

July 28, 2023

Mr. David Arning
Vice President of Development
Dominion Development Group, LLC
6305 Kingston Pike
Knoxville, TN 37919

RE: Traffic Impact Letter
Northshore Drive Multi-Family Development
Knox County, Tennessee

Dear Mr. Arning:

This correspondence is intended as a summary report for the referenced evaluation that was performed at your request. The purpose of this study was to analyze operational conditions of a proposed residential development with access onto Northshore Drive. The project site is located north of the intersection of Northshore Drive and Choto Road, on the east side of Northshore Drive. Figure 1 is a location map showing the major roadways in the project site vicinity.

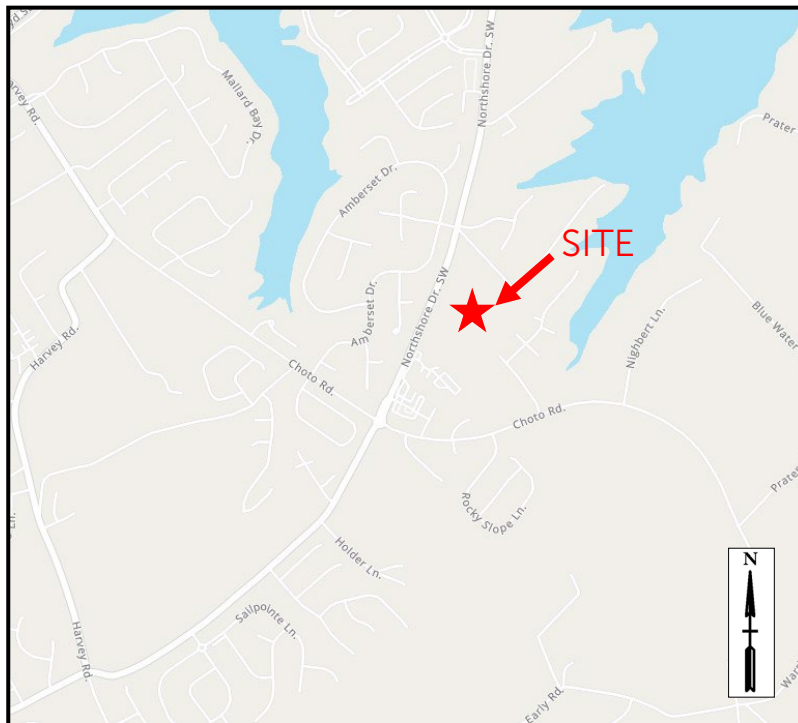


FIGURE 1
LOCATION MAP

The development plan for this site proposes a single-family attached residential development with 56 townhomes. The proposed development will have one full access onto Northshore Drive approximately 1,500 feet north of the intersection with Choto Road. Figure 2 in the Attachments is a Conceptual Site Plan detailing the proposed site.

The purpose of this study was the evaluation of the traffic operational and safety impacts of the proposed development upon roadways in the vicinity of the project site. Comments received from the Knox County Engineering Department resulted in the proposed access onto Northshore Drive being identified for detailed study. Sight distance was measured from the proposed site access looking left and right down Northshore Drive. Turn lane warrant evaluations were conducted at the proposed study intersection for future conditions with site generated traffic, in order to determine need for added turn-lanes entering the site.

EXISTING CONDITIONS

In the vicinity of the proposed development, Northshore Drive is classified as a Minor Arterial per the Knoxville-Knox County Major Road Plan. Within the study limits, Northshore Drive is an undivided two-lane roadway with one travel lane in each direction that generally runs south to north. In front of the proposed site, Northshore Drive has 11-foot lanes, a posted speed limit of 40 mph, and has no curb, gutter or sidewalk.

The area of the site is approximately 11.6 acres, and it is currently zoned Planned Residential. The site is relatively flat and covered with grass; there are some trees scattered around and a few single family homes currently exist on the site.

The Tennessee Department of Transportation (TDOT) collects annual average daily traffic (AADT) data on roadways in the study area. Two count stations, one located on Northshore Drive, and one located on Choto Road, were found near the project site that were felt to have particular relevance for this study. The most currently available data from these stations can be found in Table 1.

