



Appendix B: Future No Build Traffic

I-16 Interchange Modification Report (IMR)

Future Year Traffic Volume Diagrams Methodology

Traffic Growth

The selected years for future traffic analysis include an Opening Year (2025) and a Design Year (2045). The Coastal Region Metropolitan Planning Organization (CORE MPO) Travel Demand Model was used as the basis for calculating traffic growth for the study area traffic diagrams.

The available Travel Demand Models from CORE MPO include the years 2010 and 2040. The first step in creating the Opening and Design Year models was to interpolate/extrapolate for the years 2025 and 2045. For the purposes of this methodology, straight-line interpolation was used between 2010 and 2040 to determine the input socio-economic data to be used for the 2025 model run; and straight-line extrapolation was used from the 2010 and 2040 data to determine the year 2045 socio-economic input data. The 2014 SE Data that was used in the existing year methodology was also calculated by straight-line interpolation between the 2010 and 2040 data.

Once the Opening and Design Year travel demand models are run, the resulting model volumes can be compared at select locations throughout the study area in order to calculate growth from the Base Year Model (2014) volumes to the Future Year models, 2025 and 2045. Table 1 below shows the volume comparisons used to calculate the growth rate that was applied to the existing year traffic volumes. It is noted that locally the growth of traffic slows considerably between 2025 and 2045, as compared to the growth leading up to 2025. This is due to the fact that development in the immediate study area slows down as parcels are redeveloped and in-filled over time. While straight-line interpolation was used to calculate the intermediate year socio-economic data parameters within the traffic analysis zones of the study area, the traffic generated by these zones does not necessarily result in a similar straight-line growth in model volumes as shifts in trip productions and attractions occur in the distribution phase of the model. It would be unreasonable to expect significant sustained growth over a 30+ year period, which is further justification of a slowed growth rate further in the future on the local roads within the study area, while freeway background growth traversing through the study area is expected to stay relatively constant up to 2045.

Table 1: Calculated Traffic Growth from CORE MPO Travel Demand Model

Location	Model Volume			Total Growth %		Annual Growth %	
	2014	2025	2045	2014-2025	2025-2045	2014-2025	2025-2045
<i>Freeway Growth</i>							
US 17 (north of Oglethorpe Ave)	18,040	21,780	30,120	20.7%	38.3%	1.7%	1.6%
US 17 (between Oglethorpe Ave and Louisville Rd)	8,530	10,940	17,720	28.3%	62.0%	2.3%	2.4%
US 17 (between Louisville Rd and W Gwinnett St)	10,820	13,560	20,720	25.3%	52.8%	2.1%	2.1%
I-16 (south of W Gwinnett St)	35,630	41,880	53,120	17.5%	26.8%	1.5%	1.2%
Average (weighted by volume)				20.9%	39.2%	1.7%	1.7%
<i>Local Street Growth</i>							
W Bay St (west of Fahm St)	20,800	23,417	27,316	12.6%	16.7%	1.1%	0.8%
W Oglethorpe Ave (west of Boundary St)	9,510	11,680	14,691	22.8%	25.8%	1.9%	1.2%
Louisville Rd (west of Boundary St)	10,760	11,170	12,270	3.8%	9.8%	0.3%	0.5%
W Gwinnett St (east of May Dr)	12,510	16,097	19,894	28.7%	23.6%	2.3%	1.1%
MLK Jr. Blvd (north of Louisville Rd)	18,130	20,669	23,566	14.0%	14.0%	1.2%	0.7%
MLK Jr. Blvd (south of I-16 off-ramp)	14,580	17,507	18,882	20.1%	7.9%	1.7%	0.4%
MLK Jr. Blvd (south of W 37th St)	12,620	12,720	13,876	0.8%	9.1%	0.1%	0.4%
W Bay St (east of MLK Jr. Blvd)	21,990	23,958	25,960	8.9%	8.4%	0.8%	0.4%
Average (weighted by volume)				14.1%	14.4%	1.2%	0.7%

In accordance with Chapter 13 of the GDOT Design Policy Manual, the calculated growth rates from Table 1 above can be compared to historical counts throughout the study area using the GDOT Traffic Count Database. Table 2 below shows the historic traffic count data for the past 15 years at comparable locations to those shown in Table 1 above.

Table 2: Historic Traffic Count Growth Analysis

Year	Freeway Locations					Local Road Locations								
	051-0167	051-1067	051-1065	051-0374	Average	051-0232	051-0170	051-0652	051-0634	051-0176	051-0178	051-0185	051-0425	Average
1998	15,900	8,800	8,900	18,400		21,700	-	9,600	10,000	17,600	16,600	11,900	31,200	
1999	21,600	11,900	12,200	17,900		22,600	-	10,600	9,800	17,800	16,800	12,100	30,500	
2000	16,300	10,100	9,400	18,100		22,500	-	9,300	10,400	17,500	15,300	11,900	32,200	
2001	17,300	6,800	9,700	17,200		22,700	-	8,900	10,300	17,600	17,400	14,700	26,600	
2002	14,688	6,490	8,500	17,030		19,400	-	8,720	9,500	17,930	12,920	14,720	27,230	
2003	16,820	8,240	10,900	33,180		20,920	-	9,210	9,640	23,190	12,840	11,290	23,020	
2004	18,480	7,990	10,690	29,310		23,430	-	8,960	11,040	19,620	14,980	11,340	23,430	
2005	18,660	8,070	10,800	30,750		23,660	-	8,940	10,890	19,820	12,540	9,980	-	
2006	16,840	7,650	10,140	31,520		19,890	10,530	9,790	10,630	20,460	14,220	10,980	26,650	
2007	16,840	7,650	10,140	32,420		19,230	9,680	9,330	11,350	22,070	15,430	10,820	26,650	
2008	16,020	7,280	9,650	30,290		18,930	9,240	10,930	11,520	21,730	15,190	10,650	26,500	
2009	16,230	7,380	9,780	30,480		15,170	9,260	10,950	11,540	14,570	15,450	10,840	25,970	
2010	16,560	7,530	9,980	31,320		15,200	10,550	10,850	11,440	14,600	15,420	13,430	33,070	
2011	16,480	7,490	8,860	31,720		18,580	9,440	8,520	11,170	14,390	12,980	13,240	32,600	
2012	17,990	7,490	8,640	31,720		18,340	9,280	8,370	10,180	19,650	12,810	13,070	32,180	
2013	18,140	8,170	8,640	31,720		17,350	9,510	8,320	10,110	19,580	12,760	13,020	32,070	
5-yr annual growth	2.5%	2.3%	-2.2%	0.9%	1.1%	-1.7%	0.6%	-5.3%	-2.6%	-2.1%	-3.4%	4.1%	3.9%	0.0%
10-yr annual growth	0.8%	-0.1%	-2.3%	-0.5%	-0.3%	-1.9%	-	-1.0%	0.5%	-1.7%	-0.1%	1.4%	3.4%	0.5%
15-yr annual growth	0.9%	-0.5%	-0.2%	3.7%	1.9%	-1.5%	-	-1.0%	0.1%	0.7%	-1.7%	0.6%	0.2%	-0.2%
Weighted Average*	1.3%	0.4%	-1.8%	0.9%	0.6%	-1.8%	0.6%	-2.1%	-0.4%	-1.2%	-1.3%	1.9%	2.7%	0.2%

* Most weight is given to the 10-yr annual growth (GDOT Design Policy Manual – Chapter 13)

The results of the historic growth trends show relatively low annual growth throughout the study area for the past 15 years; however, given the anticipated development projected by the Savannah MPC and the increasing growth on the freeway shown in the 5-year historical rate, the forecasted annual growth rates appear to be reasonable for use in future projections. Therefore, the average growth rates in Table 1 are used for the No Build projections.

The comparison of projections using the historical growth pattern with the traffic projections from the model should be within 10 percent of each other according to Chapter 13 of the Design Policy Manual. The future model projections account for many factors about development and growth patterns not just in the study area but in the region as a whole, which can have significant impact on the projected volumes in the model assignment. It is therefore not expected that the future projections would be comparable

across the board in the tables presented above. However, Table 3 below shows a comparison of projected volumes in sample locations, indicating areas where the comparisons fall within the 10 percent range.

Table 3: Comparison of Historical and Model Volume Projections

Location	051-0167	051-0232	051-0652	051-0185	051-0425
2025 Projection using historical growth	38,294	21,245	10,990	12,890	22,461
2025 Projection using model forecast	41,880	23,417	11,170	12,720	23,958
Percent Difference	9%	10%	2%	1%	7%

Directional Distribution, Peak Hour K-Factor, and Truck Percentage

The directional distribution and peak hour k-factors are assumed to be consistent between the existing year and the Opening and Design No Build Alternatives. These factors were used in the calculation of the Design Hour Volume diagrams. Table 4 below shows the peak hour k-factors, directional distribution, and truck percentages that were calculated based on the existing year traffic counts. These K, D, and Truck percentages were submitted in the Existing Conditions Methodology memorandum and were approved by the GDOT Office of Planning on September 17, 2014.

Table 4: Existing Year (2014) Peak Hour Factors, Directional Distribution, and Truck %

Location	Description	Total Volume	K	D	Daily Trucks			Peak Hr Trucks		
					Truck %	S.U. %	Comb %	Truck %	S.U. %	Comb %
A	W Bay St (betw/ Ann St and MLK)	18,330	8.1	55.5	10.7	3.5	7.2	9.5	3.2	6.3
B	MLK Jr. Blvd (betw/ Zubley St and W Oglethorpe Ave)	15,199	8.6	55.1	9.9	4.2	5.7	10.2	3	7.2
C	W Oglethorpe Ave (betw/ Ann St and MLK)	12,979	8	53.4	14.8	9.5	5.4	12.5	6.7	5.7
D	W Oglethorpe Ave (betw/ MLK and Montgomery St)	5,112	8.4	52.3	11.3	6.5	4.8	9	5.7	3.3
E	Louisville Rd (E of N Boundary St)	6,819	9.8	53.7	8.6	6.1	2.4	5.8	4.3	1.6
F	MLK Jr. Blvd (betw/ W Harris St and W Charlton St)	21,357	7.8	69.6	10.6	4.8	5.8	8.7	3.1	5.7
G	Montgomery St (betw/ W Harris St and W Charlton St)	8,334	8.8	100	7.8	5.4	2.4	7	5.1	2
H	I-16 On-ramp	10,139	11.2	100	6.4	3.7	2.7	4.8	2.9	1.8
I	I-16 Off-ramp to Montgomery St NB	6,134	9.1	100	8.7	6.1	2.6	7.7	5.7	2
J	I-16 Off-ramp to MLK Jr. Blvd	2,222	11.3	100	9.1	3.7	5.4	9.4	4	5.4
K	W Gwinnett St (betw/ Stiles Ave and W Boundary St)	8,822	9.3	51.3	8.2	4.9	3.3	5.8	2.7	3.1
L	W Gwinnett St (betw/ May St and Allison St)	11,770	9.7	55.8	9.3	5.9	3.4	7.6	3.3	4.3
M	MLK Jr. Blvd (betw/ W Hall St and W Huntingdon St)	14,853	7.5	54.9	7.3	5	2.3	5.8	3.5	2.2
N	Fahm St (betw/ Oglethorpe and Bay St)	4,823	10.3	61	15	7.1	7.9	10.4	6.2	4.2
a	I-16 Mainline (betw/ GA 204 and W Gwinnett St)	28,321	9.1	60.9	9.9	4.4	5.5	12.6	3.6	9
AVERAGE			9.2		9.9	5.2	4.7	9.0	3.9	5.1

The daily truck percentages for Opening and Design Year were calculated based on the volumes produced from the future year travel demand models. By comparing the percent change in truck composition in the travel demand model, the truck percentages were adjusted accordingly in the No Build volume diagrams. Table 5 below shows the average truck percentage calculation from the future model volumes that are used as adjustment factors for the truck percentage in the No Build diagrams.

Table 5: Percent Change in Trucks between Future Year Travel Demand Model Runs

Location	Truck %			2014-2025	2025-2045
	2014	2025	2045	% Change	% Change
US 17 (north of Oglethorpe Ave)	8.5%	7.5%	7.0%	-13.3%	-7.1%
US 17 (between Oglethorpe Ave and Louisville Rd)	8.5%	8.0%	7.3%	-6.3%	-9.6%
US 17 (between Louisville Rd and W Gwinnett St)	7.2%	7.1%	6.8%	-1.4%	-4.4%
I-16 (south of W Gwinnett St)	5.2%	5.2%	5.5%	0.0%	5.5%
W Bay St (west of Fahm St)	6.6%	7.4%	8.6%	10.8%	14.0%
W Oglethorpe Ave (west of Boundary St)	8.5%	7.0%	6.6%	-21.4%	-6.1%
Louisville Rd (west of Boundary St)	2.8%	3.0%	3.2%	6.7%	6.3%
W Gwinnett St (east of May Dr)	2.2%	2.3%	2.1%	4.3%	-9.5%
MLK Jr. Blvd (north of Louisville Rd)	2.9%	2.7%	2.8%	-7.4%	3.6%
MLK Jr. Blvd (south of I-16 off-ramp)	1.9%	2.0%	2.2%	5.0%	9.1%
MLK Jr. Blvd (south of W 37th St)	2.1%	2.1%	1.9%	0.0%	-10.5%
W Bay St (east of MLK Jr. Blvd)	5.6%	5.9%	6.9%	5.1%	14.5%
Average (weighted by volume)	5.3%	5.3%	5.5%	0.0%	5.4%

Based on the truck percent values shown in Table 5 above, the relative change in percentage was calculated to determine the Opening and Design Year truck percentages. Table 6 below shows the resulting truck percentage to be used for the Opening and Design Year traffic diagrams.

Table 6: Truck Percentages

	Base Year (2014)	Opening Year (2025)	Design Year (2045)
24-Hour T	9.0%	9.0%	9.5%
SU	6.0%	6.0%	6.3%
Comb	3.0%	3.0%	3.2%
Peak Hour T	8.5%	8.5%	9.0%
SU	5.0%	5.0%	5.3%
Comb	3.5%	3.5%	3.7%

I-16 @ Montgomery St. & @ MLK, Jr. Blvd.- Ramp & Overpass

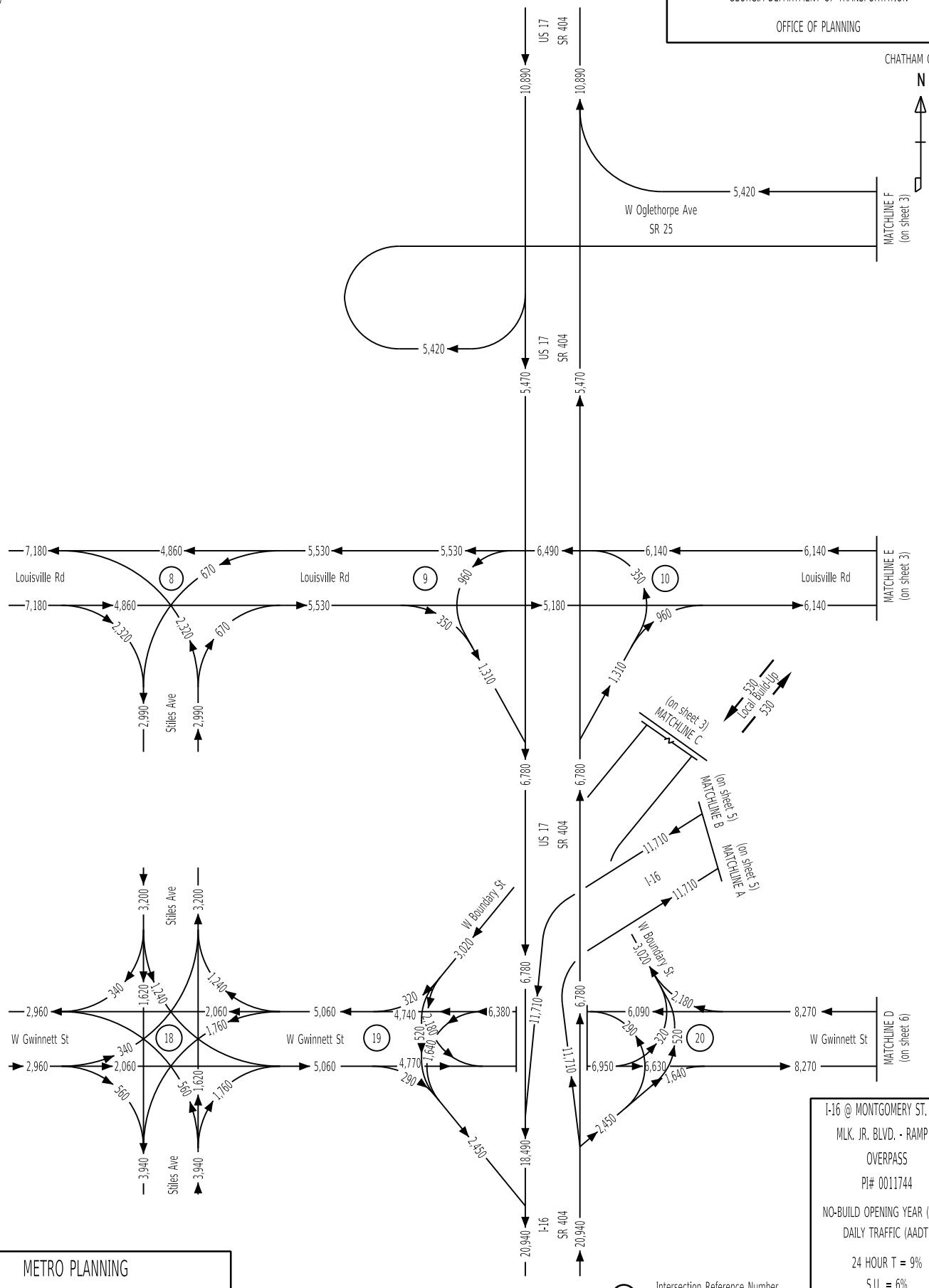
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April 6, 2015

