Transportation Analysis

Bowen Homes Redevelopment DRI #4036

City of Atlanta, Georgia

September 2023

Prepared for:

Atlanta Housing

Prepared by:

Kimley-Horn and Associates, Inc. 817 West Peachtree Street NW, Suite 601 Atlanta, GA 30308 014517001

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Available Upon Request

Raw Traffic Count Data Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Bowen Homes* development located in Atlanta, Georgia. The approximate 65-acre site is located north of Donald Lee Hollowell Parkway (SR 8/US 78) and west of James Jackson Parkway (SR 280). The proposed development is anticipated consist of approximately 2,000 dwelling units, a recreational community center, office, and retail uses. The site is a redevelopment of the former Bowen Homes by Atlanta Housing. Housing affordability and the inclusion of affordable units is an important element of the proposed master plan redevelopment.

The proposed development will consist of the following land uses and densities contained in **Table 1**. For the purposes of the DRI, the *Bowen Homes* development will be built out in 2 phases, Phase 1 in 2031 and Phase 2 in 2040.

Land Use	Proposed Phase 1 (2031)	Proposed Phase 2 (2040)	Total Proposed Density
Multifamily Residential	199 dwelling units	1,045 dwelling units	1,244 dwelling units
Affordable Housing	557 dwelling units	199 dwelling units	756 dwelling units
Recreational Community Center	-	25,000 SF	25,000 SF
Office	-	25,000 SF	25,000 SF
Retail	15,000 SF	45,000 SF	60,000 SF

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 and pass-by reductions to gross trips are included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated August 15, 2023).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, 2031 Phase 1 No-Build and Build conditions, and 2040 Phase 2 No-Build and Build conditions.

- Existing 2023 conditions represent current traffic volumes collected in May 2023.
- The Projected 2031 No-Build conditions represent the Existing 2023 traffic volumes grown for eight (8) years at 1.5 percent per year throughout the study network plus the including of proposed roadway geometry changes associated with the following proposed projects:
 - o SR 8/US 278 Road Diet (Geo PI 0017926)
 - o SR 280/James Jackson Pkwy at Northwest Drive Roundabout (Geo PI 000999 & 0019834).
- The Projected 2031 Phase 1 Build conditions represent the Projected 2031 No-Build conditions plus the addition of Phase 1 project trips generated by the *Bowen Homes Redevelopment*.
- The Projected 2040 No-Build conditions represent the Projected 2031 No-Build traffic volumes grown for nine (9) years at 0.75 percent per year throughout the study network.
- The Projected 2040 Phase 2 Build conditions represent the Projected 2040 No-Build conditions plus the addition of Phase 1 project trips generated by the *Bowen Homes Redevelopment*.

A brief summary of improvements and recommendations are noted below by phase. Detailed improvements and recommendation by individual intersections follow.

Note that some improvements identified, such as widening SR 8 in locations with limited right-of-way, are not recommended.

2031 NO-BUILD RECOMMENDATIONS (SYSTEM IMPROVEMENTS)

Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4)

• Modify signal timings during the AM and PM peak hours to run 80-second cycle lengths (half-cycle) instead of the current 160-second cycle length, if approved by GDOT

Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8)

 Consider modifying the southbound approach to provide dual southbound left-turn lanes and a channelized right-turn lane along Hollywood Road (return to existing conditions) and modify the east leg of Donald Lee Hollowell Pkwy (SR 8/US 78) to include two eastbound receiving through lanes, as approved by GDOT and the City of Atlanta. The modification considered should take into account Geo PI 0017926 (road diet currently under construction) and prioritize non-vehicular modes of travel.

SYSTEM CONSIDERATIONS FOR ONGOING SR 8 SCOPING STUDY (GEO PI 0015382)

Right-of-way is constrained along Donald Lee Hollowell Parkway (SR 8/US 278) between I-285 and James Jackson Pkwy (SR 280). There is no project frontage along Donald Lee Hollowell Parkway (SR 8/US 278) and limited right-of-way in this section, therefore, the following system improvements at offsite intersections are not recommended as an improvement, but should be considered in the ongoing scoping study based on 2031 (Phase 1) No-Build conditions (system improvements):

Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3)

- Consider widening the eastbound approach to provide an eastbound left-turn lane and a shared through/right-turn lane Donald Lee Hollowell Pkwy (SR 8/US 78).
- East of the intersection, consider extending the widening of Donald Lee Hollowell Pkwy (SR 8/US 78) to include a two-way-left-turn lane between Field Road (Intersection 3) and Yates Dr/Kings Grant Dr (Intersection 4).

The following system improvements should be considered in the ongoing scoping study based on 2040 (Phase 2) No-Build conditions (system improvements):

Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps (Intersection 1)

- Consider widening the eastbound approach to provide an eastbound right-turn lane along Donald Lee Hollowell Pkwy (SR 8/US 78).
- Consider modifying signal timings during the AM and PM peak hours to run 80-second cycle lengths (halfcycle) instead of the current 160-second cycle length, coordinated with closely spaced adjacent intersections.

James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7)

• Consider widening Donald Lee Hollowell Pkwy (SR 8/US 78) to include an eastbound right-turn lane and a separate through lane.

2031 PHASE 1 BUILD RECOMMENDATIONS (DEVELOPMENT IMPROVEMENTS)

Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4)

- Modify the southbound approach to provide separate left- and through/right-turn lane along Yates Drive as approved by the City of Atlanta and GDOT.
- Consider widening Donald Lee Hollowell Pkwy (SR 8/US 78) to provide an eastbound left-turn lane and a shared through/right-turn lane, if approved by GDOT.
 - <u>Note</u>: there is no existing site frontage along Donald Lee Hollowell Pkwy to dedicate right-of-way for improvements at this intersection. Proposed access improvements are recommended if rightof-way allows.

James Jackson Pkwy (SR 280) at Driveway A (Intersection 9)

- Provide one (1) ingress lane and separate right-turn and left-turn (2) egress lanes on site at Driveway A.
- Provide or dedicate right-of-way for a southbound right-turn deceleration lane and northbound left-turn lane into the site per GDOT turn lane warrants under 2040 (Phase 2) Build conditions, if approved by GDOT.

James Jackson Pkwy (SR 280) at Driveway B (Intersection 10)

- Provide one (1) ingress lane and one (1) egress lane on site at the eastbound approach of Driveway B.
- Provide or dedicate right-of-way for a southbound right-turn deceleration lane and northbound left-turn lane into the site per GDOT turn lane warrants under 2040 (Phase 2) Build conditions, if approved by GDOT.

James Jackson Pkwy (SR 280) at Driveway C (Intersection 11)

- Provide one (1) ingress lane and one (1) egress lane on site at the eastbound approach of Driveway C.
- Alternatively, provide pedestrian-only access at this location.
- Provide or dedicate right-of-way for a southbound right-turn deceleration lane per GDOT turn lane warrants under 2040 (Phase 2) Build conditions, if approved by GDOT.

James Jackson Pkwy (SR 280) at Driveway D (Intersection 12)

- Provide one (1) ingress lane and one (1) egress lane on site at the eastbound approach of Driveway D.
- Provide or dedicate right-of-way for a southbound right-turn deceleration lane per GDOT turn lane warrants under 2040 (Phase 2) Build conditions, if approved by GDOT.

2040 PHASE 2 BUILD RECOMMENDATIONS (DEVELOPMENT IMPROVEMENTS)

James Jackson Pkwy (SR 280) at Driveway A (Intersection 9)

- Coordinate with GDOT to install a traffic signal, if and when warranted and approved by GDOT. The proposed future traffic signal should consider connectivity with the Cary Park Neighborhood on the east side of James Jackson Pkwy (SR 280) where right-of-way may exist to construct a new public street.
- Provide a southbound right-turn deceleration lane and northbound left-turn lane into the site per GDOT turn lane warrants. The northbound left-turn lane may be considered within existing right-of-way ahead of the lane reduction for the proposed SR 280/James Jackson Pkwy at Northwest Drive Roundabout (Geo PI 000999 & /0019834).

Field Road at Driveway E (Intersection 13)

• Provide one (1) ingress lane and one (1) egress lane on site at the westbound approach of Driveway E.

Field Road at Driveway F (Intersection 14)

• Provide one (1) ingress lane and one (1) egress lane on site at the westbound approach of Driveway F.

Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps (Intersection 1)

The intersection is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours under 2023 Existing and 2031 (Phase 1) No-Build and Build conditions, and during the PM peak hour under the 2040 (Phase 2) No-Build and Build conditions. The intersection is not projected to meet GRTA's approach LOS standards under the 2040 (Phase 2) No-Build and Build AM peak hour conditions, with the southbound approach operating at LOS F and the eastbound approach operating at LOS E.

In order to improve the intersection approach LOS to meet GRTA standards, the system improvements listed below are needed (to serve 2040 background/No-Build) and <u>are not recommended due to limited right-of-way and coordination of closely spaced signals associated with the interchange</u>:

- Widen the eastbound approach to provide an eastbound right-turn lane along Donald Lee Hollowell Pkwy (SR 8/US 78).
- Modify signal timings during the AM and PM peak hours to run 80-second cycle lengths (half-cycle) instead of the current 160-second cycle length.

Widening the eastbound approach to provide the eastbound right-turn lane is inhibited by right-of-way. The proposed modified signal timing change to a half-cycle would require extensive corridor signal timing modifications to coordinate closely spaced signals associated with the interchange.

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps (Intersection 1), which assume the noted improvements.

~	verall LOS Standard [,] D			-			I-285 SB Ramps									
Appl	rall LC roach	JS Sta	andard: D Standard: D F	N	orthbou	nd	Sc	outhhou	nd	Donald L	Eastbound			Westbound		
, pp	louon	200		L	T	R	L	T	R		T	R	L	T	R	
			Overall LOS						C	(26.7)						
2		_	Approach LOS		()			D (40.3)			D (35.5)			A (9)		
BU		ΔA	Storage				350									
ģ	(50th Queue				15	15	100		270	109	54	175		
40 1	Inal		95th Queue				42	42	#259		357	#355	m85			
20	Sig		Overall LOS				1			B (16)						
Е 2	•	_	Approach LOS		()			D (44.1)			B (15.5)			B (11.1)		
HASE		PR	Storage				350									
H			50th Queue				15	15	74		133	6	7	75		
			95th Queue				40	40	156		198	64	m10	285		
			Overall LOS						C	; (28.2)						
		-	Approach LOS		()			D (48.3)			C (34.9)			B (12.8)		
		AN	Storage				350									
B	(50th Queue				20	20	100		297	143	61	171		
040	gna		95th Queue				49	50	#258		391	#435	m141	m205		
22	(Siç		Overall LOS						B	(16.3)						
Ise	-	-	Approach LOS		()			D (42.1)			B (15.8)			B (11.5)		
Pha		РР	Storage				350									
			50th Queue				24	24	74		147	19	9	77		
			95th Queue				52	52	155		223	92	m27	496		

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3)

The existing side-street stop-controlled intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3) is not projected to meet GRTA's approach LOS standards for the AM peak hour southbound stopcontrolled approach under the 2031 (Phase 1) No-Build and Build conditions, and the 2040 (Phase 2) No-Build conditions. It is notable that traffic volumes at the southbound approach under these conditions are based on existing and background traffic conditions. No proposed development traffic is anticipated to access the site via Field Road during 2031 (Phase 1) Build conditions. It is not uncommon for side street stop-controlled traffic to experience delay entering the mainline.

It is notable that the intersection is projected to meet GRTA's approach LOS standards during the AM and PM peak hours under 2040 (Phase 2) Build conditions without improvements.

In order to improve the approach LOS to meet GRTA standards, the system improvements listed below (to serve 2031 background/No-Build) <u>are not recommended due to low side-street volume and limited right-of-way</u> as background/system improvements, but may be considered by the ongoing SR 8 Scoping Study (Geo PI 0015382):

- Widen the eastbound approach to provide an eastbound left-turn lane and a shared through/right-turn lane Donald Lee Hollowell Pkwy (SR 8/US 78).
- East of the intersection, extend the widening of Donald Lee Hollowell Pkwy (SR 8/US 78) to include a twoway-left-turn lane between Field Road (Intersection 3) and Yates Dr/Kings Grant Dr (Intersection 4).

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3), which assume the noted improvements.

Ove	Dverall LOS Standard: D Approach LOS Standard: D				- Northbound			Field Road			d Lee Hol Pkwy	lowell	Donald Lee Hollowell Pkwy Westbound		
Арр	TUach	LU3 .	Stanuaru. D			R		T	R			R	V	T	R
			Overall LOS	_			_	-	(0)			_		
Р			Approach LOS					C (22.6)			A (8.1)				
BUI		AM	Storage												
ġ	•		50th Queue												
2	SC		95th Queue					0		0					
203	₹		Overall LOS				(0.2).2)					
Ξ.)	_	Approach LOS			-		B (14)			A (0)				
ASE		РМ	Storage												
Ηd			50th Queue												
			95th Queue					25		0					
			Overall LOS						(0)					
Δ		_	Approach LOS		1	-		C (23.9)			A (8.2)				
		AN	Storage												
ā	(50th Queue												
ŝ	SC		95th Queue					0		0					
7 5	Ě		Overall LOS						(0).2)					
SE	•	_	Approach LOS			•		B (14.6)			A (0)				
HA		PΓ	Storage												
			50th Queue												
			95th Queue					25		0					

Ove Ann	rall LC)S Sta	indard: D Standard: D	- Northbound			F	Field Roa	d nd	Donald E:	l Lee Hol Pkwy astboun	lowell d	Donald Lee Hollowell Pkwy Westbound		llowell
, .pp	louon	200		L	T	R	L	T	R		T	R	L	T	R
			Overall LOS						(0)					
LD			Approach LOS					C (24.2)			A (8.1)				
BU		AM	Storage												
ģ	<u> </u>		50th Queue												
4 O t	sc		95th Queue					0		0					
202	₹.		Overall LOS				(0.).2)					
PHASE 2	Ŭ	-	Approach LOS		r			B (14.5)			A (0)	-			
		PΓ	Storage												
			50th Queue												
			95th Queue					25		0					
			Overall LOS						(0).6)					
_		-	Approach LOS		1			B (12.8)			A (8.5)				
		AN	Storage												
B	~		50th Queue												
040	/SC		95th Queue					25		25					
2 2	Ě		Overall LOS						(1	.1)					
se	•	_	Approach LOS		1	1		C (15.8)			A (9.4)				
Pha		PΓ	Storage												
_			50th Queue												
			95th Queue					25		25					

Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4)

The existing signalized intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4) is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours for all scenarios except for the AM peak hour for the 2040 (Phase 2) No-Build and Build conditions which is projected to operate at LOS E.

The intersection is not projected to meet GRTA's approach LOS standards under all scenarios for the northbound approach during the AM peak hours, and for the southbound approach during the PM peak hours. The southbound approach is expected to meet GRTA's approach LOS standards during the PM peak hours for the 2023 Existing conditions, the 2031 (Phase 1) No-Build and 2040 (Phase 2) No-Build conditions, but not the remaining scenarios.

In order to improve the intersection LOS to meet GRTA standards, the system improvements listed below are needed (to serve existing and background/No-Build) and <u>are recommended</u> under 2031 (Phase 1) No-Build conditions (shown in red in **Figures 11-14**):

• Modify signal timings during the AM and PM peak hours to run 80-second cycle lengths (half-cycle) instead of the current 160-second cycle length.

In order to serve site access under 2031 (Phase 1) Build and 2040 (Phase 2) Build conditions, the following site access improvements are recommended if right-of-way will allow improvements (shown in blue in **Figures 13-14**):

- Modify the southbound approach to provide separate left- and through/right-turn lane along Yates Drive.
- Consider widening Donald Lee Hollowell Pkwy (SR 8/US 78) to provide an eastbound left-turn lane and a shared through/right-turn lane.
 - <u>Note</u>: there is no existing site frontage along Donald Lee Hollowell Pkwy to dedicate right-of-way for improvements at this intersection. Proposed access improvements are recommended if rightof-way allows.

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4), which assume the noted improvements.

0.44		0.04-	ndardı D	Kings Grant Dr			Yates Dr			Donal	d Lee Ho	llowell	Donald Lee Hollowell		
App	rall LC	100 Sta	ndard: D Standard: D	No	orthhou	nd	S	outhhou	nd		Pkwy	d	10/	PKWy /ostbour	h
Λpp	loach	100 0	Stanuaru. D		T	R		T	R		T	R	1	T	R
			Overall LOS	-	•		_	•	A (6.5)	•			•	
9			Approach LOS	[D (38.2)			(0)			A (7.6)			A (0.6)	
۳.		M	Storage										150		
ď		4	50th Queue		0						1019		4	178	
N N	(lar		95th Queue		25						1163		m7	248	
203	Sign		Overall LOS						A (2	2.9)					
	3		Approach LOS	I	D (38.1)			D (35.3)			A (2.8)			A (0.7)	
ASE		M	Storage										150		
H/		-	50th Queue		0			0			78		5	62	
_			95th Queue		29			0			197		m30	254	
			Overall LOS						A (8	8.9)					
0			Approach LOS		C (35)			D (36.3)			A (9.6)			A (0.7)	
		AM	Storage							150			150		
В	(j		50th Queue		0			4		4	992		4	181	
031	nal		95th Queue		24			36		m8	1161		m5	259	
12	Sig		Overall LOS				-		A (4	4.2)					
SE)	_	Approach LOS		D (35.4)			D (35.8)			A (3.4)			A (0.8)	
HA		PA	Storage							150			150		
<u>a</u>			50th Queue		0			3		5	80		5	64	
			95th Queue		29			33		20	191		m27	234	
			Overall LOS						Α (7.7)					
ģ		Σ	Approach LOS		D (38.2)			(0)			A (9.1)			A (0.7)	
401	(◄	50th Queue		0						992		1	194	
20	Jnal		95th Queue		26						1103		m4	61	
Е 2	Sig		Overall LOS						A	(3)					
AS	•	Σ	Approach LOS	I	D (38.1)			D (35.1)			A (3)			A (0.7)	
H		Ъ	50th Queue		2			0			34		6	67	
			95th Queue		30			0			49		m30	317	
			Overall LOS						B (1	2.3)					
		Ŋ	Approach LOS	(C (33.1)			D (38.9)			B (13.1)			A (0.9)	
BI	(4	50th Queue		0			14		9	967		1	47	
040	gna		95th Queue		24			59		27	#1274		m4	69	
22	(Siç		Overall LOS						A (6.1)					
ase	-	Σ	Approach LOS	(C (33.6)			D (38.7)			A (4)			A (0.8)	
Phé		а.	50th Queue		2			20		8	42		12	153	
		_	95th Queue		29			65		17	81		m33	351	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7)

The existing signalized intersection of James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7) is not projected to meet GRTA's approach LOS standards under the 2023 Existing conditions during the AM and PM peak hours. The intersection is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours for the 2023 Existing conditions, the 2031 (Phase 1) No-Build and Build conditions. During 2040 (Phase 2) No-Build, and 2040 (Phase 2) Build conditions, the intersection is not projected to meet GRTA's <u>overall</u> LOS standards, with the overall LOS operating at LOS E or LOS F. For future scenarios, signal timing splits were adjusted to account for changes in traffic patterns.

In order to improve the intersection LOS to meet GRTA standards, the system improvements listed below are needed (to serve 2040 background/No-Build) and <u>are not recommended due to limited right-of-way</u>:

• Widen Donald Lee Hollowell Pkwy (SR 8/US 78) to include an eastbound right-turn lane and a separate through lane.

The analysis results shown in the table below are for the improved conditions at James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7), which assume the noted improvements.

Ove	rall LC)S Sta	andard: D	James	Jacksor	n Pkwy	James	s Jackson	Pkwy	Donal	d Lee Ho Pkwy	llowell	Donald Lee Hollowell Pkwy		
Арр	roach	LOS	Standard: D E	N	orthbou	nd	Southbound			Eastbound			W	estboun	ld
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
-			Overall LOS						C (2	9.4)					
ב		_	Approach LOS		E (73)			E (56.8)			A (9.9)			B (15.2)	
BU		AΝ	Storage	100								100			
ģ	<u> </u>		50th Queue	37	287		119	267			~1103	0		167	0
4 0;	nal		95th Queue	64	372		164	343			#1492	m3		267	32
204	Sig		Overall LOS						D (4	0.9)					
2	•	_	Approach LOS	E (60.6)				E (61.2)			A (2.4)			C (31.1)	
PHASE		PM	Storage	100								100			
			50th Queue	81	381		113	563			266	21		426	27
			95th Queue	#127	465		150	660			448	43		612	87
			Overall LOS						D (4	1.5)					
0		_	Approach LOS		E (73.3)		E (56.8)			C (32.3)				C (20.3)	
		AN	Storage	100								100			
BI	<u> </u>	-	50th Queue	34	309		196	295			~1254	0		213	0
040	nal		95th Queue	57	397		248	376			#1641	m2		332	43
22	Sig		Overall LOS						D (4	6.2)					
SE	<u> </u>	_	Approach LOS		E (79.9)			E (61.8)	-		A (3.6)			C (33.8)	
ΗN		РМ	Storage	100								100			
Δ.			50th Queue	72	440		146	551			390	12		522	55
			95th Queue	#129	#688		224	708			481	38		674	132

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8)

The existing signalized intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8) is projected to meet GRTA's approach and overall LOS standards under the 2023 Existing conditions.

Based on the programmed GDOT project PI #0017926 noted in **Section 2.5**, a road diet is planned for Donald Lee Hollowell Parkway (SR 8) from 4 to 3 lanes by restriping in the vicinity of Intersection 8. The programmed project is anticipated to be constructed prior to the *Bowen Homes Redevelopment*; therefore the proposed geometry (per the signal design concept plan from GeoPI) was analyzed for Intersection 8 in future 2031 and 2040 scenarios (and is shown in green in **Figures 11-14**).

Under the projected 2031 Phase 1 No-Build and Build and 2040 Phase 2 No-Build and Build conditions, all approaches are projected to meet GRTA's approach standards except the eastbound approach during the AM peak hour for all future scenarios. Intersection 8 is projected to meet GRTA's overall LOS standards during both the AM and PM peak hours under the 2031 (Phase 1) No-Build conditions and during the PM peak hour under the 2031 (Phase 1) No-Build conditions. The intersection is not projected to meet GRTA's overall intersection LOS standards during the AM peak hour under the 2031 (Phase 2) No-Build, and 2040 (Phase 2) Build conditions. The intersection is not projected to meet GRTA's overall intersection LOS standards during the AM peak hour under the 2031 (Phase 1) Build, 2040 (Phase 2) Build conditions, which is projected to operate at LOS E.

In order to improve the intersection LOS to meet GRTA standards, the system improvements listed below are needed (to serve existing and background/No-Build) and <u>are recommended for consideration</u>, <u>but conflict with the design of the ongoing road-diet project (Geo PI 0017926) that is prioritizing bicycle and pedestrian activity at this intersection</u> (shown in red in **Figures 11-14**):

• Consider modifying the southbound approach to provide dual southbound left-turn lanes and a channelized right-turn lane along Hollywood Road (return to 2023 Existing conditions) and modify the east leg of Donald Lee Hollowell Pkwy (SR 8/US 78) to include two eastbound receiving through lanes.

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8), which assume the noted improvements.

Ove	Dverall LOS Standard: D				-		Hollywood Rd			Donald Lee Hollowell Pkwy			Donald Lee Hollowell Pkwy		
Appr	oach	LOSS	Standard: D E	No	orthbou	nd	So	outhbour	nd	E	astboun	d	N	/estboun	d _
			0	L	I	R	L	I	R			ĸ	L	I	ĸ
0					0			F (00.0)	C (2	28.7)	0 (22.4)			A (4 O)	
		Σ	Approach LOS		0		200	E (63.3)	200		C (32.1)			A (4.2)	400
B		A	Storage				300		300		047			102	100
Ň	(le		Solin Queue				137		0		917			103	0
031	ign:						100		9	5.6)	#1495			170	0
1 2((Si				Δ			E (58 0)	D (5.6)	A (7 0)			A (0.9)	
В		Σ	Approach LOS Storago		0		200	L (38.9)	200		A (7.9)			A (9.0)	100
ΗĂ		₫	50th Ougue				300		300		150			E 4 7	100
₫							147		1/		250			01/	0
							109			32 1)	259			914	0
			Approach LOS		0			E (63.2)	0 ((52.1)	D (37 9)			Δ (4.3)	
LD		Σ	Storage		0		300	L (03.2)	300		D (37.3)			7 (4.3)	100
BUI		4	50th Oueue				137		0		1012			108	0
311	al)		95th Queue				180		13		#1559			179	0
20	ign		Overall LOS				100		B (1	6.4)	11000			175	0
Э́Е 1	(S		Approach LOS		0			F (58.7)	- ()	01.1)	A (8.1)			B (11)	
IAS		Σ	Storage				300	_ (0011)	300		/ (011)			2 ()	100
τ Γ		<u> </u>	50th Queue				147		0		168			597	0
			95th Queue				189		20		274			1001	0
			Overall LOS						C (3	31.2)					-
6		5	Approach LOS		0			E (63.5)	- ()	,	D (36.1)			A (4.5)	
NO		A	50th Queue				146				1033			115	0
204 L	(Iar		95th Queue				191				#1595			188	0
2	Sign		Overall LOS						B (1	7.6)					
ASE	Ű	⋝	Approach LOS		()			E (58.5)			A (8.5)			B (12.7)	
PH/		Ы	50th Queue				159				176			667	0
			95th Queue				201				285			#1225	0
•			Overall LOS				•		D (4	41.3)					
		Σ	Approach LOS		0			E (75.6)			D (50.8)			A (4.3)	
BU	<u> </u>	A	50th Queue				156				~1451			125	0
040	nal		95th Queue				#230				#1717			170	0
2 2(Sig		Overall LOS						С	(21)					
se	<u> </u>	Σ	Approach LOS		()			E (58.5)			A (9.5)			B (17.4)	
oha		٩	50th Queue				167				214			834	0
4			95th Queue				210				345			#1403	0

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Over Appr	Overall LOS Standard: D Approach LOS Standard: D				s Jacksor orthbou	n Pkwy nd	James Sc	Jacksor outhbou	n Pkwy nd	Dwy A Eastbound			- Westbound		
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Δ			Overall LOS						Α ((1)					
		Σ	Approach LOS		A (0.3)			(0)			B (12.6)				
Bl	-	A	50th Queue												
031	sc		95th Queue	0	0			0	0	25	25				
12	≩		Overall LOS						A (0).9)					
SE	C	Σ	Approach LOS	A (0.7)				(0)			C (17.1)				
ЧA		Ы	50th Queue												
Р			95th Queue	0	0			0	0	25	25				
•			Overall LOS						A (3	3.5)					
		Σ	Approach LOS		A (1)			(0)			C (16)				
BU		A	50th Queue												
040	SC		95th Queue	0	0			0	0	50	25				
2 2(≩		Overall LOS						A (3	3.4)					
se	Ŭ	Σ	Approach LOS		A (1.9)			(0)			D (27.5)				
ha		đ	50th Queue												
-			95th Queue	0	0			0	0	75	25				

James Jackson Pkwy (SR 280) at Driveway A (Intersection 9)

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.
 M Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway A at James Jackson Parkway (SR 280) (Intersection 9) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Preliminary peak hour traffic signal warrants were considered for Intersection 9. While traffic volumes are unlikely to warrant a traffic signal, a signal is desired at Driveway A as it will serve as the main driveway for the *Bowen Homes Redevelopment*. It is notable that initiatives surrounding the Choice Neighborhood Grant and adjacent property redevelopment in the Carey Park Neighborhood has strong interest in creating a new east-west connection across James Jackson Parkway (creating a four-way intersection) aligned with the proposed Driveway A. If a cross-neighborhood connection comes to fruition, with support of ATLDOT and GDOT, a signal is recommended at this location.

The recommended lane configuration for Driveway A provides one (1) ingress lane and two (2) egress lanes including separate left- and right-turn lanes, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, both a northbound left-turn lane and a southbound right-turn lane are warranted. It is recommended that right-of-way be dedicated for future potential turn-lanes during the Phase 1 construction. However, turn lanes are not recommended until volumes require them under projected 2040 (Phase 2) Build conditions. The proposed future condition should be coordinated with GDOT to identify if a northbound left-turn lane may be constructed within existing right-of-way and tie into the lane reduction required north of the site for the proposed SR 280/James Jackson Pkwy at Northwest Drive Roundabout (Geo PI 000999 & /0019834).

The reported analysis results do not include the turn lanes noted in order to provide a conservative analysis.

Overall LOS Standard: D Approach LOS Standard: D		ndard: D Standard: D	James Jackson Pkwy Northbound		James Jackson Pkwy Southbound			E	Dwy B astbour	ıd	W	- estboun	ıd			
				L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Δ			Overall LOS						(0.	1)						
		Σ	Approach LOS		A (0.1)			()			B (10)					
Bl	-	A	50th Queue													
031	SC		95th Queue	0	0			0	0		0					
12	≩		Overall LOS						(0.	2)						
HASE)	M	Σ	Approach LOS		A (0.3)			()			B (10.8)				
		Р.	50th Queue													
Р			95th Queue	0	0			0	0							
(Overall LOS						(0.	3)						
		Σ	Approach LOS		A (0.4)			()			B (11.3)					
BU	~	A	50th Queue													
040	SC		95th Queue	0	0			0	0		25					
2 2(≩		Overall LOS						(0.	8)						
se	Ŭ	Σ	Approach LOS		A (0.8)			()			B (14.6)					
ha		Р.	50th Queue													
4			95th Queue	0	0			0	0							

James Jackson Pkwy (SR 280) at Driveway B (Intersection 10)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway B at James Jackson Parkway (SR 280) (Intersection 10) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Projected traffic volumes for neither the 2031 (Phase 1) nor the 2040 (Phase 2) conditions meet preliminary peak hour traffic signal warrants at Intersection 10.

The recommended lane configuration for Driveway B provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, both a northbound left-turn lane and a southbound right-turn lane are warranted. It is recommended that right-of-way be dedicated for future potential turn-lanes during the Phase 1 construction. However, turn lanes are not recommended until volumes require them. The reported analysis results do not include the turn lanes in order to provide a conservative analysis.

Ovei Appi	rall LO roach l	S Sta LOS S	ndard: D Standard: D	James N	s Jacksor orthboui	n Pkwy nd	James So	Jacksor	n Pkwy nd	E	Dwy C astbour	ıd	- Westbound		d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
٥			Overall LOS						(0.	1)					
Ę		Σ	Approach LOS		A (0)			()			B (12.9)			()	
В	-	A	50th Queue												
031	sc		95th Queue	0	0			0	0		0				
HASE 1 2	₹		Overall LOS						(0.	1)					
)	Σ	Approach LOS		A (0)			()			B (14.9)			()	
		P	50th Queue												
Ф.			95th Queue	0	0			0	0		0				
•			Overall LOS						(0.	3)					
Ę		Σ	Approach LOS		A (0.1)			()			B (14.3)			()	
BU	-	A	50th Queue												
040	sc		95th Queue	0	0			0	0		0				
5 20	₹		Overall LOS						(0.	2)					
Se	5	Σ	Approach LOS		A (0.2)			()			B (14.5)			()	
Phas		đ	50th Queue												
			95th Queue	0	0			0	0		0				

James Jackson Pkwy (SR 280) at Driveway C (Intersection 11)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway C at James Jackson Parkway (SR 280) (Intersection 11) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Projected traffic volumes for neither the 2031 (Phase 1) nor the 2040 (Phase 2) conditions meet preliminary peak hour traffic signal warrants at Intersection 11.

The recommended lane configuration for Driveway C provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, a southbound right-turn lane is warranted. It is recommended that right-of-way be dedicated for the future potential turn-lane during the Phase 1 construction. However, the turn lane is not recommended until volumes require it. The reported analysis results do not include the turn lane in order to provide a conservative analysis.

Ovei Appi	Overall LOS Standard: D Approach LOS Standard: D		ndard: D Standard: D	James Jackson Pkwy Northbound		James Jackson Pkwy Southbound			E	Dwy D astbour	nd	- Westbound			
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
٥			Overall LOS						(0.	1)					
Ę		Σ	Approach LOS		A (0)			()			B (13.3)			()	
В	-	A	50th Queue												
031	sc		95th Queue	0	0			0	0		0				
PHASE 1 2	₹		Overall LOS						(0.	1)					
)	Σ	Approach LOS		A (0)			()			B (14.8)		Wes R L I I I <thi< th=""> I I<!--</td--><td></td></thi<>		
		₫	50th Queue												
			95th Queue	0	0			0	0		0				
•			Overall LOS						(0.	4)					
		Σ	Approach LOS		A (0.1)			()			C (15.3)			()	
BU	-	A	50th Queue												
940	sc		95th Queue	0	0			0	0		0				
5 20	₹		Overall LOS						(0.	3)					
Se	2	Σ	Approach LOS		A (0.2)			()			C (16.8)			()	
Phas		Р	50th Queue												
		·	95th Queue	0	0			0	0		0				

James Jackson Pkwy (SR 280) at Driveway D (Intersection 12)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway D at James Jackson Parkway (SR 280) (Intersection 12) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Projected traffic volumes for neither the 2031 (Phase 1) nor the 2040 (Phase 2) conditions meet preliminary peak hour traffic signal warrants at Intersection 12.

The recommended lane configuration for Driveway D provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, a southbound right-turn lane is warranted. It is recommended that right-of-way be dedicated for the future potential turn-lane during the Phase 1 construction. However, the turn lane is not recommended until volumes require it. The reported analysis results do not include the turn lane in order to provide a conservative analysis.

Field Rd at Driveway E (Intersection 13)

Overall LOS Standard: D Approach LOS Standard: D		Field Rd Northbound			Field Rd Southbound		E	astbour	nd	Dwy E Westbound					
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
•			Overall LOS						(3.	9)					
BUILD		Σ	Approach LOS		()			A (0)			()			A (8.9)	
	sc)	A	50th Queue												
040			95th Queue		0	0	0	0						0	
2 2(₹		Overall LOS						(2.	6)					
se)	Σ	Approach LOS		()			A (0)			()			A (9)	
ha		P	50th Queue												
4			95th Queue		0	0	0	0						0	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway E at Field Road (Intersection 13) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2040 (Phase 2) Build conditions. Driveway E is proposed as part of Phase 2 only.

Projected traffic volumes for the 2040 (Phase 2) conditions do not meet preliminary peak hour traffic signal warrants at Intersection 13.

The recommended lane configuration for Driveway E provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 14**.

Field Rd at Driveway F (Intersection 14)

Ove Appi	Overall LOS Standard: D Approach LOS Standard: D			Field Rd Northbound			Field Rd Southbound			E	astbour	nd	Dwy F Westbound				
				L	Т	R	L	Т	R	L	Т	R	L	Т	R		
•			Overall LOS						(4.	8)				A (8.7)			
BUILD		Σ	Approach LOS		()			A (0)	-		()			A (8.7)	A (8.7)		
	sc)	A	50th Queue														
040			95th Queue		0	0	0	0						0			
2 2(₹		Overall LOS						(2.	2)							
se)	Σ	Approach LOS		()			A (0)			()			A (8.7)			
ha		P	50th Queue														
4			95th Queue		0	0	0	0						0			

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway F at Field Road (Intersection 14) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2040 (Phase 2) Build conditions. Driveway F is proposed as part of Phase 2 only.

Projected traffic volumes for the 2040 (Phase 2) conditions do not meet preliminary peak hour traffic signal warrants at Intersection 14.

The recommended lane configuration for Driveway F provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 14**.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Bowen Homes* development located in Atlanta, Georgia. The approximate 65-acre site is located north of Donald Lee Hollowell Parkway (SR 8/US 78) and west of James Jackson Parkway (SR 280). The project site is currently zoned RG-3 (Residential General District – Multi-family) and is proposed to be zoned PD-MU (Planned Development Mixed Use). Permit #Z-22-081 was filed on October 7th, 2022. The Rezoning Application to rezone the site as PD-MU (Planned Development Mixed-Use) was filed with the City of Atlanta Zoning Review Board and is the DRI trigger for the development.

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

The proposed development will consist of the following land uses and densities contained in **Table 1**. For the purposes of the DRI, the *Bowen Homes* development will be built out in 2 phases, Phase 1 in 2031 and Phase 2 in 2040.

	Table 1: Proposed Land Use and Density											
Land Use	Proposed Phase 1 (2031)	Proposed Phase 2 (2040)	Total Proposed Density									
Multifamily Residential	199 dwelling units	1,045 dwelling units	1,244 dwelling units									
Affordable Housing	557 dwelling units	199 dwelling units	756 dwelling units									
Recreational Community Center	-	25,000 SF	25,000 SF									
Office	-	25,000 SF	25,000 SF									
Retail	15,000 SF	45,000 SF	60,000 SF									

The site is a redevelopment of the former Bowen Homes by Atlanta Housing. Housing affordability and the inclusion of affordable units is an important element of the proposed master plan redevelopment. The below table provides a breakdown of the anticipated housing affordability.

Table 2: Affordable Housing Units by Phase										
Affordability Breakdown	Phase 1 Units	Phase 2 Units								
< 60% AMI	251	0								
< 80% AMI	256	318*								
Workforce	50	0								
Market Rate	199	926								
TOTAL	756	1,244								

*To present a conservative analysis, trip generation assumes 199 affordable housing units for phase 2.