TABLE 1: ANNUAL AVERAGE DAILY TRAFFIC COUNT SUMMARY

COUNT YEAR	TDOT COUNT STATION 47000297 S NORTHSHORE DR, NEAR LOUDON CO LINE	TDOT COUNT STATION 47000362 CHOTO RD, SOUTH OF FARRAGUT
2017	14,522	4,265
2018	13,577	4,769
2019	12,716	4,615
2020	11,928	4,753
2021	17,552	5,917
2022	17,359	5,308

In addition to the available AADT data, a bi-directional traffic count was conducted at the proposed site access intersection with Northshore Drive to determine the current morning (AM) and evening (PM) peak hour operating volumes. These peak hour volumes are the traffic volumes with which the study’s turn-lane warrant analyses are based. The the bi-directional count was collected on June 27, 2023. The 2023 existing peak hour traffic volumes are summarized in Figure 3 located in the Attachments, as is the raw 24-hour count data.

BACKGROUND CONDITIONS

The proposed development will be constructed in one general phase with completion anticipated by 2025. Therefore, Year 2025 was established as the appropriate design / analysis year for the study. In order to determine traffic volumes resulting solely from background traffic growth to Year 2025, it was necessary to establish an annual growth rate for existing traffic. The TDOT AADT values previously discussed, as well as knowledge of the area, were used to determine an approximate annual growth rate. Based on the available data, a background annual growth rate of 6% was assumed. Figure 4 in the Attachments contains the background traffic volumes that would result from this annual growth rate from Year 2023, when the counts were conducted, to Year 2025.

FUTURE CONDITIONS

In order to estimate the expected traffic volumes to be generated by the proposed development, the procedures recommended by the Institute of Transportation Engineers (ITE) were utilized. The proposed development will include 56 single-family attached housing units. Land Use Code (LUC) 215, “Single-Family Attached Housing” was utilized from ITE’s *Trip Generation Manual, 11th Edition* to estimate development-generated traffic. The generated traffic volumes were determined based on the data for the peak hours of adjacent street traffic. See Table 2 for a summary of the traffic generated for this project. More detailed information is contained in the Attachments.

TABLE 2: TRIP GENERATION SUMMARY

LAND USE	ITE CODE	SIZE	WEEKDAY (TRIPS/DAY)	AM PEAK HOUR (TRIPS/HOUR)	PM PEAK HOUR (TRIPS/HOUR)
Single-Family Attached Housing	215	56 Units	376	23	30
Entering Trips			188 (50%)	6 (25%)	18 (59%)
Exiting Trips			188 (50%)	17 (75%)	12 (41%)

A.M. Peak Hour trip generation is based on Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
 P.M. Peak Hour trip generation is based on Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

The proposed trip distribution for this development was determined through a review of existing travel patterns, local knowledge of the study area, proposed site location in relation to the surrounding roadway network, and engineering judgment. Figure 5 in the Attachments provides a summary of how the above site generated trips would be distributed to the study intersections. Figure 6 in the Attachments provides the proposed trip assignment volumes to the study intersections.

Future projected traffic volumes for the study intersections were developed by adding the generated and assigned trips shown in Figure 6 to the 2025 background traffic volumes developed in the previous section and shown in Figure 4. These combined 2025 volumes reflect the existing traffic, the background traffic growth, and the generated traffic from the proposed development. These future volumes are shown on Figure 7 in the Attachments and are the combined volumes used in the analyses of future conditions with the proposed development.

EVALUATIONS

Intersection sight distance was assessed via field measurements at the proposed intersection of Northshore Drive at the proposed site access. The measurements were taken looking right and left from the proposed site access approach. Based on Knox County sight distance requirements for 40 mph roadways, 400 feet of sight distance is required looking left and right from the proposed site access onto Northshore Drive. The field measurements indicated that sight distance looking right is approximately 650 feet, and sight distance looking left is approximately 900 feet. Sight distance looking both directions is more than required for the proposed site access.

Turn lane warrant evaluations were performed under combined conditions scenarios. For the proposed intersection of Northshore Drive at the site access, the methods employed for the turn lane warrant evaluations were those developed by M.D. Harmelink, as provided by in a series of tables from the Knox County publication, "Access Control and Driveway Design Policy". The results of these evaluations were that right and left turn lanes into the site driveway are not warranted under combined conditions. Additional information can be found on the turn lane evaluation worksheets contained in the Attachments.

CONCLUSIONS & RECOMMENDATIONS

The primary conclusion of this study is that the traffic generated from the proposed development will have minimal impacts at the study intersections. Traffic volumes at this intersection would not warrant the construction of turn lanes on Northshore Drive, and sight distance is adequate. Based on the conclusions and other discussions throughout the report, the only recommendation developed with this traffic impact study is to maintain intersection sight distances at the proposed access point by ensuring that site grading, landscaping, signing, and other features do not restrict lines of sight.