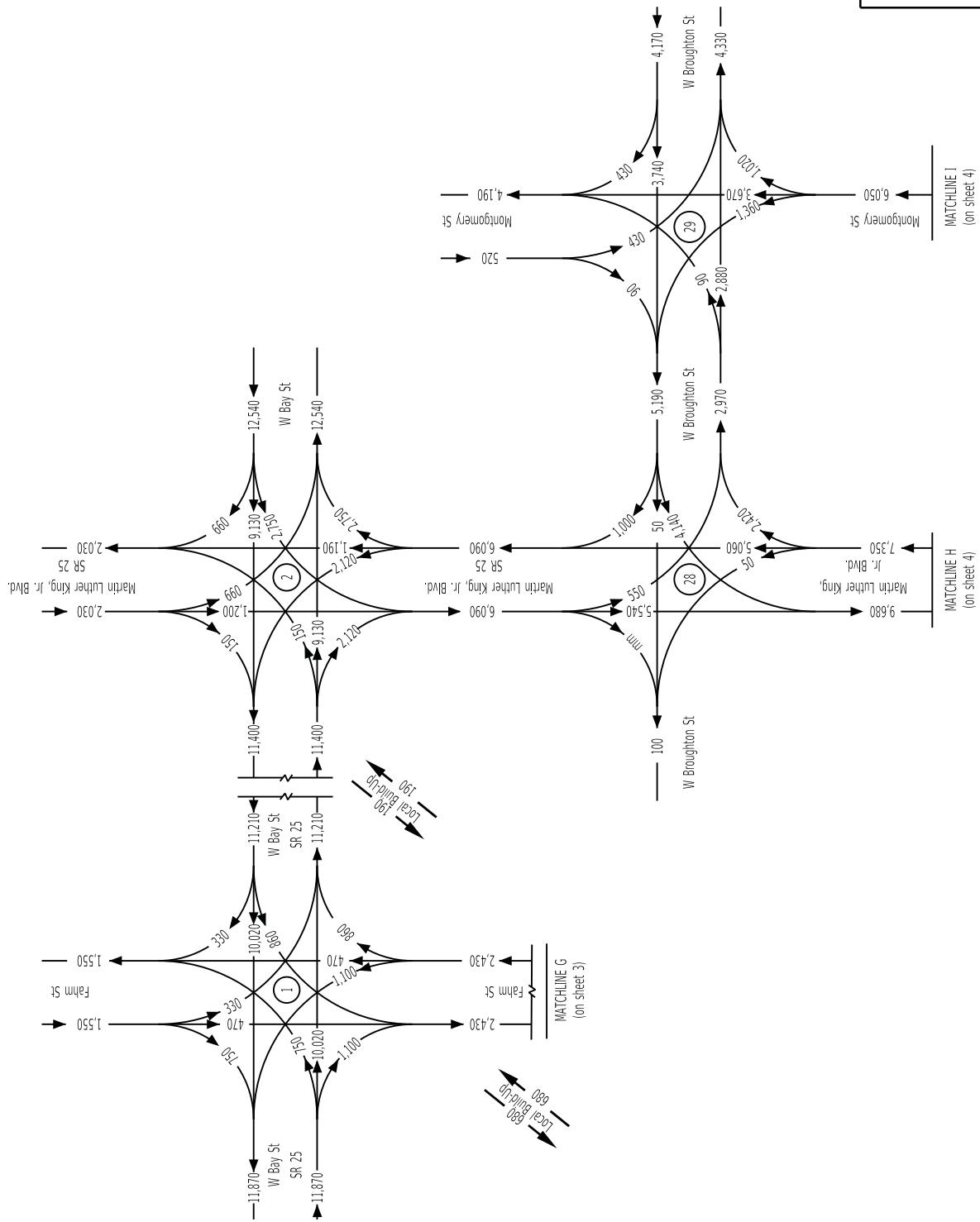
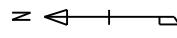
Traffic Volume Diagrams

Opening Year (2025) No Build

Average Annual Daily Traffic



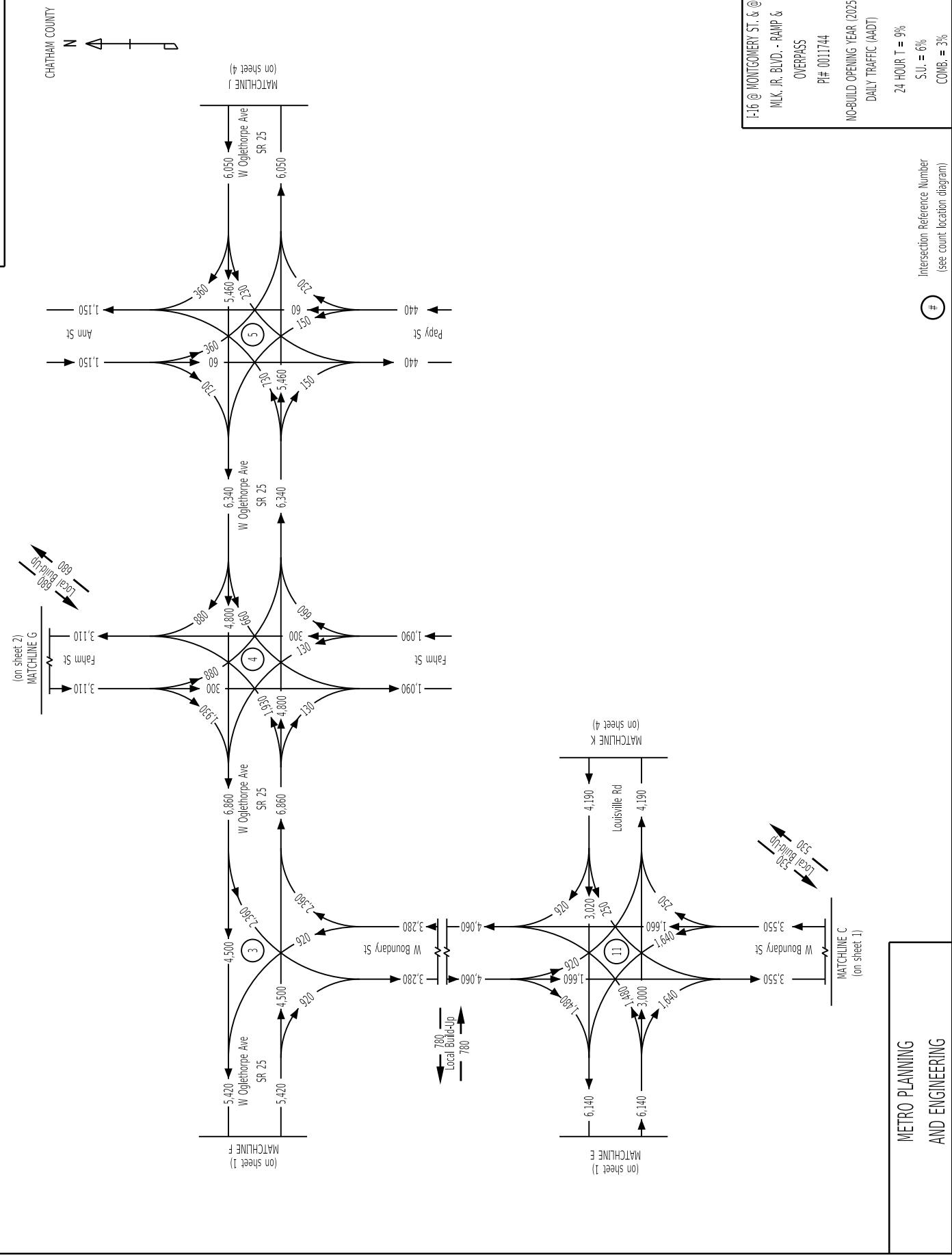
CHATTHAM COUNTY



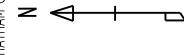
I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD. RAMP &
OVERPASS
P# 001744
NO-BUILD OPENING YEAR (2025)
DAILY TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 6%
COMB. = 3%

METRO PLANNING
AND ENGINEERING

Intersection Reference Number
(see count location diagram)



CHATTHAM COUNTY



(on sheet 2)

MATCHLINE I

(on sheet 2)

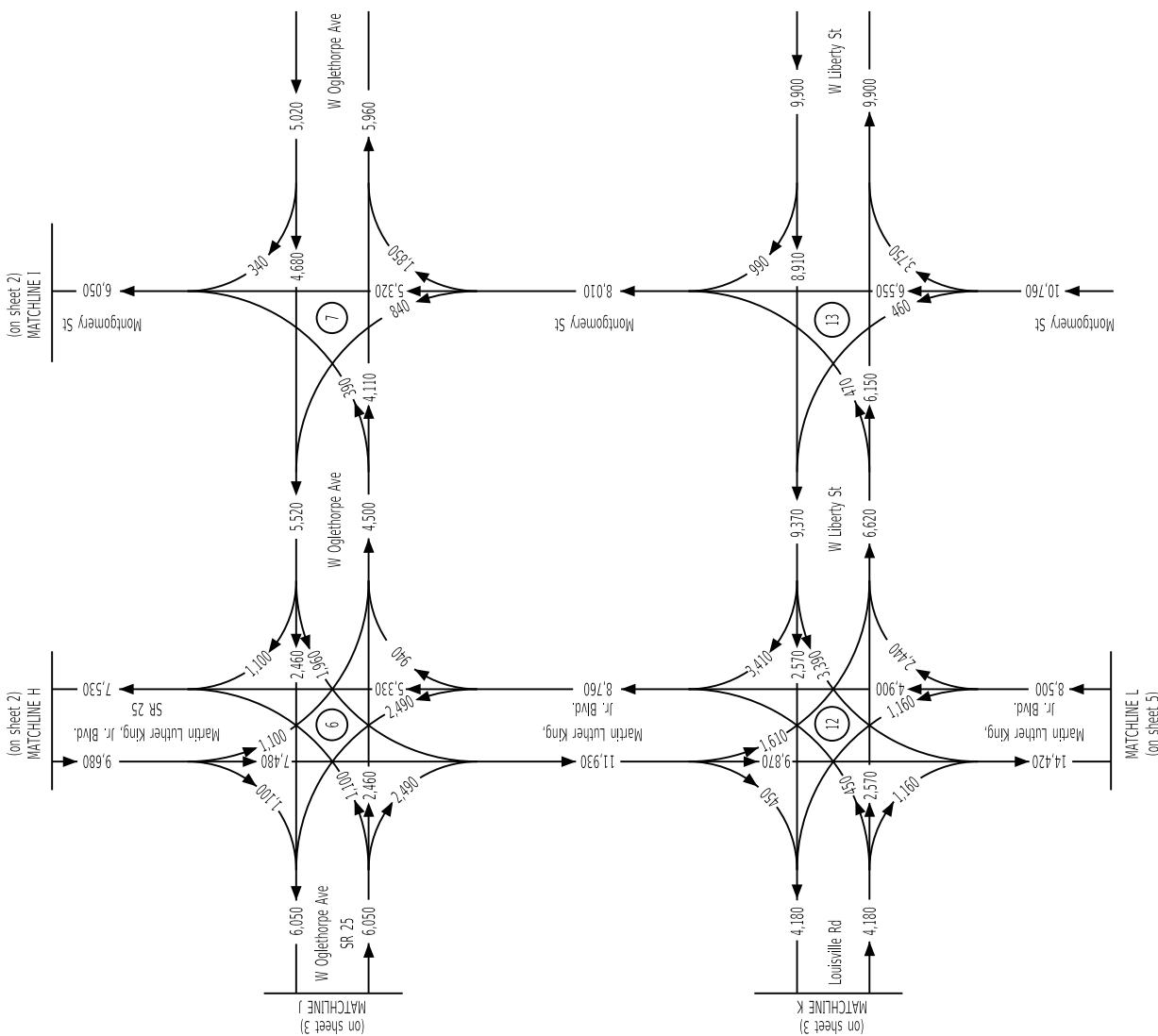
MATCHLINE H

(on sheet 3)

MATCHLINE J

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MATCHLINE K



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OVERPASS
P# 0011744

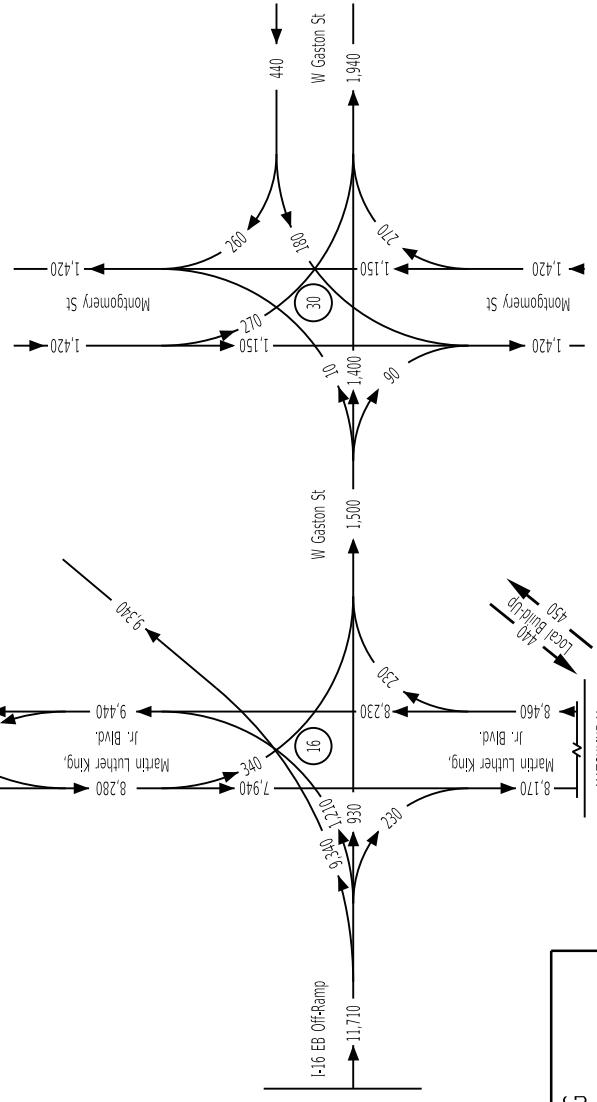
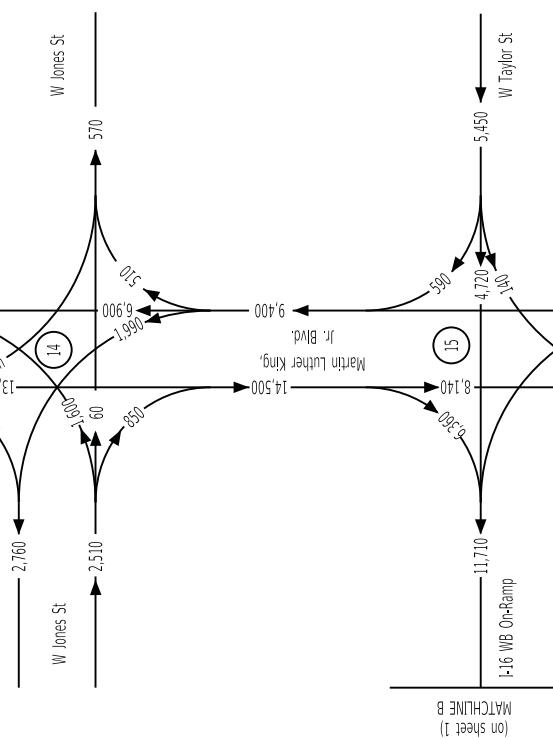
NO-BUILD OPENING YEAR (2025)
DAILY TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 6%
COMB. = 3%

METRO PLANNING
AND ENGINEERING

Intersection Reference Number
(see count location diagram)

