Transportation Analysis

South Spring DRI #4259

City of Smyrna, Georgia

December 2024

Prepared for:

RASS Associates, LLC

Prepared by:

Kimley-Horn and Associates, Inc. 1200 Peachtree Street NE Suite 800 Atlanta, GA 30309 017638001



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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *South Spring* development located in Cobb County, Georgia. The approximate 8.7-acre site is located south of Spring Rd SE approximately halfway between Cumberland Boulevard and Cobb Parkway (US 41/SR 3). The proposed *South Spring* mixed-use development will consist of residential, hotel, office, and retail land uses and is expected to be completed by 2029. The site is currently vacant.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated as a "Regional Center" on the Atlanta Region's Plan *Unified Growth Policy Map*.

The proposed development will consist of the following land uses and densities contained in **Table 1**.

| Table 1: Proposed Land Uses and Densities | | | | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|--|
| Multifamily Residential | 650 dwelling units | | | | | | | | | |
| Hotel | 250 rooms | | | | | | | | | |
| General Office Building | 200,000 SF | | | | | | | | | |
| Retail/Commercial | 165,000 SF | | | | | | | | | |
| Supermarket | 10,000 SF | | | | | | | | | |

The DRI analysis includes an estimation of the overall project trips expected to be generated by the development, also known as gross trips. Reductions to gross trips are considered in the analysis as discussed in the Methodology Meeting and documented in the GRTA Letter of Understanding (LOU), including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

Capacity analyses were performed throughout the study network for the following scenarios:

- Existing 2024 conditions represent traffic conditions based on a combination of data collected in May and October 2024.
- Projected 2029 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network, plus background traffic, which included 80% of the project trips associated with the Cumberland DRI #3129 and all project trips associated with the Circle 75 DRI #3169.
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions including the additional project trips that are anticipated to be generated by the *South Spring* development.

Additionally, an alternative scenario was studied under the Projected 2029 No-Build and Projected 2029 Build conditions. The alternative scenario considered the impacts of a proposed new one-way westbound roadway connection between the intersection of Cobb Parkway/SR 3 at I-285 WB Ramps to Spring Hill Parkway. The ARC Activity-Based Travel Demand Model (ARC ABM) was used to model projected shifts in the demand of traffic on the studied network with the new roadway link. Additional capacity analyses were performed under the Alternative conditions with the new roadway link:

- Projected 2029 No-Build Alternative conditions represent the Projected 2029 No-Build conditions with a shift in travel patterns based on ARC ABM results.
- Projected 2029 Build Alternative conditions represent the Projected 2029 No-Build Alternative
 conditions with a modified trip assignment to account for a shift in expected travel patterns
 associated with the South Spring development.

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A brief summary of background/system improvements and Build Improvements are noted below; additional details for each intersection follows.

EXISTING 2024 AND PROJECTED 2029 NO-BUILD (SYSTEM IMPROVEMENTS)

GRTA LOS standards are not satisfied for one (1) study intersection (Intersection 2) under Existing 2024 and Projected 2029 No-Build conditions (background/non-development traffic conditions). Therefore, the following system improvement is recommended for consideration:

Intersection 2: Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway

 Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.

Note: the *Circle 75 Parkway DRI #3169* included the same recommendation as identified above. However, the GRTA Notice of Decision for *DRI #3169* included the following Condition:

 The Georgia Department of Transportation and Cobb County shall coordinate to identify needed signal timing adjustments at the intersection.

PROJECTED 2029 BUILD (DEVELOPMENT AND SITE ACCESS IMPROVEMENTS)

Similar to No-Build conditions, GRTA LOS standards are not satisfied for one (1) study intersection (Intersection 2) under Projected 2029 Build conditions. With the following additional improvement on top of the system improvement noted above, Intersection 2 operates acceptably:

Intersection 2: Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway

• In addition to the System Improvement identified, restripe southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

Proposed driveway conditions to serve development traffic are detailed below:

Intersection 8: Spring Road at Site Driveway A

- Create a median break along Spring Road and install a new traffic signal to allow full access into and out of Site Driveway A, if and when warranted and approved by the City of Smyrna.
- Provide a minimum of one (1) westbound left-turn lane along Spring Road.
- Provide a minimum of one (1) lane entering and two (2) lanes exiting Site Driveway A.

Intersection 9: Spring Road at Site Driveway B

• Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway B with driveway stop control.

Intersection 10: Spring Hill Parkway at Site Driveway C

• Provide a minimum of one (1) lane entering and one (1) shared left/right-turn lane exiting Site Driveway C with driveway stop control.

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ALTERNATIVE CONDITIONS (MODIFICATIONS TO SERVE POTENTIAL NEW ROADWAY CONNECTIONS):

It is notable that the Potential New Connection will require additional study and coordination beyond this DRI. However, if the Potential New Connection is constructed between Cobb Parkway and Spring Hill Parkway, the following additional roadway modifications should be considered for further study:

Intersection 3: Cobb Parkway SE at I-285 Westbound Ramp

 Restripe the right-most westbound left-turn lane of the I-285 WB Exit Ramp approach as a shared through/left-turn lane.

Intersection 11: Alternative Potential New Connection at Potential Site Driveway D

• Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway D, subject to the construction of the New Connection and approval by GDOT, Cobb County, and Smyrna, and operating under driveway stop control.

Intersection 12: Alternative Potential New Connection at Spring Hill Parkway

 Provide two (2) lanes westbound including separate left-turn and right-turn lanes along the Potential New Connection subject to approval by GDOT, Cobb County, and Smyrna.

Additionally, for Intersection 2 (Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway), the System Improvement and Build Improvement identified under the base condition are both requirements for the 2029 No-Build *Alternative* condition and would therefore be No-Build/System Improvements as follows:

Intersection 2: Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway

- Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.
- Restripe the southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

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COBB PARKWAY/SR 3 AT SPRING ROAD/CIRCLE 75 PARKWAY (INTERSECTION 2)

In order to meet GRTA's LOS standards under the 2029 No-Build, the <u>system improvement</u> listed below is needed:

 Restripe the right-most through lane along the eastbound approach of Spring Road to include a shared through/right-turn lane, in addition to the existing dual (2) exclusive right-turn lanes, if approved by Cobb County and GDOT.

Additionally, during the 2029 No-Build *Alternative*, 2029 Build, and 2029 Build *Alternative* conditions, the following improvement is needed to meet GRTA LOS:

• In addition to the System Improvement identified, restripe southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

With the implementation of improvements noted, the intersection operates acceptably.

| Over | all LO | S Standard: E | Cobb F | kwy SE (S | SR 3) | Cobb | Pkwy SE (| SR 3) | | Spring Rd | - | Circl | e 75 Pkw | 'y |
|---|--------------------------------|----------------|--------|-----------|-------|----------|------------|-------|--------|-----------|-------|-----------|----------|----|
| Appro | ach L0 | OS Standard: E | | orthbound | | | Southbound | d | | Eastbound | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | E (7 | 4.1) | | | | | |
| ₽ | | Approach LOS | | E (69.2) | | | E (73.9) | | | E (76.4) | | Е | (79.5) | |
| = | ΔA | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| | ` | 50th Queue | 146 | 300 | 106 | 91 | ~556 | | 70 | 264 | ~791 | 109 | 97 | |
| I∑≸ | | 95th Queue | 185 | #346 | 167 | m126 | #636 | | m72 | m263 | m#678 | 151 | 138 | |
| NO-BUILE SIGNAL) | | Overall LOS | | | | | | E (6 | 7.1) | | | | | |
| 2029 NO-BUILD IMP (SIGNAL) | | Approach LOS | | E (70.7) | | | E (59.9) | • | | E (57.2) | | Е | (74.2) | |
| 53 | Σ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| 503 | _ | 50th Queue | 385 | ~656 | 82 | 70 | 405 | | 170 | 168 | 115 | 300 | 348 | |
| , , | | 95th Queue | m422 | m#679 | m77 | 64 | #440 | | m#257 | m196 | m143 | 364 | 400 | |
| | | Overall LOS | | | • | • | | E (7 | 8.4) | • | | • | | |
| _ | | Approach LOS | | E (75.8) | | | E (79.9) | • | | E (79.0) | Е | (79.5) | | |
| ĕ | ΔA | Storage | 400 | | 325 | 250 | ì | | 310 | ` | | | | |
| | _ | 50th Queue | 213 | 257 | 32 | 157 | ~512 | 38 | 85 | 256 | ~468 | 130 | 125 | |
| 9 BUILD ((SIGNAL) | | 95th Queue | 284 | #368 | 100 | m239 | #574 | m92 | m91 | m280 | #529 | 164 | 176 | |
| 2 2 | | Overall LOS | | | | | | E (6 | 9.4) | | | | | |
| 2029 BUILD IMP (SIGNAL) | | Approach LOS | | E (74.9) | | | E (59.7) | • | | E (58.6) | | Е | (77.5) | |
| 02 | Σ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| (1) | _ | 50th Queue | ~557 | ~758 | 130 | 141 | 376 | 47 | 232 | 175 | 326 | 300 | 348 | |
| | | 95th Queue | m#521 | m#681 | m95 | 160 | 405 | 113 | #480 | 222 | 338 | 364 | 400 | |
| | | Overall LOS | | | | | | E (7 | 5.6) | | | | | |
| 4 🛈 | | Approach LOS | | E (77.4) | | | E (69.7) | | | E (79.6) | | Е | (77.4) | |
| ≥₹ | ΜA | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| ۵ <u>.</u> | | 50th Queue | 72 | 190 | 55 | 89 | ~631 | | 0 | 131 | 297 | 135 | 75 | |
| | | 95th Queue | 101 | 322 | 175 | m126 | #705 | | m102 | m131 | m98 | #207 | 115 | |
| P.E. | | Overall LOS | | | | | | D (5 | 4.9) | | | | | |
| N Z E | | Approach LOS | | C (35.0) | | | D (52.5) | | | D (50.4) | | Е | (77.3) | |
| 2029 NO-BUILD IMP Alternative (SIGNAL) | Σ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| ≥ ≥ | | 50th Queue | 273 | ~634 | 27 | 79 | 163 | | 162 | 173 | 273 | 300 | 313 | |
| | | 95th Queue | 326 | #710 | 69 | m98 | #234 | | m#264 | m213 | 363 | 364 | 365 | |
| | | Overall LOS | | | | | | E (7 | 8.4) | | | | | |
| () | _ | Approach LOS | | E (79.9) | | | E (79.7) | | | E (75.9) | Е | (79.4) | | |
| ₽¥ | ΔA | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| <u> </u> | | 50th Queue | 109 | ~229 | 33 | 170 | ~652 | 21 | 71 | 215 | 218 | 130 | 105 | |
| | | 95th Queue | 153 | #323 | 101 | m242 | #719 | m62 | m80 | m198 | m177 | 164 | 151 | |
| 2029 BUILD IMP Alternative (SIGNAL) | | Overall LOS | | | | | | D (5 | 1.3) | | | _ | | |
| 29 n af | Approach LOS D (44.7) E (56.2) | | | | - | D (35.1) | | E | (77.3) | | | | | |
| 20 ter | Δ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| ₹ | | 50th Queue | 319 | ~635 | 26 | 79 | 161 | 6 | 236 | 155 | 258 | 300 | 313 | |
| ()) (- l | | 95th Queue | 374 | #711 | m70 | m98 | 222 | m23 | m#443 | 221 | 326 | 364 | 365 | |

 $^{(\}hbox{--})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

Spring Road at Site Driveway A (Intersection 8)

| Ove | erall L0 | OS Standard: E | D | rivewa | у А | | N/A | | | Spring Rd | | ţ | Spring Rd | | | | |
|------------------------------------|----------|-----------------|----|----------|-----|---|----------|---|---------|-----------|---|-----------|-----------|---|--|--|--|
| Appr | oach L | ∟OS Standard: E | No | orthbo | und | S | outhbour | | | Eastbound | t | Westbound | | | | | |
| | | | L | Т | R | L | Т | R | L | T | R | L | T | R | | | |
| | | Overall LOS | | | | | C (25.2) | | | | | | | | | | |
| | | Approach LOS | | C (29.0 | 0) | | | | | C (29.4) | | | B (17.2) | | | | |
| | AM | Storage | | | | | | | | | | 150 | Y | | | | |
| | ' | 50th Queue | 5 | | 0 | | | | | 391 | | 152 | 20 | | | | |
| I≅≅ | | 95th Queue | 19 | | 35 | | | | | m479 | | m#365 | m23 | | | | |
| 2029 BUILD (SIGNAL) | | Overall LOS | | | | | | | C (25.2 |) | | | | | | | |
| (\$ | | Approach LOS | | C (22.4) | | | | | D (39) | | | B (16.6) | | | | | |
| • | PM | Storage | | | | | | | | | | 150 | | | | | |
| | _ | 50th Queue | 32 | | 0 | | | | | 363 | | 78 | 256 | | | | |
| | | 95th Queue | 77 | | 62 | | | | | m395 | | m80 | m443 | | | | |
| | | Overall LOS | | | | | | | D (44.8 |) | | | | | | | |
|) | | Approach LOS | | C (26. | 1) | | | | | E (56.7) | | | B (13.5) | | | | |
| × | AM | Storage | | | | | | | | | | 150 | | | | | |
| 일은 | ` | 50th Queue | 5 | | 0 | | | | | ~360 | | 92 | 6 | | | | |
| 2029 BUILD Alternative (SIGNAL) | | 95th Queue | 19 | | 35 | | | | | #636 | | m146 | m6 | | | | |
| 9 ; | | Overall LOS | | | | | | | C (27.9 |) | | | | | | | |
| 2029 rnativ | | Approach LOS | | C (20.2 | 2) | | | | | D (42.2) | | | B (17.2) | | | | |
| ter | P | Storage | | | | | | | | | | 150 | | | | | |
| ₹ | | 50th Queue | 30 | | 0 | | | | | 357 | | 121 | 79 | _ | | | |
| | | 95th Queue | 74 | | 59 | | | | | 391 | | m152 | m34 | | | | |

 $^{(\}hbox{$\sim$})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

The proposed Driveway A will be full-movement driveway and is recommended to operate with a new traffic signal due to the projected high volumes of traffic entering and exiting the development at this location. Based on the AM and PM peak hour volumes studied in the DRI, Spring Road at Site Driveway A is expected to meet signal warrants (under MUTCD provision for mainline left-turn opposing mainline through volume) and has therefore been studied as a traffic signal.

The Site Driveway A configuration was studied and is recommended to be constructed as follows:

- Create a median break along Spring Road and install a new traffic signal to allow full access into and out of Site Driveway A, if and when warranted and approved by the City of Smyrna.
- Provide a minimum of one (1) westbound left-turn lane along Spring Road.
- Provide a minimum of one (1) lane entering and two (2) lanes exiting Site Driveway A.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

Spring Road at Site Driveway B (Intersection 9)

| | Overall LOS Standard: E Approach LOS Standard: E | | | Driveway | | 0 | N/A | 1 | | Spring Rd | | Spring Rd Westbound | | |
|----------------------------------|---|----------------|---|-----------|--------|---|----------|---------|---------|-----------|---|------------------------|----------------|---|
| Appro | acii L | JS Standard. E | ı | Northboun | a R | 5 | outhbour | na R | | Eastbound | R | V | vestbound T | R |
| | | 0 | L | l | ĸ | L | ı | | L (0,0) | I | ĸ | L | I | K |
| | | Overall LOS | | - (a- a) | | | | | A (0.6) | (0.0) | | T (2.2) | | |
| | _ | Approach LOS | | D (25.3) | | | | | | (0.0) | | | (0.0) | |
| _ | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| E | | 95th Queue | | | 23 | | | | | | | | | |
| 2029 BUILD (TWSC) | | Overall LOS | | | | | | | A (1.4) | | | | | |
| | | Approach LOS | | C (20.8) | | | | | | (0.0) | | | (0.0) | |
| | A | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | 60 | | | | | | | | | |
| | | Overall LOS | | | | | | | A (0.6) | | | | | |
| | | Approach LOS | | D (25) | | | | | | (0.0) | | | (0.0) | |
| 2029 BUILD Alternative (TWSC) | ΑM | Storage | | | | | | | | | | | | |
| 9≥ | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | 23 | | | | | | | | | |
| 2029 BUILD ernative (TW | | Overall LOS | | | | | | | A (1.5) | | | | | |
| 202 | | Approach LOS | | C (20.4) | | | | | | (0.0) | | | (0.0) | |
| V/te | P | Storage | | | | | | | | | | | | |
| 4 | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | 58 | | | | | | | | | |

 $^{(\}hbox{$\sim$})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

Que shown is maximum after two cycles.

The unsignalized intersection of Spring Road at Site Driveway B is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build Alternative conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway B configuration was studied and is recommended as follows:

• Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway B.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer

⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

Spring Hill Parkway at Site Driveway C (Intersection 10)

| | | S Standard: E | Sprir | ng Hill | Pkwy | Sprii | ng Hill | Pkwy | | N/A | | | Priveway C | |
|----------------------------------|-------|----------------|-------|---------------|------|-------|---------|------|--------|-----------|----------|---|------------|---|
| Appro | ach L | OS Standard: E | No | orthbou | ınd | So | outhbou | ınd | | Eastbound | ı | ' | Westbound | |
| | | | L | T | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | | A (2.8 | 3) | | | | |
| | | Approach LOS | | | | | A (3.4) | | | (0.0) | | | B (12.1) | |
| | ΑM | Storage | | | | | | | | | | | | |
| 9 - | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 8 | | | | | | | 13 | |
| 2029 BUILD (TWSC) | | Overall LOS | | A (3.4) | | | | | | | | | | |
| 202 | | Approach LOS | | A (7.9) (0.0) | | | | | | | B (12.2) | | | |
| | Δ | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 5 | | | | | | | 23 | |
| | | Overall LOS | | | • | • | • | • | A (2.6 | 6) | • | • | | |
| | | Approach LOS | | | | | A (5.9) | | | (0.0) | | | B (12.5) | |
| ် (၁ | ΑM | Storage | | | | | | | | | | | | |
| 9 % | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 8 | | | | | | | 13 | |
| 2029 BUILD Alternative (TWSC) | | Overall LOS | | | | • | • | • | A (3 |) | • | • | | |
| 20% | | Approach LOS | | | | | A (4.0) | | | (0.0) | | | B (12.6) | |
| Alte | PM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 8 | | | | | | | 20 | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

The driveway stop-controlled intersection of Spring Hill Parkway at Site Driveway C is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway C configuration was studied and is recommended as follows:

• One (1) lane entering and one (1) lane shared left/right-turn lane exiting Site Driveway C.

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ALTERNATIVE COBB PARKWAY SE AT I-285 WESTBOUND RAMP (INTERSECTION 3)

It is notable that the Potential New Connection will require additional study and coordination beyond this DRI. However, if the Potential New Connection is constructed between Cobb Parkway and Spring Hill Parkway, the following additional roadway modifications should be considered for further study:

• Restripe the right-most westbound left-turn lane of the I-285 WB Exit Ramp approach as a shared through/left-turn lane.

| Ove | erall Lo | OS Standard: E | Cobb P | Col | ob Pkwy SI | E (SR 3) | | | | I-285 WB Ramp | | | | | |
|-------------------------------------|----------|-----------------|--------|-----------|------------|----------|----------|----------|----|---------------|----|-----------|----------|-----|--|
| Appr | oach l | LOS Standard: E | No | orthbound | | | Southboo | und | Ea | astboui | nd | Westbound | | | |
| | | | L | Т | R | L | T | R | L | Т | R | L | Т | R | |
| | | Overall LOS | | | | | | C (34.4) | | | | | | | |
| L J | | Approach LOS | I | B (14.4) | | | C (32.4 | 1) | | | | | E (68.4) | | |
| BUILD (SIGNAL) | AM | Storage | | | | | | | | | | | | 725 | |
| | | 50th Queue | 67 | 350 | | | ~991 | ~424 | | | | 113 | 0 | 57 | |
| | | 95th Queue | m96 | 399 | | | m#747 | m278 | | | | 148 | 0 | 86 | |
| 2029 NO-BUILD Alternative (SIGNA | | Overall LOS | | | | | | C (33.7) | | | | | | | |
| 29 nat | | Approach LOS | | A (8.4) | | | D (42.9 | 9) | | | | | E (57.7) | | |
| 20 teri | PM | Storage | | | | | | | | | | | | 725 | |
| Ā | | 50th Queue | ~251 | 763 | | | 370 | 145 | | | | 141 | 0 | 363 | |
| | | 95th Queue | m#228 | m677 | | | 400 | 319 | | | | 182 | 0 | 432 | |
| | | Overall LOS | | | | | | D (35.6) | | | | | | | |
| <u> </u> | | Approach LOS | ı | B (14.2) | | | C (34.9 | 9) | | | | | E (55.1) | | |
| ₹ | AM | Storage | | | | | | | | | | | | 725 | |
| | | 50th Queue | 80 | 375 | | | ~814 | 442 | | | | 315 | 469 | 121 | |
| 2029 BUILD Alternative (SIGNAL) | | 95th Queue | m108 | 426 | | | m#606 | m266 | | | | 376 | 538 | 142 | |
| ive ive | | Overall LOS | | | | | | D (40.9) | | | | | | | |
| 202 nat | | Approach LOS | | A (9.1) | | | E (57.4 | 1) | | | | | D (53.5) | | |
| te . | PM | Storage | | | | | | | | | | | | 725 | |
| Ā | | 50th Queue | ~272 | 784 | | | 430 | ~876 | | | | 295 | 610 | 407 | |
| | | 95th Queue | m#250 | m693 | | | m461 | m#998 | | | | 394 | 771 | 471 | |

The signalized intersection of Cobb Parkway SE at I-285 Westbound Ramp is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions and the 2029 No-Build *Alternative*, and 2029 Build *Alternative* conditions. Additionally, each <u>approach</u> of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

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ALTERNATIVE POTENTIAL NEW CONNECTION AT POTENTIAL SITE DRIVEWAY D (INTERSECTION 11)

| Over | Overall LOS Standard: E | | | N/A | | | Driveway D | | | N/A | | | New Connection | | | |
|----------------|--------------------------|--------------|------------|-----|---|------------|------------|---|-----------|-------|---|-----------|----------------|-------|---|--|
| Appro | Approach LOS Standard: E | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | - | Т | R | |
| | | Overall LOS | | | | | | | Α | (0.4) | | | | | | |
| | | Approach LOS | | | | | B (11.6) |) | | | | | | (0.0) | | |
| ွ | AM | Storage | | | | | | | | | | | | | | |
| JILD (TWSC) | | 50th Queue | | | | | | | | | | | | | | |
| | | 95th Queue | | | | | 3 | | | | | | | | | |
| 2029 Bt | | Overall LOS | | | | | | | Α | (0.5) | | | | | | |
| 2029 rnativ | | Approach LOS | | | | | B (13.6) |) | | | | | | (0.0) | | |
| Alte | PM | Storage | | | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | | | |
| | | 95th Queue | | | | | 5 | | | | | | | | | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

The right-in-right-out driveway stop-controlled intersection of the Potential New Connection at Site Driveway D is projected to operate at an acceptable southbound driveway approach LOS under the 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, and Site Driveway D is approved by GDOT, Cobb County, and Smyrna, the following Site Driveway D configuration is recommended:

 Provide one lane entering and one right-turn only exiting lane at Site Driveway D, subject to the construction of the Potential New Connection and approval by GDOT, Cobb County, and Smyrna.

It is expected that the final configuration of the driveway may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

ALTERNATIVE SPRING HILL PARKWAY AT POTENTIAL NEW CONNECTION (INTERSECTION 12)

| Ove | Overall LOS Standard: E | | Spring | g Hill Pa | rkway | Spring | g Hill Pa | rkway | | N/A | | Potential New Connection | | | |
|-------------------------------------|-------------------------|----------------|--------|-----------|-------|--------|-----------|-------|------|----------|----|--------------------------|-----------|----|--|
| Appro | ach L | OS Standard: E | N | orthbour | nd | S | outhbour | nd | | Eastbour | nd | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R | |
| | | Overall LOS | | | | | | | (8. | 1) | | | | | |
| | | Approach LOS | | (0.0) | | | (0.0) | | | | | | C (14.8) | | |
| ြုပ္ပို | ΑM | Storage | | | | | | | | | | | | | |
| 2029 NO-BUILD Alternative (TWSC) | | 50th Queue | | | | | | | | | | | | | |
| B - B | | 95th Queue | | | | | | | | | | 70 | | 20 | |
| S i | | Overall LOS | | | | | | | (10. | .8) | | | | | |
|)29 | | Approach LOS | | (0.0) | | | (0.0) | | | | | | D (16.4) | | |
| Alte | Δ | Storage | | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 108 | | 25 | |
| | | Overall LOS | | • | | • | | | (8. | 5) | • | • | • | | |
| | | Approach LOS | | (0.0) | | | (0.0) | | | | | | D (16.0) | | |
| 2029 BUILD Alternative (TWSC) | Δ | Storage | | | | | | | | | | | | | |
| ۾ ڳ | | 50th Queue | | | | | | | | | | | | | |
| 2029 BUILD ernative (TW | | 95th Queue | | | | | | | | | | 80 | | 20 | |
| 39 E | | Overall LOS | | | | | | | (12 | 2) | | | | , | |
| 507 3 207 | | Approach LOS | | (0.0) | | | (0.0) | | | | | | D (18.4) | | |
| Alte | P | Storage | | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 133 | | 25 | |

 $^{(\}sim)$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95^{th} percentile queue is metered by upstream signal.

The side-street stop-controlled intersection of the Potential New Connection at Spring Hill Parkway is projected to operate at an acceptable westbound approach LOS under the 2029 No-Build *Alternative* and 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, the following Potential New Connection configuration at Spring Hill Parkway is recommended:

• Provide two (2) lanes westbound including separate left-turn and right-turn lanes along the Potential New Connection subject to approval by GDOT, Cobb County, and Smyrna.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *South Spring* development located in Cobb County, Georgia. The approximate 8.7-acre site is located south of Spring Rd SE approximately halfway between Cumberland Boulevard and Cobb Parkway (US 41/SR 3). The proposed *South Spring* mixed-use development will consist of residential, hotel, office, and retail land uses. The site is currently vacant.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the submittal of the Rezoning Application (ZA-24-3) with the Cobb County on August 13, 2024 combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated as "Regional Center" on the Atlanta Region's Plan *Unified Growth Policy Map*. The project site is currently zoned for MU (Mixed Use) according to the *Cobb County Zoning Map*. The project site has a future land use of RAC-office according to the *City of Smyrna Future Land Use Map*.

The proposed development aligns with the density and community vision for The South Spring area according to the Spring Road Corridor LCI (2017) and is named to match the LCI area plan. The LCI specifically called for higher density, an improved roadway grid network and a "Community Square" that inspired the plaza, green lawn, sunken park, and pedestrian amenities throughout the proposed development site.

A summary of the proposed land-use and density is shown in **Table 2**.

| Table 2: Proposed Land Uses and Densities | | | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|
| Proposed Development | | | | | | | | | |
| Multifamily Residential | 650 dwelling units | | | | | | | | |
| Hotel | 250 rooms | | | | | | | | |
| General Office Building | 200,000 SF | | | | | | | | |
| Retail/Commercial | 165,000 SF | | | | | | | | |
| Supermarket | 10,000 SF | | | | | | | | |

The proposed project is expected to be completed by 2029, which will be considered the full build-out year in this analysis. Scenarios for the project include the following:

- Existing 2024 conditions represent traffic conditions based on a combination of data collected in May and October 2024.
- Projected 2029 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network, plus background traffic, which included 80% of the project trips associated with the Cumberland DRI #3129 and all project trips associated with the Circle 75 DRI #3169.
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions including the additional project trips that are anticipated to be generated by the South Spring development.

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Additionally, an alternative scenario was studied under the Projected 2029 No-Build and Projected 2029 Build conditions. The alternative scenario considered the impacts of a proposed new one-way westbound roadway connection between the intersection of Cobb Parkway/SR 3 at I-285 WB Ramps to Spring Hill Parkway. The ARC Activity-Based Travel Demand Model (ARC ABM) was used to model projected shifts in the demand of traffic on the studied network with the new roadway link. Additional capacity analyses were performed under the *Alternative* conditions with the new roadway link:

- Projected 2029 No-Build Alternative conditions represent the Projected 2029 No-Build conditions with a shift in travel patterns based on ARC ABM results.
- Projected 2029 Build Alternative conditions represent the Projected 2029 No-Build Alternative
 conditions with a modified trip assignment to account for a shift in expected travel patterns
 associated with the South Spring development.

Figure 1 provides the site location of the *South Spring* development. **Figure 2** provides an aerial image of the project site and surrounding area. The proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.2 SITE ACCESS

As currently envisioned, the proposed *South Spring* development will be accessible via three (3) existing access points.

- Spring Rd SE at Site Driveway A (Intersection 8) An existing unsignalized, full
 movement intersection located approximately 500 feet east of the intersection of
 Cumberland Boulevard.
- 2. **Spring Rd SE at Site Driveway B (Intersection 9)** An existing unsignalized, right-in/right-out movement intersection located approximately 350ft feet east of Cumberland Boulevard.
- 3. **Spring Hill Pkwy at Site Driveway C (Intersection 10)** An existing unsignalized, full movement intersection located approximately 650 feet east of the intersection of Cumberland Boulevard SE at Spring Hill Parkway.

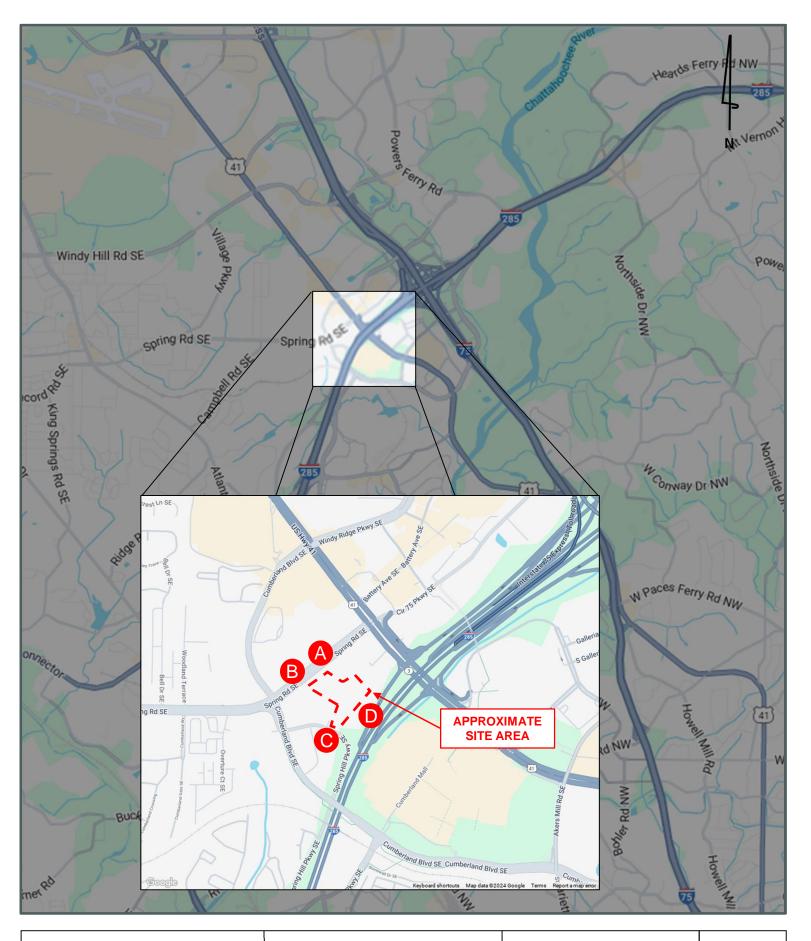
1.2.1 Alternative Site Access

As noted, the alternative scenario calls for a new roadway connecting the I-285 west bound ramp to Spring Hill Parkway. This proposed road will run along the southside site frontage and calls out one (1) additional potential access point.

1. **Potential Access Road at Site Driveway D (Intersection 11)** – An unsignalized, right in right out intersection located approximately 800 feet southwest of the intersection of Cobb Parkway at 1-285 West Bound Ramp.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 12.0*. The results of the capacity analyses are reported in *Section 5.3* of this report.

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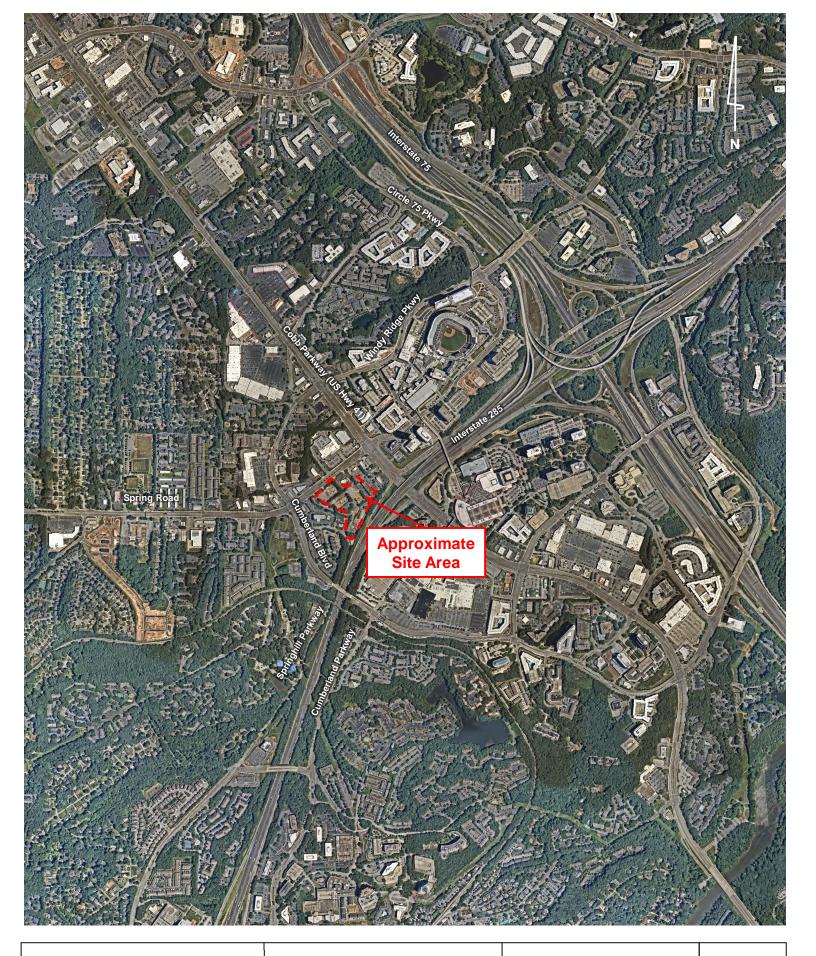


South Spring DRI DRI #4259 Transportation Analysis

Site Location Map

Figure 1

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South Spring DRI DRI #4259 Transportation Analysis

Site Aerial

Figure 2

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1.3 Internal Circulation Analysis

The site driveways mentioned above provide access to all parking for the site through interconnected parking decks. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided in structured decks and surface lots on-site throughout the development. The current plan proposes approximately 1,700 new parking spaces.

1.4 BICYCLE AND PEDESTRIAN FACILITIES

The area has several existing pedestrian bridges, including those south of Cumberland Blvd over I-285, across Cobb Parkway east of I-285, and over I-285 east of Cobb Parkway. The Mountain-to-Chattahoochee River Trail, which stretches from Smyrna through Marietta to Kennesaw, GA, is already in place. Additionally, there are plans for a programmed pedestrian bridge crossing over Cobb Parkway north of I-285 and a programmed Cumberland Sweep Multimodal Path (sections C, D, and E) to connect the site to jobs, homes, and recreational activities.

1.5 TRANSIT FACILITIES

The Cumberland Transfer Center is within 0.5 miles of the site, serving as a connection point for CobbLinc buses and MARTA Route 12. The planned I-285 North corridor BRT will provide high-capacity transit service from the E Holmes MARTA station to the Indian Creek MARTA station, while the planned Connect Cobb/Northwest Atlanta BRT will pass through the vicinity of the site on Cumberland Blvd, connecting Kennesaw State University to Midtown Atlanta. It is currently served by CobbLinc Bus Routes 10, R10, 15, 20, 25, 50, the Blue Circulator, and MARTA Bus Route 12. These routes provide service to Kennesaw State University, Marietta, Austell, the Battery, Georgia Tech, West Midtown, and Midtown Atlanta. Connections to the Hamilton E Holmes MARTA Rail Station (Blue Line) and Arts Center MARTA Rail Station (Red/Gold Line) can be made via CobbLinc and MARTA bus routes.

CobbLinc Route 15 has two (2) stops (one (1) eastbound and one (1) westbound) along the proposed site frontage on Spring Rd.

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2.0 METHODOLOGY AND ASSUMPTIONS

2.1 STUDY NETWORK DETERMINATION

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and Cobb County staff, and includes the following eight (8) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

| Table 3: Intersection Control Summary | | | | | | | | | |
|---|---------------|--|--|--|--|--|--|--|--|
| Intersection | Control | | | | | | | | |
| Cobb Parkway/SR 3 at Windy Ridge Parkway | Signalized | | | | | | | | |
| 2. Cobb Parkway/SR 3 at Spring Rd SE | Signalized | | | | | | | | |
| 3. Cobb Parkway/SR 3 at I-285 WB Ramps | Signalized | | | | | | | | |
| 4. Cobb Parkway/SR 3 at I-285 EB Ramps | Signalized | | | | | | | | |
| 5. Cobb Parkway/SR 3 at Akers Mill Rd | Signalized | | | | | | | | |
| Spring Road at Cumberland Blvd SE | Signalized | | | | | | | | |
| 7. Spring Hill Parkway SE at Cumberland Blvd SE | Signalized | | | | | | | | |
| 12. Potential New Connection at Spring Hill Parkway | Proposed TWSC | | | | | | | | |

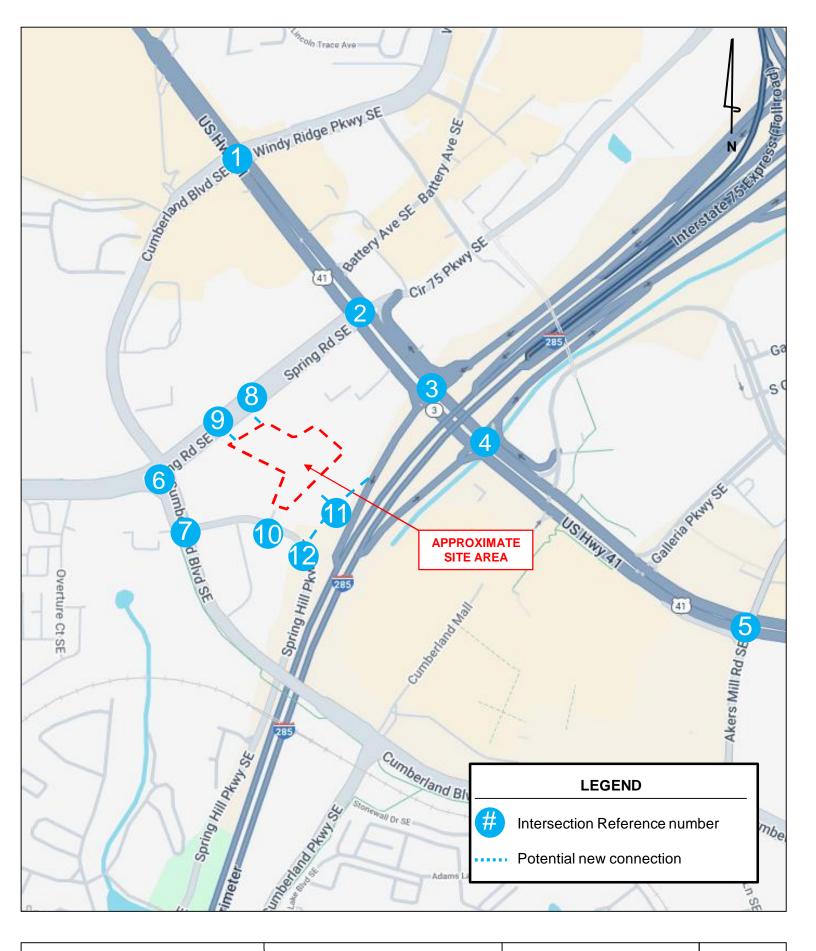
Listed in **Table 3**, intersections 1-7 were analyzed for Existing 2024 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions. Intersection 12, highlighted, is a potential new intersection that would be created by the proposed new roadway connection in the alternative scenario. Intersections 1-7 along with Intersection 12 were analyzed for the Projected 2029 No-Build *Alternative* conditions, and Projected 2029 Build *Alternative* conditions.

