PEAK HOUR

	Flat Creek Trail (South) Northbound				Flat Creek Trail (North) Southbound				Tyrone Rd (West) Eastbound				Tyrone Rd (East) Westbound			
	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	103	27	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%
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**	**103**	**27**	**4**	**0**	**14**	**66**	**19**	**0**	**24**	**425**	**112**	**0**	**1**	**290**	**2**
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%**
Trip Distribution IN											5.0%					
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 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											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											5.0%					
Trip Distribution OUT															5.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0
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 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	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) Northbound				Flat Creek Trail (North) Southbound				Tyrone Rd (West) Eastbound				Tyrone Rd (East) Westbound			
	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																
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	17	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											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
Trip Distribution IN											5.0%					
Trip Distribution OUT															5.0%	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	19	0	0	0	18	0
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	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																
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	40	0	0	0	87	0
2032 Build Traffic	**0**	**181**	**64**	**12**	**0**	**10**	**75**	**36**	**0**	**22**	**448**	**140**	**0**	**3**	**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

AM PEAK HOUR

	Driveway Northbound				Tyrone Rd Southbound				GA-54 Floy Farr Pkwy (West) Eastbound				GA-54 Floy Farr Pkwy (East) Westbound			
	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	2	0	398	1	35	1	25	1,218	0	3	0	982	272
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	24	0	3	1	1	26	0	0	0	40	13
Heavy Vehicle %	2%	2%	2%	2%	2%	6%	2%	9%	100%	4%	2%	2%	2%	2%	4%	5%
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**	**0**	**1**	**2**	**0**	**398**	**1**	**35**	**1**	**25**	**1,218**	**0**	**3**	**0**	**982**	**272**
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	42	0	4	0	3	127	0	0	0	103	28
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**0**	**1**	**2**	**0**	**440**	**1**	**39**	**1**	**28**	**1,345**	**0**	**3**	**0**	**1,085**	**300**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**9%**	**100%**	**4%**	**2%**	**2%**	**2%**	**2%**	**4%**	**5%**
Trip Distribution IN						5.0%					15.0%					
Trip Distribution OUT															15.0%	5.0%
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	18	0	0	0	0	54	0	0	0	14	5
Trip Distribution IN											15.0%					
Trip Distribution OUT															15.0%	
Balancing Adjustment																
Residential Trips	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						5.0%					15.0%					
Trip Distribution OUT															15.0%	5.0%
Balancing Adjustment																
Office Trips	0	0	0	0	0	55	0	0	0	0	165	0	0	0	19	6
Trip Distribution IN						5.0%					20.0%					
Trip Distribution OUT															20.0%	5.0%
Balancing Adjustment																
Retail Trips	0	0	0	0	0	7	0	0	0	0	26	0	0	0	18	5
Trip Distribution IN						5.0%					15.0%					
Trip Distribution OUT															15.0%	5.0%
Balancing Adjustment																
Other Non-Residential Trips	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	91	0	0	0	0	308	0	0	0	111	19
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	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 %	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**9%**	**100%**	**4%**	**2%**	**2%**	**2%**	**2%**	**4%**	**5%**

PM PEAK HOUR

	Driveway Northbound				Tyrone Rd Southbound				GA-54 Floy Farr Pkwy (West) Eastbound				GA-54 Floy Farr Pkwy (East) Westbound			
	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	24	1,140	0	1	1	1,316	401
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	0	0	0	9	0	0	0	0	14	0	0	1	18	11
Heavy Vehicle %	2%	100%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	100%	2%	3%
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**	**1**	**0**	**0**	**0**	**335**	**0**	**43**	**1**	**24**	**1,140**	**0**	**1**	**1**	**1,316**	**401**
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	35	0	4	0	3	119	0	0	0	138	42
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**1**	**0**	**0**	**0**	**370**	**0**	**47**	**1**	**27**	**1,259**	**0**	**1**	**1**	**1,454**	**443**
2032 No-Build Heavy Vehicle %	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
Trip Distribution IN						5.0%					15.0%					
Trip Distribution OUT															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
Trip Distribution IN						5.0%					20.0%					
Trip Distribution OUT															20.0%	5.0%
Balancing Adjustment																
Retail Trips	0	0	0	0	0	19	0	0	0	0	77	0	0	0	71	18
Trip Distribution IN						5.0%					15.0%					
Trip Distribution OUT															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																
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	40	0	0	0	0	181	0	0	0	315	87
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

AM PEAK HOUR

	Lester Road Northbound				Veterans Pkwy Southbound				GA-54 Floy Farr Pkwy (West) Eastbound				GA-54 Floy Farr Pkwy (East) Westbound			
	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 Trips																
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%**
Trip Distribution IN										20.0%						25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	23	0	18	0	71	0	0	0	0	0	89
Trip Distribution IN										15.0%						20.0%
Trip Distribution OUT						20.0%		15.0%								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	68	0	51	0	18	0	0	0	0	0	24
Trip Distribution IN										15.0%						20.0%
Trip Distribution OUT						20.0%		15.0%								
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	2	0	1	0	12	0	0	0	0	0	16
Trip Distribution IN										20.0%						25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment																
Office Trips	0	0	0	0	0	32	0	25	0	221	0	0	0	0	0	276
Trip Distribution IN										25.0%						30.0%
Trip Distribution OUT						30.0%		25.0%								
Balancing Adjustment																
Retail Trips	0	0	0	0	0	27	0	23	0	33	0	0	0	0	0	40
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	14	0	11	0	44	0	0	0	0	0	55
Total Primary Site Trips	0	0	0	0	0	166	0	129	0	399	0	0	0	0	0	500
Pass-By Distribution REDUCTION																
Pass-By Distribution IN										25.0%	-25.0%				-25.0%	25.0%
Pass-By Distribution OUT						25.0%		25.0%								
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	0	0	0	0	166	0	129	0	399	0	0	0	0	0	500
2032 Build Traffic	**0**	**138**	**133**	**252**	**0**	**206**	**76**	**310**	**2**	**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 Northbound				Veterans Pkwy Southbound				GA-54 Floy Farr Pkwy (West) Eastbound				GA-54 Floy Farr Pkwy (East) Westbound			
	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**
Trip Distribution IN										20.0%						25.0%
Trip Distribution OUT						25.0%		20.0%								
Balancing Adjustment																
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																
Office Trips	0	0	0	0	0	241	0	193	0	39	0	0	0	0	0	49
Trip Distribution IN										25.0%						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	0	0	0	0	0	502	0	403	0	221	0	0	0	0	0	276
Pass-By Distribution REDUCTION																
Pass-By Distribution IN										25.0%	-25.0%				-25.0%	25.0%
Pass-By Distribution OUT						25.0%		25.0%								
Balancing Adjustment																
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
2032 Build Traffic	**0**	**107**	**81**	**99**	**0**	**562**	**102**	**748**	**1**	**463**	**1,269**	**105**	**2**	**169**	**1,442**	**366**
2032 Build Heavy Vehicle %	**2%**	**2%**	**7%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

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

AM PEAK HOUR

	Old Norton Rd				S Sandy Creek Rd				GA-54 Floy Farr Pkwy (West)				GA-54 Floy Farr Pkwy (East)			
	Northbound				Southbound				Eastbound				Westbound			
	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																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	12	0	0	0	0	52	0	0	2	64	11
Heavy Vehicle %	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	4%	2%	2%	3%	4%	4%
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**
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 Trips	0	0	0	0	0	5	0	0	0	0	23	0	0	0	89	18
Trip Distribution IN															20.0%	5.0%
Trip Distribution OUT						5.0%					20.0%					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	17	0	0	0	0	68	0	0	0	24	6
Trip Distribution IN															20.0%	5.0%
Trip Distribution OUT						5.0%					20.0%					
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%					
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	3	0	0	0	0	14	0	0	0	55	11
Total Primary Site Trips	0	0	0	0	0	36	0	0	0	0	166	0	0	0	500	101
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	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 PEAK HOUR

