Transportation Impact Study

1060 Donald Lee Hollowell DRI #4187

City of Atlanta, Georgia

June 2024

Prepared for:

1060 DLH, LLC c/o The Allen Morris Co.

Prepared by:

Kimley-Horn and Associates, Inc. 1200 Peachtree Street NE, Suite 800 Atlanta, GA 30309

013134008

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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 *1060 DLH* development located in Atlanta, Georgia. The approximate 15.49-acre site is located south of Donald Lee Hollowell Parkway/SR 8, west of Finley Avenue, and north of North Avenue (West). The site currently consists of 86,472 SF warehousing that has been considered vacant for this study, though current lease agreements are in place for special events outside of peak hours.

The site was previously reviewed as the *1060 Hollowell DRI #2815* in May 2018. The project analyzed 700 multifamily residential units, 150 hotel rooms, 385,000 SF of office space, and 120,000 SF restaurant and retail space. The 1060 Hollowell DRI #2815 development studied one driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and two driveways along North Avenue (West). At that time, the project was Approved with Conditions through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on June 1, 2018, and the GRTA Notice of Decision was issued on June 6, 2018. Upon review of the updated proposed *1060 DLH* site plan in 2024, the City of Atlanta and ARC determined that a new DRI review would be required for the proposed mixed-use development, due to differences in the proposed land use, trip generation, and site driveways from the previously reviewed DRI and the currently proposed development. The *1060 DLH* development is proposed to study 1,600 multifamily residential units, 575,000 SF of office space, and 125,000 SF restaurant and retail space with one site driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and one driveway along North Avenue (West).

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2031 (approximately 7 years).

Table 1: Proposed Land Use and Density											
Multifamily Residential	1,600 dwelling units										
General Office Building	575,000 SF										
Retail/Commercial	125,000 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, alternative mode, 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 May 21, 2024).

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2031 No-Build conditions, and the Projected 2031 Build conditions.

- Existing 2024 conditions represent current traffic volumes collected in April 2024.
- Projected 2031 No-Build conditions represent the Existing 2024 traffic volumes grown for seven (7) years using a 2.0% per year growth rate, plus development trips from the *Chappell Road DRI* #3096.
- Projected 2031 Build conditions represent the Projected 2031 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *1060 DLH* development.

A brief summary of system (background/No-Build) and development (Build condition) improvements and recommendations are noted below; additional details follow.

2031 NO-BUILD CONDITIONS (SYSTEM IMPROVEMENTS)

Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. The following system improvement is recommended for further study based on Existing and No-Build conditions:
 - Construct one (1) additional southbound lane and restripe the approach to consist of one (1) left-turn lane, one (1) shared through/right-turn lane, and one (1) exclusive right-turn lane along Marietta Boulevard, if right-of-way is available, and as approved by GDOT and the City of Atlanta

Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. The following system improvements are recommended for further study, including future pedestrian activity anticipated from the BeltLine connection to Donald Lee Hollowell Parkway/SR 8 nearby:
 - Install a traffic signal if and when warranted and as approved by GDOT and the City of Atlanta.

Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. System improvements were
 identified to meet GRTA LOS standards to serve background traffic, but are not recommended due to
 geometric constraints at the intersection:
 - Continue to monitor the intersection for future improvements.

Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. The following system improvement is recommended for further study:
 - Construct one (1) additional right-turn lane to include dual (2) eastbound right-turn lanes along Donald Lee Hollowell Parkway/SR 8, as approved by GDOT and the City of Atlanta.
 - Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing, as approved by GDOT and the City of Atlanta.

2031 BUILD CONDITIONS (DEVELOPMENT IMPROVEMENTS)

Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)

- Reconstruct Driveway A to operate as a right-in/right-out driveway with one (1) ingress lane and one (1) egress lane, as approved by GDOT.
- <u>Alternative Condition</u>: Reconstruct the existing driveway to operate as a right-in-left-in/right-out driveway with one lane (1) entering and one lane (1) exiting the site, as approved by GDOT.

Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)

- Construct Driveway B to operate as full movement with one (1) ingress lane and one (1) egress lane.
 - Modify the existing free-flow intersection of Finley Avenue at Pelham Street to operate with all-way stop-control, or a preferred intersection control condition by the City of Atlanta.
- <u>Alternative Condition</u>: In addition to constructing Driveway B as described above, extend Finley Avenue into the unimproved City right-of-way south of Pelham Street to include one (1) lane northbound and one (1) lane southbound with all-way stop-control at the four-legged intersection, or a preferred intersection control condition by the City of Atlanta.

North Avenue (West) at Site Driveway C (Intersection 11)

• Construct Driveway C to include one (1) ingress lane and one (1) egress lane along the existing unimproved North Avenue (West) right-of-way.

Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1) is not projected to meet GRTA's standards for the <u>overall</u> LOS under the 2024 Existing conditions during the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

Similarly, the intersection is not projected to meet GRTA's standards for the <u>overall</u> LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

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

The *1060 DLH* development adds less than 20% of traffic volume to the failing approach (southbound) and less than 20% to the overall Intersection 1, therefore GDOT ICE was not utilized.

It is notable that per GDOT turn lane warrants, an eastbound right-turn lane is warranted under Existing 2024 conditions (>100 right turning vehicles per day). However, an eastbound right-turn lane is not needed to improve intersection LOS and has not been studied or recommended.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvement listed below is needed (to serve background traffic) and <u>is recommended for further study as a system improvement (to serve Existing and No-Build Conditions) assuming right-of-way is available</u> at the intersection (shown in red on **Figure 7**):

• Construct one (1) additional southbound lane and restripe the approach to consist of one (1) left-turn lane, one (1) shared through/right lane, and one (1) exclusive right-turn lane along Marietta Boulevard.

With the implementation of the proposed system improvements noted above that are required to serve No-Build conditions, the intersection is projected to continue to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1), which assume the noted geometric changes.

	Overall LOS Standard: E Approach LOS Standard: E			North Avenue (South) Northbound			Marietta Boulevard Southbound			Donald Lee Hollowell Parkway/SR 8 Eastbound			Donald Lee Hollowe Parkway/SR 8 Westbound		
			1	T	R	1	T	R		T	R	1	T	R	
		Overall LOS	L		N	L	C (31.3)								
		Approach LOS		D (49.0)			E (61.8)			C (20.0)			D (37.2)		
AL A	5			D (49.0)			L (01.0)			C (20.0)			D (37.2)		
	AM	Storage						225	275			175		550	
58		50th Queue		23		258	11	0	129	428		8	103	0	
		95th Queue		69		356	57	13	209	570		21	160	46	
N N		Overall LOS				D (4			45.3)						
2031 NO-BUILD MPROVED (SIGNAL)		Approach LOS	D (41.1)			E (62.3)			C (23.5)			D (47.6))	
PR 20	Σ	Storage						225	275			175		550	
≥		50th Queue		12		386	158	78	91	260		40	467	0	
		95th Queue		49		677	283	187	122	270		67	528	56	
		Overall LOS	D (36.5)												
BUILD IMPROVED (SIGNAL)		Approach LOS		D (43.5)		E (62.9)			C (25.9))		
0	AM	Storage						225	275			175		550	
L R I		50th Queue		20		313	10	0	160	552		12	156	24	
₽₹		95th Queue		69		513	57	13	209	618		23	214	94	
(SIGNAL)		Overall LOS						D (4	14.0)						
l In s)		Approach LOS		D (41.1)			E (71.2)			C (23.9)			D (37.9))	
- -	РΜ	Storage						225	275			175		550	
2031	_	50th Queue		13		455	167	93	84	261		30	473	13	
2		95th Queue		50		772	289	202	149	277		28	457	17	

Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2)

The existing intersection of Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2) is projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build conditions for the AM peak hour. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour.

Similarly, with the addition of development traffic along Finley Avenue south of Donald Lee Hollowell Parkway/SR 8, both the northbound and southbound side-street stop-controlled approaches of Finley Avenue and Robert Smalls Way are expected to operate at LOS F under 2031 Build conditions.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the installation of a traffic signal would improve the LOS to meet GRTA's LOS requirement for the side street approach. A traffic signal may be warranted under 2031 No-Build conditions from future pedestrian activity associated with the BeltLine pedestrian ramp connection to Donald Lee Hollowell Parkway/SR 8. However, a traffic signal is unlikely to be warranted based on minimal traffic volumes entering and exiting the side streets of Finley Avenue and Robert Smalls Way under No-Build Conditions.

The implementation of the proposed improvements listed below would improve side-street stop-controlled delay and would meet GRTA LOS standards under No-Build conditions (shown in red on **Figure 7**):

- Install a traffic signal if and when warranted and as approved by GDOT and the City of Atlanta.
- Construct one (1) northbound left-turn lane in addition to the (1) northbound through/right-turn lane to meet GDOT's recommended laneage at a new traffic signal, where right-of-way is available.

With the proposed improvements noted above, the intersection is projected to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2), which assume the noted geometric changes. The recommended build improvements are shown in **Figure 9**.

It is notable that a signal is unlikely to be warranted at this intersection under No-Build conditions based on side street vehicular volumes. However, the ongoing construction of the BeltLine trail connection ramp between the trail and Donald Lee Hollowell Parkway/SR 8 just west of Finley Avenue is likely to increase pedestrian activity and may warrant a signalized crossing of Donald Lee Hollowell Parkway/SR 8 based on pedestrian volumes. Additionally, based on a preliminary review of projected peak hour volumes, the intersection is expected to meet signal warrants based on the 2031 Build conditions. It is notable that the signal warrant condition is likely met based on the westbound (mainline) left-turning volumes conflicting with the opposing eastbound mainline through volumes.

Per GDOT turn lane warrants, a westbound left-turn lane is likely warranted under projected Build 2031 conditions (>300 left-turning vehicles per day), and an eastbound right-turn lane is likely warranted under projected Build 2031 conditions (>100 right turning vehicles per day). Coordination between GDOT, the City of Atlanta, and the Atlanta BeltLine is recommended to determine the appropriate laneage to serve the multimodal traveling public at this intersection.

See Appendix E for GDOT Intersection Control Evaluation (ICE) Stage 1.

	rall I (OS Standard: E							Donald Lee Hollowell			Donald Lee Hollowell			
		OS Standard: E	Fin	ley Aver	nue	Robe	rt Smalls	s Way		rkway/Sl		Parkway/SR 8			
			N	orthbour	nd	Southbound			E	astboun	d	Westbound			
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						A (2	2.6)						
Ĺ (_	Approach LOS		E (76.1)			E (78.0)			A (2.3)			A (1.2)		
BUILD (SIGNAL)	AM	Storage	100											125	
NO-BUILD		50th Queue	1	0			0			25			0	0	
		95th Queue	8	0			22			528			40	0	
N N		Overall LOS				-	A (2			2.5)					
5 S S	_	Approach LOS		E (75.9)			E (76.3)			A (1.8)			A (1.9)		
2031 NO- IMPROVED	ΡM	Storage	100											125	
≥		50th Queue	6	0			0			0			0	0	
		95th Queue	24	0			13			124			113	1	
		Overall LOS				C (2			29.5)						
Ξ	_	Approach LOS		E (78.2)			E (67.4)			A (7.3)			E (60.7)		
Ó	AM	Storage	100											125	
L P		50th Queue	65	104			0			525			124	0	
₽₹		95th Queue	113	179			19			736			226	0	
BUILD IMPROVED (SIGNAL)		Overall LOS						C (2	23.6)						
l S S	_	Approach LOS		E (76.7)			E (56.9)			A (8.1)			C (21.9)		
	РМ	Storage	100											125	
2031		50th Queue	187	47			0			129			577	0	
		95th Queue	310	133			12			112			880	3	

Advisory Intersection 2 2031 Build Improved Alternative Condition

Results of the below analysis represent the same 2031 Build Improved roadway geometry and intersection control conditions described above, but with alternative traffic volume. Proposed Site Driveway A was identified in the GRTA Letter of Understanding as a right-in/right-out only access for the development based on existing pavement markings along Donald Lee Hollowell Parkway/SR 8. However, the existing site access has an easement agreement with GDOT that does not expressly state the required access condition of the curb cut. If the driveway is allowed by GDOT to operate as a right-in-left-in/right-out only driveway as an alternative to right-in/right-out only, then a portion of the Intersection 2 westbound left-turning traffic is likely to turn westbound left into Site Driveway A instead. The below 2031 Build Improved Alternative condition is provided based on the Site Driveway A/Intersection 9 Alternative conditions, discussed in **Section 5.9 Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)**.

		OS Standard: E LOS Standard: E	Finley Avenue			Robe	Robert Smalls Way			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			So	outhbou	nd	E	astboun	d	Westbound			
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS		B (15.6)											
Щ Э		Approach LOS		E (78.2)			E (67.4)		A (7.3)						
IMPROVED (SIGNAL)	AM	Storage	100											125	
R S		50th Queue	65	104			0			163			123	0	
l ₹ S		95th Queue	113	179			19			353			223	0	
Ë, C		Overall LOS				C (2			20.4)						
31 BUILD		Approach LOS		E (76.7)			E (56.9)			A (8.1)			B (15.2)		
te T	Ρ	Storage	100											125	
2031 Alte		50th Queue	187	47			0			128			524	0	
	N 95th Queue			133			12			105			704	3	

Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3)

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3) is projected to meet GRTA's standards for the <u>overall</u> LOS under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS requirements under the 2031 No-Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and LOS F for the westbound approach during the PM peak hour.

Per GDOT turn lane warrants, both eastbound and westbound left-turn lanes are warranted based on Existing 2024 conditions (>300 left turning vehicles per day), but do not exist. Additionally, both eastbound and westbound right-turn lanes are warranted based on Existing 2024 conditions (>100 right turning vehicles per day) with an existing short eastbound right-turn lane only. For this intersection the addition of left- and right-turn lanes would provide a significant operational improvement if right-of-way was not constrained.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve background traffic) but <u>not recommended due to geometric constraints at the intersection</u>:

- Construct an additional eastbound lane and restripe the eastbound approach to consist of one (1) left turn lane, two (2) through lanes, one (1) right-turn lane, and two (2) receiving lanes along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) westbound left-turn lane along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) northbound right-turn lane along Joseph E Lowery Boulevard.

With the proposed system improvements noted above, the intersection is projected to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions to meet the LOS requirement at Donald Lee Hollowell at Joseph E Lowery Boulevard (Intersection 3), which assume the noted geometric changes that are not constructable due to geometric constraints. The intersection should continue to be monitored for future traffic conditions.

See Appendix E for GDOT Intersection Control Evaluation (ICE) Stage 1.

Ove	arall I	OS Standard: E	lose	ph E Lo	werv	lose	Joseph E Lowery			d Lee Ho	llowell	Donald Lee Hollowell		
		LOS Standard: E		Boulevar			Boulevar			rkway/S		Parkway/SR 8		
			N	orthbour	nd	Southbound			E	astboun	d	Westbound		
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS					D (4)							
(T	_	Approach LOS		E (68.3)			E (61.6)			C (27.4)			D (35.0)	
Q A	AΜ	Storage			100	200			50		50	75		
NO-BUILD		50th Queue	134	408	17	86	152		15	481	14	9	52	
B-C		95th Queue	204	631	70	204	234		33	572	50	17	71	
N N		Overall LOS				-	D (4					-		
2031 NO-BUILD IMPROVED (SIGNAL)	MA	Approach LOS	E (66.7)		E (78.7)		C (23.5)			C (26.3)				
		Storage			100	200			50		50	75		
E ≥		50th Queue	106	331	0	116	366		13	268	39	35	375	
		95th Queue	253	496	45	226	573		29	326	86	61	451	
0		Overall LOS						D (4	8.1)					
/EC	_	Approach LOS		E (76.1)		E (66.5)			C (33.6)			D (41.0)		
0	AΜ	Storage			100	200			50		50	75		
L PR	-	50th Queue	134	463	55	86	186		15	630	14	55	96	
N N N		95th Queue	204	682	125	204	277		33	741	50	122	104	
(SIGNAL)		Overall LOS						D (4	3.6)					
BUILD IMPROVED (SIGNAL)	_	Approach LOS		E (67.3)			E (79.4)			C (27.8)			C (30.5)	
	РМ	Storage			100	200			50		50	75		
2031		50th Queue	106	359	51	112	377		14	414	41	58	498	
		95th Queue	251	524	118	240	572		31	493	90	116	591	

Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4)

The existing signalized intersection of Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4) is not projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour.

Similarly, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to continue to operate at an LOS F for the eastbound approach during the AM and PM peak hours.

Per GDOT turn lane requirements, eastbound left- and right-turn lanes already exist and meet warrants under 2024 Existing conditions. Westbound turn lanes are not likely warranted based on the low volume Bankhead Avenue approach.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve existing traffic) at the intersection (shown in red on **Figure 7**):

- Construct one (1) additional right-turn lane to include dual (2) eastbound right-turn lanes along Donald Lee Hollowell Parkway/SR 8.
- Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing.

With the implementation of the proposed system improvement noted above, the intersection is projected to continue to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions at Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4), which assume the noted system improvement geometric changes.

	Overall LOS Standard: E Approach LOS Standard: E			Northside Drive/SR 3			Northside Drive/SR 3			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			N	orthbou	nd	Southbound			E	astboun	d	Westbound			
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS					D (3								
Ţ.		Approach LOS		C (29.9)	1		C (27.9)			D (49.4)			C (30.5)		
BUILD (SIGNAL)	AΜ	Storage	100					225			50				
I I S		50th Queue	104	292			236	0	173	173	7		0		
		95th Queue	149	341			293	9	773	773	38		0		
2031 NO		Overall LOS						D (3	37.2)						
2031 PROV	M	Approach LOS	C (32.3)			C (33.2)			D (50.7)			D (52.0)			
PR 20		Storage	100					225			50				
≥		50th Queue	259	225			705	98	242	240	197		15		
		95th Queue	306	268			961	162	397	402	238		44		
•		Overall LOS	E (55.7)												
١ <u></u>		Approach LOS		D (50.0)		C (32.4)			E (72.2)			C (30.5)			
0	AΜ	Storage	100					225			50				
L P		50th Queue	211	280			230	0	374	394	35		0		
₹₹		95th Queue	319	341			293	11	875	876	65		0		
BUILD IMPROVED (SIGNAL)		Overall LOS						D (4	13.6)						
ا ت س		Approach LOS		D (35.6)			D (39.3)			E (58.4)			D (52.4)		
	Μ	Storage	100					225			50				
2031		50th Queue	312	225			806	161	391	416	269		15		
		95th Queue	372	268			994	228	601	628	327		44		

See Appendix E for GDOT Intersection Control Evaluation (ICE) Stage 1.

2031 BUILD CONDITIONS (SITE ACCESS IMPROVEMENTS)

In addition to the system improvements associated with 2031 No-Build conditions, the following should be considered to serve the 2031 Build Conditions:

- Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)
 - Reconstruct Driveway A to operate as a right-in/right-out driveway to consist of one (1) ingress lane and one (1) egress lane.
 - <u>Alternative</u>: Reconstruct Site Driveway A to operate as a right-in-left-in/right-out driveway to consist of one (1) ingress lane and one (1) egress lane.
- Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)
 - Construct Driveway B to operate as full movement with one (1) ingress lane and one (1) egress lane with all-way stop-control at its intersection with Finley Avenue and Pelham Street.
 - <u>Alternative</u>: In addition to constructing Driveway B, extend Finley Avenue into the unimproved City right-of-way south of Pelham Street to include one (1) lane northbound and one (1) lane southbound with all-way stop-control at the four-legged intersection.
- North Avenue (West) at Site Driveway C (Intersection 11)
 - Construct Site Driveway C to consist of one (1) ingress lane and one (1) egress lane.

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway A				Southbound			onald Le Hollowel rkway/S astbour	l R 8	Donald Lee Hollowell Parkway/SR 8 Westbound			
								-			-	V		-	
			L	I	R	L		R	L	I	R	L		R	
		Overall LOS						(0	.7)						
		Approach LOS		C (20.4)					A (0.0)						
-	AM	Storage													
2031 BUILD (RIRO)		50th Queue													
ا ک م		95th Queue			23						0				
		Overall LOS						(0	.7)						
503		Approach LOS		C (15.3)						A (0.0)					
	ΡM	Storage													
	_	50th Queue													
		95th Queue			25						0				

Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)

Alternative Intersection 9 - Donald Lee Hollowell Parkway/SR 8 at Site Driveway A

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway A Northbound			9	Southbound			d Lee Ho rkway/Sl astboun	R 8	Donald Lee Hollowell Parkway/SR 8 Westbound		
			L	T	R		T	R		T	R	L	T	R
0		Overall LOS												
Alternative 0)	_	Approach LOS		C (20.4)				-		C (17.1)				
nai	AM	Storage												
) ter		50th Queue												
		95th Queue			23						20			
BUILD (RIF		Overall LOS						(1	.9)					
۱۳)	_	Approach LOS		<u>C (15.3)</u>						B (11.6)				
	Ρd	Storage												
2031		50th Queue												
		95th Queue			25						8			

Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)

Over	all LO	S Standard: D				Fin	ley Ave	nue	Site	Drivewa	ay B	Pell	Pelham Street		
Appro	ach L	OS Standard: D				So	outhbou	nd	Ea	astboun	d	W	estbour	nd	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						B (12	.3)						
	_	Approach LOS				B (11.2)			B (14.1)			B (10.4)			
	AM	Storage													
BUILD NSC)		50th Queue													
ISC I		95th Queue					50			83			30		
31 BUIL (AWSC)		Overall LOS						C (16	.8)						
2031 (AV	_	Approach LOS					B (10.7)		(C (21.2)			A (9.6)		
	Μd	Storage													
		50th Queue													
		95th Queue					38			173			18		

Alternative Intersection 10 – Finley Avenue at Pelham Street/Site Driveway B

		S Standard: D OS Standard: D	nley Aver Iorthbour			Finley Avenue Southbound			Site Driveway B Eastbound			Pelham Street Westbound	
7.6610			Т	R	1		R		T	R	1	T	R
		Overall LOS	 B (11.5)										
ive		Approach LOS	A (9.9)			B (11.9)			B (12.0)			B (11.1)	
Alternative SC)	AM	Storage							· ·				
) ter		50th Queue											
		95th Queue	18			55			45			33	
BUILD (AW)		Overall LOS			-		B (13	.2)			-		
ر س	_	Approach LOS	B (10.6)			<u>B (11.3</u>))	(C (16.4)		E	3 (10.3)	
	Μd	Storage											
2031		50th Queue											
		95th Queue	23			40			103			20	

North Avenue (West) at Site Driveway C (Intersection 11)

Over	all LC	S Standard: D				Site	Drivew	ay C	North	Avenue	(West)	North Avenue (West)		
Appro	ach L	OS Standard: D				Sc	outhbou	nd	E	astboun	nd	W	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS							(3.3)					
	_	Approach LOS					A (9.4)			A (0.0)			A (0.0)	
	ΑM	Storage												
31 BUILD (TWSC)		50th Queue												
ISC I		95th Queue					8			0			0	
ΞĚ		Overall LOS							(5.6)					
2031 (T	_	Approach LOS					A (9.4)			A (0.0)			A (0.0)	
	Μd	Storage												
	_	50th Queue												
		95th Queue					13			0			0	

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *1060 DLH* development located in Atlanta, Georgia. The approximate 15.49-acre site is located along the south side of Donald Lee Hollowell Parkway/SR 8, west of Finley Avenue, and north of North Avenue (West). The project site is currently zoned MRC-3-C (Mixed Residential Commercial District with Conditions), BeltLine Overlay. The Rezoning Application to rezone the site as MRC-3 (change in zoning conditions) was filed with the City of Atlanta Zoning Review Board in March 2024 (Permit #Z-24-019). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

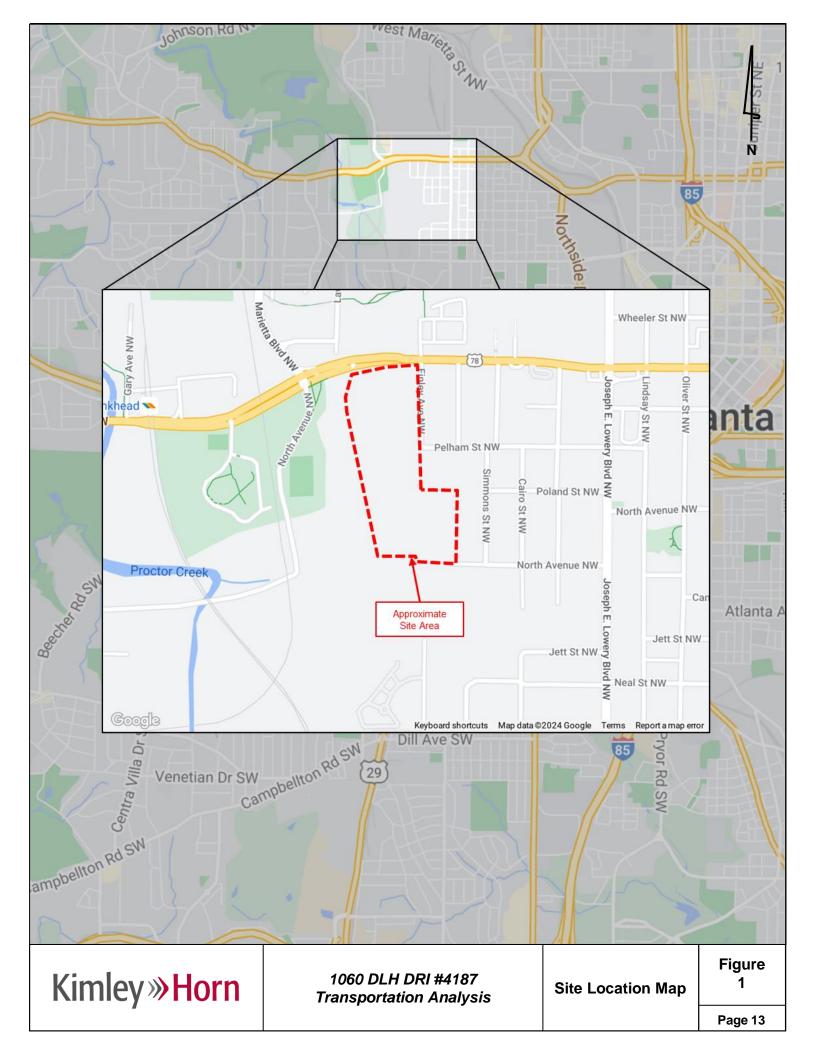
The site was previously reviewed as the *1060 Hollowell DRI #2815* in May 2018. The project analyzed 700 multifamily residential units, 150 hotel rooms, 385,000 SF of office space, and 120,000 SF restaurant and retail space. The 1060 Hollowell DRI #2815 development studied one driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and two driveways along North Avenue. At that time, the project was Approved with Conditions through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on June 1, 2018, and the GRTA Notice of Decision was issued on June 6, 2018. Upon review of the updated proposed *1060 DLH* site plan in 2024, the City of Atlanta and ARC determined that a new DRI review would be required for the proposed mixed-use development, due to differences in the proposed land use, trip generation, and site driveways from the previously reviewed DRI and the currently proposed development. The *1060 DLH* development is proposed to study 1,600 multifamily residential units, 575,000 SF of office space, and 125,000 SF restaurant and retail space with one site driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and one driveway along North Avenue.

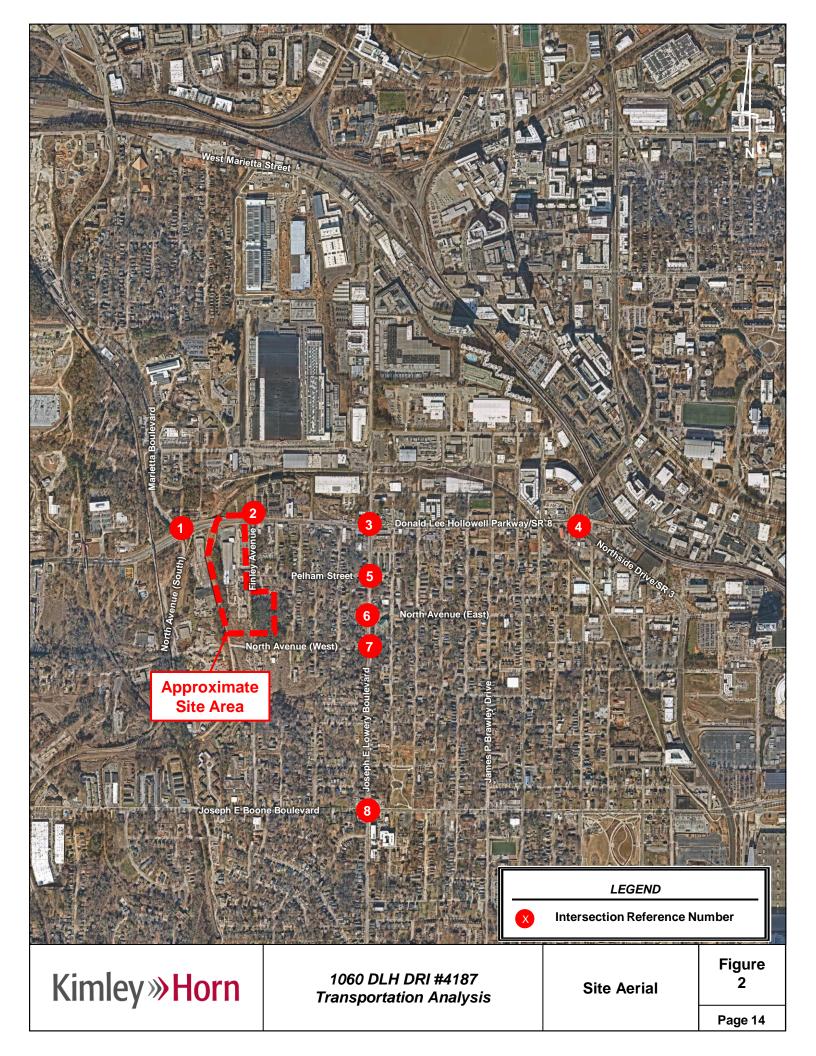
The site currently contains warehouse buildings, consisting of 86,472 SF that is considered vacant for the purposes of this study, though current lease agreements are in place for special events outside of peak hours. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2031 (approximately 7 years).

Table 2: Proposed Land Use and Density										
Land Use	Proposed									
Multifamily Residential	1,600 dwelling units									
General Office Building	575,000 SF									
Retail/Commercial	125,000 SF									

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 DRI 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 to change the zoning conditions of the current MRC-3 zoning. This Transportation Impact Study (TIS) 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 May 21, 2024.





1.2 Site Access

As currently envisioned, the proposed development will be accessible by vehicle via three (3) access points:

- Site Driveway A an existing driveway which is to be reconstructed as a right-in/right-out driveway, or alternatively as a right-in-left-in/right-out driveway located along Donald Lee Hollowell Parkway/SR 8 approximately 125 feet west of Finley Avenue that will continue to operate under side-street stop control.
- 2. **Site Driveway B** a proposed driveway which is to be constructed as a full-movement driveway located along Finley Avenue, aligning with Pelham Street that is proposed to operate under all-way stop control.
 - a. **Note**: Finley Avenue currently terminates at the intersection with Pelham Street, though there is unimproved right-of-way that would extend Finley Avenue south of Pelham Street. Access at Site Driveway B has been shown under two alternatives a three-legged intersection including Site Driveway B, Pelham Street, and Finley Avenue, and a four-legged intersection with Finley Avenue extending south of Pelham Street and accessing the site.
- 3. Site Driveway C a proposed driveway which is to be constructed as a full-movement driveway located along North Avenue (West), approximately 350 feet west of Simmons Street that is proposed to operate under side-street stop control.

It is notable that North Avenue (West) currently exists as unimproved right-of-way in the vicinity of the proposed Site Driveway C. There are a number of unimproved right-of-way alignments in the vicinity of the proposed development that have been included as potential future street extensions identified in the BeltLine Subarea 10 Master Plan. Additionally, the City of Atlanta has considered opportunities to extend North Avenue (West) across the BeltLine alignment to reconnect the roadway network. These plans were discussed in a separate DRI meeting between the GRTA, ARC, the City of Atlanta, and Atlanta BeltLine Inc. on Monday, May 6, 2024; consideration for these potential future connections are not included in the DRI based on limited information at this time and a lack of any specific plans or funded projects to extend North Avenue or other unimproved right-of-way alignments in the vicinity. More details are discussed in **Section 2.5 Programmed and Planned Projects**.

1.3 Internal Circulation Analysis

Internal private roadways throughout the site will provide access to all of the buildings and parking facilities.

1.4 Parking

The current required and proposed estimated number of site parking spaces to be provided are listed below in **Table 3**. Code requirements applicable to the site include City of Atlanta MRC-3 Zoning and BeltLine Overlay minimum and maximum parking requirements. Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable minimum and maximum limits established by code.

Table 3	Table 3: Required and Proposed Vehicle Parking										
Minimum (MRC-3/BeltLine Overlay)											
Min: 237	Max: 4,133	3,828 spaces*									

* Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable maximum and maximum limits established by code.

Vehicle parking provided will be shared, where possible. Carpool and vanpool parking spaces and alternative fuel vehicle charging stations, or similar facilities, will be provided to meet city code.

Bicycle parking will also be provided on-site in addition to commuter showering facilities to meet city code.

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

1.5 Alternative Transportation Facilities

Bicycle facilities run along Donald Lee Hollowell Parkway/SR 8 spanning west of the site to the MARTA Bankhead station and along Joseph E Boone Boulevard east of Joseph E Lowery Boulevard. There are sidewalks that exist on both sides of Donald Lee Hollowell Parkway/SR 8, Joseph E Boone Boulevard, Joseph E Lowery Boulevard, and Northside Drive/SR 3 and on one side of Marietta Boulevard for pedestrians.

Trail networks in the vicinity are significant and include the Proctor Creek Greenway, Atlanta BeltLine, and future Spur Trail that will be completed by a partnership between the PATH Foundation and the Upper Westside CID. The Atlanta BeltLine is currently under construction along the western site frontage, which will provide additional access for bicycles and pedestrian to access the development and will connect with the existing BeltLine trail network and future Spur Trail. Existing bicycle facilities along Donald Lee Hollowell Parkway/SR 8 will connect the BeltLine alignment with the Bankhead MARTA rail station and to the Proctor Creek Greenway trail beyond.

MARTA Route 50 currently serves Donald Lee Hollowell Parkway/SR 8, which stops along the site frontage. MARTA Route 1 which serves Marietta Boulevard/Joseph E Lowery Boulevard (approx. 730 feet to Marietta Boulevard), Route 26 which serves Marietta Street/Perry Boulevard (approx. 1-mile to Marietta Street), Route 51 which serves Joseph E Boone Boulevard (approx. 3/4-mile to Joseph E Boone Boulevard), Route 94 which serves Northside Drive/SR 3 (approx. 3/4-mile to Northside Drive/SR 3), and Route 853 which serves Center Hill (approx. 3/4-mile to Chappell Road) have stops located within walking distance to the project site.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *1060 DLH* development is not located in dense urban environment. A Dense Urban Environment Area is defined as areas within the Midtown Community Improvement District (CID), the Central Atlanta Progress CID, or the Buckhead CID, or additional area meeting the criteria as determined by the Regional Commission or Local Government.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *1060 DLH* development <u>does not</u> qualify for a "Heavy Vehicle Enhanced Focus Area" review as the proposed land usage is not industrial in nature and does not generate significant heavy vehicle traffic. Therefore a "Heavy Vehicle Enhanced Focus Area" is not required for the *1060 DLH* mixed-use development.

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**.

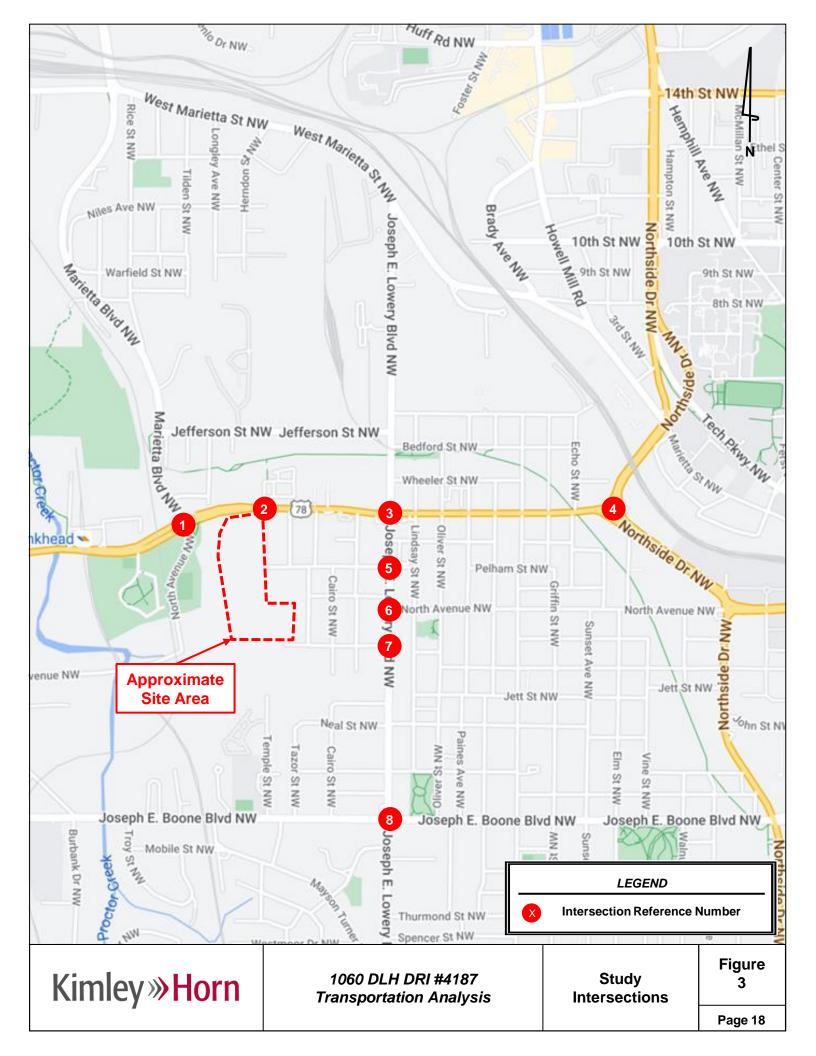
	Table 4: Intersection	on Control Summary	
	Intersection	Jurisdiction	Control
1.	Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South)	City of Atlanta/GDOT	Signalized
2.	Donald Lee Hollowell Parkway/SR 8 at Finley Avenue	City of Atlanta/GDOT	Side-Street Control
3.	Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard	City of Atlanta/GDOT	Signalized
4.	Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue	City of Atlanta/GDOT	Signalized
5.	Joseph E Lowery Boulevard at Pelham Street	City of Atlanta	Side-Street Control
6.	Joseph E Lowery Boulevard at North Avenue (East)	City of Atlanta	Side-Street Control
7.	Joseph E Lowery Boulevard at North Avenue (West)	City of Atlanta	Side-Street Control
8.	Joseph E Boone Boulevard at Joseph E Lowery Boulevard	City of Atlanta	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: Roa	dway Classifica	ations	
Roadway	Lanes	Posted Speed Limit	AADT (GDOT, 2022)	GDOT Functional Classification
Donald Lee Hollowell Parkway/ SR 8	4 35 MPH 26,700		Principal Arterial	
Finley Avenue	2	25 MPH*	-	Local
North Avenue NW (East/West)	2	25 MPH	-	Local
Pelham Street	2	25 MPH	-	Local
Joseph E Lowery Boulevard	3	35 MPH	11,600	Major Collector
Northside Drive/ SR 3	5/6	35 MPH	30,200	Principal Arterial
North Avenue NW (South)	2	25 MPH*	1,760	Local
Marietta Boulevard	4	30 MPH	12,100	Minor Arterial
Joseph E Boone Boulevard	2	35 MPH	6,490	Major Collector
Bankhead Avenue	2	25 MPH*	-	Local

* Speed limit not visibly posted. Assumed to be 25 MPH.



2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the eight (8) existing study intersections on Wednesday, April 10, 2024, 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: Traffic Co	unt Summary		
	Intersection	Count Date	AM Peak Hour	PM Peak Hour
1.	Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South)	4/2024	7:45 – 8:45 AM	4:45 – 5:45 PM
2.	Donald Lee Hollowell Parkway/SR 8 at Finley Avenue	4/2024	7:45 – 8:45 AM	4:45 – 5:45 PM
3.	Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM
4.	Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue	4/2024	8:00 – 9:00 AM	4:30 – 5:30 PM
5.	Joseph E Lowery Boulevard at Pelham Street	4/2024	8:00 – 9:00 AM	4:30 – 5:30 PM
6.	Joseph E Lowery Boulevard at North Avenue (East)	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM
7.	Joseph E Lowery Boulevard at North Avenue (West)	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM
8.	Joseph E Boone Boulevard at Joseph E Lowery Boulevard	4/2024	8:00 – 9:00 AM	4:45 – 5:45 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 *1060 DLH* development. 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 2.0 percent per year background traffic growth rate from 2024 to 2031 (7 years) was used for all roadways.

The Projected 2031 No-Build conditions represent the Existing 2024 traffic volumes grown for seven (7) years at 2.0% per year throughout the study network. In addition, project traffic from *Chappell Road DRI #3096* was included in background traffic calculations.

The Projected 20231 Build conditions represent the project trips generated by the *1060 DLH* development (discussed in Section 3.0 and 4.0) added to the Projected 2031 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 expected to be installed 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.

	т	able 7: Prog	rammed Proje	cts			
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 3/US 19 From Greensferry Ave to Joseph E Boone Blvd	Greensferry Avenue to Joseph E Boone Boulevard	GDOT	<u>0018302</u>	-	2022	2028	2030
SR 3 at 8 Locations and SR 70 at 4 Locations in Fulton	Intersection of Northside Drive at North Avenue	GDOT	<u>0012823</u>	-	2018	2020	2023
SR 3/US 41 at SR 8	Intersection of SR 3/US 41 at SR 8	GDOT	<u>0018298</u>	<u>AT-003G</u>	2022	2028/ 2030	2030
SR 3 Northside Drive from Whitehall Street/I-20 to I-75	Whitehall Street/ I-20 to I-75	GDOT	<u>0007557</u>	-	2017	-	-
SR 3 at 4 Locations and SR 8 at 4 Locations in Fulton	Intersections of Donald Lee Hollowell Parkway at Joseph E Lowery Boulevard and Donald Lee Hollowell Parkway at Northside Drive	GDOT	<u>0012821</u>	-	2018	2020	2022
SR 8/US 278 from SR 280 to CS 6701/Stiff Street	SR 280 to CS 6701/Stiff Street	GDOT	<u>0017926</u>	-	2022	-	2023
SR 3/US 19 (Northside Drive)	I-75 Southbound Ramp to South of Holmes Street	GDOT	<u>0018305</u>	<u>AT-003F</u>	2022	2028	2028
Westside Trail of Atlanta BeltLine (Segment 4)	Lena Street/Washington Park to Law Street	GDOT	-	-	-	-	2023
DL Hollowell Sidewalks	Proctor Creek Greenway to W Lake Avenue NW	ATL	-	-	2022	-	-
SR 8 from Proctor Creek Greenway to Atlanta BeltLine - VRU	Proctor Creek Greenway to Atlanta Beltline	GDOT	0020200	-	-	-	-
Bankhead Station Improvements/ Platform Extension	Bankhead MARTA Station	MARTA	-	-	2024	-	2027

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), and MARTA.

The following programmed projects were considered in the analysis under the specified scenarios for roadway geometry and vehicular analysis parameters:

- SR 3/US 41 at SR 8 (PI #0018298): No-Build condition project in design, construction anticipated for 2030
 - <u>Note</u>: no details were available regarding roadway laneage changes or significant signal infrastructure or timing changes; this project was not included in the future analysis.
- SR 3 at 4 locations and SR 8 at 4 locations (PI #0012821): No-Build condition project under construction
- SR 8/US 278 from SR 280 to CS 6701/Stiff Street (PI #0017926): Existing condition project under construction/nearing completion

It should be noted that none of these programmed projects are anticipated to impact the roadway geometry or signal timings that are currently in place. Thus, no updates were made from the Existing to the No-Build synchro model.

	т	able 8: Planned	Projects			
Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
North Avenue Corridor Bus Rapid Transit	MARTA North Avenue Rail Station to MARTA Bankhead Rail Station	MARTA	-	<u>AR-491B</u>	2041-5050	ARC Document
Atlanta Streetcar – Northwest Beltline Corridor	Near Intersection of Westview Drive at Langhorn Street to MARTA Bankhead Rail Station	MARTA	-	<u>AR-490F</u>	2041-2050	ARC Document
Northside Drive Corridor Bus Rapid Transit	Atlanta Metropolitan State College to I-75 North	MARTA	-	<u>AR-491C</u>	2041-2050	ARC Document
Atlanta BeltLine Street Framework Plan – Subarea 10	Multiple new roadway connections/ alignments in the vicinity of the project	Atlanta BeltLine	-	N/A	TBD	Atlanta BeltLine Subarea 10 Master Plan

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

It is notable that per the BeltLine Subarea 10 Master Plan, there are a number of unimproved right-of-way alignments in the vicinity of the proposed development that have been included as potential future street extensions. Additionally, the City of Atlanta has considered opportunities to extend North Avenue (West) across the BeltLine alignment that is currently under construction to reconnect the roadway network. These plans were discussed in a separate DRI meeting between the GRTA, ARC, the City of Atlanta, and Atlanta BeltLine Inc. on Monday, May 6, 2024. Based on the discussion, at this time there are no direct plans nor funding identified to expand the street network in the vicinity of the development. This study will consider a the current, less connected roadway network, which will concentrate traffic expected from the development of *1060 DLH* to fewer intersections than an expanded roadway grid would allow, thus, providing a more conservative analysis than if the street network provided alternative routes and options. With the new connections (if they ever occur), the expanded grid will improve traffic operations, so the DRI will evaluate worst case conditions.

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

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

LOS for signalized intersections is 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

Per GRTA Development of Regional Impact Review Procedures, a LOS standard of 'E' is applicable to the following intersections based on Study Network intersections located in Region Core per the Atlanta Regional Commission's Unified Growth Policy Map:

- Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard
- Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue

Additionally, per GRTA, a LOS standard of 'E' is applicable to the following intersections based on Study Network located within ½-mile of the Bankhead MARTA rail station:

- Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way
- Donald Lee Hollowell Parkway/SR 8 at Mariette Boulevard/North Avenue (South)

All other study intersections are located in the Maturing Neighborhoods area as specified in the Atlanta Regional Commission's Unified Growth Policy Map. Therefore, for the purposes of this traffic analysis, a LOS standard of D was assumed for all other intersections not listed above per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU.

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 and rates as documented in the Methodology Meeting Packet and discussed in the Methodology Meeting. Reductions to gross trips including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions for retail uses 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 considered when traffic already 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 continue to travel the same route regardless of the build-out of the new development. Therefore, the pass-by trips visiting retail and restaurants would not be a new trip on the adjacent roadway but would contribute to new trips on the driveways. Pass-by reductions were taken in this analysis per the LOU.

	Table 9: Trip Generation												
	Deneity	Daily Traffic			AM Pea	k Hour	PM Peak Hour						
Land Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit					
		Proposed	I Project	Trips									
221 - Multifamily Housing (Mid-Rise)	1,600 dwelling units	7,586	3,793	3,793	159	533	381	243					
710 – General Office Building	710 – General Office 575 000 SE		2,658	2,658	664	90	121	588					
821 – Shopping Plaza (40-150K)	125,000 SF	8,440	4,220	4,220	134	82	318	331					
Gross Project T	rips	21,342	10,671	10,671	957	705	820	1,162					
Mixed-U	-2,384	-1,192	-1,192	-68	-68	-172	-172						
Alternative Mode Re	-3,792	-1,896	-1,896	-178	-127	-130	-198						
Pass-by Re	-2,336	-1,168	-1,168	0	0	-80	-80						
New Trips		12,830	6,415	6,415	711	510	438	712					

 Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed 1060 DLH DRI development.

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

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

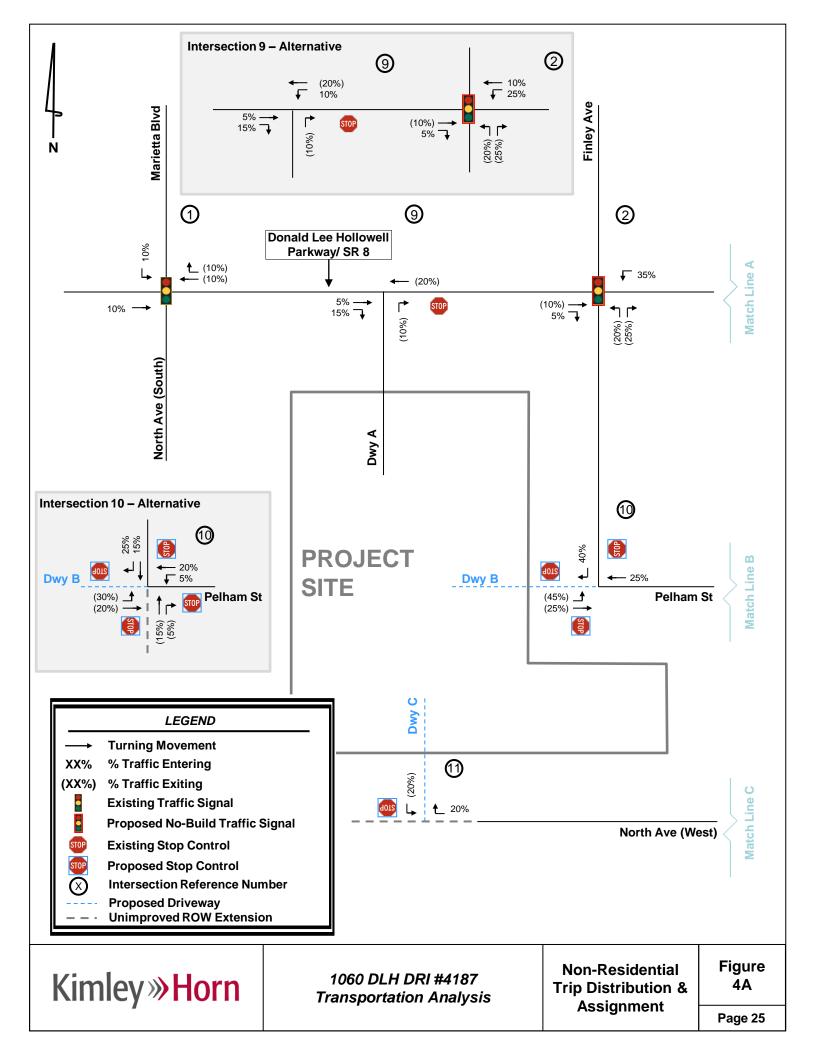
Detailed intersection volume worksheets are provided in Appendix C.

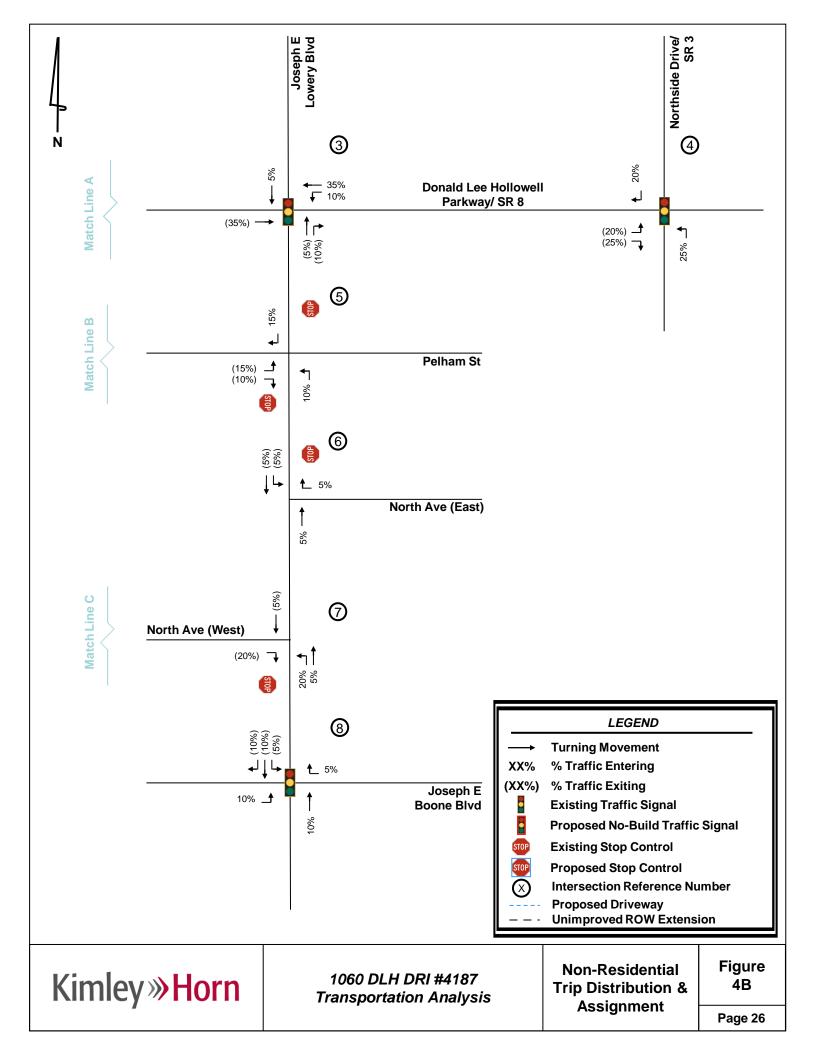
5.0 TRAFFIC ANALYSIS

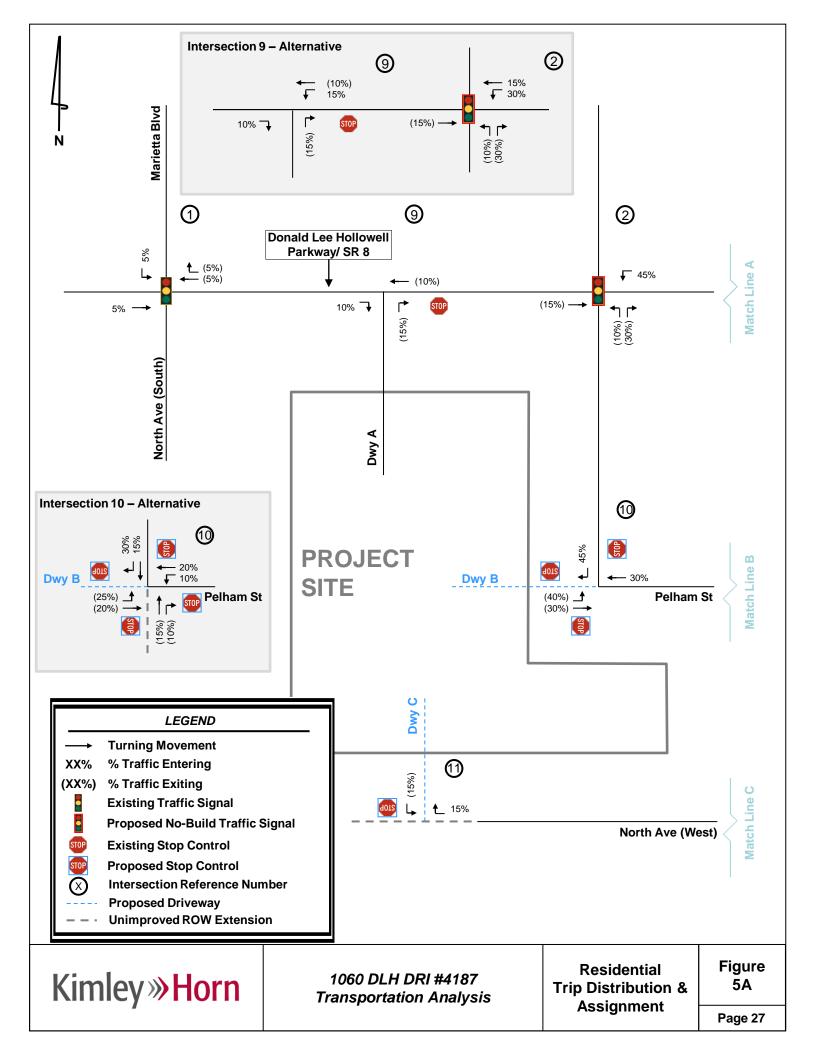
Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2024 conditions, 2031 No-Build conditions, and 2031 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

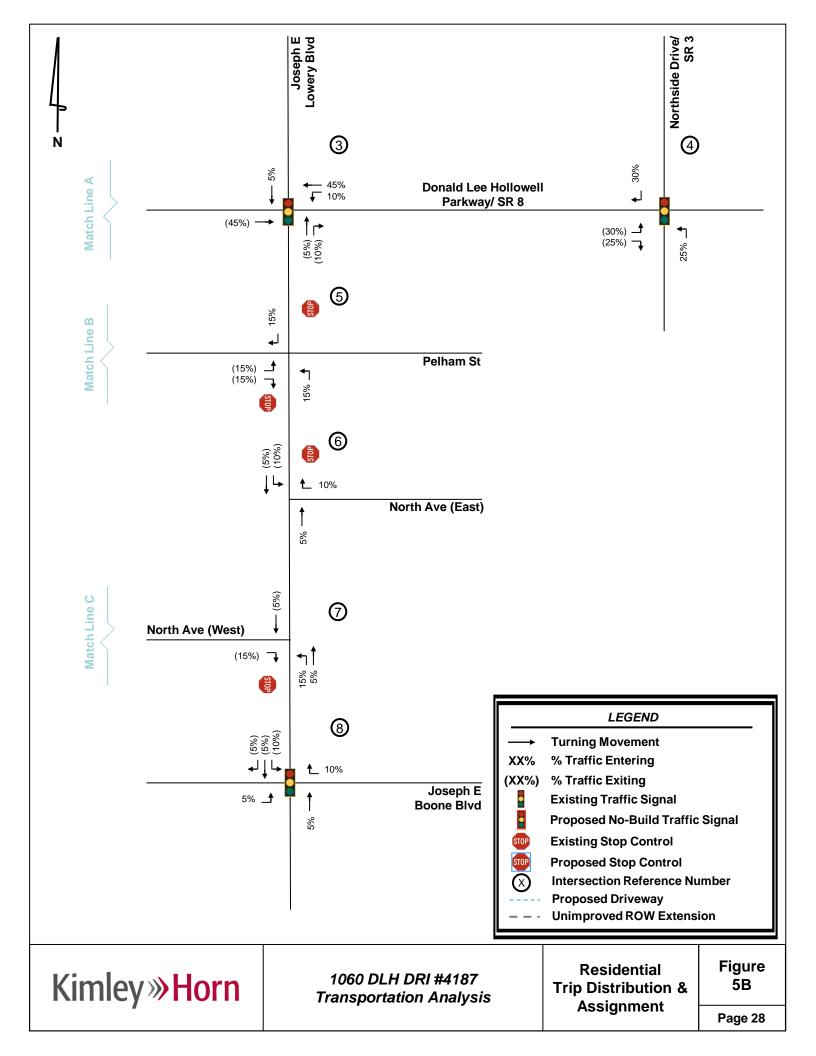
These analyses included existing roadway laneage for each of the scenarios because no programmed roadway geometry changes were identified that would be installed prior to the 2031 build out of the development. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 7** for Existing 2024 conditions, **Figure 8** for 2031 No-Build conditions, and **Figure 9** for 2031 Build conditions.

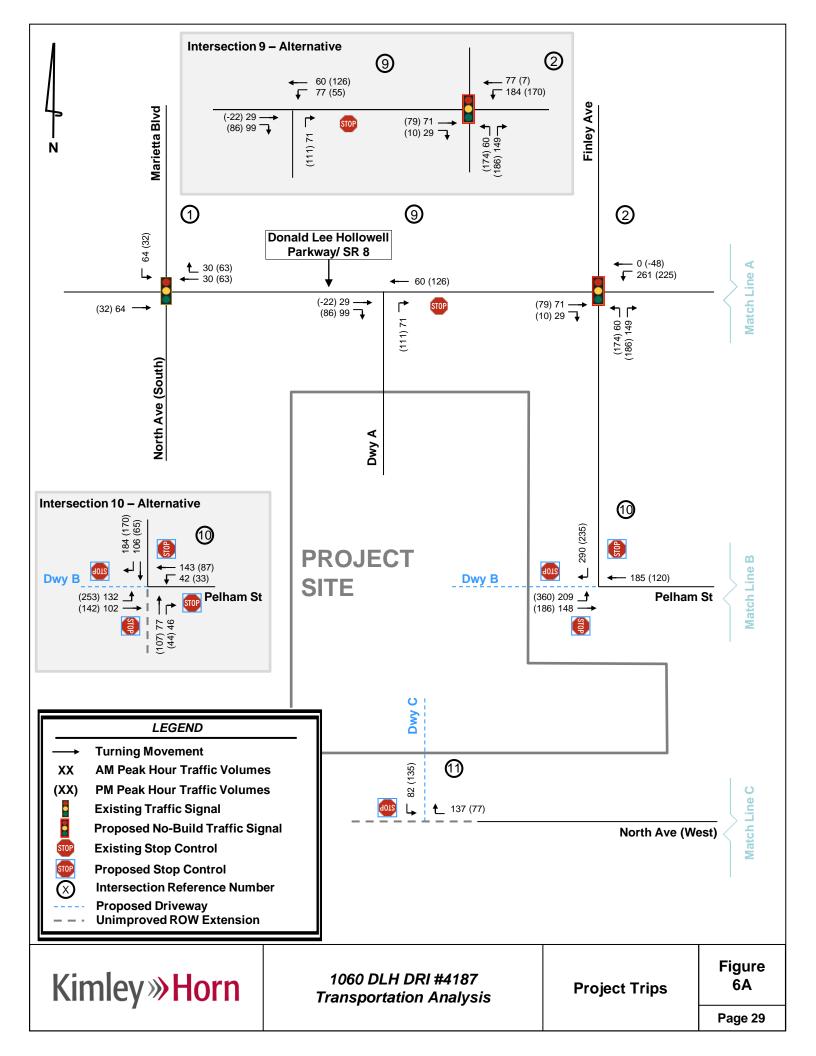
Sections 5.1 – 5.11 provide the results of the capacity analyses are presented for each study intersection and site driveway including projected LOS, delay, and queue lengths.