2.2 EXISTING ROADWAY FACILITIES

Roadway classification descriptions and recent Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

| Table 4: Roadway Classifications | | | | | | | | |
|----------------------------------|---|---|-----------------------------------|--|--|--|--|--|
| Roadway No. of Lanes | | Average Daily Traffic (ADT) | GDOT Functional Classification | | | | | |
| Spring Road | 6 | 34,100 (West of Cumberland Blvd) | Minor Arterial | | | | | |
| Cumberland Blvd SE | 4 | 19,100 (South of Spring Rd) | Minor Arterial | | | | | |
| Cobb Pkwy | 7 | 29,300 (North of Herodian Way SE) | Principal Arterial | | | | | |
| Spring Hill Pkwy SE | 4 | 21,100 (West Paces Ferry West of Spring Hill Pkwy) | Local Rd | | | | | |
| I-285 Entrance/Exit Ramps | 6 | 16,500 (east of Cobb Parkway) | Interstate | | | | | |
| Akers Mill Road | 2 | 13,700 (Cumberland Blvd E of Akers Mill) | Principal Arterial | | | | | |

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South Spring DRI DRI #4259 Transportation Analysis

Study Intersections

Figure 3

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2.3 TRAFFIC DATA COLLECTION

Traffic counts were collected at six (6) study intersections on Thursday, May 9, 2024. Following the methodology meeting on Monday, September 16, 2024, traffic counts were collected on Tuesday, October 1, 2024 for the added study intersection of Akers Mill and Cobb Parkway.

Traffic count peak hours for all the study intersections are shown in **Table 5**.

| Table 5: Traffic Count Summary | | | | | | | | | |
|--------------------------------|--|------------|-------------------|-------------------|--|--|--|--|--|
| | Intersection | Count Date | AM Peak Hour | PM Peak Hour | | | | | |
| 1. | Cobb Parkway/SR 3 at Windy Ridge Parkway | 5/9/2024 | 7:30 AM – 8:30 AM | 4:45 PM – 5:45 PM | | | | | |
| 2. | Cobb Parkway/SR 3 at Spring Rd SE | 5/9/2024 | 7:30 AM – 8:30 AM | 4:45 PM – 5:45 PM | | | | | |
| 3. | Cobb Parkway/SR 3 at I-285 WB Ramps | 5/9/2024 | 7:15 AM – 8:15 AM | 4:30 PM – 5:30 PM | | | | | |
| 4. | Cobb Parkway/SR 3 at I-285 EB Ramps | 5/9/2024 | 7:15 AM – 8:15 AM | 4:30 PM – 5:30 PM | | | | | |
| 5. | Cobb Parkway/SR 3 at Akers Mill Rd | 10/1/2024 | 8:00 AM – 9:00 AM | 5:00 PM – 6:00 PM | | | | | |
| 6. | Spring Road at Cumberland Blvd SE | 5/9/2024 | 7:30 AM – 8:30 AM | 4:45 PM – 5:45 PM | | | | | |
| 7. | Spring Hill Parkway SE at Cumberland Blvd SE | 5/9/2024 | 7:45 AM – 8:45 AM | 4:30 PM – 5:30 PM | | | | | |

2.4 BACKGROUND TRAFFIC

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the South Spring development. Background traffic includes a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from Existing 2024 to 2029 (5 years) was used for all roadways. Additionally, 80% of the development traffic studied from the *Cumberland DRI #3129* and all project trips associated with the *Circle 75 DRI #3169* were included as background traffic from the projects expected to be built-out prior to 2029.

The Projected 2029 Build conditions represent the project trips generated by the *South Spring* development (discussed in Section 3.0 and 4.0) added to the Projected 2029 No-Build Conditions.

2.4.1 Alternative Background Traffic

The Atlanta Regional Commission Activity-Based Travel Demand Model (ARC ABM) was used to estimate shifts in travel patterns associated with a potential new one-way roadway connection between the intersection of Cobb Parkway/SR 3 and the I-285 WB Ramps and Spring Hill Parkway. The Potential New Connection would provide an alternative route for westbound travel between Cobb Parkway/SR 3 and Spring Hill Parkway, Cumberland Boulevard, and including travel formerly along Spring Road.

The ARC ABM considered the 2020 base model and a "build" condition with the proposed new roadway connection. For the purposes of this DRI study, the ARC ABM base and "build" results were compared to identify major shifts in directional traffic volumes along roadway links associated with the DRI study network.

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It is understood that this DRI study provides a preliminary consideration of the shifts in travel patterns associated with the new roadway connection. Further evaluation and coordinating with GDOT, Cobb County, and the City of Smyrna prior to proceeding with the proposed new roadway connection.

Model outputs are included in **Appendix E** showing daily volumes under the 2020 base and 2020 build conditions, as well as a documentation of shifted travel patterns considered for this DRI.

2.5 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 Professional, Version 12.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection.

LOS for signalized intersections and all-way stop controlled unsignalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-ofservice, while the intersection as a whole may operate acceptably.

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

2.6 LEVEL-OF-SERVICE STANDARDS

For the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections due to their location within the Cumberland Regional Center consistent with Section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* and as discussed in the Methodology Meeting, Post-MMP, and documented in the GRTA LOU.

3.0 Trip Generation

Gross trips associated with the proposed development were projected using the *Institute of Transportation Engineers'* (ITE) Trip Generation Manual, 10th Edition, 2017.

Reductions to gross trips are also considered in the analysis including mixed-use reductions and passby reductions following ITE methodologies, and alternative transportation mode reductions consistent with discussions in the Methodology Meeting, Post-MMP, and as documented in the GRTA 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 off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the **South Spring** development – including residents walking to the retail and office land uses.

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Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *South Spring* development is located convenient to transit and as agreed upon and documented in the GRTA LOU, a 15% alternative mode reduction was taken.

Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail establishments proposed for the project are expected to generate pass-by trips.

Trip generation for this proposed development is calculated based upon the following land uses: Multi-Family Housing (High Rise) (ITE 222), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), and Supermarket (ITE 850).

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

| Table 6: Net New Trip Generation | | | | | | | | | | |
|----------------------------------|-------------------------------------|------------|---------------|--------|--------------|-------|--------------|-------|------|--|
| Code | Land Use | Density | Daily Traffic | | AM Peak Hour | | PM Peak Hour | | | |
| | | | Total | Enter | Exit | Enter | Exit | Enter | Exit | |
| Proposed Site Traffic | | | | | | | | | | |
| 222 | Multi-Family Housing (High-Rise) | 650 Units | 2,822 | 1,411 | 1,411 | 55 | 107 | 108 | 84 | |
| 310 | Hotel | 250 rooms | 2,286 | 1,143 | 1,143 | 66 | 52 | 80 | 77 | |
| 710 | General Office Building | 200,000 SF | 2,120 | 1,060 | 1,060 | 268 | 36 | 50 | 245 | |
| 820 | Shopping Center | 165,000 SF | 10,172 | 5,086 | 5,086 | 143 | 88 | 388 | 421 | |
| 850 | Supermarket | 10,000 SF | 938 | 469 | 469 | 17 | 12 | 45 | 45 | |
| Gross New Project Trips | | | 18,338 | 9,169 | 9,169 | 549 | 295 | 671 | 872 | |
| Mixed-Use Reduction | | | -3,032 | -1,516 | -1,516 | -39 | -39 | -162 | -162 | |
| Alternative Mode Reduction | | | -2,295 | -1,148 | -1,147 | -76 | -39 | -76 | -106 | |
| Pass-by Reduction | | | -2,336 | -1,168 | -1,168 | 0 | 0 | -90 | -90 | |
| Net New Trips | | | 10,675 | 5,337 | 5,338 | 434 | 217 | 343 | 514 | |

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment 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, Smyrna, and Cobb County staff.

Figure 4 and **Figure 5** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study roadway network, respectively. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour *Spring Rd* development project trips anticipated at study intersections and driveways are shown in **Figure 6**.

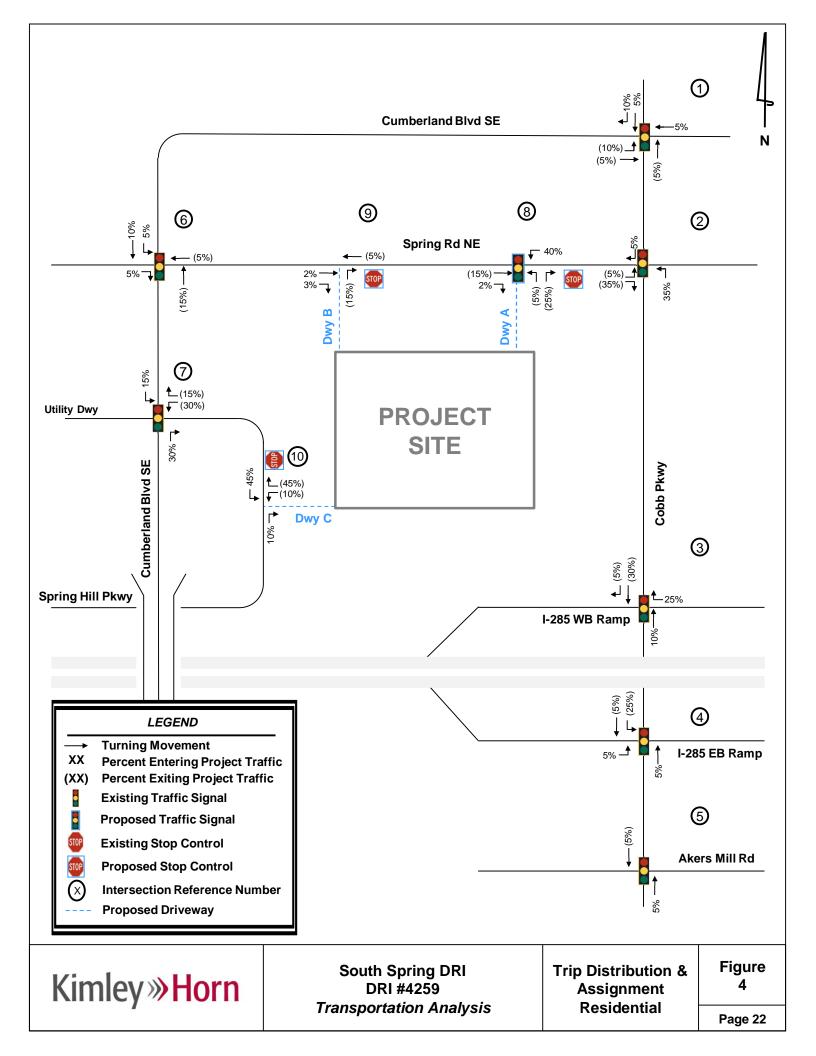
Figure 7 and **Figure 8** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study roadway network under the *Alternative* scenario, respectively.

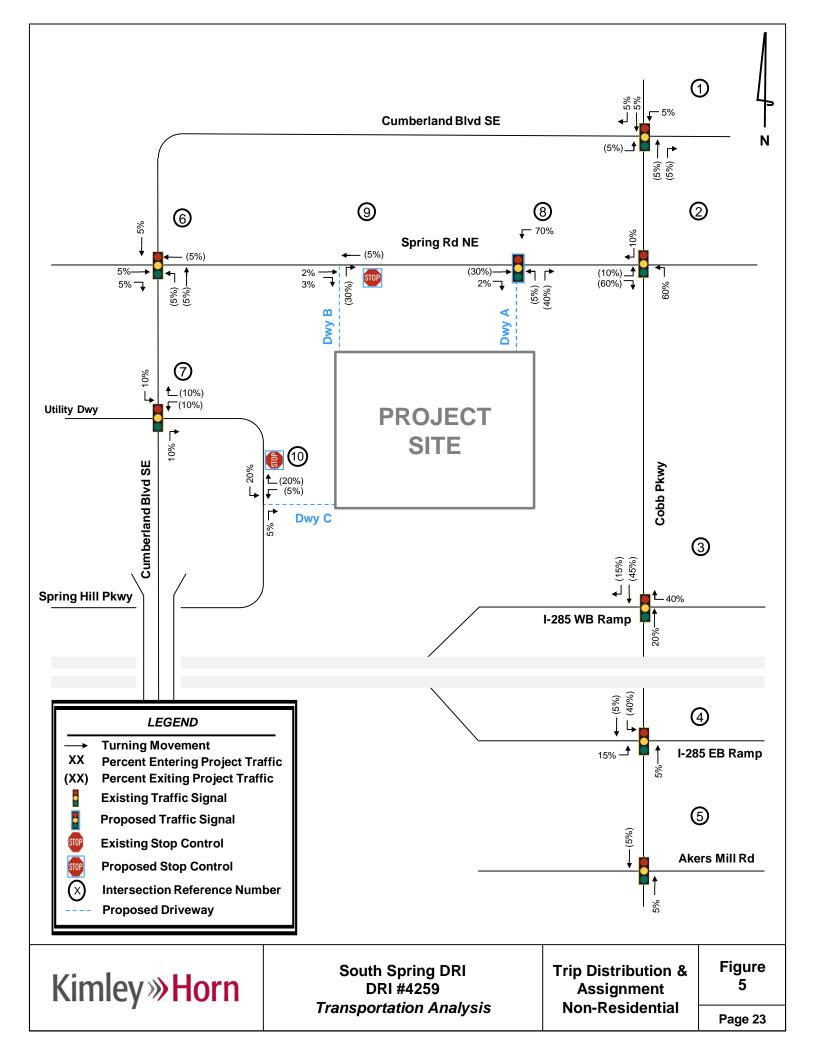
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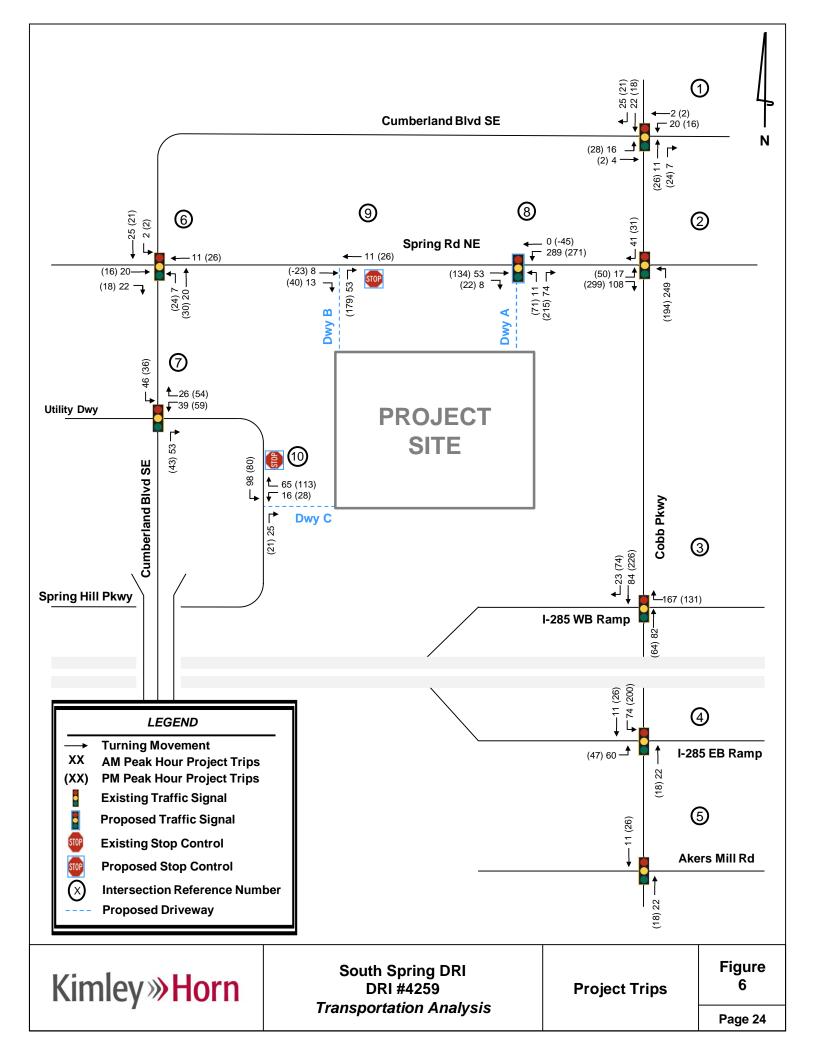
These alternate trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour *Spring Rd* development project trips anticipated at study intersections and driveways for the *Alternative* scenario are shown in **Figure 9**.

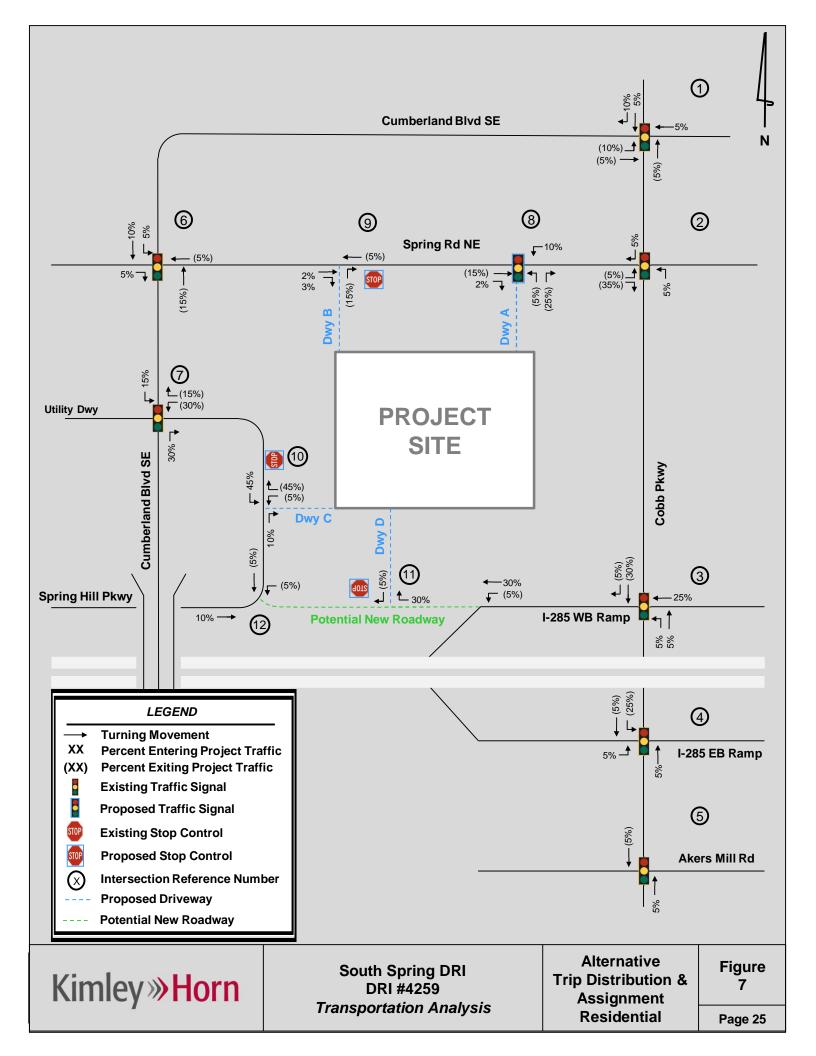
The Projected 2029 Build conditions add the project trips associated with the *South Spring* development to the Projected 2029 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix C**.

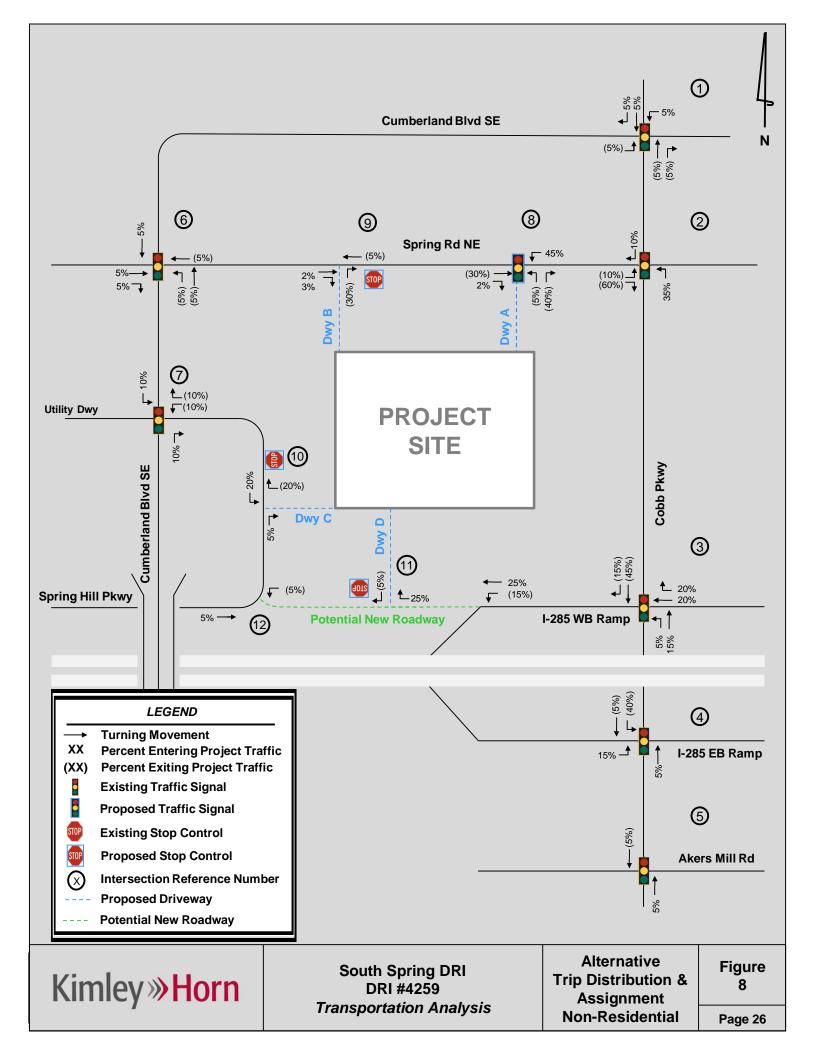
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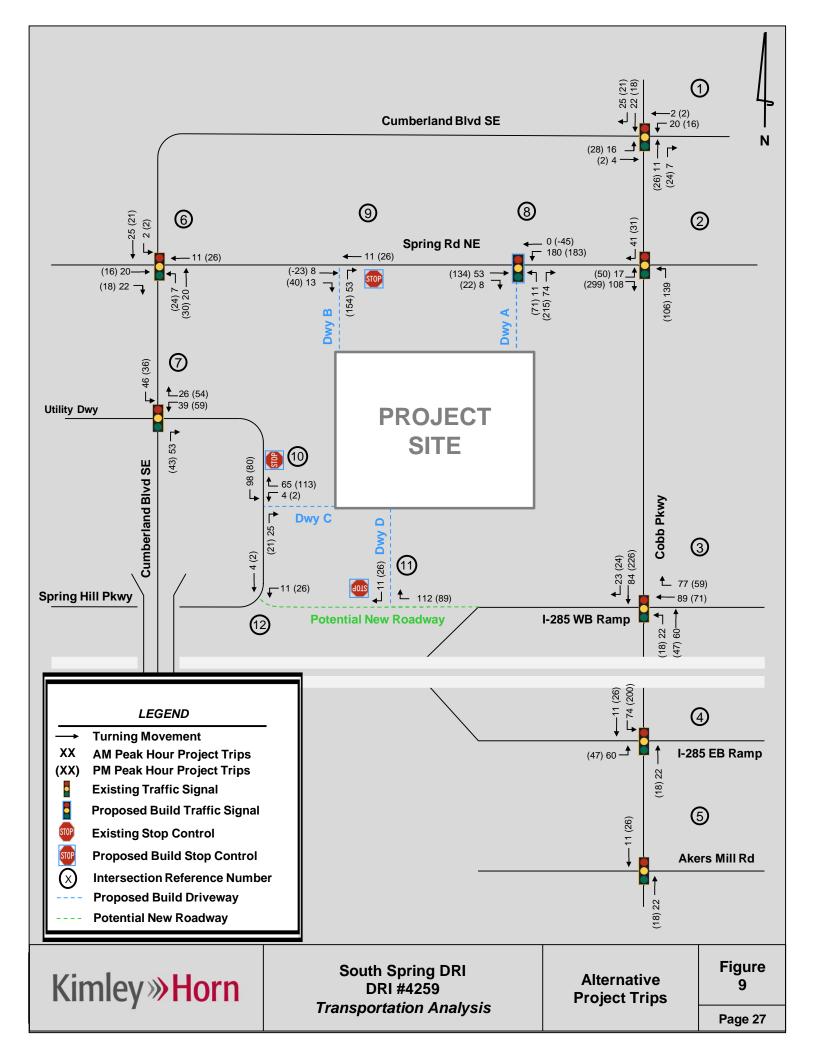












5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using Synchro 12 for the AM and PM peak hours under the Existing 2024 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

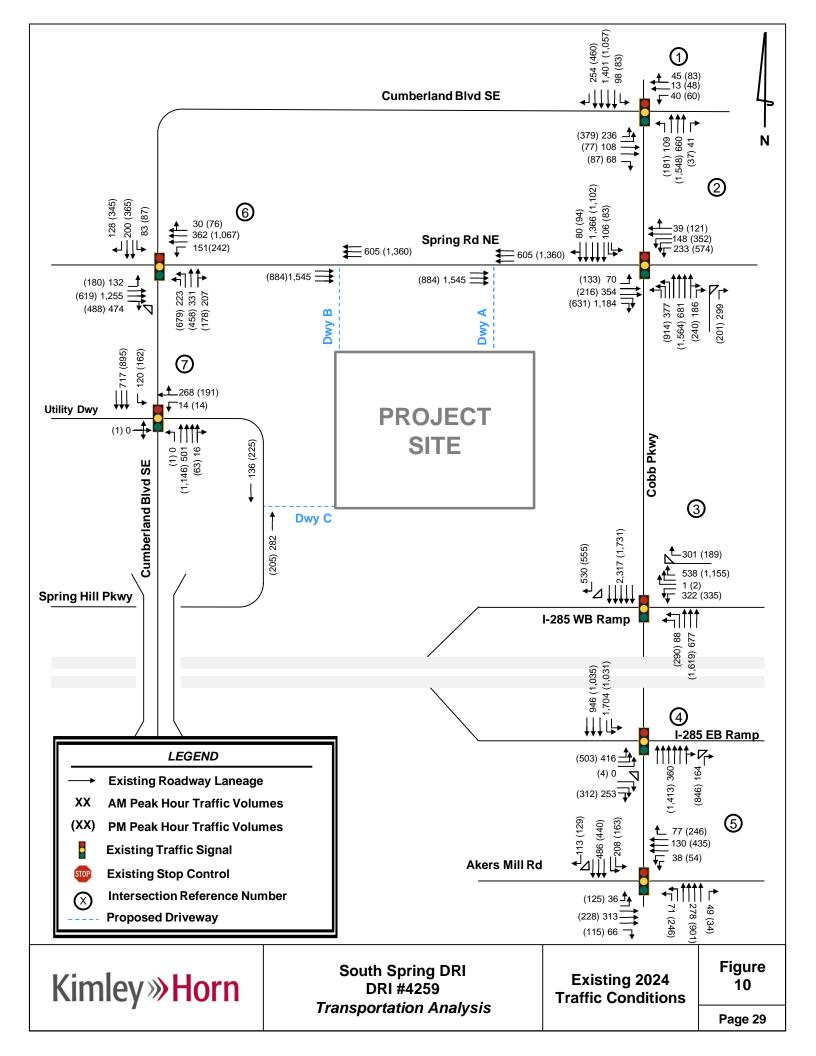
These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 10** for Existing 2024 conditions, **Figure 11** for Projected 2029 No-Build conditions, and **Figure 12** for Projected 2029 Build conditions.

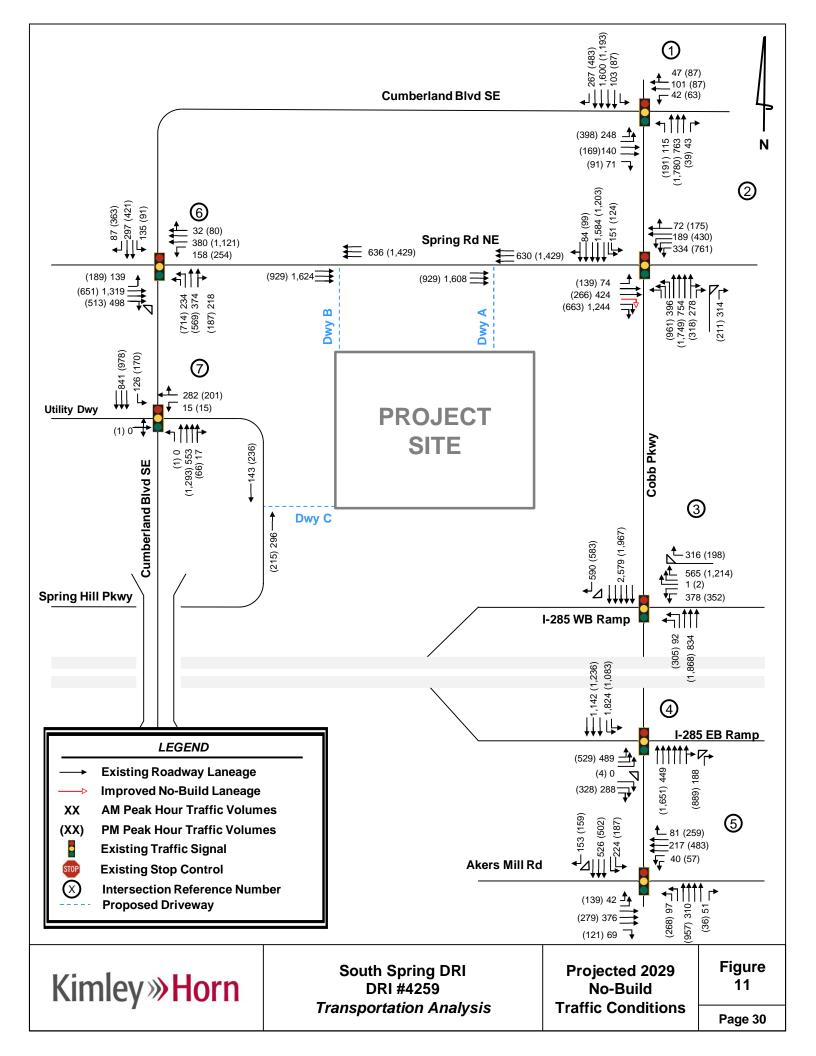
The traffic volumes and roadway lane configurations used for each alternative scenario are shown in **Figure 13** for the Projected 2029 No-Build *Alternative* condition and **Figure 14** for the Projected 2029 Build *Alternative* condition.

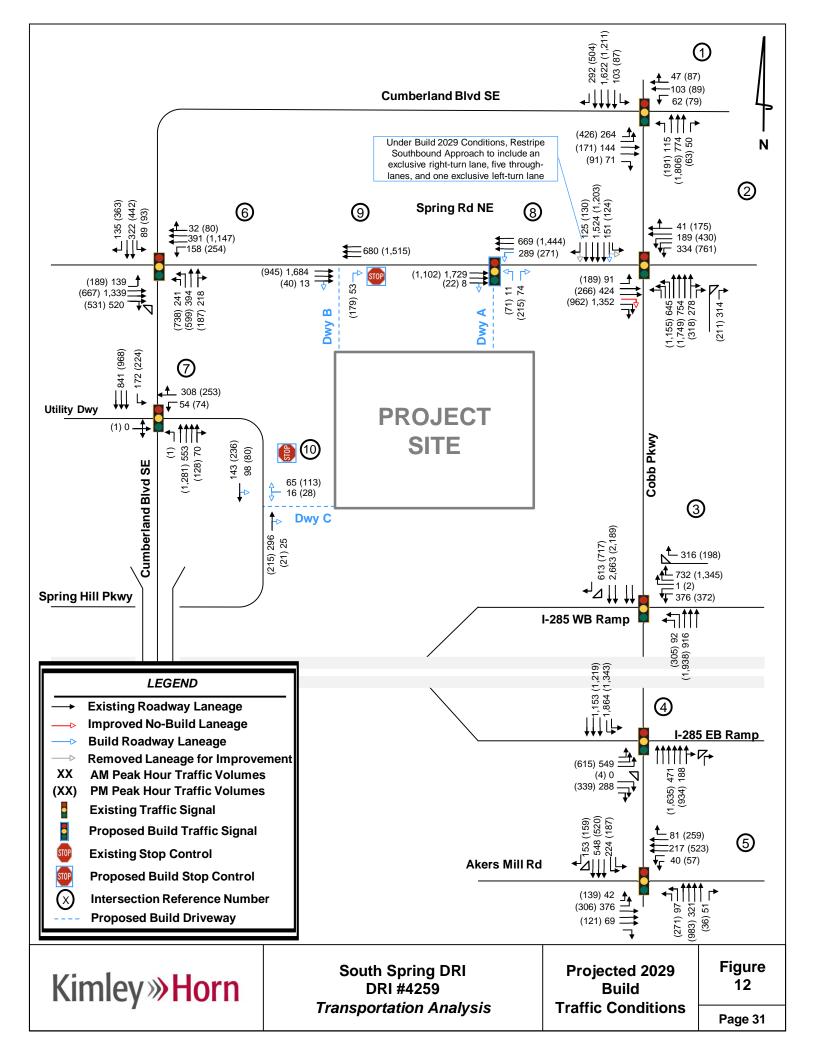
It is notable that Cobb County operates their traffic systems with a Sydney Coordinated Adaptive System (SCATS) in this study area. The intersections that run on this system do not run on static timing plans but instead are algorithmic and can immediately adapt split times and cycle lengths depending on the volumes detected in each movement. To model intersections in this area to reflect typical conditions, signal timings were adjusted to simulate real-time conditions likely under the SCATS system algorithms. That is to simulate how a SCAT system would reprioritize different movements in different scenarios in order to minimize the overall delay of the intersection. Therefore, it is important to note that approach LOS may fluctuate irregularly between the existing, no-build and build scenarios.

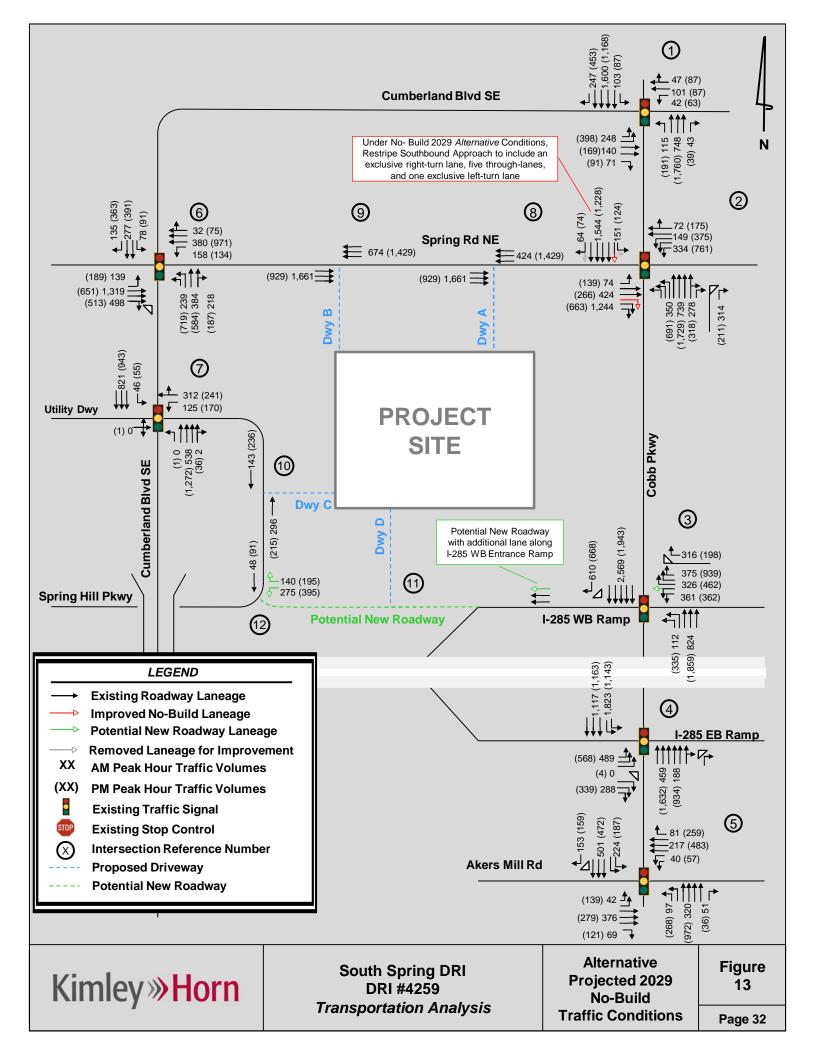
Sections 5.1 – **5.12** provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

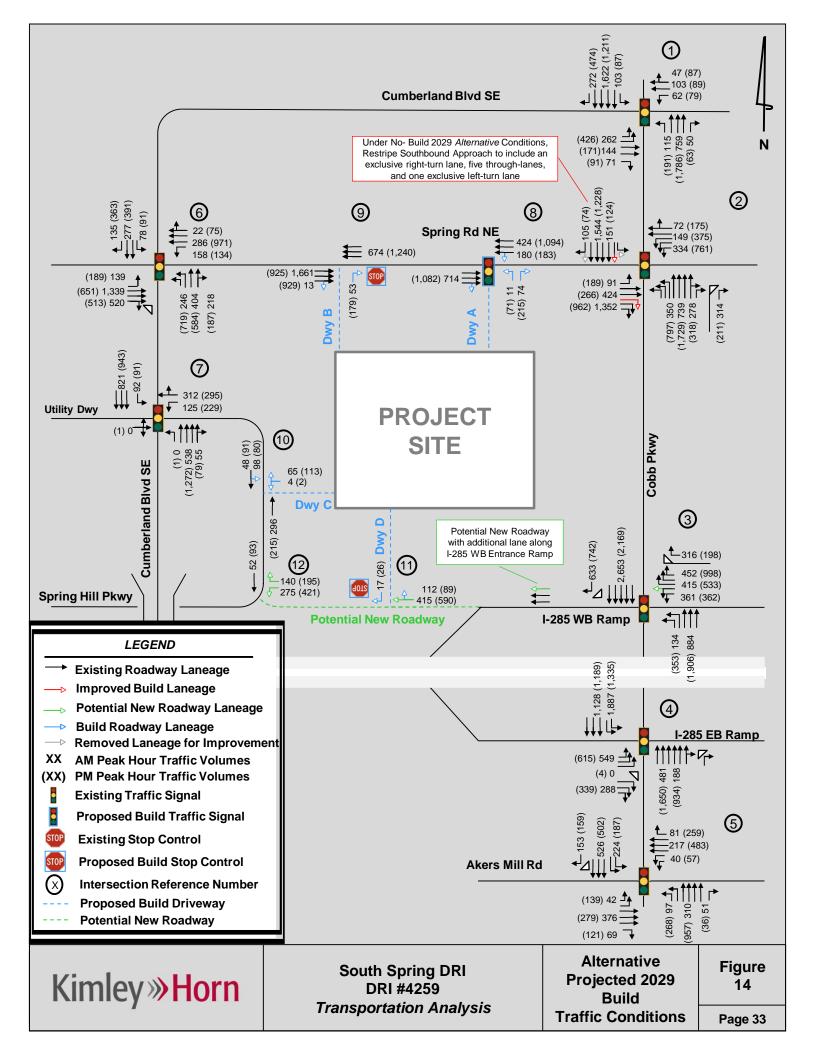
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5.1 COBB PARKWAY SE AT CUMBERLAND BOULEVARD

(Intersection 1)

| • | | ion 1) | | | | | | | 1 | | | | | |
|--|-------|--------------------------|-------------|-------------|-----------|-----------|------------|----------|-------------|-------------|-----------|-----------|-----------------|---|
| | | S Standard: E | | Pkwy SE (| | | Pkwy SE | | | berland Bl | vd | | Ridge Pkw | • |
| Appro | ach L | OS Standard:E | | lorthbound | | S | outhbour | | | astbound | Ĺ | | Westbound | |
| | | 0 | L | Т | R | L | Т | R | L (00.0) | T | R | L | T | R |
| | | Overall LOS | | D (00 0) | | 1 | 0 (04 0) | <u> </u> | (33.8) | F (07.0) | | | F (70.4) | |
| | 5 | Approach LOS | 005 | D (39.6) | 440 | 050 | C (21.0) | 000 | 400 | E (67.9) | 000 | 500 | E (79.4) | |
| 9 | AM | Storage | 325 | | 410 | 250 | 000 | 300 | 180 | 07 | 200 | 580 | _ | |
| ĔĴ | | 50th Queue | 132 | 9 | 0 | 109 | 260 | 3 | 144 | 67 | 20 | 44 | 7 | |
| SIX X | | 95th Queue | 206 | 16 | m0 | 171 | 338 | 54 | 193 | 104 | m63 | 88 | 34 | |
| A E | | Overall LOS | | - (a. a) | | 1 | 5 (5 (6) | E | (59.4) | = (aa a) | | | = (== =) | |
| 2024 EXISTING (SIGNAL) | 5 | Approach LOS | 005 | D (61.5) | 440 | 050 | D (54.8) | 000 | 400 | E (63.2) | 000 | 500 | E (65.0) | |
| 7 | PM | Storage | 325 | 004 | 410 | 250 | 0.40 | 300 | 180 | 00 | 200 | 580 | 0.5 | |
| | | 50th Queue | 235 | 261 | 0 | 103 | 343 | 0 | 250 | 33 | 6 | 72 | 25 | |
| | | 95th Queue | m269 | #342 | m1 | #224 | 398 | 0 | 302 | m60 | m29 | 126 | 58 | |
| | | Overall LOS | | 5 (((a) | | | 0 (0 (1) | L | (37.0) | = (aa t) | | | - (a a) | |
| _ | 5 | Approach LOS | | D (41.0) | | | C (24.1) | | | E (68.1) | | | E (78.2) | |
| | ΑM | Storage | 325 | | 410 | 250 | | 300 | 180 | | 200 | 580 | | |
| ₩(| | 50th Queue | 138 | 15 | 0 | 115 | 396 | 22 | 151 | 87 | 21 | 47 | 62 | |
| 9 % | | 95th Queue | m168 | 336 | m7 | 180 | 518 | 92 | 202 | 128 | m65 | 92 | 102 | |
| 2029 NO-BUILD (SIGNAL) | | Overall LOS | | D (04.5) | | | D (54.0) | | (59.4) | F (00 0) | | | E (05.0) | |
| 026 | 5 | Approach LOS | | D (61.5) | | | D (54.8) | | | E (63.2) | | | E (65.0) | |
| 7 | PM | Storage | 325 | | 410 | 250 | | 300 | 180 | | 200 | 580 | | |
| | | 50th Queue | 235 | ~913 | 0 | 103 | 388 | 3 | 245 | 77 | 9 | 72 | 47 | |
| | | 95th Queue | m241 | m#873 | m0 | #222 | #477 | 120 | m300 | m111 | m19 | 126 | 87 | |
| | | Overall LOS | | 5 (44.5) | | 1 | = (2 (2) | <u> </u> | (37.9) | = (22.2) | | | - (a) | |
| | 5 | Approach LOS | | D (41.6) | | | E (24.8) | | | E (69.0) | | | E (78.2) | |
| ۵ | ΑM | Storage | 325 | 070 | 410 | 250 | 440 | 300 | 180 | 0.4 | 200 | 580 | 0.4 | |
| ∃ € | | 50th Queue | 119 | 276 | 4 | 115 | 410 | 26 | 163 | 91 | 21 | 69 | 64 | |
| B Š | | 95th Queue | m110 | 332 | m27 | 180 | 536 | 103 | 214 | 133 | m63 | 121 | 104 | |
| 2029 BUILD (SIGNAL) | | Overall LOS | | F (C4 F) | | 1 | D (E4.0) | | (57.9) | F (CO O) | | | F (CF 0) | |
| 20 | 5 | Approach LOS | 325 | E (61.5) | 440 | 250 | D (54.8) | 300 | 180 | E (63.2) | 200 | 580 | E (65.0) | |
| | ΡM | Storage | | 04.2 | 410 | + | 20.4 | | | 100 | 200 | | cc | |
| | | 50th Queue 95th Queue | 233 m216 | 813 m745 | 19 m17 | 99 161 | 284 379 | 6 105 | 263 m314 | 108 m132 | 17 m23 | 90 149 | 66 110 | |
| | | Overall LOS | 1112 10 | 1117 43 | m17 | 101 | 3/9 | | (37.0) | 111132 | IIIZ3 | 149 | 110 | |
| _ | | Approach LOS | | C (24.1) | | | D (40.9) | | | E (68.2) | | | E (78.2) | |
| AL, | ΑM | Storage | 325 | C (24.1) | 410 | 250 | D (40.9) | 300 | 180 | L (00.2) | 200 | 580 | L (70.2) | |
| Q 0 | ⋖ | 50th Queue | 138 | 16 | 0 | 115 | 396 | 20 | 152 | 87 | 23 | 47 | 62 | |
| | | 95th Queue | m169 | 329 | m7 | 180 | 518 | 87 | 202 | 128 | m67 | 92 | 102 | |
| -B | | Overall LOS | 111109 | 323 | 1117 | 100 | 310 | | (56.7) | 120 | 11107 | 32 | 102 | |
| 2029 NO-BUILD Allt Alternative (SIGNAL) | | Approach LOS | | E (57.3) | | | E (52.4) | | | E (63.5) | | | E (65.0) | |
| 29 ern | PM | Storage | 325 | L (37.3) | 410 | 250 | L (32.4) | 300 | 180 | L (03.3) | 200 | 580 | L (03.0) | |
| 20 A | Δ. | 50th Queue | 235 | ~895 | 0 | 103 | 388 | 3 | 250 | 76 | 10 | 72 | 47 | |
| , | | 95th Queue | m242 | m#872 | m0 | #222 | #477 | 116 | 302 | m113 | m25 | 126 | 87 | |
| | | Overall LOS | 1112-72 | 1111/01/2 | 1110 | IILLL | 11-111 | | (38.0) | 111110 | IIIZO | 120 | O1 | |
| - → | | Approach LOS | | D (41.4) | | | C (24.8) | | | E (69.0) | | | E (78.2) | |
| <u>+</u> | ΑM | Storage | 325 |] | 410 | 250 | C (2 1.0) | 300 | 180 | _ (00.0) | 200 | 580 | | |
| G A | Q | 50th Queue | 138 | 15 | 0 | 115 | 410 | 24 | 162 | 91 | 22 | 69 | 64 | |
| S E | | 95th Queue | m195 | 318 | m1 | 180 | 536 | 98 | 215 | 133 | m65 | 121 | 104 | |
| BU | | Overall LOS | | | | | | | (64.5) | | | | | |
| 2029 BUILD AIt Alternative (SIGNAL) | | Approach LOS | | E (72.1) | | | E (56.2) | _ | | E (63.4) | | | E (66.2) | |
| 20. teri | PΜ | Storage | 325 | | 410 | 250 | | 300 | 180 | , , | 200 | 580 | | |
| ¥ | - | 50th Queue | 235 | ~919 | 4 | 103 | 395 | 9 | 267 | 81 | 10 | 90 | 51 | |
| | | 95th Queue | m242 | #1187 | m0 | 95 | #279 | 88 | #302 | m62 | m2 | 88 | 58 | |
| | | | | | | | | | | | | | | |

 $^{(\}hbox{$\sim$})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer

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

Que shown is maximum after two cycles.

