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.

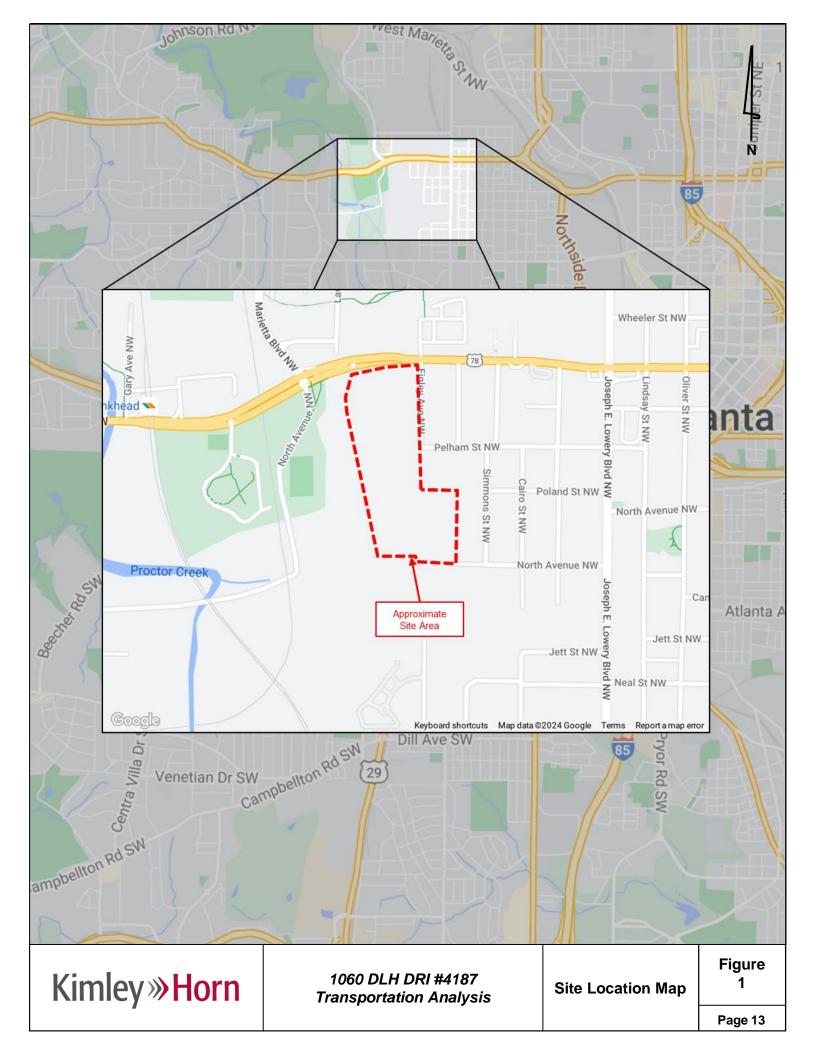
The site was previously reviewed as the *1060 Hollowell DRI #2815* in May 2018. The project analyzed 700 multifamily residential units, 150 hotel rooms, 385,000 SF of office space, and 120,000 SF restaurant and retail space. The 1060 Hollowell DRI #2815 development studied one driveway along Donald Lee 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**.

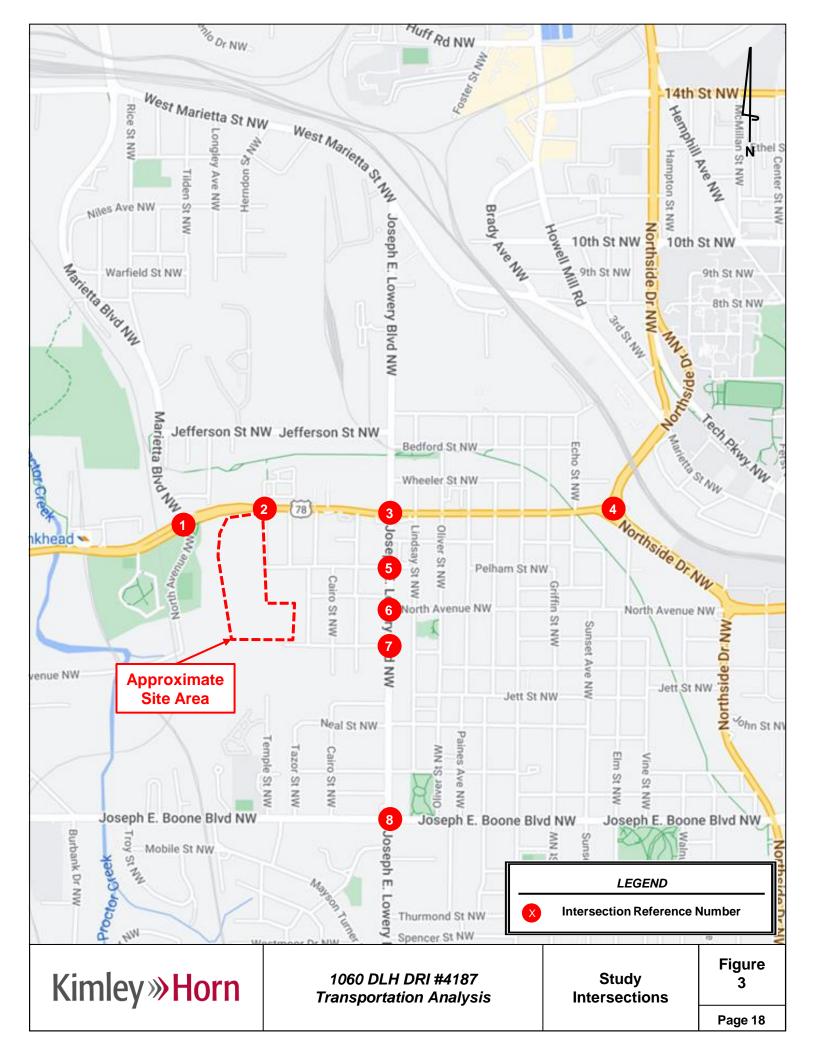
| | Table 4: Intersection | on Control Summary | |
|----|--|----------------------|---------------------|
| | Intersection | Jurisdiction | Control |
| 1. | Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) | City of Atlanta/GDOT | Signalized |
| 2. | Donald Lee Hollowell Parkway/SR 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**.

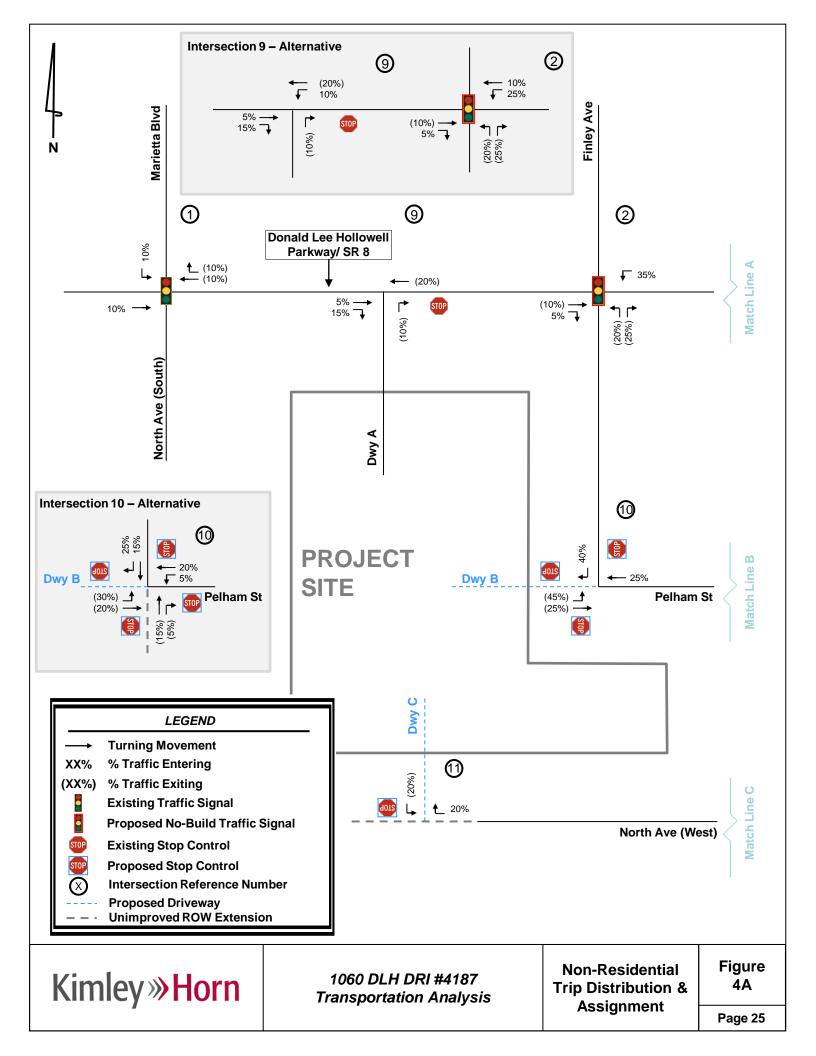
Detailed intersection volume worksheets are provided in Appendix C.