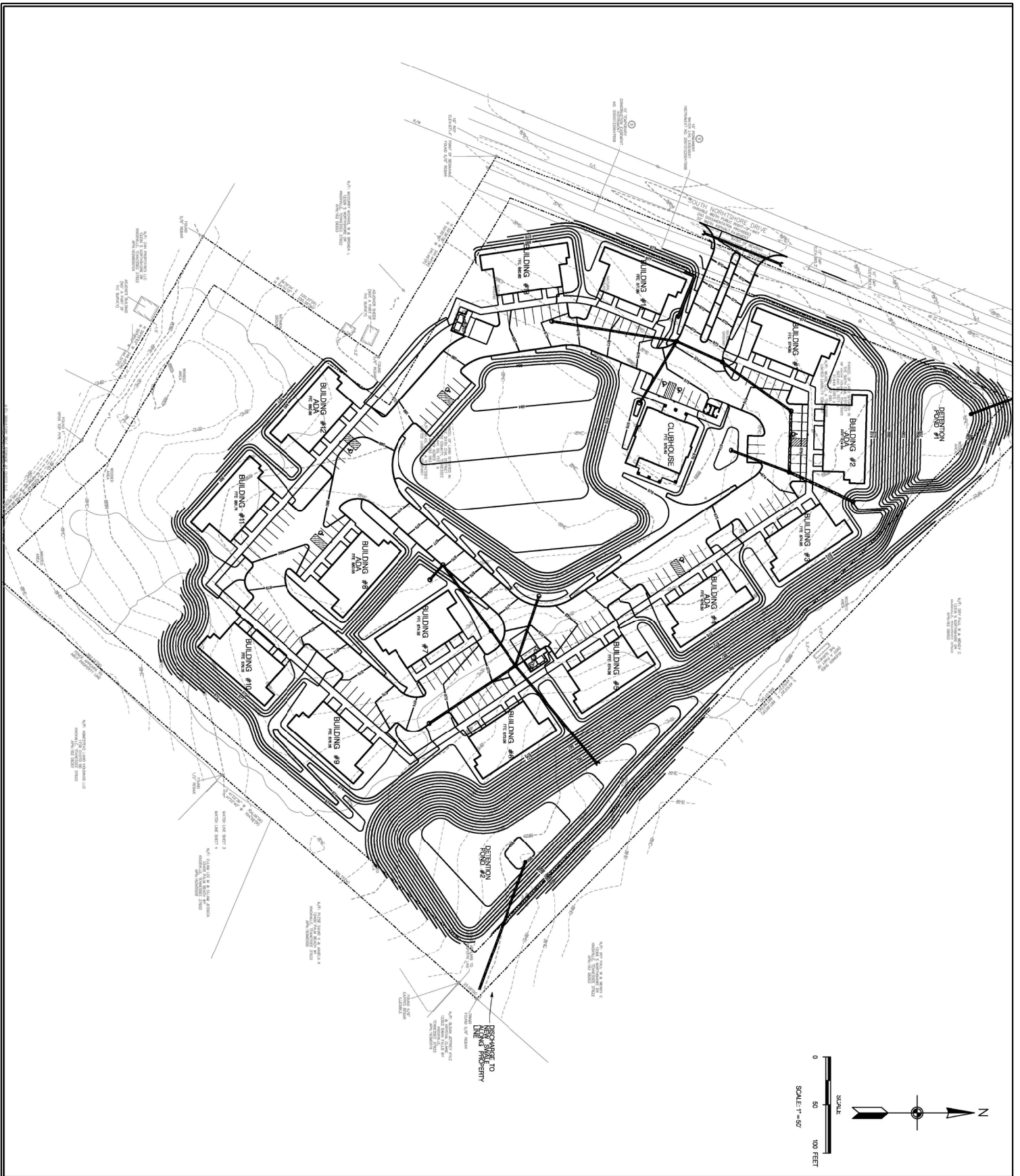
Sincerely,



Brian J. Haas, P.E., PTOE
Traffic Team Leader

Attachments