The signalized intersection of Cobb Parkway SE at Cumberland Boulevard is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2024 Build conditions. Additionally, each <u>approach</u> of the intersection is also projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

Under the *Alternative* scenarios, traffic patterns are not expected to be significantly different at this intersection. Therefore, it is not surprising that the *Alternative* scenarios operate acceptably and with similar LOS and delay as the base condition.

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COBB PARKWAY SE AT SPRING RD AND CIRCLE 75 PARKWAY 5.2

(Intersection 2)

| • | | ion 2) | | | | | | | | | | | | |
|--|-------|----------------|-------|------------|----------|-----------|------------|--------|-------|------------|--------|------|--------------|---|
| | | S Standard: E | | Pkwy SE (| | | Pkwy SE (S | R 3) | | Spring Ro | | | cle 75 Pk | |
| Appro | ach L | OS Standard: E | | lorthbound | | S | outhbound | _ | | Eastboun | | . \ | Vestboun | |
| | | 0 "100 | L | Т | R | LL | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | = (aa t) | | 1 | 5 (11.5) | F (8 | 31.1) | = // == => | | Г | = (=a a) | |
| | _ | Approach LOS | | E (62.4) | | | D (41.3) | i | | F (135.6) | | | E (76.9) | i |
| 9 | AM | Storage | 400 | | 325 | 250 | | ì | 310 | | | | | |
| [[] | | 50th Queue | 134 | 134 | 14 | ~82 | ~587 | | ~119 | 226 | 379 | 94 | 103 | |
| N X S | | 95th Queue | 159 | 163 | 30 | m#99 | m#616 | | m#71 | m151 | m238 | 126 | 146 | |
|) E | | Overall LOS | | | | 1 | | D (4 | 43.4) | | | ı | | |
| 2024 EXISTING (SIGNAL) | _ | Approach LOS | | C (28.1) | | | D (48.9) | | | D (41.9) | | | D (48.9) | |
| Ñ | PM | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| | | 50th Queue | 331 | 538 | 22 | 33 | 322 | | 162 | 133 | 267 | 244 | 283 | |
| | | 95th Queue | 376 | 502 | m36 | m52 | 386 | | #288 | 181 | 315 | 281 | 336 | |
| | | Overall LOS | | | | | | F (1 | 13.1) | | | , | | |
| | _ | Approach LOS | | E (65.2) | | | E (58.9) | | | F (220.7) | | | F (79.5) | |
| 9 | ΑM | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
|] <u> </u> | | 50th Queue | 111 | ~301 | 69 | 70 | ~253 | | ~92 | 272 | ~737 | ~152 | 126 | |
| A A | | 95th Queue | 141 | #379 | 125 | m47 | m166 | | m58 | m137 | m140 | #228 | 174 | |
| 9 NO-BUI (SIGNAL) | | Overall LOS | | | | | | D (4 | 49.8) | | | | | |
| 2029 NO-BUILD (SIGNAL) | | Approach LOS | | C (32.9) | | | E (59.4) | | | E (49.5) | | | E (77.5) | |
| 20 | P | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| | | 50th Queue | 358 | 527 | 25 | 51 | 372 | | 151 | 170 | 236 | 315 | 351 | |
| | | 95th Queue | 427 | 593 | m37 | m64 | #448 | | m149 | m161 | m201 | 369 | 426 | |
| | | Overall LOS | | | | | | F (1 | 22.2) | | | | | |
| | | Approach LOS | | E (70.5) | | | F (153.2) | | | F (153.8) | | | F (79.5) | |
| | ΑM | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| | _ | 50th Queue | 209 | 200 | 19 | 45 | ~512 | | 107 | 256 | ~1021 | ~143 | 123 | |
| 2029 BUILD (SIGNAL) | | 95th Queue | 260 | 262 | 50 | m38 | m358 | | m#151 | m294 | #1176 | #218 | 167 | |
| 9 B | | Overall LOS | | • | • | • | • | E (| 56.3) | • | • | • | • | • |
| (S | | Approach LOS | | D (39.9) | | | E (73.3) | • | | E (56.2) | | | E (77.5) | |
| • | PM | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| | _ | 50th Queue | ~555 | 648 | 53 | 59 | ~419 | | 235 | 167 | 628 | 330 | 370 | |
| | | 95th Queue | m#584 | m612 | m64 | m72 | #485 | | m277 | m196 | m682 | 383 | #517 | |
| | | Overall LOS | | | <u>'</u> | | | F (1 | 34.2) | <u>'</u> | | | | |
| 4 7 | | Approach LOS | | E (64.1) | | | D (49.5) | , | , | F (289.2) |) | | F (80.8) | |
| ₹₹ | ΑM | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| 95 | 1 | 50th Queue | 74 | 292 | 129 | 85 | ~564 | | 57 | 223 | ~997 | 129 | 99 | |
|] <u>5</u> 8 | | 95th Queue | 103 | 335 | 195 | m125 | #641 | | m49 | m255 | m#1082 | 164 | 144 | |
| 2029 NO-BUILD Allt Alternative (SIGNAL) | | Overall LOS | | 1 | | 1 | ı | E (| 56.7) | 1 | | | 1 | |
| N N | | Approach LOS | | C (34.8) | | | D (52.5) | , | , | D (50.4) | | | E (77.3) | |
|)29 | PM | Storage | 400 | | 325 | 250 | | , | 310 | | | | | |
| 20 At | ш. | 50th Queue | 294 | ~634 | 26 | 79 | 163 | | 162 | 173 | 273 | 300 | 313 | |
| | | 95th Queue | 326 | #710 | m63 | m98 | #234 | | m#264 | m213 | 363 | 364 | 365 | |
| | | Overall LOS | | | | | | F (1 | 19.8) | | | | | |
| <u> </u> | | Approach LOS | | E (69.0) | | | F (115.1) | , | · · | F (174.2) | | | E (78.3) | |
| L±₹ | AM | Storage | 400 | _ (5515) | 325 | 250 | (1141) | | 310 | (,,,,,, | | | _ (1 515) | |
| ₹ <u>8</u> | ۹ | 50th Queue | 110 | 170 | 33 | 84 | ~660 | | 70 | 215 | ~751 | 130 | 96 | |
| | | 95th Queue | 156 | 271 | 101 | m122 | #726 | | m79 | m198 | m#887 | 164 | 142 | |
| BU | | Overall LOS | .50 | | | , <u></u> | | F (| 58.1) | 00 | 501 | | | |
| 29 L | | Approach LOS | | D (44.7) | | | E (60.9) | _ (| | E (64.3) | | | E (77.3) | |
| 2029 BUILD Alt Alternative (SIGNAL) | P | Storage | 400 | J (-7.1) | 325 | 250 | _ (00.0) | | 310 | _ (04.0) | | | _ (, , , .5) | |
| Alt | Δ. | 50th Queue | 319 | ~635 | 26 | 79 | 173 | | 236 | 155 | ~546 | 300 | 313 | |
| | | 95th Queue | 374 | #711 | m70 | m98 | #249 | | m#443 | 221 | #682 | 364 | 365 | |
| | | Join Queue | 314 | #111 | 1117 U | 11190 | #45 | (11) 0 | | ZZ I | #002 | 504 | 505 | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

Que shown is maximum after two cycles.

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⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

^{(#) 95}th percentile volume exceeds capacity queue may

The signalized intersection of Cobb Parkway SE at Spring Road and Circle 75 is projected to operate acceptably under the 2024 Existing, 2029 No-Build, and 2029 Build PM peak hour conditions. However, it is not projected to meet GRTA's LOS standards for the <u>overall</u> intersection and for individual approaches under the AM peak hour for the 2024 Existing, 2029 No-Build and 2029 Build conditions. Under the <u>AM peak hour</u> for the 2024 Existing conditions, the eastbound <u>approach</u> is currently expected to operate at LOS F, contributing to an <u>overall</u> LOS of F. Under the <u>AM peak hour</u> the 2029 No-Build condition, the eastbound and westbound <u>approaches</u> are both expected to operate at LOS F, contributing to an <u>overall</u> LOS of F. Similarly for the <u>AM peak hour</u> under 2029 Build conditions, the eastbound and southbound <u>approaches</u> are expected to operate at a LOS F, contributing to an <u>overall</u> LOS of F.

Similarly, for the *Alternative* scenario, under the 2029 No-Build *Alternative* conditions and 2029 Build *Alternative* conditions, the same approaches and overall intersections under the <u>AM peak hours</u> continue to operate below GRTA's LOS standards.

In order to meet GRTA's LOS standards under the 2029 No-Build conditions, the <u>system improvement</u> listed below is needed:

 Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.

Note: the *Circle 75 Parkway DRI #3169* included the same recommendation as identified above. However, the GRTA Notice of Decision for *DRI #3169* included the following Condition:

 The Georgia Department of Transportation and Cobb County shall coordinate to identify needed signal timing adjustments at the intersection.

In order to meet GRTA's LOS standards under the 2029 Build conditions, the following improvement listed below is needed:

• In addition to the System Improvement identified above (2029 No-Build improvement), restripe southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

Under the *Alternative* conditions, both improvements identified under the base condition are required for the 2029 No-Build *Alternative* condition and would therefore be No-Build/system improvements under the *Alternative* scenarios:

- Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.
- Restripe the southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT

With the implementation of the proposed improvements noted above that are needed to meet GRTA LOS standards, the intersection is projected to operate at acceptable <u>overall</u> and <u>approach</u> LOS for all scenarios. The analysis results shown in the table below assume the noted changes.

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| Overa | all LO | S Standard: E | Cobb F | Pkwy SE (S | SR 3) | Cobb | Pkwy SE (| SR 3) | | Spring R | d | Circl | e 75 Pkv | wy |
|---|--------|----------------|--------|------------|-------|------|------------|-------|-------|----------|-------|-------|----------|----|
| Approa | ach LO | OS Standard: E | N | orthbound | | 9 | Southbound | | | Eastbour | | We | estbound | |
| | | | L | Т | R | L | T | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | E (7 | 4.1) | | | | | |
| Ā | _ | Approach LOS | | E (69.2) | | | E (73.9) | | | E (76.4) |) | E | (79.5) | |
| = | ΑĀ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| 7 (| - | 50th Queue | 146 | 300 | 106 | 91 | ~556 | | 70 | 264 | ~791 | 109 | 97 | |
| ⊼ੁੱ | | 95th Queue | 185 | #346 | 167 | m126 | #636 | | m72 | m263 | m#678 | 151 | 138 | |
| NO-BUIL SIGNAL) | | Overall LOS | | | | | | E (6 | 7.1) | | | | | |
| 2029 NO-BUILD IMP (SIGNAL) | | Approach LOS | | E (70.7) | | | E (59.9) | | | E (57.2) |) | E | (74.2) | |
| 29 | Σ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| 20 | _ | 50th Queue | 385 | ~656 | 82 | 70 | 405 | | 170 | 168 | 115 | 300 | 348 | |
| | | 95th Queue | m422 | m#679 | m77 | 64 | #440 | | m#257 | m196 | m143 | 364 | 400 | |
| | | Overall LOS | | | | | | E (7 | 8.4) | | | | | |
| | | Approach LOS | | E (75.8) | | | E (79.9) | | | E (79.0) |) | Е | (79.5) | |
| AP | ΑĀ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| (| | 50th Queue | 213 | 257 | 32 | 157 | ~512 | 38 | 85 | 256 | ~468 | 130 | 125 | |
| ⊒≰ | | 95th Queue | 284 | #368 | 100 | m239 | #574 | m92 | m91 | m280 | #529 | 164 | 176 | |
| 2029 BUILD IMP (SIGNAL) | | Overall LOS | | | | | | E (6 | 9.4) | | | | | |
| <u>୍</u> ଟ ଓ | | Approach LOS | | E (74.9) | | | E (59.7) | | | E (58.6) |) | E | (77.5) | |
| 02 | Ā | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| (1 | _ | 50th Queue | ~557 | ~758 | 130 | 141 | 376 | 47 | 232 | 175 | 326 | 300 | 348 | |
| | | 95th Queue | m#521 | m#681 | m95 | 160 | 405 | 113 | #480 | 222 | 338 | 364 | 400 | |
| | | Overall LOS | | | | | | E (7 | 5.6) | | | | | |
| <u>د</u> ه | | Approach LOS | | E (77.4) | | | E (69.7) | | | E (79.6) |) | Е | (77.4) | |
| ≥≥ | Ψ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| - I | - | 50th Queue | 72 | 190 | 55 | 89 | ~631 | | 0 | 131 | 297 | 135 | 75 | |
| ∑ 8) | | 95th Queue | 101 | 322 | 175 | m126 | #705 | | m102 | m131 | m98 | #207 | 115 | |
| P. P. Ei | | Overall LOS | | | | | | D (5 | 4.9) | | | | | |
| na z | _ | Approach LOS | | C (35.0) | | | D (52.5) | | | D (50.4) |) | E | (77.3) | |
| 2029 NO-BUILD IMP Alternative (SIGNAL) | Ā | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| ₽ % | | 50th Queue | 273 | ~634 | 27 | 79 | 163 | | 162 | 173 | 273 | 300 | 313 | |
| | | 95th Queue | 326 | #710 | 69 | m98 | #234 | | m#264 | m213 | 363 | 364 | 365 | |
| | | Overall LOS | | | | | | E (7 | 8.4) | | | | | |
| Ĵ | _ | Approach LOS | | E (79.9) | | | E (79.7) | | | E (75.9) | | E | (79.4) | |
| ₽₹ | Ψ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| = 5 | - | 50th Queue | 109 | ~229 | 33 | 170 | ~652 | 21 | 71 | 215 | 218 | 130 | 105 | |
| S) | | 95th Queue | 153 | #323 | 101 | m242 | #719 | m62 | m80 | m198 | m177 | 164 | 151 | |
| 2029 BUILD IMP Alternative (SIGNAL) | | Overall LOS | | | | | | | | | | | | |
| 29 nat | | Approach LOS | | D (44.7) | | | E (56.2) | | | D (35.1) | | Е | (77.3) | |
| 20. teri | Σ | Storage | 400 | | 325 | 250 | | | 310 | | | | | |
| Ā | | 50th Queue | 319 | ~635 | 26 | 79 | 161 | 6 | 236 | 155 | 258 | 300 | 313 | |
| | | 95th Queue | 374 | #711 | m70 | m98 | 222 | m23 | m#443 | 221 | 326 | 364 | 365 | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

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." Per GRTA's guidance, an ICE Stage 1 is provided in **Appendix F**.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

5.3 COBB PARKWAY SE AT I-285 WESTBOUND RAMP

(Intersection 3)

| - | | OS Standard: E | Cobb | Pkwy SE (SF | 2 3) | Cobb | Pkwy SE | (SR 3) | | N/A | | I-28 | 5 WB R | amp |
|--|----------|-------------------------|---------|---------------------------------------|------|------|---------------|----------|---|----------|----|------------|----------|------------|
| | | LOS Standard: E | | Northbound | (0) | | Southbour | | | Eastbour | nd | | estbour | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| | | Overall LOS | | · · · · · · · · · · · · · · · · · · · | | | | C (31.7) | _ | | | _ | - | |
| | | Approach LOS | | B (15.4) | | | C (26.6) | 0 (0) | | | | | E (63.1) | <u> </u> |
| (D | AM | Storage | | B (10.4) | | | 0 (20.0) | | | | | | _ (00.1) | 725 |
| Ĭ, | A | 50th Queue | 53 | 286 | | | ~676 | 310 | | | | 99 | 0 | 75 |
| ST | | 95th Queue | 86 | 334 | | | #749 | m406 | | | | 131 | 0 | 109 |
| XX | | Overall LOS | 00 | 334 | | | | C (25.5) | | | | 131 | U | 103 |
| 2024 EXISTING (SIGNAL) | | Approach LOS | | B (11.1) | | | B (18.0) | C (23.3) | | | | | E (55.6) | |
| 202 | PM | Storage | | B (11.1) | | | B (10.0) | | | 1 | | | (33.0) | 725 |
| ,, | Ь | 50th Queue | ~216 | 701 | | | 353 | 129 | | | | 138 | 0 | 523 |
| | | 95th Queue | m#254 | m731 | | | 368 | 159 | | | | 179 | 0 | 604 |
| | | Overall LOS | 111#254 | 111731 | | | | D (37.6) | | | | 179 | U | 004 |
| | | Approach LOS | | A (9.5) | | | D (39) | D (37.0) | | | | | E (60.6) | |
| | AM | Storage | | A (9.5) | | | D (39) | | | 1 | | | (00.0) | 725 |
| ⊒ _ | A | 50th Queue | 55 | 354 | | | ~988 | 405 | | | | 119 | 0 | 119 |
| BU | | | m82 | 404 | | | ~900 M#752 | m266 | | l. | | 155 | 0 | |
| 9 K | | 95th Queue | 11102 | 404 | | | | | | | | 155 | U | 157 |
| 2029 NO-BUILD (SIGNAL) | | Overall LOS | | D (4.5.7) | | | | C (34.7) | | | | | Γ (F7 4) | |
| 02 | PM | Approach LOS Storage | | B (15.7) | | | D (36.7) | | | | | | E (57.4) | 725 |
| 7 | Ы | | 242 | 769 | | | 274 | 151 | | | | 115 | 0 | |
| | | 50th Queue | ~213 | m686 | | | 374 408 | 151 | | | | 145 188 | 0 | 546 637 |
| | | 95th Queue | m#199 | тово | | | | m244 | | | | 188 | U | 637 |
| | | Overall LOS | | D (44.6) | | | | D (51.8) | | | | | D (E4.0) | |
| | V | Approach LOS | | B (11.6) | | | E (63.2) | | | 1 | l | | D (54.9) | |
| Δ. | АМ | Storage | | 000 | | | 4000 | 400 | | | | 440 | | 725 |
| ₹(| | 50th Queue | 55 | 390 | | | ~1060 | ~490 | | | | 119 | 0 | 193 |
| B X | | 95th Queue | m77 | 439 | | | m#733 | m254 | | | | 155 | 0 | 240 |
| 2029 BUILD (SIGNAL) | | Overall LOS | | D (20.4) | | | | D (51.8) | | | | | F (CO 4) | |
| 20 | 5 | Approach LOS | | B (32.1) | | | D (51.2) | | | 1 | 1 | | E (69.4) | |
| | PM | Storage | 045 | 4.40 | | | 202 | 400 | | | | 445 | | 725 |
| | | 50th Queue | ~215 | 149 | | | 383 | 136 | | | | 145 | 0 | 652 |
| | | 95th Queue | m#215 | m154 | | | m404 | m162 | | | | 188 | 0 | #797 |
| _ | | Overall LOS | | D (4.4.4) | | | | C (34.4) | | | | | F (00 4) | |
| AL) | S | Approach LOS | | B (14.4) | | | C (32.4) | | | 1 | l | | E (68.4) | |
| | ΑМ | Storage | 07 | 050 | | | 004 | 40.4 | | | | 110 | | 725 |
| BO | | 50th Queue | 67 | 350 | | | ~991 | ~424 | | | | 113 | 0 | 57 |
| 2029 NO-BUILD Alternative (SIGNAL) | | 95th Queue | m96 | 399 | | | m#747 | m278 | | | | 148 | 0 | 86 |
| ativ | | Overall LOS | | A (O 4) | | | | C (33.7) | | | | | F (F7.7) | |
| 029 rn | S | Approach LOS | | A (8.4) | | | D (42.9) | | | 1 | | | E (57.7) | |
| 2 \Ite | PM | Storage | 054 | 700 | | | 070 | 445 | | | | 444 | | 725 |
| ٩ | | 50th Queue | ~251 | 763 | | | 370 | 145 | | | | 141 | 0 | 363 |
| | | 95th Queue | m#228 | m677 | | | 400 | 319 | | | | 182 | 0 | 432 |
| _ | | Overall LOS | | D (110) | | | | D (35.6) | | | | | - (A) | |
| AL) | 5 | Approach LOS | | B (14.2) | | | C (34.9) | | | 1 | l | | E (55.1) | |
| A A | ΑМ | Storage | 20 | 075 | | | 044 | 440 | | | | 0.15 | 400 | 725 |
| O.D | | 50th Queue | 80 | 375 | | | ~814 | 442 | | | | 315 | 469 | 121 |
| | | 95th Queue | m108 | 426 | | | m#606 | m266 | | | | 376 | 538 | 142 |
| 9 B ativ | | Overall LOS | | A (O 1) | | | | D (40.9) | | | | | D (50.5) | |
| 2029 BUILD AIt Alternative (SIGNAL) | 5 | Approach LOS | | A (9.1) | _ | | E (57.4) | | | | | | D (53.5) | |
| 2 VIte | PM | Storage | 070 | 70.4 | | | 400 | 070 | | | | 007 | 040 | 725 |
| 1 | | 50th Queue | ~272 | 784 | | | 430 | ~876 | | | | 295 | 610 | 407 |
| | | 95th Queue | m#250 | m693 | | | m461 | m#998 | | | | 394 | 771 | 471 |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may

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longer

Que shown is maximum after two cycles.

⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

The signalized intersection of Cobb Parkway SE at I-285 Westbound Ramp is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Additionally, each <u>approach</u> of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that under the 2029 No-Build and Build *Alternatives*, the <u>overall</u> intersection LOS is not expected to improve when compared to their respective base scenarios. When looking at each approach, nearly all westbound movements improve under the *Alternative* improvement except for the 2029 No-Build PM peak hour.

The following intersection configuration for Cobb Parkway/SR 3 at I-285 WB Ramp (Intersection 3) was studied for the purposes of this DRI with the Potential New Connection between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway:

 Restripe the right-most westbound left-turn lane of the I-285 WB Exit Ramp approach as a shared through/left-turn lane.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

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5.4 COBB PARKWAY SE AT I-285 EASTBOUND RAMP

(Intersection 4)

| - | | ction 4) | | | | | | | | | | | | |
|--------------------------------------|-------|----------------|---|-----------|------|-----------|------------|------------------------|-----|----------|-----|---|-----------|---|
| | | S Standard: E | | kwy SE (| | | Pkwy SE (S | SR 3) | | 85 EB Ra | | | N/A | |
| Appro | ach L | OS Standard: E | | orthbound | | | outhbound | | | Eastboun | | | Westbound | |
| | | 1 | L | Т | R | L | T | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | 1 | | C (33.7 | ') | | | 1 | | |
| | _ | Approach LOS | | D (51.6) | ī | | C (20.4) | | | E (72.2) | | | ı ı | |
| <u> </u> | Ψ | Storage | | | | | | | 270 | | 350 | | | |
| l ≝⊃ | | 50th Queue | | 121 | 73 | 448 | 8 | | 156 | | 0 | | | |
| 2024 EXISTING (SIGNAL) | | 95th Queue | | 151 | 121 | 551 | 10 | | 190 | | 35 | | | |
| <u> </u> | | Overall LOS | | | | | | D (45.7 | ') | | | | | |
| (S | | Approach LOS | | D (50.8) | | | C (28.7) | | | E (74.5) | | | | |
| 20 | Ā | Storage | | | | | | | 270 | | 350 | | | |
| | | 50th Queue | | 592 | 326 | 525 | 19 | | 199 | 0 | 6 | | | |
| | | 95th Queue | | #649 | 451 | 568 | 21 | | 243 | 0 | 43 | | | |
| | | Overall LOS | | | • | • | • | E (65.4 |) | | | • | | |
| | | Approach LOS | | E (62.3) | | | E (64.0) | , | ĺ | E (73.3) | | | | |
| | ΑM | Storage | | | | | | | 270 | | 350 | | | |
| = - | ٩ | 50th Queue | | 150 | 76 | ~830 | 12 | | 181 | | 0 | | | |
| Jē I | | 95th Queue | | 183 | 126 | m#718 | m11 | | 225 | | 36 | | | |
| 9 NO-BUI (SIGNAL) | | Overall LOS | | 100 | 120 | 1111/1/10 | | E (58.0 | | | | | | |
| 2029 NO-BUILD (SIGNAL) | | Approach LOS | | E (77.7) | | | C (30.3) | L (50.0 | 1 | E (73.7) | | | | |
| 202 | Δ | Storage | | L (//./) | | | C (30.3) | | 270 | L (13.1) | 350 | | | |
| · ` · | 4 | 50th Queue | | ~793 | 375 | ~668 | 28 | | 228 | 0 | 52 | | | |
| | | 95th Queue | | #855 | 526 | #879 | 31 | | 274 | 0 | 95 | | | |
| | | | | #600 | 320 | #019 | 31 | F /7F 6 | | U | 90 | | | |
| | | Overall LOS | | F (CO F) | | 1 | F (70.0) | E (75.6 |) | F (74.0) | | | | |
| | 5 | Approach LOS | | E (62.5) | | | E (78.8) | | 070 | E (74.6) | 050 | | 1 | |
| | AM | Storage | | | | | | | 270 | | 350 | | | |
| [] | | 50th Queue | | 157 | 78 | ~1283 | 12 | | 206 | | 0 | | | |
| B X | | 95th Queue | | 189 | 127 | m#628 | m10 | | 254 | | 36 | | | |
| 2029 BUILD (SIGNAL) | | Overall LOS | | | | ı | | E (70.3 |) | | | | | |
| 20 | _ | Approach LOS | | E (67.5) | 1 | | E (71.9) | | | E (73.4) | | | 1 | |
| | P | Storage | | | | | | | 270 | | 350 | | | |
| | | 50th Queue | | ~745 | 346 | ~1066 | 106 | | 250 | 0 | 57 | | | |
| | | 95th Queue | | #809 | 488 | #1207 | 107 | | 298 | 0 | 100 | | | |
| | | Overall LOS | | | | | | E (65.7 |) | | | | | |
| Ĵ | _ | Approach LOS | | E (62.4) | | | E (64.5) | | | E (73.3) | | | | |
| ₽₹ | PΑ | Storage | | | | | | | 270 | | 350 | | | |
| 3 5 | | 50th Queue | | 153 | 78 | ~841 | 11 | | 181 | | 0 | | | |
| a G | | 95th Queue | | 186 | 130 | m330 | m8 | | 225 | | 36 | | | |
| 2029 NO-BUILD Iternative (SIGNAL) | | Overall LOS | | | | | | E (58.4 | .) | | | | | |
| 29 nat | | Approach LOS | | E (77.8) | | | C (30.6) | | | E (73.7) | | | | |
| 20 F | Ā | Storage | | | | | | | 270 | | 350 | | | |
| ¥ | _ | 50th Queue | | ~803 | 375 | ~712 | 27 | | 228 | 0 | 45 | | | |
| | | 95th Queue | | #864 | 526 | #878 | 30 | | 274 | 0 | 88 | | | |
| | | Overall LOS | | | | L | • | E (76.0 |) | | | | | |
| → | | Approach LOS | | E (62.5) | | | E (79.3) | , | , | E (74.6) | | | | |
| ₫ | Α | Storage | | _ (===== | | | _ (1 313) | | 270 | | 350 | | | |
| 9 8 | ⋖ | 50th Queue | | 160 | 81 | ~1307 | 26 | | 206 | | 0 | | | |
| 2029 BUILD native (SIGI | | 95th Queue | | 192 | 132 | m#705 | m27 | | 254 | | 36 | | | |
| e B | | Overall LOS | | 192 | 102 | 1111#100 | 1114 | E (72.0 | | | 50 | | | |
| 029 ati | | Approach LOS | | E (78) | | | E (65.3) | L (12.0 | / | E (72 4) | | | | |
| 2029 BUILD Alternative (SIGNAL) | M | Storage | | <u> </u> | | | L (03.3) | | 270 | E (73.4) | 350 | | | |
| \ Ite | ₫ | | | 045 | 20.4 | 1004 | 07 | | | | | | | |
| 1 | | 50th Queue | | ~815 | 384 | ~1001 | 27 | | 250 | 0 | 51 | | | |
| | | 95th Queue | | #876 | 535 | #1138 | . 44 | (#) 05 th n | 298 | 0 | 94 | | | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

The signalized intersection of Cobb Parkway SE at I-285 Eastbound Ramp is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Additionally, each <u>approach</u> of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that under the 2029 No-Build *Alternative* and Build *Alternative*, the <u>overall</u> intersection LOS is not expected to see significant changes compared to their respective base scenarios.

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5.5 COBB PARKWAY SE AT AKERS MILL RD SE

(Intersection 5)

| - | | I ION 5) S Standard: E | Ak | ers Mill Rd | SE | Ake | rs Mill R | d SE | Cobb P | kwy SE | (SR ₃) | Cobb F | Pkwy SE (| SR3) |
|--|----|----------------------------------|-----|-------------|---------|----------|------------|------------|-------------|------------|--------------------|----------|------------|------|
| | | OS Standard: E | | Northbound | | | outhbou | | | astbound | | | /estbound | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | 1 | | D (5 | 1 - | | | | | |
| | _ | Approach LOS | | C (20.4) | _ | | C (24.4) | | | E (68.1) | | | E (69.6) | |
| <u>9</u> | ΑM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| Į (| | 50th Queue | 23 | 69 | 0 | 24 | 27 | 0 | 114 | 227 | 51 | 45 | 98 | 0 |
| (IS) | | 95th Queue | 41 | 91 | 0 | 42 | 42 | 0 | 135 | 241 | 94 | 69 | 112 | 0 |
| 24 EXISTIN (SIGNAL) | | Overall LOS | | | | , | | E (5 | 3.3) | | | | | |
| 2024 EXISTING (SIGNAL) | _ | Approach LOS | | D (37.2) | | | C (27.8) | | I | (71.2) | | | E (70.1) | |
| 7 | PM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| | | 50th Queue | 77 | 52 | 0 | 34 | 110 | 49 | 101 | 203 | 43 | 152 | 306 | 0 |
| | | 95th Queue | 115 | 79 | 16 | 60 | 152 | 126 | 142 | 239 | 102 | 203 | 331 | 0 |
| | | Overall LOS | | | | | | D (5 | | | | | | |
| | _ | Approach LOS | | C (22.8) | 1 | | C (24.3) | | | (67.0) | | | E (67.7) | |
| ٩. | AM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| <u>[</u> (| | 50th Queue | 27 | 90 | 0 | 26 | 49 | 0 | 123 | 241 | 76 | 62 | 108 | 0 |
| P-B | | 95th Queue | 46 | 113 | 0 | 44 | 68 | 0 | 149 | 257 | 130 | 89 | 122 | 0 |
| 2029 NO-BUILD (SIGNAL) | | Overall LOS | | | | ı | | D (5 | | | | | | |
|)29 | _ | Approach LOS | | D (40.9) | 1 | | D (36.4) | | | (66.6) | | | E (66.1) | |
| 20 | PM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| | | 50th Queue | 94 | 87 | 0 | 39 | 169 | 110 | 126 | 241 | 73 | 185 | 351 | 0 |
| | | 95th Queue | 125 | 116 | 25 | 62 | 212 | 190 | #177 | 257 | 119 | 225 | 340 | 0 |
| | | Overall LOS | | | | 1 | | D (5 | | | | | | |
| | _ | Approach LOS | | C (23.2) | 1 | | C (24.6) | 1 | | (66.5) | | | E (67.1) | |
| • | ΑM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| ב ב | | 50th Queue | 27 | 91 | 0 | 26 | 50 | 0 | 123 | 251 | 77 | 62 | 111 | 0 |
| BU | | 95th Queue | 46 | 116 | 0 | 44 | 69 | 0 | 149 | 267 | 132 | 89 | 124 | 0 |
| 2029 BUILD (SIGNAL) | | Overall LOS | | | | 1 | | E (5 | | | | | | |
| 20 (\$ | _ | Approach LOS | | D (41.2) | г | | D (36.8) | | 1 | (66.1) | | | E (65.8) | |
| | ΡM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| | | 50th Queue | 94 | 89 | 0 | 39 | 173 | 112 | 135 | 178 | 10 | 185 | 358 | 0 |
| | | 95th Queue | 125 | 117 | 25 | 62 | 213 | 192 | #181 | 179 | 19 | 225 | 347 | 0 |
| | | Overall LOS | | | | | | D (5 | | | | ı | | |
| H (| 5 | Approach LOS | | C (22.9) | | | C (24.4) | | | (66.8) | | | E (67.8) | |
| A N | AM | Storage | 200 | | 250 | 360 | | 85 | 340 | | | 420 | | 150 |
| SIG | | 50th Queue | 27 | 89 | 0 | 26 | 49 | 0 | 122 | 231 | 77 | 62 | 113 | 0 |
| 2029 NO-BUILD Allt Alternative (SIGNAL) | | 95th Queue | 46 | 112 | 0 | 44 | 67 | 0 | 149 | 247 | 131 | 89 | 127 | 0 |
| i ç | | Overall LOS | | D (44.0) | | | D (00 0) | D (5 | | . (00.4) | | I | F (0F 0) | |
| 19 P | 5 | Approach LOS | 000 | D (41.2) | 050 | 000 | D (36.6) | 0.5 | | (66.4) | | | E (65.9) | 150 |
| 202 \Ite | PM | Storage | 200 | 00 | 250 | 360 | 470 | 85 | 340 | 000 | 7.4 | 420 | 05.4 | 150 |
| | | 50th Queue | 94 | 89 | 0 | 39 | 172 | 111 | 129 | 223 | 74 | 185 | 354 | 0 |
| | | 95th Queue | 125 | 118 | 25 | 62 | 212 | 191 | #177 | 242 | 120 | 225 | 345 | 0 |
| | | Overall LOS | | C (22.0) | | 1 | C (04.5) | D (5 | | (66.7) | | 1 | F (67.4) | |
| AL) | > | Approach LOS | 000 | C (23.0) | 050 | 200 | C (24.5) | 0.5 | | (66.7) | | | E (67.4) | 450 |
| AH SN | ΑM | Storage | 200 | 00 | 250 | 360 | 40 | 85 | 340 | 040 | | 420 | 440 | 150 |
| 2029 BUILD Alt Alternative (SIGNAL) | | 50th Queue | 27 | 90 | 0 | 26 | 49 | 0 | 134 | 248 | 59 | 62 | 116 | 0 |
|) e | | 95th Queue | 46 | 113 | 0 | 44 | 68 | 0 | 157 | 265 | 123 | 89 | 129 | 0 |
| 9 E ativ | | Overall LOS | | D (44.4) | | 1 | D (27.4) | D (5 | | (CE 0) | | <u> </u> | T (CF C) | |
| 202 3rn | > | Approach LOS | 200 | D (41.4) | 250 | 260 | D (37.1) | 0F | | (65.8) | | | E (65.6) | 150 |
| Alte | PM | Storage 50th Output | 200 | 00 | 250 | 360 | 170 | 85 | 340 | 220 | 75 | 420 | 262 | 150 |
| , | | 50th Queue | 94 | 90 | 0 25 | 39 62 | 173 215 | 112 193 | 127 #177 | 239 262 | 75 128 | 185 | 363 352 | 0 |
| | | 95th Queue | 125 | 118 | ∠5 | 02 | ∠15 | 193 | | 202 | ıΖŏ | 225 | აე∠ | U |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

The signalized intersection of Akers Mill Rd at Cobb Parkway SE is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Additionally, each <u>approach</u> of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

Under the *Alternative* scenarios, traffic patterns are not expected to be significantly different at this intersection. Therefore, it is not surprising that the *Alternative* scenarios operate acceptably and with similar LOS and delay as the base condition.