	Old Norton Rd				S Sandy Creek Rd				GA-54 Floy Farr Pkwy (West)				GA-54 Floy Farr Pkwy (East)			
	Northbound				Southbound				Eastbound				Westbound			
	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
Trip Distribution IN															20.0%	5.0%
Trip Distribution OUT						5.0%					20.0%					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	8	0	0	0	0	31	0	0	0	41	10
Trip Distribution IN															20.0%	5.0%
Trip Distribution OUT						5.0%					20.0%					
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	4	0	0	0	0	16	0	0	0	15	4
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%					
Balancing Adjustment																
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
Trip Distribution IN															25.0%	5.0%
Trip Distribution OUT						5.0%					25.0%					
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	4	0	0	0	0	22	0	0	0	22	4
Total Primary Site Trips	0	0	0	0	0	99	0	0	0	0	502	0	0	0	276	54
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	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 PEAK HOUR

	GA-92 Glynn St S (South) Northbound				GA-92 Glynn St S (North) Southbound				GA-54 Stonewall Ave W Eastbound				GA-54 Stonewall Ave E Westbound			
	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																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	48	4	0	2	42	0	0	15	22	9	0	0	0	0
Heavy Vehicle %	2%	2%	5%	4%	2%	3%	6%	2%	2%	4%	5%	14%	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**	**0**	**1,061**	**95**	**0**	**79**	**661**	**0**	**0**	**347**	**453**	**66**	**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	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			5.0%													
Trip Distribution OUT										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
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 Trips	0	0	4	0	0	0	0	0	0	1	1	0	0	0	0	0
Trip 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 Non-Residential Trips	0	0	11	0	0	0	0	0	0	8	6	3	0	0	0	0
Total Primary Site Trips	0	0	101	0	0	0	0	0	0	94	72	36	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	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 PEAK HOUR

	GA-92 Glynn St S (South) Northbound				GA-92 Glynn St S (North) Southbound				GA-54 Stonewall Ave W Eastbound				GA-54 Stonewall Ave E Westbound			
	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																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	26	1	0	0	18	0	0	6	16	3	0	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			5.0%													
Trip Distribution OUT										10.0%	10.0%	5.0%				
Balancing Adjustment																
Residential Trips	0	0	10	0	0	0	0	0	0	16	16	8	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										10.0%	10.0%	5.0%				
Balancing Adjustment																
Hotel Trips	0	0	4	0	0	0	0	0	0	8	8	4	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										15.0%	10.0%	5.0%				
Balancing Adjustment																
Office Trips	0	0	10	0	0	0	0	0	0	145	97	48	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										20.0%	10.0%	5.0%				
Balancing Adjustment																
Retail Trips	0	0	19	0	0	0	0	0	0	71	36	18	0	0	0	0
Trip Distribution IN			5.0%													
Trip Distribution OUT										15.0%	10.0%	5.0%				
Balancing Adjustment																
Other Non-Residential Trips	0	0	4	0	0	0	0	0	0	13	9	4	0	0	0	0
Total Primary Site Trips	0	0	54	0	0	0	0	0	0	304	200	99	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	54	0	0	0	0	0	0	304	200	99	0	0	0	0
2032 Build Traffic	**0**	**0**	**927**	**197**	**0**	**118**	**1,343**	**0**	**0**	**787**	**968**	**151**	**0**	**0**	**0**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**2%**

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

AM PEAK HOUR

	GA-92 Glynn St S Northbound				GA-92 Hwy 92 Southbound				GA-54 W Lanier Ave Eastbound				GA-54 E Lanier Ave Westbound			
	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	129	1,279	0	0	0	622	365	0	0	0	0	0	130	993	88
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		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%						15.0%							10.0%	
Trip Distribution OUT			15.0%													
Balancing Adjustment																
Warehouse Car Trips	0	18	14	0	0	0	0	54	0	0	0	0	0	0	36	0
Trip Distribution IN		5.0%						10.0%							10.0%	
Trip Distribution OUT			10.0%													
Balancing Adjustment																
Residential Trips	0	6	34	0	0	0	0	12	0	0	0	0	0	0	12	0
Trip Distribution IN		5.0%						10.0%							10.0%	
Trip Distribution OUT			10.0%													
Balancing Adjustment																
Hotel Trips	0	4	1	0	0	0	0	8	0	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 PEAK HOUR

	GA-92 Glynn St S Northbound				GA-92 Hwy 92 Southbound				GA-54 W Lanier Ave Eastbound				GA-54 E Lanier Ave Westbound			
	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 %	2%	4%	3%	2%	2%	2%	2%	2%	2%	2%	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**	**105**	**1,103**	**0**	**0**	**0**	**1,131**	**269**	**0**	**0**	**0**	**0**	**0**	**164**	**572**	**86**
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	115	0	0	0	118	28	0	0	0	0	0	17	60	9
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**116**	**1,218**	**0**	**0**	**0**	**1,249**	**297**	**0**	**0**	**0**	**0**	**0**	**181**	**632**	**95**
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%						15.0%							10.0%	
Trip Distribution OUT			15.0%													
Balancing Adjustment																
Warehouse Car Trips	0	7	51	0	0	0	0	20	0	0	0	0	0	0	13	0
Trip Distribution IN		5.0%						10.0%							10.0%	
Trip Distribution OUT			10.0%													
Balancing Adjustment																
Residential Trips	0	10	16	0	0	0	0	20	0	0	0	0	0	0	20	0
Trip Distribution IN		5.0%						10.0%							10.0%	
Trip Distribution OUT			10.0%													
Balancing Adjustment																
Hotel Trips	0	4	8	0	0	0	0	8	0	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	10	145	0	0	0	0	29	0	0	0	0	0	0	20	0
Trip Distribution IN		5.0%						20.0%							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		54	304	0	0	0	0	167	0	0	0	0	0	0	109	0
2032 Build Traffic	**0**	**170**	**1,522**	**0**	**0**	**0**	**1,249**	**464**	**0**	**0**	**0**	**0**	**0**	**181**	**741**	**95**
2032 Build Heavy Vehicle %	**2%**	**4%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #9

GA-92 Hwy 92/GA-92 Glynn St N at GA-92 Forrest Ave/Easterbrook Wy

AM PEAK HOUR

	GA-92 Hwy 92 Northbound				GA-92 Glynn St N Southbound				GA-92 Forrest Ave Eastbound				Easterbrook Wy Westbound			
	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%**
Trip Distribution IN							10.0%					5.0%				
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment																
Warehouse Car Trips	0	5	9	0	0	0	36	0	0	0	0	18	0	0	0	0
Trip Distribution IN							10.0%									
Trip Distribution OUT			10.0%													
Balancing Adjustment																
Residential Trips	0	0	34	0	0	0	12	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	1	0	0	0	8	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10.0%					5.0%				
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment																
Office Trips	0	6	13	0	0	0	110	0	0	0	0	55	0	0	0	0
Trip Distribution IN							15.0%					5.0%				
Trip Distribution OUT		5.0%	15.0%													
Balancing Adjustment																
Retail Trips	0	5	14	0	0	0	20	0	0	0	0	7	0	0	0	0
Trip Distribution IN							10.0%					5.0%				
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment																
Other Non-Residential Trips	0	3	6	0	0	0	22	0	0	0	0	11	0	0	0	0
Total Primary Site Trips	0	19	77	0	0	0	208	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	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%**