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 SF of mixed-use development in the Maturing Neighborhoods area (per UGPM). The DRI was formally triggered with the filing of the Rezoning from RG-3 to PD-MU. 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 15, 2023.





Kimley» Horn

Bowen Homes Redevelopment DRI #4036

Site Aerial

Figure 2 Page 17

1.2 Site Access

As currently envisioned, the proposed development will be accessible via seven (7) access points:

- 1. **Yates Drive** an existing local roadway connecting between the site and an existing signalized intersection with Donald Lee Hollowell Parkway (SR 8/US 278).
- Driveway A a proposed new full access driveway located along James Jackson Parkway (SR 280) approximately 1,500 feet south of Northwest Drive and 3,000 feet north of Donald Lee Hollowell Parkway (SR 8/US 278). The new full access driveway is intended to be a shared full-access driveway with the Atlanta Public Schools property directly north of the project site, which currently only has access to former Bowen Homes roadways internal to the site.
- 3. **Driveway B** a proposed new full access driveway located along James Jackson Parkway (SR 280) approximately 450 feet south of Driveway A.
- 4. **Driveway C** a proposed new full access driveway or pedestrian only connection located along James Jackson Parkway (SR 280) approximately 200 feet south of Driveway B.
- 5. **Driveway D** a proposed new full access driveway located along James Jackson Parkway (SR 280) approximately 250 feet south of Driveway C.
- 6. **Driveway E** a proposed new full access driveway located along Field Road approximately 250 feet north of Donald Lee Hollowell Parkway (SR 8/US 278).
- Driveway F a proposed new full access driveway located along Field Road approximately 525 feet north of Donald Lee Hollowell Parkway (SR 8/US 278).

All service and loading for the site is proposed to be conducted internal to the site.

1.3 Internal Circulation Analysis

Proposed new and realigned roadway connections through the site are intended to serve all modes of travel and are intended to be dedicated to the City of Atlanta as public streets. Driveway connections proposed above, therefore are proposed to be turned into new public local roadway connections. All buildings and uses on the site will have access to the new local roadway system and pedestrian walkways proposed through the site. The highlighted multiuse path proposed and shown on the site plan is intended to serve access for bicyclists and pedestrians internal to the site as well as for those passing through the site.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

	Table 3: Proposed Parking										
Land Use	Minimum <u>PD-MU</u>	Maximum <u>PD-MU</u>	Proposed								
Residential	1,508 1 space per unit for 930 units 0.54 spaces per unit for 1,070 units	N/A	Currently								
Office/ Community Center	150 1 space per 400 SF	N/A	1,783 to meet minimums								
Commercial	125 1 space per 400 SF	N/A	requirements*								
Total	Min: 1,783	N/A									

The proposed redevelopment will include a significant number of affordable units and may seek to provide parking under the proposed minimum requirements. Currently, the plan proposes to meet minimum requirements outlined in the zoning code for PD-MU.

1.5 Alternative Transportation Facilities

Former Bowen Homes neighborhood streets included sidewalks on both sides of each roadway, including the entrance to the neighborhood from Yates Drive. Sidewalks will be provided along future roadway alignments within the development. A multi-use path will be provided within the site, connecting James Jackson Parkway to Yates Drive.

Sidewalks are provided along both sides of Donald Lee Hollowell Parkway in the vicinity of the site. Sidewalks exist on both sides of James Jackson Pkwy south of Hightower Place and continuing south of Donald Lee Hollowell Parkway. North of Hightower Place, new sidewalks have been installed along the east side of James Jackson Pkwy along the recently constructed "The Remington" senior residential development. Sidewalks are provided on the western side of Field Road south of 1st Avenue. Sidewalks are also provided along the western side of Kings Grant Drive just south of Donald Lee Hollowell Parkway.

MARTA local bus service current includes routes along Donald Lee Hollowell Parkway, James Jackson Parkway/Hamilton E Holmes Drive, and Hightower Road in the vicinity of the Bowen Homes site. MARTA Route 50 currently serves Donald Lee Hollowell Parkway, which stops adjacent to the project site. MARTA Route 853 currently serves Center Hill, which also stops adjacent to the project site. MARTA Route 60, which serves Hightower Road (approx. 1/3-mile to Hightower Road) and Route 153 which serves James Jackson Parkway (approx. 1/4-mile to James Jackson Parkway) have stops located within walking distance to the project site.

MARTA representatives have additionally noted opportunities to consider new stops in the vicinity of the project site, including the following potential additional stops:

- Southbound/Northbound new stops (Route 50 and 853) approximately 150 ft south of Driveway A
- Westbound/Eastbound new stops (Route 153 and 60) near Field Road along Donald Lee Hollowell Parkway

Per GRTA LOU coordination and based on the existing and proposed alternative transportation facilities near the proposed site, 25% was selected as the alternative mode trip generation reduction for *Bowen Homes Redevelopment.*

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Mixed-Use*, the *Bowen Homes Redevelopment* does not qualify for a "Dense Urban Environment Enhanced Focus Area" review.

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 eight (8) off-site intersections described in **Table 4** and shown in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	Jurisdiction	Control
1. Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps	GDOT	Signalized
2. Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Northbound Ramps	GDOT	Signalized
3. Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd	GDOT	Signalized
4. Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr	GDOT	Signalized
5. Donald Lee Hollowell Pkwy (SR 8/US 78) at James Jackson Pkwy (SR 280)/Hamilton E Holmes Dr (SR 280)	GDOT	Signalized
6. James Jackson Pkwy (SR 280) at Northwest Drive	GDOT	All-way stop
7. Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd	GDOT	Signalized
8. James Jackson Pkwy (SR 280) at Bolton Rd	GDOT	Signalized

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: Roadv	vay Classificati	ons	
Roadway	Lanes	Posted Speed Limit	AADT (GDOT, 2022)	GDOT Functional Classification
Donald Lee Hollowell Pkwy (SR 8/US 78)	2-4	45 MPH	15,700-20,900	Principal Arterial
James Jackson Pkwy (SR 280)	4	40-45 MPH	6,650	Minor Arterial
Field Road	2	25 MPH	140*	Local
Yates Drive	2	30 MPH	20*	Local
Hamilton E Holmes Dr (SR 280)	2	40 MPH	12,600	Minor Arterial
Northwest Drive	2	30 MPH	1,490	Local
Bolton Road	2	35 MPH	17,900	Minor Arterial
Hollywood Road	2	30 MPH	2,760	Major Collector

*Estimated from 2023 turning movement counts.



2.3 Traffic Data Collection

Traffic counts were collected at the study intersections on Tuesday, May 16, 2023, during the AM and PM peak periods. Traffic count peak hours for all the study intersections are shown in **Table 6**. The collected peak hour turning movement traffic counts are available upon request.

	Table 6: Traft	ic Count Sum	mary	
	Intersection	Count Date	AM Peak Hour	PM Peak Hour
1.	Donald Lee Hollowell Pkwy (SR 8/US 78) at I- 285 Southbound Ramps	5/16/2023	7:45 – 8:45 AM	4:45 – 5:45 PM
2.	Donald Lee Hollowell Pkwy (SR 8/US 78) at I- 285 Northbound Ramps	5/16/2023	7:15 – 8:15 AM	4:45 – 5:45 PM
3.	Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd	5/16/2023	7:30 – 8:30 AM	5:00 – 6:00 PM
4.	Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr	5/16/2023	7:30 – 8:30 AM	5:00 – 6:00 PM
5.	Donald Lee Hollowell Pkwy (SR 8/US 78) at James Jackson Pkwy (SR 280)/Hamilton E Holmes Dr (SR 280)	5/16/2023	7:45 – 8:45 AM	4:30 – 5:30 PM
6.	James Jackson Pkwy (SR 280) at Northwest Drive	5/16/2023	7:45 – 8:45 AM	4:30 – 5:30 PM
7.	Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd	5/16/2023	7:30 – 8:30 AM	4:00 – 5:00 PM
8.	James Jackson Pkwy (SR 280) at Bolton Rd	5/16/2023	7:30 – 8:30 AM	4:15 – 5:15 PM

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 *Bowen Homes Redevelopment*. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate from 2023 to 2031 (8 years) for Phase 1 (Projected 2031 No-Build conditions), and a 0.75 percent per year background traffic growth rate from 2031 to 2040 (9 years) was used on all roadways for Phase 2 (Projected 2040 No-Build conditions).

The Projected 2031 No-Build conditions represent the Existing 2023 traffic volumes grown for eight (8) years at 1.5 percent per year throughout the study network. The Projected 2040 No-Build conditions represent the Projected 2031 No-Build traffic volumes grown for nine (9) years at 0.75 percent per year throughout the study network.

The Projected 2031 Build conditions represent the Phase 1 project trips generated by the *Bowen Homes Redevelopment* (discussed in Section 3.0 and 4.0) added to the Projected 2031 No-Build Conditions. Similarly, the Projected 2040 Build conditions represent the Phase 2 (full buildout) project trips generated by the *Bowen Homes Redevelopment* added to the Projected 2040 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.

		Table 7: Prog	rammed Proje	cts			
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 8/US 278	SR 280/CS 6701/Stiff Street	GDOT	0017926	AT-383	2022	-	2023
I-285 West Express Lanes	SR 8/Hollowell Pkwy to Mount Wilkinson Pkwy	GDOT/ARC	0013917	AR-ML- 210	2024	2025- 2026	2025- 2034
I-285 West at SR 8 Bridge Replacement	Interchange - I- 285 at SR 8	GDOT/ARC (NHPP funds)	0017128	AR-ML- 210AIP2	-	-	2023
SR 280/James Jackson Pkwy at CS 2645/ Northwest Drive	Intersection - Roundabout and R-Cut	GDOT	0009992 & 0019834	-	2022	2022	TBD
ADA Improvements - Hightower Road	James Jackson Pkwy to Hollywood Road	Renew Atlanta	-	FC-8249 (1086)	2016	-	2016
Resurfacing - Hightower Road	James Jackson Pkwy to Hollywood Road	Renew Atlanta	-	FC-6945 (1029)	2016	-	2019
Resurfacing - Northwest Drive	I-285 to Hightower Road	Renew Atlanta	-	FC-9403 (1031)	2018	-	2021
School Zone Beacon at Coretta Scott	Northwest Drive at Coretta Scott School	Renew Atlanta	-	School Zone Beacons (1065)	2017	-	2017

The following projects shown in **Table 7** are programmed to occur near the development.

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), Renew Atlanta

The following programmed projects were considered in the analysis under the specified scenarios:

SR 8/US 278 (Geo PI 0017926):

- Proposes a road diet for Donald Lee Hollowell Parkway (SR 8/US 278) from 4 to 3 lanes by re-striping and relocating signal heads within project limits between SR 280/James Jackson Parkway and Stiff Street to the east
 - o Proposed geometry: one lane in each direction and a center two-way left turn lane
 - o Medians will be used in certain locations to improve safety for crossing pedestrians
- Schedule under construction as of August 2023

SR 280/James Jackson Pkwy at CS 2645/ Northwest Drive (Geo PI 0009992/0019834)

- Proposes a realignment of the intersection of James Jackson Parkway (SR 280) at Northwest Drive to consist of:
 - o A roundabout at the intersection of James Jackson Parkway (SR 280) and Northwest Drive W
 - \circ $\,$ An RCUT at the intersection of James Jackson Parkway (SR 280) and Northwest Drive E
- Schedule assumed to be completed by 2031

The following projects shown in Table 8 are planned to occur near the development.

Table 8: Planned Projects									
Project Name	From / To Points:	Potential Sponsor	PI #	Project Timeline	Planning Document				
Watts Rd Extension to Hollywood Rd/Gun Club Rd	D.L. Hollowell Pkwy to Hollywood Rd	City of Atlanta	NS-025	Low Priority	Atlanta's Transportation Plan (2018)				
Intersection reconstruction - Donald Lee Hollowell Pkwy at James Jackson Pkwy	Intersection of Donald Lee Hollowell Pkwy at James Jackson Pkwy	City of Atlanta/ GDOT	ST-001-3	TBD	Atlanta's Transportation Plan (2018)				
Donald Lee Hollowell Pkwy Transit	I-285 to Bankhead Station	City of Atlanta/ MARTA	TR-011	High Priority	Atlanta's Transportation Plan (2018), More MARTA				
Donald Lee Hollowell Protected Bicycle Facility (partial overlap w/ PI #0017926)	Bolton Road to Northside Drive	City of Atlanta	BI-041	High Priority	Atlanta's Transportation Plan (2018)				
Donald Lee Hollowell Widening (overlap w/ Pl #0015382)	I-285 to H.E. Holmes Pkwy/ James Jackson Pkwy	City of Atlanta	ST-067	Medium Priority	Atlanta's Transportation Plan (2018)				
SR 8 Scoping Study	I-285 to SR 280/ James Jackson Pkwy	GDOT	PI # 0015382	2021 (ongoing)	GDOT GEOPI				
Widen Hollowell/I- 285 Interchange Widening (overlap w/ Programmed PI #017128)	Bolton Road to Watts Road including I-285 Interchange	City of Atlanta/ GDOT	EX-011	Medium Priority	Atlanta's Transportation Plan (2018)				
Bike Lanes - Hamilton E Holmes Drive from Donald Lee Hollowell Pkwy to Godfrey Dr	Donald Lee Hollowell Pkwy to Godfrey Dr	City of Atlanta	C2-HH-5 (HH 5.1)	TBD	Atlanta's Transportation Plan (2018)/ Cycle Atl 2.0				
PATH Proctor Creek Greenway Extension	Extension from West Highlands to Chattahoochee River	PATH Foundation	N/A	TBD	PATH Foundation Proctor Creek Greenway				
PATH Proctor Creek Greenway Extension Spur Trail – A.D. Williams Creek	Optional spur trail from Proctor Creek Greenway Extension along A.D. Williams Creek	PATH Foundation	N/A	TBD	PATH Foundation Proctor Creek Greenway				
Chattahoochee RiverLands Proctor Creek	Hollywood Road to Chattahoochee River preferred alignment	Trust for Public Land	N/A	TBD	Chattahoochee Riverlands				

Available fact sheets for projects listed in the tables 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*.

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 acceptably.

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 study intersections, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU. None of the proposed study intersections are located within a *Regional Center* area per the Atlanta Regional Commission's Unified Growth Policy Map.

Per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* an LOS standard of E is allowed if the existing LOS (per approach or the intersection overall) is LOS F.

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,* using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

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 offsite or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. Mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). 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. Pass-by reductions were taken for this analysis per the LOU.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for Phase 1

 of the proposed *Bowen Homes Redevelopment*.

Table 9: Proposed Phase 1 (2031) Trip Generation									
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour		
		Total	Enter	Exit	Enter	Exit	Enter	Exit	
220 - Multifamily Housing (Low-Rise)	10 dwelling units	140	70	70	6	20	16	9	
221 - Multifamily Housing (Mid-Rise)	189 dwelling units	856	428	428	17	55	45	29	
223 - Affordable Housing	557 dwelling units	2,216	1,018	1,018	39	95	106	74	
821 – Shopping Plaza	15,000 SF	1,012	506	506	16	10	38	40	
Gross Project Trips		4,224	2,112	2,112	78	180	205	152	
Mixed-Use Reductions		-204	-102	-102	-3	-3	-14	-14	
Alternative Mode Reductions		-1,006	-503	-503	-19	-44	-48	-35	
Pass-By Reductions		-272	-136	-136	0	0	-10	-10	
Net New Trips		2,742	1,371	1,371	56	133	133	93	

The net new trips in Table 9 represent the Phase 1 project trips for the proposed Bowen Homes Redevelopment.

Table 10 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for Phase 2 of the proposed *Bowen Homes Redevelopment*, representing the trip generation estimates for full buildout of the proposed development.

Table 10: Proposed Phase 2 (2040) Trip Generation – Full Buildout									
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour		
		Total	Enter	Exit	Enter	Exit	Enter	Exit	
220 - Multifamily Housing (Low-Rise)	60 dwelling units	460	230	230	10	31	29	17	
221 - Multifamily Housing (Mid-Rise)	1,184 dwelling units	5,602	2,801	2,801	117	392	282	180	
223 - Affordable Housing	756 dwelling units	2,960	1,480	1,480	51	125	132	92	
495 – Recreational Community Center	25,000 SF	720	360	360	32	16	30	33	
710 – General Office Building	25,000 SF	348	174	174	45	6	9	44	
821 – Shopping Plaza	80,000 SF	4,052	2,026	2,026	64	40	152	159	
Gross Project Trips		14,142	7,071	7,071	319	610	634	525	
Mixed-Use Reductions		-944	-472	-472	-14	-14	-74	-74	
Alternative Mode Reductions		-3,300	-1,650	-1,650	-77	-150	-140	-113	
Pass-By Reductions		-1,074	-537	-537	0	0	-36	-36	
Net New Trips		8,824	4,412	4,412	228	446	384	302	

The net new trips in **Table 10** represent the full buildout (Phase 2) project trips for the proposed *Bowen Homes Redevelopment.*

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 for Phase 1 is shown for the non-residential and residential land uses in **Figure 4** and **Figure 5**, respectively. These trip assignment percentages were applied to the net Phase 1 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 for Phase 1 (2031) throughout the study network in **Figure 6**.

The anticipated distribution and assignment of the trips throughout the study roadway network for Phase 2 is shown for the non-residential and residential land uses in **Figure 7** and **Figure 8**, respectively. These trip assignment percentages were applied to the net Phase 2 (full buildout) 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 for Phase 2 (2040) throughout the study network in **Figure 9**.

Detailed intersection volume worksheets are provided in Appendix C.












5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* and *SIDRA 9* for the AM and PM peak hours under the Existing 2023 conditions, 2031 Phase 1 No-Build and Build conditions, and 2040 Phase 2 No-Build and Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* except for Intersection 8, which uses *HCM 2000* due to the exclusive pedestrian phasing.

These analyses included existing roadway lane geometry for each of the scenarios. The traffic volumes and roadway lane geometry used for each scenario are shown in **Figure 10** for Existing 2023 conditions, **Figure 11** for 2031 Phase 1 No-Build conditions, **Figure 12** for 2040 Phase 2 No-Build conditions, **Figure 13** for 2031 Phase 1 Build conditions, and **Figure 14** for 2040 Phase 2 Build conditions.

Sections 5.1 – 5.14 provide the results of the Phase 1 and Phase 2 capacity analyses for each study intersection. The results include projected LOS, delay, and queue lengths for each scenario.

Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps 5.1 (Intersection 1)

Over		S Star	adard: D		-		I-28	5 SB Rai	mps	Donald	Lee Ho	llowell	Donald	d Lee Hol	llowell
Appro	aii LO bach I	I OS S	itandard: D F	Nc	orthbou	nd	S	outhbou	nd	Fa	astboun	hd	W	estbour	nd
, ppr	ouoni	2000		L	T	R	L	T	R	L	T	R	L	T	R
			Overall LOS						C (28)					
			Approach LOS		()			E (78.2)	```		D (36)			A (8.9)	
G		Σ	Storage				350								
ž	-	1	50th Queue				31	32	3		652	-	94	331	
IST	lal)		95th Queue				67	69	105		883	-	m109	m325	
ЕX	Sign		Overall LOS						B (1	5.2)					
23	3		Approach LOS		()			E (79.7)	,	,	B (11.2)			A (7.1)	
20		Σ	Storage				350				· ,				
			50th Queue				30	30	157		229	-	43	413	
			95th Queue				61	61	247		368		m75	502	
			Overall LOS						D (4	1.4)					
2			Approach LOS		()			E (79.7)		, i	D (53.9)			B (12.8)	
l De		M	Storage				350								
<u>6</u>	-	1	50th Queue				32	32	124		904	-	133	375	
Z T	nal)		95th Queue				69	69	#254		#1235	-	m#178	m417	
203	Sign		Overall LOS						B (1	8.8)					
-	3		Approach LOS		()			E (78.7)		,	B (15.2)			B (10.2)	
SE		Σ	Storage				350				· ,				
HA			50th Queue				32	32	216		335	-	50	508	
₽			95th Queue				63	63	309		533		m75	763	
			Overall LOS						D (4	1.5)					
<u> </u>			Approach LOS		0			E (79.8)			D (53.1)			B (14.5)	
3		A	Storage				350								
8	(50th Queue				35	35	138		896		~162	374	
03	Inal		95th Queue				72	72	#259		#1241		m#216	m403	
-	Sig		Overall LOS						B (1	9.1)			T		
SE	•	5	Approach LOS		()			E (78.2)			B (15.5)			B (10.3)	
ΗA		P	Storage				350								
₽			50th Queue				38	38	216		352		56	521	
			95th Queue				73	73	312		551		m84	767	
Å			Overall LOS		0			- (2.1)	D (51)			1		
ž		M	Approach LOS		()			F (81)	474		E (68.9)		450	B (14.1)	
50	al)		50th Queue				33	33	174		~1256		~153	400	
2 2 UIL	gna		95th Queue				70	70	#344	0.5)	#1397		m#200	111428	
ы	(Si	_	Approach LOS		Δ			E (70.6)	C (2	0.5)	P (17 1)		1	P (11 9)	
ΪĂΗ		PZ	50th Oueue		0		33	2 (79.0)	234		390		53	547	
₫			95th Queue				66	66	336		594		m77	951	
			Overall LOS				00	00	D (4	8 4)	001			001	
9		-	Approach LOS		0			F (99 1)	U (1	0.4)	F (64 2)			B (11 2)	
BU		A	50th Queue				43	44	192		~1292		~197	394	
64 	lal)		95th Queue				86	87	#392		#1420		m#279	m434	
20	igr		Overall LOS						C /2	1.5)					
e 2	S)	5	Approach LOS		()			E (79.9)	J (2		B (18)			B (12.2)	
has		P	50th Queue				49	50	233		450		67	582	
ā			95th Queue				91	92	#363		638		m94	891	
							<u> </u>	~-							

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.
 m Volume for 95th percentile queue is metered by upstream signal.

The existing signalized intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps (Intersection 1) is not projected to meet GRTA's approach LOS standards under the 2023 Existing conditions during the AM and PM peak hours. The southbound approach operates at LOS E during the AM and PM peak hours under the 2023 Existing conditions, the 2031 (Phase 1) No-Build conditions, the 2031 (Phase 1) Build conditions, and the 2040 (Phase 2) No-Build conditions. Under the 2040 (Phase 2) Build conditions, the southbound approach is anticipated to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour. The eastbound approach is additionally anticipated to operate at LOS E during the AM peak hour for the 2031 (Phase 1) No-Build and Build conditions.

The intersection is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours under 2023 Existing and 2031 (Phase 1) No-Build and Build conditions, and during the PM peak hour under the 2040 (Phase 2) No-Build and Build conditions. The intersection is not projected to meet GRTA's approach LOS standards under the 2040 (Phase 2) No-Build and Build AM peak hour conditions, with the southbound approach operating at LOS F and the eastbound approach operating at LOS E.

In order to improve the intersection approach LOS to meet GRTA standards, the system improvements listed below are needed (to serve 2040 background/No-Build) and <u>are not recommended due to limited right-of-way and coordination of closely spaced signals associated with the interchange</u>:

- Widen the eastbound approach to provide an eastbound right-turn lane along Donald Lee Hollowell Pkwy (SR 8/US 78).
- Modify signal timings during the AM and PM peak hours to run 80-second cycle lengths (half-cycle) instead of the current 160-second cycle length.

Widening the eastbound approach to provide the eastbound right-turn lane is inhibited by existing right-of-way. The proposed modified signal timing change to a half-cycle would require extensive corridor signal timing modifications to coordinate closely spaced signals associated with the interchange. It is recommended to consider these changes as part of the ongoing SR 8 Scoping Study (Geo PI 0015382).

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Southbound Ramps (Intersection 1), which assume the noted improvements.

Over)verall LOS Standard: D ,pproach LOS Standard: D E				-		I-28	5 SB Rai	mps	Donal	d Lee Ho Pkwy	llowell	Donal	d Lee Hol Pkwy	llowell
Appr	oach l	LOS S	tandard: D E	N	orthbou	nd	S	outhbou	nd	E	astboun	ld	W	estboun	d
-				L		R	L		R	L		R	L		R
Q			Overall LOS				r		C (2	6.7)			1		
╡		V	Approach LOS		()			D (40.3)			D (35.5)			A (9)	
Ā		AN	Storage				350								
è	<u> </u>		50th Queue				15	15	100		270	109	54	175	
0	na		95th Queue				42	42	#259		357	#355	m85	m181	
202	Sig		Overall LOS						В (16)					
2	Ű	_	Approach LOS		()			D (44.1)			B (15.5)			B (11.1)	
SE		N	Storage				350								
HAS		_	50th Queue				15	15	74		133	6	7	75	
_ ₽_			95th Queue				40	40	156		198	64	m10	285	
			Overall LOS						C (2	8.2)					
			Approach LOS		()			D (48.3)			C (34.9)			B (12.8)	
		ΔA	Storage				350								
BL	~		50th Queue				20	20	100		297	143	61	171	
40	nal		95th Queue				49	50	#258		391	#435	m141	m205	
50	Sig		Overall LOS						B (1	6.3)					
e 7	Ű		Approach LOS		()			D (42.1)			B (15.8)			B (11.5)	
has		Σ	Storage				350								
Ph		-	50th Queue				24	24	74		147	19	9	77	
			95th Queue				52	52	155		223	92	m27	496	

95th percentile volume exceeds capacity; queue may be longer.

Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Northbound Ramps 5.2 (Intersection 2)

0		0.04-	n dord: D		-		I-28	5 NB Ra	Imp	Donal	d Lee Ho	llowell	Donald Lee	e Hollo	owell
	rall LC	105 512	andard: D Standard: D E	N	orthhou	hd	Sc	uthhou	nd	F	Pkwy	d	PKV Wasth	wy	4
Аррі	Uach	L03 (R	1	T	R		T	R		Г	R
			Overall LOS	-		1	–		D (4	2.7)		IX.			1
			Approach LOS		F (106.2)			0	2 ()	,	A (7.9)		B (1	6.3)	
		Σ	Storage						0						
D N N		∢	50th Queue	~397	~397	9				102	77		6	7	
STI	al)		95th Queue	#612	#612	87				m50	37		8	8	
EXI	ign		Overall LOS	#012	#012	01			C (2	9.1)	01		Ű	<u> </u>	
23	(S		Approach LOS		F (71.4)			0	- (-	,	A (7.7)		B (1	3.7)	
20		Σ	Storage												
		Δ.	50th Queue	266	272	0				149	96		25	57	
			95th Queue	370	378	67				282	220		30	12	
			Overall LOS	0.0	0.0	01			D (35)	220			/_	
Ą			Approach LOS		F (74.5)			0	- (B (11.3)		C (2	4.2)	
		Σ	Storage								B (11.0))	
а с		∢	50th Queue	388	390	17				91	68		7	9	
ž	al)		95th Queue	#604	#606	96				m49	m42		10	25	
031	ign		Overall LOS			00			C (3	1.1)					
12	(S		Approach LOS		E (72)			0	0 (0		A (9.6)		B (1	6.7)	
SE		Σ	Storage		_ (: _)			()			/ (0.0)				
ΗA	РНА		50th Queue	297	306	0				217	173		24	47	
₽.			95th Queue	#444	#463	71				323	238		22	24	
			Overall LOS		1100				D (3	6.1)	200				
_			Approach LOS		F (787)			0	5 (6		B (11 2)		C (2	3 9)	
Ľ		Σ	Storage					()			B (11.2)			0.0)	
BU		∢	50th Queue	~397	~400	21				64	50		8	7	
31	lal)		95th Queue	#627	#629	104				m75	m44		11	10	
20	ign		Overall LOS						C (3	1.1)					
Ë.	(S		Approach LOS		F (72.6)			0	0 (0		A (9.7)		B (1	6.9)	
IAS		Σ	Storage		_ (: _:::)			()			/ (011)				
Ъ		<u>a</u>	50th Queue	297	306	0				216	190		26	62	
			95th Queue	#444	#462	72				317	247		25	53	
			Overall LOS						D (3	6.9)					
ç		٧	Approach LOS		E (77.3)			0	- (-		B (12.2)		C (27)	
N O		A	50th Queue	~425	~427	28				89	42		8	6	
204 204	(Ial		95th Queue	#658	#661	113				m46	m41		11	17	
2	Sigr		Overall LOS			1			C (3	2.4)	1				
\SE	3	5	Approach LOS		E (72.5)			()		,	B (10.9)		B (1	8.5)	
H		Б	50th Queue	321	328	0		, v		241	202		25	56	
-			95th Queue	#490	#506	72				345	229		27	77	
_			Overall LOS						D (3	6.1)					
		⋝	Approach LOS		E (75.1)			()		-	B (13.2)		C (2	7.9)	
BU	-	A	50th Queue	415	416	62				202	70		12	22	
40	nal)		95th Queue	#643	#646	158				m108	m66		21	12	
2 20	Sig		Overall LOS						C (3	32.5)					
se	<u></u>	⋝	Approach LOS		E (74.5)			()			B (11.5)		B (1	8.8)	
has		Р	50th Queue	320	326	0				239	254		28	38	
ш.			95th Queue	#482	#497	78				309	271		36	31	

Volume exceeds capacity, queue is theoretically infinite.
 95th percentile volume exceeds capacity; queue may be longer.
 Nolume for 95th percentile queue is metered by upstream signal.

The existing signalized intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Northbound Ramps (Intersection 2) is not projected to meet GRTA's approach LOS standards under the 2023 Existing conditions during the AM and PM peak hours. The northbound approach operates at LOS F during the AM and at LOS E during the PM peak hour under the 2023 Existing conditions, the 2031 (Phase 1) No-Build and Build conditions, and the 2040 (Phase 2) Build conditions. The intersection is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours for all scenarios.

The study intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at I-285 Northbound Ramps (Intersection 2) is projected to meet GRTA's overall intersection and intersection approach LOS standards under all future No-Build and Build scenarios during the AM and PM peak hours.

5.3 Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3)

-				-			F	ield Roa	d	Donald	l Lee Hol	lowell	Donald	l Lee Ho	llowell
Ove	rall LC	S Sta	Indard: D	Northk	aund	1	6	outhhou	ad		Pkwy	d	10/	Pkwy	d
Арр	IUacii	LU3 3	Stanuaru. D		ouna	R		Т	R			R	1	T	R
			Overall LOS			1	Ŀ		((0)	•		–		
			Approach LOS					D (31.1)			A (8)				
		Σ	Storage					2 (0)							
DNG		۹.	50th Queue							1					
STI	SC)		95th Queue					0		0					
EXI	Ň		Overall LOS					-	((0.2)					
23	C		Approach LOS					C (15.3)			(0)				
20		Σ	Storage												
		ш	50th Queue												
		·	95th Queue					25		0					
			Overall LOS					-	((0.1)					
9			Approach LOS					E (38.7)		, 	A (8.1)				
۳.		Σ	Storage												
6		~	50th Queue												
Z	SC)		95th Queue					25		0					
203	ž		Overall LOS						(0	0.3)					
-	C		Approach LOS					C (17)			(0)				
ASE		Σ	Storage												
H,	H.	-	50th Queue												
-			95th Queue					25		0					
			Overall LOS						(0	0.1)			•		
_	-		Approach LOS					E (43.7)			A (8.1)				
		Σ	Storage												
B	-		50th Queue												
031	scj		95th Queue					25		0					
12	₹		Overall LOS						(0	0.3)					
SE)		Approach LOS					C (18.4)			(0)				
ΗA		ΡZ	Storage												
Δ.			50th Queue												
			95th Queue					25		0					
_			Overall LOS						(0	0.1)					
2		_	Approach LOS					E (43.7)			A (8.1)				
BU		AZ	Storage												
ģ			50th Queue												
40 1	/sc		95th Queue					25		0					
20	Ę		Overall LOS						(0	0.3)					
Е 2		5	Approach LOS					C (18.1)			A (8.5)				
IAS		2	Storage												
F			50th Queue												
			95th Queue					25		0					
			Overall LOS						(0	0.7)					
Δ		5	Approach LOS					B (14.2)			(0.2)				
		A	Storage							-					
0 B	ត		50th Queue												
204	NS(95th Queue					25		25					
5	É							0 (40.0)	(1	1.2)	A (0, 1)				
ase		Σ	Approach LOS					C (18.8)			A (9.4)				
РЬ		٩	Storage												
								05		- 25					
			95th Queue					_∠5		25					

The existing side-street stop-controlled intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3) is not projected to meet GRTA's approach LOS standards for the AM peak hour southbound stopcontrolled approach under the 2031 (Phase 1) No-Build and Build conditions, and the 2040 (Phase 2) No-Build conditions. It is notable that traffic volumes at the southbound approach under these conditions are based on existing and background traffic conditions. No proposed development traffic is anticipated to access the site via Field Road during 2031 (Phase 1) Build conditions. It is not uncommon for side street stop-controlled traffic to experience delay entering the mainline.

It is notable that the intersection is projected to meet GRTA's approach LOS standards during the AM and PM peak hours under 2040 (Phase 2) Build conditions without improvements.

In order to improve the approach LOS to meet GRTA standards, the system improvements listed below (to serve 2031 background/No-Build) <u>are not recommended due to low side-street volume and limited right-of-way</u> as background/system improvements, but may be considered by the ongoing SR 8 Scoping Study (Geo PI 0015382):

- Widen the eastbound approach to provide an eastbound left-turn lane and a shared through/right-turn lane Donald Lee Hollowell Pkwy (SR 8/US 78).
- East of the intersection, extend the widening of Donald Lee Hollowell Pkwy (SR 8/US 78) to include a twoway-left-turn lane between Field Road (Intersection 3) and Yates Dr/Kings Grant Dr (Intersection 4).

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at Field Rd (Intersection 3), which assume the noted improvements.

Ove	rall LC)S Sta	indard: D		-		F	Field Roa	d	Donald	I Lee Hol Pkwy	lowell	Donald	Lee Ho Pkwy	llowell
Арр	roach	LOS	Standard: D	No	orthbou	nd	So	outhbou	nd	Ea	astboun	d D	W	estboun	d D
			Overall LOS	L	I	ĸ	L	I	R			ĸ	L		ĸ
<u> </u>			Approach LOS					C (22.6)	(0)	A (8 1)				
II.		Ŋ	Storage					0 (22.0)			/(0.1)				
<u>н</u> -0		◄	50th Queue												
Ž	sc)		95th Queue					0		0					
203	Ň		Overall LOS						(0	.2)					
.	5	_	Approach LOS			_		B (14)			A (0)	-			
PHASE		РМ	Storage												
			50th Queue												
			95th Queue					25		0					
			Overall LOS						(0)					
Δ		-	Approach LOS					C (23.9)			A (8.2)				
		AN	Storage												
B	•		50th Queue												
03	sc		95th Queue					0		0					
12	×.		Overall LOS						(0	.2)					
SE	•	_	Approach LOS			-		B (14.6)			A (0)				
HA		РМ	Storage												
a			50th Queue												
			95th Queue					25		0					

Ove	Overall LOS Standard: D Approach LOS Standard: D				-		F	Field Roa	d	Donald	l Lee Hol Pkwy	lowell	Donald	d Lee Ho Pkwy	llowell
Арр	roach	LOS	Standard: D	N	orthbou	nd	S	outhbou	nd	E	astboun	d	W	estboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(0)					
		_	Approach LOS			1		C (24.2)			A (8.1)				
BU		AN	Storage												
<u>0</u>	•		50th Queue												
4 0	sc		95th Queue					0		0					
204	₹		Overall LOS						(0).2)					
8			Approach LOS					B (14.5)			A (0)				
PHASE		Σ	Storage												
		-	50th Queue												
_			95th Queue					25		0					
			Overall LOS			•			(0).6)					
_			Approach LOS					B (12.8)			A (8.5)				
2		M	Storage												
BU		1	50th Queue												
6	SC)		95th Queue					25		25					
50	Ň		Overall LOS						(1	.1)					
se 2	C		Approach LOS					C (15.8)			A (9.4)				
has		Σ	Storage												
٩		ш.	50th Queue	-			-								
			95th Queue					25		25					

Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr 5.4 (Intersection 4)

~				Kin	gs Grant	Dr		Yates Dr		Donal	d Lee Ho	llowell	Donald	d Lee Hol	lowell
Ove	rall LO	S Sta	ndard: D	NL	orthhou	ad	6	Nuthbou	ad		Pkwy	d	۱۸/	Pkwy	d
Аррі	oach	105 3			T	IU R		T	R		T	R	V	T	u R
			Overall LOS	Ŀ		IX.	L.		A (4	1 8)		IX.	Ŀ		TX .
			Approach LOS		F (80.5)			(0)			A (3.7)			A (0.3)	
		Ŋ	Storage		(00.0)			(0)			/((0.1)		150	/(0.0)	
DN N		∢	50th Queue		13						469		1	34	
STI	al)		95th Queue		51						367		m3	m58	
ШX	ign		Overall LOS		0.				Α (?	3 8)	001				
23	(S		Approach LOS		F (81)			E (73.9)	71 (0	,	A (17)			A (0.5)	
20		Σ	Storage		1 (01)			2 (10.0)			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		150	/(0.0)	
		д.	50th Queue		12			0			159		1	12	
			95th Queue		52			0		,	346		' m8	m54	
			Overall LOS		02			Ũ	Δ (F	5.6)	010		ino	ino i	
<u> </u>			Approach LOS		F (81)			(0)	77 (0	,	Δ (4.8)			$\Delta (0 4)$	
In I		Σ	Storage		1 (01)			(0)	1		7 (4.0)		150	A (0.4)	1
В. В		A	50th Oueue		16						295		130	181	
ž	al)				56						295		+ m10	259	
031	ign				50				Δ	(4)	200		mito	200	
1 2	s)				E (81 0)			E (73.6)	~ ~ ((4)	A (1 Q)			A (0.5)	
В		Σ	Storage		1 (01.3)			L (73.0)			A (1.3)		150	A (0.3)	
ΗĂ		Ъ	50th Queue		13			0			82		2	22	
₫.	ā		95th Queue		56			0			22		2 m5	22	
					50			0	Δ (5	3 7)	222		IIID	55	
					E (77 3)			F(83.0)	~ (c	5.7)	A (5 5)			A (0 4)	
Ľ		Σ	Storage		L (11.5)			1 (00.0)			A (0.0)		150	A (0.4)	
BU		∢	50th Oueue		16			8			233		4	184	
31	al)		95th Queue		56			56		,	354		m6	267	
20	ign		Overall LOS		00			00	Δ (6	3 7)	004		mo	201	
щ.	(S		Approach LOS		F (78 7)			F (80.7)		,	A (2.3)			A (0.5)	
IAS		Σ	Storage		<u> </u>	1		. (00.1)			/(2.0)		150	/(0.0)	
F		Ъ	50th Oueue		13			10			322		100	8	
			95th Queue		56			55			477		m5	40	
			Overall LOS		00			00	A (6	5 2)	-111		mo	-10	
Å		F	Approach LOS		F (81 2)			(0)		.2)	A (5.6)			A (0.5)	
ž		AN	50th Queue		17			(0)			290		0	196	
5 C	al)		95th Queue		58					,	175		m17	276	
22	ign		Overall LOS		00				A (4	1.1)	110			210	
В, а	(S	F	Approach LOS		F (82 4)			E (734)			A (2)			A (0.5)	
ΗA		PP	50th Queue		14	1		0			134		2	23	
Δ.			95th Queue		57			0			264			37	
			Overall LOS		01			Ū	B (*	15)	201		ino	01	
2		F	Approach LOS		E (68.9)			F (83.5)	5(,	B (11.4)			A (0.5)	
3UI		ΑV	50th Queue		17			48			627		5	230	
40 [al)		95th Queue		57			118			1071		 m18	337	
20.	ign		Overall LOS		01				B (1	0.6)	10/1		0	007	
e 2	S)	-	Approach LOS		F (69 3)			F (80.9)	5 (1	,	A (4 4)			A (0.6)	
has		P	50th Queue		14			75			352		3	33	
ā			95th Oueue		53			143			453		m5	m39	
					00			140			-00			1100	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.
 M Volume for 95th percentile queue is metered by upstream signal.