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5.6 CUMBERLAND BOULEVARD AT SPRING ROAD

(Intersection 6)

| - | | ction 6) | 0 | la a al a a al f | DII | 0 | . b al a d | DI I | | O' D-1 | | | | |
|--|---------|-----------------------------------|------------|-----------------------|-----|------------|-----------------------|------------|------------|------------------------|----|-------------|----------------------|-----|
| | | OS Standard: E .OS Standard: E | | berland E orthboun | | | nberland Southbour | | | Spring Rd Eastbound | | | pring Rd estbound | |
| Appro | Jacii L | .03 Standard. E | ı | T T | R | L | T | R | 1 | T | R | I | T | R |
| | | Overall LOS | | ı | IX | L | ı | | (54.5) | | IX | L | | IX. |
| | | Approach LOS | | E (77.8) | | | E (63.1) | | (54.5) | D (40.5) | | | D (50.9) | |
| 45 | AM | Storage | | L (77.0) | | 145 | L (03.1) | 590 | 225 | D (40.5) | | 400 | J (30.8) | |
| N _O | ٧ | 50th Queue | 136 | 264 | | 94 | 110 | 5 | 145 | 684 | | 167 | 117 | - |
| STI | | 95th Queue | 182 | 316 | | m154 | 151 | 62 | 220 | #984 | | m234 | m158 | - |
| XXX | | Overall LOS | 102 | 310 | | 111134 | 131 | | (64.7) | #904 | | 111234 | 111136 | |
| 2024 EXISTING (SIGNAL) | | Approach LOS | | D (54.0) | | | E (75.7) | <u> </u> | (04.7) | E (65.5) | | | E (68.3) | |
| 05 | PM | Storage | | D (34.0) | | 145 | E (75.7) | 590 | 225 | ⊏ (65.5) | | 400 | = (00.3) | |
| ,, | Ъ | 50th Queue | 426 | 294 | | 107 | 232 | 142 | 215 | 424 | | 258 | 527 | |
| | | 95th Queue | #589 | 279 | | | | 264 | 306 | #638 | | | #622 | |
| | | Overall LOS | #369 | 219 | | m169 | 275 | | (56.8) | #030 | | m238 | #022 | |
| | | Approach LOS | | E (78.9) | | | E (57.8) | | (56.8) | D (46.1) | | | D (50.6) | |
| | AM | Storage | | E (76.9) | | 145 | E (37.6) | 590 | 225 | D (46.1) | | 400 | J (30.6) | |
| | ₹ | | 120 | 202 | | | 164 | | | ~781 | | | 117 | |
| BU AL | | 50th Queue 95th Queue | 139 186 | 292 340 | | 97 m157 | 164 214 | 14 77 | 148 224 | #1083 | | 178 m243 | 117 m154 | |
| 9 N | | Overall LOS | 100 | 340 | | 111157 | 214 | | | #1063 | | 111243 | 111154 | |
| 2029 NO-BUILD (SIGNAL) | | | | F (FF 0) | | | F (7F C) | | (65.5) | F (CC O) | | | T (CO O) | |
| 023 | > | Approach LOS | | E (55.8) | | 115 | E (75.6) | 500 | 225 | E (66.2) | | | E (69.0) | |
| 7 | PM | Storage | 474 | 400 | | 145 | 000 | 590 | | 407 | | 400 | F 4 4 | |
| | | 50th Queue | ~471 | 432 | | 109 | 262 | 170 | 221 | 467 | | 247 | 541 | |
| | | 95th Queue | #606 | 503 | | m160 | 308 | 289 | #365 | #661 | | m289 | m#642 | |
| | | Overall LOS | | F (70.0) | | 1 | F (F7.0) | <u> </u> | (59.9) | D (47.0) | | | F (CF 0) | |
| | 5 | Approach LOS | | E (79.0) | | 4.45 | E (57.3) | 500 | 005 | D (47.2) | | | E (65.2) | |
| | ΑМ | Storage | 4.40 | 000 | | 145 | 477 | 590 | 225 | 0.44 | | 400 | 444 | |
| | | 50th Queue | 142 | 306 | | 100 | 177 | 10 | 148 | ~841 | | 171 | 144 | _ |
| B K | | 95th Queue | 191 | 210 | | m161 | 227 | 77 | 224 | #1141 | | 263 | 206 | |
| 2029 BUILD (SIGNAL) | | Overall LOS | | F (CO O) | | 1 | F (7F 0) | <u> </u> | (64.1) | F (CF O) | | Ι . | T (CO 4) | |
| 70 | PM | Approach LOS | | E (60.0) | | 4.45 | E (75.3) | 500 | 205 | E (65.9) | ĺ | | E (60.4) | |
| | | Storage 50th Queue | ~501 | 307 | | 145 112 | 273 | 590 173 | 225 221 | ~523 | | 400 300 | 558 | - |
| | | | #638 | 331 | | m175 | 325 | 291 | #365 | #655 | | #492 | #671 | |
| | | 95th Queue Overall LOS | #636 | 331 | | 111175 | 323 | _ | (53.9) | #000 | | #492 | #671 | |
| _ | | Approach LOS | | E (77.6) | | | E (59.7) | D | (33.9) | D (42.5) | | | D (35.7) | |
| AL, | AM | Storage | | <u> </u> | | 145 | E (39.7) | 590 | 225 | D (42.5) | | 400 | J (33.7) | |
| I I | ٧ | 50th Queue | 141 | 299 | | 97 | 152 | 13 | 148 | 711 | | 91 | 75 | |
| BU (SK | | 95th Queue | 189 | 348 | | m159 | 198 | 77 | 224 | #1043 | | m135 | m105 | |
| 2029 NO-BUILD Alternative (SIGNAL) | | Overall LOS | 109 | 340 | | 111139 | 190 | | (65.9) | #1043 | | 111133 | 111103 | |
| 9 N ati | | Approach LOS | | E (60.9) | | | E (75.9) | | (03.3) | E (58.6) | | | E (70.5) | |
| 202 ern | PM | Storage | | L (00.9) | | 145 | L (73.3) | 590 | 225 | L (30.0) | | 400 | L (70.5) | |
| Alte | Д | 50th Queue | ~500 | 442 | | 109 | 244 | 172 | 221 | 413 | | 168 | 468 | |
| | | 95th Queue | #636 | 330 | | m162 | 294 | 305 | #336 | #593 | | m177 | 527 | |
| | | Overall LOS | #030 | 330 | | 111102 | 234 | | (55.6) | #333 | | 111177 | 321 | |
| · | | Approach LOS | | E (79.1) | | | E (57.0) | | (55.6) | D (42.4) | | | D (50.8) | |
| t I | AM | Storage | | L (7 3.1) | | 145 | L (37.0) | 590 | 225 | D (42.4) | | 400 | (30.6) | |
| G A | ٧ | 50th Queue | 145 | 313 | | 99 | 165 | 14 | 148 | 697 | | 92 | 91 | |
| (SI | | 95th Queue | 194 | 218 | | m162 | 215 | 77 | 224 | #1038 | } | 137 | 132 | |
| 3UI | | Overall LOS | 134 | 210 | | 111102 | 210 | | (60.0) | #1000 | | 1 101 | 102 | |
| 2029 BUILD AIt Alternative (SIGNAL) | | Approach LOS | | E (61.4) | | | E (75.7) | | (30.0) | E (57.7) | | | D (47.7) | |
| 202 err | ΡM | Storage | | _ (U1. 4) | | 145 | _ (13.7) | 590 | 225 | L (31.1) | | 400 | (+1.1) | |
| Alt | Δ | 50th Queue | ~508 | 323 | | 112 | 254 | 170 | 221 | 439 | | 165 | 480 | |
| | | 95th Queue | #644 | 344 | | m163 | 302 | 290 | #365 | #626 | | 187 | 544 | |
| | | John Queue | #044 | 544 | | 111103 | 302 | | #303 | #020 | | 101 | J 1 4 | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

The signalized intersection of Cumberland Boulevard at Spring Road is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Each <u>approach</u> of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that under the 2029 No-Build and Build *Alternatives*, the <u>overall intersection LOS</u> is not expected to change significantly compared to their respective base scenarios. When looking at each approach, all eastbound movements slightly improve under the 2029 No-Build and Build *Alternative* in both AM and PM peak hours. The westbound approach improves significantly under the *Alternative* 2029 Build AM and PM peak hours when compared to the base 2029 Build Scenario. This is likely due to the shift in westbound travel using the new road connection.

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5.7 CUMBERLAND BOULEVARD AT SPRING HILL PARKWAY AND UTILITY DWY

(Intersection 7)

| • | | Stion 7) OS Standard: E | Cu | ımberland | Blvd | Cum | berland E | Blvd | | Utility Dwy | | Sp | ring Hill Pk | wy |
|---------------------------------------|----|----------------------------|----|-----------|------|------|-----------|------|-------|-------------|---|-----|--------------|----|
| | | .OS Standard: E | | Northbour | | | outhboun | | | Eastbound | | | Westbound | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | C (2 | 25.6) | | | | | |
| | | Approach LOS | | B (14.2) | | | B (18.3) | | | (0) | | | E (68.3) | |
| Ō | ΑM | Storage | | | | 45 | | | | ľ | | 85 | | |
| ĔΩ | | 50th Queue | | 43 | | 136 | 48 | | | | | 15 | 0 | |
| [S] ₹ | | 95th Queue | | 66 | | m171 | m88 | | | | | 42 | 0 | |
| 2024 EXISTING (SIGNAL) | | Overall LOS | | | | | | B (1 | 11.5) | | | | | |
| 24 (S | | Approach LOS | | B (10.3) | | | A (7.4) | | | C (30) | | | D (39.4) | |
| 70 | P | Storage | | | | 45 | | | | | | 85 | | |
| | | 50th Queue | 1 | 101 | | 40 | 23 | | | 0 | | 8 | 14 | |
| | | 95th Queue | 6 | 162 | | m69 | 62 | | | 0 | | 24 | 73 | |
| | | Overall LOS | | | | | | C (2 | 25.1) | | | | | |
| | | Approach LOS | | B (14.9) | | | B (17.6) | | | (0) | | | E (69.1) | |
| Q. | Α | Storage | | | | 45 | | | | | | 85 | | |
| 불그 | ` | 50th Queue | | 49 | | 138 | 55 | | | | | 17 | 0 | |
| 2029 NO-BUILD (SIGNAL) | | 95th Queue | | 74 | | m176 | m111 | | | | | 43 | 0 | |
| S 5 | | Overall LOS | | | | | | C (′ | 12.0) | | | | | |
| 29 (S | | Approach LOS | | B (11.1) | | | A (8) | | | C (29.5) | | | D (39) | |
| 20 | A | Storage | | | | 45 | | | | | | 85 | | |
| | _ | 50th Queue | 1 | 121 | | 51 | 19 | | | 0 | | 8 | 20 | |
| | | 95th Queue | 6 | 193 | | m76 | 83 | | | 0 | | 25 | 81 | |
| | | Overall LOS | | | | | | C (2 | 28.7) | | | | | |
| | | Approach LOS | | B (19.3) | | | C (21.1) | | | (0) | | | E (65.8) | |
| | ΑM | Storage | | | | 45 | | | | | | 85 | | |
| 급급 | | 50th Queue | | 68 | | 207 | 79 | | | | | 61 | 0 | |
| ۶₹ | | 95th Queue | | 106 | | m238 | m142 | | | | | 109 | 0 | |
| 8 <u>5</u> | | Overall LOS | | | | | | B (1 | 4.7) | | | | | |
| 2029 BUILD (SIGNAL) | | Approach LOS | | B (13.5) | | | B (10.5) | | | C (26.7) | | | D (35.3) | |
| ,,, | P | Storage | | | | 45 | | | | | | 85 | | |
| | | 50th Queue | 1 | 152 | | 87 | 37 | | | 0 | | 40 | 49 | |
| | | 95th Queue | 6 | 236 | | m120 | m115 | | | 0 | | 73 | 117 | |
| | | Overall LOS | | | | | | C (2 | 25.2) | | | | | |
| Ĵ | | Approach LOS | | B (12.8) | | | B (13.8) | | | (0) | | | E (63.3) | |
| ۹₹ | ΑM | Storage | | | | 45 | | | | | | 85 | | |
| 불 | ` | 50th Queue | | 54 | | 54 | 92 | | | | | 136 | 0 | |
| 2029 NO-BUILD Alternative (SIGNAL) | | 95th Queue | | 88 | | m76 | m133 | | | | | 201 | 0 | |
| ₩ ¥ | | Overall LOS | | | | | | B (1 | 5.4) | | | | | |
| 129 nat | _ | Approach LOS | | B (13.9) | | | B (11.1) | | | C (25) | | | C (30.5) | |
| 20 Ter | PM | Storage | | | | 45 | | | | | | 85 | | |
| A | | 50th Queue | 1 | 119 | | 5 | 33 | | | 0 | | 89 | 31 | |
| | | 95th Queue | 6 | 189 | | m10 | 46 | | | 0 | | 137 | 88 | |
| | | Overall LOS | | | | | | C (2 | 28.8) | | | | | |
| (T) | _ | Approach LOS | | B (16.9) | | | B (18) | | | (0) | | | E (62.3) | |
| Ž | ΑM | Storage | | | | 45 | | | | | | 85 | | |
| ⊒ % | | 50th Queue | | 74 | | 111 | 90 | | | | | 180 | 0 | |
| BU ((| | 95th Queue | | 117 | | m137 | m145 | | | | | 251 | 0 | |
| 29 | | Overall LOS | | | | | | B (1 | 6.9) | | | | | |
| 2029 BUILD Alternative (SIGNAL) | | Approach LOS | | B (14.9) | | | B (11.2) | | | C (24.4) | | | C (33.1) | |
| <u>t</u> e | P | Storage | | | | 45 | | | | | | 85 | | |
| ⋖ | | 50th Queue | 1 | 154 | | 18 | 39 | | | 0 | | 122 | 63 | |
| | | 95th Queue | 6 | 243 | | m43 | 82 | | | 0 | | 173 | 124 | |

 $^{(\}hbox{$\sim$})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

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⁽m) Volume for 95^{th} percentile queue is metered by upstream signal.

^(#) 95^{th} percentile volume exceeds capacity queue may longer

Que shown is maximum after two cycles.

The signalized intersection of Cumberland Boulevard at Spring Hill Parkway and a Utility Driveway is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Each <u>approach</u> of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that the <u>overall</u> intersection LOS does improve the 2029 Build AM peak hour under the alternative scenario. Under the baseline 2029 Build AM peak hour, the intersection is projected to operate at LOS D. In the 2029 Build *Alternative* however, the intersection is predicted to operate at LOS C with approximately 7 second reduction in delay. This is largely due to the improvement in the southbound approach, which is expected to operate at LOS D in the 2029 Build AM peak hour scenario and the alternative scenario expecting to operate at LOS B with approximately 18 second reduction in delay.

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5.8 Spring Road at Site Driveway A

(Intersection 8)

| | | OS Standard: E | | Driveway | | 0 | N/A | | | Spring R | | | Spring Rd | |
|------------------------|--------|----------------|----|-----------|----|---|----------|------|--------|---------------|---|-------|-----------|---|
| Appr | oacn L | OS Standard: E | r | Northbour | | 8 | outhbour | | | Eastbour T | | | estbound | |
| | | Overall LOS | L | ı | R | L | ı | R | (25.2) | I | R | L | ı | R |
| | | Approach LOS | | C (29.0 | O) | | | | (20.2) | C (29.4) |) | | B (17.2) | |
| | AM | Storage | | | | | | | | | | 150 | | |
| | | 50th Queue | 5 | | 0 | | | | | 391 | | 152 | 20 | |
| 2029 BUILD (SIGNAL) | | 95th Queue | 19 | | 35 | | | | | m479 | | m#365 | m23 | |
| 9 6 19 | | Overall LOS | | | | | | С | (25.2) | | | | | |
| (S | | Approach LOS | | C (22.4) | | | | | | D (39) | | | B (16.6) | |
| | F | Storage | | | | | | | | | | 150 | | |
| | | 50th Queue | 32 | | 0 | | | | | 363 | | 78 | 256 | |
| | | 95th Queue | 77 | | 62 | | | | | m395 | | m80 | m443 | |
| | | Overall LOS | | | | | | D | (44.8) | | | | | |
| Ĺ | | Approach LOS | | C (26.1) | | | | | | E (56.7) | | | B (13.5) | |
| l ₹ | ΑM | Storage | | | | | | | | | | 150 | | |
| UILD (SIGNAL) | | 50th Queue | 5 | | 0 | | | | | ~360 | | 92 | 6 | |
| | | 95th Queue | 19 | | 35 | | | | | #636 | | m146 | m6 | |
| 2029 B Alternative | | Overall LOS | | | • | | • | С | (27.9) | | | | • | |
| 2029 rnativ | | Approach LOS | | C (20.2) | | | | | | D (42.2) | | | B (17.2) | |
| <u>te</u> | F | Storage | | | | | | | | | | 150 | | |
| ⋖ | | 50th Queue | 30 | | 0 | | | | | 357 | | 121 | 79 | |
| | | 95th Queue | 74 | | 59 | | | /w a | | 391 | | m152 | m34 | |

 $^{(\}sim)$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

Que shown is maximum after two cycles.

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

The proposed Site Driveway A is located approximately 500 feet east of Cumberland Boulevard and is a proposed median break previously discussed with City of Smyrna staff. Site Driveway A is proposed to be a full-movement driveway and is recommended to operate with a new traffic signal due to the projected high volumes of traffic entering and exiting the development at this location. Based on the AM and PM peak hour volumes studied in the DRI, Spring Road at Site Driveway A is expected to meet signal warrants and has therefore been studied as a traffic signal. Signal warrants are likely to be met under the provision from the *Manual on Uniform Traffic Control Devices* (MUTCD) for mainline left-turn volumes opposing mainline through volumes.

The signalized intersection of Spring Rd at Site Driveway A is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway A configuration was studied and is recommended to be constructed as follows:

- Create a median break along Spring Road and install a new traffic signal to allow full access into and out of Site Driveway A, if and when warranted and approved by the City of Smyrna.
- Provide a minimum of one (1) westbound left-turn lane along Spring Road.
- Provide a minimum of one (1) lane entering and two (2) lanes exiting Site Driveway A.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer

5.9 Spring Road at Site Driveway B

| /Into | rsection | aı |
|-------|-----------|----|
| une | 136661011 | 31 |

| Over | all LO | S Standard: E | | Oriveway | | | N/A | | | Spring Rd | | | Spring Rd | |
|----------------------------------|--------|----------------|---|-----------|----|---|----------|----|---------|-----------|---|---|-----------|---|
| Appro | ach L0 | OS Standard: E | ١ | Northboun | d | S | outhbour | nd | | Eastbound | t | V | Vestbound | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | | A (0.6) | | | | | |
| | | Approach LOS | | D (25.3) | | | | | | (0.0) | | | (0.0) | |
| | ΑM | Storage | | | | | | | | | | | | |
| 2029 BUILD (TSWC) | | 50th Queue | | | | | | | | | | | | |
| 29 BUIL (TSWC) | | 95th Queue | | | 23 | | | | | | | | | |
| 19 E | | Overall LOS | | | | | | | A (1.4) | | | | | |
| 202 | | Approach LOS | | C (20.8) | | | | | | (0.0) | | | (0.0) | |
| ,, | PM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | 60 | | | | | | | | | |
| | | Overall LOS | | | | | | | A (0.6) | | | | | |
| | | Approach LOS | | D (25) | | | | | | (0.0) | | | (0.0) | |
| 180 | AM | Storage | | | | | | | | | | | | |
| 2≥ | | 50th Queue | | | | | | | | | | | | |
| 2029 BUILD Alternative (TWSC) | | 95th Queue | | | 23 | | | | | | | | | |
| ativ | | Overall LOS | | | | | | | A (1.5) | | | | | |
| 202 | | Approach LOS | | C (20.4) | | | | | | (0.0) | | | (0.0) | |
| V/fe | PM | Storage | | | | | | | | | | | | |
| • | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | 58 | | | | | | | | | |

 $^{(\}hbox{--})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

The unsignalized intersection of Spring Road at Site Driveway B is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build Alternative conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway B configuration was studied and is recommended as follows:

• Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway B.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

5.10 Spring Hill Parkway at Site Driveway C

(Intersection 10)

| Ove | rall LC | S Standard: E | Sprii | ng Hill | Pkwy | Spri | ng Hill I | Pkwy | | N/A | | | riveway C | , |
|----------------------------------|---------|----------------|-------|---------|------|------|-----------|------|---------|-----------|---|---|-----------|---|
| Appro | ach L | OS Standard: E | N | orthbou | nd | S | outhbou | ınd | | Eastbound | t | 1 | Nestbound | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | | A (2.8) | | | | | |
| | | Approach LOS | | | | | A (3.4) | | | (0.0) | | | B (12.1) | |
| | Α | Storage | | | | | | | | | | | | |
| 9 _ | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 8 | | | | | | | 13 | |
| 2029 BUILD (TWSC) | | Overall LOS | | | | | | | A (3.4) | | | | | |
| 50% | | Approach LOS | | | | | A (7.9) | | | (0.0) | | | B (12.2) | |
| | P | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 5 | | | | | | | 23 | |
| | | Overall LOS | | | | | | | A (2.6) | | | | | |
| | | Approach LOS | | | | | A (5.9) | | | (0.0) | | | B (12.5) | |
| ် တွ | Α | Storage | | | | | | | | | | | | |
| 9 % | | 50th Queue | | | | | | | | | | | | |
| 2029 BUILD 4Iternative (TWSC) | | 95th Queue | | | | 8 | | | | | | | 13 | |
| 29 E | | Overall LOS | | | | • | | | A (3) | • | | | | |
| 202 | | Approach LOS | | | | | A (4.0) | | | (0.0) | | | B (12.6) | |
| Alte | P | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 8 | | | | | | | 20 | |

 $^{(\}hbox{$\sim$})$ Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

Que shown is maximum after two cycles.

The driveway stop-controlled intersection of Spring Hill Parkway at Site Driveway C is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway C configuration was studied and is recommended as follows:

• One (1) lane entering and one (1) shared left/right-turn lane exiting Site Driveway C.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer

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

5.11 ALTERNATIVE POTENTIAL NEW CONNECTION AT POTENTIAL SITE DRIVEWAY D

| Over | all LO | S Standard: E | | N/A | | D | rivewa | y D | | N/A | | Pote | ential N | lew Conn | ection |
|------------------------|--------|----------------|----|----------|----|---|---------|-----|------|---------|----|------|----------|----------|--------|
| Appro | ach L0 | OS Standard: E | No | orthbour | nd | S | outhboo | ınd | Е | astbour | nd | | We | estbound | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | - | Т | R |
| | | Overall LOS | | | | | | | A (0 | .3) | | | | | |
| | | Approach LOS | | | | | B (11.1 |) | | | | | | (0.0) | |
| JILD (TWSC) | AM | Storage | | | | | | | | | | | | | |
| ۾ ۾ | | 50th Queue | | | | | | | | | | | | | |
| | | 95th Queue | | | | | 3 | | | | | | | | |
| 2029 BI Alternative | | Overall LOS | | | | | | | A (0 | .5) | | | | | |
| 2029 rnativ | | Approach LOS | | | | | B (13.1 |) | | | | | | (0.0) | |
| Alte | P | Storage | | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | | |
| | | 95th Queue | | | | | 5 | | | | | | | | |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

The right-in-right-out driveway stop-controlled intersection of the Potential New Connection at Site Driveway D is projected to operate at an acceptable southbound driveway approach LOS under the 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, and Site Driveway D is approved by GDOT, Cobb County, and Smyrna, the following Site Driveway D configuration is recommended:

 Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway D, subject to the construction of the Potential New Connection and approval by GDOT, Cobb County, and Smyrna.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

5.12 ALTERNATIVE SPRING HILL PARKWAY AT POTENTIAL NEW CONNECTION

(Intersection 12)

| - | | S Standard: E | Spring | g Hill Pa | rkway | Spring | g Hill Pa | rkway | | N/A | | Potentia | al New Co | nnection |
|-------------------------------------|-------|----------------|--------|-----------|-------|--------|-----------|-------|------|----------|----|----------|-----------|----------|
| Appro | ach L | OS Standard: E | N | orthbour | nd | S | outhbour | nd | | Eastbour | nd | | Westbound | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | | (8. | 1) | | | | |
| | | Approach LOS | | (0.0) | | | (0.0) | | | | | | C (14.8) | |
| ွှ | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| -BL | | 95th Queue | | | | | | | | | | 70 | | 20 |
| 2029 NO-BUILD Iternative (TWS) | | Overall LOS | | | | | | | (10. | .8) | • | • | • | |
| 29 rna | | Approach LOS | | (0.0) | | | (0.0) | | | | | | D (16.4) | |
| 2029 NO-BUILD Alternative (TWSC) | Ā | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 108 | | 25 |
| | | Overall LOS | | | | | | | (8. | 5) | | | | |
| | | Approach LOS | | (0.0) | | | (0.0) | | | | | | D (16.0) | |
| ်ပွဲ | AM | Storage | | | | | | | | | | | | |
| ۾ ۾ | 1 | 50th Queue | | | | | | | | | | | | |
| 2029 BUILD Alternative (TWSC) | | 95th Queue | | | | | | | | | | 80 | | 20 |
| e it | | Overall LOS | | | | | | | (12 | 2) | | I. | | |
| 202 3rns | | Approach LOS | | (0.0) | | | (0.0) | | | | | | D (18.4) | |
| Alte | Σ | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 133 | | 25 |

^(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

The side-street stop-controlled intersection of the Potential New Connection at Spring Hill Parkway is projected to operate at an acceptable westbound approach LOS under the 2029 No-Build *Alternative* and 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, the following Potential New Connection configuration at Spring Hill Parkway is recommended:

 Provide two (2) lanes westbound including separate left-turn and right-turn lanes along the Potential New Connection subject to approval by GDOT, Cobb County, and Smyrna.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

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^{(#) 95&}lt;sup>th</sup> percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

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

6.0 Identification of Programmed Projects

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Cobb County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 7** below.

| | Table 7 | Programme | ed Improven | nents | | | |
|--------------------------------------|---|----------------|--------------|-------------------|--------------|--------------------|-----------|
| Project Name | From / To Points: | Sponsor | GDOT PI # | ARC ID # (TIP) | Design FY | ROW / UTL FY | CST FY |
| I-285 Maint & Reconstruction | Collier Dr to Paces Ferry Rd | GDOT | 0018193 | AR-285M- 2022A | 2022 | - | 2024 |
| Cumberland Sweep C Multi-use Path | Akers Mill Rd to I-285 Ped Bridge (along Galleria Dr) | Cobb County | 0017806 | <u>CO-474</u> | 2021 | 2025 | 2027 |
| Cobb Pkwy Ped Bridge | at traffic signal north of Battery Ave | Cobb County | 0019885 | <u>CO-496</u> | 2024 | 2026 | 2028 |
| Cumberland Sweep D Multi-use Path | I-285 Ped Bridge to Windy Ridge Pkwy (along Heritage Ct) | Cobb County | 0019780 | <u>CO-474D</u> | 2023 | 2027 | LR - 2030 |
| Cumberland Sweep E Multi-use Path | Heritage Ct to Interstate North Pkwy (along Windy Ridge Pkwy) | Cobb County | 0019618 | CO-474E | 2023 | 2027 | LR - 2030 |
| I-285 Top End West Express Lanes | Northside Drive to Atlanta Road | GDOT | 0017124 | AR-ML- 200W | | 2025 | LR - 2040 |
| Revive 285 | Paces Ferry Rd to Henderson Mill Rd | GDOT | 0001758 | | 2031 | TBD | TBD |

^{*}Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC).

Fact sheets for projects can be found in **Appendix D**.

7.0 COMPLIANCE WITH COMPREHENSIVE PLANS

The proposed development aligns with the density and community vision for The South Spring area according to the Spring Road Corridor LCI (2017) and is named to match the LCI area plan. The LCI specifically called for higher density, an improved roadway grid network and "Community Square" that inspired the plaza, green lawn, sunken park, and pedestrian amenities throughout the proposed development site. Additionally, The South Spring vision from the LCI identified a system of elevated pedestrian bridges connections looping the I-285/SR 3 Cobb Parkway interchange. There is an existing elevated connection between The Battery and Cobb Galeria (under construction during the LCI). The proposed development includes a future connection across I-285 connecting the site directly to Cumberland Mall, as noted on the DRI Site Plan.

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^{**}Segments are being completed by different entities

Proposed Site Plan





RASS ASSOCIATES, LLC 6860 IPC DRIVE, MCKINNEY, IX78070 EMAIL: SCOTTPOLIKOV@GMAIL.COM

SOUTH SPRING 280 6 2800 SPRING TO SE, ATLANTA, CA 2023 LAND LOT 1805 8, 881, ITTHIN STRICT

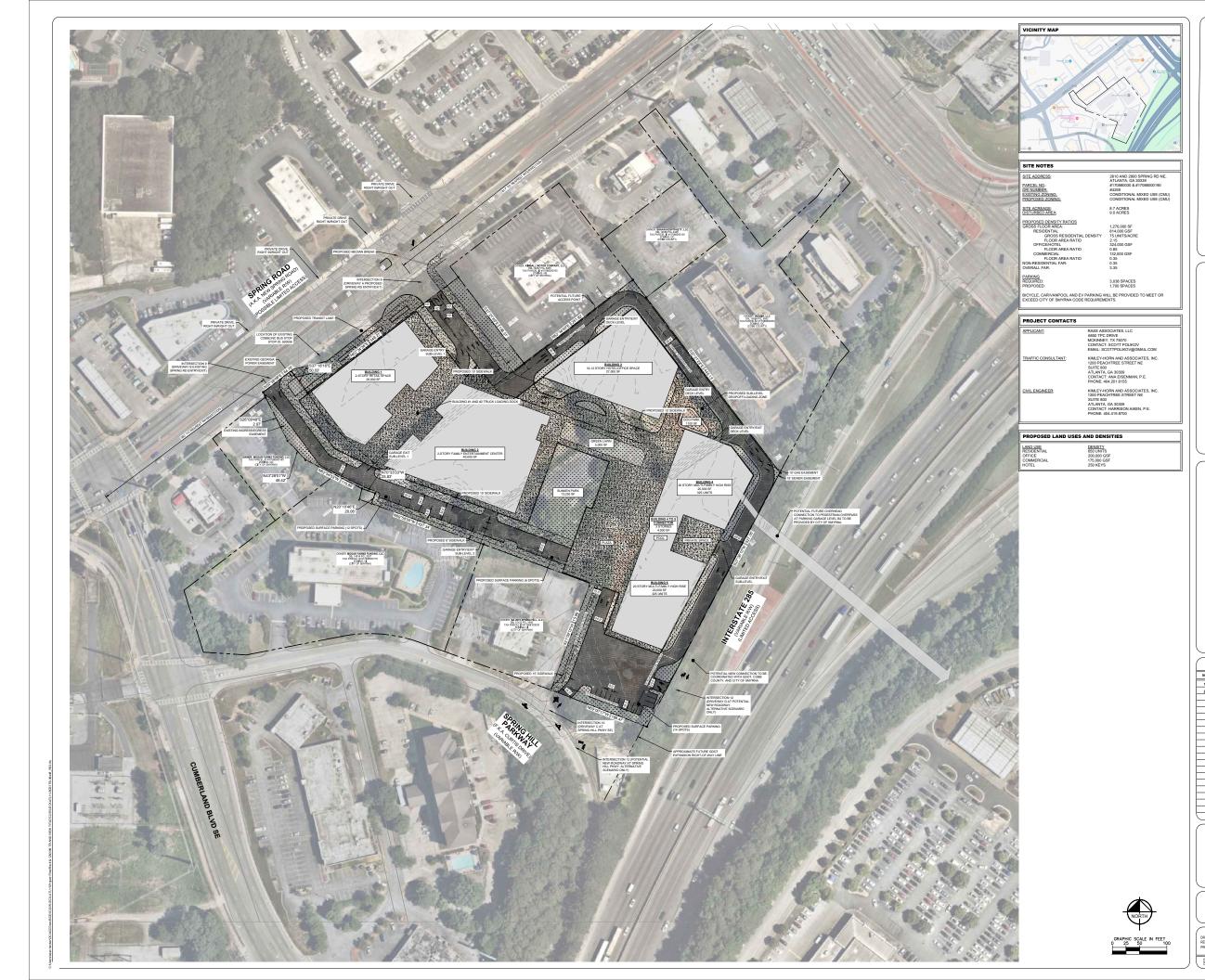
| ISSUES & REVISIONS | NO | DATE | DESCRIPTION | 1 | 00.00.2024 | DRI SITE PLAN | 2 | 11.20.3024 | DRI SITE PLAN | DRI SITE PL



DRI SITE PLAN

DRAWN: SMC
REVIEWED: HIA
PROJECT NO. OT POSSOOD

PROJECT NO. TOT FOR DISCLOSURE OR USE WITHOUT THE WRITTEN
CONSENT OF BURK COMPUTER BUNKDOMMENTS, NC.



RASS ASSOCIATES, LLC 689 TPO DRIVE, INCKNINEY, TX 75370 EMAIL: SCOTTPOLIKON@GMALL.COM

SOUTH SPRING 2810 & 2800 SPRIG RD SE, ATLANTA, CA 20339 LAND LOT 880 & 881, 17TH DISTRICT

ISSUES & REVISIONS





DRI SITE PLAN

C0-20

PROPRIETARY: NOT FOR DISCLOSURE OR USE WITHOUT THE WRITTER CONSENT OF BURR COMPUTER ENVIRONMENTS, INC.

Trip Generation Analysis

| | | Trip Generation Analy | | Vith 2nd Edition Ha | | ly IC & 3rd E | Edition AM/ | PM IC) | | | | | |
|------------|--|------------------------|---------|---------------------|--------|---------------|-------------|--------|-----------|-----|-------|---------|------|
| | | | | Cobb, GA | | | | | | | | | |
| Land Use | | Setting | De | ensity | | Daily Trips | | | Peak Hour | | | Peak Ho | |
| | | | | | Total | In | Out | Total | In | Out | Total | In | Out |
| Proposed | l Project Trips | | | | | | | | | | | | |
| 222 | Multifamily Housing (High-Rise) (Likely) | General Urban/Suburban | 650 | dwelling units | 2,822 | 1,411 | 1,411 | 162 | 55 | 107 | 192 | 108 | 84 |
| 310 | Hotel (Likely) | General Urban/Suburban | 250 | rooms | 2,286 | 1,143 | 1,143 | 118 | 66 | 52 | 157 | 80 | 77 |
| 710 | General Office Building (Likely) | General Urban/Suburban | 200,000 | Sq. Ft. GFA | 2,120 | 1,060 | 1,060 | 304 | 268 | 36 | 295 | 50 | 245 |
| 820 | Shopping Center (>150k) | General Urban/Suburban | 165,000 | Sq. Ft. GFA | 10,172 | 5,086 | 5,086 | 231 | 143 | 88 | 809 | 388 | 421 |
| 850 | Supermarket | General Urban/Suburban | 10,000 | Sq. Ft. GFA | 938 | 469 | 469 | 29 | 17 | 12 | 90 | 45 | 45 |
| Gross Bro | pject Trips | | | | 18,338 | 9,169 | 9,169 | 844 | 549 | 295 | 1,543 | 671 | 872 |
| GIUSS FIL | oject mps | | | | 10,330 | 9,109 | 9,109 | 044 | 349 | 293 | 1,343 | 671 | 012 |
| Resident | tial Trips | | | | 2.822 | 1.411 | 1,411 | 162 | 55 | 107 | 192 | 108 | 84 |
| | Mixed-Use Reductions | | | | -626 | -313 | -313 | -4 | -1 | -3 | -95 | -54 | -41 |
| | Alternative Mode Reductions | | | | -329 | -165 | -164 | -24 | -8 | -16 | -15 | -8 | -6 |
| | Adjusted Residential Trips | | | | 1,867 | 933 | 934 | 134 | 46 | 88 | 82 | 46 | 37 |
| Hotel Trip | ps | | | | 2,286 | 1,143 | 1,143 | 118 | 66 | 52 | 157 | 80 | 77 |
| | Mixed-Use Reductions | | | | -508 | -254 | -254 | -14 | 0 | -14 | -26 | -17 | -9 |
| | Alternative Mode Reductions | | | | -266 | -133 | -133 | -16 | -10 | -6 | -20 | -9 | -10 |
| | Adjusted Hotel Trips | | | | 1,512 | 756 | 756 | 88 | 56 | 32 | 111 | 54 | 58 |
| Office Tri | ins | | | | 2,120 | 1,060 | 1,060 | 304 | 268 | 36 | 295 | 50 | 245 |
| | Mixed-Use Reductions | | | | -404 | -202 | -202 | -31 | -21 | -10 | | -12 | -39 |
| | Alternative Mode Reductions | | | | -258 | -129 | -129 | -41 | -37 | -4 | -37 | -6 | -31 |
| | Adjusted Office Trips | | | | 1,458 | 729 | 729 | 232 | 210 | 22 | 207 | 32 | 175 |
| Retail Tri | ins | | | | 11,110 | 5,555 | 5,555 | 260 | 160 | 100 | 899 | 433 | 466 |
| | Mixed-Use Reductions | | | | -1,494 | -747 | -747 | -29 | -17 | -12 | -152 | -79 | -73 |
| | Alternative Mode Reductions | | | | -1,442 | -721 | -721 | -35 | -21 | -13 | | -53 | -59 |
| | Pass By Reductions (Based on ITE Rates) | | | | -2,336 | -1,168 | -1,168 | 0 | 0 | 0 | -180 | -90 | -90 |
| | Adjusted Retail Trips | | | | 5,838 | 2,919 | 2,919 | 196 | 122 | 75 | 455 | 211 | 244 |
| | e Reductions - TOTAL | | | | -3,032 | -1,516 | -1,516 | -78 | -39 | -39 | -324 | -162 | -162 |
| | e Mode Reductions - TOTAL | | | | -2,295 | -1,148 | -1,147 | -116 | -76 | -39 | -184 | -76 | -106 |
| Pass-By R | Reductions - TOTAL | | | | -2,336 | -1,168 | -1,168 | 0 | 0 | 0 | -180 | -90 | -90 |
| New Trips | <u> </u> | | | | 10,675 | 5,337 | 5,338 | 650 | 434 | 217 | 855 | 343 | 514 |
| Driveway | | | | | 13,011 | 6,505 | 6.506 | 650 | 434 | 217 | | 433 | 604 |

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #1 Cumberland Blvd SE/Windy Ridge Pkwy SE at US 41/SR 3

| | | | | | | | M PEAK HO | DUR | | | | | | | | |
|---|--------|-------|---------|-------|--------|-------|-----------|-------|--------|---------------|-------------|---------|--------|---------------|---------------|---------|
| | | US 41 | /SR 3 | | | US 41 | /SR 3 | | Cumber | land Blvd SE/ | Windy Ridge | Pkwy SE | Cumber | land Blvd SE/ | Windy Ridge I | Pkwy SE |
| | | North | bound | | l | South | bound | | | Easth | oound | | | Westi | oound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 75 | 34 | 660 | 41 | 1 | 97 | 1,401 | 254 | 2 | 234 | 108 | 68 | 1 | 39 | 13 | 45 |
| Pedestrians | | | 7 | | | | 2 | | | | 2 | | | | 3 | |
| Conflicting Pedestrians | | 2 | | 3 | | 3 | | 2 | | 2 | | 7 | | 7 | | 2 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 15 | 3 | 0 | 3 | 39 | 14 | 0 | 12 | 0 | 5 | 0 | 2 | 0 | 2 |
| Heavy Vehicle % | 2% | 2% | 2% | 7% | 2% | 3% | 3% | 6% | 2% | 5% | 2% | 7% | 2% | 5% | 2% | 4% |
| 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 | 75 | 34 | 660 | 41 | 1 | 97 | 1,401 | 254 | 2 | 234 | 108 | 68 | 1 | 39 | 13 | 45 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 4 | 2 | 34 | 2 | 0 | 5 | 71 | 13 | 0 | 12 | 6 | 3 | 0 | 2 | 1 | 2 |
| Cumberland Mall DRI #3129 | | | 38 | | | | 88 | | | | 26 | | | | 87 | |
| Circle 75 DRI #3169 | | | 31 | | | | 40 | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 69 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 87 | 0 |
| 2029 No-Build Traffic | 79 | 36 | 763 | 43 | 1 | 102 | 1,600 | 267 | 2 | 246 | 140 | 71 | 1 | 41 | 101 | 47 |
| | | , | | | | | | | | | | | | | , | |
| Trip Distribution IN | | | | | | | 5% | 10% | | | | | | | 5% | |
| Trip Distribution OUT | | | (5%) | | | | | | | (10%) | (5%) | | | | | 1 |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 5 | 0 | 9 | 4 | 0 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | l | ı | l | | | 5% | 5% | | | | ı | | 5% | l | |
| | | | (5%) | (5%) | | | 5% | 5% | - | (5%) | | | | 5% | | + |
| Trip Distribution OUT Balancing Adjustment | | | (5%) | (5%) | | | | | | (5%) | | | | | | 1 |
| Hotel Trips | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 |
| notel Hips | U | U | 2 | 2 | U | U | 3 | 3 | U | | U | U | U | 3 | U | |
| Trip Distribution IN | | | | | i | | 5% | 5% | 1 | | | | 1 | 5% | | |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | |
| Balancing Adjustment | | | (=, | (0.0) | | | | | | (=, | | | | | | |
| Office Trips | 0 | 0 | 1 | 1 | 0 | 0 | 11 | 11 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 |
| · · | • | | | | • | | | | • | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | 5% | | | | | | 5% | | |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 4 | 4 | 0 | 0 | 6 | 6 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 |
| Total Primary Site Trips | 0 | 0 | 11 | 7 | 0 | 0 | 22 | 25 | 0 | 16 | 4 | 0 | 0 | 20 | 2 | 0 |
| rotar rinary ofte rips | | | | , | | | LL | 2.0 | · · | 10 | | | | 20 | - | |
| 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 | 11 | 7 | 0 | 0 | 22 | 25 | 0 | 16 | 4 | 0 | 0 | 20 | 2 | 0 |
| | | - | | | | | | | | | | | U | | | |
| 2029 Build Traffic | 79 | 36 | 774 | 50 | 1 | 102 | 1,622 | 292 | 2 | 262 | 144 | 71 | 1 | 61 | 103 | 47 |