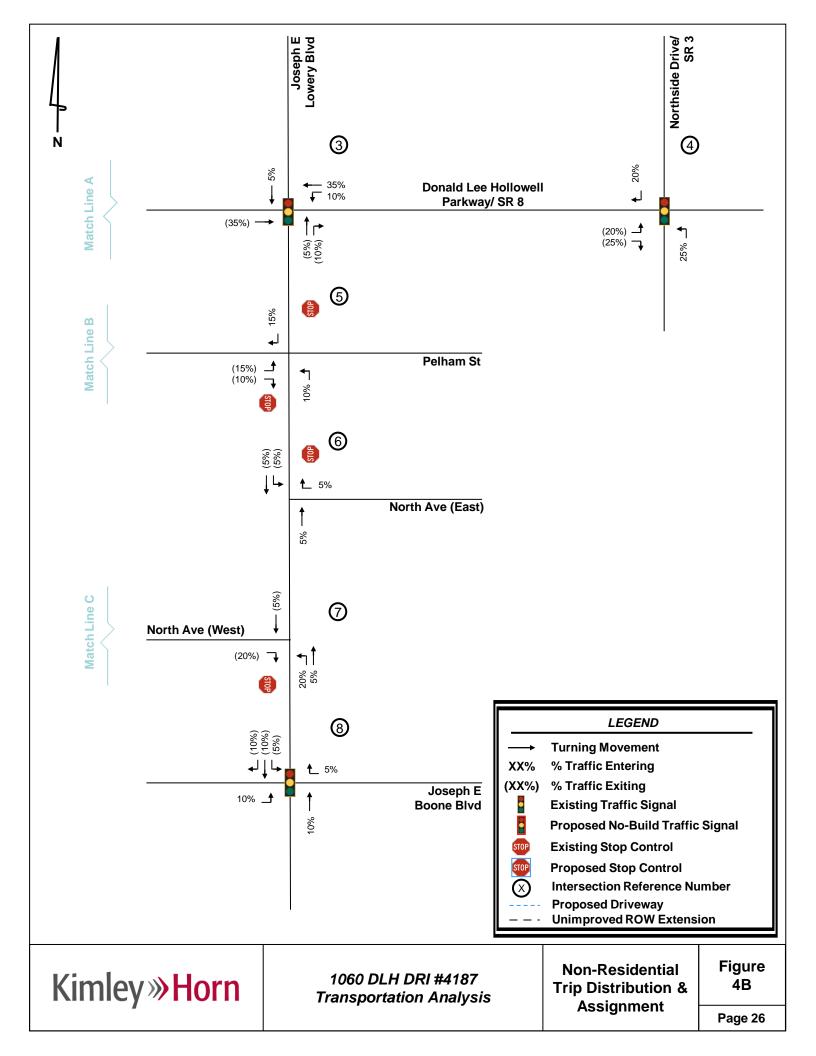
5.0 TRAFFIC ANALYSIS

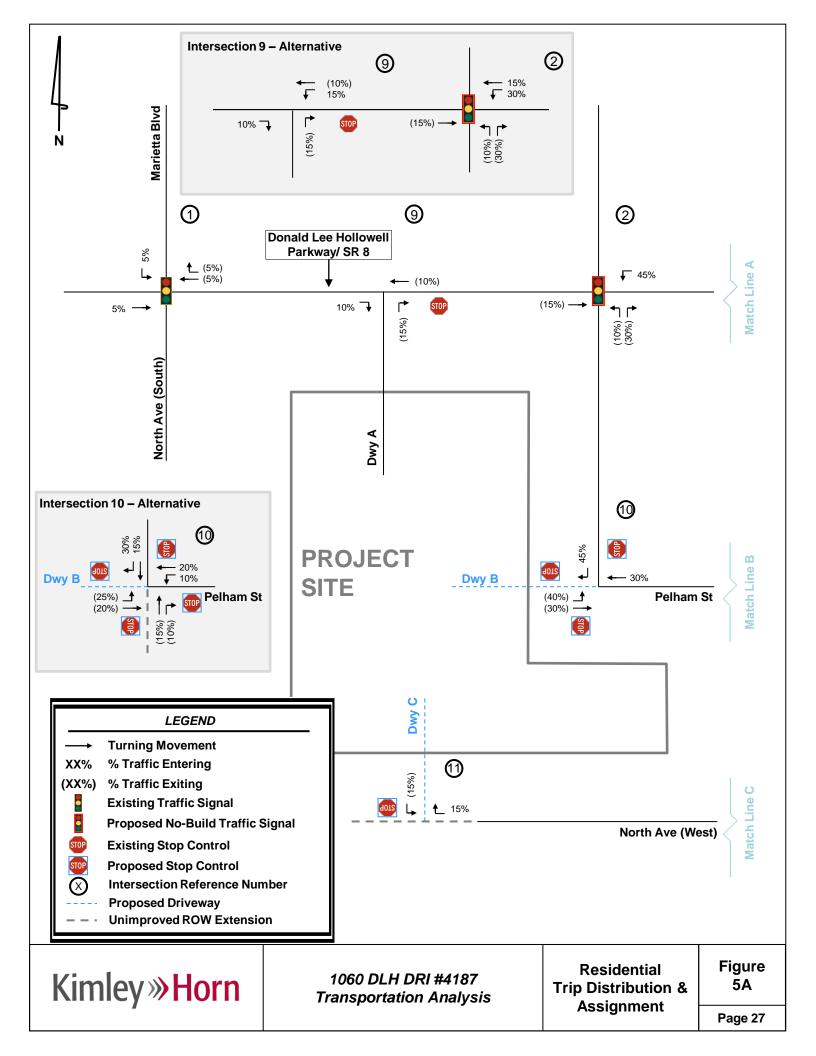
Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2024 conditions, 2031 No-Build conditions, and 2031 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

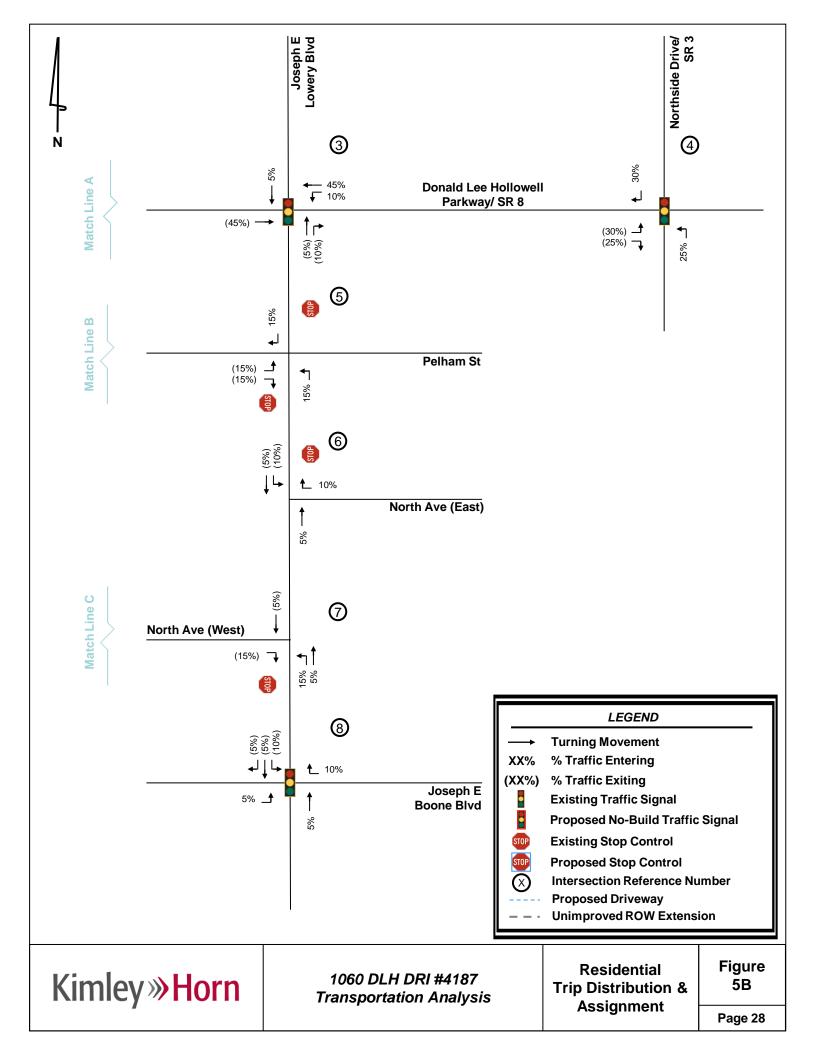
These analyses included existing roadway laneage for each of the scenarios because no programmed roadway geometry changes were identified that would be installed prior to the 2031 build out of the development. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 7** for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