PM PEAK HOUR

	GA-92 Hwy 92 Northbound				GA-92 Glynn St N Southbound				GA-92 Forrest Ave Eastbound				Easterbrook Wy Westbound			
	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	196	982	33	0	47	1,225	27	0	299	183	334	0	52	140	34
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		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 Trips	0	21	103	3	0	5	128	3	0	31	19	35	0	5	15	4
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**217**	**1,085**	**36**	**0**	**52**	**1,353**	**30**	**0**	**330**	**202**	**369**	**0**	**57**	**155**	**38**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN							10.0%					5.0%				
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment																
Warehouse Car Trips	0	17	34	0	0	0	13	0	0	0	0	7	0	0	0	0
Trip Distribution IN							10.0%									
Trip Distribution OUT			10.0%													
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							10.0%					5.0%				
Trip Distribution OUT		5.0%	10.0%													
Balancing Adjustment																
Office Trips	0	48	97	0	0	0	20	0	0	0	0	10	0	0	0	0
Trip Distribution IN							15.0%					5.0%				
Trip Distribution OUT		5.0%	15.0%													
Balancing Adjustment																
Retail Trips	0	18	53	0	0	0	58	0	0	0	0	19	0	0	0	0
Trip Distribution IN							10.0%					5.0%				
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
Total Primary Site Trips	0	87	217	0	0	0	128	0	0	0	0	40	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		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 PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Proposed Driveway D Eastbound				S Sandy Creek Rd Westbound			
	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**
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%**
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
Trip Distribution IN			35.0%													5.0%
Trip Distribution OUT						5.0%	35.0%									
Balancing Adjustment																
Residential Trips	0	0	41	0	0	17	120	0	0	0	0	0	0	0	0	6
Trip Distribution IN			35.0%													5.0%
Trip Distribution OUT						5.0%	35.0%									
Balancing Adjustment																
Hotel Trips	0	0	28	0	0	0	3	0	0	0	0	0	0	0	0	4
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	88	285	0	0	0	109	33	0	4	6	10	0	0	55	0
Trip Distribution IN			55.0%													5.0%
Trip Distribution OUT						5.0%	55.0%									
Balancing Adjustment																
Retail Trips	0	0	73	0	0	5	50	0	0	0	0	0	0	0	0	7
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	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 PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Proposed Driveway D Eastbound				S Sandy Creek Rd Westbound			
	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	224	365	0	0	0	0	0	0	12	0	273
Count Balancing																
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	8	0	0	4	7	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%													5.0%
Trip Distribution OUT						5.0%	35.0%									
Balancing Adjustment																
Residential Trips	0	0	71	0	0	8	55	0	0	0	0	0	0	0	0	10
Trip Distribution IN			35.0%													5.0%
Trip Distribution OUT						5.0%	35.0%									
Balancing Adjustment																
Hotel Trips	0	0	26	0	0	4	29	0	0	0	0	0	0	0	0	4
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
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
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
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%									
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
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

AM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Driveway E Eastbound				Hood Rd Westbound			
	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**
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%**
Trip Distribution IN		5.0%	20.0%				10.0%									
Trip Distribution OUT			10.0%				20.0%					5.0%				
Balancing Adjustment																
Warehouse Car Trips	0	18	80	0	0	0	54	0	0	0	0	5	0	0	0	0
Trip Distribution IN			20.0%	20.0%												
Trip Distribution OUT							20.0%							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																
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
Trip Distribution IN			60.0%													
Trip Distribution OUT							60.0%									
Balancing Adjustment																
Retail Trips	0	0	79	0	0	0	54	0	0	0	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																
Other Non-Residential Trips	0	11	50	0	0	0	33	0	0	0	0	3	0	0	0	0
Total Primary Site Trips	0	84	482	40	0	0	347	0	0	0	0	14	0	70	0	0
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	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**
2032 Build Heavy Vehicle %	**2%**	**2%**	**3%**	**18%**	**2%**	**11%**	**3%**	**38%**	**2%**	**67%**	**2%**	**2%**	**2%**	**9%**	**2%**	**10%**

PM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Driveway E Eastbound				Hood Rd Westbound			
	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	533	42	0	8	554	12	0	14	1	2	0	32	2	8
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**	**0**	**533**	**42**	**0**	**8**	**554**	**12**	**0**	**14**	**1**	**2**	**0**	**32**	**2**	**8**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	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 Trips	0	7	60	0	0	0	81	0	0	0	0	17	0	0	0	0
Trip Distribution IN			20.0%	20.0%												
Trip Distribution OUT							20.0%							20.0%		
Balancing Adjustment																
Residential Trips	0	0	41	41	0	0	31	0	0	0	0	0	0	31	0	0
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 Trips	0	10	136	0	0	0	213	0	0	0	0	48	0	0	0	0
Trip Distribution IN			60.0%													
Trip Distribution OUT							60.0%									
Balancing Adjustment																
Retail Trips	0	0	232	0	0	0	213	0	0	0	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																
Other Non-Residential Trips	0	4	26	0	0	0	27	0	0	0	0	4	0	0	0	0
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			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		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 PEAK HOUR

	Veterans Pkwy Northbound				Veterans Pkwy Southbound				Sandy Creek Rd Eastbound				Driveway J (Trilith Pkwy) Westbound			
	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	49	1	51	280	76	2	30	62	297	1	34	40	26
Count Balancing																
Pedestrians		0				0				0				0		
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
DRI #3628 Highway 74 Business Tech Park: Development Trips																
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 %	**2%**	**6%**	**2%**	**6%**	**2%**	**8%**	**2%**	**5%**	**2%**	**17%**	**11%**	**4%**	**2%**	**26%**	**13%**	**4%**
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																
Warehouse Car Trips	0	20	12	0	0	14	20	11	0	3	18	40	0	0	5	4
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																
Retail Trips	0	9	5	7	0	13	7	0	0	0	20	13	0	5	14	9
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	7	0	0	9	12	7	0	2	11	25	0	0	3	2
Total Primary Site Trips	0	192	52	7	0	90	97	51	0	9	154	254	0	5	116	37
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
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 PEAK HOUR

	Veterans Pkwy Northbound				Veterans Pkwy Southbound				Sandy Creek Rd Eastbound				Driveway J (Trilith Pkwy) Westbound			
	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%			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
Trip Distribution IN						5.0%					25.0%	30.0%				
Trip Distribution OUT		30.0%													25.0%	5.0%
Balancing Adjustment																
Hotel Trips	0	25	0	0	0	4	0	0	0	0	19	23	0	0	21	4
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
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																
Retail Trips	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																
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
2032 Build Traffic	**1**	**489**	**434**	**71**	**0**	**96**	**332**	**97**	**1**	**82**	**233**	**442**	**0**	**133**	**235**	**138**
2032 Build Heavy Vehicle %	**2%**	**7%**	**3%**	**10%**	**2%**	**4%**	**4%**	**5%**	**2%**	**3%**	**7%**	**4%**	**2%**	**8%**	**8%**	**6%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #13

Veterans Pkwy (South)/Veterans Pkwy (North) at Eastin Rd (West)/Eastin Rd (East)

AM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Eastin Rd (West) Eastbound				Eastin Rd (East) Westbound			
	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**
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	6	1	0	4	7	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**12**	**365**	**30**	**0**	**2**	**370**	**18**	**0**	**28**	**62**	**15**	**0**	**45**	**71**	**2**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**7%**	**2%**	**2%**	**4%**	**6%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Warehouse Car Trips	0	2	9	2	0	0	36	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
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
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Retail Trips	0	2	9	2	0	0	13	0	0	0	0	3	0	3	0	0
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Other Non-Residential Trips	0	1	6	1	0	0	22	0	0	0	0	6	0	6	0	0
Total Primary Site Trips	0	8	54	8	0	0	191	0	0	0	0	46	0	46	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	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%**