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|--------|----------------|---------|-------|--------|------|------------------|-------|--------|-------|------------------------|---------|--------|----------|----------------------|--|
| | | US 41 North | | | | | 1/SR 3 abound | | Cumber | | Windy Ridge I bound | Pkwy SE | Cumber | | Windy Ridge bound | Pkwy SE |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 71 | 110 | 1,548 | 37 | 24 | 59 | 1,057 | 460 | 2 | 377 | 77 | 87 | 4 | 56 | 48 | 83 |
| Pedestrians | | 1 | 0 | | | | 4 | | | 1 | 12 | | | 1 | 3 | |
| Conflicting Pedestrians | | 12 | | 13 | | 13 | | 12 | | 4 | | 10 | | 10 | | 4 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 1 | 22 | 0 | 0 | 0 | 20 | 12 | 0 | 8 | 0 | 1 | 0 | 0 | 3 | 2 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 6% | 2% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 71 | 110 | 1,548 | 37 | 24 | 59 | 1,057 | 460 | 2 | 377 | 77 | 87 | 4 | 56 | 48 | 83 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 4 | 6 | 79 | 2 | 1 | 3 | 54 | 23 | 0 | 19 | 4 | 4 | 0 | 3 | 2 | 4 |
| Cumberland Mall DRI #3129 | | | 105 | | | | 45 | | 1 | | 88 | | 1 | | 37 | |
| Circle 75 DRI #3169 | | | 48 | | | | 37 | | | | 50 | | | | 3, | |
| Total Approved Development Trips | 0 | 0 | 153 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 37 | 0 |
| 2029 No-Build Traffic | 75 | 116 | 1,780 | 39 | 25 | 62 | 1,193 | 483 | 2 | 396 | 169 | 91 | 4 | 59 | 87 | 87 |
| Trip Distribution IN | 1 | | ı | ı | | | 5% | 10% | 1 | ı | 1 | | 1 | | 5% | |
| Trip Distribution OUT | | | (5%) | | | | 376 | 10% | 1 | (10%) | (5%) | | 1 | | 376 | |
| Balancing Adjustment | | | (3%) | | | | | | | (10%) | (3%) | | | | | - |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | | | | | | 5% | 5% | i | | | | i | 5% | | |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | |
| Balancing Adjustment | | | | . , | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| Trip Distribution IN | ı | | 1 | 1 | | | 5% | 5% | | 1 | | | | 5% | | |
| Trip Distribution OUT | | | (5%) | (5%) | | | 370 | 370 | 1 | (5%) | | | 1 | 370 | | - |
| Balancing Adjustment | | | (370) | (370) | | | | | | (370) | | | | | | - |
| Office Trips | 0 | 0 | 9 | 9 | 0 | 0 | 2 | 2 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 |
| Trip Distribution IN | | | | | | | 5% | 5% | | | | | | 5% | 1 | |
| Trip Distribution IN | - | | (5%) | (5%) | | | 376 | 376 | - | (5%) | | | - | 376 | | |
| Balancing Adjustment | | | (3/0) | (370) | | | | | 1 | (3/0) | | | 1 | | | |
| Retail Trips | 0 | 0 | 12 | 12 | 0 | 0 | 11 | 11 | 0 | 12 | 0 | 0 | 0 | 11 | 0 | 0 |
| Total Primary Site Trips | 0 | 0 | 26 | 24 | 0 | 0 | 18 | 21 | 0 | 28 | 2 | 0 | 0 | 16 | 2 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 1 | 0 | 26 | 24 | 0 | 0 | 18 | 21 | 0 | 28 | 2 | 0 | 0 | 16 | 2 | 0 |
| , | | | | | | | 10 | | | | | 3 | | <u> </u> | | I . |
| 2029 Build Traffic | 75 | 116 | 1,806 | 63 | 25 | 62 | 1,211 | 504 | 2 | 424 | 171 | 91 | 4 | 75 | 89 | 87 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #2 Spring Rd SE/Cir 75 Pkwy SE at US 41/SR 3

| | | | | | | A | VI PEAK HO | DUR | | | | | | | | |
|--|--------|------|---------|-------|--------|-------|------------|-------|--------|---------------|---------|--------|--------|------|----------------|-------|
| | | | /SR 3 | | | | /SR 3 | | | Spring Rd SE/ | | E | | | Cir 75 Pkwy Sl | E |
| | | | bound | | | South | | | | | ound | | | | bound | |
| | 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 | 377 | 681 | 186 | 7 | 99 | 1,366 | 80 | 18 | 52 | 354 | 1,184 | 0 | 233 | 148 | 39 |
| Pedestrians | | |) | | | | 2 | | | |) | | | | 12 | |
| Conflicting Pedestrians | | 0 | | 12 | | 12 | | 0 | | 2 | | 0 | | 0 | | 2 |
| Bicycles Conflicting Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 14 | 14 | 10 | 0 | 2 | 38 | 4 | 0 | 1 | 4 | 22 | 0 | 11 | 4 | 1 |
| Heavy Vehicle % | 2% | 4% | 2% | 5% | 2% | 2% | 38 | 5% | 2% | 2% | 2% | 2% | 2% | 5% | 3% | 3% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Existing 2024 Volumes | 0.73 | 377 | 681 | 186 | 7 | 99 | 1.366 | 80 | 18 | 52 | 354 | 1.184 | 0.73 | 233 | 148 | 39 |
| Existing 2024 Volumes | U | 311 | 001 | 100 | | 77 | 1,300 | 00 | 10 | 32 | 334 | 1,104 | 0 | 233 | 140 | 37 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 19 | 35 | 9 | 0 | 5 | 70 | 4 | 1 | 3 | 18 | 60 | 0 | 12 | 8 | 2 |
| Cumberland Mall DRI #3129 | | | 38 | | | | 88 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | 83 | | 40 | | | | | 52 | | | 89 | 33 | 31 |
| Total Approved Development Trips | 0 | 0 | 38 | 83 | 0 | 40 | 88 | 0 | 0 | 0 | 52 | 0 | 0 | 89 | 33 | 31 |
| 2029 No-Build Traffic | 0 | 396 | 754 | 278 | 7 | 144 | 1,524 | 84 | 19 | 55 | 424 | 1,244 | 0 | 334 | 189 | 72 |
| Tale Distribution IN | | 35% | 1 | 1 | 1 | | | F0/ | 1 | 1 | 1 | 1 | 1 | 1 | | |
| Trip Distribution IN Trip Distribution OUT | | 35% | | | | | | 5% | | (5%) | | (35%) | | | | |
| Balancing Adjustment | | | | | | | | | | (3%) | | (33%) | | | | |
| Residential Trips | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 31 | 0 | 0 | 0 | 0 |
| icisacittai 111p3 | | 10 | | - 0 | | | | | | - | | 31 | | | | |
| Trip Distribution IN | | 60% | | | | | | 10% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 60% | ı | ı | 1 | | | 10% | 1 | | ı | | 1 | | | |
| Trip Distribution OUT | | 00% | | | | | | 10% | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | (1070) | | (0076) | | | | |
| Office Trips | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 |
| onice mps | | 120 | | | | | | | | | | | | | | |
| Trip Distribution IN | | 60% | | | | | | 10% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 45 | 0 | 0 | 0 | 0 |
| Total Primary Site Trips | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 17 | 0 | 108 | 0 | 0 | 0 | 0 |
| Total Timery one Tilps | | 2.17 | | | | | J | - " | | ., | | .00 | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 17 | 0 | 108 | 0 | 0 | 0 | 0 |
| , | | 477 | | | | | | | | | | | | | I . | I . |
| 2029 Build Traffic | 0 | 645 | 754 | 278 | 7 | 144 | 1,524 | 125 | 19 | 72 | 424 | 1,352 | 0 | 334 | 189 | 72 |

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|--------|---------------|------------------|-------|--------|------|-------------------|-------|--------|--------|------------------|--------|--------|------|------------------|-------|
| | | | I/SR 3 | | | | 1/SR 3 | | ; | | Cir 75 Pkwy SI | | | | Cir 75 Pkwy SE | |
| | U-Turn | North Left | bound Through | Right | U-Turn | Left | nbound Through | Right | U-Turn | Left | oound Through | Right | U-Turn | Left | bound Through | Right |
| Observed 2024 Traffic Volumes | 0 | 914 | 1,564 | 240 | 20 | 63 | 1,102 | 94 | 26 | 107 | 216 | 631 | 0 | 574 | 352 | 121 |
| Pedestrians | | - | 1 | | | | 12 | | | | 0 | | | | 20 | |
| Conflicting Pedestrians | | 0 | | 20 | | 20 | | 0 | | 12 | | 1 | | 1 | | 12 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 5 | 16 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 6 | 5 | 0 | 4 | 6 | 1 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 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 | 914 | 1,564 | 240 | 20 | 63 | 1,102 | 94 | 26 | 107 | 216 | 631 | 0 | 574 | 352 | 121 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 47 | 80 | 12 | 1 | 3 | 56 | 5 | 1 | 5 | 11 | 32 | 0 | 29 | 18 | 6 |
| Cumberland Mall DRI #3129 | | | 105 | | | | 45 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | 66 | | 37 | | | | | 39 | | | 158 | 60 | 48 |
| Total Approved Development Trips | 0 | 0 | 105 | 66 | 0 | 37 | 45 | 0 | 0 | 0 | 39 | 0 | 0 | 158 | 60 | 48 |
| 2029 No-Build Traffic | 0 | 961 | 1,749 | 318 | 21 | 103 | 1,203 | 99 | 27 | 112 | 266 | 663 | 0 | 761 | 430 | 175 |
| Trip Distribution IN | | 35% | | | | | | 5% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (35%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 60% | | | l | | | 10% | l | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 35 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | ı | 60% | | | ı | l | 1 | 10% | ı | | | | | | | |
| Trip Distribution OUT | | 0070 | | | | | | 1070 | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | (1211) | | (==::) | | | | |
| Office Trips | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 18 | 0 | 105 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | 1 | 60% | | | ı | l | 1 | 10% | ı | | | | | | | |
| Trip Distribution OUT | l | 0070 | - | | l | l | | 1070 | l | (10%) | - | (60%) | 1 | | - | |
| Balancing Adjustment | | | | | | | | | | (10.0) | | (==) | | | | |
| Retail Trips | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 24 | 0 | 146 | 0 | 0 | 0 | 0 |
| Total Primary Site Trips | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 50 | 0 | 299 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | I | 194 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 50 | 0 | 299 | 0 | 0 | 0 | 0 |
| , | | | | | | | II. | | | | | | | | | |
| 2029 Build Traffic | 0 | 1,155 | 1,749 | 318 | 21 | 103 | 1,203 | 130 | 27 | 162 | 266 | 962 | 0 | 761 | 430 | 175 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #3 The Perimeter/Interstate 75 Express/I- 285 WB Ramps at US 41/SR 3

| | | | | А | M PEAK HO | DUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|-----------|-------|---------|-------|--------|---------------|----------------|---------------|
| | | US 4 | 1/SR 3 | | | US 4 | 1/SR 3 | | The Pe | rimeter/Inter | state 75 Expre | ess/I- 285 WB |
| | l | North | bound | | | South | bound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 88 | 677 | 0 | 0 | 0 | 2,317 | 530 | 0 | 322 | 1 | 538 |
| Pedestrians | | | 0 | | | | 1 | | | | 0 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 6 | 25 | 0 | 0 | 0 | 41 | 25 | 0 | 7 | 0 | 16 |
| Heavy Vehicle % | 2% | 7% | 4% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 3% |
| 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 |
| Existing 2024 Volumes | 0 | 88 | 677 | 0 | 0 | 0 | 2,317 | 530 | 0 | 322 | 1 | 538 |
| - | | | | | | | | • | | • | • | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 4 | 35 | 0 | 0 | 0 | 118 | 27 | 0 | 16 | 0 | 27 |
| Cumberland Mall DRI #3129 | | | 38 | | | | 88 | | | 38 | | |
| Circle 75 DRI #3169 | | | 84 | | | | 56 | 33 | | | | |
| Total Approved Development Trips | 0 | 0 | 122 | 0 | 0 | 0 | 144 | 33 | 0 | 38 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 92 | 834 | 0 | 0 | 0 | 2,579 | 590 | 0 | 376 | 1 | 565 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 10% | | | | | | | | | 25% |
| Trip Distribution OUT | | | | | | | (30%) | (5%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 5 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 12 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 20% | | | | | | | | | 40% |
| Trip Distribution OUT | | | | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 11 | 0 | 0 | 0 | 14 | 5 | 0 | 0 | 0 | 22 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 20% | | | | | | | | | 40% |
| Trip Distribution OUT | | | | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 42 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 84 |
| | | | | | | | | | | | | , |
| Trip Distribution IN | | | 20% | | | | | | | | | 40% |
| Trip Distribution OUT | | | | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 24 | 0 | 0 | 0 | 34 | 11 | 0 | 0 | 0 | 49 |
| | | | | | | , | | , | , | | | , |
| Total Primary Site Trips | 0 | 0 | 82 | 0 | 0 | 0 | 84 | 23 | 0 | 0 | 0 | 167 |
| | | | | | | | | | | | | , |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 0 | 82 | 0 | 0 | 0 | 84 | 23 | 0 | 0 | 0 | 167 |
| 2029 Build Traffic | 0 | 92 | 916 | 0 | 0 | 0 | 2.663 | 613 | 0 | 376 | 1 | 732 |
| 2027 Dullu II al IIC | U | 72 | 710 | 0 | U | U | 2,003 | 013 | U | 3/0 | | 132 |

| | | | | | PM PE | AK HOUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|--------|---------|---------|--------|---------|------|-----------------|--------------|
| | | US 4 | 1/SR 3 | | | | 1/SR 3 | | The Per | | rstate 75 Expre | ss/I- 285 WI |
| | | North | nbound | | | South | bound | | | Wes | tbound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 3 | 287 | 1,619 | 0 | 0 | 0 | 1,731 | 555 | 0 | 335 | 2 | 1,155 |
| Pedestrians | | | 0 | | | | 4 | | | | 1 | |
| Conflicting Pedestrians | | 0 | | 1 | | 1 | | 0 | | 0 | | 4 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | • | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 3 | 18 | 0 | 0 | 0 | 14 | 18 | 0 | 5 | 0 | 14 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 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 |
| Existing 2024 Volumes | 3 | 287 | 1,619 | 0 | 0 | 0 | 1,731 | 555 | 0 | 335 | 2 | 1,155 |
| | 1 | | | | | | | | | | 1 | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 15 | 83 | 0 | 0 | 0 | 88 | 28 | 0 | 17 | 0 | 59 |
| Cumberland Mall DRI #3129 | _ | | 105 | | _ | | 45 | | | 20 | _ | |
| Circle 75 DRI #3169 | | | 67 | | | | 99 | 60 | | | | |
| Total Approved Development Trips | 0 | 0 | 172 | 0 | 0 | 0 | 144 | 60 | 0 | 20 | 0 | 0 |
| 2029 No-Build Traffic | 3 | 302 | 1.874 | 0 | 0 | 0 | 1.963 | 643 | 0 | 372 | 2 | 1,214 |
| | | | ., | | | - | ., | | - | | | ., |
| Trip Distribution IN | | | 10% | | | | | | | | I | 25% |
| Trip Distribution OUT | | | | | | | (30%) | (5%) | | | | |
| Balancing Adjustment | | | | | | | (55.5) | (3.5) | | | | |
| Residential Trips | 0 | 0 | 5 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 12 |
| | | | | | - | - | | - | | | | |
| Trip Distribution IN | | | 20% | | 1 | | | | | | | 40% |
| Trip Distribution OUT | | | 2070 | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | (1070) | (1070) | | | | |
| Hotel Trips | 0 | 0 | 11 | 0 | 0 | 0 | 26 | 9 | 0 | 0 | 0 | 22 |
| noter mps | | U | | U | | | 20 | , | | | | |
| Trip Distribution IN | | | 20% | | 1 | | | | | | I | 40% |
| Trip Distribution OUT | | | 2070 | | 1 | | (45%) | (15%) | | | | 4070 |
| Balancing Adjustment | | | | | | | (4370) | (1370) | | | | |
| Office Trips | 0 | 0 | 6 | 0 | 0 | 0 | 79 | 26 | 0 | 0 | 0 | 13 |
| omic mps | | | , , | | | | | 20 | | | | |
| Trip Distribution IN | | | 20% | | | | | | | | | 40% |
| Trip Distribution OUT | | | 2070 | | l | | (45%) | (15%) | | | | 1070 |
| Balancing Adjustment | | | | | | | (1010) | (10.0) | | | | |
| Retail Trips | 0 | 0 | 42 | 0 | 0 | 0 | 110 | 37 | 0 | 0 | 0 | 84 |
| | | | | | - | - | | | | | - | |
| Total Primary Site Trips | 0 | 0 | 64 | 0 | 0 | 0 | 226 | 74 | 0 | 0 | 0 | 131 |
| 7 | i - | | | | | | | | | | + | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 1 | | | | | | · | | · | | | | |
| Total Vehicular Project Trips | | 0 | 64 | 0 | 0 | 0 | 226 | 74 | 0 | 0 | 0 | 131 |
| | | | | | | | | | | | | |
| 2029 Build Traffic | 3 | 302 | 1.938 | 0 | 0 | 0 | 2.189 | 717 | 0 | 372 | 2 | 1.345 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #4 The Perimeter/Interstate 75 Express/I- 285 EB Ramps at US 41/SR 3

| | | | | A | M PEAK HO | OUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|-----------|-------|---------|-------|-----------|---------------|-----------------|------------|
| | | US 4 | 1/SR 3 | | | US 41 | /SR 3 | | The Perim | eter/Intersta | ate 75 Express. | /I- 285 EB |
| | | North | bound | | | South | bound | | | Easti | oound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 360 | 164 | 1 | 1,703 | 946 | 0 | 0 | 416 | 0 | 253 |
| Pedestrians | | | 0 | | | | 3 | • | | | 0 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 3 | | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | <u> </u> | | 0 |
| Heavy Vehicles | 0 | 0 | 15 | 4 | 0 | 30 | 17 | 0 | 0 | 17 | 0 | 7 |
| Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 3% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 0 | 0 | 360 | 164 | 1 | 1,703 | 946 | 0 | 0 | 416 | 0 | 253 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 18 | 8 | 0 | 87 | 48 | 0 | 0 | 21 | 0 | 13 |
| Cumberland Mall DRI #3129 | | | 38 | 16 | | | 126 | | | | | 22 |
| Circle 75 DRI #3169 | | | 33 | | | 33 | 22 | | | 52 | | |
| Total Approved Development Trips | 0 | 0 | 71 | 16 | 0 | 33 | 148 | 0 | 0 | 52 | 0 | 22 |
| 2029 No-Build Traffic | 0 | 0 | 449 | 188 | 1 | 1,823 | 1,142 | 0 | 0 | 489 | 0 | 288 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 5% | | |
| Trip Distribution OUT | | | | | | (25%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 22 | 4 | 0 | 0 | 2 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 13 | 2 | 0 | 0 | 8 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 11 | 0 | 0 | 9 | 1 | 0 | 0 | 32 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | 376 | | | (40%) | (5%) | | | 13% | | |
| Balancing Adjustment | | | | | | (40%) | (376) | | | | | |
| Retail Trips | 0 | 0 | 6 | 0 | 0 | 30 | 4 | 0 | 0 | 18 | 0 | 0 |
| Retail Hips | U | U | 0 | U | U | 30 | 4 | U | U | 10 | U | U |
| Total Primary Site Trips | 0 | 0 | 22 | 0 | 0 | 74 | 11 | 0 | 0 | 60 | 0 | 0 |
| | | - | | | | | | | | | | - |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 0 | 22 | 0 | 0 | 74 | 11 | 0 | 0 | 60 | 0 | 0 |
| 2029 Build Traffic | 0 | 0 | 471 | 188 | 1 | 1.897 | 1.153 | 0 | 0 | 549 | 0 | 288 |
| 2027 Dalia Traffic | J | J | 7/1 | 100 | <u> </u> | 1,077 | 1,100 | U | J | 347 | J | 200 |

| | | | | P | M PEAK HO | DUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|-----------|--------|---------|-------|-----------|---------------|----------------|-----------|
| | | US 4 | 1/SR 3 | | | | I/SR 3 | | The Perim | eter/Intersta | ate 75 Express | /I- 285 E |
| | | North | bound | | | South | bound | | | Easti | oound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Righ |
| Observed 2024 Traffic Volumes | 0 | 0 | 1,413 | 846 | 8 | 1,023 | 1,035 | 0 | 0 | 503 | 4 | 312 |
| Pedestrians | | | 1 | | | | 4 | | | | 0 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 4 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | • | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 14 | 3 | 0 | 12 | 6 | 0 | 0 | 8 | 1 | 1 |
| leavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 25% | 2% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Existing 2024 Volumes | 0 | 0 | 1,413 | 846 | 8 | 1,023 | 1,035 | 0 | 0 | 503 | 4 | 312 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.05 |
| Background Growth Trips | 0 | 0 | 72 | 43 | 0 | 52 | 53 | 0 | 0 | 26 | 0 | 1.0 |
| Cumberland Mall DRI #3129 | 0 | U | 105 | 45 | U | JZ | 65 | U | U | 20 | U | 11 |
| Circle 75 DRI #3169 | | | 27 | 40 | 1 | 60 | 40 | | | 39 | | - 11 |
| Total Approved Development Trips | 0 | 0 | 132 | 45 | 0 | 60 | 105 | 0 | 0 | 39 | 0 | 11 |
| 2029 No-Build Traffic | 0 | 0 | 1,617 | 934 | 8 | 1,135 | 1,193 | 0 | 0 | 568 | 4 | 339 |
| Trip Distribution IN | | | 5% | | 1 | ı | 1 | ı | 1 | 5% | | |
| Frip Distribution OUT | | | 376 | | | (25%) | (5%) | | | 376 | | |
| Ralancing Adjustment | | | | | | (25%) | (5%) | | | | | |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 9 | 2 | 0 | 0 | 2 | 0 | 0 |
| Residential Trips | U | U | | U | U | 9 | | U | U | 2 | U | U |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | † | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | † | (1211) | (=) | | | | | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 23 | 3 | 0 | 0 | 8 | 0 | 0 |
| rip Distribution IN | | | 5% | | 1 | | | | | 15% | | |
| rip Distribution OUT | | | 376 | | | (40%) | (5%) | | | 13% | | |
| Balancing Adjustment | | | | | 1 | (4070) | (370) | | | | | |
| Office Trips | 0 | 0 | 2 | 0 | 0 | 70 | 9 | 0 | 0 | 5 | 0 | 0 |
| rip Distribution IN | | | 5% | | 1 | 1 | 1 | 1 | 1 | 150/ | | |
| rip Distribution IN | | | 2% | | - | (40%) | (5%) | | | 15% | | |
| Balancing Adjustment | | | | | - | (40%) | (376) | | | | | |
| tetail Trips | 0 | 0 | 11 | 0 | 0 | 98 | 12 | 0 | 0 | 32 | 0 | 0 |
| | | | | | | | | , | | | | |
| otal Primary Site Trips | 0 | 0 | 18 | 0 | 0 | 200 | 26 | 0 | 0 | 47 | 0 | 0 |
| ass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| otal Vehicular Project Trips | | 0 | 18 | 0 | 0 | 200 | 26 | 0 | 0 | 47 | 0 | 0 |
| 029 Build Traffic | 0 | 0 | 1.635 | 934 | 8 | 1.335 | 1.219 | 0 | 0 | 615 | 4 | 33 |
| UZ7 DUNU H anno | J | 0 | 1,033 | 734 | 0 | 1,333 | 1,219 | U | U | 010 | 4 | 33 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #5 US 41/SR 3 at Akers Mill Rd SE

| | | | | | | A | M PEAK HO | DUR | | | | | | | | |
|--------------------------------------|---------|----------|------------|---------|---------|---------|-----------|----------|-----------|----------|---------|---------|----------|----------|---------|---------|
| | | | lill Rd SE | | | Akers N | | | | | I/SR 3 | | | | I/SR 3 | |
| | | | bound | | | | bound | | | | oound | | | | bound | |
| | 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 | 36 | 313 | 66 | 0 | 38 | 130 | 77 | 2 | 206 | 486 | 113 | 6 | 65 | 278 | 49 |
| Pedestrians | | - 1 |) | | | | 3 | | | | 9 | | | | 2 | |
| Conflicting Pedestrians | | 9 | | 2 | | 2 | | 9 | | 3 | | 0 | | 0 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | 40 | 0 | _ | | | 0 | | 40 | | 0 | | | _ | 0 |
| Heavy Vehicles | 0 2% | 4 11% | 12 4% | 4 6% | 0 2% | 2 5% | 10 8% | 2% | 4 200% | 13 6% | 4 2% | 0 2% | 3 50% | 7 11% | 1 2% | 0 2% |
| Heavy Vehicle % Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| | | | | | | | | | | | | | | | 278 | |
| Existing 2024 Volumes | 0 | 36 | 313 | 66 | 0 | 38 | 130 | 77 | 2 | 206 | 486 | 113 | 6 | 65 | 2/8 | 49 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 2 | 16 | 3 | 0 | 2 | 7 | 4 | 0 | 11 | 25 | 6 | 0 | 3 | 14 | 2 |
| Cumberland Mall DRI #3129 | , , | 4 | 14 | | T T | - | 58 | <u> </u> | l | 5 | 15 | 34 | | 23 | 18 | |
| Circle 75 DRI #3169 | | | 33 | | | | 22 | | | | 10 | 01 | | 2.0 | 10 | |
| Total Approved Development Trips | 0 | 4 | 47 | 0 | 0 | 0 | 80 | 0 | 0 | 5 | 15 | 34 | 0 | 23 | 18 | 0 |
| 2029 No-Build Traffic | 0 | 42 | 376 | 69 | 0 | 40 | 217 | 81 | 2 | 222 | 526 | 153 | 6 | 91 | 310 | 51 |
| ECE / NO Dalla Harro | | 12 | 070 | 07 | | 10 | 217 | 01 | | LLL | 020 | 100 | | - / 1 | 010 | - 01 |
| Trip Distribution IN | | | | | l | | | | l | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | | | | 1 | | | | 1 | | 5% | | | | | 1 |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | (5%) | |
| | | | | | | | | | | | | | | | (3%) | - |
| Balancing Adjustment Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 |
| Office Hips | U | U | U | U | | U | U | U | U | U | - 11 | U | U | U | | U |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | (=, | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 11 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| rass-by IIIps | U | U | U | U | U U | U | U | U | U | U | U | U | U | U | U | U |
| Total Vehicular Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 11 | 0 |
| 2029 Build Traffic | 0 | 42 | 376 | 69 | 0 | 40 | 217 | 81 | 2 | 222 | 548 | 153 | 6 | 91 | 321 | 51 |
| 2027 Build Hallic | U | 42 | 3/0 | 09 | U | 40 | 217 | 01 | 2 | ZZZ | 340 | 100 | 0 | 91 | 321 | 31 |

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|--|----------|------------------|---------|-------|--------|-------|------------|-------|----------|------|-----------------|-------|----------|-------|-----------------|--|
| | | Akers M North | | | | | Mill Rd SE | | | | I/SR 3 oound | | | | 1/SR 3 bound | |
| | 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 | 125 | 228 | 115 | 0 | 54 | 435 | 246 | 13 | 150 | 440 | 129 | 15 | 231 | 901 | 34 |
| Pedestrians | | | 1 | | | | 3 | • | | 1 | 10 | | | • | 8 | |
| Conflicting Pedestrians | | 10 | | 8 | | 8 | | 10 | | 3 | | 1 | | 1 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 2 | 10 | 3 | 0 | 0 | 10 | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 14 | 0 |
| Heavy Vehicle % | 2% | 2% | 4% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Existing 2024 Volumes | 0 | 125 | 228 | 115 | 0 | 54 | 435 | 246 | 13 | 150 | 440 | 129 | 15 | 231 | 901 | 34 |
| | 1 | 4.00/ | 1 400/ | 4.00/ | 4.00/ | 4 00/ | 4.00/ | 4 001 | | 4.00 | | 4.00/ | 1 | 4.00/ | 4.00/ | 4.00/ |
| Annual Growth Rate Growth Factor | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor Background Growth Trips | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 7.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| | | 8 | 39 | - 6 | U | 3 | 26 | 13 | <u> </u> | 15 | 40 | 23 | <u> </u> | 12 | 10 | |
| Cumberland Mall DRI #3129 Circle 75 DRI #3169 | \vdash | ŏ | 27 | | | | 40 | | - | 15 | 40 | 23 | - | 12 | 10 | |
| Total Approved Development Trips | 0 | 8 | 66 | 0 | 0 | 0 | 66 | 0 | 0 | 15 | 40 | 23 | 0 | 12 | 10 | 0 |
| 2029 No-Build Traffic | 0 | 139 | 306 | 121 | 0 | 57 | 523 | 259 | 14 | 173 | 502 | 159 | 16 | 255 | 957 | 36 |
| 2027 No-Balla Harric | | 137 | 300 | 121 | | 37 | 323 | 237 | | 173 | 302 | 137 | 10 | 233 | /3/ | 30 |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | 1 |
| Balancing Adjustment | | | | | | | | | | | | | | | | 1 |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | 1 | | | | | | | | 1 | | 5% | | 1 | | | 1 |
| Trip Distribution OUT | | | | | | | | | | | 376 | | | | (5%) | |
| Balancing Adjustment | 1 | | | | | | | | 1 | | | | 1 | | (3%) | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| notei mps | U | U | U | U | U | U | U | U | U | U | 3 | U | U | U | 3 | |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 |
| Trip Distribution IN | 1 | | 1 | | | | 1 | 1 | 1 | 1 | 5% | | 1 | 1 | 1 | T |
| Trip Distribution OUT | 1 | | | | | | | | 1 | | 376 | | 1 | | (5%) | |
| Balancing Adjustment | | | | | | | | | 1 | | | | 1 | | (370) | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 26 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 26 | 0 |
| rotar verneurar i roject mps | | J | | 0 | | 3 | | | | | 10 | J | | | 20 | |
| 2029 Build Traffic | 0 | 139 | 306 | 121 | 0 | 57 | 523 | 259 | 14 | 173 | 520 | 159 | 16 | 255 | 983 | 36 |

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #6
Pipeline Facility Dwy/Spring Rd SE at Cumberland Blvd SE

| | | | | | | А | М РЕАК НО | UR | | | | | | | | |
|--------------------------------------|--------|----------|------------|-------|--------|----------|------------|-------|--------|--------|---------|-------|--------|--------|---------|----------|
| | | Cumberla | nd Blvd SE | | | Cumberla | nd Blvd SE | | | Spring | Rd SE | | | Spring | Rd SE | |
| | l | North | bound | | | South | bound | | l | East | bound | | l | West | bound | |
| | 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 | 223 | 331 | 207 | 0 | 83 | 200 | 128 | 4 | 128 | 1,255 | 474 | 28 | 123 | 362 | 30 |
| Pedestrians | | | 2 | | | | 3 | | | | 4 | | | | 2 | |
| Conflicting Pedestrians | | 4 | | 2 | | 2 | | 4 | | 3 | | 2 | | 2 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 2 | 13 | 7 | 0 | 1 | 9 | 5 | 0 | 3 | 19 | 0 | 0 | 8 | 8 | 2 |
| Heavy Vehicle % | 2% | 2% | 4% | 3% | 2% | 2% | 5% | 4% | 2% | 2% | 2% | 2% | 2% | 7% | 2% | 7% |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Existing 2024 Volumes | 0 | 223 | 331 | 207 | 0 | 83 | 200 | 128 | 4 | 128 | 1,255 | 474 | 28 | 123 | 362 | 30 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 11 | 17 | 11 | 0 | 4 | 10 | 7 | 0 | 7 | 64 | 24 | 1 | 6 | 18 | 2 |
| Cumberland Mall DRI #3129 | | | 26 | | | | 87 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 26 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 234 | 374 | 218 | 0 | 87 | 297 | 135 | 4 | 135 | 1,319 | 498 | 29 | 129 | 380 | 32 |
| | | | | | | | , | | | | | | | | | |
| Trip Distribution IN | | | | | | 5% | 10% | | | | | 5% | | | | |
| Trip Distribution OUT | | | (15%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 13 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 4=+1 | (==) | | | | 5% | | | | 5% | 5% | | | (=) | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 |
| T : D: | 1 | 1 | | | | | F0/ | | 1 | | F0/ | F0/ | 1 | 1 | | т — |
| Trip Distribution IN | | (504) | (50/) | | | | 5% | | | | 5% | 5% | | | (50() | + |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment Office Trips | 0 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 1 | 0 |
| Office Trips | U | 1 | 1 | U | | U | 11 | U | U | 0 | 11 | 11 | | | 1 | |
| Trip Distribution IN | l | | | | | | 5% | | | | 5% | 5% | 1 | 1 | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | 3/0 | | | | 370 | 370 | | | (5%) | - |
| Balancing Adjustment | | (370) | (370) | | | | | | | | | | | | (370) | + |
| Retail Trips | 0 | 4 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 4 | 0 |
| Retail Trips | - 0 | - 4 | * | U | | U | 0 | U | | 0 | | 0 | | | * | |
| Total Primary Site Trips | 0 | 7 | 20 | 0 | 0 | 2 | 25 | 0 | 0 | 0 | 20 | 22 | 0 | 0 | 11 | 0 |
| | | · · | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | 0 | 7 | 20 | 0 | 0 | 2 | 25 | 0 | 0 | 0 | 20 | 22 | 0 | 0 | 11 | 0 |
| | | | | | | | | | | | | | | • | | |
| 2029 Build Traffic | 0 | 241 | 394 | 218 | 0 | 89 | 322 | 135 | 4 | 135 | 1,339 | 520 | 29 | 129 | 391 | 32 |

| | | | | | | P | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|--------|----------|------------|-------|--------|----------|------------|-------|--------|------------|-------------|-------|--------|--------|---------|-------|
| | | Cumberla | nd Blvd SE | | | Cumberla | nd Blvd SE | | | Pipeline F | acility Dwy | | | Spring | Rd SE | |
| | | North | bound | | | South | bound | | | Eastl | bound | | l | West | bound | |
| | 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 | 679 | 458 | 178 | 0 | 87 | 365 | 345 | 6 | 174 | 619 | 488 | 65 | 177 | 1,067 | 76 |
| Pedestrians | | | 11 | | | | 7 | | | | 5 | | | | 10 | |
| Conflicting Pedestrians | | 5 | | 10 | | 10 | | 5 | | 7 | | 11 | | 11 | | 7 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 5 | 8 | 4 | 0 | 1 | 17 | 1 | 0 | 1 | 8 | 0 | 0 | 5 | 4 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 0 | 679 | 458 | 178 | 0 | 87 | 365 | 345 | 6 | 174 | 619 | 488 | 65 | 177 | 1,067 | 76 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 35 | 23 | 9 | 0 | 4 | 19 | 18 | 0 | 9 | 32 | 25 | 3 | 9 | 54 | 4 |
| Cumberland Mall DRI #3129 | | | 88 | | | | 37 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 88 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 714 | 569 | 187 | 0 | 91 | 421 | 363 | 6 | 183 | 651 | 513 | 68 | 186 | 1,121 | 80 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 5% | 10% | | | | | 5% | | | | |
| Trip Distribution OUT | | | (15%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 6 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 9 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 9 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 12 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 12 | 0 |
| | | | | | | | | _ | | | | | | | | |
| Total Primary Site Trips | 0 | 24 | 30 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 16 | 18 | 0 | 0 | 26 | 0 |
| David Div Teles | 0 | 0 | | | | | | 0 | 0 | _ | | | | 0 | | 0 |
| Pass-By Trips | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | U | 0 | |
| Total Vehicular Project Trips | I | 24 | 30 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 16 | 18 | 0 | 0 | 26 | 0 |
| | | | , 30 | | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 738 | 599 | 187 | 0 | 93 | 442 | 363 | 6 | 183 | 667 | 531 | 68 | 186 | 1,147 | 80 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #7 Spring Hill Pkwy at Cumberland Blvd SE

| | | | | | | A | M PEAK HO | DUR | | | | | | | | |
|--|--------|----------|---------|-------|--------|----------|-----------|-------|--------|-----------|-----------|-------|--------|--------|-----------|--------|
| | | Cumberla | | | | Cumberla | | | | | Hill Pkwy | | | | Hill Pkwy | |
| | | | bound | | | South | | | | | oound | | | | bound | |
| 01 100017 00 111 | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left 0 | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes Pedestrians | 0 | 0 | 501 | 16 | 0 | 120 | 717 | 0 | 0 | | 0 | 0 | 0 | 14 | 0 | 268 |
| Conflicting Pedestrians | | 3 | Ì | 0 | | 0 |) | 3 | | 5 | 3 | 2 | | 2 | Ŭ | 5 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | U | U | U | 0 | U | U | U | 0 | U | U | U | 0 | U | U | U | 0 |
| Heavy Vehicles | 0 | 0 | 23 | 1 | 0 | 4 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Heavy Vehicle % | 2% | 2% | 5% | 6% | 2% | 3% | 3% | 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 | 0.74 | 0.74 | 501 | 16 | 0.74 | 120 | 717 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 14 | 0.74 | 268 |
| Existing 2024 volumes | | | 301 | 10 | | 120 | /1/ | | | | | | | 17 | | 200 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 26 | 1 | 0 | 6 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| Cumberland Mall DRI #3129 | | | 26 | | | | 87 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 26 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 553 | 17 | 0 | 126 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 282 |
| | , | | r | r | | | | | | | | | | r | 1 | |
| Trip Distribution IN | | | | 30% | | 15% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (30%) | | (15%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 13 |
| Trip Distribution IN | 1 | | | 10% | 1 | 10% | | | | | | | | | | Т |
| Trip Distribution OUT | | | | 1070 | | 1070 | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | (1070) | | (1070) |
| Hotel Trips | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | | | - | | - | | | | | | | | | - | | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | , | 1 | r | r | | | | 1 | 1 | 1 | 1 | 1 | 1 | r | | , |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | _ | ^ | | 10 | _ | 10 | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Total Primary Site Trips | 0 | 0 | 0 | 53 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 26 |
| | | | | | • | | | | | | | | | | | |
| 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 | 53 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 26 |
| rotal verilcular ritiject ITIps | | | | | U | 40 | U | | | | | | | 39 | . 0 | |
| 2029 Build Traffic | 0 | 0 | 553 | 70 | 0 | 172 | 841 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 308 |