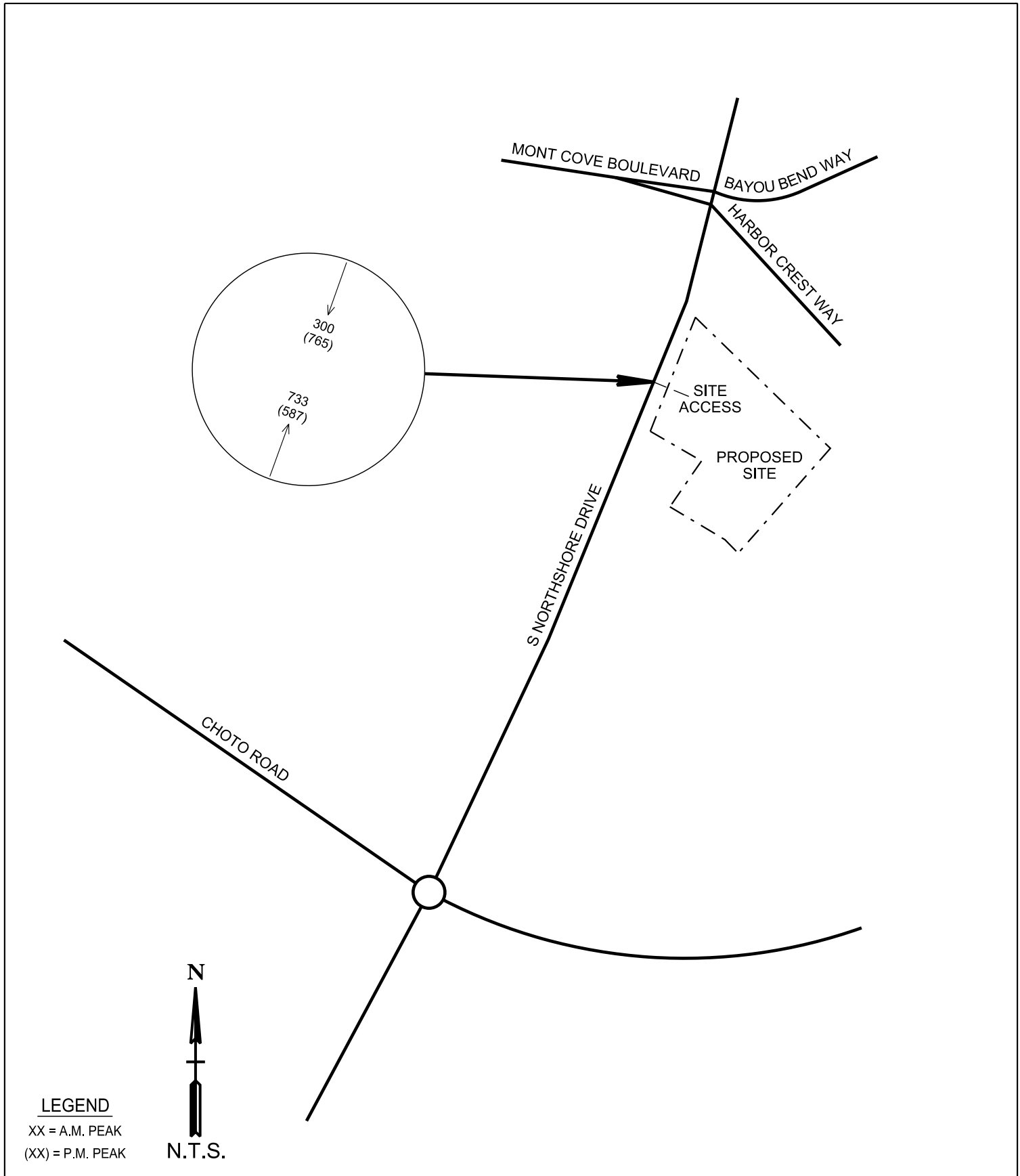


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FIGURE 2
 CONCEPTUAL SITE PLAN