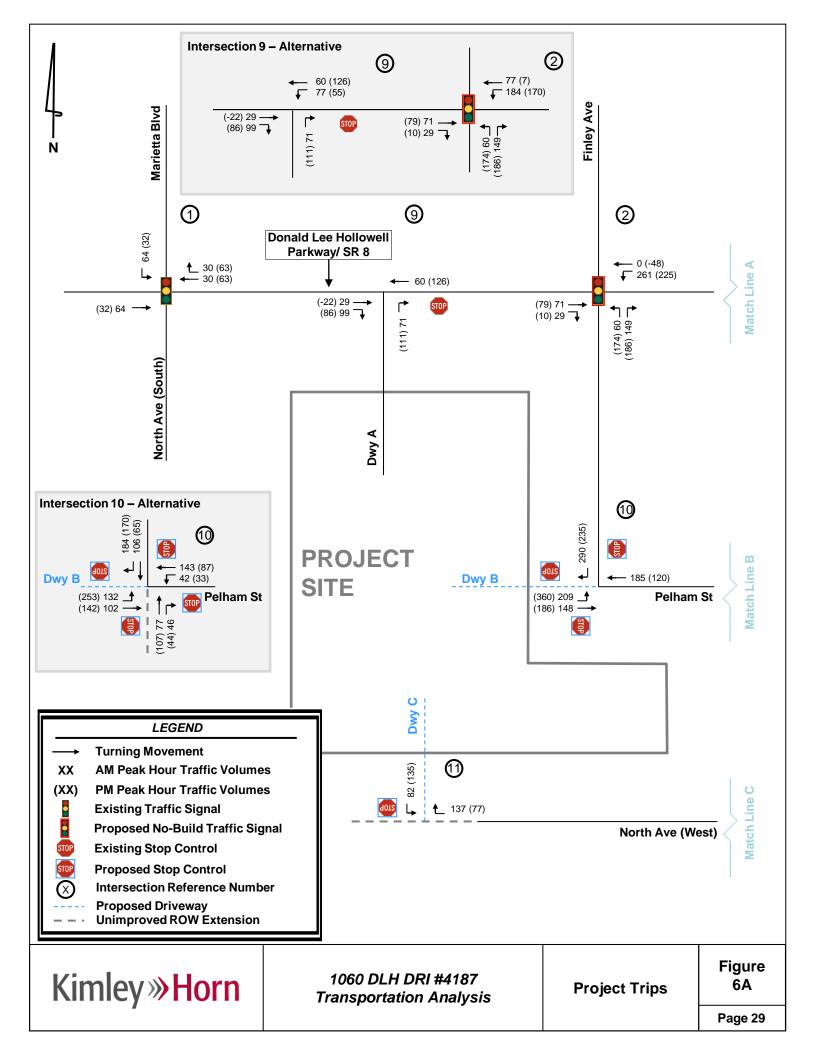
Sections 5.1 – 5.11 provide the results of the capacity analyses are presented for each study intersection and site driveway including projected LOS, delay, and queue lengths.

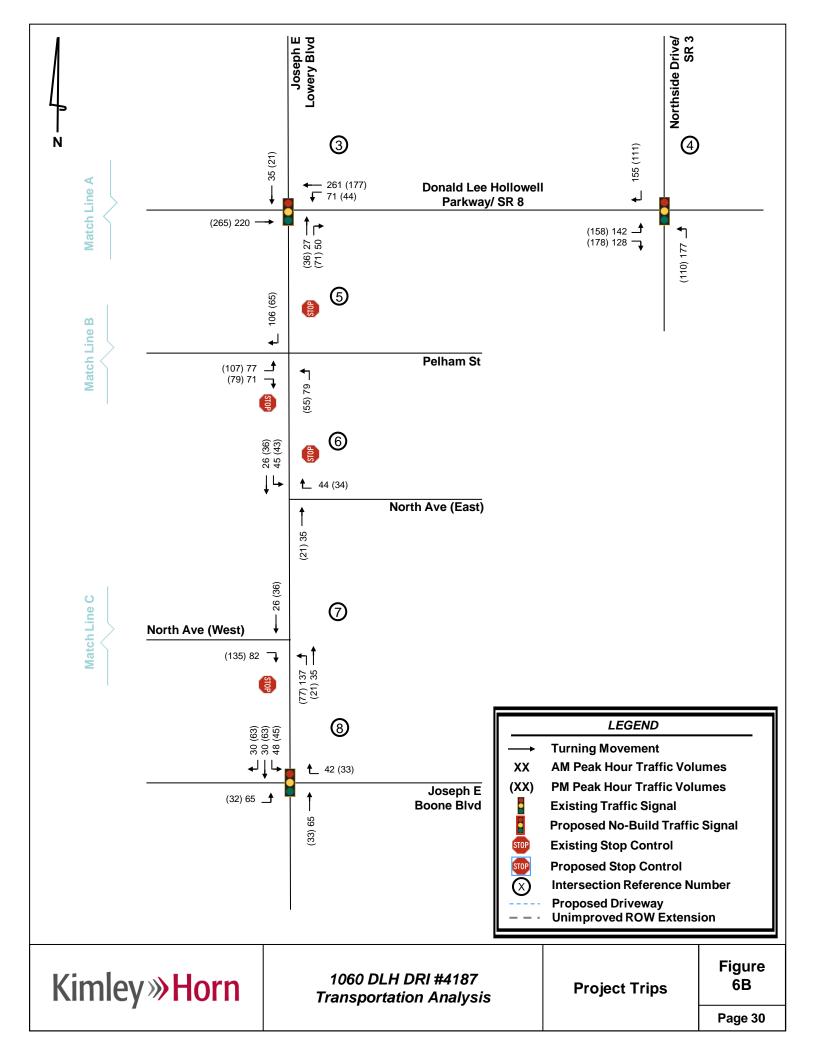












5.1 Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

| | | 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.

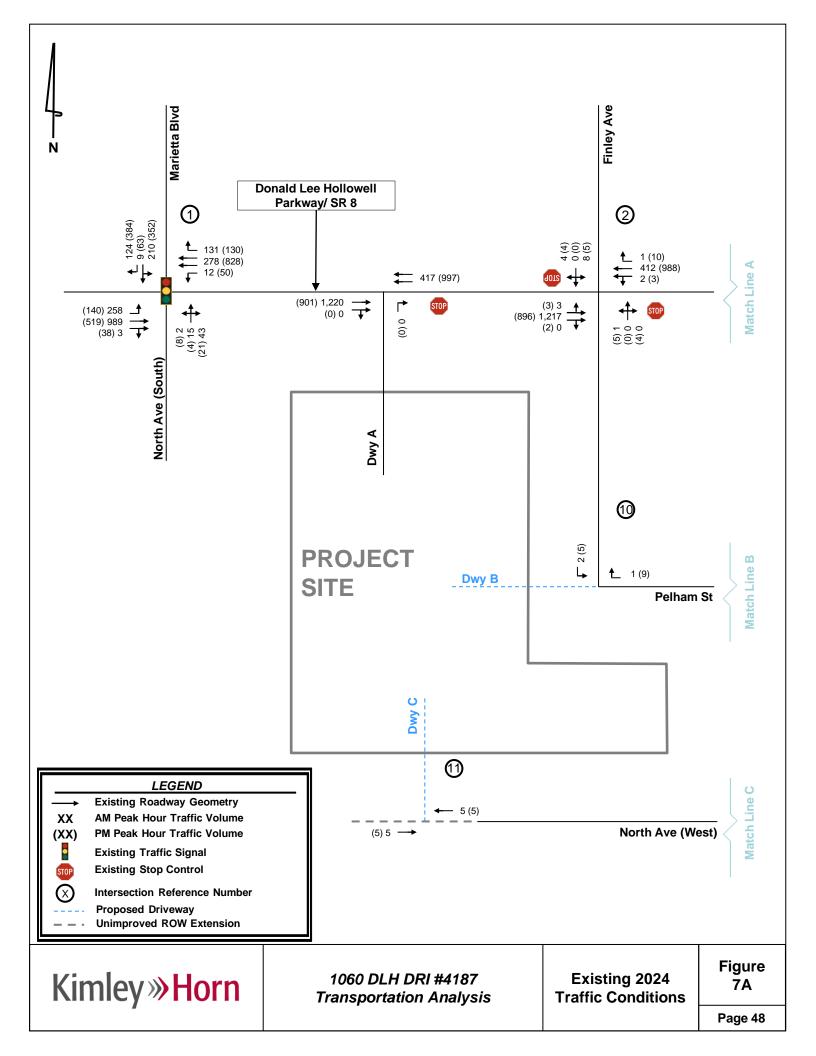
The recommended lane configuration for Site Driveway B is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements for each alternative are shown in **Figure 9**.