The existing signalized intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4) is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours for all scenarios except for the AM peak hour for the 2040 (Phase 2) No-Build and Build conditions which is projected to operate at LOS E.

The intersection is not projected to meet GRTA's approach LOS standards under all scenarios for the northbound approach during the AM peak hours, and for the southbound approach during the PM peak hours. The southbound approach is expected to meet GRTA's approach LOS standards during the PM peak hours for the 2023 Existing conditions, the 2031 (Phase 1) No-Build and 2040 (Phase 2) No-Build conditions, but not the remaining scenarios.

In order to improve the intersection LOS to meet GRTA standards, the system improvements listed below are needed (to serve existing and background/No-Build) and <u>are recommended</u> under 2031 (Phase 1) No-Build conditions (shown in red in **Figures 11-14**):

• Modify signal timings during the AM and PM peak hours to run 80-second cycle lengths (half-cycle) instead of the current 160-second cycle length.

In order to serve site access under 2031 (Phase 1) Build and 2040 (Phase 2) Build conditions, the following site access improvements are recommended if right-of-way will allow improvements (shown in blue in **Figures 13-14**):

- Modify the southbound approach to provide separate left- and through/right-turn lane along Yates Drive.
- Consider widening Donald Lee Hollowell Pkwy (SR 8/US 78) to provide an eastbound left-turn lane and a shared through/right-turn lane.
 - <u>Note</u>: there is no existing site frontage along Donald Lee Hollowell Pkwy to dedicate right-of-way for improvements at this intersection. Proposed access improvements are recommended if rightof-way allows.

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at Yates Dr/Kings Grant Dr (Intersection 4), which assume the noted improvements.

Ove App	rall LC roach	S Sta LOS S	ndard: D Standard: D	Kir N	ngs Grant orthbou	t Dr nd	So	Yates Dr	nd	Donal E	d Lee Ho Pkwy astboun	llowell Id	Donald W	d Lee Hol Pkwy /estboun	lowell Id
			0	L	l	R	L		R			R	L		R
			Overall LOS		5 (22.2)		1	(2)	A (5.5)	. (= ->)			. (2. 2)	
		5	Approach LOS		D (38.2)			(0)			A (7.6)	1		A (0.6)	
ы Б		A	Storage	-						-			150		
ģ			50th Queue		0						1019		4	178	
2	nal		95th Queue		25						1163		m7	248	
203	Sig		Overall LOS						A (2	2.9)					
<u>.</u>	0		Approach LOS		D (38.1)			D (35.3)			A (2.8)			A (0.7)	
ASE		Σ	Storage										150		
SHAS		-	50th Queue		0			0			78		5	62	
_			95th Queue		29			0			197		m30	254	
			Overall LOS			•			A (8	8.9)					
			Approach LOS		C (35)			D (36.3)			A (9.6)			A (0.7)	
		M	Storage							150			150		
BL	-		50th Queue		0			4		4	992		4	181	
031	nal)		95th Queue		24			36		m8	1161		m5	259	
1 2	Sig		Overall LOS			•			A (4	4.2)					
Ш. С	3		Approach LOS		D (35.4)			D (35.8)			A (3.4)			A (0.8)	
ΗĂ		Σ	Storage							150			150		
ā		-	50th Queue		0			3		5	80		5	64	
			95th Queue		29			33		20	191		m27	234	

Over Appr	rall LC roach	S Sta	ndard: D Standard: D	Kir N	ngs Gran orthbou	t Dr nd	So	Yates Dr	nd	Donal F	d Lee Ho Pkwy astboun	llowell	Donald W	d Lee Hol Pkwy estbour	lowell
				L	T	R	L	Т	R	L	T	R	L	T	R
			Overall LOS						Α (7.7)					
₫		Σ	Approach LOS		D (38.2)			(0)			A (9.1)			A (0.7)	
₩ 0	<u> </u>	◄	50th Queue		0						992		1	194	
207 I	nal		95th Queue		26						1103		m4	61	
E 2	Sig		Overall LOS						А	(3)					
ASI)	Σ	Approach LOS		D (38.1)			D (35.1)			A (3)			A (0.7)	
PHA		₽	50th Queue		2			0			34		6	67	
			95th Queue		30			0			49		m30	317	
(Overall LOS				-		B (1	2.3)					
		Σ	Approach LOS		C (33.1)			D (38.9)			B (13.1)			A (0.9)	•
BU	<u> </u>	◄	50th Queue		0			14		9	967		1	47	
040	nal		95th Queue		24			59		27	#1274		m4	69	
2 2(Sig		Overall LOS				-		A (6.1)					
se)	Σ	Approach LOS		C (33.6)			D (38.7)			A (4)			A (0.8)	
ha		٦	50th Queue		2			20		8	42		12	153	
4			95th Queue		29			65		17	81		m33	351	

Volume exceeds capacity, queue is theoretically infinite.
 95th percentile volume exceeds capacity; queue may be longer.
 m Volume for 95th percentile queue is metered by upstream signal.

5.5 James Jackson Pkwy (SR 280) at Bolton Rd (Intersection 5)

Ovei Appi	all LO oach	S Sta	ndard: D Standard: D	James N	s Jacksor orthbour	ı Pkwy nd	James So	Jacksor	n Pkwy nd	E	Bolton Ro astboun	l d	E W	Bolton Rd /estboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS				-		D (3	6.1)					
		_	Approach LOS		C (30.9)			C (27.2)	r.		D (42.4)			D (40.5)	
J		AN	Storage	150			350			100		500	80		
LIN I	<u> </u>		50th Queue	6	129		64	137		112	374	0	22	137	
.SI)	Jnal		95th Queue	20	192		119	234		151	489	0	40	185	
Ê	Sig		Overall LOS						D (3	8.5)					
023	•	F	Approach LOS		C (30.1)			C (27.2)			D (41)			E (56)	
7		PP	Storage	150			350			100		500	80		
			50th Queue	16	280		52	195		108	269	0	26	276	
			95th Queue	41	#445		101	286		145	348	0	47	324	
			Overall LOS				1		D (38)					
		F	Approach LOS		D (36.1)			C (31.7)			D (43.2)			D (38.8)	
ВU		٩N	Storage	150			350			100		500	80		
ģ	Ê		50th Queue	7	159		78	170		118	415	0	23	151	
311	gna		95th Queue	22	217		132	267		172	#618	0	44	214	
200	(Siç		Overall LOS						D (4	1.5)					
Е 1	-	F	Approach LOS		D (36.9)			C (32.2)	r		D (42.3)			D (54.6)	
IAS		Р	Storage	150			350			100		500	80		
Н			50th Queue	18	336		60	234		121	309	0	29	311	
			95th Queue	45	#546		113	335		#217	397	0	51	358	
			Overall LOS						D (3	8.1)					
9	q		Approach LOS		D (36.4)			C (31.9)			D (43.2)			D (38.8)	
		A	Storage	150			350			100		500	80		
Ξ	Ē		50th Queue	7	171		78	175		118	415	0	23	151	
203	gna		95th Queue	22	231		132	275		172	#618	0	44	214	
Ξ.	(Si				D (07 0)			0 (00 0)	D (4	1.7)					
ASI		5	Approach LOS	450	D (37.3)		050	C (32.6)		400	D (42.3)	500	00	D (54.6)	
ΡΗ		Ы	Storage	150	0.40		350	0.40		100	000	500	80	011	
			50th Queue	18	346		60	246		121	309	0	29	311	
			95th Queue	45	#564		113	351	D (2	#217	397	0	51	358	
Å		_			D (20.2)			C (24 4)	D (3	9.5)	D(44.6)			D (20 4)	
ž		AM	Approach LOS	0	D (39.2)		04	196		100	D (44.6)	0	24	D (38.1)	
640 C	al)			0	220		04 140	296		123	440 #691	0	24 46	220	
2 2	ign			20	230		140	200		103	#001	0	40	230	
SE	(S	-			D (40 1)			C (33 9)	D (4	- -	D (49 3)			D (53 5)	
HA		РΝ	50th Oueue	19	367		65	253		133	335	0	31	330	
д.				47	#596		132	360		#280	428	0	53	376	
			Overall LOS	-17	1000		102	000	D (3	9.9)	420	0	00	0/0	
Р		F	Approach LOS		D (40 9)			C (35)	5 (6	,	D (44.3)			D (38 2)	
3UI		AN	50th Queue	8	212		84	204		123	446	0	24	162	
401	al)		95th Queue	23	#296		139	310		183	#675	0	46	228	
20	ign		Overall LOS					0.0	D (4	4.5)		3	.0	0	
e 2	<u>s</u>	F	Approach LOS		D (41.8)			D (35.2)	5 (1	,	D (48.8)			D (53.3)	
has		P	50th Queue	19	398		65	291		132	335	0	31	330	
4			95th Queue	47	#651		134	#434		#276	426	0	53	375	
Р			95th Queue	47	#651		134	#434		#276	426	0	53	375	

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.
 m Volume for 95th percentile queue is metered by upstream signal.

The existing signalized intersection of James Jackson Parkway (SR 280) at Bolton Road (Intersection 5) is projected to meet GRTA's approach LOS standards under the 2023 Existing conditions, 2031 Phase 1 No-Build and Build

conditions, and 2040 Phase 2 No-Build and Build conditions during the AM and PM peak hours except for the westbound approach during the PM peak hour under 2023 Existing Conditions. The intersection is projected to meet GRTA's <u>overall</u> LOS standards under all scenarios during both the AM and PM peak hours. For future scenarios, signal timing splits were adjusted to account for changes in traffic patterns.

The study intersection of James Jackson Pkwy (SR 280) at Bolton Rd (Intersection 5) is projected to meet GRTA's overall intersection and intersection approach LOS standards under all future No-Build and Build scenarios during the AM and PM peak hours.

5.6 James Jackson Pkwy (SR 280) at Northwest Dr (Intersection 6)

Ove Appi	rall LO roach l	S Sta LOS S	ndard: D Standard: D	Jame N	s Jacksor Iorthbou	n Pkwy nd	James So	Jacksor	n Pkwy nd	N E	orthwest astbour	Dr nd	No W	orthwest [estboun	Dr d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						B (1	1.3)					
			Approach LOS		B (12.1)			B (10.9)			B (11.1)			A (9.9)	
G		AM	Storage												
Ž	~		50th Queue												
UISTIN	SC		95th Queue		75			25			25			50	
Ш	AW		Overall LOS						B (1	4.1)					
023)		Approach LOS		B (14.2)			C (15)			B (11.9)			B (12.7)	
ñ		Μ	Storage												
		_	50th Queue												
			95th Queue		75			50			50			50	

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.
 Molume for 95th percentile queue is metered by upstream signal.

The existing stop-controlled intersection of James Jackson Parkway (SR 280) at Northwest Drive (Intersection 6) is projected to meet GRTA's approach and overall LOS standards under the 2023 Existing conditions.

Based on the programmed GDOT projects PI #0009992 and PI #0019834 noted in **Section 2.5**, Intersection 6 will be realigned to consist of a roundabout at the intersection of James Jackson Parkway (SR 280) at Northwest Drive W and an RCUT at the intersection of James Jackson Parkway (SR 280) at Northwest Drive E (shown in green in **Figures 11-14**). The programmed project is anticipated to be constructed prior to the *Bowen Homes Redevelopment*; therefore the realigned intersection conditions were analyzed in future 2031 and 2040 scenarios.

Intersection 6A models the intersection of James Jackson Parkway (SR 280) at Northwest Drive W as a single-lane roundabout per the programmed project.

Intersection 6B models the intersection of James Jackson Parkway (SR 280) at Northwest Drive E as an RCUT intersection per the programmed project.

The table below displays the analysis results for Intersection 6A under 2031 Phase 1 No-Build and Build and 2040 Phase 2 No-Build and Build conditions.

5.6A James Jackson Pkwy (SR 280) at Northwest Dr W (Intersection 6A)

Over Appr	rall LO roach I	S Stai LOS S	ndard: D Standard: D	James Jackso Northbou	n Pkwy nd	James So	Jackson Suthbour	Pkwy nd	No E	rthwest D astbour	r W nd	W	- 'estbour	nd
				L T	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS			•		A (8	3.6)					
		_	Approach LOS	A (8.1)			A (9.2)			A (8.5)				
ВU		AN	Storage											
ģ	out		50th Queue											
311	dab		95th Queue	100			85			50				
20;	ň		Overall LOS			1		B (1	2.7)					
Е 1	(Ro	-	Approach LOS	B (10.6)			B (15.4)			B (10.4)				-
AS	•	PZ	Storage											
Н			50th Queue									-		
			95th Queue	175			255			50				
			Overall LOS			1		A (8	3.9)					
Δ		-	Approach LOS	A (8.5)			A (9.6)			A (8.5)				
L U	æ	AZ	Storage											
8	out		50th Queue											
03	dab		95th Queue	110			90			50				
12	nn		Overall LOS			1		B (1	3.3)					
SE	(Ro	_	Approach LOS	B (10.5)			B (16.6)			B (11.2)				
HA	-	PZ	Storage											
			50th Queue											
			95th Queue	175			305			50				
			Overall LOS			1		A (9	9.2)					
		-	Approach LOS	A (8.6)			A (10.0)			A (9.1)				
ВŪ	æ	AN	Storage											
ģ	out		50th Queue											
40	dab		95th Queue	115			95			55				
20	ň		Overall LOS			•		B (1	4.4)					
Е 2	Ro	_	Approach LOS	B (11.7)			B (18.0)			B (11.7)		-	ı	-
AS	•	PZ	Storage											
Н			50th Queue											
			95th Queue	205			350			55				
			Overall LOS			•		B (1	0.5)					
0		_	Approach LOS	B (10.3)			B (11.3)			A (9.7)				
		AZ	Storage											
BL	ont		50th Queue											
040	lab		95th Queue	160			115			60				
2 2	Jun		Overall LOS			1		B (1	8.0)					
se	Ro	_	Approach LOS	B (13.2)			C (23.6)			B (15.1)				
pha	-	PZ	Storage											
-			50th Queue											
			95th Queue	255			545			75				

The study intersection of James Jackson Parkway (SR 280) at Northwest Drive W (Intersection 6A) is projected to meet GRTA's approach LOS standards as a single-lane roundabout under all future No-Build and Build scenarios during the AM and PM peak hours.

Intersection 6B models the intersection of James Jackson Parkway (SR 280) at Northwest Drive E as an RCUT intersection per the programmed project. The table below displays the analysis results for Intersection 6B under 2031 Phase 1 No-Build and Build and 2040 Phase 2 No-Build and Build conditions.

5.6B James Jackson Pkwy (SR 280) at Northwest Dr E (Intersection 6B)

Over Appro	all LO oach l	S Sta LOS S	ndard: D Standard: D	James N	s Jackso orthbou	n Pkwy nd	James So	s Jackson outhbour	Pkwy nd	E	- astbour	nd	Nor W	rthwest D /estboun	r E d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
_			Overall LOS						(1.	2)					
ģ		Σ	Approach LOS					A (0.9)				-		B (11.9)	
311		A	50th Queue												
20: 11 D	5		95th Queue					25							25
E 1	(RC		Overall LOS						(1.	8)					
AS	-	Σ	Approach LOS			1		A (0.7)				-		C (16.2)	
НЧ		₽	50th Queue												
			95th Queue					25							50
Q			Overall LOS						(1.	2)					
		Σ	Approach LOS		-			A (0.9)					-	B (12.3)	
B		∢	50th Queue												
03	5		95th Queue					25							25
1 2	(RC		Overall LOS						(1.	8)					
SE	-	Σ	Approach LOS		•	1		A (0.7)				1		C (16.7)	
ΗA		₽	50th Queue												
4			95th Queue					25							50
			Overall LOS						(1.	2)					
ģ		Σ	Approach LOS		-			A (0.9)					-	B (12.2)	
401		∢	50th Queue												
202 11 D	5		95th Queue					25							25
E 2 RU	(RC		Overall LOS						(2)					
AS	-	Σ	Approach LOS					A (0.7)						C (17.5)	
Н		₽	50th Queue												
			95th Queue					25							50
0			Overall LOS						(1.	2)					
		Σ	Approach LOS		-	1		A (0.9)				1		B (13.7)	
BL		A	50th Queue												
040	5		95th Queue					25							25
2 2	(RC		Overall LOS						(1.	9)					
Se	-	Σ	Approach LOS					A (0.6)						C (19.5)	
bha		₽	50th Queue												
4			95th Queue					25							50

Volume exceeds capacity, queue is theoretically infinite.
 95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The study intersection of James Jackson Parkway (SR 280) at Northwest Drive E (Intersection 6B) is projected to meet GRTA's approach LOS standards as an RCUT intersection under all future No-Build and Build scenarios during the AM and PM peak hours.

5.7 James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7)

0.0			adardı D	James	Jacksor	n Pkwy	James	s Jackson	Pkwy	Donal	d Lee Ho	lowell	Donal	d Lee Hol	lowell
Appr	oach	1085	Standard: D F	N	orthbou	nd	s	outhbour	nd	F	Prwy	d	W	Pkwy estboun	d
7,666	ouon	2000		L	T	R	L	T	R	L	T	R	L	T	R
			Overall LOS						D (3	7.5)					
			Approach LOS		F (119.2)			F (84.2)			A (3.5)			A (9.8)	
7 5		M	Storage	100											
Ň			50th Queue	36	~252		116	250			829			96	0
IST	nal)		95th Queue	72	#440		#209	#442			1094			137	19
EX	Sign		Overall LOS						D (4	5.7)					
023	::		Approach LOS		E (62.7)			F (85.6)			A (1.4)			C (21.7)	
3(Σ	Storage	100											
		-	50th Queue	75	329		105	508			153		-	290	0
			95th Queue	126	445		160	#746			113			382	37
			Overall LOS						D (5	1.8)					
Г			Approach LOS		E (79.3)			E (74.9)			D (49)			B (12.4)	
BUI		ΔA	Storage	100											
- <u>-</u>	-		50th Queue	37	270		122	271			917			131	0
Z T	nal)	·	95th Queue	68	360		#194	366			#1367			211	28
203	Sig		Overall LOS						D (3	9.2)					
<u>.</u>	3		Approach LOS	proach LOS D (52.4) E (62.5) A (3.2) Storage 100									C (29.4)		
ASE		Σd	Storage	100											
Η		_	50th Queue	74	348		104	536			133			399	21
_			95th Queue	105	427		139	638			378			571	79
			Overall LOS						D (5	4.5)					
0			Approach LOS		E (77.7)			E (78.7)			D (52.6)			B (13.5)	
		AM	Storage	100											
B	<u> </u>		50th Queue	36	277		151	281			932			140	0
031	nal		95th Queue	66	364		#241	374			#1423			227	31
12	Sig		Overall LOS	D (40.3) D (54.6) E (63.2) A (3.7)											
SE	Ŭ	_	Approach LOS	Ich LOS D (54.6) E (63.2) A (3.7) C								C (30.4)			
HA		PR	Storage	Storage 100 L (00.2) R (00.7)											
Δ.			50th Queue	Storage 100 120 548 50th Queue 75 370 120 548							128			410	25
			95th Queue	108	461		162	661			212			574	85
			95th Queue 108 461 162 661 212 Overall LOS E (55.1)												
ģ		Σ	Overall LOS E Approach LOS F (177.1) F (118.9)								A (7.7)			B (10.2)	
401	(◄	50th Queue	44	~362		~144	~351			1158			119	0
20	gna		95th Queue	84	#559		#299	#556			#1355			166	21
Ш 2 В 1	(Siç		Overall LOS						E (67)					
AS	-	Σ	Approach LOS		E (77.9)	1		F (142.6)			A (2.1)			C (24.4)	
Н		Δ.	50th Queue	92	414		127	~738			94			370	2
			95th Queue	#174	#590		#209	#964	-		130			482	42
Δ			Overall LOS				1		F (9	5.6)			-		
		Approach LOS F (201.8) F (205.8) A (6.0) 50th Queue 44 ~407 ~373 ~449 1193									B (10.4)				
B	Ē	4	50th Queue	44	~407		~373	~449			1193			134	0
204	gna		95th Queue	84	#611		#570	#662			#1365			184	24
2 2	(Si		Overall LOS				1		E (7	7.1)					
ase		Σ	Approach LOS	_	F (82.9)	1		F (169.9)			A (2.3)			C (26.9)	
Ρĥ		ш.	50th Queue	92	470		~260	~810			102			411	14
			95th Queue	#174	#678		#440	#1040			314			531	61

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

The existing signalized intersection of James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7) is not projected to meet GRTA's approach LOS standards under the 2023 Existing conditions during the AM and PM peak hours. The intersection is projected to meet GRTA's <u>overall</u> LOS standards during the AM and PM peak hours for the 2023 Existing conditions, the 2031 (Phase 1) No-Build and Build conditions. During 2040 (Phase 2) No-Build, and 2040 (Phase 2) Build conditions, the intersection is not projected to meet GRTA's <u>overall</u> LOS standards, with the overall LOS operating at LOS E or LOS F. For future scenarios, signal timing splits were adjusted to account for changes in traffic patterns.

In order to improve the intersection LOS to meet GRTA standards, the system improvements listed below are needed (to serve 2040 background/No-Build) and <u>are not recommended due to limited right-of-way</u> as background/system improvements, but may be considered by the ongoing SR 8 Scoping Study (Geo PI 0015382):

• Widen Donald Lee Hollowell Pkwy (SR 8/US 78) to include an eastbound right-turn lane and a separate through lane.

The analysis results shown in the table below are for the improved conditions at James Jackson Pkwy (SR 280) at Donald Lee Hollowell Pkwy (SR 8/US 78) (Intersection 7), which assume the noted improvements.

Ove	Overall LOS Stand Approach LOS Sta		andard: D	James	s Jacksor	n Pkwy	James	s Jackson	Pkwy	Donal	d Lee Ho Pkwy	llowell	Donald	Lee Hol Pkwy	llowell
Арр	roach	LOSS	Standard: D E	N	orthbou	nd	S	outhbou	nd	E	astboun	d	W	estboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
_			Overall LOS				-		C (2	9.4)					
2		_	Approach LOS		E (73)			E (56.8)			A (9.9)			B (15.2)	
BU		AM	Storage	100								100			
ģ	~		50th Queue	37	287		119	267			~1103	0		167	0
20	naľ		95th Queue	64	372		164	343			#1492	m3		267	32
204	Sig		Overall LOS						D (4	0.9)					
8	3		Approach LOS		E (60.6)			E (61.2)			A (2.4)			C (31.1)	
ASE		M	Storage	100								100			
H		_	50th Queue	81	381		113	563			266	21		426	27
			95th Queue	#127	465		150	660			448	43		612	87
			Overall LOS						D (4	1.5)					
			Approach LOS		E (73.3)			E (56.8)			C (32.3)			C (20.3)	
		AM	Storage	100								100			
B	~		50th Queue	34	309		196	295			~1254	0		213	0
040	nal		95th Queue	57	397		248	376			#1641	m2		332	43
2 2	Sig		Overall LOS						D (4	6.2)					
В			Approach LOS		E (79.9)			E (61.8)			A (3.6)			C (33.8)	
ΗĂ		M	Storage	100								100			
₫.			50th Queue	72	440		146	551			390	12		522	55
			95th Queue	#129	#688		224	708			481	38		674	132

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

5.8 Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8)

Approach LOS Standard: D E Northbound Southbound Eastbound	Ркму	
	Westbound	d
		R
Overall LOS B (13.9)		
Approach LOS () E (63.7) A (6.4)	A (4.8)	
Storage		
50th Queue 122 170	51	
5 P 95th Queue 165 236	79	
B (15.4)		
Approach LOS () E (63.8) A (5)	A (9.4)	
Storage		
50th Queue 135 54	286	
95th Queue 179 83	404	
Overall LOS D (46.8)		
Approach LOS () F (113.3) D (50.4)	A (5.7)	
Storage Storage		
5 0th Queue ~282 0 ~1238	126	0
2 P 95th Queue #477 9 #1503	174	0
C (22.4)		
Approach LOS () E (65.6) B (12.9)	B (17.2)	
5 0th Queue 284 0 221	767	0
95th Queue 389 13 324	#1197	0
Overall LOS D (51)		-
Approach LOS () F (143.6) D (51)	A (5.3)	
2 50th Queue ~311 0 ~1278	124	0
E 95th Queue #500 13 #1545	172	0
C (23.9)		-
Approach LOS () E (77) B (12)	B (17.5)	
t 50th Queue 291 0 221	787	0
95th Queue #457 20 300	#1190	0
Overall LOS D (51)		
o S Approach LOS () F (131.8) D (53.2)	A (5.8)	
Z V 50th Queue ~324 0 ~1329	136	0
5 2 9 5 th Queue #516 9 #1595	188	0
C (28.4)		
Approach LOS () E (61.8) B (14.4)	C (26.2)	
E 50th Queue 300 0 247	937	0
95th Queue 400 12 374	#1376	0
Overall LOS E (66.7)		
Approach LOS () F (163.2) E (73)	A (5.7)	
S S 50th Queue ~347 0 ~1514	147	0
9 m 95th Queue #540 25 #1780	202	0
Overall LOS D (35.2)	-	
Approach LOS () E (62.2) B (15)	D (36.3)	
E 50th Queue 301 0 292	~1203	0
a 95th Queue 407 26 425	#1518	0

 \sim $\;$ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

The existing signalized intersection of Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8) is projected to meet GRTA's approach and overall LOS standards under the 2023 Existing conditions.

Based on the programmed GDOT project PI #0017926 noted in **Section 2.5**, a road diet is planned for Donald Lee Hollowell Parkway (SR 8) from 4 to 3 lanes by restriping in the vicinity of Intersection 8. The programmed project is anticipated to be constructed prior to the *Bowen Homes Redevelopment*; therefore the proposed geometry (per the signal design concept plan from GeoPI) was analyzed for Intersection 8 in future 2031 and 2040 scenarios (and is shown in green in **Figures 11-14**).

Under the projected 2031 Phase 1 No-Build and Build and 2040 Phase 2 No-Build and Build conditions, all approaches are projected to meet GRTA's approach standards except the eastbound approach during the AM peak hour for all future scenarios. Intersection 8 is projected to meet GRTA's overall LOS standards during both the AM and PM peak hours under the 2031 (Phase 1) No-Build conditions and during the PM peak hour under the 2031 (Phase 1) No-Build conditions. The intersection is not projected to meet GRTA's overall intersection LOS standards during the AM peak hour under the 2031 (Phase 2) No-Build, and 2040 (Phase 2) Build conditions. The intersection is not projected to meet GRTA's overall intersection LOS standards during the AM peak hour under the 2031 (Phase 1) Build, 2040 (Phase 2) Build conditions, which is projected to operate at LOS E.

In order to improve the intersection LOS to meet GRTA standards, the system improvements listed below are needed (to serve existing and background/No-Build) and <u>are recommended for consideration</u>, <u>but conflict with the design of the ongoing road-diet project (Geo PI 0017926) that is prioritizing bicycle and pedestrian activity at this intersection</u> (shown in red in **Figures 11-14**):

• Consider modifying the southbound approach to provide dual southbound left-turn lanes and a channelized right-turn lane along Hollywood Road (return to 2023 Existing conditions) and modify the east leg of Donald Lee Hollowell Pkwy (SR 8/US 78) to include two eastbound receiving through lanes.

The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Pkwy (SR 8/US 78) at Hollywood Rd (Intersection 8), which assume the noted improvements.

Ove	rall LC)S Sta	Indard: D	NL	-	nd	Ho	ollywood I	Rd	Donal	d Lee Hol Pkwy	llowell	Donal	d Lee Hol Pkwy /oothourp	lowell
Аррі	loach	103	Stanuaru. D E	L	T	R	L	T	R	L	T	R	L	T	u R
			Overall LOS						C (2	28.7)					
LD		_	Approach LOS		()			E (63.3)			C (32.1)			A (4.2)	
BU		AM	Storage				300		300						100
ģ	^		50th Queue				137		0		917			103	0
31 P	Inal		95th Queue				180		9		#1493			170	0
20:	Sig		Overall LOS						B (1	15.6)					
Ш,	Ŭ	_	Approach LOS	ach LOS ()				E (58.9)			A (7.9)			A (9.8)	
ASI		PΝ	Storage				300		300						100
H			50th Queue				147		0		158			547	0
			95th Queue				189		14		259			914	0
			Overall LOS						C (3	32.1)					
Δ		-	Approach LOS		()	L		E (63.2)			D (37.9)			A (4.3)	
		AN	Storage				300		300						100
B	<u> </u>		50th Queue				137		0		1012			108	0
03	Jnal		95th Queue				180		13		#1559			179	0
12	Sig		Overall LOS						B (1	16.4)					
SE	•	_	Approach LOS			E (58.7)			A (8.1)			B (11)			
HA		PΝ	Storage				300		300						100
<u>u</u>			50th Queue				147		0		168			597	0
			95th Queue				189		20		274			1001	0

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4 0;		4	50th Queue				146				1033			115	0
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	Sig		Overall LOS						В (′	17.6)					
ASF	<u> </u>	Σ	Approach LOS		()			E (58.5)			A (8.5)			B (12.7)	
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•			Overall LOS						D (4	41.3)					
		Σ	Approach LOS		()			E (75.6)			D (50.8)			A (4.3)	
BU	~	A	50th Queue				156				~1451			125	0
040	naľ		95th Queue				#230				#1717			170	0
2 20	Sig		Overall LOS						С	(21)					
se	Ċ	Σ	Approach LOS		()			E (58.5)			A (9.5)			B (17.4)	
ha		đ	50th Queue				167				214			834	0
ш			95th Queue				210				345			#1403	0

 \sim $\;$ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

Ovei Appi	rall LO roach I	S Stai _OS S	ndard: D itandard: D	James N	s Jacksor orthbou	n Pkwy nd	James Sc	Jacksor outhbou	n Pkwy nd	E	Dwy A astboun	id P	W	- estboun	d P
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Ľ		_	Approach LOS		A (0 3)			(0)	~ ~ (B (12.6)				
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ш Т	E				A (0 7)			(0)	7) A).9)	O(474)				
₽SI		M	Approach LOS		A (0.7)			(0)			C (17.1)		1	1	
Ŧ			50th Queue												
4			95th Queue	0	0			0	0	25	25				
•			Overall LOS	A (3.5)											
		⋝	Approach LOS		A (1)			(0)			C (16)				
BU	-	A	50th Queue												
40	SC)		95th Queue	0	0			0	0	50	25				
50	Ž		Overall LOS						A (3	3.4)					
se 2	C	5	Approach LOS		A (1.9)			(0)			D (27.5)				
has		Б	50th Queue												
Δ.			95th Queue	0	0			0	0	75	25				

5.9 James Jackson Pkwy (SR 280) at Driveway A (Intersection 9)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway A at James Jackson Parkway (SR 280) (Intersection 9) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Preliminary peak hour traffic signal warrants were considered for Intersection 9. While traffic volumes are unlikely to warrant a traffic signal, a signal is desired at Driveway A as it will serve as the main driveway for the *Bowen Homes Redevelopment*. It is notable that initiatives surrounding the Choice Neighborhood Grant and adjacent property redevelopment in the Carey Park Neighborhood has strong interest in creating a new east-west connection across James Jackson Parkway (creating a four-way intersection) aligned with the proposed Driveway A. If a cross-neighborhood connection comes to fruition, with support of ATLDOT and GDOT, a signal is recommended at this location.

The recommended lane configuration for Driveway A provides one (1) ingress lane and two (2) egress lanes including separate left- and right-turn lanes, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, both a northbound left-turn lane and a southbound right-turn lane are warranted. It is recommended that right-of-way be dedicated for future potential turn-lanes during the Phase 1 construction. However, turn lanes are not recommended until volumes require them under projected 2040 (Phase 2) Build conditions. The proposed future condition should be coordinated with GDOT to identify if a northbound left-turn lane may be constructed within existing right-of-way and tie into the lane reduction required north of the site for the proposed SR 280/James Jackson Pkwy at Northwest Drive Roundabout (Geo PI 000999 & /0019834).

The reported analysis results do not include the turn lanes noted in order to provide a conservative analysis.

Ove App	rall LO roach I	S Sta LOS S	ndard: D Standard: D	James N	s Jacksor orthbou	n Pkwy nd	James So	Jacksor outhbou	n Pkwy nd	E	Dwy B astbour	nd D	w	- estboun	d
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<u>o</u>			Overall LOS						(0.	1)					
		Σ	Approach LOS		A (0.1)			()			B (10)				
B	•	۲	50th Queue												
031	SC		95th Queue	0	0			0	0		0				
12	₹		Overall LOS						(0.	2)					
SE	5	Σ	Approach LOS		A (0.3)			()			B (10.8)				
HΑ		P	50th Queue												
Р			95th Queue	0	0			0	0						
•			Overall LOS		(0.3)										
		Σ	Approach LOS		A (0.4)			()			B (11.3)				
BU	-	A	50th Queue												
040	scj		95th Queue	0	0			0	0		25				
2 2(₹		Overall LOS						(0.	8)					
se	5	Σ	Approach LOS		A (0.8)			()			B (14.6)				
ha		P	50th Queue												
			95th Queue	0	0			0	0						

5.10 James Jackson Pkwy (SR 280) at Driveway B (Intersection 10)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway B at James Jackson Parkway (SR 280) (Intersection 10) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Projected traffic volumes for neither the 2031 (Phase 1) nor the 2040 (Phase 2) conditions meet preliminary peak hour traffic signal warrants at Intersection 10.

The recommended lane configuration for Driveway B provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, both a northbound left-turn lane and a southbound right-turn lane are warranted. It is recommended that right-of-way be dedicated for future potential turn-lanes during the Phase 1 construction. However, turn lanes are not recommended until volumes require them. The reported analysis results do not include the turn lanes in order to provide a conservative analysis.

Ove App	rall LO roach l	S Sta LOS S	ndard: D itandard: D	James N	s Jacksor orthbou	n Pkwy nd	James So	Jacksor Duthbou	n Pkwy nd	E	Dwy C astbour	id P	W	- estbour T	nd P
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		V	Approach LOS		A (0)			0	(0.	.,	B (12.9)			0	
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031	sc)		95th Queue	0	0			0	0		0				
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Р			95th Queue	0	0			0	0		0				
•			Overall LOS						(0.	3)					
		Σ	Approach LOS		A (0.1)			()			B (14.3)			()	
BU	~	A	50th Queue												
040	SC		95th Queue	0	0			0	0		0				
2 2(₹		Overall LOS						(0.	2)					
se	Ŭ	Σ	Approach LOS		A (0.2)			()			B (14.5)			()	
ha		đ	50th Queue												
-			95th Queue	0	0			0	0		0				

5.11 James Jackson Pkwy (SR 280) at Driveway C (Intersection 11)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway C at James Jackson Parkway (SR 280) (Intersection 11) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Projected traffic volumes for neither the 2031 (Phase 1) nor the 2040 (Phase 2) conditions meet preliminary peak hour traffic signal warrants at Intersection 11.