NORTHSHORE DRIVE MULTI-FAMILY TIL



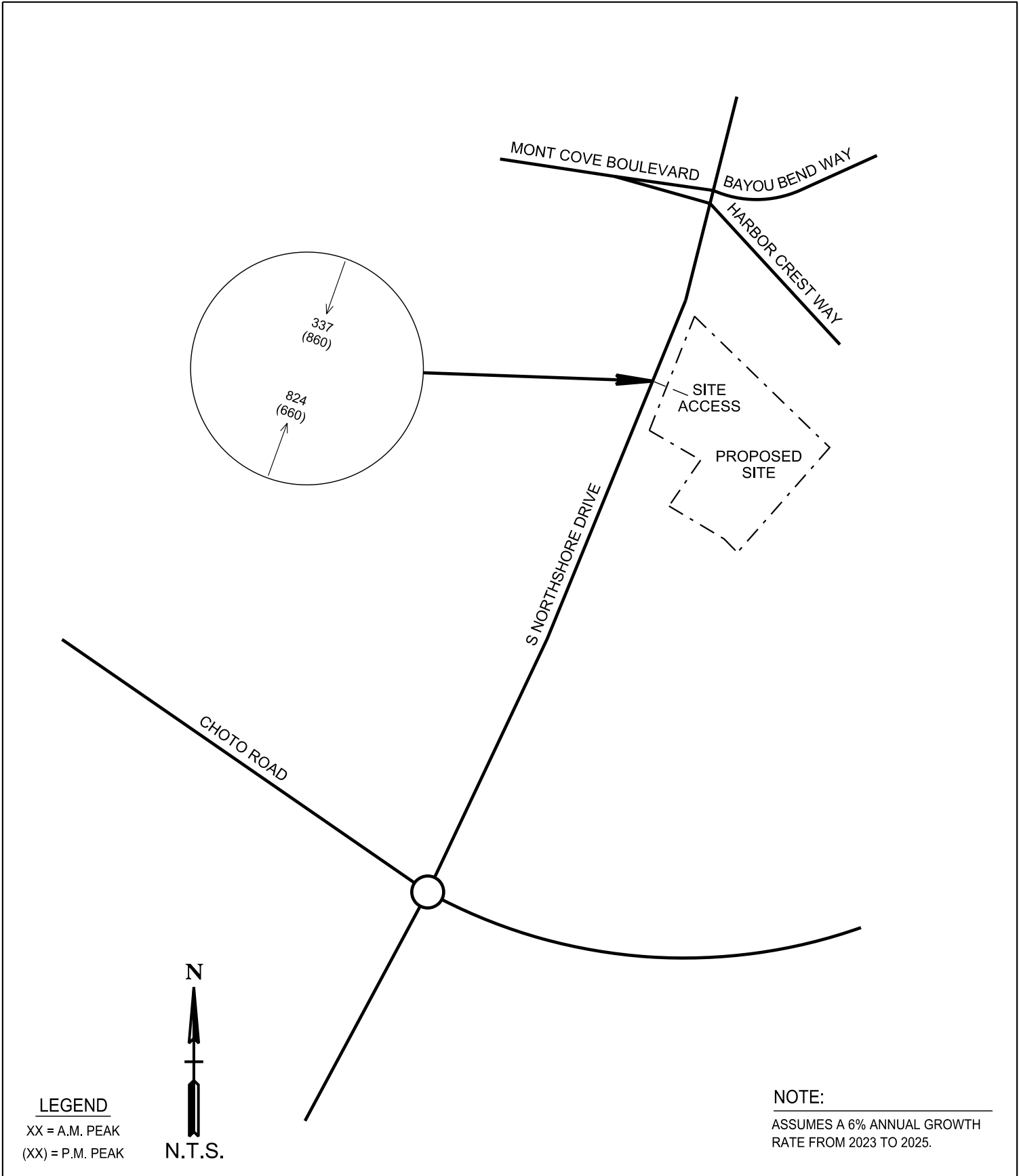
LEGEND
 XX = A.M. PEAK
 (XX) = P.M. PEAK

N
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 N.T.S.

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FIGURE 3
 EXISTING TRAFFIC VOLUMES (2023)