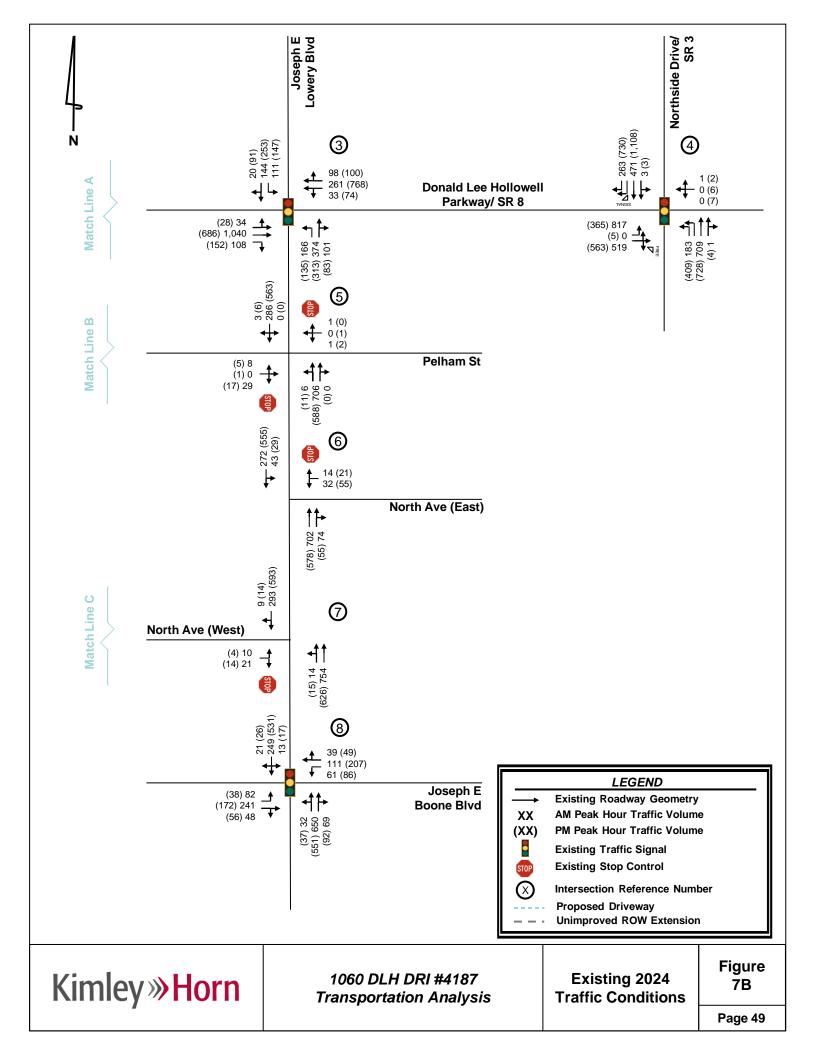
5.11 North Avenue (West) at Site Driveway C (Intersection 11)

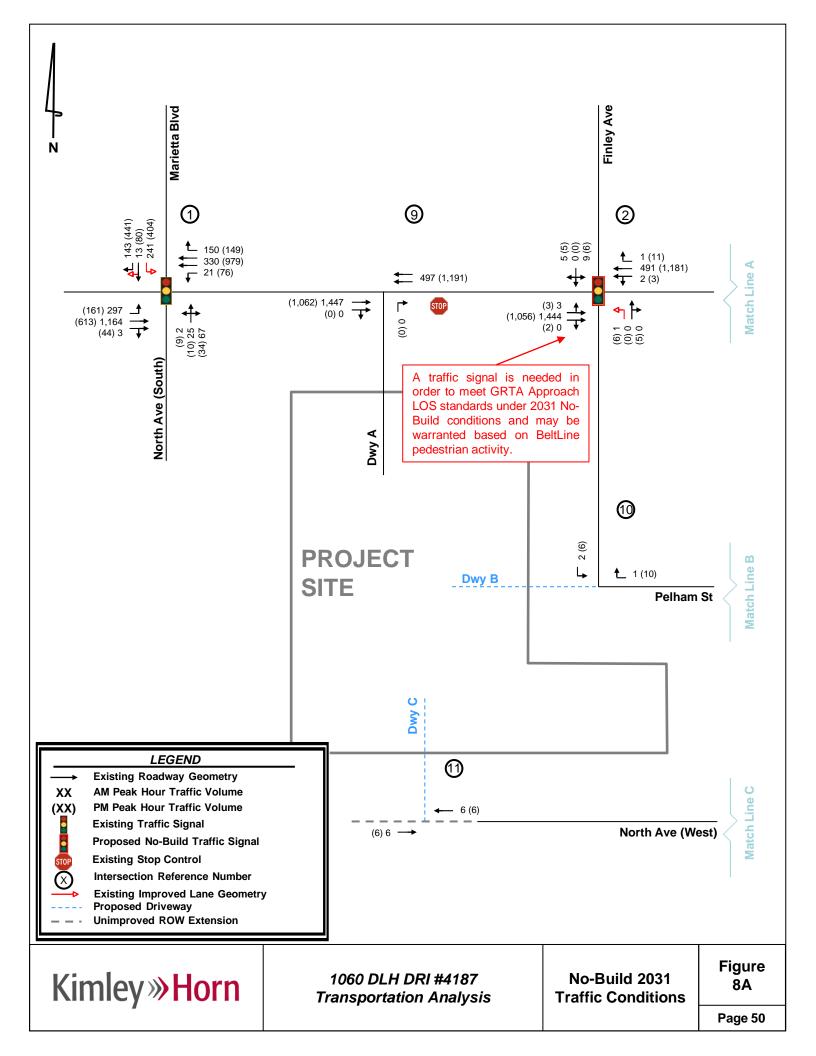
| | |)S Standard: D OS Standard: D | | | | | Drivewa | | | rth Aver (West) | | | rth Aver (West) | |
|--------------------|----|----------------------------------|---|---|---|---|---------|----|-----|--------------------|----|----|--------------------|----|
| | | | | | 1 | S | outhbou | na | E | astboun | 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 | |

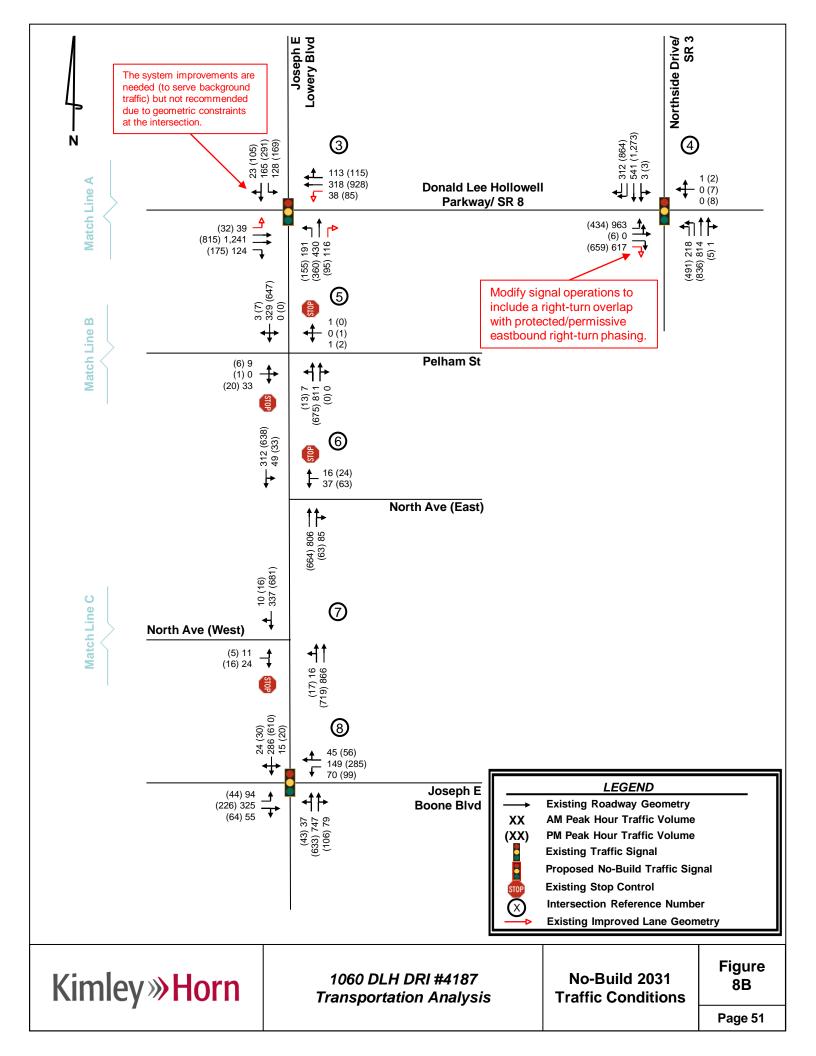
The proposed side-street stop-controlled driveway at the intersection of North Avenue (West) at Site Driveway C (Intersection 11) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak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

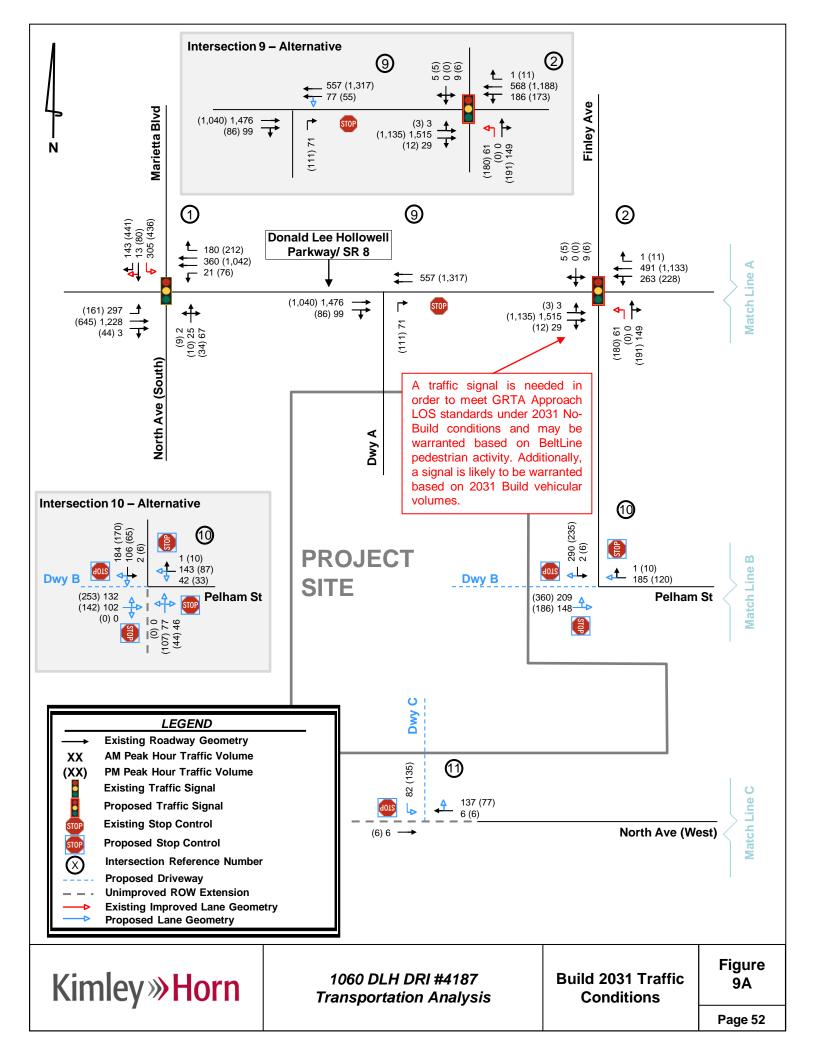
The recommended lane configuration for Site Driveway C is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 9**.

