



Appendix N: 2050 Build Volumes

General Assumption: A lot of traffic will turn off the network in all three scenarios and then appear along a side street intersecting with one of the Pikes. This was done due to the fracturing of the Pikes (primarily in Alts 2 & 3A/3B) and because of the new industrial development that is to the north of the network. It is also assumed that there would be imbalances in the volumes between intersections due to the pre-existing developments and neighborhoods not included in the intersection volume breakdown. These imbalances are mostly expected to remain similar to the ones found in the no-build for areas not too drastically changed in Alternative 1 and 3A/3B. Alternative 2 is likely to see major changes to these volume imbalances due to both Pikes being closed and turned into driveways for the redesignated US 378 Boulevard.

Alternative 1 (Double Roundabouts at Wesmark, Wise, & Miller connecting both Pikes)

- Note: There is an excel file with the trip generation details and notes in it on how Alternative 1 was distributed. There are also percentages for which roadways hold what amount for the new north industrial development and the new western commercial development.
- Some of the traffic that would normally be turning onto N Pike near the interchanges from the south was diverted due to the roundabouts which allowed for traffic to cross over US 378 in the middle of the network instead.
- Some of the traffic that would normally be turning onto S Pike near the interchanges from the north was diverted due to the roundabouts which allowed for traffic to cross over US 378 in the middle of the network instead.
- The newly generated trips going to the new developments were also distributed with the roundabouts in mind.

Alternative 2 (Slow US 378 down to 45 mph and rededicate much of the Pikes to being driveways for businesses)

- Most through traffic along Pikes was diverted to US 378.
- Some traffic diverted off the network and then back onto the Pikes via the existing intersections to channel them into their driveways when needed.
- For the eastern side near US 378 bridge over US 15, most traffic was diverted onto US 378 WB leaving only commuter traffic traveling to the apartments and streetside homes.
- ASSUMPTION: There are 140 cars turning into an apartment complex in the PM along N Pike W near Miller Rd. This represents the cars that use the side streets and apartment driveways to turn into their homes without creating new nodes.
- At the US 521 interchange, traffic that would normally use the existing ramp was rerouted downstream to the US 378 & Jefferson Rd intersection due to the new configuration. This traffic then heads to the US 521 & Jefferson Rd intersection.

Alternative 3A/3B (Slow US 378 down to 45 mph, cut the Pikes into 2 each near the new Wesmark signal, and have a pedestrian underpass near Miller Rd)

- There was a split in past through traffic along the Pikes being redirected onto US 378. The rest was left alone turning onto Bultman Dr and Farmers Telephone Rd to represent the traffic that would enter and leave the businesses and residential buildings along the Pikes.
- Much of the traffic that would normally utilize the Pikes all the way through were redirected off the network and back on past the new Wesmark Blvd signalized intersection.

- Much of the eastern portion of the alternative is a combination of Alternative 1's traffic patterns with the new roundabout at Miller Rd and pre-existing traffic patterns (It is essentially the same pattern as Alt 1 except with more traffic flowing past the US 378 access points).

The overall idea for Alt 2 was to keep the No Build 2050 imbalances for all old sections and new sections would have their volumes balanced to be 0 between intersections.

US 378 Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
140 Manufacturing	800.0	1000 sf	3,170	1,585	1,585	498	378	120	680	211	469
857 Discount Club	450.0	1000 sf	19,108	9,554	9,554	360	220	140	922	461	461
930 Fast Casual Restaurant	30.0	1000 sf	2,914	1,457	1,457	44	22	22	524	288	236
710 General Office Building	150.0	1000 sf	1,651	826	825	238	209	29	232	40	192
310 Hotel	180.0	Rooms	1,528	764	764	84	47	37	106	54	52
			0	0	0	0	0	0	0	0	0
Subtotal			28,371	14,186	14,185	1,224	876	348	2,464	1,054	1,410
<i>Internal Capture</i>											
140 Manufacturing	0%	0%	0	0	0	0	0	0	0	0	0
857 Discount Club	10%	26%	2,440	1,420	1,020	35	16	19	244	142	102
930 Fast Casual Restaurant	64%	43%	2,250	1,040	1,210	28	17	11	225	104	121
710 General Office Building	14%	25%	590	160	430	34	21	13	59	16	43
310 Hotel	0%	0%	480	260	220	13	1	12	48	26	22
Internal Capture Total			5,760	2,880	2,880	110	55	55	576	288	288
Trips After Internal Capture											
140			3,170	1,585	1,585	498	378	120	680	211	469
857			16,668	8,134	8,534	325	204	121	678	319	359
710			1,061	666	395	204	188	16	173	24	149
310			1,048	504	544	71	46	25	58	28	30
0			0	0	0	0	0	0	0	0	0
Total External Trips after Internal Capture			22,611	11,306	11,305	1,114	821	293	1,888	766	1,122
Manufacturing Reduction											
140			3170	1585	1585	498	378	120	680	211	469
Total New External Trips without Manufacturing			19,441	9,721	9,720	616	443	173	1,208	555	653

INTERSECTION VOLUME WORKSHEET

Intersection #3
Jefferson Rd at US 521 (Camden Hwy)

AM Peak Hour (7:30 - 8:30)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	22%	13%	2%	0%	3%	0%	1%	2%	0%	0%	2%	5%
2023 Raw Traffic Count	0	0	2	37	70	59	27	493	48	114	945	7
2023 Peak Hour Volume	0	0	2	37	70	59	27	493	48	114	945	7
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	1	11	22	18	8	152	15	35	291	2
2050 Background Peak Hour Volume	0	0	3	48	92	77	35	645	63	149	1,236	9
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	25	0	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	10	0	10	0	0	0	0	0	0
Total Site Trips	0	0	0	10	0	10	0	0	20	25	0	0
% Entering (Commercial)	0%	0%	0%	0%	9%	0%	5%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	40	0	20	0	0	0	0	23
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	6%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	23	10	0
Total Site Trips	0	0	0	0	40	0	20	0	0	23	10	23
Pass-by Trips												
Total External Site Traffic	0	0	0	10	40	10	20	0	20	48	10	23
2050 Build Peak Hour Volume	0	0	3	58	132	115	55	617	83	197	1,246	32
			0.92			0.87			0.90			0.80

Herrygers, Christian:
+28 for closed N Pike W
rebalancing.

Herrygers, Christian:
-148 for N Pike W
rebalancing. +120 for
closed N Pike W at US
521.

PM Peak Hour (4:45 - 5:45)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	6%	5%	1%	2%	2%	0%	5%	1%	0%	0%	1%	2%
2023 Raw Traffic Count	0	1	5	37	91	82	60	905	51	77	661	4
2023 Peak Hour Volume	0	1	5	37	91	82	60	905	51	77	661	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	2	11	28	25	18	279	16	24	204	1
2050 Background Peak Hour Volume	0	1	7	48	119	107	78	1,184	67	101	865	5
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	9%	7%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	15	0	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	39	0	39	0	0	0	0	0	0
Total Site Trips	0	0	0	39	0	39	0	0	20	15	0	0
% Entering (Commercial)	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	55	0	30	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	53	50	0
Total Site Trips	0	0	0	0	55	0	30	0	0	53	50	30
Pass-by Trips												
Total External Site Traffic	0	0	0	39	55	39	30	0	20	68	50	30
2050 Build Peak Hour Volume	0	1	7	87	224	202	58	1,128	87	269	815	35

Herrygers, Christian:
+50 for Balancing.

Herrygers, Christian:
+56 for Balancing from
closed N Pike W.

Herrygers, Christian:
-50 for Balancing.

Herrygers, Christian:
-50 for Balancing. -156 for
closed N Pike W
rebalancing.

Herrygers, Christian:
+100 for Rebalancing.

Herrygers, Christian:
-100 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #4
US 521 (Camden Hwy) at N Pike W

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	6%	2%	2%	4%	0%	0%	0%	0%
2023 Raw Traffic Count	0	0	0	18	0	98	0	470	61	128	857	0
2023 Peak Hour Volume	0	0	0	18	0	98	0	470	61	128	857	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	6	0	30	0	145	19	39	264	0
2050 Background Peak Hour Volume	0	0	0	24	0	128	0	615	80	167	1,121	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	10	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	10	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	10	0
Total Site Trips	0	0	0	0	0	20	0	0	0	0	10	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	20	0	20	0	10	10	0
2050 Build Peak Hour Volume	0	0	0	0	0	0	0	635	0	0	1,308	0

Herrygers, Christian: -24 for closed N Pike W rebalancing.

Herrygers, Christian: +148 for closed N Pike W rebalancing.

Herrygers, Christian: -80 for N Pike W rebalancing.

Herrygers, Christian: -177 for N Pike W rebalancing.

Herrygers, Christian: +177 for N Pike W rebalancing.

PM Peak Hour (4:45 - 5:45)

Description	N Pike W			N Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	6%	6%	1%	7%	0%	0%	0%	0%
2023 Raw Traffic Count	0	0	0	39	0	173	0	842	44	81	622	0
2023 Peak Hour Volume	0	0	0	39	0	173	0	842	44	81	622	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	12	0	53	0	260	14	25	192	0
2050 Background Peak Hour Volume	0	0	0	51	0	226	0	1,102	58	106	814	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	39	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	39	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	30	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	50	0	0
Total Site Trips	0	0	0	0	0	30	0	0	0	50	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	30	0	20	0	50	39	0
2050 Build Peak Hour Volume	0	0	0	0	0	0	0	1,272	0	0	853	0

Herrygers, Christian: -51 for Rebalancing. Relocated to Market Street along S Pike W.

Herrygers, Christian: -256 for Balancing. Removing N Pike W at US 521 and rerouting to Jefferson.

Herrygers, Christian: +150 for N Pike W Closing.

Herrygers, Christian: +156 for Rebalancing. Closed N Pike W, so sending them to S Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #5
US 521 (Camden Hwy) at US 76/378 WB Off-Ramp

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	42%	29%
2023 Raw Traffic Count	0	0	0	66	0	122	0	409	0	0	874	0
2023 Peak Hour Volume	0	0	0	66	0	122	0	409	0	0	874	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	20	0	38	0	126	0	0	269	0
2050 Background Peak Hour Volume	0	0	0	86	0	160	0	535	0	0	1,143	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	10	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	10	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	20	0	0	10	0
2050 Build Peak Hour Volume	0	0	0	86	0	160	0	595	0	0	1,306	0
								0.89				0.70

Herrygers, Christian:
-89 for N Pike W
rebalancing. +120 for
closed N Pike W at US 521.

Herrygers, Christian:
-24 for N Pike W
rebalancing. +177 for N
Pike W rebalancing.

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	13%	6%	0%	0%	0%	0%	0%	32%	29%
2023 Raw Traffic Count	0	0	0	56	0	183	0	685	0	0	682	0
2023 Peak Hour Volume	0	0	0	56	0	183	0	685	0	0	682	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	17	0	56	0	211	0	0	210	0
2050 Background Peak Hour Volume	0	0	0	73	0	239	0	896	0	0	892	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	39	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	39	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	20	0	0	39	0
2050 Build Peak Hour Volume	0	0	0	73	0	239	0	1,008	0	0	880	0

Herrygers, Christian:
-58 for closed N Pike
rebalancing. +150 for N
Pike Closing.

Herrygers, Christian:
-51 for Rebalancing
Relocated to Market Street
along S Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #6
US 521 (Camden Hwy) at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			US 521 (Camden Hwy) Northbound			US 521 (Camden Hwy) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	3%	1%	5%	1%	0%	0%	2%	4%
2023 Raw Traffic Count	0	0	0	19	0	117	0	292	41	466	478	0
2023 Peak Hour Volume	0	0	0	19	0	117	0	292	41	466	478	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	6	0	36	0	90	13	144	147	0
2050 Background Peak Hour Volume	0	0	0	25	0	153	0	382	54	610	625	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	10	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	10	0
% Entering (Commercial)	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	90	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	40	0	0	0
Total Site Trips	0	0	0	90	0	0	0	0	40	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	90	0	0	0	20	40	0	10	0
2050 Build Peak Hour Volume	0	0	0	0	0	3	0	589	94	226	1,172	0
								0.93	0.87		0.92	

Herrygers, Christian: +118 for Rebalancing. Relocated to Market Street.

Herrygers, Christian: +120 for closed N Pike W at US 521. -270 for Rebalancing.

Herrygers, Christian: -80 for N Pike W rebalancing. +245 for S Pike WB Closing. -3 for Rebalancing. -25 for Rebalancing.

Herrygers, Christian: +80 for N Pike W rebalancing. +20 for S Pike W Closing. -100 for S Pike W Closing.

Herrygers, Christian: -250 for Rebalancing. Relocated along US 521 to Market Street. +177 for closed N Pike W rebalancing. -311 for S Pike W Rebalancing.

Herrygers, Christian: +250 for Rebalancing. Relocated along US 521 to Market Street. -24 for N Pike W rebalancing. +311 for S Pike W Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			US 521 (Camden Hwy) Northbound			US 521 (Camden Hwy) Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	8%	2%	6%	0%	0%	0%	0%	6%
2023 Raw Traffic Count	0	0	0	41	0	229	0	471	79	317	405	0
2023 Peak Hour Volume	0	0	0	41	0	229	0	471	79	317	405	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	13	0	71	0	145	24	98	125	0
2050 Background Peak Hour Volume	0	0	0	54	0	300	0	616	103	415	520	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	39	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	39	0
% Entering (Commercial)	0%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	120	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	140	0	0	0
Total Site Trips	0	0	0	120	0	0	0	0	140	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	120	0	0	0	20	140	0	39	0
2050 Build Peak Hour Volume	0	0	0	0	0	3	0	1,025	118	171	818	0

Herrygers, Christian: +130 for Rebalancing. Relocated to Market Street. -44 for closed left turn at S Pike W.

Herrygers, Christian: -300 for Rebalancing. +3 for Rebalancing.

Herrygers, Christian: -58 for closed N Pike W rebalancing. -300 for Rebalancing. -3 for Rebalancing. +150 for Rebalancing N Pike W Closing.

Herrygers, Christian: +50 for closed N Pike W rebalancing. -231 for S Pike W Closing Rebalancing. +48 for Rebalancing.

Herrygers, Christian: -200 for Rebalancing. Relocated further downstream US 521 to Market Street. +56 for closed N Pike W. -100 for S Pike Closing Rebalancing.

Herrygers, Christian: -51 & +200 for Rebalancing. The -51 are the N Pike W Lefts relocated to Market Street. And the +200 are the SBL relocated from S Pike W to Market Street. +100 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #7
US 76 Bus (Broad St) at US 521 (Camden Hwy)

AM Peak Hour (7:30 - 8:30)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	5%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%
2023 Raw Traffic Count	78	442	6	34	363	276	0	0	74	414	25	66
2023 Peak Hour Volume	78	442	6	34	363	276	0	0	74	414	25	66
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	24	136	2	10	112	85	0	0	23	128	8	20
2050 Background Peak Hour Volume	102	578	8	44	475	361	0	0	97	542	33	86
% Entering (Industrial)	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
Total Site Trips	0	0	0	0	0	20	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	20%
Entering Site Traffic	0	0	0	0	90	0	0	0	0	0	0	90
% Exiting (Commercial)	23%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	40	30	0	0	0	0	0	0	0	0	0	0
Total Site Trips	40	30	0	0	90	0	0	0	0	0	0	90
Pass-by Trips												
Total External Site Traffic	40	30	0	0	90	20	0	0	0	10	0	90
2050 Build Peak Hour Volume	142	608	8	44	565	546	0	0	97	1,004	33	176
	0.99						0.95					

Herrrygers, Christian:
-245 for Rebalancing, -100
for S Pike W Rebalancing, +20
for S Pike W Rebalancing.

Herrrygers, Christian:
-85 & +250 for Rebalancing. The -
85 is for the WBLs from S Pike W
being relocated to Market Street.
And the +250 is for the SBLs at
the S Pike W/ US 521 intersection
being relocated downstream to
Market Street. -24 for N Pike W
rebalancing, +311 for S Pike W
Closing Rebalancing.

PM Peak Hour (5:00 - 6:00)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	0%	0%	0%	0%	0%	9%	1%	0%	0%	0%
2023 Raw Traffic Count	101	712	30	63	792	436	0	0	127	323	43	88
2023 Peak Hour Volume	101	712	30	63	792	436	0	0	127	323	43	88
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	219	9	19	244	134	0	0	39	100	13	27
2050 Background Peak Hour Volume	132	931	39	82	1,036	570	0	0	166	423	56	115
% Entering (Industrial)	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	39	0	0
Total Site Trips	0	0	0	0	0	20	0	0	0	39	0	0
% Entering (Commercial)	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	22%
Entering Site Traffic	0	0	0	0	100	0	0	0	0	0	0	120
% Exiting (Commercial)	21%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	140	135	0	0	0	0	0	0	0	0	0	0
Total Site Trips	140	135	0	0	100	0	0	0	0	0	0	120
Pass-by Trips												
Total External Site Traffic	140	135	0	0	100	20	0	0	0	39	0	120
2050 Build Peak Hour Volume	272	1,066	39	82	1,136	857	0	0	166	537	56	235

Herrrygers, Christian:
-300 for Rebalancing, -150 for
N Pike W Closing, -231 for S Pike
W Closing Rebalancing, +48 for
Rebalancing.

Herrrygers, Christian:
-51, -130, & +200 for Rebalancing.
The -51 is for the WBLs on N Pike
W being relocated to Market
Street. The -130 is for the WBLs on
S Pike W being relocated to Market
Street. And the +200 is the SBLs
onto S Pike W being relocated
downstream to Market Street. -44
for closed left turn at S Pike W and
US 521. +100 for S Pike W Closing
Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #8
S Pike W at US 76/378 EB On-Ramp

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	6%	2%	0%	0%	0%	0%	0%	0%	15%	7%	0%
2023 Raw Traffic Count	222	278	0	0	138	15	0	0	0	0	0	0
2023 Peak Hour Volume	222	278	0	0	138	15	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	68	86	0	0	43	5	0	0	0	0	0	0
2050 Background Peak Hour Volume	290	364	0	0	181	20	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	90	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	90	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	40	0	0	90	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	310	0	0	0	0	0	3	0	0	0	0	0

Herrygers, Christian: +20 for S Pike W Closing Rebalancing

Herrygers, Christian: -250 for Rebalancing. Relocated downstream along US 521 to Market Street. +257 for N Pike W closing at US 521. -411 for S Pike W Closing.

Herrygers, Christian: -115 for Rebalancing. Relocated to Market Street. +120 for closed N Pike W Rebalancing -274 for Rebalancing

Herrygers, Christian: -20 for Rebalancing.

Herrygers, Christian: +3 for Rebalancing.

Rebalanced for S Pike WB Closing.

PM Peak Hour (5:00 - 6:00)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	1%	0%	0%	0%	0%	0%	0%	12%	21%	0%
2023 Raw Traffic Count	177	212	0	0	273	37	0	0	0	0	0	0
2023 Peak Hour Volume	177	212	0	0	273	37	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	55	65	0	0	84	11	0	0	0	0	0	0
2050 Background Peak Hour Volume	232	277	0	0	357	48	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	22%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	120	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	140	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	140	0	0	120	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	140	0	0	120	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	280	0	0	0	0	0	3	0	0	0	0	0

Herrygers, Christian: +48 for Rebalancing. S Pike W Closing.

Herrygers, Christian: -200 for Rebalancing. Relocated downstream along US 521 to Market Street. +114 for closed N Pike W at US 521. -331 for S Pike W Rebalancing.

Herrygers, Christian: -130 for Rebalancing. Relocated to Market Street. -44 for closed left turn at S Pike and US 521. -303 for Rebalancing.

Herrygers, Christian: -48 for Rebalancing.

Herrygers, Christian: +3 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #10
S Pike W at Market St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Market St Northbound			Market St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	243	34	38	134	0	25	0	35	0	0
2023 Peak Hour Volume	0	243	34	38	134	0	25	0	35	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	12	41	0	8	0	11	0	0	0
2050 Background Peak Hour Volume	0	318	44	50	175	0	33	0	46	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	17%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	75	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	5	0	75	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	5	0	75	0	15	0	15	0	0	0
2050 Build Peak Hour Volume	0	2	49	422	10	0	5	0	673	0	0	0

Herrygers, Christian: +257 for N Pike W closing at US 521 -358 for Rebalancing.

Herrygers, Christian: +115 for Rebalancing. Relocated S Pike W Left turns from US 521 to Market Street. +12 for N Pike W rebalancing. +245 for S Pike WB Closing.

Herrygers, Christian: +115 for Rebalancing. Relocated to WB, to Market Street. +120 for closed N Pike W rebalancing. -245 for S Pike WB Closing.

Herrygers, Christian: -43 for S Pike WB Closing.

Herrygers, Christian: +250 for Rebalancing. Relocated SBLs from US 521 to S Pike W downstream to Market Street. +411 for S Pike W Closing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Market St Northbound			Market St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	212	15	29	282	0	29	0	36	0	0
2023 Peak Hour Volume	0	212	15	29	282	0	29	0	36	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	5	9	87	0	9	0	11	0	0	0
2050 Background Peak Hour Volume	0	277	20	38	369	0	38	0	47	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	21%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	115	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	130	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	130	10	0	115	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	130	10	0	115	0	5	0	10	0	0	0
2050 Build Peak Hour Volume	0	10	30	563	10	0	5	0	568	0	0	0

Herrygers, Christian: -200 for Rebalancing. Relocated 200 SBL from US 521 downstream to Market Street. -311 for Rebalancing.

Herrygers, Christian: +51 & +130 for Rebalancing. 51 is from WBLS on N Pike W at US 521. And 130 is from WBLS on S Pike W at US 521. Both are being relocated to Market Street. +44 for closed S Pike at US 521 Left Turn. +200 for Rebalancing.

Herrygers, Christian: -130 for Rebalancing. Relocated from S Pike W WBLS at onto US 521. Moved to Market Street.

Herrygers, Christian: -38 for Rebalancing. Closing S Pike W WB near 378 Ramp.

Herrygers, Christian: +200 for Rebalancing. Relocated 200 SBL from US 521 downstream to Market Street. +311 for S Pike W Closing Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #11
N Pike W at Electric Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W Eastbound			N Pike W Westbound			Electric Dr Northbound			Electric Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	41	117	0	0	111	26	0	0	0	8	0
2023 Peak Hour Volume	41	117	0	0	111	26	0	0	0	8	0	20
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	13	36	0	0	34	8	0	0	0	2	0	6
2050 Background Peak Hour Volume	54	153	0	0	145	34	0	0	0	10	0	26
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	20
% Exiting (Commercial)	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	10	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	0	0	0	0	0	0	0	0	0	0	20
Pass-by Trips												
Total External Site Traffic	10	0	0	0	0	0	0	0	0	0	0	20
2050 Build Peak Hour Volume	4	3	0	0	53	34	0	0	0	10	0	6

Herrygers, Christian:
-60 for N Pike W closing at US 521.

Herrygers, Christian:
-150 for N Pike W closing at US 521.

Herrygers, Christian:
-132 for closed N Pike W rebalancing. +40 for closed N Pike W rebalancing.

Herrygers, Christian:
-40 for closed N Pike W rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			N Pike W Westbound			Electric Dr Northbound			Electric Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	13	140	0	0	176	8	0	0	0	23	0
2023 Peak Hour Volume	13	140	0	0	176	8	0	0	0	23	0	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	43	0	0	54	2	0	0	0	7	0	10
2050 Background Peak Hour Volume	17	183	0	0	230	10	0	0	0	30	0	43
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	30
% Exiting (Commercial)	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	50	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	50	0	0	0	0	0	0	0	0	0	0	30
Pass-by Trips												
Total External Site Traffic	50	0	0	0	0	0	0	0	0	0	0	30
2050 Build Peak Hour Volume	11	25	0	0	19	10	0	0	0	30	0	0

Herrygers, Christian:
-56 for closed N Pike W rebalancing.

Herrygers, Christian:
-100 for Rebalancing to Jefferson Rd. -58 for Rebalancing to S Pike W.

Herrygers, Christian:
-51 for Rebalancing. And -160 for Rebalancing. Relocated across the new roundabout bridges to S Pike W at Market Street. Relocated 160 cars north to Jefferson Rd.

Herrygers, Christian:
Rerouting 73 cars to Jefferson Rd.

INTERSECTION VOLUME WORKSHEET

Intersection #12
S Pike W at Wesmark Blvd

AM Peak Hour (7:45 - 8:45)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	203	53	89	157	0	16	0	63	0	0
2023 Peak Hour Volume	0	203	53	89	157	0	16	0	63	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	16	27	48	0	5	0	19	0	0	0
2050 Background Peak Hour Volume	0	266	69	116	205	0	21	0	82	0	0	0
% Entering (Industrial)	4%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	15	0	0	0	0	0	0	30	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	15	0	0	0	0	0	0	30	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	7%	0%	5%	0%	0%	0%	0%	6%
Entering Site Traffic	0	0	0	0	30	0	20	0	0	0	0	25
% Exiting (Commercial)	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	25	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	10	0	30	0	20	0	0	0	0	25
Pass-by Trips												
Total External Site Traffic	15	25	10	0	30	0	20	30	0	0	0	25
2050 Build Peak Hour Volume	272	291	79	116	235	0	41	30	82	0	12	157

Herrygers, Christian:
+257 for N Pike W closing at US 521.

Herrygers, Christian:
+12 for N Pike W rebalancing.

Herrygers, Christian:
+132 for N Pike W rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	180	67	162	234	0	75	0	154	0	0
2023 Peak Hour Volume	0	180	67	162	234	0	75	0	154	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	55	21	50	72	0	23	0	47	0	0	0
2050 Background Peak Hour Volume	0	235	88	212	306	0	98	0	201	0	0	0
% Entering (Industrial)	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	0	0	0	10	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	0	0	0	0	0	0	10	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	13%	0%	3%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	70	0	15	0	0	0	0	30
% Exiting (Commercial)	0%	11%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	75	55	0	0	0	0	0	0	0	0	0
Total Site Trips	0	75	55	0	70	0	15	0	0	0	0	30
Pass-by Trips												
Total External Site Traffic	10	75	55	0	70	0	15	10	0	0	0	30
2050 Build Peak Hour Volume	124	310	143	212	376	0	113	10	201	0	150	81

Herrygers, Christian:
+114 for closed N Pike W at US 521.

Herrygers, Christian:
+150 for N Pike W Closing.

Herrygers, Christian:
+51 for Rebalancing. Relocated 51 WBV from N Pike at US 521 down across the new Wesmark roundabout bridge to S Pike W at Market Street.

INTERSECTION VOLUME WORKSHEET

Intersection #13
S Pike W at Bultman Dr

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Bultman Dr			Bultman Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	244	34	54	204	0	30	0	46	0	0	0
2023 Peak Hour Volume	0	244	34	54	204	0	30	0	46	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	17	63	0	9	0	14	0	0	0
2050 Background Peak Hour Volume	0	319	44	71	267	0	39	0	60	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	0	0	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	10	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	10	0	0	0	0	20	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	25	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	20	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	20	5	0	25	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	20	5	10	25	0	5	0	20	0	0	0
2050 Build Peak Hour Volume	0	339	49	81	292	0	44	0	80	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Bultman Dr			Bultman Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	281	58	88	326	0	55	0	86	0	0	0
2023 Peak Hour Volume	0	281	58	88	326	0	55	0	86	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	18	27	100	0	17	0	27	0	0	0
2050 Background Peak Hour Volume	0	368	76	115	426	0	72	0	113	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	35	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	35	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	65	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	65	10	0	0	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	65	10	35	0	0	10	0	15	0	0	0
2050 Build Peak Hour Volume	0	433	86	150	426	0	82	0	128	0	0	0

INTERSECTION VOLUME WORKSHEET

Intersection #14
N Pike W at Farmers Telephone Rd

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Farmers Telephone Rd			Farmers Telephone Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	11	105	0	0	138	31	0	0	0	12	0	10
2023 Peak Hour Volume	11	105	0	0	138	31	0	0	0	12	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	3	32	0	0	43	10	0	0	0	4	0	3
2050 Background Peak Hour Volume	14	137	0	0	181	41	0	0	0	16	0	13
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	5	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	5	5	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	2%
Entering Site Traffic	0	0	0	0	15	0	0	0	0	0	0	10
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	15	0	0	0	0	0	0	10
Pass-by Trips												
Total External Site Traffic	5	5	0	0	15	0	0	0	0	0	0	10
2050 Build Peak Hour Volume	19	142	0	0	196	41	0	0	0	16	0	23

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Farmers Telephone Rd			Farmers Telephone Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	29	155	0	0	159	6	0	0	0	23	0	10
2023 Peak Hour Volume	29	155	0	0	159	6	0	0	0	23	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	48	0	0	49	2	0	0	0	7	0	3
2050 Background Peak Hour Volume	38	203	0	0	208	8	0	0	0	30	0	13
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	30
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	30
2050 Build Peak Hour Volume	38	203	0	0	208	8	0	0	0	30	0	43

INTERSECTION VOLUME WORKSHEET

Intersection #15
S Pike W at Hilliard Dr

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Hilliard Dr			Hilliard Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	283	5	33	259	0	2	0	61	0	0	0
2023 Peak Hour Volume	0	283	5	33	259	0	2	0	61	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	2	10	80	0	1	0	19	0	0	0
2050 Background Peak Hour Volume	0	370	7	43	339	0	3	0	80	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	4%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	5	0	15	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	0	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	5	10	0	15	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	375	17	43	354	0	18	0	80	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Hilliard Dr			Hilliard Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	363	6	44	404	0	13	0	65	0	0	0
2023 Peak Hour Volume	0	363	6	44	404	0	13	0	65	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	2	14	125	0	4	0	20	0	0	0
2050 Background Peak Hour Volume	0	475	8	58	529	0	17	0	85	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	5	0	5	0	0	0	0	0
% Exiting (Industrial)	0%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	23	0	0	0	0	0	0	0	0	0
Total Site Trips	0	23	23	0	5	0	5	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	15	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	15	0	0	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	33	38	0	5	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	0	508	46	58	534	0	37	0	85	0	0	0

INTERSECTION VOLUME WORKSHEET

Intersection #16
N Pike W at Clara Louise Kellogg Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	6	108	0	0	176	22	0	0	0	9	0	3
2023 Peak Hour Volume	6	108	0	0	176	22	0	0	0	9	0	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	2	33	0	0	54	7	0	0	0	3	0	1
2050 Background Peak Hour Volume	8	141	0	0	230	29	0	0	0	12	0	4
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	1%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	20	0	5
% Exiting (Commercial)	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	5	0	0	0	0	5	0	0	0	0	0	0
Total Site Trips	5	0	0	0	0	5	0	0	0	20	0	5
Pass-by Trips												
Total External Site Traffic	5	0	0	0	0	5	0	0	0	30	0	5
2050 Build Peak Hour Volume	13	141	0	0	230	34	0	0	0	42	0	9

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	14	173	0	0	154	40	0	0	0	30	0	6
2023 Peak Hour Volume	14	173	0	0	154	40	0	0	0	30	0	6
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	53	0	0	47	12	0	0	0	9	0	2
2050 Background Peak Hour Volume	18	226	0	0	201	52	0	0	0	39	0	8
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	20	0	0
% Exiting (Commercial)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	15	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	15	0	0	0	0	10	0	0	0	20	0	0
Pass-by Trips												
Total External Site Traffic	15	0	0	0	0	10	0	0	0	30	0	0
2050 Build Peak Hour Volume	33	226	0	0	201	62	0	0	0	69	0	8

INTERSECTION VOLUME WORKSHEET

Intersection #17
S Pike W at Wall St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Wall St Northbound			Wall St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	274	34	19	258	0	13	0	5	0	0
2023 Peak Hour Volume	0	274	34	19	258	0	13	0	5	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	84	10	6	80	0	4	0	2	0	0	0
2050 Background Peak Hour Volume	0	358	44	25	338	0	17	0	7	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	0	0	15	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	5	5	0	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	358	49	30	338	0	32	0	7	0	0	0

PM Peak Hour (4:15 - 5:15)

Description	S Pike W Eastbound			S Pike W Westbound			Wall St Northbound			Wall St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	422	21	11	375	0	39	0	26	0	0
2023 Peak Hour Volume	0	422	21	11	375	0	39	0	26	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	130	6	3	116	0	12	0	8	0	0	0
2050 Background Peak Hour Volume	0	552	27	14	491	0	51	0	34	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	5	0	0	0	0	0
% Exiting (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	23	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	23	0	0	0	5	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	10	0	0	0
% Exiting (Commercial)	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	20	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	20	0	0	0	0	10	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	33	20	0	0	5	0	10	0	0	0
2050 Build Peak Hour Volume	0	552	60	34	491	0	56	0	44	0	0	0

INTERSECTION VOLUME WORKSHEET

Intersection #18
S Pike W at Miller Rd

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Miller Rd			Miller Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	243	48	204	238	0	39	0	183	0	0	0
2023 Peak Hour Volume	0	243	48	204	238	0	39	0	183	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	15	63	73	0	12	0	56	0	0	0
2050 Background Peak Hour Volume	0	318	63	267	311	0	51	0	239	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	0
Total Site Trips	0	0	0	0	0	0	0	15	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	3%	0%	6%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	15	0	25	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	6%	3%	6%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	10	5	10	0	0	0	0	0	0
Total Site Trips	0	0	0	10	5	25	0	25	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	10	5	25	0	40	0	0	20	0
2050 Build Peak Hour Volume	0	318	63	277	316	25	51	40	239	0	20	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Miller Rd			Miller Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	383	77	260	340	0	49	0	270	0	0	0
2023 Peak Hour Volume	0	383	77	260	340	0	49	0	270	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	118	24	80	105	0	15	0	83	0	0	0
2050 Background Peak Hour Volume	0	501	101	340	445	0	64	0	353	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	10	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	80	0
Total Site Trips	0	0	0	0	0	0	0	10	0	0	80	0
% Entering (Commercial)	2%	0%	0%	0%	0%	9%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	0	50	0	30	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	3%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	20	20	0	0	0	0	0	0
Total Site Trips	10	0	0	30	20	70	0	30	0	0	0	0
Pass-by Trips												
Total External Site Traffic	10	0	0	30	20	70	0	40	0	0	80	0
2050 Build Peak Hour Volume	10	501	101	370	465	190	64	40	353	0	80	0

Herrigens, Christian:
+120 for Rebalancing.
Relocated Bordeaux Ave SBILs
to the west towards the new
Miller Rd roundabout bridge.

INTERSECTION VOLUME WORKSHEET

Intersection #19
S Pike W at Carolina Ave

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Carolina Ave			Carolina Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	406	30	22	421	0	17	0	15	0	0	0
2023 Peak Hour Volume	0	406	30	22	421	0	17	0	15	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	125	9	7	130	0	5	0	5	0	0	0
2050 Background Peak Hour Volume	0	531	39	29	551	0	22	0	20	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	25	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	25	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	14%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	25	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	25	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	5	25	0	15	0	25	0	0	0
2050 Build Peak Hour Volume	0	531	39	34	576	0	37	0	45	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Carolina Ave			Carolina Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	604	47	28	550	0	50	0	23	0	0	0
2023 Peak Hour Volume	0	604	47	28	550	0	50	0	23	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	186	14	9	170	0	15	0	7	0	0	0
2050 Background Peak Hour Volume	0	790	61	37	720	0	65	0	30	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	30	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	14%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	90	0	0	0	0	0	0	0
Total Site Trips	0	0	0	30	90	0	30	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	30	90	0	30	0	15	0	0	0
2050 Build Peak Hour Volume	0	790	61	67	930	0	95	0	45	0	0	0

Herrigars, Christian: +120 for Relocating. Relocated from SB at Bordeaux Ave and S Pike W to new Miller Ave roundabout bridge.

INTERSECTION VOLUME WORKSHEET

Intersection #20
N Pike W at Bordeaux Ave

AM Peak Hour (7:15 - 8:15)

Description	N Pike W			N Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	165	0	121	165	1	41	0	127	2	1	0
2023 Peak Hour Volume	1	165	0	121	165	1	41	0	127	2	1	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	51	0	37	51	0	13	0	39	1	0	0
2050 Background Peak Hour Volume	1	216	0	158	216	1	54	0	166	3	1	0
% Entering (Industrial)	0%	17%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Entering Site Traffic	0	65	0	0	0	0	0	0	0	25	0	0
% Exiting (Industrial)	0%	0%	0%	0%	25%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	30	10	0	0	0	0	0	0
Total Site Trips	0	65	0	0	30	10	0	0	0	25	0	0
% Entering (Commercial)	0%	0%	18%	16%	0%	0%	0%	0%	0%	0%	2%	0%
Entering Site Traffic	0	0	80	70	0	0	0	0	0	0	10	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	80	70	0	0	0	0	0	0	10	0
Pass-by Trips												
Total External Site Traffic	0	65	80	70	30	10	0	0	0	25	10	0
2050 Build Peak Hour Volume	1	281	80	228	246	11	54	0	166	28	11	0

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	211	3	207	219	1	8	0	74	1	0	0
2023 Peak Hour Volume	0	211	3	207	219	1	8	0	74	1	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	1	64	67	0	2	0	23	0	0	0
2050 Background Peak Hour Volume	0	276	4	271	286	1	10	0	97	1	0	0
% Entering (Industrial)	0%	24%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Entering Site Traffic	0	50	0	0	0	0	0	0	0	3	0	0
% Exiting (Industrial)	0%	0%	0%	0%	26%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	120	37	0	0	0	0	0	0
Total Site Trips	0	50	0	0	120	37	0	0	0	3	0	0
% Entering (Commercial)	0%	0%	22%	14%	0%	0%	0%	0%	0%	0%	4%	0%
Entering Site Traffic	0	0	120	80	0	0	0	0	0	0	20	0
% Exiting (Commercial)	3%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	20	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	20	0	120	80	0	10	0	0	0	0	20	0
Pass-by Trips												
Total External Site Traffic	20	50	120	80	120	47	0	0	0	3	20	0
2050 Build Peak Hour Volume	60	326	124	351	326	8	10	0	97	4	20	0

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike W.

Herrygers, Christian:
-80 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike W.