NORTHSHORE DRIVE MULTI-FAMILY TIL

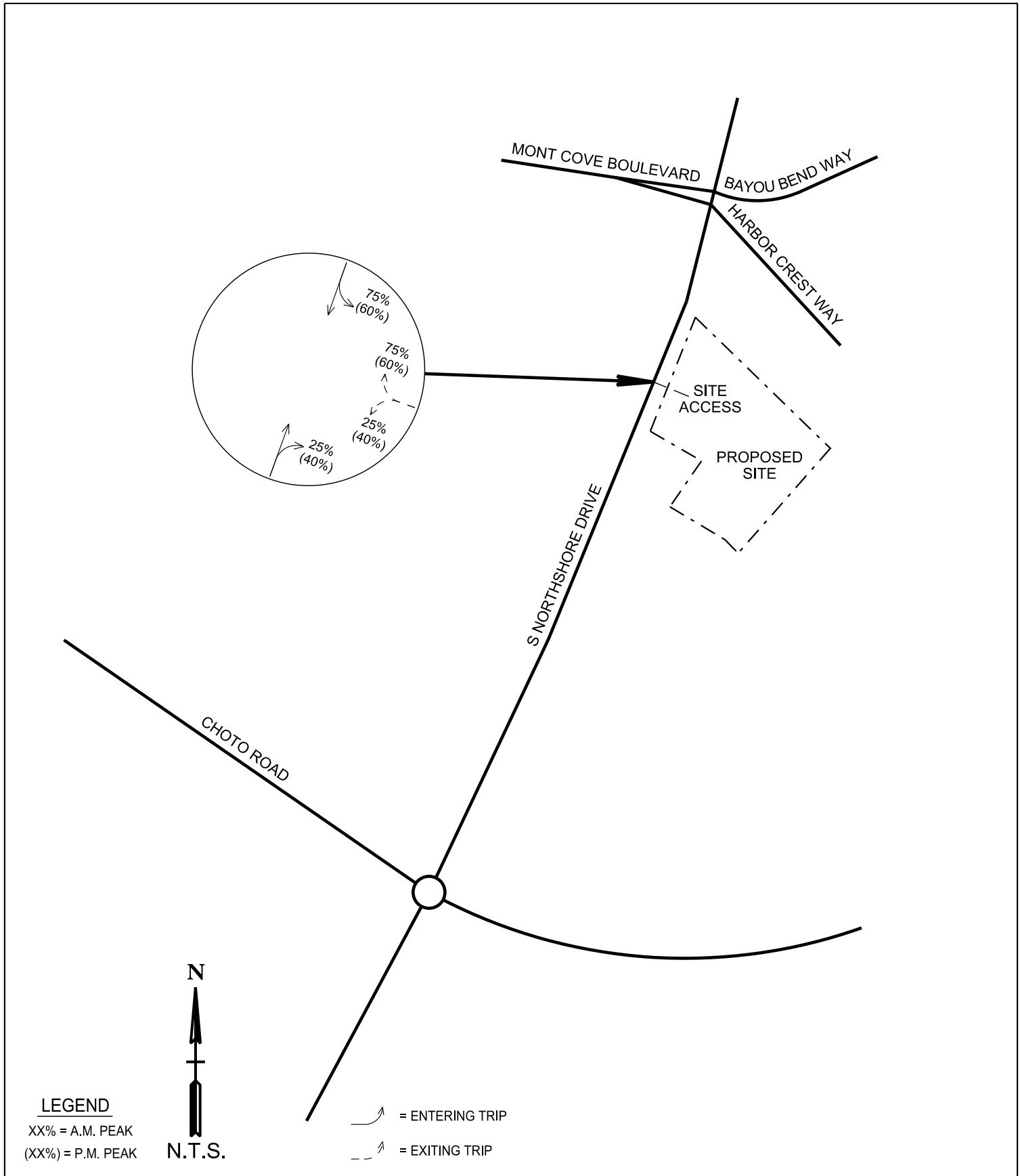


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FIGURE 4
 BACKGROUND TRAFFIC VOLUMES (2025)