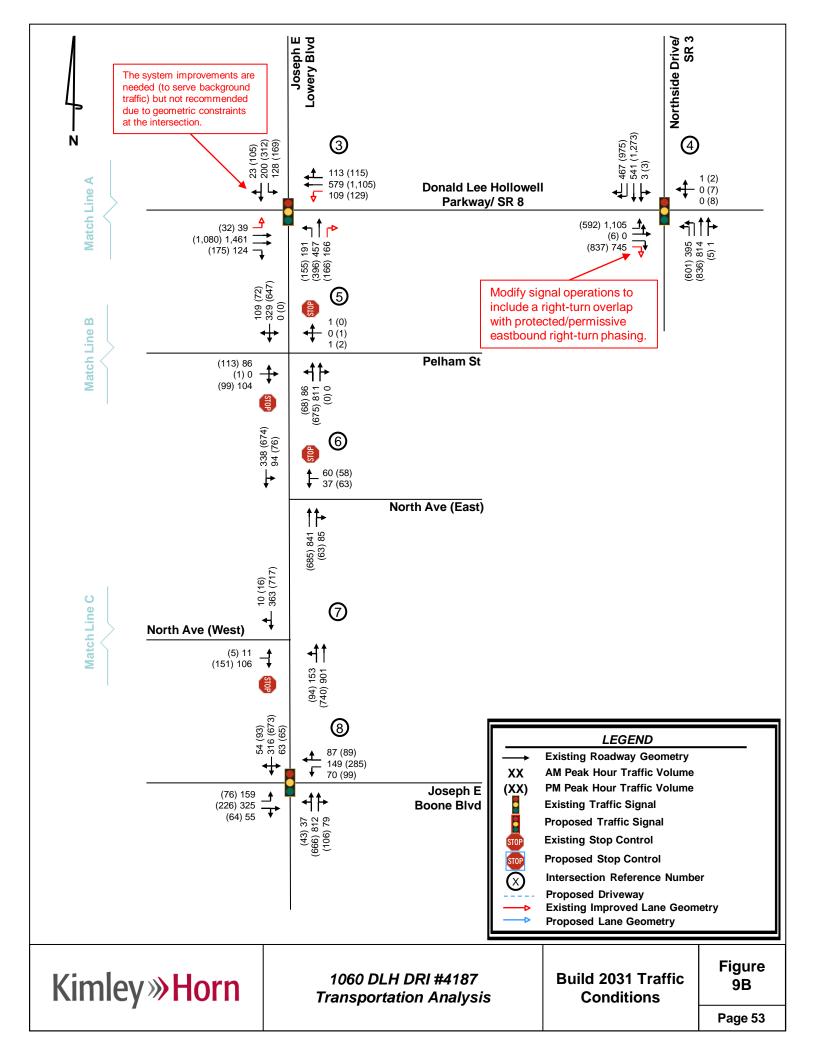




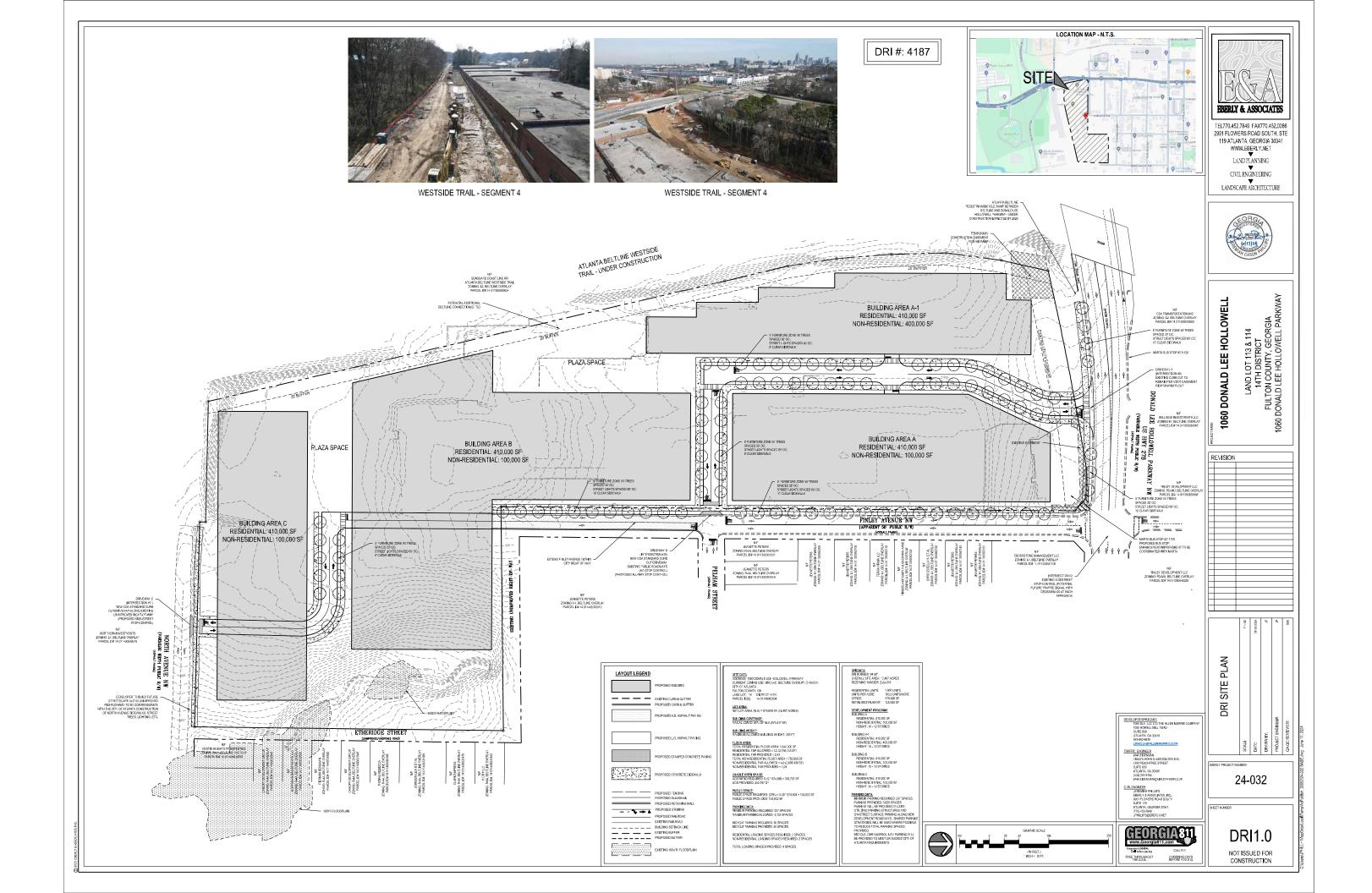


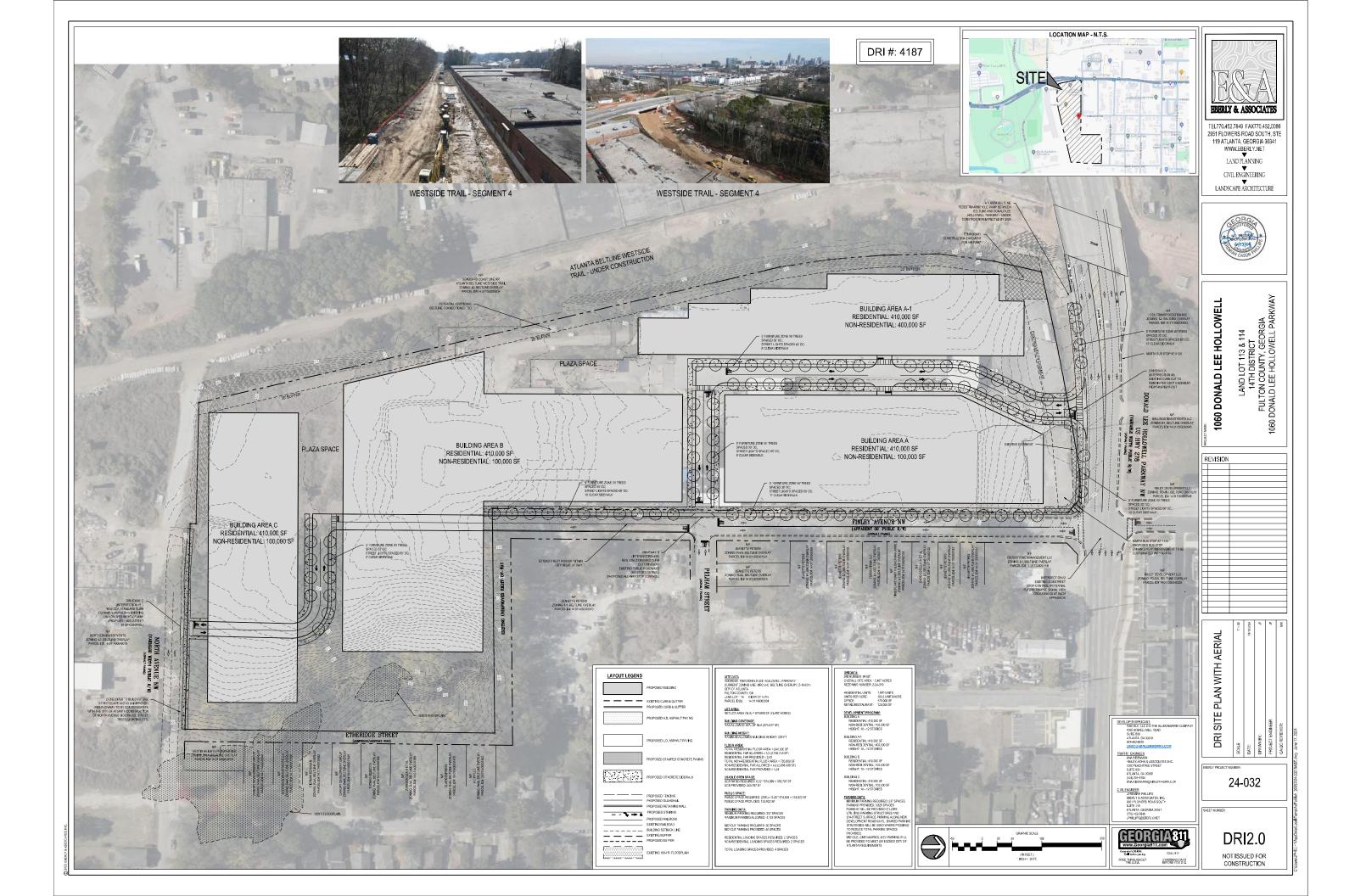






Proposed Site Plan





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 |
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| 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 |
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| 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 |
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| 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 2031 No-Build Heavy Vehicle % Trip Distribution IN Trip Distribution NI Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips | 0 0 2% 0.98 0 2.0% 1.15 0 0 0 0 0 2% | North Left 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 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 4 0 2% 0.98 2 2 0 0 2 2% 0.98 2 0 0 2% 0 5% 4 | U-Turn 0 2% 0.98 0 2.0% 1.15 0 0 0 0 2% | West Left 3 4 0 2% 0.98 3 3 2.0% 1.15 0 0 3 3 % 1.00 69 25% 21 | Lbound Through 988 0 30 33% 0.988 0 988 2.0% 1.15 1.47 46 46 1.181 3% 334 15% 10% 8 8 | Right 10 7 0.98 10 2.0% 1.15 1 1 0 11 2% |
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| 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% |
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| 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% |
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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 |
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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 |
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| 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 - |
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| 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 |
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| 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 |
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| Court Balancing Pedestrians Vendestrians Heavy Vehicles Heavy Vehicles % Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Rate Growth Rate 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 N Trip Distribution N Trip Distribution UT Balancing Adjustment Residential Trips Trip Distribution IN | 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 2.0% 1.15 0 0 0 0 2% (15%) 24 | 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% | Lbound Through 997 997 31 33 331 3% 0.98 997 2.0% 1.15 148 46 1.19 46 1.19 3% 3% 3% 1.15 148 46 1.19 16 16 1.15 | Right 2% 0.98 0 20% 1.15 0 0 2% |
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| 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 |
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| 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 |
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| 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 |
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| Count Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Count Growth Count Growth Growth Growth Growth Trip Distribution NT Trip Distribution OUT Balancing Adjustment Chile Frips Trip Distribution NT Trip Distribution NT Trip Distribution OUT Balancing Adjustment Chile Frips | 2% 0.98 0 2.0% 1.15 0 0 2% | Left 2% 2% 0.98 0 0 1.15 0 0 2% 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 | 2% 0.98 0 1.15 0 0 2% 0 0 0 | U-Turn 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 | Finley South Left 5 5 2% 0.98 5 2.0% 1.15 1 0 6 2% 0 0 | bound Through 2% 0.98 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.98 0 1.15 0 0 0 2% 45% 45% 102 40% | 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 | Site Dri East Left 2% 0.98 0 2.0% 1.15 0 2.0% 1.15 0 0 2% 6 4 (40%) 64 (45%) 198 | Dound Through 2% 0.98 0 2.0% 1.15 0 0 2.0% (30%) 48 (25%) 110 (25%) | 2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 | 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 0 0 | West Left 2% 0.98 0 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 | Zm 2% 2% 0.98 0 2% 0 2% 0 2% 30% -1.00 67 25% 21 25% | 9 0 2% 0.98 9 2.0% 1.15 1.15 1.15 0 10 2% 0 0 |
| Count 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-B | 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 | Left 2% 0,98 0 0 1.15 0 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 | Through 2% 0,98 0 2.0% 1.15 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 | U-Turn | Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 2% 0 0 | bound 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 2.0% 1.15 0 0 0 2% 45% 40% 33 40% 52 | 2% 0.98 0 2.0% 1.15 0 2% 0 0 0 0 0 | Site Dri East Left 2% 0.98 0 2.0% 1.15 0 2.0% 1.15 0 0 2% (40%) 64 (45%) 198 (45%) 50 | Dound Through 2% 0.98 0 2% 0 2.0% 1.15 0 0 0 2% (30%) 48 (25%) 110 (25%) 28 | 2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 | 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 | West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | Z% 2% 0.98 0 2% 0.98 0 2 2% 0.98 0 2% 30% -1.00 67 25% 21 25% 32 | 9 0 2% 0.98 9 2.0% 1.15 1.15 1.15 0 10 2% 0 0 |
| Count Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles % Pedestrians State Statistical 2024 Volumes Statistical 2024 Volumes Statistical 2024 Volumes Conflicting Pedestrians Pedestrians 2023 No-Build Traffic 2023 No-Build Heavy Vehicle % 2023 No-Build No-Duild No- | 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 | Left 2% 0,98 0 0 1.15 0 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 | Through 2% 0,98 0 2.0% 1.15 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 | U-Turn | Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 2% 0 0 | bound 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 0 2% 45% 45% 40% 52 187 | 2% 0.98 0 2.0% 1.15 0 2% 0 0 0 0 0 | Site Dri East Left 2% 0.98 0 2.0% 1.15 0 2.0% 1.15 0 0 2% (40%) 64 (45%) 198 (45%) 50 | Dound Through 2% 0.98 0 2% 0 2.0% 1.15 0 0 0 2% (30%) 48 (25%) 110 (25%) 28 | 2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 | 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 | West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | Z% 2% 0.98 0 2% 0.98 0 2 2% 0.98 0 2% 30% -1.00 67 25% 21 25% 32 | 9 0 2% 0.98 9 2.0% 1.15 1.15 1.15 0 10 2% 0 0 |