PM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Eastin Rd (West) Eastbound				Eastin Rd (East) Westbound			
	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	17	308	47	0	2	276	30	0	16	73	7	0	40	66	5
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		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 Trips	0	2	32	5	0	0	29	3	0	2	8	1	0	4	7	1
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**1**	**19**	**340**	**52**	**0**	**2**	**305**	**33**	**0**	**18**	**81**	**8**	**0**	**44**	**73**	**6**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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																
Warehouse Car Trips	0	8	34	8	0	0	13	0	0	0	0	3	0	3	0	0
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							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Office Trips	0	24	97	24	0	0	20	0	0	0	0	5	0	5	0	0
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Retail Trips	0	9	36	9	0	0	39	0	0	0	0	10	0	10	0	0
Trip Distribution IN							10.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	10.0%	2.5%												
Balancing Adjustment																
Other Non-Residential Trips	0	2	9	2	0	0	9	0	0	0	0	2	0	2	0	0
Total Primary Site Trips	0	43	188	43	0	0	95	0	0	0	0	20	0	20	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		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 PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Lees Mill Rd (West) Eastbound				Lees Mill Rd (East) Westbound			
	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 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	34	4	0	0	30	5	0	8	11	2	0	6	12	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**0**	**357**	**47**	**1**	**0**	**314**	**57**	**0**	**83**	**118**	**25**	**0**	**61**	**131**	**1**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**4%**	**8%**	**2%**	**3%**	**7%**	**2%**	**2%**	**7%**	**10%**	**2%**
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
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%					2.5%		2.5%		
Trip Distribution OUT		2.5%	5.0%	2.5%												
Balancing Adjustment																
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
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	1	3	1	0	0	11	0	0	0	0	6	0	6	0	0
Total Primary Site Trips	0	8	36	8	0	0	101	0	0	0	0	46	0	46	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	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 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**4%**	**8%**	**2%**	**3%**	**7%**	**2%**	**2%**	**7%**	**10%**	**2%**

PM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Lees Mill Rd (West) Eastbound				Lees Mill Rd (East) Westbound			
	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 Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	11	3	0	0	8	2	0	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**
Trip Distribution IN							5.0%					2.5%		2.5%		
Trip Distribution OUT		2.5%	5.0%	2.5%												
Balancing Adjustment																
Warehouse Car Trips	0	8	17	8	0	0	7	0	0	0	0	3	0	3	0	0
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							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																
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	99	43	0	0	54	0	0	0	0	20	0	20	0	0
2032 Build Traffic	**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 Northbound				Westbridge Rd Southbound				GA-92 Forrest Ave (West) Eastbound				GA-92 Forrest Ave (East) Westbound			
	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**	**106**	**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 PEAK HOUR

	Veterans Pkwy Northbound				Westbridge Rd Southbound				GA-92 Forrest Ave (West) Eastbound				GA-92 Forrest Ave (East) Westbound			
	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				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%	2%	4%	2%	2%	2%	2%	2%	2%	3%	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**	**138**	**135**	**5**	**0**	**56**	**177**	**130**	**0**	**98**	**737**	**157**	**0**	**3**	**629**	**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	14	14	1	0	6	19	14	0	10	77	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**
Trip Distribution IN												5.0%				
Trip Distribution OUT		5.0%														
Balancing Adjustment																
Warehouse Car Trips	0	17	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																
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												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																
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		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 PEAK HOUR

	Peters Rd Northbound				Southbound				GA-138 Jonesboro Rd (West) Eastbound				GA-138 Jonesboro Rd (East) Westbound			
	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												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
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	3	0	0	0	0	0	0	0	0	0	22	0	0	0	0
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Retail Trips	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Other Non-Residential Trips	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																
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	0	0	0	0	0	0	0	0	0	36	0	0	0	0
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

	Peters Rd Northbound				Southbound				GA-138 Jonesboro Rd (West) Eastbound				GA-138 Jonesboro Rd (East) Westbound			
	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	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 Trips	0	17	0	3	0	0	0	0	0	0	143	23	0	2	113	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
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
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Retail Trips	0	7	0	0	0	0	0	0	0	0	0	8	0	0	0	0
Trip Distribution IN												2.0%				
Trip Distribution OUT		2.0%														
Balancing Adjustment																
Other Non-Residential Trips	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		35	0	0	0	0	0	0	0	0	0	17	0	0	0	0
2032 Build Traffic	**0**	**213**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**1,514**	**259**	**0**	**24**	**1,193**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #17

GA-138 Jonesboro Rd (West)/GA-138 Jonesboro Rd (East) at Buffington Rd (South)/Buffington Rd (North)

AM PEAK HOUR

	Buffington Rd (South) Northbound				Buffington Rd (North) Southbound				GA-138 Jonesboro Rd (West) Eastbound				GA-138 Jonesboro Rd (East) Westbound			
	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				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**
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	106	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%**
Trip Distribution IN											2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Warehouse Car Trips	0	3	0	0	0	0	0	0	0	0	7	11	0	0	2	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%	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
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	12	0	0	0	0	0	0	0	0	36	55	0	0	8	0
2032 Build Traffic	**0**	**78**	**129**	**56**	**0**	**190**	**41**	**314**	**0**	**316**	**1,152**	**58**	**0**	**52**	**1,119**	**319**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**6%**	**2%**	**5%**	**3%**	**2%**	**2%**	**6%**	**6%**	**2%**	**2%**	**4%**	**4%**	**2%**

PM PEAK HOUR

	Buffington Rd (South) Northbound				Buffington Rd (North) Southbound				GA-138 Jonesboro Rd (West) Eastbound				GA-138 Jonesboro Rd (East) Westbound			
	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 %	2%	2%	2%	11%	2%	2%	7%	2%	2%	4%	3%	10%	2%	4%	5%	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**	**89**	**82**	**38**	**0**	**208**	**46**	**239**	**0**	**145**	**1,342**	**20**	**0**	**48**	**1,055**	**166**
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	9	9	4	0	22	5	25	0	15	140	2	0	5	110	17
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**98**	**91**	**42**	**0**	**230**	**51**	**264**	**0**	**160**	**1,482**	**22**	**0**	**53**	**1,165**	**183**
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%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Warehouse Car Trips	0	10	0	0	0	0	0	0	0	0	3	4	0	0	7	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%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Office Trips	0	29	0	0	0	0	0	0	0	0	4	6	0	0	19	0
Trip Distribution IN											2.0%	3.0%				
Trip Distribution OUT		3.0%													2.0%	
Balancing Adjustment																
Retail Trips	0	11	0	0	0	0	0	0	0	0	8	12	0	0	7	0
Trip Distribution IN											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 PEAK HOUR

	GA-74 Joel Cowan Pkwy (South) Northbound				GA-74 Joel Cowan Pkwy (North) Southbound				Laurelmont Dr Eastbound				Sandy Creek Rd Westbound			
	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**
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%**
Trip Distribution IN						30.0%										
Trip Distribution OUT																30.0%
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	107	0	0	0	0	0	0	0	0	0	27
Trip Distribution IN						50.0%										
Trip Distribution OUT																50.0%
Balancing Adjustment																
Residential Trips	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	171
Trip Distribution IN						50.0%										
Trip Distribution OUT																50.0%
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	4
Trip Distribution IN						30.0%										
Trip Distribution OUT																30.0%
Balancing Adjustment																
Office Trips	0	0	0	0	0	331	0	0	0	0	0	0	0	0	0	38
Trip Distribution IN						15.0%										
Trip Distribution OUT																15.0%
Balancing Adjustment																
Retail Trips	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	14
Trip Distribution IN						30.0%										
Trip Distribution OUT																30.0%
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	17
Total Primary Site Trips	0	0	0	0	0	623	0	0	0	0	0	0	0	0	0	271
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	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%**