The recommended lane configuration for Driveway C provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, a southbound right-turn lane is warranted. It is recommended that right-of-way be dedicated for the future potential turn-lane during the Phase 1 construction. However, the turn lane is not recommended until volumes require it. The reported analysis results do not include the turn lane in order to provide a conservative analysis.

Ove App	rall LO roach l	S Sta LOS S	ndard: D Standard: D	James N	s Jacksor orthbou	n Pkwy nd R	James So	Jacksor Duthbou	n Pkwy nd R	E	Dwy D astboun	id R	W	- estbour T	id R
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Р			95th Queue	0	0			0	0		0				
•			Overall LOS						(0.	4)					
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BU		A	50th Queue												
040	SC		95th Queue	0	0			0	0		0				
2 2(≩		Overall LOS						(0.	3)					
se	0	Σ	Approach LOS		A (0.2)			()	-		C (16.8)			()	-
ha		٦	50th Queue												
-			95th Queue	0	0			0	0		0				

5.12 James Jackson Pkwy (SR 280) at Driveway D (Intersection 12)

Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway D at James Jackson Parkway (SR 280) (Intersection 12) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2031 (Phase 1) and 2040 (Phase 2) Build conditions.

Projected traffic volumes for neither the 2031 (Phase 1) nor the 2040 (Phase 2) conditions meet preliminary peak hour traffic signal warrants at Intersection 12.

The recommended lane configuration for Driveway D provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 13** and **Figure 14**.

Per GDOT turn lane warrants, no turn lanes are warranted during the 2031 (Phase 1) Build conditions. With the 2040 (Phase 2) traffic volumes, a southbound right-turn lane is warranted. It is recommended that right-of-way be dedicated for the future potential turn-lane during the Phase 1 construction. However, the turn lane is not recommended until volumes require it. The reported analysis results do not include the turn lane in order to provide a conservative analysis.

5.13 Field Rd at Driveway E (Intersection 13)

Ove App	rall LO roach I	S Sta LOS S	ndard: D Standard: D	N	Field Rd orthbou	nd	So	Field Rd outhbou	nd	E	- astbour	nd	W	Dwy E estboun	d
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(Overall LOS						(3.	9)					
		Σ	Approach LOS		()			A (0)			()			A (8.9)	
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ha		Б	50th Queue												
Ц			95th Queue		0	0	0	0						0	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway E at Field Road (Intersection 13) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2040 (Phase 2) Build conditions. Driveway E is proposed as part of Phase 2 only.

Projected traffic volumes for the 2040 (Phase 2) conditions do not meet preliminary peak hour traffic signal warrants at Intersection 13.

The recommended lane configuration for Driveway E provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 14**.

5.14 Field Rd at Driveway F (Intersection 14)

Ove App	rall LO roach I	S Sta LOS S	ndard: D Standard: D	N	Field Rd orthbou	nd	So	Field Rd	nd	E	- astbour	nd	W	Dwy F estboun	d
				L		R	L		R	L		R	L		R
			Overall LOS						(4.	8)					
		Σ	Approach LOS		()			A (0)			()			A (8.7)	
BU	-	A	50th Queue												
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ha		Б	50th Queue												
Ц			95th Queue		0	0	0	0						0	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The proposed side-street stop-controlled Driveway F at Field Road (Intersection 14) is projected to operate at an acceptable LOS per approach and overall during the AM and PM peak hours under the 2040 (Phase 2) Build conditions. Driveway F is proposed as part of Phase 2 only.

Projected traffic volumes for the 2040 (Phase 2) conditions do not meet preliminary peak hour traffic signal warrants at Intersection 14.

The recommended lane configuration for Driveway F provides one (1) ingress lane and one (1) egress lane, as shown in the site plan and **Figure 14**.











Proposed Site Plan



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ATL 230 JOHN ATI	WESLEY DOBB	5 AVE	1200 PEA	KIMLEY CHTREE STI ATLANTA,	JURN REET NE, SUIT GA 30309	800	L			U	all	DG	:10	e	yOL	١d	ığ.	
(04) 892-4700 OHN SKACH			(404) 20 ANA EIS	ENMAN		L	SC	AL	E	& I	NC	R	Ή	AF	R	NC	1:
VELOP	MENT PAR	TNERS	CIV	VIL ENG	INEERING	1	1				1		\geq	D				
		LC	1266 P	MARIETTA	LEGRAW RINGD ROAD S GA 30064 4,7189	'	1				K	5	z					
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C-2.0
Trip Generation Analysis

	Trip Generat	on Analysis (11	th Ed. With 2nd Ed	lition Handbook	Daily IC & 3rd	Edition AM/	PM IC)					
		E	Bowen Homes Red Atlar	evelopment - Ph ta. GA	ase 1							
Land Line	Cotting		eneit (Daily Trips		A	M Peak Hour		PI	/ Peak Hour	
	Setting	D	ensity	Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips												
220 Multifamily Housing (Low-Rise)	General Urban/Suburban	10	dwelling units	140	70	70	26	6	20	25	16	9
221 Multifamily Housing (Mid-Rise)	General Urban/Suburban	189	dwelling units	856	428	428	72	17	55	74	45	29
223 Affordable Housing	General Urban/Suburban	557	dwelling units	2,216	1,108	1,108	134	39	95	180	106	74
821 Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	15,000	Sq. Ft. GFA	1,012	506	506	26	16	10	78	38	40
				4 004	2.442	2 4 4 2	259	70	400	257	205	450
Gross Project Trips				4,224	2,112	2,112	200	10	100	357	205	192
Residential Trips				3,212	1,606	1,606	232	62	170	279	167	112
Mixed-Use Reductions				-102	-51	-51	-3	-1	-2	-14	-10	-4
Alternative Mode Reductions				-778	-389	-389	-57	-15	-42	-66	-39	-27
Adjusted Residential Trips				2,332	1,166	1,166	172	46	126	199	118	81
Retail Trips				1,012	506	506	26	16	10	78	38	40
Mixed-Use Reductions				-102	-51	-51	-3	-2	-1	-14	-4	-10
Alternative Mode Reductions				-228	-114	-114	-6	-4	-2	-16	-9	-8
Pass By Reductions (Based on ITE Rates)				-272	-136	-136	0	0	0	-20	-10	-10
Adjusted Retail Trips				410	205	205	17	10	7	28	15	12
Mixed-Use Reductions - TOTAL				-204	-102	-102	-6	-3	-3	-28	-14	-14
Alternative Mode Reductions - TOTAL				-1,006	-503	-503	-63	-19	-44	-82	-48	-35
Pass-By Reductions - TOTAL				-272	-136	-136	0	0	0	-20	-10	-10
New Trips				2,742	1,371	1,371	189	56	133	227	133	93
Driveway Volumes												

	Trip Gen	eration Analysis ((11th Ed. With 2nd Edition	Handbook Daily IC &	3rd Edition Al	W/PM IC)						
			Bowen Homes Redevelo	pment - Phase 2								
			Atlanta, G	A	hoih (Tring					DI	A Dook Hour	
Land Use	Setting		Density	Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips												
220 Multifamily Housing (Low-Rise)	General Urban/Suburban	60	dwelling units	460	230	230	41	10	31	46	29	17
221 Multifamily Housing (Mid-Rise)	General Urban/Suburban	1,184	dwelling units	5,602	2,801	2,801	509	117	392	462	282	180
223 Affordable Housing	General Urban/Suburban	756	dwelling units	2,960	1,480	1,480	176	51	125	224	132	92
495 Recreational Community Center	General Urban/Suburban	25,000	Sq. Ft. GFA	720	360	360	48	32	16	63	30	33
710 General Office Building	General Urban/Suburban	25,000	Sq. Ft. GFA	348	174	174	51	45	6	53	9	44
821 Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	60,000	Sq. Ft. GFA	4,052	2,026	2,026	104	64	40	311	152	159
Gross Project Trips				14,142	7,071	7,071	929	319	610	1,159	634	525
Residential Trips				9,022	4,511	4,511	726	178	548	732	443	289
Mixed-Use Reductions				-408	-204	-204	-10	-4	-6	-62	-42	-20
Alternative Mode Reductions				-2,154	-1,077	-1,077	-179	-44	-136	-168	-100	-67
Adjusted Residential Trips				6,460	3,230	3,230	537	130	406	502	301	202
Office Trips				348	174	174	51	45	6	53	9	44
Mixed-Use Reductions				-68	-34	-34	-5	-3	-2	-18	-8	-10
Alternative Mode Reductions				-70	-35	-35	-12	-11	-1	-9	0	-9
Adjusted Office Trips				210	105	105	34	31	3	26	1	25
Retail Trips				4,052	2,026	2,026	104	64	40	311	152	159
Mixed-Use Reductions				-468	-234	-234	-13	-7	-6	-68	-24	-44
Alternative Mode Reductions				-896	-448	-448	-23	-14	-9	-61	-32	-29
Pass By Reductions (Based on ITE Rates)				-1,074	-537	-537	0	0	0	-72	-36	-36
Adjusted Retail Trips				1,614	807	807	68	43	25	110	60	50
Other Non-Residential Trips				720	360	360	48	32	16	63	30	33
Alternative Mode Reductions				-180	-90	-90	-12	-8	-4	-16	-8	-8
Adjusted Other Non-Residential Trips				540	270	270	36	24	12	47	22	25
Mixed-Use Reductions - TOTAL				-944	-472	-472	-28	-14	-14	-148	-74	-74
Alternative Mode Reductions - TOTAL				-3,300	-1,650	-1.650	-226	-77	-150	-254	-140	-113
Pass-By Reductions - TOTAL				-1,074	-537	-537	0	0	0	-72	-36	-36
New Trips				8 824	1 112	1 112	675	228	116	685	38/	302
Driveway Volumes				0,024	7,712	7,712	0/5	220	-40	000	504	302

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #1 Donald Lee Hollowell Pkwy at I-285 Southbound Ramp

	AM PEAK HOUR 1/25 Southound Paren Densid Los Molexuell Buss Densid Los M															
						I-285 South	bound Ramp			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	nbound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	57	0	277	0	0	1,051	678	0	139	813	0
Pedestrians			0				3			1	D			(0	
Conflicting Pedestrians		0		0		0		0		3		0		0		3
Heavy Vehicles	0	0	0	0	0	15	0	32	0	0	90	47	0	39	46	0
Heavy Vehicle %	2%	2%	2%	2%	2%	26%	2%	12%	2%	2%	9%	7%	2%	28%	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
Existing 2023 Volumes	0	0	0	0	0	57	0	277	0	0	1,051	678	0	139	813	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	0	0	0	7	0	35	0	0	133	86	0	18	103	0
2031 No-Build Traffic	0	0	0	0	0	64	0	312	0	0	1,184	764	0	157	916	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	26%	2%	12%	2%	2%	9%	7%	2%	28%	6%	2%
Trip Distribution IN						10%					15%					
Trip Distribution OUT														(10%)	(15%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	5	0	0	0	0	7	0	0	13	19	0
Trip Distribution IN						5%					20%					
Trip Distribution OUT														(5%)	(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0
Total Primary Site Trips	0	0	0	0	0	6	0	0	0	0	9	0	0	13	20	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
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	6	0	0	0	0	9	0	0	13	20	0
2031 Build Traffic	0	0	0	0	0	70	0	312	0	0	1,193	764	0	170	936	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	24%	2%	12%	2%	2%	8%	7%	2%	26%	6%	2%

		O 1-285 Southbound Ramp Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy														
			0			I-285 South	bound Ramp			Donald Lee H	lollowell Pkwy			Donald Lee H	lollowell Pkwy	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	60	0	233	0	0	625	404	0	81	1,225	0
Pedestrians			3				8				0				0	
Conflicting Pedestrians		0		0		0		0		8		3		3		8
Heavy Vehicles	0	0	0	0	0	20	0	54	0	0	11	14	0	25	77	0
Heavy Vehicle %	2%	2%	2%	2%	2%	33%	2%	23%	2%	2%	2%	3%	2%	31%	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
Existing 2023 Volumes	0	0	0	0	0	60	0	233	0	0	625	404	0	81	1,225	0
	1		Т								Т		1		1	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	0	0	0	68	0	262	0	0	704	455	0	91	1,380	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	33%	2%	23%	2%	2%	2%	3%	2%	31%	6%	2%
Tala Distribution (A)	T		1		r	109/					150/		I.		1	
						10%					15%			(4.000)	(4.50()	
Irip Distribution OUI														(10%)	(15%)	
Balancing Adjustment						10					10				10	
Residential Trips	0	0	0	0	0	12	0	0	0	0	18	0	0	8	12	0
Trip Distribution IN					1	F%					20%		1		1	
Trip Distribution N						J /6					2076			(5%)	(20%)	
Balancing Adjustment														(370)	(2070)	
Retail Trips	0	0	0	0	0	1	0	0	0	0	3	0	0	1	2	0
		-	-	-			-	-		-			-			-
Total Primary Site Trips	0	0	0	0	0	13	0	0	0	0	21	0	0	9	14	0
			1								1				1	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vahiaular Braiast Trins	1	0	0	0	0	12	0	0	0	0	21	0	0	0	14	0
	1	0	0	U	U	13	0	U	0	0	21	J	0	9	14	0
2031 Build Traffic	0	0	0	0	0	81	0	262	0	0	725	455	0	100	1.394	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	28%	2%	23%	2%	2%	2%	3%	2%	28%	6%	2%
-																

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #2 Donald Lee Hollowell Pkwy at I-285 Northbound Ramp

	AIVI PEAK HOUK 1-285 Northbound Ramp Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy															
		I-285 North	bound Ramp							Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	619	0	190	0	0	0	0	0	421	726	0	0	0	319	115
Pedestrians			0				2				0				1	
Conflicting Pedestrians		0		1		1		0		2		0		0		2
Heavy Vehicles	0	38	0	25	0	0	0	0	0	81	42	0	0	0	20	16
Heavy Vehicle %	2%	6%	2%	13%	2%	2%	2%	2%	2%	19%	6%	2%	2%	2%	6%	14%
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
Existing 2023 Volumes	0	619	0	190	0	0	0	0	0	421	726	0	0	0	319	115
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	78	0	24	0	0	0	0	0	53	92	0	0	0	40	15
2031 No-Build Traffic	0	697	0	214	0	0	0	0	0	474	818	0	0	0	359	130
2031 No-Build Heavy Vehicle %	2%	6%	2%	13%	2%	2%	2%	2%	2%	19%	6%	2%	2%	2%	6%	14%
Trip Distribution IN				10%							25%					
Trip Distribution OUT															(25%)	(10%)
Balancing Adjustment																
Residential Trips	0	0	0	5	0	0	0	0	0	0	12	0	0	0	32	13
								n								
Trip Distribution IN				5%							25%					
Trip Distribution OUT															(25%)	(5%)
Balancing Adjustment																
Retail Trips	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0
								n								
Total Primary Site Trips	0	0	0	6	0	0	0	0	0	0	15	0	0	0	34	13
										l.						
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
										l.						
Total Vehicular Project Trips	0	0	0	6	0	0	0	0	0	0	15	0	0	0	34	13
			-				-									
2031 Build Traffic	0	697	0	220	0	0	0	0	0	474	833	0	0	0	393	143
2031 Build Heavy Vehicle %	2%	6%	2%	13%	2%	2%	2%	2%	2%	19%	6%	2%	2%	2%	6%	13%

					PM PE	AK HOUR										
		I-285 North	nbound Ramp				0			Donald Lee H	Iollowell Pkwy			Donald Lee H	lollowell Pkwy	
		Nort	hbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	492	4	179	0	0	0	0	0	250	428	0	0	0	813	91
Pedestrians			2				2				0				0	
Conflicting Pedestrians		0		0		0		0		2		2		2		2
Heavy Vehicles	0	62	3	23	0	0	0	0	0	23	6	0	0	0	45	12
Heavy Vehicle %	2%	13%	75%	13%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	6%	13%
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
Existing 2023 Volumes	0	492	4	179	0	0	0	0	0	250	428	0	0	0	813	91
						-		-				-		-		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	554	5	202	0	0	0	0	0	282	482	0	0	0	916	103
2031 No-Build Heavy Vehicle %	2%	13%	75%	13%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	6%	13%
	1		T	1001	1		r		r		0500		1		1	
				10%							25%				(0.50()	(4.00/)
Trip Distribution OUT															(25%)	(10%)
Balancing Adjustment				10									<u>^</u>			
Residential Trips	0	0	0	12	0	0	0	0	0	0	30	0	0	0	20	8
Trip Distribution IN	1			EQ/	1				1		259/		1		1	
Trip Distribution NUT				376							23%				(259/)	(E9/)
Palancing Adjustment															(2J/0)	(376)
Retail Trins	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	1
	0	Ū	Ū		0	Ū	0	0	0	Ū		0	0	Ū	0	
Total Primary Site Trips	0	0	0	13	0	0	0	0	0	0	34	0	0	0	23	9
Deep Ry Distribution DEDUCTION	r	-	1		r				r		1		r		1	
Pass-By Distribution IN									-							
Pass by Distribution OUT																
Pass-by Distribution OOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
i assoy inps	5	0	0	0	0	0	0	J	0	0	0	0	0	5	0	5
Total Vehicular Project Trips		0	0	13	0	0	0	0	0	0	34	0	0	0	23	9
2031 Build Traffic	0	554	5	215	0	0	0	0	0	282	516	0	0	0	939	112
2031 Build Heavy Vehicle %	2%	13%	68%	12%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	5%	12%

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #3 Donald Lee Hollowell Pkwy at Field Rd

AIVI PEAK HOUK																
						Fiel	d Rd			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	bound			South	bound			Easth	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	2	0	0	0	5	933	0	0	0	332	2
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	0	76	0	0	0	33	0
Heavy Vehicle %	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	8%	2%	2%	2%	10%	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
Existing 2023 Volumes	0	0	0	0	0	2	0	0	0	5	933	0	0	0	332	2
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	0	0	0	0	0	0	0	1	118	0	0	0	42	0
2031 No-Build Traffic	0	0	0	0	0	2	0	0	0	6	1,051	0	0	0	374	2
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	8%	2%	2%	2%	10%	2%
Trip Distribution IN											35%					
Trip Distribution OUT															(35%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	16	0	0	0	44	0
Trip Distribution IN											35%					
Trip Distribution OUT															(35%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	20	0	0	0	46	0
			L													
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
								<u>^</u>								
Total venicular project Trips	U	U	U	U	U	U	U	U	U	U	20	U	U	U	46	U
2021 Duild Troffic	0	0	0	0	0	2	0	0	0	4	1.071	0	0	0	420	2
2031 Build Llong Vehicle %	29/	0	0	0	0	2	0	0	0	0	1,071	0	29/	0	420	2
2031 Dullu neavy vehicle %	2%	2%	2%	∠%	∠%	30%	۷%	∠%	∠%	∠%	0%	۷%	∠%	∠%	7%	∠%

		PM PEAK HOUR 0 Field Rd Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy														
			0			Fie	d Rd			Donald Lee H	lollowell Pkwy			Donald Lee H	lollowell Pkwy	
		Nort	hbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	7	0	7	0	0	371	0	0	0	492	0
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	0	16	0	0	0	43	0
Heavy Vehicle %	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	4%	2%	2%	2%	9%	2%
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
Existing 2023 Volumes	0	0	0	0	0	7	0	7	0	0	371	0	0	0	492	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	0	0	0	8	0	8	0	0	418	0	0	0	554	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	4%	2%	2%	2%	9%	2%
	1		T	1			I								T	
Trip Distribution IN											35%					
Trip Distribution OUT															(35%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	41	0	0	0	28	0
			I				I.								T	l.
Trip Distribution IN											35%				(2.2.2.)	
Trip Distribution OUI									-				-		(35%)	
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	-	0	0	0	4	0
Retail Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
Total Primary Site Trins	0	0	0	0	0	0	0	0	0	0	46	0	0	0	32	0
Total Finnary Site mps	Ū	U		0	Ū	U		0	0	0	40	0	0	0	52	0
Pass-By Distribution REDUCTION						1										
Pass-By Distribution IN																
Pass-By Distribution OUT																
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	46	0	0	0	32	0
2031 Build Traffic	0	0	0	0	0	8	0	8	0	0	464	0	0	0	586	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	4%	2%	2%	2%	8%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #4 Donald Lee Hollowell Pkwy at Kings Grant Dr/Yates Dr

	AM PEAK HOUR AM Yetes Dr Donald ee Hollowell Pkwy Donald ee Hollowell Pkwy Kinos Grant Dr Yates Dr Donald ee Hollowell Pkwy															
		Kings	Grant Dr			Yate	es Dr			Donald Lee H	lollowell Pkwy			Donald Lee H	ollowell Pkwy	
		Nort	hbound			South	bound			Eastb	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	13	0	18	0	0	0	0	0	0	906	4	1	9	320	0
Pedestrians			0				3				0				0	
Conflicting Pedestrians		0		0		0		0		3		0		0		3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	73	1	0	1	36	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	25%	2%	11%	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
Existing 2023 Volumes	0	13	0	18	0	0	0	0	0	0	906	4	1	9	320	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	2	0	2	0	0	0	0	0	0	115	1	0	1	40	0
2031 No-Build Traffic	0	15	0	20	0	0	0	0	0	0	1,021	5	1	10	360	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	25%	2%	11%	11%	2%
Trip Distribution IN										35%						5%
Trip Distribution OUT						(5%)		(35%)								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	6	0	44	0	16	0	0	0	0	0	2
Trip Distribution IN										35%						25%
Trip Distribution OUT						(25%)		(35%)								
Balancing Adjustment																
Retail Trips	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	3
Total Primary Site Trips	0	0	0	0	0	8	0	46	0	20	0	0	0	0	0	5
Pass-By Distribution REDUCTION																
Pass-By Distribution IN										15%	-15%				-15%	15%
Pass-By Distribution OUT						(15%)		(15%)								
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	i															
Total Vehicular Project Trips	0	0	0	0	0	8	0	46	0	20	0	0	0	0	0	5
2031 Build Traffic	0	15	0	20	0	8	0	46	0	20	1,021	5	1	10	360	5
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	23%	2%	11%	11%	2%

	PM PEAK HOUR Kings Grant Dr Yates Dr Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy															
		Kings (Grant Dr			Yate	es Dr			Donald Lee H	lollowell Pkwy			Donald Lee H	lollowell Pkwy	
		North	nbound			South	bound			East	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	1	10	0	23	0	0	0	1	0	0	367	16	0	54	493	1
Pedestrians			3				2				0				0	
Conflicting Pedestrians		0		0		0		0		2		3		3		2
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	16	1	0	0	43	0
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	9%	2%
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
Existing 2023 Volumes	1	10	0	23	0	0	0	1	0	0	367	16	0	54	493	1
									-							
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	1	11	0	26	0	0	0	1	0	0	413	18	0	61	555	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	9%	2%
	1		1	1		1	1		1	050/						501
Irip Distribution IN						(==-)		()		35%						5%
Trip Distribution OUT						(5%)		(35%)								
Balancing Adjustment			-		_									-		
Residential Trips	0	0	0	0	0	4	0	28	0	41	0	0	0	0	0	6
Tele Distelle dise (A)	1		1		1	1	1		-	259/	1				1	25%
Trip Distribution IIN						(259/)		(259/)		33%						2376
Palancing Adjustment						(23%)		(33%)	-							
Retail Trins	0	0	0	0	0	3	0	4	0	5	0	0	0	0	0	4
Reven 1105	0	Ū	0	Ū	ů	0	Ū		0	0	0	0	Ū	0	0	
Total Primary Site Trips	0	0	0	0	0	7	0	32	0	46	0	0	0	0	0	10
			1								1				1	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN								(15%	-15%				-15%	15%
Pass-By Distribution OUT		_				(15%)		(15%)			-	_			_	_
Pass-By Trips	0	0	0	0	0	2	0	2	0	2	-2	0	0	0	-2	2
Total Vobicular Project Trips		0	0	0	0	0	0	24	0	40	2	0	0	0	2	12
rotal venicular rioject mps	1	U	U	J	J	9	J	34	U	40	-2	U	0	U	-2	12
2031 Build Traffic	1	11	0	26	0	9	0	35	0	48	411	18	0	61	553	13
2031 Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	9%	2%
			1			J	J			J						

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #5 Bolton Rd at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Bolto	on Rd			Bolto	on Rd	
		North	ibound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	12	336	35	0	124	411	72	0	248	531	25	0	56	333	127
Pedestrians			2				5				2				2	
Conflicting Pedestrians		2		2		2		2		5		2		2		5
Heavy Vehicles	0	0	12	2	0	16	12	7	0	18	41	7	0	2	30	13
Heavy Vehicle %	2%	2%	4%	6%	2%	13%	3%	10%	2%	7%	8%	28%	2%	4%	9%	10%
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
Existing 2023 Volumes	0	12	336	35	0	124	411	72	0	248	531	25	0	56	333	127
	4.50/	4.50/	4.5%	4.50/	4.50/	4.50/	4.5%	4.50	4.50	4.50/	4.50/	4.50/	4.5%	4.50	4.50/	4.5%
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growin Trips	0	2	43	4	0	140	52	9	0	31	67	3	0	1	42	142
2031 No-Build Llonge Vehicle %	20/	14	3/9	39	20/	140	403	81	29/	2/9	598	28	29/	03	375	143
2031 No-Build Heavy Vehicle %	∠ 70	Z 70	470	0%	Z 70	1370	3%	10%	276	/ 70	070	2070	Z 70	4 70	970	10%
Trip Distribution IN	1						20%									
Trip Distribution OUT			(20%)													
Balancing Adjustment																
Residential Trips	0	0	25	0	0	0	9	0	0	0	0	0	0	0	0	0
·																
Trip Distribution IN							15%									
Trip Distribution OUT			(15%)													
Balancing Adjustment																
Retail Trips	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
Total Drimony Cito Tring	0	0	24	0	0	0	11	0	0	0	0	0	0	0	0	0
Total Philliary Site Hips	U	0	20	0	U	U	11	U	0	U	U	U	U	0	U	0
Pass-By Distribution REDUCTION			1													
Pass-By Distribution IN																
Pass-By Distribution OUT																
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	26	0	0	0	11	0	0	0	0	0	0	0	0	0
2024 D. H.J.T., 69.	0	14	105	20	0	140	474	01	0	070	500	20	0	(2	275	142
2031 Build Traffic	0	14	405	39	0	140	4/4	8l 10%	0	2/9	598	28	0	03	3/5	143
2031 Dullu neavy Venicle %	270	2%	3%	0%	2%	13%	5%	10%	2%	170	8%	28%	2%	4%	9%	10%

	PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Bolton Rd Bolton Rd															
		James Ja	kson Pkwy			James Jac	kson Pkwy			Bolt	on Rd			Bolt	on Rd	
		Norti	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	35	700	25	0	108	424	167	0	200	365	49	0	54	519	161
Pedestrians			0				1				1				0	
Conflicting Pedestrians		1		0		0		1		1		0		0		1
Heavy Vehicles	0	3	15	2	0	6	10	5	0	5	17	6	0	2	30	4
Heavy Vehicle %	2%	9%	2%	8%	2%	6%	2%	3%	2%	3%	5%	12%	2%	4%	6%	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
Existing 2023 Volumes	0	35	700	25	0	108	424	167	0	200	365	49	0	54	519	161
				r												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	39	789	28	0	122	478	188	0	225	411	55	0	61	585	181
2031 No-Build Heavy Vehicle %	2%	9%	2%	8%	2%	6%	2%	3%	2%	3%	5%	12%	2%	4%	6%	2%
Tele Distribution IN			1	1			20%			-	1		1		· · · · · · · · · · · · · · · · · · ·	
			(0.00)				20%									
Trip Distribution OUT			(20%)												l	1
Balancing Adjustment															<u> </u>	
Residential Trips	0	0	16	0	0	0	24	0	0	0	0	0	0	0	0	. 0
Trip Distribution IN				1			1 E 9/								,	
Trip Distribution IIV	-		(15%)				13%									r
Balancing Adjustment			(1376)													(
Retail Trins	0	0	2	0	0	Ó	2	0	0	0	0	0	0	0	0	0
	_				-				-							
Total Primary Site Trips	0	0	18	0	0	0	26	0	0	0	0	0	0	0	0	0
Deep Ry Distribution DEDUCTION			1	1									r		,	(
Pass-By Distribution IN																(
Pass by Distribution OUT																[
Pass-By Distribution OD Pass-By Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 dos by mps	v	v		v	v	0	v	0	0	v		v		0		
Total Vehicular Project Trips		0	18	0	0	0	26	0	0	0	0	0	0	0	0	0
	•															
2031 Build Traffic	0	39	807	28	0	122	504	188	0	225	411	55	0	61	585	181
2031 Build Heavy Vehicle %	2%	9%	2%	8%	2%	6%	2%	3%	2%	3%	5%	12%	2%	4%	6%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #6 Northwest Dr at James Jackson Pkwy

					AIVI PE	AK HUUK										
		James Jac	kson Pkwy			James Jac	kson Pkwy			North	west Dr			North	west Dr	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	108	198	13	0	10	258	49	0	27	35	105	0	21	20	33
Pedestrians			0				1				0				0	
Conflicting Pedestrians		0		0		0		0		1		0		0		1
Heavy Vehicles	0	12	7	1	0	0	14	2	0	2	3	7	0	0	2	0
Heavy Vehicle %	2%	11%	4%	8%	2%	2%	5%	4%	2%	7%	9%	7%	2%	2%	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
Existing 2023 Volumes	0	108	198	13	0	10	258	49	0	27	35	105	0	21	20	33
			•													•
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	14	25	2	0	1	33	6	0	3	4	13	0	3	3	4
New Road Adjustment		23	37	-15		-11	11				-39	39		-24	-23	-37
2031 No-Build Traffic	0	145	260	0	0	0	302	55	0	30	0	157	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	11%	4%	2%	2%	2%	5%	4%	2%	7%	2%	7%	2%	2%	10%	2%
Trip Distribution IN							20%					5%				
Trip Distribution OUT		(5%)	(20%)													
Balancing Adjustment																
Residential Trips	0	6	25	0	0	0	9	0	0	0	0	2	0	0	0	0
			-		-				-		·				-	-
Trip Distribution IN							15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment																
Retail Trips	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0
Total Primary Site Trips	0	6	26	0	0	0	11	0	0	0	0	3	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
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	26	0	0	0	11	0	0	0	0	3	0	0	0	0
2031 Build Traffic	0	151	286	0	0	0	313	55	0	30	0	160	0	0	0	0
2031 Build Heavy Vehicle %	2%	9%	3%	2%	2%	2%	5%	4%	2%	8%	2%	5%	2%	2%	2%	2%

	PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Northwest Dr Northw															
		James Ja	ckson Pkwy			James Jao	ckson Pkwy			North	west Dr			North	west Dr	
		Nort	hbound			South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	83	335	39	0	12	491	15	0	27	33	71	0	34	91	32
Pedestrians			1				0				Ó				Ó	
Conflicting Pedestrians		0		0		0		0		0		1		1		0
Heavy Vehicles	0	4	12	0	0	2	14	2	0	2	1	2	0	2	1	1
Heavy Vehicle %	2%	5%	4%	2%	2%	17%	3%	13%	2%	7%	3%	3%	2%	6%	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
Existing 2023 Volumes	0	83	335	39	0	12	491	15	0	27	33	71	0	34	91	32
									•							
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	10	42	5	0	2	62	2	0	3	4	9	0	4	12	4
New Road Adjustment		103	36	-44		-14	14				-37	37		-38	-103	-36
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	196	413	0	0	0	567	17	0	30	0	117	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	5%	3%	2%	2%	17%	3%	13%	2%	7%	2%	3%	2%	2%	2%	2%
		r -						-						-		
Trip Distribution IN							20%					5%				
Trip Distribution OUT		(5%)	(20%)													
Balancing Adjustment																
Residential Trips	0	4	16	0	0	0	24	0	0	0	0	6	0	0	0	0
			T			T					T				1	
Trip Distribution IN							15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment																
Retail Trips	0	1	2	0	0	0	2	0	0	0	0	1	0	0	0	0
Total Primary Site Trins	0	5	18	0	0	0	26	0	0	0	0	7	0	0	0	0
indurrinnary one mps	0	0	10		Ū	Ū	20	0	0	Ū	0	,	0	Ū		
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		5	18	0	0	0	26	0	0	0	0	7	0	0	0	0
		0.04	101				500	47				101				
2031 Build Traffic	0	201	431	0	0	0	593	17	0	30	0	124	0	0	0	0
2031 Bullu neavy Venicle %	2%	2%	3%	2%	2%	270	3%	13%	2%	8%	2%	Ζ%	2%	Z%	2%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #7 Donald Lee Hollowell Pkwy at James Jackson Pkwy

	AM PEAK HOUR James Jackson Pkwv James Jackson Pkwv Donald Lee Hollowell Pkwv Donald Lee Hollowell Pkwv Donald Lee Hollowell Pkwv															
		James Ja	ckson Pkwy			James Jac	kson Pkwy			Donald Lee H	lollowell Pkwy			Donald Lee H	lollowell Pkwy	
		Norti	nbound			South	bound			Eastb	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	2	41	210	20	0	129	227	5	0	0	817	55	0	0	250	90
Pedestrians			13				9				1				9	
Conflicting Pedestrians		1		9		9		1		9		13		13		9
Heavy Vehicles	0	2	20	1	0	8	16	1	0	0	70	5	0	0	32	3
Heavy Vehicle %	2%	5%	10%	5%	2%	6%	7%	20%	2%	2%	9%	9%	2%	2%	13%	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
Existing 2023 Volumes	2	41	210	20	0	129	227	5	0	0	817	55	0	0	250	90
															•	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	5	27	3	0	16	29	1	0	0	103	7	0	0	32	11
2031 No-Build Traffic	2	46	237	23	0	145	256	6	0	0	920	62	0	0	282	101
2031 No-Build Heavy Vehicle %	2%	5%	10%	5%	2%	6%	7%	20%	2%	2%	9%	9%	2%	2%	13%	3%
Trip Distribution IN			10%												5%	25%
Trip Distribution OUT						(25%)	(10%)				(5%)					
Balancing Adjustment																
Residential Trips	0	0	5	0	0	32	13	0	0	0	6	0	0	0	2	12
Trip Distribution IN			10%												25%	10%
Trip Distribution OUT						(10%)	(10%)				(25%)					
Balancing Adjustment																
Retail Trips	0	0	1	0	0	1	1	0	0	0	2	0	0	0	3	1
Total Primary Site Trips	0	0	6	0	0	33	14	0	0	0	8	0	0	0	5	13
															L	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tetel Mohlaulae Deslack Talas		0		0		22	14	0	0	0		0		0	Ē	10
Total venicular Project Trips	U	0	6	U	Ű	33	14	U	0	0	8	U	U	0	5	13
2021 Duild Troffin	2	44	242	12	0	170	270	4	0	0	020	40	0	0	207	114
2031 Dullu Hallit. 2021 Dulld Hogay Vobielo %	2	40	243	23	20/	5%	2/0	10%	20%	2%	928	02	2%	20%	287	2%
2031 Dullu neavy vehicle 70	∠%	3%	9%	3%	∠%	5%	1%	19%	∠%	2%	0%	9%	∠%	∠%	15%	ა%

PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy Northbound Southbound Eastbound Westbound																
		James Jac	kson Pkwy			James Jac	kson Pkwy			Donald Lee H	lollowell Pkwy			Donald Lee H	lollowell Pkwy	
		North	bound			South	bound			East	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	100	286	22	0	134	421	12	0	0	278	90	0	0	395	159
Pedestrians			11			1	18				5			;	30	
Conflicting Pedestrians		5		30		30		5		18		11		11		18
Heavy Vehicles	0	4	22	0	0	7	28	0	0	0	20	6	0	0	31	3
Heavy Vehicle %	2%	4%	8%	2%	2%	5%	7%	2%	2%	2%	7%	7%	2%	2%	8%	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
Existing 2023 Volumes	0	100	286	22	0	134	421	12	0	0	278	90	0	0	395	159
								-								
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	113	322	25	0	151	474	14	0	0	313	101	0	0	445	179
2031 No-Build Heavy Vehicle %	2%	4%	8%	2%	2%	5%	7%	2%	2%	2%	7%	7%	2%	2%	8%	2%
			100/		r	r					r		r		50/	050/
Irip Distribution IN			10%			(2001)	(1.5.5.)				(22.2.)				5%	25%
Trip Distribution OUT						(25%)	(10%)				(5%)					
Balancing Adjustment				-				-								
Residential Trips	0	0	12	0	0	20	8	0	0	0	4	0	0	0	6	30
			100/		1	r							r		0.50/	4.00/
Trip Distribution IN			10%			(10%)	(10%)				(059())				25%	10%
Inp Distribution OUT						(10%)	(10%)				(25%)					
Datali Tring	0	Ó	2	0	0	1	1	Ó	0	0	2	Ó	0	0	4	2
Retail mps	0	U	2	0	0			U	0	0	3	U	0	0	4	2
Total Primary Site Trips	0	0	14	0	0	21	9	0	0	0	7	0	0	0	10	32
								n								
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT				-				-								
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vobicular Project Trips		0	14	0	0	21	0	0	0	0	7	0	0	0	10	22
iotal veniculai rioject nips		J	14	U	U	21	7	J	U	0	/	J	U	0	10	JZ
2031 Build Traffic	0	113	336	25	0	172	483	14	0	0	320	101	0	0	455	211
2031 Build Heavy Vehicle %	2%	4%	7%	2%	2%	5%	7%	2%	2%	2%	7%	7%	2%	2%	8%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #8 Donald Lee Hollowell Pkwy at Hollywood Rd

