

**12-C-24-DP**

**3324 Swafford Road**

**Questions regarding the Traffic Impact Study – Rowland Manor – Revision 1**

**Dated November 2024**

1. Swafford Road lane widths are 10 feet - the proposed development lane widths are 13 feet (not including the sidewalk and shoulder). How can Swafford Road be narrower than the proposed subdivision lanes? Shouldn't the project be made to improve existing infrastructure to the same performance and safety standards the project is using?
2. There are no traffic counts for Swafford Road. How can it be determined that Swafford Road is adequate to serve additional traffic without Swafford Road traffic counts?
3. How was the 5.5% background annual growth rate determined? Does it take into account impacts from other development in Hardin Valley?
4. Swafford Road Bridge width is less than the approaching Swafford Road Lane widths making it dangerous to cross with oncoming traffic. TDOT 2022 inspection of the Swafford Road Bridge recommends widening the bridge. Why does the traffic analysis not address this? Shouldn't the project be made to bring existing infrastructure into compliance with TDOT recommended improvements?
5. Why was there no condition or load analysis for the Swafford Road Bridge? Does it currently comply with TDOT load standards, and will it comply with the future loads including construction traffic loads?
6. Per TDOT "Design Standards for Local Roads & Streets" the minimum clear width for new bridges shall be equal to the full width of the approach roadway (curb to curb). Shouldn't the project be made to bring the existing infrastructure into compliance?
7. Are the 2020 thru 2022 traffic counts valid considering the impacts of Covid and working from home?