PM PEAK HOUR

	GA-74 Joel Cowan Pkwy (South) Northbound				GA-74 Joel Cowan Pkwy (North) Southbound				Laurelmont Dr Eastbound				Sandy Creek Rd Westbound			
	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	1,173	66	0	319	1,261	9	0	0	0	37	0	0	0	316
Count Balancing																
Pedestrians		0				0				0				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 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	123	7	0	33	132	1	0	0	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%
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	41
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
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 Northbound				Driveway Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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				0				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 Trips																
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%**
Trip Distribution IN				3.0%							30.0%					
Trip Distribution OUT														3.0%	30.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	11	0	0	0	0	0	0	107	0	0	3	27	0
Trip Distribution IN				5.0%							50.0%					
Trip Distribution OUT														5.0%	50.0%	
Balancing Adjustment																
Residential Trips	0	0	0	6	0	0	0	0	0	0	59	0	0	17	171	0
Trip Distribution IN				5.0%							50.0%					
Trip Distribution OUT														5.0%	50.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	4	0	0	0	0	0	0	40	0	0	0	4	0
Trip Distribution IN				3.0%							30.0%					
Trip Distribution OUT														3.0%	30.0%	
Balancing Adjustment																
Office Trips	0	0	0	33	0	0	0	0	0	0	331	0	0	4	38	0
Trip Distribution IN				9.0%							15.0%					
Trip Distribution OUT														9.0%	15.0%	
Balancing Adjustment																
Retail Trips	0	0	0	12	0	0	0	0	0	0	20	0	0	8	14	0
Trip Distribution IN				3.0%							30.0%					
Trip Distribution OUT														3.0%	30.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	7	0	0	0	0	0	0	66	0	0	2	17	0
Total Primary Site Trips	0	0	0	73	0	0	0	0	0	0	623	0	0	34	271	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	0	0	73	0	0	0	0	0	0	623	0	0	34	271	0
2032 Build Traffic	**0**	**0**	**0**	**126**	**0**	**0**	**0**	**1**	**0**	**0**	**1,339**	**2**	**0**	**80**	**729**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**

PM PEAK HOUR

	Jenkins Rd Northbound				Driveway Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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	0	0	4	0	0	0	0	0	0	39	0	0	10	101	0
Trip Distribution IN				5.0%							50.0%					
Trip Distribution OUT														5.0%	50.0%	
Balancing Adjustment																
Residential Trips	0	0	0	10	0	0	0	0	0	0	102	0	0	8	78	0
Trip Distribution IN				5.0%							50.0%					
Trip Distribution OUT														5.0%	50.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	4	0	0	0	0	0	0	38	0	0	4	41	0
Trip Distribution IN				3.0%							30.0%					
Trip Distribution OUT														3.0%	30.0%	
Balancing Adjustment																
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	27	0
Total Primary Site Trips	0	0	0	62	0	0	0	0	0	0	322	0	0	86	590	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	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%**	**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 Northbound				Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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**
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%**
Trip Distribution IN				2.0%							33.0%					
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Warehouse Car Trips	0	0	0	7	0	0	0	0	0	0	118	0	0	2	30	0
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%							33.0%					
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Office Trips	0	0	0	22	0	0	0	0	0	0	364	0	0	3	42	0
Trip Distribution IN				1.0%							24.0%					
Trip Distribution OUT														1.0%	24.0%	
Balancing Adjustment																
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																
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	34	0	0	0	0	0	0	696	0	0	7	304	0
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 Northbound				Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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	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	9	3	0	0	12	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	3%	2%	2%	3%	2%
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 Trips	0	7	0	2	0	0	0	0	0	0	22	11	0	3	36	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**1**	**70**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**112**	**0**	**27**	**380**	**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%							33.0%					
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																
Residential Trips	0	0	0	0	0	0	0	0	0	0	112	0	0	0	86	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	41	0	0	0	45	0
Trip Distribution IN				2.0%							33.0%					
Trip Distribution OUT														2.0%	33.0%	
Balancing Adjustment																
Office Trips	0	0	0	4	0	0	0	0	0	0	64	0	0	19	318	0
Trip 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
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																
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	13	0	0	0	0	0	0	382	0	0	32	675	0
2032 Build Traffic	**1**	**70**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**616**	**112**	**0**	**59**	**1,055**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**3%**	**2%**	**2%**	**3%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #21

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

AM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Proposed Driveway B Eastbound				Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 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																
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 PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Proposed Driveway B Eastbound				Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 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%								
Trip Distribution OUT			1.0%				33.0%			1.0%		5.0%		5.0%		5.0%
Balancing Adjustment																
Warehouse Car Trips	0	7	46	7	0	7	113	1	0	3	0	17	0	17	0	17
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		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																
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																
Retail Trips	0	0	212	0	0	0	195	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	4	30	4	0	4	30	1	0	1	0	4	0	4	0	4
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
Total Vehicular Project Trips		21	535	21	0	21	818	4	0	14	0	69	0	69	0	69
2032 Build Traffic	**0**	**21**	**881**	**27**	**0**	**29**	**1,237**	**4**	**0**	**14**	**0**	**69**	**0**	**79**	**0**	**85**
2032 Build Heavy Vehicle %	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #22

Veterans Pkwy (South)/Veterans Pkwy (North) at Driveway H/Driveway I (Iver Pl)

AM PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Driveway H Eastbound				Driveway I (Iver Pl) Westbound			
	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	584	24	2	18	565	26	0	8	1	4	0	39	1	35
Count Balancing																
Pedestrians		0				0				0				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**	**5**	**584**	**24**	**2**	**18**	**565**	**26**	**0**	**8**	**1**	**4**	**0**	**39**	**1**	**35**
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	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 Trips	0	36	27	18	0	0	40	18	0	5	0	9	0	5	0	0
Trip 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		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	110	68	55	0	0	117	55	0	6	0	13	0	6	0	0
Trip Distribution IN			5.0%	55.0%		15.0%										
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 Trips	0	168	119	197	0	79	187	84	0	14	0	28	0	134	0	119
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	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 PEAK HOUR

	Veterans Pkwy (South) Northbound				Veterans Pkwy (North) Southbound				Driveway H Eastbound				Driveway I (Iver Pl) Westbound			
	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 %	2%	2%	4%	2%	2%	2%	5%	17%	2%	2%	11%	2%	2%	2%	2%	15%
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**	**5**	**513**	**45**	**2**	**22**	**507**	**6**	**0**	**15**	**9**	**25**	**0**	**39**	**3**	**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	1.00	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
DRI #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**
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	7	0	0	30	7	0	17	0	34	0	17	0	0
Trip Distribution IN				20.0%		30.0%										
Trip Distribution OUT														20.0%		30.0%
Balancing Adjustment																
Residential Trips	0	0	0	41	0	61	0	0	0	0	0	0	0	31	0	47
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
Trip Distribution IN			5.0%	55.0%		15.0%										
Trip Distribution OUT							5.0%							55.0%		15.0%
Balancing Adjustment																
Retail Trips	0	0	19	212	0	58	18	0	0	0	0	0	0	195	0	53
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
Total Primary Site Trips	0	42	178	289	0	142	129	21	0	69	0	140	0	311	0	125
Pass-By Distribution REDUCTION																
Pass-By Distribution IN				50.0%												
Pass-By Distribution OUT														50.0%		
Balancing Adjustment																
Pass-By Trips	0	0	0	76	0	0	0	0	0	0	0	0	0	76	0	0
Total Vehicular Project Trips		42	178	365	0	142	129	21	0	69	0	140	0	387	0	125
2032 Build Traffic	**0**	**47**	**745**	**410**	**2**	**164**	**689**	**27**	**0**	**84**	**9**	**165**	**0**	**426**	**3**	**159**
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 PEAK HOUR

	Northbound				Driveway F (Heatherden Ave) Southbound				Hood Rd (West) Eastbound				Hood Rd (East) Westbound			
	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**
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%**
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	51	0	18	6	0	0	0	17	0
Trip Distribution IN										15.0%	5.0%					
Trip Distribution OUT								15.0%							5.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	1	0	12	4	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
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
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	0	0	52	0	30	10	0	0	0	17	0
2032 Build Traffic	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**86**	**0**	**60**	**24**	**0**	**0**	**0**	**36**	**2**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**7%**	**31%**	**2%**	**2%**	**2%**	**24%**	**2%**