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|--------|---------------|------------------|-------|--------|---------------|-------------------|-------|--------|---------------|------------------|-------|--------|--------------|------------------|--------|
| | | Cumberla | | | | | and Blvd SE | | | | lill Pkwy | | | | Hill Pkwy | |
| | U-Turn | North Left | bound Through | Right | U-Turn | South Left | nbound Through | Right | U-Turn | Easti Left | oound Through | Right | U-Turn | West Left | bound Through | Right |
| Observed 2024 Traffic Volumes | 0 | 1 | 1.146 | 63 | 0 | 162 | 895 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 191 |
| Pedestrians | - ŭ | | 0 | - 00 | ŭ | | 8 | | | | 1 | | ŭ | | 0 | |
| Conflicting Pedestrians | | 1 | | 0 | | 0 | Ī | 1 | | 8 | | 10 | | 10 | | 8 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 12 | 0 | 0 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 0 | 1 | 1,146 | 63 | 0 | 162 | 895 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 191 |
| · · | | | | | • | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 58 | 3 | 0 | 8 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| Cumberland Mall DRI #3129 | | | 88 | | | | 37 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 88 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 1 | 1,292 | 66 | 0 | 170 | 978 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 201 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 30% | | 15% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (30%) | | (15%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 |
| | | | , | | | | | | | | | , | | | | , |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | 1 | | | | 1 | | T. | | | | | | 1 | | r | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | 0 | 0 | | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| Office Trips | U | U | 0 | 3 | U | 3 | U | U | U | U | U | U | U | 18 | U | 18 |
| Trip Distribution IN | | | 1 | 10% | | 10% | 1 | | | 1 | | T | | l | 1 | 1 |
| Trip Distribution OUT | - | | | 10% | | 10% | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | (1070) | | (1070) |
| Retail Trips | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 |
| itetali 111p3 | | | | 21 | U | 21 | | | U | | | | U | 2.7 | | 24 |
| Total Primary Site Trips | 0 | 0 | 0 | 43 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 54 |
| 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 | 43 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 54 |
| , | 1 | U | U | 43 | | 30 | 1 0 | U | U | U | | U | | 29 | U | 34 |
| 2029 Build Traffic | 0 | 1 | 1,292 | 109 | 0 | 206 | 978 | 0 | 0 | 0 | 0 | 1 | 0 | 74 | 0 | 255 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #8 Spring Road at Driveway A

| | | | | A' | M PEAK HO | | | | | | | |
|--|-------------|-------------|---------------|-------------|-----------|-------------|---------|-------------|----------|-------|---------|----------|
| | | | eway A | | | | ng Road | | | | ng Road | |
| • | | North | hbound | | | East! | tbound | | | West | stbound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | | | | | 1,545 | | | | 605 | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | - | 0 | | 0 |
| Bicycles | · | | 1 | | , | ĺ | 1 | | , | | 1 | |
| Conflicting Bicycles | | | 1 | 0 | 1 | | 1 | 0 | | | | 0 |
| Heavy Vehicles | | | † · | | T . | | 27 | | T . | | 22 | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | | 1 | † | | † | | + | 1 | † | 1 | + | T . |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 1,545 | 0 | 0 | 0 | 605 | 0 |
| | | | 1 | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 31 | 0 |
| Cumberland Mall DRI #3129 | <u> </u> | T - | + ' | | † · · · | | 1 | <u> </u> | † - · | † | + | |
| Circle 75 DRI #3169 | - | t | + | | <u> </u> | | 52 | t | | t | 33 | † |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 33 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 1,676 | 0 | 0 | 0 | 669 | 0 |
| ZUZ/NO DUNG NG | | | | | | | 1,0.2 | | | | | |
| Trip Distribution IN | | | $\overline{}$ | | | | T | 2% | 1 | 40% | τ | |
| Trip Distribution OUT | | (5%) | + | (25%) | + | | (15%) | 2.0 | + | 70.0 | + | + |
| Balancing Adjustment | | (3.0) | + | (20,0) | + | | (10,0) | + | + | + | + | + |
| Residential Trips | 0 | 4 | 0 | 22 | 0 | 0 | 13 | 1 | 0 | 18 | 0 | 0 |
| Residential Trips | | | | | | | 10 | | | | | |
| Trip Distribution IN | 1 | Τ | | | т | | Τ | 2% | т | 70% | \top | Τ |
| Trip Distribution OUT | \vdash | (5%) | + | (40%) | + | | (30%) | 2.0 | + | 70.0 | + | + |
| Balancing Adjustment | \vdash | (370) | + | (4070) | + | | (3070) | + | + | + | + | + |
| Hotel Trips | 0 | 2 | 0 | 13 | 0 | 0 | 10 | 1 | 0 | 39 | 0 | 0 |
| notel mps | | | U | | | | IV | | | L 3/ | | <u> </u> |
| Trip Distribution IN | | г | т | | 1 | | т — | 2% | 1 | 70% | | Г |
| Trip Distribution OUT | \vdash | (5%) | + | (40%) | + | | (30%) | 270 | + | 7070 | + | + |
| Balancing Adjustment | \vdash | (370) | + | (4070) | + | | (3070) | + | + | + | + | + |
| Office Trips | 0 | 1 | 0 | 9 | 0 | 0 | 7 | 4 | 0 | 147 | 0 | 0 |
| Office mps | U | | | | <u> </u> | | | <u> </u> | | 1,41 | | |
| Trip Distribution IN | | г | т | | т — | | т — | 2% | т — | 70% | | Г |
| Trip Distribution IN Trip Distribution OUT | | (5%) | + | (40%) | + | | (30%) | 210 | +' | /0./0 | +' | + |
| Balancing Adjustment | | (0/C) | + | (4070) | + | | (30/0) | + | +' | + | +' | + |
| Retail Trips | 0 | 4 | 0 | 30 | 0 | 0 | 23 | 2 | 0 | 85 | 0 | 0 |
| Retail Trips | U | | | Ju | U | | Zo | | U | T 02 | U | |
| Total Primary Site Trips | 0 | 11 | 0 | 74 | 0 | 0 | 53 | 8 | 0 | 289 | 0 | 0 |
| Total rilliary site mps | U | 111 | U | /4 | U | <u> </u> | 22 | - 6 | U | 207 | U | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by ITIps | U | | U | | U | | U | | U | | | |
| Total Vehicular Project Trips | 0 | 11 | 0 | 74 | 0 | 0 | 53 | 8 | 0 | 289 | 0 | 0 |
| Total verilcular Froject Trips | | 1 11 | 0 1 | /-4 | 0 | | 33 | | 0 | 207 | 0 | U |

0 11 0 74 0 0 1,729 8 0 289 669 0

2029 Build Traffic

| | | | | P | M PEAK HO | DUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|-----------|-------|---------|-------|--------|-------|---------|-------|
| | | Drive | way A | | | Sprin | g Road | | | Sprin | g Road | |
| | | | bound | | | | bound | | | | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | | | | | 884 | | | | 1,360 | |
| Pedestrians | | • | • | | | • | • | | | • | • | • |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | |
| Conflicting Bicycles | | • | | 0 | | • | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | 13 | | | | 11 | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 884 | 0 | 0 | 0 | 1,360 | 0 |
| Existing Edit Foldings | , , | | | | , , | | 001 | | | | 1,000 | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.0% | 1.05 | 1.05 | 1.05 | 1.05 |
| Cumberland Mall DRI #3129 | 1.03 | 1.03 | 1.05 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 | 1.03 |
| Circle 75 DRI #3169 | | | | | | | 39 | | | | 60 | - |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 60 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 968 | 0 | 0 | 0 | 1.489 | 0 |
| 2029 NO-Build Hallic | U | U | U | U | U | U | 900 | U | U | U | 1,409 | U |
| Trip Distribution IN | ı | ı | 1 | | ı | ı | 1 | 2% | ı | 40% | 1 | |
| Trip Distribution OUT | | (5%) | | (25%) | | | (15%) | 2.70 | | 4070 | | |
| Balancing Adjustment | | (3%) | | (23%) | | | (13%) | | | | | - |
| Residential Trips | 0 | 2 | 0 | 9 | 0 | 0 | 6 | 1 | 0 | 18 | 0 | 0 |
| Residential Trips | U | 2 | U | 9 | U | U | 6 | | U | 18 | U | 0 |
| Trip Distribution IN | | | | | | | 1 | 2% | | 70% | 1 | T |
| | | (501) | | (100) | | | (0.001) | Z% | | 70% | | - |
| Trip Distribution OUT | | (5%) | | (40%) | | | (30%) | | | | | - |
| Balancing Adjustment | | | | | | | 4.7 | | | | | |
| Hotel Trips | 0 | 3 | 0 | 23 | 0 | 0 | 17 | 1 | 0 | 38 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 2% | | 70% | | |
| Trip Distribution OUT | | (5%) | | (40%) | | | (30%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 9 | 0 | 70 | 0 | 0 | 53 | 1 | 0 | 22 | 0 | 0 |
| T | | | | | | | | 001 | | 700 | | |
| Trip Distribution IN | | (501) | | (100) | | | (0.001) | 2% | | 70% | | |
| Trip Distribution OUT | | (5%) | | (40%) | | | (30%) | | | | | - |
| Balancing Adjustment | | 40 | | | | | 70 | | | 440 | | |
| Retail Trips | 0 | 12 | 0 | 98 | 0 | 0 | 73 | 4 | 0 | 148 | 0 | 0 |
| Takal Dalasaas Cika Talaa | | 2/ | | 200 | | | 140 | - | | 22/ | | |
| Total Primary Site Trips | 0 | 26 | 0 | 200 | 0 | 0 | 149 | 7 | 0 | 226 | 0 | 0 |
| Door Du Trino | 0 | 45 | 0 | 15 | 0 | 0 | -15 | 15 | 0 | 45 | -45 | 0 |
| Pass-By Trips | U | 45 | U 0 | 15 | U | U | -15 | 15 | U | 45 | -45 | 0 |
| Total Vahioular Project Trip: | | 71 | 0 | 215 | 0 | 0 | 134 | 22 | 0 | 271 | -45 | 0 |
| Total Vehicular Project Trips | 1 | /1 | U | 215 | U | U | 134 | 22 | U | 2/1 | -45 | U |
| 2029 Build Traffic | 0 | 71 | 0 | 215 | 0 | 0 | 1,102 | 22 | 0 | 271 | 1,444 | 0 |
| 2027 Dulla Hallic | U | 71 | U | 210 | U | U | 1,102 | 22 | U | 2/1 | 1,444 | U |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 Spring Road at Driveway B

| | | | | A | M PEAK HO | DUR | | | | | | |
|---|--------|------|----------|--------|-----------|------|----------|-------|--------|------|---------|-------|
| | | | way B | | | | g Road | | | | g Road | |
| | | | nbound | | | | bound | | | | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | | | | | 1,545 | | | | 605 | |
| Pedestrians | | | r | | | | r | | | | T. | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | 27 | | | | 22 | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 1,545 | 0 | 0 | 0 | 605 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 31 | 0 |
| Cumberland Mall DRI #3129 | 3 | | | | | | - '' | | | | 31 | , |
| Circle 75 DRI #3169 | | | | | | | 52 | | | | 33 | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 33 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 1.676 | 0 | 0 | 0 | 669 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (15%) | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 |
| Trip Distribution IN | | | 1 | 1 | i | 1 | 2% | 3% | 1 | 1 | 1 | 1 |
| | | | | (0.00) | | | 2% | 3% | | | (501) | |
| Trip Distribution OUT Balancing Adjustment | | | | (30%) | | | | | | | (5%) | |
| Hotel Trips | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 |
| noter mps | U | U | U | 10 | U | U | | 2 | U | U | 2 | U |
| Trip Distribution IN | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | 1 | |
| Office Trips | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 6 | 0 | 0 | 1 | 0 |
| | | | | | , | | | | | | 1 | |
| Trip Distribution IN | | | | (000) | | | 2% | 3% | | | (501) | |
| Trip Distribution OUT | | | <u> </u> | (30%) | | ļ | <u> </u> | ļ | | | (5%) | ļ |
| Balancing Adjustment | 0 | 0 | 0 | 23 | 0 | 0 | 2 | 4 | 0 | 0 | 4 | 0 |
| Retail Trips | U | U | U | 23 | U | U | | 4 | U | U | 4 | U |
| Total Primary Site Trips | 0 | 0 | 0 | 53 | 0 | 0 | 8 | 13 | 0 | 0 | 11 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 0 | 0 | 53 | 0 | 0 | 8 | 13 | 0 | 0 | 11 | 0 |
| 2029 Build Traffic | 0 | 0 | 0 | 53 | 0 | 0 | 1.684 | 13 | 0 | 0 | 680 | 0 |
| 205A RRIIG LEGLIC | U | 0 | 0 | 53 | 0 | 0 | 1,684 | 13 | 0 | 0 | 080 | 0 |

| | | | | P | M PEAK HO | OUR | | | | | | |
|----------------------------------|---------|---------------|-------------------|--------|-----------|---------------|------------------|--------|---------|--------------|------------------|--------|
| | | | eway B | | | | g Road | | | | g Road | |
| | U-Turn | North Left | nbound Through | Right | U-Turn | Eastl Left | bound Through | Right | U-Turn | West Left | bound Through | Right |
| Observed 2024 Traffic Volumes | U-Tulli | Leit | mougn | Rigitt | U-Tulli | Leit | 884 | RIGITE | U-Tulli | Leit | 1.360 | RIGIII |
| Pedestrians | | | | | | | 004 | | | | 1,300 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | Ü |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 884 | 0 | 0 | 0 | 1,360 | 0 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Cumberland Mall DRI #3129 | | | | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | 39 | | | | 60 | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 60 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 968 | 0 | 0 | 0 | 1,489 | 0 |
| Trip Distribution IN | | | 1 | | 1 | | 2% | 3% | 1 | l | | |
| Trip Distribution IN | | | | (15%) | | | 2% | 3% | | | (5%) | |
| Balancing Adjustment | | | | (10%) | | | | | | | (3%) | |
| Residential Trips | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 |
| Residential Trips | U | U | U | 0 | | U | | | | U | | U |
| Trip Distribution IN | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | ` ′ | |
| Hotel Trips | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 |
| | | | | | | | | | | | • | |
| Trip Distribution IN | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 53 | 0 | 0 | 1 | 1 | 0 | 0 | 9 | 0 |
| Trip Distribution IN | | | | | Γ | | 2% | 3% | Γ | | | |
| Trip Distribution OUT | | | | (30%) | | | 2.70 | 370 | | | (5%) | |
| Balancing Adjustment | | | | (==:=) | | | | | | | (=) | |
| Retail Trips | 0 | 0 | 0 | 73 | 0 | 0 | 4 | 6 | 0 | 0 | 12 | 0 |
| Total Primary Site Trips | 0 | 0 | 0 | 149 | 0 | 0 | 7 | 10 | 0 | 0 | 26 | 0 |
| | | | 1 | | | | | | | | | _ |
| Pass-By Trips | 0 | 0 | | 30 | 0 | 0 | -30 | 30 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 0 | 0 | 179 | 0 | 0 | -23 | 40 | 0 | 0 | 26 | 0 |
| 2029 Build Traffic | 0 | 0 | 0 | 179 | 0 | 0 | 945 | 40 | 0 | 0 | 1,515 | 0 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #10 Driveway C at Spring Hill Parkway

| | | | | A | M PEAK HO | | | | | | | |
|----------------------------------|--------|-------|------------|-------|-----------|-------|------------|-------|--------|--------|---------|--------|
| | | | II Parkway | | | | II Parkway | | | | way C | |
| | | North | bound | | | South | bound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | 282 | | | | 136 | | | | | |
| Pedestrians | | | | | | | | | | , | | , |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | 3 | | | | 5 | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 282 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 |
| | | | , , | | | | ı | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 14 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Cumberland Mall DRI #3129 | | | | | | | | | | l | | l |
| Circle 75 DRI #3169 | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 296 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 10% | | 45% | | | | l | | l |
| Trip Distribution OUT | | | | 10% | | 4376 | | | | (10%) | | (45%) |
| Balancing Adjustment | | | | | | | | | | (1070) | | (4370) |
| Residential Trips | 0 | 0 | 0 | 5 | 0 | 21 | 0 | 0 | 0 | 9 | 0 | 40 |
| Residential Trips | U | U | 0 | J | U | 21 | U | U | U | 7 | | 40 |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (20%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 6 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | 400.0 | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (20%) |
| Balancing Adjustment | | _ | | | _ | | _ | | _ | | _ | |
| Office Trips | 0 | 0 | 0 | 11 | 0 | 42 | 0 | 0 | 0 | 1 | 0 | 4 |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | |
| Trip Distribution OUT | | | | 370 | | 2070 | | | | (5%) | | (20%) |
| Balancing Adjustment | | | | | | | | | | (370) | | (2070) |
| Retail Trips | 0 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 0 | 4 | 0 | 15 |
| ictaii irips | - 0 | U | | U | | 27 | | U | | , | | 13 |
| Total Primary Site Trips | 0 | 0 | 0 | 25 | 0 | 98 | 0 | 0 | 0 | 16 | 0 | 65 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Weblevies Deels of Total | 0 | 0 | 0 | 25 | 0 | 98 | 0 | 0 | 0 | 1, | 0 | 65 |
| Total Vehicular Project Trips | U | U | U | 25 | U | 98 | U | U | U | 16 | U | 65 |
| 2029 Build Traffic | 0 | 0 | 296 | 25 | 0 | 98 | 143 | 0 | 0 | 16 | 0 | 65 |

| | | | | P | M PEAK HO | | | | | | | |
|--|--------|------|-------------|-------|-----------|------|------------|-------|--------|-------|---------|-------|
| | | | ill Parkway | | | | II Parkway | | | | way C | |
| | | | nbound | | | | bound | | | | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | 205 | | | | 225 | | | | | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | 2 | | | | 3 | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 205 | 0 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Cumberland Mall DRI #3129 | 1.05 | 1.05 | 1.00 | 1.00 | 1.05 | 1.05 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Circle 75 DRI #3169 | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 215 | 0 | 0 | 0 | 236 | 0 | 0 | 0 | 0 | 0 |
| 2027 NO-Balla Harric | | | 213 | | | | 230 | - 0 | | | | 0 |
| Trip Distribution IN | | | | 10% | | 45% | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (45%) |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 5 | 0 | 21 | 0 | 0 | 0 | 4 | 0 | 17 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | (501) | | (000) |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (20%) |
| Balancing Adjustment | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 12 |
| Hotel Trips | U | U | U | 3 | U | - 11 | U | U | U | 3 | U | 12 |
| Trip Distribution IN | | | | 5% | 1 | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (20%) |
| Balancing Adjustment | | | | | | | | | | . , | | |
| Office Trips | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 9 | 0 | 35 |
| Trip Distribution IN | | | | 5% | , | 20% | | | | | 1 | |
| Trip Distribution IN Trip Distribution OUT | | | 1 | 5% | | 20% | | | | (5%) | 1 | (20%) |
| Balancing Adjustment | | | | | | | | | | (3%) | | (20%) |
| Retail Trips | 0 | 0 | 0 | 11 | 0 | 42 | 0 | 0 | 0 | 12 | 0 | 49 |
| retail Hips | U | U | U | - 11 | U | 42 | U | U | U | 1Z | U | 49 |
| Total Primary Site Trips | 0 | 0 | 0 | 21 | 0 | 80 | 0 | 0 | 0 | 28 | 0 | 113 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 0 | 0 | 21 | 0 | 80 | 0 | 0 | 0 | 28 | 0 | 113 |
| , | | | | | | | | | | | | |
| 2029 Build Traffic | 0 | 0 | 215 | 21 | 0 | 80 | 236 | 0 | 0 | 28 | 0 | 113 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #1 Cumberland Blvd SE/Windy Ridge Pkwy SE at US 41/SR 3

| Observed 2024 Traffic Volumes Pedestrians Conflicting Pedestrians Bicycles Conflicting Bicycles Heavy Vehicles Heavy Vehicle % | U-Turn 75 0 | US 41 Northi Left 34 | Through 660 | Right 41 | U-Turn 1 | US 41 South Left | bound | | Cumber | rland Blvd SE/ Eastb | Windy Ridge F | kwy SE | Cumber | land Blvd SE/ Westl | Windy Ridge P | kwy SE |
|--|-------------|-------------------------------|----------------|-------------|-------------|------------------------|---------------------------------------|-------|---------|-------------------------|---------------|---------|---------|------------------------|---------------|------------|
| Pedestrians Conflicting Pedestrians Bilcycles Conflicting Bicycles Heavy Vehicles | 75 | Left 34 | Through 660 | 41 | | | | | | Fasth | ound | | | Mocti | hound | |
| Pedestrians Conflicting Pedestrians Bilcycles Conflicting Bicycles Heavy Vehicles | 75 | 34 | 660 | 41 | | Left | | | | | | | | | | |
| Pedestrians Conflicting Pedestrians Bilcycles Conflicting Bicycles Heavy Vehicles | 0 | 2 | 1 | | 1 | | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Conflicting Pedestrians Bicycles Conflicting Bicycles Heavy Vehicles | | 2 | | | | 97 | 1,401 | 254 | 2 | 234 | 108 | 68 | 1 | 39 | 13 | 45 |
| Bicycles Conflicting Bicycles Heavy Vehicles | | | | | | | 2 | | | | 2 | | ļ | | 3 | |
| Conflicting Bicycles Heavy Vehicles | | 0 | | 3 | | 3 | | 2 | | 2 | | 7 | | 7 | | 2 |
| Heavy Vehicles | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | _ | | 0 | | | | 0 | | | _ | 0 | | | _ | 0 |
| Heavy venicie % | 2% | 0 2% | 15 2% | 3 7% | 0 2% | 3 3% | 39 3% | 14 | 0 2% | 12 5% | 0 2% | 5 7% | 0 2% | 2 5% | 0 2% | 2 4% |
| | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | |
| Peak Hour Factor Existing 2024 Volumes | 75 | 0.92 | 660 | 41 | 0.92 | 0.92 97 | 1.401 | 254 | 0.92 | 234 | 108 | 68 | 0.92 | 0.92 | 0.92 | 0.92 45 |
| Existing 2024 Volumes | /5 | 34 | 000 | 41 | | 97 | 1,401 | 254 | 2 | 234 | 108 | 80 | | 39 | 13 | 45 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Background Growth Trips | 4 | 2 | 34 | 2 | 0 | 5 | 71 | 1.05 | 0 | 1.05 | 6 | 3 | 0 | 2 | 1.05 | 2 |
| New Road Adjustment | * | 4 | -15 | | U | J | /1 | -20 | U | 12 | U | 3 | U | | ' | |
| Cumberland Mall DRI #3129 | | | 38 | | | | 88 | -20 | | | 26 | | | | 87 | |
| Circle 75 DRI #3169 | | | 31 | | | | 40 | | | | 20 | | | | - 07 | <u> </u> |
| Total Approved Development Trips | 0 | 0 | 69 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 87 | 0 |
| 2029 No-Build Traffic | 79 | 36 | 748 | 43 | 1 | 102 | 1.600 | 247 | 2 | 246 | 140 | 71 | 1 | 41 | 101 | 47 |
| 2027 NO Bana Harrio | | 00 | 710 | 10 | | 102 | 1,000 | 2.17 | - | 210 | 110 | - '' | | | 101 | |
| Trip Distribution IN | | | | | | | 5% | 10% | | | | | 1 | | 5% | |
| Trip Distribution OUT | | | (5%) | | | | | | | (10%) | (5%) | | | | | |
| Balancing Adjustment | | | ` / | | | | | | | ` ' | ` ' | | | | | i |
| Residential Trips | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 5 | 0 | 9 | 4 | 0 | 0 | 0 | 2 | 0 |
| | | | | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | 5% | | | | | | 5% | | ı |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | ı |
| Balancing Adjustment | | | | | | | | | | | | | | | | ı |
| Hotel Trips | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | 5% | | | | | | 5% | | |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 1 | 1 | 0 | 0 | 11 | 11 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 |
| L | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | 5% | | | | | | 5% | | ⊢ |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | — |
| Balancing Adjustment | | | | | _ | | | | | | | | | | | — |
| Retail Trips | 0 | 0 | 4 | 4 | 0 | 0 | 6 | 6 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 |
| Tabal Balancas Cita Talan | | 0 | 44 | 7 | | • | 20 | OF. | | 47 | 4 | • | | 20 | | _ |
| Total Primary Site Trips | 0 | U | 11 | - / | 0 | 0 | 22 | 25 | 0 | 16 | 4 | 0 | 0 | 20 | 2 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| rass-by IIIps | U | U | U | U | U | U | U | U | U | U | U | U | U | U | U | |
| Total Vehicular Project Trips | 0 | 0 | 11 | 7 | 0 | 0 | 22 | 25 | 0 | 16 | 4 | 0 | 0 | 20 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| 2029 Build Traffic | 79 | 36 | 759 | 50 | 1 | 102 | 1,622 | 272 | 2 | 262 | 144 | 71 | 1 | 61 | 103 | 47 |

| | | | | | | Р | M PEAK HO | DUR | | | | | | | | |
|----------------------------------|--------|-------|---------|--------|--------|-------|-----------|-------|--------|---------------------------------------|---------------|----------|--------|---------------|---------------|--------|
| | | US 41 | 1/SR 3 | | | US 4 | 1/SR 3 | | Cumbe | erland Blvd SE/ | Windy Ridge I | Pkwy SE | Cumbe | rland Blvd SE | Windy Ridge P | kwy SE |
| | | North | bound | | | South | bound | | l | Easth | oound | | | West | bound | |
| _ | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 71 | 110 | 1,548 | 37 | 24 | 59 | 1,057 | 460 | 2 | 377 | 77 | 87 | 4 | 56 | 48 | 83 |
| Pedestrians | | 1 | 10 | | | | 4 | | | 1 | 12 | | | 1 | 3 | |
| Conflicting Pedestrians | | 12 | | 13 | | 13 | | 12 | | 4 | | 10 | | 10 | | 4 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | • | | 0 | | • | | 0 | | | | 0 | | • | | 0 |
| Heavy Vehicles | 0 | 1 | 22 | 0 | 0 | 0 | 20 | 12 | 0 | 8 | 0 | 1 | 0 | 0 | 3 | 2 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 6% | 2% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 71 | 110 | 1,548 | 37 | 24 | 59 | 1.057 | 460 | 2 | 377 | 77 | 87 | 4 | 56 | 48 | 83 |
| | | | 1,010 | | | | ., | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 4 | 6 | 79 | 2 | 1 | 3 | 54 | 23 | 0 | 19 | 4 | 4 | 0 | 3 | 2 | 4 |
| New Road Adjustment | | | -20 | - | | - | | -30 | | ., | | <u> </u> | l i | | - | |
| Cumberland Mall DRI #3129 | | | 105 | | | | 45 | - 50 | | | 88 | | | | 37 | |
| Circle 75 DRI #3169 | | | 48 | | | | 37 | | | | - 00 | | | | | |
| Total Approved Development Trips | 0 | 0 | 153 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 37 | 0 |
| 2029 No-Build Traffic | 75 | 116 | 1.760 | 39 | 25 | 62 | 1.193 | 453 | 2 | 396 | 169 | 91 | 4 | 59 | 87 | 87 |
| | | | -,, | | | | ., | | | | | | | | | |
| Trip Distribution IN | 1 | | | | | | 5% | 10% | | | | | | | 5% | |
| Trip Distribution OUT | | | (5%) | | | | | | | (10%) | (5%) | | | | | |
| Balancing Adjustment | | | (= 15) | | | | | | | (1215) | (= :=) | | | | | |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 |
| | - | - | | | | - | | | - | - | | - | | - | | |
| Trip Distribution IN | | | | | | | 5% | 5% | 1 | | | | | 5% | | |
| Trip Distribution OUT | | | (5%) | (5%) | | | | | | (5%) | | | | | | |
| Balancing Adjustment | | | (= 1.5) | (= :=) | | | | | | (= :=) | | | | | | |
| Hotel Trips | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| riotoi rripo | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | I | | | | 5% | 5% | 1 | I | I | | | 5% | | l . |
| Trip Distribution OUT | | | (5%) | (5%) | | | 0,0 | 0,0 | | (5%) | | | | 0.0 | | |
| Balancing Adjustment | | | (0.10) | (070) | | | | | | (070) | | | | | | |
| Office Trips | 0 | 0 | 9 | 9 | 0 | 0 | 2 | 2 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 |
| onice mps | | | | | | | | | | · · · · · | | | | - | | |
| Trip Distribution IN | 1 | | | | | | 5% | 5% | l | | | | | 5% | | l . |
| Trip Distribution OUT | | | (5%) | (5%) | | | 2,0 | 270 | | (5%) | | | | 270 | | |
| Balancing Adjustment | | | ` ' | ` ' | | | | | | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | | | | | |
| Retail Trips | 0 | 0 | 12 | 12 | 0 | 0 | 11 | 11 | 0 | 12 | 0 | 0 | 0 | 11 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 26 | 24 | 0 | 0 | 18 | 21 | 0 | 28 | 2 | 0 | 0 | 16 | 2 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 0 | 26 | 24 | 0 | 0 | 18 | 21 | 0 | 28 | 2 | 0 | 0 | 16 | 2 | 0 |
| 2029 Build Traffic | 75 | 116 | 1,786 | 63 | 25 | 62 | 1,211 | 474 | 2 | 424 | 171 | 91 | 4 | 75 | 89 | 87 |
| LOL / Dalla Harris | /3 | 110 | 1,700 | 03 | 2.5 | 02 | 1,211 | 7/7 | | 727 | 171 | 71 | | 73 | 07 | 0, |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #2 Spring Rd SE/Cir 75 Pkwy SE at US 41/SR 3

| | | | | | | A | M PEAK HO | DUR | | | | | | | | |
|-------------------------------------|---------|----------|----------|----------|---------|------|-----------|---------|---------|---------------|----------------|----------|---------|--|----------------|---------|
| | | US 41 | 1/SR 3 | | | US 4 | 1/SR 3 | | | Spring Rd SE/ | Cir 75 Pkwy SE | | | Spring Rd SE/ | Cir 75 Pkwy SE | |
| | | | bound | | | | bound | | | | oound | | | | 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 | 377 | 681 | 186 | 7 | 99 | 1,366 | 80 | 18 | 52 | 354 | 1,184 | 0 | 233 | 148 | 39 |
| Pedestrians | | | 0 | | | | 2 | , | | | 0 | | | | 12 | |
| Conflicting Pedestrians | | 0 | | 12 | | 12 | | 0 | | 2 | | 0 | _ | 0 | | 2 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | _ | | | 0 | _ | | | 0 | | | ļ | 0 | _ | | | 0 |
| Heavy Vehicles | 0 2% | 14 4% | 14 2% | 10 5% | 0 2% | 2% | 38 | 4 5% | 0 2% | 2% | 4 2% | 22 2% | 0 2% | 11 5% | 4 3% | 1 3% |
| Heavy Vehicle % Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Existing 2024 Volumes | 0.93 | 377 | 681 | 186 | 7 | 99 | 1.366 | 80 | 18 | 52 | 354 | 1.184 | 0.93 | 233 | 148 | 39 |
| Existing 2024 Volumes | U | 3// | 001 | 100 | | 99 | 1,300 | 00 | 10 | 52 | 334 | 1,104 | 0 | 233 | 140 | 39 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 19 | 35 | 9 | 0 | 5 | 70 | 4 | 1.03 | 3 | 18 | 60 | 0 | 12 | 8 | 2 |
| New Road Adjustment | | -185 | -15 | , | | | 20 | -20 | | | - 70 | 50 | | | -40 | |
| Cumberland Mall DRI #3129 | | | 38 | | | | 88 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | 83 | | 40 | | | | | 52 | | | 89 | 33 | 31 |
| Total Approved Development Trips | 0 | 0 | 38 | 83 | 0 | 40 | 88 | 0 | 0 | 0 | 52 | 0 | 0 | 89 | 33 | 31 |
| 2029 No-Build Traffic | 0 | 211 | 739 | 278 | 7 | 144 | 1,544 | 64 | 19 | 55 | 424 | 1,244 | 0 | 334 | 149 | 72 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 5% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (35%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | L | | |
| Residential Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 31 | 0 | 0 | 0 | 0 |
| | , | | 1 | | | | | | | | | | , | | 1 | |
| Trip Distribution IN | | 35% | | | | | | 10% | | (400/) | | ((00/) | | | - | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (60%) | | \vdash | | |
| Balancing Adjustment Hotel Trips | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 0 |
| notei nips | U | 20 | 0 | U | U | U | U | U | U |]] | 0 | 17 | | | | 0 |
| Trip Distribution IN | 1 | 35% | | | | | | 10% | | | | | 1 | | I | |
| Trip Distribution OUT | | 0070 | | | | | | 1070 | | (10%) | | (60%) | | | + | |
| Balancing Adjustment | | | | | | | | | | (10.17) | | (00.17) | | | + | |
| Office Trips | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 |
| | • | | | | | | | | | | | | • | | | |
| Trip Distribution IN | | 35% | | | | | | 10% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | L | | |
| Retail Trips | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 45 | 0 | 0 | 0 | 0 |
| Total Primary Site Trips | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 17 | 0 | 108 | 0 | 0 | 0 | 0 |
| <u> </u> | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 17 | 0 | 108 | 0 | 0 | 0 | 0 |
| 2029 Build Traffic | 0 | 350 | 739 | 278 | 7 | 144 | 1,544 | 105 | 19 | 72 | 424 | 1,352 | 0 | 334 | 149 | 72 |

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|----------|----------|----------|-------|--------|-------|-----------|-------|----------|---------------|----------------|--------|----------|---------------|----------------|-------|
| | | US 41 | /SR 3 | | | US 4 | 1/SR 3 | | | Spring Rd SE/ | Cir 75 Pkwy SE | | | Spring Rd SE/ | Cir 75 Pkwy SE | |
| | | North | bound | | | South | bound | | l | Easth | oound | | | West | bound | |
| | 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 | 914 | 1,564 | 240 | 20 | 63 | 1,102 | 94 | 26 | 107 | 216 | 631 | 0 | 574 | 352 | 121 |
| Pedestrians | | | 1 | | | | 12 | | | | 0 | | | : | 20 | |
| Conflicting Pedestrians | | 0 | | 20 | | 20 | | 0 | | 12 | | 1 | | 1 | | 12 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 5 | 16 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 6 | 5 | 0 | 4 | 6 | 1 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 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 | 914 | 1,564 | 240 | 20 | 63 | 1,102 | 94 | 26 | 107 | 216 | 631 | 0 | 574 | 352 | 121 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 47 | 80 | 12 | 1 | 3 | 56 | 5 | 1 | 5 | 11 | 32 | 0 | 29 | 18 | 6 |
| New Road Adjustment | | -270 | -20 | | | | 25 | -25 | | | | | | | -55 | |
| Cumberland Mall DRI #3129 | | | 105 | | | | 45 | | | | | | | | | |
| Circle 75 DRI #3169 | | | | 66 | | 37 | | | | | 39 | | | 158 | 60 | 48 |
| Total Approved Development Trips | 0 | 0 691 | 105 | 66 | 0 | 37 | 45 | 74 | 0 | 0 | 39 | 0 | 0 | 158 | 60 | 48 |
| 2029 No-Build Traffic | 0 | 691 | 1,729 | 318 | 21 | 103 | 1,228 | /4 | 27 | 112 | 266 | 663 | 0 | 761 | 375 | 175 |
| Trip Distribution IN | | 5% | | | | | | 5% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | (35%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 35% | | | | | | 10% | 1 | | | | 1 | | | |
| Trip Distribution OUT | | | | | | | | | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | | (1215) | | (==::) | | | | |
| Hotel Trips | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 35 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 35% | | | | | | 10% | | | | 1 | 1 | | 1 | |
| Trip Distribution OUT | | 33% | | | | | | 10% | | (10%) | | (60%) | | | | |
| Balancing Adjustment | | | | | | | | | 1 | (1076) | | (00%) | | | | |
| Office Trips | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 18 | 0 | 105 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | • | | | | • | , | , |
| Trip Distribution IN | | 35% | | | | | | 10% | ļ | (4.00) | | ((00)) | ļ | | | |
| Trip Distribution OUT | | - | | | | ļ | | | | (10%) | <u> </u> | (60%) | | ļ | 1 | ļ |
| Balancing Adjustment | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 24 | 0 | 146 | 0 | 0 | 0 | 0 |
| Retail Trips | 0 | 74 | U | U | U | U | U | 21 | U | 24 | U | 146 | 0 | 0 | 0 | U |
| Total Primary Site Trips | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 50 | 0 | 299 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 106 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 50 | 0 | 299 | 0 | 0 | 0 | 0 |
| 2029 Build Traffic | 0 | 797 | 1,729 | 318 | 21 | 103 | 1.228 | 105 | 27 | 162 | 266 | 962 | 0 | 761 | 375 | 175 |
| | | | 1,727 | 0.0 | | .00 | ., | .00 | | | 200 | ,02 | | | 0.0 | |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #3 The Perimeter/Interstate 75 Express/I- 285 WB Ramps at US 41/SR 3

| | | | | A | M PEAK HO | DUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|-----------|-------|---------|--------|--------|---------------|----------------|----------------|
| | | US 4 | 1/SR 3 | | | US 4 | 1/SR 3 | | The Pe | rimeter/Inter | state 75 Expre | ss/I- 285 WB F |
| | | North | bound | | | South | bound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 88 | 677 | 0 | 0 | 0 | 2,317 | 530 | 0 | 322 | 1 | 538 |
| Pedestrians | | | 0 | | | | 1 | | | | 0 | - |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 6 | 25 | 0 | 0 | 0 | 41 | 25 | 0 | 7 | 0 | 16 |
| Heavy Vehicle % | 2% | 7% | 4% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 3% |
| 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 |
| Existing 2024 Volumes | 0 | 88 | 677 | 0 | 0 | 0 | 2,317 | 530 | 0 | 322 | 1 | 538 |
| | | | т | | | | | | | | T | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 4 | 35 | 0 | 0 | 0 | 118 | 27 | 0 | 16 | 0 | 27 |
| New Road Adjustment | | 20 | -10 | | | | -10 | 20 | | -15 | 325 | -190 |
| Cumberland Mall DRI #3129 | | | 38 | | | | 88 | | | 38 | | |
| Circle 75 DRI #3169 | | | 84 | | | | 56 | 33 | | | | |
| Total Approved Development Trips | 0 | 0 | 122 | 0 | 0 | 0 | 144 | 33 | 0 | 38 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 112 | 824 | 0 | 0 | 0 | 2,569 | 610 | 0 | 361 | 326 | 375 |
| Trip Distribution IN | T | 5% | 5% | | Γ | l | | | | | 25% | |
| Trip Distribution OUT | | 070 | 070 | | 1 | | (30%) | (5%) | | | 2070 | |
| Balancing Adjustment | | | | | 1 | | (3070) | (370) | | | | |
| Residential Trips | 0 | 2 | 2 | 0 | 0 | 0 | 26 | 4 | 0 | 0 | 12 | 0 |
| · | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 15% | | | | | | | | 20% | 20% |
| Trip Distribution OUT | | | | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Hotel Trips | 0 | 3 | 8 | 0 | 0 | 0 | 14 | 5 | 0 | 0 | 11 | 11 |
| Trip Distribution IN | Ι | 5% | 15% | | I | | | | | | 20% | 20% |
| Trip Distribution OUT | | 070 | 1070 | | 1 | | (45%) | (15%) | | | 2070 | 2070 |
| Balancing Adjustment | | | | | | | (1070) | (1070) | | | | |
| Office Trips | 0 | 11 | 32 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 42 | 42 |
| | , | | 1 | | | r | 1 | | | | | |
| Trip Distribution IN | | 5% | 15% | | | | | | | | 20% | 20% |
| Trip Distribution OUT | | | | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 6 | 18 | 0 | 0 | 0 | 34 | 11 | 0 | 0 | 24 | 24 |
| Total Primary Site Trips | 0 | 22 | 60 | 0 | 0 | 0 | 84 | 23 | 0 | 0 | 89 | 77 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| i ass-by itips | U | U | U | | U | U | U | | | U | U | |
| Total Vehicular Project Trips | 0 | 22 | 60 | 0 | 0 | 0 | 84 | 23 | 0 | 0 | 89 | 77 |
| 2029 Build Traffic | 0 | 134 | 884 | 0 | 0 | 0 | 2.653 | 633 | 0 | 361 | 415 | 452 |
| | | | | | | | -, | | | | | |