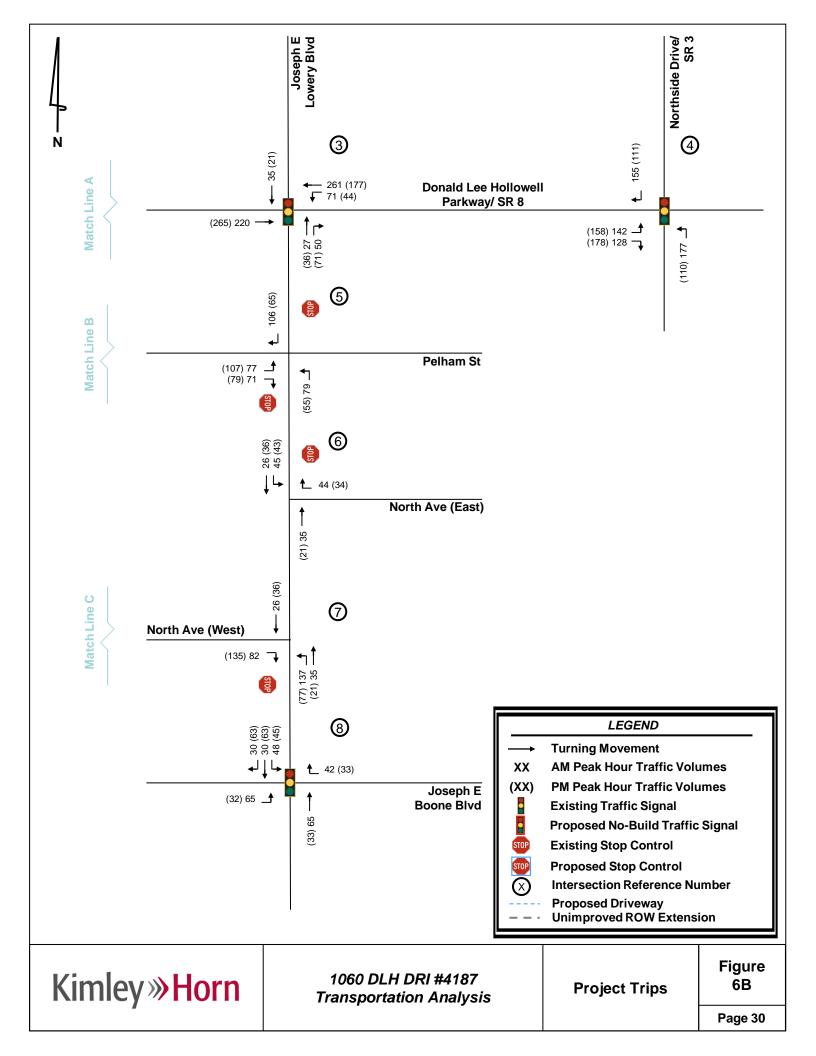












5.1 Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

		DS Standard: E _OS Standard: E		orth Aver (South)			Marietta Boulevard			Donald Lee Hollowell Parkway/SR 8 Eastbound			Donald Lee Hollowell Parkway/SR 8		
			<u>N</u>	orthbou		S S	outhbou					V	/estbour		
			L		R	L		R		Т	R	L		R	
		Overall LOS		D (10 5)		r .	F (108			/					
	5	Approach LOS	_	D (42.5))		F (538.3)		<u>C (22.4)</u>			<u>C (24.5)</u>		
N N	AM	Storage							275			175		550	
L (50th Queue		15			230	0	103	248		4	79	0	
24 EXISTII (SIGNAL)		95th Queue		52			305	51	185	461		15	140	45	
ωÖ		Overall LOS						F (1							
2024 EXISTING (SIGNAL)	_	Approach LOS		D (47.9))		F (368.1)		C (20.7)			<u>C (24.5)</u>		
20	Δ	Storage							275			175		550	
		50th Queue		8			399	166	78	213		27	373	0	
		95th Queue		33			602	284	117	256		49	433	44	
		Overall LOS		F (129.3)											
		Approach LOS		D (43.1))		F (661.6)		C (25.3)			C (26.4)		
Ą	AM	Storage							275			175		550	
L UI	~	50th Queue		22			269	0	140	456		8	110	0	
NA P		95th Queue		69			410	55	209	570		21	159	45	
2031 NO-BUILD (SIGNAL)		Overall LOS	F (206.1)												
31 (S		Approach LOS		D (48.0))		F (612.8)		C (21.7)			C (26.0))	
20;	Δ	Storage		l í			l `		275	ĺ		175		550	
		50th Queue		12			509	261	91	259		40	466	0	
		95th Queue		49			867	448	139	270		58	472	41	
		Overall LOS						F (1	87.6)						
		Approach LOS		D (43.1))		F (945.4			C (26.4)			C (26.9)		
	AM	Storage							275			175		550	
С С		50th Queue		20			331	0	164	566		10	138	0	
		95th Queue		69			559	55	209	618		21	173	49	
2031 BUILD (SIGNAL)		Overall LOS						F (2	23.2)						
(S	_	Approach LOS		D (48.0))		F (684.5)		C (22.5)			C (26.7)		
~	Σd	Storage							275			175		550	
		50th Queue		13			638	285	84	260		37	482	0	
		95th Queue		51			971	499	140	274		55	494	45	

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1) is not projected to meet GRTA's standards for the <u>overall</u> LOS under the 2024 Existing conditions during the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

Similarly, the intersection is not projected to meet GRTA's standards for the <u>overall</u> LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

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

The *1060 DLH* development adds less than 20% of traffic volume to the failing approach (southbound) and less than 20% to the overall Intersection 1, therefore GDOT ICE was not utilized.

It is notable that per GDOT turn lane warrants, an eastbound right-turn lane is warranted under Existing 2024 conditions (>100 right turning vehicles per day). However, an eastbound right-turn lane is not needed to improve intersection LOS and has not been studied or recommended.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvement listed below is needed (to serve background traffic) and <u>is recommended for further study as a system improvement (to serve Existing and No-Build Conditions) assuming right-of-way is available</u> at the intersection (shown in red on **Figure 7**):

 Construct one (1) additional southbound lane and restripe the approach to consist of one (1) left-turn lane, one (1) shared through/right lane, and one (1) exclusive right-turn lane along Marietta Boulevard.

With the implementation of the proposed system improvements noted above that are required to serve No-Build conditions, the intersection is projected to continue to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			North Avenue (South)			Marietta Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8			
			Northbound			Southbound			Eastbound			Westbound			
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
2031 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (31.3)												
		Approach LOS	D (49.0)			E (61.8)			C (20.0)			D (37.2)			
		Storage						225	275			175	,	550	
		50th Queue		23		258	11	0	129	428		8	103	0	
		95th Queue		69		356	57	13	209	570		21	160	46	
	Md	Overall LOS	D (45.3)												
		Approach LOS	D (41.1)			E (62.3)			C (23.5)			D (47.6)			
		Storage						225	275			175		550	
		50th Queue		12		386	158	78	91	260		40	467	0	
		95th Queue		49		677	283	187	122	270		67	528	56	
2031 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (36.5)												
		Approach LOS		D (43.5)			E (62.9)			C (25.9)			D (42.7)		
		Storage						225	275			175		550	
		50th Queue		20		313	10	0	160	552		12	156	24	
		95th Queue		69		513	57	13	209	618		23	214	94	
	PM	Overall LOS	D (44.0)												
		Approach LOS	D (41.1)			E (71.2)			C (23.9)			D (37.9)			
		Storage						225	275			175		550	
		50th Queue		13		455	167	93	84	261		30	473	13	
7		95th Queue		50		772	289	202	149	277		28	457	17	

5.2 Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2)

		OS Standard: E .OS Standard: E	Fi	nley Ave	enue	Robe	rt Smalls	s Way		d Lee H rkway/S			d Lee Ho Irkway/SF	
			1	Northbou		S	outhbou		E	astbour		V	Vestboun	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(0	.2)					
	_	Approach LOS		E (39.6	5)		C (16.6)			A (7.6)			B (11.8)	
9	AM	Storage												
Ē		50th Queue												
IS(95th Queue		0			3		0			0		
2024 EXISTING (TWSC)		Overall LOS						(0	.1)					
24		Approach LOS		C (15.5	5)		C (16.2)			A (9.1)			A (9.9)	
20	Σd	Storage												
		50th Queue												
		95th Queue		3			3		0			0		
		Overall LOS						(0	.3)					
		Approach LOS		F (65.1)		C (20.9)			A (7.8)			B (13.4)	
2	AM	Storage												
l II co		50th Queue												
SC-B-		95th Queue		3			5		0			0		
2031 NO-BUILD (TWSC)		Overall LOS						(0	.2)					
31		Approach LOS		<u>C (19.1</u>)		C (20.9)			A (9.7)			B (10.7)	
20	Μd	Storage												
		50th Queue												
		95th Queue		3			3		0			0		
		Overall LOS						(5	.3)					
	_	Approach LOS		F (>300	<u>)</u>		F (>300)			A (7.8)			D (34.4)	
	AM	Storage												
		50th Queue												
ng S		95th Queue							0			138		
2031 BUILD (TWSC)		Overall LOS						(3	.3)					
	_	Approach LOS		F (>300	<u>)</u>		F (>300)	1		A (9.5)			C (15.0)	
	Μd	Storage												
		50th Queue												
		95th Queue							0			48		

Note: Synchro 12 reports indicate delay exceeds 300 seconds for the northbound and southbound stop-controlled approaches under Build 2031 conditions.

The existing intersection of Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2) is projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build conditions for the AM peak hour. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour.

Similarly, with the addition of development traffic along Finley Avenue south of Donald Lee Hollowell Parkway/SR 8, both the northbound and southbound side-street stop-controlled approaches of Finley Avenue and Robert Smalls Way are expected to operate at LOS F under 2031 Build conditions.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the installation of a traffic signal would improve the LOS to meet GRTA's LOS requirement for the side street approach. A traffic signal may be warranted under 2031 No-Build conditions from future pedestrian activity associated with the BeltLine pedestrian ramp connection to Donald Lee Hollowell Parkway/SR 8. However, a traffic signal is unlikely to be warranted based on minimal traffic volumes entering and exiting the side streets of Finley Avenue and Robert Smalls Way under No-Build Conditions.

The implementation of the proposed improvements listed below would improve side-street stop-controlled delay and would meet GRTA LOS standards under No-Build conditions (shown in red on **Figure 7**):

- Install a traffic signal if and when warranted and as approved by GDOT and the City of Atlanta.
- Construct one (1) northbound left-turn lane in addition to the (1) northbound through/right-turn lane to meet GDOT's recommended laneage at a new traffic signal, where right-of-way is available.

With the proposed improvements noted above, the intersection is projected to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2), which assume the noted geometric changes. The recommended build improvements are shown in **Figure 9**.

It is notable that a signal is unlikely to be warranted at this intersection under No-Build conditions based on side street vehicular volumes. However, the ongoing construction of the BeltLine trail connection ramp between the trail and Donald Lee Hollowell Parkway/SR 8 just west of Finley Avenue is likely to increase pedestrian activity and may warrant a signalized crossing of Donald Lee Hollowell Parkway/SR 8 based on pedestrian volumes. Additionally, based on a preliminary review of projected peak hour volumes, the intersection is expected to meet signal warrants based on the 2031 Build conditions. It is notable that the signal warrant condition is likely met based on the westbound (mainline) left-turning volumes conflicting with the opposing eastbound mainline through volumes.

Per GDOT turn lane warrants, a westbound left-turn lane is likely warranted under projected Build 2031 conditions (>300 left-turning vehicles per day), and an eastbound right-turn lane is likely warranted under projected Build 2031 conditions (>100 right turning vehicles per day). Coordination between GDOT, the City of Atlanta, and the Atlanta BeltLine is recommended to determine the appropriate laneage to serve the multimodal traveling public at this intersection.

		DS Standard: E _OS Standard: E	Fin	ley Aver	nue	Rober	rt Smalls	s Way		d Lee Ho rkway/S			d Lee Ho rkway/Sl	
			N	orthbour	nd	So	outhbour	nd	E	astboun	d	N	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						A (2	2.6)					
F	_	Approach LOS		E (76.1)			E (78.0)			A (2.3)			A (1.2)	
BUILD (SIGNAL)	AΜ	Storage	100											125
2031 NO-BUILD IMPROVED (SIGN/		50th Queue	1	0			0			25			0	0
		95th Queue	8	0			22			528			40	0
ЯĔ		Overall LOS						A (2	2.5)					
ы Б О	_	Approach LOS		E (75.9)			E (76.3)			A (1.8)			A (1.9)	
PR 20	Μd	Storage	100											125
Σ		50th Queue	6	0			0			0			0	0
		95th Queue	24	0			13			124			113	1
		Overall LOS						C (2	29.5)					
Ξ	_	Approach LOS		E (78.2)			E (67.4)			A (7.3)			E (60.7)	
Ő	ΜA	Storage	100											125
Ľ Ľ		50th Queue	65	104			0			525			124	0
≧₹		95th Queue	113				19			736			226	0
BUILD IMPROVED (SIGNAL)		Overall LOS						C (2	23.6)					
l Ŭ S)	_	Approach LOS		E (76.7)			E (56.9)			A (8.1)			C (21.9)	
	Μd	Storage	100											125
2031		50th Queue	187	47			0			129			577	0
2		95th Queue	310	133			12			112			880	3

See Appendix E for GDOT Intersection Control Evaluation (ICE) Stage 1.

Advisory Intersection 2 2031 Build Improved Alternative Condition

Results of the below analysis represent the same 2031 Build Improved roadway geometry and intersection control conditions described above, but with alternative traffic volume. Proposed Site Driveway A was identified in the GRTA Letter of Understanding as a right-in/right-out only access for the development based on existing pavement markings along Donald Lee Hollowell Parkway/SR 8. However, the existing site access has an easement agreement with GDOT that does not expressly state the required access condition of the curb cut. If the driveway is allowed by GDOT to operate as a right-in-left-in/right-out only driveway as an alternative to right-in/right-out only, then a portion of the Intersection 2 westbound left-turning traffic is likely to turn westbound left into Site Driveway A instead. The below 2031 Build Improved Alternative condition is provided based on the Site Driveway A/Intersection 9 Alternative conditions, discussed in **Section 5.9 Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)**.

		OS Standard: E LOS Standard: E	Fir	nley Aver	nue	Robe	rt Smalls	s Way	Pa	d Lee Ho rkway/Sl	R 8	Pa	d Lee Ho rkway/SI	۲8
			N	lorthbour	nd	S	outhbour	nd	E	astboun	d	N	/estbour	ıd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						B (1	5.6)					
ГЩ (т	_	Approach LOS		E (78.2)			E (67.4)			A (7.3)			B (14.3)	
ο¥	AΜ	Storage	100											125
IMPROVED (SIGNAL)		50th Queue	65	104			0			163			123	0
l ₹ (S)		95th Queue	113	179			19			353			223	0
31 BUILD		Overall LOS						C (2	20.4)					
اي ق		Approach LOS		E (76.7)			E (56.9)			A (8.1)			B (15.2)	
ter 1	Μ	Storage	100											125
2031 Alte		50th Queue	187	47			0			128			524	0
		95th Queue	310	133			12			105			704	3

With the proposed improvements noted above, and the alternative traffic pattern Intersection 9/Site Driveway A Alternative conditions, the intersection is projected to operate at acceptable <u>overall</u> and approach LOS under 2031 Build Alternative (Advisory) conditions.

5.3 Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3)

		.OS Standard: E LOS Standard: E	E	eph E Lo Boulevar	d	E	eph E Lo Boulevar	d	Pa	d Lee Ho rkway/S	R 8	Pa	d Lee Ho rkway/Sł	R 8
				orthbou			outhbou			astbour	-		Vestbour	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						D (4						
_	5	Approach LOS		E (76.4)			D (43.1)			C (24.7)			D (38.3)	
Ů N	AM	Storage				200					50			
AL)		50th Queue	100	424		64	120			407	21		50	
		95th Queue	156	681		107	190			491	56		70	
2024 EXISTING (SIGNAL)		Overall LOS						D (3	35.4)			1		
)24 (;	_	Approach LOS		E (62.4)			D (52.3)			B (19.4)			C (26.2)	
20	РΜ	Storage				200					50			
		50th Queue	84	355		92	293			222	42		354	
		95th Queue	121	466		130	393			315	96		504	
		Overall LOS						E (5	56.1)			-		
	_	Approach LOS		F (112.2)		D (45.6)			C (32.1)			D (46.9)	
2	AΜ	Storage				200					50			
Ľ Ű	1	50th Queue	117	557		75	142			545	29		66	
A-B-		95th Queue	178	831		140	218			654	67		234	
2031 NO-BUILD (SIGNAL)		Overall LOS						E (5	58.7)					
31 (S		Approach LOS		E (64.8)			D (53.3)			<u>C (28.1)</u>			F (86.0)	
20	Ρ	Storage				200					50			
	_	50th Queue	90	403		98	331			329	60		628	
		95th Queue	137	608		172	467			422	115		787	
		Overall LOS						F (1	66.3)					
	_	Approach LOS		F (165.7)		D (46.4)			F (101.8)		F (350.0)	
	AΜ	Storage				200					50			
L L		50th Queue	117	706		75	173			803	29		424	
NA N		95th Queue	178	990		140	258			943	67		482	
2031 BUILD (SIGNAL)		Overall LOS						F (5	32.5)	-	-	-		
203 (S		Approach LOS		F (106.2)		D (55.0)		I	F (190.4)	F	(1293.0)
	Ъ	Storage				200					50			
	_	50th Queue	87	570		108	346			627	62		998	
		95th Queue	137	838		204	524			765	115		1140	

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3) is projected to meet GRTA's standards for the <u>overall</u> LOS under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS requirements under the 2031 No-Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and LOS F for the westbound approach during the PM peak hour.

Per GDOT turn lane warrants, both eastbound and westbound left-turn lanes are warranted based on Existing 2024 conditions (>300 left turning vehicles per day), but do not exist. Additionally, both eastbound and westbound right-turn lanes are warranted based on Existing 2024 conditions (>100 right turning vehicles per day) with an existing short eastbound right-turn lane only. For this intersection the addition of left- and right-turn lanes would provide a significant operational improvement if right-of-way was not constrained.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve background traffic) but <u>not recommended due to geometric constraints at the intersection</u>:

- Construct an additional eastbound lane and restripe the eastbound approach to consist of one (1) left turn lane, two (2) through lanes, one (1) right-turn lane, and two (2) receiving lanes along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) westbound left-turn lane along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) northbound right-turn lane along Joseph E Lowery Boulevard.

With the proposed system improvements noted above, the intersection is projected to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions to meet the LOS requirement at Donald Lee Hollowell at Joseph E Lowery Boulevard (Intersection 3), which assume the noted geometric changes that are not constructable due to geometric constraints. The intersection should continue to be monitored for future traffic conditions.

See Appendix E for GDOT Intersection Control Evaluation (ICE) Stage 1.

		LOS Standard: E LOS Standard: E		eph E Lo Boulevar			eph E Lo Boulevar			onald Le Hollowel rkway/S	I	1	onald Le Hollowel rkway/Sl	I
			N	orthbou	nd	S	outhbou	nd	E	astboun	d	N	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						D (4	2.6)					
(L)	_	Approach LOS		E (68.3))		E (61.6)			C (27.4)			D (35.0)	
٩ž	AM	Storage			100	200			50		50	75		
NO-BUILD ED (SIGNAL)		50th Queue	134	408	17	86	152		15	481	14	9	52	
		95th Queue	204	631	70	204	234		33	572	50	17	71	
2031 NO		Overall LOS						D (4	1.8)					
0 0		Approach LOS		E (66.7)			E (78.7)			C (23.5)			C (26.3)	
2031 PROV	ΡM	Storage			100	200			50		50	75		
Σ	_	50th Queue	106	331	0	116	366		13	268	39	35	375	
		95th Queue	253	496	45	226	573		29	326	86	61	451	
0		Overall LOS						D (4	8.1)					
ΝE	_	Approach LOS		E (76.1)			E (66.5)			C (33.6)			D (41.0)	
Ő	AM	Storage			100	200			50		50	75		
L PF		50th Queue	134	463	55	86	186		15	630	14	55	96	
N N		95th Queue	th Queue 204 682 125						33	741	50	122	104	
(SIGNAL)		Overall LOS				-		D (4	3.6)			-		
BUILD IMPROVED (SIGNAL)	_	Approach LOS		E (67.3)			E (79.4)			C (27.8)			C (30.5)	
	РМ	Storage			100	200			50		50	75		
2031		50th Queue	106	359	51	112	377		14	414	41	58	498	
7		95th Queue	251	524	118	240	572		31	493	90	116	591	

5.4 Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4)

		DS Standard: E .OS Standard: E		Northside prive/SR 3		Northside Drive/SR			onald Le Hollowel rkway/S	I	Bank	chead Av	renue
			N	orthbound	S	outhbou		E	astboun		٧	Vestbour	
			L	T R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS			-		D (3						
	_	Approach LOS		C (24.9)		C (20.8)			E (68.5)			D (36.0)	
5	AΜ	Storage	100				225			50			
E J		50th Queue	88	265		208	0	142	142	96		0	
NAN		95th Queue	127	323		274	9	555	555	375		0	
2024 EXISTING (SIGNAL)		Overall LOS					C (2	29.5)					
24 (S		Approach LOS		C (29.0)		B (19.2)			F (81.4)			E (61.5)	
20	Μd	Storage	100				225			50			
	_	50th Queue	219	150		466	38	190	188	464		13	
		95th Queue	269	181		589	68	416	416	824		40	
		Overall LOS					E (5	6.8)					
		Approach LOS		C (26.4)		C (22.4)			F (120.1)		D (36.0)	
9	AM	Storage	100				225			50			
		50th Queue	104	313		246	0	207	207	176		0	
1 NO-BUI (SIGNAL)		95th Queue	149	381		318	9	667	667	715		0	
2 D		Overall LOS					C (3	84.7)					
31 (S		Approach LOS		C (29.9)		C (23.8)			F (101.5)		E (61.7)	
20	ΡM	Storage	100				225			50			
	_	50th Queue	262	179		607	85	321	321	803		15	
		95th Queue	314	214		764	141	510	510	1055		44	
		Overall LOS					F (8	8.0)					
	_	Approach LOS		D (47.0)		C (26.3)			F (189.4	/		D (36.0)	
	AM	Storage	100				225			50			
L L		50th Queue	211	313		250	0	295	296	308		0	
NA NA		95th Queue	319	381		318	11	630	632	737		0	
2031 BUILD (SIGNAL)		Overall LOS			_		E (5	57.4)					
203 (S	_	Approach LOS		C (33.4)		C (28.6)			F (224.0)		E (61.7)	
	ΡM	Storage	100				225			50			
		50th Queue	321	179		647	150	494	515	1237		15	
		95th Queue	372	214		862	228	704	727	1500		44	

The existing signalized intersection of Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4) is not projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour.

Similarly, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to continue to operate at an LOS F for the eastbound approach during the AM and PM peak hours.

Per GDOT turn lane requirements, eastbound left- and right-turn lanes already exist and meet warrants under 2024 Existing conditions. Westbound turn lanes are not likely warranted based on the low volume Bankhead Avenue approach.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve existing traffic) at the intersection (shown in red on **Figure 7**):

- Construct one (1) additional right-turn lane to include dual (2) eastbound right-turn lanes along Donald Lee Hollowell Parkway/SR 8.
- Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing.

With the implementation of the proposed system improvement noted above, the intersection is projected to continue to operate at acceptable <u>overall</u> and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions at Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4), which assume the noted system improvement geometric changes.

See Appendix E for GDOT Intersection Control Evaluation (ICE) Stage 1.

		OS Standard: E LOS Standard: E		Northside vrive/SR			Northside Prive/SR			onald Le Hollowel rkway/S	I	ŀ	onald Le Hollowel rkway/S	I
			N	orthbour	nd	So	outhbou	nd	E	astboun	d	W	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						D (3	8.3)					
Ţ.	_	Approach LOS		C (29.9)			C (27.9)			D (49.4)			C (30.5)	
٩¥	AM	Storage	100					225			50			
NO-BUILD /ED (SIGNAL)		50th Queue	104	292			236	0	173	173	7		0	
		95th Queue	149	341			293	9	773	773	38		0	
2031 NO- IMPROVED		Overall LOS				-		D (3	7.2)			-		
2031 PROV	_	Approach LOS		C (32.3)			C (33.2)			D (50.7)			D (52.0)	
20 PR	ΡM	Storage	100					225			50			
≥		50th Queue	259	225			705	98	242	240	197		15	
		95th Queue	306	268			961	162	397	402	238		44	
		Overall LOS				-		E (5	5.7)			-		
/EC	_	Approach LOS		D (50.0)			C (32.4)			E (72.2)			C (30.5)	
0	AM	Storage	100					225			50			
R (1		50th Queue	211	280			230	0	374	394	35		0	
(JANDIS) (SIGNAL)		95th Queue	319	341			293	11	875	876	65		0	
L D S		Overall LOS						D (4	3.6)					
l D S	_	Approach LOS		D (35.6)			D (39.3)			E (58.4)			D (52.4)	
2	РМ	Storage	100					225			50			
2031 BUILD IMPROVED (SIGNAL)		50th Queue	312	225			806	161	391	416	269		15	
		95th Queue	372	268			994	228	601	628	327		44	

5.5 Joseph E Lowery Boulevard at Pelham Street (Intersection 5)

		DS Standard: D LOS Standard: D	E	eph E Lov Boulevaro	, t	E	ph E Lo Boulevar	d		Iham Str		_	Iham Str	
			<u> </u>	orthboun	d R	50	outhboui	nd R		astboun	R		/estbour	nd R
		Overall LOS		I	N	L	I	(0	4)					IX.
		Approach LOS		A (8.0)			A (0.0)	(0)) 	A (9.8)			B (14.6)	
U	AM	Storage												
N I C	4	50th Queue												
EXIST (TWSC)		95th Queue	0			0				5			0	
ĭ≥		Overall LOS						(0)	.4)					
2024 EXISTING (TWSC)		Approach LOS		A (9.0)			A (0.0)		ĺ	B (11.4)			B (11.8)	
20	ΡM	Storage												
	_	50th Queue												
		95th Queue	0			0				3			0	
		Overall LOS						(0	.5)					
	_	Approach LOS		A (8.1)			A (0.0)			B (10.1)			C (16.6)	
2031 NO-BUILD (TWSC)	AM	Storage												
D ₀		50th Queue												
NSC H		95th Queue	0			0				5			0	
ž₽		Overall LOS						(0	.4)			1		
31	-	Approach LOS		A (9.5)			A (0.0)			B (12.3)			B (12.7)	
20	Μ	Storage												
		50th Queue								-				
		95th Queue	3			0				5			0	
		Overall LOS						(3				1		
	5	Approach LOS		A (8.2)			A (0.0)			C (17.9)			D (27.5)	
	AM	Storage												
Ц O		50th Queue				-								
31 BUIL (TWSC)		95th Queue	8			0		(0	0)	55			0	
2031 BUILD (TWSC)		Overall LOS		A (0.0)				(3	.0)	C (10 4)			C (10 C)	
20	Σ	Approach LOS		A (9.9)			A (0.0)			C (18.4)			C (18.6)	
	РΜ	Storage												
		50th Queue 95th Queue	8			0				58			0	
		aorin Querre	0			U				00			U	

The existing side-street stop-controlled intersection of Joseph E Lowery Boulevard at Pelham Street (Intersection 5) is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.6 Joseph E Lowery Boulevard at North Avenue (East) (Intersection 6)

Northbound Southbound Eastbound Westbound L T R L			DS Standard: D .OS Standard: D	E	eph E Lo Boulevar	d	E	eph E Lo 3oulevar	d					orth Aven (East)	
SULSS Overall LOS A (0.0) A (9.9) C (20.9) Storage Storage 1 1 1 Storage 0 5 0 18 Overall LOS A (0.0) A (9.9) C (20.9) Storage 0 18 0 Overall LOS (0.9) 8 18 Approach LOS A (0.0) A (9.0) B (12.0) Storage 0 10 0 Overall LOS (1.5) 0 10 Overall LOS A (0.0) B (10.6) D (27.2) Storage 0 3 0 10 Overall LOS A (0.0) B (10.6) D (27.2) Storage 0 8 0 25 Overall LOS A (0.0) A (9.3) B (13.4) Storage 0 3 0 15 Overall LOS A (0.0) B (11.3) D (34.4) Storage 3 15 15							S			. E			-	/estbour	
PUESX Approach LOS A (0.0) A (9.9) C (20.9) Storage C C (20.9) Storage C (20.9) Yee Storage C (20.9) Storage C (20.9) Yee Storage C (20.9) Storage C (20.9) Yee Storage C (20.9) Storage C (20.9) Yee Overall LOS A (0.0) A (9.0) B (12.0) Storage Overall LOS A (0.0) A (9.0) B (12.0) Storage C (1.5) Approach LOS A (0.0) B (10.6) D (27.2) Storage C (1.0) Approach LOS A (0.0) B (10.6) D (27.2) Storage C (1.0) Approach LOS A (0.0) A (9.3) B (13.4) Storage C (1.0) Approach LOS A (0.0) A (9.3) B (13.4) Storage C (3.0) C (3.0) A (3.0) D (34.4) Storage C (1.6) Approach LOS A (0.0) B (11.3) D (34.4)			0	L		R	L					R	L	I	R
Signation Storage					A (0.0)			A (0.0)	(1	.2)				0 (00 0)	
South Queue		5			A (0.0)			A (9.9)			1	1		C (20.9)	
Image: Source of the second	Ž	AI													
Image: Source of the second	Ĕΰ			-			_								
Image: Source of the second	NX IS			0			5							18	
Image: Source of the second	μĘ								(0	.9)					
Image: Source of the second	024	-			A (0.0)			A (9.0)			1	-		B (12.0)	
Image: second	20	P													
Overall LOS (1.5) Approach LOS A (0.0) B (10.6) D (27.2) Storage 0 8 0 25 Overall LOS A (0.0) A (0.0) B (10.6) 0 0 95th Queue 0 8 0 25 0 Overall LOS A (0.0) A (9.3) B (13.4) 0 0 Approach LOS A (0.0) A (9.3) 0 15 0 0 Overall LOS Overall LOS (1.0) 0 15 0 0 15 0 0 15 0 0 15 0 0 3 0 15 0 0 3 0 15 0 0 3 0 15 0 0 3 0 15 0 0 15 0 0 3 0 15 0 0 15 0 15 0 15 0 15 0 15 0 <															
Approach LOS A (0.0) B (10.6) D (27.2) Storage D D (27.2) Overall LOS A (0.0) A (9.3) D (34.4) Storage D D (34.4) D (34.4) Storage D D (36.58) D (36.58) Overall LOS A (0.0) B (11.3) D (34.4) Storage D D (36.58) D (36.58)			95th Queue	0			3							10	
Y Storage Image I			Overall LOS						(1	.5)					
No. Soth Queue Soth Queue <td></td> <td></td> <td>Approach LOS</td> <td></td> <td>A (0.0)</td> <td></td> <td></td> <td>B (10.6)</td> <td></td> <td>Ì</td> <td></td> <td></td> <td></td> <td>D (27.2)</td> <td></td>			Approach LOS		A (0.0)			B (10.6)		Ì				D (27.2)	
No. Soth Queue Soth Queue <td>9</td> <td>M</td> <td>Storage</td> <td></td>	9	M	Storage												
Image: Source of the second	٦ _.														
Image: Source of the second	S S B		95th Queue	0			8							25	
Image: Source of the second	SS		Overall LOS			•			(1	.0)					
Image: Source of the second	5		Approach LOS		A (0.0)			A (9.3)						B (13.4)	
Image: Source of the second	50	M			l) (
Image: Ward of the second state of the seco		-						Ì							
Overall LOS (3.0) Approach LOS A (0.0) B (11.3) D (34.4) Storage 0 13 0 58 Overall LOS A (0.0) B (11.3) 58 Overall LOS 0 13 58 Overall LOS A (0.0) A (9.6) C (15.1) Storage 0 0 A (9.6) C (15.1)				0			3							15	
Approach LOS A (0.0) B (11.3) D (34.4) Storage 0 1 0									(3	.0)					
Ye Storage Image: Storage					A (0.0)			B (11.3)	1-					D (34.4)	
Solution		M													
Storage Storage	2	4													
Storage Storage	SCI			0			13							58	
Storage Storage	m ž								(1	.6)					
Storage Storage	<u>_</u> 33				A (0.0)			A (9.6)	, -					C (15.1)	
	7	Σ													
50th Queue		ш	50th Queue												
95th Queue 0 8 25				0			8							25	

The existing side-street stop-controlled intersection of Joseph E Lowery Boulevard at North Avenue (East) (Intersection 6) is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.7 Joseph E Lowery at North Avenue (West) (Intersection 7)

		OS Standard: D OS Standard: D		eph E Lo Boulevar			ph E Lo Boulevar		No	orth Aver (West)	nue			
			N	orthbou		S	outhbou	nd	E	astbour		V	/estbou	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(0,	· /					
	_	Approach LOS		A (7.8)			A (0.0)			B (10.2)			•	
U	AM	Storage												
E o		50th Queue												
ISC IS		95th Queue	0			0				3				
2024 EXISTING (TWSC)		Overall LOS						(0	.3)					
24 (_	Approach LOS		A (9.1)			A (0.0)			B (11.5)				
20	Μd	Storage												
		50th Queue												
		95th Queue	3			0				3				
		Overall LOS						(0	.4)					
	_	Approach LOS		A (8.0)			A (0.0)			B (10.5)				
9	AM	Storage												
II (i)		50th Queue												
SC-B		95th Queue	0			0				5				
2031 NO-BUILD (TWSC)		Overall LOS				-		(0,	.4)					
31	_	Approach LOS		A (9.7)			A (0.0)			B (12.4)				
20	Μd	Storage												
		50th Queue												
		95th Queue	3			0				3				
		Overall LOS						(2	.4)					
	_	Approach LOS		A (8.5)			A (0.0)			B (12.2)				
	AM	Storage												
		50th Queue												
ISC I		95th Queue	13			0				20				
2031 BUILD (TWSC)		Overall LOS				-		(2	.5)					
503	_	Approach LOS		B (10.7)	1		A (0.0)			C (16.4)				
	Μd	Storage												
		50th Queue												
		95th Queue	13			0				38				

The existing side-street stop-controlled intersection of Joseph E Lowery Boulevard at North Avenue (West) (Intersection 7) is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.8 Joseph E Boone Boulevard at Joseph E Lowery Boulevard (Intersection 8)

		OS Standard: D OS Standard: D	E	eph E Lo Boulevar	d	B	ph E Lo Soulevar	d	E	eph E Bo Boulevar	d	E	eph E Bo Soulevar	d
			<u> </u>	orthbour T	nd R		outhbou T	nd R		astbour T	R		/estbour T	nd R
		Overall LOS	L	I	К	L		к С (2	L 21 7)		К	L	I	к
		Approach LOS		C (27.9)			C (24.2)	0 (2		B (12.5)			B (12.1)	
(7)	ΜA	Storage		0 (27.0)			0 (24.2)		75	0 (12.0)		75	0 (12.1)	
ĬŽ 🦳	◄	50th Queue		182			121		24	92		17	35	
IST		95th Queue		216			173		60	178		45	80	
2024 EXISTING (SIGNAL)		Overall LOS						C (2						
24 (S		Approach LOS		C (25.5)			C (33.7)			B (16.4)			B (17.2)	
20:	Σd	Storage							75			75		
		50th Queue		165			320		15	90		33	100	
		95th Queue		177			378		43	176		80	193	
		Overall LOS						C (2	2.5)					
		Approach LOS		C (27.9)			C (23.2)	,		B (16.3)			B (15.3)	
Ą	AM	Storage							75			75		
2031 NO-BUILD (SIGNAL)		50th Queue		205			135		31	144		22	55	
A A		95th Queue		261			206		68	246		54	106	
1 NO-BU (SIGNAL)		Overall LOS						C (2						
31 (S	_	Approach LOS		C (22.6)			C (32.9)			C (21.4))		<u>C (22.8)</u>	
20	Μd	Storage							75			75		
		50th Queue		178			356		19	136		44	162	
		95th Queue		207			460		50	233		96	271	
		Overall LOS						C (2				1		
	-	Approach LOS		B (17.7)			<u>C (29.8)</u>			<u>C (27.5)</u>			C (23.8)	
	AM	Storage							75			75		
F F		50th Queue		185			206		69	174		27	78	
BU		95th Queue		244			403		136	283		63	144	
2031 BUILD (SIGNAL)		Overall LOS						C (2				1		
20	5	Approach LOS		B (12.2)			C (33.1)			C (25.7))		C (27.0)	
	ΡM	Storage					15.4		75	101		75		
		50th Queue		141			454		45	164		54	220	
		95th Queue		186			764		120	257		110	344	

The existing signalized intersection of Joseph E Boone Boulevard at Joseph E Lowery Boulevard (Intersection 8) is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

		OS Standard: D OS Standard: D	Site	Drivewa	ay A				1	onald Lo Hollowe rkway/S	I	ł	onald Le Hollowel ˈkway/S	I
			N	orthboui	nd	Sc	outhbou	nd	E	astbour	nd	W	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(0	.7)					
	_	Approach LOS		C (20.4)			-	-		A (0.0)	-		-	
-	AM	Storage												
2		50th Queue												
ЪŐ	Image: State of the state o				23						0			
		Overall LOS						(0	.7)					
, (Approach LOS		C (15.3)						A (0.0)				
PM 2		Storage												
		50th Queue												
		95th Queue			25						0			

5.9 Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)

The existing driveway at the intersection of Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9) is projected to operate at an acceptable LOS under the 2031 Build scenario with a right-in/right-out configuration. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

Alternative Intersection 9 – Donald Lee Hollowell Parkway/SR 8 at Site Driveway A

Proposed Site Driveway A was identified in the GRTA Letter of Understanding as a right-in/right-out only access for the development based on existing pavement markings along Donald Lee Hollowell Parkway/SR 8. However, the existing site access has an easement agreement with GDOT that does not expressly state the required access condition of the curb cut. If the driveway is allowed by GDOT to operate as a right-in-left-in/right-out only driveway as an alternative to right-in/right-out only, then some Intersection 2 westbound left-turning traffic may shift and use Site Driveway A instead.

		DS Standard: D OS Standard: D	Site	Drivewa	ay A					d Lee Ho rkway/Sl			l Lee Ho ˈkway/Sł	
			N	orthboui	nd	S	outhbou	nd	E	astboun	d	W	/estboun	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
0		Overall LOS						(1.	7)					
tive	_	Approach LOS		C (20.4)						C (17.1)				
nai	AΜ	Storage												
Alternative O)		50th Queue												
Š A		95th Queue			23						20			
ILD <i>Alt</i> (RIRO)		Overall LOS						(1.	9)					
BUIL (R		Approach LOS		C (15.3)						B (11.6)				
<u>т</u>	Δ	Storage												
2031		50th Queue												
		95th Queue			25						8			

Per GDOT turn lane requirements, a right-turn lane is likely warranted at this intersection based on the projected 2031 Build and Build Alternative conditions (>100 right turning vehicles per day). Under the 2031 Build Alternative condition, a left-turn lane is also likely to be warranted based on projected 2031 Build Alternative conditions (>300 left turning vehicles per day). Coordination between GDOT, the City of Atlanta, and the Atlanta BeltLine is recommended to determine the appropriate laneage to serve the multimodal traveling public at this intersection.

Note: per GRTA's guidelines, "the [Transportation Impact Study] shall utilize the GDOT Intersection Control Evaluation (ICE) – Stage 1 tool for GDOT maintained intersections with a failing approach if an approach is not meeting the LOS standard and the Project is increasing trips to that approach by twenty (20) percent or more." Intersection 9 operates acceptably, therefore GDOT ICE was not utilized.

The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements for each alternative are shown in **Figure 9**.

5.10 Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)

Finley Avenue currently terminates at its intersection with Pelham Street, though there is unimproved right-of-way that would extend Finley Avenue to the south. Access at Site Driveway B has been shown under two alternatives. Under the primary condition, Driveway B is located at a three-legged intersection including Site Driveway B, Pelham Street, and Finley Avenue and is proposed to operate under all-way stop-control.

		S Standard: D				Fin	ley Ave	nue	Site	Drivewa	ay B	Pell	ham Str	eet
Appro	ach L	OS Standard: D				S	outhbou	nd	E	astbour	ld	W	estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						B (12	.3)					
	_	Approach LOS					B (11.2))	l	B (14.1)		l	B (10.4)	
	AM	Storage												
2031 BUILD (AWSC)		50th Queue												
IN SC		95th Queue					50			83			30	
A E		Overall LOS						C (16	.8)					
, (Approach LOS					B (10.7))	(C (21.2)			A (9.6)	
	Μd	Storage												
	_	50th Queue												
		95th Queue					38			173			18	

The proposed all-way stop-controlled driveway at the intersection of Finley Avenue at Pelham Street/Site Driveway B (Intersection 10) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

Alternative Intersection 10 – Finley Avenue at Pelham Street/Site Driveway B

Access at Site Driveway B under the Alternative condition considers a four-legged intersection Site Driveway B, Pelham Street, the existing Finley Avenue north of Pelham Street, and with Finley Avenue extending into the unimproved right-of-way south of Pelham Street. Under the Alternative condition, the intersection is proposed to operate under all-way stop-control.

		S Standard: D	Fir	nley Aver	nue	Fin	ley Ave	nue	Site	Drivewa	ay B	Pell	nam Str	eet
Appro	ach L	OS Standard: D	N	lorthbour	nd	Sc	outhbou	nd	Ea	astboun	d	W	estboun	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
0		Overall LOS						B (11	.5)					
tive		Approach LOS		A (9.9)			B (11.9))	E	3 (12.0)		E	3 (11.1)	
Alternative SC)	AΜ	Storage												
		50th Queue												
· · · ·		95th Queue		18			55			45			33	
BUILD <mark>Alte</mark> (AWSC)		Overall LOS						B (13	.2)					
ر س	_	Approach LOS		B (10.6)			B (11.3)		(C (16.4)		E	3 (10.3)	
<u></u>	Μd	Storage												
2031		50th Queue												
		95th Queue		23			40			103			20	

The proposed all-way stop-controlled driveway at the intersection of Finley Avenue at Pelham Street/Site Driveway B (Intersection 10, Alternative) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

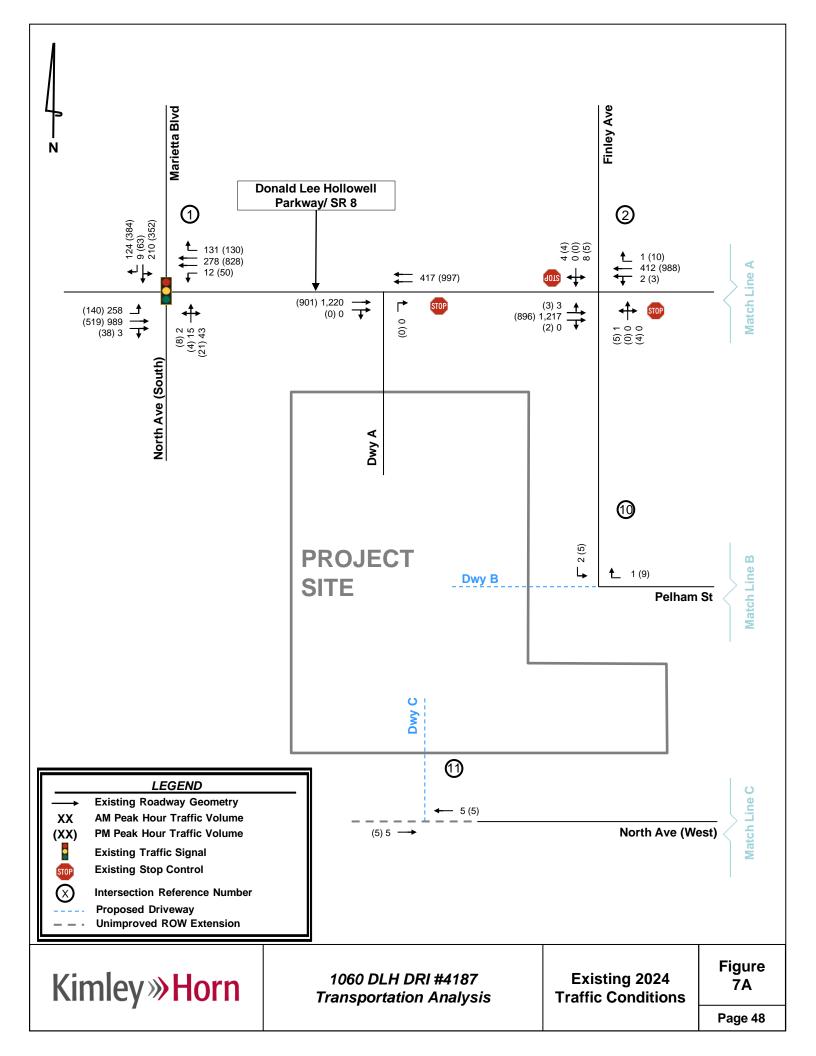
The recommended lane configuration for Site Driveway B is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements for each alternative are shown in **Figure 9**.

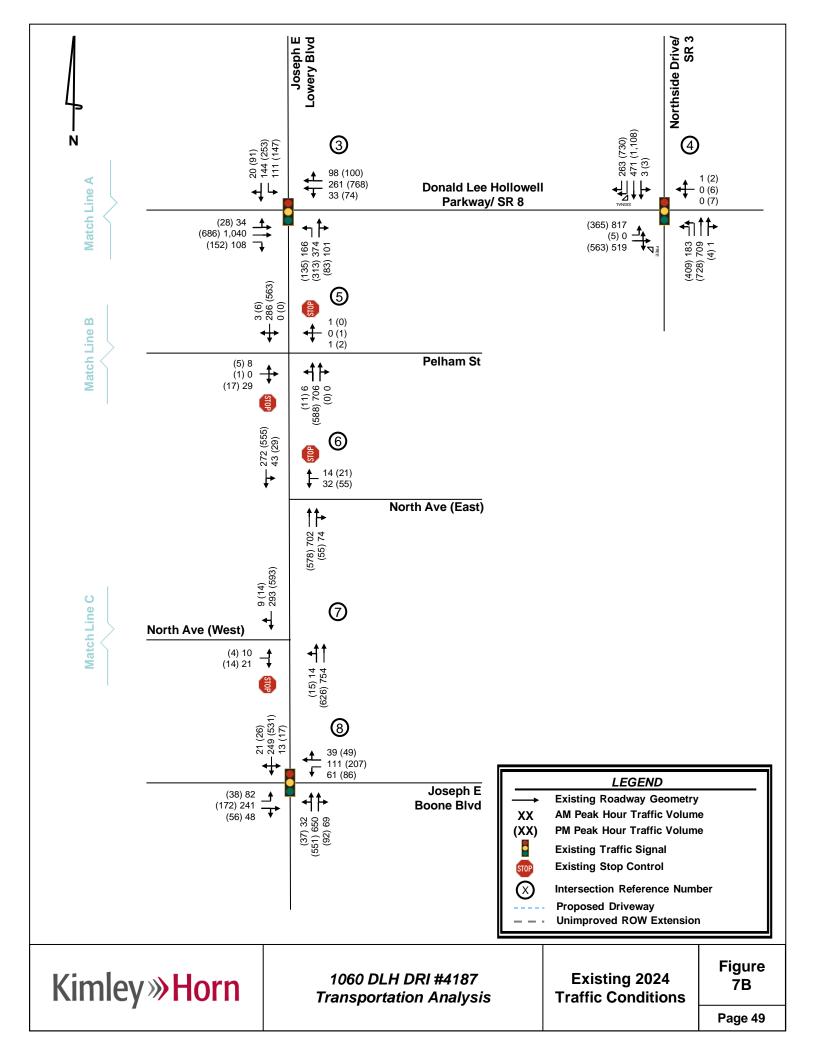
5.11 North Avenue (West) at Site Driveway C (Intersection 11)

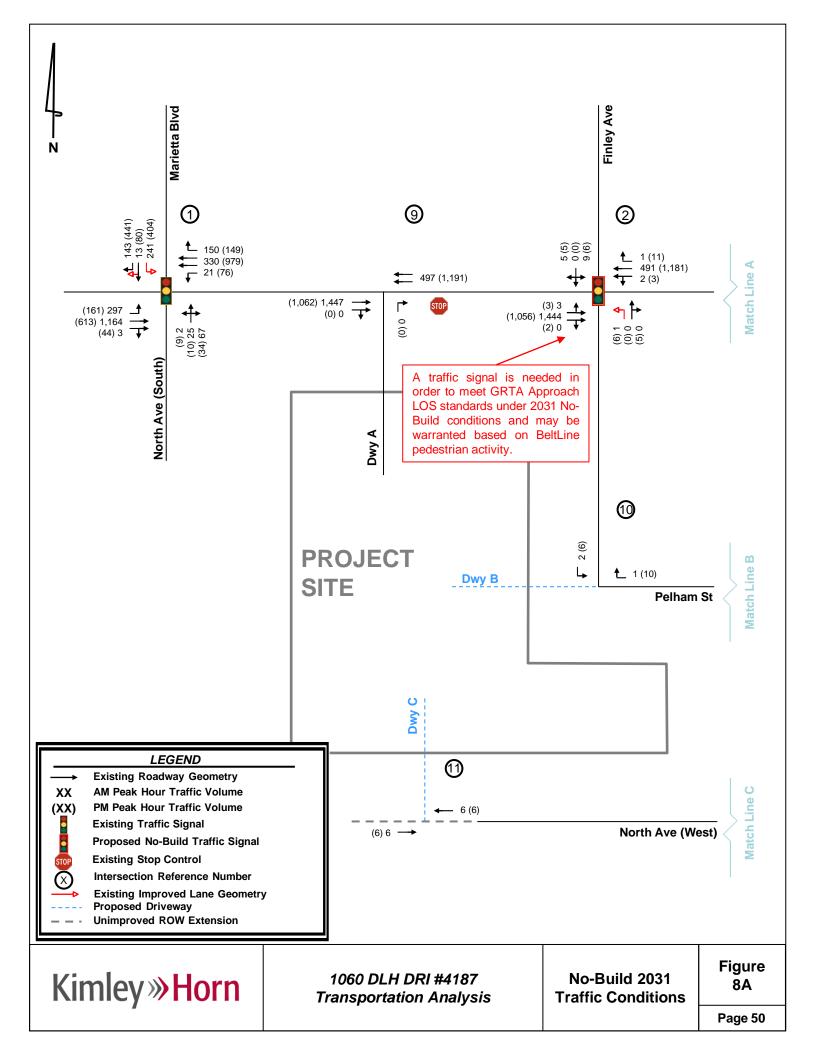
)S Standard: D OS Standard: D					Drivewa			rth Aver (West)			rth Aver (West)	
					1	S	outhbou	na	E	astboun	Id	VV	estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(3	.3)					
		Approach LOS					A (9.4)			A (0.0)			A (0.0)	
	AM	Storage												
3.0		50th Queue												
31 BUILD (TWSC)		95th Queue					8			0			0	
		Overall LOS						(5	.7)					
2031 (T		Approach LOS					A (9.4)			A (0.0)			A (0.0)	
	Μd	Storage												
		50th Queue												
		95th Queue					13			0			0	

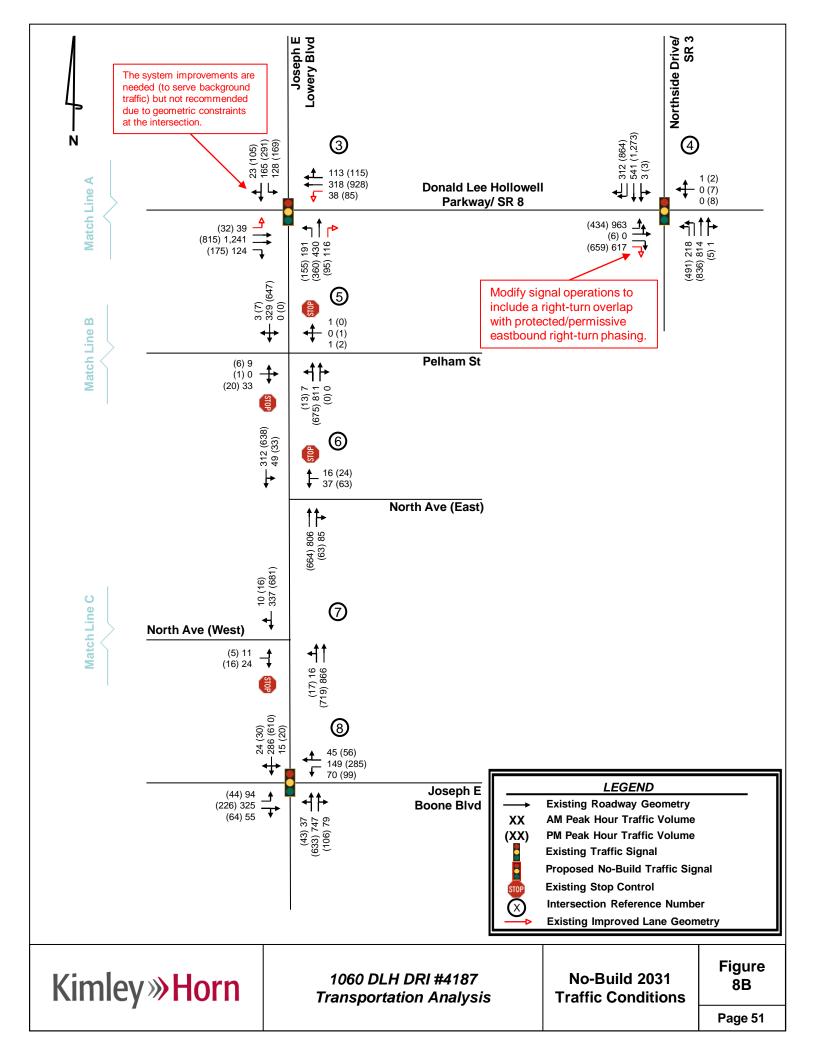
The proposed side-street stop-controlled driveway at the intersection of North Avenue (West) at Site Driveway C (Intersection 11) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

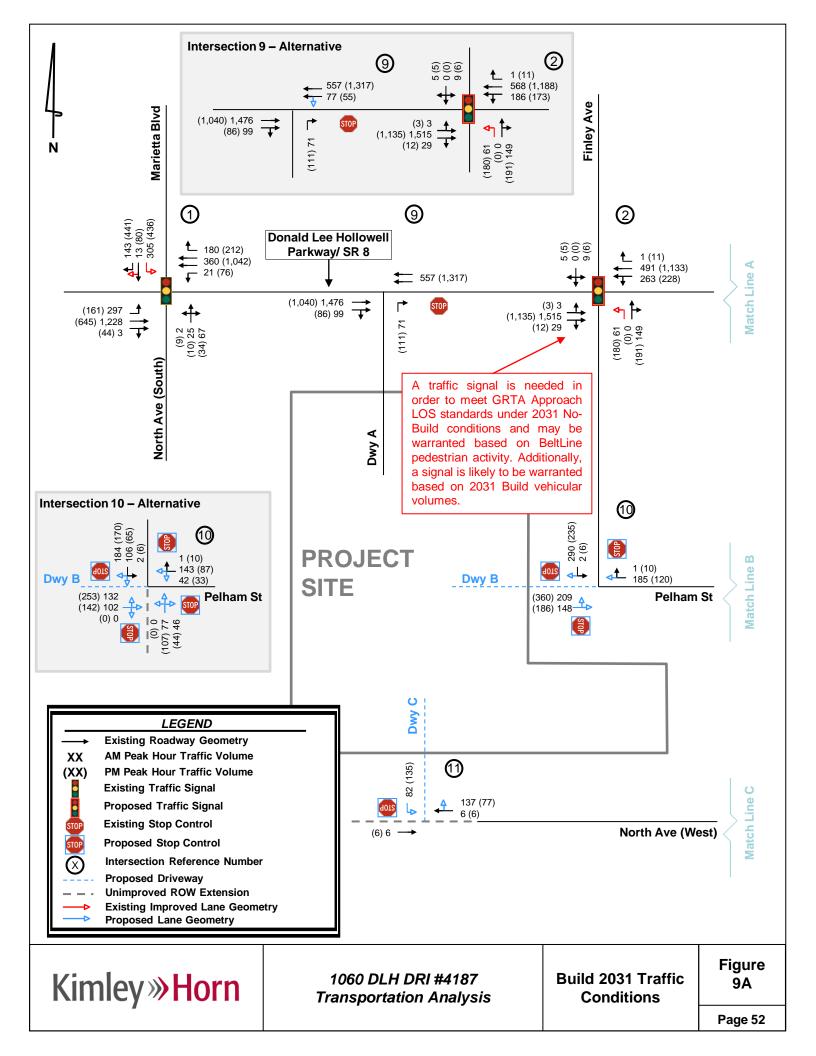
The recommended lane configuration for Site Driveway C is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 9**.