Herrygers, Christian:
-40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and
S Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #21
US 76/378 (Robert Graham Fwy) at Bordeaux Ave

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	282	168	0	617	168	0	0	77	0	0	122
2023 Peak Hour Volume	0	282	168	0	617	168	0	0	77	0	0	122
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	52	0	190	52	0	0	24	0	0	38
2050 Background Peak Hour Volume	0	369	220	0	807	220	0	0	101	0	0	160
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	36%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	160
% Exiting (Commercial)	0%	6%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	60	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	60	0	20	0	0	0	0	0	0	160
Pass-by Trips												
Total External Site Traffic	0	10	60	0	20	0	0	0	0	0	0	160
2050 Build Peak Hour Volume	0	379	280	0	827	220	0	0	101	0	0	320

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	490	106	0	619	82	0	0	201	0	0	210
2023 Peak Hour Volume	0	490	106	0	619	82	0	0	201	0	0	210
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	151	33	0	191	25	0	0	62	0	0	65
2050 Background Peak Hour Volume	0	641	139	0	810	107	0	0	263	0	0	275
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	220
% Exiting (Commercial)	0%	5%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	240	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	240	0	0	0	0	0	0	0	0	220
Pass-by Trips												
Total External Site Traffic	0	35	240	0	0	0	0	0	0	0	0	220
2050 Build Peak Hour Volume	0	676	379	0	810	107	0	0	263	0	0	495

INTERSECTION VOLUME WORKSHEET

Intersection #22
S Pike W at Bordeaux Ave

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	65	339	0	0	443	16	0	0	0	156	0	12
2023 Peak Hour Volume	65	339	0	0	443	16	0	0	0	156	0	12
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	20	104	0	0	137	5	0	0	0	48	0	4
2050 Background Peak Hour Volume	85	443	0	0	580	21	0	0	0	204	0	16
% Entering (Industrial)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	30	0	30
Total Site Trips	0	0	0	0	0	0	0	0	0	30	0	30
Pass-by Trips												
Total External Site Traffic	0	25	0	0	0	0	0	0	0	30	0	30
2050 Build Peak Hour Volume	85	468	0	0	580	21	0	0	0	234	0	46

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	172	452	0	0	578	32	0	0	0	93	0	11
2023 Peak Hour Volume	172	452	0	0	578	32	0	0	0	93	0	11
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	53	139	0	0	178	10	0	0	0	29	0	3
2050 Background Peak Hour Volume	225	591	0	0	756	42	0	0	0	122	0	14
% Entering (Industrial)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	18%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	120	0	120
Total Site Trips	0	0	0	0	0	0	0	0	0	120	0	120
Pass-by Trips												
Total External Site Traffic	0	15	0	0	0	0	0	0	0	120	0	120
2050 Build Peak Hour Volume	225	606	0	0	756	42	0	0	0	122	0	254

Herrygers, Christian:
+120 for Rebalancing. Relocated
120 SBLs from Bordeaux Ave west
along S Pike W to new Miller Road
roundabout bridge.

Herrygers, Christian:
+120 for Rebalancing. Relocated
120 Lefts west along S Pike W to
new Miller Road roundabout
bridge.

INTERSECTION VOLUME WORKSHEET

Intersection #23
US 15 (N Main St) at N Pike W

AM Peak Hour (7:15 - 8:15)

Description	N Pike W			Strange St			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	23	20	259	9	21	16	248	261	19	11	333	22
2023 Peak Hour Volume	23	20	259	9	21	16	248	261	19	11	333	22
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	7	6	80	3	6	5	76	80	6	3	103	7
2050 Background Peak Hour Volume	30	26	339	12	27	21	324	341	25	14	436	29
% Entering (Industrial)	24%	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%
Entering Site Traffic	90	0	0	0	0	0	0	98	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	33%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	40
Total Site Trips	90	0	0	0	0	0	0	98	0	0	20	40
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	6%
Entering Site Traffic	0	0	0	0	0	0	45	0	0	0	0	25
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	10	0	0	0	0
Total Site Trips	0	0	0	0	0	0	45	10	0	0	0	25
Pass-by Trips												
Total External Site Traffic	90	0	0	0	0	0	45	108	0	0	20	65
2050 Build Peak Hour Volume	120	26	339	12	27	21	369	449	25	14	456	94

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			Strange St			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	30	28	232	20	25	9	367	315	19	8	313	33
2023 Peak Hour Volume	30	28	232	20	25	9	367	315	19	8	313	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	9	72	6	8	3	113	97	6	2	96	10
2050 Background Peak Hour Volume	39	37	304	26	33	12	480	412	25	10	409	43
% Entering (Industrial)	25%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
Entering Site Traffic	53	0	0	0	0	0	0	53	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	33%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	157
Total Site Trips	53	0	0	0	0	0	0	53	0	0	78	157
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	0	0	60	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	25	0	0	0	0
Total Site Trips	0	0	0	0	0	0	60	25	0	0	0	30
Pass-by Trips												
Total External Site Traffic	53	0	0	0	0	0	60	78	0	0	78	187
2050 Build Peak Hour Volume	92	37	304	26	33	12	420	490	25	10	487	230

Herrigars, Christian:
120 for Rebalancing. Relocated
120 SBLs from Bordeaux Ave
west along S Pike W to new Miller
Road roundabout bridge.

INTERSECTION VOLUME WORKSHEET

Intersection #24
US 15 (N Main St) at S Pike E

AM Peak Hour (7:15 - 8:15)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	2	2	91	2	39	2	489	73	42	562	3
2023 Peak Hour Volume	1	2	2	91	2	39	2	489	73	42	562	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	1	28	1	12	1	151	22	13	173	1
2050 Background Peak Hour Volume	1	3	3	119	3	51	2	640	95	55	735	4
% Entering (Industrial)	0%	0%	0%	0%	0%	5%	0%	21%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	18	0	80	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	20	0	0
Total Site Trips	0	0	0	0	0	18	0	80	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	40	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	10	0	0	0	0
Total Site Trips	0	0	0	0	0	5	0	50	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	23	0	130	0	0	20	0
2050 Build Peak Hour Volume	1	3	3	119	3	74	2	770	95	55	755	4

Herrygans, Christian:
-1 for Balancing (1 U-Turn
+ 1 Left)

PM Peak Hour (4:30 - 5:30)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	3	1	111	5	68	2	633	71	40	526	0
2023 Peak Hour Volume	0	3	1	111	5	68	2	633	71	40	526	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	0	34	2	21	1	195	22	12	162	0
2050 Background Peak Hour Volume	0	4	1	145	7	89	3	828	93	52	688	0
% Entering (Industrial)	0%	0%	0%	0%	0%	4%	0%	21%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	8	0	45	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	78	0	0
Total Site Trips	0	0	0	0	0	8	0	45	0	0	78	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	45	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	35	5	0	0	0
Total Site Trips	0	0	0	0	0	5	0	80	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	13	0	125	5	0	78	0
2050 Build Peak Hour Volume	0	4	1	145	7	102	3	833	98	52	766	0

Herrygans, Christian:
+20 for Rebalancing
Released 120 SIBs from
Bordeaux Ave west along S
Pike W to new Miller Road
roundabout bridge.

INTERSECTION VOLUME WORKSHEET

Intersection #25
US 15 (N Main St) at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	99	244	145	5	178	291	40	153	3	228	177	247
2023 Peak Hour Volume	99	244	145	5	178	291	40	153	3	228	177	247
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	75	45	2	55	90	12	47	1	70	55	76
2050 Background Peak Hour Volume	130	319	190	7	233	381	52	200	4	298	232	323
% Entering (Industrial)	7%	0%	0%	0%	0%	7%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	25	0	0	0	0	25	0	30	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	0
Total Site Trips	25	0	0	0	0	25	0	30	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	20	0	0	0	0
% Exiting (Commercial)	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	10	10	10	0	0	0	0	0	0	0	0	0
Total Site Trips	10	10	10	0	0	20	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	35	10	10	0	0	45	0	50	0	0	20	0
2050 Build Peak Hour Volume	165	329	200	7	233	426	52	250	4	298	252	323

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	149	294	97	22	241	332	123	237	6	225	186	243
2023 Peak Hour Volume	149	294	97	22	241	332	123	237	6	225	186	243
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	46	91	30	7	74	102	38	73	2	69	57	75
2050 Background Peak Hour Volume	195	385	127	28	315	434	161	310	8	294	243	318
% Entering (Industrial)	7%	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%
Entering Site Traffic	15	0	0	0	0	15	0	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	0
Total Site Trips	15	0	0	0	0	15	0	15	0	0	78	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	4%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	25	0	20	0	0	0	0
% Exiting (Commercial)	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	40	40	40	0	0	0	0	0	0	0	0	0
Total Site Trips	40	40	40	0	0	25	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	55	40	40	0	0	40	0	35	0	0	78	0
2050 Build Peak Hour Volume	130	425	167	28	315	474	161	345	8	294	321	318

Herrygers, Christian:
-1 for Balancing (1 U-Turn
+ 27 Lefts)

Herrygers, Christian:
-120 for Rebalancing
Reallocated 120 SIBs from
Bordeaux Ave west along S
Pike W to new Miller Road
roundabout bridge.

INTERSECTION VOLUME WORKSHEET

Intersection #26
S Pike W at Brookhollow Place Dwy

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Brookhollow Place Dwy			Brookhollow Place Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	285	3	4	249	0	4	0	6	0	0	0
2023 Peak Hour Volume	0	285	3	4	249	0	4	0	6	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	88	1	1	77	0	1	0	2	0	0	0
2050 Background Peak Hour Volume	0	373	4	5	326	0	5	0	8	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	20	0	0	15	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	0%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	10	0	0	0	0	0	0	0
Total Site Trips	0	20	0	5	10	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	15	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	5	5	25	0	10	0	10	0	0	0
2050 Build Peak Hour Volume	0	408	9	10	351	0	15	0	18	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Brookhollow Place Dwy			Brookhollow Place Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	364	3	5	415	0	3	0	6	0	0	0
2023 Peak Hour Volume	0	364	3	5	415	0	3	0	6	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	1	2	128	0	1	0	2	0	0	0
2050 Background Peak Hour Volume	0	476	4	7	543	0	4	0	8	0	0	0
% Entering (Industrial)	0%	7%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Entering Site Traffic	0	15	0	0	0	0	0	0	5	0	0	0
% Exiting (Industrial)	0%	0%	0%	4%	7%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	20	35	0	0	0	0	0	0	0
Total Site Trips	0	15	0	20	35	0	0	0	5	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	7%	0%	4%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	40	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	55	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	55	10	0	40	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	70	10	20	75	0	20	0	5	0	0	0
2050 Build Peak Hour Volume	0	546	14	27	618	0	24	0	13	0	0	0

INTERSECTION VOLUME WORKSHEET

**Intersection #27
N Pike W at Wesmark Rd Connector
AM Peak Hour (7:30 - 8:30)**

Description	N Pike W			N Pike W			Wesmark Rd Connector			New Connector Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	125	0	0	148	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	125	0	0	148	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	39	0	0	46	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	163	0	0	194	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	45	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	45	0	0	0	0
% Entering (Commercial)	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	25	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	25	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	25	0	0	0	45	0	0	0	0
2050 Build Peak Hour Volume	0	13	0	157	74	0	40	102	160	0	12	0

Herrygers, Christian:
-1 for Balancing (117 thru + 8 Lefts for existing)

Herrygers, Christian:
-150 for N Pike W closing at US 521.

Herrygers, Christian:
+132 for N Pike W rebalancing.

Herrygers, Christian:
-120 for closed N Pike W rebalancing.

Herrygers, Christian:
+40 for N Pike W closing at US 521.

Herrygers, Christian:
+57 for N Pike W closing at US 521.

Herrygers, Christian:
+160 for N Pike W closing at US 521.

Herrygers, Christian:
+12 for N Pike W rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Wesmark Rd Connector			New Connector Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	163	0	0	169	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	163	0	0	169	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	50	0	0	52	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	213	0	0	221	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	20	0	0	0	0
% Entering (Commercial)	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	30	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	30	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	30	0	0	0	20	0	0	0	0
2050 Build Peak Hour Volume	0	55	0	231	10	10	0	76	58	100	0	0

Herrygers, Christian:
-100 for Rebalancing - 58 for closed N Pike W rebalancing.

Herrygers, Christian:
+51 for Rebalancing. Relocating 51 WBs from N Pike W at US 521 down across the new Wesmark roundabout bridges to S Pike W at Market Street intersection. -150 for Rebalancing N Pike W Closing.

Herrygers, Christian:
-51 for Rebalancing -160 for Rebalancing. Relocated along new Wesmark Connector roundabout bridge to S Pike W at Market Street. Relocated 160 cars to Jefferson Rd.

Herrygers, Christian:
+10 for Rebalancing. Relocating 10 cars to Jefferson Rd. Removing N Pike at US 521.

Herrygers, Christian:
+56 for closed N Pike W.

Herrygers, Christian:
+58 for closed N Pike W.

Herrygers, Christian:
+100 for Rebalancing. Adding 100 cars to new connector road due to traffic being relocated to Jefferson road for the closed N Pike W.

INTERSECTION VOLUME WORKSHEET

**Intersection #28
S Pike W at N Wise Dr**

AM Peak Hour (7:30 - 8:30)

Herrygers, Christian:
+1 for Balancing (259
thrus + 2 Lefts)

Description	S Pike W			S Pike W			N Wise Dr			N Wise Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	291	0	0	261	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	291	0	0	261	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	90	0	0	80	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	381	0	0	342	0	0	0	0	0	0	0
% Entering (Industrial)	8%	0%	0%	0%	0%	7%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	30	0	0	0	0	25	0	35	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	13%	13%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	15	15
Total Site Trips	30	0	0	0	0	25	0	35	0	10	15	15
% Entering (Commercial)	0%	0%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	5	0	10	0	0	0	0	0
% Exiting (Commercial)	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	5	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	5	5	5	0	5	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	35	5	5	0	5	25	10	35	0	10	15	15
2050 Build Peak Hour Volume	35	386	5	0	347	25	10	35	0	10	15	15

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			N Wise Dr			N Wise Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	370	0	0	417	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	370	0	0	417	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	114	0	0	129	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	484	0	0	546	0	0	0	0	0	0	0
% Entering (Industrial)	9%	0%	0%	0%	0%	5%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	20	0	0	0	0	10	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	12%	12%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	46	55	55
Total Site Trips	20	0	0	0	0	10	0	20	0	46	55	55
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	4%	0%	0%	0%	0%	1%
Entering Site Traffic	0	0	0	0	15	0	20	0	0	0	0	5
% Exiting (Commercial)	2%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	15	25	15	0	0	0	0	0	0	0	0	0
Total Site Trips	15	25	15	0	15	0	20	0	0	0	0	5
Pass-by Trips												
Total External Site Traffic	35	25	15	0	15	10	20	20	0	46	55	60
2050 Build Peak Hour Volume	35	509	15	0	561	10	20	20	0	46	55	60

INTERSECTION VOLUME WORKSHEET

Intersection #29
N Pike W at N Wise Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			N Wise Dr			N Wise Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	117	0	0	179	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	117	0	0	179	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	55	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	153	0	0	234	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	90	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	8%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	10
Total Site Trips	0	0	0	0	0	0	0	90	0	0	40	10
% Entering (Commercial)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	5	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	5	0	0	0
Total Site Trips	0	0	0	0	5	0	0	0	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	5	0	0	90	5	0	40	10
2050 Build Peak Hour Volume	0	153	0	0	239	0	0	90	5	0	40	10

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			N Wise Dr			N Wise Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	178	0	0	160	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	178	0	0	160	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	55	0	0	49	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	233	0	0	209	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	24%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	50	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	156	0
Total Site Trips	0	0	0	0	0	0	0	50	0	0	156	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	5	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	15	0	5	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	50	15	0	161	0
2050 Build Peak Hour Volume	0	233	0	0	209	0	0	50	15	0	161	0

INTERSECTION VOLUME WORKSHEET

**Intersection #30
N Pike W at Miller Rd Connector**

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Miller Rd Connector			Miller Rd Connector		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	117	0	0	206	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	117	0	0	206	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	63	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	153	0	0	270	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	4%	11%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	15	40	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	20	0	10	0	0	0	0	0	0
Total Site Trips	0	10	0	20	0	10	0	0	15	40	0	0
% Entering (Commercial)	0%	5%	0%	0%	0%	0%	0%	0%	9%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	40	20	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	5	5	0	0	0	0
Total Site Trips	0	20	0	0	0	0	5	5	40	20	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	20	0	10	5	5	55	60	0	0
2050 Build Peak Hour Volume	0	183	0	20	270	10	5	5	55	60	0	0

Herrygers, Christian:
+1 for Balancing (165
thrus + 41 lefts)

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Miller Rd Connector			Miller Rd Connector		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	203	0	0	226	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	203	0	0	226	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	0	0	70	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	265	0	0	296	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	5%	14%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	10	30	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	9%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	80	0	40	0	0	0	0	0	0
Total Site Trips	0	10	0	80	0	40	0	0	10	30	0	0
% Entering (Commercial)	0%	4%	0%	0%	0%	0%	0%	0%	16%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	90	30	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	10	10	0	0	0	0
Total Site Trips	0	20	0	0	0	0	10	10	90	30	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	80	0	40	10	10	100	60	0	0
2050 Build Peak Hour Volume	0	295	0	80	216	40	50	50	140	60	0	0

Herrygers, Christian:
+1 for Balancing (173 thrus
+ 30 Lefts)

Herrygers, Christian:
80 for Rebalancing. Relocated
from SBL at Bordeaux Ave and
S Pike W.

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike W.

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike W.

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #31
Electric Dr at Diebold Dr

AM Peak Hour (7:30 - 8:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	34	0	0	28	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	34	0	0	28	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	10	0	0	9	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	44	0	0	36	0	0	0	0	0	0	0
% Entering (Industrial)	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Entering Site Traffic	44	0	0	0	0	0	0	45	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	44	0	0	0	0	0	0	45	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%
Entering Site Traffic	0	0	0	0	10	0	0	0	0	0	0	10
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	10	0	0	0	0	0	0	10
Pass-by Trips												
Total External Site Traffic	44	10	0	0	10	0	0	45	0	0	0	10
2050 Build Peak Hour Volume	31	7	0	12	6	28	0	55	47	0	0	10

Herrygers, Christian: +1 for Balancing

Herrygers, Christian: +13 for N Pike W closing at US 521.

Herrygers, Christian: +47 for N Pike W closing at US 521.

Herrygers, Christian: +12 for N Pike W rebalancing

Herrygers, Christian: +40 for closed N Pike W rebalancing.

Herrygers, Christian: +28 for closed N Pike W rebalancing.

Herrygers, Christian: +10 for closed N Pike W rebalancing

Herrygers, Christian: +47 for N Pike W closing at US 521.

PM Peak Hour (4:30 - 5:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	21	0	0	30	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	21	0	0	30	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	6	0	0	9	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	27	0	0	39	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	33
Total Site Trips	0	0	0	0	0	0	0	20	0	0	0	33
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	30	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	50	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	50	0	0	30	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	50	0	0	30	0	0	20	0	0	0	33
2050 Build Peak Hour Volume	0	21	0	0	0	70	0	30	56	0	100	30

Herrygers, Christian: +56 for closed N Pike W rebalancing.

Herrygers, Christian: +1 for Balancing - 70 for rebalancing. Sending them to Jefferson Rd instead of closed N Pike W.

Herrygers, Christian: +70 for Rebalancing. Sending 70 cars to Jefferson Rd due to closed N Pike W.

Herrygers, Christian: +10 for Rebalancing. Relocating 10 cars to Jefferson Rd.

Herrygers, Christian: +56 for closed N Pike W.

Herrygers, Christian: +100 for Rebalancing.

Herrygers, Christian: -3 relocated to Jefferson Rd. Removing US 521 at N Pike W.



2050 Build Alternative 1 AM Volumes



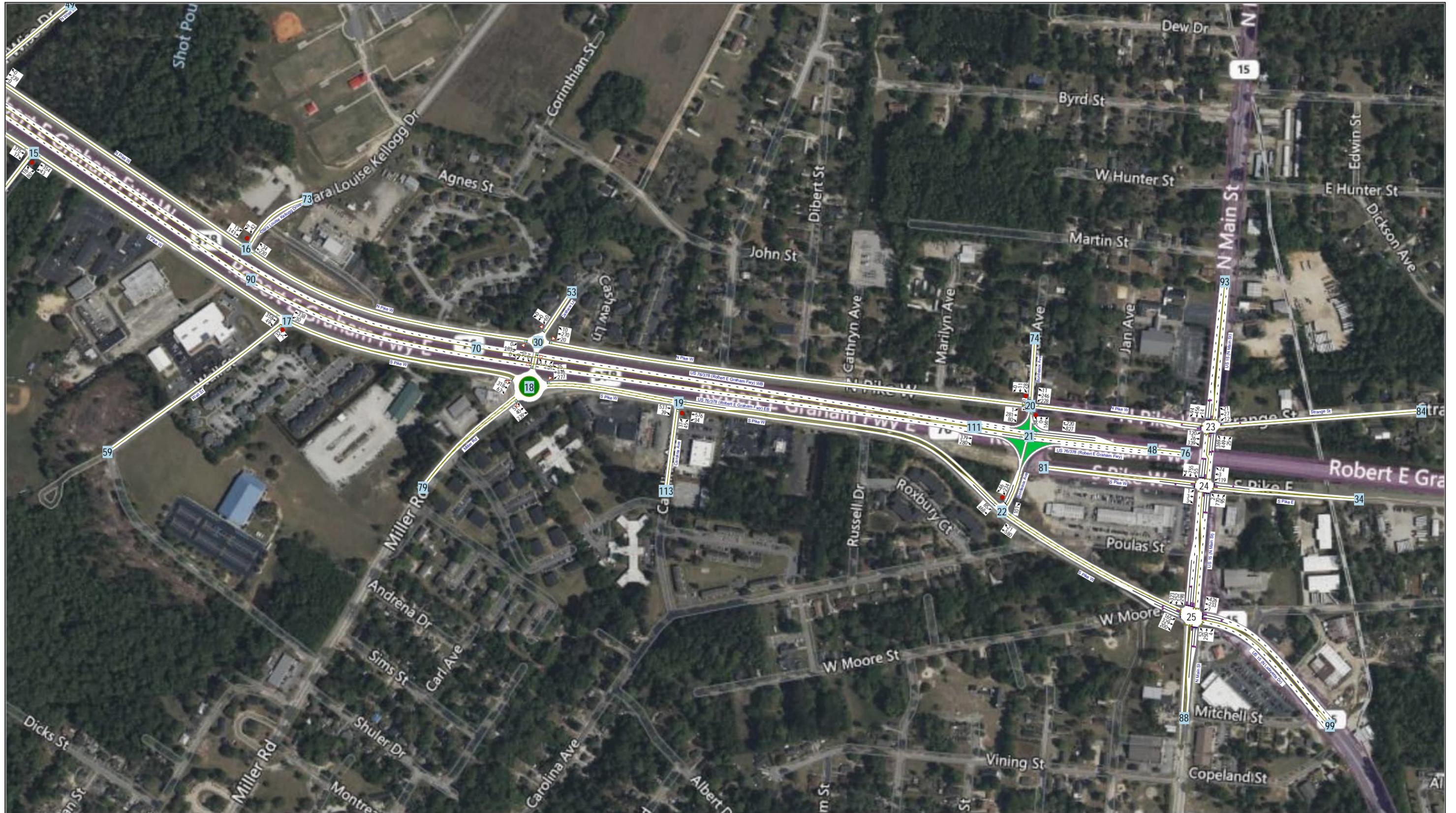
2050 Build Alternative 1 PM Volumes



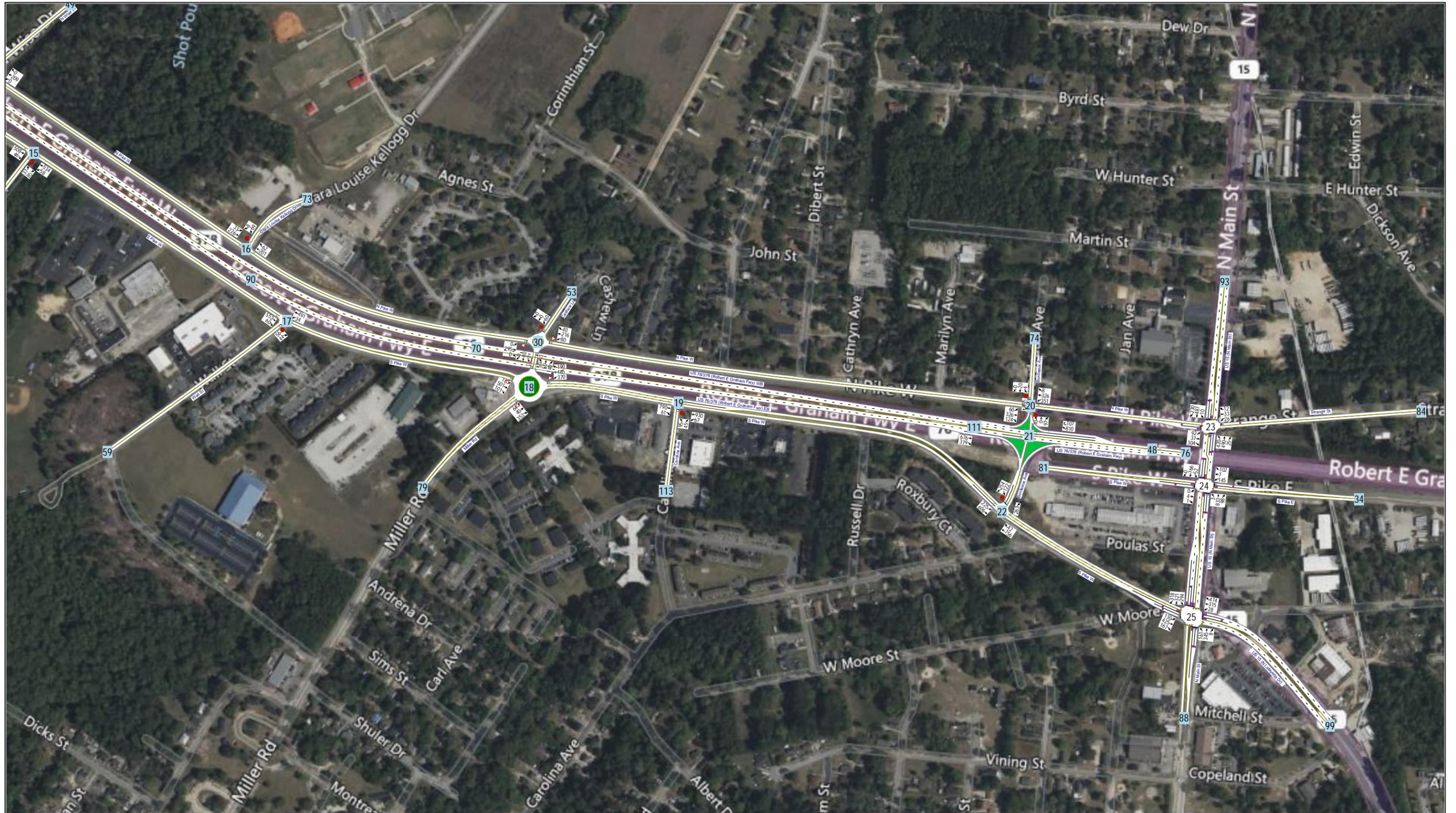
2050 Build Alternative 1 AM Volumes



2050 Build Alternative 1 PM Volumes



2050 Build Alternative 1 AM Volumes



2050 Build Alternative 1 PM Volumes

US 378 Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
140 Manufacturing	800.0	1000 sf	3,170	1,585	1,585	498	378	120	680	211	469
857 Discount Club	450.0	1000 sf	19,108	9,554	9,554	360	220	140	922	461	461
930 Fast Casual Restaurant	30.0	1000 sf	2,914	1,457	1,457	44	22	22	524	288	236
710 General Office Building	150.0	1000 sf	1,651	826	825	238	209	29	232	40	192
310 Hotel	180.0	Rooms	1,528	764	764	84	47	37	106	54	52
			0	0	0	0	0	0	0	0	0
Subtotal			28,371	14,186	14,185	1,224	876	348	2,464	1,054	1,410
<i>Internal Capture</i>											
140 Manufacturing	0%	0%	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
857 Discount Club	10%	26%	<u>2,440</u>	<u>1,420</u>	<u>1,020</u>	<u>35</u>	<u>16</u>	<u>19</u>	<u>244</u>	<u>142</u>	<u>102</u>
930 Fast Casual Restaurant	64%	43%	<u>2,250</u>	<u>1,040</u>	<u>1,210</u>	<u>28</u>	<u>17</u>	<u>11</u>	<u>225</u>	<u>104</u>	<u>121</u>
710 General Office Building	14%	25%	<u>590</u>	<u>160</u>	<u>430</u>	<u>34</u>	<u>21</u>	<u>13</u>	<u>59</u>	<u>16</u>	<u>43</u>
310 Hotel	0%	0%	<u>480</u>	<u>260</u>	<u>220</u>	<u>13</u>	<u>1</u>	<u>12</u>	<u>48</u>	<u>26</u>	<u>22</u>
Internal Capture Total			5,760	2,880	2,880	110	55	55	576	288	288
Trips After Internal Capture											
140			3,170	1,585	1,585	498	378	120	680	211	469
857			16,668	8,134	8,534	325	204	121	678	319	359
710			1,061	666	395	204	188	16	173	24	149
310			1,048	504	544	71	46	25	58	28	30
0			0	0	0	0	0	0	0	0	0
Total External Trips after Internal Capture			22,611	11,306	11,305	1,114	821	293	1,888	766	1,122
Manufacturing Reduction											
140			3170	1585	1585	498	378	120	680	211	469
Total New External Trips without Manufacturing			19,441	9,721	9,720	616	443	173	1,208	555	653

INTERSECTION VOLUME WORKSHEET

**Intersection #3
Jefferson Rd at US 521 (Camden Hwy)**

AM Peak Hour (7:30 - 8:30)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Truck Percentage	22%	13%	2%	0%	3%	0%	1%	2%	0%	0%	2%	5%	
2023 Raw Traffic Count	0	0	2	37	70	59	27	493	48	114	945	7	
2023 Peak Hour Volume	0	0	2	37	70	59	27	493	48	114	945	7	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	
Background Growth	0	0	1	11	22	18	8	152	15	35	291	2	
2050 Background Peak Hour Volume	0	0	3	48	92	77	35	645	63	149	1,236	9	
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	4%	8%	0%	
Entering Site Traffic	0	0	0	0	0	0	0	0	20	15	30	0	
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%	
Exiting Site Traffic	0	0	0	10	0	10	0	0	0	0	0	0	
Total Site Trips	0	0	0	10	0	10	0	0	20	15	30	0	
% Entering (Commercial)	0%	0%	0%	0%	9%	0%	5%	5%	0%	0%	0%	5%	
Entering Site Traffic	0	0	0	0	40	0	20	20	0	0	0	23	
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	6%	0%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	23	10	0	
Total Site Trips	0	0	0	0	40	0	20	20	0	23	10	23	
Pass-by Trips													
Total External Site Traffic	0	0	0	10	40	10	20	20	20	38	40	23	
2050 Build Peak Hour Volume	0	0	3	58	132	115	55	645	83	404	1,069	32	
				0.92						0.87			
										0.90			

Herrygers, Christian:
+28 for N Pike Closing.

Herrygers, Christian:
-20 for Rebalancing.

Herrygers, Christian:
+10 for Rebalancing. +207 for N Pike Closing.

Herrygers, Christian:
-207 for N Pike W Closing.

PM Peak Hour (4:45 - 5:45)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	6%	5%	1%	2%	2%	0%	5%	1%	0%	0%	1%	2%
2023 Raw Traffic Count	0	1	5	37	91	82	60	905	51	77	661	4
2023 Peak Hour Volume	0	1	5	37	91	82	60	905	51	77	661	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	2	11	28	25	18	279	16	24	204	1
2050 Background Peak Hour Volume	0	1	7	48	119	107	78	1,184	67	101	865	5
% Entering (Industrial)	0%	0%	0%	22%	0%	0%	0%	0%	9%	7%	0%	0%
Entering Site Traffic	0	0	0	46	0	0	0	0	20	15	0	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	39	0	39	0	0	0	0	0	0
Total Site Trips	0	0	0	85	0	39	0	0	20	15	0	0
% Entering (Commercial)	0%	0%	0%	0%	10%	0%	5%	4%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	55	0	30	20	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	53	50	0
Total Site Trips	0	0	0	0	55	0	30	20	0	53	50	30
Pass-by Trips												
Total External Site Traffic	0	0	0	85	55	39	30	20	20	68	50	30
2050 Build Peak Hour Volume	0	1	7	133	174	146	108	1,184	87	325	759	35

Herrygers, Christian:
-20 for Rebalancing.

Herrygers, Christian:
+156 for N Pike Closing.

Herrygers, Christian:
-156 for N Pike Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #5
US 521 (Camden Hwy) at US 76/378 WB Off-Ramp

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	42%	29%
2023 Raw Traffic Count	0	0	0	66	0	122	0	409	0	0	874	0
2023 Peak Hour Volume	0	0	0	66	0	122	0	409	0	0	874	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	20	0	38	0	126	0	0	269	0
2050 Background Peak Hour Volume	0	0	0	86	0	160	0	535	0	0	1,143	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	3%	0%
Entering Site Traffic	0	0	0	0	0	0	0	65	0	0	10	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	0
Total Site Trips	0	0	0	0	0	0	0	65	0	0	50	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	20	0	0	0	0	25	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	5	0	0	0	0
Total Site Trips	0	0	0	0	0	20	0	5	0	0	25	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	20	0	70	0	0	75	0
2050 Build Peak Hour Volume	0	0	0	86	0	308	0	480	0	0	1,131	0

0.89

0.70

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	13%	6%	0%	0%	0%	0%	0%	32%	29%
2023 Raw Traffic Count	0	0	0	56	0	183	0	685	0	0	682	0
2023 Peak Hour Volume	0	0	0	56	0	183	0	685	0	0	682	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	17	0	56	0	211	0	0	210	0
2050 Background Peak Hour Volume	0	0	0	73	0	239	0	896	0	0	892	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	60	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	195	0
Total Site Trips	0	0	0	0	0	0	0	60	0	0	195	0
% Entering (Commercial)	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	20	0	0	0	0	35	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	15	0	0	0	0
Total Site Trips	0	0	0	0	0	20	0	15	0	0	35	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	20	0	75	0	0	230	0
2050 Build Peak Hour Volume	0	0	0	73	0	495	0	858	0	0	926	0

Herrygers, Christian:
+128 for N Pike Closing.

Herrygers, Christian:
-125 for N Pike Closing.

Herrygers, Christian:
-89 for N Pike Closing. +2
for Rebalancing.

Herrygers, Christian:
+236 for Rebalancing.

Herrygers, Christian:
-113 because of N Pike
Closing.

Herrygers, Christian:
-196 because of N Pike W
Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #6
US 521 (Camden Hwy) at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	3%	1%	5%	1%	0%	0%	2%	4%
2023 Raw Traffic Count	0	0	0	19	0	117	0	292	41	466	478	0
2023 Peak Hour Volume	0	0	0	19	0	117	0	292	41	466	478	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	6	0	36	0	90	13	144	147	0
2050 Background Peak Hour Volume	0	0	0	25	0	153	0	382	54	610	625	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	65	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	40	0
Total Site Trips	0	0	0	0	0	0	0	65	0	10	40	0
% Entering (Commercial)	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	65	0	0	0	0	0	0	25	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	3%	20%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	5	35	0	0	0
Total Site Trips	0	0	0	65	0	0	0	5	35	0	25	0
Pass-by Trips												
Total External Site Traffic	0	0	0	65	0	0	0	70	35	10	65	0
2050 Build Peak Hour Volume	0	0	0	0	0	3	0	477	134	611	610	0
							0.93		0.87		0.92	

Herrygers, Christian:
-90 for S Pike Left Closing

Herrygers, Christian:
-150 for Rebalancing

Herrygers, Christian:
-125 for N Pike Closing
+150 for Rebalancing

Herrygers, Christian:
+125 for N Pike Closing -
100 for S Pike Closing -
30 for S Pike Closing

Herrygers, Christian:
-9 for S Pike W Closing

Herrygers, Christian:
-89 for N Pike W Closing
+9 for S Pike Closing

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	8%	2%	6%	0%	0%	0%	0%	6%
2023 Raw Traffic Count	0	0	0	41	0	229	0	471	79	317	405	0
2023 Peak Hour Volume	0	0	0	41	0	229	0	471	79	317	405	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	13	0	71	0	145	24	98	125	0
2050 Background Peak Hour Volume	0	0	0	54	0	300	0	616	103	415	530	0
% Entering (Industrial)	0%	0%	0%	0%	0%	9%	0%	19%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	40	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	156	39	0
Total Site Trips	0	0	0	0	0	20	0	40	0	156	39	0
% Entering (Commercial)	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	85	0	0	0	0	0	0	35	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	2%	19%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	15	125	0	0	0
Total Site Trips	0	0	0	85	0	0	0	15	125	0	35	0
Pass-by Trips												
Total External Site Traffic	0	0	0	85	0	20	0	55	125	156	74	0
2050 Build Peak Hour Volume	0	0	0	0	0	20	0	858	289	513	466	0

Herrygers, Christian:
-139 because of closed left
turn for S Pike W at US
521

Herrygers, Christian:
-300 for Rebalancing

Herrygers, Christian:
-113 because of N Pike
Closing + 300 for S Pike
WB Closing

Herrygers, Christian:
+113 because of N Pike
Closing -100 for S Pike
Closing +48 for S Pike
Closing

Herrygers, Christian:
-58 for S Pike Closing
Rebalancing

Herrygers, Christian:
-196 for Closed N Pike W
+58 for S Pike W Closing

INTERSECTION VOLUME WORKSHEET

Intersection #7
US 76 Bus (Broad St) at US 521 (Camden Hwy)

AM Peak Hour (7:30 - 8:30)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	5%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%
2023 Raw Traffic Count	78	442	6	34	363	276	0	0	74	414	25	66
2023 Peak Hour Volume	78	442	6	34	363	276	0	0	74	414	25	66
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	24	136	2	10	112	85	0	0	23	128	8	20
2050 Background Peak Hour Volume	102	578	8	44	475	361	0	0	97	542	33	86
% Entering (Industrial)	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	65	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	40	0	0
Total Site Trips	0	0	0	0	0	65	0	0	0	40	0	0
% Entering (Commercial)	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	20%
Entering Site Traffic	0	0	0	0	90	0	0	0	0	0	0	90
% Exiting (Commercial)	23%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	40	30	0	0	0	0	0	0	0	0	0	0
Total Site Trips	40	30	0	0	90	0	0	0	0	0	0	90
Pass-by Trips												
Total External Site Traffic	40	30	0	0	90	65	0	0	0	40	0	90
2050 Build Peak Hour Volume	142	608	8	44	565	496	0	0	97	501	33	87

Herrygers, Christian:
+150 for Rebalancing, S
Pike WB Closing, -100 for
S Pike W Rebalancing, +20
for S Pike W Rebalancing

Herrygers, Christian:
-90 for S Pike WB Closing
at US 521, +9 for S Pike
Closing

Herrygers, Christian:
-89 for N Pike Closing

PM Peak Hour (5:00 - 6:00)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	0%	0%	0%	0%	0%	9%	1%	0%	0%	0%
2023 Raw Traffic Count	101	712	30	63	792	436	0	0	127	323	43	88
2023 Peak Hour Volume	101	712	30	63	792	436	0	0	127	323	43	88
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	219	9	19	244	134	0	0	39	100	13	27
2050 Background Peak Hour Volume	132	931	39	82	1,036	570	0	0	166	423	56	115
% Entering (Industrial)	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	40	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	39	0	0
Total Site Trips	0	0	0	0	0	40	0	0	0	39	0	0
% Entering (Commercial)	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	22%
Entering Site Traffic	0	0	0	0	100	0	0	0	0	0	0	120
% Exiting (Commercial)	21%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	140	135	0	0	0	0	0	0	0	0	0	0
Total Site Trips	140	135	0	0	100	0	0	0	0	0	0	120
Pass-by Trips												
Total External Site Traffic	140	135	0	0	100	40	0	0	0	39	0	120
2050 Build Peak Hour Volume	272	1,066	39	82	1,136	858	0	0	166	185	56	235

Herrygers, Christian:
+300 for Rebalancing, S
Pike WB Closing, +48 for S
Pike Closing, -100 for S
Pike Closing

Herrygers, Christian:
-139 because of closed left
turn for S Pike W at US 521, -
196 because of N Pike W
Closing, +58 S Pike W
Closing

INTERSECTION VOLUME WORKSHEET

Intersection #8
S Pike W at US 76/378 EB On-Ramp

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	6%	2%	0%	0%	0%	0%	0%	0%	15%	7%	0%
2023 Raw Traffic Count	222	278	0	0	138	15	0	0	0	0	0	0
2023 Peak Hour Volume	222	278	0	0	138	15	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	68	86	0	0	43	5	0	0	0	0	0	0
2050 Background Peak Hour Volume	290	364	0	0	181	20	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	45	0	0	65	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	735	0	0	0	0	0	3	0	0	0	0	0

0.95

0.91

PM Peak Hour (5:00 - 6:00)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	1%	0%	0%	0%	0%	0%	0%	12%	21%	0%
2023 Raw Traffic Count	177	212	0	0	273	37	0	0	0	0	0	0
2023 Peak Hour Volume	177	212	0	0	273	37	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	55	65	0	0	84	11	0	0	0	0	0	0
2050 Background Peak Hour Volume	232	277	0	0	357	48	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	125	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	125	0	0	85	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	281	0	0	105	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	793	0	0	0	0	0	20	0	0	0	0	0

Herrygers, Christian:
+125 for N Pike W Closing
+300 for Rebalancing, +20
for S Pike W Closing.