PM PEAK HOUR

	Northbound				Driveway F (Heatherden Ave) Southbound				Hood Rd (West) Eastbound				Hood Rd (East) Westbound			
	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	2	0	39	1	40	12	0	0	0	4	0
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	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
Trip Distribution IN										15.0%	5.0%					
Trip Distribution OUT								15.0%							5.0%	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	12	0	11	4	0	0	0	4	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
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	35	0	42	14	0	0	0	12	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	0	0	0	0	0	35	0	42	14	0	0	0	12	0
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)

AM PEAK HOUR

	Northbound				Driveway G (3rd St) Southbound				Hood Rd (West) Eastbound				Hood Rd (East) Westbound			
	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		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	3	2	0	0	0	2	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	40%	2%	2%	2%	22%	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	1
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**9**	**5**	**0**	**0**	**0**	**9**	**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										5.0%						
Trip Distribution OUT								5.0%								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	17	0	6	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	0	0	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
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	17	0	10	0	0	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	0	0	0	0	0	0	17	0	10	0	0	0	0	0	0
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 PEAK HOUR

	Northbound				Driveway G (3rd St) Southbound				Hood Rd (West) Eastbound				Hood Rd (East) Westbound			
	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**	**0**	**2**	**0**	**5**	**7**	**0**	**0**	**0**	**4**	**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	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**5**	**8**	**0**	**0**	**0**	**4**	**1**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
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										5.0%						
Trip Distribution OUT								5.0%								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	8	0	10	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	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
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	12	0	14	0	0	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	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

	Northbound				Driveway K Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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	0.96	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**	**0**	**0**	**0**	**49**	**0**	**11**	**0**	**67**	**364**	**0**	**0**	**0**	**205**	**108**
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	38	0	0	0	21	0
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%**
Trip Distribution IN										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 OUT						1.0%		2.0%			6.0%				15.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	1	0	3	0	22	173	0	0	0	85	11
Trip Distribution IN											25.0%					
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										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

	Northbound				Driveway K Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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	20	0	8	0	6	299	0	0	0	292	14
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	1	0	0	15	0	0	0	18	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	13%	2%	2%	5%	2%	2%	2%	6%	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**	**0**	**0**	**0**	**0**	**20**	**0**	**8**	**0**	**6**	**299**	**0**	**0**	**0**	**292**	**14**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	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	31	0	0	0	31	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**8**	**0**	**6**	**330**	**0**	**0**	**0**	**323**	**14**
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%	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	3	0	7	0	3	40	0	0	0	59	1
Trip 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
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										2.0%	15.0%				6.0%	1.0%
Trip Distribution OUT						1.0%		2.0%			6.0%				15.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	10	0	19	0	4	87	0	0	0	156	2
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										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	2	0	2	18	0	0	0	19	1
Total Primary Site Trips	0	0	0	0	0	14	0	28	0	9	395	0	0	0	454	4
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	14	0	28	0	9	395	0	0	0	454	4
2032 Build Traffic	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**36**	**0**	**15**	**725**	**0**	**0**	**0**	**777**	**18**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**2%**	**5%**	**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

	Driveway L Northbound				Driveway M Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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%**
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	5	0	1	0	1	0	5	0	18	64	11	0	4	30	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										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																
Office Trips	0	6	0	1	0	1	0	6	0	55	193	33	0	11	66	11
Trip Distribution IN											25.0%					
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										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	3	0	1	0	1	0	3	0	11	40	7	0	2	18	2
Total Primary Site Trips	0	14	0	3	0	3	0	14	0	84	439	51	0	17	329	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	14	0	3	0	3	0	14	0	84	439	51	0	17	329	17
2032 Build Traffic	**0**	**18**	**14**	**20**	**0**	**29**	**39**	**33**	**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 PEAK HOUR

	Driveway L Northbound				Driveway M Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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				0				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																
Residential Trips	0	0	0	0	0	0	0	0	0	0	112	0	0	0	86	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	41	0	0	0	45	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																
Office Trips	0	48	0	10	0	10	0	48	0	10	72	6	0	2	172	2
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										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																
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		69	0	14	0	14	0	69	0	21	376	13	0	4	474	4
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 PEAK HOUR

	Driveway N Northbound				Proposed Driveway O Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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%**
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
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										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																
Office Trips	0	4	0	1	0	1	0	4	0	33	278	33	0	11	54	11
Trip Distribution IN											25.0%					
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										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	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 Northbound				Proposed Driveway O Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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				0				0				0		
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
Trip 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
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										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																
Office Trips	0	29	0	10	0	10	0	29	0	6	68	6	0	2	245	2
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										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
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 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		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

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

AM PEAK HOUR

	Northbound				Driveway P Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	2	0	1	0	0	19	0	0	0	22	1
Heavy Vehicle %	2%	2%	2%	2%	2%	40%	2%	50%	2%	2%	4%	2%	2%	2%	13%	5%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
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**	**5**	**0**	**2**	**1**	**16**	**469**	**0**	**0**	**0**	**175**	**19**
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	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%**
Trip Distribution IN										2.0%	31.0%				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 OUT						1.0%		2.0%			1.0%				31.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	1	0	3	0	22	343	0	0	0	50	11
Trip Distribution IN											25.0%					
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										2.0%	31.0%				1.0%	1.0%
Trip 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
Total Primary Site Trips	0	0	0	0	0	3	0	6	0	33	666	0	0	0	315	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	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

	Northbound				Driveway P Southbound				Sandy Creek Rd (West) Eastbound				Sandy Creek Rd (East) Westbound			
	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	22	0	20	0	2	227	0	0	0	349	4
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	12	0	0	0	14	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	4%	50%
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**	**0**	**0**	**0**	**22**	**0**	**20**	**0**	**2**	**227**	**0**	**0**	**0**	**349**	**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	1.00	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	24	0	0	0	37	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**20**	**0**	**2**	**251**	**0**	**0**	**0**	**386**	**4**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Trip Distribution IN										2.0%	31.0%				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	3	0	7	0	3	44	0	0	0	106	1
Trip 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
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										2.0%	31.0%				1.0%	1.0%
Trip Distribution OUT						1.0%		2.0%			1.0%				31.0%	
Balancing Adjustment																
Office Trips	0	0	0	0	0	10	0	19	0	4	70	0	0	0	301	2
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										2.0%	31.0%				1.0%	1.0%
Trip Distribution OUT						1.0%		2.0%			1.0%				31.0%	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	1	0	2	0	2	28	0	0	0	28	1
Total Primary Site Trips	0	0	0	0	0	14	0	28	0	9	392	0	0	0	655	4
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	14	0	28	0	9	392	0	0	0	655	4
2032 Build Traffic	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**48**	**0**	**11**	**643**	**0**	**0**	**0**	**1,041**	**8**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**2%**	**4%**	**50%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #29

Veterans Parkway at Proposed Driveway A

AM PEAK HOUR

	Veterans Parkway Northbound				Veterans Parkway Southbound				Proposed Driveway A Eastbound				Westbound			
	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**
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	46	0	0	0	32	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
2032 No-Build Traffic	**0**	**0**	**481**	**0**	**0**	**0**	**334**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN		2.0%	43.0%					1.0%								
Trip Distribution OUT							43.0%			1.0%		2.0%				
Balancing Adjustment																
Warehouse Car Trips	0	7	154	0	0	0	39	4	0	1	0	2	0	0	0	0
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		2.0%	43.0%					1.0%								
Trip Distribution OUT							43.0%			1.0%		2.0%				
Balancing Adjustment																
Office Trips	0	22	474	0	0	0	55	11	0	1	0	3	0	0	0	0
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		2.0%	43.0%					1.0%								
Trip Distribution OUT							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
Total Primary Site Trips	0	33	865	0	0	0	291	17	0	3	0	6	0	0	0	0
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	33	865	0	0	0	291	17	0	3	0	6	0	0	0	0
2032 Build Traffic	**0**	**33**	**1,346**	**0**	**0**	**0**	**625**	**17**	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Veterans Parkway Northbound				Veterans Parkway Southbound				Proposed Driveway A Eastbound				Westbound			
	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 Trips	0	0	33	0	0	0	41	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
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
Trip Distribution IN			55.0%													
Trip Distribution OUT							55.0%									
Balancing Adjustment																
Retail Trips	0	0	212	0	0	0	195	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																
Other Non-Residential Trips	0	2	37	0	0	0	38	1	0	1	0	2	0	0	0	0
Total Primary Site Trips	0	9	486	0	0	0	877	4	0	14	0	28	0	0	0	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 PEAK HOUR