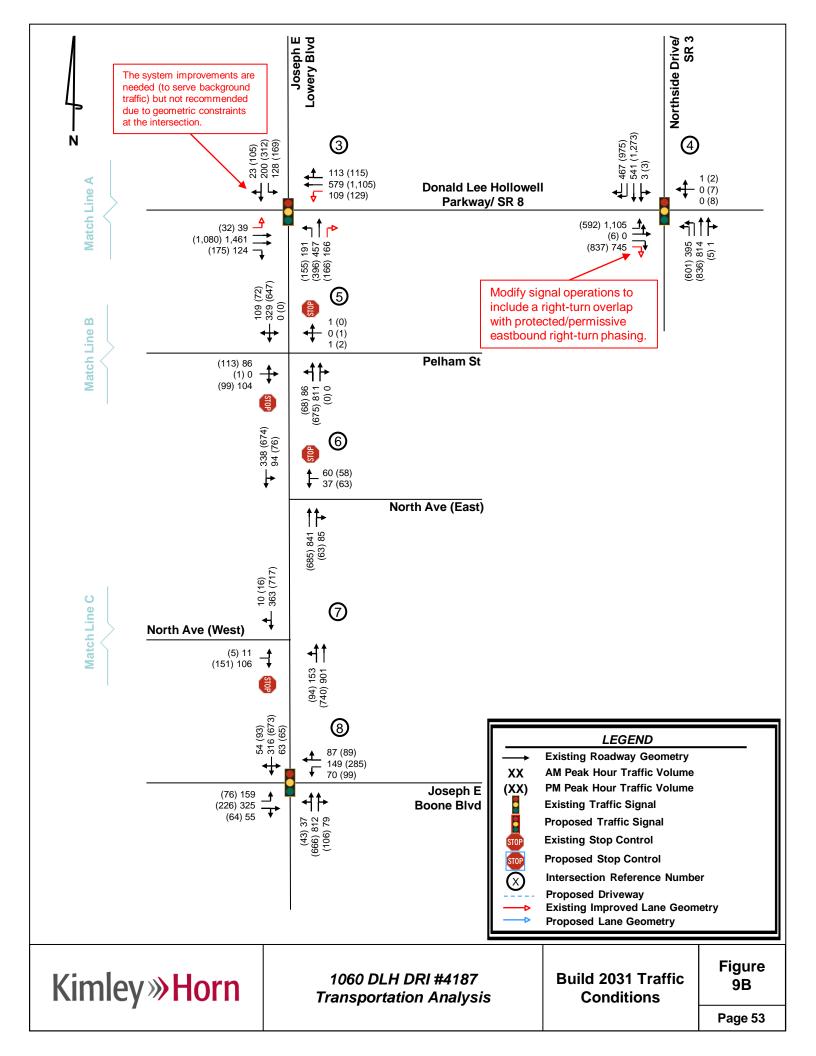




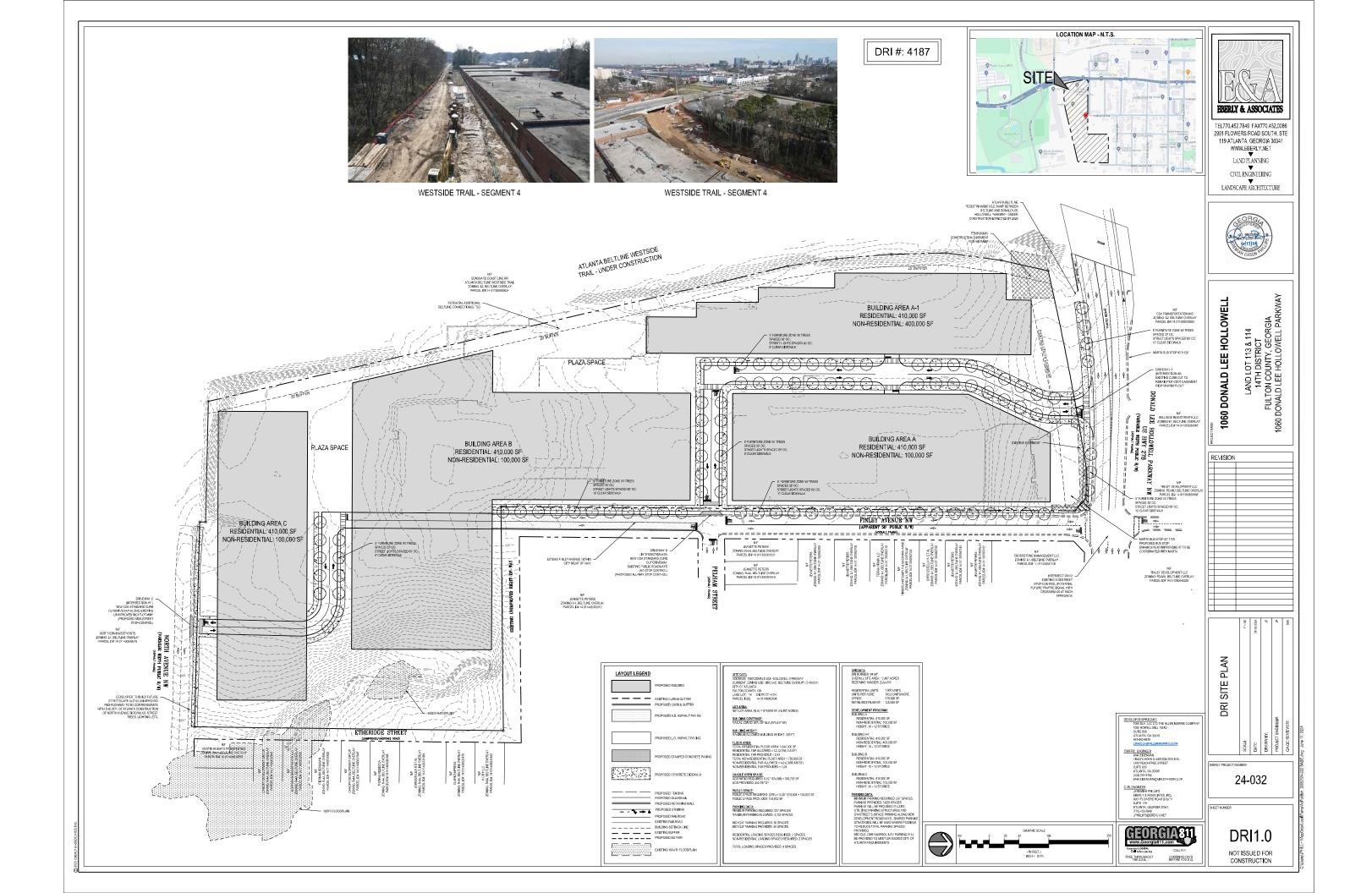


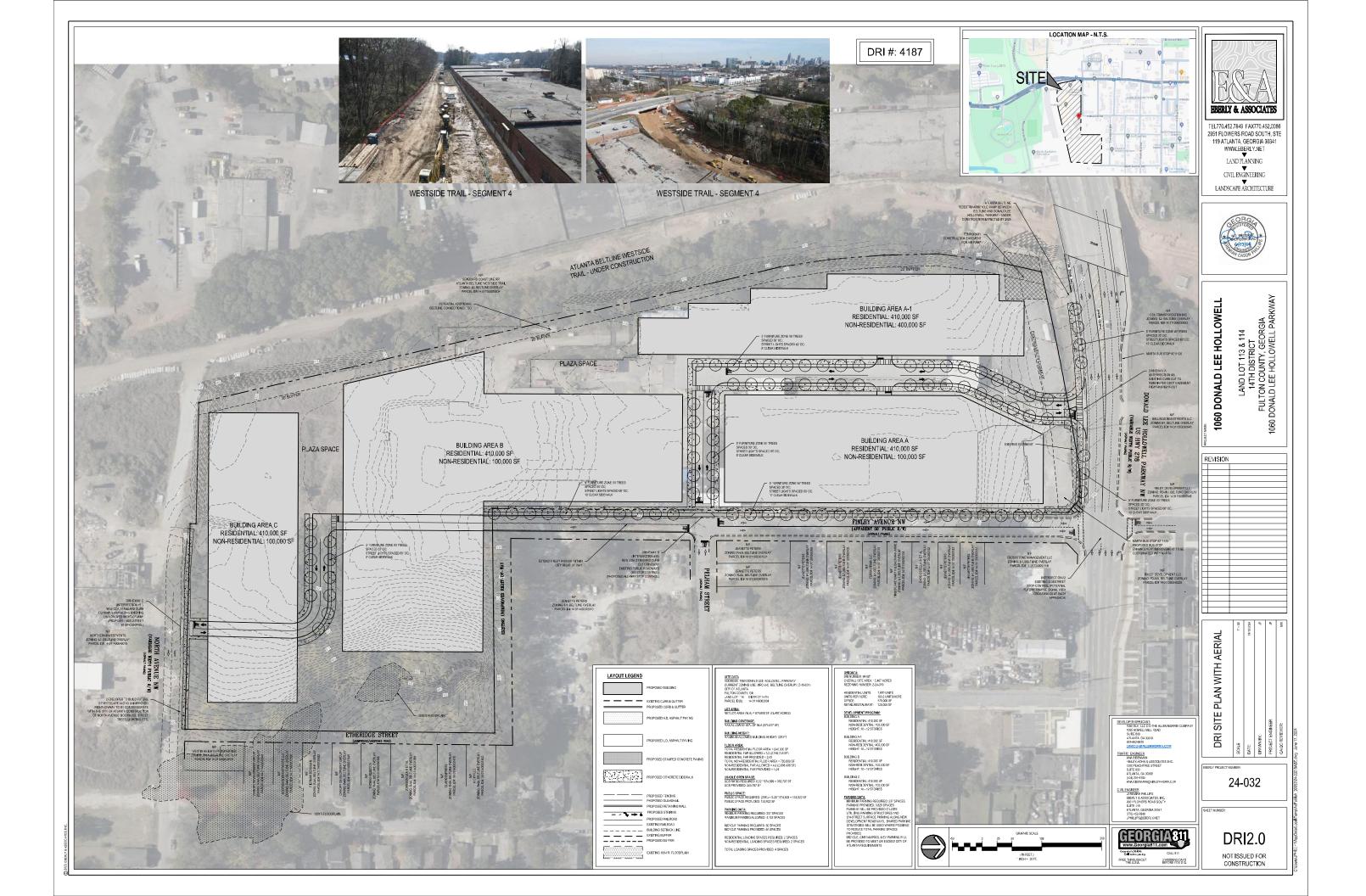






Proposed Site Plan





Trip Generation Analysis

Trip Gen	eration Analysis (11th Ed. V		dition Handbook H DRI #4187	Daily IC a	& 3rd Edi	tion AM/	PM IC)					
			nta, GA									
Land Use	Setting	г	Density		Daily Trips			Peak Ho			Peak Ho	
	Cotting		Jononcy	Total	In	Out	Total	ln	Out	Total	In	Out
Proposed Project Trips												
221 Multifamily Housing (Mid-Rise)	General Urban/Suburban	1,600	dwelling units	7,586	3,793	3,793	692	159	533	624	381	243
710 General Office Building	General Urban/Suburban	575,000	Sq. Ft. GFA	5,316	2,658	2,658	754	664	90	709	121	588
821 Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	125,000	Sq. Ft. GFA	8,440	4,220	4,220	216	134	82	649	318	331
Gross Project Trips				21,342	10,671	10,671	1,662	957	705	1,982	820	1,162
				21,342	10,071	10,071	1,002	557	- 105	1,302	020	1,102
Residential Trips				7,586	3,793	3,793	692	159	533	624	381	243
Mixed-Use Reductions				-898	-449	-449	-19	-3	-16	-140	-98	-42
Alternative Mode Reductions				-1,338	-669	-669	-135	-31	-103	-97	-57	-40
Adjusted Residential Trips				5,350	2,675	2,675	538	125	414	387	226	161
Office Trips				5,316	2,658	2,658	754	664	90	709	121	588
Mixed-Use Reductions				-348	-174	-174	-60	-35	-25	-54	-17	-37
Alternative Mode Reductions				-994	-497	-497	-139	-126	-13	-131	-21	-110
Adjusted Office Trips				3,974	1,987	1,987	555	503	52	524	83	441
Retail Trips				8,440	4,220	4,220	216	134	82	649	318	331
Mixed-Use Reductions				-1,138	-569	-569	-57	-30	-27	-150	-57	-93
Alternative Mode Reductions				-1,460	-730	-730	-32	-21	-11	-100	-52	-48
Pass By Reductions (Based on ITE Rates)				-2,336	-1,168	-1,168	0	0	0	-160	-80	-80
Adjusted Retail Trips				3,506	1,753	1,753	127	83	44	239	129	110
Mixed-Use Reductions - TOTAL				-2,384	-1,192	-1,192	-136	-68	-68	-344	-172	-172
Alternative Mode Reductions - TOTAL				-3,792	-1,896	-1,896	-306	-178	-127	-328	-130	-198
Pass-By Reductions - TOTAL				-2,336	-1,168	-1,168	0	0	0	-160	-80	-80
New Trips				12,830	6,415	6,415	1,220	711	510	1,150	438	712
Driveway Volumes				15,166	7,583	7,583		711	510	1,310	518	792

Intersection Volume Worksheets

	GA-8 Donald	Lee Hollow	ell Pkwy NW			ECTION #1		at North Av	venue NW/Ma	arietta Blvd I	w					
					AM PE	AK HOUR										11 (7 1)
		North	renue NW Ibound			South	Blvd NW bound			Eastb	owell Pkwy NV oound			West	lowell Pkwy N\ bound	
Observed 2024 Traffic Volumes	U-Turn 0	Left 2	Through 15	Right 43	U-Turn 0	Left 210	Through 9	Right 124	U-Turn 0	Left 258	Through 989	Right 3	U-Turn 4	Left 8	Through 278	Right 131
Count Balancing Pedestrians		_			-		4		_						0	
Conflicting Pedestrians		1		0		0	4	1		4		1		1	Ī	4
Heavy Vehicles Heavy Vehicle %	0 2%	1 50%	3 20%	4 9%	0 2%	23 11%	2 22%	7 6%	0 2%	29 11%	37 4%	2 67%	0 2%	1 13%	14 5%	15 11%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Existing 2024 Volumes	0	2	15	43	0	210	9	124	0	258	989	3	4	8	278	131
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor Background Growth Trips	1.15	1.15	1.15 2	1.15 6	1.15 0	1.15 31	1.15	1.15 18	1.15 0	1.15 38	1.15 147	1.15 0	1.15	1.15	1.15 41	1.15 19
Chappell Road DRI			8	18			3	1		1	28			7	11	
Total Approved Development Trips 2031 No-Build Traffic	0	0	8 25	18 67	0	0 241	3	1 143	0	1 297	28 1,164	0	0	7	11 330	0 150
2031 No-Build Heavy Vehicle %	2%	50%	12%	7%	2%	11%	15%	6%	2%	11%	4%	67%	2%	6%	5%	11%
Trip Distribution IN			r		r	5%			r		5%		r		1	
Trip Distribution OUT															(5%)	(5%)
Balancing Adjustment Residential Trips	0	0	0	0	0	6	0	0	0	0	6	0	0	0	21	21
			-		• •		-						• •	-		
Trip Distribution IN Trip Distribution OUT						10%			<u> </u>		10%				(10%)	(10%)
Balancing Adjustment		-			-			-					-			
Office Trips	0	0	0	0	0	50	0	0	0	0	50	0	0	0	5	5
Trip Distribution IN						10%					10%				(a.c)	(4.~~)
Trip Distribution OUT Balancing Adjustment															(10%)	(10%)
Retail Trips	0	0	0	0	0	8	0	0	0	0	8	0	0	0	4	4
Total Primary Site Trips	0	0	0	0	0	64	0	0	0	0	64	0	0	0	30	30
Pass-By Distribution REDUCTION Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	64	0	0	0	0	64	0	0	0	30	30
2031 Build Traffic	0 2%	2 50%	25 12%	67 7%	0	305	13 15%	143 6%	0	297 11%	1,228 4%	3 67%	5	16 6%	360 4%	180
2031 Build Heavy Vehicle %	2.70	30%	12./0	1 /0	2%	9%	1376	076	2%	1176	4 /0	07/6	2%	0.%	470	9%
		North A	renue NW		PM PE	AK HOUR Marietta	Blvd NW		GA-8 Do	nald Lee Holle	well Pkwy NV	V (West)	GA-8 D	onald Lee Holl	lowell Pkwy N\	N (Fast)
		North	bound			South	bound			Eastb	ound			West	bound	
Observed 2024 Traffic Volumes	U-Turn 0	Left 8	Through 4	Right 21	U-Turn 0	Left 352	Through 63	Right 384	U-Turn 0	Left 140	Through 519	Right 38	U-Turn 4	Left 46	Through 828	Right 130
Count Balancing		_			-				_							
Pedestrians Conflicting Pedestrians			4	0		0	1	0			0	4			0	11
		0												4		
Heavy Vehicles	0	0	0	0	0	12	3	20	0	11 19	11	3	2	4	20	9
Heavy Vehicle %	2%	0 2%	2%	0 2%	2%	12 3%	5%	20 5%	2%	19 14%	2%	3 8%	50%	0 2%	2%	7%
		0		0		12		20		19		3		0		
Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.97 0	0 2% 0.97 8	2% 0.97 4	0 2% 0.97 21	2% 0.97 0	12 3% 0.97 352	5% 0.97 63	20 5% 0.97 384	2% 0.97 0	19 14% 0.97 140	2% 0.97 519	3 8% 0.97 38	50% 0.97 4	0 2% 0.97 46	2% 0.97 828	7% 0.97 130
Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	2% 0.97 0 2.0% 1.15	0 2% 0.97 8 2.0% 1.15	2% 0.97 4 2.0% 1.15	0 2% 0.97 21 2.0% 1.15	2% 0.97 0 2.0% 1.15	12 3% 0.97 352 2.0% 1.15	5% 0.97 63 2.0% 1.15	20 5% 0.97 384 2.0% 1.15	2% 0.97 0 2.0% 1.15	19 14% 0.97 140 2.0% 1.15	2% 0.97 519 2.0% 1.15	3 8% 0.97 38 2.0% 1.15	50% 0.97 4 2.0% 1.15	0 2% 0.97 46 2.0% 1.15	2% 0.97 828 2.0% 1.15	7% 0.97 130 2.0% 1.15
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips	2% 0.97 0	0 2% 0.97 8 2.0%	2% 0.97 4 2.0% 1.15 1	0 2% 0.97 21 2.0% 1.15 3	2% 0.97 0 2.0%	12 3% 0.97 352 2.0%	5% 0.97 63 2.0% 1.15 9	20 5% 0.97 384 2.0%	2% 0.97 0 2.0%	19 14% 0.97 140 2.0%	2% 0.97 519 2.0% 1.15 77	3 8% 0.97 38 2.0%	50% 0.97 4 2.0%	0 2% 0.97 46 2.0% 1.15 7	2% 0.97 828 2.0% 1.15 123	7% 0.97 130 2.0%
Heavy Uehice % Peak Hour Tactor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved DRI Total DRI Total Approved DRI Total	2% 0.97 0 2.0% 1.15 0	0 2% 0.97 8 2.0% 1.15 1	2% 0.97 4 2.0% 1.15 1 5 5	0 2% 0.97 21 2.0% 1.15 3 10 10	2% 0.97 0 2.0% 1.15 0	12 3% 0.97 352 2.0% 1.15 52 0	5% 0.97 63 2.0% 1.15 9 8 8	20 5% 0.97 384 2.0% 1.15 57 0	2% 0.97 0 2.0% 1.15 0 0	19 14% 0.97 140 2.0% 1.15 21 0	2% 0.97 519 2.0% 1.15 77 17 17	3 8% 0.97 38 2.0% 1.15 6	50% 0.97 4 2.0% 1.15 1 0	0 2% 0.97 46 2.0% 1.15 7 18 18	2% 0.97 828 2.0% 1.15 123 28 28 28	7% 0.97 130 2.0% 1.15 19 0
Heavy Uehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Raad DR	2% 0.97 0 2.0% 1.15 0	0 2% 0.97 8 2.0% 1.15 1	2% 0.97 4 2.0% 1.15 1 5	0 2% 0.97 21 2.0% 1.15 3 10	2% 0.97 0 2.0% 1.15 0	12 3% 0.97 352 2.0% 1.15 52	5% 0.97 63 2.0% 1.15 9 8	20 5% 0.97 384 2.0% 1.15 57	2% 0.97 0 2.0% 1.15 0	19 14% 0.97 140 2.0% 1.15 21	2% 0.97 519 2.0% 1.15 77 17	3 8% 0.97 38 2.0% 1.15 6	50% 0.97 4 2.0% 1.15 1	0 2% 0.97 46 2.0% 1.15 7 18	2% 0.97 828 2.0% 1.15 123 28	7% 0.97 130 2.0% 1.15 19
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic	2% 0.97 0 2.0% 1.15 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9	2% 0.97 4 2.0% 1.15 1 5 5 10	0 2% 0.97 21 2.0% 1.15 3 10 10 34	2% 0.97 0 2.0% 1.15 0 0 0	12 3% 0.97 352 2.0% 1.15 52 0 404 3%	5% 0.97 63 2.0% 1.15 9 8 8 8 80	20 5% 0.97 384 2.0% 1.15 57 0 441	2% 0.97 0 2.0% 1.15 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161	2% 0.97 519 2.0% 1.15 77 17 17 613 2%	3 8% 0.97 38 2.0% 1.15 6 0 44	50% 0.97 4 2.0% 1.15 1 0 5	0 2% 0.97 46 2.0% 1.15 7 18 18 18 71	2% 0.97 828 2.0% 1.15 123 28 28 28 979	7% 0.97 130 2.0% 1.15 19 0 149
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Build Traffic	2% 0.97 0 2.0% 1.15 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9	2% 0.97 4 2.0% 1.15 1 5 5 10	0 2% 0.97 21 2.0% 1.15 3 10 10 34	2% 0.97 0 2.0% 1.15 0 0 0	12 3% 0.97 352 2.0% 1.15 52 0 404	5% 0.97 63 2.0% 1.15 9 8 8 8 80	20 5% 0.97 384 2.0% 1.15 57 0 441	2% 0.97 0 2.0% 1.15 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161	2% 0.97 519 2.0% 1.15 77 17 17 17 613	3 8% 0.97 38 2.0% 1.15 6 0 44	50% 0.97 4 2.0% 1.15 1 0 5	0 2% 0.97 46 2.0% 1.15 7 18 18 18 71	2% 0.97 828 2.0% 1.15 123 28 28 28 979	7% 0.97 130 2.0% 1.15 19 0 149
Heavy Uehice % Peak Hour Tactor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	2% 0.97 0 1.15 0 0 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2%	2% 0.97 4 2.0% 1.15 1 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 10 34 2%	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5%	5% 0.97 63 2.0% 1.15 9 8 8 8 80 4%	20 5% 0.97 384 2.0% 1.15 57 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14%	2% 0.97 519 2.0% 1.15 77 17 17 613 2% 5%	3 8% 0.97 38 2.0% 1.15 6 0 44 7%	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 2.0% 1.15 7 18 18 71 2%	2% 0.97 828 2.0% 1.15 123 28 28 28 979 2% (5%)	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%)
Heavy Uehicle % Peak Hour Tactor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No Build Traffic 2031 No Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.97 0 2.0% 1.15 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9	2% 0.97 4 2.0% 1.15 1 5 5 10	0 2% 0.97 21 2.0% 1.15 3 10 10 34	2% 0.97 0 2.0% 1.15 0 0 0	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5%	5% 0.97 63 2.0% 1.15 9 8 8 8 80	20 5% 0.97 384 2.0% 1.15 57 0 441	2% 0.97 0 2.0% 1.15 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161	2% 0.97 519 2.0% 1.15 77 17 17 613 2% 5% 5%	3 8% 0.97 38 2.0% 1.15 6 0 44	50% 0.97 4 2.0% 1.15 1 0 5	0 2% 0.97 46 2.0% 1.15 7 18 18 18 71	2% 0.97 828 2.0% 1.15 123 28 28 28 979 2%	7% 0.97 130 2.0% 1.15 19 0 149 7%
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution IN Trip Distribution NU	2% 0.97 0 1.15 0 0 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2%	2% 0.97 4 2.0% 1.15 1 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 10 34 2%	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5%	5% 0.97 63 2.0% 1.15 9 8 8 8 80 4%	20 5% 0.97 384 2.0% 1.15 57 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14%	2% 0.97 519 2.0% 1.15 77 17 17 613 2% 5%	3 8% 0.97 38 2.0% 1.15 6 0 44 7%	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 2.0% 1.15 7 18 18 71 2%	2% 0.97 828 2.0% 1.15 123 28 28 28 28 979 979 2% (5%) 8	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution NV Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.97 0 2.0% 1.15 0 0 0 2% 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0	2% 0.97 4 2.0% 1.15 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 34 2% 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0	12 3% 0.97 352 2.0% 1.15 52 0 404 404 3% 5% 11 11	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 161	2% 0.97 519 2.0% 1.15 77 17 17 17 17 613 2% 5% 11 10%	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 1.15 7 18 18 71 2% 0	2% 0.97 828 1.15 123 28 28 979 2% (5%) 8 (10%)	7% 0.97 130 2.0% 1.15 19 0 0 149 7% (5%) 8 8
Heavy Uehice % Peak Hour Tactor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No Build Traffic 2031 No Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT	2% 0.97 0 1.15 0 0 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2%	2% 0.97 4 2.0% 1.15 1 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 10 34 2%	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5%	5% 0.97 63 2.0% 1.15 9 8 8 8 80 4%	20 5% 0.97 384 2.0% 1.15 57 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14%	2% 0.97 519 2.0% 1.15 77 17 17 613 2% 5% 5%	3 8% 0.97 38 2.0% 1.15 6 0 44 7%	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 2.0% 1.15 7 18 18 71 2%	2% 0.97 828 2.0% 1.15 123 28 28 28 28 979 979 2% (5%) 8	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution NU	2% 0.97 0 2.0% 1.15 0 0 0 2% 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0	2% 0.97 4 2.0% 1.15 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 34 2% 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0	12 3% 0.97 352 2.0% 1.15 52 0 404 404 3% 5% 11 11	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 161	2% 0.97 519 2.0% 1.15 77 17 17 17 17 613 2% 5% 11 10%	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 1.15 7 18 18 71 2% 0	2% 0.97 828 2.0% 1.15 123 28 28 28 28 28 28 2% (5%) 8 (10%) 44	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 (10%) 44
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Dffice Trips Trip Distribution OUT Balancing Adjustment Bala	2% 0.97 0 2.0% 1.15 0 0 0 2% 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0	2% 0.97 4 2.0% 1.15 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 34 2% 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0	12 3% 0.97 352 2.0% 1.15 52 0 404 404 3% 5% 11 10% 8	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 161	2% 0.97 519 2.0% 1.15 77 17 17 613 2% 5% 5% 11 10% 8	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 1.15 7 18 18 71 2% 0	2% 0.97 828 1.15 1.23 28 28 979 2% (5%) 8 (10%)	7% 0.97 130 2.0% 1.15 19 0 0 149 7% (5%) 8 8
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution NU	2% 0.97 0 2.0% 1.15 0 0 0 2% 2%	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0	2% 0.97 4 2.0% 1.15 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 34 2% 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0	12 3% 0.97 352 2.0% 1.15 52 0 404 404 3% 5% 11 10% 8	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5%	2% 0.97 0 2.0% 1.15 0 0 0 2%	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 161	2% 0.97 519 2.0% 1.15 77 17 17 613 2% 5% 5% 11 10% 8	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 1.15 7 18 18 71 2% 0	2% 0.97 828 2.0% 1.15 123 28 28 28 28 28 28 2% (5%) 8 (10%) 44	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 (10%) 44
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution II Trip Distribution III Trip Distri	2% 0.97 0 2.0% 1.15 0 0 2% 2%	0 2% 0.97 8 2.0% 1.15 1 1 9 9 2% 0	2% 0.97 4 2.0% 1.15 1 5 5 10 2%	0 2% 0.97 21 2.0% 1.15 3 10 10 10 10 34 2%	2% 0.97 0 2.0% 1.15 0 2% 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 404 5% 5% 11 10% 8 8	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0 0	20 5% 0.97 384 2.0% 1.15 57 7 7 0 441 5% 0 0	2% 0.97 0 2.0% 1.15 0 0 2%	19 14% 0.97 140 2.0% 1.15 2.0% 1.15 0 161 14%	2% 0.97 519 2.0% 1.15 77 17 17 17 17 2% 5% 5% 5% 11 10% 8	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40%	0 2% 0.97 46 2.0% 1.15 7 7 18 18 18 18 2% 0 0	2% 0.97 828 2.0% 1.15 123 28 28 28 28 279 2% (5%) 8 (10%) 44	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 8 (10%) 44
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip DistributiON Trip Distribution IN Trip Distribution IN Trip Distri	2% 0.97 0 2.0% 1.15 0 0 2% 2% 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0	0 2% 0.97 21 2.0% 1.15 3 3 10 34 2% 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 11 10% 8 10% 13	5% 0.97 63 2.0% 1.15 9 8 8 8 0 4% 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5% 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0	2% 0.97 519 2.0% 1.15 77 17 17 17 613 63 5% 5% 11 10% 8 10% 13	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40% 0 0 0 0 0	0 2% 0.97 46 1.15 7 8 18 71 2% 0 0	2% 0.97 828 2.0% 1.15 123 28 28 979 2% (5%) (5%) (5%) 8 (10%) 44 (10%) 11	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 (10%) 44 44 (10%) 11
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip DistributiON Trip Distribution IN Trip Distribution IN Trip Distri	2% 0.97 0 2.0% 1.15 0 0 2% 2% 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0	0 2% 0.97 21 2.0% 1.15 3 3 10 34 2% 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 11 10% 8 10% 13	5% 0.97 63 2.0% 1.15 9 8 8 8 0 4% 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5% 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0	2% 0.97 519 2.0% 1.15 77 17 17 17 613 63 5% 5% 11 10% 8 10% 13	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40% 0 0 0 0 0	0 2% 0.97 46 1.15 7 8 18 71 2% 0 0	2% 0.97 828 2.0% 1.15 123 28 28 979 2% (5%) (5%) (5%) 8 (10%) 44 (10%) 11	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 (10%) 44 44 (10%) 11
Heavy Uehcle % Peak Hour Tactor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NN Trip Distribution NU Trip Distribution NU Trip Distribution NU Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment ResidentIal Firss Trip Distribution OUT Balancing Adjustment Confice Trips Trip Distribution OUT Balancing Adjustment Confice Trips Trip Distribution OUT Balancing Adjustment Confice Trips Total Person Strips Pass-By Distribution OUT	2% 0.97 0 2.0% 1.15 0 0 2% 2% 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0	0 2% 0.97 21 2.0% 1.15 3 3 10 34 2% 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 11 10% 8 10% 13	5% 0.97 63 2.0% 1.15 9 8 8 8 0 4% 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5% 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0	2% 0.97 519 2.0% 1.15 77 17 17 17 613 63 5% 5% 11 10% 8 10% 13	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40% 0 0 0 0 0	0 2% 0.97 46 1.15 7 8 18 71 2% 0 0	2% 0.97 828 2.0% 1.15 123 28 28 979 2% (5%) (5%) (5%) 8 (10%) 44 (10%) 11	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 (10%) 44 44 (10%) 11
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip DistributiON Trip Distribution IN Trip Distribution IN Trip Distri	2% 0.97 0 2.0% 1.15 0 0 2% 2% 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0	0 2% 0.97 21 2.0% 1.15 3 3 10 34 2% 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 11 10% 8 10%	5% 0.97 63 2.0% 1.15 9 8 8 8 0 4% 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 441 5% 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0	2% 0.97 519 2.0% 1.15 77 17 17 17 613 63 5% 5% 11 10% 8 10% 13	3 8% 0.97 38 2.0% 1.15 6 0 44 7% 0 0 0 0	50% 0.97 4 2.0% 1.15 1 0 5 40% 0 0 0 0 0	0 2% 0.97 46 1.15 7 8 18 71 2% 0 0	2% 0.97 828 2.0% 1.15 123 28 28 979 2% (5%) (5%) (5%) 8 (10%) 44 (10%) 11	7% 0.97 130 2.0% 1.15 19 0 149 7% (5%) 8 (10%) 44 44 (10%) 11
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution NU Trip Distribution NU Trip Distribution NU Trip Distribution NU Trip Distribution OUT Balancing Adjustment Retail Trips Trip Distribution OUT Balancing Adjustment Retail Trips Total Prips Total Prips Trip Stripution NU Trip Stript Trips Total Prips Total Prips Trips Total Prips Total Prips Total Prips Total Prips Trips Total Prips Total	2% 0.97 0 0 0 0 0 2% 0 2% 0 0 0 0 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0 0 0 0 0 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0 0	0 09 2% 0.97 21 2.0% 1.15 3 10 10 10 10 34 2% 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 5% 5% 111 10% 10% 13 32	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0 0 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0 0 0 0 0	2% 97 0.97 519 2.0% 1.15 77 17 17 17 17 17 5% 5% 11 10% 8 8 10% 13 32	3 8% 0.97 38 2.0% 1.15 6 0 0 44 7% 0 0 0 0 0	50% 0.97 4 2.0% 1.15 0 5 40% 0 0 0 0	0 0 2% 0.97 46 2.0% 1.15 7 18 18 18 18 18 0 0 0 0 0 0 0 0	2% 0.97 828 2.0% 1.15 123 28 28 979 28 (5%) 8 (10%) 44 (10%) 44 (10%) 44	7% 0.97 130 2.0% 1.15 19 0 149 (5%) 8 (10%) 44 (10%) 11 63 0
Heavy Uehcle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Retal Trips Total Primary Site Trips Pass-By Distribution NI Pass-By Distribution Pass-By Distribution NI Pass-By Distribution NI Pass-By Distribution NI	2% 0.97 0 0 0 0 2% 0 2% 0 0 0 0 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 0 9 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0 0 0 0 0	0 09 2% 0.97 21 2.0% 1.15 3 10 10 10 34 2% 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 5% 5% 5% 111 10% 10% 13 22 0 0 32	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0 0 0 0 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 97 0.97 519 2.0% 1.15 77 17 17 17 17 17 5% 5% 11 10% 8 10% 13 32	3 8% 0.97 38 2.0% 1.15 6 0 0 44 7% 0 0 0 0 0 0 0 0 0 0 0 0	50% 0.97 4 2.0% 1.15 0 5 40% 0 0 0 0 0 0 0 0	0 0 2% 0.97 46 2.0% 1.15 7 18 18 18 18 18 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.97 0.97 828 2.0% 1.15 123 28 28 28 (5%) 8 (10%) 8 (10%) 44 44 (10%) 11 11 63	7% 0.97 130 2.0% 1.15 19 0 149 (5%) 8 (10%) 44 (10%) 44 (10%) 63 0 0 63
Heavy Vehicle % Peak Hour Fator Existing 2024 Volumes Annual Growth Rate Growth Fator Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment CHICE Trips Trip Distribution OUT Balancing Adjustment CHICE Trips Total Prips to Trips Total Prips to Trips Total Prips to Trips Total Prips to Trips Total Spread Statement Pass-By Distribution IN Tas-Sey Distribution IV Pass-By Trips	2% 0.97 0 0 0 0 0 2% 0 2% 0 0 0 0 0 0 0 0	0 2% 0.97 8 2.0% 1.15 1 1 0 9 2% 0 0 0 0 0	2% 0.97 4 2.0% 1.15 5 5 10 2% 0 0 0	0 09 2% 0.97 21 2.0% 1.15 3 10 10 10 10 34 2% 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0	12 3% 0.97 352 2.0% 1.15 52 0 404 3% 5% 5% 5% 5% 111 10% 10% 13 32	5% 0.97 63 2.0% 1.15 9 8 8 80 4% 0 0 0 0	20 5% 0.97 384 2.0% 1.15 57 0 441 5% 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	19 14% 0.97 140 2.0% 1.15 21 0 161 14% 0 0 0 0 0 0 0	2% 97 0.97 519 2.0% 1.15 77 17 17 17 17 17 5% 5% 11 10% 8 8 10% 13 32	3 8% 0.97 38 2.0% 1.15 6 0 0 44 7% 0 0 0 0 0	50% 0.97 4 2.0% 1.15 0 5 40% 0 0 0 0	0 0 2% 0.97 46 2.0% 1.15 7 18 18 18 18 18 0 0 0 0 0 0 0 0	2% 0.97 828 2.0% 1.15 123 28 28 979 28 (5%) 8 (10%) 44 (10%) 44 (10%) 44	7% 0.97 130 2.0% 1.15 19 0 149 (5%) 8 (10%) 44 (10%) 11 63 0

	GA-8 Don	ald Lee Hollo	well Pkwy N\			ECTION #2			Ave NW/Rob	ert Smalls W	У					
	-	Finlow	Ave NW		AM PE	AK HOUR	malls Wy		GA-8 Do	nald Lee Holle	owell Pkwy NV	V (Most)	GA 8 Da	nald Lee Holl	lowell Pkwy NV	M (East)
		North	bound			South	bound			Eastb	ound			West	bound	
Observed 2024 Traffic Volumes	U-Turn 0	Left 1	Through 0	Right 0	U-Turn 0	Left 8	Through 0	Right 4	U-Turn 0	Left 3	Through 1,217	Right 0	U-Turn 0	Left 2	Through 412	Right 1
Count Balancing				-	-				_	-			_	-		·
Pedestrians Conflicting Pedestrians		0	0	0		0	4	0		4	0	0		0	0	4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	62	0	0	0	31	0
Heavy Vehicle % Peak Hour Factor	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	5% 0.94	2% 0.94	2% 0.94	2% 0.94	8% 0.94	2% 0.94
Existing 2024 Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips Chappell Road DRI	0	0	0	0	0	1	0	1	0	0	181 46	0	0	0	61 18	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic 2031 No-Build Heavy Vehicle %	0 2%	1 2%	0 2%	0 2%	0 2%	9 2%	0 2%	5 2%	0 2%	3 2%	1,444 5%	0 2%	0 2%	2 2%	491 7%	1 2%
*															1 1	
Trip Distribution IN Trip Distribution OUT		(10%)		(30%)							(15%)			45%		
Balancing Adjustment				1.00												
Residential Trips	0	41	0	125	0	0	0	0	0	0	62	0	0	56	0	0
Trip Distribution IN	-											5%		35%		
Trip Distribution OUT Balancing Adjustment		(20%)		(25%)							(10%)]	
Office Trips	0	10	0	13	0	0	0	0	0	0	5	25	0	176	0	0
Trip Distribution IN												5%	· ·	35%	· •	
Trip Distribution IN Trip Distribution OUT		(20%)		(25%)							(10%)	5%		35%		
Balancing Adjustment	-		_				-	_		-			-		-	-
Retail Trips	0	9	0	11	0	0	0	0	0	0	4	4	0	29	0	0
Total Primary Site Trips	0	60	0	149	0	0	0	0	0	0	71	29	0	261	0	0
Pass-By Distribution REDUCTION	1		1	1	1				1			-	i I			
Pass-By Distribution IN														60%	-60%	
Pass-By Distribution OUT Balancing Adjustment		(60%)														
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			71	20	0	261	0	0
	0	60	0	149	0	0	0	0	0	0	71	29	0	261	0	0
2031 Build Traffic	0	61	0	149	0	9	0	5	0	3	1,515	29	0	263	491	1
					0 2%	9 2%										
2031 Build Traffic	0	61 2%	0 2%	149	0 2%	9 2% AK HOUR	0 2%	5	0 2%	3 2%	1,515 5%	29 2%	0 2%	263 2%	491 7%	1 2%
2031 Build Traffic	0 2%	61 2% Finley / North	0 2% Ave NW bound	149 2%	0 2% PM PE	9 2% AK HOUR Robert S South	0 2% malls Wy bound	5 2%	0 2% GA-8 Do	3 2% nald Lee Holl Eastt	1,515 5% owell Pkwy NV	29 2% V (West)	0 2% GA-8 Do	263 2% nald Lee Holl West	491 7% lowell Pkwy NV bound	1 2% W (East)
2031 Build Traffic 2031 Build Heavy Vehicle %	0 2%	61 2% Finley / North Left	0 2% Ave NW ibound Through	149 2% Right	0 2% PM PE	9 2% AK HOUR Robert S South Left	0 2% malls Wy bound Through	5 2% Right	0 2% GA-8 Do U-Turn	3 2% nald Lee Holl Eastt Left	1,515 5% owell Pkwy NV oound Through	29 2% V (West) Right	0 2% GA-8 Do U-Turn	263 2% nald Lee Holl West Left	491 7% lowell Pkwy NV bound Through	1 2% W (East) Right
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing	0 2%	61 2% Finley / North	0 2% Ave NW bound	149 2%	0 2% PM PE	9 2% AK HOUR Robert S South	0 2% malls Wy bound	5 2%	0 2% GA-8 Do	3 2% nald Lee Holl Eastt	1,515 5% owell Pkwy NV	29 2% V (West)	0 2% GA-8 Do	263 2% nald Lee Holl West	491 7% lowell Pkwy NV bound	1 2% W (East)
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians	0 2%	61 2% Finley J North Left 5	0 2% Ave NW ibound Through	149 2% Right 4	0 2% PM PE	9 2% AK HOUR Robert S South Left 5	0 2% malls Wy bound Through	5 2% Right 4	0 2% GA-8 Do U-Turn	3 2% nald Lee Holl Eastt Left 3	1,515 5% owell Pkwy NV oound Through	29 2% V (West) Right 2	0 2% GA-8 Do U-Turn	263 2% nald Lee Holl West Left 3	491 7% lowell Pkwy NV bound Through	1 2% V (East) Right 10
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	0 2% U-Turn 0 	61 2% Finley , North Left 5 0 0	0 2% Ave NW bound Through 0 4 4	149 2% Right 4 0 0	0 2% PM PE U-Turn 0	9 2% AK HOUR Robert S South Left 5 0 0	0 2% malls Wy bound Through 0 7 7	5 2% Right 4 0 1	0 2% GA-8 Do U-Turn 0	3 2% nald Lee Holl Eastt Left 3 7 1	1,515 5% owell Pkwy NV bound Through 896 0 24	29 2% V (West) Right 2 4 0	0 2% GA-8 Do U-Turn 0 0	263 2% nald Lee Holl West Left 3 4 0	491 7% lowell Pkwy NV bound Through 988 0 0	1 2% W (East) Right 10 7 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle %	0 2% U-Turn 0 	61 2% Finley, North Left 5 0 0 2%	0 2% Ave NW bound Through 0 4 4 0 2%	149 2% Right 4 0 0 2%	0 2% PM PE	9 2% AK HOUR Robert S South Left 5 0 0 0 2%	0 2% malls Wy bound Through 0 7 7 0 2%	5 2% Right 4 0 1 25%	0 2% GA-8 Do U-Turn 0 0 2%	3 2% nald Lee Holl Eastt Left 3 7 1 33%	1,515 5% owell Pkwy NV oound Through 896 0 0 24 3%	29 2% V (West) Right 2 4 0 2%	0 2% GA-8 Do U-Turn 0 0 2%	263 2% nald Lee Holl West Left 3 4 0 2%	491 7% owell Pkwy NV bound Through 988 0 0 30 3%	1 2% W (East) Right 10 7 0 2%
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	0 2% U-Turn 0 	61 2% Finley , North Left 5 0 0	0 2% Ave NW bound Through 0 4 4	149 2% Right 4 0 0	0 2% PM PE U-Turn 0	9 2% AK HOUR Robert S South Left 5 0 0	0 2% malls Wy bound Through 0 7 7	5 2% Right 4 0 1	0 2% GA-8 Do U-Turn 0	3 2% nald Lee Holl Eastt Left 3 7 1	1,515 5% owell Pkwy NV bound Through 896 0 24	29 2% V (West) Right 2 4 0	0 2% GA-8 Do U-Turn 0 0	263 2% nald Lee Holl West Left 3 4 0	491 7% lowell Pkwy NV bound Through 988 0 0	1 2% W (East) Right 10 7 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hour Factor Existing 2024 Volumes	0 2% U-Turn 0 	61 2% Finley, North Left 5 0 0 2% 0,98 5	0 2% Ave NW bound Through 0 4 0 2% 0,98 0	149 2% Right 4 0 0 2% 0.98 4	0 2% PM PE U-Turn 0 0 2% 0.98 0	9 2% AK HOUR Robert S South Left 5 0 0 0 2% 0.98 5	0 2% malls Wy bound Through 0 7 0 2% 0,98 0	5 2% Right 4 0 1 25% 0.98 4	0 2% GA-8 Do U-Turn 0 0 2% 0.98 0	3 2% East Left 3 7 1 33% 0.98 3	1,515 5% bwell Pkwy NV bound Through 896 0 24 3% 0.98 896	29 2% V (West) Right 2 4 0 2% 0.98 2	0 2% GA-8 Do U-Turn 0 0 2% 0.98 0	263 2% mald Lee Holl West Left 3 4 0 2% 0.98 3	491 7% owell Pkwy NV bound Through 988 0 0 30 30 3% 0.98 988	1 2% W (East) Right 10 7 0 2% 0.98 10
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles	0 2% U-Turn 0 2% 0.98	61 2% Finley / North Left 5 0 0 0 2% 0.98	0 2% Ave NW bound Through 0 4 4 0 2% 0.98	149 2% Right 4 0 0 2% 0.98	0 2% PM PE U-Turn 0 0 2% 0.98	9 2% Robert S South Left 5 0 0 0 2% 0.98	0 2% malls Wy bound Through 0 7 0 2% 0.98	5 2% Right 4 0 1 25% 0.98	0 2% GA-8 Do U-Turn 0 	3 2% nald Lee Holle Eastt Left 3 7 7 1 33% 0.98	1,515 5% owell Pkwy NV oound Through 896 0 0 24 3% 0.98	29 2% V (West) Right 2 4 0 2% 0.98	0 2% GA-8 Do U-Turn 0 0 2% 0.98	263 2% nald Lee Holl West Left 3 4 0 2% 0.98	491 7% owell Pkwy NV bound Through 988 0 0 30 3% 0.98	1 2% W (East) Right 10 7 0 2% 0.98
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Heavy Vehicle % Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Ractor Background Growth Trips	0 2% 0 0 2% 0.98 0 2.0%	61 2% Finley, North Left 5 0 0 2% 0.98 5 5	0 2% Ave NW bound Through 0 4 4 0.98 0 9 2.0%	149 2% Right 4 0 0 2% 0.98 4 2.0%	0 2% PM PE U-Turn 0 2% 0.98 0 2.0%	9 2% Robert S South Left 5 0 0 2% 0.98 5 2.0%	0 2% malls Wy bound Through 0 7 7 0 2% 0.98 0 9 2.0%	5 2% Right 4 0 1 25% 0.98 4 2.0%	0 2% GA-8 Do U-Turn 0 	3 2% nald Lee Holli Eastt Left 3 7 1 33% 0.98 3 2.0%	1,515 5% owell Pkwy NV oound Through 896 0 24 3% 0.98 896 2.0% 1.15 133	29 2% V (West) Right 2 4 0 2% 0.98 2 2.0%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0%	263 2% nald Lee Holl West Left 3 4 0 2% 0.98 3 2.0%	491 7% owell Pkwy NV bound Through 988 0 0 3 3 0,98 988 2.0% 1.15 147	1 2% W (East) Right 10 7 0 2% 0.98 10 2.0%
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	0 2% U-Turn 0 	61 2% Finley, North Left 5 5 0 0 0 2% 0.98 0.98 5 2.0% 1.15	0 2% 2% bound Through 0 0 2% 0 2% 0 2% 0 0 0 0 0 1.15	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15	0 2% PM PE U-Turn 0 0 2% 0.98 0 2.0% 1.15	9 2% AK HOUR Robert S South Left 5 0 0 0 2% 0.98 5 5 2.0% 1.15	0 2% 2% bound Through 0 7 0 2% 0 2% 0 2% 0 2.0% 1.15	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15	0 2% GA-8 Do U-Turn 0 	3 2% nald Lee Holl Eastti Left 3 7 1 1 33% 0.98 3 2.0% 1.15	1,515 5% owell Pkwy NV oound Through 896 0 24 3% 0.98 886 2.0% 1.15	29 2% V (West) Right 2 4 0 2% 0.98 2 2.0% 1.15	0 2% GA-8 Do U-Turn 0 	263 2% nald Lee Holl West Left 3 4 0.98 3 2.0% 1.15	491 7% owell Pkwy NV bound Through 988 0 0 30 3% 988 988 2.0% 1.15	1 2% W (East) Right 10 7 0,98 0,98 10 2% 0,98 10 10
2031 Build Traffic 2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Eakground Growth Trips Chappeli Road DR Total Approved Development Trips 2031 No-Build Traffic	0 2% U-Turn 0 2% 0 2% 0 2% 0 2% 0 2.0% 1.15 0 0 0 0	61 2% Finley, North Left 5 5 0 0 2% 0.98 5 2.0% 1.15 1 0 6	0 2% 2% bound Through 0 4 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1.15 1.15 5	0 2% PM PE U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	9 2% AK HOUR Robert S South Left 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0 0 6	0 2% 2% bound Through 0 7 	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 1 0 5	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	3 2% Easti Left 7 1 33% 0.98 3 2.0% 1.15 0 0 3	1,515 5% 5% 00und Through 896 24 3% 0.98 896 2.0% 1.15 133 27 27 27 27 27	29 2% 8 8 9 1 1 1 1 1 1 1 1 1 1 1 1 0 0 2 % 0.98 2 2 0% 1.15 0 0 2	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.98 0 2.0% 1.15 0 0 0	263 2% 2% West Left 4 0.98 3 	491 7% owell Pkwy NV bound Through 988 0 0 30 30 988 2.0% 1.15 147 46 46 46	1 2% Right 10 7 0.98 10 2.0% 1.15 1 1 0 0 11
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Developmen Trips 2031 No-Build Heavy Vehicle %	0 2% U-Turm 0 0 2% 0.98 0.98 0 0.98 0 0 0 0 0	61 2% Finley / North Left 5 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0 0	0 2% Ave NW bound Through 0 4 4 0 2% 0.98 0 2.0% 1.15 0 0 0	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1 0	0 2% PM PEJ U-Turn 0 2% 0.98 0 2.0% 1.15 0	9 2% AK HOUR Robert S South Left 5 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0	0 2% malls Wy bound Through 0 2% 0.98 0 2.0% 1.15 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0	0 2% GA-8 Do U-Turn 0 0 2% 0.98 0 2.0% 1.15 0 0	3 2% Eastt Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0	1,515 5% 5% 5% 5% 5% 5% 5% 5% 00 24 3% 0.98 896 2.0% 1.15 133 27 27	29 2% V (West) Right 2 4 0 2% 0.98 2 2.0% 1.15 0 0	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0	263 2% mald Lee Holl West Left 3 3 4 0 2% 0.98 3 2.0% 1.15 0 0	491 7% lowell Pkwy NV bound Through 988 0 0 30 3% 0.98 988 2.0% 1.15 147 147 46 46	1 2% N (East) Right 10 7 0.98 10 2% 0.98 10 2.0% 1.15 1 1 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles	0 2% U-Turn 0 2% 0 2% 0 2% 0 2% 0 2.0% 1.15 0 0 0 0	61 2% Finley, North Left 5 	0 2% 2% bound Through 0 4 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1 0.5 2%	0 2% PM PE U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	9 2% AK HOUR Robert S South Left 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0 0 6	0 2% 2% bound Through 0 7 	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 1 0 5	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	3 2% Easti Left 7 1 33% 0.98 3 2.0% 1.15 0 0 3	1,515 5% bwell Pkwy NV oound Through 896 0 2 24 3% 0.98 896 2.0% 1.15 133 27 1.056 3%	29 2% 2% V (West) Right 2 2 4 0.98 2 2.0% 1.15 0 0 0 2	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.98 0 2.0% 1.15 0 0 0	263 2% 2% West Left 4 0.98 3 	491 7% owell Pkwy NV bound Through 988 0 0 30 30 988 2.0% 1.15 147 46 46 46	1 2% Right 10 7 0.98 10 2.0% 1.15 1 1 0 0 11
2031 Build Traffic 2031 Build Heavy Vehicle % Closerved 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Stating 2024 Volumes Annual Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle %	0 2% U-Turn 0 2% 0 2% 0 2% 0 2% 0 2.0% 1.15 0 0 0 0	61 2% Finley, North Left 5 5 0 0 2% 0.98 5 2.0% 1.15 1 0 6	0 2% 2% bound Through 0 4 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1.15 1.15 5	0 2% PM PE U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	9 2% AK HOUR Robert S South Left 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0 0 6	0 2% 2% bound Through 0 7 	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 1 0 5	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	3 2% Easti Left 7 1 33% 0.98 3 2.0% 1.15 0 0 3	1,515 5% 5% 00und Through 896 24 3% 0.98 896 2.0% 1.15 133 27 27 27 27 27	29 2% 2% V (West) Right 2 2 4 0.98 2 2.0% 1.15 0 0 0 2	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.98 0 2.0% 1.15 0 0 0	263 2% nald Lee Holl West Left 3 4 0 98 3 3 2.0% 1.15 0 0 3 2%	491 7% owell Pkwy NV bound Through 988 0 0 30 30 988 2.0% 1.15 147 46 46 46	1 2% Right 10 7 0.98 10 2.0% 1.15 1 1 0 0 11
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic	0 2% U-Turn 0 2% 0 2% 0 2% 0 2% 0 2.0% 1.15 0 0 0 0	61 2% Finley, North Left 5 	0 2% 2% bound Through 0 4 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1 0.5 2%	0 2% PM PE U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	9 2% AK HOUR Robert S South Left 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0 0 6	0 2% 2% bound Through 0 7 	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 1 0 5	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	3 2% Easti Left 7 1 33% 0.98 3 2.0% 1.15 0 0 3	1,515 5% bwell Pkwy NV oound Through 896 0 2 24 3% 0.98 896 2.0% 1.15 133 27 1.056 3%	29 2% 2% V (West) Right 2 2 4 0.98 2 2.0% 1.15 0 0 0 2	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.90 2.0% 1.15 0 0 0	263 2% nald Lee Holl West Left 3 3 4 0 2% 3 3 2% 2.0% 1.15 0 0 3 3 2% 45%	491 7% owell Pkwy NV bound Through 988 0 0 30 30 988 2.0% 1.15 147 46 46 46	1 2% Right 10 7 0.98 10 2.0% 1.15 1 1 0 0 11
2031 Build Traffic 2031 Build Heavy Vehicle % Closerved 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Background Growth Trips Chappel Reavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	0 2% 0 0 2% 0.98 0 0 2% 2.0% 1.15 0 0 0 2%	61 2% Finley, North Left 5 5 0 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% (10%)	0 2% Ave NW bound Through 0 4 4 0 2% 0,98 0 0 2.0% 1.15 0 0 0 2%	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1 1 0 5 2% (30%)	0 2% PM PE/ 0 0 2% 0.98 0 2.0% 1.15 0 0 2.0%	9 2% AK HOUR Robert S South Left 5 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2%	0 2% malls Wy bound Through 0 2% 0 2% 0.98 0 0 2.0% 1.15 0 0 0 2%	5 2% Right 4 0 125% 0.98 4 2.0% 1.15 1 1 0 5 20%	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2%	3 2% East Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33%	1,515 5% bowell Pkwy NV oound Through 896 0 2.0% 896 1.15 133 27 1.056 3% (15%)	29 2% V (West) Right 2 	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.98 0 2.0% 1.15 0 0 0 2%	263 2% mald Lee Holl West Left 3 4 0 2% 0.98 3 2.0% 1.15 0 0 3 2% 2 45% 1.00	491 7% owell Pkwy NU bound Through 988 0 30 3% 0.98 988 0.98 988 1.15 147 46 1.15 147 46 1.181 3%	1 2% Right 10 7 0 2% 0.98 10 2.0% 1.15 1 1 0 0 11 2%
2033 Build Traffic 2033 Build Heavy Vehicle % Closerved 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Teator Existing 2024 Volumes Annual Growth Rate Growth Factor Bakorgound Growth Trips Chal Approved Development Trips 2031 No Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Aglustment Residential Trips	0 2% 0 0 2% 0.98 0 0 2% 2.0% 1.15 0 0 0 2%	61 2% Finley, North Left 5 5 0 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% (10%)	0 2% Ave NW bound Through 0 4 4 0 2% 0,98 0 0 2.0% 1.15 0 0 0 2%	149 2% Right 4 0 0 2% 0.98 4 2.0% 1.15 1 1 0 5 2% (30%)	0 2% PM PE/ 0 0 2% 0.98 0 2.0% 1.15 0 0 2.0%	9 2% AK HOUR Robert S South Left 5 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2%	0 2% malls Wy bound Through 0 7 0 2% 0.98 0 0 2.0% 1.15 0 0 0 2%	5 2% Right 4 0 125% 0.98 4 2.0% 1.15 1 1 0 5 20%	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2%	3 2% East Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33%	1,515 5% bowell Pkwy NV oound Through 896 0 2.0% 896 1.15 133 27 1.056 3% (15%)	29 2% V (West) Right 2 4 0.98 2.0% 1.15 0 0 2.0% 1.15 0 0 2.2% 0 0	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.98 0 2.0% 1.15 0 0 0 2%	263 2% nald Lee Holl West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 0 3 2% 45% 1.00 103	491 7% owell Pkwy NU bound Through 988 0 30 3% 0.98 988 0.98 988 1.15 147 46 1.15 147 46 1.181 3%	1 2% Right 10 7 0 2% 0.98 10 2.0% 1.15 1 1 0 0 11 2%
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Opdestrians Conflicting Pedestrians Heavy Vehicles Description Crowth Trips Chald Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trips Trip Distribution IN Trips Trip Distribution IN Trip Distribution IN Trips	0 2% 0 0 2% 0.98 0 0 2% 2.0% 1.15 0 0 0 2%	61 2% Finley, North Left 5 5 5 0.98 5 2.0% 1.15 2.0% 1.15 1 0 6 2% (10%) 16	0 2% Ave NW bound Through 0 4 4 0 2% 0,98 0 0 2.0% 1.15 0 0 0 2%	149 2% Right 4 0 2% 0,09 2% 0,09 4 2% 0,09 4 2% 0,09 4 2% 0,09 4 0 5 2% (30%) 48	0 2% PM PE/ 0 0 2% 0.98 0 2.0% 1.15 0 0 2.0%	9 2% AK HOUR Robert S South Left 5 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2%	0 2% malls Wy bound Through 0 7 0 2% 0.98 0 0 2.0% 1.15 0 0 0 2%	5 2% Right 4 0 125% 0.98 4 2.0% 1.15 1 1 0 5 20%	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2%	3 2% East Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33%	1.515 5% owell Pkwy NV oound Through 896 0 0 24 3% 0.98 896 2.0% 1.15 133 27 77 1.056 3% (15%) 24	29 2% V (West) Right 2 4 0.98 2.0% 1.15 0 0 2.0% 1.15 0 0 2.2% 0 0	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2% 0.98 0 2.0% 1.15 0 0 0 2%	263 2% nald Lee Holl West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 0 3 2% 45% 1.00 103	491 7% owell Pkwy NU bound Through 988 0 30 3% 0.98 988 0.98 988 1.15 147 46 1.15 147 46 1.181 3%	1 2% Right 10 7 0 2% 0.98 10 2.0% 1.15 1 1 0 0 11 2%
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Ordectrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Reavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Beakforound Growth Trips Chala Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution NI Trip Distribution IN Trip Distribution NI Trip Distribution NI Trip Distribution NI Trip Distribution OUT Balancing Adjustment Aplancing Adjustment Office Trips	0 2% U-Turn 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	61 2% Finley, North Left 5 5 0 0 0 2% 0 9 5 2.0% 1.15 1 0 6 2% (10%) 16 (20%)	0 0 2% Ave NW bound Through 0 4 4 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	149 2% Right 4 0 2% 0,09 4 2% 0,09 4 2,0% 1,15 1 0 5 2% (30%) 48 (25%)	0 2% PM PEJ U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 2%	9 2% Robert S South Left 1 5 0 0 0 2% 0.98 5 2.0% 1.15 1.15 1.15 0 6 2% 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2% malls Wy bound Through 0 7 2% 0.99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2% Right 4 0 1 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0 0 0	0 2% GA-8 Do U-Turn 0 2% 0.96 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	3 2% nald Lee Holl East Left 3 3 7 1 1 33% 0.98 3 3 2.0% 1.15 0 0 3 333% 0.93 0 0 0 3 0 0 0 0 0	1.515 5% owell Pkwy NV ound Through 8% 0 0 24 3% 0.98 8% 1.15 133 27 27 1.056 3% (15%) 24 (10%)	29 2% V (West) Right 4 0 2% 0.9% 2 2.0% 1.15 0 2 2.0% 1.15 0 0 5% 2 4	0 2% GA-8 Dc U-Turn 0 2% 0.990 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 2% 0 0	263 2% nald Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2.0% 1.15 0 3 3 2.0% 1.15 0 3 3 5% 29	491 7% owell Pkwy NV bound Through 988 0 0 3% 0.98 988 2.0% 1.15 147 46 46 1.181 3% 0 0	1 2% W (East) Right 10 7 0 2% 0.98 10 2.0% 1.15 1.15 1.15 1.15 0 11 2% 0 0
2033 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Trip Distribution NU Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancipa Aguistment Office Trips Trip Distribution OUT	0 2% U-Turn 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	61 2% Finley, North Left 5 5 0 0 0 2% 0 9 5 2.0% 1.15 1 0 6 2% (10%) 16 (20%)	0 0 2% Ave NW bound Through 0 4 4 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	149 2% Right 4 0 2% 0,09 4 2% 0,09 4 2,0% 1,15 1 0 5 2% (30%) 48 (25%)	0 2% PM PEJ U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 2%	9 2% Robert S South Left 1 5 0 0 0 2% 0.98 5 2.0% 1.15 1.15 1.15 0 6 2% 0 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2% malls Wy bound Through 0 7 2% 0.99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2% Right 4 0 1 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0 0 0	0 2% GA-8 Do U-Turn 0 2% 0.96 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	3 2% nald Lee Holl East Left 3 3 7 1 1 33% 0.98 3 3 2.0% 1.15 0 0 3 333% 0.93 0 0 0 3 0 0 0 0 0	1.515 5% owell Pkwy NV ound Through 8% 0 0 24 3% 0.98 8% 1.15 133 27 27 1.056 3% (15%) 24 (10%)	29 2% V (West) Right 2 2 4 0 0 2% 0.0% 1.15 0 0 2.0% 1.15 0 0 2 2% 0 0 5%	0 2% GA-8 Dc U-Turn 0 2% 0.990 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 2% 0 0	263 2% nald Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 0 3 2% 0.98 3 2.0% 1.15 0 0 3 2% 1.05 103 103	491 7% owell Pkwy NV bound Through 988 0 0 3% 0.98 988 2.0% 1.15 147 46 46 1.181 3% 0 0	1 2% W (East) Right 10 7 0 2% 0.98 10 2.0% 1.15 1.15 1.15 1.15 0 11 2% 0 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hoar Factor Resking 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment	0 2% U-Turn 0 0 2% 0.98 0 2.0% 1.15 0 0 0 2.2% 0 0 0 0 0	61 61 2% Finley, North Left 5 - 0 0 2% 0.98 5 - 2.0% 1.15 1 0 6 2% (10%) - 16 - (20%)	0 2% Ave NW bound Through 0 4 4 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	149 2% Right 4 0 0,98 4 2% 0,98 4 0 2% 3% 1.15 1 0 5 2% (30%) 48 (25%) (25%)	0 2% PM PEJ 0 0 2% 0.98 0 0 2% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0	9 2% AK HOUR Robert S South Left 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0	0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0 0 0	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2% 1.15 0 0 2% 0.98 0 0 2% 0.98 0 0 0 0 0 0 0	3 2% hald Lee Holl East Left 3 3 7 7 7 1 33% 0.98 3 3 2.0% 1.15 0 3 3.3% 0 3 3.3% 0 0 0	1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 27 27 27 27 27 27 27 27 27	29 2% V (West) Right 4 0.98 2% 2.0% 1.15 0 0 2.2% 0.0 2 2.2% 0.0 5% 5%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	263 2% naid Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2.0% 1.15 0 3 2.0% 1.15 0 3 3 2% 29 35%	491 7% owell Pkwy NV bound Through 988 0 0 30 3% 0,98 988 2.0% 1.15 147 46 46 46 46 46 0 0	1 2% Right 10 7 0.08 10 2.0% 1.15 1 2.0% 1.15 1 0 0 11 2%
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hoar Factor Beaking 2024 Volumes Annual Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031	0 2% U-Turn 0 0 2% 0,98 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0	61 61 2% Finley, North Left 5 - 0 0 0 2% 0 9 5 - 2% 0 9 5 - 2% 1.15 1 0 6 2% (10%) 16 - (2%) 16 - (2%) 2% 2% 2% 22 - 2% 22	0 0 2% Ave NW bound Through 0 4 0 0 2% 0 0 0 0 0 0 0 0 0	149 2% Right 4 0 0.98 4 2% 0.98 1.15 1 0 5 2% (30%) 48 (25%) 110 28	0 2% PM PEJ 0 0 2% 0.98 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0	9 2% Robert S South Left 5 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0	0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 2% 0 0 0 2%	3 2% nald Lee Holl East Left 3 3 7 7 1 1 3 3% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 0 0 0 0	1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 1.056 3% (15%) 24 (10%) 44	29 2% V (West) Right 4 0 2% 2 2 2.0% 1.15 0 0 2 2% 0 0 2 2% 4 5% 5% 5%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	263 2% naid Lee Holl West Left 4 0 9 3 2.0% 1.15 0 0 3 2.0% 1.15 0 0 3 2.0% 1.15 0 0 3 3 2% 29 35% 29 35%	491 7% owell Pkwy NV bound Through 988 0 0 30 30 30 30 30 30 30 30 30 30 30 30	1 2% Right 10 7 0 2% 0.98 1.15 1 0 1.15 1 0 0 0 0 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hoar Factor Resking 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment	0 2% U-Turn 0 0 2% 0.98 0 2.0% 1.15 0 0 0 2.2% 0 0 0 0 0	61 61 2% Finley, North Left 5 - 0 0 2% 0.98 5 - 2.0% 1.15 1 0 6 2% (10%) - 16 - (20%)	0 2% Ave NW bound Through 0 4 4 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	149 2% Right 4 0 0,98 4 2% 0,98 4 0 2% 3% 1.15 1 0 5 2% (30%) 48 (25%) (25%)	0 2% PM PEJ 0 0 2% 0.98 0 0 2% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0	9 2% AK HOUR Robert S South Left 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0	0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0 0 0	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 2% 0.98 0 0 0 0 0 0 0	3 2% hald Lee Holl East Left 3 3 7 7 7 1 33% 0.98 3 3 2.0% 1.15 0 3 3.3% 0 3 3.3% 0 0 0	1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 27 27 27 27 27 27 27 27 27	29 2% V (West) Right 4 0.98 2% 2.0% 1.15 0 0 2.2% 0.0 2 2.2% 0.0 5% 5%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	263 2% naid Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2.0% 1.15 0 3 2.0% 1.15 0 3 3 2% 29 35%	491 7% owell Pkwy NV bound Through 988 0 0 30 3% 0,98 988 2.0% 1.15 147 46 46 46 46 46 0 0	1 2% Right 10 7 0,2% 0,98 10 2.0% 1.15 1 1 0 111 2% 0 0
2033 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Tator Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Scharper State Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Background Growth Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution NU Trip Distribution IN Trip Distribution OUT Balancing Adjustment Growth Rate Grip Distribution OUT Balancing Adjustment Grip Distribution OUT Balancing Adjustment Residential Frips Trip Distribution OUT Balancing Adjustment Residential Residential Resolution OUT Balancing Adjustment Residenting	0 2% U-Turn 0 0 2% 0,98 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0	61 61 2% Finley, North Left 5 - 0 0 0 2% 0 9 5 - 2% 0 9 5 - 2% 1.15 1 0 6 2% (10%) 16 - (2%) 16 - (2%) 2% 2% 2% 22 - 2% 22	0 0 2% Ave NW bound Through 0 4 0 0 2% 0 0 0 0 0 0 0 0 0	149 2% Right 4 0 0.98 4 2% 0.98 1.15 1 0 5 2% (30%) 48 (25%) 110 28	0 2% PM PEJ 0 0 2% 0.98 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0	9 2% Robert S South Left 5 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0	0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 2% 0 0 0 2%	3 2% nald Lee Holl East Left 3 3 7 7 1 1 3 3% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 0 0 0 0	1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 1.056 3% (15%) 24 (10%) 44	29 2% V (West) Right 4 0 2% 2 2 2.0% 1.15 0 0 2 2% 0 0 2 2% 4 5% 5% 5%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	263 2% nald Lee Holl West Left 0 2% 0.98 3 3 2.0% 1.15 0 0 3 2% 45% 1.00 103 35% 29 29 35% 45 177	491 7% 0owell Pkwy NV bound Through 988 0.9 988 2.0% 1.15 147 46 1,181 3% 0 0 988	1 2% Right 10 7 0,2% 0,98 10 2.0% 1.15 1 0 0 111 2% 0 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hoar Factor Background Corwth Trips Annual Growth Rate Background Crowth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Stribution NU Trip Distribution NU Tip Distribution OUT Balancing Aglipstment </td <td>0 2% U-Turn 0 0 2% 0,98 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0</td> <td>61 61 2% Finley, North Left 5 5 2.0% 1.15 2.0% 1.15 0 6 2% 0.98 1.15 1 1 1 1 1 1 1 1 (20%) 88 (20%) 22 126</td> <td>0 0 2% Ave NW bound Through 0 4 0 0 2% 0 0 0 0 0 0 0 0 0</td> <td>149 2% Right 4 0 0.98 4 2% 0.98 1.15 1 0 5 2% (30%) 48 (25%) 110 28</td> <td>0 2% PM PEJ 0 0 2% 0.98 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0</td> <td>9 2% Robert S South Left 5 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0</td> <td>0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0</td> <td>5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0</td> <td>0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 2% 0 0 0 2%</td> <td>3 2% nald Lee Holl East Left 3 3 7 7 1 1 3 3% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 0 0 0 0</td> <td>1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 1.056 3% (15%) 24 (10%) 44</td> <td>29 2% V (West) Right 4 0 2% 2 2 2.0% 1.15 0 0 2 2% 0 0 2 2% 4 5% 5% 5%</td> <td>0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>263 2% naid Lee Holl West Left 4 0 9 3 2.0% 1.15 0 0 3 2.0% 1.15 0 0 3 2.0% 1.15 0 0 3 3 2% 29 35% 29 35%</td> <td>491 7% owell Pkwy NV bound Through 988 0 0 30 30 30 30 30 30 30 30 30 30 30 30</td> <td>1 2% Right 10 7 0,2% 0,98 10 2.0% 1.15 1 0 0 111 2% 0 0</td>	0 2% U-Turn 0 0 2% 0,98 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0	61 61 2% Finley, North Left 5 5 2.0% 1.15 2.0% 1.15 0 6 2% 0.98 1.15 1 1 1 1 1 1 1 1 (20%) 88 (20%) 22 126	0 0 2% Ave NW bound Through 0 4 0 0 2% 0 0 0 0 0 0 0 0 0	149 2% Right 4 0 0.98 4 2% 0.98 1.15 1 0 5 2% (30%) 48 (25%) 110 28	0 2% PM PEJ 0 0 2% 0.98 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0	9 2% Robert S South Left 5 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0	0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 2% 0 0 0 2%	3 2% nald Lee Holl East Left 3 3 7 7 1 1 3 3% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 0 0 0 0	1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 1.056 3% (15%) 24 (10%) 44	29 2% V (West) Right 4 0 2% 2 2 2.0% 1.15 0 0 2 2% 0 0 2 2% 4 5% 5% 5%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	263 2% naid Lee Holl West Left 4 0 9 3 2.0% 1.15 0 0 3 2.0% 1.15 0 0 3 2.0% 1.15 0 0 3 3 2% 29 35% 29 35%	491 7% owell Pkwy NV bound Through 988 0 0 30 30 30 30 30 30 30 30 30 30 30 30	1 2% Right 10 7 0,2% 0,98 10 2.0% 1.15 1 0 0 111 2% 0 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Condition Pedestrians Heavy Vehicle % Peak Hour Factor Background Crowth Trips Change Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Infrafic 2031 No-Build Justment Residential Trips Trip Distribution NN Trip Distribution NU Trip Distribution NU Trip Distribution NI	0 2% U-Turn 0 0 2% 0,98 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0	61 61 2% Finley, North Left 5 5 5 0 0 0 2% 0 98 5 2.0% 1.15 1 1 0 6 2% (10%) 16 (20%) 88 (20%) 22 126	0 0 2% Ave NW bound Through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	149 149 2% Right 4 0 2% 0,09 4 2% 30% 4 0 5 2% 30% 30% (30%) 48 (25%) 28 186	0 2% PM PEJ 0 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 2%	9 2% Robert S South Left 1 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2.0% 1.15 1 0 6 2.2% 0 9 8 2.0% 1.15 1 0 0 6 2.% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2% mails Wy bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2% Right 4 0 1 1 25% 0.98 4 2.0% 1.15 1 1 0 5 20% 0 0 0 0 0 0 0 0 0	0 2% GA-8 Do U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2% nald Lee Holl East Left 3 3 7 1 1 33% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 9 0 0 0 0 0 0 0 0 0	1.515 5% 5% owell Pkwy NV ound Through 8% 0 0 24 3% 0.98 8% 2.0% 1.15 133 27 7 1.056 3% (15%) 24 (10%) 24 (10%) 11 79	29 2% V (West) Right 4 0 2% 0.98 2.0% 1.15 0 0 2.0% 1.15 0 0 2.2% 0 0 5% 5% 5% 6 10	0 2% GA-8 Dc U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 2%	263 2% naid Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2% 0 0 3 2% 0 0 3 3 2% 0 0 3 3 2% 0 9 3 3 5% 29 29 35% 45 177 60%	491 7% owell Pkwy NV bound Through 988 0 0 30 30 30 30 30 30 30 30 30 30 30 30	1 2% Right 10 0 2% 0.98 10 2.0% 1.15 1.15 1.15 0 11 2.0% 0.01 11 2% 0 0 0 0 0 0 0
2033 Build Traffic 2033 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Tactor Existing 2024 Volumes Annual Growth Rate Crowth Rate Crowth Rate Carl Approved Development Trips 2031 No-Build Traffic 2031 No-Build Keavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution NUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Residential Resident	0 2% U-Turn 0 0 2% 0,98 0 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0	61 61 2% Finley, North Left 5 5 2.0% 1.15 2.0% 1.15 0 6 2% 0.98 1.15 1 1 1 1 1 1 1 1 (20%) 88 (20%) 22 126	0 0 2% Ave NW bound Through 0 4 0 0 2% 0 0 0 0 0 0 0 0 0	149 2% Right 4 0 0.98 4 2% 0.98 1.15 1 0 5 2% (30%) 48 (25%) 110 28	0 2% PM PEJ 0 0 2% 0.98 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0	9 2% Robert S South Left 5 5 0 0 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0	0 2% malls Wy bound Through 0 7 0 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0	0 2% GA-8 Do U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 2% 0 0 0 2%	3 2% nald Lee Holl East Left 3 3 7 7 1 1 3 3% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 0 0 0 0	1.515 5% owell Pkwy NV oound Through 8% 0.9% 8% 2.0% 1.15 133 27 27 27 27 1.056 3% (15%) 24 (10%) 44	29 2% V (West) Right 4 0 2% 2 2 2.0% 1.15 0 0 2 2% 0 0 2 2% 4 5% 5% 5%	0 2% GA-8 Dc U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	263 2% nald Lee Holl West Left 0 2% 0.98 3 3 2.0% 1.15 0 0 3 2% 45% 1.00 103 35% 29 29 35% 45 177	491 7% 0owell Pkwy NV bound Through 988 0.9 988 2.0% 1.15 147 46 1,181 3% 0 0 988	1 2% Right 10 7 0,2% 0,98 10 2.0% 1.15 1 0 0 111 2% 0 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hoar Factor Background Corwth Trips Annual Growth Rate Growth Sactor Background Crowth Trips Chal Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution N Trip Starbution N Trip Distribution N <t< td=""><td>0 2% U-Turn 0 0 2% 0,98 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>61 61 2% Finley, North Left 5 5 5 0 0 0 2% 0 98 5 2.0% 1.15 1 1 0 6 2% (10%) 16 (20%) 88 (20%) 22 126</td><td>0 0 2% Ave NW bound Through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>149 149 2% Right 4 0 2% 0,09 4 2% 30% 4 0 5 2% 30% 30% (30%) 48 (25%) 28 186</td><td>0 2% PM PEJ 0 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 2%</td><td>9 2% Robert S South Left 1 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2.0% 1.15 1 0 6 2.2% 0 9 8 5 2.0% 1.15 1 0 0 6 2.2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>0 2% mails Wy bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>5 2% Right 4 0 1 1 25% 0.98 4 2.0% 1.15 1 1 0 5 20% 0 0 0 0 0 0 0 0 0</td><td>0 2% GA-8 Do U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>3 2% nald Lee Holl East Left 3 3 7 1 1 33% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 9 0 0 0 0 0 0 0 0 0</td><td>1.515 5% 5% owell Pkwy NV ound Through 8% 0 0 24 3% 0.98 8% 2.0% 1.15 133 27 7 1.056 3% (15%) 24 (10%) 24 (10%) 11 79</td><td>29 2% V (West) Right 4 0 2% 0.98 2.0% 1.15 0 0 2.0% 1.15 0 0 2.2% 0 0 5% 5% 5% 6 10</td><td>0 2% GA-8 Dc U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 2%</td><td>263 2% naid Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2% 0 0 3 2% 0 0 3 3 2% 0 0 3 3 2% 0 9 3 3 5% 29 29 35% 45 177 60%</td><td>491 7% owell Pkwy NV bound Through 988 0 0 30 30 30 30 30 30 30 30 30 30 30 30</td><td>1 2% Right 10 0 2% 0.98 10 2.0% 1.15 1.15 1.15 0 11 2.0% 0.01 11 2% 0 0 0 0 0 0 0</td></t<>	0 2% U-Turn 0 0 2% 0,98 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0	61 61 2% Finley, North Left 5 5 5 0 0 0 2% 0 98 5 2.0% 1.15 1 1 0 6 2% (10%) 16 (20%) 88 (20%) 22 126	0 0 2% Ave NW bound Through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	149 149 2% Right 4 0 2% 0,09 4 2% 30% 4 0 5 2% 30% 30% (30%) 48 (25%) 28 186	0 2% PM PEJ 0 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 2%	9 2% Robert S South Left 1 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2.0% 1.15 1 0 6 2.2% 0 9 8 5 2.0% 1.15 1 0 0 6 2.2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2% mails Wy bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2% Right 4 0 1 1 25% 0.98 4 2.0% 1.15 1 1 0 5 20% 0 0 0 0 0 0 0 0 0	0 2% GA-8 Do U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2% nald Lee Holl East Left 3 3 7 1 1 33% 0.98 3 2.0% 1.15 0 0 3 3 33% 0 9 0 0 0 0 0 0 0 0 0	1.515 5% 5% owell Pkwy NV ound Through 8% 0 0 24 3% 0.98 8% 2.0% 1.15 133 27 7 1.056 3% (15%) 24 (10%) 24 (10%) 11 79	29 2% V (West) Right 4 0 2% 0.98 2.0% 1.15 0 0 2.0% 1.15 0 0 2.2% 0 0 5% 5% 5% 6 10	0 2% GA-8 Dc U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 2%	263 2% naid Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2% 0 0 3 2% 0 0 3 3 2% 0 0 3 3 2% 0 9 3 3 5% 29 29 35% 45 177 60%	491 7% owell Pkwy NV bound Through 988 0 0 30 30 30 30 30 30 30 30 30 30 30 30	1 2% Right 10 0 2% 0.98 10 2.0% 1.15 1.15 1.15 0 11 2.0% 0.01 11 2% 0 0 0 0 0 0 0
2031 Build Traffic 2031 Build Heavy Vehicle % Observed 2024 Traffic Volumes Count Balancing Pedestrians Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Pactor Background Growth Trips Chapell Road DBI Trip Distribution IN Trip Distribution NU Trip Distribution REDUCTION Pass-By Distribution NU Pass-By Distribution Pass-By Trips	0 2% U-Turn 0 0 2% 0,98 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0	61 61 2% Finley, North Left 5 5 5 0 0 2% 0 2% 0 2% 1.15 1 1 0 6 2% (10%) 16 (20%) 88 (20%) 22 126 (60%) 48	0 0 2% Ave NW bound Through 0 0 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	149 149 2% Right 4 0 2% 0,094 2% 2% 115 2% 30% (30%) 48 (25%) 28 186 0 0	0 2% PM PEJ 0 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 2% Robert S South Left 1 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2% 0 0 6 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2% mails Wy bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 2% Right 4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0 0 5 20%	0 2% GA-8 Do U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2% nald Lee Holl East Left 3 3 7 7 1 1 33% 0.98 3 2.0% 1.15 0 0 3 33% 0.98 3 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0	1.515 5% 5% owell Pkwy NV ound Through 8% 0 0 24 3% 0.98 8% 2.0% 1.15 133 27 7 1.056 3% (10%) 24 (10%) 24 (10%) 11 79 0	29 2% V (West) Right 4 0 2% 2 2 2 2 % 2 2 % 0 0 0 2 2 % 0 0 2 2 % 5 % 5 % 6 6 10	0 2% GA-8 Dc U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 2% 0 0 0 0 0 2% 0 0 0 0	263 2% nald Lee Holl West Left 4 0 2% 0.98 3 2.0% 1.15 0 3 2.0% 1.15 0 3 2% 0 0 3 2% 0 0 3 2% 0 0 3 2% 0 9 3 5% 29 29 35% 29 45 177 177 60% 48	491 7% 6well Pkwy NV bound Through 988 0 0 30 3% 0.98 988 2.0% 1.15 147 46 46 1.181 3% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2% Right 10 0 2% 0.98 10 2.0% 1.15 11 2.0% 1.15 11 2.0% 0 11 2.0% 0 0 0 0 0 0 0 0