| | | | | Р | M PEAK HO | DUR | | | | | | |
|--|--------|-------|---------|-------|-----------|-------|---------|--------|--------|--------------|-----------------|--------------|
| | | US 4 | 1/SR 3 | | | US 4 | 1/SR 3 | | The Pe | rimeter/Inte | rstate 75 Expre | ss/I- 285 WB |
| | | North | nbound | | | South | bound | | | Wes | tbound | |
| _ | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 3 | 287 | 1,619 | 0 | 0 | 0 | 1,731 | 555 | 0 | 335 | 2 | 1,155 |
| Pedestrians | | | 0 | | | | 4 | | | | 1 | |
| Conflicting Pedestrians | | 0 | | 1 | | 1 | | 0 | | 0 | | 4 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 3 | 18 | 0 | 0 | 0 | 14 | 18 | 0 | 5 | 0 | 14 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 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 |
| Existing 2024 Volumes | 3 | 287 | 1,619 | 0 | 0 | 0 | 1,731 | 555 | 0 | 335 | 2 | 1,155 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 15 | 83 | 0 | 0 | 0 | 88 | 28 | 0 | 17 | 0 | 59 |
| New Road Adjustment | | 30 | -15 | | | | -20 | 25 | | -10 | 460 | -275 |
| Cumberland Mall DRI #3129 | | | 105 | | | | 45 | | | 20 | | |
| Circle 75 DRI #3169 | | | 67 | | | | 99 | 60 | | | | |
| Total Approved Development Trips | 0 | 0 | 172 | 0 | 0 | 0 | 144 | 60 | 0 | 20 | 0 | 0 |
| 2029 No-Build Traffic | 3 | 332 | 1,859 | 0 | 0 | 0 | 1,943 | 668 | 0 | 362 | 462 | 939 |
| Trip Distribution IN | i e | 5% | 5% | | l | 1 | | | 1 | | 25% | |
| Trip Distribution OUT | | | | | | | (30%) | (5%) | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 2 | 2 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | I | 5% | 15% | | I | | | | | | 20% | 20% |
| Trip Distribution OUT | | | | | | | (45%) | (15%) | | | | |
| Balancing Adjustment | | | | | | | (1070) | (1070) | | | | |
| Hotel Trips | 0 | 3 | 8 | 0 | 0 | 0 | 26 | 9 | 0 | 0 | 11 | 11 |
| Trip Distribution IN | | 5% | 15% | | 1 | 1 | | | | | 20% | 20% |
| Trip Distribution OUT | | 376 | 15% | | 1 | | (45%) | (15%) | | | 20% | 20% |
| Balancing Adjustment | | | | | † | | (4370) | (1370) | | | | |
| Office Trips | 0 | 2 | 5 | 0 | 0 | 0 | 79 | 26 | 0 | 0 | 6 | 6 |
| Trip Distribution IN | 1 | 5% | 15% | | 1 | | 1 | | | | 20% | 20% |
| Trip Distribution IN Trip Distribution OUT | | 5% | 15% | | | | (45%) | (15%) | | | 20% | 20% |
| Balancing Adjustment | | | | | | | (45%) | (15%) | | | | |
| Retail Trips | 0 | 11 | 32 | 0 | 0 | 0 | 110 | 37 | 0 | 0 | 42 | 42 |
| | | | 1 | | | | 1 | | | | | |
| Total Primary Site Trips | 0 | 18 | 47 | 0 | 0 | 0 | 226 | 74 | 0 | 0 | 71 | 59 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 1 | 18 | 47 | 0 | 0 | 0 | 226 | 74 | 0 | 0 | 71 | 59 |
| | | | 1 | | ı | | | ı | | - | | |
| 2029 Build Traffic | 3 | 350 | 1,906 | 0 | 0 | 0 | 2,169 | 742 | 0 | 362 | 533 | 998 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #4 The Perimeter/Interstate 75 Express/1- 285 EB Ramps at US 41/SR 3

| | | | | A | M PEAK HO | OUR | | | | | | |
|----------------------------------|--------|-------|---------|-------|-----------|--------|---------|-------|--------------|---------------|-----------------|-------------|
| | | US 4 | 1/SR 3 | | | US 41 | 1/SR 3 | | The Perimete | er/Interstate | 75 Express/I- 2 | B5 EB Ramps |
| | | North | bound | | | South | bound | | | East | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 360 | 164 | 1 | 1.703 | 946 | 0 | 0 | 416 | 0 | 253 |
| Pedestrians | | | 0 | | | | 3 | | | | 0 | |
| Conflicting Pedestrians | 1 | 0 | Ĭ | 0 | | 0 | Ĭ | 0 | | 3 | ĭ | 0 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | Ü | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 15 | 4 | 0 | 30 | 17 | 0 | 0 | 17 | 0 | 7 |
| Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 3% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 0.77 | 0.77 | 360 | 164 | 1 | 1,703 | 946 | 0.77 | 0.77 | 416 | 0.97 | 253 |
| Existing 2024 volumes | U | U | 300 | 104 | ' | 1,703 | 940 | U | U | 410 | U | 253 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 1.03 | 8 | 0 | 87 | 48 | 0 | 0 | 21 | 0 | 13 |
| New Road Adjustment | V | J | 10 | 0 | U | - 07 | -25 | U | 0 | 41 | 0 | 13 |
| Cumberland Mall DRI #3129 | | | 38 | 16 | 1 | l | 126 | | 1 | | 1 | 22 |
| Circle 75 DRI #3169 | | | 33 | 10 | | 33 | 22 | | 1 | 52 | 1 | 22 |
| Total Approved Development Trips | 0 | 0 | 71 | 16 | 0 | 33 | 148 | 0 | 0 | 52 | 0 | 22 |
| | | | | | | | | | | | | |
| 2029 No-Build Traffic | 0 | 0 | 459 | 188 | 1 | 1,823 | 1,117 | 0 | 0 | 489 | 0 | 288 |
| Trip Distribution IN | | | 5% | | 1 | | | | 1 | 5% | 1 | |
| Trip Distribution OUT | | | | | | (25%) | (5%) | | | | | |
| Balancing Adjustment | | | | | 1 | (2070) | (070) | | 1 | | | |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 22 | 4 | 0 | 0 | 2 | 0 | 0 |
| nosacina rips | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | (1215) | (=) | | | | | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 13 | 2 | 0 | 0 | 8 | 0 | 0 |
| Tiotal Tips | | | | | | 10 | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | ` ' | ` ' | | | | | |
| Office Trips | 0 | 0 | 11 | 0 | 0 | 9 | 1 | 0 | 0 | 32 | 0 | 0 |
| | • | | • | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 6 | 0 | 0 | 30 | 4 | 0 | 0 | 18 | 0 | 0 |
| | | | | , | | , | | | | | | |
| Total Primary Site Trips | 0 | 0 | 22 | 0 | 0 | 74 | 11 | 0 | 0 | 60 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| , , | - | | | | | | | - | | | | |
| Total Vehicular Project Trips | 0 | 0 | 22 | 0 | 0 | 74 | 11 | 0 | 0 | 60 | 0 | 0 |
| | | | | | | | | | | | | |

| | | | | P | M PEAK HO | | | | | | | |
|--------------------------------------|--------|-------|---------|-------|-----------|--------|---------|-------|--------------|------|-----------------|------------|
| | | | 1/SR 3 | | | | 1/SR 3 | | The Perimete | | 75 Express/I- 2 | B5 EB Ramp |
| | | Norti | nbound | | | South | bound | | | East | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 0 | 1,413 | 846 | 8 | 1,023 | 1,035 | 0 | 0 | 503 | 4 | 312 |
| Pedestrians | | | 1 | | | | 4 | | | | 0 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 4 | | 1 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 14 | 3 | 0 | 12 | 6 | 0 | 0 | 8 | 1 | 1 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 25% | 2% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Existing 2024 Volumes | 0 | 0 | 1,413 | 846 | 8 | 1,023 | 1,035 | 0 | 0 | 503 | 4 | 312 |
| | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 72 | 43 | 0 | 52 | 53 | 0 | 0 | 26 | 0 | 16 |
| New Road Adjustment | | | 15 | | | | -30 | | | | | |
| Cumberland Mall DRI #3129 | | | 105 | 45 | | | 65 | | | | | 11 |
| Circle 75 DRI #3169 | | | 27 | | | 60 | 40 | | | 39 | | |
| Total Approved Development Trips | 0 | 0 | 132 | 45 | 0 | 60 | 105 | 0 | 0 | 39 | 0 | 11 |
| 2029 No-Build Traffic | 0 | 0 | 1,632 | 934 | 8 | 1,135 | 1,163 | 0 | 0 | 568 | 4 | 339 |
| Trip Distribution IN | | | 5% | | | | | | | 5% | | |
| Trip Distribution OUT | | | | | | (25%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 9 | 2 | 0 | 0 | 2 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | 376 | | | (40%) | (5%) | | 1 | 1370 | | |
| Balancing Adjustment | | | | | | (4070) | (376) | | 1 | | | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 23 | 3 | 0 | 0 | 8 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment Office Trips | 0 | 0 | 2 | 0 | 0 | 70 | 9 | 0 | 0 | 5 | 0 | 0 |
| Office Hips | U | U | | U | U | 70 | 9 | U | U | 5 | U | U |
| Trip Distribution IN | 1 | | 5% | | | | | | 1 | 15% | | |
| Trip Distribution OUT | | | | | | (40%) | (5%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 11 | 0 | 0 | 98 | 12 | 0 | 0 | 32 | 0 | 0 |
| Total Primary Site Trips | 0 | 0 | 18 | 0 | 0 | 200 | 26 | 0 | 0 | 47 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 0 | 18 | 0 | 0 | 200 | 26 | 0 | 0 | 47 | 0 | 0 |
| , , | | U | | | | | | | | | 1 0 | |
| 2029 Build Traffic | 0 | 0 | 1,650 | 934 | 8 | 1,335 | 1,189 | 0 | 0 | 615 | 4 | 339 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #5 US 41/SR 3 at Akers Mill Rd SE

| | | | | | | А | M PEAK HO | UR | | | | | | | | |
|---|--------|---------|------------|-------|--------|---------|------------|-------|--------|-------|---------|-------|--------|-------|---------|-------|
| | | Akers N | Iill Rd SE | | | Akers N | 1ill Rd SE | | | US 41 | /SR 3 | | | US 41 | 1/SR 3 | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 36 | 313 | 66 | 0 | 38 | 130 | 77 | 2 | 206 | 486 | 113 | 6 | 65 | 278 | 49 |
| Pedestrians | | (|) | | | | 3 | | | 1 | 9 | • | | | 2 | |
| Conflicting Pedestrians | | 9 | | 2 | | 2 | | 9 | | 3 | | 0 | | 0 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 4 | 12 | 4 | 0 | 2 | 10 | 1 | 4 | 13 | 4 | 0 | 3 | 7 | 1 | 0 |
| Heavy Vehicle % | 2% | 11% | 4% | 6% | 2% | 5% | 8% | 2% | 200% | 6% | 2% | 2% | 50% | 11% | 2% | 2% |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Existing 2024 Volumes | 0 | 36 | 313 | 66 | 0 | 38 | 130 | 77 | 2 | 206 | 486 | 113 | 6 | 65 | 278 | 49 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 2 | 16 | 3 | 0 | 2 | 7 | 4 | 0 | 11 | 25 | 6 | 0 | 3 | 14 | 2 |
| New Road Adjustment | | | | | | | | | | | -25 | | | | 10 | |
| Cumberland Mall DRI #3129 | | 4 | 14 | | | | 58 | | | 5 | 15 | 34 | | 23 | 18 | |
| Circle 75 DRI #3169 | | | 33 | | | | 22 | | | | | | | | | |
| Total Approved Development Trips | 0 | 4 | 47 | 0 | 0 | 0 | 80 | 0 | 0 | 5 | 15 | 34 | 0 | 23 | 18 | 0 |
| 2029 No-Build Traffic | 0 | 42 | 376 | 69 | 0 | 40 | 217 | 81 | 2 | 222 | 501 | 153 | 6 | 91 | 320 | 51 |
| Total Distribution (N) | | | | | | | | | | | F0/ | | | | | |
| Trip Distribution IN Trip Distribution OUT | | | | | | | | | | | 5% | | | | (5%) | |
| | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| Residential Trips | U | U | U | U | U | U | U | U | U | U | Z | U | U | U | 4 | U |
| Trip Distribution IN | | | | | | | | | 1 | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 0,0 | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | (070) | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| riotoi iripo | Ü | | | | Ü | | | | ŭ | | | | Ü | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | ` ′ | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 11 | 0 |
| Total Primary Site IMPS | U | U | U | U | 0 | U | U | 0 | U | 0 | 22 | 0 | U | U | | U |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 11 | 0 |
| rotal verilculai Froject Irips | U | U | U | U | | U | U | U | U | U | | | U | U | | U |
| 2029 Build Traffic | 0 | 42 | 376 | 69 | 0 | 40 | 217 | 81 | 2 | 222 | 523 | 153 | 6 | 91 | 331 | 51 |

| | | | | | | Р | M PEAK HO | UR | | | | | | | | |
|--------------------------------------|--------|---------|------------|-------|--------|---------|------------|-------|--------|-------|---------|-------|--------|------|---------|---------|
| | | Akers N | 1ill Rd SE | | | Akers N | Mill Rd SE | | | US 4 | 1/SR 3 | | | US 4 | 1/SR 3 | |
| | | North | bound | | | South | bound | | | Easth | oound | | | West | bound | |
| - | 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 | 125 | 228 | 115 | 0 | 54 | 435 | 246 | 13 | 150 | 440 | 129 | 15 | 231 | 901 | 34 |
| Pedestrians | | | 1 | | | | 3 | | | | 0 | | | | 8 | |
| Conflicting Pedestrians | | 10 | | 8 | | 8 | | 10 | | 3 | | 1 | | 1 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 2 | 10 | 3 | 0 | 0 | 10 | 5 | 0 | 0 | 1 | 0 | 0 | 2 | 14 | 0 |
| Heavy Vehicle % | 2% | 2% | 4% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Existing 2024 Volumes | 0 | 125 | 228 | 115 | 0 | 54 | 435 | 246 | 13 | 150 | 440 | 129 | 15 | 231 | 901 | 34 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 6 | 12 | 6 | 0 | 3 | 22 | 13 | 1 | 8 | 22 | 7 | 1 | 12 | 46 | 2 |
| New Road Adjustment | | | | | | | | | | | -30 | | | | 15 | |
| Cumberland Mall DRI #3129 | | 8 | 39 | | | | 26 | | | 15 | 40 | 23 | | 12 | 10 | |
| Circle 75 DRI #3169 | | | 27 | | | | 40 | | | | | | | | | |
| Total Approved Development Trips | 0 | 8 | 66 | 0 | 0 | 0 | 66 | 0 | 0 | 15 | 40 | 23 | 0 | 12 | 10 | 0 |
| 2029 No-Build Traffic | 0 | 139 | 306 | 121 | 0 | 57 | 523 | 259 | 14 | 173 | 472 | 159 | 16 | 255 | 972 | 36 |
| Trip Distribution IN | 1 | | | | | | | | | | 5% | | | 1 | 1 | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | . , | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | | | | 1 | l | | | | | 5% | l | | | 1 | |
| Trip Distribution OUT | | | | | | | | | | | 370 | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | (370) | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| | | 1 | 1 | | | | | | | 1 | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | de a c | ļ |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | |
| Balancing Adjustment Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 |
| • | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | (5%) | ļ |
| Balancing Adjustment | | ^ | | • | | | | ^ | ^ | | | | | | 10 | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 26 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 26 | 0 |
| 2029 Build Traffic | 0 | 139 | 306 | 121 | 0 | 57 | 523 | 259 | 14 | 173 | 490 | 159 | 16 | 255 | 998 | 36 |
| | | .07 | 555 | | | | 020 | 207 | | .,, | 170 | | | 200 | ,,,, | |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #6 Spring Rd SE at Cumberland Blvd SE

| | | | | | | A | M PEAK HO | DUR | | | | | | | | |
|--|---------|----------|------------|----------|----------|----------|------------|-------|----------|----------|---------|-------|--------|--------|---------|-------|
| | | Cumberla | nd Blvd SE | | | Cumberla | nd Blvd SE | | | Spring | Rd SE | | | Spring | Rd SE | |
| | | North | bound | | | South | bound | | | Eastb | oound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 223 | 331 | 207 | 0 | 83 | 200 | 128 | 4 | 128 | 1,255 | 474 | 28 | 123 | 362 | 30 |
| Pedestrians | | | 2 | | | | 3 | | | | 4 | | | | 2 | |
| Conflicting Pedestrians | | 4 | | 2 | | 2 | | 4 | | 3 | | 2 | | 2 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 2 | 13 | 7 | 0 | 1 | 9 | 5 | 0 | 3 | 19 | 0 | 0 | 8 | 8 | 2 |
| Heavy Vehicle % | 2% | 2% | 4% | 3% | 2% | 2% | 5% | 4% | 2% | 2% | 2% | 2% | 2% | 7% | 2% | 7% |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Existing 2024 Volumes | 0 | 223 | 331 | 207 | 0 | 83 | 200 | 128 | 4 | 128 | 1,255 | 474 | 28 | 123 | 362 | 30 |
| | | | , | , | , | , | , | , | , | , | | , | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 11 | 17 | 11 | 0 | 4 | 10 | 7 | 0 | 7 | 64 | 24 | 1 | 6 | 18 | 2 |
| New Road Adjustment | | 5 | 10 | | | | -20 | | | | | | | -80 | -105 | -10 |
| Cumberland Mall DRI #3129 Circle 75 DRI #3169 | | 1 | 26 | | | ļ | 87 | ļ | | | - | ļ | | - | - | |
| | _ | | 0/ | | _ | | 0.7 | | | | | | | | | _ |
| Total Approved Development Trips | 0 | 0 | 26 | 0 | 0 | 0 | 87 | 0 | 0 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 239 | 384 | 218 | 0 | 87 | 277 | 135 | 4 | 135 | 1,319 | 498 | 29 | 49 | 275 | 22 |
| Trip Distribution IN | 1 | 1 | | | 1 | 5% | 10% | | 1 | | | 5% | 1 | | | 1 |
| Trip Distribution OUT | | | (15%) | | | 376 | 10% | | | | | 376 | | | (5%) | |
| Balancing Adjustment | | | (13%) | | | | | | 1 | | | | | | (3%) | |
| Residential Trips | 0 | 0 | 13 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 |
| ixesideritiai rrips | | | 13 | | | | | | | | | | U | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | (= :=) | (= 1-) | | | | | | | | | | | | (= 1.5) | |
| Hotel Trips | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 |
| · | | | | | • | | | | • | | | | • | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 1 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 1 | 0 |
| | | | | , | _ | , | , | , | | , | | , | | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 4 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 4 | 0 |
| Total Primary Site Trips | 0 | 7 | 20 | 0 | 0 | 2 | 25 | 0 | 0 | 0 | 20 | 22 | 0 | 0 | 11 | 0 |
| Total Primary Site Hips | U | , | 20 | U | U | 2 | 25 | U | U | U | 20 | 22 | U | U | - 11 | U |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | 0 | 7 | 20 | 0 | 0 | 2 | 25 | 0 | 0 | 0 | 20 | 22 | 0 | 0 | 11 | 0 |
| 2029 Build Traffic | 0 | 246 | 404 | 218 | 0 | 89 | 302 | 135 | 4 | 135 | 1,339 | 520 | 29 | 49 | 286 | 22 |
| | | | | | | | | | | | | | | | | |

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|---|--------|--------|---------------------|-------|--------|------|---------------------|-------|--------|------|------------------|-------|--------|---------|------------------|-------|
| | | | nd Blvd SE bound | | | | nd Blvd SE bound | | | | g Rd SE cound | | | | g Rd SE bound | |
| | 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 | 679 | 458 | 178 | 0 | 87 | 365 | 345 | 6 | 174 | 619 | 488 | 65 | 177 | 1,067 | 76 |
| Pedestrians | | 1 | 1 | | | | 7 | | | | 5 | | | | 10 | |
| Conflicting Pedestrians | | 5 | | 10 | | 10 | | 5 | | 7 | | 11 | | 11 | | 7 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 5 | 8 | 4 | 0 | 1 | 17 | 1 | 0 | 1 | 8 | 0 | 0 | 5 | 4 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 0 | 679 | 458 | 178 | 0 | 87 | 365 | 345 | 6 | 174 | 619 | 488 | 65 | 177 | 1,067 | 76 |
| | | | | | | | | | | | | r | | | 1 | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 35 | 23 | 9 | 0 | 4 | 19 | 18 | 0 | 9 | 32 | 25 | 3 | 9 | 54 | 4 |
| New Road Adjustment | | 5 | 15 | | | | -30 | | | | | | | -120 | -150 | -5 |
| Cumberland Mall DRI #3129 | | | 88 | | | | 37 | | | | | | | | - | |
| Circle 75 DRI #3169 | 0 | 0 | 88 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Total Approved Development Trips 2029 No-Build Traffic | 0 | 719 | 584 | 187 | 0 | 91 | 37 | 363 | 6 | 183 | 651 | 513 | 68 | 0 66 | 971 | 75 |
| 2029 NO-Build Hallic | U | /19 | 304 | 10/ | U | 91 | 391 | 303 | 0 | 103 | 001 | 313 | 00 | 00 | 9/1 | /5 |
| Trip Distribution IN | 1 | | | | 1 | 5% | 10% | | | | | 5% | l e | | T . | |
| Trip Distribution OUT | | | (15%) | | | 0.00 | 1070 | | | | | 070 | | | (5%) | |
| Balancing Adjustment | | | (1215) | | | | | | | | | | | | (= :=) | |
| Residential Trips | 0 | 0 | 6 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| · | • | | | | • | | | | | | | | • | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | | | | 5% | 5% | | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | 9 | 9 | • | | 0 | 2 | 0 | ^ | | 2 | 2 | _ | | 9 | 0 |
| Office Trips | 0 | 9 | 9 | 0 | 0 | U | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 9 | U |
| Trip Distribution IN | 1 | | | | 1 | | 5% | | | | 5% | 5% | i | | | |
| Trip Distribution OUT | | (5%) | (5%) | | | | 3.70 | | | | 370 | 370 | | | (5%) | |
| Balancing Adjustment | | (0.10) | (0.0) | | | | | | | | | | | | (070) | |
| Retail Trips | 0 | 12 | 12 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 12 | 0 |
| | | | ı | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 24 | 30 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 16 | 18 | 0 | 0 | 26 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 1 | 24 | 30 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 16 | 18 | 0 | 0 | 26 | 0 |
| 2029 Build Traffic | 0 | 743 | 614 | 187 | 0 | 93 | 412 | 363 | 6 | 183 | 667 | 531 | 68 | 66 | 997 | 75 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #7 Spring Hill Pkwy at Cumberland Blvd SE

| | | | | | | A | M PEAK HO | DUR | | | | | | | | |
|--|----------|----------|------------|-------|--------|----------|------------|-------|--------|----------|-----------|-------|--------|----------|-----------|--------|
| | | Cumberla | nd Blvd SE | | | Cumberla | nd Blvd SE | | | Spring H | Hill Pkwy | | | Spring I | Hill Pkwy | |
| | | North | bound | | | South | bound | | | Easth | oound | | | West | bound | |
| | 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 | 501 | 16 | 0 | 120 | 717 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 268 |
| Pedestrians | | | 2 | | | | 5 | | | | 3 | | | | 0 | |
| Conflicting Pedestrians | | 3 | | 0 | | 0 | | 3 | | 5 | | 2 | | 2 | | 5 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 23 | 1 | 0 | 4 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Heavy Vehicle % | 2% | 2% | 5% | 6% | 2% | 3% | 3% | 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 | 501 | 16 | 0 | 120 | 717 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 268 |
| | | | | | | | | | | 4 40 | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips New Road Adjustment | - 0 | 0 | -15 | -15 | U | -80 | -20 | 0 | U | 0 | U | 0 | 0 | 110 | U | 30 |
| New Road Adjustment Cumberland Mall DRI #3129 | - | | -15 26 | -10 | - | -00 | -20 87 | - | | | | - | 1 | 110 | 1 | 30 |
| Circle 75 DRI #3169 | | | 20 | | | | 0/ | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 26 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 538 | 2 | 0 | 46 | 821 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 312 |
| 2027 No-Build Hairic | | | 330 | | | 10 | 021 | | 0 | - 0 | | | | 123 | | 312 |
| Trip Distribution IN | I | | | 30% | | 15% | | | | | | | I | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (30%) | | (15%) |
| Balancing Adjustment | | | | | | | | | | | | | | (00.0) | | (12.5) |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 13 |
| , | | | | | • | | | | • | | | | | | | * |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | | | | , | _ | , | | | | | | | | | | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | _ | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Trip Distribution IN | 1 | | | 10% | | 10% | | ı | | | | ı | | ı | 1 | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | 1 | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | (10%) | | (10%) |
| Retail Trips | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| Retail 111ps | U | U | U | 12 | 0 | 12 | U | U | U | U | U | U | U | 0 | U | |
| Total Primary Site Trips | 0 | 0 | 0 | 53 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 26 |
| , | - | | | | | 1 | | | | | - | | - | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| , | | • | • | | | | • | | | | • | | | | • | |
| Total Vehicular Project Trips | 0 | 0 | 0 | 53 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 26 |
| 2029 Build Traffic | 0 | 0 | 538 | 55 | 0 | 92 | 821 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 338 |
| LOL / Dalla Traffic | | | 550 | 33 | J | 72 | 021 | 0 | 9 | 9 | | | U | .04 | U | 530 |

| | | | | | | P | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|--------|----------|------------|-------|--------|----------|------------|-------|--------|----------|-----------|-------|--------|----------|-----------|----------|
| | | Cumberla | nd Blvd SE | | | Cumberla | nd Blvd SE | | l | Spring H | Hill Pkwy | | l | Spring F | Hill Pkwy | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | 0 | 1 | 1,146 | 63 | 0 | 162 | 895 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 191 |
| Pedestrians | | 1 | 0 | | | | В | | | | 1 | • | | | 0 | |
| Conflicting Pedestrians | | 1 | | 0 | | 0 | | 1 | | 8 | | 10 | | 10 | | 8 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | • | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 12 | 0 | 0 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Existing 2024 Volumes | 0 | 1 | 1,146 | 63 | 0 | 162 | 895 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 191 |
| - v | | | | | | | | | | | | | • | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 58 | 3 | 0 | 8 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| New Road Adjustment | | | -20 | -30 | | -115 | -35 | | | | | | i | 155 | | 40 |
| Cumberland Mall DRI #3129 | | | 88 | | | | 37 | | | | | | | | | <u> </u> |
| Circle 75 DRI #3169 | | | | | | | | | 1 | | | | l | | | — |
| Total Approved Development Trips | 0 | 0 | 88 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 1 | 1,272 | 36 | 0 | 55 | 943 | 0 | 0 | 0 | 0 | 1 | 0 | 170 | 0 | 241 |
| | | | - | | | | | | | | | | | | | • |
| Trip Distribution IN | 1 | | | 30% | | 15% | | | 1 | | | | 1 | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (30%) | | (15%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 6 |
| • | | | , | | • | • | | | • | • | | | • | • | | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | ` ' | | |
| Hotel Trips | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | 1 | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| • | | | | | | | | | | | | | | | • | |
| Trip Distribution IN | | | | 10% | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (10%) | | (10%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 |
| | | r | | | | | r | | | | r | r | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 43 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 54 |
| | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| T-1-11/1-1-1- Port of T-1- | | | | 10 | | 24 | | • | | | | | | | | T 54 |
| Total Vehicular Project Trips | 1 | 0 | 0 | 43 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 54 |
| | | | | | | | | | | | | | | | | |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #8 Spring Road at Driveway A AM PEAK HOUR

| | | | | | | A | im peak ho | JUR | | | | | | | | |
|----------------------------------|--------|-------|-----------------|-------|--------|-------|------------|-------|--------|------|-----------------|-------|--------|------|-----------------|-------------|
| | | | way A nbound | | | South | bound | | | | g Road oound | | | | g Road bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | | | | | | | | | 1,545 | | | | 605 | |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | | | | 27 | | | | 22 | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | | | | | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,545 | 0 | 0 | 0 | 605 | 0 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 31 | 0 |
| New Road Adjustment | | | | | | | | | | | -15 | | | | -245 | |
| Cumberland Mall DRI #3129 | | | | | | | | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | 52 | | | | 33 | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 33 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,661 | 0 | 0 | 0 | 424 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 2% | | 10% | | |
| Trip Distribution OUT | | (5%) | | (25%) | | | | | | | (15%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 4 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 5 | 0 | 0 |
| | 1 | | T. | | | | | | 1 | | Т | | 1 | | | |
| Trip Distribution IN | l | (WAL) | | (100) | | | | | | | (0.00) | 2% | | 45% | | |
| Trip Distribution OUT | | (5%) | | (40%) | ļ | | | | | | (30%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 25 | 0 | 0 |

(30%)

45%

| Trip Distribution IN | | | | | | | | | | | | 2% | | 45% | | |
|-------------------------------|---|------|---|-------|---|---|---|---|---|---|-------|----|---|-----|-----|---|
| Trip Distribution OUT | | (5%) | | (40%) | | | | | | | (30%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 4 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 55 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 11 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 180 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | 0 | 11 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 180 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| 2029 Ruild Traffic | 0 | 11 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 1 714 | 8 | 0 | 180 | 424 | 0 |

Trip Distribution IN Trip Distribution OUT Balancing Adjustment Office Trips

(5%)

(40%)

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|----------------------------------|---------|---------------|------------------|-------|--------|---------------|-------------------|-------|---------|---------------|------------------|-------|--------|--------------|------------------|-------------|
| | | | way A | | | | 0 | | | | g Road | | | | g Road | |
| | U-Turn | North Left | bound Through | Right | U-Turn | South Left | nbound Through | Right | U-Turn | Eastl Left | oound Through | Right | U-Turn | West Left | bound Through | Right |
| Observed 2024 Traffic Volumes | O ruiii | Lore | miougii | mgm | o ram | Luit | mougn | rugin | O Idili | Lore | 884 | rugin | O ruin | Lort | 1.360 | nigin |
| Pedestrians | | | | | | | | | | | 001 | | | | 1,000 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | - | | | | _ | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | | | | 13 | | | | 11 | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 884 | 0 | 0 | 0 | 1,360 | 0 |
| | | | 1 | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 69 | 0 |
| New Road Adjustment | | | | | | | | | | | -20 | | | | -350 | |
| Cumberland Mall DRI #3129 | | | | | | | | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | 39 | | | | 60 | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 60 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 948 | 0 | 0 | 0 | 1,139 | 0 |
| Trip Distribution IN | 1 | | | | | | | | 1 | | | 2% | | 10% | | |
| Trip Distribution OUT | | (5%) | | (25%) | | | | | | | (15%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 5 | 0 | 0 |
| Trip Distribution IN | 1 | 1 | 1 | ı | 1 | | 1 | | 1 | 1 | 1 | 2% | ı | 45% | | ı |
| Trip Distribution OUT | | (5%) | | (40%) | | | | | | | (30%) | Z70 | 1 | 45% | | |
| Balancing Adjustment | | (3%) | | (40%) | | | | | | | (30%) | | 1 | | | |
| Hotel Trips | 0 | 3 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 24 | 0 | 0 |
| note: mps | | | | 23 | | U | U | 0 | | | | | | 2.7 | | |
| Trip Distribution IN | | | | | | | | | | | | 2% | | 45% | | |
| Trip Distribution OUT | | (5%) | | (40%) | | | | | | | (30%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 9 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 14 | 0 | 0 |
| Trip Distribution IN | 1 | | | | | | | | | | | 2% | l | 45% | | |
| Trip Distribution OUT | | (5%) | | (40%) | | | | | 1 | | (30%) | | | | | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 12 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 4 | 0 | 95 | 0 | 0 |
| Total Primary Site Trips | 0 | 26 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 7 | 0 | 138 | 0 | 0 |
| Pass-By Trips | 0 | 45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | -15 | 15 | 0 | 45 | -45 | 0 |
| , | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | | 71 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 22 | 0 | 183 | -45 | 0 |
| 2029 Build Traffic | 0 | 71 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 1,082 | 22 | 0 | 183 | 1,094 | 0 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #9 Spring Road at Driveway B

| Observed 2024 Traffic Volumes Pedestrians Conflicting Pedestrians | U-Turn | Drive North Left | | Right | | | | | | Spring | Road | | | | g Road | |
|--|--------|------------------------|---------|---------|--------|------|---------|-------|--------|--------|------------------|-------|--------|------|---------|-------|
| Observed 2024 Traffic Volumes Pedestrians Conflicting Pedestrians Bicycles | U-Turn | Left | Through | | | | bound | | | | ound | | | | bound | |
| Pedestrians Conflicting Pedestrians Bicycles | | | | Rigiti | U-Turn | Left | Through | Right | U-Turn | Left | Through 1.545 | Right | U-Turn | Left | Through | Right |
| Conflicting Pedestrians Bicycles | | | | | | | | | | | 1,545 | | | | 605 | |
| Bicycles | | 0 | | 0 | l I | 0 | I I | 0 | ı | 0 | | 0 | | 0 | | 0 |
| | | U | | U | | U | | U | | U | | U | | U | | |
| | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | | | | 27 | | | | 22 | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | 270 | 270 | 270 | 2.0 | 270 | 270 | 2.70 | 270 | 270 | 270 | 270 | 270 | 270 | 2.70 | 170 | 1.70 |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,545 | 0 | 0 | 0 | 605 | 0 |
| | | | | | | | - | | | | 1,010 | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 31 | 0 |
| New Road Adjustment | | | | | | | | | | | -15 | | | | -195 | |
| Cumberland Mall DRI #3129 | | | | | | | | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | 52 | | | | 33 | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 33 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,661 | 0 | 0 | 0 | 474 | 0 |
| Trip Distribution IN | | | | | 1 | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (15%) | | | | | | | 276 | 376 | | | (5%) | |
| Balancing Adjustment | | | | (1370) | | | | | | | | | | | (370) | |
| Residential Trips | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | | 1 | | 1 | | | | | | 2% | 3% | | | 1 | |
| Trip Distribution OUT | | | | (30%) | | | | | | | 276 | 376 | | | (5%) | |
| Balancing Adjustment | | | | (30 /6) | | | | | | | | | | | (376) | |
| Office Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 1 | 0 |
| Office Hips | 0 | | U | - ' | · · | | U | | U | | 7 | 0 | U | 0 | | |
| Trip Distribution IN | | | | | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 4 | 0 |
| Total Primary Site Trips | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 0 | 0 | 11 | 0 |
| Total Primary Site Trips | U | U | U | 53 | U | U | U | U | U | U | ŏ | 13 | U | U | 111 | U |
| 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 53 0 0 0 0 0 0 8 13 0 0 11 0

0 0 0 53 0 0 0 0 0 1,669 13 0 0 485 0

2029 Build Traffic

| | | | | | | Р | M PEAK HO | OUR | | | | | | | | |
|--------------------------------------|---------|---------------|------------------|---------|---------|---------------|-------------------|--------|---------|---------------|------------------|--------|---------|--------------|------------------|--------|
| | | | way B | | | | 0 | | | | g Road | | | | g Road | |
| | U-Turn | North Left | bound Through | Right | U-Turn | South Left | nbound Through | Right | U-Turn | Easti Left | oound Through | Right | U-Turn | West Left | bound Through | Right |
| Observed 2024 Traffic Volumes | 0-Iuiii | LOIT | miougii | Rigit | O-Tulli | LCIT | mougn | Kigiit | O-Tulli | LCIT | 884 | Kigitt | O-Tuill | LCIT | 1.360 | Rigitt |
| Pedestrians | | | | | | | 1 | | | | 001 | | | | 1,000 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 884 | 0 | 0 | 0 | 1,360 | 0 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 69 | 0 |
| New Road Adjustment | | | | | | | | | | | -20 | | | | -275 | |
| Cumberland Mall DRI #3129 | | | | | | | | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | 39 | | | | 60 | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 948 | 0 | 0 | 0 | 60 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 948 | 0 | 0 | 0 | 1,214 | 0 |
| Trip Distribution IN | 1 | | | | | | | | ı | | 2% | 3% | | | 1 | |
| Trip Distribution OUT | | | | (15%) | | | | | | | 2.70 | 370 | | | (5%) | |
| Balancing Adjustment | | | | (1070) | | | | | | | | | | | (070) | |
| Residential Trips | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 |
| | | r | | | | | 1 | | | | | | | | | |
| Trip Distribution IN | | | | (0.001) | | | | | | | 2% | 3% | | | (0.01) | |
| Trip Distribution OUT | | | | (30%) | | | | | | | | | | | (5%) | |
| Balancing Adjustment Office Trips | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 9 | 0 |
| Office Hips | U | U | - 0 | 33 | U | U | 0 | U | U | U | - | | U | U | 7 | U |
| Trip Distribution IN | 1 | | | | | | | | i | | 2% | 3% | | | | |
| Trip Distribution OUT | | | | (30%) | | | | | | | | | | | (5%) | |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 12 | 0 |
| Total Primary Site Trips | 0 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 26 | 0 |
| Total Friday Site Hips | | J | | 147 | | | | | | | | 10 | | | 20 | |
| Pass-By Trips | 0 | 0 | | 30 | 0 | 0 | 0 | 0 | 0 | 0 | -30 | 30 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | -23 | 40 | 0 | 0 | 26 | 0 |
| 2029 Build Traffic | 0 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 925 | 40 | 0 | 0 | 1.240 | 0 |
| | | | | | | | | | | | 720 | | | | 1,210 | |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #10 Driveway C at Spring Hill Parkway

| | | | | | | A | M PEAK HO | DUR | | | | | | | | |
|----------------------------------|--------|------------|-----------|-------|--------|-----------|-----------|-------|--------|-------|---------|-------|----------|-------|---------|---------|
| | | Spring Hil | l Parkway | | | Spring Hi | I Parkway | | | | | | | Drive | eway C | |
| | | North | bound | | | South | bound | | | Easth | oound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | 282 | | | | 136 | | | | | | | | | |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | 3 | | | | 5 | | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 282 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | , | | , | , | , | | | | , | , | , | , | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 14 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | | | 140 | | | | -95 | | | | | | | | | |
| Cumberland Mall DRI #3129 | - | | | | | | | | | | | | | | | |
| Circle 75 DRI #3169 | _ | | | | | | | _ | | | _ | _ | _ | | _ | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 436 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | 1 | Ι | | 10% | 1 | 45% | | | | | | | 1 | | 1 | 1 |
| Trip Distribution OUT | | | | 10% | | 43% | | | | | | | | (5%) | | (45%) |
| Balancing Adjustment | - | | | | | | | | | | | | 1 | (3%) | | (45%) |
| Residential Trips | 0 | 0 | 0 | 5 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 40 |
| ixesideritiai rrips | | | | | U | 21 | | | U | 0 | | | | 1 7 | | 40 |
| Trip Distribution IN | I | | | 5% | | 20% | | | | | | | | | 1 | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | (20%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | (==1.5) |
| Hotel Trips | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| · | • | | | | • | | | | | | | | • | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | (20%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 11 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | (20%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | _ | | _ | | _ | | _ | _ | _ | | _ | _ | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 25 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 65 |
| Dago Du Teino | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | | 0 | 0 | U | 0 | U | 0 | U | U | U | U | U | U | 0 | U | U |
| Total Vehicular Project Trips | 0 | 0 | 0 | 25 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 65 |
| | | | | | | , ,,, | | | | | | | | · · · | | |
| 2029 Build Traffic | 0 | 0 | 436 | 25 | 0 | 98 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 65 |
| | | | | | | | | | | | | | | | | |

| | | | | | | Р | M PEAK HO | DUR | | | | | | | | |
|--|--------|------|------------|-------|--------|-----------|-------------|-------|--------|------|---------|-------|--------|------|---------|----------|
| | | | II Parkway | | | Spring Hi | ill Parkway | | | | 0 | | | | eway C | |
| | | | bound | | | | nbound | | | | oound | | | | bound | Į. |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | 205 | | | | 225 | | | | | | | | | L |
| Pedestrians | | | | _ | | | | | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | | | | | — |
| Conflicting Bicycles Heavy Vehicles | | | | 0 | | | 2 | 0 | | | | 0 | | | | 0 |
| | 2% | 2% | 2% | 2% | 2% | 2% | 3 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Heavy Vehicle % Peak Hour Factor | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | Z% | 2% | 2% | 2% |
| Existing 2024 Volumes | 0 | 0 | 205 | 0 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing 2024 Volumes | U | U | 205 | U | U | U | 220 | U | U | U | U | U | U | U | U | |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | | | 195 | | | | -145 | | | | | | | | | |
| Cumberland Mall DRI #3129 | | | | | | | | | | | | | | | | |
| Circle 75 DRI #3169 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 410 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | 1 | | | 10% | 1 | 45% | T . | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | (5%) | | (45%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 5 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | | | | 1 | |
| Trip Distribution OUT | | | | 570 | | 2070 | | | | | | | | | | (20%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | (2070) |
| Hotel Trips | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | | | | | L |
| Trip Distribution OUT | | | | | | | | | | | | | | | | (20%) |
| Balancing Adjustment Office Trips | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Office frips | U | U | U | 2 | U | 0 | U | U | U | U | U | U | U | U | U | 35 |
| Trip Distribution IN | | | | 5% | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | (20%) |
| Balancing Adjustment | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 11 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Total Primary Site Trips | 0 | 0 | 0 | 21 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 113 |
| 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 | 21 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 113 |
| 2029 Build Traffic | 0 | 0 | 410 | 21 | 0 | 80 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 113 |
| 2027 Dalia Harric | U | U | 410 | 21 | U | 30 | 71 | J | J | J | U | 0 | U | | U | 113 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #11 New Road at Driveway D

| | | A | M PEAK HO | OUR | | | | |
|----------------------------------|---------|-------|-----------|-------|--------|------|---------|-------|
| | | Drive | way D | | | New | Road | |
| | | South | bound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | | | | | | |
| Pedestrians | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | | 1.0% | | 1.0% | 4.00 | | 1.0% | |
| | 1.0% | | 1.0% | | 1.0% | 1.0% | | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | <u></u> | | | | | | 415 | |
| Cumberland Mall DRI #3129 | | | | | | | 1 | |
| Circle 75 DRI #3169 | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 0 |
| Trip Distribution IN | 1 | | | | | | | 30% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | (2.1) | | | | |
| Residential Trips | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 14 |
| | | , | | | | | | |
| Trip Distribution IN | | | | | | | | 25% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 14 |
| Trip Distribution IN | 1 | | | | | | | 25% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | ``` | | | | |
| Office Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 53 |
| | _ | | | | | | | 0.00 |
| Trip Distribution IN | <u></u> | | | (max) | | | | 25% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 31 |
| Total Primary Site Trips | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 112 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 112 |
| 2029 Build Traffic | 0 | 0 | 0 | 11 | 0 | 0 | 415 | 112 |
| LOL / Dana Harris | | U | v | | U | U | 710 | 112 |

| | | P | M PEAK HO | UR | | | | |
|----------------------------------|--------|-------|-----------|-------|--------|------|---------|-------|
| | | Drive | way D | | | New | Road | |
| | | South | bound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | | | | | | |
| Pedestrians | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | |
| Conflicting Bicycles | - | | | 0 | | | | 0 |
| Heavy Vehicles | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 270 | 270 | 2.70 | 270 | 2.70 | 2.70 | 2.70 | 270 |
| Existing 2024 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing 2024 Volumes | | 0 | | 0 | | - 0 | U | - 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | | | | | | | 590 | |
| Cumberland Mall DRI #3129 | | | | | | | 1 | |
| Circle 75 DRI #3169 | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 590 | 0 |
| | | | | | | | | |
| Trip Distribution IN | | | | | | | | 30% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 14 |
| | | | | | • | | | |
| Trip Distribution IN | | | | | | | | 25% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 14 |
| | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% |
| Trip Distribution OUT | | | | (5%) | | | | |
| Balancing Adjustment | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 |
| | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% |
| Trip Distribution OUT | | | | (5%) | | | 1 | |
| Balancing Adjustment | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 53 |
| Total Primary Site Trips | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 89 |
| rotar milary site mps | U | U | U | 20 | U | U | U | 69 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| y | | | | | | - | - | |
| Total Vehicular Project Trips | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 89 |
| 2020 D. H.I T60- | | | | 2/ | | _ | F00 | |
| 2029 Build Traffic | 0 | 0 | 0 | 26 | 0 | 0 | 590 | 89 |