Herrygers, Christian:
-300 for Rebalancing, -109
for Rebalancing.

Herrygers, Christian:
-90 for S Pike Left Closing
-156 for Rebalancing.

Herrygers, Christian:
-20 for Rebalancing.

Herrygers, Christian:
+3 for Rebalancing.

Herrygers, Christian:
+113 for N Pike W Closing
+400 for S Pike W
Rebalancing, +48 for S
Pike W Closing.

Herrygers, Christian:
-400 for S Pike W
Rebalancing, -158 for S
Pike W Rebalancing.

Herrygers, Christian:
-130 because of closed left
turn for S Pike W at US
521, -323 for Rebalancing.

Herrygers, Christian:
-48 for Rebalancing.

Herrygers, Christian:
+20 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #9
US 76/378 (Robert Graham Fwy) at US 76/378 WB Off-Ramp

AM Peak Hour (7:15 - 8:15)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	12%	15%	2%	0%	0%	0%	0%	2%	0%	0%	3%	0%
2023 Raw Traffic Count	0	0	0	0	419	188	0	0	0	0	0	0
2023 Peak Hour Volume	0	0	0	0	419	188	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	0	129	58	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	0	0	0	548	246	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	46%	5%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	205	20	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	205	20	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	205	20	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	728	394	0	0	0	0	0	0
	0.91			0.95			0.90					

Herrygers, Christian:
-25 for Rebalancing.

Herrygers, Christian:
+128 for N Pike W Closing.

PM Peak Hour (4:45 - 5:45)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	2%	0%	0%	0%	0%	0%	2%	0%	1%	0%	0%
2023 Raw Traffic Count	0	0	0	0	380	239	0	0	0	0	0	0
2023 Peak Hour Volume	0	0	0	0	380	239	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	0	117	74	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	0	0	0	497	313	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	45%	4%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	250	20	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	250	20	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	250	20	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	717	569	0	0	0	0	0	0

Herrygers, Christian:
-30 for Rebalancing.

Herrygers, Christian:
+256 because of N Pike W at US 521.

INTERSECTION VOLUME WORKSHEET

Intersection #10
S Pike W at Market St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Market St Northbound			Market St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	243	34	38	134	0	25	0	35	0	0
2023 Peak Hour Volume	0	243	34	38	134	0	25	0	35	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	12	41	0	8	0	11	0	0	0
2050 Background Peak Hour Volume	0	318	44	50	175	0	33	0	46	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	11%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	50	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	30	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	30	5	0	50	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	40	5	0	50	0	15	0	15	0	0	0
2050 Build Peak Hour Volume	0	0	49	260	15	0	8	0	121	0	0	0

Herrrygers, Christian:
-58 for Rebalancing.

Herrrygers, Christian:
+90 for S Pike Left Closing, +120 for Rebalancing.

Herrrygers, Christian:
-90 for S Pike Left Closing, -120 for Rebalancing.

Herrrygers, Christian:
40 for Rebalancing.

Herrrygers, Christian:
+60 for S Pike W Closing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Market St Northbound			Market St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	212	15	29	282	0	29	0	36	0	0
2023 Peak Hour Volume	0	212	15	29	282	0	29	0	36	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	5	9	87	0	9	0	11	0	0	0
2050 Background Peak Hour Volume	0	277	20	38	369	0	38	0	47	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	10	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	10	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	80	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	115	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	115	10	0	80	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	271	10	0	90	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	20	30	238	20	0	3	0	175	0	0	0

Herrrygers, Christian:
-400 for S Pike W Rebalancing, -128 for S Pike W Rebalancing.

Herrrygers, Christian:
+200 for S Pike WB Closing.

Herrrygers, Christian:
-139 because of closed left turn for S Pike W at US 521, -100 for Rebalancing, 200 for S Pike WB Closing.

Herrrygers, Christian:
+100 for Rebalancing, -150 for S Pike WB Closing.

Herrrygers, Christian:
+128 for S Pike W Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #11
N Pike W at Electric Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W Eastbound			N Pike W Westbound			Electric Dr Northbound			Electric Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	41	117	0	0	111	26	0	0	0	8	0
2023 Peak Hour Volume	41	117	0	0	111	26	0	0	0	8	0	20
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	13	36	0	0	34	8	0	0	0	2	0	6
2050 Background Peak Hour Volume	54	153	0	0	145	34	0	0	0	10	0	26
% Entering (Industrial)	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	75	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	40	0	0	0	0	0	0	0
Total Site Trips	0	75	0	0	40	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	25	0	0	0	0	0	0	20
% Exiting (Commercial)	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	10	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	5	0	0	25	0	0	0	0	0	0	20
Pass-by Trips												
Total External Site Traffic	10	80	0	0	65	0	0	0	0	0	0	20
2050 Build Peak Hour Volume	64	10	0	0	10	10	0	0	0	10	0	46

Herrygers, Christian:
-223 for Rebalancing

Herrygers, Christian:
-200 for Rebalancing

Herrygers, Christian:
-24 for Rebalancing

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			N Pike W Westbound			Electric Dr Northbound			Electric Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	13	140	0	0	176	8	0	0	0	23	0
2023 Peak Hour Volume	13	140	0	0	176	8	0	0	0	23	0	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	43	0	0	54	2	0	0	0	7	0	10
2050 Background Peak Hour Volume	17	183	0	0	230	10	0	0	0	30	0	43
% Entering (Industrial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	55
% Exiting (Industrial)	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	55	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	55	0	0	0	0	0	0	55
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	35	0	0	0	0	0	0	30
% Exiting (Commercial)	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	50	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	50	15	0	0	35	0	0	0	0	0	0	30
Pass-by Trips												
Total External Site Traffic	50	55	0	0	90	0	0	0	0	0	0	85
2050 Build Peak Hour Volume	11	25	0	0	19	10	0	0	0	30	0	0

Herrygers, Christian:
-56 for N Pike W Closing

Herrygers, Christian:
-213 for N Pike W Closing

Herrygers, Christian:
-256 because of N Pike W at US 521, -45 because of N Pike W at US 521

Herrygers, Christian:
-128 because of N Pike W closing at US 521

INTERSECTION VOLUME WORKSHEET

**Intersection #12
S Pike W at Wesmark Blvd**

AM Peak Hour (7:45 - 8:45)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	203	53	89	157	0	16	0	63	0	0	0
2023 Peak Hour Volume	0	203	53	89	157	0	16	0	63	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	16	27	48	0	5	0	19	0	0	0
2050 Background Peak Hour Volume	0	266	69	116	205	0	21	0	82	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	7%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	30	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	20	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	20	10	0	30	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	30	10	0	30	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	78	10	8	0	30	4	116	71	40	0	193	115

Herrygers, Christian:
+78 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+206 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
-71 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard as they now have access at Wesmark Blvd.

Herrygers, Christian:
-205 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+4 for Rebalancing.

Herrygers, Christian:
+75 for Rebalancing due to S Pike W Closing at Wesmark.

Herrygers, Christian:
+71 for Rebalancing. This is due to the S Pike W closings at Wesmark Blvd and US 521. And S Pike is

Herrygers, Christian:
-42 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+89, +57, & +50 for rebalancing due to S Pike W Closings at Wesmark Blvd and both Pikes closing at US 521.

Herrygers, Christian:
+115 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	180	67	162	234	0	75	0	154	0	0	0
2023 Peak Hour Volume	0	180	67	162	234	0	75	0	154	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	55	21	50	72	0	23	0	47	0	0	0
2050 Background Peak Hour Volume	0	235	88	212	306	0	98	0	201	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	0	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	12%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	9%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	60	55	0	0	0	0	0	0	0	0	0
Total Site Trips	0	60	55	0	65	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	216	55	0	65	0	25	0	0	0	0	0
2050 Build Peak Hour Volume	60	48	73	0	30	0	130	269	25	0	481	93

Herrygers, Christian:
-403 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
-70 for Rebalancing due to S Pike W Closing and US 378 being accessible at Wesmark Blvd relocating

Herrygers, Christian:
-212 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
-241 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+93 for Rebalancing +100 for Rebalancing. This is due to S Pike W closing at Wesmark Blvd.

Herrygers, Christian:
+93 for Rebalancing. This is due to S Pike W Closing at Wesmark Blvd and US 278 becoming a Boulevard relocating traffic to that route.

Herrygers, Christian:
+176 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+342 for Rebalancing +139 for Closed S Pike W Left Turn

Herrygers, Christian:
+93 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #13
US 378 at Bultman Dr

AM Peak Hour (7:30 - 8:30)

Description	US 378 Eastbound			US 378 Westbound			Bultman Dr Northbound			Bultman Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	449	34	54	607	0	30	0	46	0	0
2023 Peak Hour Volume	0	449	34	54	607	0	30	0	46	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	10	17	187	0	9	0	14	0	0	0
2050 Background Peak Hour Volume	0	587	44	71	794	0	39	0	60	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	0	0	0
% Exiting (Industrial)	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	0	0	0	0	0	20	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	60	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	60	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	15	15	0	60	0	5	0	20	0	0	0
2050 Build Peak Hour Volume	0	1,116	59	111	1,305	0	0	0	124	0	0	0

Herrygers, Christian:
+514 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+72 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+40 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard and off the network.

Herrygers, Christian:
+451 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
-44 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard. Also Bultman Rd Intersection is being redesigned to an unsignalized RCI.

Herrygers, Christian:
+44 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard. Also the RCI design of new intersection will force NBLs eastbound with the NBLs.

PM Peak Hour (4:30 - 5:30)

Description	US 378 Eastbound			US 378 Westbound			Bultman Dr Northbound			Bultman Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	591	58	88	619	0	55	0	86	0	0
2023 Peak Hour Volume	0	591	58	88	619	0	55	0	86	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	18	27	191	0	17	0	27	0	0	0
2050 Background Peak Hour Volume	0	773	76	115	810	0	72	0	113	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	26%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	121	35	0	0	0	0	0	0	0	0	0
Total Site Trips	0	121	35	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	50	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	50	10	0	85	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	171	45	0	85	0	10	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,459	131	62	1,390	0	0	0	195	0	0	0

Herrygers, Christian:
+515 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+10 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
-53 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
+495 for Rebalancing due to N & S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian:
-82 for rebalancing and RCI design sending NBL traffic to NBLs.

Herrygers, Christian:
+82 for Rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard. Also 82 cars are being sent eastbound due to RCI design of new intersection.

INTERSECTION VOLUME WORKSHEET

**Intersection #14
Dead End N Pike W at Farmers Telephone Rd**

AM Peak Hour (7:30 - 8:30)

Description	Dead End N Pike W			Dead End N Pike W			Farmers Telephone Rd			Farmers Telephone Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	11	105	0	0	138	31	0	0	0	12	0	10
2023 Peak Hour Volume	11	105	0	0	138	31	0	0	0	12	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	3	32	0	0	43	10	0	0	0	4	0	3
2050 Background Peak Hour Volume	14	137	0	0	181	41	0	0	0	16	0	13
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Entering Site Traffic	75	0	0	0	0	0	0	45	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	0
Total Site Trips	75	0	0	0	0	0	0	45	0	0	40	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Entering Site Traffic	0	0	0	0	5	0	0	5	0	0	20	0
% Exiting (Commercial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	0	0	5	0	0	5	0	0	20	0
Pass-by Trips												
Total External Site Traffic	75	5	0	0	5	0	0	50	0	0	60	0
2050 Build Peak Hour Volume	0	0	0	8	0	11	0	120	10	16	125	0

Herrygers, Christian: -89 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -142 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +8 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -186 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -30 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +70 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +10 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +45 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -113 for Relocating due to N Pike Closing and relocating traffic to US 378 Boulevard.

PM Peak Hour (4:30 - 5:30)

Description	Dead End N Pike W			Dead End N Pike W			Farmers Telephone Rd			Farmers Telephone Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	29	155	0	0	159	6	0	0	0	23	0	10
2023 Peak Hour Volume	29	155	0	0	159	6	0	0	0	23	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	48	0	0	49	2	0	0	0	7	0	3
2050 Background Peak Hour Volume	38	203	0	0	208	8	0	0	0	30	0	13
% Entering (Industrial)	19%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	55	0
Total Site Trips	40	0	0	0	0	0	0	20	0	0	55	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	35	0
% Exiting (Commercial)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	0	0	0	0	0	0	0	0	35	0
Pass-by Trips												
Total External Site Traffic	40	15	0	0	0	0	0	20	0	0	90	0
2050 Build Peak Hour Volume	0	0	0	0	0	8	0	135	10	30	103	0

Herrygers, Christian: -78 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -218 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -208 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +115 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +10 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +13 due to N Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -13 due to N Pike Closing and relocating traffic to US 378 Boulevard.

INTERSECTION VOLUME WORKSHEET

**Intersection #15
Hilliard Dr Connector at Hilliard Dr
AM Peak Hour (7:30 - 8:30)**

Description	Hilliard Dr Connector			Hilliard Dr Connector			Hilliard Dr			Hilliard Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	283	5	33	259	0	2	0	61	0	0	0
2023 Peak Hour Volume	0	283	5	33	259	0	2	0	61	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	2	10	80	0	1	0	19	0	0	0
2050 Background Peak Hour Volume	0	370	7	43	339	0	3	0	80	0	0	0
% Entering (Industrial)	0%	0%	0%	4%	0%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	0	0	15	0	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	4%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	5	0	0	0	0	0	0	0	0
Total Site Trips	0	5	5	20	0	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	5	0	0	0
% Exiting (Commercial)	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	5	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	5	0	0	0	0	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	5	10	25	0	0	0	0	15	0	0	0
2050 Build Peak Hour Volume	0	10	5	80	30	0	17	0	98	0	0	0

Herrygers, Christian: -365 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -12 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +12 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -309 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +14 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +3 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

PM Peak Hour (4:30 - 5:30)

Description	Hilliard Dr Connector			Hilliard Dr Connector			Hilliard Dr			Hilliard Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	363	6	44	404	0	13	0	65	0	0	0
2023 Peak Hour Volume	0	363	6	44	404	0	13	0	65	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	2	14	125	0	4	0	20	0	0	0
2050 Background Peak Hour Volume	0	475	8	58	529	0	17	0	85	0	0	0
% Entering (Industrial)	0%	0%	37%	14%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	78	30	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	23	78	30	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	15	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	15	0	0	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	33	93	30	0	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	39	26	128	38	0	11	0	125	0	0	0

Herrygers, Christian: -469 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -75 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +40 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -491 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: -21 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

Herrygers, Christian: +40 for rebalancing due to S Pike Closing and relocating traffic to US 378 Boulevard.

INTERSECTION VOLUME WORKSHEET

**Intersection #16
US 378 at Clara Louise Kellogg Dr**

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	6	449	0	0	607	22	0	0	0	9	0	3
2023 Peak Hour Volume	6	449	0	0	607	22	0	0	0	9	0	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	2	138	0	0	187	7	0	0	0	3	0	1
2050 Background Peak Hour Volume	8	587	0	0	794	29	0	0	0	12	0	4
% Entering (Industrial)	3%	0%	0%	0%	7%	0%	0%	0%	0%	3%	0%	0%
Entering Site Traffic	10	0	0	0	25	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	0	0	0	25	0	0	0	0	10	0	0
% Entering (Commercial)	1%	0%	0%	0%	10%	0%	0%	0%	0%	5%	0%	1%
Entering Site Traffic	5	0	0	0	45	0	0	0	0	20	0	5
% Exiting (Commercial)	3%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	5	5	0	0	0	5	0	0	0	0	0	0
Total Site Trips	10	5	0	0	45	5	0	0	0	20	0	5
Pass-by Trips												
Total External Site Traffic	20	5	0	0	70	5	0	0	0	30	0	5
2050 Build Peak Hour Volume	31	1,091	0	30	1,341	34	0	0	0	42	0	9

Herrygers, Christian:
+18 for Rebalancing U-Turns. (15 are site traffic cars)

Herrygers, Christian:
+499 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+30 for Rebalancing U-Turns.

Herrygers, Christian:
+477 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	14	591	0	0	619	40	0	0	0	30	0	6
2023 Peak Hour Volume	14	591	0	0	619	40	0	0	0	30	0	6
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	182	0	0	191	12	0	0	0	9	0	2
2050 Background Peak Hour Volume	18	773	0	0	810	52	0	0	0	39	0	8
% Entering (Industrial)	0%	0%	0%	0%	9%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	3	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	3	0	0	20	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	12%	0%	0%	0%	0%	4%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	0	0	0	20	0	0
% Exiting (Commercial)	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	15	15	0	0	0	10	0	0	0	0	0	0
Total Site Trips	15	15	0	0	65	10	0	0	0	20	0	0
Pass-by Trips												
Total External Site Traffic	15	18	0	0	85	10	0	0	0	30	0	0
2050 Build Peak Hour Volume	78	1,391	0	121	1,384	72	0	0	0	69	0	8

Herrygers, Christian:
+45 for Rebalancing U-Turns.

Herrygers, Christian:
+600 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+121 for Rebalancing U-Turns.

Herrygers, Christian:
+489 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #17
S Pike W at Wall St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Wall St			Wall St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	274	34	19	258	0	13	0	5	0	0	0
2023 Peak Hour Volume	0	274	34	19	258	0	13	0	5	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	84	10	6	80	0	4	0	2	0	0	0
2050 Background Peak Hour Volume	0	358	44	25	338	0	17	0	7	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	7%	0%	9%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	25	0	35	0	0	0	0	0
% Exiting (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	25	0	35	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	5	5	25	0	35	0	0	0	0	0
2050 Build Peak Hour Volume	72	10	5	0	5	7	10	10	10	10	5	64

PM Peak Hour (4:15 - 5:15)

Description	S Pike W			S Pike W			Wall St			Wall St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	422	21	11	375	0	39	0	26	0	0	0
2023 Peak Hour Volume	0	422	21	11	375	0	39	0	26	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	130	6	3	116	0	12	0	8	0	0	0
2050 Background Peak Hour Volume	0	552	27	14	491	0	51	0	34	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	15	0	0	0	0	0
% Exiting (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	23	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	23	0	15	0	15	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	10	0	0	0
% Exiting (Commercial)	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	20	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	20	0	0	0	0	10	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	33	20	15	0	15	0	10	0	0	0
2050 Build Peak Hour Volume	168	10	5	5	5	5	0	0	0	20	25	136

Herrygers, Christian:
+72 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+348 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+44 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+30 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+358 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+7 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+42 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+3 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+168 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+44 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+55 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+29 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+501 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+66 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+44 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+20 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+25 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+136 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #18
US 378 at Miller Rd

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Miller Rd			Southbound		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	48	204	607	0	39	0	183	0	0	0
2023 Peak Hour Volume	0	449	48	204	607	0	39	0	183	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	15	63	187	0	12	0	56	0	0	0
2050 Background Peak Hour Volume	0	587	63	267	794	0	51	0	239	0	0	0
% Entering (Industrial)	3%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	0	0	40	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	20	0	0	0	0	0	0	0	0
Total Site Trips	10	0	0	20	0	0	40	0	0	0	0	0
% Entering (Commercial)	5%	0%	0%	2%	3%	0%	6%	0%	0%	0%	0%	0%
Entering Site Traffic	20	0	0	10	15	0	25	0	0	0	0	0
% Exiting (Commercial)	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	15	0	0	0	0	0	0	0	0	0
Total Site Trips	20	0	15	10	15	0	25	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	30	0	15	30	15	0	65	0	0	0	0	0
2050 Build Peak Hour Volume	103	760	310	262	1,285	0	76	0	103	0	0	0

Herrygers, Christian:
+103 for Rebalancing U-Turns. (30 are site trips)

Herrygers, Christian:
+173 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+232 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+25 for Rebalancing external site traffic due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+476 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+40 for Rebalancing.

Herrygers, Christian:
+103 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Miller Rd			Southbound		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	77	260	619	0	49	0	270	0	0	0
2023 Peak Hour Volume	0	591	77	260	619	0	49	0	270	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	24	80	191	0	15	0	83	0	0	0
2050 Background Peak Hour Volume	0	773	101	340	810	0	64	0	353	0	0	0
% Entering (Industrial)	5%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	0	0	25	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	80	0	0	0	0	0	0	0	0
Total Site Trips	10	0	0	80	0	0	25	0	0	0	0	0
% Entering (Commercial)	4%	2%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	20	10	0	0	0	0	30	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	0	0	0	0	0	0	0	0
Total Site Trips	20	10	0	30	0	0	30	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	30	10	0	110	0	0	55	0	0	0	0	0
2050 Build Peak Hour Volume	153	1,215	205	350	1,420	0	64	0	353	0	0	0

Herrygers, Christian:
+123 for Rebalancing U-Turns. (30 are site trips)

Herrygers, Christian:
+432 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+104 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways. Note that 50 cars are U-Turns.

Herrygers, Christian:
+470 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
55 for Rebalancing external site traffic due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

NOTE: Tried to balance the volumes out to 0 from Westmark to Miller.

INTERSECTION VOLUME WORKSHEET

Intersection #19
S Pike W at Carolina Ave

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Carolina Ave			Carolina Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	406	30	22	421	0	17	0	15	0	0	0
2023 Peak Hour Volume	0	406	30	22	421	0	17	0	15	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	125	9	7	130	0	5	0	5	0	0	0
2050 Background Peak Hour Volume	0	531	39	29	551	0	22	0	20	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	40	0	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	20	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	20	0	0	0	0	40	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	25	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	0	0	0	0	25	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	25	0	0	0	0	65	0	0	0
2050 Build Peak Hour Volume	10	11	9	184	6	10	7	50	245	140	120	10

Herrrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+520 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+30 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+130 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+545 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+50 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+160 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+140 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+120 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Carolina Ave			Carolina Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	604	47	28	550	0	50	0	23	0	0	0
2023 Peak Hour Volume	0	604	47	28	550	0	50	0	23	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	186	14	9	170	0	15	0	7	0	0	0
2050 Background Peak Hour Volume	0	790	61	37	720	0	65	0	30	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	25	0	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	80	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	80	0	0	0	0	25	0	0	0
% Entering (Commercial)	0%	0%	0%	4%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	0	0	20	0	0	0	0	40	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	50	0	0	0	0	40	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	130	0	0	0	0	65	0	0	0
2050 Build Peak Hour Volume	0	5	10	190	25	10	5	100	645	140	150	10

Herrrygers, Christian:
+785 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+51 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+23 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+65 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+60 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+550 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+140 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+150 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #20
N Pike W at Bordeaux Ave

AM Peak Hour (7:15 - 8:15)

Description	N Pike W			N Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	165	0	121	165	1	41	0	127	2	1	0
2023 Peak Hour Volume	1	165	0	121	165	1	41	0	127	2	1	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	51	0	37	51	0	13	0	39	1	0	0
2050 Background Peak Hour Volume	1	216	0	158	216	1	54	0	166	3	1	0
% Entering (Industrial)	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Entering Site Traffic	0	50	0	0	0	0	0	0	0	25	0	0
% Exiting (Industrial)	0%	0%	0%	0%	8%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	10	10	0	0	0	0	0	0
Total Site Trips	0	50	0	0	10	10	0	0	0	25	0	0
% Entering (Commercial)	0%	0%	9%	25%	0%	0%	0%	0%	0%	0%	2%	0%
Entering Site Traffic	0	0	40	110	0	0	0	0	0	0	10	0
% Exiting (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	10	0	0	0	0	0	0	0
Total Site Trips	0	0	40	110	10	0	0	0	0	0	10	0
Pass-by Trips												
Total External Site Traffic	0	50	40	110	20	10	0	0	0	25	10	0
2050 Build Peak Hour Volume	1	241	121	738	46	11	14	0	206	28	11	0

Herrygers, Christian:
+25 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+81 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+470 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+190 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+40 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+40 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	211	3	207	219	1	8	0	74	1	0	0
2023 Peak Hour Volume	0	211	3	207	219	1	8	0	74	1	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	1	64	67	0	2	0	23	0	0	0
2050 Background Peak Hour Volume	0	276	4	271	286	1	10	0	97	1	0	0
% Entering (Industrial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	3	0	0
% Exiting (Industrial)	0%	0%	0%	0%	9%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	40	37	0	0	0	0	0	0
Total Site Trips	0	40	0	0	40	37	0	0	0	3	0	0
% Entering (Commercial)	0%	0%	5%	31%	0%	0%	0%	0%	0%	0%	4%	0%
Entering Site Traffic	0	0	30	170	0	0	0	0	0	0	20	0
% Exiting (Commercial)	3%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	20	0	0	0	20	10	0	0	0	0	0	0
Total Site Trips	20	0	30	170	20	10	0	0	0	0	20	0
Pass-by Trips												
Total External Site Traffic	20	40	30	170	60	47	0	0	0	3	20	0
2050 Build Peak Hour Volume	60	216	124	851	226	8	10	0	97	4	20	0

Herrygers, Christian:
+40 for Rebalancing. It is assumed that neighborhoods along N Pike W will take in traffic.

Herrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+110 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-120 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-40 for Rebalancing external site traffic due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #21
US 76/378 (Robert Graham Fwy) at Bordeaux Ave

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	282	168	0	617	168	0	0	77	0	0	122
2023 Peak Hour Volume	0	282	168	0	617	168	0	0	77	0	0	122
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	52	0	190	52	0	0	24	0	0	38
2050 Background Peak Hour Volume	0	369	220	0	807	220	0	0	101	0	0	160
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	36%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	160
% Exiting (Commercial)	0%	6%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	60	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	60	0	20	0	0	0	0	0	0	160
Pass-by Trips												
Total External Site Traffic	0	10	60	0	20	0	0	0	0	0	0	160
2050 Build Peak Hour Volume	0	369	479	0	827	220	0	0	101	0	0	870

Herrygers, Christian:
-10 for Rebalancing.

Herrygers, Christian:
+199 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into *diveways*.

Herrygers, Christian:
+550 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into *diveways*.

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	490	106	0	619	82	0	0	201	0	0	210
2023 Peak Hour Volume	0	490	106	0	619	82	0	0	201	0	0	210
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	151	33	0	191	25	0	0	62	0	0	65
2050 Background Peak Hour Volume	0	641	139	0	810	107	0	0	263	0	0	275
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	220
% Exiting (Commercial)	0%	5%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	240	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	240	0	0	0	0	0	0	0	0	220
Pass-by Trips												
Total External Site Traffic	0	35	240	0	0	0	0	0	0	0	0	220
2050 Build Peak Hour Volume	0	1,149	379	0	875	107	0	0	263	0	0	995

Herrygers, Christian:
+473 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into *diveways*.

Herrygers, Christian:
+65 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into *diveways*.

Herrygers, Christian:
+500 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into *diveways*.

INTERSECTION VOLUME WORKSHEET

**Intersection #22
S Pike W at Bordeaux Ave**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	65	339	0	0	443	16	0	0	0	156	0	12
2023 Peak Hour Volume	65	339	0	0	443	16	0	0	0	156	0	12
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	20	104	0	0	137	5	0	0	0	48	0	4
2050 Background Peak Hour Volume	85	443	0	0	580	21	0	0	0	204	0	16
% Entering (Industrial)	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	3%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	55	0	5
Total Site Trips	0	25	0	0	0	0	0	0	0	55	0	5
Pass-by Trips												
Total External Site Traffic	0	65	0	0	20	0	0	0	0	55	0	5
2050 Build Peak Hour Volume	85	368	0	0	254	21	0	0	0	433	0	46

Herrygers, Christian:
+140 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+46 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+174 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+25 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	172	452	0	0	578	32	0	0	0	93	0	11
2023 Peak Hour Volume	172	452	0	0	578	32	0	0	0	93	0	11
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	53	139	0	0	178	10	0	0	0	29	0	3
2050 Background Peak Hour Volume	225	591	0	0	756	42	0	0	0	122	0	14
% Entering (Industrial)	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	80	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	80	0	0	0	0	0	0	0
% Entering (Commercial)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	8%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	190	0	50
Total Site Trips	0	40	0	0	0	0	0	0	0	190	0	50
Pass-by Trips												
Total External Site Traffic	0	65	0	0	80	0	0	0	0	190	0	50
2050 Build Peak Hour Volume	125	606	0	0	201	142	0	0	0	312	0	64

Herrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+50 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+35 for Rebalancing.

Herrygers, Christian:
+100 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

**Intersection #23
US 15 (N Main St) at N Pike W**

AM Peak Hour (7:15 - 8:15)

Description	N Pike W			Strange St			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	23	20	259	9	21	16	248	261	19	11	333	22
2023 Peak Hour Volume	23	20	259	9	21	16	248	261	19	11	333	22
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	7	6	80	3	6	5	76	80	6	3	103	7
2050 Background Peak Hour Volume	30	26	339	12	27	21	324	341	25	14	436	29
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%
Entering Site Traffic	75	0	0	0	0	0	0	113	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	28
Total Site Trips	75	0	0	0	0	0	0	113	0	0	40	20
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	6%
Entering Site Traffic	0	0	0	0	0	0	85	0	0	0	0	28
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	10	10	0	0	0	0
Total Site Trips	0	0	0	0	0	0	95	10	0	0	0	25
Pass-by Trips												
Total External Site Traffic	75	0	0	0	0	0	95	123	0	0	40	45
2050 Build Peak Hour Volume	120	26	339	12	27	21	494	464	25	14	284	269

Herrygers, Christian:
+15 for Rebalancing N Pike W traffic off the network due to closures.

Herrygers, Christian:
+75 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+192 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+195 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			Strange St			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	30	28	232	20	25	9	367	315	19	8	313	33
2023 Peak Hour Volume	30	28	232	20	25	9	367	315	19	8	313	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	9	72	6	8	3	113	97	6	2	96	10
2050 Background Peak Hour Volume	39	37	304	26	33	12	480	412	25	10	409	43
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%
Entering Site Traffic	43	0	0	0	0	0	0	63	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	16%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	158	77
Total Site Trips	43	0	0	0	0	0	0	63	0	0	158	77
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	0	0	140	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	30	25	0	0	0	0
Total Site Trips	0	0	0	0	0	0	170	25	0	0	0	30
Pass-by Trips												
Total External Site Traffic	43	0	0	0	0	0	170	88	0	0	158	107
2050 Build Peak Hour Volume	82	37	204	26	33	12	750	600	25	10	387	330

Herrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+100 for Rebalancing due to N Pike Closures.

Herrygers, Christian:
+180 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+180 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #24
US 15 (N Main St) at S Pike E

AM Peak Hour (7:15 - 8:15)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	2	2	91	2	39	2	489	73	42	562	3
2023 Peak Hour Volume	1	2	2	91	2	39	2	489	73	42	562	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	1	28	1	12	1	151	22	13	173	1
2050 Background Peak Hour Volume	1	3	3	119	3	51	2	640	95	55	735	4
% Entering (Industrial)	0%	0%	0%	0%	0%	5%	0%	25%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	18	0	95	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	0
Total Site Trips	0	0	0	0	0	18	0	95	0	0	40	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	18%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	80	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
Total Site Trips	0	0	0	0	0	5	0	100	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	23	0	195	0	0	40	0
2050 Build Peak Hour Volume	1	3	3	119	3	74	2	910	95	55	580	4

Herrygers, Christian:
-1 for Balancing (1 U-Turn + 1 Left)

Herrygers, Christian:
+75 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-195 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	3	1	111	5	68	2	633	71	40	526	0
2023 Peak Hour Volume	0	3	1	111	5	68	2	633	71	40	526	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	0	34	2	21	1	195	22	12	162	0
2050 Background Peak Hour Volume	0	4	1	145	7	89	3	828	93	52	688	0
% Entering (Industrial)	0%	0%	0%	0%	0%	4%	0%	26%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	8	0	55	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	158	0
Total Site Trips	0	0	0	0	0	8	0	55	0	0	158	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	24%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	135	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	8%	1%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	55	5	0	0	0
Total Site Trips	0	0	0	0	0	5	0	190	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	13	0	245	5	0	158	0
2050 Build Peak Hour Volume	0	4	1	145	7	102	3	1,273	98	52	567	0

Herrygers, Christian:
+200 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-279 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #25
US 15 (N Main St) at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	99	244	145	5	178	291	40	153	3	228	177	247
2023 Peak Hour Volume	99	244	145	5	178	291	40	153	3	228	177	247
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	75	45	2	55	90	12	47	1	70	55	76
2050 Background Peak Hour Volume	130	319	190	7	233	381	52	200	4	298	232	323
% Entering (Industrial)	11%	0%	0%	0%	0%	7%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	25	0	30	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	20
Total Site Trips	40	0	0	0	0	25	0	30	0	0	20	20
% Entering (Commercial)	9%	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	20	0	20	0	0	0	0
% Exiting (Commercial)	12%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	20	10	10	0	0	0	0	0	0	0	0	0
Total Site Trips	60	10	10	0	0	20	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	100	10	10	0	0	45	0	50	0	0	20	20
2050 Build Peak Hour Volume	275	329	200	7	158	501	52	250	4	298	252	148

Herrygers, Christian:
+45 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
75 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+75 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-195 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	149	294	97	22	241	332	123	237	6	225	186	243
2023 Peak Hour Volume	149	294	97	22	241	332	123	237	6	225	186	243
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	46	91	30	7	74	102	38	73	2	69	57	75
2050 Background Peak Hour Volume	195	385	127	28	315	434	161	310	8	294	243	318
% Entering (Industrial)	12%	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%
Entering Site Traffic	25	0	0	0	0	15	0	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	80
Total Site Trips	25	0	0	0	0	15	0	15	0	0	78	80
% Entering (Commercial)	16%	0%	0%	0%	0%	5%	0%	4%	0%	0%	0%	0%
Entering Site Traffic	90	0	0	0	0	25	0	20	0	0	0	0
% Exiting (Commercial)	9%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	60	40	40	0	0	0	0	0	0	0	0	0
Total Site Trips	150	40	40	0	0	25	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	175	40	40	0	0	40	0	35	0	0	78	80
2050 Build Peak Hour Volume	370	425	167	28	115	674	161	345	8	294	221	118

Herrygers, Christian:
Note: Traffic that otherwise would've continued down N Main Street or S Pike W now have the option to take US 378 as an alternate route west. And that traffic has been rerouted to account for this.

Herrygers, Christian:
-1 for Balancing (1 U-Turn + 27 Lefts)

Herrygers, Christian:
+200 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+200 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-280 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #27
US 378 at Wesmark Blvd

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Wesmark Blvd			Wesmark Connector Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	0	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	60	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	5	0	60	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	25	10	0	60	0	10	0	10	0	0	0
2050 Build Peak Hour Volume	102	867	79	229	1,021	28	41	30	82	207	0	60

Herrygers, Christian:
+102 for Rebalancing and N Pike W Closing.

Herrygers, Christian:
+255 for Rebalancing and both Pikes Closing.

Herrygers, Christian:
+140 for Rebalancing due to N Pike W closings, at Wesmark Blvd and US 521.

Herrygers, Christian:
+167 for Rebalancing due to both Pikes Closing.

Herrygers, Christian:
+28 for N Pike W Closing Rebalancing.

Herrygers, Christian:
+31 for N Pike W Closing Rebalancing.

Herrygers, Christian:
+30 for N Pike W Closing Rebalancing.

Herrygers, Christian:
+72 for N Pike W Closing Rebalancing.

Herrygers, Christian:
+60 for Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Wesmark Blvd			Wesmark Connector Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	162	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	162	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	50	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	212	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	20	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	20	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	4%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	10	0	85	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	30	0	85	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	132	1,084	351	223	1,066	44	93	60	176	256	0	128

Herrygers, Christian:
Note: Since both Pikes are being closed and changed into driveways for developments to the southeast, much of the traffic is being relocated to US 378 which is why more traffic is turning at the SBL than in Alternative 3A/3B.

Herrygers, Christian:
+132 for Rebalancing and N Pike W Closing.

Herrygers, Christian:
+170 for both Pikes Closing.

Herrygers, Christian:
+321 for Rebalancing.

Herrygers, Christian:
+196 & -185 for Rebalancing.

Herrygers, Christian:
+171 for both Pikes Closing.

Herrygers, Christian:
+44 because of Rebalancing.

Herrygers, Christian:
+73 for Rebalancing.

Herrygers, Christian:
+60 for Rebalancing.

Herrygers, Christian:
+176 for Rebalancing.

Herrygers, Christian:
+156 for N Pike Closing.

Herrygers, Christian:
+128 because of Closed N Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #29
Hilliard Dr Connector at US 378 EB Ramp

AM Peak Hour (7:30 - 8:30)

Description	Hilliard Dr Connector			Hilliard Dr Connector			Northbound			US 378 EB Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	344	0	0	292	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	344	0	0	292	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	106	0	0	90	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	450	0	0	382	0	0	0	0	0	0	0
% Entering (Industrial)	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	5
Total Site Trips	10	0	0	0	0	0	0	0	0	0	0	5
% Entering (Commercial)	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	5	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	5
Total Site Trips	5	0	0	0	0	0	0	0	0	0	0	5
Pass-by Trips												
Total External Site Traffic	15	0	0	0	0	0	0	0	0	0	0	10
2050 Build Peak Hour Volume	98	10	0	0	10	15	0	0	0	40	0	100

Herrygers, Christian:
+83 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-440 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-372 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+15 for rebalancing due to both Pikes closing and US 378 becoming a Boulevard.