	r	Finley A	ve NW		AIVI PE	AK HOUR Robert S	malls Wy		GA-8 Do	nald Lee Hollo	well Pkwy N\	N (West)	GA-8 D	onald Lee Hol	lowell Pkwy N	W (East)
	U-Turn	North	bound Through	Right	U-Turn	South Left	bound Through	Right	U-Turn	Eastb Left	ound Through	Right	U-Turn	West Left	tbound Through	Right
Observed 2024 Traffic Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Count Balancing Pedestrians	-						4				0				0	
Conflicting Pedestrians		0		0		0		0		4		0		0	Ĩ.	4
Heavy Vehicles Heavy Vehicle %	0 2%	0 2%	0 2%	0 2%	0 2%	0 2%	0 2%	0 2%	0 2%	0 2%	62 5%	0 2%	0 2%	0 2%	31 8%	0 2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips Chappell Road DRI	0	0	0	0	0	1	0	1	0	0	181 46	0	0	0	61 18	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic 2031 No-Build Heavy Vehicle %	0 2%	1 2%	0 2%	0 2%	0 2%	9 2%	0 2%	5 2%	0 2%	3 2%	1,444 5%	0 2%	0 2%	2 2%	491 7%	1 2%
	-			1		1		1		1	1	1				1
Trip Distribution IN Trip Distribution OUT		(10%)		(30%)							(15%)			30%	15%	
Balancing Adjustment				1.00		_				_						
Residential Trips	0	41	0	125	0	0	0	0	0	0	62	0	0	38	19	0
Trip Distribution IN		(a)		(a.)							4	5%		25%	10%	
Trip Distribution OUT Balancing Adjustment	<u> </u>	(20%)		(25%)							(10%)			-1		
Office Trips	0	10	0	13	0	0	0	0	0	0	5	25	0	125	50	0
Trip Distribution IN	1	1										5%		25%	10%	
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment Retail Trips	0	9	0	11	0	0	0	0	0	0	4	4	0	21	8	0
Total Primary Site Trips	0	60	0	149	0	0	0	0	0	0	71	29	0	184	77	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN Pass-By Distribution OUT	-	(60%)												60%	-60%	
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	60	0	149	0	0	0	0	0	0	71	29	0	184	77	0
2031 Build Traffic	0	61	0	149	0	9	0	5	0	3	1,515	29	0	186	568	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
					PM PE	AK HOUR										
	<u> </u>	Finley A			PM PE	AK HOUR Robert S			GA-8 Do		owell Pkwy NV	W (West)	GA-8 D		lowell Pkwy N	W (East)
	U-Turn	Finley A North Left	bound	Right	PM PE	Robert S	bound	Right	GA-8 Do U-Turn		ound		GA-8 D U-Turn		tbound	
Observed 2024 Traffic Volumes	U-Turn 0	North		Right 4		Robert S South		Right 4		Eastb		W (West) Right 2		West		W (East) Right 10
Count Balancing		North Left	bound Through		U-Turn	Robert S South Left	bound Through		U-Turn	Eastb Left 3	ound Through	Right	U-Turn	West Left 3	tbound Through	Right
Count Balancing Pedestrians Conflicting Pedestrians	0	North Left 5	bound Through 0	4	U-Turn 0	Robert S South Left 5	bound Through 0 7	4	U-Turn 0	Eastb Left 3 7	oound Through 896 0	Right 2 4	U-Turn 0	West Left 3 4	tbound Through 988 0	Right 10 7
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	0	North Left 5 0 0	bound Through 0 4 0	4 0 0	U-Turn 0	Robert S South Left 5 0 0	bound Through 0 7 0	4 0 1	U-Turn 0	Eastb Left 3 7 1	oound Through 896 0 24	Right 2 4 0	U-Turn 0	West Left 3 4 0	tbound Through 988 0 0 30	Right 10 7 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	0 0 2% 0.98	North Left 5 0 0 2% 0.98	bound Through 0 4 0 2% 0.98	4 0 0 2% 0.98	U-Turn 0 0 2% 0.98	Robert S South Left 5 0 0 2% 0.98	bound Through 0 7 0 2% 0.98	4 0 1 25% 0.98	U-Turn 0 0 2% 0.98	Eastb Left 3 7 1 33% 0.98	oound Through 896 0 24 3% 0.98	Right 2 4 0 2% 0.98	U-Turn 0 0 2% 0.98	West Left 3 4 0 2% 0.98	tbound Through 988 0 30 3% 0.98	Right 10 7 0 2% 0.98
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles %	0	North Left 5 0 0 2%	bound Through 0 4 0 2%	4 0 0 2%	U-Turn 0 0 2%	Robert S South Left 5 0 0 2%	bound Through 0 7 0 2%	4 0 1 25%	U-Turn 0 0 0 2%	Eastb Left 3 7 1 33%	00000000000000000000000000000000000000	Right 2 4 0 2%	U-Turn 0 0 0 2%	West Left 3 4 0 2%	tbound Through 988 0 0 30 3%	Right 10 7 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	0 0 2% 0.98 0	Northi Left 5 0 0 2% 0.98 5 5	bound Through 0 4 0 2% 0.98 0 0 2.0%	4 0 0 2% 0.98 4 2.0%	U-Turn 0 0 2% 0.98 0 2.0%	Robert S South Left 5 0 0 2% 0.98 5 5	bound Through 0 7 0 2% 0.98 0 0 2.0%	4 0 1 25% 0.98 4 2.0%	U-Turn 0 2% 0.98 0 2.0%	Eastb Left 3 7 1 33% 0.98 3 2.0%	bound Through 896 0 24 3% 0.98 896 2.0%	Right 2 4 0 2% 0.98 2 2 2.0%	U-Turn 0 2% 0.98 0	West Left 3 4 0 2% 0.98 3 2.0%	tbound Through 988 988 0 0 30 3% 0.98 988 2.0%	Right 10 7 0 2% 0.98 10 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	0 0 2% 0.98 0 2.0% 1.15	Northi Left 5 0 0 2% 0.98 5 5 2.0% 1.15	bound Through 0 4 0 2% 0.98 0 0 2.0% 1.15	4 0 0 2% 0.98 4 2.0% 1.15	U-Turn 0 0 2% 0.98 0 2.0% 1.15	Robert S South Left 5 0 0 2% 0.98 5 2.0% 1.15	bound Through 0 7 0 2% 0.98 0 9 2.0% 1.15	4 0 1 25% 0.98 4 2.0% 1.15	U-Turn 0 2% 0.98 0 2.0% 1.15	Eastb Left 3 7 1 33% 0.98 3 2.0% 1.15	oound Through 896 00 24 3% 0.98 896 2.0% 1.15	Right 2 4 0 2% 0.98 2 2 2.0% 1.15	U-Turn 0 2% 0.98 0 2.0% 1.15	West Left 3 4 0 2% 0.98 3 2.0% 1.15	tbound Through 988 0 0 30 3% 0.98 988 2.0% 1.15	Right 10 7 0 2% 0.98 10 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	0 0 2% 0.98 0 2.0% 1.15 0	Northi Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1	bound Through 0 4 0 2% 0.98 0 2.0% 1.15 0	4 0 0 2% 0.98 4 2.0% 1.15 1	U-Turn 0 2% 0.98 0 2.0% 1.15 0	Robert S South Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1	bound Through 0 7 0 2% 0.98 0 2.0% 1.15 0	4 0 1 25% 0.98 4 2.0% 1.15 1	U-Turn 0 2% 0.98 0 2.0% 1.15 0	Eastb Left 3 7 1 33% 0.98 3 2.0% 1.15 0	oound Through 896 0 24 3% 0.98 896 2.0% 1.15 133 27	Right 2 4 0.98 2 2.0% 1.15 0	U-Turn 0 2% 0.98 0 2.0% 1.15 0	West Left 3 	tbound Through 988 0 0 30 3% 0.98 988 2.0% 1.15 147 46	Right 10 7 0 2% 0.98 10 2.0% 1.15 1
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	0 0 2% 0.98 0 1.15 0 0	North Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 1 0	bound Through 0 1 0 2% 0.98 0 2.0% 1.15 0 0 0	4 0 2% 0.98 4 2.0% 1.15 1 0	U-Turn 0 0 2% 0.98 0 2.0% 1.15	Robert S South Left 5 0 0 0 2% 0.98 5 5 2.0% 1.15 1 0	bound Through 0 7 0 2% 0.98 0 2.0% 1.15 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0	Eastb Left 3 7 1 33% 0.98 3 2.0% 1.15	bound Through 896 0 24 3% 0.98 896 2.0% 1.15 133 27 27 27	Right 2 4 0 2% 0.98 2 2 2.0% 1.15 0 0	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0	West Left 3 	tbound Through 988 0 0 30 3% 0.98 988 2.0% 1.15 147 46 46	Right 10 7 0 2% 0.98 10 2.0% 1.15 1 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	0 0 2% 0.98 0 2.0% 1.15 0	Northi Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1	bound Through 0 4 0 2% 0.98 0 2.0% 1.15 0	4 0 0 2% 0.98 4 2.0% 1.15 1	U-Turn 0 0 2% 0.98 0 2.0% 1.15 0 0	Robert S South Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1	bound Through 0 7 0 2% 0.98 0 2.0% 1.15 0	4 0 1 25% 0.98 4 2.0% 1.15 1	U-Turn 0 2% 0.98 0 2.0% 1.15 0	Eastb Left 3 7 1 33% 0.98 3 2.0% 1.15 0 0	oound Through 896 0 24 3% 0.98 896 2.0% 1.15 133 27	Right 2 4 0.98 2 2.0% 1.15 0	U-Turn 0 2% 0.98 0 2.0% 1.15 0	West Left 3 	tbound Through 988 0 0 30 3% 0.98 988 2.0% 1.15 147 46	Right 10 7 0 2% 0.98 10 2.0% 1.15 1
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road Development Trips Total Approved Development Trips	0 0 2% 0.98 0 2.0% 1.15 0 0 0 0	North Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 1 0 6	bound Through 0 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0	4 0 2% 0.98 4 2.0% 1.15 1 0 5	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	Robert S South Left 0 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0 5	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0	Eastt Left 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3	xound Through 896 0 24 3% 0.98 896 2.0% 1.15 133 27 1,056	Right 2 4 0 2% 0.98 2 2.0% 1.15 0 0 0 2	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0	West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 0 3	tbound Through 988 988 0 30 3% 0.98 988 988 2.0% 1.15 147 46 46 1,181	Right 10 7 0 2% 0.98 10 2.0% 1.15 1 0 11
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	0 0 2% 0.98 0 2.0% 1.15 0 0 0 0	North Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 1 0 6	bound Through 0 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0	4 0 2% 0.98 4 2.0% 1.15 1 0 5	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	Robert S South Left 0 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0 5	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0	Eastt Left 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3	xound Through 896 0 24 3% 0.98 896 2.0% 1.15 133 27 1,056	Right 2 4 0 2% 0.98 2 2.0% 1.15 0 0 0 2	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0	West Left 4 0 2% 3 2.0% 1.15 0 0 3 30%	bound Through 988 0 0 30 3% 0.98 988 988 2.0% 1.15 147 46 1,181 3%	Right 10 7 0 2% 0.98 10 2.0% 1.15 1 0 11
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Growth Factor Growth Factor Growth Factor Constant Constant Background Growth Trips Chappell Road Did Total Approved Development Trips 2031 No-Build Tarffic 2031 No-Build Heavy Vehicle %	0 0 2% 0.98 0 2.0% 1.15 0 0 0 0	Northi Left 0 0 0 0 2% 5 2.0% 1.15 1 0 6 2%	bound Through 0 4 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0	4 0 0 2% 4 2.0% 1.15 1 0 5 2%	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0	Robert S South Left 0 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 7 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0 5	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0	Eastt Left 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3	xound Through 896 24 3% 0.98 896 2.0% 1.15 133 27 27 1,056 3%	Right 2 4 0 2% 0.98 2 2.0% 1.15 0 0 0 2	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0	West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 0 3 3 2%	bound Through 988 0 0 30 3% 0.98 988 988 2.0% 1.15 147 46 1,181 3%	Right 10 7 0 2% 0.98 10 2.0% 1.15 1 0 11
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Convth Factor Background Growth Trips Coalt No-Built Traffic 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Traffic Existing 2014 Constant Constant Trip Distribution NUT Balancing Adjustment Residential Trips	0 0 2% 0.98 0 2.0% 0 0 0 0 0 2%	North Left 0 0 2% 0.98 5 2.0% 1.15 1 0 6 6 2%	bound Through 0 1 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% 0	4 0 2% 0.98 4 2.0% 1.15 1 0 5 2% (30%)	U-Turn 0 2% 0 2% 0 2.0% 1.15 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 0 2% 0.98 5 5 5 2.0% 1.15 1 0 0 6 2%	bound Through 0 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20%	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33%	xound Through Through 896 20	Right 2 4 0.98 2 2 2 0 9 0 0 2 2 %	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	West Left 4 0.98 3 2% 0.98 3 2.0% 1.15 0 0 0 3 2% 3 0% 1.00 69	Lbound Through 988 988 0 3% 0.98 988 2.0% 1.15 1.47 46 1.18 3% 15% 15% 34 34	Right 10 7 0.98 10 2.0% 1.15 1 1 0 11 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Weavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DBI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Balancing Adjustment Residential Trips Trip Distribution IN	0 0 2% 0.98 0 2.0% 0 0 0 0 0 2%	North Left 5 0 0 0 2% 0.98 5 2.0% 1.15 1 1 0 0 6 6 2% (10%) 16	bound Through 0 1 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% 0	4 0 0 2% 0.98 4 2.0% 1.15 1 0 5 2% (30%) 48	U-Turn 0 2% 0 2% 0 2.0% 1.15 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 0 2% 0.98 5 5 5 2.0% 1.15 1 0 0 6 2%	bound Through 0 7 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20%	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33%	xound Through 8% 0 24 3% 0.98 896 2.0% 1.15 133 27 1.05 3% (15%) 24	Right 2 2 4 0,98 2 2.0% 1.15 0 0 2 2%	U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	West Left 4 0.98 3 2% 2.0% 1.15 0 0 3 2% 30% 1.00	Libound Through 988 988 0 3% 0.98 988 2.0% 1.15 1.47 46 1,181 3% 15% 15%	Right 10 7 0.98 10 2.0% 1.15 1 1 0 11 2%
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Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Background Crowth Rate Growth Rate Gro	0 0 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0	North Left 5 0 0 0 2% 5 5 5 5 5 7 1.15 1 1 0 6 2% (10%) 16 (2%) 88	bound Through 0 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0	4 0 0 2% 0.98 4 2.0% 1.15 1 0 5 2% (30%) 48 (25%) 110	U-Turn 0 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 9	bound Through 0 7 0 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 1 0 5 20% 0	U-Turn 0 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastb Left 7 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33%	sound Through 896 0 0 24 3% 0.98 896 2.0% 1.13 896 2.0% 1.15 133 27 27 1.056 3% (15%) 24 (15%) 24 (10%) 44	Right 2 4 0.98 2 2 2 0 9 0 0 2 2 %	U-Turn 0 2% 0,98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 0.98 3 2.0% 1.15 0 3 3 2% 3 0% 1.00 69 25%	Lbound Through 988 988 0 98 0 98 0 98 0 98 0 98 1 11 1 1 1 46 46 1 181 3% 0 98 1 15% 34 1 10% 34 1 10% 1 10% 1 10% 1 10% 1 <th1< th=""> <th1< th=""></th1<></th1<>	Right 10 7 0 2% 0.98 10 2.0% 1.15 1 1 2.0% 0 0
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Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution IN T	0 2% 0,98 0 2% 0 0 2% 0 0 0 0 0 0 0 0	North Left 5 0 0 0 2% 5 5 2.0% 1.15 1 1 0 6 2% (10%) 16 (20%) 88	bound Through 0 1 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 2% 0.98 4 2.0% 11 0 5 2% (30%) (30%) 48 (25%) 110 (25%)	U-Turn 0 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 1 0 6 2% 0 0 0 0	bound in through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 20% 0 0 0	U-Turn 0 0 2% 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0	East Left 3 7 1 33% 3% 3% 2.0% 1.15 0 0 0 3 33%	oound Through 896 24 3% 24 3% 896 2.0% 1.15 1.33 27 1.055 3% (15%) 24 (15%) 24 (10%)	Right 2 4 0 2% 2 2 2 0 98 2 2 0 0 2% 2% 0 0 5% 5%	U-Turn 0 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 3 2% 3 2% 0 9 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 2% 2 5%	Ubound Through 988 0 30 30 30 30 30 30 30 30 30	Right 10 7 0 2% 10 2% 10 2% 10 11 2% 0 11 2% 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips	0 2% 0,98 0 2% 1,15 0 0 2% 0 0 0 0 0 0 0 0	North Left 5 0 0 0 2% 5 5 2.0% 1.15 1 1 0 6 2% (10%) 16 (20%) 88	bound Through 0 1 0 2% 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0,98 4 2,0% 1,15 2,% (30%) 48 (25%) 110 (25%) 28	U-Turn 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 1.15 1 1 0 6 6 2% 0.98 5 5 0.0% 0 0 0	bound in through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 20% 0 0 0 0	U-Turn 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	East Left 3 7 1 3 3 3 3 2.0% 1.15 0 0 0 3 3 33% 0 0 0 0 0	sound Through 896 24 3% 24 3% 896 2.0% 1.15 1.33 27 1.055 3% (15%) 24 (15%) 24 (10%) 44 11	Right 2 4 0 0 2% 2 3 0 98 2 3 0 0 0 2% 0 0 2 3% 0 5% 5% 6	U-Turn 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 3 2% 1.05 0 9 3 3 2% 0 0 3 3 2% 1.00 69 25% 21 25% 21 25%	Ubound Through 988 0 30 30 30 30 30 30 30 30 30	Right 10 7 0 2% 10 2% 10 2.0% 1.15 1 0 11 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Veavy Vehicles Peak Hour Factor Reschround Growth Trips Conflicting 2024 Volumes Annual Growth Rate Growth Factor Beckground Growth Trips Conflicting 2024 Volumes Co	0 2% 0,98 0 2% 1,15 0 0 2% 0 0 0 0 0 0 0 0	North Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2% (20%) 16 (20%) 88 88 (20%) 22 (20%) 22 126	bound Through 0 1 0 2% 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0,98 4 2,0% 1,15 2,% (30%) 48 (25%) 110 (25%) 28	U-Turn 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 1.15 1 1 0 6 6 2% 0.98 5 5 0.0% 0 0 0	bound in through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 20% 0 0 0 0	U-Turn 0 0 2% 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0	East Left 3 7 1 3 3 3 3 2.0% 1.15 0 0 0 3 3 33% 0 0 0 0 0	sound Through 896 24 3% 24 3% 896 2.0% 1.15 1.33 27 1.055 3% (15%) 24 (15%) 24 (10%) 44 11	Right 2 4 0 0 2% 2 3 0 98 2 3 0 0 0 2% 0 0 2 3% 0 5% 5% 6	U-Turn 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 3 2% 1.05 0 9 3 3 2% 0 0 3 3 2% 1.00 69 25% 21 25% 21 25%	Ubound Through 988 0 30 30 30 30 30 30 30 30 30	Right 10 7 0 2% 10 2% 10 2.0% 1.15 1 0 11 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth	0 2% 0,98 0 2% 1,15 0 0 2% 0 0 0 0 0 0 0 0	North Left 5 0 0 0 2% 5 5 2.0% 1.15 1 1 0 6 2% (10%) 16 (20%) 88	bound Through 0 1 0 2% 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0,98 4 2,0% 1,15 2,% (30%) 48 (25%) 110 (25%) 28	U-Turn 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 1.15 1 1 0 6 6 2% 0.98 5 5 0.0% 0 0 0	bound in through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 20% 0 0 0 0	U-Turn 0 0 2% 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0	East Left 3 7 1 3 3 3 3 2.0% 1.15 0 0 0 3 3 33% 0 0 0 0 0	sound Through 896 24 3% 24 3% 896 2.0% 1.15 1.33 27 1.055 3% (15%) 24 (15%) 24 (10%) 44 11	Right 2 4 0 0 2% 2 3 0 98 2 3 0 0 0 2% 0 0 2 3% 0 5% 5% 6	U-Turn 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 0,98 3 3 2 0 0 0 0 3 3 % 1.15 0 0 0 3 3 % 2% 2 % 2 1 25% 21 25% 32	bound Through 988 0 30 30 30 3% 0.98 988 2.0% 1.15 1.47 1.47 4.6 4.6 1.181 3% 1.5% 3.4 10% 8 10% 55	Right 10 7 0 2% 10 2% 10 2.0% 1.15 1 0 11 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Growth Trips Contal Approved Development Trips Contal Approved Development Trip Distribution NI Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Grifice Grifts Total Primary Site Trips Pass-By Distribution OUT	0 2% 0,98 0 2% 1,15 0 0 2% 0 0 0 0 0 0 0 0	North Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2% (20%) 16 (20%) 88 88 (20%) 22 (20%) 22 126	bound Through 0 1 0 2% 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0,98 4 2,0% 1,15 2,% (30%) 48 (25%) 110 (25%) 28	U-Turn 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 1.15 1 1 0 6 6 2% 0.98 5 5 0.0% 0 0 0	bound in through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 0.98 4 2.0% 1.15 20% 0 0 0 0	U-Turn 0 0 2% 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0	East Left 3 7 1 3 3 3 3 2.0% 1.15 0 0 0 3 3 33% 0 0 0 0 0	sound Through 896 24 3% 24 3% 896 2.0% 1.15 1.33 27 1.055 3% (15%) 24 (15%) 24 (10%) 44 11	Right 2 4 0 0 2% 2 3 0 98 2 3 0 0 0 2% 0 0 2 3% 0 5% 5% 6	U-Turn 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 0,98 3 3 2 0 0 0 0 3 3 % 1.15 0 0 0 3 3 % 2% 2 % 2 1 25% 21 25% 32	bound Through 988 0 30 30 30 3% 0.98 988 2.0% 1.15 1.47 1.47 4.6 4.6 1.181 3% 1.5% 3.4 10% 8 10% 55	Right 10 7 0 2% 10 2% 10 2% 10 11 2% 0 11 2% 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Steary Exercise Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DBI Trip Distribution Response Trip Distribution RM Trip Distribution NM Trip Distribution NM Pass-By Distribution Pass-By Distribution NM Pass-By Distribution Pass-By	0 0 2% 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 5 0 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2% (10%) 16 (20%) 16 (20%) 88 88	bound Through 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 2% 0.98 4 2.0% 1 1 0 5 2% (30%) 48 (25%) 110 (25%) 110 28 186	U-Turn 0 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 5 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0 0 0 0	bound Through 0 7 7 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 4 2.0% 1 1 0 5 20% 20% 0 0 0 0 0 0	U-Turn 0 0 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 33% 0 0 3 33% 0 0 0 0 0	sound Through 896 0 24 3% 896 2.0% 1.15 133 27 27 1.056 3% (15%) 24 (10%) 24 (10%) 11 79	Right 2 4 0 2% 0.98 2 2% 0 2 2% 0 2 2% 0 2 2% 5% 5% 6 10	U-Turn 0 0 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 3 2% 3 0% 1.00 69 25% 21 25% 21 25% 21 25% 21 25% 26%	tbound Through 988 988 0 330 330 33% 0.988 988 2.0% 1.15 1.15 1.47 46 46 1.15 33 15% 34 10% 8 10% 13 55 -60%	Right 10 7 0 2% 0.98 10 2.0% 11 0 11 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Uehicles Heavy Uehicles Heavy Uehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Growth Trips Chappell Road DBI Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips Total Prips Tot		North Left 5 0 0 2.% 0.98 5 5 2.0% 1.15 1 0 6 2% 6 2% (20%) 16 (20%) 16 (20%) 22 22 126 (60%) 48	bound Through 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 2% 0.98 4 2.0% 1.15 1 0 5 2% (30%) 48 (25%) 110 (25%) 28 186 0 0 186	U-Turn 0 2% 0.98 0 2% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 0.98 5 2.0% 1.15 1 1 0 6 2% 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound in through of the second	4 0 1 25% 0.9% 4 2.0% 1 0 5 20% 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 0 0 2% 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 3 7 1 3 3 3 3 2.0% 1.15 0 0 3 3 3 3 3 3 3 3 0 0 0 0 0 0 0 0 0	oound Through 896 0 24 3% 896 2.0% 1.13 27 1.056 3% (15%) 24 (10%) 24 (10%) 11 11 79 0 0 79	Right 2 4 0 2% 0.98 2 2 0 0 2 2% 0.98 2 2% 0 2 2% 0 0 5% 6 6 10 0 10	U-Turn 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 0 % 3 3 2 % 0 0 0 3 3 % 1.15 0 0 3 3 % 2% 0 3 0% 25% 21 25% 21 25% 25% 21 225% 21 225% 32 21 225% 32 21 225% 32 25% 32 25% 32 25% 32 25% 32 25% 33 36% 35% 36% 36% 37% 37% 37% 37% 37% 37% 37% 37% 37% 37	bound Through 988 0 0 30 30 330 3% 0 2.0% 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 15% 15% 55 -60% -48	Right 10 7 0 2% 0.0% 10 2.0% 10 11 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Predistrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Peak Hour Factor Edited States Table States Court Factor Background Crowth Trips Chappell Road DBI Chappell Road	0 0 2% 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 5 0 0 2% 0.98 5 5 1 1 0 6 2% 1.15 1 0 6 2% (20%) 16 (20%) 16 (20%) 22 (20%) 22 (20%) 22 (20%) 22 (20%) 24 (20%) 24 (20%) 24 (20%) 24 (20%) 24 (20%) 24 (20%) 24 (20%) 24 (20%) 26 (20	bound Through 0 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 2% 0.98 4 2.0% 1 1 0 5 2% (30%) 48 (25%) 110 (25%) 110 (25%) 186 0 0 0	U-Turn 0 2% 0.98 0 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Robert S South Left 5 0 0 2% 5 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0 0 0 0 0 0	bound in through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 1 25% 4 2.0% 1 0 5 20% 0 0 0 0 0 0 0 0 0	U-Turn 0 0 2.0% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 3 7 1 33% 0.98 3 3 2.0% 1.15 0 0 3 3 3 3 0 0 0 0 0 0 0 0 0 0	oound Through 896 0 24 3% 896 2.0% 1.15 133 27 1.056 3% (15%) 24 (10%) 24 (10%) 11 11 79 0 0	Right 2 4 0 2% 0.98 2 2.0% 1.15 0 2 2.0% 5% 5% 6 6 0 0 0	U-Turn 0 2% 0,98 0,98 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 0 3 3 % 1.15 0 0 3 3 % 1.00 69 69 25% 21 25% 21 25% 25% 21 25% 21 25% 26% 21 26% 26% 26% 26% 26% 26% 26% 26% 26% 26%	bound Through 988 0 0 330 330 338 0.98 988 2.0% 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 147 46 46 1.15 1.5%	Right 10 7 0 2% 0.98 10 2.0% 11 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #2 - ALTERNATIVE GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Finley Ave NW/Robert Smalls Wy

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #3
GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North)

					AM PE	AK HOUR										
	Jos		/ Blvd NW (Sou Ibound	uth)	Jos		y Blvd NW (No ibound	rth)	GA-8 Do		owell Pkwy NV oound	V (West)	GA-8 Do		lowell Pkwy N tbound	N (East)
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	166	374	101	0	111	144	20	0	34	1,040	108	0	33	261	98
Count Balancing																
Pedestrians			4				2				4				3	-
Conflicting Pedestrians		4		3		3		4		2		4		4		2
Heavy Vehicles	0	9	17	2	0	8	13	3	0	1	52	4	0	4	33	4
Heavy Vehicle %	2%	5%	5%	2%	2%	7%	9%	15%	2%	3%	5%	4%	2%	12%	13%	4%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Existing 2024 Volumes	0	166	374	101	0	111	144	20	0	34	1,040	108	0	33	261	98
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	25	56	15	0	17	21	3	0	5	155	16	0	5	39	15
Chappell Road DRI											46				18	L
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	191	430	116	0	128	165	23	0	39	1,241	124	0	38	318	113
2031 No-Build Heavy Vehicle %	2%	5%	5%	2%	2%	7%	9%	13%	2%	3%	5%	4%	2%	13%	12%	4%
Trip Distribution IN							5%		1		T		1	10%	45%	
Trip Distribution OUT			(5%)	(10%)			070				(45%)			10/0	1070	
Balancing Adjustment			1.00	(10.0)							1.00					
Residential Trips	0	0	22	41	0	0	6	0	0	0	187	0	0	13	56	0
Trip Distribution IN							5%							10%	35%	
Trip Distribution OUT			(5%)	(10%)							(35%)					1
Balancing Adjustment																
Office Trips	0	0	3	5	0	0	25	0	0	0	18	0	0	50	176	0
Trip Distribution IN							5%							10%	35%	
Trip Distribution OUT	-		(5%)	(10%)			370				(35%)			10.%	3376	
Balancing Adjustment			(370)	(10.0)							(3370)					
Retail Trips	0	0	2	4	0	0	4	0	0	0	15	0	0	8	29	0
																-
Total Primary Site Trips	0	0	27	50	0	0	35	0	0	0	220	0	0	71	261	0
Pass-By Distribution REDUCTION					-				1		1		1		1	
Pass-By Distribution REDUCTION	-															
Pass-By Distribution IN Pass-By Distribution OUT									l				+		+	
Balancing Adjustment	-															
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
. uss of mps	0										5	U		Ū		
Total Vehicular Project Trips	0	0	27	50	0	0	35	0	0	0	220	0	0	71	261	0
2031 Build Traffic	0	191	457	166	0	128	200	23	0	39	1,461	124	0	109	579	113
2031 Build Heavy Vehicle %	2%	5%	457	2%	2%	7%	200	13%	2%	39	4%	4%	2%	5%	579	4%
Lost build float y tomore to	2 /0	0.10	770	2.70	2.70	, /0	070	.370	2.70	0.70	. 70	170	270	570	. 70	470

					PM PE	AK HOUR										
	Jos		y Blvd NW (So	uth)	Jos		/ Blvd NW (No	rth)	GA-8 Do		owell Pkwy NV	N (West)	GA-8 D		owell Pkwy N\	N (East)
			hbound				bound				oound				bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Righ
Observed 2024 Traffic Volumes	0	135	313	83	0	147	253	91	0	28	686	152	0	74	768	100
Count Balancing																
Pedestrians			15				4				8				3	
Conflicting Pedestrians		8		3		3		8		4		15		15		4
Heavy Vehicles	0	5	14	1	0	5	9	1	0	2	18	4	0	1	23	0
Heavy Vehicle %	2%	4%	4%	2%	2%	3%	4%	2%	2%	7%	3%	3%	2%	2%	3%	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.9
Existing 2024 Volumes	0	135	313	83	0	147	253	91	0	28	686	152	0	74	768	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.1
Background Growth Trips	0	20	47	12	0	22	38	14	0	4	102	23	0	11	114	15
Chappell Road DRI	0	20	4/	12			30				27	23	0		46	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	40	0
2031 No-Build Traffic	0	155	360	95	0	169	291	105	0	32	815	175	0	85	928	11
2031 No-Build Heavy Vehicle %	2%	4%	4%	2%	2%	4%	3%	2%	2%	6%	3%	3%	2%	2%	3%	29
						1		1							1	!
Trip Distribution IN							5%							10%	45%	
Trip Distribution OUT			(5%)	(10%)							(45%)					
Balancing Adjustment															1.00	
Residential Trips	0	0	8	16	0	0	11	0	0	0	72	0	0	23	103	0
Frip Distribution IN			1				5%		1					10%	35%	
Trip Distribution OUT			(5%)	(10%)							(35%)					
Balancing Adjustment			()	(1211)							(22.5)					
Diffice Trips	0	0	22	44	0	0	4	0	0	0	154	0	0	8	29	0
rip Distribution IN							5%							10%	35%	
Trip Distribution OUT			(5%)	(10%)	1						(35%)					
Balancing Adjustment		L	-		-		L					L	l			
Retail Trips	0	0	6	11	0	0	6	0	0	0	39	0	0	13	45	0
otal Primary Site Trips	0	0	36	71	0	0	21	0	0	0	265	0	0	44	177	0
ass-By Distribution REDUCTION					1				1							
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment															1	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal Vehicular Project Trips		0	36	71	0	0	21	0	0	0	265	0	0	44	177	0
oral venicular rioject mps		0	30	//	0	0	21	0	U	5	203	0		-++		
2031 Build Traffic	0	155	396	166	0	169	312	105	0	32	1,080	175	0	129	1,105	11
2031 Build Heavy Vehicle %	2%	4%	4%	2%	2%	4%	3%	2%	2%	6%	2%	3%	2%	2%	2%	29

	GA-8 Do	nald Lee Hol	owell Pkwy N			ECTION #4		outh)/GA-3	Northside Dr	NW (North)						
		A-3 Northsid	e Dr NW (South	1)		AK HOUR A-3 Northside	Dr NW (North	1)	GA-8	Donald Lee F	Iollowell Pkwy	NW	I	Bankhea	d Ave NW	
		North	bound			South	bound			Eastb	ound			West	tbound	8: 1.
Observed 2024 Traffic Volumes	U-Turn 0	Left 183	Through 709	Right 1	U-Turn 2	Left 1	Through 471	Right 263	U-Turn 0	Left 817	Through 0	Right 519	U-Turn 0	Left 0	Through 0	Right 1
Count Balancing	0	100	107		-			200	0	017	0	017	0	0	0	
Pedestrians		0	4			1))				3	
Conflicting Pedestrians Heavy Vehicles	0	0 23	19	3	0	3	34	0	0	0 27	0	4 36	0	4	0	0
Heavy Vehicles	2%	13%	3%	2%	2%	2%	7%	7%	2%	3%	2%	7%	2%	2%	2%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Existing 2024 Volumes	0	183	709	1	2	1	471	263	0	817	0	519	0	0	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	27	105	0	0	0	70	39	0	121	0	77	0	0	0	0
Chappell Road DRI Total Approved Development Trips	0	8	0	0	0	0	0	10 10	0	25 25	0	21 21	0	0	0	0
2031 No-Build Traffic	0	218	814	1	2	1	541	312	0	963	0	617	0	0	0	1
2031 No-Build Heavy Vehicle %	2%	12%	3%	2%	2%	2%	7%	7%	2%	3%	2%	7%	2%	2%	2%	2%
Trip Distribution IN		25%						30%							1	1
Trip Distribution IN		20%						30%		(30%)		(25%)				
Balancing Adjustment										-1.00						
Residential Trips	0	31	0	0	0	0	0	38	0	123	0	104	0	0	0	0
Trip Distribution IN		25%						20%	1				1		1	
Trip Distribution IN		23/0						20/0		(20%)		(25%)			1	
Balancing Adjustment		-1.00						-1.00								
Office Trips	0	125	0	0	0	0	0	100	0	10	0	13	0	0	0	0
Trip Distribution IN		25%						20%							1	
Trip Distribution IN		23/0						20/0		(20%)		(25%)			1	
Balancing Adjustment																
Retail Trips	0	21	0	0	0	0	0	17	0	9	0	11	0	0	0	0
Total Primary Site Trips	0	177	0	0	0	0	0	155	0	142	0	128	0	0	0	0
Total Hindly Site Hips	0		0	0	0	0	0	100	0	. 12	0	120	Ū	0	Ŭ	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
	1															
Total Vehicular Project Trips	0	177	0	0	0	0	0	155	0	142	0	128	0	0	0	0
2031 Build Traffic	0	395	814	1	2	1	541	467	0	1,105	0	745	0	0	0	1
2031 Build Heavy Vehicle %	2%	7%	3%	2%	2%	2%	7%	5%	2%	3%	2%	6%	2%	2%	2%	2%
					PM PF	AK HOUR										
	0	A-3 Northsid	e Dr NW (South	n)		A-3 Northside	Dr NW (North	n)	GA-8	Donald Lee H	lollowell Pkwy	/ NW		Bankhea	d Ave NW	
	U-Turn	North Left	ibound Through	Right	U-Turn	South Left	bound Through	Right	U-Turn	Eastb Left	ound Through	Right	U-Turn	West Left	tbound Through	Right
Observed 2024 Traffic Volumes	0	409	728	4	2	1	1,108	730	0	365	5	563	0	7	6	2
Count Balancing																
Pedestrians			4								1	r		r	3	
Conflicting Pedestrians Heavy Vehicles	0	1	11	3	0	3	23	1 14	0	1	0	4 24	0	4	0	1
Heavy Vehicles	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	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
Existing 2024 Volumes	0	409	728	4	2	1	1,108	730	0	365	5	563				
Annual Growth Rate											0	000	0	7	6	2
	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%				7		
Growth Factor	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0% 1.15	2.0%	2.0% 1.15	2.0% 1.15	2.0% 1.15	7 2.0% 1.15	2.0% 1.15	2.0% 1.15
Background Growth Trips		1.15 61						1.15 109		1.15 54	2.0%	2.0% 1.15 84	2.0%	7	2.0%	2.0%
Background Growth Trips Chappell Road DRI	1.15 0	1.15 61 21	1.15 108	1.15 1	1.15 0	1.15 0	1.15 165	1.15 109 25	1.15 0	1.15 54 15	2.0% 1.15 1	2.0% 1.15 84 12	2.0% 1.15 0	7 2.0% 1.15 1	2.0% 1.15 1	2.0% 1.15 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic	1.15 0 0 0	1.15 61 21 21 491	1.15 108 0 836	1.15 1 0 5	1.15 0 0 2	1.15 0 0 1	1.15 165 0 1,273	1.15 109 25 25 864	1.15 0 0 0	1.15 54 15 15 434	2.0% 1.15 1 0 6	2.0% 1.15 84 12 12 659	2.0% 1.15 0 0	7 2.0% 1.15 1 0 8	2.0% 1.15 1 0 7	2.0% 1.15 0 0 2
Background Growth Trips Chappell Road DRI Total Approved Development Trips	1.15 0 0	1.15 61 21 21	1.15 108 0	1.15 1 0	1.15 0 0	1.15 0 0	1.15 165 0	1.15 109 25 25	1.15 0 0	1.15 54 15 15	2.0% 1.15 1	2.0% 1.15 84 12 12	2.0% 1.15 0	7 2.0% 1.15 1 0	2.0% 1.15 1	2.0% 1.15 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle %	1.15 0 0 0	1.15 61 21 21 491 3%	1.15 108 0 836	1.15 1 0 5	1.15 0 0 2	1.15 0 0 1	1.15 165 0 1,273	1.15 109 25 25 864 2%	1.15 0 0 0	1.15 54 15 15 434	2.0% 1.15 1 0 6	2.0% 1.15 84 12 12 659	2.0% 1.15 0 0	7 2.0% 1.15 1 0 8	2.0% 1.15 1 0 7	2.0% 1.15 0 0 2
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution N Trip Distribution OUT	1.15 0 0 0	1.15 61 21 21 491	1.15 108 0 836	1.15 1 0 5	1.15 0 0 2	1.15 0 0 1	1.15 165 0 1,273	1.15 109 25 25 864	1.15 0 0 0	1.15 54 15 15 434	2.0% 1.15 1 0 6	2.0% 1.15 84 12 12 659	2.0% 1.15 0 0	7 2.0% 1.15 1 0 8	2.0% 1.15 1 0 7	2.0% 1.15 0 0 2
Background Growth Trips Chappell Raad DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	1.15 0 0 0 2%	1.15 61 21 21 491 3% 25%	1.15 108 0 836 2%	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1,273 2%	1.15 109 25 25 864 2% 30%	1.15 0 0 2%	1.15 54 15 15 434 2% (30%)	2.0% 1.15 1 0 6 2%	2.0% 1.15 84 12 12 659 4% (25%)	2.0% 1.15 0 0 0 2%	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2%	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution N Trip Distribution OUT	1.15 0 0 0	1.15 61 21 21 491 3%	1.15 108 0 836	1.15 1 0 5	1.15 0 0 2	1.15 0 0 1	1.15 165 0 1,273	1.15 109 25 25 864 2%	1.15 0 0 0	1.15 54 15 15 434 2%	2.0% 1.15 1 0 6	2.0% 1.15 84 12 12 659 4%	2.0% 1.15 0 0	7 2.0% 1.15 1 0 8	2.0% 1.15 1 0 7	2.0% 1.15 0 0 2
Background Growth Trips Chappell Raad DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	1.15 0 0 0 2%	1.15 61 21 21 491 3% 25%	1.15 108 0 836 2%	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1,273 2%	1.15 109 25 25 864 2% 30%	1.15 0 0 2%	1.15 54 15 15 434 2% (30%)	2.0% 1.15 1 0 6 2%	2.0% 1.15 84 12 12 659 4% (25%)	2.0% 1.15 0 0 0 2%	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2%	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Heavy Vehicle % Trip Distribution NUT Balancing Aglustment Residential Trips Trip Distribution NUT Trip Distribution OUT	1.15 0 0 0 2%	1.15 61 21 21 491 3% 25% 57	1.15 108 0 836 2%	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1,273 2%	1.15 109 25 25 864 2% 30% 68	1.15 0 0 2%	1.15 54 15 15 434 2% (30%)	2.0% 1.15 1 0 6 2%	2.0% 1.15 84 12 12 659 4% (25%)	2.0% 1.15 0 0 0 2%	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2%	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Raad DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment	0 0 2%	1.15 61 21 491 3% 25% 57 25%	1.15 108 0 836 2% 0	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1.273 2% 0	1.15 109 25 25 864 2% 30% 68 20%	1.15 0 0 2%	1.15 54 15 15 434 2% (30%) 48 (20%)	2.0% 1.15 1 0 6 2% 0	2.0% 1.15 84 12 12 659 4% (25%) 40 (25%)	2.0% 1.15 0 0 2% 0 0	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2% 0	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Heavy Vehicle % Trip Distribution NUT Balancing Aglustment Residential Trips Trip Distribution NUT Trip Distribution OUT	1.15 0 0 2%	1.15 61 21 21 491 3% 25% 57	1.15 108 0 836 2%	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1,273 2%	1.15 109 25 25 864 2% 30% 68	1.15 0 0 2%	1.15 54 15 15 434 2% (30%) 48	2.0% 1.15 1 0 6 2%	2.0% 1.15 84 12 12 659 4% (25%) 40	2.0% 1.15 0 0 0 2%	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2%	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Traffic Selaristic Application IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution IN	0 0 2%	1.15 61 21 491 3% 25% 57 25%	1.15 108 0 836 2% 0	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1.273 2% 0	1.15 109 25 25 864 2% 30% 68 20%	1.15 0 0 2%	1.15 54 15 434 2% (30%) 48 (20%) 88	2.0% 1.15 1 0 6 2% 0	2.0% 1.15 84 12 12 659 4% (25%) 40 (25%) 110	2.0% 1.15 0 0 2% 0 0	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2% 0	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Raad DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NU Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Trip Distribution OUT	0 0 2%	1.15 61 21 21 491 3% 25% 57 57 25% 25%	1.15 108 0 836 2% 0	1.15 1 0 5 2%	1.15 0 2 2%	1.15 0 1 2%	1.15 165 0 1.273 2% 0	1.15 109 25 25 864 2% 30% 68 20% 17	1.15 0 0 2%	1.15 54 15 15 434 2% (30%) 48 (20%)	2.0% 1.15 1 0 6 2% 0	2.0% 1.15 84 12 12 659 4% (25%) 40 (25%)	2.0% 1.15 0 0 2% 0 0	7 2.0% 1.15 1 0 8 2%	2.0% 1.15 1 0 7 2% 0	2.0% 1.15 0 2 2%
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Geavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment	0 0 0 2%	1.15 61 21 21 491 3% 25% 57 25% 25%	1.15 108 0 836 2% 0 0	1.15 1 0 5 2% 0 0 0	1.15 0 2 2% 0 0	1.15 0 1 2% 0	1.15 165 0 1.273 2% 0	1.15 109 25 25 864 2% 30% 68 20% 17 20%	1.15 0 0 2%	1.15 54 15 434 2% (30%) 48 (20%) 88 (20%)	2.0% 1.15 1 0 6 2% 0	2.0% 1.15 84 12 12 659 4% (25%) (25%) 110 (25%)	2.0% 1.15 0 0 2% 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0	2.0% 1.15 1 0 7 2% 0 0 0	2.0% 1.15 0 2 2% 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips		1.15 61 21 21 23 3% 25% 57 25% 25% 21 25% 32	1.15 108 0 836 2% 0 0	1.15 1 0 5 2% 0 0 0 0	1.15 0 2 2% 0 0 0 0	1.15 0 1 2% 0 0	1.15 165 0 1.273 2% 0 0	1.15 109 25 25 25 864 2% 68 20% 68 20% 17 17 20% 26	1.15 0 0 2% 0 0 0 0 0	1.15 54 15 15 434 2% (30%) 48 (20%) 88 (20%) 22	2.0% 1.15 1 0 6 2% 0 0 0 0	2.0% 1.15 84 12 659 40 (25%) (25%) (25%) 110 (25%) 28	2.0% 1.15 0 0 2% 0 0 0 0 0	7 2.0% 1.15 0 8 2% 0 0	2.0% 1.15 1 0 7 7 2% 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built	0 0 0 2%	1.15 61 21 21 491 3% 25% 57 25% 25%	1.15 108 0 836 2% 0 0	1.15 1 0 5 2% 0 0 0	1.15 0 2 2% 0 0	1.15 0 1 2% 0	1.15 165 0 1.273 2% 0	1.15 109 25 25 864 2% 30% 68 20% 17 20%	1.15 0 0 2%	1.15 54 15 434 2% (30%) 48 (20%) 88 (20%)	2.0% 1.15 1 0 6 2% 0	2.0% 1.15 84 12 12 659 4% (25%) (25%) 110 (25%)	2.0% 1.15 0 0 2% 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0	2.0% 1.15 1 0 7 2% 0 0 0	2.0% 1.15 0 2 2% 0 0 0
Background Growth Trips Chappell Road DRI Cotal Approved Development Trips 2031 No-Built Traffic 2031 No-Built		1.15 61 21 21 23 3% 25% 57 25% 25% 21 25% 32	1.15 108 0 836 2% 0 0	1.15 1 0 5 2% 0 0 0 0	1.15 0 2 2% 0 0 0 0	1.15 0 1 2% 0 0	1.15 165 0 1.273 2% 0 0	1.15 109 25 25 25 864 2% 68 20% 68 20% 17 17 20% 26	1.15 0 0 2% 0 0 0 0 0	1.15 54 15 15 434 2% (30%) 48 (20%) 88 (20%) 22	2.0% 1.15 1 0 6 2% 0 0 0 0	2.0% 1.15 84 12 659 40 (25%) (25%) (25%) 110 (25%) 28	2.0% 1.15 0 0 2% 0 0 0 0 0	7 2.0% 1.15 0 8 2% 0 0	2.0% 1.15 1 0 7 7 2% 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NU Trip Distribution NU Trip Distribution OUT Balancing Adjustment Affice Trips Trip Distribution OUT Balancing Adjustment Restal Trips Total Primary Site Trips Pass-By Distribution NI Total Primary Site Trips		1.15 61 21 21 23 3% 25% 57 25% 25% 21 25% 32	1.15 108 0 836 2% 0 0	1.15 1 0 5 2% 0 0 0 0	1.15 0 2 2% 0 0 0 0	1.15 0 1 2% 0 0	1.15 165 0 1.273 2% 0 0	1.15 109 25 25 25 864 2% 68 20% 68 20% 17 17 20% 26	1.15 0 0 2% 0 0 0 0 0	1.15 54 15 15 434 2% (30%) 48 (20%) 88 (20%) 22	2.0% 1.15 1 0 6 2% 0 0 0 0	2.0% 1.15 84 12 659 40 (25%) (25%) (25%) 110 (25%) 28	2.0% 1.15 0 0 2% 0 0 0 0 0	7 2.0% 1.15 0 8 2% 0 0	2.0% 1.15 1 0 7 7 2% 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0
Background Growth Trips Chappell Road DR Total Approved Development Trips 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution IN Trip Distribution REDUCTION Pass-By Distribution QUT Distribution QUT		1.15 61 21 21 23 3% 25% 57 25% 25% 21 25% 32	1.15 108 0 836 2% 0 0	1.15 1 0 5 2% 0 0 0 0	1.15 0 2 2% 0 0 0 0	1.15 0 1 2% 0 0	1.15 165 0 1.273 2% 0 0	1.15 109 25 25 25 864 2% 68 20% 68 20% 17 17 20% 26	1.15 0 0 2% 0 0 0 0 0	1.15 54 15 15 434 2% (30%) 48 (20%) 88 (20%) 22	2.0% 1.15 1 0 6 2% 0 0 0 0	2.0% 1.15 84 12 659 40 (25%) (25%) (25%) 110 (25%) 28	2.0% 1.15 0 0 2% 0 0 0 0 0	7 2.0% 1.15 0 8 2% 0 0	2.0% 1.15 1 0 7 7 2% 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Retail Trips Total Primary Site Trips Pass-By Distribution REDUCTION Pass-By Distribution N Tapas-By Distribution N Pass-By Distribution N Pass-By Distribution N		1.15 61 21 21 3% 25% 57 25% 21 25% 32 110	1.15 108 0 836 2% 0 0 0	1:15 1 0 5 2% 0 0 0 0 0 0 0		1.15 0 1 2% 0 0 0 0 0	1.15 165 0 1.273 2% 0 0 0	1.15 109 25 25 864 2% 30% 68 20% 17 20% 20% 20%		1.15 54 15 15 434 2% (30%) 48 (20%) 20%) 22 158	2.0% 1.15 1 0 6 2% 0 0 0 0 0 0 0	2.0% 1.15 84 12 12 659 4% (25%) (25%) 110 (25%) 28 178	2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0 0 0 0 0 0	2.0% 1.15 1 7 7 2% 0 0 0 0 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution NN Trip Distribution OUT Balancing Adjustment Retail Trips Total Primary Site Trips Pass-By Distribution NN Pass-By Trips	115 0 0 0 2% 0 0	1.15 61 21 21 3% 25% 57 25% 21 25% 32 110	1.15 108 0 836 2% 0 0 0			115 0 0 1 2% 0 0 0 0 0 0	1.15 165 0 1.273 2% 0 0 0 0	1.15 109 25 25 864 2% 30% 68 20% 17 20% 20% 20% 117 20% 26 111		1.15 54 15 15 434 2% (30%) 48 (20%) 22 (20%) 22 158 0	2.0% 1.15 1 0 6 2% 0 0 0 0 0 0	2.0% 1.15 84 12 12 659 4% (25%) (25%) 110 (25%) 110 (25%) 110 0	2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0 0 0 0 0 0 0 0 0 0		2.0% 1.15 0 2 2% 0 0 0 0 0 0 0 0 0 0 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Retail Trips Total Primary Site Trips Pass-By Distribution REDUCTION Pass-By Distribution N Tapas-By Distribution N Pass-By Distribution N Pass-By Distribution N		1.15 61 21 21 3% 25% 57 25% 21 25% 32 110	1.15 108 0 836 2% 0 0 0	1:15 1 0 5 2% 0 0 0 0 0 0 0		1.15 0 1 2% 0 0 0 0 0	1.15 165 0 1.273 2% 0 0 0	1.15 109 25 25 864 2% 30% 68 20% 17 20% 20% 20%		1.15 54 15 15 434 2% (30%) 48 (20%) 20%) 22 158	2.0% 1.15 1 0 6 2% 0 0 0 0 0 0 0	2.0% 1.15 84 12 12 659 4% (25%) (25%) 110 (25%) 28 178	2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0 0 0 0 0 0	2.0% 1.15 1 7 7 2% 0 0 0 0 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0 0 0
Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NU Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Retail Trips Total Primary Site Trips Pass-By Distribution NN Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution PUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution PUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution PUT Balancing Adjustment Pass-By Distribution NUT Balancing Adjustment Pass-By Distribution PUT Balancing Adjustment Pusseby Distribution PUT Balancing Adjustment Pusseby Distribution PUT Balancing Adjustment PUSSEB PU		1.15 61 21 21 21 23 3% 25% 57 25% 21 25% 21 25% 32 32 110	1.15 108 0 836 2% 0 0 0 0 0	115 1 0 5 2% 0 0 0 0 0 0 0 0 0		115 0 0 1 2% 0 0 0 0 0 0	1.15 165 0 1.273 2% 0 0 0 0 0 0 0	1.15 109 25 25 25 26 864 2% 30% 68 20% 17 20% 26 111 20% 0 1111		1.15 54 15 15 (30%) (30%) 48 (20%) 88 (20%) 22 158 0 0 158	2.0% 1.15 1 0 6 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0% 1.15 84 12 12 12 659 4% (25%) (25%) (25%) 110 (25%) 110 (25%) 110 0 178	2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0 0 0 0 0 0 0 0 0 0		
Background Growth Trips Chappell Road DH Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment Balancing Adjustment Retail Trips Total Primary Site Trips Pass-By Distribution N Pass-By D		1.15 61 21 21 3% 25% 57 25% 21 25% 32 110	1.15 108 0 836 2% 0 0 0				1.15 165 0 1.273 2% 0 0 0 0	1.15 109 25 25 864 2% 30% 68 20% 17 20% 20% 20% 117 20% 26 111		1.15 54 15 15 434 2% (30%) 48 (20%) 22 (20%) 22 158 0	2.0% 1.15 1 0 6 2% 0 0 0 0 0	2.0% 1.15 84 12 12 659 4% (25%) (25%) 110 (25%) 110 (25%) 110 0	2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 2.0% 1.15 1 0 8 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0% 1.15 1 7 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	2.0% 1.15 0 2 2% 0 0 0 0 0 0 0 0 0 0 0 0 0