	Veterans Parkway Northbound				Veterans Parkway Southbound				Proposed Driveway R Eastbound				Westbound			
	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**
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	44	0	0	0	43	0	0	0	0	0	0	0	0	0
DRI #3628 Highway 74 Business Tech Park: Development Trips																
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%**
Trip Distribution IN		2.0%					13.0%	2.0%								
Trip Distribution OUT			13.0%							2.0%		2.0%				
Balancing Adjustment																
Warehouse Car Trips	0	7	12	0	0	0	46	7	0	2	0	2	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		2.0%					13.0%	2.0%								
Trip Distribution OUT			13.0%							2.0%		2.0%				
Balancing Adjustment																
Office Trips	0	22	17	0	0	0	143	22	0	3	0	3	0	0	0	0
Trip Distribution IN							15.0%									
Trip Distribution OUT			15.0%													
Balancing Adjustment																
Retail Trips	0	0	14	0	0	0	20	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																
Other Non-Residential Trips	0	4	7	0	0	0	29	4	0	1	0	1	0	0	0	0
Total Primary Site Trips	0	33	67	0	0	0	248	33	0	6	0	6	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	33	67	0	0	0	248	33	0	6	0	6	0	0	0	0
2032 Build Traffic	**0**	**33**	**534**	**0**	**0**	**0**	**699**	**33**	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Veterans Parkway Northbound				Veterans Parkway Southbound				Proposed Driveway R Eastbound				Westbound			
	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**
Trip Distribution IN		2.0%					13.0%	2.0%								
Trip Distribution OUT			13.0%							2.0%		2.0%				
Balancing Adjustment																
Warehouse Car Trips	0	3	44	0	0	0	17	3	0	7	0	7	0	0	0	0
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
Trip Distribution IN							15.0%									
Trip Distribution OUT			15.0%													
Balancing Adjustment																
Retail Trips	0	0	53	0	0	0	58	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																
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 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		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 PEAK HOUR

	Proposed Driveway Q								Sandy Creek Road				Sandy Creek Road			
	Northbound				Southbound				Eastbound				Westbound			
	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	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**
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%**
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
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											33.0%	2.0%		1.0%		
Trip Distribution OUT		2.0%		1.0%											33.0%	
Balancing Adjustment																
Office Trips	0	3	0	1	0	0	0	0	0	0	364	22	0	11	42	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	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 PEAK HOUR

	Proposed Driveway Q								Sandy Creek Road				Sandy Creek Road			
	Northbound				Southbound				Eastbound				Westbound			
	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
Trip 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
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											33.0%	2.0%		1.0%		
Trip Distribution OUT		2.0%		1.0%											33.0%	
Balancing Adjustment																
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
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		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

FA-353

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	FAYETTEVILLE MULTI-USE BRIDGE AND PATHS
GDOT Project No.	0012878
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Fayette County
Jurisdiction	Fayette County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	0.8 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.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	**$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.

Report Generated: 6/14/2022

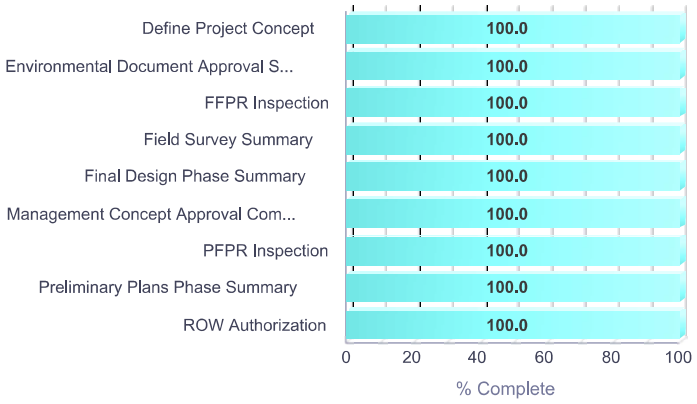
PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION
0013726	Fayette	SR 54 @ SR 74
Mgmt Let Date:	2023-03-15	The proposed project is a Displaced Left Turn (DLT) at the intersection of SR 54 and SR 74. The project will install a single displaced left turn land from SR 74 southbound to SR 54 eastbound, and will provide dual displaced left turn lanes from SR 74 northbound to SR 54 westbound. The project will create an additional right turn from SR 74 southbound onto SR 54 westbound, and signalize the new dual right turn lanes. The right turn from SR 54 eastbound to SR 74 southbound will also be signalized.

PROJ NO:
MPO TIP#:
MPO: Atlanta TMA
PROJ LENGTH (MI): 0.40
TYPE WORK: Operational Improvement
LET RESPONSIBILITY: GDOT Let
BIKE PROVISIONS INCLUDED? N

SPONSOR: GDOT
PROJ MGR: Blair, Randy
DOT DIST: 3
CONG DIST: 003
HOUSE DIST: 071, 072
SENATE DIST: 016

Phase	FY Approved	Approved FY Estimate*	Fund	Phase Status
Construction		$7,706,108.75	Y240	PRECST
Engineering	2016	$1,839,368.76	M240	AUTHORIZED
Right of Way	2021	$2,010,000.00	Z240	AUTHORIZED
Utility		$756,526.03	Y240	PRECST



Activity	Actual Start Date	Actual Finish Date
Final Design Phase Summary	2021-04-13	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