Herrygers, Christian:
+40 for rebalancing due to both Pikes closing and US 378 becoming a Boulevard.

Herrygers, Christian:
+90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	Hilliard Dr Connector			Hilliard Dr Connector			Northbound			US 378 EB Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	428	0	0	448	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	428	0	0	448	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	132	0	0	138	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	560	0	0	586	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	154	10	0	0	21	45	0	0	0	65	0	145

Herrygers, Christian:
+154 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-550 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-565 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+45 for rebalancing due to both Pikes closing and US 378 becoming a Boulevard.

Herrygers, Christian:
+65 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+145 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #30
at Cashew Ln

AM Peak Hour (7:30 - 8:30)

Description	Eastbound			N Pike W Westbound			Cashew Ln Northbound			Cashew Ln Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	117	0	0	206	0	0	0	0	0	0
2023 Peak Hour Volume	0	117	0	0	206	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	63	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	153	0	0	270	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	0	40	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	10	0	0	0	40	0	0
% Entering (Commercial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	0	20	0	0
% Exiting (Commercial)	0%	0%	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	5	5	0	0	0	0	0	0
Total Site Trips	0	20	0	0	5	5	0	0	0	20	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	0	5	15	0	0	0	60	0	0
2050 Build Peak Hour Volume	0	0	0	90	0	60	0	20	129	60	0	0

Herrrygers, Christian: +1 for Balancing (165 thru - 41 lefts)

Herrrygers, Christian: +183 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +275 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +45 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +20 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +129 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	Eastbound			N Pike W Westbound			Cashew Ln Northbound			Cashew Ln Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	203	0	0	226	0	0	0	0	0	0
2023 Peak Hour Volume	0	203	0	0	226	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	0	0	70	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	265	0	0	296	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	0	30	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	40	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	40	0	0	0	30	0	0
% Entering (Commercial)	0%	4%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	0	30	0	0
% Exiting (Commercial)	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	10	10	0	0	0	0	0	0
Total Site Trips	0	20	0	0	10	10	0	0	0	30	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	0	10	50	0	0	0	60	0	0
2050 Build Peak Hour Volume	0	0	0	80	0	140	0	70	140	60	70	0

Herrrygers, Christian: +1 for Balancing (173 thru + 30 Lefts)

Herrrygers, Christian: +295 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +80 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +265 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +70 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +140 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian: +70 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Note: N Pike W is closed just WB of this intersection.

INTERSECTION VOLUME WORKSHEET

Intersection #31
Electric Dr at Diebold Dr

AM Peak Hour (7:30 - 8:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	34	0	0	28	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	34	0	0	28	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	10	0	0	9	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	44	0	0	36	0	0	0	0	0	0	0
% Entering (Industrial)	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Entering Site Traffic	44	0	0	0	10	0	0	45	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	44	0	0	0	0	0	0	45	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%
Entering Site Traffic	0	0	0	0	10	0	0	0	0	0	0	10
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	10	0	0	0	0	0	0	10
Pass-by Trips												
Total External Site Traffic	44	10	0	0	10	0	0	45	0	0	0	10
2050 Build Peak Hour Volume	40	24	10	25	46	25	0	105	55	50	232	10

Herrygers, Christian:
-1 for balancing

Herrygers, Christian:
-4 for N Pike W closing at US 521.

Herrygers, Christian:
-30 for N Pike W closing at US 521.

Herrygers, Christian:
+10 for Rebalancing, N Pike W dead ends near Wesmark, so traffic is rerouted around the new connector road.

Herrygers, Christian:
+25 for N Pike W rebalancing.

Herrygers, Christian:
+25 for closed N Pike W rebalancing.

Herrygers, Christian:
+60 for closed N Pike W rebalancing.

Herrygers, Christian:
+55 for N Pike W closing at US 521.

Herrygers, Christian:
+50 for N Pike W closing at US 521.

Herrygers, Christian:
+232 for N Pike W closing at US 521.

PM Peak Hour (4:30 - 5:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	21	0	0	30	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	21	0	0	30	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	6	0	0	9	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	27	0	0	39	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	33
Total Site Trips	0	0	0	0	0	0	0	20	0	0	0	33
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	30	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	50	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	50	0	0	30	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	50	0	0	30	0	0	20	0	0	0	33
2050 Build Peak Hour Volume	10	11	0	12	20	28	0	155	81	0	372	10

Herrygers, Christian:
+10 for N Pike W closing at US 521.

Herrygers, Christian:
-6 for Rebalancing the background traffic. -60 for closed N Pike W rebalancing.

Herrygers, Christian:
+12 for closed N Pike W near Wesmark Blvd.

Herrygers, Christian:
-9 for rebalancing the background traffic. -40 for rebalancing cars sending them to Jefferson Rd instead of closed N Pike W.

Herrygers, Christian:
+28 for Rebalancing. Sending 28 cars to Jefferson Rd due to closed N Pike W.

Herrygers, Christian:
+135 for Rebalancing. Relocating 135 cars to Jefferson Rd.

Herrygers, Christian:
+81 for closed N Pike W.

Herrygers, Christian:
+372 for Rebalancing for N Pike W closing at US 521.

Herrygers, Christian:
-23 relocated to Jefferson Rd. Removing US 521 at N Pike W and closing N Pike W near Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #33
US 378 at Farmers Telephone Rd

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Brookehollow Place Dwy			Farmers Telephone Rd			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0	Herrygers, Christian: +69 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: +490 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0	
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0	Herrygers, Christian: +59 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
% Entering (Industrial)	5%	0%	0%	0%	0%	12%	0%	0%	3%	0%	0%	0%	Herrygers, Christian: +5 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Entering Site Traffic	20	0	0	0	0	45	0	0	10	0	0	0	
% Exiting (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	33%	
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	40	
Total Site Trips	20	0	5	0	0	45	0	0	10	0	0	40	
% Entering (Commercial)	0%	0%	0%	0%	14%	1%	0%	0%	2%	0%	0%	5%	Herrygers, Christian: +434 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Entering Site Traffic	0	0	0	0	60	5	0	0	10	0	0	20	
% Exiting (Commercial)	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +9 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0	
Total Site Trips	0	5	5	0	60	5	0	0	10	0	0	20	
Pass-by Trips													Herrygers, Christian: +13 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Total External Site Traffic	20	5	10	0	60	50	0	0	20	0	0	60	
2050 Build Peak Hour Volume	89	1,082	69	5	1,288	41	0	0	33	0	0	133	Herrygers, Christian: +73 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Brookehollow Place Dwy			Farmers Telephone Rd			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0	0	Herrygers, Christian: +35 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: +49 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0	
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0	Herrygers, Christian: +100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
% Entering (Industrial)	37%	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +434 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Entering Site Traffic	78	0	0	0	0	20	0	0	0	0	0	0	
% Exiting (Industrial)	0%	1%	4%	0%	0%	0%	0%	0%	0%	0%	0%	12%	Herrygers, Christian: +12 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Exiting Site Traffic	0	3	20	0	0	0	0	0	0	0	0	55	
Total Site Trips	78	3	20	0	0	20	0	0	0	0	0	55	
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	4%	0%	0%	6%	Herrygers, Christian: +23 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Entering Site Traffic	0	0	0	0	85	0	0	0	20	0	0	35	
% Exiting (Commercial)	0%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +13 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Exiting Site Traffic	0	30	10	0	0	0	0	0	0	0	0	0	
Total Site Trips	0	30	10	0	85	0	0	0	20	0	0	35	
Pass-by Trips													Herrygers, Christian: +13 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.
Total External Site Traffic	78	33	30	0	85	20	0	0	20	0	0	90	
2050 Build Peak Hour Volume	113	1,462	79	100	1,329	32	0	0	42	0	0	103	

INTERSECTION VOLUME WORKSHEET

Intersection #34
US 378 at Wall Street Conector

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Wall Street Conector			Wall Street Conector		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	10	0	0	25	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	25	0	0	0	0	0	0	0
% Entering (Commercial)	0%	5%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	45	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	45	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	0	0	70	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,084	79	0	1,405	0	0	0	89	0	0	0

Herrygers, Christian:
+462 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+79 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+541 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+89 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Wall Street Conector			Wall Street Conector		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	10	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	3	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	13	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	4%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	48	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,400	181	0	1,577	0	0	0	173	0	0	0

Herrygers, Christian:
+579 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+181 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+682 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+173 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #35
S Pike W Dead End at

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Dead End			S Pike W Dead End			S Pike W			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	278	0	0	172	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	278	0	0	172	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	86	0	0	53	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	364	0	0	225	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	15	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	15	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	75	0	0	0	0	0
% Exiting (Commercial)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	35	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	35	0	0	0	75	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	50	0	0	0	75	0	0	0	0	0
2050 Build Peak Hour Volume	0	23	96	0	25	0	250	0	11	0	0	0

Herrygers, Christian: +201 & -140 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +46 for S Pike Closing at Wesmark Blvd.

Herrygers, Christian: +200 for rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +175 for rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +11 due to S Pike W Closing at Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Dead End			S Pike W Dead End			S Pike W			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	248	0	0	311	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	248	0	0	311	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	76	0	0	96	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	324	0	0	407	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	10	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	21%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	115	0	0	0	0	0
% Exiting (Commercial)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	130	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	130	0	0	0	115	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	140	0	0	0	115	0	0	0	0	0
2050 Build Peak Hour Volume	0	23	171	10	13	0	242	0	11	0	0	0

Herrygers, Christian: +301 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +31 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +10 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +394 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +127 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +11 due to S Pike W Closing at Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

**Intersection #38
US 378 at Santee Wateree Mental Dwy
AM Peak Hour (7:30 - 8:30)**

Description	US 378			US 378			Northbound			Santee Wateree Mental Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	60	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	60	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	60	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	60	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	0	0	60	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,175	0	0	1,263	42	0	0	0	0	0	15

Herrygers, Christian:
+553 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+409 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+42 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Northbound			Santee Wateree Mental Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	85	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,590	0	0	1,308	82	0	0	0	0	0	25

Herrygers, Christian:
+676 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+413 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+82 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+25 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #39
US 378 at Cashew Ln

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Cashew Ln			Cashew Ln		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	10	0	0	25	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	25	0	0	0	0	0	0	0
% Entering (Commercial)	0%	5%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	45	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	45	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	0	0	70	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,173	0	0	1,315	149	0	0	0	0	0	90

Herrygers, Christian:
+551 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+451 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+149 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Cashew Ln			Cashew Ln		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	10	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	3	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	13	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	4%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	48	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,573	0	0	1,427	210	0	0	0	0	0	150

Herrygers, Christian:
+752 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+532 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+210 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+150 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #41
Dead End N Pike W at Santee Waterree Mental Dwy

AM Peak Hour (7:30 - 8:30)

Description	Dead End N Pike W						Santee Waterree Mental Dwy			Santee Waterree Mental Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	116	0	0	148	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	116	0	0	148	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	46	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	152	0	0	194	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	0	0	7	35	0	0	15	0

Herrygers, Christian:
-152 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-194 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+7 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+35 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	Dead End N Pike W						Santee Waterree Mental Dwy			Santee Waterree Mental Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	184	0	0	169	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	184	0	0	169	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	57	0	0	52	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	241	0	0	221	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	0	0	12	70	0	0	25	0

Herrygers, Christian:
-241 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
-221 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+12 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+70 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+25 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #45
Dead End N Pike W at Safelite Autoglass Dwy

AM Peak Hour (7:30 - 8:30)

Description	Dead End N Pike W			Safelite Autoglass Dwy			Safelite Autoglass Dwy					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	116	0	0	148	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	116	0	0	148	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	46	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	152	0	0	194	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	10	0	0	0	15	5	0	0	5	0

Herrygers, Christian: +192 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +194 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +5 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +5 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	Dead End N Pike W			Safelite Autoglass Dwy			Safelite Autoglass Dwy					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	184	0	0	169	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	184	0	0	169	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	57	0	0	52	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	241	0	0	221	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	20	0	0	0	10	10	0	0	20	0

Herrygers, Christian: +241 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +20 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +221 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian: +20 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #51
US 378 at Carolina Ave

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Carolina Ave			Southbound		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	15	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	15	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	778	120	150	1,547	0	0	0	70	0	0	0

Herrygers, Christian:
+191 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+120 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+150 for Rebalancing external site traffic due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways. Also 35 cars are U-Turns.

Herrygers, Christian:
+738 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+70 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Carolina Ave			Southbound		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,418	200	100	1,770	0	0	0	110	0	0	0

Herrygers, Christian:
+635 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+200 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+100 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways. Note that 50 cars are U-Turns.

Herrygers, Christian:
+90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+110 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

NOTE: Tried to balance the volumes out to 0 from Westmark to Miller.

INTERSECTION VOLUME WORKSHEET

Intersection #54
S Pike W Dead End at Pike Road Furniture Center Dwy

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Dead End			S Pike W Dead End			Northbound			Pike Road Furniture Center Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	278	0	0	234	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	278	0	0	234	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	86	0	0	72	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	364	0	0	306	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	15	35	0	0	30	35	0	0	0	27	0	4

Herrrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
-329 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
-276 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+35 for rebalancing due to both Pikes closing and US 378 becoming a Boulevard.

Herrrygers, Christian:
+27 for rebalancing due to both Pikes closing and US 378 becoming a Boulevard.

Herrrygers, Christian:
+4 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Dead End			S Pike W Dead End			Northbound			Pike Road Furniture Center Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	339	0	0	381	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	339	0	0	381	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	104	0	0	117	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	443	0	0	498	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	50	23	0	0	30	45	0	0	0	21	0	0

Herrrygers, Christian:
+50 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+420 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
-468 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrrygers, Christian:
+45 for rebalancing due to both Pikes closing and US 378 becoming a Boulevard.

Herrrygers, Christian:
+21 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

**Intersection #76
US 378 at Hilliard Drive Connector
AM Peak Hour (7:30 - 8:30)**

Description	US 378 Eastbound			US 378 Westbound			Hilliard Drive Connector Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	9%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	0	0	0	35	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	35	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	12%	0%	0%	0%	1%	0%	0%	0%
Entering Site Traffic	0	0	0	0	55	0	0	0	5	0	0	0
% Exiting (Commercial)	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	5	0	55	0	0	0	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	5	10	0	90	0	0	0	15	0	0	0
2050 Build Peak Hour Volume	0	1,009	47	93	1,275	0	0	0	113	0	0	0

Herrygers, Christian:
+417 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+37 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+93 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+291 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+98 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378 Eastbound			US 378 Westbound			Hilliard Drive Connector Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	3	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	3	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	30	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	30	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	33	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,270	120	90	1,347	0	0	0	199	0	0	0

Herrygers, Christian:
+464 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+90 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+452 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+189 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #80
US 378 at Pike Road Furniture Center Dwy

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Pike Road Furniture Center Dwy			US 378 WB Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	60	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	60	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	60	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	60	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	0	0	60	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,125	31	0	1,278	0	0	0	50	0	0	0

Herrygers, Christian:
+503 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+31 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+424 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+50 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Pike Road Furniture Center Dwy			US 378 WB Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	85	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,495	21	0	1,333	0	0	0	95	0	0	0

Herrygers, Christian:
+581 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+21 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+48 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+95 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #88
Brookhollow Place Dwy at US 378 EB Ramp

AM Peak Hour (7:30 - 8:30)

Description	Brookhollow Place Dwy			Brookhollow Place Dwy			Northbound			US 378 EB Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	285	3	4	249	10	0	0	0	0	0	0
2023 Peak Hour Volume	0	285	3	4	249	10	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	88	1	1	77	3	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	373	4	5	326	13	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	10	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	5	0	0
Total Site Trips	0	0	0	0	0	10	0	0	0	5	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	10	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	5	0	0
Total Site Trips	0	0	0	0	0	10	0	0	0	5	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	20	0	0	0	10	0	0
2050 Build Peak Hour Volume	15	5	0	0	10	18	0	0	0	19	0	55

Herrygers, Christian:
 +15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +68 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +4 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +5 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +316 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +15 for Rebalancing.

Herrygers, Christian:
 +9 for Rebalancing.

Herrygers, Christian:
 +55 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	Brookhollow Place Dwy			Brookhollow Place Dwy			Northbound			US 378 EB Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	364	3	5	415	9	0	0	0	0	0	0
2023 Peak Hour Volume	0	364	3	5	415	9	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	1	2	128	3	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	476	4	7	543	12	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	20	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	20	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	4%	0%	0%	0%	6%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	0	0	35	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
Total Site Trips	0	0	0	0	0	20	0	0	0	45	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	20	0	0	0	65	0	0
2050 Build Peak Hour Volume	10	0	0	0	0	32	0	0	0	90	0	89

Herrygers, Christian:
 +10 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +116 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +4 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +7 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +543 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +5 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
 +89 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

**Intersection #91
US 378 at Safelite Autoglass Dwy**

AM Peak Hour (7:30 - 8:30)

Description	US 378 Eastbound			US 378 Westbound			Northbound			Safelite Autoglass Dwy Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	60	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	60	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	35	0	0	60	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,240	0	0	1,401	20	0	0	0	0	0	15

Herrygers, Christian:
+618 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+547 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+20 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+15 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

PM Peak Hour (4:30 - 5:30)

Description	US 378 Eastbound			US 378 Westbound			Northbound			Safelite Autoglass Dwy Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	85	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	1,654	0	0	1,412	20	0	0	0	0	0	40

Herrygers, Christian:
+740 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+517 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+20 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+40 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

INTERSECTION VOLUME WORKSHEET

Intersection #93
US 378 at US 378 EB U-Turn

AM Peak Hour (7:30 - 8:30)

Description	US 378 Eastbound			US 378 Westbound			US 378 EB U-Turn Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	3%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	35	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	5	0	0	35	0	0	0	0	0	0	0
% Entering (Commercial)	2%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	55	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	10	0	0	55	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	20	15	0	0	90	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	59	1,056	0	0	1,275	0	0	0	0	0	0	0

Herrygers, Christian:
+39 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+454 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+391 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

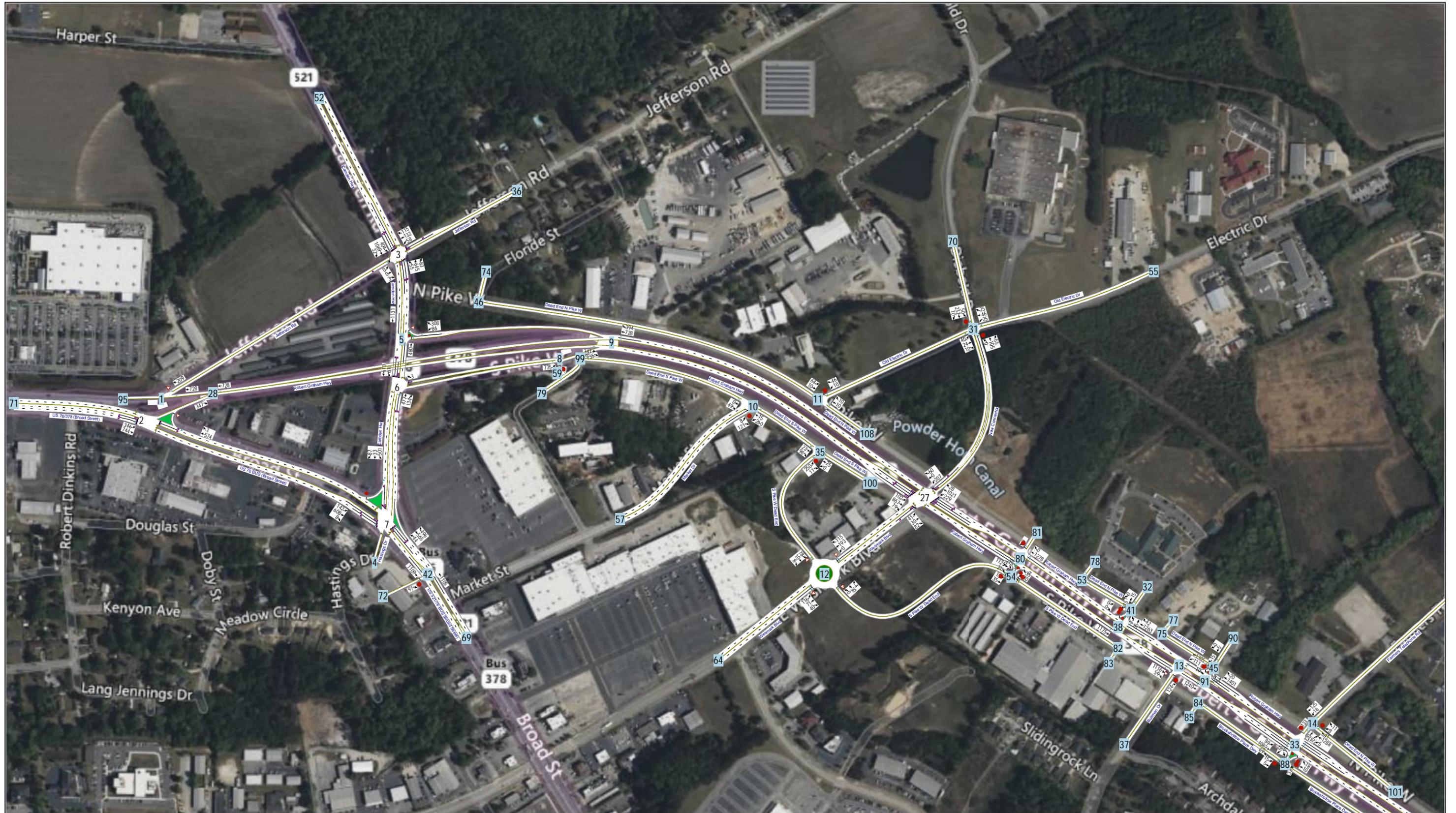
PM Peak Hour (4:30 - 5:30)

Description	US 378 Eastbound			US 378 Westbound			US 378 EB U-Turn Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	591	0	0	619	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	0	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	0	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	0	810	0	0	0	0	0	0	0
% Entering (Industrial)	37%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	78	0	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	3	0	0	0	0	0	0	0	0	0	0
Total Site Trips	78	3	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	4%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	20	0	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	30	0	0	0	0	0	0	0	0	0	0
Total Site Trips	20	30	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	98	33	0	0	85	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	114	1,390	0	0	1,347	0	0	0	0	0	0	0

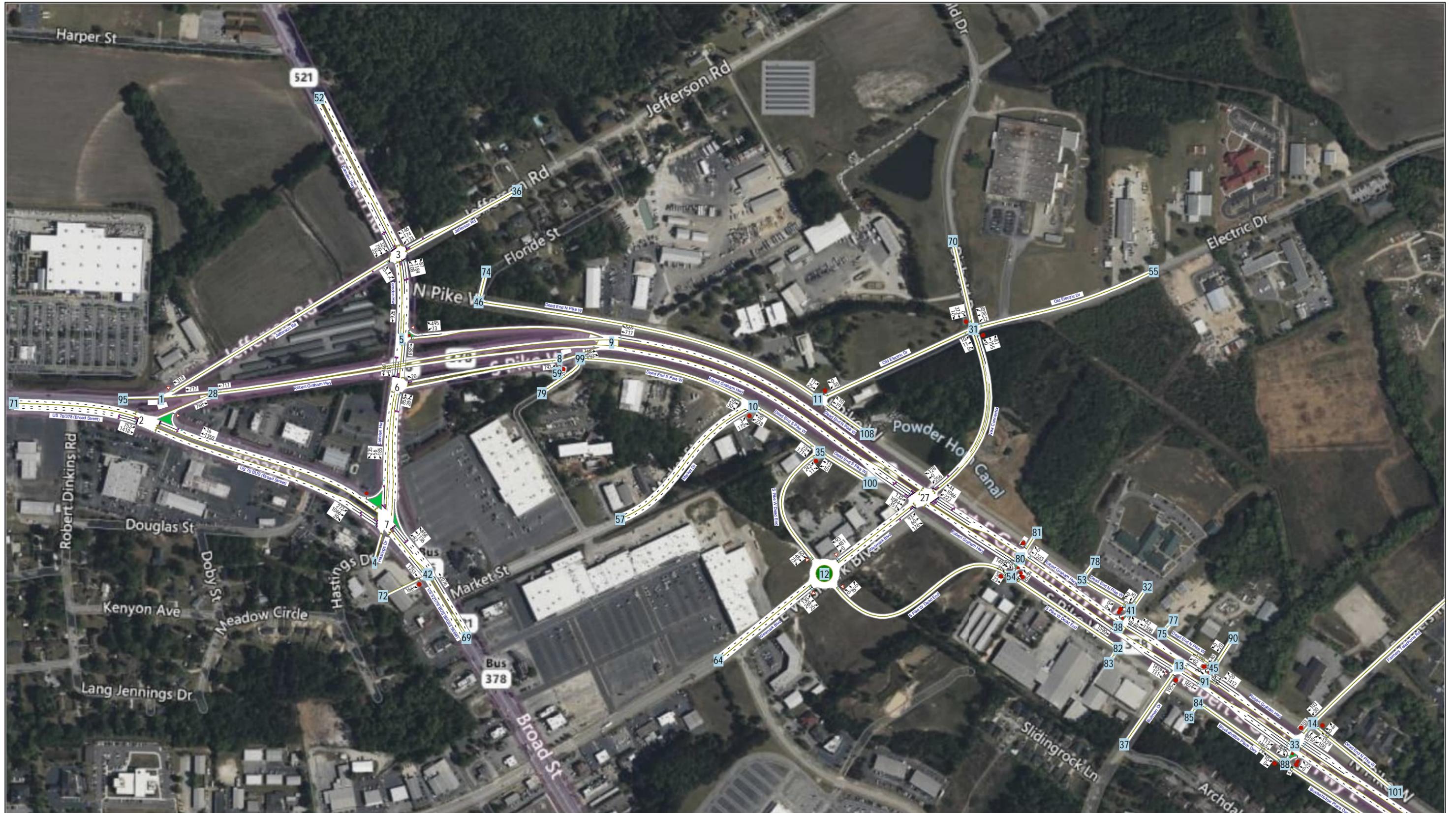
Herrygers, Christian:
+16 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

Herrygers, Christian:
+584 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.

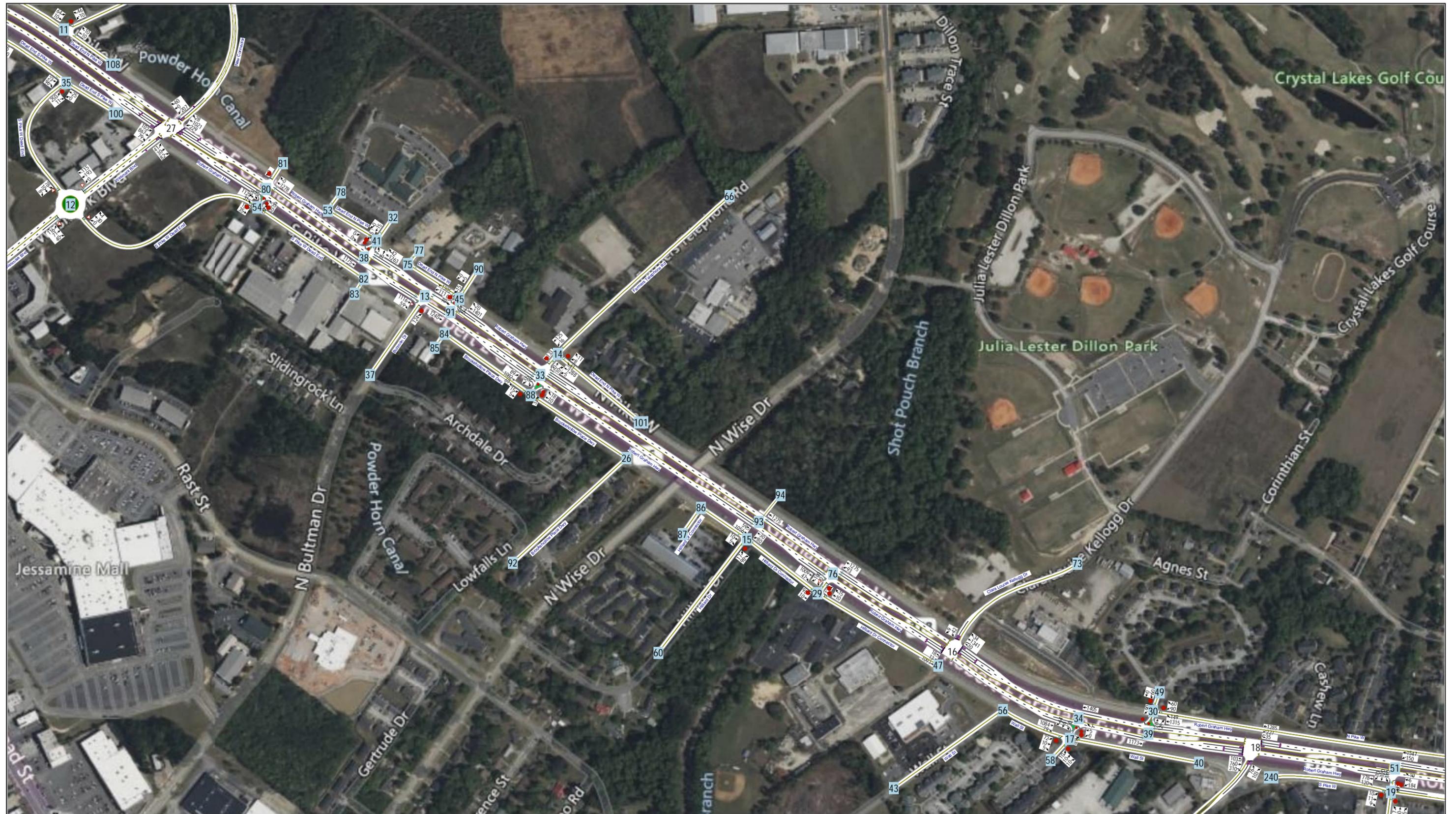
Herrygers, Christian:
+452 for Rebalancing due to US 378 becoming a Boulevard and both Pikes being closed and turned into driveways.



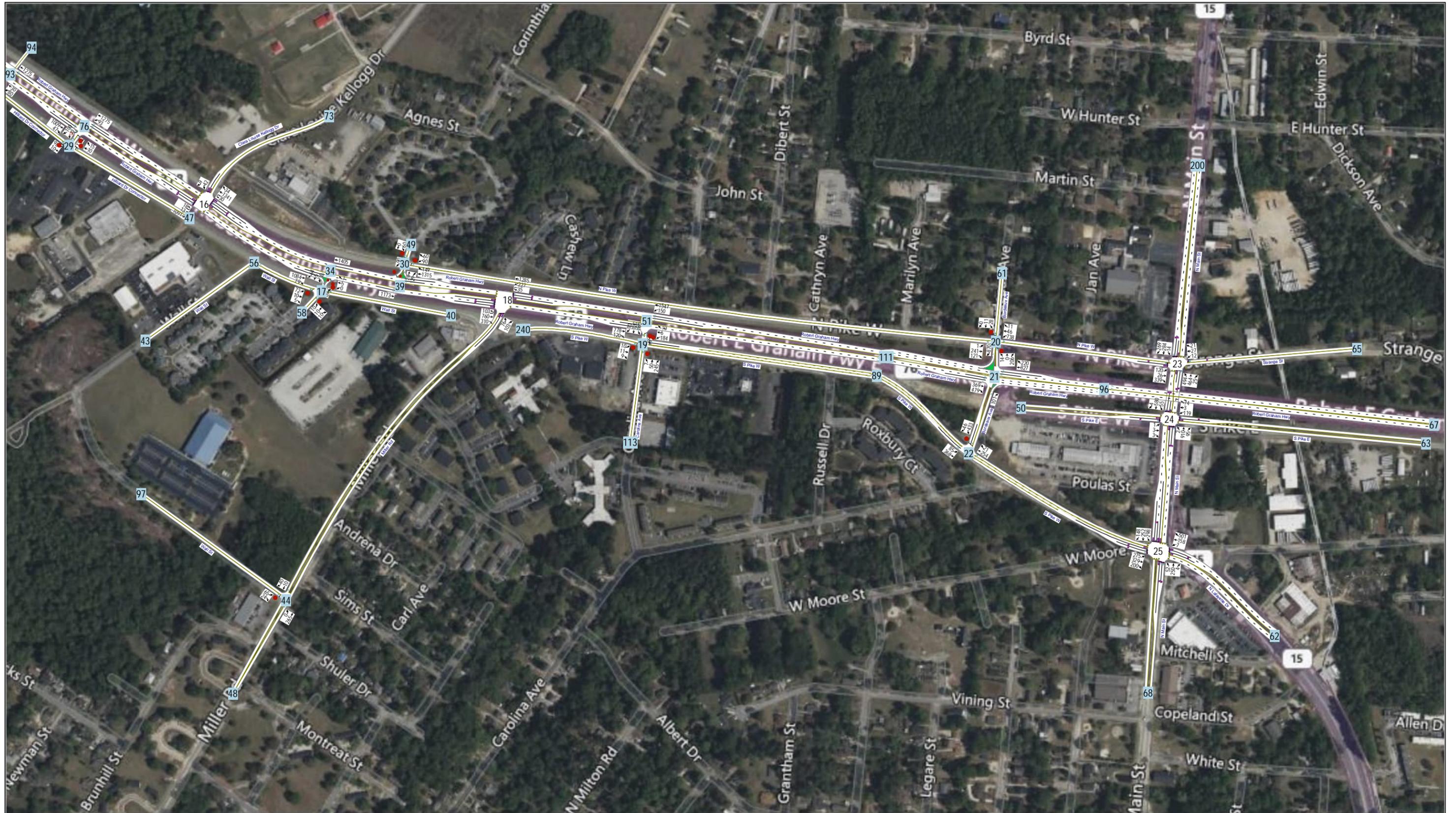
2050 Build Alternative 2 AM Volumes



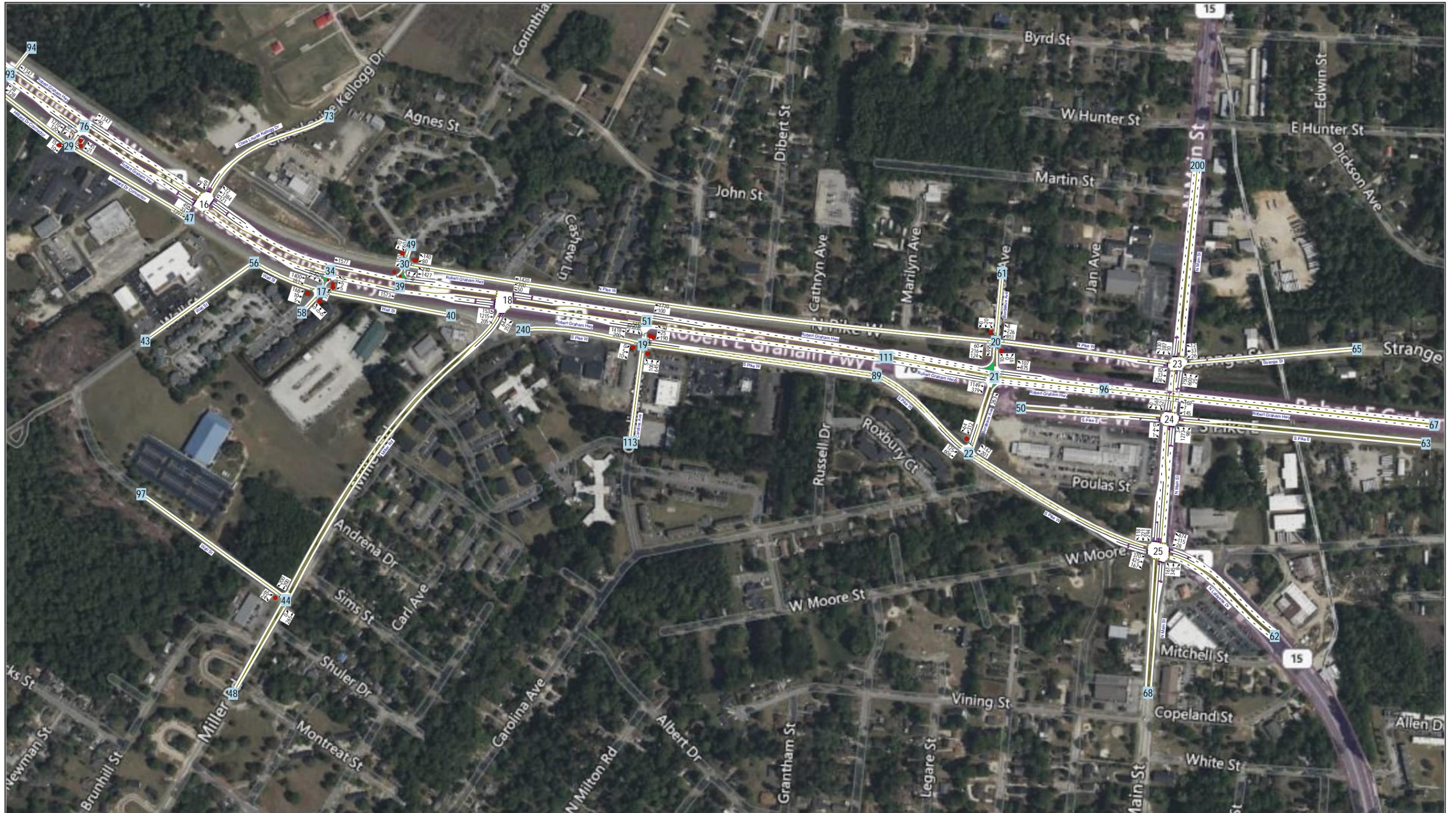
2050 Build Alternative 2 PM Volumes



2050 Build Alternative 2 AM Volumes



2050 Build Alternative 2 AM Volumes



2050 Build Alternative 2 PM Volumes

US 378 Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
140 Manufacturing	800.0	1000 sf	3,170	1,585	1,585	498	378	120	680	211	469
857 Discount Club	450.0	1000 sf	19,108	9,554	9,554	360	220	140	922	461	461
930 Fast Casual Restaurant	30.0	1000 sf	2,914	1,457	1,457	44	22	22	524	288	236
710 General Office Building	150.0	1000 sf	1,651	826	825	238	209	29	232	40	192
310 Hotel	180.0	Rooms	1,528	764	764	84	47	37	106	54	52
			0	0	0	0	0	0	0	0	0
Subtotal			28,371	14,186	14,185	1,224	876	348	2,464	1,054	1,410
<i>Internal Capture</i>											
140 Manufacturing	0%	0%	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
857 Discount Club	10%	26%	<u>2,440</u>	<u>1,420</u>	<u>1,020</u>	<u>35</u>	<u>16</u>	<u>19</u>	<u>244</u>	<u>142</u>	<u>102</u>
930 Fast Casual Restaurant	64%	43%	<u>2,250</u>	<u>1,040</u>	<u>1,210</u>	<u>28</u>	<u>17</u>	<u>11</u>	<u>225</u>	<u>104</u>	<u>121</u>
710 General Office Building	14%	25%	<u>590</u>	<u>160</u>	<u>430</u>	<u>34</u>	<u>21</u>	<u>13</u>	<u>59</u>	<u>16</u>	<u>43</u>
310 Hotel	0%	0%	<u>480</u>	<u>260</u>	<u>220</u>	<u>13</u>	<u>1</u>	<u>12</u>	<u>48</u>	<u>26</u>	<u>22</u>
Internal Capture Total			5,760	2,880	2,880	110	55	55	576	288	288
Trips After Internal Capture											
140			3,170	1,585	1,585	498	378	120	680	211	469
857			16,668	8,134	8,534	325	204	121	678	319	359
710			1,061	666	395	204	188	16	173	24	149
310			1,048	504	544	71	46	25	58	28	30
0			0	0	0	0	0	0	0	0	0
Total External Trips after Internal Capture			22,611	11,306	11,305	1,114	821	293	1,888	766	1,122
Manufacturing Reduction											
140			3170	1585	1585	498	378	120	680	211	469
Total New External Trips without Manufacturing			19,441	9,721	9,720	616	443	173	1,208	555	653

INTERSECTION VOLUME WORKSHEET

Intersection #3
Jefferson Rd at US 521 (Camden Hwy)

AM Peak Hour (7:30 - 8:30)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	22%	13%	2%	0%	3%	0%	1%	2%	0%	0%	2%	5%
2023 Raw Traffic Count	0	0	2	37	70	59	27	493	48	114	945	7
2023 Peak Hour Volume	0	0	2	37	70	59	27	493	48	114	945	7
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	1	11	22	18	8	152	15	35	291	2
2050 Background Peak Hour Volume	0	0	3	48	92	77	35	645	63	149	1,236	9
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	4%	8%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	15	30	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	10	0	10	0	0	0	0	0	0
Total Site Trips	0	0	0	10	0	10	0	0	20	15	30	0
% Entering (Commercial)	0%	0%	0%	0%	9%	0%	5%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	40	0	20	0	0	0	0	23
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	6%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	23	10	0
Total Site Trips	0	0	0	0	40	0	20	0	0	23	10	23
Pass-by Trips												
Total External Site Traffic	0	0	0	10	40	10	20	0	20	38	40	23
2050 Build Peak Hour Volume	0	0	3	58	132	115	55	645	83	404	1,069	32
			0.92			0.87			0.90			0.80

Herrygers, Christian:
+28 for N Pike Closing.