AIXI PŁAK HOUR Hollywood Rd Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy																
						Hollyw	rood Rd			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	r
		North	hbound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	259	0	2	0	0	1,108	0	0	0	347	173
Pedestrians			0				1				2				C	
Conflicting Pedestrians		2		0		0		2		1		0		0		1
Heavy Vehicles	0	0	0	0	0	11	0	0	0	0	76	0	0	0	36	5
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	7%	2%	2%	2%	10%	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
Existing 2023 Volumes	0	0	0	0	0	259	0	2	0	0	1,108	0	0	0	347	173
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	0	0	0	33	0	0	0	0	140	0	0	0	44	22
2031 No-Build Traffic	0	0	0	0	0	292	0	2	0	0	1,248	0	0	0	391	195
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	7%	2%	2%	2%	10%	3%
Trip Distribution IN								5%							25%	
Trip Distribution OUT											(25%)					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	2	0	0	32	0	0	0	12	0
Trip Distribution IN								10%							15%	
Trip Distribution OUT											(15%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0
Total Primary Site Trips	0	0	0	0	0	0	0	3	0	0	33	0	0	0	14	0
									1							
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT														_		
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vobicular Project Trips	0	0	0	0	0	0	0	2	0	0	22	0	0	0	14	0
	5	0			5		5	3		0	33	5	5	5	14	5
2031 Build Traffic	0	0	0	0	0	292	0	5	0	0	1.281	0	0	0	405	195
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	7%	2%	2%	2%	10%	3%

O Hollywood Rd Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy Northbound Southbound Easthound Wasthound																
			C			Hollyw	ood Rd			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	283	0	6	0	0	446	0	0	0	914	656
Pedestrians			0				5			1	4				0	
Conflicting Pedestrians		14		0		0		14		5		0		0		5
Heavy Vehicles	0	0	0	0	0	14	0	1	0	1	24	0	0	0	39	14
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	17%	2%	2%	5%	2%	2%	2%	4%	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
Existing 2023 Volumes	0	0	0	0	0	283	0	6	0	0	446	0	0	0	914	656
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	0	0	0	319	0	7	0	0	502	0	0	0	1,030	739
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	17%	2%	2%	5%	2%	2%	2%	4%	2%
Tele Distribution IN	1							E0/			1 1				250/	
								5%			(0500)				25%	
Irip Distribution OUI											(25%)					
Balancing Adjustment	<u>^</u>						0	,								
Residential Trips	0	0	U	0	0	0	0	6	0	0	20	0	0	0	30	0
Trip Distribution IN								10%			1 1				15%	
Trip Distribution OUT								10%			(15%)				1570	
Balancing Adjustment											(1370)					
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0
															1	
Total Primary Site Trips	0	0	0	0	0	0	0	8	0	0	22	0	0	0	32	0
											,					
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT	<u>^</u>															
Pass-By Trips	U	U	0	U	Ű	U	U	U	U	U	U	0	0	0	0	0
Total Vebicular Project Trips	1	0	0	0	0	0	0	8	0	0	22	0	0	0	32	0
iota conocia riojoti mpa		0		0	0	0	0	0	0	0	~~~	0		0	52	0
2031 Build Traffic	0	0	0	0	0	319	0	15	0	0	524	0	0	0	1,062	739
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	8%	2%	2%	5%	2%	2%	2%	4%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 Driveway A at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Drive	way A					
		North	ibound			South	bound			Easth	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians			0	l.			0				0				0	l.
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			20				16									
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	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
Existing 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
			1													
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN		21%	1				15%	10%		-						
Trip Distribution OUT			(5%)							(20%)		(29%)				
Balancing Adjustment			(070)							(2010)		(2770)				
Residential Trips	0	10	6	0	0	0	7	5	0	25	0	37	0	0	0	0
Trip Distribution IN		14%					20%									
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment																
Retail Trips	0	1	0	0	0	0	2	0	0	1	0	1	0	0	0	0
Total Brimany Sito Trins	0	11	6	0	0	0	0	6	0	26	0	20	0	0	0	0
Total Philling Site Trips	0		U	0	0	0	7	5	0	20	0	30	0	0	0	U
Pass-By Distribution REDUCTION					1								1			
Pass-By Distribution IN		30%	-30%													
Pass-By Distribution OUT										(30%)						
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	11	6	0	0	0	9	5	0	26	0	38	0	0	0	0
2031 Build Traffic	0	11	365	0	0	0	442	5	0	26	0	38	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Drive	way A			()	
		North	nbound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Pedestrians			0				0			1	0			(D	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			16				18									
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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
Existing 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
			T							D	1					1
Trip Distribution IN		21%					15%	10%								
Trip Distribution OUT			(5%)							(20%)		(29%)				
Balancing Adjustment																
Residential Trips	0	25	4	0	0	0	18	12	0	16	0	23	0	0	0	0
			1													
Irip Distribution IN		14%	(==)				20%			(1.2.1)		(1.1.1.)				
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment																
Retail Trips	U	2	1	U	U	U	3	U	U	2	U	2	0	0	U	U
Total Primary Site Trips	0	27	Б	0	0	Ó	21	12	0	10	0	25	0	0	0	0
Total minary site mps	0	21	5	0	0	0	21	12	0	10	0	25	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN		30%	-30%													
Pass-By Distribution OUT										(30%)						
Balancing Adjustment																
Pass-By Trips	0	3	-3	0	0	0	0	0	0	3	0	0	0	0	0	0
Total Vehicular Project Trips		30	2	0	0	0	21	12	0	21	0	25	0	0	0	0
					-											
2031 Build Traffic	0	30	517	0	0	0	692	12	0	21	0	25	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #10 Driveway B at James Jackson Pkwy

					AIVI PE	AK HOUR										
		James Jao	ckson Pkwy			James Jac	kson Pkwy			Drive	eway B					
	Northbound U-Turn Left Through Right					South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			20				16									
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	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
Existing 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
					-											
Trip Distribution IN		10%	21%				10%	5%								
Trip Distribution OUT			(5%)				(29%)					(2%)				
Balancing Adjustment																
Residential Trips	0	5	16	0	0	0	41	2	0	0	0	3	0	0	0	0
					-											•
Trip Distribution IN		2%	14%				10%	10%								
Trip Distribution OUT			(2%)				(14%)			(3%)		(2%)				
Balancing Adjustment																
Retail Trips	0	0	2	0	0	0	2	1	0		0	0	0	0	0	0
Total Primary Site Trips	0	5	18	0	0	0	43	3	0	0	0	3	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-20%	20%								
Pass-By Distribution OUT												(20%)				
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			I				T				1					
Iotal Vehicular Project Trips	0	5	18	0	0	0	43	3	0	0	0	3	0	0	0	0
				-		-		-			-	-				
2031 Build Iraffic	0	5	377	0	0	0	476	3	0	0	0	3	0	0	0	0
2031 Build Heavy Venicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Drive	eway B			ļ	0	
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			16				18									
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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
Existing 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Eactor	1.13	1.0.0	1.13	1.0.%	1.13	1.0%	1.13	1.0%	1.13	1.070	1.0,0	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
		•		•			•			•		•				
Trip Distribution IN		10%	21%				10%	5%								
Trip Distribution OUT			(5%)				(29%)					(2%)				
Balancing Adjustment																
Residential Trips	0	12	29	0	0	0	35	6	0	0	0	2	0	0	0	0
Trip Distribution IN		2%	14%				10%	10%								
Trip Distribution OUT			(2%)				(14%)			(3%)		(2%)				
Balancing Adjustment																
Retail Trips	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	0
Total Primary Site Trins	0	12	31	0	0	0	38	8	0	0	0	2	0	0	0	0
	0	12	51	0	0	0	50	0	0	Ū	0	2	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-20%	20%								
Pass-By Distribution OUT												(20%)				
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	-2	2	0	0	0	2	0	0	0	0
Tetel Mohlaulae Deslack Talas	1	10	21	0	0	0	27	10	0	0	0	4	0	0	0	0
Total venicular Project Trips	1	12	31	0	Ű	U	30	10	0	0	0	4	0	U	0	Ű
2031 Build Traffic	0	12	546	0	0	0	707	10	0	0	0	4	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	340	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
zoor band neary remain in	270	270	070	270	270	2.70	070	2.70	270	~ 70	270	270	270	270	270	270

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #11 Driveway C at James Jackson Pkwy

					AIVI PE	AK HUUR										
		James Jao	ckson Pkwy			James Jac	kson Pkwy			Drive	eway C					
	Northbound U-Turn Left Through Right					South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			20				16									
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	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
Existing 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
				•						•			•		•	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
				•						•			•		•	
Trip Distribution IN		2%	31%				5%	5%								
Trip Distribution OUT			(3%)				(31%)			(2%)		(2%)				
Balancing Adjustment																
Residential Trips	0	1	18	0	0	0	41	2	0	3	0	3	0	0	0	0
					-								•			•
Trip Distribution IN		2%	16%				5%	5%								
Trip Distribution OUT			(2%)				(16%)					(2%)				
Balancing Adjustment																
Retail Trips	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	1	20	0	0	0	43	3	0	3	0	3	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT												(10%)				
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	1	20	0	0	0	43	3	0	3	0	3	0	0	0	0
2031 Build Traffic	0	1	379	0	0	0	476	3	0	3	0	3	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Drive	way C)	
		North	ibound			South	bound			East	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0) C	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			16				18									
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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
Existing 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
	-															
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN		2%	31%				5%	5%								
Trip Distribution OUT			(3%)				(31%)			(2%)		(2%)				
Balancing Adjustment																
Residential Trips	0	2	39	0	0	0	31	6	0	2	0	2	0	0	0	0
			n	n												
Trip Distribution IN		2%	16%				5%	5%								
Trip Distribution OUT			(2%)				(16%)					(2%)				
Balancing Adjustment																
Retail Trips	0	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0
	<u> </u>		10					-			<u>^</u>		<u> </u>			
Total Primary Site Trips	U	2	42	U	U	U	34	1	U	2	U	2	U	U	U	U
Page By Distribution REDUCTION	1		1	1	r		1		1		1		1			1
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT							-10/0	1070				(10%)				
Balancing Adjustment												(10%)				
Pass-By Trins	0	0	0	0	0	0	-1	1	0	0	0	1	0	0	0	0
······	. ~	. v	, v	, v	, v		1			. <u> </u>	, v	· · ·				
Total Vehicular Project Trips		2	42	0	0	0	33	8	0	2	0	3	0	0	0	0
			=							. –						
2031 Build Traffic	0	2	557	0	0	0	704	8	0	2	0	3	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #12 Driveway D at James Jackson Pkwy

					AIVI PE	AK HUUR										
		James Jao	ckson Pkwy			James Jac	kson Pkwy			Drive	way D					
		Norti	hbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			20				16									
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	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
Existing 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
				•						•						
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
				•	•								•		•	
Trip Distribution IN		2%	33%					5%								
Trip Distribution OUT							(33%)			(3%)		(2%)				
Balancing Adjustment																
Residential Trips	0	1	15	0	0	0	42	2	0	4	0	3	0	0	0	0
	-				•								•			•
Trip Distribution IN		2%	18%					5%								
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Retail Trips	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	1	17	0	0	0	43	3	0	4	0	3	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT												(10%)				
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	1	17	0	0	0	43	3	0	4	0	3	0	0	0	0
2031 Build Traffic	0	1	376	0	0	0	476	3	0	4	0	3	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

		James Jac	ckson Pkwy			James Jac	kson Pkwy			Drive	way D)	
		North	nbound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Pedestrians			0				Ď				Ó)	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			16				18									
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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
Existing 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
			1	l		l				1	1					
Trip Distribution IN		2%	33%					5%								
Trip Distribution OUT							(33%)			(3%)		(2%)				
Balancing Adjustment																
Residential Trips	0	2	39	0	0	0	27	6	0	2	0	2	0	0	0	0
Trip Distribution IN		2%	18%				(5%		(2.2.)		()				
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Retail Trips	U	U	3	U	U	U	2		0	U	U	U	0	U	U	0
Total Primary Site Trips	0	2	42	0	0	0	20	7	0	2	0	2	0	0	0	0
Total Filmary Site Hips	0	2	72	0	0	0	27	1	0	2	0	2	0	0	0	0
Pass-By Distribution REDUCTION			1													
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT												(10%)				
Balancing Adjustment												. ,				
Pass-By Trips	0	0	0	0	0	0	-1	1	0	0	0	1	0	0	0	0
Total Vehicular Project Trips		2	42	0	0	0	28	8	0	2	0	3	0	0	0	0
								-	_							-
2031 Build Traffic	0	2	557	0	0	0	699	8	0	2	0	3	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 1 INTERSECTION #6B Northwest Dr W at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy							Northw	est Dr W	
		North	bound			South	bound			Easth	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians			0				1				0				0	
Conflicting Pedestrians		0		0		0		0		1		0		0		1
Heavy Vehicles																
Heavy Venicle %																
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
Adjusted 2023 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment			405	15		50	409									60
2031 No-Build Traffic	0	0	405	15	0	50	409	0	0	0	0	0	0	0	0	60
2031 No-Build Heavy Vehicle %	2%	2%	4%	8%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN							25%									
Trip Distribution OUT			(25%)													
Balancing Adjustment																
Residential Trips	0	0	32	0	0	0	12	0	0	0	0	0	0	0	0	0
Trip Distribution IN							20%									
Trip Distribution OUT			(20%)													
Balancing Adjustment																
Retail Trips	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	33	0	0	0	14	0	0	0	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	33	0	0	0	14	0	0	0	0	0	0	0	0	0
			100	45		50	100									(0
2031 Build Traffic	0	0	438	15	0	50	423	0	0	0	0	0	0	0	0	60
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy 0																
		James Jac	kson Pkwy			James Jac	kson Pkwy				0			Northw	est Dr W	
		North	ibound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians			1				0				0				Ö	
Conflicting Pedestrians		0		0		0		0		0		1		1		0
Heavy Vehicles																
Heavy Vehicle %	2%	5%	4%	2%	2%	17%	3%	13%	2%	7%	3%	3%	2%	6%	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
Adjusted 2023 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
													-			
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment			609	44		51	633									139
2031 No-Build Traffic	0	0	609	44	0	51	633	0	0	0	0	0	0	0	0	139
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	17%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Trip Distribution IN							25%									
Trip Distribution OUT			(25%)													
Balancing Adjustment																
Residential Trips	0	0	20	0	0	0	30	0	0	0	0	0	0	0	0	0
															L	
Trip Distribution IN							20%									
Trip Distribution OUI			(20%)													
Balancing Adjustment	-												<u>^</u>		<u>^</u>	
Retail Trips	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
Takal Delevano Cita Talea	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	U	U	22	U	U	U	33	U	0	U	U	U	U	U	U	U
Pass By Distribution REDUCTION	1	r	1	r	1		1		1		1		1		1	
Pass-By Distribution IN																
Pass By Distribution OUT																
Balancing Adjustment																
Pass-By Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 33-03 1103	Ū	0	0	0	0	0	0	0	0	0	0	0	Ū	0		0
Total Vehicular Project Trips		0	22	0	0	0	33	0	0	0	0	0	0	0	0	0
										-						
2031 Build Traffic	0	0	631	44	0	51	666	0	0	0	0	0	0	0	0	139
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
•																

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #1 Donald Lee Hollowell Pkwy at I-285 Southbound Ramp

					AM PE	AK HOUR										
	1				1	I-285 South	1	Donald Lee H	ollowell Pkwv		1	Donald Lee H	ollowell Pkwy	1		
		North	bound			South	bound			Facth	ound			West	bound	
	H-Turn	Left	Through	Right	11-Turn	Left	Through	Right	HaTurn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	57	0	277	0	0	1.051	678	0	130	813	0
Dedectrianc	0	v	0	Ū	0	57	2	211	0	0	1,031	0/0	0	137	015	0
Conflicting Dedectrians		0	1	0		0	3	0		2	0	0		0		2
Connicting redestrians	0	0	0	0	0	15	0	22	0	3	00	47	0	20	47	3
Heavy Vehicles	20/	201	201	20/	201	13	200	32	201	20/	90	47	201	37	40	201
Really Vehicle %	2%	2%	276	2%	2%	20%	2%	12%	2%	2%	9%	1%	2%	26%	0%	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
Existing 2023 Volumes	U	0	0	0	0	5/	U	211	0	0	1,051	6/8	0	139	813	U
Annual Crowth Data (Dhees 1)	1 00/	1.50	1.5%	1.00	1.5%	1 00/	1.50	1 50/	1.00	1 50/	1.5%	1.50	1.5%	1.00	1 50/	1.5%
Annual Growth Rate (Phase T)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	0	0	0	0	/	0	35	0	0	133	86	0	18	103	0
Background Growth Trips (Phase 2)	0	0	0	0	0	4	0	19	0	0	73	47	0	10	57	0
2040 No-Build Traffic	0	0	0	0	0	68	0	331	0	0	1,257	811	0	167	973	0
2040 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	26%	2%	12%	2%	2%	9%	7%	2%	28%	6%	2%
	r	r					1	1	r	r		1	1			
Trip Distribution IN						10%					15%					
Trip Distribution OUT														(10%)	(15%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	13	0	0	0	0	20	0	0	41	61	0
			1													
Trip Distribution IN						5%					20%					
Trip Distribution OUT														(5%)	(20%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	2	0	0	0	0	6	0	0	0	1	0
	·					i				i					r	
Trip Distribution IN						5%					20%					
Trip Distribution OUT														(5%)	(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	2	0	0	0	0	9	0	0	1	5	0
	·					i				i					r	
Trip Distribution IN						5%					20%					
Trip Distribution OUT														(5%)	(20%)	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	1	0	0	0	0	5	0	0	1	2	0
					i	i				i					r	
Total Primary Site Trips	0	0	0	0	0	18	0	0	0	0	40	0	0	43	69	0
	·					i				i					r	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN					I								I			
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-		r			r -	r -			r -	r -					
Total Vehicular Project Trips	0	0	0	0	0	18	0	0	0	0	40	0	0	43	69	0
2040 Build Traffic	0	0	0	0	0	86	0	331	0	0	1,297	811	0	210	1,042	0
2040 Build Heavy Vehicle %	2%	2%	2%	2%	2%	19%	2%	10%	2%	2%	/%	6%	2%	20%	5%	2%

	PM PEAK HOUR 0 1-285 Southbound Ramp Donald Lee Hollowell Pkwy Donald Lee Hollow															
			0		I	I-285 South	bound Ramp		I	Donald Lee H	ollowell Pkwy	r	I	Donald Lee H	lollowell Pkwy	/
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	60	0	233	0	0	625	404	0	81	1,225	0
Pedestrians			3				B				0				0	
Conflicting Pedestrians		0		0		0		0		8		3		3		8
Heavy Vehicles	0	0	0	0	0	20	0	54	0	0	11	14	0	25	77	0
Heavy Vehicle %	2%	2%	2%	2%	2%	33%	2%	23%	2%	2%	2%	3%	2%	31%	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
Existing 2023 Volumes	0	0	0	0	0	60	0	233	0	0	625	404	0	81	1,225	0
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	0	0	0	0	8	0	29	0	0	79	51	0	10	155	0
Background Growth Trips (Phase 2)	0	0	0	0	0	4	0	16	0	0	43	28	0	6	85	0
2040 No-Build Traffic	0	0	0	0	0	72	0	278	0	0	747	483	0	97	1,465	0
2040 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	33%	2%	23%	2%	2%	2%	3%	2%	31%	6%	2%
Trip Distribution IN						10%					15%					
Trip Distribution OUT														(10%)	(15%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	30	0	0	0	0	45	0	0	20	30	0
					1										r	1
Trip Distribution IN						5%					20%			(FA()	(000))	
Trip Distribution OUT														(5%)	(20%)	
Balancing Adjustment	0									0					-	
Unice hips	U	U	U	U	U	U	U	U	U	U	U	U	U		5	0
Trip Distribution IN	1			1		5%					20%				1	
Trip Distribution OUT						070					2070			(5%)	(20%)	
Balancing Adjustment														(070)	(2070)	
Retail Trips	0	0	0	0	0	3	0	0	0	0	12	0	0	3	10	0
																J
Trip Distribution IN						5%					20%					
Trip Distribution OUT														(5%)	(20%)	
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	1	0	0	0	0	4	0	0	1	5	0
		-	-				-		-		1	-	-		1	-
Total Primary Site Trips	0	0	U	0	0	34	U	0	0	0	61	0	0	25	50	0
Pass-By Distribution REDUCTION	1															1
Pass-By Distribution IN					1				1				1			
Pass-By Distribution OUT																
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	34	0	0	0	0	61	0	0	25	50	0
0010 D.1117-101						40/		070			000	400		400	4.545	
2040 Build Hame Vahiela %	20/	20/	20/	20/	20/	106	20/	2/8	20/	0	20/0	483	20/	122	1,015	20/
2010 Dalia Licary Velilice //	2 /0	2./0	2.70	2 /0	270	2070	2 /0	21/0	270	2./0	2 /0	3./0	2.70	22/0	370	2 /0

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #2 Donald Lee Hollowell Pkwy at I-285 Northbound Ramp

					AM PE	AK HOUR										
		I-285 Northb	ound Ramp							Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	619	0	190	0	0	0	0	0	421	726	0	0	0	319	115
Pedestrians			0				2)				1	
Conflicting Pedestrians		0		1		1		0		2		0		0		2
Heavy Vehicles	0	38	0	25	0	0	0	0	0	81	42	0	0	0	20	16
Heavy Vehicle %	2%	6%	2%	13%	2%	2%	2%	2%	2%	19%	6%	2%	2%	2%	6%	14%
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
Existing 2023 Volumes	0	619	0	190	0	0	0	0	0	421	726	0	0	0	319	115
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Eactor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	78	0	24	0	0	0	0	0	53	92	0	0	0	40	15
Background Growth Trips (Phase 2)	0	43	0	13	0	0	0	0	0	29	51	0	0	0	22	8
2040 No-Build Traffic	0	740	0	227	0	0	0	0	0	503	869	0	0	0	381	138
2040 No-Build Heavy Vehicle %	2%	6%	2%	13%	2%	2%	2%	2%	2%	19%	6%	2%	2%	2%	6%	14%
Trip Distribution IN	1			10%							25%					
Trip Distribution OUT															(25%)	(10%)
Balancing Adjustment																
Residential Trips	0	0	0	13	0	0	0	0	0	0	33	0	0	0	102	41
								-		-						
Trip Distribution IN				5%							25%					
Trip Distribution OUT															(25%)	(5%)
Balancing Adjustment																, (
Office Trips	0	0	0	2	0	0	0	0	0	0	8	0	0	0	1	0
						1										
Trip Distribution IN				5%							25%					
Trip Distribution OUT															(25%)	(5%)
Balancing Adjustment																
Retail Trips	0	0	0	2	0	0	0	0	0	0	11	0	0	0	6	1
	•															
Trip Distribution IN				5%							25%					
Trip Distribution OUT															(25%)	(5%)
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	1	0	0	0	0	0	0	6	0	0	0	3	1
Total Primary Site Trips	0	0	0	18	0	0	0	0	0	0	58	0	0	0	112	43
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
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	18	0	0	0	0	0	0	58	0	0	0	112	43
2040 Build Traffic	0	740	0	245	0	0	0	0	0	503	027	0	0	0	403	181
2040 Build Heavy Vehicle %	2%	5%	2%	11%	2%	2%	2%	2%	2%	17%	5%	2%	2%	2%	473	9%
	270	270	270	. 170	270	270	270	270	270		270	270	270	270		. 70

PM PEAK HOUR 1-285 Northbound Ramp 0 Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy																
		I-285 North	bound Ramp		1		0			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	ibound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	492	4	179	0	0	0	0	0	250	428	0	0	0	813	91
Pedestrians			2				2				D				0	
Conflicting Pedestrians		0		0		0		0		2		2		2		2
Heavy Vehicles	0	62	3	23	0	0	0	0	0	23	6	0	0	0	45	12
Heavy Vehicle %	2%	13%	75%	13%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	6%	13%
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
Existing 2023 Volumes	0	492	4	179	0	0	0	0	0	250	428	0	0	0	813	91
			r -				r		·	-						
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	62	1	23	0	0	0	0	0	32	54	0	0	0	103	12
Background Growth Trips (Phase 2)	0	34	0	12	0	0	0	0	0	17	30	0	0	0	57	6
2040 No-Build Traffic	0	588	5	214	0	0	0	0	0	299	512	0	0	0	973	109
2040 No-Build Heavy Vehicle %	2%	13%	75%	13%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	6%	13%
			1									1	1			
Trip Distribution IN	-			10%							25%				((1.00)
Trip Distribution OUT															(25%)	(10%)
Balancing Adjustment										_		_	_			
Residential Trips	0	0	0	30	0	0	0	0	0	0	/5	0	0	0	51	20
Tein Distribution IN		1	1	E0/		1	1		1		250		1	1	1	
Trip Distribution IN				376							20%				(250/)	(E%)
Balancing Adjustment															(2376)	(376)
Office Tripe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Once mps	U	U	U	U	0	0	U	0	U	U	U	U	0	U	U	
Trip Distribution IN	1		1	5%	1				1		25%		1			
Trip Distribution OUT				2.0											(25%)	(5%)
Balancing Adjustment																
Retail Trips	0	0	0	3	0	0	0	0	0	0	15	0	0	0	13	3
Trip Distribution IN				5%							25%					
Trip Distribution OUT															(25%)	(5%)
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	1	0	0	0	0	0	0	6	0	0	0	6	1
	-		-		-		-		-				-			
Total Primary Site Trips	0	0	0	34	0	0	0	0	0	0	96	0	0	0	/6	25
Dec. D. D'Althouter DEDUCTION	1				1		1									
Pass-by Distribution REDUCTION																
Pass-By Distribution OUT																
Pass-By Distribution ODT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 035 0 9 11 103	0	0	U	0	0	0	0	J	J	J	J	0	0	0	J J	J
Total Vehicular Project Trips		0	0	34	0	0	0	0	0	0	96	0	0	0	76	25
And the second sec						· · · · ·		-		-	· · · ·				· · · ·	
2040 Build Traffic	0	588	5	248	0	0	0	0	0	299	608	0	0	0	1,049	134
2040 Build Heavy Vehicle %	2%	11%	64%	10%	2%	2%	2%	2%	2%	8%	2%	2%	2%	2%	5%	10%

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #3 Donald Lee Hollowell Pkwy at Field Rd

AM PEAK HOUR Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy Field Rd Northbound Southbound Eastbound Westbound Left Thro U-Turn U-Turn U-Turn Through 933 Left Through Right Left Through Right Left Right U-Turn Through Right Observed 2023 Traffic Volumes 332 0 0 0 0 0 2 0 0 0 5 0 0 0 2 Pedestrians Conflicting Pedestrians 0 0 0 0 0 0 0 0 Heavy Vehicles Heavy Vehicle % Peak Hour Factor 0 2% 0.98 76 8% 0.98 33 10% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 0 2% 0.98 50% 0.98 2% 0.98 2% 0.98 2% 0.98 Existing 2023 Volumes 0 0 0 0 0 0 0 0 933 0 0 0 332 2 Annual Growth Rate (Phase 1) Growth Factor (Phase 1) Annual Growth Rate (Phase 2) Growth Factor (Phase 2) 1.5% 1.13 0.75% 1.07 1.5% 1.13 0.75% 1.5% 1.13 0.75% 1.5% 1.13 0.75% 1.5% 1.13 0.75% 1.5% 1.13 0.75% 1.5% 1.13 0.75% 1.5% 1.13 0.75% 1.07 1.5% 1.13 0.75% 1.5% 1.13 1.5% 1.13 1.5% 1.13 1.5% 1.13 1.5% 1.13 1.5% 1.13 1.5% 1.13 0.75% 0.75% 0.75% 0.75% 0.75% 0.75% 0.75% 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 Growth Factor (Phase 2) Background Growth Trips (Phase 1) Background Growth Trips (Phase 2) 2040 No-Build Traffic 42 23 397 0 0 0 0 0 118 0 0 0 0 65 1,116 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2040 No-Build Heavy Vehicle % 2% 2% 2% 2% 2% 50% 2% 2% 2% 2% 8% 2% 2% 10% 2% Trip Distribution IN Trip Distribution OUT 15% 20% (15%) (20%) Balancing Adjustment Residential Trips 0 0 0 0 0 0 0 61 0 20 26 0 0 0 81 0 Trip Distribution IN 25% 10% Trip Distribution OUT (10%) (25%) Balancing Adjustment Office Trips 0 0 0 0 0 0 0 0 0 3 8 0 0 0 0 Trip Distribution IN 25% 10% (10%) (25%) . Trip Distribution OUT Balancing Adjustment Retail Trips 0 11 6 Trip Distribution IN Trip Distribution OUT 10% 25% (25%) (10%) Balancing Adjustment Other Non-Residential Trips Total Primary Site Trips Т 65 29 51 91 0 T 0 0 Т 0 0 Pass-By Distribution REDUCTION Pass-By Distribution IN Pass-By Distribution OUT Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Total Vehicular Project Trips Т 0 Т 65 T 0 29 0 91 0 0 Т Т Т Т Т 0 2040 Build Traffic 1,167 7% 0 0 2% 65 2% 0 35 2% 488 7% 0 2% 0 2% 0 2 53% 0 2% 0 2% 0 2 2% 2040 Build Heavy Vehicle % 2% 2% 2%

					PM PE	AK HOUR										
	-		0			Fiel	d Rd			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkw	1
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	7	0	7	0	0	371	0	0	0	492	0
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	0	16	0	0	0	43	0
Heavy Vehicle %	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	4%	2%	2%	2%	9%	2%
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
Existing 2023 Volumes	0	0	0	0	0	7	0	7	0	0	371	0	0	0	492	0
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	0	0	0	0	1	0	1	0	0	47	0	0	0	62	0
Background Growth Trips (Phase 2)	0	0	0	0	0	0	0	0	0	0	26	0	0	0	34	0
2040 No-Build Traffic	0	0	0	0	0	8	0	8	0	0	444	0	0	0	588	0
2040 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	4%	2%	2%	2%	9%	2%
		r		r	1				r	1		1				
Trip Distribution IN	-							(1.0.0.)		15%	20%				(====)	
Trip Distribution OUT	-							(15%)							(20%)	
Balancing Adjustment	-									45	(0				40	
Residential Trips	U	0	0	0	0	U	U	30	0	45	60	0	0	U	40	0
Trip Distribution IN		1		1	-					10%	250/					
Trip Distribution N	-							(10%)		1076	2376				(25%)	
Balancing Adjustment	-							(10/0)							(2370)	
Office Trips	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6	0
onice mps	0		Ŭ		Ū	Ū	0	0	Ū	0	Ū	0	Ŭ	0		
Trip Distribution IN	1				1					10%	25%		1			T
Trip Distribution OUT								(10%)							(25%)	
Balancing Adjustment	-															
Retail Trips	0	0	0	0	0	0	0	5	0	6	15	0	0	0	13	0
Trip Distribution IN										10%	25%					
Trip Distribution OUT								(10%)							(25%)	
Balancing Adjustment	_				_							_	_			_
Other Non-Residential Trips	0	0	0	0	0	0	0	3	0	2	6	0	0	0	6	0
Total Drimony Site Tring	0	0	0	0	0	0	0	41	0	E2	01	0	0	0	45	0
Total Frindly site mps	U	0	0	0	0	0	U	41	0	33	01	0	0	U	05	0
Pass-By Distribution REDUCTION					1								1			1
Pass-By Distribution IN					1								1			
Pass-By Distribution OUT					1								1			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																•
Total Vehicular Project Trips		0	0	0	0	0	0	41	0	53	81	0	0	0	65	0
2040 Build Traffic	0	0	0	0	0	8	0	49	0	53	525	0	0	0	653	0
2040 Build Heavy Vehicle %	2%	2%	2%	2%	2%	13%	2%	2%	2%	2%	3%	2%	2%	2%	7%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #4 Donald Lee Hollowell Pkwy at Kings Grant Dr/Yates Dr

					AM PE	AK HOUR										
		Kings G	Frant Dr			Yate	s Dr			Donald Lee H	ollowell Pkwy	r		Donald Lee H	ollowell Pkwy	
		North	bound			South	bound			Eastt	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	13	0	18	0	0	0	0	0	0	906	4	1	9	320	0
Pedestrians			0				3				0				0	
Conflicting Pedestrians		0		0		0		0		3		0		0		3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	73	1	0	1	36	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	25%	2%	11%	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
Existing 2023 Volumes	0	13	0	18	0	0	0	0	0	0	906	4	1	9	320	0
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	2	0	2	0	0	0	0	0	0	115	1	0	1	40	0
Background Growth Trips (Phase 2)	0	1	0	1	0	0	0	0	0	0	63	0	0	1	22	0
2040 No-Build Traffic	0	16	0	21	0	0	0	0	0	0	1.084	5	1	11	382	0
2040 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	25%	2%	11%	11%	2%
	•			l	•							l				
Trip Distribution IN										20%						5%
Trip Distribution OUT						(5%)		(20%)								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	20	0	81	0	26	0	0	0	0	0	7
Trip Distribution IN										25%						25%
Trip Distribution OUT						(25%)		(25%)								
Balancing Adjustment																
Office Trips	0	0	0	0	0	1	0	1	0	8	0	0	0	0	0	8
Trip Distribution IN										25%						25%
Trip Distribution OUT						(25%)		(25%)								
Balancing Adjustment																
Retail Trips	0	0	0	0	0	6	0	6	0	11	0	0	0	0	0	11
Trip Distribution IN										25%						25%
Trip Distribution OUT						(25%)		(25%)								
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	3	0	3	0	6	0	0	0	0	0	6
			l.						1				1			
Total Primary Site Trips	0	0	0	0	0	30	0	91	0	51	0	0	0	0	0	32
Deep Dy Diskibulier DEDUCTION					1						1					
Pass-By Distribution REDUCTION																
Pass-by Distribution IN						(1.00)		(****)		15%	-15%				-15%	15%
Pass-By Distribution OUT						(15%)	0	(15%)								
Pass-By Trips	U	U	0	0	0	U	U	0	0	0	0	0	0	U	0	U
Total Vabicular Droject Trips	0	0	0	0	0	30	0	01	0	51	0	0	0	0	0	32
Total veniculai Froject Trips	J	J	J	0	0	30	U	71	U	51	J	0	J	J	0	32
2040 Build Traffic	0	16	0	21	0	30	0	91	0	51	1.084	5	1	11	382	32
2040 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	21%	2%	10%	10%	2%
-																

	PM PEAK HOUR Kings Grant Dr Yates Dr Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy															
		Kings G	Frant Dr		1	Yate	s Dr			Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy	
		North	bound			South	bound			Eastt	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	1	10	0	23	0	0	0	1	0	0	367	16	0	54	493	1
Pedestrians			3				2				0				0	
Conflicting Pedestrians		0		0		0		0		2		3		3		2
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	16	1	0	0	43	0
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	9%	2%
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
Existing 2023 Volumes	1	10	0	23	0	0	0	1	0	0	367	16	0	54	493	1
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	1	0	3	0	0	0	0	0	0	46	2	0	7	62	0
Background Growth Trips (Phase 2)	0	1	0	2	0	0	0	0	0	0	26	1	0	4	34	0
2040 No-Build Traffic	1	12	0	28	0	0	0	1	0	0	439	19	0	65	589	1
2040 No-Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	9%	2%
Trip Distribution IN										20%						5%
Trip Distribution OUT						(5%)		(20%)								
Balancing Adjustment																
Residential Trips	0	0	0	0	0	10	0	40	0	60	0	0	0	0	0	15
Tele Postelication IV					-					0504						050/
Trip Distribution IN						(000)		(250/)		25%						25%
Palancian Adjustment						(25%)		(25%)								
Balancing Aujustment	0	0	0	0	0	,	0	,	0	0	0	0	0	0	0	0
Onice hips	U	U	U	U	U	0	U	0	U	U	U	U	U	U	U	U
Trip Distribution IN	1								1	25%			1			25%
Trip Distribution OLIT						(25%)		(25%)		2370						2370
Balancing Adjustment						(2010)		(2010)								
Retail Trips	0	0	0	0	0	13	0	13	0	15	0	0	0	0	0	15
				1										1		
Trip Distribution IN										25%						25%
Trip Distribution OUT						(25%)		(25%)								
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	6	0	6	0	6	0	0	0	0	0	6
			r	r		r								r	r	
Total Primary Site Trips	0	0	0	0	0	35	0	65	0	81	0	0	0	0	0	36
					1											
Pass-By Distribution REDUCTION										4504	450/				4504	450/
Pass-by Distribution IN						(150/)		(150/)		15%	-15%				-15%	15%
Pass-by Distribution OUT	0	0	0	0	0	(15%)	0	(15%)	0	E	E	0	0	0	E	E
rass-by ITips	J	J	J	U	0	3	J	3	U	э	-5	U	U	U	-0	3
Total Vehicular Project Trips		0	0	0	0	40	0	70	0	86	-5	0	0	0	-5	41
	•								•		•		•			:
2040 Build Traffic	1	12	0	28	0	40	0	71	0	86	434	19	0	65	584	42
2040 Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	8%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #5 Bolton Rd at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	son Pkwy			Bolto	on Rd		1	Bolto	on Rd	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	12	336	35	0	124	411	72	0	248	531	25	0	56	333	127
Pedestrians			2				5				2				2	
Conflicting Pedestrians		2		2		2		2		5		2		2		5
Heavy Vehicles	0	0	12	2	0	16	12	7	0	18	41	7	0	2	30	13
Heavy Vehicle %	2%	2%	4%	6%	2%	13%	3%	10%	2%	7%	8%	28%	2%	4%	9%	10%
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
Existing 2023 Volumes	0	12	336	35	0	124	411	72	0	248	531	25	0	56	333	127
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	2	43	4	0	16	52	9	0	31	67	3	0	7	42	16
Background Growth Trips (Phase 2)	0	1	23	2	0	9	29	5	0	17	37	2	0	4	23	9
2040 No-Build Traffic	0	15	402	41	0	149	492	86	0	296	635	30	0	67	398	152
2040 No-Build Heavy Vehicle %	2%	2%	4%	6%	2%	13%	3%	10%	2%	7%	8%	28%	2%	4%	9%	10%
Trip Distribution IN							20%									
Trip Distribution OUT			(20%)													
Balancing Adjustment																
Residential Trips	0	0	81	0	0	0	26	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%									
Trip Distribution OUT			(15%)													
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
											n		-			-
Trip Distribution IN							15%									
Trip Distribution OUT			(15%)													
Balancing Adjustment										_		_	-			
Retail Trips	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
Parts Production at an Int					-		4504		-		1		1			-
Trip Distribution IN			(100/)				15%									
Palanaina Adiustra ant			(15%)													
Balancing Aujustment	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
Other Nort-Residential Trips	0	U	2	U	U	U	4	U	U	U	U	U	0	U	U	0
Total Primary Site Trins	0	0	87	0	Ó	0	41	0	Ó	0	0	0	Ó	0	0	0
Total Fillinary site rips	U	U	87	U	U	U	41	0	U	U	U	U	U	0	0	U
Pass-By Distribution REDUCTION													1			
Pass-By Distribution IN																
Pass-By Distribution OUT																
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	87	0	0	0	41	0	0	0	0	0	0	0	0	0
					•								•			
2040 Build Traffic	0	15	489	41	0	149	533	86	0	296	635	30	0	67	398	152
2040 Build Heavy Vehicle %	2%	2%	3%	5%	2%	11%	2%	9%	2%	7%	7%	25%	2%	3%	8%	9%

	PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Bolton Rd Bolton Rd Northbourd Southbourd Eathbourd Wwetheund															
		James Jac	kson Pkwy		I	James Jac	kson Pkwy		l I	Bolte	on Rd		l I	Bolto	on Rd	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	35	700	25	0	108	424	167	0	200	365	49	0	54	519	161
Pedestrians			0				1				1				0	
Conflicting Pedestrians		1		0		0		1		1		0		0		1
Heavy Vehicles	0	3	15	2	0	6	10	5	0	5	17	6	0	2	30	4
Heavy Vehicle %	2%	9%	2%	8%	2%	6%	2%	3%	2%	3%	5%	12%	2%	4%	6%	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
Existing 2023 Volumes	0	35	700	25	0	108	424	167	0	200	365	49	0	54	519	161
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	4	89	3	0	14	54	21	0	25	46	6	0	7	66	20
Background Growth Trips (Phase 2)	0	2	49	2	0	8	29	12	0	14	25	3	0	4	36	11
2040 No-Build Traffic	0	41	838	30	0	130	507	200	0	239	436	58	0	65	621	192
2040 No-Build Heavy Vehicle %	2%	9%	2%	8%	2%	6%	2%	3%	2%	3%	5%	12%	2%	4%	6%	2%
Trip Distribution IN							20%									
Trip Distribution OUT			(20%)													
Balancing Adjustment																
Residential Trips	0	0	40	0	0	0	60	0	0	0	0	0	0	0	0	0
	•															
Trip Distribution IN			(****)				15%									
Trip Distribution OUT			(15%)													
Balancing Adjustment		_										_		_		-
Office Trips	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	i				-		150/		-				-			
Trip Distribution IN			(1E9/)				13%									
Balancing Adjustment			(13/6)													
Retail Trins	0	0	8	0	0	0	Q	0	0	0	0	0	0	0	0	0
Notal 1105	Ū	0	U	Ū	0	Ū	,	Ū	0	0	Ū	0	0	Ū		
Trip Distribution IN							15%									
Trip Distribution OUT			(15%)													
Balancing Adjustment																
Other Non-Residential Trips	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	56	0	0	0	72	0	0	0	0	0	0	0	0	0
	•															
Pass-By Distribution REDUCTION																
Pass-By Distribution IN															<u> </u>	<u> </u>
Pass-By Distribution OUT															-	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	U	0	0	U	0	0
Total Vehicular Project Trips		0	56	0	0	0	72	0	0	0	0	0	0	0	0	0
2040 Build Traffic	0	41	894	30	0	130	579	200	0	239	436	58	0	65	621	192
2040 Build Heavy Vehicle %	2%	8%	2%	7%	2%	5%	2%	3%	2%	2%	4%	11%	2%	3%	5%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #6 Northwest Dr at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Northy	vest Dr			Northy	vest Dr	
		North	bound			South	bound			Eastb	ound			West	bound	
	U-lum	Left	Through	Right	U-Iurn	Left	Through	Right	U-Iurn	Left	Through	Right	U-Iurn	Left	Through	Right
Deleteine	U	108	149	13	U	10	208	49	U	21	30	105	U	21	20	33
Pedestrians		0	,	0		0		0		1)	0		0]	1
connicting Pedestrians		0	-	0		0		0		1		0		0		1
Heavy venicles	0	12	1	1	U	0	14	2	0	2	3	/	0	0	2	0
Heavy venicle %	2%	11%	4%	8%	2%	2%	5%	4%	2%	1%	9%	7%	2%	2%	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
Existing 2023 volumes	U	108	198	13	U	10	208	49	U	21	30	105	U	21	20	33
Appual Growth Pate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Crowth Easter (Bhare 1)	1.376	1.370	1.370	1.370	1.376	1.376	1.370	1.370	1.370	1.370	1.376	1.370	1.370	1.3 /0	1.376	1.376
Annual Crowth Data (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Crowth Easter (Bhase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Crowth Trins (Dhara 1)	1.07	1.07	1.07	2	0	1.07	22	1.07	0	2	1.07	1.07	0	2	2	1.07
Background Growth Trips (Phase 2)	0	8	14	1	0	1	19	3	0	2		7	0	1	1	
New Poad Adjustment	0	24	30	-16	0	.12	10	5	0	2	.41	41	0	-25	-24	- 30
2040 No Build Traffic	0	154	276	-10	0	-12	321	59	0	32	-41	166	0	-25	-24	-57
2040 No-Build Heavy Vehicle %	2%	11%	4%	2%	2%	2%	5%	4%	2%	7%	2%	7%	2%	2%	2%	2%
	270	1170	170	270	210	2.10	010	170	270	110	270	110	270	270	210	270
Trip Distribution IN							20%					5%				
Trip Distribution OUT		(5%)	(20%)													
Balancing Adjustment																
Residential Trips	0	20	81	0	0	0	26	0	0	0	0	7	0	0	0	0
Trip Distribution IN							15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0
															r	
Trip Distribution IN							15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment																
Retail Trips	0	1	4	0	0	0	6	0	0	0	0	2	0	0	0	0
					-				-							
Trip Distribution IN		(===)	(1.5.1)				15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment																
Other Non-Residential Trips	0	-	2	0	U	U	4	U	0	U	0		U	U	U	U
Total Primary Site Trips	0	22	07	0	0	0	41	0	0	0	0	12	0	0	0	0
Totar minary site mps	0	22	07	0	U	0	41	0	0	0	0	12	0	0	0	Ū
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
- * '																
Total Vehicular Project Trips	0	22	87	0	0	0	41	0	0	0	0	12	0	0	0	0
					-				-							
2040 Build Traffic	0	176	363	0	0	0	362	58	0	32	0	178	Ö	0	0	0
2040 Build Heavy Vehicle %	2%	7%	2%	2%	2%	2%	4%	4%	2%	7%	2%	4%	2%	2%	2%	2%

PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Northwest Dr Northwest Dr																
	-	James Jac	kson Pkwv			James Jac	kson Pkwv			North	vest Dr		I	Northy	vest Dr	
		North	bound			South	bound			Fasth	ound			West	hound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	83	335	39	0	12	491	15	0	27	33	71	0	34	91	32
Pedestrians			1				0				0				1	
Conflicting Pedestrians		0		0		0		0		0		1		1		0
Heavy Vehicles	0	4	12	0	0	2	14	2	0	2	1	2	0	2	1	1
Heavy Vehicle %	2%	5%	4%	2%	2%	17%	3%	13%	2%	7%	396	396	2%	6%	2%	396
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
Existing 2023 Volumes	0.70	83	335	39	0.70	12	491	15	0.70	27	33	71	0.70	34	91	32
Existing 2020 Volumes	Ū	00	000	5,				10	Ū	2.7	55			51		52
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Eactor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trins (Phase 1)	0	1.07	1.07	5	0	2	62	2	0	3	1.07	0	0	1.07	1.07	1.07
Background Growth Trips (Phase 2)	0	6	72	3	0	1	34	1	0	2		5	0	2	6	
New Boad Adjustment	0	100	20	47	0	15	15		0	2	20	20	0	40	100	20
2040 No. Build Traffic	0	209	429	-47	0	-15	402	10	0	22	-37	37	0	-40	-109	-30
2040 No-Build Hame Vehicle %	2%	200	430	2%	294	2%	3%	1294	2%	7%	2%	396	2%	2%	294	2%
2040 No-build heavy vehicle //	270	370	470	270	2.70	2.70	570	1370	270	770	2.70	370	270	270	2.70	2.70
Trin Distribution IN	1	1	1	1	1	1	20%		1	1	1	5%	1		1	
Trip Distribution OUT		(5%)	(20%)													
Balancing Adjustment		(= ,	(==:-;)													
Residential Trips	0	10	40	0	0	0	60	0	0	0	0	15	0	0	0	0
						1				1						
Trip Distribution IN							15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment		5.1														
Office Trips	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%					5%				
Trip Distribution OUT		(5%)	(15%)													
Balancing Adjustment																
Retail Trips	0	3	8	0	0	0	9	0	0	0	0	3	0	0	0	0
											r.				r.	
I rip Distribution IN	-	(===)	(1997)				15%					5%				
Irip Distribution OUI	-	(5%)	(15%)													
Balancing Adjustment	0	1	4	0	0	0	2	0	0	0	0	1	0	0	0	0
Other Non-Residential Trips	0		4	0	0	0	3	0	U	0	U		0	0	0	0
Total Primary Site Trins	0	15	56	0	0	0	72	0	0	0	0	19	0	0	0	0
Totar Hind yoke Hips		10	00	0		Ū	72		Ŭ	Ū				0	, v	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT		1	1	1	1								1			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		15	56	0	0	0	72	0	0	0	0	19	0	0	0	0
2040 Build Traffic	0	223	494	0	0	0	674	18	0	32	0	143	0	0	0	0
2040 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	12%	2%	7%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #68 Northwest Dr W at James Jackson Pkwy

Image: Sector Image:	AM PEAK HOUR James Jackson Pkwy James Jackson Pkwy James Jackson Pkwy Southbound Northbound Southbound Eastbound Westbound Liluture Left Through Dight Liture Dight Through Dight Liture Dight Through Dight Through Dight Through Dight																
Network Network Not Not Not Not <th< td=""><td></td><td></td><td>James Jac</td><td>kson Pkwy</td><td></td><td></td><td>James Jac</td><td>kson Pkwy</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Northw</td><td>rest Dr W</td><td></td></th<>			James Jac	kson Pkwy			James Jac	kson Pkwy							Northw	rest Dr W	
UnionUnionUnionUnionUnionUnionUnionUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionUnionReptUnionU			North	bound			South	bound			Eastb	ound			West	bound	
Channel ControlCCC <td></td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td>		U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Netation of the problem is a standard prob	Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Carlie Machines I	Pedestrians			0				1			()				0	
key key keyview <td>Conflicting Pedestrians</td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>1</td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>1</td>	Conflicting Pedestrians		0		0		0		0		1		0		0		1
hency hears hears hears hears hears hears hears hears hears hears 	Heavy Vehicles																
Nah Hori ford Mak HorizNahN	Heavy Vehicle %	2%	11%	4%	8%	2%	2%	5%	4%	2%	7%	9%	7%	2%	2%	10%	2%
Adjust d22 Volumes000<	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
mail conduption (bine (f) mode) 15% <th{< td=""><td>Adjusted 2023 Volumes</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></th{<>	Adjusted 2023 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Areal could hale (Paus 1) 15% <td></td> <td></td> <td>r</td> <td>r -</td> <td>r</td> <td>•</td> <td>r</td> <td></td>			r	r -	r	•	r										
Grawfield Phane 1) 113	Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Arreal Gravit Asic Plane 2)0.75%	Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Genetic Privace 2) 1.07 <td>Annual Growth Rate (Phase 2)</td> <td>0.75%</td>	Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Badground Grown Frige (Pases 1) 0 <t< td=""><td>Growth Factor (Phase 2)</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td><td>1.07</td></t<>	Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Badground fromImportant (and additional frame)000	Background Growth Trips (Phase 1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Badkglaiment 2000 beglaiImage and any any and any any and any any and any	Background Growth Trips (Phase 2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2040 height004201400S343400<	New Road Adjustment			430	16		53	434									63
200 00 6 bial Heavy Vehicle %2%	2040 No-Build Traffic	0	0	430	16	0	53	434	0	0	0	0	0	0	0	0	63
Implementation Nr Top Distribution Nr Top Distribution Nr Balancing Algistment Implementation Nr Problementation Nr Top Distribution Nr Top Distri	2040 No-Build Heavy Vehicle %	2%	2%	6%	8%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	4%
Implicitation Migration Migrate Migrate Migration Migration Migration Migration Migration Mig	TA DATA A AN			1				0.5%					r				
Imputation of off Imputation off <thimputation off<="" th=""> <thimputation off<="" th=""></thimputation></thimputation>				(050)				25%									
Balancial Agustment Image Image <td>Trip Distribution OUT</td> <td></td> <td></td> <td>(25%)</td> <td></td>	Trip Distribution OUT			(25%)													
existential rips 0 0 102 0 0 33 0	Balancing Adjustment			400													0
Inp Distribution N Try Distribution OUT Balancing Adjustment Image: Constraint of the second se	Residential Trips	U	U	102	0	U	U	33	U	U	U	U	U	U	0	U	0
Impossibilities OUT	Trip Distribution IN	1		I		1		20%									
Impondent General Application in the second state of the second	Trip Distribution N			(20%)				2070									
Mail Application O	Relancing Adjustment			(2070)													
Since right C <thc< th=""> C <thc< th=""> <thc< th=""> <thc< th=""> <thc< t<="" td=""><td>Office Trips</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></thc<></thc<></thc<></thc<></thc<>	Office Trips	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0
Inp Distribution N Top Distribution OUT Balancing Adjustment Imp Distribution QUT (20%) Imp Distr	Since mps		Ū		0	Ū				0	0	0	, v	0	0		0
Info platibulied OUT Inc. Inc.<	Trip Distribution IN							20%									
Balancia Adjustment Retail Trips Image of the second	Trip Distribution OUT			(20%)													
Retal Trips 0 0 5 0 0 9 0 <th< td=""><td>Balancing Adjustment</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	Balancing Adjustment																
Image: constraint of the second sec	Retail Trips	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0
Implementation N Implementation N<		•															
Industry Structure OUT Industry Structure OUT<	Trip Distribution IN							20%									
Balancing Adjustment Other Non-Residential Trips O <tho< td=""><td>Trip Distribution OUT</td><td></td><td></td><td>(20%)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tho<>	Trip Distribution OUT			(20%)													
Other Nendedicitial Trips O O 2 O O S O <td>Balancing Adjustment</td> <td></td>	Balancing Adjustment																
Dial Primary Site Trips 0 0 110 0 0 0 53 0	Other Non-Residential Trips	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0
Total Prinzy Sile Trips 0 0 110 0 0 0 53 0																	
Pass-By Distribution REDUCTION Image: Constraint of the symbolic of th	Total Primary Site Trips	0	0	110	0	0	0	53	0	0	0	0	0	0	0	0	0
Pass-By Distribution NEDOCUTION Image: Constraint of NEDOCUTION Image: Constra				1									r				
Pass-by binduction OUT Image: Constraint of the symbol duction of the symbol ductin duction of the symbol duction of the symbol duction	Pass-by Distribution Reduction																
rescent point during of the point during	rass-by Distribution OLIT																
Deals Angle Modeline M O	rass-by Distribution UUT Polonning Adjustment																
reasery mask 0 <t< td=""><td>balancing Adjustment</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	balancing Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Data Vehicular Project Trips 0 0 110 0 0 0 53 0 </td <td>rass-by ITIps</td> <td>U</td>	rass-by ITIps	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
2040 Build Traffic 0 0 540 16 0 53 487 0 0 0 0 0 0 0 63 2040 Build Heavy Vehicle % 2%	Total Vehicular Project Trips	0	0	110	0	0	0	53	0	0	0	0	0	0	0	0	0
2040 Build Traffic 0 0 540 16 0 53 487 0 0 0 0 0 0 0 0 63 2040 Build Heavy Vehicle % 2%	Jan trip							1	-	- 1	-	-		-	-		-
2040 Build Heavy Vehicle % 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2040 Build Traffic	0	0	540	16	0	53	487	0	0	0	0	0	0	0	0	63
	2040 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PI	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy		1)		1	Northw	/est Dr W	
		North	bound			South	bound			Eastb	ound			West	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ő
Pedestrians			1				0)				0	
Conflicting Pedestrians		0		0		0		0		0		1		1		0
Heavy Vehicles																
Heavy Vehicle %	2%	5%	4%	2%	2%	17%	3%	13%	2%	7%	3%	3%	2%	6%	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
Adjusted 2023 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Eactor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trins (Phase 1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Growth Trips (Phase 2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment	0	0	646	47	0	54	672	0	0	0	0	Ŭ	0	0	Ū	147
2040 No-Build Traffic	0	0	646	47	0	54	672	0	0	0	0	0	0	0	0	147
2040 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	17%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	•		•				••		•			•	•			
Trip Distribution IN							25%									
Trip Distribution OUT			(25%)													
Balancing Adjustment																
Residential Trips	0	0	51	0	0	0	75	0	0	0	0	0	0	0	0	0
					•											
Trip Distribution IN							20%									
Trip Distribution OUT			(20%)													
Balancing Adjustment																
Office Trips	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							20%									
Trip Distribution OUT			(20%)													
Balancing Adjustment		_			-					-			-	-		
Retail Trips	0	0	10	0	0	0	12	0	0	0	0	0	0	0	0	0
Tele Distribution IN			r	1			209/					r				
The Distribution IN			(2097)				20%									
Palansina Adjustment			(20%)													
Other Non-Desidential Trins	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
oner nor-nesidential mps	0	0	5	0	0	0	4	0	0	0	0	Ū	0	0	0	0
Total Primary Site Trips	0	0	71	0	0	0	91	0	0	0	0	0	0	0	0	0
								-						-		
Pass-By Distribution REDUCTION							1									
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				·			· · · · ·									
Total Vehicular Project Trips		0	71	0	0	0	91	0	0	0	0	0	0	0	0	0
												-			-	
2040 Build Irattic	0	0	/17	47	0	54	/63	0	0	0	0	0	0	0	0	147
2040 Bullu neavy Venicle %	2%	2%	2%	2%	Z%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #7 Donald Lee Hollowell Pkwy at James Jackson Pkwy

AM PEAK HOUR James Jackson Pkwy James Jackson Pkwy James Jackson Pkwy Northbound Li-turn Left Through Right Li-turn Li																
		James Jac	kson Pkwy		1	Donald Lee H	ollowell Pkwy			Donald Lee H	ollowell Pkwy					
		North	bound			South	bound			Fast	ound			West	ound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	2	41	210	20	0	129	227	5	0	0	817	55	0	0	250	90
Pedestrians		1	3				,				1				9	•
Conflicting Pedestrians		1		9		9		1		9		13		13		9
Heavy Vehicles	0	2	20	1	0	8	16	1	0	0	70	5	0	0	32	3
Heavy Vehicle %	2%	5%	10%	5%	2%	6%	7%	20%	2%	2%	9%	9%	2%	2%	13%	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
Existing 2023 Volumes	2	41	210	20	0	129	227	5	0	0	817	55	0	0	250	90
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	5	27	3	0	16	29	1	0	0	103	7	0	0	32	11
Background Growth Trips (Phase 2)	0	3	15	1	0	9	16	0	0	0	57	4	0	0	17	6
2040 No-Build Traffic	2	49	252	24	0	154	272	6	0	0	977	66	0	0	299	107
2040 No-Build Heavy Vehicle %	2%	5%	10%	5%	2%	6%	7%	20%	2%	2%	9%	9%	2%	2%	13%	3%
						ł										
Trip Distribution IN			10%												5%	25%
Trip Distribution OUT						(25%)	(10%)				(5%)					
Balancing Adjustment																
Residential Trips	0	0	13	0	0	102	41	0	0	0	20	0	0	0	7	33
													•			
Trip Distribution IN			10%												25%	10%
Trip Distribution OUT						(10%)	(10%)				(25%)					
Balancing Adjustment																
Office Trips	0	0	3	0	0	0	0	0	0	0	1	0	0	0	8	3
Trip Distribution IN			10%												25%	10%
Trip Distribution OUT						(10%)	(10%)				(25%)					
Balancing Adjustment																
Retail Trips	0	0	4	0	0	3	3	0	0	0	6	0	0	0	11	4
Trip Distribution IN			10%												25%	10%
Trip Distribution OUT						(10%)	(10%)				(25%)					
Balancing Adjustment																
Other Non-Residential Trips	0	0	2	0	0	1	1	0	0	0	3	0	0	0	6	2
		-		-						-						10
Total Primary Site Trips	0	0	22	0	0	106	45	0	0	0	30	0	0	0	32	42
																-
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT							0									
rass-by ттрs	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Total Vehicular Project Trips	0	0	22	0	0	106	45	0	0	0	30	0	0	0	32	42
Total venicular rioject rips		5					.5	5		5	50	5			52	
2040 Build Traffic	2	49	274	24	0	260	317	6	0	0	1.007	66	0	0	331	149
2040 Build Heavy Vehicle %	2%	4%	8%	4%	2%	3%	5%	18%	2%	2%	7%	8%	2%	2%	10%	2%

PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy Donald Lee Hollowell Pkwy																
		James Jac	kson Pkwy		1	James Jac	kson Pkwy			Donald Lee H	ollowell Pkwy	r	1	Donald Lee H	lollowell Pkwy	1
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	100	286	22	0	134	421	12	0	0	278	90	0	0	395	159
Pedestrians			1			1	8				5			3	30	
Conflicting Pedestrians		5		30		30		5		18		11		11		18
Heavy Vehicles	0	4	22	0	0	7	28	0	0	0	20	6	0	0	31	3
Heavy Vehicle %	2%	4%	8%	2%	2%	5%	7%	2%	2%	2%	7%	7%	2%	2%	8%	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
Existing 2023 Volumes	0	100	286	22	0	134	421	12	0	0	278	90	0	0	395	159
	-															
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	13	36	3	0	17	53	2	0	0	35	11	0	0	50	20
Background Growth Trips (Phase 2)	0	7	20	2	0	9	29	1	0	0	19	6	0	0	27	11
2040 No-Build Traffic	0	120	342	27	0	160	503	15	0	0	332	107	0	0	472	190
2040 No-Build Heavy Vehicle %	2%	4%	8%	2%	2%	5%	7%	2%	2%	2%	7%	7%	2%	2%	8%	2%
		1		r				1	r		r			1		
Trip Distribution IN			10%			(****)	(****)				(=0.)				5%	25%
Trip Distribution OUT						(25%)	(10%)				(5%)					
Balancing Adjustment	_	_						_						_		
Residential Trips	0	0	30	0	0	51	20	0	0	0	10	0	0	0	15	/5
Tein Distribution IN	1		100/	1	1				-		1		1		250/	100/
Trip Distribution IN			10%			(100/)	(100/)				(259/)				20%	10%
Palancing Adjustment						(10%)	(10%)				(25%)					
Office Trips	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0
Onice mps	0	U	0	0	0	3	3	0	0	0	U	0	0	0	0	0
Trip Distribution IN	1		10%		1				1				1		25%	10%
Trip Distribution OUT			1070			(10%)	(10%)				(25%)				2070	1070
Balancing Adjustment						(1210)	(1210)				(==)					
Retail Trips	0	0	6	0	0	5	5	0	0	0	13	0	0	0	15	6
Trip Distribution IN			10%												25%	10%
Trip Distribution OUT						(10%)	(10%)				(25%)					
Balancing Adjustment																
Other Non-Residential Trips	0	0	2	0	0	3	3	0	0	0	6	0	0	0	6	2
Total Primary Site Trips	0	0	38	0	0	62	31	0	0	0	35	0	0	0	36	83
Des D. D. Harris PEDUATION				1							1				1	-
Pass-by Distribution REDUCTION																
Pass-By Distribution OUT																
Pass-By Distribution ODT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 d33*Dy 11µ3	5	0	J	0	0	J	J	J	0	0	5	0	0	J	0	5
Total Vehicular Project Trips		0	38	0	0	62	31	0	0	0	35	0	0	0	36	83
										-				-		
2040 Build Traffic	0	120	380	27	0	222	534	15	0	0	367	107	0	0	508	2/3
2040 bullu neavy Venicle %	2%	4%	0%	2%	2%	3%	0%	2%	2%	2%	0%	0%	2%	2%	/%	2%

INTERSECTION VOLUME DEVELOPMENT - Phase 2 INTERSECTION #8 Donald Lee Hollowell Pkwy at Hollywood Rd

					AM PE	AK HOUR										
						Hollyw	ood Rd			Donald Lee H	ollowell Pkwy			Donald Lee H	lollowell Pkwy	1
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	259	0	2	0	0	1,108	0	0	0	347	173
Pedestrians			0				1				2				0	
Conflicting Pedestrians		0		0		0		2		1		0		0		1
Heavy Vehicles	0	0	0	0	0	11	0	0	0	0	0	76	0	0	36	5
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	10%	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
Existing 2023 Volumes	0	0	0	0	0	259	0	2	0	0	1,108	0	0	0	347	173
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	0	0	0	0	33	0	0	0	0	140	0	0	0	44	22
Background Growth Trips (Phase 2)	0	0	0	0	0	18	0	0	0	0	77	0	0	0	24	12
2040 No-Build Traffic	0	0	0	0	0	310	0	2	0	0	1,325	0	0	0	415	207
2040 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	10%	3%
	-				-				-				-			
Trip Distribution IN								5%							25%	
Trip Distribution OUT											(25%)					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	7	0	0	102	0	0	0	33	0
		r				r				r	r				i	
Trip Distribution IN								10%							15%	
Trip Distribution OUT											(15%)					
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0
			l.													
Trip Distribution IN								10%							15%	
Trip Distribution OUT	-										(15%)					
Balancing Adjustment			_				_					_		_		
Retail Trips	0	0	0	0	0	0	0	4	0	0	4	0	0	0	6	0
Table Photoshi a theorem (A)		1	1	1	1	1		400/	1	1	1				4504	
Trip Distribution IN								10%			(150/)				15%	
Palansian Adjustment											(15%)					
Datancing Adjustment	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	0
other Non-Residential Hips	U	U	U	U	U	U	U	2	U	U	Z	U	U	U	4	U
Total Brimany Site Tring	0	0	0	0	0	0	0	14	0	0	109	0	0	0	40	0
Total Fillinary site rilps	0	0	0	0	0	0	0	10	0	0	108	0	0	0	40	0
Pass-By Distribution PEDLICTION															I	1
Pass-By Distribution IN																
Pass-By Distribution III																
Pass-By Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 4 2 5 7 11 12 1	5				0	- J	5	5	0		- J	5	0	5	Ŭ	
Total Vehicular Project Trips	0	0	0	0	0	0	0	16	0	0	108	0	0	0	48	0
· · · · · · · · · · · · · · · · · · ·								.0				0			10	
2040 Build Traffic	0	0	0	0	0	310	0	18	0	0	1.433	0	0	0	463	207
2040 Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	8%	3%

					PM PE	AK HOUR										
			0		I	Hollyw	ood Rd			Donald Lee H	ollowell Pkwy	r	l I	Donald Lee H	ollowell Pkwy	r
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	283	0	6	0	0	446	0	0	0	914	656
Pedestrians			0				5			1	4				0	
Conflicting Pedestrians		0		0		0		14		5		0		0		5
Heavy Vehicles	0	0	0	0	0	14	0	1	0	1	0	24	0	0	39	14
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	17%	2%	2%	2%	2%	2%	2%	4%	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
Existing 2023 Volumes	0	0	0	0	0	283	0	6	0	0	446	0	0	0	914	656
Annual Growth Rate (Phase 1)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor (Phase 1)	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Phase 2)	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%
Growth Factor (Phase 2)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips (Phase 1)	0	0	0	0	0	36	0	1	0	0	56	0	0	0	116	83
Background Growth Trips (Phase 2)	0	0	0	0	0	20	0	0	0	0	31	0	0	0	64	46
2040 No-Build Traffic	0	0	0	0	0	339	0	7	0	0	533	0	0	0	1,094	785
2040 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	17%	2%	2%	2%	2%	2%	2%	4%	2%
Trip Distribution IN								5%							25%	
Trip Distribution OUT											(25%)					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	15	0	0	51	0	0	0	75	0
Trip Distribution IN								10%							15%	
Trip Distribution OUT											(15%)					
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
Tein Distribution IN	1	1	r	r	1	1	1	100/	1	1	r	1	1	1	100/	r
Trip Distribution IN								10%			(150/)				10%	
Palancing Adjustment											(1376)					
Potail Trins	0	0	0	0	0	0	0	6	0	0	8	0	0	0	0	0
Ketali mps	Ū		0	0	0	U	0	0	Ū	0	U		0		,	0
Trip Distribution IN	1		I	1			1	10%	1		I		r		15%	
Trip Distribution OUT											(15%)					
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	0	0	0	0	2	0	0	4	0	0	0	3	0
Total Primary Site Trips	0	0	0	0	0	0	0	23	0	0	67	0	0	0	87	0
			i						·		i					
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT	<u> </u>															
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vebicular Project Trips	1	0	0	0	0	0	0	23	0	0	67	0	0	0	87	0
rota veneara roject mps			v	v				23			07				07	
2040 Build Traffic	0	0	0	0	0	339	0	30	0	0	600	0	0	0	1,181	785
2040 Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	4%	2%	2%	2%	2%	2%	2%	4%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 Driveway A at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy		1	James Jac	kson Pkwy		1	Drive	way A		r i			
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians		()				D				Ď				Ď	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	20	0	0	0	21	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	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 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
			-			r				r	r	r			r	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	22	0	0	0	27	0	0	0	0	0	0	0	0	0
2031 NO-BUILD ITATTIC	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Venicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2040 No-Build Traffic (Design Year)	0	0	341	0	0	0	411	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Venicle % (Design Year)	276	270	0%	276	270	276	376	Z70	Z70	276	276	276	Z70	276	276	Z76
Trip Distribution IN	r	219/			r		159/	109/	r			1	1			
Trip Distribution IN		21/0	(5%)				1376	1076		(20%)		(20%)				
Relancing Adjustment			(370)							(2070)		(2770)				
Desidential Trins	0	27	20	0	0	0	20	12	0	Q1	0	119	0	0	0	0
Residential https	U	21	20	0	0	Ū	20	15	Ū	01	Ū	110	Ū	0	Ū	Ū
Trip Distribution IN		14%					20%									
Trin Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment			(=)							(1210)		(
Office Trips	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0
Trip Distribution IN		14%					20%									
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment																
Retail Trips	0	6	1	0	0	0	9	0	0	4	0	4	0	0	0	0
Trip Distribution IN		14%					20%									
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment																
Other Non-Residential Trips	0	3	1	0	0	0	5	0	0	2	0	2	0	0	0	0
Total Primary Site Trips	0	40	22	0	0	0	40	13	0	87	0	124	0	0	0	0
					1				1				T			
Pass-By Distribution REDUCTION		2007	200													
Pass-By Distribution IN		30%	-30%							(2000)						
rass-by Distribution UUT										(30%)						
paranung Aujustinent Dass Ry Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
rass-by mps	U	U	U	U	U	0	J	U	0	0	0	U	0	U	0	J
Total Vebicular Project Trips	0	40	22	0	0	0	40	13	0	87	0	124	0	0	0	0
rotar venicular ridjett frips		10	~~~	v			40	13		07		124		v		
2031 Build Traffic	0	40	381	0	0	0	473	13	0	87	0	124	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Driveway A 0 Northbound Southbound Eastbound Westbound																
	-	James Ja	ckson Pkwy		I	James Jac	kson Pkwy		I	Drive	way A				0	
		North	nbound			South	ibound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	16	0	0	0	18	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	58	0	0	0	75	0	0	0	0	0	0	0	0	0
Background Growth Trins (Design Year)	0	0	32	0	0	0	41	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2040 No-Build Traffic (Design Year)	0	0	489	0	0	0	637	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
					•											
Trip Distribution IN		21%					15%	10%							1	
Trip Distribution OUT			(5%)							(20%)		(29%)				
Balancing Adjustment																
Residential Trips	0	63	10	0	0	0	45	30	0	40	0	59	0	0	0	0
					•											
Trip Distribution IN		14%					20%									
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment																
Office Trips	0	0	1	0	0	0	0	0	0	4	0	4	0	0	0	0
Trip Distribution IN		14%					20%									
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment																
Retail Trips	0	8	3	0	0	0	12	0	0	8	0	7	0	0	0	0
		4.401		r		r	0.001			r				r		·r
Trip Distribution IN		14%	(20%									
Trip Distribution OUT			(5%)							(15%)		(14%)				
Balancing Adjustment	0	2	1	0	0	0		0	0		0		0	0	0	0
Other won-Residential Trips	U	3		U	U	U	4	U	U	4	U	4	U	U	U	U
Total Brimany Site Trins	0	74	15	0	0	0	41	20	0	64	0	74	0	0	0	0
Total Filliary site rips	0	/4	15	U	U	U	01	30	0	30	0	/4	0	U	0	0
Pass-By Distribution REDUCTION	1		1								I		I		1	T
Pass.By Distribution IN		30%	-30%												-	
Pass-By Distribution OUT		0010	0070							(30%)						
Balancing Adjustment										(0070)						
Pass-By Trips	0	11	-11	0	0	0	0	0	0	11	0	0	0	0	0	0
	•	· · · · ·				· · · ·					·	I			+ <u> </u>	+
Total Vehicular Project Trips	1	85	4	0	0	0	61	30	0	67	0	74	0	0	0	0
							·	· · · · · · · · · · · · · · · · · · ·				1				
2031 Build Traffic	0	85	519	0	0	0	732	30	0	67	0	74	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #10 Driveway B at James Jackson Pkwy

					AM PE	AK HOUR										
		James Jac	kson Pkwy			James Jac	kson Pkwy			Drive	way B					
		North	bound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	20	0	0	0	21	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	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 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
		r										r				
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	22	0	0	0	27	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2040 No-Build Traffic (Design Year)	0	0	341	0	0	0	411	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
			т	r	r		T			r				r	т	
Trip Distribution IN		10%	21%				10%	5%								
Trip Distribution OUT			(5%)				(29%)					(2%)				
Balancing Adjustment																
Residential Trips	0	13	48	0	0	0	131	7	0	0	0	8	0	0	0	0
TI DIVI A M	1	0.01	4.40/		1	1	4.00/	400/	1				1			
Trip Distribution IN		2%	14%				10%	10%		(00)		(00)				
Trip Distribution OUT			(2%)				(14%)			(3%)		(2%)				
Balancing Adjustment																
Uffice Trips	0	1	4	0	U	U	4	5	0	U	U	0	0	0	0	U
Trip Distribution IN	1	20/	1.49/	1	1	1	109/	109/	-	1	1		1	1	1	1
Trip Distribution NV		2 /0	(29/)				(1.49/)	1076		(29/)		(29/)				
Relancing Adjustment			(270)				(1470)			(376)		(270)				
Datail Trips	0	1	7	0	0	0	9	4	0	1	0	1	0	0	0	0
Ketaii mps	v		,	0	U		0	7	U		0		0	0	Ū	0
Trip Distribution IN	1	2%	14%	1			10%	10%		1	1		1	1		1
Trip Distribution OUT		270	(2%)				(14%)	1070		(3%)		(2%)				
Balancing Adjustment			(=)				()			(4.14)		(=)				
Other Non-Residential Trips	0	0	4	0	0	0	4	2	0	0	0	0	0	0	0	0
	_	-	1				1		-		-	-			-	-
Total Primary Site Trips	0	15	63	0	0	0	147	16	0	1	0	9	0	0	0	0
												1				
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-20%	20%								
Pass-By Distribution OUT												(20%)				
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	15	63	0	0	0	147	16	0	1	0	9	0	0	0	0
2031 Build Traffic	0	15	422	0	0	0	580	16	0	1	0	9	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