SEE SHEET 2 OF 3

PROPOSED ASPHALT
PROPOSED SIDEWALK AND C&G
PROPOSED RAISED ISLAND OR MEDIAN

Georgia Department of Transportation

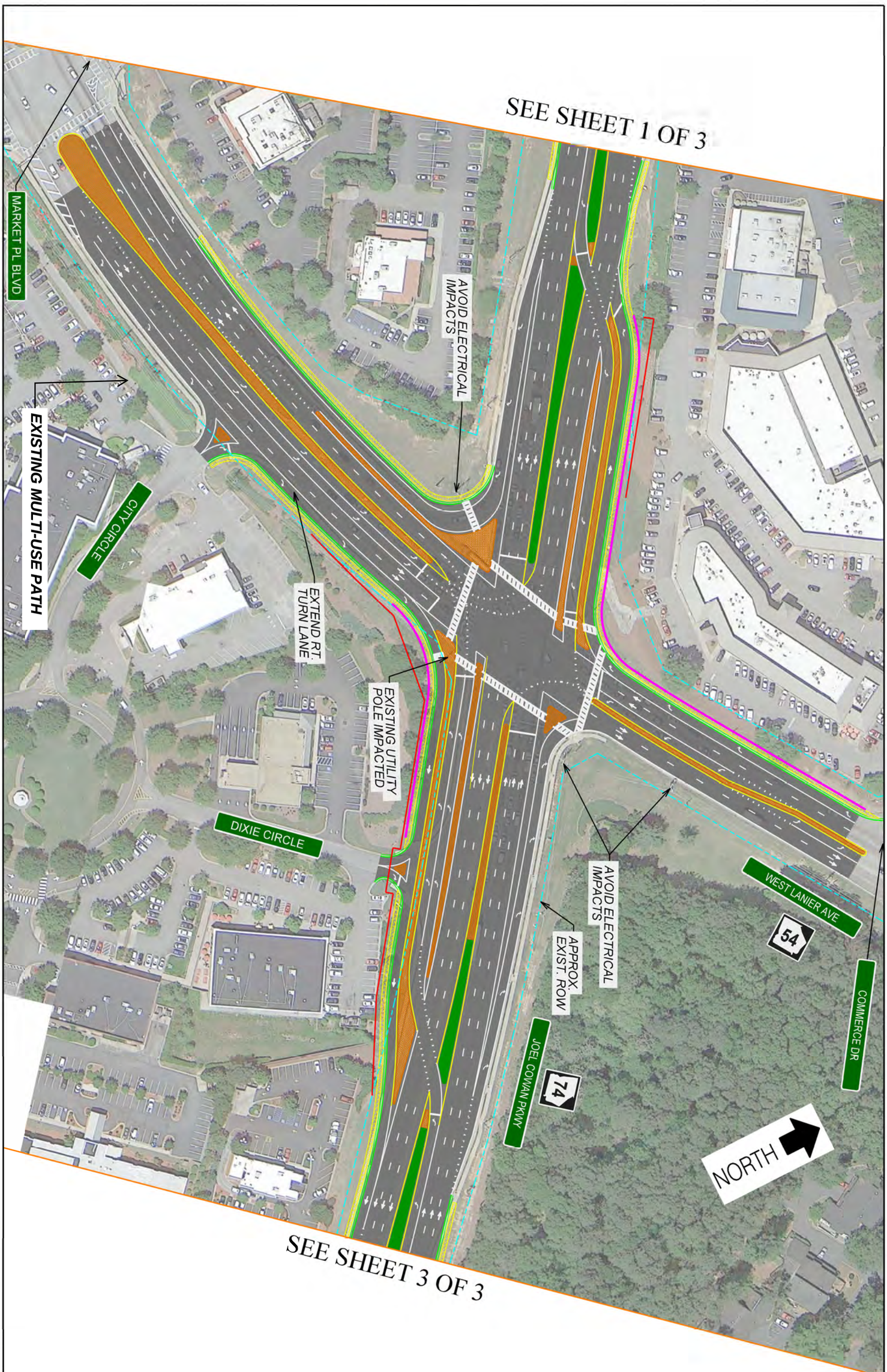
ARCADIS

SCALE IN FEET
0 120 240

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

JOEL COWAN PKWY (SR 74)
AT WEST LANIER AVE (SR 54)
SHEET 1 OF 3

PI NO.
0013726



PROPOSED ASPHALT
PROPOSED SIDEWALK AND C&G
PROPOSED RAISED ISLAND OR MEDIAN
PROPOSED RETAINING WALL
REQUIRED RIGHT OF WAY

GDOT Georgia Department of Transportation
ARCADIS

SCALE IN FEET
0 120 240

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

JOEL COWAN PKWY (SR 74)
AT WEST LANIER AVE (SR 54)
SHEET 2 OF 3

PI NO.
0013726

SEE SHEET 2 OF 3

PROPOSED ASPHALT
PROPOSED SIDEWALK AND C&G
PROPOSED RAISED ISLAND OR MEDIAN
PROPOSED RETAINING WALL
REQUIRED RIGHT OF WAY

Georgia Department of Transportation

ARCADIS

SCALE IN FEET
0 120 240

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

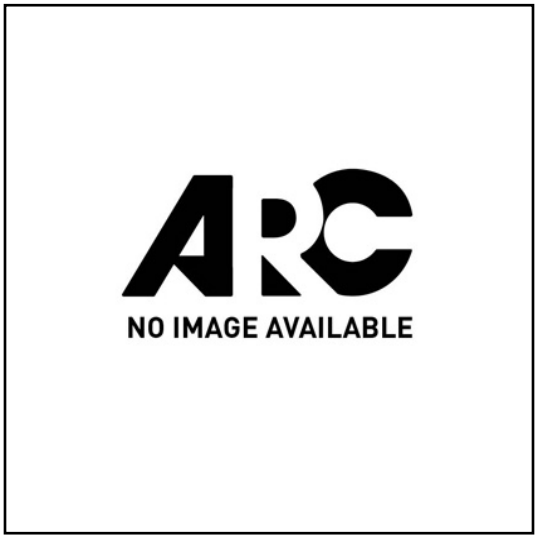
JOEL COWAN PKWY (SR 74)
AT WEST LANIER AVE (SR 54)
SHEET 3 OF 3

PI NO.
0013726

FA-100C

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	FAYETTE COUNTY RESURFACING PROGRAM - PHASE 2 AT VARIOUS SEGMENTS IN FAYETTE COUNTY
GDOT Project No.	0017812
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Maintenance
Sponsor	Fayette County
Jurisdiction	Fayette County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	12.39 miles

Detailed Description and Justification

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 Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	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 Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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

Report Generated: 6/14/2022

FA-085

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	SR 85 WIDENING FROM SR 92 TO GRADY AVENUE
GDOT Project No.	321960-
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Fayette County
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 one general purpose lane in each direction along SR 85 between SR 92 and Grady Avenue.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - 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

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

Report Generated: 6/14/2022

FS-AR-182

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)
GDOT Project No.	0007841
Federal ID No.	CSNHS-0007-00(841)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Fairburn
Jurisdiction	Regional - Southwest
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	Var	**LCI**	
Planned Thru Lane	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 Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					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.

Report Generated: 6/14/2022

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

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:

Concept 1: Diverging Diamond Interchange – 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.

Concept 3: Partial Cloverleaf "B" (2 Loops added to Interchange) – 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.

PROJECT LOCATION
I-85 at SR 74
Interchange Modification

PROJECT CSNHS-0007-00(841)
FULTON COUNTY, GA

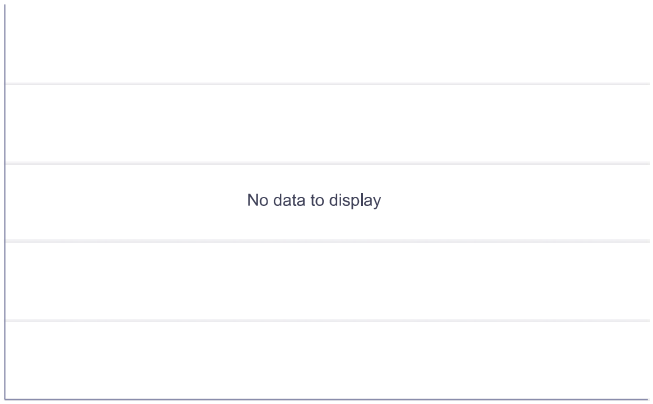
N

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION
0007837	Fayette	CR 358/CR 548/PALMETTO RD/COLLINSWORTH RD FM I-85 TO SR 74
Mgmt Let Date:		

PROJ NO:	CSSTP-0007-00(837)	**SPONSOR:**	GDOT
MPO TIP#:		**PROJ MGR:**	Shelby III, Albert V.
MPO:	Atlanta TMA	**DOT DIST:**	3
PROJ LENGTH (MI):	3.41	**CONG DIST:**	003
TYPE WORK:	Widening	**HOUSE DIST:**	064, 071
LET RESPONSIBILITY:	GDOT Let	**SENATE DIST:**	016, 028, 034
BIKE PROVISIONS INCLUDED?	Y		

Phase	FY Approved	Approved FY Estimate*	Fund	Phase Status
Engineering	2051	$2,476,966.26	Y240	PRECST
Right of Way	2051	$13,902,885.00	LOC	PRECST
Construction	2051	$30,962,078.21	Y240	PRECST
Utility	2051	$4,841,635.56	Y240	PRECST



Activity	Actual Start Date	Actual Finish Date

Right of Way Acquisition Information:

Preliminary Parcel Count: **Total Parcel Count:** **Acquired by :** LOC