					AM PF	AK HOUR										
	Jos	Joseph E. Lowery Blvd NW (South)				oseph E. Lowery Blvd NW (North)			1		NW (West)		Pelham St NW (East)			
	U-Turn	North Left	ibound Through	Right	U-Turn	South Left	ibound Through	Right	U-Turn	Eastt Left	ound Through	Right	U-Turn	West Left	tbound Through	Right
Observed 2024 Traffic Volumes	0	6	706	0	0	0	286	3	0	8	0	29	0	1	0	1
Count Balancing Pedestrians			0				0				4				0	
Conflicting Pedestrians		4		0		0		4		0		0		0		0
Heavy Vehicles Heavy Vehicle %	0 2%	1 17%	29 4%	0 2%	0 2%	0 2%	21 7%	0	0 2%	0 2%	0 2%	1 3%	0 2%	0 2%	0 2%	0 2%
Peak Hour Factor	0.89	0.89	4%	0.89	0.89	0.89	0.89	2% 0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Existing 2024 Volumes	0	6	706	0	0	0	286	3	0	8	0	29	0	1	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	1	105	0	0	0	43	0	0	1	0	4	0	0	0	0
Chappell Road DRI 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	7	811	0	0	0	329	3	0	9	0	33	0	1	0	1
2031 No-Build Heavy Vehicle %	2%	14%	4%	2%	2%	2%	7%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Trip Distribution IN		15%						15%								
Trip Distribution OUT Balancing Adjustment										(15%)		(15%)				
Residential Trips	0	19	0	0	0	0	0	19	0	62	0	62	0	0	0	0
	1	109/	1					150/					1			
Trip Distribution IN Trip Distribution OUT		10%						15%		(15%)		(10%)			-	
Balancing Adjustment		2.00														
Office Trips	0	52	0	0	0	0	0	75	0	8	0	5	0	0	0	0
Trip Distribution IN		10%						15%								
Trip Distribution OUT Balancing Adjustment										(15%)		(10%)				
Retail Trips	0	8	0	0	0	0	0	12	0	7	0	4	0	0	0	0
		1														
Total Primary Site Trips	0	79	0	0	0	0	0	106	0	77	0	71	0	0	0	0
Pass-By Distribution REDUCTION					1								1			
Pass-By Distribution IN Pass-By Distribution OUT					1								1		1	
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	79	0	0	0	0	0	106	0	77	0	71	0	0	0	0
2031 Build Traffic 2031 Build Heavy Vehicle %	0 2%	86 2%	811 4%	0 2%	0 2%	0 2%	329 7%	109 2%	0 2%	86 2%	0 2%	104 2%	0 2%	1 2%	0 2%	1 2%
, , , , ,																
		senh F. Lowery	(Blyd NW (So	utb)					1					Pelham S	t NW (Fast)	
			bound		Jos	eph E. Lowery South	r Bivd NW (No	rth)		Pelham St Eastt	NW (West)			West	t NW (East) Ibound	
Obcound 1991 Traffic Volumes	U-Turn	North Left	ibound Through	Right	Jos U-Turn	eph E. Lowery South Left	r Blvd NW (No ibound Through	rth) Right	U-Turn	Pelham St Eastt Left	NW (West) bound Through	Right	U-Turn	West Left	tbound Through	Right
Observed 2024 Traffic Volumes Count Balancing		North	bound		Jos	eph E. Lowery South	r Bivd NW (No	rth)		Pelham St Eastt	NW (West)		U-Turn 0	West	tbound	Right 0
Count Balancing Pedestrians	U-Turn	North Left 11	ibound Through	Right 0	Jos U-Turn	eph E. Lowery South Left 0	r Blvd NW (No ibound Through	rth) Right 6	U-Turn	Pelham St Eastt Left 5	NW (West) bound Through	Right 17		West Left 2	tbound Through	0
Count Balancing Pedestrians Conflicting Pedestrians	U-Turn 0	North Left 11 22	Ibound Through 588 0	Right 0	Jos U-Turn 0	eph E. Lowery South Left 0 1	r Blvd NW (No ibound Through 563 2	rth) Right 6 22	U-Turn 0	Pelham St Eastt Left 5	NW (West) bound Through 1 2	Right 17 0	0	West Left 2 0	tbound Through 1 1	2
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	U-Turn 0 0 0 2%	North Left 11 22 0 2%	bound Through 588 0 22 4%	Right 0 1 0 2%	Jos U-Turn 0 0 2%	eph E. Lowery South Left 0 1 0 2%	r Bivd NW (No bound Through 563 2 2 15 3%	rth) Right 6 22 0 2%	U-Turn 0 0 2%	Pelham St East 5 2 2 0 2%	NW (West) yound Through 1 2 0 2%	Right 17 0 0 2%	0	West Left 2 0 0 2%	tbound Through 1 1 0 2%	0 2 0 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	U-Turn 0 0 2% 0.97	North Left 11 22 0 2% 0.97	bound Through 588 0 22 4% 0.97	Right 0 1 0 2% 0.97	Jos U-Turn 0 0 2% 0.97	eph E. Lowery South Left 0 1 0 2% 0.97	r Bivd NW (No bound Through 563 2 2 15 3% 0.97	rth) Right 6 22 0 2% 0.97	U-Turn 0 0 2% 0.97	Pelham St East 5 2 2 0 2% 0.97	NW (West) yound Through 1 2 0 2% 0.97	Right 17 0 0 2% 0.97	0 0 2% 0.97	West Left 0 0 2% 0.97	tbound Through 1 1 0 2% 0.97	0 2 0 2% 0.97
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	U-Turn 0 0 0 2%	North Left 11 22 0 2%	bound Through 588 0 22 4%	Right 0 1 0 2%	Jos U-Turn 0 0 2%	eph E. Lowery South Left 0 1 0 2%	r Bivd NW (No bound Through 563 2 2 15 3%	rth) Right 6 22 0 2%	U-Turn 0 0 2%	Pelham St East 5 2 2 0 2%	NW (West) yound Through 1 2 0 2%	Right 17 0 0 2%	0	West Left 2 0 0 2%	tbound Through 1 1 0 2%	0 2 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	U-Turn 0 0 2% 0.97 0 2.0%	North Left 11 22 0 2% 0.97 11 2.0%	bound Through 588 0 22 4% 0.97 588 2.0%	Right 0 1 0 2% 0.97 0 2.0%	Jos U-Turn 0 2% 0.97 0 2.0%	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0%	r Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0%	rth) Right 6 22 0 2% 0.97 6 2.0%	U-Turn 0 2% 0.97 0 2.0%	Pelham St Eastt Left 5 2 2 0 2% 0.97 5 2.0%	NW (West) oound Through 1 22 0 2% 0.97 1 2.0%	Right 17 0 0 2% 0.97 17 2.0%	0 0 2% 0.97 0	West Left 2 0 0 2% 0.97 2 2 2.0%	tbound Through 1 1 0 2% 0.97 1 2.0%	0 2% 0.97 0 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	U-Turn 0 2% 0.97 0 2.0% 1.15	North Left 11 22 0 2% 0.97 11 2.0% 1.15	bound Through 588 0 0 22 4% 0.97 588 2.0% 1.15	Right 0 1 0 2% 0.97 0 2.0% 1.15	Jos U-Turm 0 0 2% 0.97 0 2.0% 1.15	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0% 1.15	r Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0% 1.15	rth) Right 6 22 0 2% 0.97 6 2.0% 1.15	U-Turn 0 2% 0.97 0 2.0% 1.15	Pelham St Eastt Left 5 2 0 2% 0.97 5 2.0% 1.15	NW (West) oound Through 1 2 2 0 2% 0.97 1 1 2.0% 1.15	Right 17 0 0 2% 0.97 17 2.0% 1.15	0 0 2% 0.97 0 2.0% 1.15	West Left 2 0 0 2% 0.97 2 2 2.0% 1.15	tbound Through 1 1 0 2% 0.97 1 2.0% 1.15	0 2% 0.97 0 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.97 0 2.0% 1.15 0	North Left 11 22 0 2% 0.97 11 11 2.0% 1.15 2	bound Through 588 0 0 22 4% 0.97 588 2.0% 1.15 87	Right 0 1 0,97 0,97 0 0 2,0% 1,15 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0	eph E. Lowery South Left 0 2% 0.97 0 2.0% 1.15 0	Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0% 1.15 84	Right 6 22 0 2% 0.97 6 - 2.0% 1.15 1 -	U-Turn 0 2% 0.97 0 2.0% 1.15 0	Pelham St East 5 2 0 0.97 5 5 2.0% 1.15 1	NW (West) oound Through 1 22 0 2% 0.97 1 2.0% 1.15 0	Right 17 0 0 2% 0.97 17 2.0% 1.15 3	0 2% 0.97 0 2.0% 1.15 0	West Left 2 0 0 2% 0.97 2 2 2.0% 1.15 0	tbound Through 1 1 0 2% 0.97 1 2.0% 1.15 0	0 2 0 2% 0.97 0 2.0% 1.15 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DR	U-Turm 0 2% 0.97 0 2.0% 1.15 0 0	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0	bbound Through 588 0 22 4% 0.97 588 2.0% 1.15 87 0	Right 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0	Bivd NW (No bound Through 563 2 2 2 3% 0.97 563 563 2.0% 1.15 84 0 0	rth) Right 6 22 0 2% 0.97 6 2.0% 1.15	U-Turn 0 2% 0.97 0 2.0% 1.15 0	Pelham St East Left 2 2 0 2% 0.97 5 5 2.0% 1.15 1 1 0	NW (West) oound Through 1 2 2 0 2% 0.97 1 2.0% 1.15 0 0	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0	0 0 2% 0.97 0 2.0% 1.15 0 0	West Left 2 0 0 2% 0.97 2 2 2.0% 1.15 0 0	tbound Through 1 1 1 0 2% 0.97 1 2.0% 1.15 0 0 0 0	0 2% 0.97 0 2.0% 1.15 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.97 0 2.0% 1.15 0	North Left 11 22 0 2% 0.97 11 11 2.0% 1.15 2	bound Through 588 0 0 22 4% 0.97 588 2.0% 1.15 87	Right 0 1 0,97 0,97 0 0 2,0% 1,15 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0	eph E. Lowery South Left 0 2% 0.97 0 2.0% 1.15 0	Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0% 1.15 84	Right 6 22 0 2% 0.97 6 - 2.0% 1.15 1 -	U-Turn 0 2% 0.97 0 2.0% 1.15 0	Pelham St East 5 2 0 0.97 5 5 2.0% 1.15 1	NW (West) oound Through 1 22 0 2% 0.97 1 2.0% 1.15 0	Right 17 0 0 2% 0.97 17 2.0% 1.15 3	0 2% 0.97 0 2.0% 1.15 0	West Left 2 0 0 2% 0.97 2 2 2.0% 1.15 0	tbound Through 1 1 0 2% 0.97 1 2.0% 1.15 0	0 2 0 2% 0.97 0 2.0% 1.15 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Heavy Vehicle %	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0	North Left 22 0 2% 0.97 11 2.0% 1.15 2 0 13 2%	bbound Through 588 0 2 2 4% 0.97 588 2.0% 1.15 87 0 0 675	Right 0 2% 0.97 0 2.0% 1.15 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	eph E. Lowery South Left 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0 5 63 2.0 5 63 84 0 0 647	Right 6 22 0 2% 0.97 6	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0	Pelham St Eastl 5 2 2 0 2% 0.97 5 5 2.0% 1.15 1 1 0 6	NW (West) bound Through 1 	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	West Left 2 0 0 2% 0.97 2 2.0% 1.15 0 0 0 2	tbound Through 1 1 0 2% 0.97 1 2.0% 1.15 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2% 0.97 0 2% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0	North Left 22 0 2% 0.97 11 11 2.0% 1.0% 2.0% 1.0% 1.15 2 0 0 13	bbound Through 588 0 2 2 4% 0.97 588 2.0% 1.15 87 0 0 675	Right 0 2% 0.97 0 2.0% 1.15 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	eph E. Lowery South Left 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0 5 63 2.0 5 63 84 0 0 647	rth) <u>Right</u> 6 22 0 2% 0.97 6 2.0% 1.15 1 0 7	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0	Pelham St Eastl 5 2 2 0 2% 0.97 5 5 2.0% 1.15 1 1 0 6	NW (West) bound Through 1 	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	West Left 2 0 0 2% 0.97 2 2.0% 1.15 0 0 0 2	tbound Through 1 1 0 2% 0.97 1 2.0% 1.15 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2% 0.97 0 2% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2%	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 2% 15%	bound Through 588 0 22 4% 0.97 588 2.0% 1.15 87 0 675 4%	Right 0 1 0,2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 2% 0 2.0% 1.15 0 2.0% 1.15 0 0 2%	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 2%	r Blvd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 	rth) <u>Right</u> 6 22 0 2% 0.97 6 2.0% 1.15 1 0 7 2% 15%	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2.%	Pelham St East Left 5 2 0 2% 0.97 5 2.0% 1.15 1 0 6 6 2% (15%)	NW (West) yound 1 1 2 0 2% 0.97 1 2.0% 1.15 0 1 2.0% 1.15 0 1 2.%	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20 2% (15%)	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	West Left 0 0 2% 0.97 2 2.0% 1.15 0 0 2%	bound Through 1 0 0 2% 0.97 1 2.0% 1.15 0 0 1 2% 2.0% 1.15 0 0 1 2%	0 2% 0.97 0 1.15 0 0 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Cost Noe-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 2% 0 13 2% 15%	bbound Through 588 0 2 2 4% 0.97 588 2.0% 1.15 87 0 0 675	Right 0 2% 0.97 0 2.0% 1.15 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	eph E. Lowery South Left 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	Blvd NW (No bound Through 563 2 2 15 3% 0.97 563 2.0 5 63 2.0 5 63 84 0 0 647	rth) <u>Right</u> 6 22 0 2% 0.97 6 2.0% 1.15 1 0 7 2% 15% 34	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0	Pelham St East Left 2 2 0 2% 0.97 5 2.0% 1.15 1 0 6 2%	NW (West) bound Through 1 	Right 17 0 2% 0.97 17 2.0% 1.15 3 0 20 22%	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	West Left 2 0 0 2% 0.97 2 2.0% 1.15 0 0 0 2	tbound Through 1 1 0 2% 0.97 1 2.0% 1.15 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2% 0.97 0 2% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NU	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2%	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 2% 15%	bound Through 588 0 22 4% 0.97 588 2.0% 1.15 87 0 675 4%	Right 0 1 0,97 0 2% 2.0% 1.15 0 0 0 0 0 2%	Jos U-Turn 0 2% 2% 0 2.0% 1.15 0 2.0% 1.15 0 0 2%	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 2%	r Blvd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 	rth) <u>Right</u> 6 22 0 2% 0.97 6 2.0% 1.15 1 0 7 2% 15%	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2.%	Pelham St East Left 5 2 2 0 2% 7 5 5 5 2.0% 1.15 1 0 6 6 2% (15%) (15%)	NW (West) oound 1 1 2 0 2% 0.97 1 2.0% 1.15 0 1 2.0% 1.15 0 1 2.%	Right 17 0 0 2% 17 2.0% 1.15 3 0 20 2% (15%) 24	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	West Left 0 0 2% 0.97 2 2.0% 1.15 0 0 2%	bound Through 1 0 0 2% 0.97 1 2.0% 1.15 0 0 1 2% 2.0% 1.15 0 0 1 2%	0 2% 0.97 0 2.0% 1.15 0 0 0 2%
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Easting 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips C2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2%	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 2% 0 13 2% 15%	bound Through 588 0 22 4% 0.97 588 2.0% 1.15 87 0 675 4%	Right 0 1 0,2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 2% 0 2.0% 1.15 0 2.0% 1.15 0 0 2%	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 2%	r Blvd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 	rth) Right 6 22 0 2% 0.97 6 2.0% 1.15 1 0 7 2% 15% 34	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2.%	Pelham St East Left 5 2 0 2% 0.97 5 2.0% 1.15 1 0 6 6 2% (15%)	NW (West) oound 1 1 2 0 2% 0.97 1 2.0% 1.15 0 1 2.0% 1.15 0 1 2.%	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20 2% (15%)	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	West Left 0 0 2% 0.97 2 2.0% 1.15 0 0 2%	bound Through 1 0 0 2% 0.97 1 2.0% 1.15 0 0 1 2% 2.0% 1.15 0 0 1 2%	0 2% 0.97 0 2.0% 1.15 0 0 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NU	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2%	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 2% 0 13 2% 15%	bound Through 588 0 22 4% 0.97 588 2.0% 1.15 87 0 675 4%	Right 0 1 0,2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 2% 0 2.0% 1.15 0 2.0% 1.15 0 0 2%	eph E. Lowery South Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 2%	r Blvd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 	rth) Right 6 22 0 2% 0.97 6 2.0% 1.15 1 0 7 2% 15% 34	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 2.%	Pelham St East Left 5 2 2 0 2% 7 5 5 5 2.0% 1.15 1 0 6 6 2% (15%) (15%)	NW (West) yound 1 1 2 0 2% 0.97 1 2.0% 1.15 0 1 2.0% 1.15 0 1 2.%	Right 17 0 0 2% 17 2.0% 1.15 3 0 20 2% (15%) 24	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	West Left 0 0 2% 0.97 2 2.0% 1.15 0 0 2%	bound Through 1 0 0 2% 0.97 1 2.0% 1.15 0 0 1 2% 2.0% 1.15 0 0 1 2%	0 2% 0.97 0 2.0% 1.15 0 0 0 2%
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Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Yeavy Vehicles Yeavy Vehicles Annual Growth Rate Growth Seato Sate Growth Rate Growth Seato Sate Growth Seato Sate Growth Seato Sate Growth Seato Sate Growth Sat	U-Turn 0 2% 0,97 0 2% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 11 22 0 2% 2% 0.97 1.15 2 2% 0.97 1.15 2% 0 13 2% 0 13 34 2% 10% 8	bbound Through 588 0 22 4% 0.97 588 2.0% 1.15 87 0 675 4% 0 0 675 4% 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 1 0 0 2% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery South South Left 0 2% 0.97 0 2.0% 1.15 0 2% 0 0 2% 0 0 0 0 0 0 0	Bivd NW (No bound Through 563 2 1 1 3% 3% 0.97 563 2.0% 1.15 84 0.07 4.15 84 0.06 47 3% 0.0 0.0	Right 6 0 2% 0.97 6 2% 115 1 0 7 2% 15% 1 15% 1 15% 1 12 15% 19 19	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	Pelham St East Left 5 2 2 0 2% 0.97 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	NW (West) sound Through 1 2 2 0 2% 2.0% 1.15 0 1 1.2% 0 0 1.15 0 0 0 1 2% 0 0 0	Right 17 0 0 2% 0.97 1.15 3 0 20 2% (15%) (15%) (10%) (10%) 11	0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left Left 2 2 0 0 0 2 % 2 0 0 2 % 2 0 0 0 2 0 0 0 0	Ubound Incough 1 0 2% 0 0 2% 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 2% 0.97 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Read DBI Chappel Read DBI Chappel Read DBI DBI Trip Distribution NU Trip Distribution REDUCTION Pass-By Distribution NU Pass-By Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution Pass-By Distrib	U-Turn 0 2% 0,97 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 11 22 0 2% 0.97 11 2.0% 1.15 0 13 2% 0 13 2% 0 13 2% 0 13 2% 0 15% 10% 8 10%	ubound Through 588 0 0 22 4% 0.97 588 2.0% 1.15 87 0 6.75 4% 0 6.75 4% 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 1 0 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery	Bivd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 0 0 447 3% 0 0 0 0 0	Right 6 0 2% 0,97 6 2,0% 1.15 1 0 7 2% 15% 1 15% 1 15% 1 15% 1 6 65	U-Turn 0 2% 0.97 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	Pelham St Eastt Left 5 2 2 0 2% 0.97 5 1.15 1 1 0 6 6 2% (15%) 24 (15%) 24 (15%) 17 107	NW (West) sound Through 1 2 2 0 2% 2.0% 1.15 0 1 1.2% 0 1 1.2% 0 0 0 1 0 0 0 0	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20 20 2% (15%) 24 (10%) 11 11 79	0 0 2% 0,97 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2 0 0 2% 0.97 2 2 0% 1.15 0 2 2% 0 2 2% 0 0 2% 0 0 0 0 0	Ubound Through 1 1 0 0 2% 0.97 1 1 1 2.0% 0.97 1 1 1 0 0 7 1 2.0% 0.97 1 1 1 0 0 1	0 2 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DBI Trip DStribution IN Trip DStribution NU Trip SETTION Pass-By DStripution NU Pa	U-Turn 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 13 13 13 15% 10% 8 10% 13 13 55	bbund Through 588 0 0 22 4% 0 588 2.0% 1.15 87 0 675 4% 0 675 4% 0 675 4% 0 0 675 4% 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 1 0 2% 0% 115 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. South Left South Left 0 1 1 0 2% 0 2% 0 97 0 0 2% 0 97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bivd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 4 0 0 647 647 3% 0 0 0 0 0	Right 6 0 22 0 2% 0.97 6 2.0% 1.15 1 - 0 7 7 2% 34 15% 12 15% 19 65 0 65 0 65	U-Turn 0 2% 0.97 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Pelham St Eastt Left 5 2 2 0 2% 0.97 5 1.15 1 1 0 6 6 2% (15%) 24 (15%) 24 (15%) 66 (15%) 17 107	NW (West) sound Through 1 2 0 2 % 0.97 1 1.15 0 1.15 0 1 1.2% 0 0 1 1 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20 20 2% (15%) 24 (10%) 11 11 79 0 0 79	0 0 2% 0,97 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2 0 0 2,% 0,97 2 2 2,0% 1,15 0 2 2,% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ubound Through 1 1 0 2% 0 2% 0 2% 0 1 0 2% 0 0 1 0	0 2 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Co	U-Turn 0 2% 0,97 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 11 22 0 2% 0.97 11 2.0% 1.15 2 0 13 13 13 2% 10% 10% 10% 13 13 55	bbound Through 588 0 0 22 4% 0.97 588 2.0% 1.15 87 0 6.75 4% 0 6.75 4% 0 0 6.75 4% 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 1 0 2% 0.97 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery South Left 1 0 2% 0.977 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Bivd NW (No bound Through 563 2 15 3% 0.97 563 2.0% 1.15 84 4 0 0 647 3% 0 0 0 0 0	Right 6 0 22 0 2% 0.97 6 1 1 0 7 7 2% 34 15% 12 15% 12 5% 19 65 0 0	U-Turn 0 2% 0.97 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Pelham St Eastt Left 5 2 2 0 2% 0.97 5 1.15 1 1 0 6 6 2% (15%) 24 (15%) 24 (15%) 17 107	NW (West) sound Through 1 2 2 0 2% 2.0% 1.15 0 1 1.2% 0 1 1.2% 0 0 0 0 0 0 0	Right 17 0 0 2% 0.97 17 2.0% 1.15 3 0 20 20 2% (15%) 24 (10%) 11 11 79 0 0 0	0 0 2% 0,97 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2 0 0 2% 0.97 2 2 2.0% 1.15 0 2 2 0 2 2 0 0 0 0 0 0 0 0 0 0	Ubound Through 1 1 0 0 0 2% 0.97 1 1 1 0 0 1 1 2.0% 0.97 1 1 1 0 0.97 1 <td>0 2 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0</td>	0 2 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #5 Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North) at Pelham St NW (West)/Pelham St NW (East)

					AM PE	AK HOUR										
	Jo		y Blvd NW (So nbound	uth)		eph E. Lowery	/ Blvd NW (Nor bound	rth)		Facth	bound		1		venue NW tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes Count Balancing	0	0	702	74	0	43	272	0	0	0	0	0	0	32	0	14
Pedestrians	-		1				2				0		-		0	
Conflicting Pedestrians		0		0		0		0		2		1		1		2
Heavy Vehicles	0	0	29	4	0	1	21	0	0	0	0	0	0	7	0	1
Heavy Vehicle % Peak Hour Factor	2% 0.90	2% 0.90	4% 0.90	5% 0.90	2% 0.90	2% 0.90	8% 0.90	2% 0.90	2% 0.90	2% 0.90	2% 0.90	2% 0.90	2% 0.90	22% 0.90	2% 0.90	7% 0.90
Existing 2024 Volumes	0	0	702	74	0	43	272	0	0	0	0	0	0	32	0	14
	0.001	0.00/	0.00%	0.000	0.00	0.001	0.00/	0.001	0.00/	0.0%	0.001	0.09/	0.001	0.00/	0.0%	0.001
Annual Growth Rate Growth Factor	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Background Growth Trips	0	0	104	11	0	6	40	0	0	0	0	0	0	5	0	2
Chappell Road DRI					_									_		
Total Approved Development Trips 2031 No-Build Traffic	0	0	0 806	0 85	0	0 49	0 312	0	0	0	0	0	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	6%	2%	2%	8%	2%	2%	2%	2%	2%	2%	22%	2%	6%
T - D	-	1	501	1		1	1		1	1	1	1	1		1	4.00%
Trip Distribution IN Trip Distribution OUT			5%			(10%)	(5%)									10%
Balancing Adjustment						-1.00										
Residential Trips	0	0	6	0	0	40	21	0	0	0	0	0	0	0	0	13
Trip Distribution IN		1	5%						1				1		1	5%
Trip Distribution OUT			570			(5%)	(5%)									
Balancing Adjustment																2.00
Office Trips	0	0	25	0	0	3	3	0	0	0	0	0	0	0	0	27
Trip Distribution IN	1	1	5%		[r –				T		1	5%
Trip Distribution OUT						(5%)	(5%)									
Balancing Adjustment Retail Trips	0	0	4	0	0	2	2	0	0	0	0	0	0	0	0	4
Notan Trips	U	U	4	U	U	2	2	U U	J	U	U	U	U	1 0	U	4
Total Primary Site Trips	0	0	35	0	0	45	26	0	0	0	0	0	0	0	0	44
Pass-By Distribution REDUCTION	1	1	1	1	1	1			i	1	1	1	1		1	1
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	35	0	0	45	26	0	0	0	0	0	0	0	0	44
2031 Build Traffic	0	0	841	85	0	94	338	0	0	0	0	0	0	37	0	60
2031 Build Heavy Vehicle %	2%	2%	4%	6%	2%	2%	7%	2%	2%	2%	2%	2%	2%	22%	2%	2%
					DMDE											
	lo	seph F. Lower	v Blvd NW (So	uth)		AK HOUR	Blvd NW (Nor	rth)					1	North A	venue NW	
		North	y Blvd NW (So nbound		Jos	eph E. Lowery South	r Blvd NW (Nor Ibound				bound			West	venue NW tbound	
	U-Turn	North Left	hbound Through	Right	Jos U-Turn	eph E. Lowery South Left	ibound Through	Right	U-Turn	Left	Through	Right	U-Turn	West Left	tbound Through	Right
Observed 2024 Traffic Volumes Courst Balancino		North	nbound		Jos	eph E. Lowery South	bound		U-Turn 0			Right 0	U-Turn 0	West	tbound	Right 21
Observed 2024 Traffic Volumes Count Balancing Pedestrians	U-Turn	North Left	hbound Through	Right	Jos U-Turn	eph E. Lowery South Left 29	ibound Through	Right		Left 0	Through			West Left 55	tbound Through	
Count Balancing Pedestrians Conflicting Pedestrians	U-Turn 0	North Left 0	hbound Through 578 3	Right 55 0	Jos U-Turn 0	eph E. Lowery South Left 29 0	bound Through 555 0	Right 0	0	Left 0 0	Through 0 0	0	0	West Left 55	tbound Through 0 0	21 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	U-Turn 0 0	North Left 0 0	Through 578 3 20	Right 55 0 1	Jos U-Turn 0 	eph E. Lowery South Left 29 0 1	bound Through 555 0 13	Right 0 0 0	0	Left 0 0 0	Through 0 0 0	0 3 0	0	West Left 55 3 3	tbound Through 0 0 0	21 0 1
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	U-Turn 0 0 0 2%	North Left 0 0 0 2%	10000000 Through 578 3 20 3%	Right 55 0 1 2%	Jos U-Turn 0 0 2%	eph E. Lowery South Left 29 0 1 3%	bound Through 555 0 13 2%	Right 0 0 0 2%	0	Left 0 0 0 2%	Through 0 0 0 2%	0 3 0 2%	0 0 2%	West Left 55 3 3 5%	tbound Through 0 0 0 0 2%	21 0 1 5%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	U-Turn 0 0	North Left 0 0	Through 578 3 20	Right 55 0 1	Jos U-Turn 0 	eph E. Lowery South Left 29 0 1	bound Through 555 0 13	Right 0 0 0	0	Left 0 0 0	Through 0 0 0	0 3 0	0	West Left 55 3 3	tbound Through 0 0 0	21 0 1
Court Balancing Pedestrians Conflicting Pedestrians Heavy Uehicles Heavy Uehicle % Peak Hour Factor Existing 2024 Volumes	U-Turn 0 0 2% 0.99 0	North Left 0 0 2% 0,99 0	bound Through 578 3 20 3% 0.99 578	Right 55 0 1 2% 0.99 55	Jos U-Turn 0 2% 0.99 0	eph E. Lowery South Left 29 0 1 3% 0.99 29	bound Through 555 0 13 2% 0.99 555	Right 0 0 2% 0.99 0	0 0 2% 0.99 0	Left 0 0 2% 0.99 0	Through 0 0 2% 0.99 0	0 3 0 2% 0.99 0	0 0 2% 0.99 0	West Left 3 3 5% 0.99 55	tbound Through 0 0 2% 0.99 0	21 0 1 5% 0.99 21
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	U-Turn 0 0 2% 0.99	North Left 0 0 0 2% 0.99	10000000000000000000000000000000000000	Right 55 0 1 2% 0.99	Jos U-Turn 0 0 2% 0.99	eph E. Lowery South Left 29 0 1 3% 0.99	bound Through 555 0 13 2% 0.99	Right 0 0 0 2% 0.99	0 0 2% 0.99	Left 0 0 2% 0.99	Through 0 0 2% 0.99	0 3 0 2% 0.99	0 0 2% 0.99	West Left 55 3 3 5% 0.99	tbound Through 0 0 0 2% 0.99	21 0 1 5% 0.99
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growt Trips	U-Turn 0 2% 0.99 0 2.0%	North Left 0 0 2% 0.99 0	bound Through 578 3 20 3% 0.99 578 2.0%	Right 55 0 1 2% 0.99 55 2.0%	Jos U-Turm 0 2% 0.99 0 2.0%	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0%	bound Through 555 0 13 2% 0.99 555 2.0%	Right 0 0 2% 0.99 0 2.0%	0 0 2% 0.99 0	Left 0 0 2% 0.99 0 2.0%	Through 0 0 2% 0.99 0 2.0%	0 3 0 2% 0.99 0	0 0 2% 0.99 0	West Left 3 3 3 5% 0.99 55 2.0%	tbound Through 0 0 2% 0.99 0 2.0%	21 0 1 5% 0.99 21 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.99 0 2.0% 1.15 0	North Left 0 0 2% 0.99 0 2.0% 1.15 0	bound Through 578 3 20 3% 0.99 578 2.0% 1.15 86	Right 55 0 1 2% 0.99 55 2.0% 1.15 8	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0% 1.15 4	bound Through 555 0 13 2% 0.99 555 2.0% 1.15 83	Right 0 0 2% 0.99 0 2.0% 1.15 0	0 0 2% 0.99 0 2.0% 1.15 0	Left 0 0 2% 0.99 0 2.0% 1.15 0	Through 0 0 2% 0.99 0 2.0% 1.15 0	0 3 0 2% 0.99 0 2.0% 1.15 0	0 0 2% 0.99 0 2.0% 1.15 0	West Left 55 3 5% 0.99 55 2.0% 1.15 8	tbound Through 0 0 0 2% 0.99 0 0 2% 1.15 0	21 0 1 5% 0.99 21 2.0% 1.15 3
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips Total Approved Development Trips 2031 No-Build Traffic	U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0	North Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	bound Through 578 3 20 3% 0.99 578 2.0% 1.15	Right 55 0 1 2% 0.99 55 55 2.0% 1.15	Jos U-Turn 0 2% 0.99 0 2.0% 1.15	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0% 1.15 4 0 33	bound Through 555 0 0 13 2% 0.99 555 2.0% 1.15	Right 0 0 2% 0.99 0 2.0% 1.15	0 0 2% 0.99 0 2.0% 1.15	Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 2% 0.99 0 2.0% 1.15 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 0 0 63	tbound Through 0 0 0 2% 0.99 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Feak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Ractor Background Growth Trips Chappell Road DRI Total Approved Development Trips	U-Turn 0 2% 0.99 0 2.0% 1.15 0 0	North Left 0 0 2% 0.99 0 2.0% 1.15 0 0	bound Through 578 3 20 3% 0.99 578 2.0% 1.15 86 0	Right 55 0 1 2% 0.99 55 2.0% 1.15 8 0	Jos U-Turn 0 0 2% 0.99 0 2.0% 1.15 0 0	eph E. Lowery South Left 0 1 3% 0.99 29 29 2.0% 1.15 4 0	bound Through 555 0 13 2% 0.99 555 2.0% 1.15 83 0	Right 0 0 2% 0.99 0 2.0% 1.15 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0	Left 0 0 2% 0.99 0 2.0% 1.15 0 0	Through 0 0 2% 0.99 0 2.0% 1.15 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0	West Left 3 3 5% 0.99 55 2.0% 1.15 8 0	tbound Through 0 0 0 0 0 2% 0.99 0 0 0.99 0 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Crowth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle %	U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0	North Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	Dound Through 578	Right 55 0 1 2% 0.99 55 2.0% 1.15 8 0 63	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0% 1.15 4 0 33	bound Through 555 0 13 2% 0.99 555 2.0% 1.15 83 0 638	Right 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 2% 0.99 0 2.0% 1.15 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 0 0 63	tbound Through 0 0 0 2% 0.99 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic	U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0	North Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	Dound Through Through 578 3 20 3% 20 3% 20 3% 20 3% 0.99 578 578 2.0% 1.15 86 0 664 3%	Right 55 0 1 2% 0.99 55 2.0% 1.15 8 0 63	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0% 1.15 4 0 33	bound Through 555 0 13 2% 0.99 555 2.0% 1.15 83 0 638	Right 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 2% 0.99 0 2.0% 1.15 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 0 0 63	tbound Through 0 0 0 2% 0.99 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	North Left 0 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 578 578 20 3% 0.99 578 2.0% 1.15 86 0 664 3% 5% 5%	Right 55 0 1 2% 0.99 55 5 2.0% 1.15 8 0 0 63 2%	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 2%	eph E. Lowery South Left 29 0 1 1 3% 0.99 29 2.0% 1.15 4 0 333 3% 20 (10%)	bound Through 555 0 13 2% 0.99 555 2.0% 1.15 83 0 6.38 2% (5%)	Right 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 2%	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	Through 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 2% 0.99 0 1.15 0 0 0 2%	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	West Left 3 3 5% 0.99 55 2.0% 1.15 8 8 0 0 63 5%	Ubound Through 0 0 0 0 0 2% 0,99 0 2,0% 1.15 0 0 2,0% 0.99 0 2.0%	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic	U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0	North Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	Dound Through Through 578 3 20 3% 20 3% 20 3% 20 3% 0.99 578 578 2.0% 1.15 86 0 664 3%	Right 55 0 1 2% 0.99 55 2.0% 1.15 8 0 63	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0% 1.15 4 4 0 333 3%	bound Through 555 0 1 13 2% 0.99 555 2.0% 1.15 83 0 638 2%	Right 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0	Left 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 2% 0.99 0 2.0% 1.15 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 0 0 63	tbound Through 0 0 0 2% 0.99 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10%
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Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Coard Paperli Road Development Trips 2031 No-Built Growth Trips 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Infafic 2031 No-Built Infafi	U-Turn 0 2.% 0.99 0 2.0% 1.15 0 0 0 0 2%	North Left 0 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 578 3 20 3% 33% 0.99 578 3% 20% 1.15 86 0 664 3% 5% 5% 11 11	Right 55 0 1 2% 0.99 55 5 2.0% 1.15 8 0 0 63 2%	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 2%	eph E. Lowery South Left 29 0 1 3% 2.0% 1.15 4 0 33 3% 2.0% (10%) (10%) 16	bound Through 555 0 13 2% 0.99 555 2.0% 1.15 83 0 6.38 2% (5%)	Right 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 2%	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	Through 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 2% 0.99 0 1.15 0 0 0 2%	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	West Left 3 3 5% 0.99 55 2.0% 1.15 8 8 0 0 63 5%	Ubound Through 0 0 0 0 0 2% 0,99 0 2,0% 1.15 0 0 2,0% 0.99 0 2.0%	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 1.0% 1.00 24
Court Balancing Pedestrians Vedestrians Neavy Vehicles Neavy Vehicles % Peak Nour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Residential Trips	U-Turn 0 2.% 0.99 0 2.0% 1.15 0 0 0 0 2%	North Left 0 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 578 3 20 3% 33% 0.99 578 3% 20% 1.15 86 0 664 3% 5% 5% 11 11	Right 55 0 1 2% 0.99 55 5 2.0% 1.15 8 0 0 63 2%	Jos U-Turn 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 2%	eph E. Lowery South Left 29 0 1 3% 0.99 29 2.0% 1.15 4 4 0 33 3% (10%) 16	bound Through 555 0 0 13 2% 0.99 555 2.0% 1.15 8.3 0 6.38 2% (5%) 8 8	Right 0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 2%	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	Through 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 2% 0.99 0 1.15 0 0 0 2%	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 2%	West Left 3 3 5% 0.99 55 2.0% 1.15 8 8 0 0 63 5%	Ubound Through 0 0 0 0 0 2% 0,99 0 2,0% 1.15 0 0 2,0% 0.99 0 2.0%	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 1.0% 1.00 24
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Court Balancing Pedestrians Pedestrians Pedestrians Pedestrians Peav Vehicles Peav Netnicles Peav NetnicePeav NetnicePeav NetnicePeave Peav NetnicePeave Peav NetnicePeave Peave NetnicePeave Peav	U-Turn 0 0 2% 0,99 0 2% 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	North Left 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	bbound Through Through 3 2 20 3% 2 20 3% 2 20 3% 2 20 3% 5% 0 664 3% 5% 4 4	Right 55 0 1 2% 0 0 0 0 63 2% 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 	eph E. Lowery South Left 29 0 1 3% 0.99 29 29 2 2.0% 1.15 4 4 0 33 3% 3% (10%) 16 (5%) -1.00 21 (5%) 6	bound Through 555 0 13 2% 13 2% 0 0 555 2.0% 1.15 83 0 0 6 38 2% (5%) 22 (5%) 6	Right 0 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0,99 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	0 3 0 2% 0.99 0 2 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 2.0% 0 0 2.0% 0 0 0 0 0	West Left 55 3 3 5% 0.9% 0.5% 5% 2.0% 1.15 8 8 0 0 63 5% 0 0 63 5% 0 0 0 0	Ubound Through 0 0 0 0 2% 0 0 0 2% 0 115 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 5% 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Veavy Vehicles Peak Hour Factor Rescharter Courter Annual Growth Rate Growth Rate Growth Rate Growth Trips Chappel Read DRI Total Approved Development Trips CO31 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Fraffic 2032 No-Build Fraffic 2	U-Turn 0 0 2% 0,99 0 2% 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	North Left 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	bbound Through Through 3 2 20 3% 2 20 3% 2 20 3% 2 20 3% 5% 0 664 3% 5% 4 4	Right 55 0 1 2% 0 0 0 0 63 2% 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 	eph E. Lowery South Left 29 0 1 3% 0.99 29 29 2 2.0% 1.15 4 4 0 33 3% 3% (10%) 16 (5%) -1.00 21 (5%) 6	bound Through 555 0 13 2% 13 2% 0 0 555 2.0% 1.15 83 0 0 6 38 2% (5%) 22 (5%) 6	Right 0 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0,99 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	0 3 0 2% 0.99 0 2 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 2.0% 0 0 2.0% 0 0 0 0 0	West Left 55 3 3 5% 0.9% 0.5% 5% 2.0% 1.15 8 8 0 0 63 5% 0 0 63 5% 0 0 0 0	Ubound Through 0 0 0 0 2% 0 0 0 2% 0 115 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Background Growth Trips Chappel Road DR Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass-By Distribution NU Tbalancing Adjustment	U-Turn 0 0 2% 0,99 0 2% 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	North Left 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	bbund Through 578 3 20 20 3% 0.99 578 2.0% 1.15 86 0 664 3% 5% 111 5% 6 6 6	Right 55 0 1 2% 0 0 0 0 63 2% 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 	eph E. Lowery South Left 29 	bound Through 555 0 0 13 2% 0.99 555 2.0% 1.15 83 0 6.38 20% (5%) 22 (5%) 22 (5%) 6 6 36	Right 0 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0,99 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	0 3 0 2% 0.99 0 2 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	West Left 55 3 3 5% 0.9% 0.5% 5% 2.0% 1.15 8 8 0 0 63 5% 0 0 63 5% 0 0 0 0	Ubound Through 0 0 0 0 2% 0 0 0 2% 0 115 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 5% 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Second Bell Growth Growth Trips Chappel Road DBI Total Approved Development Trips 2031 No-Build Teaffic 2031 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Reside Trips Total Personal Second Growth Trips Total Personal Second Growth Trips Trip Distribution OUT Balancing Adjustment Reside Trips Total Personal REDUCTION Pass-By Distribution OUT Balancing Adjustment Pass-By Distribution OUT	U-Turn 0 0 2% 0,99 0 2% 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	North Left 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	bbound Through Through 3 2 20 3% 2 20 3% 2 20 3% 2 20 3% 5% 0 664 3% 5% 4 4	Right 55 0 1 2% 0 0 0 0 63 2% 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 	eph E. Lowery South Left 29 0 1 3% 0.99 29 29 2 2.0% 1.15 4 4 0 33 3% 3% (10%) 16 (5%) -1.00 21 (5%) 6	bound Through 555 0 13 2% 13 2% 0 0 555 2.0% 1.15 83 0 0 6 38 2% (5%) 22 (5%) 6	Right 0 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0,99 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 2%	0 3 0 2% 0.99 0 2 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 2.0% 0 0 2.0% 0 0 0 0 0	West Left 55 3 3 5% 0.9% 0.5% 5% 2.0% 1.15 8 8 0 0 63 5% 0 0 63 5% 0 0 0 0	Ubound Through 0 0 0 0 2% 0 0 0 2% 0 115 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Veavy Vehicles Peak Hoar Factor Beckground Growth Trips Chappel Read DRI Total Approved Development Trips CO31 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Factor Beckground Growth Trips CO31 No-Build Factor Beckground Traffic 2031 No-Build Factor Beckground Traffic 2031 No-Build Infaric 2031 No-Build I	U-Turn 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 0 0 0 2% 0.99 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bbund Through 578 3 20 3% 0.99 578 2.0% 1.15 86 0 664 3% 5% 5% 5% 4 5% 6 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 55 0 1 2% 0.99 55 2.0% 1.15 8 0 63 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery South Left 29 	bound Through 555 0 0 13 2% 3% 555 2.0% 1.13 2% 555 2.0% 1.15 8 0 6 6 36 6 36 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 2.0% 1.15 0	0 0 2% 0.99 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 8 0 0 63 63 5% 0 0 63 63 5% 0 0 0 0 0 0	Output Through 0 0 0 0 2% 0.99 0.99 0 1.15 0 0 0 0.09 0 0.09 0 0.09 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 4% 5% - 5% - - - - - - - - - - - - -
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chapsell Road DBI Trip Distribution N Trip SeaseBy Distribution N Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution N Pass-By Distribution	U-Turn 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left	bbund Through 578 578 20 3% 0.99 578 2.0% 1.15 86 0 664 3% 5% - 111 5% 5% - 6 - 6 - 0 0 111 - 5% - - - 0 - 0 - 0 0 0 -	Right 55 0 1 2% 0 1 2% 0 63 2% 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery South Left 29 	bound Through 555 0 13 2% 0 9 555 2.0% 1.13 2% 0 9 555 2.0% 1.15 8 0 6 638 22 (5%) 22 (5%) 6 6 36 - 0 0 - - - - - - - - - - - - -	Right 0 0 2% 0 2.0% 1.15 0 0 2% 0	0 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 0 0 0 0 2% 0 9 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 0 63 5% 0 0 63 5% 0 0 0 0	Ubound Through 0 0 0 0 2% 0.99 0.99 0 1.15 0 0 0 0 0 0.99 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 5% 6 6 34 0 0 0 34
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Veavy Vehicles Peak Hoar Factor Beckground Growth Trips Chappel Read DRI Total Approved Development Trips CO31 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Factor Beckground Growth Trips CO31 No-Build Factor Beckground Traffic 2031 No-Build Factor Beckground Traffic 2031 No-Build Infaric 2031 No-Build I	U-Turn 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 0 0 0 2.% 0.99 0 0 0 0 2.% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bbund Through 578 3 20 3% 0.99 578 2.0% 1.15 86 0 664 3% 5% 5% 5% 4 5% 6 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 55 0 1 2% 0.99 55 2.0% 1.15 8 0 63 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery South Left 29 	bound Through 555 0 0 13 2% 3% 555 2.0% 1.13 2% 555 2.0% 1.15 8 0 6 6 36 6 36 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 2.0% 1.15 0	0 0 2% 0.99 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 2% 0,99 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 0 0 2% 0,99 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 2% 0.99 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0.99 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	West Left 55 3 3 5% 0.99 55 2.0% 1.15 8 8 0 0 63 63 5% 0 0 63 63 5% 0 0 0 0 0 0	Output Through 0 0 0 0 2% 0.99 0.99 0 1.15 0 0 0 0.09 0 0.09 0 0.09 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 1 5% 0.99 21 2.0% 1.15 3 0 24 4% 10% 1.00 24 5% 5% 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #6 Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North) at North Avenue NW