	PM PEAK HOUR Iames Jarkson Pkwy Iames Jarkson Pkwy Imes Jarkson Pk															
	1	James Jac	ckson Pkwy		r i	James Jac	kson Pkwy		1	Drive	way B		r i		0	
		North	nbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes			457				596									
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	16	0	0	0	18	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	58	0	0	0	75	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	32	0	0	0	41	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2040 No-Build Traffic (Design Year)	0	0	489	0	0	0	637	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
		r		r				r			r	r		r		
Trip Distribution IN		10%	21%				10%	5%								
Trip Distribution OUT			(5%)				(29%)					(2%)				
Balancing Adjustment																
Residential Trips	0	30	73	0	0	0	89	15	0	0	0	4	0	0	0	0
Trip Distribution IN		2%	14%				10%	10%								
Trip Distribution OUT			(2%)				(14%)			(3%)		(2%)				
Balancing Adjustment																
Office Trips	0	0	1	0	0	0	4	0	0	1	0	1	0	0	0	0
Tele Distribution IN	1	20/	1.40/		1	1	1.09	100/	1	1			1		1	1
Trip Distribution IN		276	(29/)				(149()	10%		(29/)		(29/)				
Relancing Adjustment			(270)				(1476)			(376)		(270)				
Datail Trips	0	1	0	0	0	0	12	6	0	2	0	1	0	0	0	0
Ketali mps	0		,	0	0	0	15	0	0	2	0		0	0	Ū	
Trip Distribution IN	1	2%	14%		1	1	10%	10%	1	1			1		1	
Trip Distribution OUT			(2%)				(14%)			(3%)		(2%)				
Balancing Adjustment																
Other Non-Residential Trips	0	0	4	0	0	0	6	2	0	1	0	1	0	0	0	0
					•		•									
Total Primary Site Trips	0	31	87	0	0	0	112	23	0	4	0	7	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-20%	20%								
Pass-By Distribution OUT												(20%)				
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	-7	7	0	0	0	1	0	0	0	0
Total Vobicular Project Trips	1	21	07	0	0	0	105	20	0		0	14	0	0	0	0
rotar venicular i roject mps	1	31	0/	U	U	U	105	30	U	4	U	14	U	U	U	U U
2031 Build Traffic	0	31	602	0	0	0	776	30	0	4	0	14	0	0	0	0
2031 Build Heavy Vehicle %	296	2%	3%	2%	2%	2%	3%	2%	2%	2%	296	2%	2%	2%	2%	296

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #11 Driveway C at James Jackson Pkwy

					AM PE	AK HOUR										
	T	James Jac	kson Pkwy			James Jac	kson Pkwy		1	Drive	way C		1	-		
		North	bound			South	bound			Fast	ound			West	/bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	Ő	0	0	384	Ő	0	0	0	Ő	0	0	0	0
Pedestrians			0				0				0				0	1
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	20	0	0	0	21	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	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 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	22	0	0	0	27	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2040 No-Build Traffic (Design Year)	0	0	341	0	0	0	411	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
									-				-			
Trip Distribution IN		2%	31%				5%	5%								
Trip Distribution OUT			(3%)				(31%)			(2%)		(2%)				
Balancing Adjustment																
Residential Trips	0	3	52	0	0	0	132	7	0	8	0	8	0	0	0	0
Trip Distribution IN		2%	16%				5%	5%								
Trip Distribution OUT			(2%)				(16%)					(2%)				
Balancing Adjustment																
Office Trips	0	1	5	0	0	0	2	2	0	0	0	0	0	0	0	0
				1	r	1				r					·r	n
Trip Distribution IN		2%	16%				5%	5%								
Trip Distribution OUT			(2%)				(16%)					(2%)				
Balancing Adjustment	_		-													
Retail Trips	0	1	1	0	0	0	6	2	0	0	0	1	0	0	0	0
71 NO.1 0 NO.	1	001	4.00	1	r	1	504	504	1	1			1		1	1
Trip Distribution IN		2%	16%				5%	5%				(20/)	-		-	-
Palazzia Advatzazt			(2%)				(10%)					(276)		<u> </u>		
Balancing Adjustment Other Nep Besidential Trips	0	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0
Other Non-Residential Trips	U	U	4	U	U	U	3		U	U	U	U	U	0	0	U
Total Primary Site Trins	0	5	69	0	0	0	142	12	0	9	0	0	1 0	0	0	0
Total Filmary Site Tips	0	5	00	0	U	0	145	12	0	0	0	,	0	0		
Page By Distribution PEDLICTION	I		I										1	I	Т	T
Pass-By Distribution IN							-10%	10%							+	
Pass-By Distribution OUT							1070	1010				(10%)			+	
Relancing Adjustment												(10/0)				-
Pass.Rv Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	. <u> </u>	. <u> </u>	, v	I		I	l v		- v	, v	, v	v				1
Total Vehicular Project Trips	0	5	68	0	0	0	143	12	0	8	0	9	0	0	0	0
				+	+ ⁻	+ <u> </u>					· · · ·	· · · · ·	•		4	+
2031 Build Traffic	0	5	427	0	0	0	576	12	0	8	0	9	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PE	AK HOUR										
		lames la	ckson Pkwy		1	lames lar	son Pkwy		1	Drive	way C		1		0	
		North	hbound			South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes			457				596				l i				l i	, in the second s
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	16	0	0	0	18	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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 Easter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
Adjusted 2025 Volumes	0	0	437	0	U	0	370	0	0	0	0	0	0	0	0	0
Appual Growth Pate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Crowth Easter	1.5%	1.12	1.12	1.12	1.370	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.370	1.12
Appual Crowth Pate (Decign Veer)	0.09	1.13	0.9%	1.13	0.00	0.9%	0.0%	1.13	0.09/	1.13	0.99	0.0%	0.0%	0.09/	1.13	1.13
Annual Growth Rate (Design Teal)	0.8%	1.07	0.6%	0.6%	0.6%	0.6%	0.6%	0.8%	0.6%	0.8%	0.8%	0.6%	0.6%	0.070	0.8%	0.8%
Growth Factor (Design rear)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	58	0	0	0	75	0	U	0	0	U	U	0	0	U
Background Growth Trips (Design Year)	0	0	32	0	0	0	41	0	0	0	0	0	0	0	0	0
2031 NO-BUILD ITATTIC	0	0	515	0	0	0	6/1	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Venicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2040 No-Build Traffic (Design Year)	0	0	489	0	0	0	037	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Venicle % (Design Year)	2%	Z70	470	276	276	276	370	Z70	276	276	276	Z70	270	Z76	276	276
Trip Distribution IN		2%	21%	1	r	1	5%	5%	1	1	1	1	1	1	1	1
Trip Distribution OUT		270	(29/)				(219/)	370		(29/)		(29/)				
Relancing Adjustment			(370)				(31/6)			(270)		(270)				
Decidential Trins	0	4	00	0	0	0	70	16	0	4	0	4	0	0	0	0
Residential Hips	U	0	77	U	U	U	70	15	U	4	0	4	U	U	0	0
Tele Distribution IN		20/	1/0/		1	1	E9/	E9/	1		1		1		1	1
Trip Distribution OUT		2 /0	(29/)				(149/)	376				(29/)				
Palansing Adjustment			(270)				(10.6)					(270)				
Office Trips	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0	0
onice mps	0	0		0	0	0	-	0	0	0	0		0	0	0	0
Trip Distribution IN		2%	16%				5%	5%	1				1			I
Trip Distribution OUT		2.70	(2%)				(16%)	070				(2%)				
Balancing Adjustment			(2.70)				(10.0)					(2.70)				
Retail Trips	0	1	11	0	0	0	11	3	0	0	0	1	0	0	0	0
			1	-							-				-	
Trip Distribution IN		2%	16%				5%	5%	1				1			
Trip Distribution OUT			(2%)				(16%)					(2%)				
Balancing Adjustment																
Other Non-Residential Trips	0	0	4	0	0	0	5	1	0	0	0	1	0	0	0	0
Total Primary Site Trips	0	7	115	0	0	0	98	19	0	4	0	7	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT												(10%)				
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	-4	4	0	0	0	4	0	0	0	0
						-										
Total Vehicular Project Trips		7	115	0	0	0	94	23	0	4	0	11	0	0	0	0
					_											
2031 Build Traffic	0	7	630	0	0	0	765	23	0	4	0	11	0	0	0	0
2031 BUILD Heavy Vehicle %	7%	2%	3%	2%	7%	7%	3%	2%	2%	296	7%	2%	2%	2%	296	7%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #12 Driveway D at James Jackson Pkwy

	AM PEAK HOUR James Jackson Pkwy James Jackson Pkwy Driveway D															
		James Jac	kson Pkwy			James Jac	kson Pkwy			Drive	way D					
		North	ibound			South	ibound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	20	0	0	0	21	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	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 2023 Volumes	0	0	319	0	0	0	384	0	0	0	0	0	0	0	0	0
													-			
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	22	0	0	0	27	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	359	0	0	0	433	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2040 No-Build Traffic (Design Year)	0	0	341	0	0	0	411	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
													-			
Trip Distribution IN		2%	33%					5%								
Trip Distribution OUT							(33%)			(3%)		(2%)				
Balancing Adjustment																
Residential Trips	0	3	43	0	0	0	134	7	0	12	0	8	0	0	0	0
Trip Distribution IN		2%	18%					5%								
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Office Trips	0	1	6	0	0	0	1	2	0	0	0	0	0	0	0	0
Trip Distribution IN		2%	18%					5%								
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Retail Trips	0	1	8	0	0	0	5	2	0	1	0	1	0	0	0	0
Trip Distribution IN		2%	18%					5%								
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Other Non-Residential Trips	0	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	5	61	0	0	0	142	12	0	13	0	9	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT												(10%)				
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	5	61	0	0	0	142	12	0	13	0	9	0	0	0	0
2031 Build Traffic	0	5	420	0	0	0	575	12	0	13	0	9	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

					PM PE	AK HOUR										
		James Ja	ckson Pkwy		r i	James Jac	kson Pkwy		r i	Drive	way D		1		0	
		North	nbound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes			457				596									
Pedestrians			0				0				0				0	-
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	16	0	0	0	18	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	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 2023 Volumes	0	0	457	0	0	0	596	0	0	0	0	0	0	0	0	0
					-				-							
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	58	0	0	0	75	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	32	0	0	0	41	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	515	0	0	0	671	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2040 No-Build Traffic (Design Year)	0	0	489	0	0	0	637	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Tele Distribution (N)	1	20/	220/	1	1	1	1	50/	1	1	T		1		1	1
The Distribution IN		276	3376				(2200)	376		(20/)		(20/)				
Palazzian Adiustraunt							(33%)			(3%)		(276)				-
Decidential Tring	0	4	00	0	0	0	47	16	0	4	0	4	0	0	0	0
Residential Trips	U	0	99	U	U	U	0/	15	U	0	U	4	U	U	U	U
Trip Distribution IN	r	29/	100/	1	r	1	1	E0/	r	1	1		1	1	1	1
Trip Distribution AUT		2.70	10.0				(19%)	J /0		(294)		(2%)				
Relancing Adjustment	-						(10,6)			(270)		(270)				
Office Trips	0	0	0	0	0	0	5	0	0	1	0	1	0	0	0	0
	-		_					-			-			-		
Trip Distribution IN		2%	18%					5%			1					1
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Retail Trips	0	1	11	0	0	0	9	3	0	1	0	1	0	0	0	0
			1											r		
Trip Distribution IN	-	2%	18%					5%								
Trip Distribution OUT							(18%)			(2%)		(2%)				
Balancing Adjustment																
Other Non-Residential Trips	U	U	4	0	0	0	5		0	1	0		0	0	0	0
Total Primary Site Trips	0	7	114	0	0	0	86	19	0	9	0	7	0	0	0	0
iotarrinary site rips	Ū			0	v		00	17		,	0		Ŭ		Ū	
Pass-By Distribution REDUCTION																1
Pass-By Distribution IN							-10%	10%								
Pass-By Distribution OUT												(10%)				
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	-4	4	0	0	0	4	0	0	0	0
Total Vehicular Project Trips		7	114	0	0	0	82	23	0	9	0	11	0	0	0	0
0004.0.11.17.00		-	(00				350	0.0								
2031 Build Heavy Vehicle %	2%	2%	629	2%	2%	2%	753	23	2%	9	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #13 Driveway E at Field Rd

					AM PE	AK HOUR										
		Fiel	d Rd			Fiel	d Rd							Drive	way E	
		North	ibound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			0				1									
Heavy Vehicle %	98%	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%	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 2023 Volumes	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
													-			
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	98%	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2040 No-Build Traffic (Design Year)	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	98%	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%	2%	2%	2%	2%
													-			
Trip Distribution IN			5%	10%												
Trip Distribution OUT							(5%)							(10%)		
Balancing Adjustment																
Residential Trips	0	0	7	13	0	0	20	0	0	0	0	0	0	41	0	0
				r		r				r				r	r	
Trip Distribution IN				10%												
Trip Distribution OUT														(10%)		
Balancing Adjustment																
Office Trips	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
	i				1				1				1			
Trip Distribution IN				10%												
Trip Distribution OUT														(10%)		
Balancing Adjustment					-				-							
Retail Trips	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0
				4007	1				1				1			
Trip Distribution IN				10%										(4.000)		
Inp Distribution OUT														(10%)		
Balancing Adjustment	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0
Other Non-Residential Trips	U	U	U	2	U	U	U	U	U	U	U	U	U		U	U
Total Drimony Site Tring	0	0	7	22	0	0	20	0	0	0	0	0	0	46	0	0
Total Frinary site rips	U	U	'	22	U	U	20	U	U	U	U	U	U	40	U	0
Pass Ry Distribution REDITCTION	1		I		1				1							
Pass By Distribution IN																
Pass. By Distribution OLIT													 			
Relancing Adjustment													-			
Pass.Ry Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 455 Gy 11 455	v	0	U		0			v	v		0	0	0	U U		v
Total Vehicular Project Trips	0	0	7	22	0	0	20	0	0	0	0	0	0	45	0	0
2031 Build Traffic	0	0	15	22	0	0	22	0	0	0	0	0	0	45	0	0
2031 build neavy Venicle %	276	270	∠70	276	276	276	376	276	276	270	276	270	∠70	270	270	276

PM PEAK HOUR Field Rd Field Rd Driveway E																
		Fiel	ld Rd		I I	Eie	ld Rd		1				1	Drive	way F	
		North	bound			South	bound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	Ő	0	0	14	Ő	0	0	0	Ő	0	0	0	Ő
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			0				1									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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 2023 Volumes	0			0	0		14	0		0	0	0		0		0
righted 2020 Volumes	0	0	Ū	0	0	Ŭ			0		0		0	0	0	Ū
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Eactor	1.12	1.3%	1.12	1.0%	1.0%	1.3%	1.0%	1.3%	1.12	1.12	1.0%	1.5%	1.12	1.12	1.12	1.12
Annual Growth Pate (Design Vear)	0.9%	0.9%	0.9%	0.9%	0.8%	0.8%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.8%	0.9%	0.9%
Crowth Faster (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Deducered Create Trins	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trips	0	U	0	0	0	0	2	0	0	0	U	0	U	0	0	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2031 No-Build Trainc	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Venicle %	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
2040 No-Build Hame Vobide & (Design Year)	294	20/	200	29/	20/	20/	15	20/	29/	10/	297	20/	20/	20/	10/	297
2040 No-Build Heavy Vehicle & (Design Fear)	270	Z /0	270	2 /0	270	270	1 70	270	270	270	270	2 /0	270	2.70	270	270
Trip Distribution IN	1	1	5%	10%	T	1	1		1		1		T			
Trip Distribution IN			370	1070			(EQ/)							(10%)		
Relancing Adjustment							(376)							(10%)		
Decidential Trins	0	0	16	20	0	0	10	0	0	0	0	0	0	20	0	0
Residential mps	0	0	15	30	0	0	10	0	0	0	0	0	0	20	0	0
Trip Distribution IN	1	1	1	109/	r	1	1	1	r	1	r	1	1		1	
Trip Distribution IN				1076										(109/)		
Relancing Adjustment														(10%)		
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Once mps	0	0	0	0	0	0	0	0	0	0	0	0	0	5	U	0
Trip Distribution IN	1	1		10%	1	1										
Trin Distribution OUT														(10%)		
Balancing Adjustment														(1212)		
Retail Trips	0	0	0	6	0	0	0	0	0	0	0	0	0	5	0	0
								l		l		l			ļ	
Trip Distribution IN	1			10%	1								1			
Trip Distribution OUT														(10%)		
Balancing Adjustment																
Other Non-Residential Trips	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0
					-				-							
Total Primary Site Trips	0	0	15	38	0	0	10	0	0	0	0	0	0	31	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
I otal Vehicular Project Trips		0	15	38	0	0	10	0	0	0	0	0	0	31	0	0
2031 Build Traffic	0	0	15	38	0	0	26	0	0	0	0	0	0	31	0	0
2031 Bullo Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #14 Driveway F at Field Rd AM PFAK HOUR

					POVITE	AKTIOOK										
		Fiel	d Rd			Fiel	d Rd							Drive	way F	
		North	bound			South	bound			Fasth	hound			West	nound	
	H-Ture	Left	Through	Right	HaTure	Left	Through	Right	11-Turp	Left	Through	Right	11-Turp	Left	Through	Right
Observed 2022 Terffle Velopera	o-rum	Len	Through	Right	o-rum	Len	niiougii	Right	0-rum	Leit	miougii	Right	0-Turri	Len	mough	Right
Observed 2023 Hamil Volumes	0	U	/	U	0	U	2	0	U	U	U	U	0	U	0	0
Pedestrians			0				J				J)	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			0				1									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%	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 Eactor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Melonese	1	1	7	0	1	1	1	1	1	1	1	1	1	0	0	0
Adjusted 2023 Volumes	U	U	1	U	U	U	2	U	U	U	U	U	U	U	U	U
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trins	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Growth Trips (Design Year)	ő	0		0	ő	0	0	0	ő	0	0	0	0	0	0	0
2021 No Duild Troffic	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	0	J	ð	0	0	0	2	U	J	0	0	0	J	0	0	0
2031 No-Build Heavy Venicle %	2%	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2040 No-Build Traffic (Design Year)	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	2%	2%	2%	2%	50%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	-				-				-				-			
Trip Distribution IN				5%												
Trip Distribution OUT														(5%)		
Balancing Adjustment																
Desidential Trins	0	0	0	7	0	0	0	0	0	0	0	0	0	20	0	0
Residential mps	0	0	0	,	0	0	0	0	0	0	0	0	0	20	0	0
Tele Distribution IN																
The 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																
Ralancing Adjustment																
Potoil Trins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	0	U	U	U	0	0	U	U	U	U	0	0	U	U	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	7	0	0	0	0	0	0	0	0	0	20	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN													1			
Pass By Distribution OUT													1			
Delegates Adjustment																
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	7	0	0	0	0	0	0	0	0	0	20	0	0
2031 Build Traffic	0	0	8	7	0	0	2	0	0	0	0	0	0	20	0	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	56%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR Field Rd Field Rd Driveway F																
		Fiel	d Rd			Fiel	d Rd							Drive	way F	
		North	ibound			South	ibound			East	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
Pedestrians			0				0				0				D	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			0				1									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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 2023 Volumes	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.13	1.13	1 13	1.13	1.13	1.13	1.13	1 13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Annual Growth Rate (Design Year)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor (Design Year)	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Background Growth Trins	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Background Growth Trips Background Growth Trips (Design Vear)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2021 No Build Traffic	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2040 No-Build Traffic (Design Year)	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0
2040 No-Build Heavy Vehicle % (Design Year)	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	296
zono no balla neavy venicie in (besign rear)	210	270	270	2.70	270	2.10	110	210	270	2.70	2.10	270	210	2.70	2.70	2.10
Trin Distribution IN	1			5%	1								1			
Trip Distribution OUT														(5%)		
Balancing Adjustment														(0.10)		
Residential Trins	0	0	0	15	0	0	0	0	0	0	0	0	0	10	0	0
Residential https	, , , , , , , , , , , , , , , , , , ,	0		10	0	Ū		ů.	Ū	Ū	Ū	0	ů	10	Ū	Ū
Trip Distribution IN	Т				-								1			
Trip Distribution AUT																
Relancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Once mps	0	0	0	0	0	U	0	0	0	0	U	0	0	0	U	0
Trip Distribution IN	1															
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	1												1			
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	15	0	0	0	0	0	0	0	0	0	10	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	15	0	0	0	0	0	0	0	0	0	10	0	0
2031 Build Traffic	0	0	0	15	0	0	16	0	0	0	0	0	0	10	0	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%

Programmed Project Fact Sheets

/Design Documents

Bowen Home Redevelopment DRI #4036 | Transportation Analysis September 2023 | KH Project #014517001



Interoffice Memo Office of Design Policy & Support

DATE: 3/29/2022

FILE: P.I.# 0009992 Fulton County / GDOT District 7 - Metro Atlanta SR280 @ CS2645 / Northwest Drive – RCUT & Roundabout



FROM: Mr. Christopher Rudd, PE, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering Joe Carpenter, Director of P3 Albert Shelby, Director of Program Delivery Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator Matthew Markham, Deputy Director of Planning Kim Nesbitt, Program Delivery Administrator Bobby Hilliard, Program Control Administrator Eric Duff, State Environmental Administrator Alan Davis, State Traffic Engineer Angela Robinson, Financial Management Administrator Erik Rohde, State Project Review Engineer Benny Walden, Statewide Location Bureau Chief Ed David Adams, State Safety Program Manager Paul DeNard, District Engineer Landon Perry, District Preconstruction Engineer Joshua Higgins, District Planning & Programming Coordinator Borden Polk, Area Manager - D7, A1 Nakeeta Batson, Project Manager **BOARD MEMBER - 5th Congressional District**



Interoffice Memo

- FILE:P.I. 0009992, Fulton CountySR 280 @ CS 2645/NORTHWEST DRIVE
- **DATE:** June 24, 2021

Michelle Jim for

FROM: Kimberly W. Nesbitt, State Program Delivery Administrator

TO: Office of Design Policy and Support via <u>ConceptReports@dot.ga.gov</u>

SUBJECT: Submittal – Location and Design (L&D) Report

The Office of Program Delivery hereby submits the attached Location and Design (L&D) Report for your review and approval.

If any additional information is needed, please contact NaKeeta Batson at 404-865-3475.

KWN:KESD:MH:NMB

Attachments: Preconstruction Status Report, Completed Location & Design approval request

cc: ProjectWise File



Location and Design Report

- **DATE:** 6/24/2021
- FILE: P.I.# 0009992 Fulton County / GDOT District 7 - Metro Atlanta SR 280 @ CS 2645/NORTHWEST DRIVE Midule In for Kimberly Nesbitt, State Program Delivery Administr
- **FROM:** *(m)* Kimberly Nesbitt, State Program Delivery Administrator Office of Program Delivery
- TO: R. Christopher Rudd, P.E., State Design Policy Engineer Attn: Dave Peters, P.E., State Conceptual Design Group Manager

SUBJECT: Request for Location and Design Approval

Description and Project Proposal: The proposed project is a Restricted Crossing U-Turn (RCUT) and a 90' inscribed diameter mini-roundabout with pedestrian facilities and lighting at the intersection of SR 280 and Northwest Drive within the City of Atlanta in Fulton County. The total project length is approximately 0.3 miles.

The proposed typical section for SR 280 would be four 12-foot lanes at the project begin and end points and two 12-foot lanes within the RCUT and roundabout. The proposed circulatory roadway width is 18-foot through the single lane mini-roundabout. A 12-foot shoulder along the roadway would include curb and gutter and a 5-foot sidewalk. The anticipated construction time 18 months and no off-site detour is required.

Concept Approval Date: 9/14/20

Concept Update: N/A

Environmental Document Type: NEPA - PCE

Approval Date: 3/24/2022

Public Involvement:

 A Virtual Public Information Open House (PIOH) meeting was held between April 12, 2021 and May 10, 2021. A total of ninety-nine (99) people viewed the PIOH website. Thirteen (13) formal comments were received. Of those comments, 7 were in support of the project, 4 were opposed, and 2 expressed conditional support. No changes were made to the design based on comments received at the PIOH.

Consistency with Approved Planning: The design description as presented herein and submitted for approval is consistent with the approved Concept Report.
Concur:

GDOT Director of Engineering

Approve:

For GDOT Chief Engineer

DATE OF LOCATION AND DESIGN APPROVAL:

March 29, 2022

(To be entered by State Conceptual Design Group Manager)

Attachments:

- Location Map
- Notice of Location and Design Approval

Date

7/23/2021

7/26/2021

Date



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

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Figure 1 Project Location Map

Pl# 0009992 State Route 280 at Northwest Drive Fulton County



0.125 0.25

0.5 Mile

NOTICE OF LOCATION AND DESIGN APPROVAL P. I. 0009992 FULTON COUNTY

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location and design approval is: March 29, 2022

The proposed project is a Restricted Crossing U-Turn (RCUT) and a mini-roundabout with pedestrian facilities and lighting at the intersection of SR 280 and Northwest Drive within the City of Atlanta in Fulton County. The total project length is approximately 0.3 miles.

The proposed project for SR 280 would be four 12-foot travel lanes at the project begin and end points and two 12-foot travel lanes within the RCUT and roundabout. The proposed circulatory roadway width will be 18-feet through the single lane mini-roundabout. A 12-foot shoulder along the roadway would include curb and gutter and a 5-foot sidewalk. The project is located entirely within Land District 17.

The project will be constructed to allow full use of SR 280 and Northwest Drive and maintain access to all driveways and AD Williams Park during construction. The current estimated construction duration is 18 months.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Borden Polk, Area Manager District 7, Area 1 bopolk@dot.ga.gov 5025 New Peachtree Road Chamblee, GA 30341 (770) 216-3891

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Kimberly Nesbitt GDOT Office of Program Delivery Attn: NaKeeta Batson nbatson@dot.ga.gov 600 West Peachtree St NW, Suite 1550 Atlanta, GA 30308 (404) 865-3475

Any written request or communication in reference to this project or notice SHOULD include the P. I. Number as noted at the top of this notice.



1/6/2023 USER:USCA702772

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CABINET INPUT ASSIGNMENT

SLOT I 2 3 4 5 6 7 8 9 10 1 12 13 14

UPPER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		2 CH			2 CH	2 CH						DC ISO	DC ISO	DC ISO
	C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
CHANNEL 1	FUNCTION		L2			L3	L4						Ø2 PED	Ø6 PED	FLASH
	FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5,6	TB6 9,10			TB8 4,6	TB8 7,9	N/C

	C1 PIN	56	43	76	47	58	45	78	49	62	53	69	70	82
CHANNEL 2	FUNCTION											Ø4 PED	Ø8 PED	STOP TIME
	FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12		TB8 5,6	TB8 8,9	N/C

LOWER INPUT FILE

	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		2 CH			2 CH	2 CH								
	C1 PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
CHANNEL 1	FUNCTION		L6			L7	L8								
	FIELD TERM	TB3 1.2	TB3 5.6	TB3 9,10	TB5 1.2	TB5 5.6	TB5 9.10	TB7 1.2	TB7 5.6	TB7 9.10			TB9 4.6	TB9 7.9	TB9 10.12

	C1 PIN	55	44	77	48	57	46	79	50	61	75	73	74	52
CHANNEL 2	FUNCTION													
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7 , 8	TB7 11,12		TB9 5,6	TB9 8,9	TB9 11,12

			P. I.
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LIST OF MATERIALS (INSTALLATION *1)	UNIT	QUANTITY	
CONTROLLER CABINET ASSEMBLIES]
H. LOOP DETECTOR, 2 CHANNEL	EA	6	1
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	1	1
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/IOOO FT); 3 PAIR, 18 AWG	REEL	2	1
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	2	1
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	2	1
BACK PLATE FOR ONE-WAY, 3-SECTION, 12' SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	2	1
HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals)	EA	2	1
PULL BOX, PB-2	EA	6	1
LOOP SAW CUT	LF	680	1
R3-2, NO LEFT TURN SIGN	EA	1	1
CONDUIT, 2" PVC (TP 2)	LF	40	1
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP	1

<u>SUMMARY OF QUANTITIES</u>

Pay Item	Description	Unit	Quantity
636-1041	HIGHWAY SIGNS, TP 2 MATL., REFL SHEETING, TP 9	SF	120
647-1000	TRAFFIC SIGNAL INSTALLATION NO I	LS	1
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	540
682-9950	DIRECTIONAL BORE - 3 IN DIRECTIONAL	LF	540



REVISION DATES	SIGNAL PLANS
	SR 8/ US 78/ US 278/ DL HOLLOWELL PKWY AT SR 280/ JACKSON PKWY/ HOLMES DR sr bjus z78 from Sr 280 to cs 6701/stiff street fulton county
	CHECKED: DATE: / / DRAWING No.
	BACKCHECKED: DATE: / /
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	VERIFIED: DATE: // ZI UUUH



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CABINET INPUT ASSIGNMENT

SLOT I 2 3 4 5 6 7 8 9 10 11 12 13 14

UPPER INPUT FILE

		TYPE	DET	DET	DET	DET	DE T	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
		CARD		2 CH										DC ISO	DC ISO	DC ISO
ſ		C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
	CHANNEL 1	FUNCTION		L2										Ø2 PED	Ø 1 PED	FLASH
		FIELD TERM	TB2 1,2	TB2 5,6	TB2 9,10	TB4 1,2	TB4 5,6	TB4 9,10	TB6 1,2	TB6 5,6	TB6 9,10			TB8 4,6	TB8 7,9	N/C

	C1 PIN	56	43	76	47	58	45	78	49	62	53	69	70	82
CHANNEL 2	FUNCTION						R4B						Ø8 PED	STOP TIME
	FIELD TERM	TB2 3,4	TB2 7,8	TB2 11,12	TB4 3,4	TB4 7,8	TB4 11,12	TB6 3,4	TB6 7,8	TB6 11,12		TB8 5,6	TB8 8,9	N/C

LOWER IN	PUT F	ILE
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	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		2 CH				2 CH								
	C1 PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
CHANNEL 1	FUNCTION		L6				L8								
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12

	C1 PIN	55	44	77	48	57	46	79	50	61	75	73	74	52
CHANNEL 2	FUNCTION													
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12		TB9 5,6	TB9 8,9	TB9 11,12

<u>SUMMARY OF QUANTITIES</u>

Pay Item	Description	Unit	Quantity
441-0104	CONCRETE SIDEWALK, 4 IN	SY	10
441-0108	CONCRETE SIDEWALK, 8 IN	SY	20
441-0748	CONCRETE MEDIAN, 6 IN	SY	431
441-5002	CONCRETE HEADER CURB, 61N, TYPE 2	LF	9
441-7011	CURB CUT WHEELCHAIR RAMP, TYPE A	ΕA	1
441-7012	CURB CUT WHEELCHAIR RAMP, TYPE B	ΕA	1
636-1041	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	SF	60
647-1000	TRAFFIC SIGNAL INSTALLATION NO 4	LS	1
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	595
682-9950	DIRECTIONAL BORE - 3 IN DIRECTIONAL	LF	435
682-9950	DIRECTIONAL BORE - 5 IN DIRECTIONAL	LF	80

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LIST OF MATERIALS (INSTALLATION •4)	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
F. SWITCH PACK (Load Switch)	EA	3
G. DC ISOLATOR	EA	1
H. LOOP DETECTOR, 2 CHANNEL	EA	3
M. AUXILLARY OUTPUT FILE	EA	1
BATTERY BACKUP SYSTEM – INTERNAL MOUNTED, CABINET (per GDOT specs)	EA	1
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/IOOO FT); 3 PAIR, 18 AWG	REEL	3
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	1
LOOP DETECTOR WIRE (14 AWG, STRANDED/1000 FT)	REEL	1
3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	9
I-SECTION, I6" x I8" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP		
9" HIGH, Numbers & 12" Symbols	EA	6
PEDESTRIAN PUSHBUTTON STATION ADAPTERS (ONLY)		
9" x 15", Double Push Button Station Adapter for 4" Dia Pedestrian Pole, Adjustable	EA	2
PEDESTRIAN PUSHBUTTONS STATIONS, w/BUTTONS and SIGNS:		
9" x 15", RIO-3e, (L)eft or (R)ight, Countdown	EA	6
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	9
HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals)	EA	180
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY	EA	1
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY	EA	2
HARDWARE FOR SIDE-OF-POLE MOUNTING, ONE-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE	EA	2
PEDESTAL POLE & SQUARE BASE	EA	3
PULL BOX, PB-2	EA	8
CONDUIT, I'	LF	30
CONDUIT, 2" PVC (TP 2)	LF	70
R560-5 W/ POST	EA	1
RI-2, YIELD SIGN W/ POST	EA	1
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP



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REVISION DATES	SIGN	'AL PLANS	
	SR 8/ US 78/ US 270 AT HOI	8/ DL HOL LYWOOD RD	LOWELL PKWY
	SR 8/US 278 FROM SR 280 TO CS 67017 FULTON COUNTY	STIFF STREET	
	CHECKED:	DATE: / /	DRAWING No.
	BACKCHECKED:	DATE: / /	
	CORRECTED:	DATE: / /	27 - 0010
	VERIFIED:	DATE: / /	21 0010





GDOT Intersection Control Evaluation (ICE)

Stage 1

Bowen Home Redevelopment DRI #4036 | Transportation Analysis September 2023 | KH Project #014517001



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Stage 2: Alternative Selection Decision Record	Stage 2 invo to detailed d stakeholder alternative e and ranked,	olves a r lesign. posture valuate with th	more del Stage 2 e data, fi ed, and a e results	tailed a data e orm th a separ s repor	and famil entry may e basis o rate Use ted at th	liar evalu y require of the IC rs Guide le bottor	uation of the use E evalu has be n of the	the alter of extention. A en prep Stage 2	ernative ernal an A separ pared to 2 works	s identi alysis t ate "Co give gu heet to	fied in S ools to c stEst" w idance inform c	tage 1 determ vorksh on Sta on the	in ord nine co leet ta age 1 a best c	der to s osts, o b help and St of the i	support peratio os users age 2 d intersec	the sel ns and/ develo ata ent ction co	ection o or safet op pre-p ry. Once ntrols e	f a pref y data lanning all dat valuate	erred alt that, con J-level co a is ente d for pro	ernative nbined v ost estin ered, ead oject reco	that ma vith env nates fo ch alterr ommen	ay be ad ironmer r each s native is dation.	vanced ntal and Stage 2 scored	
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locumentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



ICE Version 2.22 | Revised 5/6/2022

GDOT	PI#	N/A	Note: U	p to 5 alte	rnatives					
Projec	t Location:	James Jackson @ Site Driveway A	may be	selected a	ind		10	2º	2	
Existir	ng Control:	New Intersection or Other	evaluate Stage 1	ed; Use thi to screen	s ICE 5 or	D'IL OC	1 ancent	Neriendis	atte ?	The start is the start
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	Conventiona	I (Minor Stop)	Yes	No	Yes	Yes	Yes	Yes	Yes	Selected for Phase 2
	Conventiona	l (All-Way Stop)	No	No	Yes	No	Yes	No	No	Heavy mainlilne traffic volume not suited for AWSC
	Mini Rounda	bout	No	Yes	Yes	No	No	No	No	ROW constriants
	Single Lane	Roundabout	No	Yes	Yes	No	No	No	No	ROW constriants
ctions	Multilane Ro	undabout	No	Yes	Yes	No	No	No	No	ROW constriants
ersed	RCUT (stop	control)	Yes	Yes	Yes	No	Yes	Yes	No	No feasible U-turn location
ed Int	RIRO w/dow	n stream U-Turn	Yes	Yes	Yes	No	Yes	Yes	No	No feasible U-turn location
gnaliz	High-T (unsi	gnalized)	Yes	No	No	Yes	Yes	No	No	Does not allign with project purpose
Unsi	Offset-T Inte	rsections	No	No	No	No	No	No	No	Does not allign with project purpose
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	Add LT Lanes No RT Lane I	on SR 22 mprovements	No	No	No	No	No	No	No	N/A
	Other unsigr	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	I	Yes	Yes	Yes	Yes	Yes	No	No	Does not meet preliminary signal warrants
	Median U-Tu	ırn (Indirect Left)	No	Yes	No	Yes	No	No	No	No feasible U-turn location
	RCUT (signa	lized)	Yes	Yes	Yes	No	Yes	Yes	No	No feasible U-turn location
S	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	No feasible U-turn location
ection	Continuous (Green-T	Yes	Yes	No	Yes	No	Yes	No	Does not allign with project purpose
nters	Jughandle		No	No	No	No	No	No	No	ROW constriants
lized I	Quadrant Ro	padway	No	No	No	No	No	No	No	ROW constriants
Signal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Di	amond	No	No	No	No	No	No	No	Not an interchange
	Single Point	Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Ir No RT Lane Ii	nprovements	No	No	No	No	No	No	No	N/A
	Other Signal	ized (provide description):	No	No	No	No	No	No	No	N/A