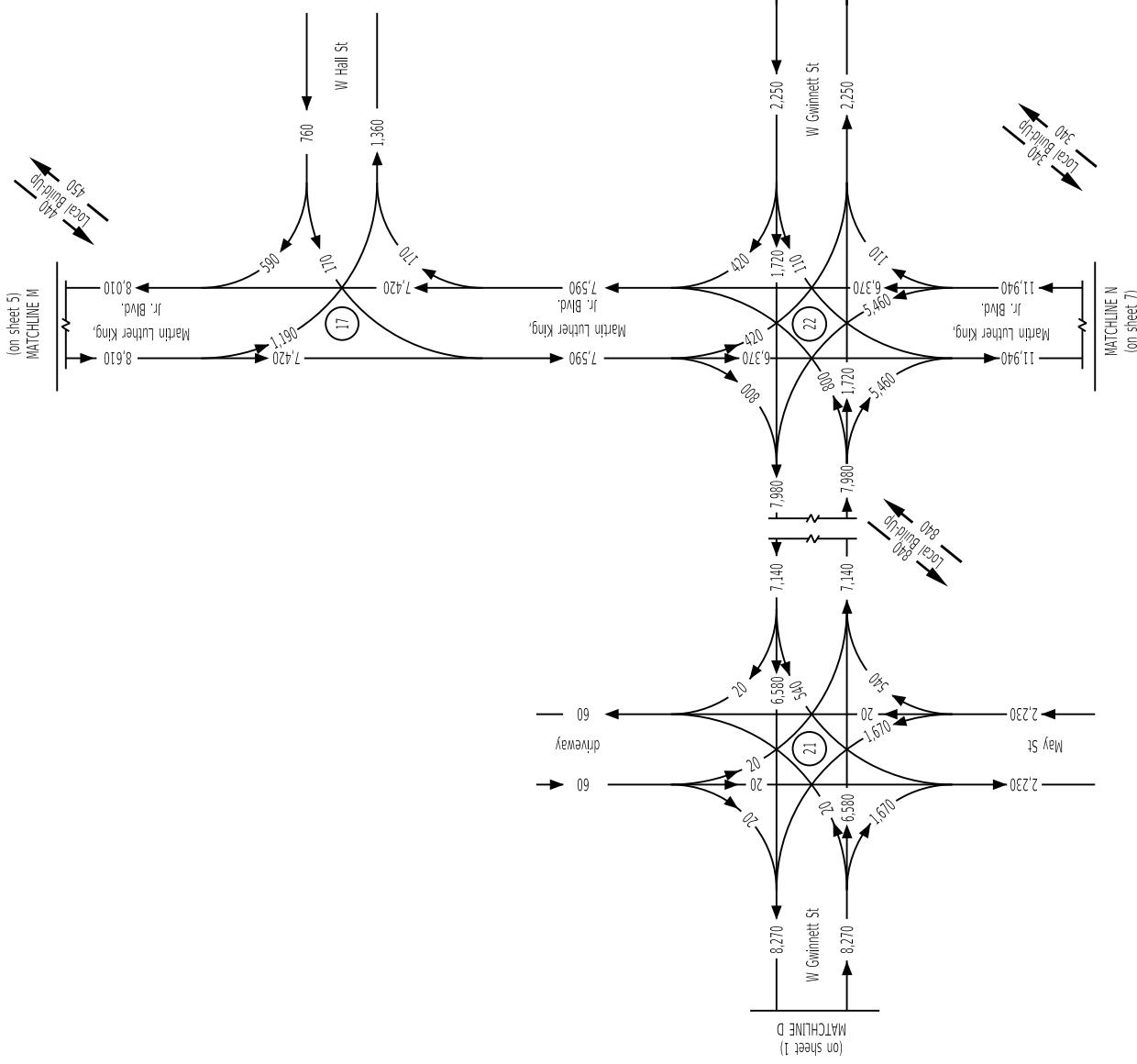
CHATTHAM COUNTY
N

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



METRO PLANNING
AND ENGINEERING

CHATTAHOOCHEE RIVER
N

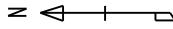


I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD., RAMP &
OVERPASS
PI# 0011744
NO-BUILD OPENING YEAR (2025)
DAILY TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 6%
COMB. = 3%

Intersection Reference Number
(see count location diagram)

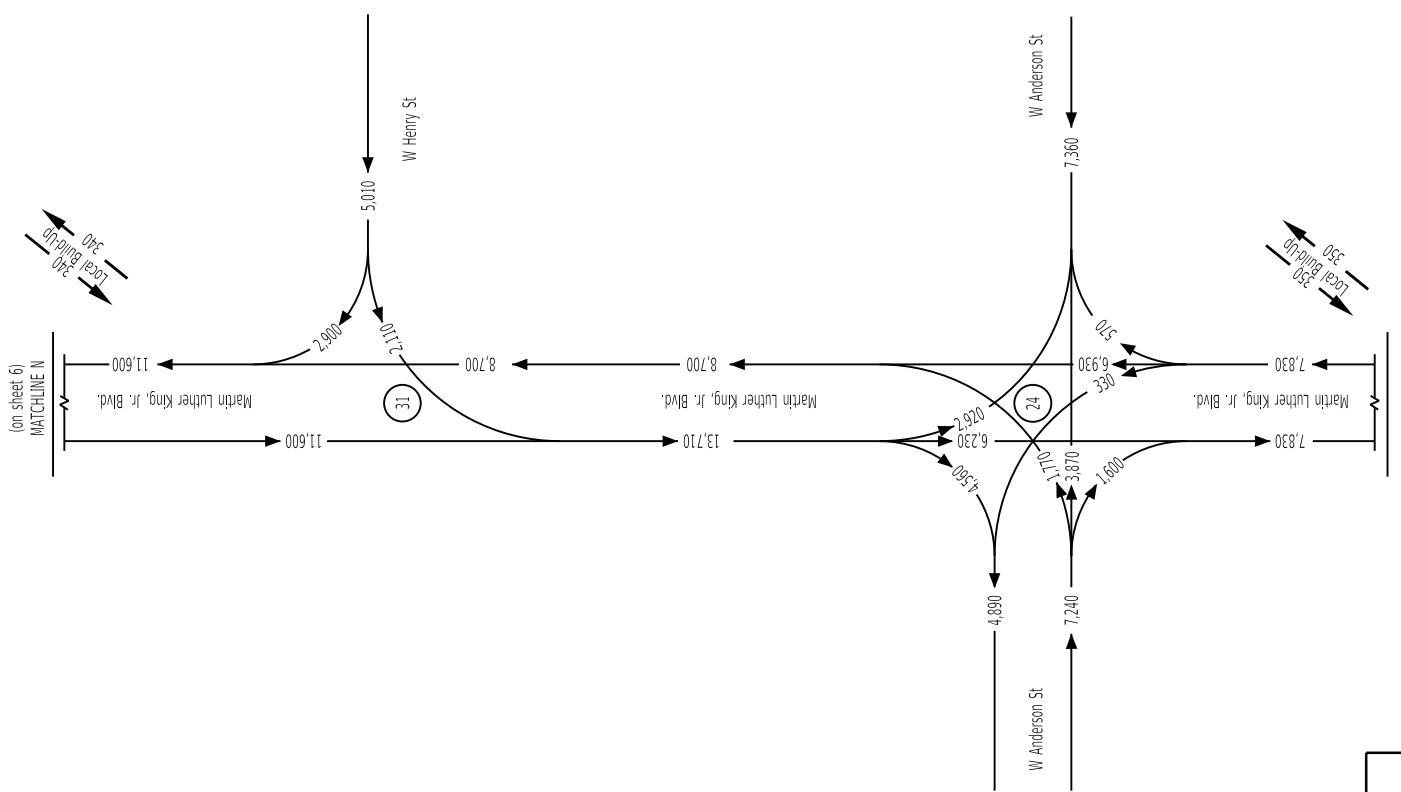
METRO PLANNING
AND ENGINEERING

CHATTAHOOCHEE COUNTY



(on sheet 6)

MATCHLINE N



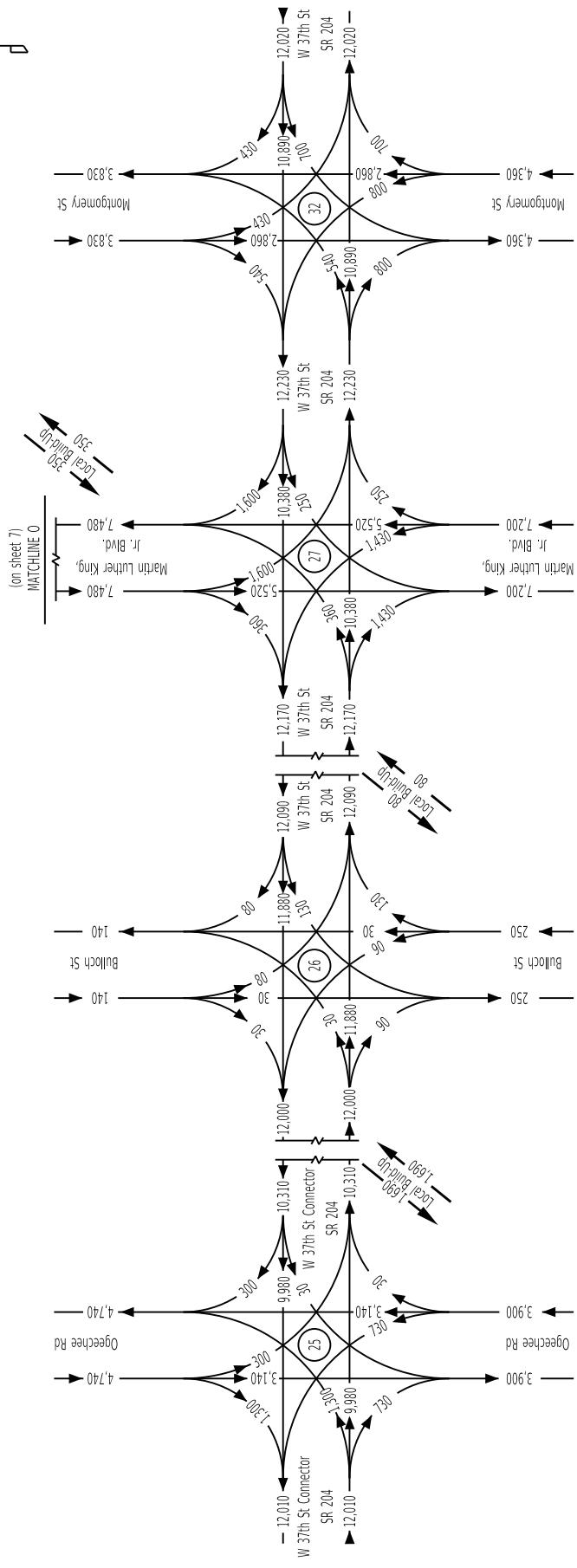
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MLK, JR. BLVD. RAMP &
OVERPASS
P# 001744
NO-BUILD OPENING YEAR (2025)
DAILY TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 6%
COMB. = 3%

Intersection Reference Number
(see count location diagram)

METRO PLANNING
AND ENGINEERING

MATCHLINE O
(on sheet 8)

CHATTHAM COUNTY



I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. • RAMP &
OVERPASS
PI# 0011744
NO-BUILD OPENING YEAR (2025)
DAILY TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 8%
COMB. = 3%

I-16 @ Montgomery St. & @ MLK, Jr. Blvd.- Ramp & Overpass

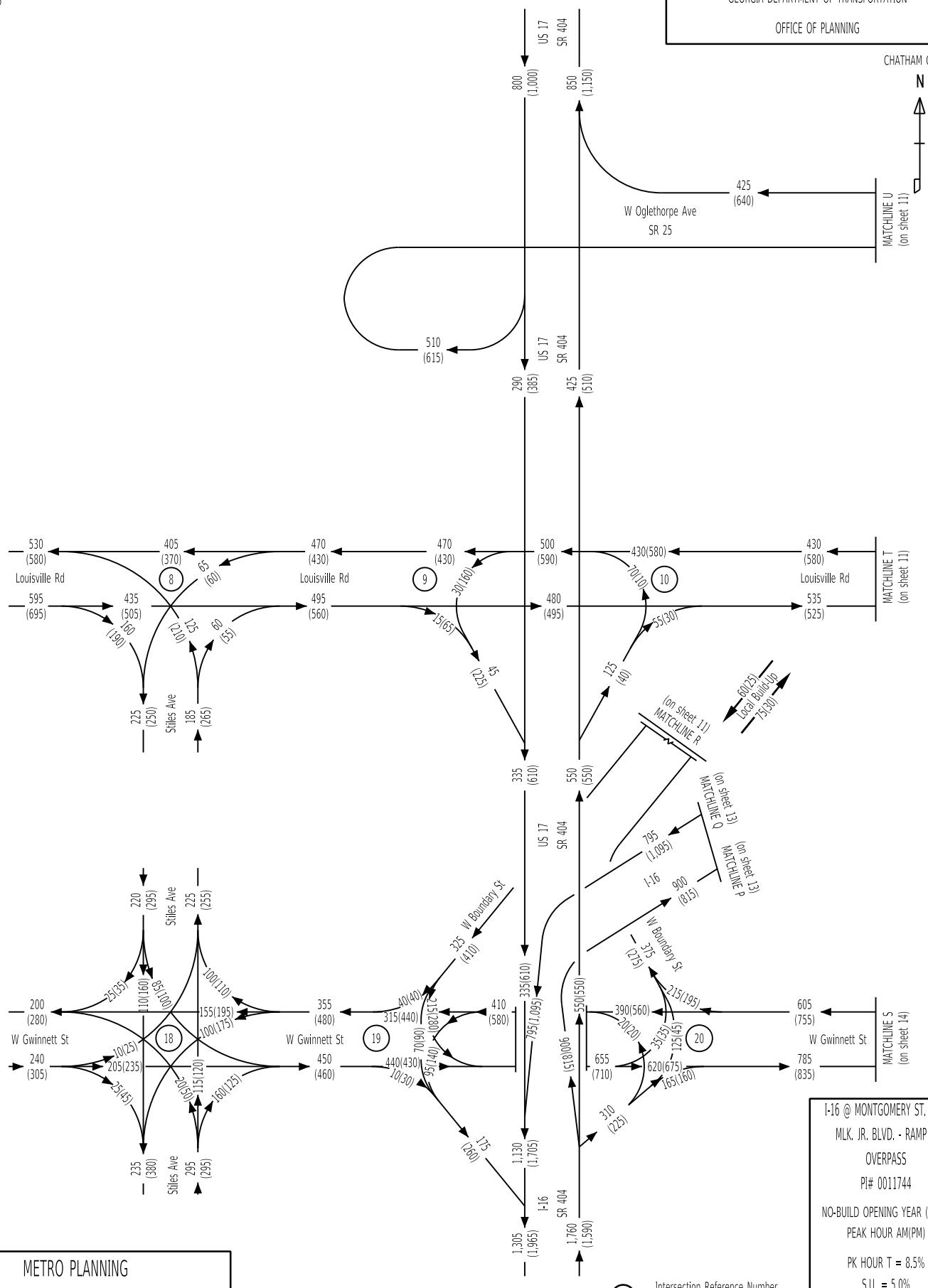
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April 6, 2015