					AM PE	AK HOUR										
	Jo		y Blvd NW (Sou	uth)		eph E. Lowery	Blvd NW (Nor	-th)		North Av			Westbound			
	U-Turn	North Left	nbound Through	Right	U-Turn	South Left	bound Through	Right	U-Turn	Eastb Left	ound Through	Right	U-Turn	West Left	bound Through	Right
Observed 2024 Traffic Volumes	0	14	754	0	0	0	293	9	0	10	0	21	0	0	0	0
Count Balancing Pedestrians			1				6)				0	
Conflicting Pedestrians		0		0		0		0		6		1		1		6
Heavy Vehicles	0	0	30	0	0	0	24	4	0	3	0	1	0	0	0	0
Heavy Vehicle % Peak Hour Factor	2% 0.92	2%	4% 0.92	2% 0.92	2% 0.92	2% 0.92	8% 0.92	44%	2% 0.92	30%	2% 0.92	5% 0.92	2% 0.92	2% 0.92	2% 0.92	2%
Existing 2024 Volumes	0.92	0.92	754	0.92	0.92	0.92	293	0.92	0.92	0.92	0.92	21	0.92	0.92	0.92	0.92
									-						1	
Annual Growth Rate Growth Factor	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0% 1.15	2.0%	2.0%	2.0%
Background Growth Trips	0	2	112	0	0	0	44	1.15	0	1.13	0	3	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips 2031 No-Build Traffic	0	0	0 866	0	0	0	0 337	0	0	0	0	0 24	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	8%	50%	2%	27%	2%	4%	2%	2%	2%	2%
	-					1									i T	
Trip Distribution IN Trip Distribution OUT		15%	5%				(5%)					(15%)				
Balancing Adjustment							(376)					1.00				
Residential Trips	0	19	6	0	0	0	21	0	0	0	0	63	0	0	0	0
T	-				-				-							
Trip Distribution IN Trip Distribution OUT		20%	5%		<u> </u>		(5%)					(20%)	<u> </u>		1	
Balancing Adjustment																
Office Trips	0	101	25	0	0	0	3	0	0	0	0	10	0	0	0	0
Trip Distribution IN		20%	5%												1	
Trip Distribution OUT		2070	5.0				(5%)					(20%)				
Balancing Adjustment																
Retail Trips	0	17	4	0	0	0	2	0	0	0	0	9	0	0	0	0
Total Primary Site Trips	0	137	35	0	0	0	26	0	0	0	0	82	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	137	35	0	0	0	26	0	0	0	0	82	0	0	0	0
			•													
2031 Build Traffic 2031 Build Heavy Vehicle %	0 2%	153 2%	901 4%	0 2%	0 2%	0 2%	363 8%	10 50%	0 2%	11 27%	0	106	0 2%	0 2%	0 2%	0 2%
2031 Balla Heavy Venicle 10	2.70	270	470	2.70	2.70	270	0/0	30%	270	2170	2.70	2.10	270	270	2.70	2.70
						AK HOUR			•				•			
	Jo		y Blvd NW (Sou	uth)		eph E. Lowery	Blvd NW (Nor	th)		North Av				Wost	bound	
	Jo: U-Turn		y Blvd NW (Sou nbound Through	uth) Right		eph E. Lowery	Blvd NW (Nor bound Through	th) Right	U-Turn	North Av Eastt Left		Right	U-Turn	West Left	bound Through	Right
Observed 2024 Traffic Volumes		North	nbound		Jos	eph E. Lowery South	bound		U-Turn 0	Eastb	ound	Right 14	U-Turn 0		bound Through 0	Right 0
Count Balancing	U-Turn	North Left	nbound Through	Right	Jos U-Turn	eph E. Lowery South Left 0	bound Through 593	Right		Eastb Left	ound Through			Left 0	Through 0	
Count Balancing Pedestrians	U-Turn	North Left	nbound Through	Right 0	Jos U-Turn	eph E. Lowery South Left 0	bound Through	Right		Eastb Left 4	ound Through			Left 0	Through	0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	U-Tum 0	North Left 15 1 1 0	1 21	Right 0 0 0	Jos U-Turn 0 	eph E. Lowery South Left 0 0	bound Through 593 3 16	Right 14 1 0	0	Eastb Left 4 13 1	ound Through 0 1 0	14 1 1 0	0	Left 0 1 0	Through 0 0 0 0	0 13 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	U-Tum 0 0 2%	North Left 15 1 0 2%	bound Through 626 1 21 3%	Right 0 0 0 2%	Jos U-Turn 0 0 2%	eph E. Lowery South Left 0 0 0 2%	bound Through 593 3 16 3%	Right 14 1 0 2%	0	Eastb Left 4 13 1 25%	ound Through 0 1 0 2%	14 1 0 2%	0 0 2%	Left 0 1 0 2%	Through 0 0 0 2%	0 13 0 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	U-Turn 0 0 2% 0.97	North Left 15 1 0 2% 0.97	bound Through 626 1 21 3% 0.97	Right 0 0 2% 0.97	Jos U-Turn 0 0 2% 0.97	eph E. Lowery South Left 0 0 0 2% 0.97	bound Through 593 3 3 16 3% 0.97	Right 14 1 0 2% 0.97	0 0 2% 0.97	Eastb Left 4 13 1 25% 0.97	ound Through 0 1 0 2% 0.97	14 1 0 2% 0.97	0 0 2% 0.97	Left 0 1 0 2% 0.97	Through 0 0 2% 0.97	0 13 0 2% 0.97
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	U-Tum 0 0 2%	North Left 15 1 0 2%	Dound Through 626 1 1 21 3% 0.97 626 626	Right 0 0 0 2%	Jos U-Turn 0 0 2%	eph E. Lowery South Left 0 0 0 2%	bound Through 593 3 3 16 3% 0.97 593	Right 14 1 0 2%	0	Eastb Left 4 13 1 25%	ound Through 0 1 0 2% 0.97 0	14 1 0 2%	0 0 2% 0.97 0	Left 0 1 0 2%	Through 0 0 0 2%	0 13 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	U-Turn 0 2% 0.97 0 2.0%	North Left 15 1 0 2% 0.97 15 2.0%	bound Through 626 1 21 3% 0.97 626 2.0%	Right 0 0 2% 0.97 0 2.0%	Jos U-Turn 0 2% 0.97 0 2.0%	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0%	bound Through 593 3 16 3% 0.97 593 2.0%	Right 14 1 0 2% 0.97 14 2.0%	0 0 2% 0.97 0	Eastb Left 4 13 1 25% 0.97 4 2.0%	ound Through 0 1 0 2% 0.97 0 0 2.0%	14 1 0 2% 0.97 14 2.0%	0 0 2% 0.97 0	Left 0 1 0 2% 0.97 0 2.0%	Through 0 0 2% 0.97 0 2.0%	0 13 0 2% 0.97 0 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hogur Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	U-Turn 0 2% 0.97 0 2.0% 1.15	North Left 15 0 2% 0.97 15 2.0% 1.15	Debund Through 626 - 1 - 21 3% 0.97 626 - - 2.0% 1.15	Right 0 0 2% 0.97 0 2 .0% 1.15	Jos U-Turm 0 0 2% 0.97 0 2.0% 1.15	eph E. Lower South Left 0 0 0 2% 0.97 0 2.0% 1.15	bound Through 593 3 16 3% 0.97 593 2.0% 1.15	Right 14 0 2% 0.97 14 2.0% 1.15	0 0 2% 0.97 0 2.0% 1.15	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15	ound Through 0 1 0 2% 0.97 0 2.0% 1.15	14 1 0 2% 0.97 14 2.0% 1.15	0 0 2% 0.97 0 2.0% 1.15	Left 0 1 0 2% 0.97 0 2.0% 1.15	Through 0 0 2% 0.97 0 2.0% 1.15	0 13 0 2% 0.97 0 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.97 0 2.0% 1.15 0	North Left 15 15 2% 0.97 15 2.0% 1.15 2	Debund Through 626 1 1 21 3% 0.97 626 2.0% 1.15 93	Right 0 0 2% 0.97 0 2 .0% 1.15 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0% 1.15 0	bound Through 593 3 16 3% 0.97 593 2.0% 1.15 88	Right 14 1 0 2% 0.97 14 2.0% 1.15 2	0 0 2% 0.97 0 2.0% 1.15 0	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1	ound Through 0 1 0 2% 0.97 0 2.0% 1.15 0	14 1 0 2% 0.97 14 2.0% 1.15 2	0 0 2% 0.97 0 2.0% 1.15 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0	Through 0 0 2% 0.97 0 0 2.0% 1.15 0	0 13 0 2% 0.97 0 2.0% 1.15 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0	North Left 15 0 2% 0.97 15 2.0% 1.15 2 0	Intrough 626 1 21 3% 0.97 626 2 0 1.15 93 0 0	Right 0 0 2% 0.97 0 2.0% 1.15 0 0	Jos U-Turn 0 0 2% 0.97 0 2.0% 1.15 0 0	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0% 1.15 0 0	bound Through 593 3 16 3% 0.97 593 2.0% 1.15 88 0	Right 14 1 0 2% 0.97 14 1.15 2.0% 1.15 2 0	0 0 2% 0.97 0 2.0% 1.15 0 0	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1 0	ound Through 0 1 0 2% 0.97 0 2.0% 1.15 0 - 0 0 - 0 - 0 - 0 - - - - - - - - - - - - -	14 1 0 2% 0.97 14 2.0% 1.15 2 0	0 0 2% 0.97 0 2.0% 1.15 0 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0	Through 0 0 2% 0.97 0 2.0% 1.15 0	0 13 0 2% 0.97 0 2.0% 1.15 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips Total Approved Development Trips	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0	North Left 1 0 2% 0.97 15 2.0% 1.15 2 0 0 17	Dound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719	Right 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0	bound Through 593 3 16 3% 0.97 593 2.0% 1.15 88 0 681	Right 14 1 0 2% 0.97 14 2.0% 1.15 2 0 0 16	0 2% 0.97 0 2.0% 1.15 0 0 0	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1.15 1 0 5	ound Through 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	Left 0 1 0 2% 0.97 0 9 2.0% 1.15 0 0 0 0	Through 0 0 2% 0.97 0 2.0% 1.15 0 0	0 13 0 2% 0.97 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Heavy Vehicle %	U-Turn 0 2% 0.97 0 2.0% 1.15 0 0	North Left 1 0 2% 0.97 15 2.0% 1.15 2 0 17 2%	bound Through 626 21 3% 0.97 626 2.0% 1.15 93 0 719 3%	Right 0 0 2% 0.97 0 2.0% 1.15 0 0	Jos U-Turn 0 0 2% 0.97 0 2.0% 1.15 0 0	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0% 1.15 0 0	bound Through 593 3 16 3% 0.97 593 2.0% 1.15 88 0	Right 14 1 0 2% 0.97 14 1.15 2.0% 1.15 2 0	0 0 2% 0.97 0 2.0% 1.15 0 0	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1 0	ound Through 0 1 0 2% 0.97 0 2.0% 1.15 0 - 0 0 - 0 - 0 - 0 - - - - - - - - - - - - -	14 1 0 2% 0.97 14 2.0% 1.15 2 0	0 0 2% 0.97 0 2.0% 1.15 0 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0	Through 0 0 2% 0.97 0 2.0% 1.15 0	0 13 0 2% 0.97 0 2.0% 1.15 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0	North Left 1 0 2% 0.97 15 2.0% 1.15 2 0 0 17	Dound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719	Right 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0	bound Through 593 3 16 3% 0.97 593 2.0% 1.15 88 0 681 3%	Right 14 1 0 2% 0.97 14 2.0% 1.15 2 0 0 16	0 2% 0.97 0 2.0% 1.15 0 0 0	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1.15 1 0 5	ound Through 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2%	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	Left 0 1 0 2% 0.97 0 9 2.0% 1.15 0 0 0 0	Through 0 0 2% 0.97 0 2.0% 1.15 0 0	0 13 0 2% 0.97 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	U-Turn 0 2% 0.97 0 0 2.0% 1.15 0 0 0	North Left 1 0 2% 0.97 15 2.0% 1.15 2 0 17 2%	bound Through 626 21 3% 0.97 626 2.0% 1.15 93 0 719 3%	Right 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	Jos U-Turn 0 2% 0.7 0 2.0% 1.15 0 0 0 0 0	eph E. Lowery South Left 0 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0	bound Through 593 3 16 3% 0.97 593 2.0% 1.15 88 0 681	Right 14 1 0 2% 0.97 14 2.0% 1.15 2 0 0 16	0 2% 0.97 0 2.0% 1.15 0 0 0	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1.15 1 0 5	ound Through 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0	Left 0 1 0 2% 0.97 0 9 2.0% 1.15 0 0 0 0	Through 0 0 2% 0.97 0 2.0% 1.15 0 0	0 13 0 2% 0.97 0 2.0% 1.15 0 0 0 0
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Court Balancing Pedestrians Vedestrians Heavy Vehicles Heavy Vehicles Yeav, Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Teaffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Critics Trips	U-Turn 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 0 2% 0% 15 2 0% 17 2% 0 17 2% 15% 15% 15% 15% 15% 15% 17	bbound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719 3% 0 719 3% 5% 5% 4	Right 0 0 0 0 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0 0 0	Jos U-Turn 0 2% 0 2% 0 2.0% 1.15 0 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lower, South Left 0 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 2%	bound Through 593 3 16 3% 16 3% 593 2.0% 1.15 88 0 0 681 3% (5%) 8 (5%) 22	Right 14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2%	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 2%	Eastb Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1.15 1 0 5 20%	ound Through 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 2%	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2% (15%) 24 (20%) 1.00 89	0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 2%	Through 0 0 2% 0,97 0 2.0% 1.15 0 0 0 2.0% 1.25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 0.97 0 2.0% 1.15 0 0 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment	U-Turn 0 2% 0,97 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 1 0 2% 0.97 15 2 0 17 2% 1.15 2 2 15% 15% 15% 15% 17 20%	bbound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719 3% 5% 5% 4	Right 0 0 0 2% 0.97 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 	eph E. Lowery - South Left 0 0 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 2.0% 1.15 88 0 0 681 3% 681 3% 8 (5%) 22 (5%)	Right 14 1 0 2% 2% 2.0% 1.15 2 2 0 0 16 2% 0 0 0	0 0 2% 0,97 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1 0 5 5 20%	ound Through 0 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2% (15%) 24 (20%) (20%)	0 0 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Through 0 0 0 0 0 0 2% 0.97 0 0 1.15 0 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NT Trip Distribution OUT Balancing Adjustment Grain Trips Trip Distribution ST Trip Distribution OUT Balancing Adjustment Retail Trips	U-Turn 0 2% 0,97 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 15 0 2% 0.97 15 2 0 17 17 2% 15% 15% 15% 20% 20% 20%	bbound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719 3% 5% 5% 4 5% 6	Right 0 0 0 2% 0.97 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 2% 0.97 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 2.0% 1.15 88 0 0 681 3% (5%) 22 (5%) 6	Right 14 1 0 2% 7 14 2.0% 1.15 2 2 0 0 16 2% 0 0 0 0 0 0	0 0 2% 0,97 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1 0 5 5 20% 0 0	ound Through 0 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2% (15%) 24 (20%) (20%) (20%) 22	0 0 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	Through 0 0 0 0 2% 0.97 0 0 2% 1.15 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 0,97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NI Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips	U-Turn 0 2% 0,97 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 15 0 2% 0.97 15 2 0 17 17 2% 15% 15% 15% 20% 20% 20%	bbound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719 3% 5% 5% 4 5% 6	Right 0 0 0 2% 0.97 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 2% 0.97 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 2.0% 1.15 88 0 0 681 3% (5%) 22 (5%) 6	Right 14 1 0 2% 7 14 2.0% 1.15 2 2 0 0 16 2% 0 0 0 0 0 0	0 0 2% 0,97 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1 0 5 5 20% 0 0	ound Through 0 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2% (15%) 24 (20%) (20%) (20%) 22	0 0 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	Through 0 0 0 0 2% 0.97 0 0 2% 1.15 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 0,97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Pedestrians Pedestrians Pedestrians Heavy Vehicles Peak Hour Factor Reavy Vehicles Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment ResidentIal Fips Total Personal Substreet Trip Stribution OUT Balancing Adjustment Retail Trips Total Personal Substreet Trip Stribution N Trip Distribution OUT Balancing Adjustment Retail Trips Total Personal Substreet Pass-By Distribution OUT	U-Turn 0 2% 0,97 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 15 0 2% 0.97 15 2 0 17 17 2% 15% 15% 15% 20% 20% 20%	bbound Through 626 1 21 3% 0.97 626 2.0% 1.15 93 0 719 3% 5% 5% 4 5% 6	Right 0 0 0 2% 0.97 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 2% 0.97 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 2.0% 1.15 88 0 0 681 3% (5%) 22 (5%) 6	Right 14 1 0 2% 7 14 2.0% 1.15 2 2 0 0 16 2% 0 0 0 0 0 0	0 0 2% 0,97 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 13 1 25% 0.97 4 2.0% 1.15 1 1 0 5 5 20% 0 0	ound Through 0 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 0 2% 0.97 14 2.0% 1.15 2 0 16 2% (15%) 24 (20%) (20%) (20%) 22	0 0 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0	Through 0 0 0 0 2% 0.97 0 0 2% 1.15 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 0,97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NN Trip Distribution NN Pass-By Distribution REDUCTION Pass-By Distribution NN Pass-By Distribution Pass-By D	U-Turn 0 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 1 0 2% 0.97 15 2.0% 1.15 2.0% 1.15 0 17 2% 0 17 2% 20% 17 20% 20% 20%	bbound Through 626 1 21 3% 0,97 626 2.0% 1,13 93 0 719 3% 0 719 35% 5% 5% 6 6 6 21	Right 0 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 2% 0,97 0 2% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 16 3% 593 2.0% 1.15 593 2.0% 1.15 88 0 681 3% (5%) 22 (5%) 22 (5%) 6 6 36	Right 14 1 0 2% 14 2.0% 1.15 2 0 16 2% 0 0 0 0 0 0 0	0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 1 1 3 1 25% 0.97 0.97 0.97 4 2.0% 1.15 1 0 0 5 20% 0 0 0 0 0 0 0 0	00und Through 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 1 0 2% 0.97 14 2.0% 1.15 2 0 16 26 (15%) 24 (20%) 1.00 89 (20%) 1.35 (20%)	0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 0 2% 0,97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through O 0 0 0 0 0 0 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NN Trip Distribution NN Trip Distribution NN Trip Distribution NN Trip Distribution NN Trip Distribution NN Trip Distribution NT Trip Distribution OUT Balancing Adjustment Retail Trips Total Primary Site Trips Total Primary Site Trips Total Primary Site Trips Total	U-Turn 0 2% 0,97 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 0 2% 0.97 15 2.0% 1.5 2.0% 1.5 0 17 17 2% 20% 2% 20% 20% 20% 20% 20% 20% 0	bbound Through 626 1 21 3% 626 1 2 2 0 719 3% 0 719 3% 0 719 3% 0 719 3% 0 719 3% 6 6 6 6 6 6 6 6 6 6 6 6 6	Right 0 0 2% 0 2.0% 1.15 0	Jos U-Turn 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 0 0.97 593 2.0% 1.15 593 2.0% 1.15 88 0 681 36 681 36 681 36 6 6 6 6 36 6 6 6 6 6 6 6 6 6 6 6 6 6	Right 14 1 0 2% 0.9% 14 2.0% 1.15 2 0 16 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 1 1 3 1 25% 0.97 4 2.0% 1.15 1 0 0 5 20% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00und Through 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 1 0 2% 0,97 0,97 0 16 20% (15%) 24 (20%) 1.00 89 (20%) 1.35 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 1 0 2% 0,97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through O 0 0 0 0 0 0 2% 0.97 0 0 1.15 0 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution NN Trip Distribution NN Pass-By Distribution REDUCTION Pass-By Distribution NN Pass-By Distribution Pass-By D	U-Turn 0 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 1 0 2% 0.97 15 2.0% 1.15 2.0% 1.15 0 17 2% 0 17 2% 20% 17 20% 20% 20%	bbound Through 626 1 21 3% 0,97 626 2.0% 1,13 93 0 719 3% 0 719 5% 5% 5% 6 6 6 21	Right 0 0 0 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 2% 0,97 0 2% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 16 3% 593 2.0% 1.15 593 2.0% 1.15 88 0 681 3% (5%) 22 (5%) 22 (5%) 6 6 36	Right 14 1 0 2% 14 2.0% 1.15 2 0 16 2% 0 0 0 0 0 0 0	0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 1 1 3 1 25% 0.97 0.97 0.97 4 2.0% 1.15 1 0 0 5 20% 0 0 0 0 0 0 0 0	00und Through 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 1 0 2% 0.97 14 2.0% 1.15 2 0 16 26 (15%) 24 (20%) 1.00 89 (20%) 1.35 (20%)	0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 0 2% 0,97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through O 0 0 0 0 0 0 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Growth Trips Chappell Road DBI Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips Total Prips Tot	U-Turn 0 0 0 2% 0.97 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 1 0 2% 0 2% 0 15 2 0 17 2% 15% 15% 15% 15% 20% 15% 20% 20% 17 20% 20% 17 77	bbound Through 626 1 21 3% 626 1 2 2 3% 0 719 3% 0 719 3% 0 719 3% 0 719 3% 5% 5% 6 6 6 6 21 21 5% 0 0 73 0 21 0 0 73 0 0 73 0 0 73 0 0 73 0 0 73 0 0 73 0 0 73 0 73 0 0 73 0 0 73 0 0 73 0 0 73 73 0 74 73 74 73 74 74 75 75 0 75 0 75 0 75 0 75 0 75 0 75 75 0 75 0 75 0 75 75 0 75 0 75 0 75 0 75 75 0 75 75 75 75 75 75 75 75 75 75	Right 0 0 0 2% 0 2.0% 1.15 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 16 3% 16 3% 593 2.0% 1.15 593 2.0% 1.15 88 0 681 3% (5%) 22 (5%) 22 (5%) 6 6 36 36 36 36 36 36 36 36	Right 14 1 0 2% 0% 14 2.0% 14 2.0% 14 2.0% 0	0 0 2% 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 13 1 25% 0% 1.15 1 0 5 20% 0 0 0 0 0 0 0 0 0 0 0 0 0	Ound Through 0 0 0 2% 0 2% 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 1 0 2% 07 0 14 2.0% 1.15 2 0 16 24 (20%) 1.00 89 (20%) 1.35	0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 1 0 2% 0,97 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 0	0 13 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DBI Trip DStribution N Trip S Sease PS DStribution REDUCTION Pass-By DStribution N Pass-By DStribution OUT Balancing Adjustment Pass-By DStribution N Pass-By DStribution PASS-By Pass-By DStribution PASS-By Pass-B	U-Turn 0 0 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 15 0 2% 0.97 15 2.0% 1.5 2.0% 1.5 0 17 17 2% 20% 2% 20% 20% 20% 20% 20% 20% 0	bbound Through 626 1 21 3% 626 1 2 2 0 719 3% 0 719 3% 0 719 3% 0 719 3% 0 719 3% 6 6 6 6 6 6 6 6 6 6 6 6 6	Right 0 0 2% 0 2.0% 1.15 0	Jos U-Turn 0 2% 0,97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	eph E. Lowery E. Lowery South Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 593 3 16 3% 0 0.97 593 2.0% 1.15 593 2.0% 1.15 88 0 681 36 681 36 681 36 6 6 6 6 36 6 6 6 6 6 6 6 6 6 6 6 6 6	Right 14 1 0 2% 0.9% 14 2.0% 1.15 2 0 16 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 4 1 1 3 1 25% 0.97 4 2.0% 1.15 1 0 0 5 20% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00und Through 0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	14 1 1 0 2% 0,97 0,97 0 16 20% (15%) 24 (20%) 1.00 89 (20%) 1.35 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 0 1 1 0 2% 0,97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through O 0 0 0 0 0 0 2% 0.97 0 0 1.15 0 0 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 13 0 2% 2% 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #7 Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North) at North Avenue NW

	Joseph E. Boone	Blvd NW (W	est)/Joseph E			ECTION #8			loseph E. Low	very Blvd NW	/ (North)					
	Jo		/ Blvd NW (So	uth)		AK HOUR eph E. Lowery		rth)	ol		Blvd NW (We	st)	oL		e Blvd NW (Eas	t)
	U-Turn	North Left	ibound Through	Right	U-Turn	South Left	bound Through	Right	U-Turn	Eastl Left	bound Through	Right	U-Turn	Wes Left	tbound Through	Right
Observed 2024 Traffic Volumes	0	32	650	69	0	13	249	21	0	82	241	48	0	61	111	39
Count Balancing Pedestrians			6				9				4				8	
Conflicting Pedestrians		4		8		8		4		9		6		6		9
Heavy Vehicles Heavy Vehicle %	0 2%	2 6%	24 4%	0 2%	0 2%	1 8%	22 9%	1 5%	0 2%	3 4%	16 7%	1 2%	0 2%	2 3%	5 5%	3 8%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Existing 2024 Volumes	0	32	650	69	0	13	249	21	0	82	241	48	0	61	111	39
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0% 1.15	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor Background Growth Trips	1.15	1.15 5	1.15 97	1.15 10	1.15	1.15	1.15 37	3	1.15	1.15 12	1.15	1.15 7	1.15 0	1.15 9	1.15 17	1.15
Chappell Road DRI							_				48			-	21	
Total Approved Development Trips 2031 No-Build Traffic	0	0 37	0 747	0 79	0	0	0 286	0 24	0	0 94	48 325	0	0	0 70	21 149	0 45
2031 No-Build Heavy Vehicle %	2%	5%	4%	2%	2%	7%	9%	4%	2%	3%	6%	2%	2%	3%	4%	7%
Trip Distribution IN	- T	r	5%	r	1	1		1	1	5%	r		T	1	1	10%
Trip Distribution OUT						(10%)	(5%)	(5%)								
Balancing Adjustment Residential Trips	0	0	6	0	0	2.00 43	21	21	0	6	0	0	0	0	0	13
	- · ·	+ ~		+ ~	+ ~				+ ~	*	+ ~		+ ~	+ ~		
Trip Distribution IN Trip Distribution OUT		<u> </u>	10%	<u> </u>		(5%)	(10%)	(10%)		10%	<u> </u>				+	5%
Balancing Adjustment			1.00			(370)	(10/0)	(10/0)		1.00						
Office Trips	0	0	51	0	0	3	5	5	0	51	0	0	0	0	0	25
Trip Distribution IN			10%							10%			1			5%
Trip Distribution OUT						(5%)	(10%)	(10%)								
Balancing Adjustment Retail Trips	0	0	8	0	0	2	4	4	0	8	0	0	0	0	0	4
		-		-	-							1				
Total Primary Site Trips	0	0	65	0	0	48	30	30	0	65	0	0	0	0	0	42
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	65	0	0	48	30	30	0	65	0	0	0	0	0	42
2031 Build Traffic	0	37	812	79	0	63	316	54	0	159	325	55	0	70	149	87
2031 Build Heavy Vehicle %	2%	5%	3%	2%	2%	2%	8%	2%	2%	2%	6%	2%	2%	3%	4%	3%
					PM PE	AK HOUR										
	· · · · ·	and F. Lauran						rth)	lo	senh F. Boone						;t)
	JO		Blvd NW (So	uth)	Jos	eph E. Lowery		i ui)			Blvd NW (We	st)	Jo		e Blvd NW (Eas	·
	ot U-Turn		/ Blvd NW (So ibound Through	uth) Right	Jos U-Turn		Bivd NW (No bound Through	Right	U-Turn		Bivd NW (We bound Through	st) Right	Jo U-Turn		e Blvd NW (Eas tbound Through	Right
Observed 2024 Traffic Volumes		North	bound			South	bound			East	bound			Wes	tbound	
Count Balancing	U-Turn	North Left 37	ibound Through	Right	U-Turn	South Left 17	bound Through	Right	U-Turn	Easti Left 38	bound Through	Right	U-Turn	Wes Left 86	tbound Through	Right
Count Balancing Pedestrians Conflicting Pedestrians	U-Tum 0	North Left 37 21	bound Through 551 19	Right 92 37	U-Turn O	South Left 17 3 37	bound Through 531 5	Right 26 21	U-Turn 0	East Left 38 35	bound Through 172 21	Right 56 19	U-Turn 0	Wes Left 86 19	tbound Through 207 37	Right 49 35
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles	U-Turn 0 0	North Left 37 21 1	bound Through 551 19 21	Right 92 37 2	U-Turn 0 0	South Left 17 37 0	bound Through 531 5 15	Right 26 21 0	U-Turn 0	East Left 38 35 0	21 6	Right 56 19 1	U-Turn 0	Wes Left 86 19 3	tbound Through 207 37 4	Right 49 35 0
Count Balancing Pedestrians Ordinicing Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Tactor	U-Turn 0 0 2% 0.95	North Left 37 21 1 3% 0.95	bound Through 551 19 21 4% 0.95	Right 92 37 2 2% 0.95	U-Turn 0 0 2% 0.95	South Left 17 37 0 2% 0.95	bound Through 531 5 5 15 3% 0.95	Right 26 21 0 2% 0.95	U-Turn 0 0 2% 0.95	Eastl Left 38 35 0 2% 0.95	bound Through 172 21 6 3% 0.95	Right 56 19 1 2% 0.95	U-Turn 0 0 2% 0.95	Wes Left 86 19 3 3% 0.95	tbound Through 207 37 4 2% 0.95	Right 49 35 0 2% 0.95
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle %	U-Turn 0 0 2%	North Left 37 21 1 3%	bound Through 551 19 21 4%	Right 92 37 2 2%	U-Turn 0 0 2%	South Left 17 37 0 2%	bound Through 531 5 5 15 3%	Right 26 21 0 2%	U-Turn 0 0 0 2%	East Left 38 35 0 2%	21 6 3%	Right 56 19 1 2%	U-Turn 0 0 0 2%	Wes Left 86 19 3 3%	tbound Through 207 37 4 2%	Right 49 35 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Kesting 2024 Volumes Annual Growth Rate	U-Turn 0 2% 0.95 0 2.0%	North Left 37 21 1 3% 0.95 37 2.0%	bound Through 551 19 21 4% 0.95 551 2.0%	Right 92 37 2 2% 0.95 92 92 2.0%	U-Turn 0 2% 0.95 0 2.0%	South Left 17 37 0 2% 0.95 17 2.0%	bound Through 531 5 5 15 3% 0.95 531 2.0%	Right 26 21 0 2% 0.95 26 2.0%	U-Turn 0 2% 0.95 0 2.0%	Eastl Left 38 35 0 2% 0.95 38 2.0%	bound Through 172 21 6 3% 0.95 172 2.0%	Right 56 19 1 2% 0.95 56 2.0%	U-Turn 0 2% 0.95 0 2.0%	Wes Left 86 19 3 % 0.95 86 2.0%	tbound Through 207 207 4 2% 0.95 207 2.0%	Right 49 35 0 2% 0.95 49 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	U-Turn 0 2% 0.95 0 2.0% 1.15	North Left 37 21 1 3% 0.95 37 2.0% 1.15	bound Through 551 9 21 4% 0.95 551 2.0% 1.15	Right 92 37 2 2% 0.95 92 2.0% 1.15	U-Turn 0 2% 0.95 0 2.0% 1.15	South Left 17 37 0 2% 0.95 17 2.0% 1.15	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15	Right 26 21 0 2% 0.95 26 2.0% 1.15	U-Turn 0 0 2% 0.95 0 2 .0% 1.15	Eastl Left 38 35 0 2% 0.95 38 2.0% 1.15	bound Through 172 172 21 6 3% 0.95 172 2.0% 1.15	Right 56 19 1 2% 0.95 56 2.0% 1.15	U-Turn 0 2% 0.95 0 2.0% 1.15	Wes Left 86 19 3 3% 0.95 86 2.0% 1.15	tbound Through 207 207 4 2% 0.95 207 2.0% 1.15	Right 49 35 0 2% 0.95 49 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.95 0 2.0%	North Left 37 21 1 3% 0.95 37 2.0%	bound Through 551 19 21 4% 0.95 551 2.0%	Right 92 37 2 2% 0.95 92 92 2.0%	U-Turn 0 2% 0.95 0 2.0%	South Left 17 37 0 2% 0.95 17 2.0%	bound Through 531 5 5 15 3% 0.95 531 2.0%	Right 26 21 0 2% 0.95 26 2.0%	U-Turn 0 2% 0.95 0 2.0%	Eastl Left 38 35 0 2% 0.95 38 2.0%	bound Through 172 21 6 3% 0.95 172 2.0%	Right 56 19 1 2% 0.95 56 2.0%	U-Turn 0 2% 0.95 0 2.0%	Wes Left 86 19 3 % 0.95 86 2.0%	tbound Through 207 207 4 2% 0.95 207 2.0%	Right 49 35 0 2% 0.95 49 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	U-Turm 0 2% 0.95 0 2.0% 1.15 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0	bound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0	Right 92 37 2% 0.95 92 2.0% 1.15 14 0	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0	bound Through 531 5 5 5 5 5 5 5 5 5 5 5 5 3% 0.95 5 531 2.0% 1.15 79 79 70	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0	Easti Left 38 35 0 2% 0.95 38 2.0% 1.15 6 0	bound Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28 28	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0	Wes Left 86 19 3 3% 0.95 86 2.0% 1.15 13 0	tbound Through 207 207 37 4 2.0% 0.95 2.0% 1.15 31 47 47	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	U-Turn 0 2% 0.95 0 1.15 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6	bound Through 551 9 21 4% 0.95 551 2.0% 1.15 82	Right 92 37 2% 0.95 92 2.0% 1.15 14	U-Turm 0 2% 0.95 0 2.0% 1.15 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3	bound Through 531 5 15 3% 0.95 531 2.0% 1.15 79	Right 26 21 0 2% 0.95 26 2.0% 1.15 4	U-Turn 0 2% 0.95 0 2.0% 1.15 0	Eastl Left 38 35 0 2% 0.95 38 2.0% 1.15 6	bound Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28	Right 56 19 1 2% 0.95 56 2.0% 1.15 8	U-Turn 0 2% 0.95 0 2.0% 1.15 0	Wes Left 86 19 3 3% 0.95 86 2.0% 1.15 13	tbound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47	Right 49 35 0 2% 0.95 49 2.0% 1.15 7
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Crowth Growth Trips Chappell Road DR Total Approved Development Trips 2031 Nos-Build Heavy Vehicle %	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0 0 43	bound Through 19 21 4% 0.95 551 2.0% 1.15 82 0 633 4%	Right 92 37 2 2% 0.95 92 2.0% 1.15 14 0 106	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0 0 2.0%	bound Through 531 5 5 5 5 5 5 3% 0.95 531 2.0% 1.15 79 0 610	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0 30	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0	Eastl Left 38 35 0 2% 0.95 38 2.0% 1.15 6 	bound Through 172 172 21 6 6 3% 0.95 172 2.0% 1.15 2.6 28 28 226	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0	Wes Left 86 19 3 3% 0.95 86 2.0% 1.15 13 0 99	tbound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 47 285	Right 49 35 0 2% 0.95 49 - 2.0% 1.15 7 - 0 56 2% -
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Chappell Road Development Trips Total Approved Development Trips 2031 No-Build Traffic	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0 0 43	bound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0 633	Right 92 37 2 2% 0.95 92 2.0% 1.15 14 0 106	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0 0 2.0%	bound Through 531 5 5 5 5 5 5 3% 0.95 531 2.0% 1.15 79 0 610	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0 30	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0	Eastl Left 38 35 0 2% 0.95 38 2.0% 1.15 6 0 0 44	bound Through 172 172 21 6 6 3% 0.95 172 2.0% 1.15 2.6 28 28 226	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0	Wes Left 86 19 3 3% 0.95 86 2.0% 1.15 13 0 99	tbound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 47 285	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0 56
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Background Growth Trips Chapeell Raod DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Intaffic Balancing Adjustment	U-Turn 0 0 2% 0,95 0 2.0% 1.15 0 0 2%	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 6 0 43 2%	Ubound Through 551 9 21 4% 0.95 551 2.0% 1.15 82 0 633 4% 5%	Right 92 37 2 % 0.95 92 2.0% 1.15 1.15 1.15 0 0 106 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 2%	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0 0 20 2%	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15 79 0 610 3% 0 (5%)	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0 30 2% (5%)	U-Turn 0 0 2% 0.95 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 2% 0.95 38 2.0% 1.15 6 0 0 44 2% 5%	Dound Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28 28 28 28 28 226 3%	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 0	Wes Left 86 9 3 3% 0.95 86 2.0% 1.15 1.15 1.15 0 999 3%	bound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2%	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0 56 2% 10%
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NUT	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0 0 43	bound Through 19 21 4% 0.95 551 2.0% 1.15 82 0 633 4%	Right 92 37 2 2% 0.95 92 2.0% 1.15 14 0 106	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0	South Left 17 3 37 0 2% 0.95 17 17 2.0% 1.15 3 0 0 20 2%	bound Through 531 5 5 5 5 5 5 5 5 3% 0.95 5 31 2.0% 1.15 79 0 610 3%	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0 30 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0	Eastl Left 38 35 0 2% 0.95 38 2.0% 1.15 6 	bound Through 172 172 21 6 6 3% 0.95 172 2.0% 1.15 2.6 28 28 226	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0	Wes Left 86 19 3 3% 0.95 86 2.0% 1.15 13 0 99	tbound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 47 285	Right 49 35 0 2% 0.95 49 - 2.0% 1.15 7 - 0 56 2% -
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DBI Chappell Road DBI Trip Distribution IN Trip Distribution IN Residential Trips Trip Distribution IN	U-Turn 0 0 2% 0,95 0 2.0% 1.15 0 0 2%	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 6 0 43 2%	Ubound Through 551 9 21 4% 0.95 551 2.0% 1.15 82 0 633 4% 5%	Right 92 37 2 % 0.95 92 2.0% 1.15 1.15 1.15 0 0 106 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 2%	South Left 17 37 0 2% 2% 2.0% 1.15 3 0 2.0% 1.15 3 0 2.0% (10%) 16	bound Through 531 55 15 3% 0.95 531 2.0% 1.15 79 0 610 3% (5%) 8	Right 26 21 0 2% 26 2.0% 1.15 4 4 0 30 2% (5%) (5%) 8	U-Turn 0 0 2% 0.95 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 2% 0.95 38 2.0% 1.15 6 0 0 44 2% 5%	Dound Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28 28 28 28 28 226 3%	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 0	Wes Left 86 9 3 3% 0.95 86 2.0% 1.15 1.15 1.15 0 999 3%	bound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2%	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0 56 2% 10%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DBI Chappell Road DBI Trip Destribution NT Trip Destribution NT Trip Distribution IN Trip Distribution OUT Balancing Agiusment	U-Turn 0 0 2% 0,95 0 2.0% 1.15 0 0 2%	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 6 0 43 2%	bound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0 633 4% 5% 5%	Right 92 37 2 % 0.95 92 2.0% 1.15 1.15 1.15 0 0 106 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 2%	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0 0 20 2%	bound Through 531 55 15 3% 0.95 531 1.15 79 0 610 3% (5%) 8 8	Right 26 21 0 2% 26 2% 2.0% 1.15 4 0 30 2% (5%) 8 (10%)	U-Turn 0 0 2% 0.95 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0.95 38 2.0% 1.15 6 0 44 44 2% 5%	Dound Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28 28 28 28 28 226 3%	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 0	Wes Left 86 9 3 3% 0.95 86 2.0% 1.15 1.15 1.15 0 999 3%	bound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2%	Right 49 35 0,95 2% 0,95 49 2.0% 1.15 7 0 56 2% 10%
Court Balancing Pedestrians Conflicting Pedestrians Ireavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Chappell Road DRI Total Approved Development Trips 2031 No-Built Infafric 2031 No-Built Infafri	U-Turn 0 0 2% 0,95 0 2.0% 1.15 0 0 2%	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 6 0 43 2%	bound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0 633 4% 5% 5%	Right 92 37 2 % 0.95 92 2.0% 1.15 1.15 1.15 0 0 106 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 2%	South Left 17 37 0.95 17 2% 0.95 17 2.0% 1.15 3 3 0 0 20 2% (10%) 16 (5%)	bound Through 531 55 15 3% 0.95 531 2.0% 1.15 79 0 610 3% (5%) 8	Right 26 21 0 2% 26 2.0% 1.15 4 4 0 30 2% (5%) (5%) 8	U-Turn 0 0 2% 0.95 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0.95 38 2.0% 1.15 6 0 44 44 2% 5%	Dound Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28 28 28 28 28 226 3%	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 0	Wes Left 86 9 3 3% 0.95 86 2.0% 1.15 1.15 1.15 0 999 3%	bound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2%	Right 49 35 0,95 2% 0,95 49 2.0% 1.15 7 0 56 2% 10%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2020 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution OUT Balancing Aglustment Residential Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Aglustment	U-Turn 0 0 2% 0 2% 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0 0 43 2%	bound Through 551 99 21 4% 0.95 551 1.15 82 0 633 4% 5% 5% 11 10%	Right 92 37 2 2% 0.95 92 2% 1.15 14 0 106 2% 0	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0 20 20 2% (10%) 16	bound Through 531 55 15 3% 0.95 531 1.15 79 0 610 3% (5%) 8 8	Right 26 21 0 2% 26 2% 2.0% 1.15 4 0 30 2% (5%) 8 (10%)	U-Turn 0 2% 0 2%5 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 0 2% 0.95 38 2.0% 1.15 6 - - - - - - - - - - - - - - - - - -	Dound Through 172 172 172 1 6 6 3% 0.95 172 2.0% 1.15 2.6 2.8 2.8 2.8 2.8 2.8 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 1.15 2.6 1.15 2.6 1.15 1.5 1.5 1.5 1.5 1.5 1.5 1.	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 2%	Wes Left 86 3 3% 0.95 86 2.0% 1.15 13 3% 0 99 99 3%	Ubound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2% 0 0 0 0	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0 5 6 2% 2% 2% 2% 23 5%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chapsell Road DRI Trip Destribution IN Trip Distribution OUT Balancing Adjustment Office Trips	U-Turn 0 0 2% 0 2% 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0 0 43 2%	bbound Through 551 9 21 4% 0.95 551 2.0% 1.15 82 0 633 4% 5% 5% 111 10% 8 10%	Right 92 37 2 2% 0.95 92 2% 1.15 14 0 106 2% 0	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 0 20 20 2% (10%) 16	bound Through 531 55 15 3% 0.95 531 1.15 79 0 610 3% (5%) 8 8	Right 26 21 0 2% 26 2% 2.0% 1.15 4 0 30 2% (5%) 8 (10%)	U-Turn 0 2% 0 2%5 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 0.95 38 2.0% 1.15 6 0 0 44 2% 5% 5% 111 10% 8	Dound Through 172 172 172 1 6 6 3% 0.95 172 2.0% 1.15 2.6 2.8 2.8 2.8 2.8 2.8 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 1.15 2.6 1.15 2.6 1.15 1.5 1.5 1.5 1.5 1.5 1.5 1.	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 2%	Wes Left 86 3 3% 0.95 86 2.0% 1.15 13 3% 0 99 99 3%	Ubound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2% 0 0 0 0	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0 56 2% 2% 10% 23 5% 4
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Crowth Rate	U-Turn 0 0 2% 0 2% 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 2.0% 1.15 6 0 0 43 2%	bbound Through 551 9 21 4% 0 551 2.0% 1.15 82 0 633 4% 5% 5% 5% 5% 5% 88 111 10%	Right 92 37 2 2% 0.95 92 2% 1.15 14 0 106 2% 0	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 17 2.0% 1.15 3 3 0 2.0% 2.0% (10%) 16 (5%) 1.00 23	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15 7 0 610 3% 0 (5%) 8 8 (10%) 44	Right 26 21 0 2% 0.9% 26 2.0% 1.15 4 0 30 2% (5%) 8 (10%) 44	U-Turn 0 2% 0 2%5 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 0.95 38 2.0% 1.15 6 0 0 44 2% 5% 5% 111 10% 8	Dound Through 172 172 172 1 6 6 3% 0.95 172 2.0% 1.15 2.6 2.8 2.8 2.8 2.8 2.8 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 3.% 0.95 1.15 2.6 1.15 2.6 1.15 2.6 1.15 1.5 1.5 1.5 1.5 1.5 1.5 1.	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2%	U-Turn 0 2% 0.95 0 2.0% 1.15 0 0 2%	Wes Left 86 3 3% 0.95 86 2.0% 1.15 13 3% 0 99 99 3%	Ubound Through 207 37 4 2% 0.95 207 2.0% 1.15 31 47 285 2% 0 0 0 0	Right 49 35 0 2% 0.95 49 2.0% 1.15 7 0 56 2% 2% 10% 23 5% 4
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Neaxy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rator Background Growth Trips Chappell Road DRI Total Approved Development Trips 2021 No-Build Hoavy Vehicle % Trip Distribution NN Trip Distribution NUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 20% 0.95 37 0.05 0.115 6 0 0 43 2% 0 0 0	bbound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0 0.35 5% 0 1.15 82 0 0.35 5% 1.15 82 0 0.35 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 1	Right 92 37 2 2% 0.95 92 2% 20% 1.15 14 0 106 2% 0 0 0 0 0 0	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 3 0 20 2% (10%) 1.15 (5%) 1.00 23 (5%) 1.00 23 6	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15 79 0 610 3% 610 3% 8 (5%) 8 (10%) 44 (10%) 11	Right 26 0 2% 0.95 26 2% 0.95 26 30 2% (5%) 8 (10%) 44	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 2% 35 0 2% 38 2.0% 1.15 6 0 0 44 2% 5% 5% 11 10% 8 10% 8	oound Through Through 172 21 6 3% 0.95 172 2.0% 1.15 26 28 28 28 28 28 28 28 28 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2% 0 0 0 0 0 0	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 3 3 % 0.95 86 7 2.0% 1.15 13 0 0 99 99 33% 0 0	Ubound Through 207 37 4 4 2% 207 207 37 2.0% 1.15 31 47 47 27 37 0.95 207 0.95 207 0.95 0.95 0.95 0.95 0.95 0.05 0.95 0.05 0.95 0.0	Right 49 35 0 2% 0 20 0.55 49 10% 20% 2% 10% 23 5% 4 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Co203 Ivo Build Pearlo Data Approved Development Trips Co203 Ivo Build Iteratic Co204 Ivo Build Iteratic Co204 Ivo Build Iteratic Co205 Ivo Build Iteratic Co20	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 37 37 37 20% 7 37 6 0 0 43 2% 0 0	bbound Through 551 9 21 4% 0.95 551 2.0% 1.15 82 0 633 4% 5% 111 10% 8 8 10% 1.0%	Right 92 37 2 2% 0.95 92 2% 1.15 14 0 106 106 2% 0 0	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 3 0 20 2% (10%) 1.6 (5%) 1.00 23 (5%)	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15 79 0 610 3% 610 3% 8 (10%) 44	Right 26 21 0 2% 2.0% 1.15 4 0 30 2% (5%) 8 (10%) 44	U-Turn 0 0 2% 0.95 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 2% 33 2.0% 1.15 6 6 0 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.	oound Through 172 172 172 1 6 3% 0.95 172 2.0% 1.15 2.6 2.8 2.8 2.8 2.8 2.8 2.8 0.95 0.9	Right 56 19 1 2% 0.95 56	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 19 3 3% 86 2.0% 1.15 13 0 9 9 9 9 9 9 9 9 0 3% 0	Ubound Through 207 37 4 4 2% 0.95 207 2.0% 1.15 31 47 47 2% 0.95 207 0 0 0	Right 49 35 0 2% 0.95 49 - 2.0% 1.15 7 - 0 56 2% - 10% - 23 - 5% - 4 -
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Paok Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chapsell Road DRI Chapsell Road DRI Chapsell Road DRI Chapsell And D	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 20% 0.95 37 0.05 0.115 6 0 0 43 2% 0 0 0	bbound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0 0.35 5% 0 1.15 82 0 0.35 5% 1.15 82 0 0.35 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 1	Right 92 37 2 2% 0.95 92 2% 20% 1.15 14 0 106 2% 0 0 0 0 0 0	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 3 0 20 2% (10%) 1.15 (5%) 1.00 23 (5%) 1.00 23 6	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15 79 0 610 3% 610 3% 8 (5%) 8 (10%) 44 (10%) 11	Right 26 0 2% 0.95 26 2% 0.95 26 30 2% (5%) 8 (10%) 44	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 0 0,95 0,95 38 2,0% 1,15 6 0 0 44 2% 5% 5% 11 10% 8 10%	oound Through Through 172 21 6 3% 0.95 172 2.0% 1.15 2.6 2.8 2.8 2.8 2.8 2.8 2.8 0.95 0.9	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2% 0 0 0 0 0 0	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 3 3% 0.95 86 2.0% 1.15 13 0 0 99 99 33% 0 0	Ubound Through 207 37 4 4 2% 207 207 37 2.0% 1.15 31 47 47 27 37 0.95 207 0.95 207 0.95 0.95 0.95 0.95 0.95 0.05 0.95 0.05 0.95 0.0	Right 49 35 0 2% 0 20 0.55 49 10% 20% 2% 10% 23 5% 4 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Co203 Ivo Build Pearlo Data Approved Development Trips Co203 Ivo Build Iteratic Co204 Ivo Build Iteratic Co204 Ivo Build Iteratic Co205 Ivo Build Iteratic Co20	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 0.95 37 20% 0.95 37 0.05 0.115 6 0 0 43 2% 0 0 0	bbound Through 551 19 21 4% 0.95 551 2.0% 1.15 82 0 0.35 5% 0 1.15 82 0 0.35 5% 1.15 82 0 0.35 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.51 1.15 82 0.95 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 5.56 1.15 1	Right 92 37 2 2% 0.95 92 37 20% 1.15 14 0 106 2% 0 0 0 0 0 0	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 37 0 2% 0.95 17 2.0% 1.15 3 3 0 20 2% (10%) 1.15 (5%) 1.00 23 (5%) 1.00 23 6	bound Through 531 5 5 15 3% 0.95 531 2.0% 1.15 79 0 610 3% 610 3% 8 (5%) 8 (10%) 44 (10%) 11	Right 26 0 2% 0.95 26 2% 0.95 26 30 2% (5%) 8 (10%) 44	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 0 0,95 0,95 38 2,0% 1,15 6 0 0 44 2% 5% 5% 11 10% 8 10%	oound Through Through 172 21 6 3% 0.95 172 2.0% 1.15 2.6 2.8 2.8 2.8 2.8 2.8 2.8 0.95 0.9	Right 56 19 1 2% 0.95 56	U-Turn 0 2% 0.95 0 2% 0.95 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 3 3% 0.95 86 2.0% 1.15 13 0 0 99 99 33% 0 0	Ubound Through 207 37 4 4 2% 207 207 37 2.0% 1.15 31 47 47 27 37 0.95 207 0.95 207 0.95 0.95 0.95 0.95 0.95 0.05 0.95 0.05 0.95 0.0	Right 49 35 0 2% 0 2.0% 1.15 7 7 0 56 2% 23 5% 4 5% 6
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chapell Road DBI Trip Batribution Rowt Trip Dastribution NU Trip Distribution NU Trip Distribution NU Trip Distribution NI Trip Distribution NI Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-	U-Turn 0 0 2% 0 2% 0 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 2.0% 1.15 6 0 43 2% 0 43 2% 0 0 43 2% 0 0 0 0 0	bbound Through 551 9 21 4% 555 551 2.0% 1.15 82 0 633 4% 0 633 4% 5% 111 10% 8 10% 1.00 14 33	Right 92 37 2 2% 0.95 92 2% 1.15 14 0 106 2% 2% 0 0 0 0 0 0 0 0	U-Turn 0 2% 0,95 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 3 3 7 0 2% 0.95 17 17 2.0% 1.15 3 0 20 2% 0 20 2% (10%) 16 (10%) 16 (5%) 1.00 23 (5%) 6 6	bound Through 531 5 15 3% 5 531 2.0% 1.15 79 0 610 3% 0 610 3% 0 610 3% 8 (10%) 44 (10%) 11 63	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0 30 2% (5%) 8 (10%) 44 63	U-Turn 0 0 2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	East Left 38 35 0 2% 0.95 38 2.0% 1.15 6 0 44 2% 5% 5% 11 10% 8 10% 13 32	Dound Through 172 172 172 172 172 2.0% 1.15 2.6 2.8 2.8 2.26 3.8 0.95 0 0 0 0 0 0 0 0 0 0	Right 56 19 1 2% 0.95 56	U-Turn 0 0 2% 0 2% 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 19 3 3% 86 2.0% 1.15 1.3 0 99 99 3% 0 0 0 0 0 0 0	Ubound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 2.0% 1.15 31 47 2.0% 0.95 207 0.05 2.0% 0.95 0.95 0.	Right 49 35 0 0 0 2.0% 1.15 7 0 50 2% 20% 2% 10% 23 5% 4 5% 6 33 3
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Neaxy Vehicles Heavy Vehicles Peak Hour Factor Edited State Court Factor Background Crowth Trips Chappell Road DRI Chappell Road DRI C	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 37 1 37 37 2.0% 1.15 6 6 0 43 2% 0 43 2% 0 0 0 0	bound Through 551 9 21 4% 555 9 2.0% 1.15 82 0 633 4% 0 633 4% 5% 111 10% 8 10% 11 10% 8 10% 14 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 92 37 2 2% 0.95 92 2% 115 14 0 106 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 3 3 7 0 2% 0 2% 17 7 2.0% 17 3 3 0 2.0% 2,0 20 2% 0 2% 0 2% 5% 10 16 16 (5%) 1.00 23 5 (5%) 6 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 531 5 5 5 5 5 5 5 3% 0 6 15 3% 5 5 3% 0 6 10 3% 0 6 10 3% 0 6 10 3% 0 6 10 10 10 10 10 10 10 10 10 10	Right 26 21 0 2% 0.2% 2.6 2.0% 1.15 4 0 30 2% (10%) 44 (10%) 11 63 0 0 0	U-Turn 0 0 2% 0 2% 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 2% 0 2% 0 2% 10% 5% 5% 11 10% 8 10% 13 32 0 0	Dound Through 172 172 172 172 172 2.0% 172 2.0% 172 2.0% 172 2.0% 172 2.0% 0.95 2.6 2.8 2.8 2.8 2.26 2.8 2.26 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 0 2% 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 19 3 3% 86 2.0% 1.15 86 2.0% 1.15 0 99 3% 0 0 0 0 0 0 0 0 0 0 0 0 0	Ubound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 2.0% 1.15 31 47 2.85 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 49 35 0 2% 2% 2.0% 1.15 7 0 56 2% 20% 20% 10% 23 5% 4 5% 6 33 33 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chapell Road DBI Trip Batribution Rowt Trip Dastribution NU Trip Distribution NU Trip Distribution NU Trip Distribution NI Trip Distribution NI Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-By Distribution Pass-	U-Turn 0 0 2% 0 2% 0 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 21 1 3% 2.0% 1.15 6 0 43 2% 0 43 2% 0 0 43 2% 0 0 0 0 0	bbound Through 551 9 21 4% 555 551 2.0% 1.15 82 0 633 4% 0 633 4% 5% 111 10% 8 10% 1.00 14 33	Right 92 37 2 2% 0.95 92 2% 1.15 14 0 106 2% 2% 0 0 0 0 0 0 0 0	U-Turn 0 2% 0,95 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 3 3 7 0 2% 0.95 17 17 2.0% 1.15 3 0 20 2% 0 20 2% (10%) 16 (10%) 16 (5%) 1.00 23 (5%) 6 6	bound Through 531 5 15 3% 5 531 2.0% 1.15 79 0 610 3% 0 610 3% 0 610 3% 8 (10%) 44 (10%) 11 63	Right 26 21 0 2% 0.95 26 2.0% 1.15 4 0 30 2% (5%) 8 (10%) 44 63	U-Turn 0 0 2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	East Left 38 35 0 2% 0.95 38 2.0% 1.15 6 0 44 2% 5% 5% 11 10% 8 10% 13 32	Dound Through 172 172 172 172 172 2.0% 1.15 2.6 2.8 2.8 2.26 3.8 0.95 0 0 0 0 0 0 0 0 0 0	Right 56 19 1 2% 0.95 56	U-Turn 0 0 2% 0 2% 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 19 3 3% 86 2.0% 1.15 1.3 0 99 99 3% 0 0 0 0 0 0 0	Ubound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 2.0% 1.15 31 47 2.0% 0.95 207 0.05 2.0% 0.95 0.95 0.	Right 49 35 0 0 0 2.0% 1.15 7 0 50 2% 20% 2% 10% 23 5% 4 5% 6 33 3
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DBI Trip Batribution Rowt Trip Distribution RU Balancing Adjustment Residential Trips Trip Distribution NI Trip Distribution NI Pass-By	U-Turn 0 0 2% 0 2% 0 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Left 37 37 1 37 37 2.0% 1.15 6 6 0 43 2% 0 43 2% 0 0 0 0	bound Through 551 9 21 4% 555 9 2.0% 1.15 82 0 633 4% 0 633 4% 5% 111 10% 8 10% 11 10% 8 10% 14 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 92 37 2 2% 0.95 92 2% 115 14 0 106 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 0 2% 0,95 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 17 3 3 7 0 2% 0 2% 17 7 2.0% 17 3 3 0 2.0% 2,0 20 2% 0 2% 0 2% 5% 10 16 16 (5%) 1.00 23 5 (5%) 6 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 531 5 5 5 5 5 5 5 3% 0 6 15 3% 5 5 3% 0 6 10 3% 0 6 10 3% 0 6 10 3% 0 6 10 10 10 10 10 10 10 10 10 10	Right 26 21 0 2% 0.2% 2.6 2.0% 1.15 4 0 30 2% (10%) 44 (10%) 11 63 0 0 0	U-Turn 0 0 2% 0 2% 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 38 35 0 2% 0 2% 0 2% 10% 5% 5% 11 10% 8 10% 13 32 0 0	Dound Through 172 172 172 172 172 2.0% 172 2.0% 172 2.0% 172 2.0% 172 2.0% 0.95 2.6 2.8 2.8 2.8 2.26 2.8 2.26 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 56 19 1 2% 0.95 56 2.0% 1.15 8 0 64 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 0 2% 0 2% 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes Left 86 19 3 3% 86 2.0% 1.15 86 2.0% 1.15 0 99 3% 0 0 0 0 0 0 0 0 0 0 0 0 0	Ubound Through 207 207 37 4 2% 0.95 207 2.0% 1.15 31 47 2.0% 1.15 31 47 2.85 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 49 35 0 2% 2% 2.0% 1.15 7 0 56 2% 20% 20% 10% 23 5% 4 5% 6 33 33 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 Donald Lee Hollowell Parkway at Site Driveway A