Herrygers, Christian:
+10 for Rebalancing. +207 for N Pike Closing.

Herrygers, Christian:
-207 for N Pike W Closing.

PM Peak Hour (4:45 - 5:45)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	6%	5%	1%	2%	2%	0%	5%	1%	0%	0%	1%	2%
2023 Raw Traffic Count	0	1	5	37	91	82	60	905	51	77	661	4
2023 Peak Hour Volume	0	1	5	37	91	82	60	905	51	77	661	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	2	11	28	25	18	279	16	24	204	1
2050 Background Peak Hour Volume	0	1	7	48	119	107	78	1,184	67	101	865	5
% Entering (Industrial)	0%	0%	0%	22%	0%	0%	0%	0%	9%	7%	0%	0%
Entering Site Traffic	0	0	0	46	0	0	0	0	20	15	0	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	39	0	39	0	0	0	0	0	0
Total Site Trips	0	0	0	85	0	39	0	0	20	15	0	0
% Entering (Commercial)	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	55	0	30	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	53	50	0
Total Site Trips	0	0	0	0	55	0	30	0	0	53	50	30
Pass-by Trips												
Total External Site Traffic	0	0	0	85	55	39	30	0	20	68	50	30
2050 Build Peak Hour Volume	0	1	7	133	174	146	108	1,184	87	325	759	35

Herrygers, Christian:
+156 for N Pike Closing.

Herrygers, Christian:
-156 for N Pike Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #5
US 521 (Camden Hwy) at US 76/378 WB Off-Ramp

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	4%	0%	0%	0%	0%	42%	29%	
2023 Raw Traffic Count	0	0	0	66	0	122	0	409	0	0	874	0
2023 Peak Hour Volume	0	0	0	66	0	122	0	409	0	0	874	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	20	0	38	0	126	0	0	269	0
2050 Background Peak Hour Volume	0	0	0	86	0	160	0	535	0	0	1,143	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	3%	0%
Entering Site Traffic	0	0	0	0	0	0	0	65	0	0	10	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	0
Total Site Trips	0	0	0	0	0	0	0	65	0	0	50	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	25	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	5	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	5	0	0	25	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	70	0	0	75	0
2050 Build Peak Hour Volume	0	0	0	86	0	308	0	480	0	0	1,131	0

0.89

0.70

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	13%	6%	0%	0%	0%	0%	0%	32%	29%
2023 Raw Traffic Count	0	0	0	56	0	183	0	685	0	0	682	0
2023 Peak Hour Volume	0	0	0	56	0	183	0	685	0	0	682	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	17	0	56	0	211	0	0	210	0
2050 Background Peak Hour Volume	0	0	0	73	0	239	0	896	0	0	892	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	60	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	195	0
Total Site Trips	0	0	0	0	0	0	0	60	0	0	195	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	35	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	15	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	15	0	0	35	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	75	0	0	230	0
2050 Build Peak Hour Volume	0	0	0	73	0	495	0	858	0	0	926	0

Herrygers, Christian: +256 for Rebalancing.

Herrygers, Christian: +113 because of N Pike Closing.

Herrygers, Christian: -196 because of N Pike W Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #6
US 521 (Camden Hwy) at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	3%	1%	5%	1%	0%	0%	2%	4%
2023 Raw Traffic Count	0	0	0	19	0	117	0	292	41	466	478	0
2023 Peak Hour Volume	0	0	0	19	0	117	0	292	41	466	478	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	6	0	36	0	90	13	144	147	0
2050 Background Peak Hour Volume	0	0	0	25	0	153	0	382	54	610	625	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	65	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	40	0
Total Site Trips	0	0	0	0	0	0	0	65	0	10	40	0
% Entering (Commercial)	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	65	0	0	0	0	0	0	25	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	3%	20%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	8	35	0	0	0
Total Site Trips	0	0	0	65	0	0	0	5	35	0	25	0
Pass-by Trips												
Total External Site Traffic	0	0	0	65	0	0	0	70	35	10	65	0
2050 Build Peak Hour Volume	0	0	0	0	0	3	0	477	134	611	610	0
								0.93	0.87	0.92		

Herrygers, Christian:
-90 for S Pike Left Closing.

Herrygers, Christian:
-150 for Rebalancing.

Herrygers, Christian:
-125 for N Pike Closing.
+150 for Rebalancing.

Herrygers, Christian:
+125 for N Pike Closing.
+20 & -100 for S Pike Closing.

Herrygers, Christian:
-9 for S Pike Closing.

Herrygers, Christian:
-89 for N Pike W Closing.
+9 for S Pike Closing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	8%	2%	6%	0%	0%	0%	0%	6%
2023 Raw Traffic Count	0	0	0	41	0	229	0	471	79	317	405	0
2023 Peak Hour Volume	0	0	0	41	0	229	0	471	79	317	405	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	13	0	71	0	145	24	98	125	0
2050 Background Peak Hour Volume	0	0	0	54	0	300	0	616	103	415	530	0
% Entering (Industrial)	0%	0%	0%	0%	0%	9%	0%	19%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	40	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	156	39	0
Total Site Trips	0	0	0	0	0	20	0	40	0	156	39	0
% Entering (Commercial)	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	85	0	0	0	0	0	0	35	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	2%	19%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	15	125	0	0	0
Total Site Trips	0	0	0	85	0	0	0	15	125	0	35	0
Pass-by Trips												
Total External Site Traffic	0	0	0	85	0	20	0	55	125	156	74	0
2050 Build Peak Hour Volume	0	0	0	0	0	20	0	858	289	513	466	0

Herrygers, Christian:
-139 because of closed left turn for S Pike W at US 521.

Herrygers, Christian:
-300 for Rebalancing.

Herrygers, Christian:
+113 because of N Pike Closing. +300 for S Pike WB Closing.

Herrygers, Christian:
+113 because of N Pike Closing. +48 & -100 for S Pike W Closing.

Herrygers, Christian:
-58 for S Pike Closing.

Herrygers, Christian:
-196 for Closed N Pike W.
+58 for S Pike Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #7
US 76 Bus (Broad St) at US 521 (Camden Hwy)

AM Peak Hour (7:30 - 8:30)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	5%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%
2023 Raw Traffic Count	78	442	6	34	363	276	0	0	74	414	25	66
2023 Peak Hour Volume	78	442	6	34	363	276	0	0	74	414	25	66
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	24	136	2	10	112	85	0	0	23	128	8	20
2050 Background Peak Hour Volume	102	578	8	44	475	361	0	0	97	542	33	86
% Entering (Industrial)	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	65	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	40	0	0
Total Site Trips	0	0	0	0	0	65	0	0	0	40	0	0
% Entering (Commercial)	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	20%
Entering Site Traffic	0	0	0	0	90	0	0	0	0	0	0	90
% Exiting (Commercial)	23%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	40	30	0	0	0	0	0	0	0	0	0	0
Total Site Trips	40	30	0	0	90	0	0	0	0	0	0	90
Pass-by Trips												
Total External Site Traffic	40	30	0	0	90	65	0	0	0	40	0	90
2050 Build Peak Hour Volume	142	608	8	44	565	496	0	0	97	501	33	87

PM Peak Hour (5:00 - 6:00)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	0%	0%	0%	0%	0%	9%	1%	0%	0%	0%
2023 Raw Traffic Count	101	712	30	63	792	436	0	0	127	323	43	88
2023 Peak Hour Volume	101	712	30	63	792	436	0	0	127	323	43	88
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	219	9	19	244	134	0	0	39	100	13	27
2050 Background Peak Hour Volume	132	931	39	82	1,036	570	0	0	166	423	56	115
% Entering (Industrial)	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	40	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	39	0	0
Total Site Trips	0	0	0	0	0	40	0	0	0	39	0	0
% Entering (Commercial)	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	22%
Entering Site Traffic	0	0	0	0	100	0	0	0	0	0	0	120
% Exiting (Commercial)	21%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	140	135	0	0	0	0	0	0	0	0	0	0
Total Site Trips	140	135	0	0	100	0	0	0	0	0	0	120
Pass-by Trips												
Total External Site Traffic	140	135	0	0	100	40	0	0	0	39	0	120
2050 Build Peak Hour Volume	272	1,066	39	82	1,136	858	0	0	166	185	56	235

Herrigers, Christian:
+150 for Rebalancing S Pike WBL Closing -20 & +100 for S Pike Closing

Herrigers, Christian:
-90 for S Pike WBL Closing at US 521 - +9 for S Pike W Closing

Herrigers, Christian:
-89 for N Pike Closing

Herrigers, Christian:
About 89 cars are assumed to be rerouted traffic from N Pike W.

Herrigers, Christian:
+300 for Rebalancing S Pike WBL Closing -+48 & -100 for S Pike Closing.

Herrigers, Christian:
-139 because of closed left turn for S Pike W at US 521 -196 because of N Pike W Closing - +58 for S Pike W Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #8
S Pike W at US 76/378 EB On-Ramp

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	6%	2%	0%	0%	0%	0%	0%	0%	15%	7%	0%
2023 Raw Traffic Count	222	278	0	0	138	15	0	0	0	0	0	0
2023 Peak Hour Volume	222	278	0	0	138	15	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	68	86	0	0	43	5	0	0	0	0	0	0
2050 Background Peak Hour Volume	290	364	0	0	181	20	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	45	0	0	65	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	735	0	0	0	0	0	3	0	0	0	0	0

PM Peak Hour (5:00 - 6:00)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	1%	0%	0%	0%	0%	0%	0%	12%	21%	0%
2023 Raw Traffic Count	177	212	0	0	273	37	0	0	0	0	0	0
2023 Peak Hour Volume	177	212	0	0	273	37	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	55	65	0	0	84	11	0	0	0	0	0	0
2050 Background Peak Hour Volume	232	277	0	0	357	48	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	125	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	125	0	0	85	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	281	0	0	105	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	793	0	0	0	0	0	20	0	0	0	0	0

Herrygers, Christian:
+125 for N Pike W Closing.
+20 for S Pike W Closing.

Herrygers, Christian:
-109 for S Pike W
Rebalancing.

Herrygers, Christian:
-80 for S Pike Left Closing.
-156 for Rebalancing.

Herrygers, Christian:
-20 for Rebalancing.

Herrygers, Christian:
+3 for Rebalancing.

Herrygers, Christian:
+113 for N Pike W Closing.
+400 for S Pike W
Rebalancing. +48 for S
Pike Rebalancing.

Herrygers, Christian:
-400 for S Pike W
Rebalancing. -158 for
Rebalancing.

Herrygers, Christian:
-139 because of closed left
turn for S Pike W at US
521. -323 for Rebalancing.

Herrygers, Christian:
-48 for Rebalancing.

Herrygers, Christian:
+20 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #9
US 76/378 (Robert Graham Fwy) at US 76/378 WB Off-Ramp

AM Peak Hour (7:15 - 8:15)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	12%	15%	2%	0%	0%	0%	0%	2%	0%	0%	3%	0%
2023 Raw Traffic Count	0	0	0	0	419	188	0	0	0	0	0	0
2023 Peak Hour Volume	0	0	0	0	419	188	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	0	129	58	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	0	0	0	548	246	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	180	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	180	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	180	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	728	394	0	0	0	0	0	0
	0.91			0.95			0.90					

Herryggers, Christian:
+148 for N Pike W Closing.

PM Peak Hour (4:45 - 5:45)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	2%	0%	0%	0%	0%	0%	2%	0%	1%	0%	0%
2023 Raw Traffic Count	0	0	0	0	380	239	0	0	0	0	0	0
2023 Peak Hour Volume	0	0	0	0	380	239	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	0	117	74	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	0	0	0	497	313	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	220	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	220	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	220	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	717	569	0	0	0	0	0	0

Herryggers, Christian:
+256 because of N Pike W at US 521.

INTERSECTION VOLUME WORKSHEET

Intersection #10
S Pike W at Market St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Market St Northbound			Market St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	243	34	38	134	0	25	0	35	0	0	0
2023 Peak Hour Volume	0	243	34	38	134	0	25	0	35	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	12	41	0	8	0	11	0	0	0
2050 Background Peak Hour Volume	0	318	44	50	175	0	33	0	46	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	11%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	50	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	30	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	30	5	0	50	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	40	5	0	50	0	15	0	15	0	0	0
2050 Build Peak Hour Volume	0	0	49	390	15	0	8	0	213	0	0	0

Herrygers, Christian:
-177 for Rebalancing, -181 for Rebalancing.

Herrygers, Christian:
+90 for S Pike Left Closing, +120 for Rebalancing, +130 for Rebalancing.

Herrygers, Christian:
-90 for S Pike Left Closing, -120 for Rebalancing.

Herrygers, Christian:
-40 for Rebalancing.

Herrygers, Christian:
+60 for S Pike Closing, +92 for Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Market St Northbound			Market St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	212	15	29	282	0	29	0	36	0	0	0
2023 Peak Hour Volume	0	212	15	29	282	0	29	0	36	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	5	9	87	0	9	0	11	0	0	0
2050 Background Peak Hour Volume	0	277	20	38	369	0	38	0	47	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	10	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	10	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	80	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	115	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	115	10	0	80	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	271	10	0	90	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	20	30	383	20	0	3	0	175	0	0	0

Herrygers, Christian:
-400 for S Pike W Rebalancing, -128 for S Pike W Closing.

Herrygers, Christian:
+200 for S Pike WB Closing.

Herrygers, Christian:
-139 because of closed left turn for S Pike W at US 521, -100 for Rebalancing, +200 for S Pike WB Closing.

Herrygers, Christian:
+100 for Rebalancing, -150 for S Pike WB Closing.

Herrygers, Christian:
+128 for S Pike W Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #11
N Pike W at Electric Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W Eastbound			N Pike W Westbound			Electric Dr Northbound			Electric Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	41	117	0	0	111	26	0	0	0	8	0
2023 Peak Hour Volume	41	117	0	0	111	26	0	0	0	8	0	20
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	13	36	0	0	34	8	0	0	0	2	0	6
2050 Background Peak Hour Volume	54	153	0	0	145	34	0	0	0	10	0	26
% Entering (Industrial)	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	75	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	40	0	0	0	0	0	0	0
Total Site Trips	0	75	0	0	40	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	25	0	0	0	0	0	0	20
% Exiting (Commercial)	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	10	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	5	0	0	25	0	0	0	0	0	0	20
Pass-by Trips												
Total External Site Traffic	10	80	0	0	65	0	0	0	0	0	0	20
2050 Build Peak Hour Volume	64	10	0	0	10	10	0	0	0	10	0	46

Herrygers, Christian: -223 for Rebalancing due to N Pike W closing.

Herrygers, Christian: -200 for Rebalancing due to N Pike W closing.

Herrygers, Christian: -24 for Rebalancing due to N Pike W closing.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			N Pike W Westbound			Electric Dr Northbound			Electric Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	13	140	0	0	176	8	0	0	0	23	0
2023 Peak Hour Volume	13	140	0	0	176	8	0	0	0	23	0	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	43	0	0	54	2	0	0	0	7	0	10
2050 Background Peak Hour Volume	17	183	0	0	230	10	0	0	0	30	0	43
% Entering (Industrial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	55
% Exiting (Industrial)	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	55	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	55	0	0	0	0	0	0	55
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	35	0	0	0	0	0	0	30
% Exiting (Commercial)	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	50	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	50	15	0	0	35	0	0	0	0	0	0	30
Pass-by Trips												
Total External Site Traffic	50	55	0	0	90	0	0	0	0	0	0	85
2050 Build Peak Hour Volume	11	25	0	0	19	10	0	0	0	30	0	0

Herrygers, Christian: -56 for N Pike W Closing.

Herrygers, Christian: -213 for N Pike W Closing.

Herrygers, Christian: -286 because of N Pike W at US 521 -45 because of N Pike W at US 521.

Herrygers, Christian: -128 because of N Pike W closing at US 521.

INTERSECTION VOLUME WORKSHEET

**Intersection #12
S Pike W at Wesmark Blvd**

AM Peak Hour (7:45 - 8:45)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	203	53	89	157	0	16	0	63	0	0	0
2023 Peak Hour Volume	0	203	53	89	157	0	16	0	63	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	16	27	48	0	5	0	19	0	0	0
2050 Background Peak Hour Volume	0	266	69	116	205	0	21	0	82	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	7%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	30	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	20	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	20	10	0	30	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	30	10	0	30	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	78	33	79	116	235	0	41	164	196	149	193	115

Herrygers, Christian: +18 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: -263 for Rebalancing due to S Pike W Closing at Wesmark Blvd and US 521.

Herrygers, Christian: +75 for Rebalancing +89 for Rebalancing. This is due to the S Pike W closings at Wesmark Blvd and US 521.

Herrygers, Christian: +114 for Rebalancing. This is due to the S Pike W Closings at Wesmark Blvd and US 521.

Herrygers, Christian: +149 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +89, +57, & +50 for rebalancing due to S Pike W Closings at Wesmark Blvd and both Pikes closing at US 521.

Herrygers, Christian: +115 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +40 for Rebalancing due to S Pike W closing at Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	180	67	162	234	0	75	0	154	0	0	0
2023 Peak Hour Volume	0	180	67	162	234	0	75	0	154	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	55	21	50	72	0	23	0	47	0	0	0
2050 Background Peak Hour Volume	0	235	88	212	306	0	98	0	201	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	0	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	12%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	9%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	60	55	0	0	0	0	0	0	0	0	0
Total Site Trips	0	60	55	0	65	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	216	55	0	65	0	25	0	0	0	0	0
2050 Build Peak Hour Volume	60	48	73	212	278	93	30	176	201	77	481	93

Herrygers, Christian: -403 for S Pike W Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: -70 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +93 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +93 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +93 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +77 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian: +342 for Rebalancing +139 for Closed S Pike W Left Turn due to S Pike W Closing at Wesmark Blvd and both Pikes closing at US 521.

Herrygers, Christian: +93 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #13
S Pike W at Bultman Dr

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Bultman Dr			Bultman Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	244	34	54	204	0	30	0	46	0	0	0
2023 Peak Hour Volume	0	244	34	54	204	0	30	0	46	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	17	63	0	9	0	14	0	0	0
2050 Background Peak Hour Volume	0	319	44	71	267	0	39	0	60	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	0	0	0
% Exiting (Industrial)	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	0	0	0	0	0	20	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	25	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	25	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	15	15	0	25	0	5	0	20	0	0	0
2050 Build Peak Hour Volume	0	334	59	71	292	0	44	0	80	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Bultman Dr			Bultman Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	281	58	88	326	0	55	0	86	0	0	0
2023 Peak Hour Volume	0	281	58	88	326	0	55	0	86	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	18	27	100	0	17	0	27	0	0	0
2050 Background Peak Hour Volume	0	368	76	115	426	0	72	0	113	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	26%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	121	35	0	0	0	0	0	0	0	0	0
Total Site Trips	0	121	35	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	10%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	55	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	50	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	50	10	0	55	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	171	45	0	55	0	10	0	0	0	0	0
2050 Build Peak Hour Volume	0	248	86	26	450	0	82	0	113	0	0	0

Herryggers, Christian: 291 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

Herryggers, Christian: 35 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

Herryggers, Christian: 89 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

Herryggers, Christian: 31 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #14
N Pike W at Farmers Telephone Rd

AM Peak Hour (7:30 - 8:30)

Description	N Pike W Eastbound			N Pike W Westbound			Farmers Telephone Rd Northbound			Farmers Telephone Rd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	11	105	0	0	138	31	0	0	0	12	0
2023 Peak Hour Volume	11	105	0	0	138	31	0	0	0	12	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	3	32	0	0	43	10	0	0	0	4	0	3
2050 Background Peak Hour Volume	14	137	0	0	181	41	0	0	0	16	0	13
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	75	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	40
Total Site Trips	75	0	0	0	0	0	0	0	0	0	0	40
% Entering (Commercial)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	5	0	0	0	0	0	0	20
% Exiting (Commercial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	0	0	5	0	0	0	0	0	0	20
Pass-by Trips												
Total External Site Traffic	75	5	0	0	5	0	0	0	0	0	0	60
2050 Build Peak Hour Volume	19	22	0	0	46	191	0	0	0	136	0	23

Herrygers, Christian: -70 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian: -120 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian: -140 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian: +150 for Rebalancing. N Pike W is closed near Wesmark.

Herrygers, Christian: +120 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian: -50 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			N Pike W Westbound			Farmers Telephone Rd Northbound			Farmers Telephone Rd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	29	155	0	0	159	6	0	0	0	23	0
2023 Peak Hour Volume	29	155	0	0	159	6	0	0	0	23	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	48	0	0	49	2	0	0	0	7	0	3
2050 Background Peak Hour Volume	38	203	0	0	208	8	0	0	0	30	0	13
% Entering (Industrial)	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	35
Total Site Trips	40	0	0	0	0	0	0	0	0	0	0	35
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	35
% Exiting (Commercial)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	0	0	0	0	0	0	0	0	0	35
Pass-by Trips												
Total External Site Traffic	40	15	0	0	0	0	0	0	0	0	0	90
2050 Build Peak Hour Volume	38	7	0	0	18	98	0	0	0	241	0	43

Herrygers, Christian: -40 for Rebalancing. N Pike W Closed near Wesmark.

Herrygers, Christian: -211 for Rebalancing. N Pike W Closed near Wesmark.

Herrygers, Christian: -180 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian: +90 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian: +211 for Rebalancing. N Pike W Closed near Wesmark.

Herrygers, Christian: -60 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #15
S Pike W at Hilliard Dr

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Hilliard Dr Northbound			Hilliard Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	283	5	33	259	0	2	0	61	0	0	0
2023 Peak Hour Volume	0	283	5	33	259	0	2	0	61	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	2	10	80	0	1	0	19	0	0	0
2050 Background Peak Hour Volume	0	370	7	43	339	0	3	0	80	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	4%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	5	0	15	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	0	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	5	10	0	15	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	375	17	43	354	0	18	0	80	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Hilliard Dr Northbound			Hilliard Dr Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	363	6	44	404	0	13	0	65	0	0	0
2023 Peak Hour Volume	0	363	6	44	404	0	13	0	65	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	2	14	125	0	4	0	20	0	0	0
2050 Background Peak Hour Volume	0	475	8	58	529	0	17	0	85	0	0	0
% Entering (Industrial)	0%	0%	37%	14%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	78	30	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	23	78	30	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	15	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	15	0	0	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	33	93	30	0	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	308	46	58	434	0	37	0	85	0	0	0

Herrrygers, Christian: -200 for Rebalancing due to US 378 being accessible at Wesmark Blvd and the S Pike Closings.

Herrrygers, Christian: -55 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

Herrrygers, Christian: -30 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

Herrrygers, Christian: -95 for Rebalancing due to US 378 being accessible at Wesmark Blvd and the S Pike Closings.

INTERSECTION VOLUME WORKSHEET

Intersection #16
N Pike W at Clara Louise Kellogg Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	6	108	0	0	176	22	0	0	0	9	0	3
2023 Peak Hour Volume	6	108	0	0	176	22	0	0	0	9	0	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	2	33	0	0	54	7	0	0	0	3	0	1
2050 Background Peak Hour Volume	8	141	0	0	230	29	0	0	0	12	0	4
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	1%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	20	0	5
% Exiting (Commercial)	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	5	0	0	0	0	5	0	0	0	0	0	0
Total Site Trips	5	0	0	0	0	5	0	0	0	20	0	5
Pass-by Trips												
Total External Site Traffic	5	0	0	0	0	5	0	0	0	30	0	5
2050 Build Peak Hour Volume	13	141	0	0	230	34	0	0	0	42	0	9

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	14	173	0	0	154	40	0	0	0	30	0	6
2023 Peak Hour Volume	14	173	0	0	154	40	0	0	0	30	0	6
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	53	0	0	47	12	0	0	0	9	0	2
2050 Background Peak Hour Volume	18	226	0	0	201	52	0	0	0	39	0	8
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	20	0	0
% Exiting (Commercial)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	15	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	15	0	0	0	0	10	0	0	0	20	0	0
Pass-by Trips												
Total External Site Traffic	15	0	0	0	0	10	0	0	0	30	0	0
2050 Build Peak Hour Volume	33	226	0	0	101	62	0	0	0	69	0	8

Herrggers, Christian: -100 for rebalancing due to N Pike W being closed near Wesmark Blvd and traffic having access to US 579, etc.

INTERSECTION VOLUME WORKSHEET

Intersection #17
S Pike W at Wall St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Wall St Northbound			Wall St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	274	34	19	258	0	13	0	5	0	0
2023 Peak Hour Volume	0	274	34	19	258	0	13	0	5	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	84	10	6	80	0	4	0	2	0	0	0
2050 Background Peak Hour Volume	0	358	44	25	338	0	17	0	7	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	7%	0%	9%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	25	0	35	0	0	0	0	0
% Exiting (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	25	0	35	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	5	5	25	0	35	0	0	0	0	0
2050 Build Peak Hour Volume	0	358	49	30	338	0	32	0	7	0	0	0

Herrygys, Christian: -25 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

Herrygys, Christian: -20 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

PM Peak Hour (4:15 - 5:15)

Description	S Pike W Eastbound			S Pike W Westbound			Wall St Northbound			Wall St Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	2023 Raw Traffic Count	0	422	21	11	375	0	39	0	26	0	0
2023 Peak Hour Volume	0	422	21	11	375	0	39	0	26	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	130	6	3	116	0	12	0	8	0	0	0
2050 Background Peak Hour Volume	0	552	27	14	491	0	51	0	34	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	15	0	0	0	0	0
% Exiting (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	23	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	23	0	15	0	15	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	10	0	0	0
% Exiting (Commercial)	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	20	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	20	0	0	0	0	10	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	33	20	15	0	15	0	10	0	0	0
2050 Build Peak Hour Volume	0	352	60	34	391	0	56	0	44	0	0	0

Herrygys, Christian: -200 for rebalancing due to US 378 being accessible at Wesmark Blvd and traffic relocating off the

Herrygys, Christian: -115 for Rebalancing due to S Pike Closings causing traffic to relocate off the network and traffic having access to US 378 at Wesmark Blvd.

Herrygys, Christian: -10 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

INTERSECTION VOLUME WORKSHEET

Intersection #18
US 378 at Miller Rd

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Miller Rd			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	243	0	48	0	0	0	39	183	0	0	204	238
2023 Peak Hour Volume	243	0	48	0	0	0	39	183	0	0	204	238
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	75	0	15	0	0	0	12	56	0	0	63	73
2050 Background Peak Hour Volume	318	0	63	0	0	0	51	239	0	0	267	311
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	7%	4%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	25	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	0
Total Site Trips	0	0	0	0	0	0	25	15	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	2%	1%
Entering Site Traffic	0	0	0	0	0	0	0	25	0	0	10	5
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	25	0	0	10	5
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	25	40	0	0	30	5
2050 Build Peak Hour Volume	318	0	63	0	0	0	40	239	0	0	277	316

Herrrygers, Christian: -36 for rebalancing due to S Pike Closings causing traffic to relocate off the network and US 378 being accessible from Wesmark Blvd.

Herrrygers, Christian: -40 for rebalancing due to S Pike Closings causing traffic to relocate off the network and US 378 being accessible from Wesmark Blvd.

Herrrygers, Christian: -20 for rebalancing due to S Pike Closings causing traffic to relocate off the network and US 378 being accessible from Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Miller Rd			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	383	0	77	0	0	0	49	270	0	0	260	340
2023 Peak Hour Volume	383	0	77	0	0	0	49	270	0	0	260	340
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	118	0	24	0	0	0	15	83	0	0	80	105
2050 Background Peak Hour Volume	501	0	101	0	0	0	64	353	0	0	340	445
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	7%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	10	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	80	0
Total Site Trips	0	0	0	0	0	0	15	10	0	0	80	0
% Entering (Commercial)	2%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	4%
Entering Site Traffic	10	0	0	0	0	0	0	30	0	0	0	20
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	30	0
Total Site Trips	10	0	0	0	0	0	0	30	0	0	30	20
Pass-by Trips												
Total External Site Traffic	10	0	0	0	0	0	15	40	0	0	110	20
2050 Build Peak Hour Volume	301	0	101	0	0	0	64	353	0	0	370	365

Herrrygers, Christian: -210 for rebalancing due to S Pike Closings causing traffic to relocate off the network and US 378 being accessible from Wesmark Blvd.

Herrrygers, Christian: -15 for rebalancing external traffic due to S Pike Closings causing traffic to relocate off the network.

Herrrygers, Christian: -40 for rebalancing external traffic due to S Pike Closings causing traffic to relocate off the network.

Herrrygers, Christian: -80 for rebalancing due to S Pike Closings causing traffic to relocate off the network and US 378 being accessible from Wesmark Blvd.

Herrrygers, Christian: -100 for rebalancing due to S Pike Closings causing traffic to relocate off the network and US 378 being accessible from Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #19
S Pike W at Carolina Ave

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Carolina Ave Northbound			Carolina Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	406	30	22	421	0	17	0	15	0	0	0
2023 Peak Hour Volume	0	406	30	22	421	0	17	0	15	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	125	9	7	130	0	5	0	5	0	0	0
2050 Background Peak Hour Volume	0	531	39	29	551	0	22	0	20	0	0	0
% Entering (Industrial)	0%	4%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	15	0	0	0	0	0	0	25	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
Total Site Trips	0	15	0	0	20	0	0	0	25	0	0	0
% Entering (Commercial)	0%	6%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	5	0	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	40	0	5	20	0	15	0	25	0	0	0
2050 Build Peak Hour Volume	0	531	39	34	576	0	37	0	45	0	0	0

Herrygers, Christian:
40 for rebalancing due to S Pike Closings relocating traffic and US 378 being accessible from Wesmark Blvd.

Herrygers, Christian:
+5 for rebalancing

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Carolina Ave Northbound			Carolina Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	604	47	28	550	0	50	0	23	0	0	0
2023 Peak Hour Volume	0	604	47	28	550	0	50	0	23	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	186	14	9	170	0	15	0	7	0	0	0
2050 Background Peak Hour Volume	0	790	61	37	720	0	65	0	30	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	80	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	80	0	0	0	15	0	0	0
% Entering (Commercial)	0%	7%	0%	0%	4%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	40	0	0	20	0	30	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	0	0	0	0	0	0	0	0
Total Site Trips	0	40	0	30	20	0	30	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	50	0	30	100	0	30	0	15	0	0	0
2050 Build Peak Hour Volume	0	590	61	67	640	0	95	0	45	0	0	0

Herrygers, Christian:
250 for rebalancing due to S Pike closings relocating traffic and US 378 being accessible from Wesmark Blvd.

Herrygers, Christian:
180 for rebalancing due to S Pike closings relocating traffic and US 378 being accessible from Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #20
N Pike W at Bordeaux Ave

AM Peak Hour (7:15 - 8:15)

Description	N Pike W Eastbound			N Pike W Westbound			Bordeaux Ave Northbound			Bordeaux Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	165	0	121	165	1	41	0	127	2	1	0
2023 Peak Hour Volume	1	165	0	121	165	1	41	0	127	2	1	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	51	0	37	51	0	13	0	39	1	0	0
2050 Background Peak Hour Volume	1	216	0	158	216	1	54	0	166	3	1	0
% Entering (Industrial)	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Entering Site Traffic	0	50	0	0	0	0	0	0	0	25	0	0
% Exiting (Industrial)	0%	0%	0%	0%	8%	8%	0%	0%	8%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	10	10	0	0	0	0	0	0
Total Site Trips	0	50	0	0	10	10	0	0	0	25	0	0
% Entering (Commercial)	0%	0%	9%	25%	0%	0%	0%	0%	0%	0%	2%	0%
Entering Site Traffic	0	0	40	110	0	0	0	0	0	0	10	0
% Exiting (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	10	0	0	0	0	0	0	0
Total Site Trips	0	0	40	110	10	0	0	0	0	0	10	0
Pass-by Trips												
Total External Site Traffic	0	50	40	110	20	10	0	0	0	25	10	0
2050 Build Peak Hour Volume	1	226	211	228	286	11	14	0	206	28	11	0

Herrrygers, Christian: -40 for Rebalancing due to N Pike Closing and new US 378 signal at Wesmark Blvd.

Herrrygers, Christian: +171 for Rebalancing. It is assumed that the nearby neighborhoods will add traffic along N Pike W.

Herrrygers, Christian: -40 for Rebalancing.

Herrrygers, Christian: +50 for Rebalancing.

Herrrygers, Christian: -40 for Rebalancing due to N Pike W being closed near Wesmark Blvd and US 378 being accessible base.

Herrrygers, Christian: +40 for rebalancing due to N Pike closing relocating traffic and US 378 being accessible from Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			N Pike W Westbound			Bordeaux Ave Northbound			Bordeaux Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	211	3	207	219	1	8	0	74	1	0	0
2023 Peak Hour Volume	0	211	3	207	219	1	8	0	74	1	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	1	64	67	0	2	0	23	0	0	0
2050 Background Peak Hour Volume	0	276	4	271	286	1	10	0	97	1	0	0
% Entering (Industrial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	3	0	0
% Exiting (Industrial)	0%	0%	0%	0%	9%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	40	37	0	0	0	0	0	0
Total Site Trips	0	40	0	0	40	37	0	0	0	3	0	0
% Entering (Commercial)	0%	0%	5%	31%	0%	0%	0%	0%	0%	0%	4%	0%
Entering Site Traffic	0	0	30	170	0	0	0	0	0	0	20	0
% Exiting (Commercial)	3%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	20	0	0	0	20	10	0	0	0	0	0	0
Total Site Trips	20	0	30	170	20	10	0	0	0	0	20	0
Pass-by Trips												
Total External Site Traffic	20	40	30	170	60	47	0	0	0	3	20	0
2050 Build Peak Hour Volume	20	226	124	651	226	98	10	0	97	4	20	0

Herrrygers, Christian: -90 for Rebalancing. Traffic utilizing US 378 more due to new signal at Wesmark.

Herrrygers, Christian: +90 for Rebalancing. Traffic utilizing US 378 more due to new signal at Wesmark.

Herrrygers, Christian: +210 for Rebalancing. Traffic utilizing US 378 more due to new signal at Wesmark.

Herrrygers, Christian: -120 for Rebalancing. N Pike W Closed at Wesmark and traffic utilizing US 378 more due to new signal at Wesmark.

Herrrygers, Christian: +50 for Rebalancing. It is assumed that the neighborhoods nearby will take in traffic from N Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #21
US 76/378 (Robert Graham Fwy) at Bordeaux Ave

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	282	168	0	617	168	0	0	77	0	0	122
2023 Peak Hour Volume	0	282	168	0	617	168	0	0	77	0	0	122
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	52	0	190	52	0	0	24	0	0	38
2050 Background Peak Hour Volume	0	369	220	0	807	220	0	0	101	0	0	160
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	36%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	160
% Exiting (Commercial)	0%	6%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	60	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	60	0	20	0	0	0	0	0	0	160
Pass-by Trips												
Total External Site Traffic	0	10	60	0	20	0	0	0	0	0	0	160
2050 Build Peak Hour Volume	0	647	271	0	827	220	0	0	101	0	0	451

Herrygers, Christian: +268 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

Herrygers, Christian: -9 for Rebalancing.

Herrygers, Christian: +131 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	490	106	0	619	82	0	0	201	0	0	210
2023 Peak Hour Volume	0	490	106	0	619	82	0	0	201	0	0	210
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	151	33	0	191	25	0	0	62	0	0	65
2050 Background Peak Hour Volume	0	641	139	0	810	107	0	0	263	0	0	275
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	220
% Exiting (Commercial)	0%	5%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	240	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	240	0	0	0	0	0	0	0	0	220
Pass-by Trips												
Total External Site Traffic	0	35	240	0	0	0	0	0	0	0	0	220
2050 Build Peak Hour Volume	0	976	479	0	810	107	0	0	263	0	0	795

Herrygers, Christian: +300 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

Herrygers, Christian: +100 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

Herrygers, Christian: +300 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

INTERSECTION VOLUME WORKSHEET

Intersection #22
S Pike W at Bordeaux Ave

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Eastbound			S Pike W Westbound			Bordeaux Ave Northbound			Bordeaux Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	65	339	0	0	443	16	0	0	0	156	0	12
2023 Peak Hour Volume	65	339	0	0	443	16	0	0	0	156	0	12
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	20	104	0	0	137	5	0	0	0	48	0	4
2050 Background Peak Hour Volume	85	443	0	0	580	21	0	0	0	204	0	16
% Entering (Industrial)	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	3%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	55	0	5
Total Site Trips	0	25	0	0	0	0	0	0	0	55	0	5
Pass-by Trips												
Total External Site Traffic	0	65	0	0	20	0	0	0	0	55	0	5
2050 Build Peak Hour Volume	85	508	0	0	580	21	0	0	0	225	0	46

Herrygers, Christian: -20 for Rebalancing due to S Pike W Closings and Wesmark Signal allowing for more cars to enter/exist US 378.