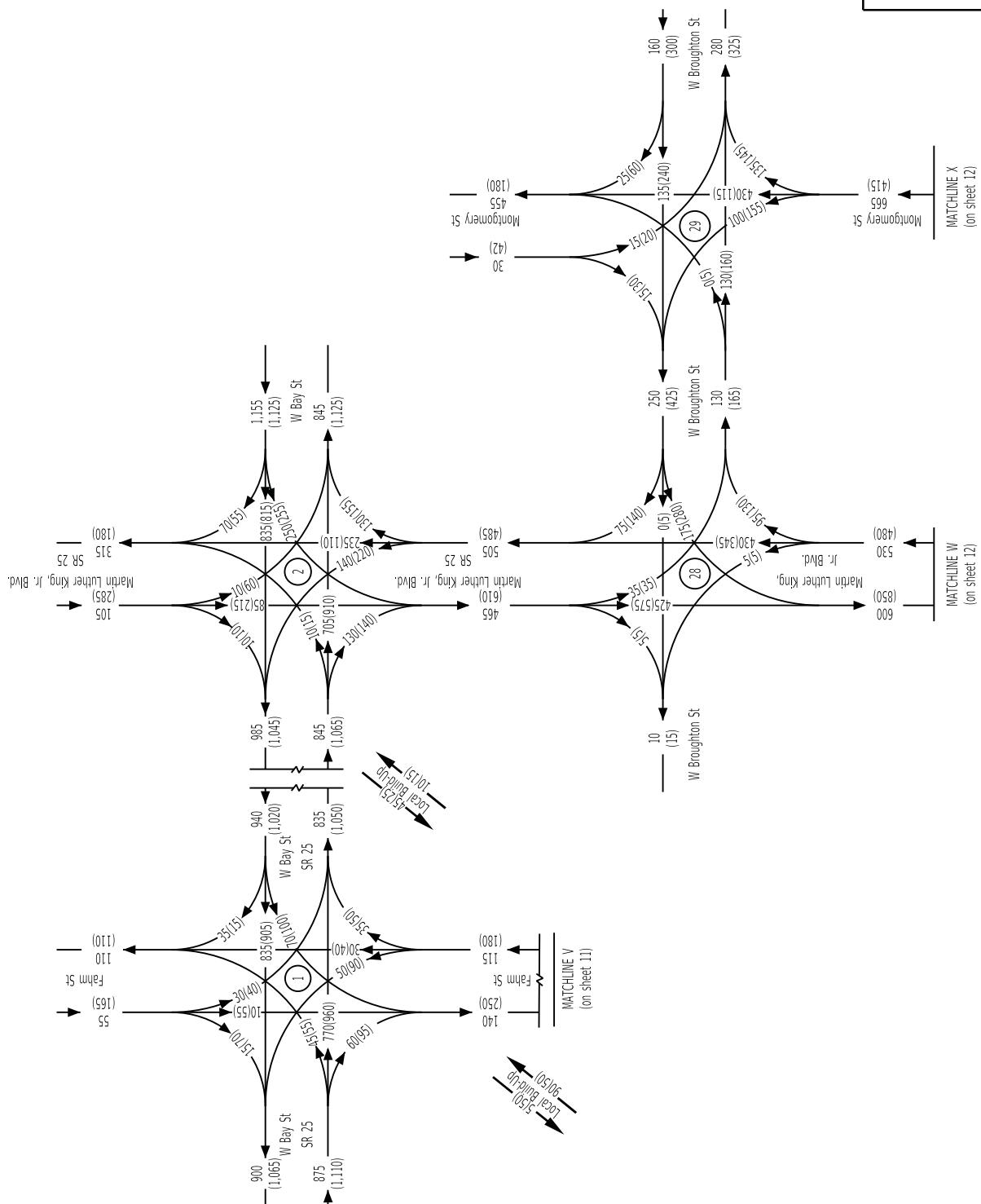
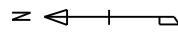
Traffic Volume Diagrams

Opening Year (2025) No Build

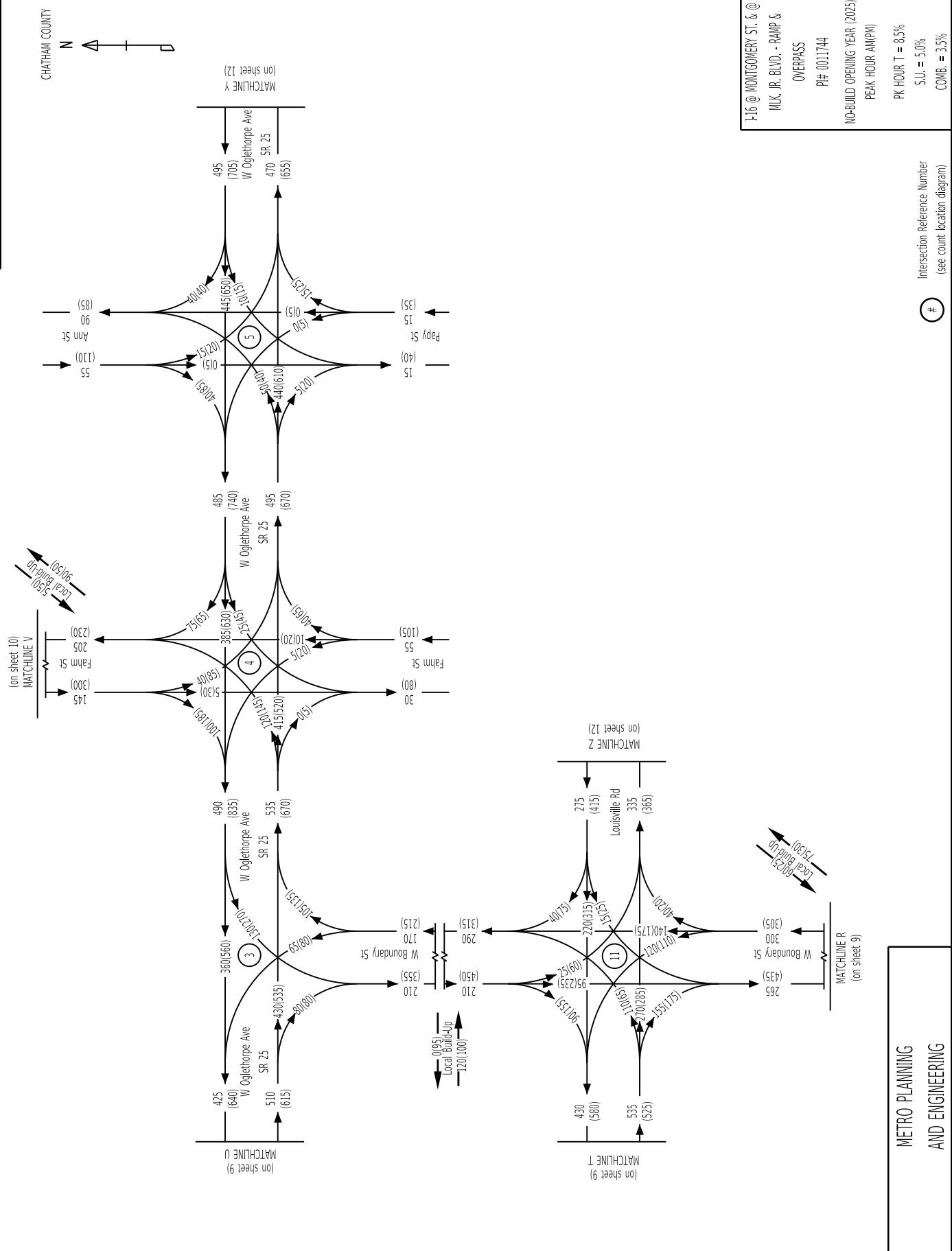
AM and PM Peak Hour Traffic



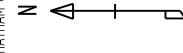
CHATTHAM COUNTY



I-16 @ MONTGOMERY ST. & @
MLK JR. BLVD. RAMP &
OVERPASS
Pl# 0011744
NO-BUILD OPENING YEAR (2025)
PEAK HOUR AM (PM)
PK HOUR T = 8.5%
S.U. = 50%
COMB = 3.5%



CHATTHAM COUNTY

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MATCHLINE W

(on sheet 11)

MATCHLINE Y

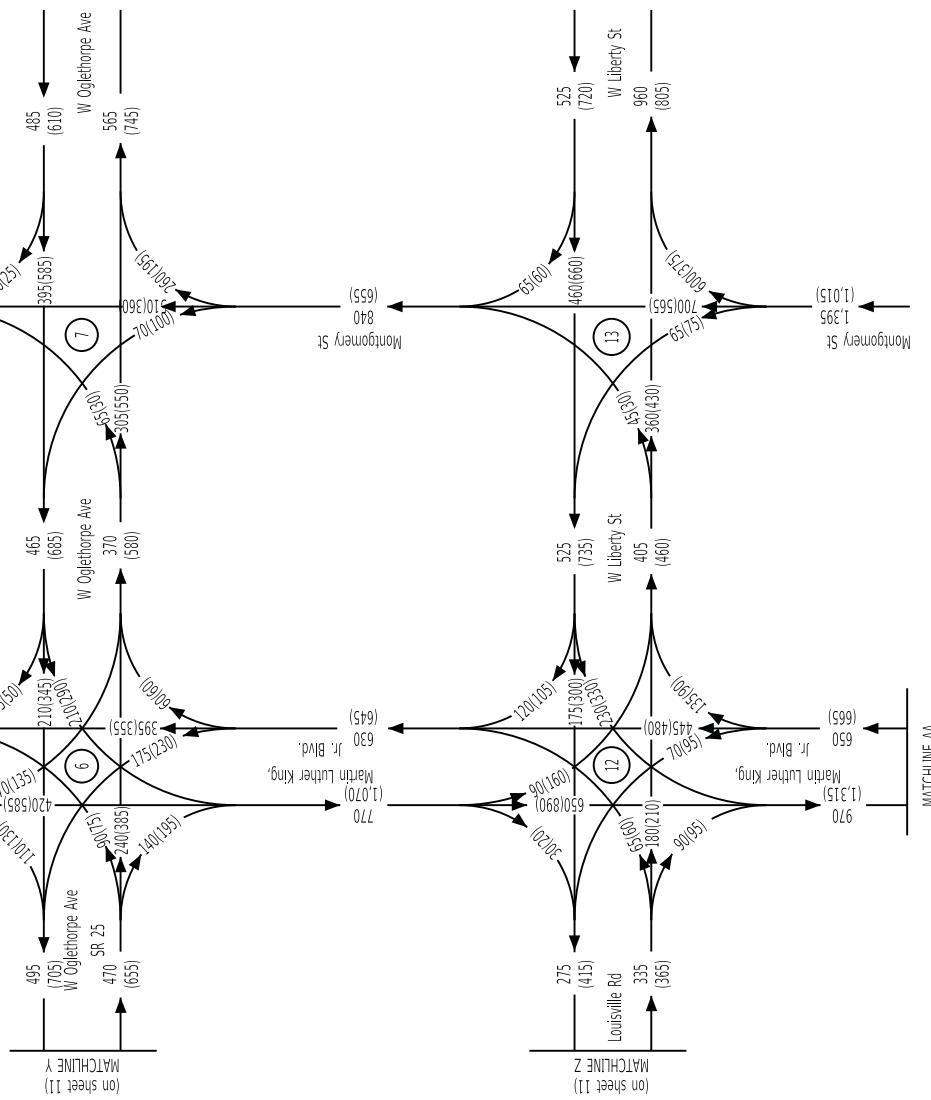
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MATCHLINE AA

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METRO PLANNING
AND ENGINEERING

I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. RAMP &
OVERPASS
PI# 0011744

NO-BUILD OPENING YEAR (2025)
PK HOUR T = 8.5%
S.U. = 50%
COMB = 3.5%

Intersection Reference Number
(see count location diagram)

METRO PLANNING
AND ENGINEERING

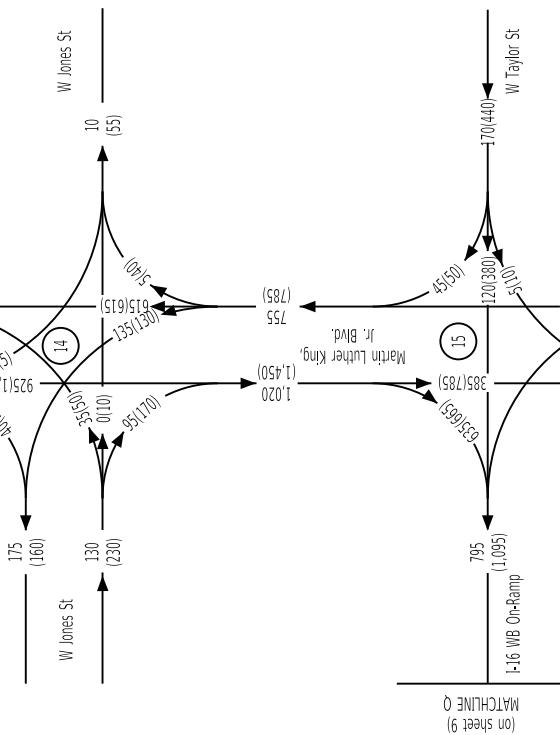
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CHATTHAM COUNTY
N

GEORGIA DEPARTMENT OF TRANSPORTATION

OFFICE OF PLANNING



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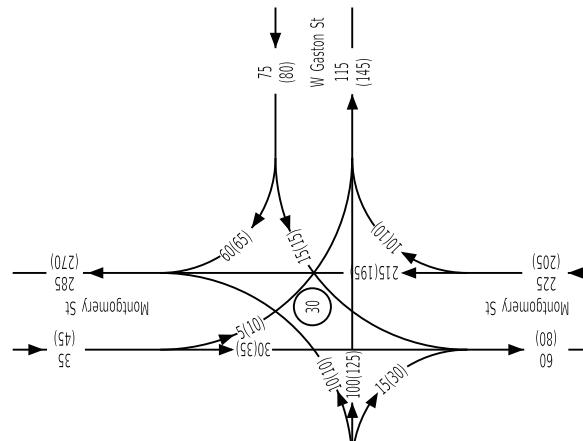
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MATCHLINE P

(on sheet 9)



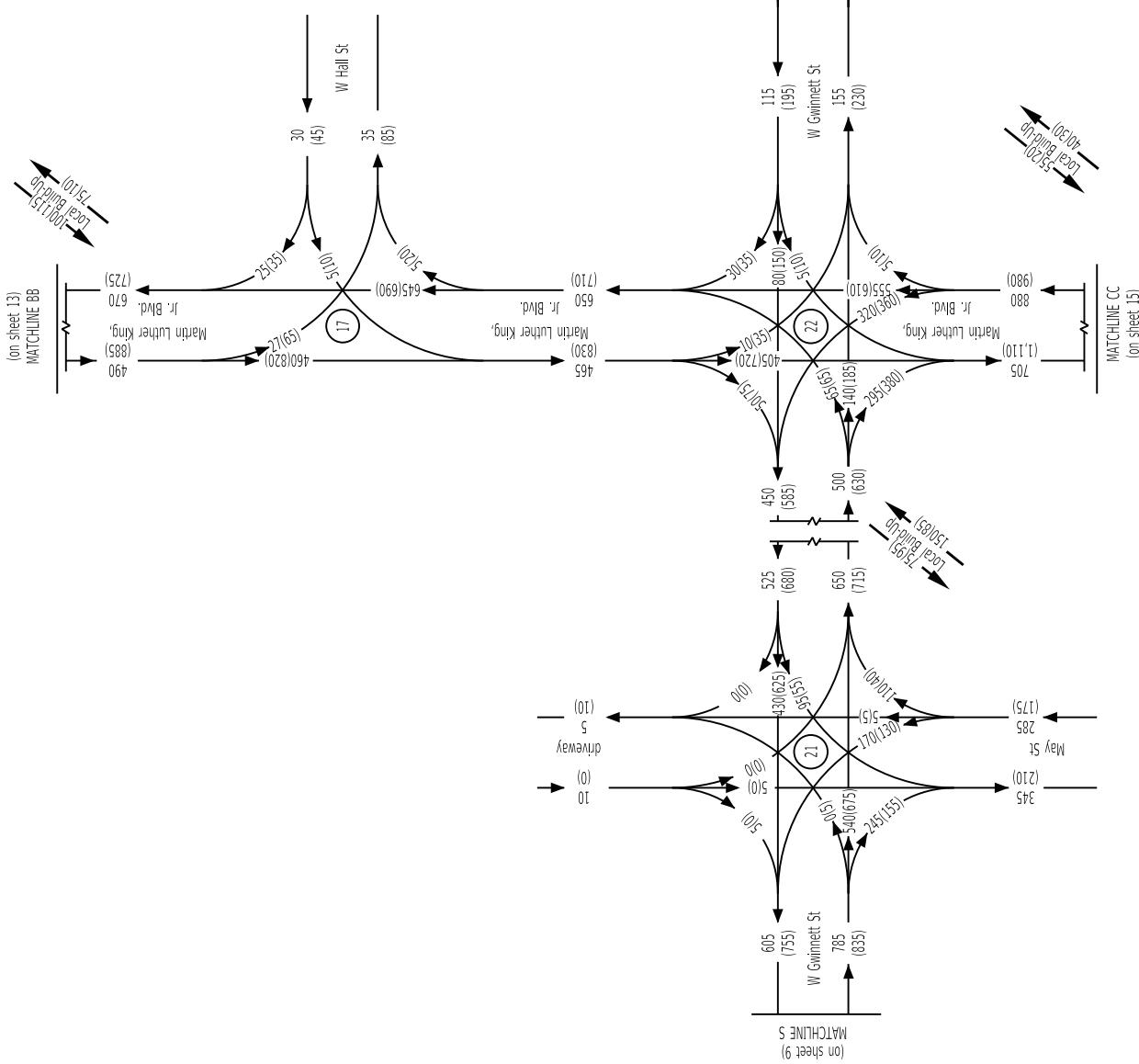
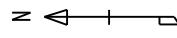
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METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY

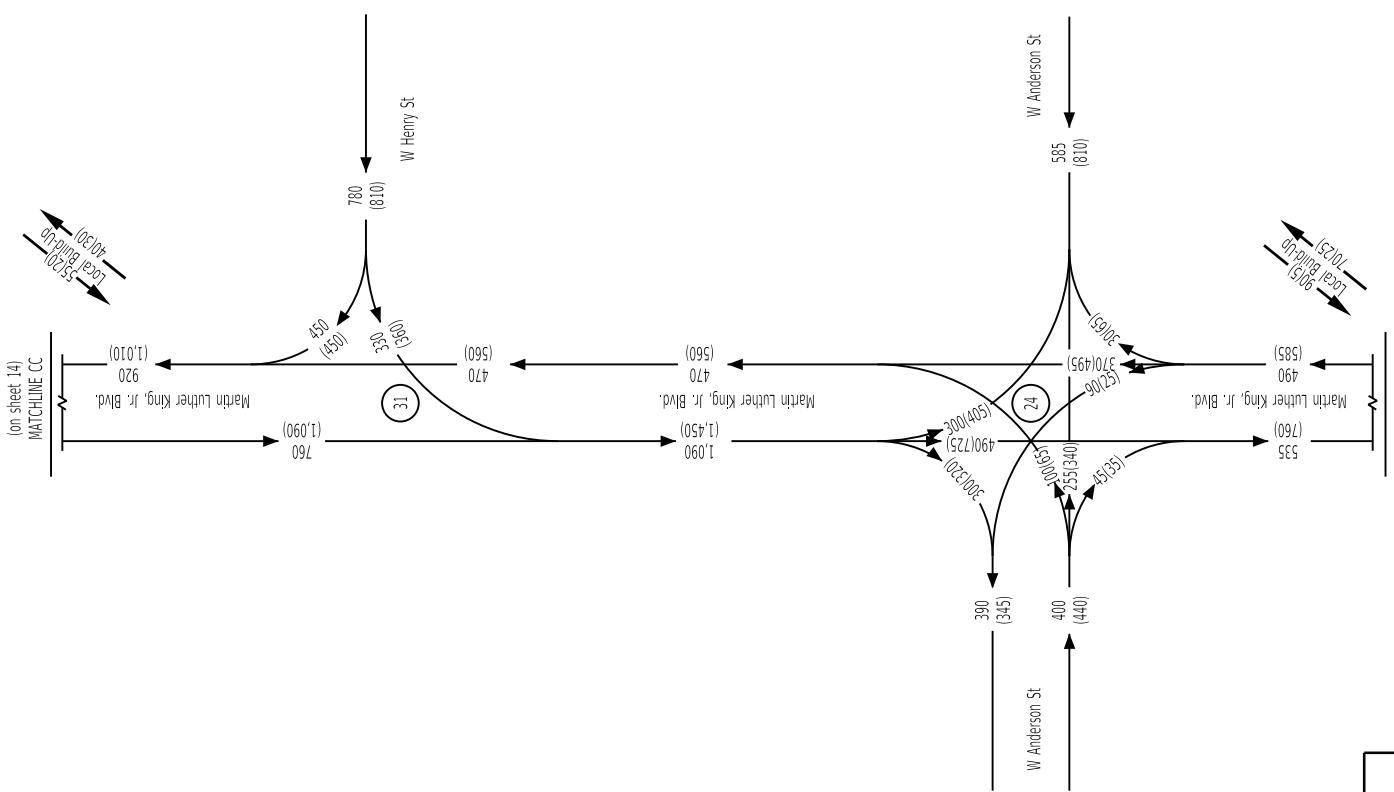
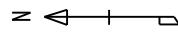


I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD., RAMP &
OVERPASS
PI# 0011744
NO-BUILD OPENING YEAR (2025)
PK HOUR T = 8.5%
S.U. = 50.0%
COMB = 3.5%

Intersection Reference Number
(see count location diagram)

METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY

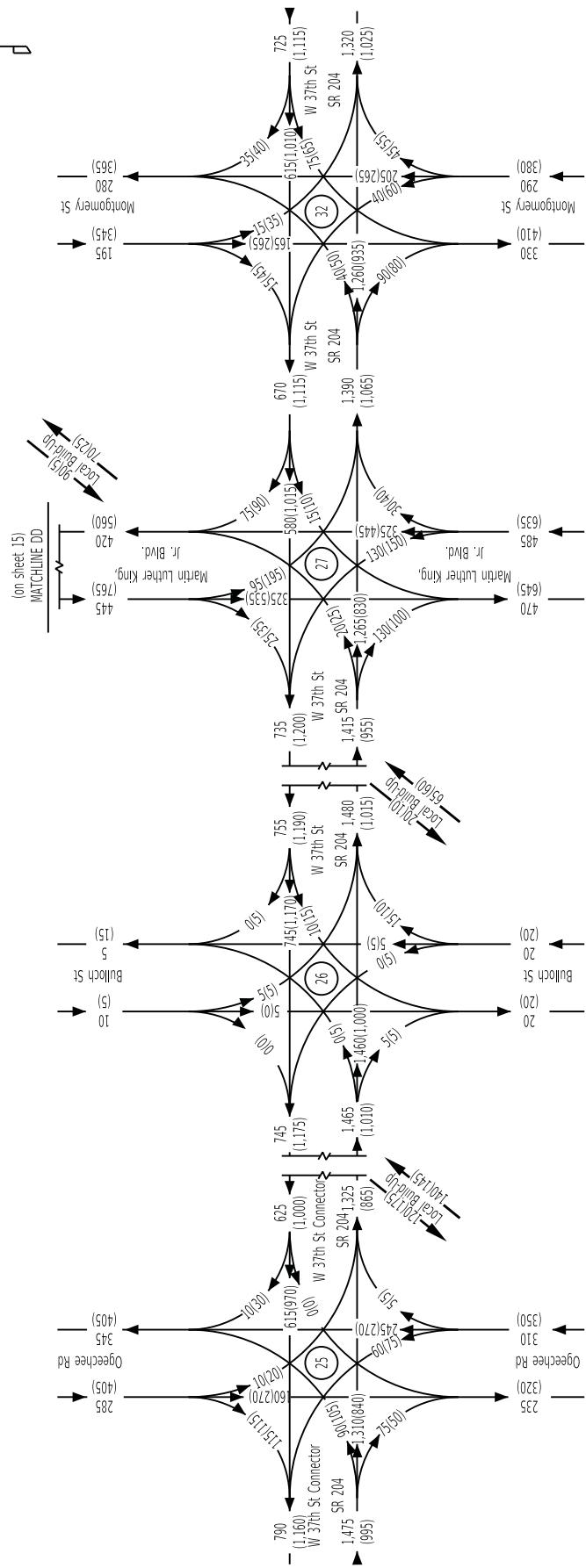


I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD. RAMP &
OVERPASS
PI# 0011744
NO-BUILD OPENING YEAR (2025)
PK HOUR T = 8.5%
S.U. = 50.0%
COMB = 3.5%

Intersection Reference Number
(see count location diagram)

METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY



I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD., RAMP &
OVERPASS
PI# 0011744
NO-BUILD OPENING YEAR (2025)
PK HOUR T = 8.5%
S.U. = 50.0%
COMB = 3.5%

I-16 @ Montgomery St. & @ MLK, Jr. Blvd.- Ramp & Overpass

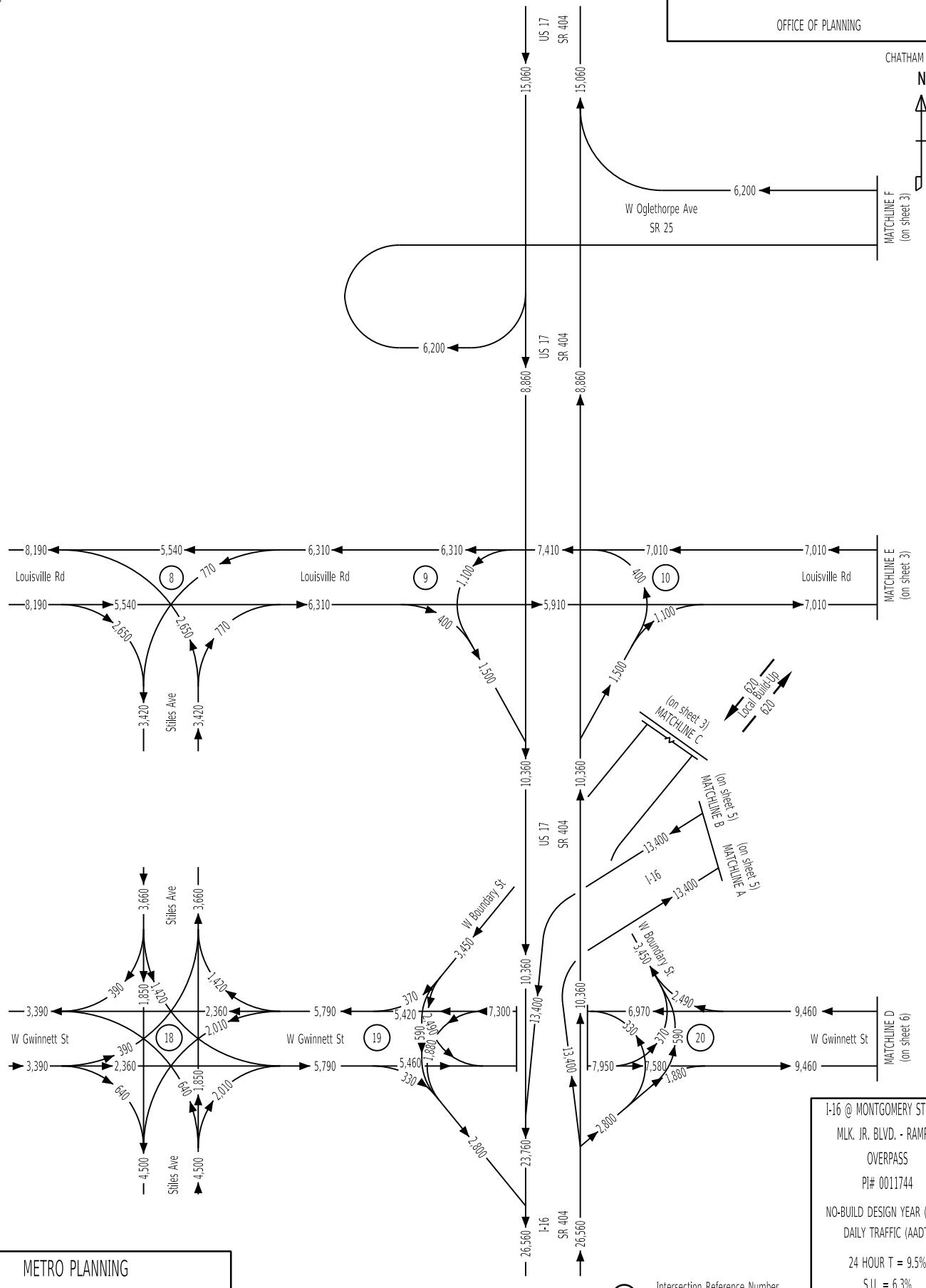
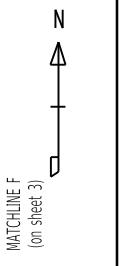
P.I. # 0011744

April 6, 2015

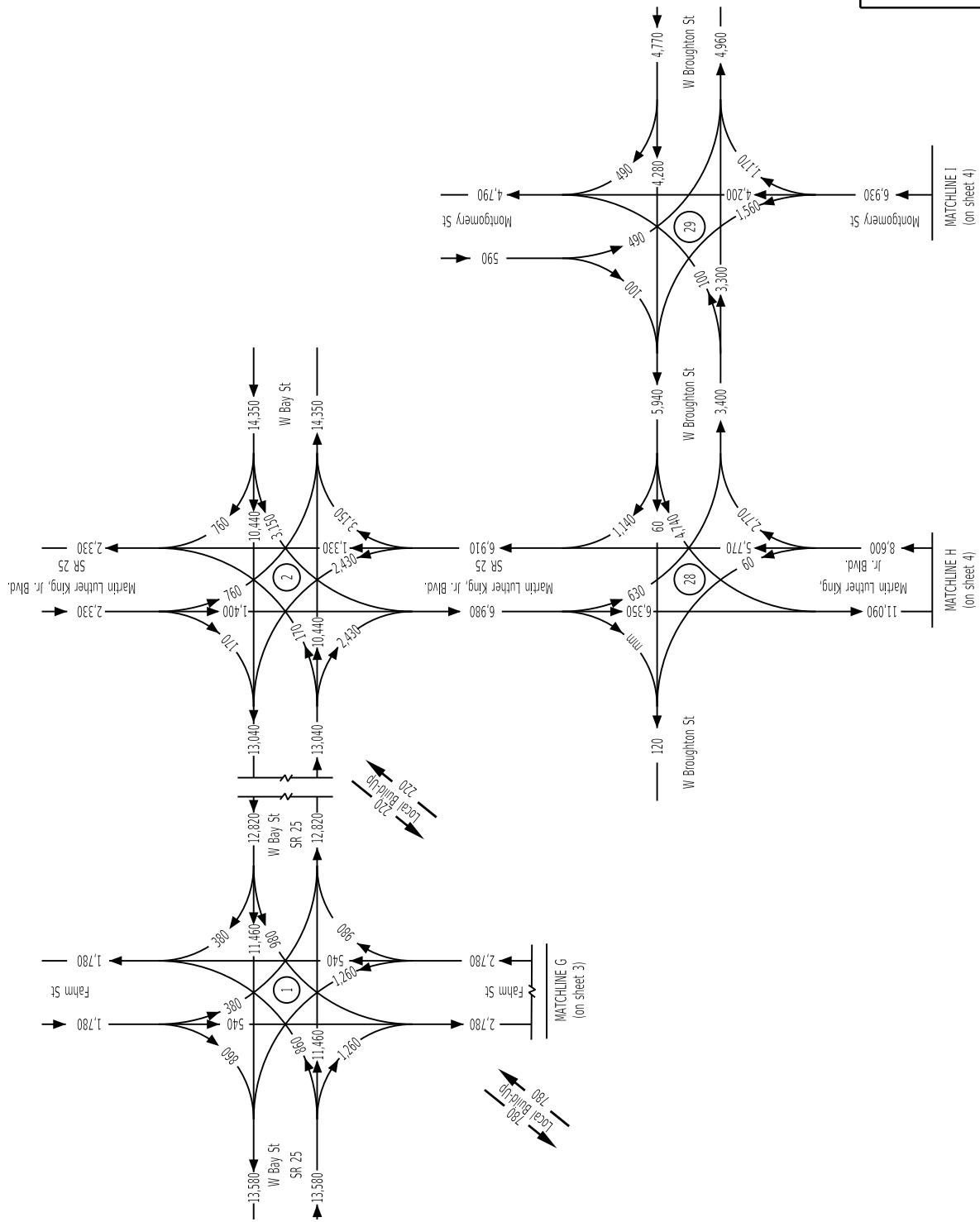
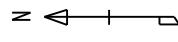
Traffic Volume Diagrams

Design Year (2045) No Build

Average Annual Daily Traffic



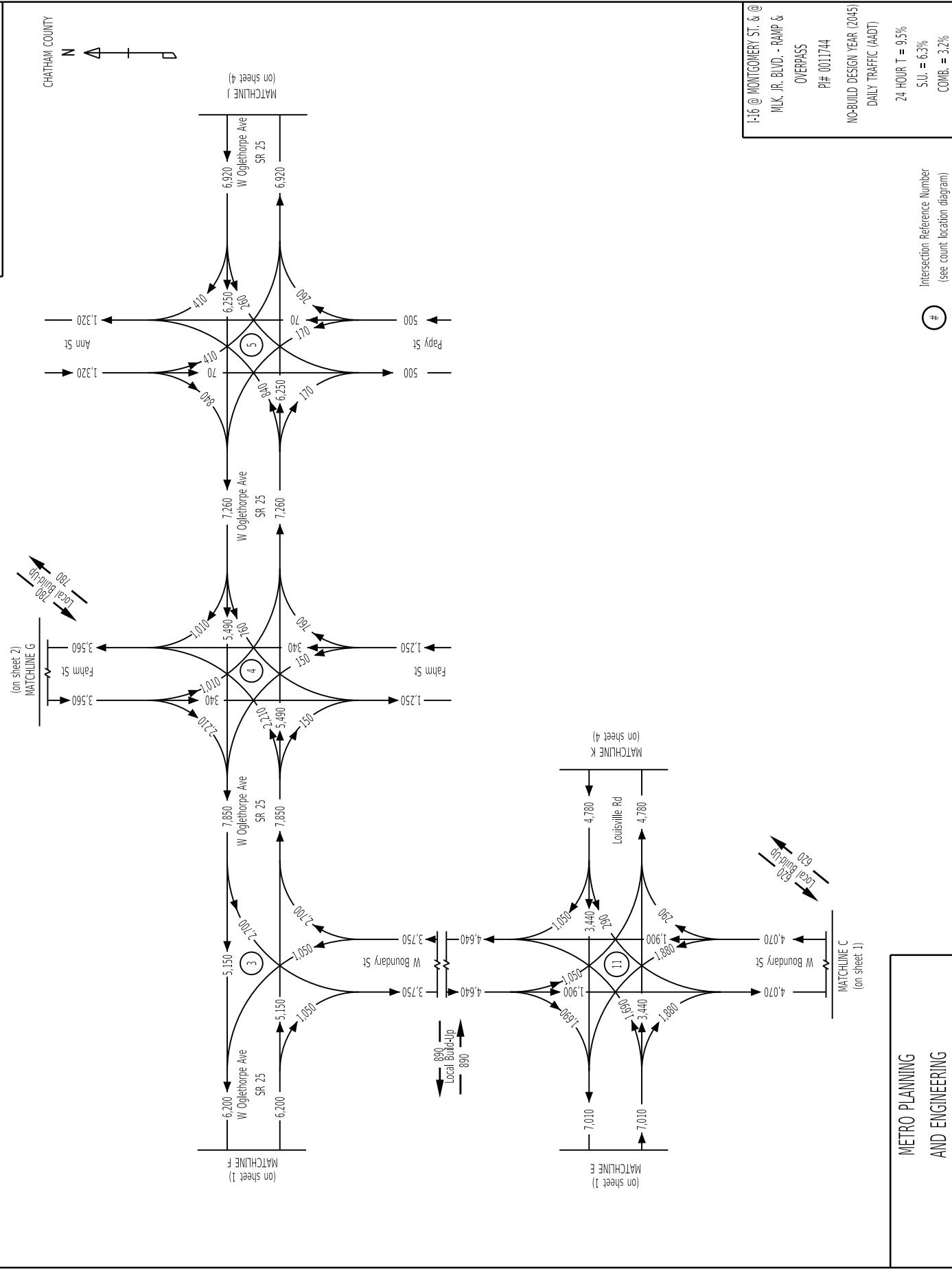
CHATTHAM COUNTY



I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. - RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
S.U. = 6.3%
COMB. = 3.2%