	-				1	AK HUUR										
		Site Driv							D		lowell Parkwa	iy			llowell Parkwa	iy
	U-Turn	North Left		Right	U-Turn	South Left	Through	Right	U-Turn	Eastb Left	Through	Right	U-Turn	Left	bound Through	Right
Observed 2024 Traffic Volumes	0-1011	0	Through 0	0	0-1011	0	0	Right 0	0-1011	0	1,220	Right 0	0-1011	Leit 0	417	Right 0
Count Balancing	0	0	U	U	U	U	0	U	U	U	1,220	U	U	U	417	U
Pedestrians		1					1	1				1		1		I
Conflicting Pedestrians		1														
Heavy Vehicles											62				31	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	1,220	0.94	0.94	0.94	417	0.94
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	0	417	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	181	0	0	0	62	0
Chappell Road DRI	0	0	0	0	0	0	Ū		0	0	46	0	0	Ū	18	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,447	0	0	0	497	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Trip Distribution IN												10%				
Trip Distribution OUT				(15%)											(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	62	0	0	0	0	0	0	0	13	0	0	41	0
					•											
Trip Distribution IN											5%	15%				
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment												-1.00				
Office Trips	0	0	0	5	0	0	0	0	0	0	25	74	0	0	10	0
	·								·					· · · · · · · · · · · · · · · · · · ·	·	·
Trip Distribution IN											5%	15%				
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	4	0	0	0	0	0	0	4	12	0	0	9	0
Total Primary Site Trips	0	0	0	71	0	0	0	0	0	0	29	99	0	0	60	0
Pass-By Distribution REDUCTION													L			
Pass-By Distribution IN											-40%	40%				
Pass-By Distribution OUT				(40%)												
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	71	0	0	0	0	0	0	29	99	0	0	60	0
	-															
2031 Build Traffic	0	0	0	71	0	0	0	0	0	0	1,476	99	0	0	557	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
					DMDE											
	i	611 D I			PM PE	ak hour							1			
		Site Driv			PM PE		bound		D		lowell Parkwa	ay			llowell Parkwa	iy
	ILTurn	North	bound	Right		South	bound	Right		Eastb	ound			West	bound	
Phennud 2024 Treffie Volumor	U-Turn			Right	PM PE		bound Through	Right	D U-Turn		ound Through	iy Right	U-Turn		bound Through	iy Right
Observed 2024 Traffic Volumes	U-Turn	North	bound	Right		South	bound Through	Right		Eastb	ound			West	bound	
Count Balancing	U-Turn	North	bound	Right		South	bound Through	Right		Eastb	ound Through			West	bound Through	
Count Balancing Pedestrians	U-Turn	North	bound	Right		South	bound Through	Right		Eastb	ound Through			West	bound Through	
Count Balancing Pedestrians Conflicting Pedestrians	U-Turn	North	bound	Right		South	bound Through	Right		Eastb	ound Through 901			West	bound Through 997	
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		North Left	bound Through		U-Turn	South Left	Through		U-Turn	Eastb Left	ound Through 901 25	Right	U-Turn	West Left	bound Through 997 31	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	North Left	bound Through 2%	2%	U-Turn	South Left 2%	Through 2%	2%	U-Turn	Eastb Left 2%	ound Through 901 25 3%	Right 2%	U-Turn 2%	West Left	bound Through 997 31 3%	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	2%	North Left 2% 0.98	bound Through 2% 0.98	2% 0.98	U-Turn 2% 0.98	South Left 2% 0.98	Through 2% 0.98	2% 0.98	U-Turn 2% 0.98	Eastb Left 2% 0.98	ound Through 901 25 3% 0.98	Right 2% 0.98	U-Turn 	West Left 2% 0.98	bound Through 997 31 3% 0.98	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	North Left	bound Through 2%	2%	U-Turn	South Left 2%	Through 2%	2%	U-Turn	Eastb Left 2%	ound Through 901 25 3%	Right 2%	U-Turn 2%	West Left	bound Through 997 31 3%	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.98 0	Northi Left 2% 0.98 0	bound Through 2% 0.98 0	2% 0.98 0	U-Turn 2% 0.98 0	South Left 2% 0.98 0	Through 2% 0.98 0	2% 0.98 0	U-Turn 2% 0.98 0	Eastb Left 2% 0.98 0	ound Through 901 25 3% 0.98 901	Right 2% 0.98 0	U-Turn 2% 0.98 0	West Left 2% 0.98 0	bound Through 997 31 3% 0.98 997	Right 2% 0.98 0
Count Balancing Pedestrians Vedestrians Heaxy Vehicles Heaxy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	2% 0.98 0	North Left 2% 0.98 0 2.0%	bound Through 2% 0.98 0 2.0%	2% 0.98 0 2.0%	U-Turn 2% 0.98 0	South Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Eastb Left 2% 0.98 0 2.0%	ound Through 901 25 3% 0.98 901 2.0%	Right 2% 0.98 0 2.0%	U-Turn 2% 0.98 0	West Left 2% 0.98 0 2.0%	bound Through 997 31 3% 0.98 997 2.0%	Right 2% 0.98 0 2.0%
Court Balancing Pedestrians Measy Vehicles Heavy Vehicle % Peax Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	2% 0.98 0 2.0% 1.15	North Left 2% 0.98 0 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	South Left 2% 0.98 0 2.0% 1.15	Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	Eastb Left 2% 0.98 0 2.0% 1.15	ound Through 901 25 3% 0.98 901 2.0% 1.15	Right 2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	West Left 2% 0.98 0 2.0% 1.15	bound Through 997 31 3% 0.98 997 997 2.0% 1.15	Right 2% 0.98 0 2.0% 1.15
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Alexay Vehicles Alexay Vehicles Alexay Vehicles Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips	2% 0.98 0	North Left 2% 0.98 0 2.0%	bound Through 2% 0.98 0 2.0%	2% 0.98 0 2.0%	U-Turn 2% 0.98 0	South Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Eastb Left 2% 0.98 0 2.0%	ound Through 901 25 3% 0.98 901 2.0%	Right 2% 0.98 0 2.0%	U-Turn 2% 0.98 0	West Left 2% 0.98 0 2.0%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48	Right 2% 0.98 0 2.0%
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	2% 0.98 0 2.0% 1.15	North Left 2% 0.98 0 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	South Left 2% 0.98 0 2.0% 1.15	Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	Eastb Left 2% 0.98 0 2.0% 1.15	ound Through 901 25 3% 0.98 901 2.0% 1.15 1.15 1.34	Right 2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	West Left 2% 0.98 0 2.0% 1.15	bound Through 997 31 3% 0.98 997 997 2.0% 1.15	Right 2% 0.98 0 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips Zo31 No-Baild Traffic	2% 0.98 0 1.15 0 0 0	Northi Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27	Right 2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0000	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46 46 1,191	Right 2% 0.98 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	2% 0.98 0 1.15 0	North Left 2% 0.98 0 2.0% 1.15 0	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	South Left 2% 0.98 0 2.0% 1.15 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 27	Right 2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	West Left 2% 0.98 0 2.0% 1.15 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46	Right 2% 0.98 0 2.0% 1.15 0 0
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hoar Factor Background Corowh Rate Growth Rate Growth Rate Growth Rate Growth Trips Chappeli Raad DRI Total Approved Development Trips 2031 No-Built Traffic 2031 No-Built Traffic 2031 No-Built Heavy Vehicle %	2% 0.98 0 1.15 0 0 0	Northi Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1,062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0000	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46 46 1,191	Right 2% 0.98 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Context Court Background Growth Trips Chappell Road Del Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN	2% 0.98 0 1.15 0 0 0	Northi Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1,062	Right 2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0000	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 46 46 1.191 3%	Right 2% 0.98 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Trajos Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.98 0 1.15 0 0 0	Northi Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1,062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0000	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46 46 1,191	Right 2% 0.98 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Crowth Factor Background Growth Trips Coath Approved Development Trips 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	2% 0.98 0 1.15 0 0 0 2%	North Left 2% 0.98 0 20% 1.15 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 2% (15%)	U-Turm 2% 0.98 0 2.0% 1.15 0 0 0 2%	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1.062 3%	Right	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46 1,191 3% (10%)	Right
Court Balancing Pedestrians Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Trajos Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.98 0 1.15 0 0 0	Northi Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1,062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0000	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 46 46 1.191 3%	Right 2% 0.98 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Meavy Vehicle % Peak Hour Factor Eckisting 2024 Volumes Annual Growth Rate Growth Factor Court frags Court for the Court fo	2% 0.98 0 1.15 0 0 0 2%	North Left 2% 0.98 0 20% 1.15 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 2% (15%)	U-Turm 2% 0.98 0 2.0% 1.15 0 0 0 2%	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062 3% 0 0	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 10% 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46 1,191 3% (10%)	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Chappell Road DRI Chal Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Balancing Adjustment Residential Trips Trip Distribution IN	2% 0.98 0 1.15 0 0 0 2%	North Left 2% 0.98 0 20% 1.15 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24	U-Turm 2% 0.98 0 2.0% 1.15 0 0 0 2%	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1.062 3%	Right	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 46 1.19 1.48 46 1.19 1.6	Right
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Built Fraffic 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT	2% 0.98 0 1.15 0 0 0 2%	North Left 2% 0.98 0 20% 1.15 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 2% (15%)	U-Turm 2% 0.98 0 2.0% 1.15 0 0 0 2%	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 27 1.062 3% 0 0	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 10% 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46 1,191 3% (10%)	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Chappell Road DRI Chal Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	2% 0.98 0 1.15 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0 2.2%	2% 0.98 0 1.15 0 0 2% (15%) 24 (10%)	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0.2%	ound Through 901 25 3% 0.98 901 1.15 1.34 27 2.0% 1.15 1.34 27 27 2.0% 1.05 1.37 2.0% 1.15 1.34 2.7 2.7 2.7 2.7 2.7 5.3% 0.98 901 0.0 90 0 90 0 90 0 90 0 90 0 90 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 9	Right 2% 0.98 0 2.0% 1.15 0 0 0 2% 10% 23 15%	U-Turn 2% 0.98 0 2.0% 1.15 0 2.0% 2.0%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 1.191 3% (10%) 16 (20%)	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Built Fraffic 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT	2% 0.98 0 1.15 0 0 0 2%	North Left 2% 0.98 0 20% 1.15 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24	U-Turm 2% 0.98 0 2.0% 1.15 0 0 0 2%	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062 3% 0 0	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 10% 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 46 1.19 1.48 46 1.19 1.6	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Heavy Vehicle % Heavy Vehicle % Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Trip Distribution Growth Trips 2031 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution NI Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Balancing Adjustment Office Trips	2% 0.98 0 1.15 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0 2.2%	2% 0.98 0 1.15 0 0 2% (15%) 24 (10%)	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0.2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 27 27 27 3% 0 0 0 5% 4	Right 2% 0.98 0 20% 1.15 0 0 0 0 0 2% 10% 10% 15% 12 12	U-Turn 2% 0.98 0 2.0% 1.15 0 2.0% 2.0%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 1.191 3% (10%) 16 (20%)	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hoar Yachiele % Peak Hoar Yachie	2% 0.98 0 1.15 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0 2.2%	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0.2%	ound Through 901 25 3% 0.98 901 1.15 1.34 27 2.0% 1.15 1.34 27 27 2.0% 1.05 1.37 2.0% 1.15 1.34 2.7 2.7 2.7 2.7 2.7 5.3% 0.98 901 0.0 90 0 90 0 90 0 90 0 90 0 90 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 0 90 9	Right 2% 0.98 0 2.0% 1.15 0 0 0 2% 10% 23 15%	U-Turn 2% 0.98 0 2.0% 1.15 0 2.0% 2.0%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 4.69 1.93 (10%) 16 (20%) 88	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peax Hoor Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Background Crowth Trips Chappell Road DRI Chappell Road DRI Chappell Road DRI Chappell Road DRI Distribution Out Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips	2% 0.98 0 1.15 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0 2.2%	2% 0.98 0 1.15 0 0 2% (15%) 24 (10%)	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0.2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 27 27 27 3% 0 0 0 5% 4	Right 2% 0.98 0 20% 1.15 0 0 0 0 0 2% 10% 10% 15% 12 12	U-Turn 2% 0.98 0 2.0% 1.15 0 2.0% 2.0%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 1.191 3% (10%) 16 (20%)	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Background Forwth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Chice Trips Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distributi	2% 0.98 0 1.15 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0 2.2%	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0	Eastb Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 0.2%	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 27 27 27 3% 0 0 0 5% 4	Right 2% 0.98 0 20% 1.15 0 0 0 0 0 2% 10% 23 15% 12 12	U-Turn 2% 0.98 0 2.0% 1.15 0 2.0% 2.0%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 4.69 1.93 (10%) 16 (20%) 88	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DBI Total Approved Development Trips 2021 No-Build Heavy Vehicle % Trip Distribution NU Trip Distribution NU Trip Distribution NU Trip Distribution NI Trip Distribution OUT Balancing Adjustment Retail Trips	2% 0.98 0 1.15 0 0 0 2% 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 2.0% 0 2.2% 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44 (10%) 11	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0. 2.0% 1.15 0 0 0 2% 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 1.15 0 0 2% 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 2.0% 0 0 0 2.% 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 2.7 27 27 27 27 3% 0 0 5% 4 5%	Right 2% 0.98 0 2.0% 1.15 0 0 0 2.2% 2.0% 1.15 2.3 10% 2.3 15%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 4.191 3% (10%) 16 (20%) 88	Right 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution OUT Balancing Adjustment Chappell Road DRI Trip Distribution OUT Balancing Adjustment Trip Distribution IN Trip Distribution OUT	2% 0.98 0 1.15 0 0 0 2% 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 2.0% 0 2.2% 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0. 2.0% 1.15 0 0 0 2% 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 1.15 0 0 2% 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 2.0% 0 0 0 2.% 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 2.7 27 27 27 27 3% 0 0 5% 4 5%	Right 2% 0.98 0 2.0% 1.15 0 0 0 2.2% 2.0% 1.15 2.3 10% 2.3 15%	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 4.6 4.6 4.191 3% (10%) 1.6 (20%) 88	Right 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth	2% 0.98 0 0 0 0 2% 0 0 0 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 0 2.0% 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44 (10%) 11	U-Turn	South Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0	Through 2% 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 1.15 0 0 2.2% 0 0 0 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 2.0% 1.15 134 2.7 27 27 27 27 27 27 27 27 27 27 27 27 27	Right 2% 0.98 0 2.0% 1.15 0 0 0 2.3% 10% 12 15% 12 15% 19	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 4.191 3% (10%) 16 (20%) 88	Right 2% 0.98 0 2.0% 0 0 2.0% 0 0 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Heavy Vehicle % Heavy Vehicle % Annual Growth Rate Growth	2% 0.98 0 0 0 0 2% 0 0 0 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 0 2.0% 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44 (10%) 11	U-Turn	South Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0	Through 2% 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 1.15 0 0 2.2% 0 0 0 0 0 0	ound Through 901 25 3% 901 20% 1.15 1.34 27 1.062 3% 0 5% 4 5% 6 10	Right 2% 0.98 0 2.0% 1.05 0 0 0 0 0 2% 10% 23 15% 12 15% 19 54	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 4.191 3% (10%) 16 (20%) 88	Right 2% 0.98 0 2.0% 0 0 2.0% 0 0 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Exciting 2024 Volumes Annual Growth Rate Grow	2% 0.98 0 0 0 0 2% 0 0 0 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 0 2.0% 0 0 0 0 0 0 0 0 0	2% 0.98 0 1.15 0 2.0% (15%) 24 (15%) 24 (10%) 44 (10%) 11 79	U-Turn	South Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0	Through 2% 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 1.15 0 0 2.2% 0 0 0 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.15 134 2.0% 1.15 134 2.7 27 27 27 27 27 27 27 27 27 27 27 27 27	Right 2% 0.98 0 2.0% 1.15 0 0 0 2.3% 10% 12 15% 12 15% 19	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 4.191 3% (10%) 16 (20%) 88	Right 2% 0.98 0 2.0% 0 0 2.0% 0 0 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Heavy Vehicle % Peak Hoor Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Chappell Road DRI Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution UT Balancing Adjustment Residential Trips Trip Distribution UT Balancing Adjustment Read I Trips Total Person Strips Total Person Strips Total Primary Site Trips Pass-By Distribution OUT	2% 0.98 0 0 0 0 2% 0 0 0 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 0 2.0% 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44 (10%) 11	U-Turn	South Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0	Through 2% 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 1.15 0 0 2.2% 0 0 0 0 0 0	ound Through 901 25 3% 901 20% 1.15 1.34 27 1.062 3% 0 5% 4 5% 6 10	Right 2% 0.98 0 2.0% 1.05 0 0 0 0 0 2% 10% 23 15% 12 15% 19 54	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 4.191 3% (10%) 16 (20%) 88	Right 2% 0.98 0 2.0% 0 0 2.0% 0 0 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0	North Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 24 (10%) 44 (10%) 11 79 (40%)	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0	Through	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.13 134 134 27 1.062 3% 0 5% 5% 6 10 -40%	Right 2% 0.98 0 2.0% 1.15 0 0 23 15% 12 15% 19 54 40%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	bound Through 997 31 3% 997 2.0% 1.13 1.48 46 46 1.191 3% (20%) 16 (20%) 88 (20%) 22 126	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Heavy Vehicle % Peak Hoor Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Chappell Road DRI Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution UT Balancing Adjustment Residential Trips Trip Distribution UT Balancing Adjustment Read I Trips Total Person Strips Total Person Strips Total Primary Site Trips Pass-By Distribution OUT	2% 0.98 0 0 0 0 2% 0 0 0 0 0 0	North Left 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 0 2.0% 0 0 0 0 0 0 0 0 0	2% 0.98 0 1.15 0 2.0% (15%) 24 (15%) 24 (10%) 44 (10%) 11 79	U-Turn	South Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0	Through 2% 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 1.15 0 0 2.2% 0 0 0 0 0 0	ound Through 901 25 3% 901 20% 1.15 1.34 27 1.062 3% 0 5% 4 5% 6 10	Right 2% 0.98 0 2.0% 1.05 0 0 0 0 0 2% 10% 23 15% 12 15% 19 54	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 0 0 0 2% 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 4.191 3% (10%) 16 (20%) 88	Right 2% 0.98 0 2.0% 0 0 2.0% 0 0 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hour Factor Resdround Crowth Trips Chappel Road DBI Chappel	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0	North Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 24 (10%) 44 (10%) 11 79 (40%) 32	U-Turn	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0	Through Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 901 2.0% 1.33 1.34 27 1.062 3% 0 0 5% 5% 6 10 	Right 2% 0.98 0 2.0% 1.15 0 0 23 15% 12 15% 12 54 40% 32	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 2% 0 0 0 0 0 0 0 0	bound Through 997 31 3% 997 2.0% 1.15 148 46 46 1,191 3% (20%) 16 (20%) 88 (20%) 22 22 126 0	Right 2% 0.98 0 2.0% 1.15 0 0 2% 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hour Factor Resdround Crowth Trips Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Trips Chappel Road DBI Trip Dstribution IN Trip Dstribution OUT Balancing Adjustment Retail Trips	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0	North Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 24 (10%) 44 (10%) 11 79 (40%)	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0	Through	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 0.98 901 2.0% 1.13 134 134 27 1.062 3% 0 5% 5% 6 10 -40%	Right 2% 0.98 0 2.0% 1.15 0 0 23 15% 12 15% 19 54 40%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	bound Through 997 31 3% 997 2.0% 1.13 1.48 46 46 1.191 3% (20%) 16 (20%) 88 (20%) 22 126	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Background Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Growth Trips Chappel Road DBI Trip Distribution NN Trip Distribution NN Trip Distribution NN Trip Distribution NU Balancing Adjustment Ratal Trips Total Pripse Total		North Left 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2% 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 24 (10%) 44 (10%) 11 79 (40%) 32 111	U-Turn	South Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	Through	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 901 2.0% 1.33 3% 901 2.0% 1.34 27 1.062 3% 0 0 5% - - - - - - - - - - - - -	Right 2% 0.98 0 2.0% 1.15 0 0 23 15% 12 15% 12 54 40% 32 86	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 0% 997 2.0% 1.15 148 46 46 1.191 3% (10%) 16 (20%) 88 (20%) 22 126 0 126	Right 2% 0.98 0 2.0% 1.15 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Meavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Background Growth Trips Chappell Road DBI Trip Distribution RU Trip Distribution NU Trip Distribution NU Pass-By Trips	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0	North Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 24 (10%) 44 (10%) 11 79 (40%) 32	U-Turn	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0	Through Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ound Through 901 25 3% 901 2.0% 1.33 1.34 27 1.062 3% 0 0 5% 5% 6 10 	Right 2% 0.98 0 2.0% 1.15 0 0 23 15% 12 15% 12 54 40% 32	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 2% 0 0 0 0 0 0 0 0	bound Through 997 31 3% 997 2.0% 1.15 148 46 46 1,191 3% (20%) 16 (20%) 88 (20%) 22 22 126 0	Right 2% 0.98 0 2.0% 1.15 0 0 2% 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 - ALTERNATIVE Donald Lee Hollowell Parkway at Site Driveway A

	·					ak hour										
			veway A						D		llowell Parkwa	ay	[ollowell Parkwa	у
			bound				bound				bound				tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	0	417	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											62				31	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	1,220	0.74	0.74	0.74	417	0.74
Existing 2024 volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	U	417	0
															1	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	181	0	0	0	62	0
Chappell Road DRI											46				18	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,447	0	0	0	497	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
2031 No-Build Heavy Vehicle //	2.70	2.70	270	270	270	270	2.70	270	270	270	370	2.70	270	270	770	2.70
Trip Distribution IN	1	1	1	1	I.			1	1		1	4.001	1	4.500	1	
				(1.5.5.)								10%		15%	(1.2.2.)	
Trip Distribution OUT				(15%)											(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	62	0	0	0	0	0	0	0	13	0	19	41	0
		•			-								-		•	
Trip Distribution IN		1		1	1						5%	15%	I	10%	1	
Trip Distribution OUT	1	1	1	(10%)	1			1	1				1		(20%)	
Balancing Adjustment	h	+	-	(1070)					1		-	-1.00		-	(= 0 /0)	
	^	0	0	-	~	C	C		0	0	25			50	10	0
Office Trips	0	0	0	5	0	0	0	0	U	0	25	74	0	υc	10	0
		-		n	-						-				1	
Trip Distribution IN	I	1							1		5%	15%		10%	1	
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment	1															
Retail Trips	0	0	0	4	0	0	0	0	0	0	4	12	0	8	9	0
				·		· · · ·	· · · ·	·								
Total Primary Site Trips	0	0	0	71	0	0	0	0	0	0	29	99	0	77	60	0
Total Philially site https	0	0	0	71	0	0	0	0	0	0	27	77	0		00	U
		1													1	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN											-40%	40%				
Pass-By Distribution OUT				(40%)												
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ras of mps	Ū	, ,	Ŭ	Ū	0	Ū	0	0	Ū	0	Ű	Ū	Ū	Ű	v	Ū
Takal Makimulan Davisak Taina	0	0	0	71	0	0	0	0	0	0	20	00	0	77	(0	0
Total Vehicular Project Trips	0	0	0	/1	0	0	0	0	0	0	29	99	0	77	60	0
															1	
2031 Build Traffic	0	0	0	71	0	0	0	0	0	0	1,476	99	0	77	557	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
					PIVI PE.	AK HOUR										
	r	Site Dri	veway A		PIVI PE	AK HOUK			D	Ionald Lee Ho	llowell Parkwa	ay	[Donald Lee Ho	ollowell Parkwa	v
			veway A Ibound		PIVI PE		bound		D		llowell Parkwa	ау	E		blowell Parkwa	у
	U-Turn	North	bound	Right		South	bound Through	Right		Easth	bound			West	tbound	
Phaseured 2024 Traffic Volumes	U-Turn			Right	U-Turn		bound Through	Right	D U-Turn		bound Through	ay Right	U-Turn		tbound Through	y Right
Observed 2024 Traffic Volumes	U-Turn	North	bound	Right		South		Right		Easth	bound			West	tbound	
Count Balancing	U-Turn	North	bound	Right		South		Right		Easth	bound Through			West	tbound Through	
Count Balancing Pedestrians	U-Turn	North	bound	Right		South		Right		Easth	bound Through			West	tbound Through	
Count Balancing Pedestrians Conflicting Pedestrians	U-Turn	North	bound	Right		South		Right		Easth	bound Through 901			West	tbound Through 997	
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		North Left	Ibound Through		U-Turn	South Left	Through		U-Turn	Easti Left	bound Through 901 25	Right	U-Turn	West Left	tbound Through 997 31	Right
Count Balancing Pedestrians Conflicting Pedestrians	2%	North	bound Through	Right		South Left 2%	Through 2%	Right	U-Turn	Easth Left 2%	bound Through 901	Right		West	tbound Through 997	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		North Left	Ibound Through		U-Turn	South Left	Through		U-Turn	Easti Left	bound Through 901 25	Right	U-Turn	West Left	tbound Through 997 31	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	2%	North Left 2% 0.98	bound Through 2% 0.98	2%	U-Turn 	South Left 2% 0.98	Through 2% 0.98	2%	U-Turn 2% 0.98	Eastt Left 2% 0.98	25 3% 0.98	Right	U-Turn 2% 0.98	West Left 2% 0.98	tbound Through 997 31 3% 0.98	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	North Left	bound Through	2%	U-Turn 2%	South Left 2%	Through 2%	2%	U-Turn	Easth Left 2%	bound Through 901 25 3%	Right	U-Turn 2%	West Left	tbound Through 997 31 3%	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.98 0	North Left 2% 0.98 0	bound Through 2% 0.98 0	2% 0.98 0	U-Turn 2% 0.98 0	South Left 2% 0.98 0	Through 2% 0.98 0	2% 0.98 0	U-Turn 2% 0.98 0	Eastt Left 2% 0.98 0	bound Through 901 25 3% 0.98 901	Right	U-Turn 2% 0.98 0	West Left 2% 0.98 0	tbound Through 997 31 3% 0.98 997	Right 2% 0.98 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	2% 0.98 0	North Left 2% 0.98 0	bound Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	South Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Eastt Left 2% 0.98 0 2.0%	bound Through 901 25 3% 0.98 901 2.0%	Right 2% 0.98 0	U-Turn 2% 0.98 0	West Left 2% 0.98 0 2.0%	tbound Through 997 31 3% 0.98 997 2.0%	Right 2% 0.98 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	2% 0.98 0 2.0% 1.15	North Left 2% 0.98 0 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	South Left 2% 0.98 0 2.0% 1.15	Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	Eastt Left 2% 0.98 0 2.0% 1.15	bound Through 901 25 3% 0.98 901 2.0% 1.15	Right 2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	West Left 2% 0.98 0 2.0% 1.15	tbound Through 997 31 3% 0.98 997 2.0% 1.15	Right 2% 0.98 0 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growt Trips	2% 0.98 0	North Left 2% 0.98 0	bound Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	South Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Eastt Left 2% 0.98 0 2.0%	bound Through 901 25 3% 0.98 901 2.0% 1.15 134	Right 2% 0.98 0	U-Turn 2% 0.98 0	West Left 2% 0.98 0 2.0%	tbound Through 997 31 3% 0.98 997 2.0% 1.15 148	Right 2% 0.98 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	2% 0.98 0 1.15 0	North Left 2% 0.98 0 2.0% 1.15 0	bound Through 2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	South Left 2% 0.98 0 2.0% 1.15 0	Through 2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	Eastt Left 2% 0.98 0 2.0% 1.15 0	25 3% 0.98 901 25 3% 0.98 901 2.0% 1.15 134 27	Right 2% 0.98 0 2.0% 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	West Left 2% 0.98 0 0 2.0% 1.15 0	tbound Through 997 997 31 3% 0.98 997 2.0% 1.15 148 46	Right 2% 0.98 0 2.0% 1.15 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI	2% 0.98 0 1.15 0	North Left 2% 0.98 0 2.0% 1.15 0 0	bound Through 2% 0.98 0 2.0% 1.15 0	2% 0.98 0 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	South Left 2% 0.98 0 2.0% 1.15 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0	25 3% 0.98 901 25 3% 0.98 901 2.0% 1.15 134 27 27	Right 2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0	tbound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46	Right 2% 0.98 0 2.0% 1.15 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	2% 0.98 0 1.15 0 0	North Left 2% 0.98 0 2% 0.98 0 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0	25 3% 0.98 901 25 3% 0.98 901 2.0% 1.15 134 27	Right 2% 0.98 0 2.0% 1.15 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	tbound Through 997 997 31 3% 0.98 997 2.0% 1.15 148 46	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI	2% 0.98 0 1.15 0	North Left 2% 0.98 0 2.0% 1.15 0 0	bound Through 2% 0.98 0 2.0% 1.15 0	2% 0.98 0 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	South Left 2% 0.98 0 2.0% 1.15 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0	25 3% 0.98 901 25 3% 0.98 901 2.0% 1.15 134 27 27	Right 2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0	tbound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 46	Right 2% 0.98 0 2.0% 1.15 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	2% 0.98 0 1.15 0 0	North Left 2% 0.98 0 2% 0.98 0 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	tbound Through 997 31 31 3% 0.98 997 2.0% 1.15 148 46 46 1,191	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	2% 0.98 0 1.15 0 0	North Left 2% 0.98 0 2% 0.98 0 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	tbound Through 997 31 31 3% 0.98 997 2.0% 1.15 148 46 46 1,191	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Growth Factor Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN	2% 0.98 0 1.15 0 0	North Left 2% 0.98 0 2% 0.98 0 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 1.15 0 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.15 1.15 4.6 4.6 4.6 4.6 3%	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.98 0 1.15 0 0	North Left 2% 0.98 0 2% 0.98 0 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 1.15 0 0	Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	tbound Through 997 31 31 3% 0.98 997 2.0% 1.15 148 46 46 1,191	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	2% 0.98 0 1.15 0 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 1.15 0 0 0 2% (15%)	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 2%	Easti Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	Dound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 7 1.062 3%	Right 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 2% 15%	bound Through 997 31 3% 0.98 997 2.0% 1.15 148 46 1,191 3% (10%)	Right 2% 0.98 0 20% 1.15 0 0 2%
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Court Balancing Pedestrians Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Tearlfic 2031 No-Build Heavy Vehicle % Tip Distribution DUT Balancing Adjustment Residential Trips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Majustment Office Trips	2% 0.98 0 1.15 0 0 2%	North Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	Through Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Easth Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 1.34 2.7 1.062 3% 0 0 5% 4	Right 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% 10% 23 15% 12	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2%	West Left 2% 0.98 0 20% 1.15 0 0 0 0 0 2% 15% 15% 15% 34	bound Through 997 31 3% 997 2.0% 1.15 148 46 46 46 46 46 119 1.15 148 46 46 16 3% 7 (10%) 16 88	Right
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Meavy Vehicles % Peak Hour Factor Existing 2024 Volumes Conflicting Pedestrians Ped	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left 2% 0.98 0 2% 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 1.15 0 0 0 2%	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062 3% 0 0 5% 5% 6	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 10% 10% 15% 12 15% 19	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0	North Left 2% 0.98 0 2% 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	South Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 1.15 0 0 0 2% 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062 3% 0 0 5% 5%	Right 2% 0.98 0 2% 1.15 0 0 2% 10% 23 15% 12 15%	U-Turn 2% 0.98 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 0 2% 15% 15% 34 10%	bound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 46 46 46 1.9 1.15 1.48 46 46 1.9 3% (10%) 1.6 88 88	Right
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2023 No-Build Traffic 2023 No-Build Traffic 2023 No-Build Traffic 2023 No-Build Traffic Residential Trips Stribution IN Trip Distribution IN Trip Distrib	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left 2% 0.98 0 2% 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 1.15 0 0 0 2%	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062 3% 0 0 5% 5% 6	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 10% 10% 15% 12 15% 19	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Pedestrians Pedestrians Conflicting Pedestrians 2004 Volumes Setting 2024 Volumes Pedestrians Pede	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left 2% 0.98 0 2% 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 1.15 0 0 0 2%	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 2.7 1.062 3% 0 0 5% 4 5% 6 10	Right 2% 0.98 0 20% 105 0 0 0 0 0 0 0 2% 10% 15% 12 15% 12 15% 19 54	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Beschammer Court Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Fraffic 2031 No	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left 2% 0.98 0 2% 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 2% (15%) 24 (10%) 44 (10%) 11 79	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 27 1.062 3% 0 0 5% 5% 6	Right 2% 0.98 0 0 2.0% 1.15 0 0 0 2% 10% 10% 15% 12 15% 19	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Peak Hour Factor Beak Pedestrians Pedestrians Peak Pedestrians Pedestrians Pedestrians Peak Pedestrians Pedest	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left 2% 0.98 0 0 2% 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% (15%) 24 (10%) 44	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 2.7 1.062 3% 0 0 5% 4 5% 6 10	Right 2% 0.98 0 20% 105 0 0 0 0 0 0 0 2% 10% 15% 12 15% 12 15% 19 54	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Dashground Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution NU Pas	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left 2% 0.98 0 0 2% 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 2% (15%) 24 (10%) 44 (10%) 11 79 (40%)	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 1.062 3% 0 0 5% 6 6 10	Right 2% 0.98 0 2.0% 1.15 0 0 2% 10% 10% 15% 15% 12 15% 19 54 40%	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Dashground Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution NU Pas	2% 0.98 0 20% 1.15 0 0 2% 0 0 0	North Left	Through Through 2% 0.98 0.98 0 0 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 2% (15%) 24 (10%) 44 (10%) 11 79 (40%)	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 2%	South Left 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 0	Through	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 1.062 3% 0 0 5% 6 6 10	Right 2% 0.98 0 2.0% 1.15 0 0 2% 10% 10% 15% 15% 12 15% 19 54 40%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 2% 15% 15% 10% 8 8 10% 13	January 997 31 3% 38 0.98 997 3% 2.0% 1.15 1.48 46 4.09 1.93% (10%) 3% 16 3% (20%) 88 (20%) 22	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles % Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass Pass Pass Pass Pass Pass Pass Pass	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0	North Left 2% 0.98 0 0 2% 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	Debund Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 2% (15%) 24 (10%) 44 (10%) 11 79	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.% 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 2.7 1.062 3% 0 0 5% 4 5% 6 10	Right 2% 0.98 0 20% 105 0 0 0 0 0 0 0 2% 10% 15% 12 15% 12 15% 19 54	U-Turn 2% 0.98 0 .098 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2% 1.0% 1.0% 1.15% 1.0% 1.15% 1.0% 1.10% 1.13 1.3 55	Jound 997 31 3% 997 997 2.0% 1.15 1.48 1.46 46 46 1.191 3% (10%) 16 (20%) 88 (20%) 22 126 126	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles % Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass Pass Pass Pass Pass Pass Pass Pass	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0	North Left	Through Through 2% 0.98 0.98 0.98 0.98 0.98 0.98 0.90 2.0% 1.15 0.0 0 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0.98 0 0 0 0 0 0 0 2% (15%) 24 (10%) 24 (10%) 24 (10%) 11 179 79 32	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0	Through	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 901 2.0% 1.13 1.34 2.7 1.062 3% 0 5% 5% 6 6 10 -40%	Right 2% 0.98 0 2.0% 1.15 0 0 23 15% 12 15% 12 15% 19 54 40% 32	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 1.15 0 0 2% 0.98 0 0 2% 0.98 0 0 2% 0.98 0 0 2% 0.98 0 0 2% 0.98 0 0 2% 0.98 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through 997 31 3% 997 2.0% 1.15 1.48 46 46 1.191 3% (20%) 16 (20%) 88 (20%) 22 126 0	Right 2% 0.98 0 20% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Daskground Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass-By Distribution NU Trip Distribution NU Pass-By Distribution NU Pas	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0	North Left	Through Through 2% 0.98 0.98 0 0 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 2% (15%) 24 (10%) 44 (10%) 11 79 (40%)	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 2%	South Left 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 0	Through	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 27 1.062 3% 0 0 5% 6 6 10	Right 2% 0.98 0 2.0% 1.15 0 0 2% 10% 10% 15% 15% 12 15% 19 54 40%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2% 1.0% 1.0% 1.15% 1.0% 1.15% 1.0% 1.10% 1.13 1.3 55	Jound 997 31 3% 997 997 2.0% 1.15 1.48 1.46 46 46 1.191 3% (10%) 16 (20%) 88 (20%) 22 126 126	Right
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles % Pedestrians Heavy Vehicle % Peak Hoar Factor Edition 2024 Volumes Annual Growth Rate Growth Factor Beakground Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NU Tip Distributio		North Left	Debund Through 2% 0.98 0 2.0% 0	2% 0.98 0.98 0 0 0 0 0 0 0 0 2% 24 (10%) 24 (10%) 24 (10%) 11 11 79 (40%) 32 32 111	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through		U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1.062 3% 0 0 5% - - 0 - - 0 - - - - - - - - - - - - -	Right 2% 0.98 0 2.0% 1.15 0 0 2% 10% 23 15% 12 15% 12 15% 19 54 40% 32 86	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 0 2% 2.0% 1.15 0 0 2% 15% 10% 10% 10% 13 13 55	Jound Prough 997 31 3% 997 2.0% 115 148 46 46 46 46 1,191 3% 9 (10%) 16 (20%) 16 (20%) 22 126 0 0 126	Right 2% 0.98 0 20% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2224 Volumess Annual Growth Rate Growth Could Balancing Aljustment Pass By Distribution RD Growth Growth Could Balancing Aljustment Pass By Distribution RD Growth Rate Growth Rate Gr	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	North Left 2% 0.98 0 2% 0 0 2% 0 0 2% 0 0 0 0 0 0 0 0 0 0	Through 7 2% 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 2.0% 1.15 0 0 0 2% (15%) 24 (10%) 24 (10%) 44 41 (10%) 111 79 29 (40%) 32 1111	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.98 2.0% 1.15 0 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn	East Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 1.34 2.7 2.7 2.7 2.7 1.062 3% 0 0 5% - 0 - 4 4 - 4 - 4 - 4 - 4 - - 40% - - - - - - - - - - - - -	Right 2% 0.98 0 1.15 0 2% 10% 23 15% 12 15% 19 54 40% 32 86 86	U-Turn 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 2% 1.5% 34 10% 8 8 10% 13 55 55	Ubound Through 997 31 3% 0.98 997 2.0% 1.15 1.48 46 46 46 1.19 1.48 46 46 1.19 1.15 1.48 46 46 1.19 1.15 1.48 46 46 1.19 1.15 1.48 46 46 1.19 1.15 1.28 88 22 1.26 0 1.26 1.26 1.31 1.26 1.37	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Cital Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution ND Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pas		North Left	Debund Through 2% 0.98 0 2.0% 0	2% 0.98 0.98 0 0 0 0 0 0 0 0 2% 24 (10%) 24 (10%) 24 (10%) 11 11 79 (40%) 32 32 111	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South Left 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through		U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Dound Through 901 25 3% 0.98 901 2.0% 1.15 134 27 1.062 3% 0 0 5% - - 0 - - 0 - - - - - - - - - - - - -	Right 2% 0.98 0 2.0% 1.15 0 0 2% 10% 23 15% 12 15% 12 15% 19 54 40% 32 86	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 0 2% 2.0% 1.15 0 0 2% 15% 10% 10% 10% 13 13 55	Jound Prough 997 31 3% 997 2.0% 115 148 46 46 46 46 1,191 3% 9 (10%) 16 (20%) 16 (20%) 22 126 0 0 126	Right 2% 0.98 0 20% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #10
Finley Avenue at Site Driveway B/Pelham Street

					AIVI PE	AK HOUR										
							Avenue				veway B				m Street	
	U-Turn		bound	Diaba	U-Turn	South Left	bound	Right	II Town		ound	Diaba	U-Turn	West Left	tbound	Right
Observed 2024 Traffic Volumes	0-1011	Left 0	Through 0	Right 0	0-1011	2	Through 0	Right 0	U-Turn 0	Left 0	Through 0	Right 0	0-1011	Leit 0	Through 0	Rigni 1
Count Balancing	0	0	U	0	U	2	0	0	0	U	0	0	U	0	U	
Pedestrians																
Conflicting Pedestrians		1	I	1			I	1			1				1	
Heavy Vehicles						0										0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chappell Road DRI																
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	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
T. 51.1		1	1				1	15.04				1			0.00%	
Trip Distribution IN Trip Distribution OUT								45%		(40%)	(30%)				30%	
Balancing Adjustment										(40%)	(30%)					
Residential Trips	0	0	0	0	0	0	0	56	0	166	124	0	0	0	38	0
		-							-			-				
Trip Distribution IN	1		I	1			I	40%			1				25%	
Trip Distribution OUT										(45%)	(25%)					
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	201	0	23	13	0	0	0	126	0
Trip Distribution IN	<u> </u>	1						40%			1	ļ			25%	
Trip Distribution OUT	I	1								(45%)	(25%)				1	
Balancing Adjustment		-													04	
Retail Trips	0	0	0	0	0	0	0	33	0	20	11	0	0	0	21	0
Total Primary Site Trins	0	0	0	0	0	0	0	200	0	200	140	0	0	0	100	0
Total Primary Site Trips		U	U	U	U	0	U	290	U	209	148	U	0	U	185	U
Pass-By Distribution REDUCTION	1	1	1	1			1	1	1		1		1		1	
Pass-By Distribution IN								60%								
Pass-By Distribution OUT										(60%)						
Balancing Adjustment										. ,						
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			i				i									
Total Vehicular Project Trips	0	0	0	0	0	0	0	290	0	209	148	0	0	0	185	0
2031 Build Traffic	0	0	0	0	0	2	0	290	0	209	148	0	0	0	185	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	290	2%	209	2%	2%	2%	2%	2%	2%
			•													
					PM PE	AK HOUR										
					PM PE	AK HOUR	Avenue				veway B		1	Pelha	m Street	
		North	bound		PM PE	Finley	Avenue			Site Dri	veway B				m Street tbound	
	U-Turn	North Left	bound Through	Right	PM PE	Finley	Avenue Ibound Through	Right	U-Turn	Site Dri	veway B bound Through	Right	U-Turn		n Street tbound Through	Right
Observed 2024 Traffic Volumes	U-Turn			Right		Finley South	bound	Right	U-Turn	Site Dri Eastt	bound	Right	U-Turn	West	tbound	Right 9
Count Balancing	U-Tum			Right		Finley South Left	bound	Right	U-Turn	Site Dri Eastt	bound	Right	U-Turn	West	tbound	
Count Balancing Pedestrians	U-Turn			Right		Finley South Left	bound	Right	U-Turn	Site Dri Eastt	bound	Right	U-Turn	West	tbound	
Count Balancing Pedestrians Conflicting Pedestrians	U-Turm			Right		Finley South Left 5	bound	Right	U-Turn	Site Dri Eastt	bound	Right	U-Turn	West	tbound	9
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		Left	Through		U-Turn	Finley . South Left 5	bound Through			Site Dri Eastt Left	oound Through			West Left	tbound Through	9
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	Left	Through 2%	2%	U-Turn	Finley. South Left 5 0 2%	bound Through 2%	2%	2%	Site Dri Eastt Left	2%	2%	2%	West Left 2%	tbound Through	9 0 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	2%	Left	Through 2% 0.98	2%	U-Turn	Finley. South Left 5 0 2% 0.98	bound Through 2% 0.98	2% 0.98	2%	Site Driv Eastt Left 2% 0.98	2% 0.98	2% 0.98	2% 0.98	West Left 2% 0.98	tbound Through	9 0 2% 0.98
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	Left	Through 2%	2%	U-Turn	Finley. South Left 5 0 2%	bound Through 2%	2%	2%	Site Dri Eastt Left	2%	2%	2%	West Left 2%	tbound Through	9 0 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.98 0	Left	Through 2% 0.98 0	2% 0.98 0	U-Turn 2% 0.98 0	Finley. South Left 5 0 2% 0.98 5	bound Through 2% 0.98 0	2% 0.98 0	2% 0.98 0	Site Driv Eastt Left 2% 0.98 0	2% 0.98 0	2% 0.98 0	2% 0.98 0	West Left 2% 0.98 0	tbound Through 2% 0.98 0	9 0 2% 0.98 9
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	2% 0.98 0	Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Finley . South Left 5 0 2% 0.98 5 2.0%	bound Through 2% 0.98 0 2.0%	2% 0.98 0	2% 0.98 0	Site Dri Eastt Left 2% 0.98 0 2.0%	2% 0.98 0 2.0%	2% 0.98 0	2% 0.98 0	Wesl Left 2% 0.98 0 2.0%	tbound Through 2% 0.98 0 2.0%	9 0 2% 0.98 9 2.0%
Count Balancing Pedistrians Conflicting Pedistrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	2% 0.98 0 2.0% 1.15	Left 2% 0.98 0 2.0% 1.15	Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	Finley . South Left 5 0 2% 0.98 5 5 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	Site Dri Eastt Left 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	West Left 2% 0.98 0 2.0% 1.15	tbound Through 2% 0.98 0 2.0% 1.15	9 0 2% 0.98 9 2.0% 1.15
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips	2% 0.98 0	Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Finley . South Left 5 0 2% 0.98 5 2.0%	bound Through 2% 0.98 0 2.0%	2% 0.98 0	2% 0.98 0	Site Dri Eastt Left 2% 0.98 0 2.0%	2% 0.98 0 2.0%	2% 0.98 0	2% 0.98 0	Wesl Left 2% 0.98 0 2.0%	tbound Through 2% 0.98 0 2.0%	9 0 2% 0.98 9 2.0%
Count Balancing Pedistrians Conflicting Pedistrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor	2% 0.98 0 2.0% 1.15	Left 2% 0.98 0 2.0% 1.15	Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	Finley . South Left 5 0 2% 0.98 5 5 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	Site Dri Eastt Left 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	West Left 2% 0.98 0 2.0% 1.15	tbound Through 2% 0.98 0 2.0% 1.15	9 0 2% 0.98 9 2.0% 1.15
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road Development Trips Total Approved Development Trips 2031 No-Build Traffic	2% 0.98 0 2.0% 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	Finley. South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	Site Dri Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	tbound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 2% 9 9 2.0% 1.15 1 0 10
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DR	2% 0.98 0 1.15 0	Left 2% 0.98 0 2.0% 1.15 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	Finley. South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	Site Driv Eastt Left 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	West Left 2% 0.98 0 2.0% 1.15 0 0	tbound Through 2% 0.98 0 2.0% 1.15 0 0	9 0 2% 0.98 9 2.0% 1.15 1 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth	2% 0.98 0 2.0% 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	Finley. South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0	Site Dri Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 2%	9 0 2% 9 9 2.0% 1.15 1 0 10
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Growth Factor Chappel Raad DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN	2% 0.98 0 2.0% 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	Finley. South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.0%	2% 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	tbound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 2% 9 9 2.0% 1.15 1 0 10
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rator Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.98 0 2.0% 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	Finley. South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0	Site Dri Eastt Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 30%	9 0 2% 9 9 2.0% 1.15 1 0 10
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Existing 2024 Volumes Corwith Factor Growth Factor Growth Factor Growth Factor Constant Corwith Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Aglustment	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Left 2% 0.98 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley. South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 2% 45%	2% 0.98 0 1.15 0 0 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 2% (40%)	2000000 Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 (30%)	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 1.15 0 0 0 0 2.0% 1.15 0 0 0 0 2% 5 30% 1.00	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rator Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.98 0 2.0% 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0	Finley. South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 0 2.0%	2% 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 30%	9 0 2% 9 9 2.0% 1.15 1 0 10
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Existing 2024 Volumes Corwith Factor Growth Factor Growth Factor Growth Factor Constant Corwith Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Aglustment	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Left 2% 0.98 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley. South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 2% 45%	2% 0.98 0 1.15 0 0 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 2% (40%)	2000000 Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 (30%)	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 1.15 0 0 0 0 2.0% 1.15 0 0 0 0 2% 5 30% 1.00	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Growth Factor Chappel Road DRN Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Left 2% 0.98 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley. South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 0 2% 45% 102	2% 0.98 0 1.15 0 0 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 2% (40%)	2000000 Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 (30%)	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution NI Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.98 0 1.15 0 2.0% 1.15 0 2%	Left 2% 2% 0.98 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 9 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0	2% 0.98 0 1.15 0 0 2% 45% 45%	2% 0.98 0 1.15 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 (40%) 64 (45%)	Dound Through 2% 0.98 0 2.0% 1.15 0 2.0% (30%) 48 (25%)	2% 0.98 0 1.15 0 0 2%	2% 0.98 0 1.15 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	Zmrough 2% 0.98 0 2.0% 1.15 0 0 2% 0 30% -1.00 67 25%	9 0 2% 9 9 20% 1.15 1 0 10 2% 2% 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Left 2% 0.98 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley. South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 2%	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 0 2% 45% 102	2% 0.98 0 1.15 0 0 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 (40%) (40%)	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% (30%) 48	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.98 0 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Tig Distribution IN Trip Distribution OUT Balancing Adjustment Palancing Adjustment Office Trips	2% 0.98 0 1.15 0 2.0% 1.15 0 2%	Left 2% 2% 0.98 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 9 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 45% 45% 102 40%	2% 0.98 0 1.15 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 0 (40%) 64 (45%)	Dound Through 2% 0.98 0 2.0% 1.15 0 2.0% (30%) 48 (25%)	2% 0.98 0 1.15 0 0 2%	2% 0.98 0 1.15 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	Through Through 2% 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98	9 0 2% 9 9 20% 1.15 1 0 10 2% 2% 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Irafic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Conflice Trips Trip Distribution OUT Balancing Adjustment Conflice Trips Trip Distribution OUT Balancing Adjustment Conflice Trips	2% 0.98 0 1.15 0 2.0% 1.15 0 2%	Left 2% 2% 0.98 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.98 0 2.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 9 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0	2% 0.98 0 1.15 0 0 2% 45% 45%	2% 0.98 0 1.15 0 0 2%	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 2% (40%) 64 (45%) 198	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% (30%) 48 (25%) 110	2% 0.98 0 1.15 0 0 2%	2% 0.98 0 1.15 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2%	Zmrough 2% 0.98 0 2.0% 1.15 0 0 2% 0 30% -1.00 67 25%	9 0 2% 9 9 20% 1.15 1 0 10 2% 2% 0 0
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Count Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass By Distribution NU Pass By Distribution NU Trip Distribution NU Pass By Distribution Pass By Distribution NU Pass By Distribution Pass By Dist	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0	Left 2% 0,98 0 0 2,0% 1,15 0 0 0 2,2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 1.15 1 0 6 6 2% 0 0 0 0 0	bound Through 2% 0.98 0.98 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 45% 102 40% 33 33 40% 52 187 60%	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site Dri East Left 2% 0.98 1.15 0 2.0% 1.15 0 0 2% (40%) 64 (45%) 198 (45%) 50 312 (60%)	Dound Through Through 2% 0.98 0.98 0 2.0% 1.15 0 0 0 0 0 2% (30%) 48 (25%) 110 (25%) 110 28 186	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Ubound Through 2% 0.98 0.98 0 2.0% 1.15 0 0 2% 30% 30% 25% 22% 32 120	9 0 2% 0.88 9 2.0% 1.15 1 0 10 2% 0 0 0 0 0
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution OUT Balancing Adjustment Retail Trips Total Prips Total Prips Total Strips Total Vehicular Project Trips		Left 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South South Left 5 5 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0 0 0 0 0	bound Through 2% 0.98	2% 0.98 0 0 2.0% 1.15 0 0 0 2% 45% 102 40% 33 33 40% 52 187 60% 48 235	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site Dri East Left 2% 0.98 0 2.0% 1.15 0 2.0% 1.15 0 2.0% (40%) 64 (45%) 198 (45%) 50 312 (60%) 48 360	Dound Through Through 2% 0,98 0 2.0% 1.15 0 0 0 0 0 2% (30%) 48 (25%) 110 (25%) 28 186	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ubound Through 2% 0.98 0.98 0 2.0% 1.15 0 0 2% 30% -1.100 67 25% 32 120 0 0 120	9 0 2% 0.88 9 20% 1.15 1 0 10 2% 20% 1.15 1 0 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Dakaforus (Growth Trips Chappel Road DR) Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution NN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass Pass Pass Pass Pass Pass Pass Pass	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0	Left 2% 0,98 0 2.0% 1.15 0 0 0 2.2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 2% 0,98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South South Left 5 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0 0	bound Through Through 2% 0.98 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 45% 102 40% 33 33 40% 52 187 60% 48	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	Site Dri East Left 2% 0.98 0.0 2.0% 1.15 0 0 2% (40%) 64 (45%) 198 (45%) 50 312 (60%) 48	Dound Through Through 2% 0.98 0.98 0 2.0% 1.15 0 0 0 0 2% (30%) 48 (25%) 110 (25%) 110 28 186 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Zem Constraint 2% 0.98 0.98 0 1.15 0 0 0 2% 0.978 0.98 0 1.15 0 0 0 2% 0.98 0 0 2.0% 1.10 0 0 2% 0 2% 25% 21 25% 32 32 32 32 0 0	9 0 2% 0.88 9 2.0% 1.15 1 0 10 2% 0 0 0 0 0 0 0

					AM PE	AK HOUR										
	[]					Finley	Avenue		Г — П		veway B		Г — П		n Street	
	U-Turn	North Left	ibound Through	Right	U-Turn	South Left	ibound Through	Right	U-Turn	Eastl Left	bound Through	Right	U-Turn	Westl Left	bound Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Count Balancing Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles						0										0
Heavy Vehicle % Peak Hour Factor	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94	2% 0.94
Existing 2024 Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Annual Canuda Data	2.09	2.0%	2.0%	2.0%	2.0%	2.09	2.0%	2.0%	2.0%	2.0%	2.09	2.0%	2.0%	2.0%	2.0%	2.0%
Annual Growth Rate Growth Factor	2.0%	1.15	2.0%	1.15	1.15	2.0%	2.0%	1.15	2.0%	1.15	2.0%	1.15	1.15	1.15	1.15	2.0%
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chappell Road DRI 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	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN	1	r	-	1	1	1	15%	30%	1	1	r	1	1	10%	20%	
Trip Distribution OUT			(15%)	(10%)						(25%)	(20%)					
Balancing Adjustment Residential Trips	0	0	62	41	0	0	19	38	0	-1 103	83	0	0	13	25	0
Residential mps	U	U	02	41	U	U	19	38	U	103	83	U	U	13	25	U
Trip Distribution IN							15%	25%						5%	20%	
Trip Distribution OUT Balancing Adjustment			(15%)	(5%)						(30%)	(20%)					
Office Trips	0	0	8	3	0	0	75	126	0	16	10	0	0	25	101	0
Trip Distribution IN	1						15%	25%						5%	20%	
Trip Distribution IN			(15%)	(5%)			15%	2076		(30%)	(20%)			376	20%	
Balancing Adjustment																
Retail Trips	0	0	7	2	0	0	12	21	0	13	9	0	0	4	17	0
Total Primary Site Trips	0	0	77	46	0	0	106	185	0	132	102	0	0	42	143	0
	1	1	1		1				1		1		1			
Pass-By Distribution REDUCTION Pass-By Distribution IN								60%								
Pass-By Distribution OUT										(60%)						
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	U	U	U	U	U	U	U	U	U	0	U	U	U	U	U	U
Total Vehicular Project Trips	0	0	77	46	0	0	106	184	0	132	102	0	0	42	143	0
2031 Build Traffic	0	0	77	46	0	2	106	184	0	132	102	0	0	42	143	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
					PM PF	AK HOUR										
	<u> </u>				PM PE		Avenue		1		veway B		1		n Street	
	U-Turn		bound	Piabt		Finley South	bound	Pight	ILTurn	East	bound	Pight	ILTurn	West	bound	Pight
Observed 2024 Traffic Volumes	U-Turn	North Left	ibound Through	Right	PM PE U-Turn	Finley		Right	U-Turn			Right	U-Turn			Right 9
Count Balancing	U-Turn			Right		Finley South Left	bound	Right	U-Turn	East	bound	Right	U-Turn	West	bound	
Count Balancing Pedestrians	U-Turn			Right		Finley South Left	bound	Right	U-Turn	East	bound	Right	U-Turn	West	bound	
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		Left	Through		U-Turn	Finley South Left 5	bound Through			Easti	bound Through			Westl Left	bound Through	9
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	Left 2%	Through	2%	U-Turn	Finley South Left 5 0 2%	bound Through	2%	2%	East Left	2%	2%	2%	Westh Left 2%	2%	9 0 2%
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		Left	Through		U-Turn	Finley South Left 5	bound Through			Easti	bound Through			Westl Left	bound Through	9
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.98 0	Left	Through	2% 0.98 0	U-Turn 2% 0.98 0	Finley South Left 5 0 2% 0.98 5	bound Through 2% 0.98 0	2% 0.98 0	2% 0.98 0	Eastl Left 2% 0.98 0	2% 0.98 0	2% 0.98 0	2% 0.98 0	Westl Left 2% 0.98 0	2% 0.98 0	9 0 2% 0.98 9
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Nour Factor Existing 2024 Volumes Annual Growth Rate	2% 0.98 0	Left 2% 0.98 0 2.0%	Through 2% 0.98 0 2.0%	2% 0.98 0	U-Turn 2% 0.98 0	Finley South Left 5 0 2% 0.98 5 2.0%	bound Through 2% 0.98 0 2.0%	2% 0.98 0	2% 0.98 0	Eastl Left 2% 0.98 0 2.0%	2% 0.98 0 2.0%	2% 0.98 0	2% 0.98 0	Westl Left 2% 0.98 0 2.0%	2% 0.98 0 2.0%	9 0 2% 0.98 9 2.0%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.98 0	Left	Through	2% 0.98 0	U-Turn 2% 0.98 0	Finley South Left 5 0 2% 0.98 5	bound Through 2% 0.98 0	2% 0.98 0	2% 0.98 0	Eastl Left 2% 0.98 0	2% 0.98 0	2% 0.98 0	2% 0.98 0	Westl Left 2% 0.98 0	2% 0.98 0	9 0 2% 0.98 9
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Background Growth Trips Chappell Road DRI	2% 0.98 0 1.15 0	Left 2% 0.98 0 2.0% 1.15 0	Through 2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1	bound Through 2% 0.98 0 20% 1.15 0	2% 0.98 0 2.0% 1.15 0	2% 0.98 0 1.15 0	Easti Left 2% 0.98 0 2.0% 1.15 0	bound Through 2% 0.98 0 20% 1.15 0	2% 0.98 0 2.0% 1.15 0	2% 0.98 0 2.0% 1.15 0	Westl Left 2% 0.98 0 2.0% 1.15 0	2% 0.98 0 1.15 0	9 0 2% 0.98 9 2.0% 1.15 1
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips Total Approved Development Trips	2% 0.98 0 2.0% 1.15	Left 2% 0.98 0 2.0% 1.15	Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	U-Turn 2% 0.98 0 2.0% 1.15	Finley South Left 5 0 2% 0.98 5 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	Eastl Left 2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	2% 0.98 0 2.0% 1.15	Westh Left 2% 0.98 0 2.0% 1.15	bound Through 2% 0.98 0 2.0% 1.15	9 0 2% 0.98 9 2.0% 1.15
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	2% 0.98 0 1.15 0	Left 2% 0.98 0 2.0% 1.15 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 1.15 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0	bound Through 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 1.15 0	2% 0.98 0 1.15 0	Easti Left 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0	2% 0.98 0 1.15 0	2% 0.98 0 2.0% 1.15 0	Westl Left 2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 2.0% 1.15 0	9 0 2% 0.98 9 2.0% 1.15 1 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Crowth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle %	2% 0.98 0 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0	Finley Soutt Left 5 0 2% 0.98 5 2.0% 1.15 1 0 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 1.15 0 0	Eastl Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 1.15 0 0	Westl Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	9 0 2% 0.98 9 2.0% 1.15 1 0 10
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.98 0 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0	Finley Soutt Left 5 0 2% 0.98 5 2.0% 1.15 1 0 0 6	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 1.15 0 0	Eastl Left 2% 0.98 0 2.0% 1.15 0 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 1.15 0 0	Westl Left 2% 0.98 0 2.0% 1.15 0 0 0 0	2% 2% 0.98 0 2.0% 1.15 0 0 2.2% 2.0%	9 0 2% 0.98 9 2.0% 1.15 1 0 10
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Growth Factor Constribution Growth Trips Chappell Road Drill Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	2% 0.98 0 1.15 0 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (15%)	2% 0.98 0 1.15 0 0 0 2% (10%)	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 2% 0.98 0 1.15 0 0 0 2% 15%	2% 0.98 0 2.0% 1.15 0 0 0 2% 30%	2% 0.98 0 1.15 0 0 0 2%	Eastl Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% (25%)	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% (20%)	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	Westl Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 20% -1.00	9 0 2% 0.98 9 2.0% 1.15 1 0 10
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.98 0 1.15 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 0 2.%	2% 0.98 0 1.15 0 0 0 2%	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 0	Finley Soutt Left 5 0 2% 0.98 5 2.0% 1.15 1 0 0 6	bound Through 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 2% 0 15% 15%	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 69	2% 0.98 0 1.15 0 0	Eastl Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 2%	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	2% 0.98 0 2.0% 1.15 0 0	2% 0.98 0 1.15 0 0	Westl Left 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 2% 10% 23	Dound Through Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 2% 0 0 2% 0 1.0% 1.100 44	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Court Balancing Pedestrians Vendestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappel Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN	2% 0.98 0 1.15 0 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 (15%) 24	2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (10%) 16	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 2% 0.98 0 1.15 0 0 0 2% 15%	2% 0.98 0 2.0% 1.15 0 0 0 2% 30%	2% 0.98 0 1.15 0 0 0 2%	East Left 2% 0.98 0 2.0% 1.15 0 0 2.0% (25%) (25%) 40	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (20%) (20%) 32	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	Westl Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 20% -1.00	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.98 0 1.15 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (15%)	2% 0.98 0 1.15 0 0 0 2% (10%)	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 2% 0 15% 15%	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 69	2% 0.98 0 1.15 0 0 0 2%	Eastl Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% (25%)	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% (20%)	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	Westl Left 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 2% 10% 23	Dound Through Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 2% 0 0 2% 0 1.0% 1.100 44	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Rate Growth Factor Background Growth Rate Constribution Background Background Total Approved Development Trips 2031 No-Built Heavy Vehicle % Trip Distribution N Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT	2% 0.98 0 1.15 0 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2.0% 1.15 0 0 0 (15%) 24	2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (10%) 16	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 2% 0 15% 15%	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 69	2% 0.98 0 1.15 0 0 0 2%	East Left 2% 0.98 0 2.0% 1.15 0 0 2.0% (25%) (25%) 40	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (20%) (20%) 32	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	Westl Left 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 2% 10% 23	Dound Through Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 2% 0 0 2% 0 1.0% 1.100 44	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles % Peak Nour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DBI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	2% 0.98 0 1.15 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (10%) 16	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 2% 0.98 0 2% 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 2% 0 15% 15%	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 69	2% 0.98 0 1.15 0 0 0 2%	East Left 2% 0.98 0 2.0% 1.15 0 0 2.0% (25%) (25%) 40	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (20%) (20%) 32	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	Westl Left 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 2% 10% 23	Dound Through Through 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 2% 0 0 2% 0 1.0% 1.100 44	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Teaffic 2031 No-Build Heavy Vehicle % Trip Distribution NU Trip Distribution NU Trip Distribution IN Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips	2% 0.98 0 1.15 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0.98 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (10%) 16	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 7% 2% 0.98 0 2.0% 1.15 0 0 0 2% 15% 34 15% 12	2% 0.98 0 1.15 0 0 2% 30% 1 69 25% 21	2% 0.98 0 1.15 0 0 0 2%	East Left 2% 0.98 0 2.0% 1.15 0 0 2.0% (25%) (25%) 40	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (20%) (20%) 32	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 2% 2.3 5% 4	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 20% 20% 20% 17	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2242 Volumes Annal Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment	2% 0.98 0 1.15 0 0 2%	Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2%	Through 2% 0,98 0 2.0% 1.15 0 0 2% (15%) (15%) 66	2% 0.98 0 1.15 0 0 2% (10%) 16 (5%) 22 (5%)	U-Turn 2% 0.98 0 2.0% 1.15 0 0 0 2%	Finley South Left 5 0 2% 0.98 5 5 2.0% 1.15 1 0 6 6 2%	bound Through 7% 2% 0.98 0 2.0% 1.15 0 0 0 2% 15% 34 15% 12	2% 0.98 0 1.15 0 0 2% 30% 1 69 25% 21	2% 0.98 0 1.15 0 0 0 2%	East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% (25%) 40 (30%) 132	Dound Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 (20%) 32 (20%) 88 88	2% 0.98 0 1.15 0 0 0 2%	2% 0.98 0 1.15 0 0 0 2%	West Left 2% 0.98 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 2% 2.3 5% 4	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 17 20%	9 0 2% 0.98 9 2.0% 1.15 1 1 0 10 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 224 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Retail Trips	2% 0.98 0 20% 1.15 0 0 2% 0 0	Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% (15%) (15%) 17	2% 0.98 0 2.0% 1.15 0 0 0 2% (10%) 16 (5%) 22 (5%) 6	U-Turn 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0	bound Through 2% 0.98 0 2% 1.15 0 0 2% 0 0 2% 15% 15% 15% 12 15% 19	2% 0.98 0 2.0% 1.15 0 0 2% 30% 1 69 25% 21 25% 21 25% 32	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	East Left 2% 0.98 0 2% 1.15 0 0 0 2% (25%) 40 (25%) 40 (30%) 132 (30%) 33	Dound Through 2% 0.98 0.98 0. 2.0% 1.15 0. 0 0. 0 0. 2.% (20%) 32 (20%) 88 88 (20%) 22	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 0 2% 1.0% - 23 5% - 5% - 5% - 6	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 20% -1.07 20% 20% -26	9 0 2% 0.98 9 9 2.0% 1.15 1 1 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 22024 Volumes Annal Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappeli Road DRI Total Approved Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment	2% 0.98 0 2.0% 0 0 0 2%	Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0	Through 2% 2% 0.98 0 1.15 0 0 2.0% (15%) 66	2% 0.98 0 1.15 0 0 2% (10%) 16 (5%) 22 (5%)	U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 0	bound Through 2% 0.98 0 2.0% 1.15 0 0 0 2.0% 1.15 34 15% 12 15%	2% 0.98 0 1.15 0 0 0 2% 30% 1 69 25% 21	2% 0.98 0 2.0% 1.15 0 0 2% 0 0	East Left 2% 0.98 0 1.15 0 0 0 2% (25%) 40 (25%) 40 (30%)	Dound Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 2% (20%) 88 88 (20%)	2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 2% 1.0% 	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 17 20%	9 0 2% 0.98 9 9 2.0% 1.15 1 0 10 2% 0 0
Court Balancing Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Otal Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NU Trip Distribution NU Trip Distribution NU Trip Distribution IN Trip Distribution OUT Balancing Adjustment Readential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Read Trips Trip Distribution OUT Balancing Adjustment Read Trips Trip Distribution OUT Balancing Adjustment Read Trips Trip Distribution OUT Balancing Adjustment Read Trips Trip Stirbution OUT Balancing Adjustment Read Trips Trip Stirbution REDUCTION	2% 0.98 0 20% 1.15 0 0 2% 0 0	Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% (15%) (15%) 17	2% 0.98 0 2.0% 1.15 0 0 0 2% (10%) 16 (5%) 22 (5%) 6	U-Turn 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0	bound Through 2% 0.98 0 2% 1.15 0 0 2% 0 0 2% 15% 15% 15% 12 15% 19	2% 0.98 0 0 0 0 0 0 0 0 0 2% 30% 1 69 25% 21 25% 32 122	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	East Left 2% 0.98 0 2% 1.15 0 0 0 2% (25%) 40 (25%) 40 (30%) 132 (30%) 33	Dound Through 2% 0.98 0.98 0. 2.0% 1.15 0. 0 0. 0 0. 2.% (20%) 32 (20%) 88 88 (20%) 22	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 0 2% 1.0% - 23 5% - 5% - 5% - 6	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 20% -1.00 44 20% -1.07 20% -26	9 0 2% 0.98 9 9 2.0% 1.15 1 1 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappel Road DNI Total Approved Development Trips 2031 No-Build Heavy Vehicle % 2031 No-Build I Traffic 2031 No-Build I Traffic Residential Trips Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution IN Trip Ster Trips Total Prinary Site Trips Pass-By Distribution REDUCTION Pass-By Distribution IN	2% 0.98 0 20% 1.15 0 0 2% 0 0	Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% (15%) (15%) 17	2% 0.98 0 2.0% 1.15 0 0 0 2% (10%) 16 (5%) 22 (5%) 6	U-Turn 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0	bound Through 2% 0.98 0 2% 1.15 0 0 2% 0 0 2% 15% 15% 15% 12 15% 19	2% 0.98 0 2.0% 1.15 0 0 2% 30% 1 69 25% 21 25% 21 25% 32	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 2% (25%) 40 (30%) 132 (30%) 132 (30%) 33 205	Dound Through 2% 0.98 0.98 0. 2.0% 1.15 0. 0 0. 0 0. 2.% (20%) 32 (20%) 88 88 (20%) 22	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 0 2% 1.0% - 23 5% - 5% - 5% - 6	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 20% -1.00 44 20% -1.07 20% -26	9 0 2% 0.98 9 9 2.0% 1.15 1 1 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Court Balanci Person Trip Distribution IN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass-By Distribution NU Pass-By Distribution NU Tbalancing Adjustment	2% 0.98 0 20% 1.15 0 0 2% 0 0	Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (15%) 24 (15%) 66 (15%) 17 107	2% 0.98 0 0 0 0 0 2% (10%) 16 (5%) 22 (5%) 6 6	U-Turn 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0	bound Through 770 2% 0.98 0 2.0% 1.15 0 0 0 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 9 1.15 0 0 9 1.15 0 0 9 1.15 0 0 1.5 0 0 1.5 0 0 1.5 0 0 0 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 1 69 25% 21 225% 32 122 60%	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2.0% 1.15 0 0 0 2% (25%) (30%) 132 (30%) 132 (30%) 132 (30%) 132	Journal Through Through 2% 2% 0.98 0.98 0 1.15 0 0 0 2% 0 (20%) 32 (20%) 32 (20%) 88 (20%) 22 142 142	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 0 2% 1.0% - 23 5% - 5% - 5% - 6	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 20% -1.00 44 20% -1.07 20% -26	9 0 2% 0.98 9 9 2.0% 1.15 1 1 0 0 0 0 0
Court Balancing Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution NI Trip Distribution NI Trip Distribution NI Trip Distribution NI Trip Distribution NI Trip Distribution OUT Balancing Adjustment Office Trips Trip Distribution OUT Balancing Adjustment Residen Trips Trip Distribution OUT Balancing Adjustment Restal Trips Total Primary Site Trips Pass By Distribution OUT Balancing Adjustment Restal Trips Total Primary Site Trips	2% 0.98 0 20% 1.15 0 0 2% 0 0	Left 2% 0.98 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% (15%) (15%) 17	2% 0.98 0 2.0% 1.15 0 0 0 2% (10%) 16 (5%) 22 (5%) 6	U-Turn 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 6 2% 0 0 0	bound Through 2% 0.98 0 2% 1.15 0 0 2% 0 0 2% 15% 15% 15% 12 15% 19	2% 0.98 0 0 0 0 0 0 0 0 0 2% 30% 1 69 25% 21 25% 32 122	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 2% (25%) 40 (30%) 132 (30%) 132 (30%) 33 205	Dound Through 2% 0.98 0.98 0. 2.0% 1.15 0. 0 0. 0 2.% (20%) 32 (20%) 88 88 (20%) 22	2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0	West Left 2% 0.98 0 2% 1.15 0 0 0 0 0 2% 1.0% - 23 5% - 5% - 5% - 6	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% -1.00 44 20% -1.07 20% -1.00 44 20% -1.07 20% -26	9 0 2% 0.98 9 9 2.0% 1.15 1 1 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Factor Background Growth Trips Chappel Road DRI Court Balanci Person Trip Distribution IN Trip Distribution NU Trip Distribution NU Pass-By Distribution NU Pass-By Distribution NU Pass-By Distribution NU Tbalancing Adjustment	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0	Left 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (15%) 24 (15%) 66 (15%) 17 107	2% 0.98 0 0 0 0 0 2% (10%) 16 (5%) 22 (5%) 6 6	U-Turn 2% 0.98 0 0 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0	Finley South Left 5 0 2% 0,98 5 1.15 1 1 0 6 6 2% 0 0 0 0 0	bound Through 770 2% 0.98 0 2.0% 1.15 0 0 0 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 9 1.15 0 0 9 1.15 0 0 9 1.15 0 0 1.5 0 0 1.5 0 0 1.5 0 0 0 1.5 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 1 69 25% 21 225% 32 122 60%	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2.0% 1.15 0 0 0 2% (25%) (30%) 132 (30%) 132 (30%) 132 (30%) 132	Journal Through Through 2% 2% 0.98 0.98 0 1.15 0 0 0 2% 0 (20%) 32 (20%) 32 (20%) 88 (20%) 22 142 142	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.0% 2.3 5% 5% 5% 5% 5% 5%	Dound Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 20% 20% 20% 20% 17 20% 20% 20% 20% 20% 87	9 0 2% 0.98 9 9 0 1.15 1 1 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicles Neavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DBI Trip Distribution Row Trip Distribution ROM Balancing Adjustment Residential Trips Trip Distribution NN Trip Distribution OUT Balancing Adjustment Retail Trips Total Primary Site Trips Total Primary Site Trips Total Primary Site Trips Total Strips Site Trips Total Primary Site Trips Total Primary Site Trips Total Strips Trips Total Prips Total Strips Trips Total Prips Site Trips Total Prips Site Trips Total Prips Site Trips Total Prips Trips Total Vehicular Project Trips		Left 2% 0.98 0 0 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 0 2% (15%) 24 (15%) 66 (15%) 17 107 0 0 0 107	2% 0.98 0 0 1.15 0 0 0 2% (10%) 16 (5%) 22 (5%) 6 6 6 44	U-Turn 2% 0.98 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South Left South Left S 0 0 2% 0,98 5 2.0% 1.15 1 0 6 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through Through 2% 0.98 0 2.0% 1.15 0 0 0 2% 34 15% 15% 15% 15% 0 0 0 65	2% 0.98 0 2.0% 1.15 0 0 0 2% 30% 1 69 25% 21 25% 32 122 60% 48 170	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0. 2.0% 1.15 0 0 0 2% (25%) 40 (30%) 132 (30%) 1	Cound Through Through 2% 2% 0.98 0.98 0 2.0% 1.15 0 0 2% 0.98 0 0 2% 0.99 0 0 0 0 2% 0.98 (20%) 32 (20%) 32 (20%) 88 (20%) 22 142 0 0 142	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 20% 1.15 0 0 0 2% 23 5% 23 5% 23 5% 5% 6 6 6 6	Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0%	9 0 2% 0.98 9 2.0% 1.15 1 0 10 2% 2% 0 0 0 0 0 0 0 0 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Veavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DBI Court Development Trips 2031 No-Build Heavy Vehicle % Court Development 2031 No-Build No 2031 No-Build	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0	Left 2% 0.98 0 0 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0,98 0 2.0% 1.15 0 0 2% (15%) (15%) 66 (15%) 17 107 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 2% (10%) 16 (5%) 22 (5%) 6 6 44	U-Turn 2% 0.98 0 0 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Finley South Left 0 0 2% 0,98 5 2.0% 1.15 1 0 6 6 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound Through Through 2% 0.98 0 2.0% 1.15 0 0 0 2.0% 1.15 0 0 0 2% 15% 15% 15% 15% 15% 15% 15% 15	2% 0.98 0 0 2.0% 1.15 0 0 0 2% 30% 30% 25% 21 25% 32 32 122 60% 48	2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	East Left 2% 0.98 0 2.0% 1.15 0 0 2% (25%) (30%) 132 (30%) 132 (30%) 132 (30%) 132 (30%) 132	Cound Through Through 2% 2% 0.98 0.98 0 1.15 0 0 2% (20%) 32 (20%) 32 (20%) 88 (20%) 22 142 0 0 0	2% 0.98 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0	2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0	West Left 2% 0.98 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2.0% 1.15 0 0 2% 23 5% 5% 5% 5% 6 6 33	Dound Through Through 2% 0.98 0 2.0% 1.15 0 0 2% 20% 220% 20% 20% 20% 20% 20% 20%	9 0 2% 0.98 9 9 0 1.15 1 1 0 0 0 0 0 0 0 0 0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #10 - ALTERNATIVE Finley Avenue at Site Driveway B/Pelham Street