Herrygers, Christian: -34 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378.

Herrygers, Christian: +25 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Bordeaux Ave Northbound			Bordeaux Ave Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	172	452	0	0	578	32	0	0	0	93	0	11
2023 Peak Hour Volume	172	452	0	0	578	32	0	0	0	93	0	11
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	53	139	0	0	178	10	0	0	0	29	0	3
2050 Background Peak Hour Volume	225	591	0	0	756	42	0	0	0	122	0	14
% Entering (Industrial)	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	80	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	80	0	0	0	0	0	0	0
% Entering (Commercial)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	8%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	190	0	50
Total Site Trips	0	40	0	0	0	0	0	0	0	190	0	50
Pass-by Trips												
Total External Site Traffic	0	65	0	0	80	0	0	0	0	190	0	50
2050 Build Peak Hour Volume	225	406	0	0	640	42	0	0	0	412	0	64

Herrygers, Christian: -250 for rebalancing due to S Pike Closings and US 378 being accessible from Wesmark Blvd.

Herrygers, Christian: -196 for Rebalancing due to S Pike W Closings and US 378 being accessible from Wesmark Blvd.

Herrygers, Christian: +100 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378.

INTERSECTION VOLUME WORKSHEET

Intersection #23
US 15 (N Main St) at N Pike W

AM Peak Hour (7:15 - 8:15)

Description	N Pike W Eastbound			Strange St Westbound			US 15 (N Main St) Northbound			US 15 (N Main St) Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	23	20	259	9	21	16	248	261	19	11	333	22	
2023 Peak Hour Volume	23	20	259	9	21	16	248	261	19	11	333	22	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	
Background Growth	7	6	80	3	6	5	76	80	6	3	103	7	
2050 Background Peak Hour Volume	30	26	339	12	27	21	324	341	25	14	436	29	
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Entering Site Traffic	75	0	0	0	0	0	0	113	0	0	0	0	Herrrygers, Christian: +10 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378 and N Pike W being closed at Wesmark Blvd.
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	17%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	20	
Total Site Trips	75	0	0	0	0	0	0	113	0	0	40	20	
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	6%	
Entering Site Traffic	0	0	0	0	0	0	85	0	0	0	0	25	Herrrygers, Christian: -15 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	6%	6%	0%	0%	0%	0%	
Exiting Site Traffic	0	0	0	0	0	0	10	10	0	0	0	0	
Total Site Trips	0	0	0	0	0	0	95	10	0	0	0	25	Herrrygers, Christian: +20 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
Pass-by Trips													
Total External Site Traffic	75	0	0	0	0	0	95	123	0	0	40	45	Herrrygers, Christian: +20 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
2050 Build Peak Hour Volume	105	26	339	12	27	21	409	449	25	14	456	94	

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			Strange St Westbound			US 15 (N Main St) Northbound			US 15 (N Main St) Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	30	28	232	20	25	9	367	315	19	8	313	33	Herrrygers, Christian: +10 for Rebalancing due to N Pike W closing at Wesmark Blvd.
2023 Peak Hour Volume	30	28	232	20	25	9	367	315	19	8	313	33	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	
Background Growth	9	9	72	6	8	3	113	97	6	2	96	10	Herrrygers, Christian: +99 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
2050 Background Peak Hour Volume	39	37	304	26	33	12	480	412	25	10	409	43	
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Entering Site Traffic	43	0	0	0	0	0	0	63	0	0	0	0	Herrrygers, Christian: +60 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	16%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	158	77	
Total Site Trips	43	0	0	0	0	0	0	63	0	0	158	77	
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	5%	Herrrygers, Christian: +90 for Rebalancing due to N Pike W being closed near Wesmark Blvd.
Entering Site Traffic	0	0	0	0	0	0	140	0	0	0	0	30	
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	5%	4%	0%	0%	0%	0%	
Exiting Site Traffic	0	0	0	0	0	0	30	25	0	0	0	0	Herrrygers, Christian: +80 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
Total Site Trips	0	0	0	0	0	0	170	25	0	0	0	30	
Pass-by Trips													
Total External Site Traffic	43	0	0	0	0	0	170	86	0	0	158	107	Herrrygers, Christian: +80 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exit US 378.
2050 Build Peak Hour Volume	92	37	205	26	33	12	710	590	25	10	487	230	

INTERSECTION VOLUME WORKSHEET

Intersection #24
US 15 (N Main St) at S Pike E

AM Peak Hour (7:15 - 8:15)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	2	2	91	2	39	2	489	73	42	562	3
2023 Peak Hour Volume	1	2	2	91	2	39	2	489	73	42	562	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	1	28	1	12	1	151	22	13	173	1
2050 Background Peak Hour Volume	1	3	3	119	3	51	2	640	95	55	735	4
% Entering (Industrial)	0%	0%	0%	0%	0%	5%	0%	25%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	18	0	95	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	0
Total Site Trips	0	0	0	0	0	18	0	95	0	0	40	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	18%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	80	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0
Total Site Trips	0	0	0	0	0	5	0	100	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	23	0	195	0	0	40	0
2050 Build Peak Hour Volume	1	3	3	119	3	74	2	810	95	55	755	4

Herrygers, Christian: +1 for Balancing (1 U-Turn + 1 Left)

Herrygers, Christian: -25 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378 and N Pike W being closed at Wesmark Blvd causing

Herrygers, Christian: -20 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378.

PM Peak Hour (4:30 - 5:30)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	3	1	111	5	68	2	633	71	40	526	0
2023 Peak Hour Volume	0	3	1	111	5	68	2	633	71	40	526	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	0	34	2	21	1	195	22	12	162	0
2050 Background Peak Hour Volume	0	4	1	145	7	89	3	828	93	52	688	0
% Entering (Industrial)	0%	0%	0%	0%	0%	4%	0%	26%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	8	0	55	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	158	0
Total Site Trips	0	0	0	0	0	8	0	55	0	0	158	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	24%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	135	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	8%	1%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	55	5	0	0	0
Total Site Trips	0	0	0	0	0	5	0	190	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	13	0	245	5	0	158	0
2050 Build Peak Hour Volume	0	4	1	145	7	102	3	1,223	98	52	667	0

Herrygers, Christian: +150 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378.

Herrygers, Christian: -179 for Rebalancing due to new Wesmark Signal allowing for more cars to enter/exist US 378.

INTERSECTION VOLUME WORKSHEET

Intersection #25
US 15 (N Main St) at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	99	244	145	5	178	291	40	153	3	228	177	247
2023 Peak Hour Volume	99	244	145	5	178	291	40	153	3	228	177	247
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	75	45	2	55	90	12	47	1	70	55	76
2050 Background Peak Hour Volume	130	319	190	7	233	381	52	200	4	298	232	323
% Entering (Industrial)	11%	0%	0%	0%	0%	7%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	25	0	30	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	20
Total Site Trips	40	0	0	0	0	25	0	30	0	0	20	20
% Entering (Commercial)	9%	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	20	0	20	0	0	0	0
% Exiting (Commercial)	12%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	20	10	10	0	0	0	0	0	0	0	0	0
Total Site Trips	60	10	10	0	0	20	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	100	10	10	0	0	45	0	50	0	0	20	20
2050 Build Peak Hour Volume	205	329	240	7	233	426	52	250	4	298	252	323

Herrygers, Christian: -25 for S Pike W Closures causing relocations off the network.

Herrygers, Christian: +40 for rebalancing due to S Pike Closures causing relocations off the network.

Herrygers, Christian: -20 for rebalancing due to US 378 being accessible at Wesmark Blvd and S Pike W Closures.

Herrygers, Christian: -1 for Balancing (1 U-Turn + 27 Lefts)

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	149	294	97	22	241	332	123	237	6	225	186	243
2023 Peak Hour Volume	149	294	97	22	241	332	123	237	6	225	186	243
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	46	91	30	7	74	102	38	73	2	69	57	75
2050 Background Peak Hour Volume	195	385	127	28	315	434	161	310	8	294	243	318
% Entering (Industrial)	12%	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%
Entering Site Traffic	25	0	0	0	0	15	0	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	80
Total Site Trips	25	0	0	0	0	15	0	15	0	0	78	80
% Entering (Commercial)	16%	0%	0%	0%	0%	5%	0%	4%	0%	0%	0%	0%
Entering Site Traffic	90	0	0	0	0	25	0	20	0	0	0	0
% Exiting (Commercial)	9%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	60	40	40	0	0	0	0	0	0	0	0	0
Total Site Trips	150	40	40	0	0	25	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	175	40	40	0	0	40	0	35	0	0	78	80
2050 Build Peak Hour Volume	320	225	267	28	415	574	161	345	8	294	221	318

Herrygers, Christian: -50 for Rebalancing due to S Pike W Closures causing relocations off the network.

Herrygers, Christian: -200 for Rebalancing due to S Pike W Closures causing relocations off the network.

Herrygers, Christian: +100 for Rebalancing due to S Pike W Closures causing relocations off the network.

Herrygers, Christian: +100 for Rebalancing due to N & S Pike W Closures causing relocations off the network.

Herrygers, Christian: +100 for Rebalancing due to S Pike W Closures causing relocations off the network and US 378 being accessible at Wesmark Blvd.

Herrygers, Christian: -100 for rebalancing due to US 378 being accessible at Wesmark Blvd.

Herrygers, Christian: -80 for rebalancing due to S Pike W Closures and US 378 being accessible from Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

Intersection #26
S Pike W at Brookhollow Place Dwy

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Brookhollow Place Dwy			Brookhollow Place Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	285	3	4	249	0	4	0	6	0	0	0
2023 Peak Hour Volume	0	285	3	4	249	0	4	0	6	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	88	1	1	77	0	1	0	2	0	0	0
2050 Background Peak Hour Volume	0	373	4	5	326	0	5	0	8	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	0	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	5	0	15	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	25	10	0	15	0	10	0	10	0	0	0
2050 Build Peak Hour Volume	0	408	9	10	351	0	15	0	18	0	0	0

Herrygers, Christian: +10 for Rebalancing.

Herrygers, Christian: -5 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian: +5 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian: -10 for Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Brookhollow Place Dwy			Brookhollow Place Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	364	3	5	415	0	3	0	6	0	0	0
2023 Peak Hour Volume	0	364	3	5	415	0	3	0	6	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	1	2	128	0	1	0	2	0	0	0
2050 Background Peak Hour Volume	0	476	4	7	543	0	4	0	8	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	20	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	20	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	35	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	10	0	35	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	30	0	35	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	0	346	14	27	518	0	24	0	13	0	0	0

Herrygers, Christian: -271 for Rebalancing due to US 378 being accessible from Wesmark Blvd.

Herrygers, Christian: -20 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian: +20 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian: -40 for Rebalancing due to US 378 being accessible at Wesmark Blvd.

Herrygers, Christian: -5 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

Intersection #27
US 378 at Wesmark Blvd

AM Peak Hour (7:30 - 8:30)

Description	US 378 Eastbound			US 378 Westbound			Wesmark Blvd Northbound			Wesmark Connector Rd Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0	Herrygers, Christian: +102 for Rebalancing and N Pike W Closing.
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0	Herrygers, Christian: +255 for Rebalancing and both Pikes Closing.
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: +140 for Rebalancing due to N Pike W closings at Wesmark Blvd and US 521.
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0	Herrygers, Christian: +212 for Rebalancing due to both Pikes Closing.
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0	Herrygers, Christian: +28 for N Pike W Closing Rebalancing.
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	Herrygers, Christian: +31 for N Pike W Closing Rebalancing.
Entering Site Traffic	0	10	0	0	0	0	0	0	10	0	0	0	Herrygers, Christian: +30 for N Pike W Closing Rebalancing.
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +60 for N Pike W Closing Rebalancing.
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0	Herrygers, Christian: +161 for N Pike W Closing Rebalancing.
Total Site Trips	0	15	5	0	0	0	0	0	10	0	0	0	Herrygers, Christian: +149 for N Pike W Closing Rebalancing.
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	Herrygers, Christian: +149 for N Pike W Closing Rebalancing. This traffic is also able to access the relocated S Pike W to the south.
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0	Herrygers, Christian: +60 for N Pike W Closing Rebalancing.
% Exiting (Commercial)	0%	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +112 for Rebalancing and N Pike W Closing.
Exiting Site Traffic	0	10	5	0	0	0	0	0	0	0	0	0	Herrygers, Christian: +170 for both Pikes Closing.
Total Site Trips	0	10	5	0	15	0	10	0	0	0	0	0	Herrygers, Christian: +321 for Rebalancing due to N Pike W closing at US 521.
Pass-by Trips													
Total External Site Traffic	0	25	10	0	15	0	10	0	0	0	0	0	Herrygers, Christian: +196 & -185 for Rebalancing for N Pike W closings at US 521 and Wesmark Blvd.
2050 Build Peak Hour Volume	102	867	79	229	1,021	28	41	30	171	58	149	60	Herrygers, Christian: +221 for both Pikes Closing.

PM Peak Hour (4:30 - 5:30)

Description	US 378 Eastbound			US 378 Westbound			Wesmark Blvd Northbound			Wesmark Connector Rd Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	591	0	162	619	0	0	0	0	0	0	0	Herrygers, Christian: +196 & -185 for Rebalancing for N Pike W closings at US 521 and Wesmark Blvd.
2023 Peak Hour Volume	0	591	0	162	619	0	0	0	0	0	0	0	Herrygers, Christian: +221 for both Pikes Closing.
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: +44 because of Rebalancing along N Pike W.
Background Growth	0	182	0	50	191	0	0	0	0	0	0	0	Herrygers, Christian: +73 for Rebalancing for N/S Pike W closings at US 521.
2050 Background Peak Hour Volume	0	773	0	212	810	0	0	0	0	0	0	0	Herrygers, Christian: +176 for Rebalancing for S Pike W closing at US 521.
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +60 for Rebalancing for N/S Pike W closings at US 521.
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0	Herrygers, Christian: +77 for Rebalancing for N Pike W closing at US 521. This traffic is also able to access the relocated S Pike W to the south.
% Exiting (Industrial)	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +156 for N Pike Closing - 77 for Rebalancing.
Exiting Site Traffic	0	23	20	0	0	0	0	0	0	0	0	0	Herrygers, Christian: +128 because of Closed N Pike W.
Total Site Trips	0	101	20	0	0	0	0	0	0	0	0	0	
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%	
Entering Site Traffic	0	0	0	0	35	0	20	0	0	0	0	0	
% Exiting (Commercial)	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Exiting Site Traffic	0	40	10	0	0	0	0	0	0	0	0	0	
Total Site Trips	0	40	10	0	35	0	20	0	0	0	0	0	
Pass-by Trips													
Total External Site Traffic	0	141	30	0	35	0	20	0	0	0	0	0	
2050 Build Peak Hour Volume	132	1,084	351	223	1,066	44	93	60	176	179	77	128	

INTERSECTION VOLUME WORKSHEET

Intersection #30
N Pike W at Cashew Ln

AM Peak Hour (7:30 - 8:30)

Description	N Pike W Eastbound			N Pike W Westbound			Northbound			Cashew Ln Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	117	0	0	206	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	117	0	0	206	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	63	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	153	0	0	270	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	0	40	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	10	0	0	0	40	0	0
% Entering (Commercial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	0	20	0	0
% Exiting (Commercial)	0%	0%	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	5	5	0	0	0	0	0	0
Total Site Trips	0	20	0	0	5	5	0	0	0	20	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	0	5	15	0	0	0	60	0	0
2050 Build Peak Hour Volume	0	233	0	0	270	10	0	0	0	100	0	0

Herrygers, Christian:
+1 for Balancing (165
thrus + 41 lefts)

Herrygers, Christian:
+50 for Rebalancing

Herrygers, Christian:
-5 for rebalancing due to N
Pike closing causing traffic
to relocate off the network
and US 378 being
accessible from Westmark
Bldg.

Herrygers, Christian:
-5 for rebalancing due to N
Pike closing causing traffic
to relocate off the network
and US 378 being
accessible from Westmark
Bldg.

Herrygers, Christian:
+40 for Rebalancing.
(Condensing some of the
nearby apartment
complexes in assumption).

PM Peak Hour (4:30 - 5:30)

Description	N Pike W Eastbound			N Pike W Westbound			Northbound			Cashew Ln Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	203	0	0	226	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	203	0	0	226	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	0	0	70	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	265	0	0	296	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	0	30	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	40	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	40	0	0	0	30	0	0
% Entering (Commercial)	0%	4%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	0	30	0	0
% Exiting (Commercial)	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	10	10	0	0	0	0	0	0
Total Site Trips	0	20	0	0	10	10	0	0	0	30	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	0	10	50	0	0	0	60	0	0
2050 Build Peak Hour Volume	0	295	0	0	163	90	0	0	0	60	0	0

Herrygers, Christian:
+1 for Balancing (173 thrus
+ 30 Lefts)

Herrygers, Christian:
+40 for Rebalancing. It is
assumed that
neighborhoods along N
Pike W will take in some of
the traffic.

Herrygers, Christian:
+40 for Rebalancing. It is
assumed that
neighborhoods along N
Pike W will take in some of
the traffic.

INTERSECTION VOLUME WORKSHEET

Intersection #31
Electric Dr at Diebold Dr

AM Peak Hour (7:30 - 8:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	34	0	0	28	0	0	0	0	0	0	0	Herrygers, Christian: -1 for Balancing
2023 Peak Hour Volume	0	34	0	0	28	0	0	0	0	0	0	0	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: -4 for N Pike W closing at US 521
Background Growth	0	10	0	0	9	0	0	0	0	0	0	0	
2050 Background Peak Hour Volume	0	44	0	0	36	0	0	0	0	0	0	0	Herrygers, Christian: -30 for N Pike W closing at US 521
% Entering (Industrial)	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	Herrygers, Christian: +10 for Rebalancing N Pike W dead ends near Wesmark, so traffic is rerouted around the new connector road.
Entering Site Traffic	44	0	0	0	0	0	0	45	0	0	0	0	
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total Site Trips	44	0	0	0	0	0	0	45	0	0	0	0	Herrygers, Christian: +25 for N Pike W rebalancing.
% Entering (Commercial)	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	Herrygers, Christian: +25 for closed N Pike W rebalancing.
Entering Site Traffic	0	0	0	0	10	0	0	0	0	0	0	10	
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +60 for closed N Pike W rebalancing.
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0	
Total Site Trips	0	10	0	0	10	0	0	0	0	0	0	10	Herrygers, Christian: +55 for N Pike W closing at US 521.
Pass-by Trips													
Total External Site Traffic	44	10	0	0	10	0	0	45	0	0	0	10	Herrygers, Christian: +50 for N Pike W closing at US 521.
2050 Build Peak Hour Volume	40	24	10	25	46	25	0	105	55	50	232	10	Herrygers, Christian: +232 for N Pike W closing at US 521.

PM Peak Hour (4:30 - 5:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	21	0	0	30	0	0	0	0	0	0	0	Herrygers, Christian: -6 for Rebalancing the background traffic, -60 for closed N Pike W rebalancing.
2023 Peak Hour Volume	0	21	0	0	30	0	0	0	0	0	0	0	Herrygers, Christian: +12 for closed N Pike W near Wesmark Blvd.
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: -9 for rebalancing the background traffic, -40 for rebalancing cars sending them to Jefferson Rd instead of closed N Pike W.
Background Growth	0	6	0	0	9	0	0	0	0	0	0	0	
2050 Background Peak Hour Volume	0	27	0	0	39	0	0	0	0	0	0	0	Herrygers, Christian: +28 for Rebalancing. Sending 28 cars to Jefferson Rd due to closed N Pike W.
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%	Herrygers, Christian: +135 for Rebalancing. Relocating 135 cars to Jefferson Rd.
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0	Herrygers, Christian: +81 for closed N Pike W.
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	33	Herrygers, Christian: +372 for Rebalancing for N Pike W closing at US 521.
Total Site Trips	0	0	0	0	0	0	0	20	0	0	0	33	
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	
Entering Site Traffic	0	0	0	0	30	0	0	0	0	0	0	0	
% Exiting (Commercial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Exiting Site Traffic	0	50	0	0	0	0	0	0	0	0	0	0	Herrygers, Christian: -23 relocated to Jefferson Rd. Removing US 521 at N Pike W and closing N Pike W near Wesmark Blvd.
Total Site Trips	0	50	0	0	30	0	0	0	0	0	0	0	
Pass-by Trips													
Total External Site Traffic	0	50	0	0	30	0	0	20	0	0	0	33	
2050 Build Peak Hour Volume	10	11	0	12	20	28	0	155	81	0	372	10	

INTERSECTION VOLUME WORKSHEET

Intersection #35
S Pike W Dead End at S Pike W

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Dead End			S Pike W Dead End			S Pike W			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	278	0	0	172	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	278	0	0	172	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	86	0	0	53	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	364	0	0	225	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	15	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	15	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	75	0	0	0	0	0
% Exiting (Commercial)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	35	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	35	0	0	0	75	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	50	0	0	0	75	0	0	0	0	0
2050 Build Peak Hour Volume	0	23	190	0	26	0	380	0	11	0	0	0

Herrygers, Christian:
+201 & +140 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+140 for S Pike Closing at Wesmark Blvd.

Herrygers, Christian:
+199 for rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+305 for rebalancing due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+11 due to S Pike W Closing at Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Dead End			S Pike W Dead End			S Pike W			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	248	0	0	311	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	248	0	0	311	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	76	0	0	96	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	324	0	0	407	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	10	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	21%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	115	0	0	0	0	0
% Exiting (Commercial)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	130	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	130	0	0	0	115	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	140	0	0	0	115	0	0	0	0	0
2050 Build Peak Hour Volume	0	23	171	10	13	0	390	0	11	0	0	0

Herrygers, Christian:
+301 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+31 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+10 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+194 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+275 due to S Pike W Closing at Wesmark Blvd.

Herrygers, Christian:
+11 due to S Pike W Closing at Wesmark Blvd.



2050 Build Alternative 3A AM Volumes



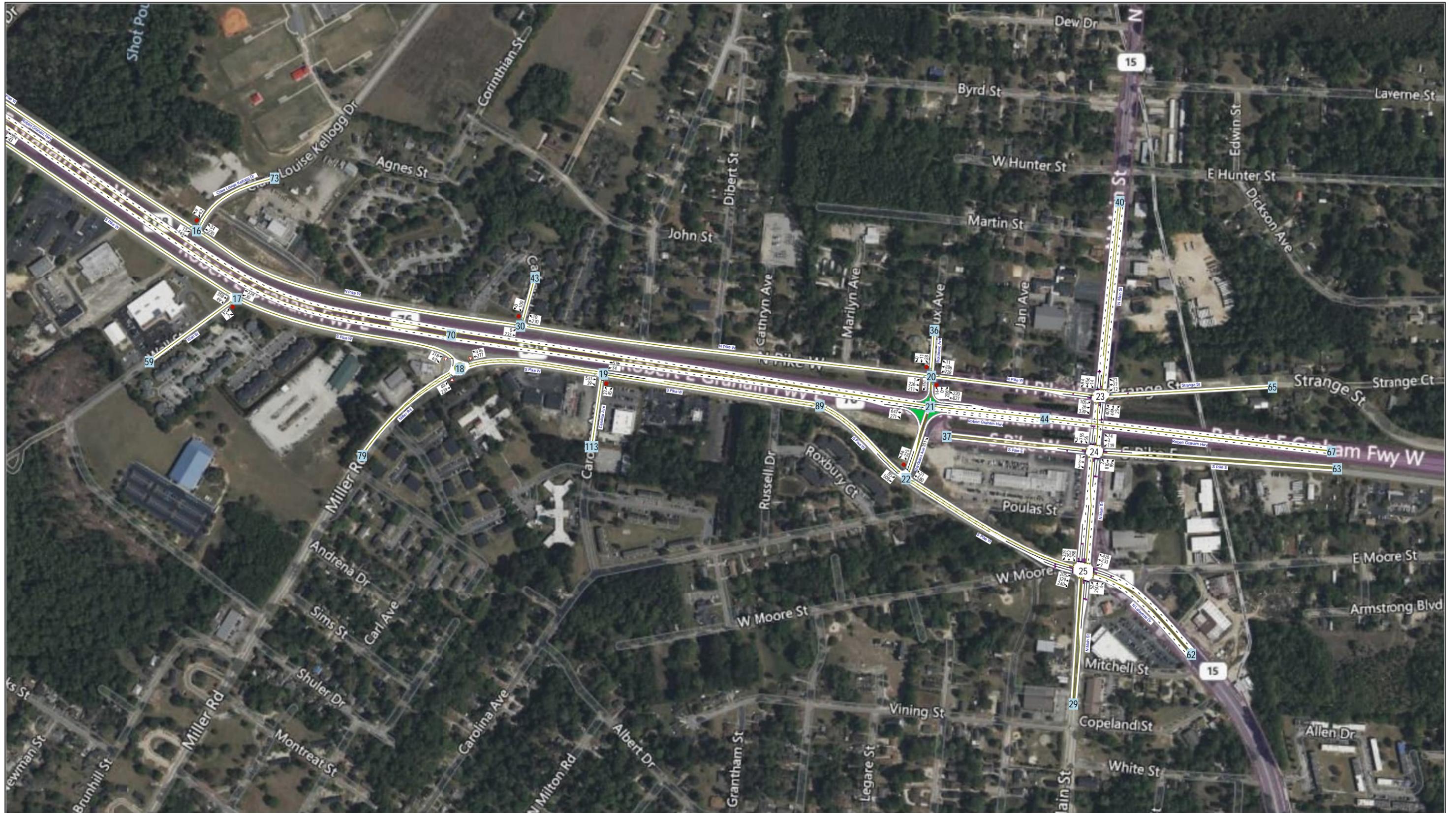
2050 Build Alternative 3A PM Volumes



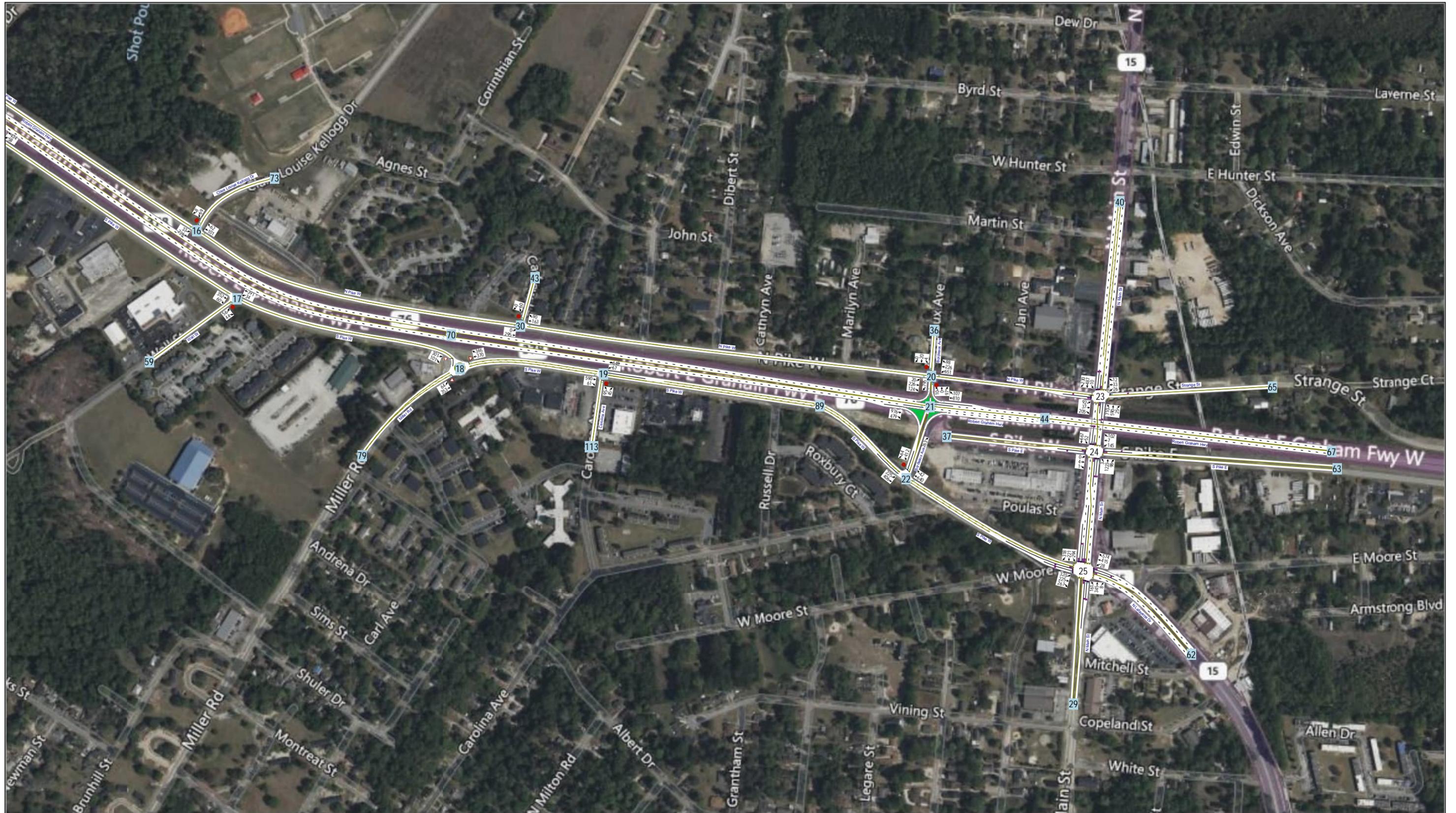
2050 Build Alternative 3A AM Volumes



2050 Build Alternative 3A PM Volumes



2050 Build Alternative 3A AM Volumes



2050 Build Alternative 3A PM Volumes

US 378 Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
140 Manufacturing	800.0	1000 sf	3,170	1,585	1,585	498	378	120	680	211	469
857 Discount Club	450.0	1000 sf	19,108	9,554	9,554	360	220	140	922	461	461
930 Fast Casual Restaurant	30.0	1000 sf	2,914	1,457	1,457	44	22	22	524	288	236
710 General Office Building	150.0	1000 sf	1,651	826	825	238	209	29	232	40	192
310 Hotel	180.0	Rooms	1,528	764	764	84	47	37	106	54	52
			0	0	0	0	0	0	0	0	0
Subtotal			28,371	14,186	14,185	1,224	876	348	2,464	1,054	1,410
<i>Internal Capture</i>											
140 Manufacturing	0%	0%	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
857 Discount Club	10%	26%	<u>2,440</u>	<u>1,420</u>	<u>1,020</u>	<u>35</u>	<u>16</u>	<u>19</u>	<u>244</u>	<u>142</u>	<u>102</u>
930 Fast Casual Restaurant	64%	43%	<u>2,250</u>	<u>1,040</u>	<u>1,210</u>	<u>28</u>	<u>17</u>	<u>11</u>	<u>225</u>	<u>104</u>	<u>121</u>
710 General Office Building	14%	25%	<u>590</u>	<u>160</u>	<u>430</u>	<u>34</u>	<u>21</u>	<u>13</u>	<u>59</u>	<u>16</u>	<u>43</u>
310 Hotel	0%	0%	<u>480</u>	<u>260</u>	<u>220</u>	<u>13</u>	<u>1</u>	<u>12</u>	<u>48</u>	<u>26</u>	<u>22</u>
Internal Capture Total			5,760	2,880	2,880	110	55	55	576	288	288
Trips After Internal Capture											
140			3,170	1,585	1,585	498	378	120	680	211	469
857			16,668	8,134	8,534	325	204	121	678	319	359
710			1,061	666	395	204	188	16	173	24	149
310			1,048	504	544	71	46	25	58	28	30
0			0	0	0	0	0	0	0	0	0
Total External Trips after Internal Capture			22,611	11,306	11,305	1,114	821	293	1,888	766	1,122
Manufacturing Reduction											
140			3170	1585	1585	498	378	120	680	211	469
Total New External Trips without Manufacturing			19,441	9,721	9,720	616	443	173	1,208	555	653

INTERSECTION VOLUME WORKSHEET

**Intersection #3
Jefferson Rd at US 521 (Camden Hwy)**

AM Peak Hour (7:30 - 8:30)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	22%	13%	2%	0%	3%	0%	1%	2%	0%	0%	2%	5%
2023 Raw Traffic Count	0	0	2	37	70	59	27	493	48	114	945	7
2023 Peak Hour Volume	0	0	2	37	70	59	27	493	48	114	945	7
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	1	11	22	18	8	152	15	35	291	2
2050 Background Peak Hour Volume	0	0	3	48	92	77	35	645	63	149	1,236	9
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	4%	8%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	15	30	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	10	0	10	0	0	0	0	0	0
Total Site Trips	0	0	0	10	0	10	0	0	20	15	30	0
% Entering (Commercial)	0%	0%	0%	0%	9%	0%	5%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	40	0	20	0	0	0	0	23
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	6%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	23	10	0
Total Site Trips	0	0	0	0	40	0	20	0	0	23	10	23
Pass-by Trips												
Total External Site Traffic	0	0	0	10	40	10	20	0	20	38	40	23
2050 Build Peak Hour Volume	0	0	3	58	132	115	55	645	83	404	1,069	32
	0.92			0.87			0.90			0.80		

Herrygers, Christian:
+28 for N Pike Closing.

Herrygers, Christian:
+10 for Rebalancing. +207
for N Pike Closing.

Herrygers, Christian:
-207 for N Pike W Closing.

PM Peak Hour (4:45 - 5:45)

Description	Jefferson Rd			Jefferson Rd			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	6%	5%	1%	2%	2%	0%	5%	1%	0%	0%	1%	2%
2023 Raw Traffic Count	0	1	5	37	91	82	60	905	51	77	661	4
2023 Peak Hour Volume	0	1	5	37	91	82	60	905	51	77	661	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	2	11	28	25	18	279	16	24	204	1
2050 Background Peak Hour Volume	0	1	7	48	119	107	78	1,184	67	101	865	5
% Entering (Industrial)	0%	0%	0%	22%	0%	0%	0%	0%	9%	7%	0%	0%
Entering Site Traffic	0	0	0	46	0	0	0	0	20	15	0	0
% Exiting (Industrial)	0%	0%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	39	0	39	0	0	0	0	0	0
Total Site Trips	0	0	0	85	0	39	0	0	20	15	0	0
% Entering (Commercial)	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	55	0	30	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	53	50	0
Total Site Trips	0	0	0	0	55	0	30	0	0	53	50	30
Pass-by Trips												
Total External Site Traffic	0	0	0	85	55	39	30	0	20	68	50	30
2050 Build Peak Hour Volume	0	1	7	133	174	146	108	1,184	87	325	759	35

Herrygers, Christian:
+156 for N Pike Closing.

Herrygers, Christian:
-156 for N Pike Closing.

INTERSECTION VOLUME WORKSHEET

**Intersection #5
US 521 (Camden Hwy) at US 76/378 WB Off-Ramp**

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	42%	29%
2023 Raw Traffic Count	0	0	0	66	0	122	0	409	0	0	874	0
2023 Peak Hour Volume	0	0	0	66	0	122	0	409	0	0	874	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	20	0	38	0	126	0	0	269	0
2050 Background Peak Hour Volume	0	0	0	86	0	160	0	535	0	0	1,143	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	3%	0%
Entering Site Traffic	0	0	0	0	0	0	0	65	0	0	10	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	40	0
Total Site Trips	0	0	0	0	0	0	0	65	0	0	50	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	25	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	5	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	5	0	0	25	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	70	0	0	75	0
2050 Build Peak Hour Volume	0	0	0	86	0	308	0	480	0	0	1,131	0

0.89

0.70

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	13%	6%	0%	0%	0%	0%	0%	32%	29%
2023 Raw Traffic Count	0	0	0	56	0	183	0	685	0	0	682	0
2023 Peak Hour Volume	0	0	0	56	0	183	0	685	0	0	682	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	17	0	56	0	211	0	0	210	0
2050 Background Peak Hour Volume	0	0	0	73	0	239	0	896	0	0	892	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	28%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	60	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	195	0
Total Site Trips	0	0	0	0	0	0	0	60	0	0	195	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	35	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	15	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	15	0	0	35	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	0	0	75	0	0	230	0
2050 Build Peak Hour Volume	0	0	0	73	0	495	0	858	0	0	926	0

Herrygers, Christian: +148 for N Pike Closing.

Herrygers, Christian: -125 for N Pike Closing.

Herrygers, Christian: +89 for N Pike Closing. +2 for Rebalancing.

Herrygers, Christian: +256 for Rebalancing.

Herrygers, Christian: -113 because of N Pike Closing.

Herrygers, Christian: -196 because of N Pike W Closing.

INTERSECTION VOLUME WORKSHEET

**Intersection #6
US 521 (Camden Hwy) at S Pike W**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	3%	1%	5%	1%	0%	0%	2%	4%
2023 Raw Traffic Count	0	0	0	19	0	117	0	292	41	466	478	0
2023 Peak Hour Volume	0	0	0	19	0	117	0	292	41	466	478	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	6	0	36	0	90	13	144	147	0
2050 Background Peak Hour Volume	0	0	0	25	0	153	0	382	54	610	625	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	65	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	33%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	40	0
Total Site Trips	0	0	0	0	0	0	0	65	0	10	40	0
% Entering (Commercial)	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	65	0	0	0	0	0	0	25	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	3%	20%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	5	35	0	0	0
Total Site Trips	0	0	0	65	0	0	0	5	35	0	25	0
Pass-by Trips												
Total External Site Traffic	0	0	0	65	0	0	0	70	35	10	65	0
2050 Build Peak Hour Volume	0	0	0	0	0	3	0	477	134	611	610	0

0.93

0.87

0.92

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			US 521 (Camden Hwy)			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	0%	0%	0%	8%	2%	6%	0%	0%	0%	0%	6%
2023 Raw Traffic Count	0	0	0	41	0	229	0	471	79	317	405	0
2023 Peak Hour Volume	0	0	0	41	0	229	0	471	79	317	405	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	13	0	71	0	145	24	98	125	0
2050 Background Peak Hour Volume	0	0	0	54	0	300	0	616	103	415	530	0
% Entering (Industrial)	0%	0%	0%	0%	0%	9%	0%	19%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	40	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	8%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	156	39	0
Total Site Trips	0	0	0	0	0	20	0	40	0	156	39	0
% Entering (Commercial)	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	6%	0%
Entering Site Traffic	0	0	0	85	0	0	0	0	0	0	35	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	2%	19%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	15	125	0	0	0
Total Site Trips	0	0	0	85	0	0	0	15	125	0	35	0
Pass-by Trips												
Total External Site Traffic	0	0	0	85	0	20	0	55	125	156	74	0
2050 Build Peak Hour Volume	0	0	0	0	0	20	0	858	289	513	466	0

Herrygers, Christian:
-90 for S Pike Left Closing.