| Count Balancing 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 Chappel Road DRI Total Approved Development Trips 2031 No-Build Fraffic 2031 No-Build Traffic 2031 No-Build Straffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Straffic 2031 No-Build Straffic 2031 No-Build Straffic 2031 No-Build Traffic 2031 No-Build Straffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Straffic 2031 No-Build Straffic 2031 No-Build Straffic 2031 No-Build Traffic 2031 No-Build Straffic 2031 No-Build Straffic 2031 No-Build Straffic 2031 No-Build Traffic 2031 No-Buil | 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 | Left 2% 0,98 0 0 1.15 0 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 | Through 2% 0,98 0 2.0% 1.15 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 | U-Turn | Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 2% 0 0 | bound 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 2.0% 1.15 0 0 0 2% 45% 40% 33 40% 52 | 2% 0.98 0 2.0% 1.15 0 2% 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 | Dound Through 2% 0.98 0 2% 0 2.0% 1.15 0 0 0 2% (30%) 48 (25%) 110 (25%) 28 | 2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 | 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 | West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | Z% 2% 0.98 0 2 0.98 0 2 2% 0.98 0 2% 30% -1.00 67 25% 21 25% 32 | 9 0 2% 0.98 9 2.0% 1.15 1.15 1.15 0 10 2% 0 0 |
| Court Balancing Pedestrians Pedestrians Conflicting Pedestrians Conflicting Pedestrians Neavy Vehicles Neavy Vehicles Meavy Vehicles % Peak Hour Factor Existing 2024 Volumes Conflicting Pedestrians Pedestrians Control Pedestrians Pede | 2% 0.98 0 2.0% 1.15 0 0 2% 0 0 0 | Left 2% 0,98 0 0 1.15 0 0 0 0 0 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 0 0 0 0 2% 0 0 0 0 0 0 0 | U-Turn | Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 2% 0 0 | bound 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 0 2% 45% 45% 40% 52 187 | 2% 0.98 0 2.0% 1.15 0 2% 0 0 0 0 0 | Site Dri East Left 2% 0.98 0 2.0% 1.15 0 2.0% 1.15 0 0 2% (40%) 64 (45%) 198 (45%) 50 | Dound Through 2% 0.98 0 2% 0 2.0% 1.15 0 0 0 2% (30%) 48 (25%) 110 (25%) 28 | 2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 | 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 | West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | Z% 2% 0.98 0 2 0.98 0 2 2% 0.98 0 2% 30% -1.00 67 25% 21 25% 32 | 9 0 2% 0.98 9 2.0% 1.15 1.15 1.15 0 10 2% 0 0 |
| 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 2.0% 1.15 0 0 2% 0 0 0 | Left 2% 0,98 0 0 1.15 0 0 0 0 0 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 0 0 0 0 2% 0 0 0 0 0 0 0 | U-Turn | Finley South Left 5 0 2% 0.98 5 2.0% 1.15 1 1 0 6 2% 0 0 | bound 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 0 2% 45% 45% 40% 52 187 | 2% 0.98 0 2.0% 1.15 0 2% 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 | Dound Through 2% 0.98 0 2% 0 2.0% 1.15 0 0 0 2% (30%) 48 (25%) 110 (25%) 28 | 2% 0.98 0 0 0 0 0 2% 0 0 0 0 0 0 0 | 2% 0.98 0 1.15 0 0 0 2% 0 0 0 0 0 | West Left 2% 0.98 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | Z% 2% 0.98 0 2 0.98 0 2 2% 0.98 0 2% 30% -1.00 67 25% 21 25% 32 | 9 0 2% 0.98 9 2.0% 1.15 1.15 1.15 0 10 2% 0 0 |
| Count Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Heavy Vehicles % Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappel Road DR 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 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 |
| 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 |
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| 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 |
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| 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% |
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| 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 |
| · · · · · · · · · · · · · · · · · · · | | , v | . ~ | . ~ | | | | | | ~ | | | | | | |
| 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% |
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| Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Peak Hour Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Background Growth Trips Chappell Read DBI Total Approved Development Trips 2031 No-Build Traffic 2031 No-Build Traffic 2031 No-Build Factor Existent 2024 Vehicles Trip Distribution NU Trip Set Trips Total Prinary Site Trips | 2% 0.97 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 | Left 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 2% 2% 0.97 0 2.0% 1.15 0 0 2.0% 0.0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 | U-Turn 2% 0.97 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 | Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 2% (15%) 24 (20%) 100 89 (20%) (20%) 22 135 | bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 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 | North, East Left 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 | Avenue oound Through 5 2% 0.97 5 2.0% 1.15 1 1 0 6 2% 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 | West Left 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 | Ubound Through 5 2% 0.97 5 2.0% 1.15 1 1 0 0 6 2% 0.97 0.0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 20% 1.15 0 0 0 2% 2% 34 20% 15% 17 20% 26 77 |