METRO PLANNING
AND ENGINEERING

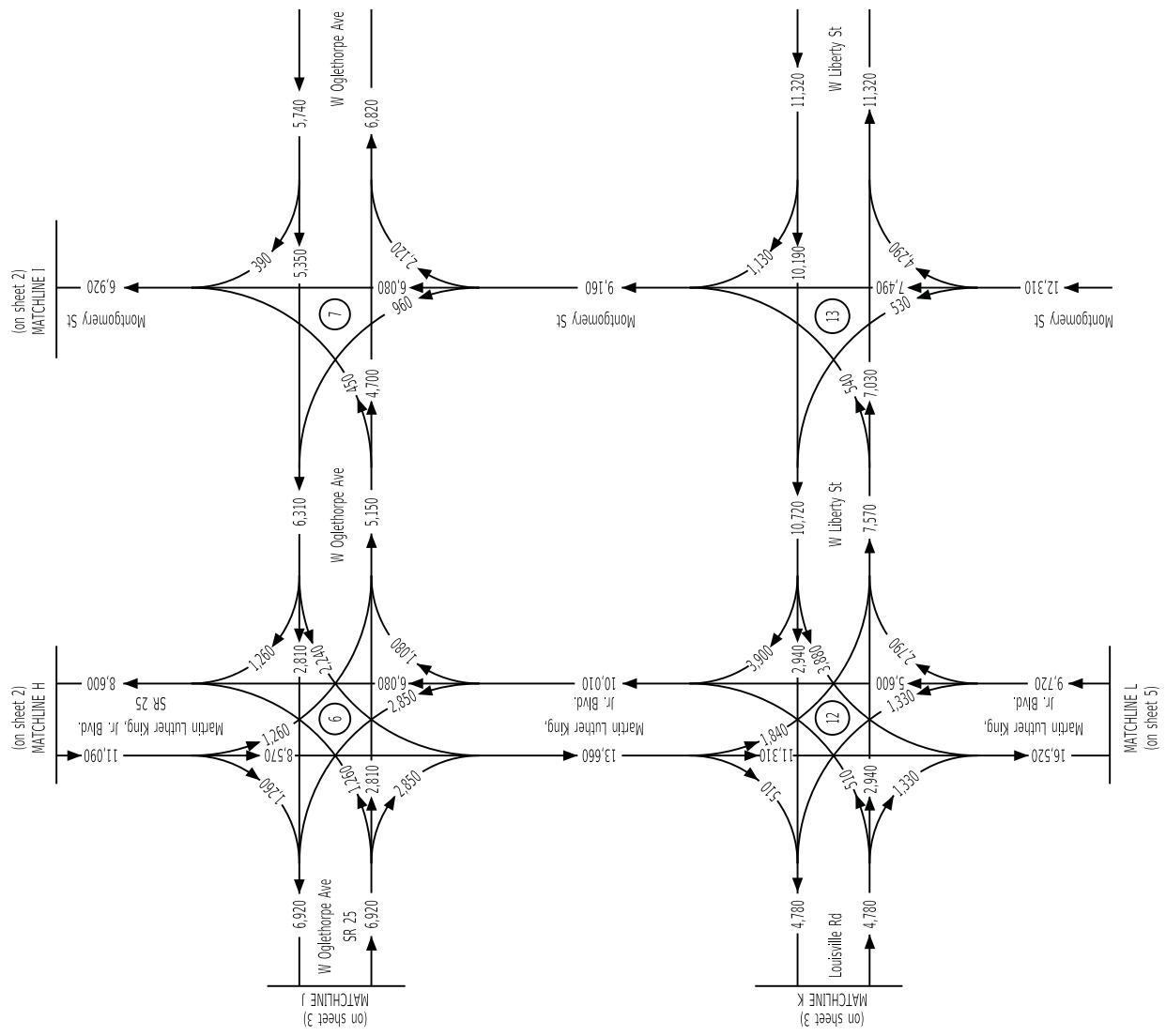
Intersection Reference Number
(see count location diagram)



(on sheet 2)
MATCHLINE I(on sheet 3)
MATCHLINE H(on sheet 3)
MATCHLINE J(on sheet 3)
MATCHLINE K(on sheet 5)
MATCHLINE L

CHATTAHOOCHÉE COUNTY

N



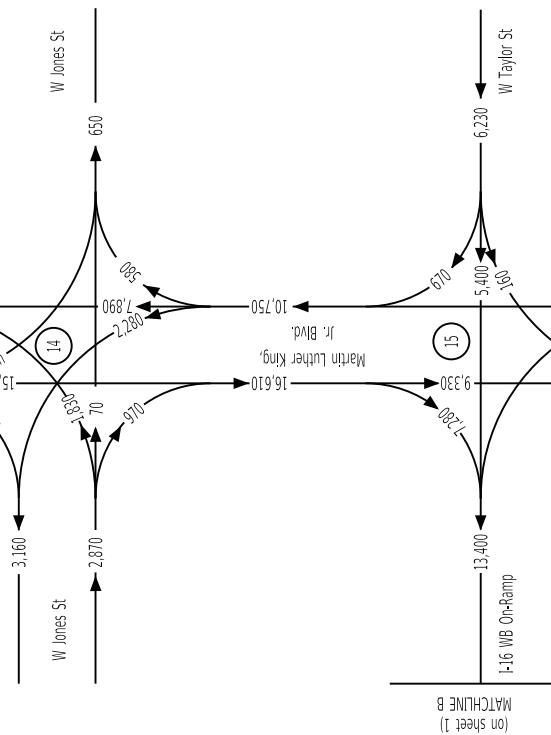
I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. - RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
S.U. = 6.3%
COMB. = 3.2%

CHATTAHOOCHEE COUNTY
N

I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. - RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
SU = 6.3%
COMB. = 3.2%

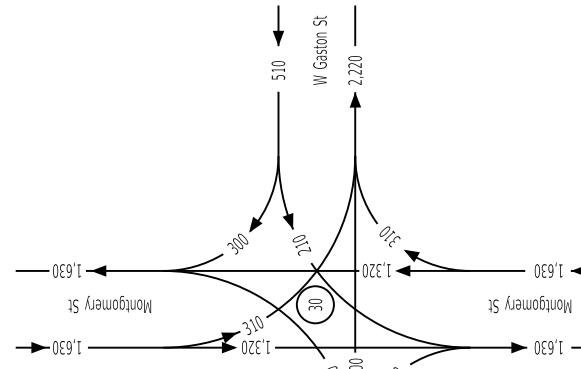
(on sheet 4)

MATCHLINE L



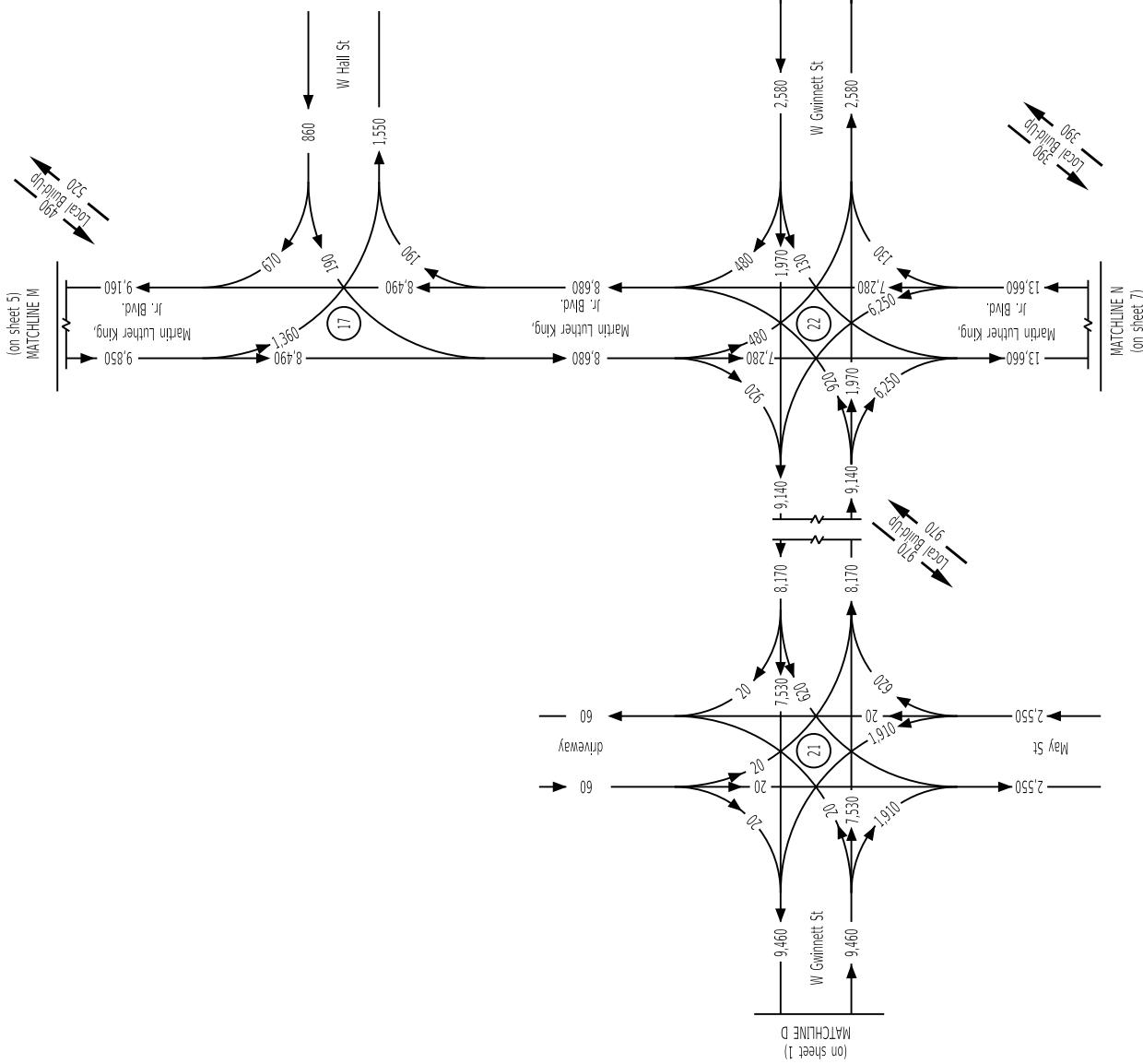
(on sheet 1)

MATCHLINE B

(on sheet 1)
MATCHLINE AI-16 EB Off-Ramp
13,400METRO PLANNING
AND ENGINEERINGMATCHLINE M
(on sheet 6)

Intersection Reference Number
(see count location diagram)

CHATTAHOOCHEE COUNTY
N

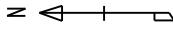


I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. - RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
S.U. = 6.3%
COMB. = 3.2%

Intersection Reference Number
(see count location diagram)

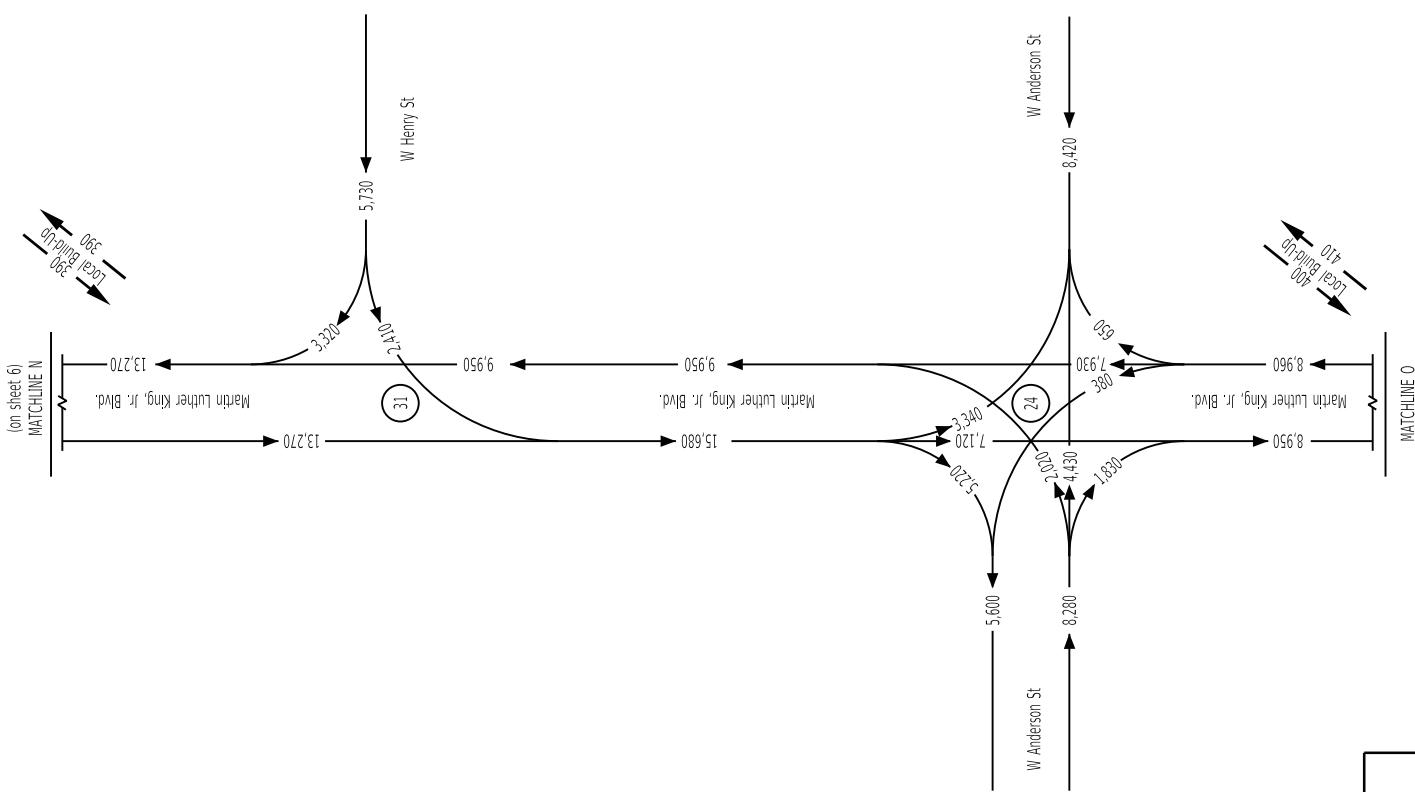
METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY



(on sheet 6)