Herrygers, Christian:
-150 for Rebalancing.

Herrygers, Christian:
-125 for N Pike Closing.
+150 for Rebalancing.

Herrygers, Christian:
+125 for N Pike Closing.
+20 & -100 for S Pike Closing.

Herrygers, Christian:
-9 for S Pike Closing.

Herrygers, Christian:
-89 for N Pike W Closing.
+9 for S Pike Closing.

Herrygers, Christian:
-139 because of closed left turn for S Pike W at US 521.

Herrygers, Christian:
-300 for Rebalancing.

Herrygers, Christian:
-113 because of N Pike Closing.
+300 for S Pike WB Closing.

Herrygers, Christian:
+113 because of N Pike Closing.
+48 & -100 for S Pike W Closing.

Herrygers, Christian:
-58 for S Pike Closing.

Herrygers, Christian:
-196 for Closed N Pike W.
+58 for S Pike Closing.

INTERSECTION VOLUME WORKSHEET

**Intersection #7
US 76 Bus (Broad St) at US 521 (Camden Hwy)**

AM Peak Hour (7:30 - 8:30)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	5%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%
2023 Raw Traffic Count	78	442	6	34	363	276	0	0	74	414	25	66
2023 Peak Hour Volume	78	442	6	34	363	276	0	0	74	414	25	66
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	24	136	2	10	112	85	0	0	23	128	8	20
2050 Background Peak Hour Volume	102	578	8	44	475	361	0	0	97	542	33	86
% Entering (Industrial)	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	65	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	40	0	0
Total Site Trips	0	0	0	0	0	65	0	0	0	40	0	0
% Entering (Commercial)	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	20%
Entering Site Traffic	0	0	0	0	90	0	0	0	0	0	0	90
% Exiting (Commercial)	23%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	40	30	0	0	0	0	0	0	0	0	0	0
Total Site Trips	40	30	0	0	90	0	0	0	0	0	0	90
Pass-by Trips												
Total External Site Traffic	40	30	0	0	90	65	0	0	0	40	0	90
2050 Build Peak Hour Volume	142	608	8	44	565	496	0	0	97	501	33	87

0.99

0.95

PM Peak Hour (5:00 - 6:00)

Description	US 76 Bus (Broad St)			US 76 Bus (Broad St)			Hastings Dr			US 521 (Camden Hwy)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	0%	0%	0%	0%	0%	9%	1%	0%	0%	0%
2023 Raw Traffic Count	101	712	30	63	792	436	0	0	127	323	43	88
2023 Peak Hour Volume	101	712	30	63	792	436	0	0	127	323	43	88
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	219	9	19	244	134	0	0	39	100	13	27
2050 Background Peak Hour Volume	132	931	39	82	1,036	570	0	0	166	423	56	115
% Entering (Industrial)	0%	0%	0%	0%	0%	19%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	40	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	39	0	0
Total Site Trips	0	0	0	0	0	40	0	0	0	39	0	0
% Entering (Commercial)	0%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	22%
Entering Site Traffic	0	0	0	0	100	0	0	0	0	0	0	120
% Exiting (Commercial)	21%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	140	135	0	0	0	0	0	0	0	0	0	0
Total Site Trips	140	135	0	0	100	0	0	0	0	0	0	120
Pass-by Trips												
Total External Site Traffic	140	135	0	0	100	40	0	0	0	39	0	120
2050 Build Peak Hour Volume	272	1,066	39	82	1,136	858	0	0	166	185	56	235

Herrygers, Christian:
+150 for Rebalancing, S
Pike WB Closing, -20 &
+100 for S Pike Closing

Herrygers, Christian:
-90 for S Pike WBL Closing
at US 521, +9 for S Pike W
Closing.

Herrygers, Christian:
-89 for N Pike Closing

Herrygers, Christian:
About 89 cars are assumed
to be rerouted traffic from
N Pike W.

Herrygers, Christian:
+300 for Rebalancing, S
Pike WB Closing, +48 & -
100 for S Pike Closing.

Herrygers, Christian:
-139 because of closed left
turn for S Pike W at US
521, -196 because of N
Pike W Closing, +58 for S
Pike W Closing.

INTERSECTION VOLUME WORKSHEET

**Intersection #8
S Pike W at US 76/378 EB On-Ramp**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	6%	2%	0%	0%	0%	0%	0%	0%	15%	7%	0%
2023 Raw Traffic Count	222	278	0	0	138	15	0	0	0	0	0	0
2023 Peak Hour Volume	222	278	0	0	138	15	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	68	86	0	0	43	5	0	0	0	0	0	0
2050 Background Peak Hour Volume	290	364	0	0	181	20	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	0	0	65	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	45	0	0	65	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	735	0	0	0	0	0	3	0	0	0	0	0

0.95

0.91

PM Peak Hour (5:00 - 6:00)

Description	S Pike W			S Pike W			US 76/378 EB On-Ramp			US 76/378 EB On-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	0%	1%	1%	0%	0%	0%	0%	0%	0%	12%	21%	0%
2023 Raw Traffic Count	177	212	0	0	273	37	0	0	0	0	0	0
2023 Peak Hour Volume	177	212	0	0	273	37	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	55	65	0	0	84	11	0	0	0	0	0	0
2050 Background Peak Hour Volume	232	277	0	0	357	48	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	20	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	85	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	125	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	125	0	0	85	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	281	0	0	105	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	793	0	0	0	0	0	20	0	0	0	0	0

Herrygers, Christian:
+125 for N Pike W Closing.
+20 for S Pike W Closing.

Herrygers, Christian:
-109 for S Pike W
Rebalancing.

Herrygers, Christian:
-90 for S Pike Left Closing.
-156 for Rebalancing.

Herrygers, Christian:
-20 for Rebalancing.

Herrygers, Christian:
+3 for Rebalancing.

Herrygers, Christian:
+113 for N Pike W Closing.
+400 for S Pike W
Rebalancing. +48 for S
Pike Rebalancing.

Herrygers, Christian:
-400 for S Pike W
Rebalancing. -158 for
Rebalancing.

Herrygers, Christian:
-139 because of closed left
turn for S Pike W at US
521. -323 for Rebalancing.

Herrygers, Christian:
-48 for Rebalancing.

Herrygers, Christian:
+20 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

**Intersection #9
US 76/378 (Robert Graham Fwy) at US 76/378 WB Off-Ramp**

AM Peak Hour (7:15 - 8:15)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	12%	15%	2%	0%	0%	0%	0%	2%	0%	0%	3%	0%
2023 Raw Traffic Count	0	0	0	0	419	188	0	0	0	0	0	0
2023 Peak Hour Volume	0	0	0	0	419	188	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	0	129	58	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	0	0	0	548	246	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	180	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	180	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	180	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	728	394	0	0	0	0	0	0
	0.91			0.95			0.90					

Herrygers, Christian:
+148 for N Pike W Closing.

PM Peak Hour (4:45 - 5:45)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			US 76/378 WB Off-Ramp			US 76/378 WB Off-Ramp		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Truck Percentage	5%	2%	0%	0%	0%	0%	0%	2%	0%	1%	0%	0%
2023 Raw Traffic Count	0	0	0	0	380	239	0	0	0	0	0	0
2023 Peak Hour Volume	0	0	0	0	380	239	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	0	0	0	117	74	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	0	0	0	497	313	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	220	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	220	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	220	0	0	0	0	0	0	0
2050 Build Peak Hour Volume	0	0	0	0	717	569	0	0	0	0	0	0

Herrygers, Christian:
+256 because of N Pike W at US 521.

INTERSECTION VOLUME WORKSHEET

**Intersection #10
S Pike W at Market St**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Market St			Market St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	243	34	38	134	0	25	0	35	0	0	0
2023 Peak Hour Volume	0	243	34	38	134	0	25	0	35	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	12	41	0	8	0	11	0	0	0
2050 Background Peak Hour Volume	0	318	44	50	175	0	33	0	46	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	11%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	50	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	30	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	30	5	0	50	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	40	5	0	50	0	15	0	15	0	0	0
2050 Build Peak Hour Volume	0	0	49	390	15	0	8	0	213	0	0	0

Herrygers, Christian:
-177 for Rebalancing. -181 for Rebalancing.

Herrygers, Christian:
+90 for S Pike Left Closing. +120 for Rebalancing. +130 for Rebalancing.

Herrygers, Christian:
-90 for S Pike Left Closing. 120 for Rebalancing.

Herrygers, Christian:
-40 for Rebalancing.

Herrygers, Christian:
+60 for S Pike Closing. +92 for Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Market St			Market St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	212	15	29	282	0	29	0	36	0	0	0
2023 Peak Hour Volume	0	212	15	29	282	0	29	0	36	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	5	9	87	0	9	0	11	0	0	0
2050 Background Peak Hour Volume	0	277	20	38	369	0	38	0	47	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	10	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	10	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	14%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	80	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	115	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	115	10	0	80	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	271	10	0	90	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	20	30	383	20	0	3	0	175	0	0	0

Herrygers, Christian:
-400 for S Pike W Rebalancing. -128 for S Pike W Closing.

Herrygers, Christian:
+200 for S Pike WB Closing.

Herrygers, Christian:
-139 because of closed left turn for S Pike W at US 521. -100 for Rebalancing. -200 for S Pike WB Closing.

Herrygers, Christian:
+100 for Rebalancing. -150 for S Pike WB Closing.

Herrygers, Christian:
+128 for S Pike W Closing.

INTERSECTION VOLUME WORKSHEET

Intersection #11
N Pike W at Electric Dr

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Electric Dr			Electric Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	41	117	0	0	111	26	0	0	0	8	0	20
2023 Peak Hour Volume	41	117	0	0	111	26	0	0	0	8	0	20
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	13	36	0	0	34	8	0	0	0	2	0	6
2050 Background Peak Hour Volume	54	153	0	0	145	34	0	0	0	10	0	26
% Entering (Industrial)	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	75	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	40	0	0	0	0	0	0	0
Total Site Trips	0	75	0	0	40	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	25	0	0	0	0	0	0	20
% Exiting (Commercial)	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	10	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	10	5	0	0	25	0	0	0	0	0	0	20
Pass-by Trips												
Total External Site Traffic	10	80	0	0	65	0	0	0	0	0	0	20
2050 Build Peak Hour Volume	64	10	0	0	10	10	0	0	0	10	0	46

Herrygys, Christian: -223 for Rebalancing.

Herrygys, Christian: -200 for Rebalancing.

Herrygys, Christian: -24 for Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Electric Dr			Electric Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	13	140	0	0	176	8	0	0	0	23	0	33
2023 Peak Hour Volume	13	140	0	0	176	8	0	0	0	23	0	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	43	0	0	54	2	0	0	0	7	0	10
2050 Background Peak Hour Volume	17	183	0	0	230	10	0	0	0	30	0	43
% Entering (Industrial)	0%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%
Entering Site Traffic	0	40	0	0	0	0	0	0	0	0	0	55
% Exiting (Industrial)	0%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	55	0	0	0	0	0	0	0
Total Site Trips	0	40	0	0	55	0	0	0	0	0	0	55
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	35	0	0	0	0	0	0	30
% Exiting (Commercial)	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	50	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	50	15	0	0	35	0	0	0	0	0	0	30
Pass-by Trips												
Total External Site Traffic	50	55	0	0	90	0	0	0	0	0	0	85
2050 Build Peak Hour Volume	11	25	0	0	19	10	0	0	0	30	0	0

Herrygys, Christian: -56 for N Pike W Closing.

Herrygys, Christian: -213 for N Pike W Closing.

Herrygys, Christian: -256 because of N Pike W at US 521. -45 because of N Pike W at US 521.

Herrygys, Christian: -128 because of N Pike W closing at US 521

INTERSECTION VOLUME WORKSHEET

**Intersection #12
S Pike W at Wesmark Blvd**

AM Peak Hour (7:45 - 8:45)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	203	53	89	157	0	16	0	63	0	0	0
2023 Peak Hour Volume	0	203	53	89	157	0	16	0	63	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	16	27	48	0	5	0	19	0	0	0
2050 Background Peak Hour Volume	0	266	69	116	205	0	21	0	82	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	7%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	30	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	12%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	20	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	20	10	0	30	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	30	10	0	30	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	78	33	79	116	235	0	41	164	196	149	193	115

Herrygers, Christian: +78 for Rebalancing due to S Pike W Closing at Wesmark Blvd

Herrygers, Christian: -263 for Rebalancing due to S Pike W Closing at Wesmark Blvd and US 521

Herrygers, Christian: +75 for Rebalancing. +89 for Rebalancing. This is due to the S Pike W closings at Wesmark Blvd and US 521

Herrygers, Christian: +114 for Rebalancing. This is due to the S Pike W Closings at Wesmark Blvd and US 521

Herrygers, Christian: +149 for Rebalancing due to S Pike W Closing at Wesmark Blvd

Herrygers, Christian: +89, +57, & +50 for rebalancing due to S Pike W Closings at Wesmark Blvd and both Pikes closing at US 521

Herrygers, Christian: +115 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Eastbound			S Pike W Westbound			Wesmark Blvd Northbound			Wesmark Blvd Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	180	67	162	234	0	75	0	154	0	0	0
2023 Peak Hour Volume	0	180	67	162	234	0	75	0	154	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	55	21	50	72	0	23	0	47	0	0	0
2050 Background Peak Hour Volume	0	235	88	212	306	0	98	0	201	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	156	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	156	0	0	0	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	12%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	65	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	9%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	60	55	0	0	0	0	0	0	0	0	0
Total Site Trips	0	60	55	0	65	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	216	55	0	65	0	25	0	0	0	0	0
2050 Build Peak Hour Volume	60	48	73	212	278	93	30	176	201	77	481	93

Herrygers, Christian: +60 for Rebalancing due to S Pike W closing at Wesmark Blvd.

Herrygers, Christian: -403 for S Pike W Rebalancing due to S Pike W Closing at Wesmark Blvd

Herrygers, Christian: -93 for Rebalancing due to S Pike W Closing at Wesmark Blvd

Herrygers, Christian: +93 for Rebalancing due to S Pike W Closing at Wesmark Blvd

Herrygers, Christian: +176 for Rebalancing S Pike W traffic due to S Pike W at US 521 closing.

Herrygers, Christian: +77 for Rebalancing due to S Pike W Closing at Wesmark Blvd

Herrygers, Christian: +342 for Rebalancing. +139 for Closed S Pike W Left Turn due to S Pike W Closing at Wesmark Blvd and both Pikes closing at US 521.

Herrygers, Christian: +93 for Rebalancing due to S Pike W Closing at Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

**Intersection #13
S Pike W at Bultman Dr**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Bultman Dr			Bultman Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	244	34	54	204	0	30	0	46	0	0	0
2023 Peak Hour Volume	0	244	34	54	204	0	30	0	46	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	10	17	63	0	9	0	14	0	0	0
2050 Background Peak Hour Volume	0	319	44	71	267	0	39	0	60	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	20	0	0	0
% Exiting (Industrial)	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	0	0	0	0	0	20	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	25	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	25	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	15	15	0	25	0	5	0	20	0	0	0
2050 Build Peak Hour Volume	0	334	59	71	292	0	44	0	80	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Bultman Dr			Bultman Dr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	281	58	88	326	0	55	0	86	0	0	0
2023 Peak Hour Volume	0	281	58	88	326	0	55	0	86	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	18	27	100	0	17	0	27	0	0	0
2050 Background Peak Hour Volume	0	368	76	115	426	0	72	0	113	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	26%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	121	35	0	0	0	0	0	0	0	0	0
Total Site Trips	0	121	35	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	10%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	55	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	50	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	50	10	0	55	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	171	45	0	55	0	10	0	0	0	0	0
2050 Build Peak Hour Volume	0	248	86	26	450	0	82	0	113	0	0	0

Herrygers, Christian:
-291 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

Herrygers, Christian:
-35 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

Herrygers, Christian:
-89 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

Herrygers, Christian:
-31 for rebalancing due to S Pike Closings and US 378 now being accessible from Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

**Intersection #14
N Pike W at Farmers Telephone Rd**

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Farmers Telephone Rd			Farmers Telephone Rd		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	11	105	0	0	138	31	0	0	0	12	0	10
2023 Peak Hour Volume	11	105	0	0	138	31	0	0	0	12	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	3	32	0	0	43	10	0	0	0	4	0	3
2050 Background Peak Hour Volume	14	137	0	0	181	41	0	0	0	16	0	13
% Entering (Industrial)	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	75	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	40
Total Site Trips	75	0	0	0	0	0	0	0	0	0	0	40
% Entering (Commercial)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	5	0	0	0	0	0	0	20
% Exiting (Commercial)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	0	0	5	0	0	0	0	0	0	20
Pass-by Trips												
Total External Site Traffic	75	5	0	0	5	0	0	0	0	0	0	60
2050 Build Peak Hour Volume	19	22	0	0	46	41	0	0	0	16	0	23

Herrygers, Christian:
-70 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian:
-120 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian:
-140 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian:
+150 for Rebalancing. N Pike W is closed near Wesmark.

Herrygers, Christian:
+120 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian:
-50 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Farmers Telephone Rd			Farmers Telephone Rd		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	29	155	0	0	159	6	0	0	0	23	0	10
2023 Peak Hour Volume	29	155	0	0	159	6	0	0	0	23	0	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	48	0	0	49	2	0	0	0	7	0	3
2050 Background Peak Hour Volume	38	203	0	0	208	8	0	0	0	30	0	13
% Entering (Industrial)	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	40	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	55
Total Site Trips	40	0	0	0	0	0	0	0	0	0	0	55
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	35
% Exiting (Commercial)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	0	0	0	0	0	0	0	0	0	35
Pass-by Trips												
Total External Site Traffic	40	15	0	0	0	0	0	0	0	0	0	90
2050 Build Peak Hour Volume	38	7	0	0	18	8	0	0	0	30	0	43

Herrygers, Christian:
-40 for Rebalancing. N Pike W Closed near Wesmark.

Herrygers, Christian:
+211 for Rebalancing. N Pike W Closed near Wesmark.

Herrygers, Christian:
-190 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian:
+90 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

Herrygers, Christian:
+211 for Rebalancing. N Pike W Closed near Wesmark.

Herrygers, Christian:
-60 for Rebalancing due to N Pike W Closing near Wesmark Blvd.

INTERSECTION VOLUME WORKSHEET

**Intersection #15
S Pike W at Hilliard Dr**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Hilliard Dr			Hilliard Dr		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	283	5	33	259	0	2	0	61	0	0	0
2023 Peak Hour Volume	0	283	5	33	259	0	2	0	61	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	2	10	80	0	1	0	19	0	0	0
2050 Background Peak Hour Volume	0	370	7	43	339	0	3	0	80	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	4%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	5	5	0	15	0	10	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	5	0	0	0	0	0
% Exiting (Commercial)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	0	0	5	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	5	10	0	15	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	375	17	43	354	0	18	0	80	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Hilliard Dr			Hilliard Dr		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	363	6	44	404	0	13	0	65	0	0	0
2023 Peak Hour Volume	0	363	6	44	404	0	13	0	65	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	2	14	125	0	4	0	20	0	0	0
2050 Background Peak Hour Volume	0	475	8	58	529	0	17	0	85	0	0	0
% Entering (Industrial)	0%	0%	37%	14%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	78	30	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	23	78	30	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	15	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	15	0	0	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	33	93	30	0	0	15	0	0	0	0	0
2050 Build Peak Hour Volume	0	308	46	58	434	0	37	0	85	0	0	0

Herrygers, Christian:
-200 for Rebalancing due to US 378 being accessible at Wesmark Blvd and the S Pike Closings.

Herrygers, Christian:
-55 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

Herrygers, Christian:
-30 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

Herrygers, Christian:
-95 for Rebalancing due to US 378 being accessible at Wesmark Blvd and the S Pike Closings.

INTERSECTION VOLUME WORKSHEET

**Intersection #16
N Pike W at Clara Louise Kellogg Dr**

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	6	108	0	0	176	22	0	0	0	9	0	3
2023 Peak Hour Volume	6	108	0	0	176	22	0	0	0	9	0	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	2	33	0	0	54	7	0	0	0	3	0	1
2050 Background Peak Hour Volume	8	141	0	0	230	29	0	0	0	12	0	4
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	1%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	20	0	5
% Exiting (Commercial)	3%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	5	0	0	0	0	5	0	0	0	0	0	0
Total Site Trips	5	0	0	0	0	5	0	0	0	20	0	5
Pass-by Trips												
Total External Site Traffic	5	0	0	0	0	5	0	0	0	30	0	5
2050 Build Peak Hour Volume	13	141	0	0	230	34	0	0	0	42	0	9

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Clara Louise Kellogg Dr			Clara Louise Kellogg Dr		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	14	173	0	0	154	40	0	0	0	30	0	6
2023 Peak Hour Volume	14	173	0	0	154	40	0	0	0	30	0	6
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	4	53	0	0	47	12	0	0	0	9	0	2
2050 Background Peak Hour Volume	18	226	0	0	201	52	0	0	0	39	0	8
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	10	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	10	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	20	0	0
% Exiting (Commercial)	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	15	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	15	0	0	0	0	10	0	0	0	20	0	0
Pass-by Trips												
Total External Site Traffic	15	0	0	0	0	10	0	0	0	30	0	0
2050 Build Peak Hour Volume	33	226	0	0	101	62	0	0	0	69	0	8

Herrygers, Christian:
-100 for rebalancing due to
N Pike W being closed near
Wesmark Blvd and traffic
having access to US 378
there.

INTERSECTION VOLUME WORKSHEET

Intersection #17
S Pike W at Wall St

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Wall St			Wall St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	274	34	19	258	0	13	0	5	0	0	0
2023 Peak Hour Volume	0	274	34	19	258	0	13	0	5	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	84	10	6	80	0	4	0	2	0	0	0
2050 Background Peak Hour Volume	0	358	44	25	338	0	17	0	7	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	7%	0%	9%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	25	0	35	0	0	0	0	0
% Exiting (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	5	0	25	0	35	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	0	0	0	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	5	5	25	0	35	0	0	0	0	0
2050 Build Peak Hour Volume	0	358	49	30	338	0	32	0	7	0	0	0

Herrygers, Christian:
-25 for Rebalancing due to S Pike Closings causing traffic to relocate off the network

Herrygers, Christian:
-20 for Rebalancing due to S Pike Closings causing traffic to relocate off the network

PM Peak Hour (4:15 - 5:15)

Description	S Pike W			S Pike W			Wall St			Wall St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	422	21	11	375	0	39	0	26	0	0	0
2023 Peak Hour Volume	0	422	21	11	375	0	39	0	26	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	130	6	3	116	0	12	0	8	0	0	0
2050 Background Peak Hour Volume	0	552	27	14	491	0	51	0	34	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	15	0	0	0	0	0
% Exiting (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	23	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	23	0	15	0	15	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	10	0	0	0
% Exiting (Commercial)	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	10	20	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	20	0	0	0	0	10	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	33	20	15	0	15	0	10	0	0	0
2050 Build Peak Hour Volume	0	352	60	34	391	0	56	0	44	0	0	0

Herrygers, Christian:
-200 for rebalancing due to US 378 being accessible at Wesmark Blvd and traffic relocating off the network to bypass S Pike W Closings.

Herrygers, Christian:
-115 for Rebalancing due to S Pike Closings causing traffic to relocate off the network and traffic having access to US 378 at Wesmark Blvd.

Herrygers, Christian:
-10 for Rebalancing due to S Pike Closings causing traffic to relocate off the network.

INTERSECTION VOLUME WORKSHEET

Intersection #18
S Pike W at Miller Rd

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Miller Rd			Miller Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	243	48	204	238	0	39	0	183	0	0	0
2023 Peak Hour Volume	0	243	48	204	238	0	39	0	183	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	75	15	63	73	0	12	0	56	0	0	0
2050 Background Peak Hour Volume	0	318	63	267	311	0	51	0	239	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	0
Total Site Trips	0	0	0	0	0	0	0	15	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	3%	0%	6%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	15	0	25	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	6%	3%	6%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	10	5	10	0	0	0	0	0	0
Total Site Trips	0	0	0	10	5	25	0	25	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	10	5	25	0	40	0	0	20	0
2050 Build Peak Hour Volume	0	318	63	277	316	25	51	40	239	0	20	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Miller Rd			Miller Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	383	77	260	340	0	49	0	270	0	0	0
2023 Peak Hour Volume	0	383	77	260	340	0	49	0	270	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	118	24	80	105	0	15	0	83	0	0	0
2050 Background Peak Hour Volume	0	501	101	340	445	0	64	0	353	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	10	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	80	0
Total Site Trips	0	0	0	0	0	0	0	10	0	0	80	0
% Entering (Commercial)	2%	0%	0%	0%	0%	9%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	10	0	0	0	0	50	0	30	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	3%	3%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	20	20	0	0	0	0	0	0
Total Site Trips	10	0	0	30	20	70	0	30	0	0	0	0
Pass-by Trips												
Total External Site Traffic	10	0	0	30	20	70	0	40	0	0	80	0
2050 Build Peak Hour Volume	10	301	101	370	365	190	64	40	353	0	80	0

Herrygys, Christian:
-200 for Rebalancing due to S Pike W closures relocating traffic and US 378 being accessible at Wesmark Blvd.

Herrygys, Christian:
-100 for Rebalancing due to S Pike W closures relocating traffic and US 378 being accessible at Wesmark Blvd.

Herrygys, Christian:
+120 for Rebalancing. Relocated Bordeaux Ave SBLs to the west towards the new Miller Rd roundabout bridge.

INTERSECTION VOLUME WORKSHEET

**Intersection #19
S Pike W at Carolina Ave**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Carolina Ave			Carolina Ave		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	406	30	22	421	0	17	0	15	0	0	0
2023 Peak Hour Volume	0	406	30	22	421	0	17	0	15	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	125	9	7	130	0	5	0	5	0	0	0
2050 Background Peak Hour Volume	0	531	39	29	551	0	22	0	20	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	25	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	25	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	15	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	3%	14%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	5	25	0	0	0	0	0	0	0
Total Site Trips	0	0	0	5	25	0	15	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	5	25	0	15	0	25	0	0	0
2050 Build Peak Hour Volume	0	531	39	34	576	0	37	0	45	0	0	0

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Carolina Ave			Carolina Ave		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	604	47	28	550	0	50	0	23	0	0	0
2023 Peak Hour Volume	0	604	47	28	550	0	50	0	23	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	186	14	9	170	0	15	0	7	0	0	0
2050 Background Peak Hour Volume	0	790	61	37	720	0	65	0	30	0	0	0
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	15	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	15	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	30	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	5%	14%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	30	90	0	0	0	0	0	0	0
Total Site Trips	0	0	0	30	90	0	30	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	30	90	0	30	0	15	0	0	0
2050 Build Peak Hour Volume	0	590	61	67	830	0	95	0	45	0	0	0

Herrygers, Christian:
-200 for rebalancing due to S Pike closings relocating traffic and US 378 being accessible from Wesmark Blvd.

Herrygers, Christian:
+20 for rebalancing due to the double roundabouts at Miller Rd.

INTERSECTION VOLUME WORKSHEET

Intersection #20
N Pike W at Bordeaux Ave

AM Peak Hour (7:15 - 8:15)

Description	N Pike W			N Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	165	0	121	165	1	41	0	127	2	1	0
2023 Peak Hour Volume	1	165	0	121	165	1	41	0	127	2	1	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	51	0	37	51	0	13	0	39	1	0	0
2050 Background Peak Hour Volume	1	216	0	158	216	1	54	0	166	3	1	0
% Entering (Industrial)	0%	17%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Entering Site Traffic	0	65	0	0	0	0	0	0	0	25	0	0
% Exiting (Industrial)	0%	0%	0%	0%	25%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	30	10	0	0	0	0	0	0
Total Site Trips	0	65	0	0	30	10	0	0	0	25	0	0
% Entering (Commercial)	0%	0%	18%	16%	0%	0%	0%	0%	0%	0%	2%	0%
Entering Site Traffic	0	0	80	70	0	0	0	0	0	0	10	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	80	70	0	0	0	0	0	0	10	0
Pass-by Trips												
Total External Site Traffic	0	65	80	70	30	10	0	0	0	25	10	0
2050 Build Peak Hour Volume	1	281	80	228	246	11	54	0	166	28	11	0

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	211	3	207	219	1	8	0	74	1	0	0
2023 Peak Hour Volume	0	211	3	207	219	1	8	0	74	1	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	65	1	64	67	0	2	0	23	0	0	0
2050 Background Peak Hour Volume	0	276	4	271	286	1	10	0	97	1	0	0
% Entering (Industrial)	0%	24%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Entering Site Traffic	0	50	0	0	0	0	0	0	0	3	0	0
% Exiting (Industrial)	0%	0%	0%	0%	26%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	120	37	0	0	0	0	0	0
Total Site Trips	0	50	0	0	120	37	0	0	0	3	0	0
% Entering (Commercial)	0%	0%	22%	14%	0%	0%	0%	0%	0%	0%	4%	0%
Entering Site Traffic	0	0	120	80	0	0	0	0	0	0	20	0
% Exiting (Commercial)	3%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	20	0	0	0	0	10	0	0	0	0	0	0
Total Site Trips	20	0	120	80	0	10	0	0	0	0	20	0
Pass-by Trips												
Total External Site Traffic	20	50	120	80	120	47	0	0	0	3	20	0
2050 Build Peak Hour Volume	60	326	124	351	326	8	10	0	97	4	20	0

Herrygers, Christian: +40 for rebalancing. It is assumed that the nearby neighborhoods will take in traffic along N Pike W.

Herrygers, Christian: -80 for Rebalancing. N Pike W Closed at Wesmark and traffic utilizing US 378 more due to new signal at Wesmark.

Herrygers, Christian: -40 for Rebalancing. It is assumed that the neighborhoods nearby will take in traffic from N Pike W. So this is balancing out with the EBLs at this intersection which added 40 cars.

INTERSECTION VOLUME WORKSHEET

**Intersection #21
US 76/378 (Robert Graham Fwy) at Bordeaux Ave**

AM Peak Hour (7:30 - 8:30)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	282	168	0	617	168	0	0	77	0	0	122
2023 Peak Hour Volume	0	282	168	0	617	168	0	0	77	0	0	122
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	87	52	0	190	52	0	0	24	0	0	38
2050 Background Peak Hour Volume	0	369	220	0	807	220	0	0	101	0	0	160
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	36%
Entering Site Traffic	0	0	0	0	20	0	0	0	0	0	0	160
% Exiting (Commercial)	0%	6%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	60	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	60	0	20	0	0	0	0	0	0	160
Pass-by Trips												
Total External Site Traffic	0	10	60	0	20	0	0	0	0	0	0	160
2050 Build Peak Hour Volume	0	816	280	0	827	220	0	0	101	0	0	320

Herrygers, Christian:
+437 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

PM Peak Hour (5:00 - 6:00)

Description	US 76/378 (Robert Graham Fwy)			US 76/378 (Robert Graham Fwy)			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	490	106	0	619	82	0	0	201	0	0	210
2023 Peak Hour Volume	0	490	106	0	619	82	0	0	201	0	0	210
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	151	33	0	191	25	0	0	62	0	0	65
2050 Background Peak Hour Volume	0	641	139	0	810	107	0	0	263	0	0	275
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	220
% Exiting (Commercial)	0%	5%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	35	240	0	0	0	0	0	0	0	0	0
Total Site Trips	0	35	240	0	0	0	0	0	0	0	0	220
Pass-by Trips												
Total External Site Traffic	0	35	240	0	0	0	0	0	0	0	0	220
2050 Build Peak Hour Volume	0	1,060	379	0	810	107	0	0	263	0	0	495

Herrygers, Christian:
+384 for Rebalancing due to new Wesmark Signal allowing for more cars to utilize US 378.

INTERSECTION VOLUME WORKSHEET

**Intersection #22
S Pike W at Bordeaux Ave**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	65	339	0	0	443	16	0	0	0	156	0	12
2023 Peak Hour Volume	65	339	0	0	443	16	0	0	0	156	0	12
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	20	104	0	0	137	5	0	0	0	48	0	4
2050 Background Peak Hour Volume	85	443	0	0	580	21	0	0	0	204	0	16
% Entering (Industrial)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	25	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	25	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	17%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	30	0	30
Total Site Trips	0	0	0	0	0	0	0	0	0	30	0	30
Pass-by Trips												
Total External Site Traffic	0	25	0	0	0	0	0	0	0	30	0	30
2050 Build Peak Hour Volume	85	468	0	0	580	21	0	0	0	234	0	46

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Bordeaux Ave			Bordeaux Ave		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	172	452	0	0	578	32	0	0	0	93	0	11
2023 Peak Hour Volume	172	452	0	0	578	32	0	0	0	93	0	11
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	53	139	0	0	178	10	0	0	0	29	0	3
2050 Background Peak Hour Volume	225	591	0	0	756	42	0	0	0	122	0	14
% Entering (Industrial)	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	15	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	0	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	18%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	120	0	120
Total Site Trips	0	0	0	0	0	0	0	0	0	120	0	120
Pass-by Trips												
Total External Site Traffic	0	15	0	0	0	0	0	0	0	120	0	120
2050 Build Peak Hour Volume	225	606	0	0	756	42	0	0	0	122	0	254

Herrygers, Christian:
-120 for Rebalancing due to double roundabouts at Miller Rd allowing for cars to cross over to N Pike W.

Herrygers, Christian:
+120 for Rebalancing due to double roundabouts at Miller Rd allowing for cars to cross over to N Pike W.

INTERSECTION VOLUME WORKSHEET

**Intersection #23
US 15 (N Main St) at N Pike W**

AM Peak Hour (7:15 - 8:15)

Description	N Pike W			Strange St			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	23	20	259	9	21	16	248	261	19	11	333	22
2023 Peak Hour Volume	23	20	259	9	21	16	248	261	19	11	333	22
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	7	6	80	3	6	5	76	80	6	3	103	7
2050 Background Peak Hour Volume	30	26	339	12	27	21	324	341	25	14	436	29
% Entering (Industrial)	24%	0%	0%	0%	0%	0%	0%	26%	0%	0%	0%	0%
Entering Site Traffic	90	0	0	0	0	0	0	98	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	33%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	40
Total Site Trips	90	0	0	0	0	0	0	98	0	0	20	40
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	6%
Entering Site Traffic	0	0	0	0	0	0	45	0	0	0	0	25
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	10	0	0	0	0
Total Site Trips	0	0	0	0	0	0	45	10	0	0	0	25
Pass-by Trips												
Total External Site Traffic	90	0	0	0	0	0	45	108	0	0	20	65
2050 Build Peak Hour Volume	120	26	339	12	27	21	369	449	25	14	456	94

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			Strange St			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	30	28	232	20	25	9	367	315	19	8	313	33
2023 Peak Hour Volume	30	28	232	20	25	9	367	315	19	8	313	33
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	9	9	72	6	8	3	113	97	6	2	96	10
2050 Background Peak Hour Volume	39	37	304	26	33	12	480	412	25	10	409	43
% Entering (Industrial)	25%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
Entering Site Traffic	53	0	0	0	0	0	0	53	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	33%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	157
Total Site Trips	53	0	0	0	0	0	0	53	0	0	78	157
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	5%
Entering Site Traffic	0	0	0	0	0	0	60	0	0	0	0	30
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	25	0	0	0	0
Total Site Trips	0	0	0	0	0	0	60	25	0	0	0	30
Pass-by Trips												
Total External Site Traffic	53	0	0	0	0	0	60	78	0	0	78	187
2050 Build Peak Hour Volume	92	37	304	26	33	12	420	490	25	10	487	230

Herrygers, Christian: -120 for Rebalancing due to double roundabouts allowing for cars exiting from US 378 EB onto S Pike W to cross over to N Pike W.

INTERSECTION VOLUME WORKSHEET

Intersection #24
US 15 (N Main St) at S Pike E

AM Peak Hour (7:15 - 8:15)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	1	2	2	91	2	39	2	489	73	42	562	3
2023 Peak Hour Volume	1	2	2	91	2	39	2	489	73	42	562	3
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	1	28	1	12	1	151	22	13	173	1
2050 Background Peak Hour Volume	1	3	3	119	3	51	2	640	95	55	735	4
% Entering (Industrial)	0%	0%	0%	0%	0%	5%	0%	21%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	18	0	80	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	0
Total Site Trips	0	0	0	0	0	18	0	80	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	9%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	40	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	10	0	0	0	0
Total Site Trips	0	0	0	0	0	5	0	50	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	23	0	130	0	0	20	0
2050 Build Peak Hour Volume	1	3	3	119	3	74	2	770	95	55	755	4

Herryggers, Christian:
-1 for Balancing (1 U-Turn
+ 1 Left)

PM Peak Hour (4:30 - 5:30)

Description	S Pike E			S Pike E			US 15 (N Main St)			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	3	1	111	5	68	2	633	71	40	526	0
2023 Peak Hour Volume	0	3	1	111	5	68	2	633	71	40	526	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	1	0	34	2	21	1	195	22	12	162	0
2050 Background Peak Hour Volume	0	4	1	145	7	89	3	828	93	52	688	0
% Entering (Industrial)	0%	0%	0%	0%	0%	4%	0%	21%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	8	0	45	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	0
Total Site Trips	0	0	0	0	0	8	0	45	0	0	78	0
% Entering (Commercial)	0%	0%	0%	0%	0%	1%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	5	0	45	0	0	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	35	5	0	0	0
Total Site Trips	0	0	0	0	0	5	0	80	5	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	0	0	0	13	0	125	5	0	78	0
2050 Build Peak Hour Volume	0	4	1	145	7	102	3	833	98	52	766	0

Herryggers, Christian:
-120 for Rebalancing due
to double roundabouts
allowing for cars exiting
from US 378 EB onto S
Pike W to cross over to N
Pike W.