NORTHSHORE DRIVE MULTI-FAMILY TIL



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FIGURE 5
 TRIP DISTRIBUTION

NORTHSHORE DRIVE MULTI-FAMILY TIL

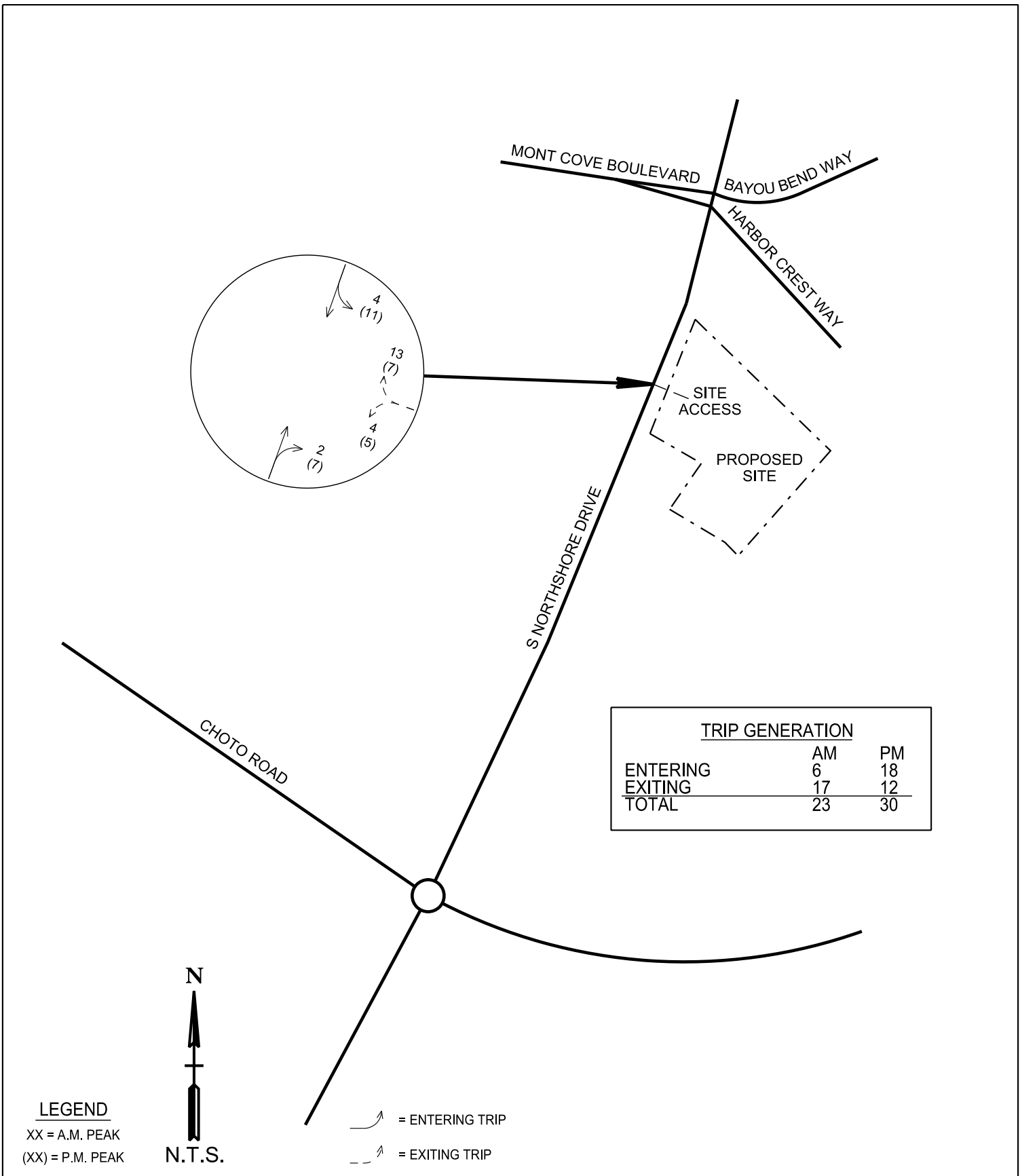


FIGURE 6
TRIP ASSIGNMENT VOLUMES

NORTHSHORE DRIVE MULTI-FAMILY TIL

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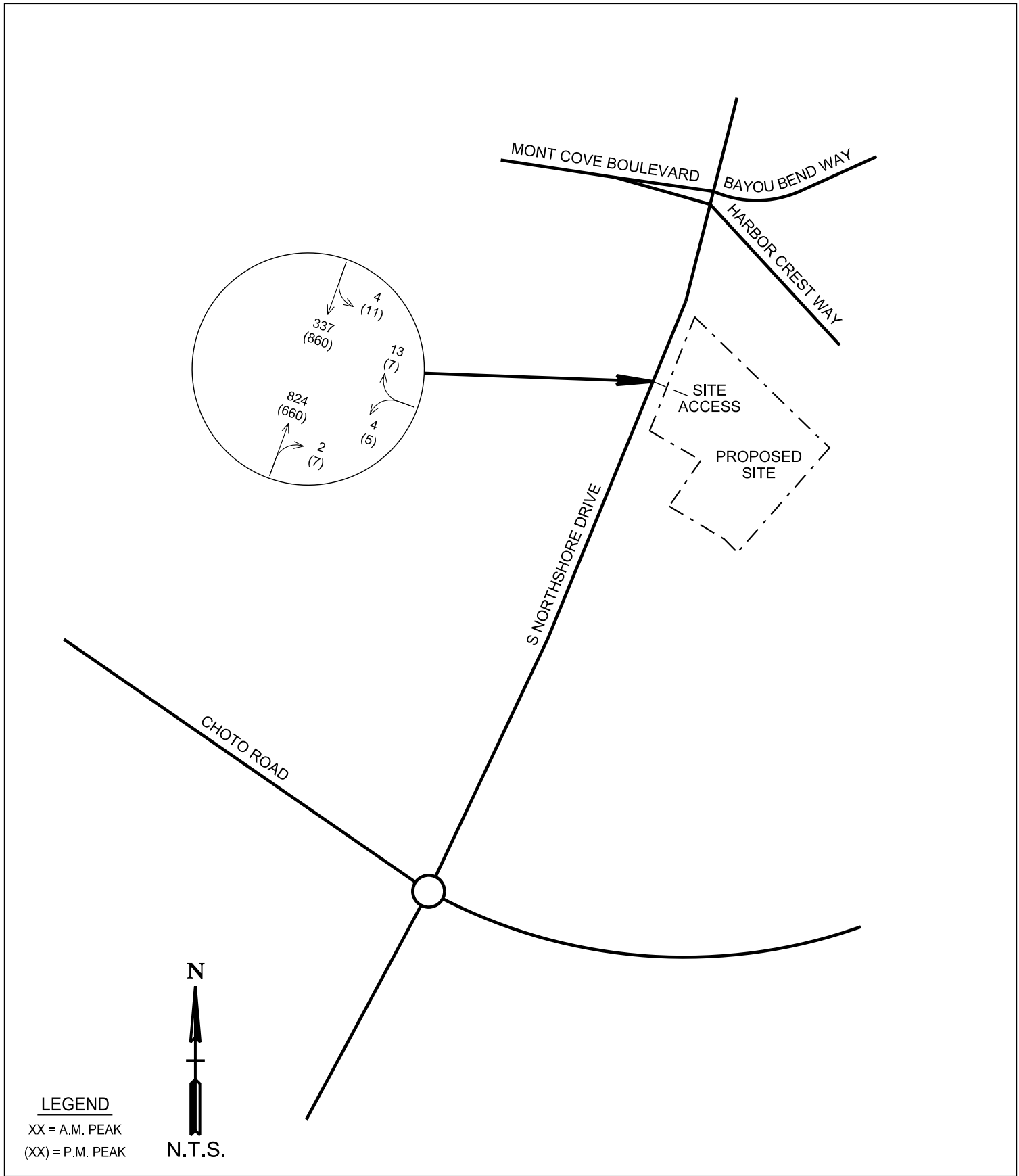


FIGURE 7
 COMBINED TRAFFIC VOLUMES (2025)

NORTHSHORE DRIVE MULTI-FAMILY TIL

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VOLUME

S Northshore Dr Bet. Choto Rd & Harbor Crest Way/Mont Cove Blvd

Day: Tuesday
Date: 6/27/2023

City: Knoxville
Project #: TN23_190034_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					7,504	7,719	0	0	15,223		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	6	17			23	12:00	111	129			240
0:15	3	4			7	12:15	144	116			260
0:30	6	6			12	12:30	106	140			246
0:45	9	24	4	31	13 55	12:45	119	480	138	523	257 1003
1:00	2	5			7	13:00	109	141			250