MATCHLINE N

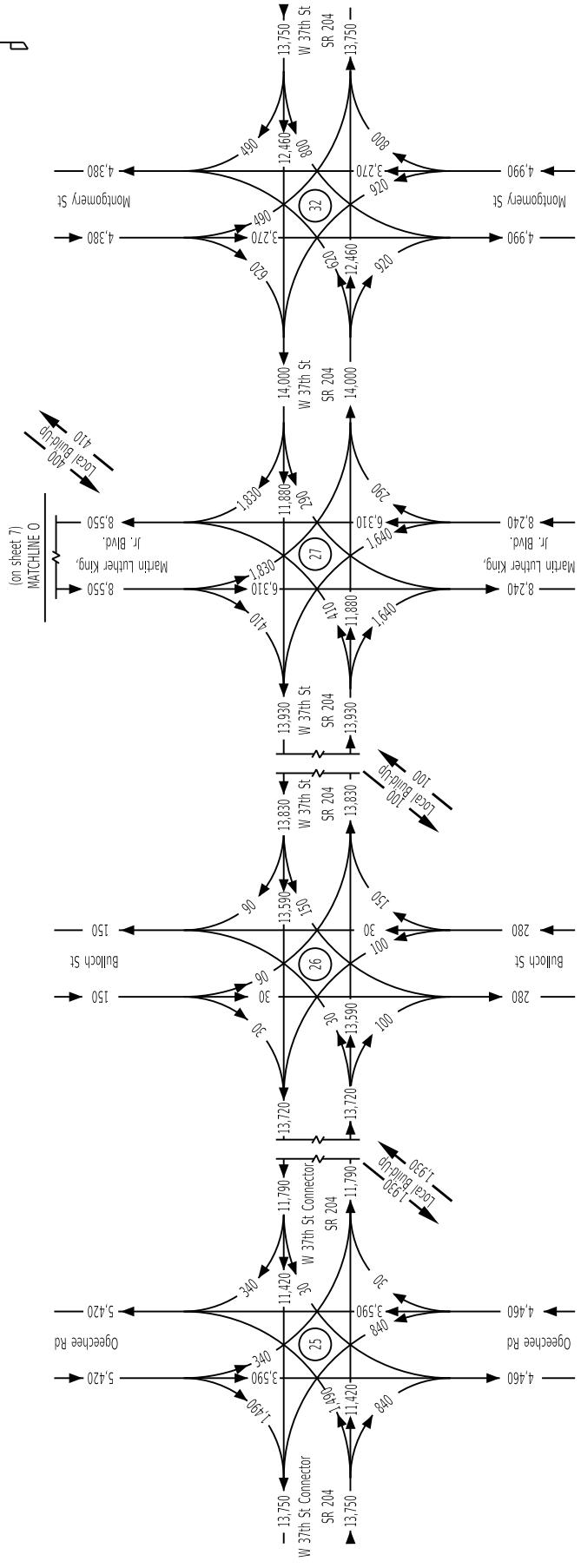


I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD. - RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
DAILY TRAFFIC (AADT)
24 HOUR T = 9,556
SU = 6.3%
COMB. = 3.2%

Intersection Reference Number
(see count location diagram)

METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY



I-16 @ MONTGOMERY ST. & @
MLK. JR. BLVD. - RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
S.U. = 6.3%
COMB. = 3.2%

Intersection Reference Number
(see count location diagram)

I-16 @ Montgomery St. & @ MLK, Jr. Blvd.- Ramp & Overpass

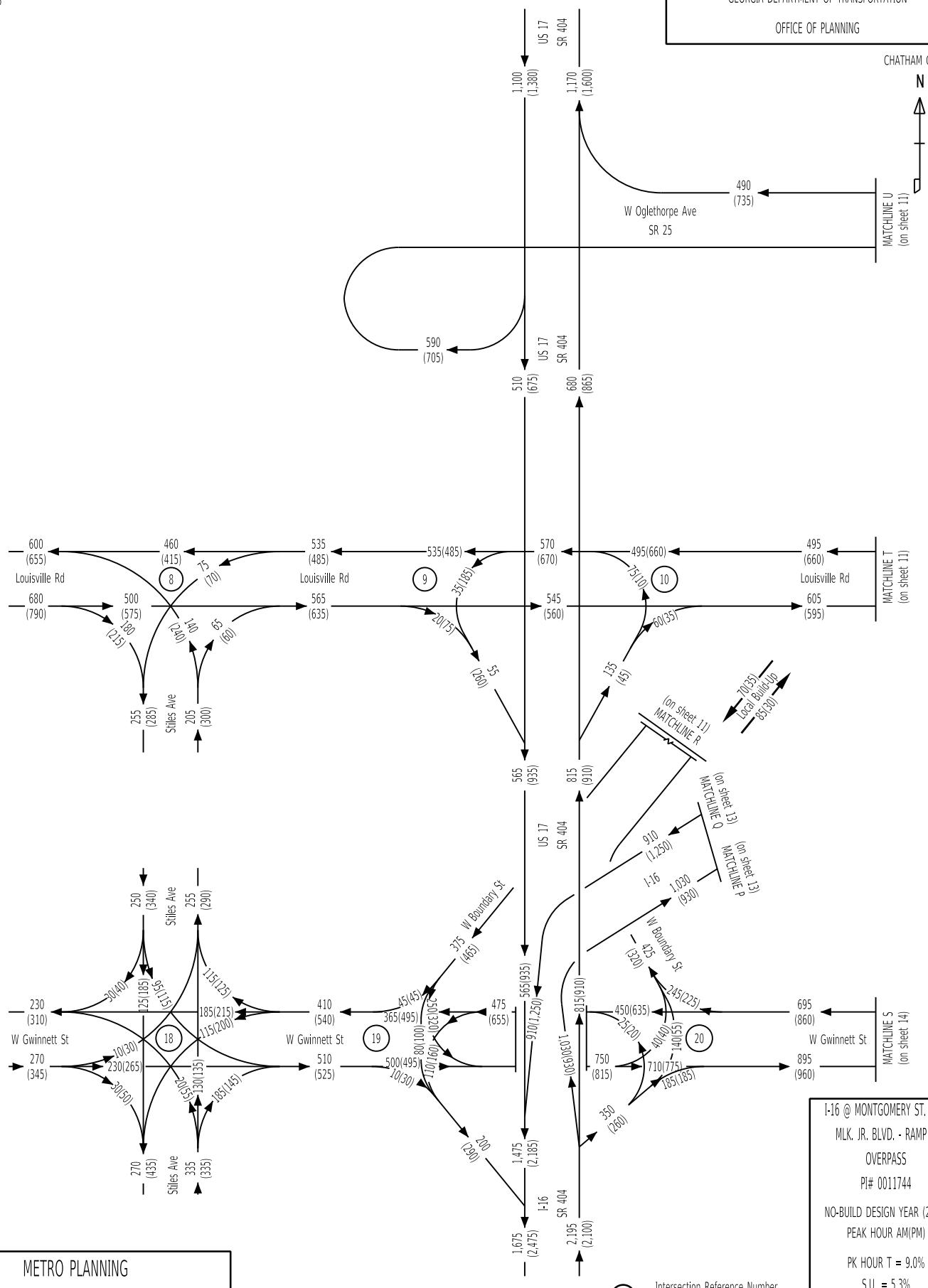
P.I. # 0011744

April 6, 2015

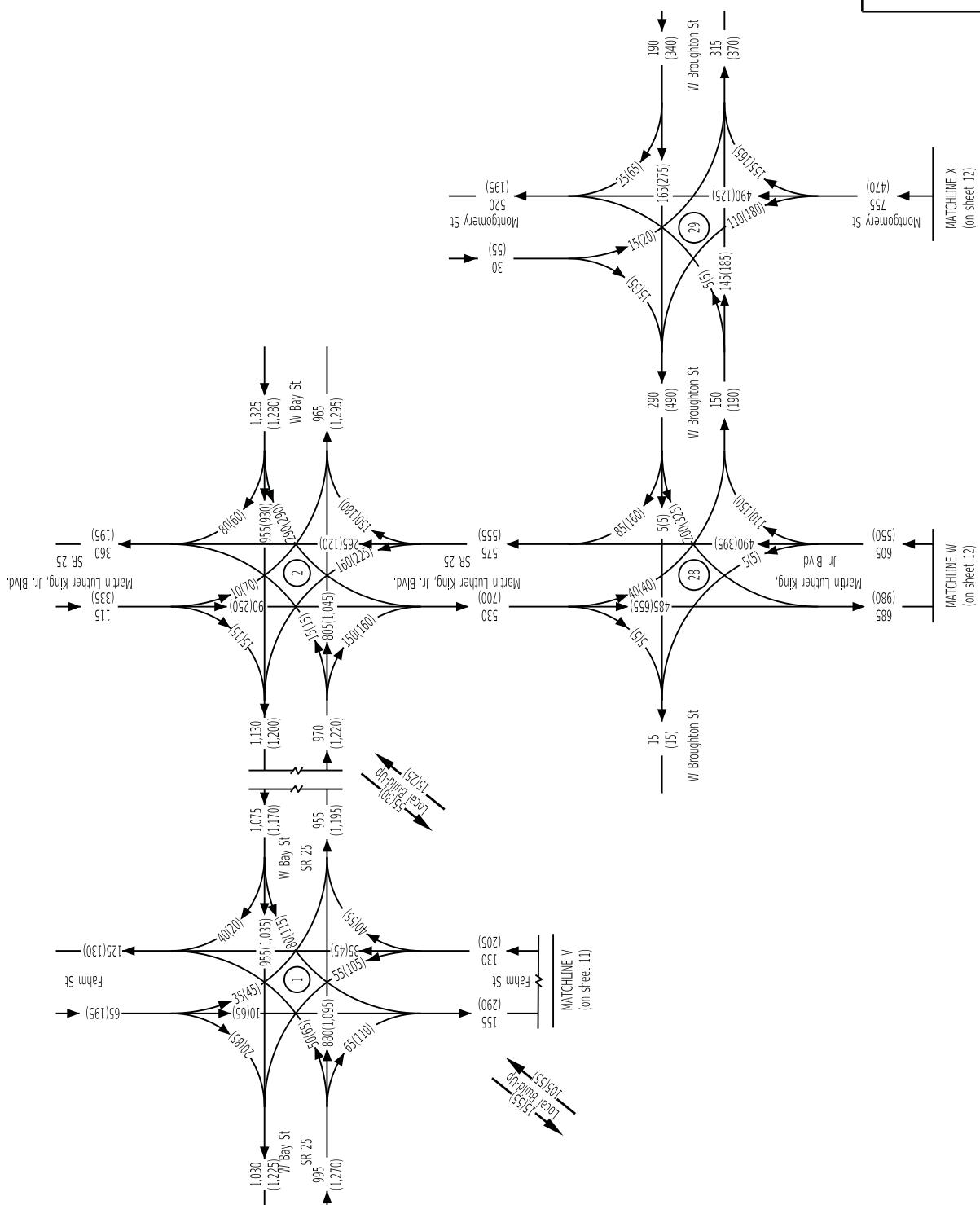
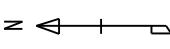
Traffic Volume Diagrams

Design Year (2045) No Build

AM and PM Peak Hour Traffic

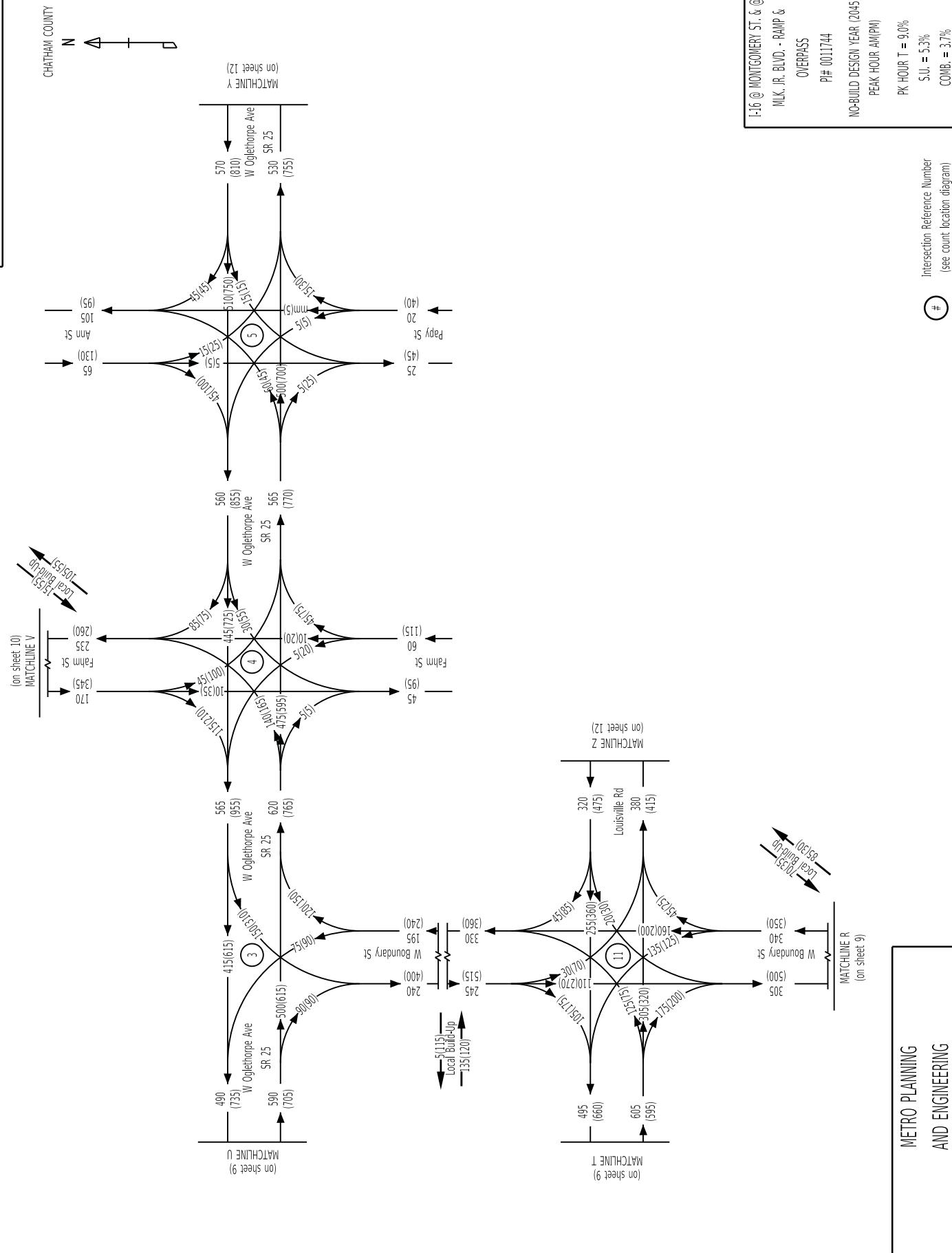


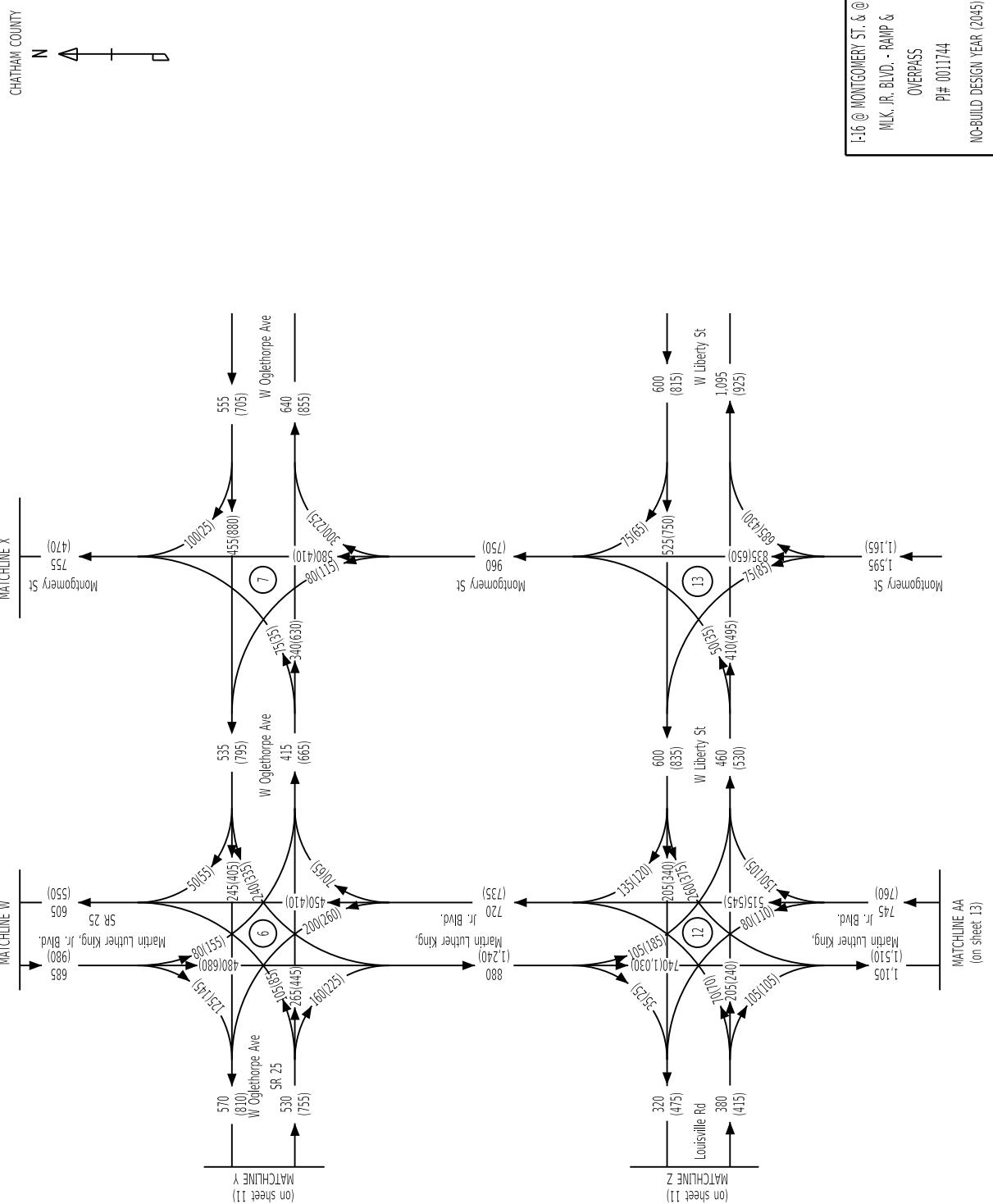
CHATTAH COUNTY



I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD. RAMP &
OVERPASS
PI# 0011744