INTERSECTION VOLUME WORKSHEET

**Intersection #25
US 15 (N Main St) at S Pike W**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	99	244	145	5	178	291	40	153	3	228	177	247
2023 Peak Hour Volume	99	244	145	5	178	291	40	153	3	228	177	247
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	31	75	45	2	55	90	12	47	1	70	55	76
2050 Background Peak Hour Volume	130	319	190	7	233	381	52	200	4	298	232	323
% Entering (Industrial)	7%	0%	0%	0%	0%	7%	0%	8%	0%	0%	0%	0%
Entering Site Traffic	25	0	0	0	0	25	0	30	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	20	0
Total Site Trips	25	0	0	0	0	25	0	30	0	0	20	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	20	0	20	0	0	0	0
% Exiting (Commercial)	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	10	10	10	0	0	0	0	0	0	0	0	0
Total Site Trips	10	10	10	0	0	20	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	35	10	10	0	0	45	0	50	0	0	20	0
2050 Build Peak Hour Volume	165	329	200	7	233	426	52	250	4	298	252	323

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			US 15 (N Lafayette St)			N Main St			US 15 (N Main St)		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	149	294	97	22	241	332	123	237	6	225	186	243
2023 Peak Hour Volume	149	294	97	22	241	332	123	237	6	225	186	243
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	46	91	30	7	74	102	38	73	2	69	57	75
2050 Background Peak Hour Volume	195	385	127	28	315	434	161	310	8	294	243	318
% Entering (Industrial)	7%	0%	0%	0%	0%	7%	0%	7%	0%	0%	0%	0%
Entering Site Traffic	15	0	0	0	0	15	0	15	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	78	0
Total Site Trips	15	0	0	0	0	15	0	15	0	0	78	0
% Entering (Commercial)	0%	0%	0%	0%	0%	5%	0%	4%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	25	0	20	0	0	0	0
% Exiting (Commercial)	6%	6%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	40	40	40	0	0	0	0	0	0	0	0	0
Total Site Trips	40	40	40	0	0	25	0	20	0	0	0	0
Pass-by Trips												
Total External Site Traffic	55	40	40	0	0	40	0	35	0	0	78	0
2050 Build Peak Hour Volume	130	425	167	28	315	474	161	345	8	294	321	318

Herrygers, Christian:
-1 for Balancing (1 U-Turn
+ 27 Lefts)

Herrygers, Christian:
-120 for Rebalancing due
to double roundabouts
allowing for cars exiting
from US 378 EB onto S
Pike W to cross over to N
Pike W.

INTERSECTION VOLUME WORKSHEET

**Intersection #26
S Pike W at Brookhollow Place Dwy**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W			S Pike W			Brookhollow Place Dwy			Brookhollow Place Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	285	3	4	249	0	4	0	6	0	0	0
2023 Peak Hour Volume	0	285	3	4	249	0	4	0	6	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	88	1	1	77	0	1	0	2	0	0	0
2050 Background Peak Hour Volume	0	373	4	5	326	0	5	0	8	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	0	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	5	0	15	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	25	10	0	15	0	10	0	10	0	0	0
2050 Build Peak Hour Volume	0	408	9	10	351	0	15	0	18	0	0	0

Herrygers, Christian:
+10 for Rebalancing.

Herrygers, Christian:
-5 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian:
+5 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian:
+10 for Rebalancing.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W			S Pike W			Brookhollow Place Dwy			Brookhollow Place Dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	364	3	5	415	0	3	0	6	0	0	0
2023 Peak Hour Volume	0	364	3	5	415	0	3	0	6	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	112	1	2	128	0	1	0	2	0	0	0
2050 Background Peak Hour Volume	0	476	4	7	543	0	4	0	8	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	20	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	20	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	35	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	10	0	35	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	30	0	35	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	0	346	14	27	518	0	24	0	13	0	0	0

Herrygers, Christian:
-271 for Rebalancing due to US 378 being accessible from Wesmark Blvd.

Herrygers, Christian:
-20 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian:
+20 for Rebalancing due to N Pike W closing near Wesmark Blvd.

Herrygers, Christian:
-60 for Rebalancing due to US 378 being accessible at Wesmark Blvd.

Herrygers, Christian:
+5 for Rebalancing.

INTERSECTION VOLUME WORKSHEET

**Intersection #27
US 378 at Wesmark Blvd**

AM Peak Hour (7:30 - 8:30)

Description	US 378			US 378			Wesmark Blvd			Wesmark Connector Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	449	0	0	607	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	449	0	0	607	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	138	0	0	187	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	587	0	0	794	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	10	0	0	0
% Exiting (Industrial)	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	5	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	15	5	0	0	0	0	0	10	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	15	0	10	0	0	0	0	0
% Exiting (Commercial)	0%	6%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	10	5	0	0	0	0	0	0	0	0	0
Total Site Trips	0	10	5	0	15	0	10	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	25	10	0	15	0	10	0	10	0	0	0
2050 Build Peak Hour Volume	102	867	79	229	1,021	28	41	30	171	58	149	60

Herrygers, Christian: +102 for Rebalancing and N Pike W Closing.

Herrygers, Christian: +255 for Rebalancing and both Pikes Closing.

Herrygers, Christian: +140 for Rebalancing due to N Pike W closings at Wesmark Blvd and US 521.

Herrygers, Christian: +212 for Rebalancing due to both Pikes Closing.

Herrygers, Christian: +28 for N Pike W Closing Rebalancing.

Herrygers, Christian: +31 for N Pike W Closing Rebalancing.

Herrygers, Christian: +30 for N Pike W Closing Rebalancing.

Herrygers, Christian: +161 for N Pike W Closing Rebalancing.

Herrygers, Christian: -149 for N Pike W Closing Rebalancing.

Herrygers, Christian: +149 for N Pike W Closing Rebalancing. This traffic is also able to access the relocated S Pike W to the south.

Herrygers, Christian: +60 for N Pike W Closing Rebalancing.

Herrygers, Christian: +132 for Rebalancing and N Pike W Closing.

Herrygers, Christian: +170 for both Pikes Closing.

PM Peak Hour (4:30 - 5:30)

Description	US 378			US 378			Wesmark Blvd			Wesmark Connector Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	591	0	162	619	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	591	0	162	619	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	182	0	50	191	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	773	0	212	810	0	0	0	0	0	0	0
% Entering (Industrial)	0%	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	78	0	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	5%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	23	20	0	0	0	0	0	0	0	0	0
Total Site Trips	0	101	20	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	6%	0%	4%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	35	0	20	0	0	0	0	0
% Exiting (Commercial)	0%	6%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	40	10	0	0	0	0	0	0	0	0	0
Total Site Trips	0	40	10	0	35	0	20	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	141	30	0	35	0	20	0	0	0	0	0
2050 Build Peak Hour Volume	132	1,084	351	223	1,066	44	93	60	176	179	77	128

Herrygers, Christian: +196 & -185 for Rebalancing for N Pike W closings at US 521 and Wesmark Blvd.

Herrygers, Christian: +221 for both Pikes Closing.

Herrygers, Christian: +44 because of Rebalancing along N Pike W.

Herrygers, Christian: +73 for Rebalancing for N/S Pike W closings at US 521.

Herrygers, Christian: +176 for Rebalancing for S Pike W closing at US 521..

Herrygers, Christian: +156 for N Pike Closing. - 77 for Rebalancing.

Herrygers, Christian: +77 for Rebalancing for N Pike W closing at US 521. This traffic is also able to access the relocated S Pike W to the south.

Herrygers, Christian: +128 because of Closed N Pike W

INTERSECTION VOLUME WORKSHEET

**Intersection #30
N Pike W at Miller Rd Connector**

AM Peak Hour (7:30 - 8:30)

Description	N Pike W			N Pike W			Miller Rd Connector			Miller Rd Connector		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	117	0	0	206	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	117	0	0	206	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	36	0	0	63	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	153	0	0	270	0	0	0	0	0	0	0
% Entering (Industrial)	0%	3%	0%	0%	0%	0%	0%	0%	4%	11%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	15	40	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	8%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	20	0	10	0	0	0	0	0	0
Total Site Trips	0	10	0	20	0	10	0	0	15	40	0	0
% Entering (Commercial)	0%	5%	0%	0%	0%	0%	0%	0%	9%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	40	20	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	3%	3%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	5	5	0	0	0	0
Total Site Trips	0	20	0	0	0	0	5	5	40	20	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	20	0	10	5	5	55	60	0	0
2050 Build Peak Hour Volume	0	183	0	20	270	10	5	5	55	60	0	0

Herrygers, Christian:
+ 1 for Balancing (165
thrus+ 41 lefts)

PM Peak Hour (4:30 - 5:30)

Description	N Pike W			N Pike W			Miller Rd Connector			Miller Rd Connector		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	203	0	0	226	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	203	0	0	226	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	63	0	0	70	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	265	0	0	296	0	0	0	0	0	0	0
% Entering (Industrial)	0%	5%	0%	0%	0%	0%	0%	0%	5%	14%	0%	0%
Entering Site Traffic	0	10	0	0	0	0	0	0	10	30	0	0
% Exiting (Industrial)	0%	0%	0%	17%	0%	9%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	80	0	40	0	0	0	0	0	0
Total Site Trips	0	10	0	80	0	40	0	0	10	30	0	0
% Entering (Commercial)	0%	4%	0%	0%	0%	0%	0%	0%	16%	5%	0%	0%
Entering Site Traffic	0	20	0	0	0	0	0	0	90	30	0	0
% Exiting (Commercial)	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	10	10	0	0	0	0
Total Site Trips	0	20	0	0	0	0	10	10	90	30	0	0
Pass-by Trips												
Total External Site Traffic	0	30	0	80	0	40	10	10	100	60	0	0
2050 Build Peak Hour Volume	0	295	0	80	116	40	50	50	140	60	0	0

Herrygers, Christian:
-1 for Balancing (173 thrus
+ 30 Lefts)

Herrygers, Christian:
-180 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike
W.

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike
W.

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike
W.

Herrygers, Christian:
+40 for Rebalancing.
Relocated from SBL at
Bordeaux Ave and S Pike
W.

INTERSECTION VOLUME WORKSHEET

**Intersection #31
Electric Dr at Diebold Dr**

AM Peak Hour (7:30 - 8:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	34	0	0	28	0	0	0	0	0	0	0	Herrygers, Christian: -1 for Balancing
2023 Peak Hour Volume	0	34	0	0	28	0	0	0	0	0	0	0	
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: -4 for N Pike W closing at US 521.
Background Growth	0	10	0	0	9	0	0	0	0	0	0	0	Herrygers, Christian: -30 for N Pike W closing at US 521.
2050 Background Peak Hour Volume	0	44	0	0	36	0	0	0	0	0	0	0	
% Entering (Industrial)	12%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	Herrygers, Christian: +10 for Rebalancing. N Pike W dead ends near Wesmark, so traffic is rerouted around the new connector road.
Entering Site Traffic	44	0	0	0	0	0	0	45	0	0	0	0	
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0	
Total Site Trips	44	0	0	0	0	0	0	45	0	0	0	0	Herrygers, Christian: +25 for N Pike W rebalancing.
% Entering (Commercial)	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	Herrygers, Christian: +25 for closed N Pike W rebalancing.
Entering Site Traffic	0	0	0	0	10	0	0	0	0	0	0	10	
% Exiting (Commercial)	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +60 for closed N Pike W rebalancing.
Exiting Site Traffic	0	10	0	0	0	0	0	0	0	0	0	0	
Total Site Trips	0	10	0	0	10	0	0	0	0	0	0	10	Herrygers, Christian: +55 for N Pike W closing at US 521.
Pass-by Trips													
Total External Site Traffic	44	10	0	0	10	0	0	45	0	0	0	10	Herrygers, Christian: +50 for N Pike W closing at US 521.
2050 Build Peak Hour Volume	40	24	10	25	46	25	0	105	55	50	232	10	Herrygers, Christian: +232 for N Pike W closing at US 521.

PM Peak Hour (4:30 - 5:30)

Description	Electric Dr			Electric Dr			New Wesmark Rd Connector			Diebold Dr			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
2023 Raw Traffic Count	0	21	0	0	30	0	0	0	0	0	0	0	Herrygers, Christian: +10 for N Pike W closing at US 521.
2023 Peak Hour Volume	0	21	0	0	30	0	0	0	0	0	0	0	Herrygers, Christian: +6 for Rebalancing the background traffic. -60 for closed N Pike W rebalancing.
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	Herrygers, Christian: +12 for closed N Pike W near Wesmark Blvd.
Background Growth	0	6	0	0	9	0	0	0	0	0	0	0	Herrygers, Christian: -9 for rebalancing the background traffic. -40 for rebalancing cars sending them to Jefferson Rd instead of closed N Pike W.
2050 Background Peak Hour Volume	0	27	0	0	39	0	0	0	0	0	0	0	
% Entering (Industrial)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	0%	Herrygers, Christian: +28 for Rebalancing. Sending 28 cars to Jefferson Rd due to closed N Pike W.
Entering Site Traffic	0	0	0	0	0	0	0	20	0	0	0	0	
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	33	
Total Site Trips	0	0	0	0	0	0	0	20	0	0	0	33	
% Entering (Commercial)	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +135 for Rebalancing. Relocating 135 cars to Jefferson Rd.
Entering Site Traffic	0	0	0	0	30	0	0	0	0	0	0	0	
% Exiting (Commercial)	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Herrygers, Christian: +81 for closed N Pike W.
Exiting Site Traffic	0	50	0	0	0	0	0	0	0	0	0	0	
Total Site Trips	0	50	0	0	30	0	0	0	0	0	0	0	Herrygers, Christian: +372 for Rebalancing for N Pike W closing at US 521.
Pass-by Trips													
Total External Site Traffic	0	50	0	0	30	0	0	20	0	0	0	33	Herrygers, Christian: -23 relocated to Jefferson Rd. Removing US 521 at N Pike W and closing N Pike W near Wesmark Blvd.
2050 Build Peak Hour Volume	10	11	0	12	20	28	0	155	81	0	372	10	

INTERSECTION VOLUME WORKSHEET

**Intersection #35
S Pike W Dead End at S Pike W**

AM Peak Hour (7:30 - 8:30)

Description	S Pike W Dead End			S Pike W Dead End			S Pike W			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	278	0	0	172	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	278	0	0	172	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	86	0	0	53	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	364	0	0	225	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	15	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	15	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	75	0	0	0	0	0
% Exiting (Commercial)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	35	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	35	0	0	0	75	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	50	0	0	0	75	0	0	0	0	0
2050 Build Peak Hour Volume	0	23	190	0	26	0	380	0	11	0	0	0

Herryggers, Christian:
-201 & -140 due to S Pike
W Closing at Wesmark Blvd.

Herryggers, Christian:
+140 for S Pike Closing at
Wesmark Blvd.

Herryggers, Christian:
-199 for rebalancing due
to S Pike W Closing at
Wesmark Blvd.

Herryggers, Christian:
+305 for rebalancing due
to S Pike W Closing at
Wesmark Blvd.

Herryggers, Christian:
+11 due to S Pike W
Closing at Wesmark Blvd.

PM Peak Hour (4:30 - 5:30)

Description	S Pike W Dead End			S Pike W Dead End			S Pike W			0		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023 Raw Traffic Count	0	248	0	0	311	0	0	0	0	0	0	0
2023 Peak Hour Volume	0	248	0	0	311	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Background Growth	0	76	0	0	96	0	0	0	0	0	0	0
2050 Background Peak Hour Volume	0	324	0	0	407	0	0	0	0	0	0	0
% Entering (Industrial)	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	10	0	0	0	0	0	0	0	0	0
% Exiting (Industrial)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	10	0	0	0	0	0	0	0	0	0
% Entering (Commercial)	0%	0%	0%	0%	0%	0%	21%	0%	0%	0%	0%	0%
Entering Site Traffic	0	0	0	0	0	0	115	0	0	0	0	0
% Exiting (Commercial)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Exiting Site Traffic	0	0	130	0	0	0	0	0	0	0	0	0
Total Site Trips	0	0	130	0	0	0	115	0	0	0	0	0
Pass-by Trips												
Total External Site Traffic	0	0	140	0	0	0	115	0	0	0	0	0
2050 Build Peak Hour Volume	0	23	171	10	13	0	390	0	11	0	0	0

Herryggers, Christian:
-301 due to S Pike W
Closing at Wesmark Blvd.

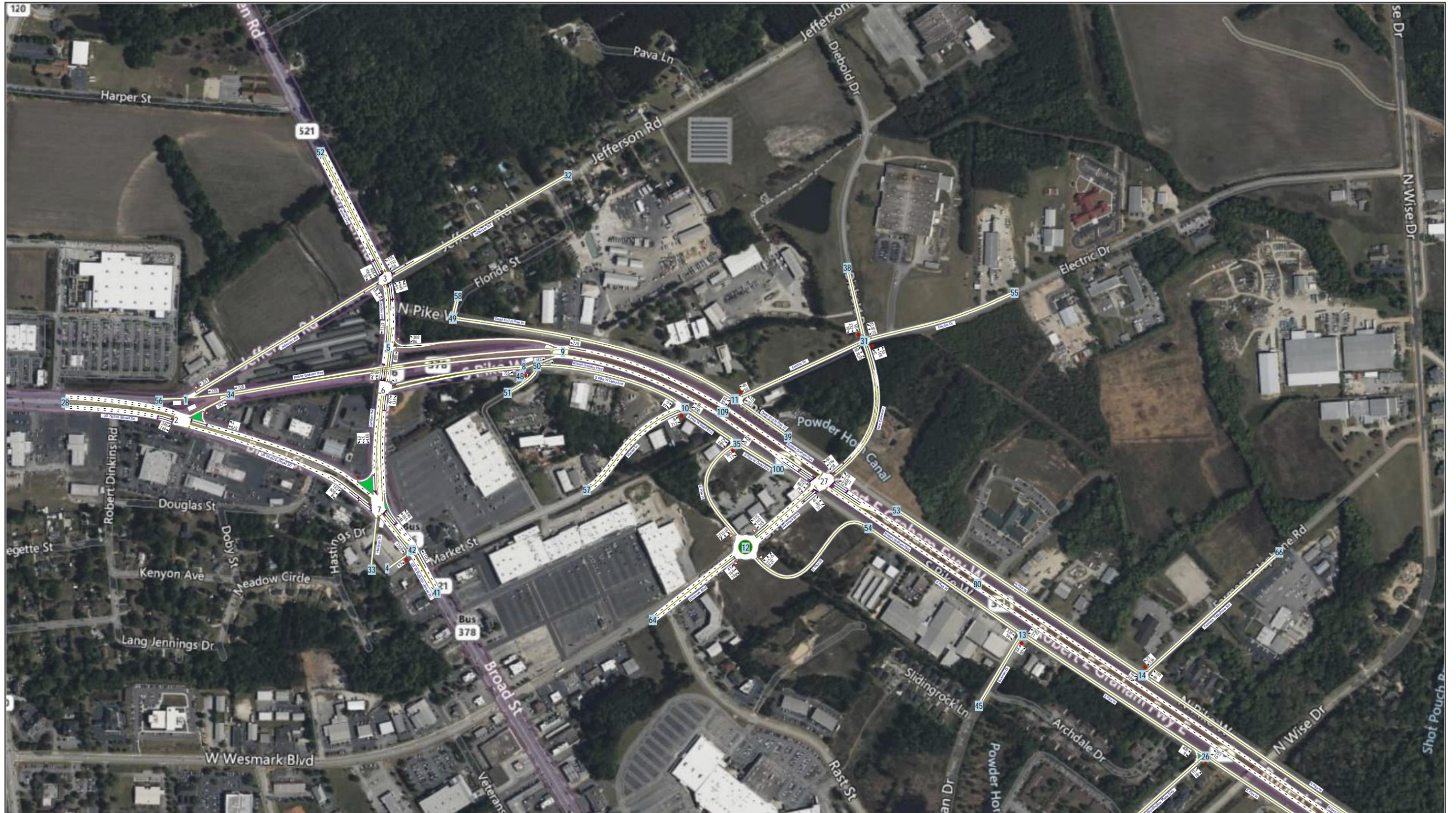
Herryggers, Christian:
+31 due to S Pike W
Closing at Wesmark Blvd.

Herryggers, Christian:
+10 due to S Pike W
Closing at Wesmark Blvd.

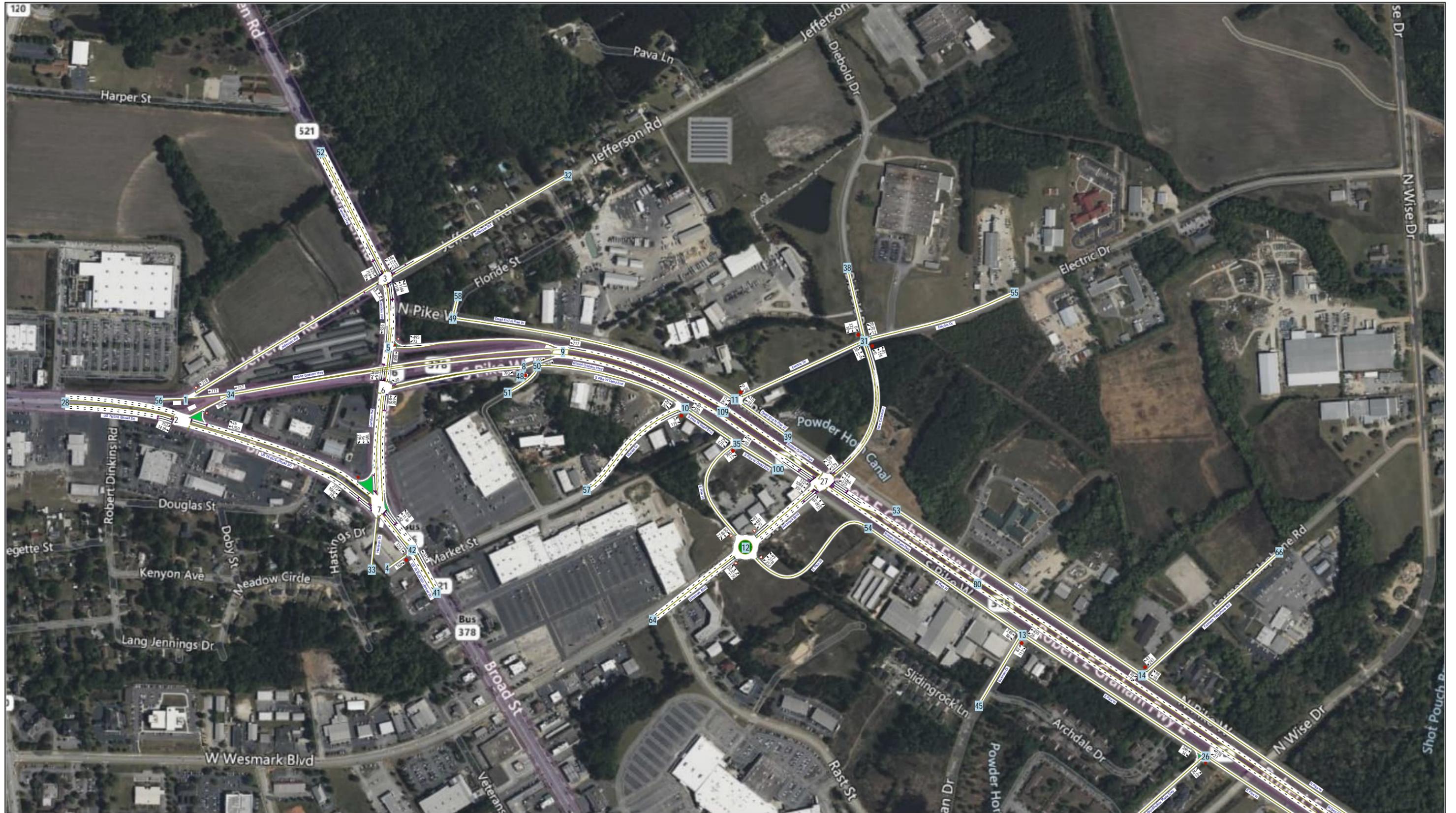
Herryggers, Christian:
-394 due to S Pike W
Closing at Wesmark Blvd.

Herryggers, Christian:
+275 due to S Pike W
Closing at Wesmark Blvd.

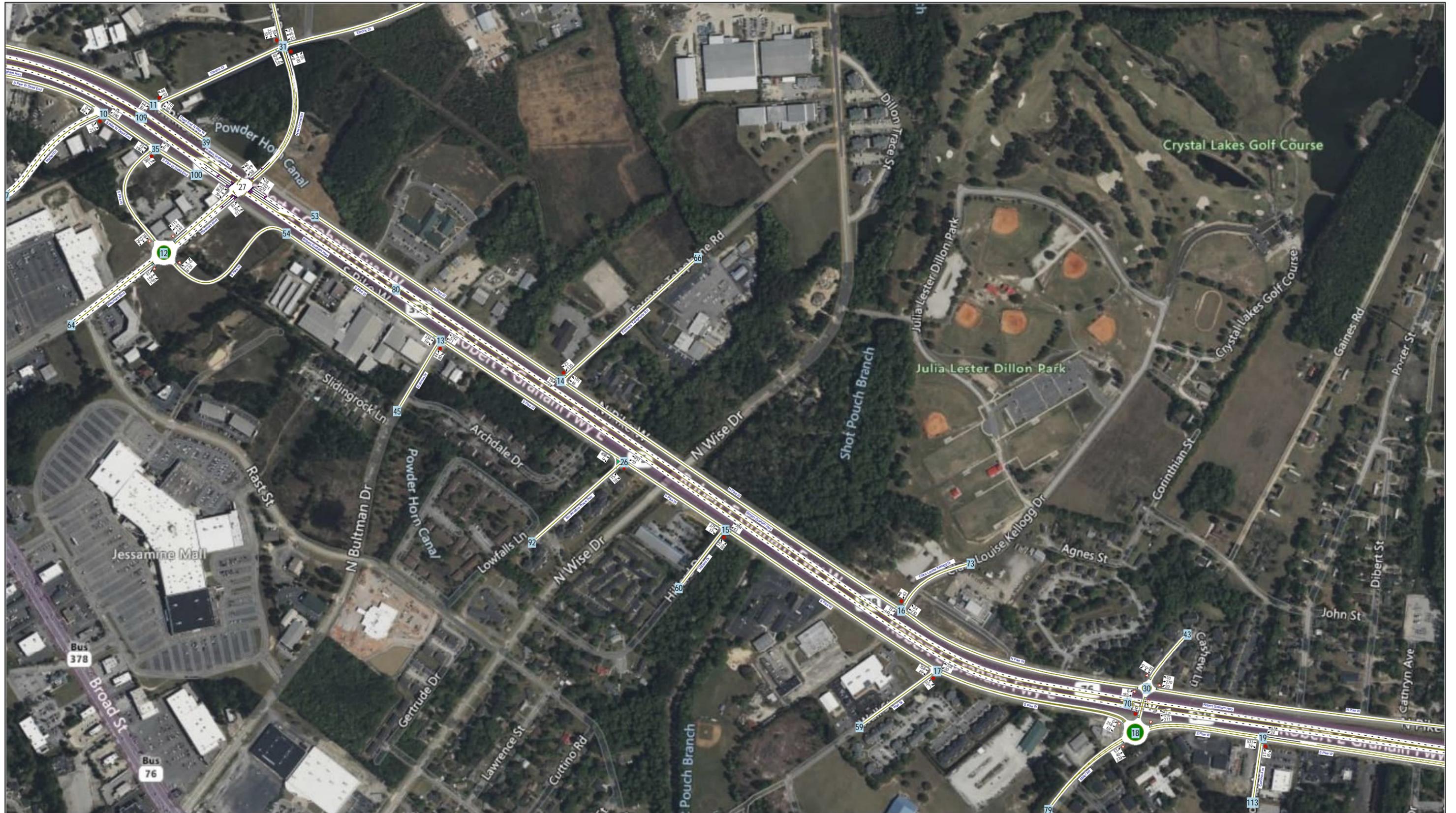
Herryggers, Christian:
+11 due to S Pike W
Closing at Wesmark Blvd.



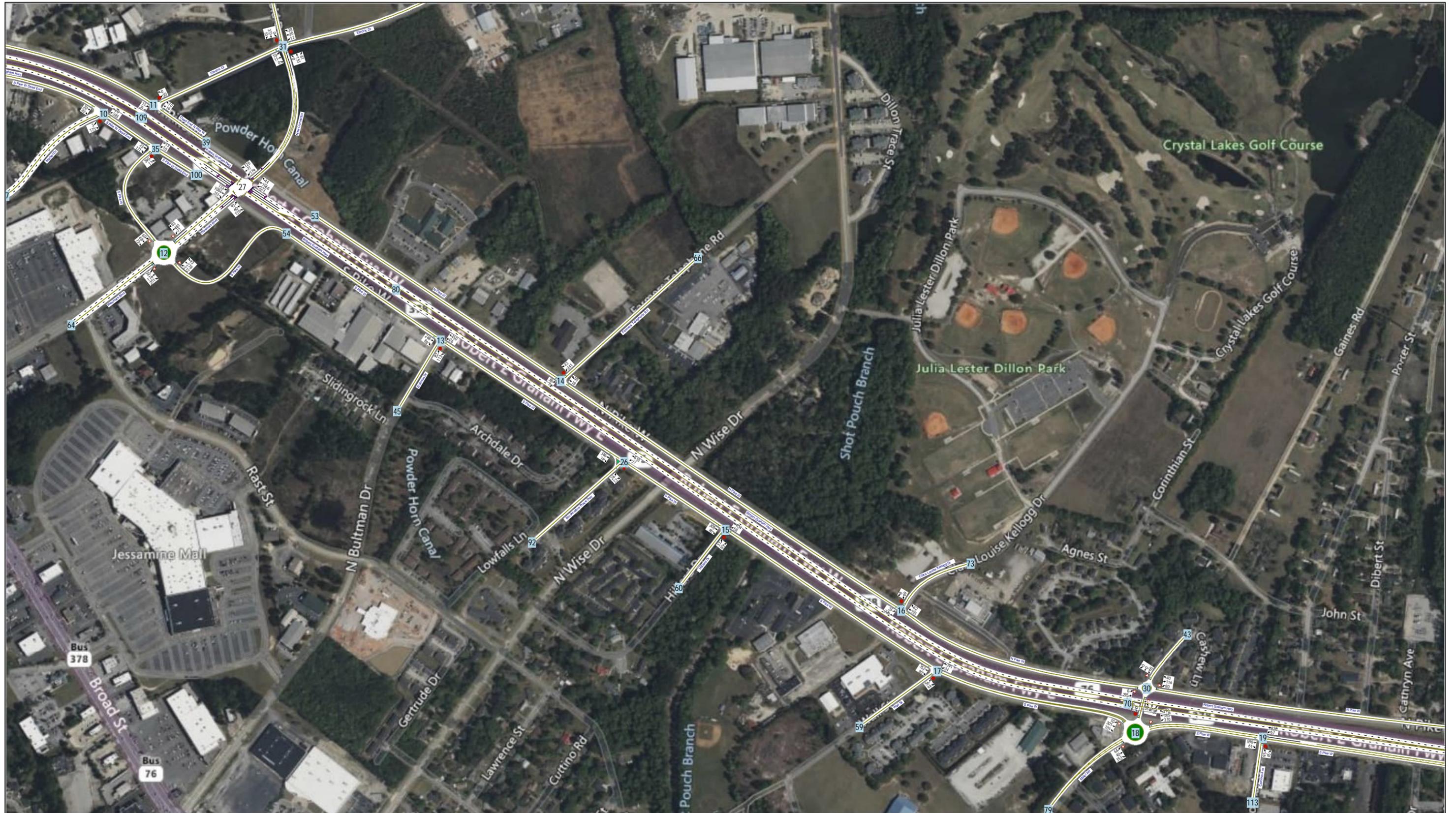
2050 Build Alternative 3B AM Volumes



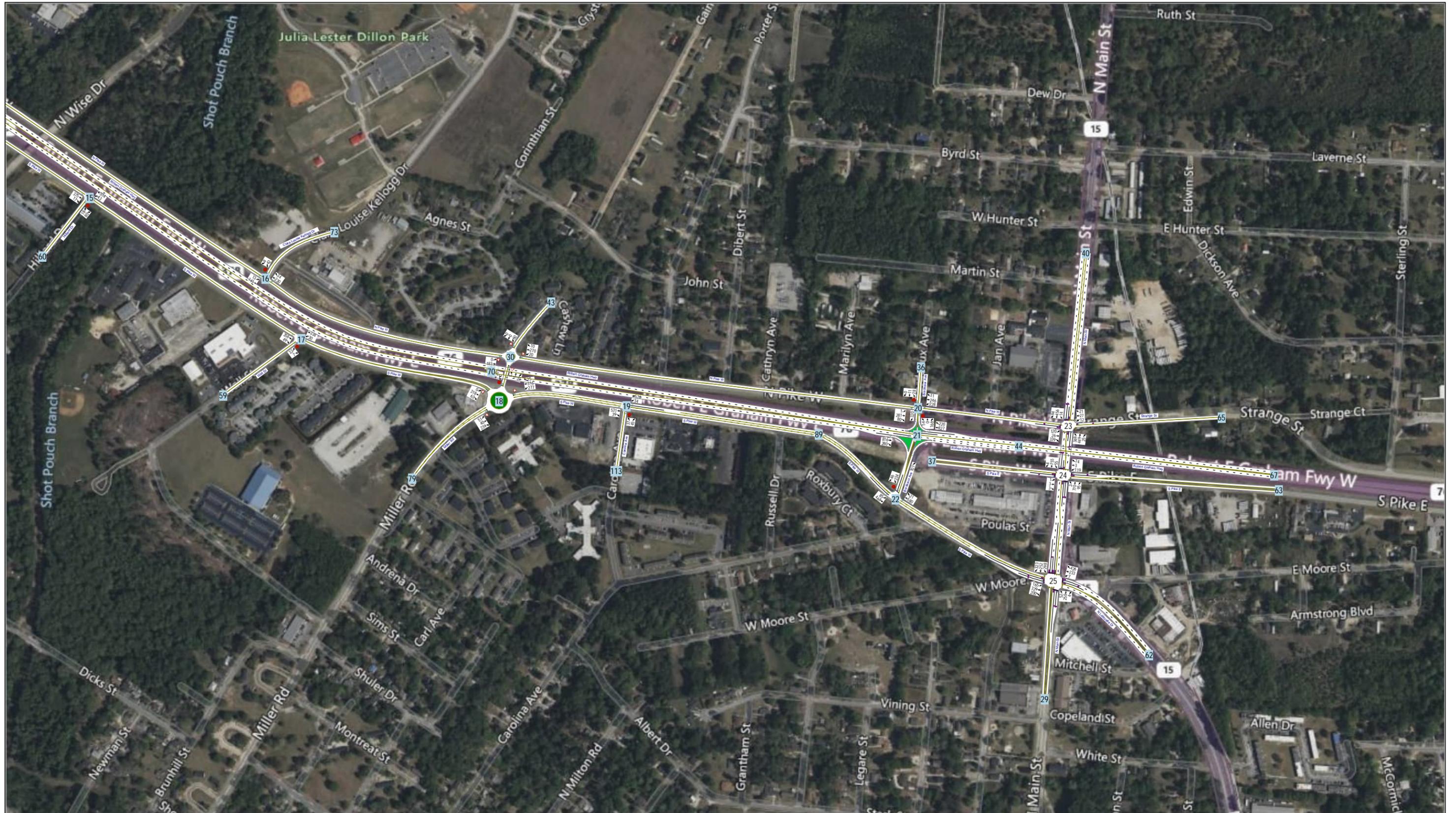
2050 Build Alternative 3B PM Volumes



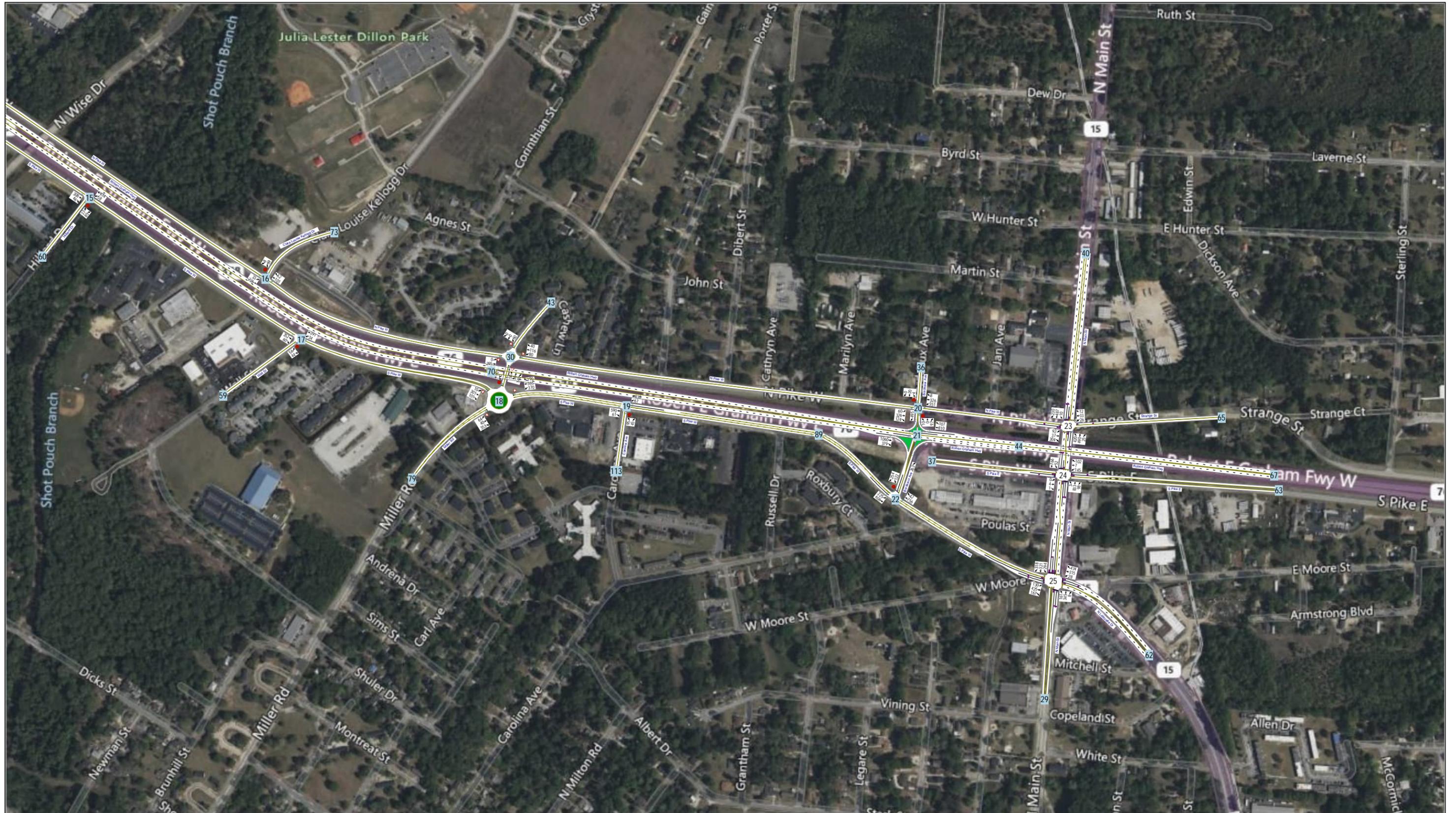
2050 Build Alternative 3B AM Volumes



2050 Build Alternative 3B PM Volumes



2050 Build Alternative 3B AM Volumes



2050 Build Alternative 3B PM Volumes