| Court Balancing Pedestrians Conflicting Pedestrians Conflicting Pedestrians Veavy Vehicles Veavy Vehicles Veavy Vehicles Peak Hoar Factor Background Crowth Trips Chappel Read DBI DB Stribution Fractor Background Crowth Trips Conflicting 2024 Volumes Conflicting 2024 C | 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 | Left 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 0 0 0 0 | Through 2% 0,97 0 2.0% 1.15 0 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 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 | U-Turn 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 0 0 0 | Site Dri South Left 2% 0.97 0 1.15 0 - - - - - - - - - - - - - - - - - - | bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 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 | 2% 0.97 0 2.0% 1.15 0 0 2% 2% 0 0 0 0 0 | North East Left 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 | Avenue ound Through 5 2% 0.97 5 2.0% 1.15 1 1.15 1 0 6 2% 0 0 0 | 2% 0.97 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | West Left 2% 0.97 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0 0 0 | Ubound Through 5 2% 0.97 5 2.0% 1.1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 1.15 0 20% 2% 15% 15% 15% 20% 20% 20% 20% 20% 0 |
| Court Balancing Pedestrians Conflicting Pedestrians Co | 2% 0.97 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 | Left 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 0 0 0 0 | Through 2% 2% 0.97 0 2.0% 1.15 0 0 2.0% 0.0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 | U-Turn 2% 0.97 0 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 0 | Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 2% (15%) 24 (20%) 100 89 (20%) (20%) 22 135 | bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 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 | North, East Left 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 | Avenue oound Through 5 2% 0.97 5 2.0% 1.15 1 1 0 6 2% 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 0 0 0 0 0 0 0 0 0 0 | West Left 2% 0.97 0 2.0% 1.15 0 0 0 2% 0 0 0 0 0 0 0 | Ubound Through 5 2% 0.97 5 2.0% 1.15 1 1 0 0 6 2% 0.97 0.0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 20% 1.15 0 0 0 2% 2% 34 20% 15% 17 20% 26 77 |
| Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Heavy Vehicles Peak Hoar Factor Existing 2024 Volumes Annual Growth Rate Growth Factor Exactored Growth Trips Chappell Road DRI Cha | 2% 0.97 0 0 0 0 0 2% 0 0 0 0 0 0 0 0 | Left 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 0 0 0 0 | Through 2% 0,97 0 2.0% 1.15 0 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 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 | U-Turn 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 0 0 0 | Site Dri South Left 2% 0.97 0 2.0% 1.15 0 0 2% 0 2.0% 1.15 0 0 0 2% 24 (20%) 22 (20%) 22 1.35 | bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 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 | 2% 0.97 0 2.0% 1.15 0 0 2% 2% 0 0 0 0 0 | North East Left 2% 0.97 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 | Avenue sound Through 5 2% 0.97 5 2.0% 1.15 1 0 6 6 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 0 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 2.0% 1.15 0 0 0 0 2% 0 0 0 0 0 0 | West Left 2% 0.97 0 2.0% 1.15 0 0 2% 0 2% 0 0 0 0 0 0 0 0 | Ubound Through S 1 2% 0.97 5 2.0% 1.1 1 1 0 6 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 | 2% 0.97 0 1.15 0 20% 2% 2% 2% 15% 15% 15% 20% 20% 20% 20% 0 |
| Court Balancing Pedestrians Conflicting Pedestrians Heavy Vehicles Heavy Vehicles Heavy Vehicles Annual Growth Rate Growth Rate Growth Rate Growth Rate Growth Rate Crowth Rate Datadput Pedestrians Chappell Road Dél Chappell Road Dél Chappell Road Dél Chappell Road Dél Heavy Vehicle % Trip Distribution N Trip Distribution NU Trip Distribution NU Trip Distribution N Trip Distribution REDUCTION Pass-By Distribution N Pass-By Distribution Pass-By Distribution Distribution D Pass-By Distribution D Pass-By Distribution D Pass-By Distribution D Pass-By Distribution D Pass | 2% 0.97 0 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 | Left 2% 0,97 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% 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 | 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | U-Turn 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 0 0 0 | Site Dri South Left 2% 0.97 0 1.15 0 - - - - - - - - - - - - - - - - - - | bound Through 2% 0.97 0 2.0% 1.15 0 0 0 0 0 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 | 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 0 0 0 | North, East Left 2% 0.97 0 1.15 0 2.0% 1.15 0 0 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Avenue ound Through 5 2% 0.97 5 2.0% 1.15 1 1.15 1 0 6 2% 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 | 2% 0.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | West Left 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 | Ubound Through 5 2% 0.97 5 2.0% 1.1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 2% 0.97 0 20% 1.15 0 0 0 2% 2% 34 20% 20% 20% 20% 277 77 |

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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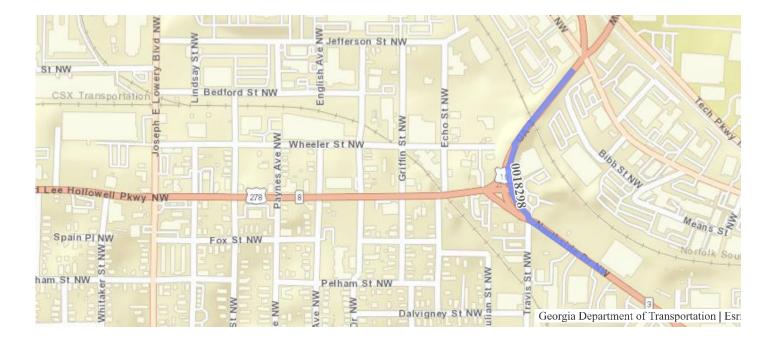
D Blog News Contact Us

| 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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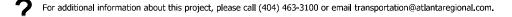
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| \T-003G | 2050 MTP PROJECT FACT SHE | ET |
|----------------------|--|--|
| Short Title | SR 3/US 41 (NORTHSIDE DRIVE) AT SR 8 (DONALD LEE HOLLOWELL PARKWAY) | ar St NW |
| GDOT Project No. | 0018298 | er St.NW Bibb St.Am |
| Federal ID No. | N/A | |
| 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

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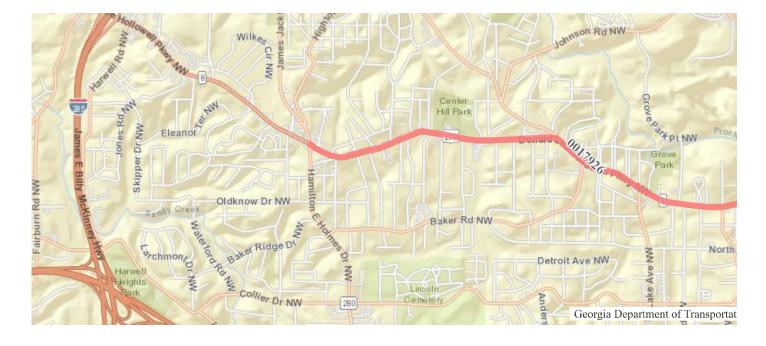
SR 8/US 278 FROM SR 280 TO CS 6701/STIFF STREET

| 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

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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 | |
|--------|--|
|--------|--|

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.