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #11 North Avenue at Site Driveway C

					AIVI PE	AK HOUR										
		North	bound				veway C bound			North .	Avenue oound				Avenue tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	Ő	0	0	0	Ő	0	0	5	Ő	0	0	5	Ő
Count Balancing																
Pedestrians Conflicting Pedestrians	-											1			1	
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
Appual Crowth Date	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Annual Growth Rate Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic 2031 No-Build Heavy Vehicle %	2%	0 2%	0 2%	0 2%	0 2%	0 2%	0 2%	2%	0 2%	0 2%	6 2%	0 2%	0 2%	2%	6 2%	2%
							2.0	2.0			2.0			-		
Trip Distribution IN																15%
Trip Distribution OUT						(15%)										
Balancing Adjustment Residential Trips	0	0	0	0	0	1.00 63	0	0	0	0	0	0	0	0	0	19
Residential mps	U	0	U	0	U	03	U	U	0	U	U	0	U	0	0	17
Trip Distribution IN																20%
Trip Distribution OUT		-				(20%)										
Balancing Adjustment	-	0	0	0	0	10	0	0	0	0	0	0		0	0	101
Office Trips	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	101
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment																
Retail Trips	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	17
Total Primary Site Trips	0	0	0	0	0	82	0	0	0	0	0	0	0	0	0	137
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Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT	-															
Balancing Adjustment Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																•
Total Vehicular Project Trips	0	0	0	0	0	82	0	0	0	0	0	0	0	0	0	137
2031 Build Traffic	0	0	0	0	0	82	0	0	0	0	6	0	0	0	6	137
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
					PM PE	ak hour										
	U-Turn		ibound Through	Right		Site Dri South	veway C bound Through	Right	U-Turn	North Eastb	Avenue	Right	U-Turn	West	Avenue tbound Through	Right
Observed 2024 Traffic Volumes	U-Turn	North Left	ibound Through	Right	PM PE U-Turn	Site Dri		Right	U-Turn	North	Avenue	Right	U-Turn			Right
Count Balancing	U-Turn			Right		Site Dri South	bound	Right	U-Turn	North Eastb	Avenue bound Through	Right	U-Turn	West	tbound Through	Right
Count Balancing Pedestrians	U-Turn			Right		Site Dri South	bound	Right	U-Turn	North Eastb	Avenue bound Through	Right	U-Turn	West	tbound Through	Right
Count Balancing Pedestrians Conflicting Pedestrians	U-Turn			Right		Site Dri South	bound	Right	U-Turn	North Eastb	Avenue bound Through	Right	U-Turn	West	tbound Through	Right
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles		Left	Through		U-Turn	Site Dri South Left	bound Through			North . Eastb Left	Avenue bound Through 5			West Left	tbound Through 5	
Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor	U-Turn			Right		Site Dri South	bound	Right	U-Turn	North Eastb	Avenue bound Through	Right	U-Turn 	West	tbound Through	Right
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles %	2%	Left	Through	2%	U-Turn	Site Dri South Left	bound Through 2%	2%	2%	North Easth Left	Avenue pound Through 5 2%	2%	2%	West Left 2%	tbound Through 5 2%	2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes	2% 0.97 0	Left	Through 2% 0.97 0	2% 0.97 0	U-Turn 2% 0.97 0	Site Dri South Left 2% 0.97 0	bound Through 2% 0.97 0	2% 0.97 0	2% 0.97 0	North . East Left 2% 0.97 0	Avenue 500und Through 5 2% 0.97 5	2% 0.97 0	2% 0.97 0	Wesl Left 2% 0.97 0	tbound Through 5 2% 0.97 5	2% 0.97 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate	2% 0.97 0	Left 2% 0.97 0 2.0%	Through 2% 0.97 0 2.0%	2% 0.97 0	U-Turn 2% 0.97 0	Site Dri South Left 2% 0.97 0 2.0%	bound Through 2% 0.97 0 2.0%	2% 0.97 0	2% 0.97 0	North . Eastt Left 2% 0.97 0 2.0%	Avenue yound Through 5 2% 0.97 5 2.0%	2% 0.97 0	2% 0.97 0	Wesl Left 2% 0.97 0 2.0%	tbound Through 5 2% 0.97 5 2.0%	2% 0.97 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rater Background Growth Trips	2% 0.97 0	Left	Through 2% 0.97 0	2% 0.97 0	U-Turn 2% 0.97 0	Site Dri South Left 2% 0.97 0	bound Through 2% 0.97 0	2% 0.97 0	2% 0.97 0	North . East Left 2% 0.97 0	Avenue 500und Through 5 2% 0.97 5	2% 0.97 0	2% 0.97 0	Wesl Left 2% 0.97 0	tbound Through 5 2% 0.97 5	2% 0.97 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	2% 0.97 0 2.0% 1.15 0	Left 2% 0.97 0 2.0% 1.15 0	Through 2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	U-Turn 2% 0.97 0 2.0% 1.15 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0	bound Through 2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	North, Eastt Left 2% 0.97 0 2.0% 1.15 0	Avenue oound Through 5 2% 0.97 5 2.0% 1.15 1	2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	West Left 2% 0.97 0 2.0% 1.15 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1	2% 0.97 0 2.0% 1.15 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI	2% 0.97 0 1.15 0	Left 2% 0.97 0 2.0% 1.15 0 0 0	Through 2% 0.97 0 2.0% 1.15 0 0 0	2% 0.97 0 2.0% 1.15 0	U-Turn 2% 0.97 0 2.0% 1.15 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0	bound Through 2% 0.97 0 2.0% 1.15 0 0	2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	North . East Left 2% 0.97 0 2.0% 1.15 0 0	Avenue sound 5 2% 0.97 5 2.0% 1.15 1 0	2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	West Left 2% 0.97 0 2.0% 1.15 0 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1 0	2% 0.97 0 2.0% 1.15 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road Development Trips Total Approved Development Trips 2031 No-Build Traffic	2% 0.97 0 2.0% 1.15 0	Left 2% 0.97 0 2.0% 1.15 0	Through 2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	U-Turn 2% 0.97 0 2.0% 1.15 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0	bound Through 2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	North, Eastt Left 2% 0.97 0 2.0% 1.15 0	Avenue oound Through 5 2% 0.97 5 2.0% 1.15 1	2% 0.97 0 2.0% 1.15 0	2% 0.97 0 2.0% 1.15 0	West Left 2% 0.97 0 2.0% 1.15 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1	2% 0.97 0 2.0% 1.15 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Carbon Growth Trips Chappeli Road DR Total Approved Development Trips 2031 Noe-Build Heavy Vehicle %	2% 0.97 0 2.0% 1.15 0 0 0	Left	Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0	U-Turn 2% 0.97 0 2.0% 1.15 0 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	North. Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 0	Avenue yound 5 2% 0.97 5 5 2.0% 1.15 1 0 6	2% 0.97 0 2.0% 1.15 0 0	2% 0.97 0 2.0% 1.15 0 0	West Left 2% 0.97 0 2.0% 1.15 0 0 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1.15 0 6	2% 0.97 0 2.0% 1.15 0 0 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor Growth Factor Growth Factor Growth Factor Growth Factor Constant Constant Background Growth Trips Chappell Road Dill Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle %	2% 0.97 0 2.0% 1.15 0 0 0	Left	Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0	U-Turn 2% 0.97 0 2.0% 1.15 0 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 2%	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	North. Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 0	Avenue yound 5 2% 0.97 5 5 2.0% 1.15 1 0 6	2% 0.97 0 2.0% 1.15 0 0	2% 0.97 0 2.0% 1.15 0 0	West Left 2% 0.97 0 2.0% 1.15 0 0 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1.15 0 6	2% 0.97 0 2.0% 1.15 0 0 0
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Road DRI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic Trip Distribution IN Trip Distribution OUT	2% 0.97 0 2.0% 1.15 0 0 0	Left	Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0	U-Turn 2% 0.97 0 2.0% 1.15 0 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	North. Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 0	Avenue yound 5 2% 0.97 5 5 2.0% 1.15 1 0 6	2% 0.97 0 2.0% 1.15 0 0	2% 0.97 0 2.0% 1.15 0 0	West Left 2% 0.97 0 2.0% 1.15 0 0 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1.15 0 6	2% 0.97 0 2.0% 1.15 0 0 0 2%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Growth Factor G	2% 0.97 0 2.0% 1.15 0 0 0	Left	Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0	U-Turn 2% 0.97 0 2.0% 1.15 0 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 2%	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0	North. Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 0	Avenue yound 5 2% 0.97 5 5 2.0% 1.15 1 0 6	2% 0.97 0 2.0% 1.15 0 0	2% 0.97 0 2.0% 1.15 0 0	West Left 2% 0.97 0 2.0% 1.15 0 0 0	tbound Through 5 2% 0.97 5 2.0% 1.15 1.15 0 6	2% 0.97 0 2.0% 1.15 0 0 0 2%
Court Balancing Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Chappeli Road Development Trips Background Growth Trips Chappeli Road Development Trips 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips	2% 0.97 0 2.0% 1.15 0 0 0 2%	Left 2% 0.97 2% 0.97 1.15 0 0 0 2%	Through 2% 0.97 2.0% 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 2%	U-Turn 2% 0.97 0 1.15 0 0 0 0 2%	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 (15%)	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 0 0 2%	North Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 0 2.0% 1.15 0 0 0 2% 2% 15% 34
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Weavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Crowth Trips Chappell Road DBI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution IN	2% 0.97 0 2.0% 1.15 0 0 0 2%	Left 2% 0.97 2% 0.97 1.15 0 0 0 2%	Through 2% 0.97 2.0% 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 2%	U-Turn 2% 0.97 0 1.15 0 0 0 0 2%	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 2% 2(15%) 24	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 0 0 2%	North Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 2.0% 1.15 0 0 0 0 2% 15%
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Chappeli Rado Development Trips Background Growth Trips Coal No-Built Heavy Vehicle % Trip Distribution N Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Trip Distribution OUT Trip Distribution OUT Trip Distribution OUT	2% 0.97 0 2.0% 1.15 0 0 0 2%	Left 2% 0.97 2% 0.97 1.15 0 0 0 2%	Through 2% 0.97 2.0% 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 2%	U-Turn 2% 0.97 0 1.15 0 0 0 0 2%	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 0 0 2%	North Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 0 2.0% 1.15 0 0 0 2% 2% 15% 34
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Background Growth Trips Chappell Road DBI Otal Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment	2% 0.97 0 2.0% 1.15 0 0 0 2%	Left 2% 0.97 2% 0.97 1.15 0 0 0 2%	Through 2% 0.97 2.0% 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 2%	U-Turn 2% 0.97 0 1.15 0 0 0 0 2%	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 2% 2(15%) 24	bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 0 0 2%	North Eastt Left 2% 0.97 0 2.0% 1.15 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 1.15 0 0 0 2%	2% 0.97 0 1.15 0 0 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 0 0 0 2%	bound Through 2% 0.97 5 2.0% 1.15 1 0 6 2%	2% 0.97 0 0 2.0% 1.15 0 0 0 2% 2% 15% 34
Court Balancing Pedestrians Vedestrians Ve	2% 0.97 0 1.15 0 2.0% 1.15 0 0 2%	Left 2% 0.97 0 20% 0.97 0 0 20% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.97 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.97 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 2% 2(15%) 24	bound Through 2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	North . East Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 2.0% 0 2%	Ubound Through 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 0 0 0	2% 0.97 0 20% 1.15 0 0 0 0 2% 15% 34 20%
Court Balancing Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicle % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate Growth Rate Carb Appell Rado DR Total Approved Development Trips 2031 No-Built Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Trips Trip Distribution OUT Balancing Adjustment Trip Distribution OUT Balancing Adjustment Chice Trips	2% 0.97 0 1.15 0 2.0% 1.15 0 0 2%	Left 2% 0.97 0 20% 0.97 0 0 20% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.97 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.97 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site Dri South Left 2% 0.97 2.0% 1.15 0 2.0% 1.15 0 0 0 2% (15%) 24 (20%) 1.00 89	bound Through 2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	North . East Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 2.0% 0 2%	Ubound Through 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 0 0 0	2% 0.97 0 1.15 0 0 2% 1.5% 34 34 20%
Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rator Background Growth Trips Chappell Road DBI 1014 Approved Development Trips 2031 No-Build Traffic 2033 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Tips Trip Distribution IN Trip Distribution IN Trip Distribution OUT Balancing Adjustment Residential Tips Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips	2% 0.97 0 1.15 0 2.0% 1.15 0 0 2%	Left 2% 0.97 0 20% 0.97 0 0 20% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.97 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.97 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 2% 2(15%) 24	bound Through 2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	North . East Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 2.0% 0 2%	Ubound Through 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 0 0 0	2% 0.97 0 20% 1.15 0 0 0 0 2% 15% 34 20%
Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Crowth Crowth	2% 0.97 0 1.15 0 2.0% 1.15 0 0 2%	Left 2% 0.97 0 20% 0.97 0 0 20% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Through 2% 0.97 0 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2% 0.97 0 2.0% 1.15 0 0 2%	U-Turn 2% 0.97 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site Dri South Left 2% 0.97 2.0% 1.15 0 2.0% 1.15 0 0 0 2% (15%) 24 (20%) 1.00 89	bound Through 2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	North . East Left 2% 0.97 0 2.0% 1.15 0 0 0 0 0 2%	Avenue oound 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 2%	2% 0.97 0 2.0% 1.15 0 0 2%	2% 0.97 0 1.15 0 0 2%	West Left 2% 0.97 0 2.0% 1.15 0 2.0% 0 2%	Ubound Through 5 2% 0.97 5 2.0% 1.15 1 0 6 2% 0 0 0	2% 0.97 0 20% 1.15 0 0 0 0 2% 15% 34 20%
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Programmed Project Fact Sheets

and Design Documents



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SR 3/US 19 FRC	M GREENSFERRY	AVE TO JOSEPH E BOONE BLVD	
Project ID:	0018302	Notice to Proceed Date:	
Project Manager:	Olusola T. Adekonojo	Construction Percent % Complete:	
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract	

Amount:

Contact Us

Construction Contractor:

Preconstruction Status Report

Construction Status Report

Project Description:

State Senate District.:

State House District:

Project Type:

Right of Way

Authorization:

Project Status:

036, 039

056, 058

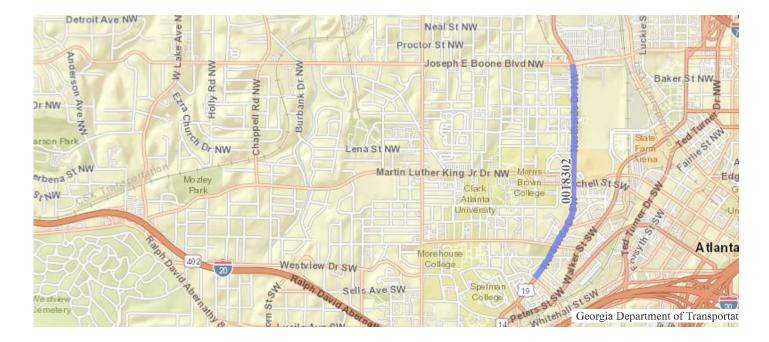
1/15/2026

Reconstruction/Rehabilitation

Construction Work Program

This project will improve access, intersection geometry, medians, sidewalks, signage and pedestrian crosswalks on Northside Drive from Greensferry Avenue to Joseph E Boone Boulevard.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	\$3,190,000.00	
ROW (Right of Way)	2028	\$25,210,000.00	
CST (Construction)	2030	\$6,370,000.00	



Project Documents

There are no items to show in this view.



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SR 3 @ 8 LOCS	& SR 70 @ 4 LOCS IN	FULTON	
Project ID:	0012823	Notice to Proceed Date:	7/19/2023
Project Manager:	Jeremy Busby	Construction Percent Complete:	38.23%
Office:	Program Delivery	Current Completion Date:	11/30/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 038, 039	Construction Contractor:	REEDWICK, LLC
State House District:	056, 058, 059, 060	Preconstruction Status R	eport
Project Type:	Reconstruction/Rehabilitation	Construction Status Repo	ort
Project Status:	Under Construction		
Right of Way Authorization:	5/21/2020	Contact Us	

Project Description:

The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. 1.) SR 3 @ Wells St 2.) SR 3 @ Whitehall St 3.) SR 3 @ Chapel St/Spellman Ln 4.) SR 3 @ McDaniel St 5.) SR 3 @ Fair St 6.) SR 3 @ Chapel St 7.) SR 3 @ Thurmond St 8.) SR 3 @ Cameron Madison Alexander Blvd 9.) SR 70 @ Marvin Miller Dr 10.) SR 70/Fulton Industrial Blvd @ Patton Drive 11.) SR 70/Fulton Industrial Blvd @ I-20 EB Ramp 12.) SR 70/Fulton Industrial Blvd @ I-20 WB Ramp

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2014	\$325,000.00	5/31/2018
PE (Preliminary Engineering)	2018	\$136,000.00	5/31/2018
ROW (Right of Way)	2020	\$720,000.00	4/27/2020
CST (Construction)	2023	\$2,851,575.41	9/9/2021



Project Documents	
Approved Concept Reports	
0012823_L&D_MAY2020.pdf	
0012823_L&D_AD_JUN2020.pdf	



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SR 3/US 41 @ S	SR 8	
Project ID:	0018298	Notice to Proceed Date:
Project Manager:	Olusola T. Adekonojo	Construction Percent % Complete:
Office:	Program Delivery	Current Completion Date:
County:	Fulton	Work Completion Date:
Congressional District:	005	Construction Contract Amount:
State Senate District.:	039	Construction Contractor:
State House District:	056	Preconstruction Status Report
Project Type:	Reconstruction/Rehabilitation	Construction Status Report
Project Status:	Construction Work Program	
Right of Way Authorization:	9/12/2025	Contact Us

Project Description:

The proposed project extends along SR 3/Northside Drive, an urban principal arterial, from just south of Donald Lee Hollowell Parkway to just north of this intersection to an existing bridge over a NS/CSX railroad. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	\$750,000.00	
ROW (Right of Way)	2028	\$4,460,000.00	
UTL (Utilities)	2030	\$355,000.00	
CST (Construction)	2030	\$3,130,120.00	



Project Documents

There are no items to show in this view.



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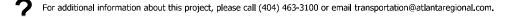
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\T-003G	2050 MTP PROJECT FACT SHE	ET
Short Title	SR 3/US 41 (NORTHSIDE DRIVE) AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)	ar St NW
GDOT Project No.	0018298	er St.NW Bibb St.Am
Federal ID No.	N/A	
Status	Programmed	and a state of the
Service Type	Roadway / Operations & Safety	Pelham St NW
Sponsor	GDOT	Dalvigney St NW
Jurisdiction	City of Atlanta	0 0.125 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	
Existing Thru Lane		Network Year TBD
Planned Thru Lane	N/A Flex	Corridor Length 0.4 miles
Detailed Description	and Justification	

The proposed project extends along SR 3/Northside Drive, an urban principal arterial, from just south of Donald Lee Hollowell Parkway to just north of this intersection to an existing bridge over a NS/CSX railroad. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	ASE BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Info	rmation		YEAR	COST FEDERAL STATE BONDS LOCA				LOCAL/PRIVATE	
	National Highway Performance Program (NHPP)	AUTH	2022	\$750,000	\$600,000	\$150,000	\$0,000	\$0,000	
	National Highway Performance Program (NHPP)		2028	\$4,460,000	\$3,568,000	\$892,000	\$0,000	\$0,000	
ALL	General Federal Aid 2029-2050		LR 2029- 2030	\$3,485,120	\$2,788,096	\$697,024	\$0,000	\$0,000	
				\$8,695,120	\$6,956,096	\$1,739,024	\$0,000	\$0,000	

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







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SR 3 NORTHSIDE DR FM WHITEHALL ST/I-20 TO	-75
---	-----

Project ID:	0007557	Notice to Proceed Date:
Project Manager:	Olusola T. Adekonojo	Construction Percent % Complete:
Office:	Program Delivery	Current Completion Date:
County:	Fulton	Work Completion Date:
Congressional District:	005	Construction Contract Amount:
State Senate District .:	036, 038, 039	Construction Contractor:
State House District:	055, 056, 057	Preconstruction Status Report
Project Type:	Planning	Construction Status Report
Project Status:	Construction Work Program	
Right of Way		Contact Us
Authorization:		

Project Description:

Northside Drive is a heavily traveled corridor within the City of Atlanta. Numerous Planning studies have suggested that potential projects include, but are not limited to, providing six travel lanes throughout the corridor, adequate turn lanes at intersections, a raised median, pedestrian and bicycle facilities, improved connection to I-20 and possibly a multi-modal aspect. The scoping phase will identify well defined projects for Northside Drive with adequate engineering, right-of-way, and construction cost estimates. Preliminary environmental studies will be conducted and extensive public outreach is planned.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2013	\$1,799,800.00	
SCP (Scoping)	2014	\$3,000,000.00	
PE (Preliminary Engineering)	2017	\$5,000,000.00	5/20/2013



Project Documents

There are no items to show in this view.



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SR 3 @ 4 LOCS	& SR 8 @ 4 LOCS IN F	ULTON	
Project ID:	0012821	Notice to Proceed Date:	9/2/2022
Project Manager:	Carrie Claybrook Feliciano	Construction Percent Complete:	67.81%
Office:	Program Delivery	Current Completion Date:	3/31/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 038, 039	Construction Contractor:	R. J. HAYNIE & ASSOCIATES INC.
State House District:	055, 056, 060	Preconstruction Status R	leport
Project Type:	Reconstruction/Rehabilitation	Construction Status Repo	ort
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:

The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrade based on the following deficiencies: pedestrian Accommodations, ADA Compliance, old conductor cable, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnect. 1. SR 8 @ Bolton Rd 2. SR 8 @ I-285 NB Ramp 3. SR 8 @ Harwell Rd 4. SR 8 @ Joseph E Lowery 5. SR 3 @ Donald Lee Hollowell Pkwy NW 6. SR 3 @ Deering Rd 7. SR 3 @ Bellemeade Ave 8. SR 3 @ I-75 SB

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2014	\$360,034.62	5/31/2018
PE (Preliminary Engineering)	2018	\$139,000.00	5/31/2018
ROW (Right of Way)	2020	\$1,311,000.00	4/27/2020
CST (Construction)	2022	\$2,649,069.14	7/1/2020



Project Documents	
Approved Concept Reports	
0012821_L&D_MAY2020.pdf	
0012821_TEARSHEETS_JUN2020.pdf	



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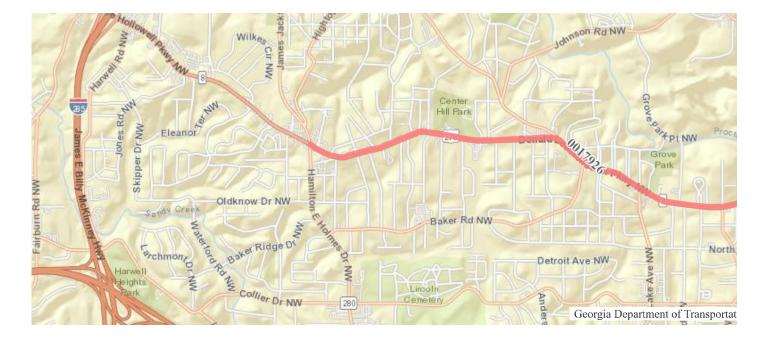
SR 8/US 278 FROM SR 280 TO CS 6701/STIFF STREET

Project ID:	0017926	Notice to Proceed Date:	7/3/2023
Project Manager:	Nakeeta Batson	Construction Percent Complete:	59.36%
Office:	Program Delivery	Current Completion Date:	3/31/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 038	Construction Contractor:	SMART ROAD TECHNOLOGY LLC
State House District:	055, 060	Preconstruction Status R	eport
Project Type:	Safety	Construction Status Repo	ort
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:

The project proposes to road diet DL Hollowell from 4 to 3 lanes by re-striping and relocate signal heads within project limits.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	\$680,908.08	
CST (Construction)	2023	\$3,303,553.05	



Project Documents

There are no items to show in this view.



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AT-003F	2050 MTP PROJECT FACT SHEET				
Short Title	SR 3/US 19 (NORTHSIDE DRIVE) FROM I-75 SOUTHBOUND RAMP TO SOUTH OF HOLMES STREET	8th St NW Shares of St NW			
GDOT Project No.	0018305	STNW eeler St NW gan and st			
Federal ID No.	N/A	Nine Kwy Ange			
Status	Programmed	B 228 Means St			
Service Type	Roadway / Operations & Safety	Dalvigney St NW			
Sponsor	GDOT	North Ave Net			
Jurisdiction	City of Atlanta	0 5 s0.125 0.25 Milles on M Alexander Blvd NW ≩			
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)				
Existing Thru Lane Planned Thru Lane	4/5 LCI 4/5 Flex	Network Year			
Detailed Description	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Corridor Length 0.23 miles			

The proposed project extends along State Doute (SD) 2/Northeide Drive

The proposed project extends along State Route (SR) 3/Northside Drive, an urban principal arterial, from just south of Holmes Street NW at the existing railroad bridge to the north on-ramp to I-75. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$1,240,000	\$992,000	\$248,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	\$11,469,000	\$9,175,200	\$2,293,800	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2028	\$510,000	\$408,000	\$102,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	\$4,269,174	\$3,415,339	\$853,835	\$0,000	\$0,000
				\$17,488,174	\$13,990,539	\$3,497,635	\$0,000	\$0,000

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

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

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

Search	
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SR 8 FROM PROCTOR CREEK GREENWAY TO ATLANTA BELTLINE - VRU

Project ID:	0020200	Notice to Proceed Date:
Project Manager:	Stenley K. Mack	Construction Percent %
Office:	Traffic Operations	Current Completion Date:
County:	Fulton	Work Completion Date:
Congressional District:	005	Construction Contract Amount:
State Senate District .:	006, 039	Construction Contractor:
State House District:	055, 056	Preconstruction Status Report
Project Type:	Safety	Construction Status Report
Project Status:	Construction Work Program	
Right of Way		Contact Us
Authorization:		

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		\$25,000.00	
PE (Preliminary Engineering)		\$20,000.00	
CST (Construction)		\$1,575,000.00	



Project Documents

There are no items to show in this view.



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AR-491B	ARC MTP DRAFT PROJECT FA	CT SHEET		
Short Title	NORTH AVENUE CORRIDOR BUS RAPID TRANSIT FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION	TO HUN W Manisetta Street INN W Manisetta Street U M M M M M M M M M M M M M M M M M M M		
GDOT Project No.	N/A	Muran Marine		
Federal ID No.	N/A			
Status	Long Range	de Joseph E Boon e Blvd NW		
Service Type	Transit / BRT Capital	IN EDUCATE CONTRACTOR IN		
Sponsor	MARTA	Martin Luther King Jr. Dr. NW		
Jurisdiction	City of Atlanta	0 0.5 1 Miles		
Analysis Level	In the Region's Air Quality Conformity Analysis	Anna ana sul		
Existing Thru Lane	N/A LCI	Network Year 2050		
Planned Thru Lane	N/A Flex	Corridor Length TBD miles		
Detailed Description and Justification				
This project will provide hig heavy rail stations.	gh capacity premium transit service along the North Avenue c	orridor between MARTA's North Avenue and Bankhead		

Phase Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE
Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL Local Jurisdiction/Municipality Funds		LR 2041- 2050	\$62,900,000	\$0,000	\$0,000	\$0,000	\$62,900,000
			\$62,900,000	\$0,000	\$0,000	\$0,000	\$62,900,000

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

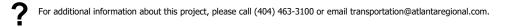
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

AR-490F	ARC MTP DRAFT PROJECT FA	
Short Title	ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION	278 MN e AV eye Joseph I: Boone Blvd NW
GDOT Project No.	N/A	bell h
Federal ID No.	N/A	
Status	Long Range	Martin Juther King Jr Dr NW
Service Type	Transit / Rail Capital	
Sponsor	MARTA	20 402 Westview D SW
Jurisdiction	Regional - Central	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	Sucha Ave SW
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description	and Justification	
This project constructs a ne MARTA Bankhead heavy ra	ew streetcar line along the Beltline corridor between the inter il station	section of Westview Drive and Langhorn Street to the

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041- 2050	\$96,900,000	\$48,450,000	\$0,000	\$0,000	\$48,450,000
				\$96,900,000	\$48,450,000	\$0,000	\$0,000	\$48,450,000

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

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



AR-491C	2050 MTP PROJECT FACT SH	EET
Short Title	NORTHSIDE DRIVE CORRIDOR BUS RAPID TRANSIT FROM ATLANTA METROPOLITAN STATE COLLEGE TO I- 75 NORTH	S-Inman Person and S-Inman Person and S-Inman Person and S-Inman Person and S-Inman Person S-Inm
GDOT Project No.	N/A	Lincoln emetery Voseph E Boone Blvd NW
Federal ID No.	N/A	Atlanta
Status	Long Range	Westview Cemetery
Service Type	Transit / BRT Capital	All Size of the second
Sponsor	MARTA	A REAL PROPERTY AND A REAL
Jurisdiction	City of Atlanta	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	and Roy and a second se
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description	and Justification	
This project will provide hi State College area.	gh capacity premium transit service along the Northside Drive	e corridor between I-75 north and the Atlanta Metropolitan

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041- 2050	\$167,000,000	\$75,150,000	\$0,000	\$0,000	\$91,850,000
				\$167,000,000	\$75,150,000	\$0,000	\$0,000	\$91,850,000

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

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

GDOT Intersection Control Evaluation (ICE)



GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL



GDO	T PI#: N/A		Reque	st By: G	GRTA DI	RI Pro	gram										2	2024 E	EXIST	ING YE	EAR V	OLUME	S	Λ	
Co	ounty: Fulton			GD(OT Distr	rict: 7 -	·Metro	Atlanta	a			<u>AP</u>	PROA	A <u>CH SF</u> SR 8:	<u>PLITS:</u> 99%		Avenue	(0)) [200]	(-)]		N	
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-	Road: Finley A			Class:				Limit:	< 30	mpn				1220	(3	<u> </u>	3			Intersection		↑ ₽¢	1	(10)	415 (1001) [19100]
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Prepare	ed By: Kimley-	Horn & A	Associa	ites				Date:	6/14	/2024				EB S					1 (5)	0 (0)	0 (4)	0 (0)	Finley Av		
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Project Design				SB Finley Avenue		(5)	(0)	(6)									Avenue	(0)	(7)	(0)	(8)	-			
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Alternative Selection Decision	Stage 2 involv to detailed des stakeholder po alternative eva and ranked, w	sign. Stag osture da aluated, a	ige 2 dat ata, form and a se	ta entry i n the bas eparate l	may req sis of the Users Gi	luire th e ICE e uide ha	e use of evaluations as been	f exterr on. A s prepar	nal anal separat red to gi	ysis too e "Cos ive guio	ols to de tEst" wo dance or	termine rkshee n Stage	e costs t tab h 1 and	s, oper nelps u I Stage	ations sers c 2 dat	and/o levelop a entry	r safe p pre- /. Onc	ty data plannir œ all da	i that, c ig-level ata is ei	combine cost es ntered, e	d with e timates each alt	nvironm for each ernative	ental and h Stage : is score	d 2	
Documentation:	A complete IC supporting cos																						long wit	h	



GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

000			1							ICE Version 2.3 Revised 10/23/2023
GDOT	PI #	N/A SR 8 @ Finley Avenue	Note: U	p to 5 alter selected a	rnatives		/	/	/	, , ,
	ng Control:	Conventional (Minor Stop)	evaluate	ed; Use thi	s ICE	~~ ×	1	ience		
	red by:	Kimley-Horn & Associates	Stage 1	to screen	5 or fewer	est top	manco	Menicyclis	Hallot ?!	the set.
Date:		6/14/2024	alternati	ves to eva	luate in	STINO TO	ion terr	indlot see	NO DITA.	of of with state
coi e Int	ntrol type to ide valuated in the justificatio ersection Alte	lo" to each policy question for each entify which alternatives should be a Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for on of intersection/interchange type)	N. 000	selected a selected a ed; Use thi to screen ves to eva	He Call I and I an	A DO CO	5. Josephan State	CONVERSION OF CO		A test and the state of the sta
	Conventional	(Minor Stop)	Yes	No	No	Yes	Yes	Yes	Yes	No-Build Condition
	Conventional	(All-Way Stop)	No	Yes	Yes	No	No	No	No	AWS not viable because high traffic of multi-lane highway
	Mini Roundab	pout	No	No	Yes	Yes	No	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane F	Roundabout	No	No	Yes	Yes	No	No	No	Does not meet 90% rule
ctions	Multilane Rou	Indabout	Yes	No	Yes	Yes	No	No	No	Does not meet 90% rule
Unsignalized Intersections	RCUT (stop c	ontrol)	Yes	Yes	No	Yes	No	Yes	No	No feasible U-Turn location
ed Ini	RIRO w/down	n stream U-Turn	Yes	Yes	No	Yes	No	Yes	No	No feasible U-Turn location
gnaliz	High-T (unsig	nalized)	No	No	No	No	No	No	No	Not a T-intersection
Unsi	Offset-T Inters	sections	No	Yes	No	Yes	No	No	No	Not a T-intersection
	Diamond Inte	rch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
		rch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A
	Other unsigna	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signal		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential solution to evaluate
	Median U-Tur	m (Indirect Left)	No	No	No	No	No	No	No	No feasible U-Turn location
	RCUT (signal	ized)	No	No	No	No	No	No	No	No feasible U-Turn location
s	Displaced Lef	it Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
Signalized Intersections	Continuous G	reen-T	No	No	No	No	No	No	No	Not a T-intersection
nterse	Jughandle		No	No	No	No	No	No	No	ROW constraints
ized I	Quadrant Roa	adway	No	No	No	No	No	No	No	ROW constraints
ignali	Diamond Inte	rch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diverging Dia	mond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point I	Ū	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A
	Other Signaliz	zed (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL



GDO	T PI#: N/A	F	Reques	st By: GRT/	A DRI Pro	ogram				1						2024 E	EXISTI	NG YE	AR VC	DLUME	S	Λ	
Co	ounty: Fulton			GDOT [)istrict: 7	- Metro	Atlanta	a			<u>AP</u>	PROA	CH SP SR 8:		y Blvd		•	1) [9300]		}			
Maior	Road: SR 8			Road Princ	pal Arter	ial	Speed	35 (mph	1	JΕ	Lower	y Blvd:	35%	Lowery	(0) 0	(91) 20	(253) 144	(147) 111			14/6	
		ion i Dhia	(Limit: Speed			1					SBJE	Peds	¢Å	Û	€¢	Peds ←→	0	(0)	8 SR 8
-	Road: J E Low			Road Class:)r	Limit:	35 1	mph				1182	(28)	34	Ð		Intersection	. ,	Д¢	98	(100)	392 (942) [18600]
	ection: East/We			Type: Urbar	1								1182 (866) [18600]	(686) (152)	1,040 108	₽	Litter	28,300		ф Ф	261 33	(768) (74)	392 (94
Intersection Co	ontrol: Signal (turn lane	s on ma	ainline)		Proje	ect ID:	1313	34008				18600]	(132)	0	v Peds	ф	仓	Ê		Blvd	(74)	.,
Prepare	ed By: Kimley-	Horn & A	\ssociat	tes			Date:	6/17/	/2024				EB SF	28			166	374	101	0	E Lowery E		
Project Pur	rpose: Improve	e intersec	ction de	lay by wide	ning vari	ous apro	oaches	5		1,							(135)	(313)	(83)		ר		
											EB 2%	WB 7%	NB 2%	SB 2%				541 (531) [10100]	BN		
Existing Data Project Opening				2031	OPENI	NG YE/	AR VC	DLUME	S							204	1 DES	SIGN Y	EAR V	OLUM	ES		
Project Opening Project Desigr				/ Blvd	351 (586		-								/ Blvd			2) [15000	-				
Annual Growt	th Rate: 2.0	%		(0) (0)	(105) 23	(312) 200	(169) 128								Lowery	(0) 0	(141)	(413)	(228) 172				
KF	Factor*: 10%	%		J J G Peds	23 ,47	200 -	128	Peds	0	(0)	B SR 8	[SBJEI	U Peds	31 لالې	258 J	₩	Peds	0	(0)	3 SR 8
* K Factor = Pr	•	162	(32)	39 <i>1</i>		ntersection		↓	113	(115)	(1349) [27600]		2097	(43)	53	↓ £		Intersection		م ¢ لمخ	152	(155)	(1726) [35100]
average annua occurring in the	-	<u>1</u> 24 (128	1080) 1	,461 ⇒		ng Volume		¢	579	(1105)	(1349))7 (16;	(1355)	1,877	₽		ing Volume	,	¢	683	(1412)	(1726)
hour of the day	у	(1287) [26500]	175)	124 🔊		39,350		Æ	109	(129)	801 ((1634) [34000]	(236)	167	₽¢		50,750		\¢¤	122	(159)	957 (
			(0)	0 Peds	Ę,	仓	₹ <mark>}</mark>	Peds	Blvd					(0)	0	Peds ↓	¢7	仓	F		Blvd		
LEGEN	<u>D:</u>	EB SR 8			191	457	166	0	E Lowery				EB SF	8 8			257	607	206	0	E Lowery		
	= AM Peak Approa				(155)	(396)	(166)	(0)	ר								(209)	(521)	(199)		ר		
. ,	= PM Peak Approa = ADT Volume (Es		;		5	314 (717)) [13300]	BB								1	070 (929	9) [17400)]	NB		
															_								
Introduction:	In 2005, SAFI prioritize safet SHSP. Inters alternatives, a roughly seven intersection sa the ICE policy defensible ber	ty funding ection Co and furthe aty five pe afety to ac , develop	g investn ontrol Evera ercent o dvance t oed and a	ments. Inter valuation (Id age safety a of all traffic the <i>Toward</i> adopted to	Sections (CE) polici dvancem crashes Zero Dea help ensu	quickly b les and p nents for in Georg ths visio	procedu procedu interse gia occ on embr	a comi ures rep ection ir ur at or aced by	mon co present mprove r adjac / the G	mponent a tracea ments be ent to int eorgia Go	t of mo able ar eyond tersect	ost sta id tran just th ions r's Off	tes' SH Isparer Ne safe Accord ice of H	HSP emp nt proced ety progra dingly, the Highway	hasis a ure to s am. Ap e Georg Safety (reas an streamli proxim gia SHS GOHS)	d HSIP ne the ately or SP inclu . This I0	project evaluati ne-third ides an CE tool v	lists, in on of in of all tra empha was dev	cluding (tersection affic fata sis on e reloped t	Georgia on contr Ilities ar Inhancir Io suppo	's ol nd ng ort	
Tool Goal:	The goal of th quantify inters identifying and	ection co	ntrol imp	provement b	enefits. T	he tool s	support	s the IC	E polic	y and pro	ocedur	es to p	provide	traceabi	lity, tran	sparen	cy, cons	sistency	and acc	countabi	lity whe		
Requirements:	An ICE is requ or encroachme of the Nationa be required, th waiver eligible intersection or required to con	ent permi I Highway ne require and for asign, inve n either 1	it that aff y Systen ment <u>ma</u> instructi olves or 1) a divid	ffects an intern m; or 2) the internation the second second second magnetic second second second second second magnetic second	ersection) ntersectio d based o mit a wai raffic sign ane highv	where: on will be on appro ver requ al timing way with	1) the in e design ppriate en lest to the g and en a clos	ntersect ned or c evidence the Dep quipmen ed med	tion inc construct e prese partmer nt main dian an	ludes at l cted using nted with nt). An IC itenance, d only rig	least o g State a writ CE is n or for ght-in/r	ne roa e or Fe ten req ot req drivev ight-o	adway ederal f quest. juired v vay pe ut acce	designate funding. I (See the when the rmits whe	ed as a n certain " Waive propos ere the o	State R n circun er" tab to ed wor drivewa	oute (S nstance o reviev k does y is not	tate Hig s where criteria not incl a new l	hway S an ICE that ma ude any eg to an	ystem) o would o ay make y change a already	or as par otherwis a project es to the ces to the	t e et e g	
	A complete IC magnitude an appropriate le shaded grey ir	d comple vel of effo	exity of t ort. The	the intersed Stage 1 an	tion. Pric d Stage 2	or to star 2 ICE for	rting an rms are	i ICE, t design	he Dis ied mir	trict Traff	ic Eng quired	jineer data ii	and/or nputs เ	· State T using dro	raffic Ei p-down	ngineer menu	should choices	be cor	sulted f	for advid	ce on a	n	
Screening Decision Record	Stage 1 should as a screening use good eng eliminated with	g effort m ineering hout due	ieant to judgeme conside	eliminate no ent in respo eration, and	on-compe onding to reasons f	the severation of the severati	tions ar ren poli nating o	nd ident cy ques r advan	tify whi stions t icing ar	ch alterna by selecti n alternat	atives ing "Ye ive sho	merit f es" or ould be	urther "No" i e docu	consider n the dro mented i	ations b p-dowr n the "S	ased of boxes creenin	n their p . Altern ig Decis	oractical atives s sion Jus	feasibil should n tification	ity. User lot be su n" colum	s shoul ummaril n.	d y	
Alternative Selection Decision	Stage 2 involve to detailed des stakeholder por alternative eva and ranked, w	sign. Stag osture da aluated, a	ge 2 data ita, form ind a sep	a entry may the basis o parate User	require th f the ICE s Guide h	he use o evaluati as been	of exterr ion.A s i prepar	nal anal separate red to gi	ysis too e "Cost ve guid	ols to dete Est" worl lance on	ermine ksheet Stage	costs tab he 1 and	, opera elps us Stage	ations and sers deve 2 data er	d/or safe lop pre- ntry. On	ety data -plannir ce all da	i that, c ig-level ata is er	ombined cost es ntered, e	d with er timates each alte	nvironme for each ernative i	ental an Stage s score	d 2	
Documentation:	A complete IC supporting cos																				ong wit	h	



GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT	PI#	N/A	Note:	p to 5 alte	rnatives					
Project	t Location:	SR 8 @ J E Lowery Blvd	may be	selected a	ind		/	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~ /	
Existin	g Control:	Signal (turn lanes on mainline)	evaluate	ed; Use thi	s ICE	NIL OC	l' ncein	oriencie	Stic ?	and the second second
Prepar	red by:	Kimley-Horn & Associates	fewer al	ternatives	to a	I LEE TON	orman .	conv bich	10 20.1	of the state state
Date:		6/17/2024	evaluate	in Stage	2 21018	WITT TI CEN POL	C. Salet	and oreset	Habilit, ible d	and the second
con ev Inte	trol type to id valuated in the justification rsection Alter	No" to each policy question for each entify which alternatives should be a Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for on of intersection/interchange type)	000 P	sterane parts	s ICE 5 or 2 of 10 stressor 2 of 10 stressor 5 stressot	A De Call	NO CONTRACTOR	Converses Conves	Solution of the solution of th	And the state of t
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	high
	Conventiona	l (All-Way Stop)	No	Yes	Yes	No	No	No	No	AWS not viable because high traffic of multi-lane highway
	Mini Rounda	bout	No	No	Yes	No	No	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane	Roundabout	No	No	Yes	No	No	No	No	Control not appropriate for high speed multi-lane roadway
tions	Multilane Ro	undabout	Yes	No	Yes	Yes	No	No	No	ROW constraints
Unsignalized Intersections	RCUT (stop	control)	No	Yes	No	No	No	No	No	No feasible U-Turn location
ed Int	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	No feasible U-Turn location
gnaliz	High-T (unsię	gnalized)	No	No	No	No	No	No	No	Not a T-intersection
Unsić	Offset-T Inter	rsections	No	Yes	No	No	No	No	No	Not a T-intersection
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
		erch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
I I	No LT Lane In No RT Lane Ir	•	No	No	No	No	No	No	No	N/A
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signal		Yes	Yes	Yes	No	Yes	Yes	Yes	Existing condition
	Median U-Tu	rn (Indirect Left)	No	No	No	No	No	No	No	No feasible U-Turn location
	RCUT (signa	lized)	No	No	No	No	No	No	No	No feasible U-Turn location
	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
ectior	Continuous (Green-T	No	No	No	No	No	No	No	Not a T-intersection
Signalized Intersections	Jughandle		No	No	No	No	No	No	No	ROW constraints
lized	Quadrant Ro	adway	No	No	No	No	No	No	No	ROW constraints
Signa	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diverging Dia	amond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point	, e	No	No	No	No	No	No	No	Interchange not justified at this location
	Add LT Lanes Add one RT L	on SR 8 ane on J E Lowery Blvd	No	Yes	No	Yes	No	No	Yes	Potential alternative with signficiant ROW constraints
	Other Signali	zed (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDO	T PI#: N/A	Requ	est By: GRTA	DRI Progra	n									2024 I	EXISTI	NG YE	AR VC	DLUME	S	Δ	
0									<u>API</u>	PROA	CH SPI			7	37 (184 <i>°</i>	1) [29400)]	Ĩ			
Co	ounty: Fulton		GDOT DI	strict: 7 - Me	etro Atlant	a					SR 3: SR 8:			(0)	(730)	(1108)	(3)				
Major	Road: SR 3		Road Class:	al Arterial	Speed Limit	35 m	nph						SR 3	0	263	471	3				8 SR 8
Crossing	Road: SR 8		Road Class:	al Arterial	Speed Limit	35 m	iph				13	(365)	817	Peds ↓	2024	₽ ntersection	Daily	Peds ↓ ◆	0	(0) (2)	300]
Major Rd Dire	ection: North/Sout	th Area	a Type: Urban								1336 (933	(5)	0	Ŷ	Enteri	ng Volume	,	¢	0	(6)	1 (15) [300]
Intersection Co	ontrol: Signal (no	turn lanes	on mainline)	F	Project ID:	13134	800				(933) [20800]	(563) (0)	519 0	₽ eds	¢F	39,350 介	ر ک		0	(7)	
Prepare	ed By: Kimley-Ho	rn & Assoc	ciates		Date	6/17/2	2024				EB SR				183	709	1	0	NB SR		
Project Pur	rpose: Improve in		delay by wider Iditional right-ti	-	Lee Hollo	well Park	way	l	PEAK EB	HR % WB	NB	KS: SB			(409)	(728) 93 (1141	(4)	(0) 01			
Existing Data	,		0				•		2%	2%	5%	7%		20/				-			
Project Opening							5							-		-			29		
Project Desigr	n Year: 2041		(0)	011 (2251) [30 (975) (127		_								(0)		7) [4860 (1716)	0] (4)				
Annual Growt	th Rate: 2.0%			467 54		_		\A/E	3 SR 8				ę	(0)	572	730	4			\A/E	8 SR 8
KF	Factor*: 10%		EXS BS Peds	₩ 1		Peds	0	(0)	5 5 6 0				SB SR	Peds	Ą	Û	¢	Peds ←→	0	(0)	5 5K 0
* K Factor = Pr average annua	oportion of	ي مج (592)	1,105	2031 Interse	ction Daily	<u>والم</u>	1	(2)	[300]		2385	(738)	1,432		2041 I	ntersectior	ı Daily	₹ L	1	(3)	[400]
occurring in the	e highest one	(592) (6) (837) (0)	0 ⇒	Entering Vol		¢	0	(7)	1 (17)		5 (180	(8)	0	Ŷ		ng Volume	(est):	Û	0	(9)	1 (23) [400]
hour of the day		(837)	745 🏷	51,4	_	₽	0	(8)			(1808) [38500]	(1062)	953	₽ ₽>		67,200		₽	0	(11)	
		<u>a</u> (0) 3 SR 8	0 Peds	<u>କ</u> ି ପ			3 SR 3				<u>.00</u> EB SR	(0)	0	Peds ←→	Ъ¢	企	ſ		3 SR 3		
LEGEN	<u>D:</u>	SK 0		395 81			B				EB 3N	(0			468	1,098	1	0	BN		
	= AM Peak Approach = PM Peak Approach			(601) (83	6) (5) 1442) [356)	(0)										(1127) 567 (189	(7) 0) [4600	(0)			
()	= ADT Volume (Estim			1210(1442) [550	00]										07 (109	9) [4090	J			
																			· ·		
Introduction:	In 2005, SAFETF prioritize safety fr SHSP. Intersect alternatives, and roughly seventy intersection safet the ICE policy, de	unding inve ion Control further leve five percen y to advanc eveloped ar	stments. Inters Evaluation (IC erage safety ac t of all traffic o the <i>Toward</i> Z and adopted to h	ections quick E) policies a dvancements crashes in G <i>Cero Deaths</i> v elp ensure th	ly became nd proced for inters eorgia occ ision emb	e a comm lures repr ection im cur at or raced by	ion con resent a proven adjace the Geo	nponent a tracea nents be nt to inf orgia Go	t of mo ble an eyond tersect	ost sta id trar just th ions. r's Off	tes' SH sparer ne safe Accord ice of H	HSP emp nt proced ty progr lingly, th Highway	ohasis a dure to am. A le Geor Safety	areas ar streamli oproxim gia SHS (GOHS)	d HSIP ne the ately on SP inclu . This IC	project evaluation le-third ldes an CE tool v	lists, in on of in of all tra empha vas dev	cluding tersection affic fata sis on e reloped t	Georgia on contr alities ar enhancir to suppc	i's rol nd ng ort	
Tool Goal:	defensible benefi The goal of this quantify intersect	ICE tool is t ion control i	to provide a sir improvement be	nplified and enefits. The to	ool suppor	ts the ICE	E policy	and pro	ocedure	es to p	provide	traceab	ility, trai	nsparen	cy, cons	sistency	and acc	countabi	lity whe		
Requirements:	identifying and se An ICE is require	-				•	• •	•						•	•					v	
	or encroachment of the National Hi be required, the r waiver eligible ar intersection desig intersection on e required to const	permit that ighway Syst equirement nd for instru gn, involves ither 1) a d	affects an inter tem; or 2) the in <u>may</u> be waived uctions to subm only routine tra livided, multi-la	section) whe itersection wi l based on ap nit a waiver r affic signal tir ne highway	re: 1) the ll be design propriate equest to ning and e with a clos	intersection ined or concert evidence the Depart equipment sed media	on inclu onstruct presen artment t mainte an and	ides at l ed using ted with). An IC enance, only ric	east o g State a writt E is n or for ght-in/r	ne roa e or Fe ten rec lot rec drivev ight-o	adway o ederal fi quest. quired v vay per ut acce	designat unding. (See the when the rmits wh	ed as a In certa e " Waiv e e propo ere the	State R in circun er" tab te sed wor drivewa	oute (S nstance o review k does y is not	tate Hig s where criteria not incl a new le	hway S an ICE that ma ude any eg to ar	ystem) c would c ay make y chango already	or as par otherwise a project es to the es to the	rt e ct e g	
	A complete ICE magnitude and c appropriate level shaded grey inclu	omplexity of effort. The	of the intersect he Stage 1 and	ion. Prior to Stage 2 ICE	starting a forms are	n ICE, th e designe	e Distri d minii	ct Traff nize rec	ic Eng quired	jineer data i	and/or nputs ເ	State T using dro	raffic E	ngineer n menu	should choices	be con	sulted	for advid	ce on a	n	
Screening Decision	Stage 1 should be as a screening ef use good engine eliminated withou	ffort meant fering judge	to <i>eliminate</i> noi ement in respor	n-competitive	options a seven pol	ind identif licy quest	y whick ions by	n alterna v selecti	atives r ng "Ye	merit f es" or	urther "No" in	consider n the dr	rations I op-dow	based o n boxes	n their p . Altern	oractical atives s	feasibil hould n	ity. Usei iot be si	rs shoul ummaril	d	
Alternative Selection Decision	Stage 2 involves to detailed design stakeholder postu alternative evalua and ranked, with	n. Stage 2 d ure data, for ated, and a s	lata entry may r rm the basis of separate Users	equire the us the ICE eval Guide has b	e of exter uation. A een prepa	nal analy separate red to giv	sis tool "CostE e guida	s to dete st" worl nce on	ermine ksheet Stage	costs tab h 1 and	, opera elps us Stage	ations an ers deve 2 data e	id/or sat elop pre ntry. Or	ety data -plannir ice all da	i that, co ig-level ata is en	ombined cost est itered, e	l with er imates ach alte	nvironme for each ernative	ental and Stage 2 is scored	d 2	
Documentation:	A complete ICE of supporting costin																		ong wit	h	



GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT	PI#	N/A	Noto	n to E alto	rpativas					ICE Version 2.3 Revised 10/23/2023
	t Location:	SR 3 @ SR 8		p to 5 alte selected a	and		/	/ 0.	/	
Existin	g Control:	Signal (no turn lanes on mainline)	evaluate	ed; Use thi	ICE	1	l reell	crience	1. 1110 C	ine ine
Prepa	red by:	Kimley-Horn & Associates	Stage 1 fewer al	to screen ternatives	5 or	Les top	omat	converticity.	NO HON	of the ret. in steriou
Date:		6/17/2024	evaluate	e in Stage	2 01018	MIT IT OF	C. calety	and ness	Madille jole of	
cor ev Inte	trol type to id valuated in the justification rsection Alte	No" to each policy question for each entify which alternatives should be a Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for on of intersection/interchange type)	000	selected a ed; Use thi to screen ternatives in Stage	Mental Construction	Cheron Contraction of the contra	A BERT AND A CONTRACT OF A CON	Solution Sol	at the set of the set	And the steel of the steel at the steel at the steel of t
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	Traffic on Northside Drive is too high
	Conventiona	l (All-Way Stop)	No	Yes	Yes	No	No	No	No	AWS not viable because high traffic of multi-lane highway
	Mini Rounda	bout	No	No	Yes	No	No	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane	Roundabout	No	No	Yes	No	No	No	No	Control not appropriate for high speed multi-lane roadway
tions	Multilane Ro	undabout	Yes	No	Yes	No	No	No	No	ROW constraints
Unsignalized Intersections	RCUT (stop	control)	No	No	No	No	No	No	No	No feasible U-Turn location
ed Int	RIRO w/dow	n stream U-Turn	No	Yes	No	No	No	No	No	No feasible U-Turn location
gnaliz	High-T (unsię	gnalized)	No	No	No	No	No	No	No	Not a T-intersection
Unsiç	Offset-T Inter	rsections	No	Yes	No	No	No	No	No	Not a T-intersection
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
		erch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane In No RT Lane Ir	•	No	No	No	No	No	No	No	N/A
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signal	l	Yes	No	No	No	Yes	Yes	Yes	Existing condition
	Median U-Tu	ırn (Indirect Left)	No	No	No	No	No	No	No	No feasible U-Turn location
	RCUT (signa	lized)	No	No	No	No	No	No	No	No feasible U-Turn location
S	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
ection	Continuous (Green-T	No	No	No	No	No	No	No	Not a T-intersection
Signalized Intersections	Jughandle		No	No	No	No	No	No	No	ROW constraints
ized I	Quadrant Ro	adway	No	No	No	No	No	No	No	ROW constraints
ignal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
0)	Diverging Dia	amond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point	5	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane In Add one RT L		Yes	No	No	Yes	Yes	Yes	Yes	Feasible alternative for Stage 2
	Other Signali	ized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record