GDO.	T PI#: N/A		Red	uest B	: GDOT	-					1						2023	EXIST	ING YE	EAR V	OLUM	ES	Δ	
Co		<u>,</u>			CDOT	District:	7 Mot	ro Atla	nta		1	APF	PROA	CH SP	LITS:	uos		384 (59	6) [9300]]				
0		1									-	Site D	Drivew	ay B:	0%	s Jack	(0)	(0)	(596)	(0)				
Major F	Road: Jame	s Jac	kson	Roa Clas	^{id} Minor	Arterial		Speed Limit:	40	mph						James	0	0	384	0	Dult	WB Sit	e Drivev	ay B
Crossing I	Road: Site D	Drivew	/ay B	Roa	d Local			Speed	< 35	mph	1				(0)	B	Peds	47	Û	€		0	(0)	_
Major Rd Dire	ction: North	/Sout	h Ar	ea Type	e: Subur	b/Trans	ition				-			0 (0)	(0)	0	۲ ۲	2023 Enter	Intersectior ing Volume	n Daily e (est):	1 A	0	(0)	0] (0) [0
Intersection Co	ontrol: New	Inters	ection	or Othe			Proj	ect ID:	4(036]			[0]	(0)	0	Peds	4	9, 5 00	À	Pode	0 5	(0)	
Prepare	ed By: Kimle	y-Hor	n and <i>i</i>	Associa	tes		•	Date:	8/23	/2023	1			EB Si	(0) te Drive	way B	\leftrightarrow	אי 0	u 319	я ^и 0	v Peus v 0	Jackso		
Project Pur	nose: Bowe	n Hor	nes Re	develo	oment D	RI 4036	- Assis	t with t	he DRI]	PEA	K HR 9	% TRU	ICKS:			(0)	(457)	(0)	(0)	James		
i lojoot i u	proce	ss an	d future	e drivew	ay perm	itting	- 73313	c with t				EB	WB	NB	SB				319 (457	7) [9300]	I	NB,		
Existing Data	Year: 2	023			2031	OPEN	ING YE	EAR V	OLUM	IES		2%	2%	6%	5%		204	0 DES	IGN Y	EAR V	OLUM	ES		
Project Opening	y Year: 2	031	-	200		479 (717	7) [11200)]]							son	Ę	96 (806	6) [12500)]				
Annual Growth	n Rate: 1	.5%	-	입	(0)	(10)	(707)	(0)								s Jack	(0)	(30)	(776)	(0)				
KF	actor*: 1	1%		ome	0	3	476	0		WB S	te Drive	way B	-			James	0	16	580	0		WB Sit	e Drivev	/ay B
* 1/ 5			_	5	Peds ↓	¢.	Û	Ð	Peds ←→	0	(0)	1				SB.	Peds Ţ	¢.	Û	€£	Peds ←→	0	(0)	
average annu	ual daily traffic	ω	(0)	0	Ð	2031 Enter	Intersectior ing Volume	n Daily a (est):	€£ ∫	0	(0)	[0] (0)		ъ	(4)	1	£	2040 Enter	Intersectior ing Volume	n Daily (est):	€ L	0	(0)	(o) [o]
occurring in t hour of the da	he highest one ay	(4) [2	(0)	0			11.300	()		0	(0)	0		(18) [7	(0)	0	4		12.900	(,-		0	(0)	0
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		EB	Site Dri	vewav E	→	יע 5	Т 277	۳۲ 0		ackso				EB Si	(0) te Drive	u wav B		ኘ <u>ጋ</u> 15	10	A*´		ackso		
LEGENI	<u>D:</u>					(12)	(5/16)	(0)	(0)	hes J						, -		(31)	422	(0)	(0)	il sen		
= 000	= AM Peak App - PM Peak App	roach \				(12)	382 (558	(0)	01	BJar								(31)	137 (633	(0)	(0)	ВJar		
- (000) = [000] =	= ADT Volume	(Estima	ate)				302 (330)[1120	0]	z									+07 (000)[12000	1	z		
Introduction:	In 2005, SA prioritize sa SHSP. Inte alternatives roughly sev intersection the ICE poli	FETE fety fu rsecti , and enty f safety cy, de	A-LU e inding i on Con further ive per to adv veloped	establish nvestme trol Eva leverag cent of ance the d and ac	ed the H ents. Inte luation (l e safety all traffic e Toward lopted to ards tho	lighway rsection ICE) pol advance crashe Zero Do help en	Safety I s quickly icies an ements f s in Ge eaths vis sure tha	Improve y becan d proce for inter orgia o sion em at inters	ement F ne a co edures r rsection ccur at braced section in	Progran mmon represe impro- or adja by the nvestm	n (HSIP) compon nt a trac vements acent to Georgia ents acr) and ent of ceable beyo inters Gove ross th	mand f most e and ond jus sectior emor's ne enti	ated th states transp st the ns. Ac Office re Geo	hat eac s' SHSF parent p safety p cording e of High orgia hig	h state emph rocedu progran ly, the hway S ghway	a prepar asis are ire to st Georgi afety (C system	e a Stra as and reamlin roximat a SHSF OHS). are sel	ategic H HSIP p e the ev tely one include This ICE ected, p	lighway project lis valuatior -third of es an e E tool wa rioritized	Safety sts, inclu of inte all traff mphasis as devel d and im	Plan (S uding G rsectior fic fatali s on en oped to plemer	HSP) to eorgia's contro ties and hancing suppor ited with	o s l d d t t
Tool Goal:	The goal of quantify inte	this li	CE tool on cont	l is to pr rol impr	ovide a	simplifie benefits	d and co . The too	onsister	nt way orts the	of impo ICE po	rting tra licy and	affic, s proce	afety, dures	cost, to pro	environ vide tra	mental ceabilit	impact y, trans	and sta	akeholde y, consis	er postu stency ar	re data	to asse untabilit	ess and y when	
Requirements:	An ICE is re	auirea	lecting d for an	an interse v interse	ection im	onitrol SC	nulion th ent (e.a	new or	meets	project ed inters	purpose section	e and widen	ina/re	constr	uction o	value or corrie	dor proie	ect. or v	vork acc	complish	e-based	u chiteria ugh a d	a. rivewav	
	or encroach of the Nation be required waiver eligil intersection required to	ment nal Hig the re ole an desig on ei constr	permit f ghway s equirem d for in n, invol ther 1) uct left	that affe System; ient <u>may</u> istruction ves only a divide and/or r	cts an inf or 2) the <u>b</u> e waive ns to sub routine d, multi- ight turn	ersectio intersec ed base omit a w traffic si lane hig lanes (a	n) where ction will d on app raiver re gnal timi hway w s per the	e: 1) the be des propriate quest to ing and ith a clo e Drive	e interse igned o e evider o the D l equipn osed m way Ma	ection in r constr repartm nent ma edian a nual ar	ncludes ructed u sented v ent). An intenan ind only id Distric	at leases sing S with a monotonic ICE ice, or right- ct Traf	st one State o writter is not for dr -in/righ ffic En	roadv r Fede requir iveway nt-out gineer	way des eral func est. (Se red whe y permit access ').	ignated ling. In ee the " en the ts wher or 2) a	d as a S certain Waiver propose re the dr an undiv	tate Ro circums tab to d work iveway rided ro	ute (Sta stances review c does no is not a badway	te Highv where a criteria th ot incluc new leg where th	vay Sys n ICE w nat may le any o to an a he deve	item) or yould other make a changes lready lopmen	as part nerwise project s to the existing t is not	
Two-Stage Process:	A complete magnitude appropriate shaded grey	ICE p and co level inclu	orocess omplex of effor de drop	consist ity of th t. The S down r	s of two e interse tage 1 an nenu cho	(2) disti ction. P nd Stage bices and	nct stag rior to s e 2 ICE d all field	es, and tarting forms a ds shad	d it is e an ICE are desi led blue	xpected , the D gned m e require	I that th istrict T inimize e data e	ie resp raffic l requir ntry. A	pective Engine red da All othe	e level eer an ita inpi er cells	l of effo nd/or St uts usin s in the	ort for o ate Tra ig drop worksh	completi affic Eng -down r neet are	ng both gineer s nenu ch locked	n stages should b noices a	of ICE be consu nd limiti	will cor ulted for ng text	respond r advice entry. A	to the on an Il fields	
Stage 1: Screening Decision Record	Stage 1 sho as a screen use good e eliminated v	uld be ing eff nginee vithou	e condu fort mea ering ju t due co	cted ear ant to <i>el</i> dgemer onsidera	ly in the <i>iminate</i> n t in resp tion, and	project c on-com onding reason	levelopn petitive to the s s for elin	nent pro options even p ninating	ocess a and ide olicy qu g or adv	nd is in entify w lestions ancing	tended t hich alte by sele an alter	to infor ernativ ecting native	rm wh ves me "Yes" shoul	ich alte erit furt ' or "N ld be c	ernative ther cor lo" in th locume	es are v nsidera ne drop nted in	vorthy o tions ba o-down the "Sc	f furthe sed on boxes. reening	r evaluat their pra Alternat Decisio	tion in S actical fe ives sho on Justifi	tage 2. asibility ould not ication"	Stage 1 7. Users t be sur column	serves should nmarily	
Stage 2: Alternative Selection Decision Record	Stage 2 invo to detailed of stakeholder alternative e and ranked	olves a lesign postu evalua with f	a more o . Stage ire data ted, and the resu	detailed 2 data , form th d a sepa ults repo	and fami entry may ne basis rate Use rted at th	liar evalu y require of the IC rs Guide ie bottor	uation of the use E evalu has be n of the	the alter of externation. I en prep Stage 2	ernative ernal an A separ pared to 2 works	es identi alysis t rate "Co give gu heet to	fied in S ools to o stEst" w iidance inform o	itage 1 determ vorksh on Sta on the	l in oro nine co neet ta age 1 a best o	der to s osts, o b help and Sta of the i	support peration os users age 2 d intersec	the sel ns and/ develo ata ent	ection o /or safet op pre-p ry. Once ntrols e	f a prefe y data t lanning all dat valuate	erred alt that, con I-level co a is ente d for pro	ernative nbined v ost estin ered, ead oject rec	that ma vith env nates fo ch alterr ommen	iy be ad ironmer r each s native is dation.	vanced ntal and Stage 2 scored	
Documentation:	A complete	ICE d	ocume	nt consi	sts of the	e combir	nation of	the ou	tputs fro	om eith	er a cor	nplete	d and	signe	d waive	er form	or both	Stage	1 and S	tage 2 v	vorkshe	ets (alo	ng with	_

ocumentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



ICE Version 2.22 | Revised 5/6/2022

GDOT	「PI#	N/A	Note: U	p to 5 alte	rnatives					
Projec	ct Location:	James Jackson @ Site Driveway B	may be	selected a	ind	•		2º	2	
Existir	ng Control:	New Intersection or Other	Stage 1	to screen	sice 5 or	SI SE	ancen	Wertervers	rathe?	the site c.
Prepa	red by:	Kimley-Horn and Associates	fewer al	ternatives	to	The Profile	omin	COLL OIL ,	NO IN OU	and one with the sterr
Date:		8/23/2023	evaluate	e in Stage	2 note	with tell of	S. Losaler	SUC. 1000	Hab's sible	aton sile , select
Ansi cor e Inte deta	wer "Yes" or "h ntrol type to id valuated in the justificati ersection Alte ailed descripti	No" to each policy question for each lentify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for ion of intersection/interchange type)	10°6	atenative add	Meridue No. Construction of the second secon	overelation of the second seco	Sterraine of the state of the s	and of the second states of th	States of the st	et e
	Conventiona	I (Minor Stop)	Yes	No	Yes	Yes	Yes	Yes	Yes	Potential Treatment
	Conventiona	l (All-Way Stop)	No	No	Yes	No	Yes	No	No	Heavy mainline traffiic volume not suited for AWSC
	Mini Rounda	bout	No	Yes	Yes	No	No	No	No	ROW constraints
	Single Lane	Roundabout	No	Yes	Yes	No	No	No	No	ROW constraints
ctions	Multilane Ro	undabout	No	Yes	Yes	No	No	No	No	ROW constraints
tersec	RCUT (stop	control)	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Treatment
ed Int	RIRO w/dow	n stream U-Turn	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Treatment
gnaliz	High-T (unsi	gnalized)	Yes	No	No	Yes	Yes	No	No	Does not allign with project purpose
Unsi	Offset-T Inte	rsections	No	No	No	No	No	No	No	Does not allign with project purpose
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Inte	No	No	No	No	No	No	No	Not an interchange	
	Add LT Lanes No RT Lane II	on SR 22 mprovements	No	No	No	No	No	No	No	N/A
	Other unsigr	nalized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	1	Yes	Yes	Yes	Yes	Yes	No	No	Does not meet preliminary signal warrants
	Median U-Tu	ırn (Indirect Left)	No	Yes	No	Yes	No	No	No	No feasible U-turn location
	RCUT (signa	alized)	Yes	Yes	Yes	No	Yes	Yes	No	Proximity to proposed traffic signal
s	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	No feasible U-turn location
ectior	Continuous	Green-T	Yes	Yes	No	Yes	No	Yes	No	ROW constraints
Inters	Jughandle		No	No	No	No	No	No	No	ROW constraints
lized I	Quadrant Ro	padway	No	No	No	No	No	No	No	ROW constraints
Signal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Di	amond	No	No	No	No	No	No	No	Not an interchange
	Single Point	Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Ir No RT Lane I	nprovements mprovements	No	No	No	No	No	No	No	N/A
	Other Signal	ized (provide description):	No	No	No	No	No	No	No	N/A



GDO	T PI#: N/A		Requ	est By	GDOT						1						2023	EXIST	ing ye	EAR V	OLUM	ES	/	
0.			<u> </u>	1			7 14-1				1	<u>API</u>	PROA	CH SP	PLITS:	son		384 (59	6) [9300]				
Co	unty: Fulton				GDUTI	Jistrict:	/ - Meti	ro Atlar	nta			Jam Site [es Jac Drivew	kson:	100% 0%	Jacks	(0)	(0)	(596)	(0)			Г	J
Major I	Road: James 、	Jacks	son	Road	Minor	Arterial		Speed Limit:	40 r	nph]	ente i			• / •	James	0	0	384	0	Dute	WB Sit	e Drivev	vay C
Crossing I	Road: Site Dri	vewa	iy C	Road Class	Local			Speed Limit:	< 35	mph]				(0)	8	Peds ↓	¢#	Û		Peds ↓	0	(0)	0
Major Rd Dire	ction: North/S	outh	Area	а Туре	Subur	b/Trans	ition							0 (0	(0)	0	⇒	Enter	ing Volume	e (est):	1 (0	(0)	0 (0) [
Intersection Co	ontrol: New Int	ersec	ction or	Other			Proj	ect ID:	40	36]			[0]	(0)	0	Peds	4	9,300		₽ P ode	0 5	(0)	
Prepare	ed By: Kimley-	Horn	and As	ssociat	es		-	Date:	8/23/	/2023]			EB Si	te Drive	way C		אי 0	319	м ^г 0	• ¹ cus 0	s Jacks		
Project Pur	pose: Bowen	Home	es Red	evelop	ment DI	RI 4036	i - Assis	t with th	ne DRI]	PEA	K HR	<u>% TRU</u>	JCKS:			(0)	(457)	(0)	(0)	B Jame		
	process	and	future o	drivewa	ay perm	itting						2%	2%	NВ 6%	SВ 4%				319 (45	7) [9300]		Z		
Existing Data	a Year: 202	3 1			2031	OPEN	ing ye	AR V	OLUM	ES							204	0 DES	SIGN Y	EAR V	OLUM	ES		
Project Design	Year: 203	0	-	kson		479 (712	2) [11200]								kson		88 (788	3) [12600)]				
Annual Growth	n Rate: 1.5%	6		s Jac	(0)	(8)	(704)	(0)								s Jacl	(0)	(23)	(765)	(0)				
KF	actor*: 11%	, 0		Jame	0	3	476	0	Deals	WB Si	te Drive	way C	; 7			Jame	0	12	576	0	Dude	WB Sit	e Drivev	vay C
* K Eastar - F				8	Peds	45	Û	Ð		0	(0)					8	Peds	æ	Û	⇒		0	(0)	
average anni	ual daily traffic	6	(2)	3	₽ ∕	2031 I Enteri	Intersectior ing Volume	n Daily (est):	1 € <u>+</u>	0	(0)	[0] (0)		17	(4)	8	±₽∕-	2040 Enter	Intersection	n Daily e (est):	197 1	0	(0)	(0) [0]
occurring in t hour of the d	he highest one ay	(5) [1	(0)	0			11.250	. ,	Q Q	0	(0)	0		(15) [(0)	0			12.750		Ţ	0	(0)	0
		[00	(3)	3	Peds	6		À	√ -	0 5	(0)]	400]	(11)	9	Peds	6			*	5	(0)	
		FB Si	(U) ite Drive		↓	শি	1 270	۲Ý ۵	Peds	ackso				EB Si	(U) te Drive	way C	↓	۲À ۲	1r 407	А́ ^г	↓ Peds	ackso		
LEGEN	<u>D:</u>	200	ite brive	, way o		1	3/9	0	0	les Ja				20 01	C DIVO	may 0		5	427	0	0	iles Já		
000 =	AM Peak Approa	ach Vo	olume			(2)	(557)	(0)	(0)	3 Jan								(7)	(630)	(0)	(0)	3 Jan		
= (000) - 10001	- PM Peak Approa	ach Vo	blume				380 (559)[11200	Ŋ	Ĩ									432 (637)[12500	'I	ž		
Introduction:	In 2005, SAFI	ETEA	-LU est	tablishe	ed the H	lighway	Safety I	mprove	ement P	rogram	(HSIP)) and	mand	lated t	hat eac	h state	e prepar	e a Str	ategic H	lighway	Safety	Plan (S	HSP) ti	
	SHSP. Inters alternatives, a roughly seven intersection sa the ICE policy defensible box	ectior ind fu ity fiv afety t , deve	n Contro Irther le to advar eloped a	ol Eval everage ent of a nce the and ad	all traffic Toward	CE) pol advance crashe Zero De help en	licies and ements f s in Geo eaths vis	d proce for inter orgia or sion em it interse	dures r section ccur at braced ection ir	eprese improv or adja by the 0	rements cent to Georgia ents acr	ceable s beyo inter Gove	e and ond ju sectio emor's ne ent	transp st the ns. Ac Office ire Geo	s of for safety cording of Higl orgia hi	procedu progra ly, the hway S ghway	Georgi Georgi Gafety (C system	reamlin roxima a SHSI iOHS). are sel	e the ev tely one P includ This ICE ected, p	valuation -third of es an e E tool wa rioritized	n of inte all traf mphasi as deve d and in	fic fatali s on en oped to	ties an hancin suppoi	d g t
Tool Goal:	The goal of th quantify inters	nis ICI ectior	E tool is n contro	s to pro	vide a svide a	simplifie benefits	d and co . The too	onsister ol suppo	nt way o orts the	of impo ICE pol	rting tra icy and	affic, s proce	afety, dures	cost, to pro	environ vide tra	menta ceabili	l impact ty, trans	and st parenc	akehold y, consis	er postu stency a	ire data nd acco	to asse untabilit	ess and y when	
Deguirementer	identifying and	d sele	cting ar	n inters	ection co	ontrol so	olution th	at both	meets	project d intorr	purpose	e and	reflec	ts over	rall bes	t value	in terms	s of spe	cific per	formand	e-base	d criteria	a.	
Requirements.	or encroachmu of the Nationa be required, th waiver eligible intersection of required to col	ent pe I High ne req e and esign, n eith nstruc	ermit than way Sy uiremen for inst , involve ier 1) a ct left ar	at affect stem; on truction as only divideo nd/or rig	ts an int or 2) the be waive s to sub routine f d, multi-l ght turn	intersectio intersectio ed based bomit a w traffic sig lane hig lanes (a	on (e.g. on) where ction will d on app vaiver re- gnal timi phway wi is per the	be desi be desi propriate quest to ing and ith a clo e Drivev	interse igned or e eviden o the Do equipm osed me way Mar	ection ir constr ce pres epartment ma edian a nual an	ucted u sented v sented v ent). An intenan nd only d Distric	at lea sing S with a ICE ce, or right ct Tra	st one state c writter is not for dr -in/rigl	roadv or Fede n requi requin riveway ht-out igineer	way des eral fund est. (Se red whe y permi access r).	signate ding. In ee the ' en the ts whe or 2) a	d as a S certain 'Waiver propose re the di an undiv	tate Ro circums tab to d work iveway vided ro	stances review o does n is not a badway	where a where a criteria th ot includ new leg where t	way Sys In ICE w nat may de any g to an a he deve	stem) or vould otl make a changes already elopmen	as part nerwise project s to the existing t is not	
Two-Stage Process:	A complete IC magnitude an appropriate le shaded grey in	CE pro d con vel of nclude	ocess c nplexity f effort. e drop c	onsists of the The St down m	of two interse age 1 ar	(2) disti ction. P nd Stage bices and	inct stag rior to s e 2 ICE d all field	es, and tarting forms a ls shad	l it is ex an ICE, re desig ed blue	kpected the Di gned m require	that th strict T inimize data e	ie res raffic requi ntry. A	pectiv Engin red da	e leve eer ar ata inp er cells	l of effo nd/or St uts usir s in the	ort for o tate Trang drop workst	completi affic Eng o-down r neet are	ng both gineer s nenu cl locked	n stages should t noices a	of ICE oe cons and limiti	will cor ulted fo ing text	respono r advice entry. A	to the on an Il fields	:
Stage 1: Screening Decision Record	Stage 1 should as a screening use good eng eliminated with	d be c g effor ineer hout c	conduct rt mean ing judg due con	ed earl it to <i>elii</i> gement siderat	y in the p <i>minate</i> n in resp ion, and	oroject o on-com onding reasons	developn petitive of to the so s for elin	nent pro options even po ninating	and ide and ide blicy qu or adva	nd is int ntify wh estions ancing	ended t nich alte by sele an alter	to info ernative ecting native	rm wh /es me "Yes e shou	nich alt erit furf " or "N Id be c	ernative ther cor lo" in tl docume	es are nsidera he droj nted in	worthy o tions ba p-down the "Sc	f furthe sed on boxes. reening	r evalua their pra Alternat Decisio	tion in S actical fe tives sho on Justif	tage 2. easibility ould no ication"	Stage 1 /. Users t be sur column	serves should nmarily	; ,
Stage 2: Alternative Selection Decision Record	Stage 2 involve to detailed des stakeholder por alternative eva and ranked, w	es a r sign. S osture aluate rith the	more de Stage 2 e data, f ed, and a e result	tailed a data e form the a separ s repor	nd famil ntry may e basis o ate Use ted at th	liar evalu require of the IC rs Guide e bottor	uation of the use E evalue has been n of the	the alter of externation. A en prep Stage 2	ernatives ernal and A separa ared to 2 worksh	s identii alysis to ate "Co give gu neet to	fied in S ools to c stEst" w idance	tage detern vorksh on Sta on the	1 in or nine c neet ta age 1 best	der to s osts, o ab help and St of the i	support operatio os users age 2 d intersec	the se ns and devel ata en ction co	lection o /or safet op pre-p try. Once ontrols e	f a pref y data lanning all dat valuate	erred alt that, cor g-level co a is ente d for pro	ernative nbined v ost estin ered, ea oject rec	that ma with env nates fo ch altern ommen	ay be ad ironmer r each \$ native is dation.	vanced ntal and Stage 2 scored	
Documentation:	A complete IC	E dou	cument	consis	ts of the	combin	nation of	the out	touts fro	om eith	er a con	nnlete	d and	l signe	d waive	er form	or hoth	Stage	1 and S	tage 2	vorkshe	ets (alo	na with	

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



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GDOT	PI#	N/A	Note: U	p to 5 alte	rnatives					
Projec	t Location:	James Jackson @ Site Driveway C	may be	selected a	ind	•	10	~~	2	
Existir	ng Control:	New Intersection or Other	evaluate Stage 1	ed; Use thi to screen	s ICE 5 or	D'IL OC	1 ancent	Wernerweits	atte ?	The stille
Prepa	red by:	Kimley-Horn and Associates	fewer al	ternatives	to e	Ino to A	ome	COLL DE	NO IL OL	set crie it , there
Date:		8/23/2023	evaluate	e in Stage	2 00	MIT LEW PO	S. Saler	and pere	ilabir cible	and the second
Answ con ev Inte deta	wer "Yes" or "h htrol type to id valuated in the justificati ersection Alte ailed descripti	No" to each policy question for each entify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for on of intersection/interchange type)	6000 0000	stending the state	Mendular Solution		Stand Stand	one beat	Solution of the solution of th	A Hear and A Hear and A Hear A
	Conventiona	I (Minor Stop)	Yes	No	Yes	Yes	Yes	Yes	Yes	Potential Treatment
	Conventiona	I (All-Way Stop)	No	No	Yes	No	Yes	No	No	Heavy mainline traffiic volume not suited for AWSC
	Mini Rounda	bout	No	Yes	Yes	No	No	No	No	ROW constraints
	Single Lane	Roundabout	No	Yes	Yes	No	No	No	No	ROW constraints
ctions	Multilane Ro	undabout	No	Yes	Yes	No	No	No	No	ROW constraints
tersec	RCUT (stop	control)	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Treatment
ed Inf	RIRO w/dow	n stream U-Turn	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Treatment
gnaliz	High-T (unsi	gnalized)	Yes	No	No	Yes	Yes	No	No	Does not allign with project purpose
Unsi	Offset-T Inte	rsections	No	No	No	No	No	No	No	Does not allign with project purpose
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	Add LT Lanes No RT Lane II	on SR 22 nprovements	No	No	No	No	No	No	No	N/A
	Other unsigr	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	l	Yes	Yes	Yes	Yes	Yes	No	No	Does not meet preliminary signal warrants
	Median U-Tu	ırn (Indirect Left)	No	Yes	No	Yes	No	No	No	No feasible U-turn location
	RCUT (signa	lized)	Yes	Yes	Yes	No	Yes	Yes	No	Proximity to proposed traffic signal
s	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	No feasible U-turn location
ection	Continuous (Green-T	Yes	Yes	No	Yes	No	Yes	No	ROW constraints
nters	Jughandle		No	No	No	No	No	No	No	ROW constraints
ized I	Quadrant Ro	adway	No	No	No	No	No	No	No	ROW constraints
Signal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Di	amond	No	No	No	No	No	No	No	Not an interchange
	Single Point	Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Ir No RT Lane Ir	nprovements	No	No	No	No	No	No	No	N/A
	Other Signal	ized (provide description):	No	No	No	No	No	No	No	N/A



GDO.	T PI#: N/A		Reque	est By:	GDOT						1						2023	EXIST	ing yi	EAR V	OLUM	ES	/	
Co	unty: Eulton			1		District:	7 - Met	ro Atla	nta		-	API	PROA	CH SP	LITS: 100%	son		384 (59	6) [9300]				
00]]		5150100.					-	Site [Drivew	ay D:	0%	s Jack	(0)	(0)	(596)	(0)				-
Major F	Road: James	Jacks	on	Road Class:	Minor	Arterial		Speed Limit:	40	mph						Jame	0	0	384	0	Duli	WB Site	e Drivev	vay D
Crossing I	Road: Site Dri	veway	y D	Road	Local			Speed Limit:	< 35	mph					(0)	8	Peds	49	Û	\$		0	(0)	5
Major Rd Dire	ection: North/S	outh	Area	а Туре:	Subur	b/Trans	ition							0 (0	(0)	0	≱ ⊅	2023 Enter	Intersectio ing Volume	n Daily e (est):	Û A	0	(0)	0 (0) [0
Intersection Co	ontrol: New In	tersect	tion or	Other			Proj	ect ID:	40)36	1			[0]	(0)	0	Peds	6	9,300		₽ P ode	0	(0)	
Prepare	ed By: Kimley-	Horn	and As	sociate	es		•	Date:	8/23	/2023	1			EB Si	(0) te Drive	eway D	\leftrightarrow	גרי 0	319	я ^к 0	• Peus • 0	Jackso		
Project Pur	pose: Bowen	Home	es Rede	evelopi	ment DI	RI 4036	- Assis	t with t	he DRI		1	PEA	K HR 9	% TRU				(0)	(457)	(0)	(0)	3 James		
	process	s and f	future c	drivewa	ay perm	itting						EB 2%	WB 2%	NB 6%	SB 4%				319 (45	7) [9300		N		
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Annual Growth	h Rate: 1.5	%		s Jack	(0)	(8)	(699)	(0)								s Jack	(0)	(23)	(753)	(0)				
KF	actor*: 119	6		James	0	3	476	0		WB Si	te Drive	way D				Jame;	0	12	575	0		WB Site	e Drivev	vay D
* 1/ Easter - E				<u> </u>	Peds ↓	Ŕ	Û	Ð	Peds ◀──►	0	(0)	4				В.	PedsŢ	¢.	Û	\$	Peds ←→	0	(0)	
" K Factor = F average annu	and aily traffic	~	(2)	4	Ð	2031 Enter	Intersection	n Daily	€£	0	(0)	00		22	(9)	13	Ð	2040 Enter	Intersectio	n Daily	₹¢ u	0	(0)	[0] (0
occurring in t hour of the da	he highest one ay	(5) [1	(0)	0			11 250	, (001).	4	0	(0)	ŏ		(20)	(0)	0		Entor	12 650		۱ ۵	0	(0)	õ
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[000]	ADT Volume (E	ounato	/																					
Introduction:	In 2005, SAF prioritize safe SHSP. Inters alternatives, a roughly sever intersection sa the ICE policy defensible be	ETEA- ty fund section and fur nty five afety to y, deve	-LU est ding inv i Contro rther lev e perce o advan eloped a for safe	tablishe vestmer ol Evalu verage ent of a nce the and ado	ed the H hts. Inter uation (I safety III traffic <i>Toward</i> opted to	ighway rsection CE) pol advance crashe Zero Do help en	Safety s quickly icies an ements s in Ge eaths vis sure tha	Improve y becar d proce for inte orgia o sion em at inters	ement F ne a co edures r rsection ccur at braced ection in	Progran mmon represe impro or adja by the nvestm	n (HSIP compor nt a tra vements acent to Georgia ents ac) and nent of ceable s beyo inters a Gove ross th	mand f most e and ond just section emor's ne enti	ated ti states transp st the ns. Ac Office ire Geo	hat eac s' SHSF parent p safety cording ording orgia hi	ch state procedu progra gly, the hway S ghway	e prepar nasis are ure to si m. App Georgi Safety (C system	e a Str eas and reamlin roxima a SHSI 60HS). are sel	ategic H I HSIP p te the ev tely one P includ This ICI ected, p	lighway project li valuation -third of es an e E tool wa rioritized	Safety sts, inclu- n of inte all trafi mphasis as devel d and im	Plan (S uding G rsectior fic fatali s on en oped to pplemer	HSP) to eorgia' n contro ties an hancin suppo ited wit	o s ol d g t t
Tool Goal:	The goal of the quantify inters	nis ICE ection	E tool is control	s to pro l impro	vide a svement	simplifie benefits	d and c . The too	onsiste ol supp	nt way orts the	of impo ICE po	orting tra licy and	affic, s proce	afety, dures	cost, to pro	environ vide tra	imenta iceabili	l impact ty, trans	and st parenc	akehold y, consis	er postu stency a	ire data nd acco	to asse untabilit	ess and y when	1
Requirementer	An ICE is read	d selec	oting an	n interse	ection co	ontrol so	piution th	nat both	meets	project	purpos	e and	retlec	ts over	rall bes	t value	in term	s of spe	citic per	torman	ed three	d criteria	a.	,
requirements.	or encroachm of the Nationa be required, th waiver eligible intersection d intersection o required to co	ent pe Il Highv ne requ e and f esign, n eithe	ermit tha way Sys uiremer for instr involve er 1) a st left an	at affect rstem; c nt <u>may</u> ruction es only divideo nd/or rig	ts an int or 2) the be waive s to sub routine f d, multi-l ght turn	ersectio intersectio ed base mit a w traffic signate ane hig lanes (a	n) when ction will d on app raiver re gnal tim hway w s per th	e: 1) the be des propriat quest t ing and ith a cl e Drive	e interse igned o e evider o the D equipm osed m way Ma	ection in r constr nce pre epartm nent ma edian a nual ar	ent). Ar and only and only	at lea sing S with a ICE ce, or right ct Tra	State o writter is not for dr -in/rightfic En	roadv r Fede requir requir iveway nt-out gineer	vay des eral func est. (Se red whe y permi access	ding. In ee the ' en the ts whe or 2)	d as a S certain ' Waiver propose re the d an undi	tate Ro circum tab to d work iveway vided ro	stances review of does n is not a badway	where a where a criteria th ot includ new leg where t	way Sys In ICE w hat may de any o g to an a he deve	item) or yould other make a changes lready of lopmen	as part nerwise project s to the existing t is not	
Two-Stage Process:	A complete IC magnitude an appropriate le shaded grey i	CE pro id com vel of nclude	ocess conplexity effort. effort d	onsists of the The Sta lown m	of two interse age 1 ar enu cho	(2) disti ction. P nd Stage ices and	nct stag rior to s e 2 ICE d all field	les, and tarting forms a ds shad	d it is ex an ICE are desi led blue	xpected , the D gned m require	that th istrict T inimize data e	ne res raffic requi ntry. <i>F</i>	pective Engine red da All othe	e leve eer ar ata inp er cells	l of effo nd/or St uts usir s in the	ort for o tate Trans ng drop workst	complet affic En o-down i neet are	ng both gineer nenu cl locked	n stages should I hoices a	of ICE be cons and limit	will cor ulted foi ing text	respond advice entry. A	to the on an Il fields	:
Stage 1: Screening Decision Record	Stage 1 shoul as a screenin use good eng eliminated wit	d be co g effor gineerii hout d	onducte t meani ng judg lue cons	ed early t to <i>elin</i> gement siderati	y in the p <i>ninate</i> n in resp ion, and	oroject o on-com onding reason	levelopr petitive to the s s for elin	nent pro options even p ninating	ocess and ide and ide olicy qu or adv	nd is in entify w estions ancing	tended hich alte s by sel an alter	to info ernativ ecting native	rm wh /es me "Yes' e shoul	ich alt erit furf ' or "N Id be c	ernative ther cor lo" in tl locume	es are v nsidera he droj ented in	worthy o tions ba p-down the "So	f furthe sed on boxes. reening	r evalua their pra Alterna Decisio	tion in S actical fe tives sh on Justif	tage 2. easibility ould not ication"	Stage 1 v. Users be sur column	serves should nmarily	, ,
Stage 2: Alternative Selection Decision Record	Stage 2 involv to detailed de stakeholder p alternative eva and ranked, w	ves a m sign. S osture aluateo vith the	hore def Stage 2 data, fo d, and a e results	tailed a data en orm the a separ s report	nd famil ntry may e basis o ate Use ted at th	iar evalu require of the IC rs Guide e bottor	uation of the use E evalu has be n of the	f the alte e of extent ation. en prep Stage 2	ernative ernal an A separ pared to 2 worksl	s identi alysis t ate "Co give gu heet to	fied in S ools to ostEst" v iidance inform o	Stage 7 detern vorksh on Sta on the	1 in ord nine co neet ta age 1 a best o	der to s osts, o ib help and St of the i	support peratio os users age 2 d intersec	the se ns and devel ata en ction co	lection of /or safe op pre-p try. Onc ontrols e	f a pref y data lanninç e all dat valuate	erred all that, cor g-level c ta is ente d for pro	ernative nbined v ost estir ered, ea oject rec	that ma with env nates fo ch alterr ommen	ay be ad ironmer r each S native is dation.	vanced Ital and Stage 2 scored	
Documentation:	A complete IC	CE doc	cument	consist	ts of the	combir	nation of	the ou	tputs fro	om eith	er a cor	nplete	ed and	signe	d waive	er form	or both	Stage	1 and S	tage 2 v	vorkshe	ets (alo	ng with	

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.



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GDOT PI #		N/A	Note: Up to 5 alternatives							
Project Location:		James Jackson @ Site Driveway D	may be selected and							
Existing Control:		New Intersection or Other	evaluated; Use this ICE							
Prepared by:		Kimley-Horn and Associates								
Date: 8/23/2023										
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		<pre></pre>								
Unsignalized Intersections	Conventional (Minor Stop)		Yes	No	Yes	Yes	Yes	Yes	Yes	Potential Treatment
	Conventional (All-Way Stop)		No	No	Yes	No	Yes	No	No	Heavy mainline traffiic volume not suited for AWSC
	Mini Roundabout		No	Yes	Yes	No	No	No	No	ROW constraints
	Single Lane Roundabout		No	Yes	Yes	No	No	No	No	ROW constraints
	Multilane Roundabout		No	Yes	Yes	No	No	No	No	ROW constraints
	RCUT (stop control)		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Treatment
	RIRO w/down stream U-Turn		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Treatment
	High-T (unsignalized)		Yes	No	No	Yes	Yes	No	No	Does not allign with project purpose
	Offset-T Intersections		No	No	No	No	No	No	No	Does not allign with project purpose
	Diamond Interch (Stop Control)		No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)		No	No	No	No	No	No	No	Not an interchange
	Add LT Lanes on SR 22 No RT Lane Improvements		No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):		No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal		Yes	Yes	Yes	Yes	Yes	No	No	Does not meet preliminary signal warrants
	Median U-Turn (Indirect Left)		No	Yes	No	Yes	No	No	No	No feasible U-turn location
	RCUT (signalized)		Yes	Yes	Yes	No	Yes	Yes	No	Proximity to proposed traffic signal
	Displaced Left Turn (CFI)		No	No	No	No	No	No	No	No feasible U-turn location
	Continuous Green-T		Yes	Yes	No	Yes	No	Yes	No	ROW constraints
	Jughandle		No	No	No	No	No	No	No	ROW constraints
	Quadrant Roadway		No	No	No	No	No	No	No	ROW constraints
	Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond		No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange		No	No	No	No	No	No	No	Not an interchange
	No LI Lane Improvements		No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):		No	No	No	No	No	No	No	N/A