Georgia Department of Transportation

Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 (404) 631-1990 Main Office Contact Us Employment Privacy Policy

| 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

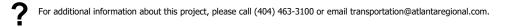
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

| 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 | |
| Maior | Road: SR 8 | | | Road P | Principal | Arteria | al | Speed | 35 | mph | 1 | Fi | inley A | venue: | : 1% | | ley Ave | (0) 0 | (4) | (0) 0 | (5) 8 | - | | 14/6 | 3 SR 8 |
| | |). | | Class: | | | <u> </u> | Limit: Speed | | mph | - | | | | | | SB Finley | Peds | ¢₽ | Û | \$ | Peds ←→ | 0 | (0) | |
| - | Road: Finley A | | | Class: | | | | Limit: | < 30 | mpn | | | | 1220 | (3 | <u> </u> | 3 | | | Intersection | | ↑ ₽¢ | 1 | (10) | 415 (1001) [19100] |
| | | | | Type: U | Jrban | | | 1 | | | - | | | 1220 (901) [19000] | (89 | - | 217 0 | לץ ל¢ | | 19,200 | | Ф | 412 2 | (988) (3) | 415 (10 |
| Intersection Co | ontrol: Conven | ntional (N | /linor St | iop) | | | Proje | ect ID: | | 34008 | | | | | (0 |) | 0 | Peds ←→ | Ś | ① | Ŕ | Peds | Avenue | | |
| Prepare | ed By: Kimley- | Horn & A | Associa | ites | | | | Date: | 6/14 | /2024 | | | | EB S | | | | | 1 (5) | 0 (0) | 0 (4) | 0 (0) | Finley Av | | |
| Project Pur | rpose: Improve warrant | e interse ted by Ci | | • • | installing | g a tra | ffic sign | nal, if a | nd whe | en | | EB | WB | 1 | SI | 3 | | | (3) | | [100] | (0) | NB FI | | |
| Existing Data | a Year: 202 | 24 | | | 2031 OF | | | | | =9 | | 2% | 7% | 2% | 2% | 6 | | 20/ | | | | /OLUM | IFS | | |
| Project Opening | g Year: 203 | 31 | | Г | | 14 (11) | | | | _0 | | | | | | | ٦. | 204 | | 5) [300] | |] | 20 | | |
| Project Design | | | | SB Finley Avenue | | (5) | (0) | (6) | | | | | | | | | Avenue | (0) | (7) | (0) | (8) | - | | | |
| Annual Growt | h Rate: 2.0 Factor*: 10 | | | inley. | 0 | 5 | 0 | 9 | | | N | /B SR 8 | 7 | | | | SB Finley | 0 | 7 | 0 | 12 | | | WE | 3 SR 8 |
| * K Factor = Pro | | | (2) | | eds Ţ | ¢ ľ | $\hat{1}$ | ¢ | Peds ←→ | 0 | (0) | [000] | | 2 | (4 | \ | | Peds ↓ | ¢₽ | Û | ⇒ | Peds ←→ | 0 | (0) | 84700] |
| average annua | al daily traffic | 1547 (1150) [24700] | (3) (1135) | 3 1,515 | ∲ 1 | | tersection g Volume (| | Û A | 1 491 | (11) | (1372) [27000] | | 2035 (1: | (4 | / | 4 002 | ∲ 1 | | Intersection ing Volum | | ↑ | 1 656 | (15) (1528) | 921 (1772) [34700] |
| hour of the day | • | 150) [2 | (12) | | ₽\$ | 2 | 29,050 | | , A | 263 | (228) | 755 (1 | | (1511) [32300] | (13 | - | 29 | , ₽\$ | | 36,750 |) | ¢. | 264 | (229) | 921 (1 |
| | | 4700] | (0) | 0 | Peds ← ► | б р | 仓 | Ê | Peds | enue | _ | | 1 | 2300] | (0 |) | 0 | Peds ↓ → | \$ 1 | 仓 | Ŕ | Peds | enue | I | |
| LEGEN | <u>D:</u> | EB SR 8 | į | | | 61 | 0 | 149 | 0 | Finley Avenue | | | | EB S | R 8 | | | | 61 | 0 | 149 | 0 | Finley Avenue | | |
| 000 = | = AM Peak Approa | ach Volum | ie | | (| 180) | (0) | (191) | (0) | NB Finl | | | | | | | | | (182) | (0) | (193) | (0) | NB Finl | | |
| () | PM Peak Approa | | le | | | 2 | 210 (371) |) [6100] |] | z | | | | | | | | | | 210 (37 | 5) [6200 | '] | z | | |
| [000] = | = ADT Volume (Es | stimate) | | | | | | | | | | | | | | | | | | | | | | | |
| Introduction: | In 2005, SAFI prioritize safet SHSP. Inters alternatives, a roughly sever intersection sa the ICE policy defensible ber | ty funding ection Co and furthe nty five p afety to a develop | g invest Control E Per lever Dercent advance ped and | tments. I Evaluatio rage safe of all tra the Tow I adopted | Intersect on (ICE) ety adva affic cras vard Zero d to help | tions q policie anceme shes ir o Deat o ensur | uickly bes and pents for n Georg | ecame procedu interse gia occ n embr | a com ures rep ection in ur at o raced by | mon co present mprove r adjac y the G | omponer t a trace ements t ent to in eorgia C | nt of me able ar beyond ntersec Soverno | ost sta nd trar just tl tions. or's Of | ates' S nspare he safe Accore fice of | HSP e ent pro ety pr dingly Highw | empha ocedure ogram , the (vay Sa | sis ar e to s . App Georg fety ((| eas an treamli proxima ia SHS GOHS) | d HSIF ne the ately or SP inclu . This I | P project evaluat ne-third udes an CE tool | t lists, ir ion of ir of all tr empha was de | ncluding ntersection raffic fata asis on e veloped | Georgia on contr alities ar enhancir to suppo | a's rol nd ng ort | |
| Tool Goal: | The goal of th quantify inters identifying and | ection co | ontrol im | nproveme | ent bene | efits. Th | he tool s | support | s the IC | E polic | cy and p | rocedui | res to | provide | e trace | ability | , trans | sparen | cy, con | sistency | and ac | countab | ility whe | | |
| Requirements: | An ICE is requ or encroachm of the Nationa be required, th waiver eligible intersection of required to co | ent perm I Highwa ne require and for esign, inv n either | nit that a ay Syste ement <u>n</u> r instruc volves o 1) a div | affects ar em; or 2) <u>nay</u> be w ctions to only routi <i>v</i> ided, mu | n interse the inter vaived ba submit ine traffic ulti-lane | ction) v rsection ased of a waiv c signa highw | where: 1 n will be n approp er reque al timing vay with | 1) the in e desigr priate e est to f and eo a clos | ntersec ned or c evidenc the Dep quipme ed mec | tion inc constru e prese partme nt mair dian an | cted usinented with the sected with the sected with the sected with the sected with the sected with the sected with the sected with the sected with the sected sected with the sected with the sected with the sected with the sected with the sected with the | : least o ng State h a writ CE is r e, or for ight-in/ | one roa e or Fe tten re not rea drive right-o | adway ederal equest. quired way pe out acc | desig fundir (See when ermits | nated ng. In c the " V the p where | as a S ertain Vaive ropose the d | State R circun r" tab to ed wor rivewa | oute (S nstance o review k does y is not | State Hig es where v criteria not inc t a new | ghway S e an ICE a that m lude an leg to a | System) of E would of ay make by chang n already | or as par otherwise a project les to the y existing | rt e ct e g | |
| | A complete IC magnitude an appropriate le shaded grey in | d comple vel of eff | exity of fort. The | the inte Stage | ersection 1 and St | n. Prior tage 2 | r to star ICE for | ting an ms are | n ICE, t desigr | he Dis ned mir | trict Tra nimize re | ffic Eng equired | gineer data i | [·] and/o inputs | r Stat using | e Traf drop-o | fic En down | gineer menu (| should choices | be co | nsulted | for advi | ce on a | n | |
| Screening Decision Record | Stage 1 should as a screening use good eng eliminated with | g effort m jineering hout due | neant to judgem conside | e <i>liminat</i> nent in re eration, a | te non-c respondi and reas | competing to to to sons for | titive opt the seve or elimin | tions ar en poli ating o | nd iden cy que r advar | tify whi stions l ncing a | ch alterr by selec n alterna | natives ting "Y ative sh | merit es" or ould b | further r "No" be docu | consi in the ument | ideratio drop- ed in t | ons ba down he "So | ased or boxes creenin | n their . Alterr ig Deci | practica natives sion Jus | l feasib should stificatio | ility. Use not be s n" colum | rs shoul ummaril nn. | d y | |
| 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