NO-BUILD DESIGN YEAR (2045)
PEAK HOUR AM(PM)
S.U. = 5.3%
C.O.R. = 3.7%

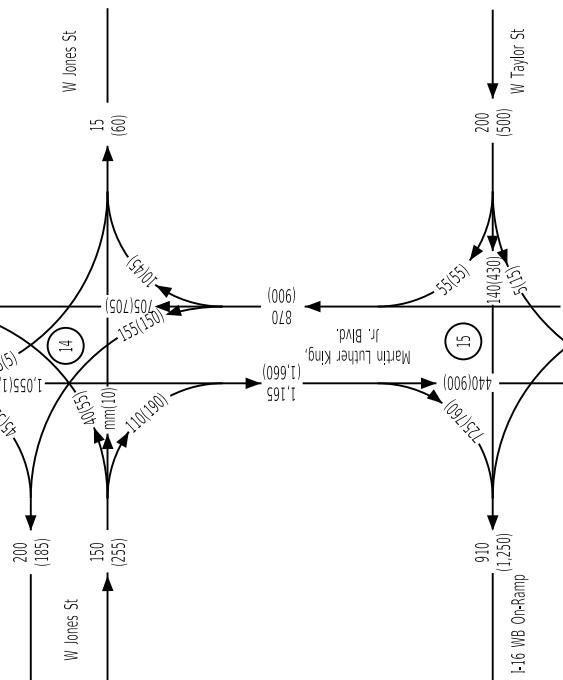




CHATTHAM COUNTY
N

(on sheet 12)

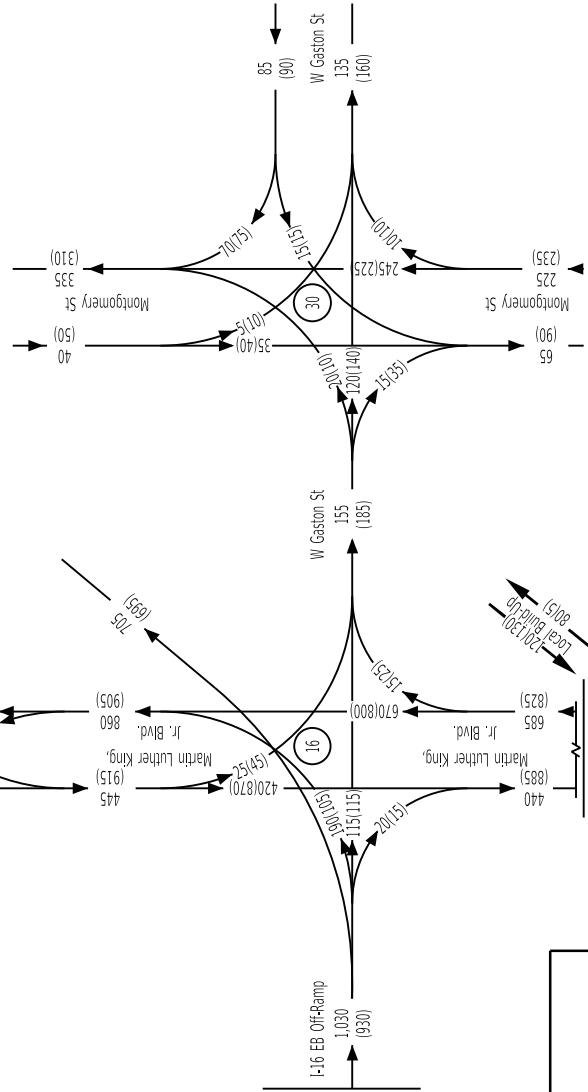
MATCHLINE AA

(on sheet 9)
MATCHLINE Q

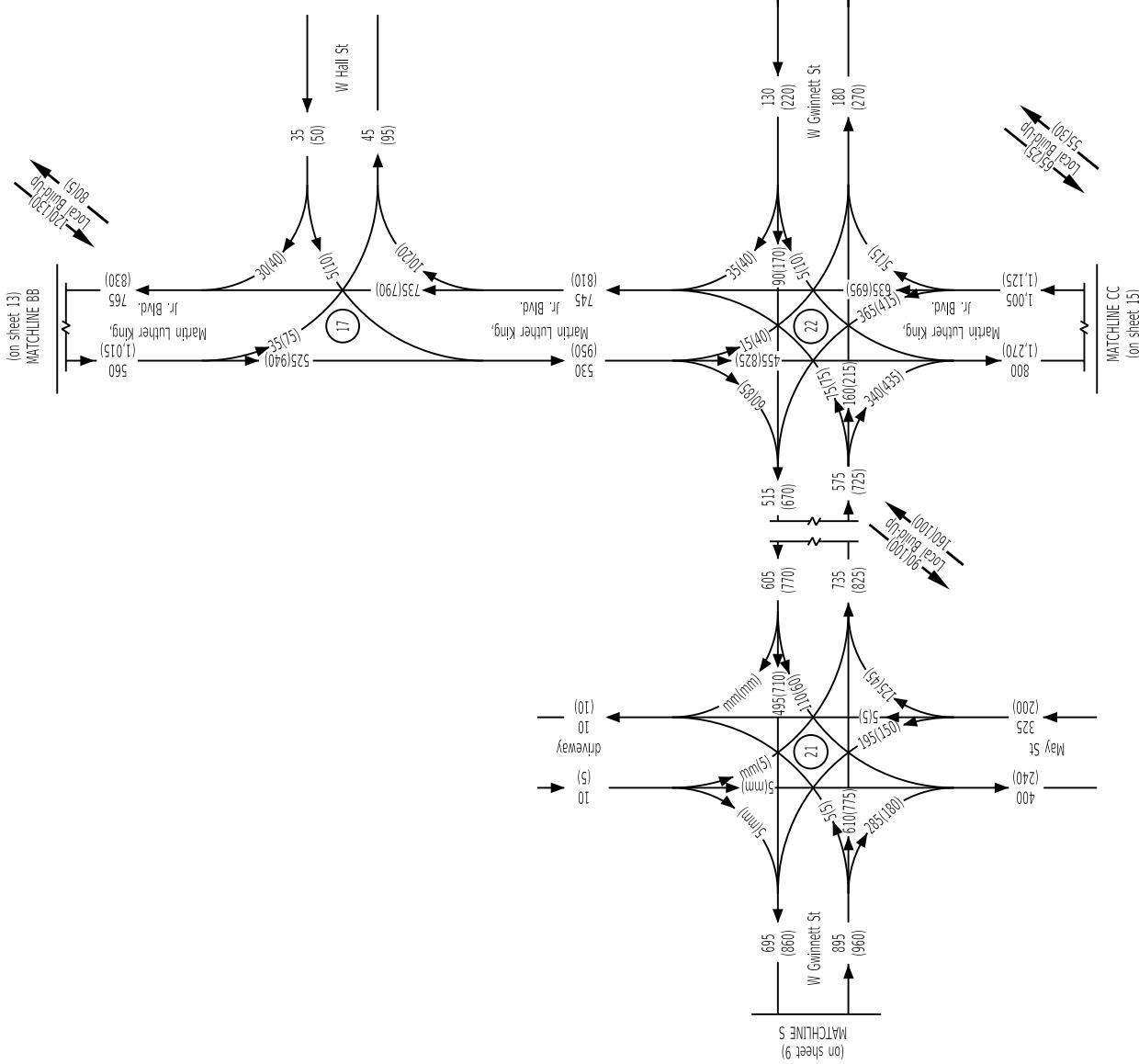
I-16 WB On-Ramp (1250)

(on sheet 9)
MATCHLINE P

I-16 EB Off-Ramp (930)

METRO PLANNING
AND ENGINEERING

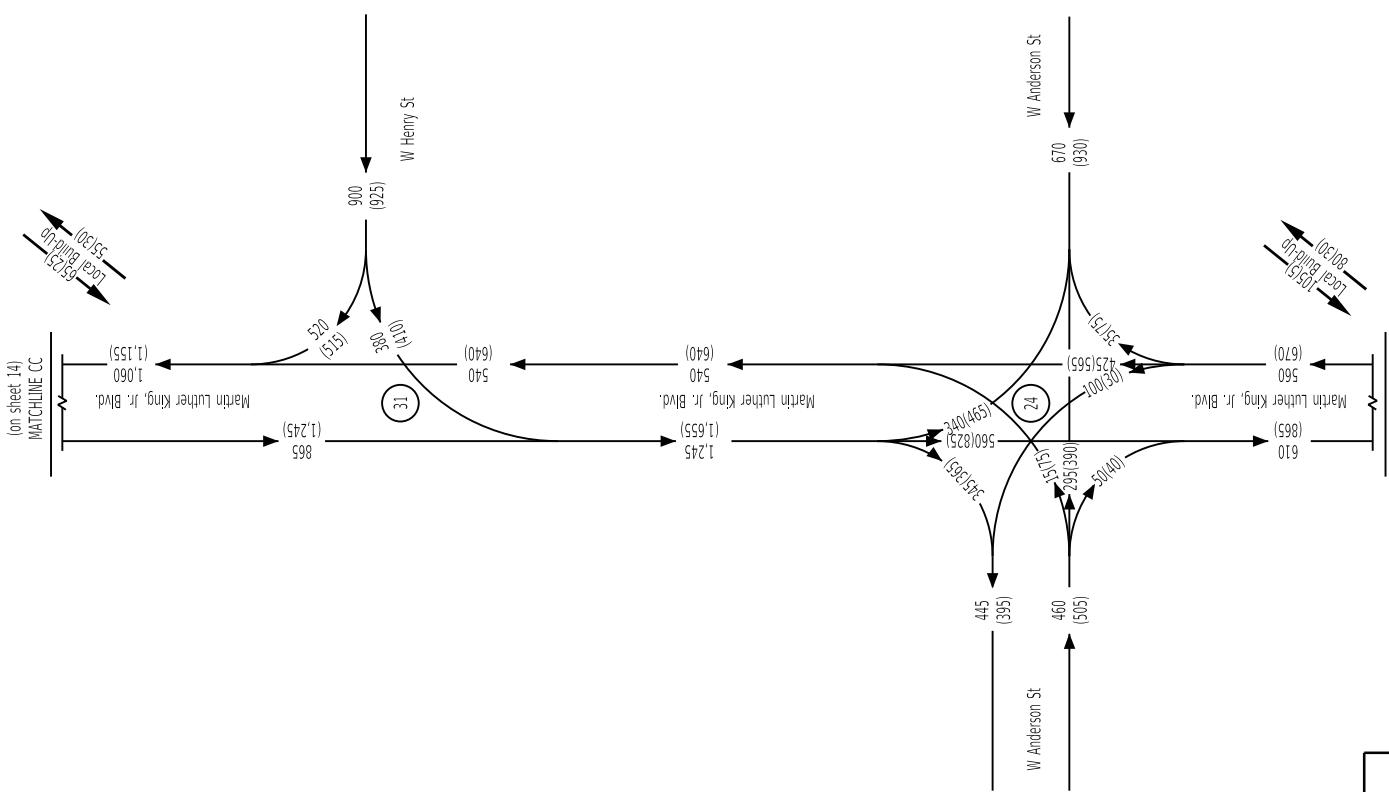
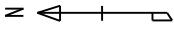
CHATTAHOOCHEE COUNTY
N



I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD. RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
PEAK HOUR AM(PM)
S.U. = 5.3%
C.O.R. = 3.7%

METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY



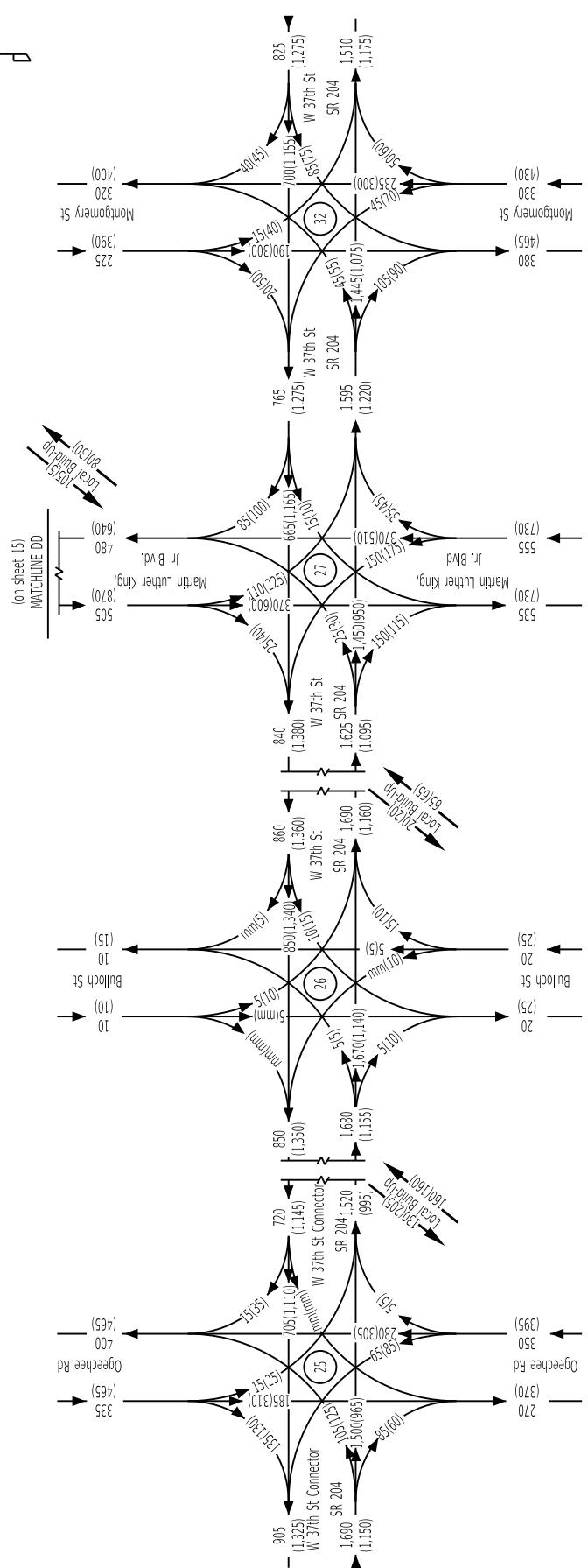
I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD. RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
PEAK HOUR AM(PM)
PK HOUR I = 9.0%
S.U. = 5.3%
CO(B.) = 3.7%

#

Intersection Reference Number
(see count location diagram)

METRO PLANNING
AND ENGINEERING

CHATTHAM COUNTY



I-16 @ MONTGOMERY ST. & @
MLK, JR. BLVD., RAMP &
OVERPASS
PI# 0011744
NO-BUILD DESIGN YEAR (2045)
PEAK HOUR I = 9.0%
S.U. = 5.3%
C.O.R.B. = 3.7%

Rojek, Audra

Subject: FW: P. I. 0011744-Chatham County: I-16 @ Montgomery St. & MLK JR. BLVD - Ramp & Overpass

From: Woods, Leslie [<mailto:lwoods2@dot.ga.gov>]

Sent: Thursday, April 16, 2015 3:28 PM

To: Ritzler, Emily

Cc: Harris, Krystal; Little, Aries

Subject: RE: P. I. 0011744-Chatham County: I-16 @ Montgomery St. & MLK JR. BLVD - Ramp & Overpass

Good afternoon, Emily.

After thorough review of the items you have submitted to date; the Existing and No-Build information presented is in-line with historical volume and conditions and is acceptable as a Design Traffic model. If you have any further questions or concerns about this review, feel free to contact me directly.

Thank you.

Ms. Leslie R. Woods
Traffic Analyst
One Georgia Center 600 W. Peachtree St. NE
5th Floor-Cubicle 561
Atlanta, GA 30308
(404) 631-1773
(404) 631-1957
lwoods2@dot.ga.gov

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