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO INTERSECTION #12 New Road at Spring Hill Parkway

| | | | | A | M PEAK HO | | | | | | | |
|----------------------------------|--------|-----------|------------|-------|-----------|-----------|------------|-------|--------|-------|---------|-------|
| | | Spring Hi | ll Parkway | | | Spring Hi | ll Parkway | | | New | Road | |
| | | | bound | | | | bound | | | | | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | 282 | | | | 136 | | | | | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | | | 3 | | | | 5 | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 282 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Background Growth Trips | 0 | 0 | 1.05 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | - | U | 14 | U | U | U | -95 | U | L 0 | 275 | U | 140 |
| Cumberland Mall DRI #3129 | | | | | | | -73 | | | 2/3 | | 170 |
| Circle 75 DRI #3169 | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 296 | 0 | 0 | 0 | 48 | 0 | 0 | 275 | 0 | 140 |
| 2027 NO Dalid Harrio | | | 270 | | | | 10 | | | 270 | | 110 |
| Trip Distribution IN | | | 10% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (5%) | | | (5%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | | Ι | | | |
| Trip Distribution OUT | | | 070 | | | | | | | (5%) | | |
| Balancing Adjustment | | | | | | | | | | (0.0) | | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | | Ι | | | |
| Trip Distribution OUT | | | 0.70 | | | | | | l | (5%) | 1 | |
| Balancing Adjustment | | | | | | | | | | (070) | | |
| Retail Trips | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 25 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Vehicular Project Trips | 0 | 0 | 25 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | 0 | 0 |
| 2029 Build Traffic | 0 | 0 | 321 | 0 | 0 | 0 | 52 | 0 | 0 | 286 | 0 | 140 |
| | | | | | | | | | | | | |

| | | | | P | M PEAK HO | | | | | | | |
|----------------------------------|--------|------|-------------|-------|-----------|------|------------|-------|--------|-------|---------|-------|
| | | | ill Parkway | | | | ll Parkway | | | | v Road | |
| | | | nbound | | | | bound | | | | tbound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2024 Traffic Volumes | | | 205 | | | | 225 | | | | | |
| Pedestrians | | | | | | | | | | | , | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | | | | | | | | | | | | |
| Conflicting Bicycles | | | | 0 | | , | | 0 | | | | 0 |
| Heavy Vehicles | | | 2 | | | | 3 | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | | | | | | | | | | |
| Existing 2024 Volumes | 0 | 0 | 205 | 0 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Background Growth Trips | 0 | 0 | 1.05 | 0 | 0 | 0 | 1.05 | 0 | 0 | 0 | 0 | 0 |
| New Road Adjustment | U | U | 10 | U | U | U | -145 | U | U | 395 | U | 195 |
| Cumberland Mall DRI #3129 | | | | | | | -145 | | | 393 | | 195 |
| Circle 75 DRI #3169 | | | | | | | | | 1 | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2029 No-Build Traffic | 0 | 0 | 215 | 0 | 0 | 0 | 91 | 0 | 0 | 395 | 0 | 195 |
| | | | - | | | | | | | | | |
| Trip Distribution IN | | | 10% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (5%) | | | (5%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 |
| | | | 1 | | | r | | | | | 1 | |
| Trip Distribution IN | | | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | | | | 1 | |
| Trip Distribution OUT | | | 3% | | | | | | 1 | (5%) | | |
| Balancing Adjustment | | | | | | | | | 1 | (370) | | |
| Office Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| Office Trips | ı - v | - | - | · | | , , | | | L v | , | | |
| Trip Distribution IN | 1 | | 5% | | | | | | 1 | | | |
| Trip Distribution OUT | | | | | | | | | | (5%) | | |
| Balancing Adjustment | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 0 | 0 | 26 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| , | | | · - | | | · - | | | | - | · | · - |
| Total Vehicular Project Trips | | 0 | 21 | 0 | 0 | 0 | 2 | 0 | 0 | 26 | 0 | 0 |
| 2000 P. W. T #5 | | | 22/ | | | | 00 | | | 101 | | 105 |
| 2029 Build Traffic | 0 | 0 | 236 | 0 | 0 | 0 | 93 | 0 | 0 | 421 | 0 | 195 |

Programmed Project Fact Sheets

| .R-285M- .022A | 2050 MTP PROJECT FACT SHE | EET |
|-----------------------------|---|----------------------------|
| Short Title | I-285 WEST WALL MAINTENANCE & RECONSTRUCTION FROM COLLIER DRIVE TO PACES FERRY ROAD | |
| GDOT Project No. | 0018193 | A:C |
| Federal ID No. | N/A | |
| Status | Programmed | NO IMAGE AVAILABLE |
| Service Type | Roadway / Maintenance | |
| Sponsor | GDOT | |
| Jurisdiction | Regional - West | |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | |
| Existing Thru Lane | 8 LCI | Network Year TBD |
| Planned Thru Lane | 8 Flex | Corridor Length 7.22 miles |
| Detailed Description | and Justification | |

| Phas | se Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOL | | | | | | |
|------|--|--------|--------|---------------|--|----------------------|--------------------|--------------------|--|--|--|
| Info | rmation | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE | | | |
| PE | National Highway Performance Program (NHPP) | AUTH | 2022 | \$4,451,071 | \$3,560,857 | \$890,214 | \$0,000 | \$0,000 | | | |
| PE | Transportation Funding Act (HB 170) | AUTH | 2022 | \$75,000 | \$0,000 | \$75,000 | \$0,000 | \$0,000 | | | |
| CST | National Highway Performance Program (NHPP) | | 2024 | \$194,936,897 | \$155,949,518 | \$38,987,379 | \$0,000 | \$0,000 | | | |
| | | | | \$199,462,968 | \$159,510,375 | \$39,952,593 | \$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

| | | | | | 7 | |
|-----|---|----------|---|----|---|--|
| . • | U | P | r | // | " | |

2050 MTP PROJECT FACT SHEET

| Short Title | CUMBERLAND SWEEP - SEGMENT C FROM INTERSECTION OF GALLERIA DRIVE AND AKERS MILL ROAD TO INTERSECTION OF GALLERIA DRIVE AND I- 285 PEDESTRIAN BRIDGE | Battery tlanta |
|-------------------------------|--|---|
| GDOT Project No. | 0017806 | Galleria Galleria |
| Federal ID No. | N/A | Specialty Mail Cobb Galleria Agents Galleria |
| Status | Programmed | Galleria Centre |
| Service Type | Last Mile Connectivity / Sidepaths and Trails | Cumberland Mall St. Cobb Pkw |
| Sponsor | Cobb County |] Ghall Sc Cohe |
| Jurisdiction | Cobb County | Cobb Pkwy SE |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | |
| Existing Thru Lane | N/A LCI X | Network Year TBD |
| Planned Thru Lane | N/A Flex | Corridor Length 0.4 miles |
| Detailed Description a | nd Justification | |
| micro-mobility connectivity, | th, approximately 0.4 miles long, of the Cumberland CID M beginning at the intersection of Akers Mill Road and Galleri cross I-285 connecting to Circle 75 Parkway | lultimodal Corridor to provide bicycle, pedestrian, and other a Drive, and terminating with a vertical connection to the |

| Pha | se Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN | OF TOTAL PHAS | E COST BY FUN | INDING SOURCE | |
|------|--|--------|--------|--------------|----------------------|--------------------|--------------------|----------------------|--|
| Info | rmation | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE | |
| PE | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | AUTH | 2021 | \$1,050,000 | \$840,000 | \$0,000 | \$0,000 | \$210,000 | |
| ROW | Local Jurisdiction/Municipality Funds | | 2025 | \$6,576,000 | \$0,000 | \$0,000 | \$0,000 | \$6,576,000 | |
| CST | Local Jurisdiction/Municipality Funds | | 2027 | \$1,829,000 | \$0,000 | \$0,000 | \$0,000 | \$1,829,000 | |
| CST | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | | 2027 | \$7,000,000 | \$5,600,000 | \$0,000 | \$0,000 | \$1,400,000 | |
| | | | | \$16,455,000 | \$6,440,000 | \$0,000 | \$0,000 | \$10,015,000 | |

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





| CO-496 | 2050 MTP PROJECT FACT SH | EET |
|----------------------------|--|--|
| Short Title | SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE AT CUMBERLAND BOULEVARD / WINDY RIDGE PARKWAY | Walgreere Range of the state of |
| GDOT Project No. | 0019885 | |
| Federal ID No. | N/A | |
| Status | Programmed | ged spring Red |
| Service Type | Last Mile Connectivity / Pedestrian Facility | new status stat. 3 W |
| Sponsor | Cobb County | |
| Jurisdiction | Cobb County | 0 0.05 0.1 0.2 Miles |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | |
| Existing Thru Lane | N/A LCI | Network Year TBD |
| Planned Thru Lane | N/A Flex | Corridor Length 0.2 miles |
| Detailed Description a | and Justification | |
| by two \$1,000,000 earmark | pedestrian bridge over SR 3/US 41/Cobb Parkway near Batt ks (Highway Infrastructure - FY23 Congressionally Directed S pending which is identified in the table as Local Jurisdiction/M | pending identified in funding and a HUD – FY23 |

| 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 | Congressionally Directed Spending - FY 2023 | AUTH | 2024 | \$1,250,000 | \$1,000,000 | \$0,000 | \$0,000 | \$250,000 | | |
| PE | Local Jurisdiction/Municipality Funds | AUTH | 2024 | \$1,250,000 | \$0,000 | \$0,000 | \$0,000 | \$1,250,000 | | |
| ROW | Local Jurisdiction/Municipality Funds | | 2026 | \$615,000 | \$0,000 | \$0,000 | \$0,000 | \$615,000 | | |
| CST | Local Jurisdiction/Municipality Funds | | 2028 | \$8,622,000 | \$0,000 | \$0,000 | \$0,000 | \$8,622,000 | | |
| | | | | \$11,737,000 | \$1,000,000 | \$0,000 | \$0,000 | \$10,737,000 | | |

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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Report Generated:

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6/7/2024

CO-474D

2050 MTP PROJECT FACT SHEET

| Short Title | CUMBERLAND SWEEP - SEGMENT D FROM WINDY RIDGE PARKWAY TO CUMBERLAND SWEEP - SEGMENT C | Lincoln the St. Thomas Battery Allanta |
|--------------------|---|--|
| GDOT Project No. | 0019780 | |
| Federal ID No. | N/A | A Line Co |
| Status | Programmed | The state of the s |
| Service Type | Last Mile Connectivity / Sidepaths and Trails | Circle 13 |
| Sponsor | Cobb County,Cumberland CID | o ke D |
| Jurisdiction | Cobb County | Oalers O 0.125 O.25 Miles Specially Mail |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | |
| Existing Thru Lane | | Network Year TBD |
| Planned Thru Lane | 2 Flex | Corridor Length 0.4 miles |
| | 1 = | |

Detailed Description and Justification

An outcome of the Blueprint Cumberland 3.0, the Cumberland Multi-Modal Network Development Program (CMMNDP) is a consolidated initiative by the Cumberland CID in partnership with Cobb County. Re-branded as the Cumberland Sweep, the 3-mile network aims to serve as a major catalyst connecting Cumberland's rich and diverse assets while also serving as an economic powerhouse and vital transportation option for the community. Designed to improve connectivity throughout the core of the District with dedicated walking and biking lanes and an autonomous shuttle system, the Sweep is comprised of five segments, with the addition of Cumberland Mall as the sixth segment.

Segment D is aimed to provide pedestrian connection from The Battery Atlanta's mixed-use community to the I-285 Bridge connecting to the Cobb Galleria meeting and convention center. The trail connection is also envisioned to connect to a pedestrian bridge over US 41/Cobb Parkway

providing a safe bikeped connection for the City of Smyrna residents crossing from the retail, commercial and residential areas on the other side of Cobb
Parkway. The proposed trail segment alignment project aims to leverage existing public and private infrastructure to connect a series of destinations by providing safe, accessible multimodal options thereby enhancing Cumberland's public realm and sense of place. The trail also link directly to the trail connectors within Cobb Galleria and a larger network of bicycle/pedestrian infrastructure already implemented including the

destinations by providing safe, accessible multimodal options thereby enhancing Cumberland's public realm and sense of place. The trail also link directly to the trail connectors within Cobb Galleria and a larger network of bicycle/pedestrian infrastructure already implemented including the Mountain to River Trail, Akers Mill Trail (west and east), Bob Callan/Rottenwood Creek Trail, Interstate North Parkway Trail, and Silver Comet Cumberland Connector. The trail segment is expected to include an ADA accessible, on-road pedestrian facility with lighting, and wayfinding. A dedicated or shared bicycle facility will be provided in tandem to the on-road facility or diverge onto the existing recreational trail facility.

| Phase Status & Funding Status | | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | | | |
|-------------------------------|--|--------|------------------|---|----------------------|--------------------|--------------------|---------------------|--|
| Information | | | YEAR | COST | LOCAL/PRIVATE | | | | |
| PE | Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000 | AUTH | 2023 | \$400,000 | \$320,000 | \$0,000 | \$0,000 | \$80,000 | |
| ROW | Local Jurisdiction/Municipality Funds | | 2027 | \$1,000,000 | \$0,000 | \$0,000 | \$0,000 | \$1,000,000 | |
| CST | Local Jurisdiction/Municipality Funds | | LR 2029- 2030 | \$3,700,000 | \$0,000 | \$0,000 | \$0,000 | \$3,700,000 | |
| | · | | | \$5,100,000 | \$320,000 | \$0,000 | \$0,000 | \$4,780,000 | |

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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CO-474E

2050 MTP PROJECT FACT SHEET

| Short Title | CUMBERLAND SWEEP - SEGMENT E (WINDY RIDGE PARKWAY) FROM INTERSTATE NORTH PARKWAY TO HERITAGE COURT (SEGMENT D) | Clescent Pkwy |
|----------------------|--|----------------------------|
| GDOT Project No. | 0019618 | Crescenta Atua |
| Federal ID No. | N/A | |
| Status | Programmed | Truist Park |
| Service Type | Last Mile Connectivity / Sidepaths and Trails | |
| Sponsor | Cobb County,Cumberland CID | Battary Allarita |
| Jurisdiction | Cobb County | 0 0,125 0.25 Miles |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | |
| Existing Thru Lane | 4 LCI | Network Year TBD |
| Planned Thru Lane | 4 Flex | Corridor Length 0.62 miles |
| Datailed Description | and Taratification | |

Detailed Description and Justification

An outcome of the Blueprint Cumberland 3.0, the Cumberland Multi-Modal Network Development Program (CMMNDP) is a consolidated initiative by the Cumberland CID in partnership with Cobb County. Re-branded as the Cumberland Sweep, the 3-mile network aims to serve as a major catalyst connecting Cumberland's rich and diverse assets while also serving as an economic powerhouse and vital transportation option for the community. Designed to improve connectivity throughout the core of the District with dedicated walking and biking lanes and an autonomous shuttle system, the Sweep is comprised of five segments, with the addition of Cumberland Mall as the sixth segment.

Segment E is aimed to provide multi-modal infrastructure along Windy Ridge Parkway extending multi-modal connection from The Battery Atlanta's mixed-use community to the office. The trail connection is also envisioned to connect to a pedestrian bridge over US 41/Cobb Parkway providing a safe bikeped connection for the City of Smyrna residents crossing from the retail, commercial and residential areas on the other side of Cobb Parkway. The proposed trail segment alignment project aims to leverage existing public and private infrastructure to connect a series of destinations by providing safe, accessible multimodal options thereby enhancing Cumberland's public realm and sense of place. The trail also link directly to the trail connectors within Cobb Galleria and a larger network of bicycle/pedestrian infrastructure already implemented including the Mountain to River Trail, Akers Mill Trail (west and east), Bob Callan/Rottenwood Creek Trail, Interstate North Parkway Trail, and Silver Comet Cumberland Connector. The trail segment is expected to include an ADA accessible, on-road pedestrian facility with lighting, and wayfinding. A dedicated or shared bicycle facility will be provided in tandem to the on-road facility or diverge onto the existing recreational trail facility.

| Phase Status & Funding Status | | | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | | | |
|-------------------------------|--|------|------------------|-------------|---|--------------------|--------------------|----------------------|--|--|
| Information | | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE | | |
| PE | Congressionally Directed Spending - FY 2022 | AUTH | 2023 | \$2,125,000 | \$1,700,000 | \$0,000 | \$0,000 | \$425,000 | | |
| PE | Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000 | AUTH | 2023 | \$350,000 | \$280,000 | \$0,000 | \$0,000 | \$70,000 | | |
| ROW | Local Jurisdiction/Municipality Funds | | 2027 | \$1,000,000 | \$0,000 | \$0,000 | \$0,000 | \$1,000,000 | | |
| CST | Local Jurisdiction/Municipality Funds | | LR 2029- 2030 | \$1,650,000 | \$0,000 | \$0,000 | \$0,000 | \$1,650,000 | | |
| | | | | \$5,125,000 | \$1,980,000 | \$0,000 | \$0,000 | \$3,145,000 | | |

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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A:C

AR-ML-200W

2050 MTP PROJECT FACT SHEET

| Short Title | I-285 TOP END WEST EXPRESS LANES FROM NORTHSIDE DRIVE TO ATLANTA ROAD | | Part Posts | Abenna Ab | N Follow Ex |
|------------------------|--|--|---|--|------------------|
| | | | Add | S OF NE | Jo _{hn} |
| GDOT Project No. | 0017124 | | | Possession of Fourth | J. NE |
| Federal ID No. | N/A | | td SE | Farry P | Pa Vago |
| Status | Programmed | | Vinings | Brarando A The | wund as |
| Service Type | Roadway / Express Lanes | | North | | Peachtr |
| Sponsor | GDOT | | Cumblet | N LLYK | Full |
| Jurisdiction | Regional - Perimeter | | 0 1000 Ray 2 Miles | 237 | Nox Rd N |
| Analysis Level | In the Region's Air Quality Conformity Analysis | | α | W Wesley Rd NW | T. |
| Existing Thru Lane | 0 LC I | | Network Year | 2040 | |
| Planned Thru Lane | 4 Flex | | Corridor Length | 5.7 miles | |
| | | | | | |
| Detailed Description a | nd Justification | | | | |

| Pha | se Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN | OF TOTAL PHAS | E COST BY FUNI | DING SOURCE | |
|-----|--|--------|------------------|-----------------|------------------------------|------------------------|--------------------|--------------------|--|
| | rmation | | YEAR | COST | FEDERAL STATE BONDS LOCAL/PR | | | | |
| UTL | Transportation Funding Act (HB 170) | AUTH | 2023 | \$8,000,000 | \$0,000 | \$8,000,000 | \$0,000 | \$0,000 | |
| UTL | National Highway Performance Program (NHPP) | | 2025 | \$13,000,000 | \$10,400,000 | \$2,600,000 | \$0,000 | \$0,000 | |
| CST | General Federal Aid 2029-2050 | | LR 2029- 2030 | \$84,650,234 | \$67,720,187 | \$16,930,047 | \$0,000 | \$0,000 | |
| CST | Private Financing | | LR 2029- 2030 | \$86,896,667 | \$0,000 | \$0,000 | \$86,896,667 | \$0,000 | |
| CST | Transportation Funding Act (HB 170) | | LR 2029- 2030 | \$84,658,868 | \$0,000 | \$84,658,868 | \$0,000 | \$0,000 | |
| CST | General Federal Aid 2029-2050 | | LR 2031- 2033 | \$307,605,380 | \$246,084,304 | \$61,521,076 | \$0,000 | \$0,000 | |
| CST | Private Financing | | LR 2031- 2033 | \$820,249,294 | \$0,000 | \$0,000 | \$820,249,294 | \$0,000 | |
| CST | General Federal Aid 2029-2050 | | LR 2034- 2040 | \$439,295,514 | \$351,436,411 | \$87,859,103 | \$0,000 | \$0,000 | |
| CST | Private Financing | | LR 2034- 2040 | \$714,216,850 | \$0,000 | \$0,000 | \$714,216,850 | \$0,000 | |
| | | | | \$2,558,572,807 | \$675,640,902 | \$261,569,094 | \$1,621,362,811 | \$0,000 | |





| Search | ρ | Blog | News | Contact Us |
|--------|---|------|------|------------|
|--------|---|------|------|------------|

I-285 FM PACES FERRY TO HENDERSON MILL; INC SR 400-EXPRESS LN

Project ID: 0001758 Notice to Proceed Date:

Project Manager: Construction Percent Xavier Marcus James

Complete:

Construction Status Report

%

Office: P3 Current Completion Date:
County: Cobb, DeKalb, Fulton Work Completion Date:
Congressional District: Congressional D

004, 005, 011, 013

Amount:

State Senate District.: 006, 014, 040 Construction Contractor:

State House District: 040, 042, 043, 052, 053, 054, 080, Preconstruction Status Report

081

Project Type: Reconstruction/Rehabilitation

Project Status: Construction Work Program

Right of Way Contact Us

Authorization:

Project Description:

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision. The resulting concept will be accompanied with a Program Management Plan identifying funding, phasing, and implementation strategies.

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|-----------------|-----------------------|
| PE (Preliminary Engineering) | 2003 | \$1,000,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2006 | \$21,192,897.36 | 2/15/2024 |
| PE (Preliminary Engineering) | 2007 | \$4,168,821.19 | 2/15/2024 |
| PE (Preliminary Engineering) | 2017 | \$9,000,000.00 | 2/15/2024 |
| ROW (Right of Way) | 2018 | \$49,000,000.00 | 3/20/2024 |
| PE (Preliminary Engineering) | 2018 | \$4,700,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2019 | \$4,400,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2020 | \$26,200,000.00 | 2/15/2024 |
| ROW (Right of Way) | 2021 | \$5,000,000.00 | 3/20/2^34 |

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|------------------|-----------------------|
| PE (Preliminary Engineering) | 2021 | \$29,900,000.00 | 2/15/2024 |
| ROW (Right of Way) | 2022 | \$98,232,000.00 | 3/20/2024 |
| PE (Preliminary Engineering) | 2022 | \$30,070,188.00 | 2/15/2024 |
| ROW (Right of Way) | 2023 | \$28,957,330.00 | 3/20/2024 |
| PE (Preliminary Engineering) | 2023 | \$44,008,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2025 | \$17,302,000.00 | 2/15/2024 |
| ROW (Right of Way) | 2026 | \$154,000,000.00 | 3/20/2024 |
| PE (Preliminary Engineering) | 2026 | \$20,000,000.00 | 2/15/2024 |
| ROW (Right of Way) | 2027 | \$145,000,000.00 | 3/20/2024 |
| PE (Preliminary Engineering) | 2027 | \$24,500,000.00 | 2/15/2024 |
| ROW (Right of Way) | 2028 | \$86,000,000.00 | 3/20/2024 |
| PE (Preliminary Engineering) | 2028 | \$6,000,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2029 | \$27,000,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2030 | \$9,000,000.00 | 2/15/2024 |
| PE (Preliminary Engineering) | 2031 | \$3,500,000.00 | 2/15/2024 |



| Project Documents | |
|---------------------------|--|
| Approved Concept Reports | |
| 0001758_REVCR_FEB2021.pdf | |
| 0001758_CR_JAN2021.pdf | |
| Project Outreach Archive | |
| Alternative1.pdf | |
| Alternative2.pdf | |
| Alternative 4. pdf | |
| Alternative3.pdf | |
| Alternative5.pdf | |
| | |

| Project Documents |
|---|
| Alternative5b.pdf |
| Alternative6.pdf |
| Alternative7.pdf |
| Alternative8.pdf |
| Station 1 Handout.pdf |
| Meeting Overview Public Information Open Houses, December 7 and 12, 2006. pdf |
| PIOH_Welcome-9-25-08.pdf |
| PIOH_Welcome9-30-08.pdf |
| Station2Handout.pdf |
| Station2Handouts.pdf |



Georgia Department of Transportation

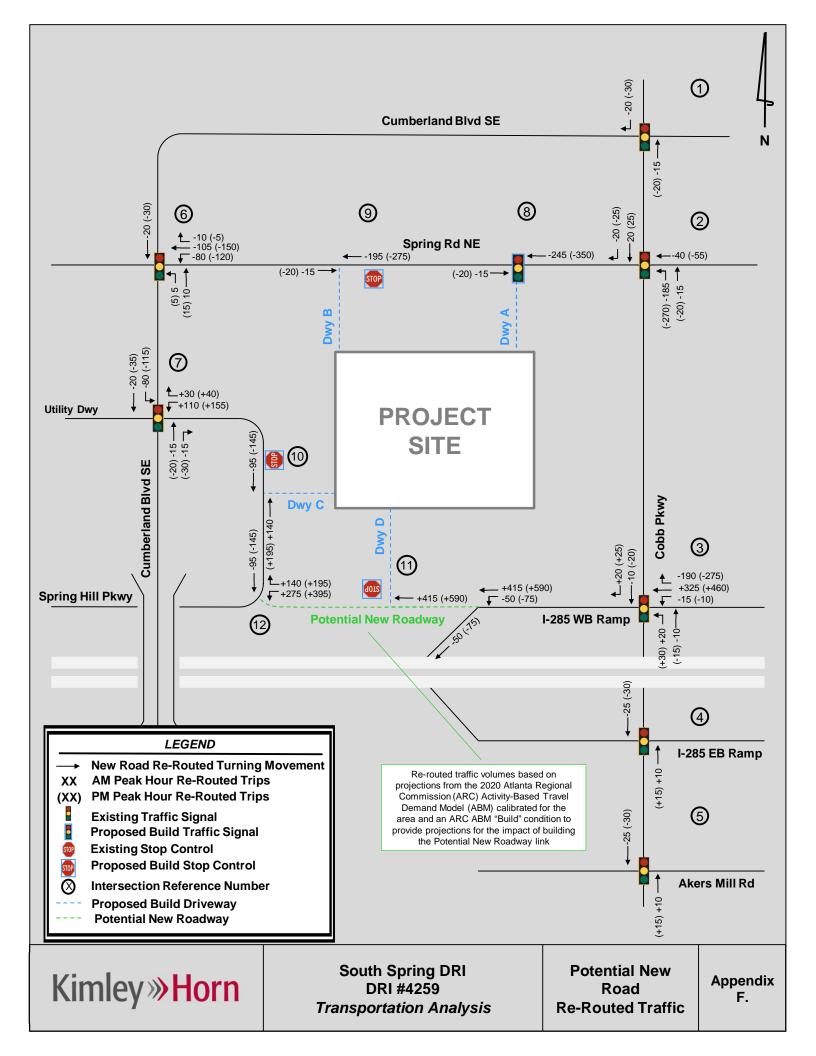
Georgia Department of Transportation
One Georgia Center
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Atlanta, GA 30308
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Contact Us

Employment

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Atlanta Regional Commission Activity Based Travel Demand Model Outputs



ARC ABM - Process

- Calibration, Validation
 - Confirmation of Programmed Projects, Correct Roadway Attributes
 - Calibration of Model Volumes to GDOT AADTs
- Three Scenarios
 - 2020 No-Build
 - Baseline, Calibrated ARC MTP 2024 Model
 - 2020 Build
 - Addition of New Roadway Alternative (Spring Road Access Road from I-285 SB Entrance) in Calibrated Network
 - 2050 Build
 - Identical to 2020 Build (Adds Roadway Alternative), Using 2050 Inputs (Reflecting Population and Employment Growth)
- Provides Understanding of:
 - Macro and Regional Impacts on Travel Patterns
 - Changes in Travel Patterns on Nearby Roadways
 - Interactions with Projected Population and Employment Growth



ARC ABM – Calibration, Validation

Validation

- Confirmation of Roadway Conditions, Programmed Projects
 - Confirmed for Appropriate Laneage, Speeds, Functional Class
 - Confirmed for Applicable Programmed Projects

Calibration

- Comparison of Model Volumes to Observed GDOT Counts (2023)
- Roadways within Acceptable Validation Parameters, No Adjustments Needed

| Road | A_B | AADT Counts | | Validation Parameters | | ARC 2020 Model | |
|---------------------------------------|---------------|----------------|--------|-----------------------|------------|----------------|-----------|
| | | GDOT 2023 AADT | Count | Acceptable | Preferable | Volume | Deviation |
| GA-3 / US-41 (COBB PKWY SE) | 55426_313208 | 29,300 | 29,300 | 27% | 15% | 23,920 | -18% |
| SPRING RD SE | 54481_126712 | 34,100 | 34,100 | 27% | 15% | 41,044 | 20% |
| CUMBERLAND BLVD SE | 54469_501567 | 19,100 | 19,100 | 30% | 25% | 16,391 | -14% |
| CUMBERLAND BLVD SE | 54548_288188 | 13,700 | 13,700 | 35% | 27% | 9,170 | -33% |
| I-285 / GA-407 SOUTHBOUND ENTRANCE 19 | 500577_300675 | 12,700 | 12,700 | 35% | 27% | 13,756 | 8% |
| | | 21,780 | 21,780 | 27% | 15% | 20,856 | -4% |



ARC ABM – Results

| Segments | 2020 No Build | 2020 Build | Absolute Change (2020 NB to 2020 Build) | | | Absolute Change (2020 NB to 2050 Build) | Percent Change (2020 NB to 2050 Build) |
|---|---------------|------------|--|------|--------|--|---|
| New Connection | - | 5,811 | - | - | 6,392 | - | - |
| I-285 Southbound Entrance Ramp (Before New Connection) | 13,736 | 18,848 | 5,112 | 37% | 21,081 | 7,345 | 53% |
| I-285 Southbound Entrance Ramp (After New Connection) | 13,736 | 13,035 | (701) | -5% | 14,685 | 949 | 7% |
| I-285 Southbound Exit Ramp | 25,357 | 27,194 | 1,837 | 7% | 29,580 | 4,223 | 17% |
| Spring Hill Pkwy (West of New Connection) | 7,456 | 7,524 | 68 | 1% | 8,106 | 650 | 9% |
| Spring Hill Pkwy (South of New Connection) | 7,456 | 8,997 | 1,541 | 21% | 10,442 | 2,986 | 40% |
| Spring Road SE (West of Cumberland Blvd) | 41,112 | 40,955 | (157) | 0% | 48,122 | 7,010 | 17% |
| Spring Road SE (Between US 41/Cobb Pkwy and Cumberland Blvd SE) | 35,661 | 31,942 | (3,719) | -10% | 37,166 | 1,505 | 4% |
| US 41/Cobb Pkwy (Between I-285 Ramps and Spring Rd SE) | 74,296 | 71,092 | (3,204) | -4% | 82,845 | 8,549 | 12% |
| US 41/Cobb Pkwy (North of Spring Rd SE) | 34,627 | 34,465 | (162) | 0% | 41,124 | 6,497 | 19% |
| Cumberland Blvd SE (Between Spring Hill Pkwy and Spring Road) | 23,835 | 19,546 | (4,289) | -18% | 24,229 | 394 | 2% |
| Cumberland Blvd SE (Between Spring Hill Pkwy and Cumberland Mall) | 16,772 | 16,324 | (448) | -3% | 20,082 | 3,310 | 20% |
| Cumberland Blvd SE (Between US 41/Cobb Pkwy and Spring Road) | 12,064 | 11,684 | (380) | -3% | 15,328 | 3,264 | 27% |

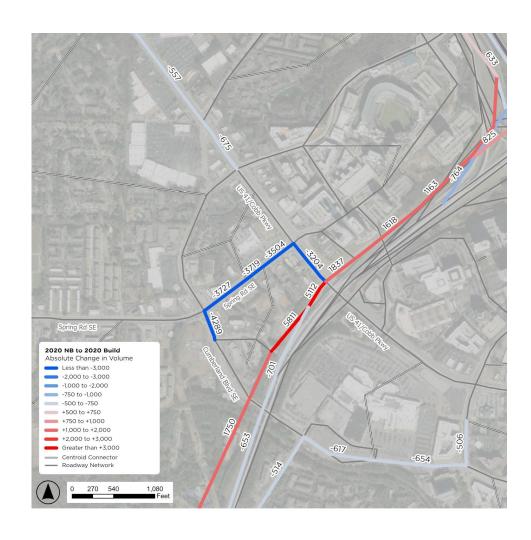
ARC ABM - Results

2020 No Build to 2020 Build

- New Connection Shows Daily Volume of ~5,800 relative to model volumes
- +1,800 Increase in Volumes on I-285 SB Exit Ramp to US 41/Cobb Pkwy
- +5,000 Increase in Volumes on I-285 SB Entrance Ramp from US 41/Cobb Pkwy
- +1,750 Increase in Volume on Spring Hill Pkwy SE South of New Connection
- -3,500 Reduction in Volumes on NB US 41/Cobb Pkwy
- -3,500 Reduction in Volumes on WB Spring Road SE
- -4,200 Reduction in Cumberland Blvd SE Between Spring Road SE and Spring Hill Pkwy SE

Summary

- Reduces Access from Spring Rd, US 41/Cobb Pkwy
- Increases Volumes on Spring Hill Parkway to Home Depot Headquarters (South of New Connection)
- Increases Volumes on SB I-285 Exit
- Reduces Volumes on Next SB I-285 Exit



ARC ABM – Results

2020 No Build to 2050 Build

- Does Not Factor Increase in Trip Demand to TAZ from DRI Inclusion
- New Connection Shows Daily Volume of ~6,400
 - Increase of ~600 Trips or ~10% Growth
- Travel Patterns from 2020 Build Remain; Volumes Increase
- Difference Between % Change In Volume for 2020 Build and 2050 Build Show Areas of Specific Growth in Travel Demand
- Greatest % Change on:
 - Cumberland Blvd SE from Cumberland Mall to US 41/Cobb Pkwy (20% - 30% Increase)
 - Spring Hill Pkwy South of New Connection (19% Increase)
 - US 41/Cobb Pkwy (16%-19% Increase)

• Summary

- Travel Patterns from 2020 Build Remain
- New Connection Serves as an Alternative to
 - US 41/Cobb Pkwy, Spring Rd, Cumberland Blvd for Trips to TAZ
 - I-285 SB for Trips Ending in Areas on Spring Hill Pkwy Between New Connection and Home Depot Headquarters
- Growth on Adjacent Corridors Outpace Growth on New Connection
 - New Trip Generation from DRI Not Included in Model

| Segments | Absolute Change (2020 NB to 2020 Build) | Percent Change (2020 NB to 2020 Build) | Absolute Change (2020 NB to 2050 Build) | Percent Change (2020 NB to 2050 Build) | Difference in Percent Changes (2020 Build vs. 2050 Build) |
|---|--|---|--|---|--|
| New Connection | - | - | - | - | - |
| I-285 Southbound Entrance Ramp (Before New Connection) | 5,112 | 37% | 7,345 | 53% | 16% |
| I-285 Southbound Entrance Ramp (After New Connection) | (701) | -5% | 949 | 7% | 12% |
| I-285 Southbound Exit Ramp | 1,837 | 7% | 4,223 | 17% | 9% |
| Spring Hill Pkwy (West of New Connection) | 68 | 1% | 650 | 9% | 8% |
| Spring Hill Pkwy (South of New Connection) | 1,541 | 21% | 2,986 | 40% | 19% |
| Spring Road SE (West of Cumberland Blvd) | (157) | 0% | 7,010 | 17% | 17% |
| Spring Road SE (Between US 41/Cobb Pkwy and Cumberland Blvd SE) | (3,719) | -10% | 1,505 | 4% | 15% |
| US 41/Cobb Pkwy (Between I-285 Ramps and Spring Rd SE) | (3,204) | -4% | 8,549 | 12% | 16% |
| US 41/Cobb Pkwy (North of Spring Rd SE) | (162) | 0% | 6,497 | 19% | 19% |
| Cumberland Blvd SE (Between Spring Hill Pkwy and Spring Road) | (4,289) | -18% | 394 | 2% | 20% |
| Cumberland Blvd SE (Between Spring Hill Pkwy and Cumberland Mall) | (448) | -3% | 3,310 | 20% | 22% |
| Cumberland Blvd SE (Between US 41/Cobb Pkwy and Spring Road) | (380) | -3% | 3,264 | 27% | 30% |

GDOT Intersection Control Evaluation (ICE) Stage 1



GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

| GDOT | PI# | N/A | Note: II | n to 5 alto | rnativos | | | | | ICE Version 2.3 Revised 11/13/2023 | |
|--|--------------------------------|--|----------|-------------|----------|-----|-----|-----|-----|--|--|
| Project Location: SR 3 @ Spring Rd | | Note: Up to 5 alternatives may be selected and | | | | | | | | | |
| Existing Control: Signal (turn lanes on mainline) | | evaluated; Use this ICE | | | | | | | | | |
| Prepared by: Kimley-Horn | | Stage 1 to screen 5 or screen 5 or stage 1 to screen 5 or screen 5 or stage 1 to screen 5 or screen 5 or stage 1 to screen 5 or s | | | | | | | | | |
| Date: 12/3/2024 | | evaluate in Stage 2 18 18 18 18 18 18 18 18 18 18 18 18 18 | | | | | | | | | |
| Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for | | The state of the s | | | | | | | | | |
| detailed description of intersection/interchange type) | | Screening Decision Justification: | | | | | | | | | |
| | Conventional (Minor Stop) | | No | No | No | No | No | No | No | There is already a multiphase traffic signal at this intersection. | |
| | Conventional (All-Way Stop) | | No | No | No | No | No | No | No | There is already a multiphase traffic signal at this intersection. | |
| | Mini Roundabout | | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| ions | Single Lane Roundabout | | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| | Multilane Roundabout | | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| ersec | RCUT (stop control) | | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| ed Int | RIRO w/down stream U-Turn | | No | No | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| Unsignalized Intersections | High-T (unsignalized) | | No | No | No | No | No | No | No | Not a T intersection | |
| Unsi | Offset-T Intersections | | No | No | No | No | No | No | No | Not a T intersection | |
| | Diamond Interch (Stop Control) | | No | No | No | No | No | No | No | Not an interchange | |
| | Diamond Interch (RAB Control) | | No | No | No | No | No | No | No | Not an interchange | |
| | | DLT Lane Improvements DRT Lane Improvements | | 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 | No | Yes | Yes | Yes | Yes | Yes | Existing Condition | |
| | Median U-Tu | rn (Indirect Left) | No | Yes | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| | RCUT (signa | lized) | No | Yes | No | No | No | No | No | Does not serve existing roadway and traffic conditions | |
| ્રા | Displaced Le | ft Turn (CFI) | No | Yes | No | Yes | No | No | No | Feasibility limited by ROW constraints | |
| , | Continuous G | Green-T | No | No | No | No | No | No | No | Not a T intersection | |
| | Jughandle | | No | Yes | No | Yes | No | No | No | Feasibility limited by ROW constraint | |
| | Quadrant Ro | adway | No | Yes | No | Yes | No | No | No | Feasibility limited by ROW constraints | |
| | Diamond Inte | erch (Signal Control) | No | No | No | No | No | No | No | Not an interchange | |
| | Diverging Dia | amond | No | No | No | No | No | No | No | Not an interchange | |
| | Single Point I | , | No | No | No | No | No | No | No | Not an interchange | |
| | Add RT Lanes | | Yes | No | No | Yes | No | No | Yes | Potential alternative, may be limited by ROW | |
| | EB RT on Sp | | Yes | No | No | Yes | No | No | Yes | Potential alternative, may be limited by ROW | |