1:15	1	2			3	13:15	100	147			247
1:30	3	7			10	13:30	130	124			254
1:45	1	7	2	16	3 23	13:45	97	436	157	569	254 1005
2:00	1	2			3	14:00	117	137			254
2:15	2	3			5	14:15	119	153			272
2:30	1	4			5	14:30	118	134			252
2:45	0	4	0	9	0 13	14:45	117	471	146	570	263 1041
3:00	3	1			4	15:00	102	149			251
3:15	10	2			12	15:15	97	171			268
3:30	3	1			4	15:30	127	155			282
3:45	6	22	1	5	7 27	15:45	123	449	166	641	289 1090
4:00	6	4			10	16:00	161	170			331
4:15	7	3			10	16:15	137	172			309
4:30	17	1			18	16:30	131	200			331
4:45	20	50	2	10	22 60	16:45	136	565	186	728	322 1293
5:00	24	4			28	17:00	151	185			336
5:15	22	7			29	17:15	148	205			353
5:30	46	4			50	17:30	148	191			339
5:45	44	136	8	23	52 159	17:45	140	587	184	765	324 1352
6:00	46	19			65	18:00	130	174			304
6:15	76	22			98	18:15	122	169			291
6:30	83	26			109	18:30	113	135			248
6:45	93	298	43	110	136 408	18:45	84	449	128	606	212 1055
7:00	157	44			201	19:00	77	116			193
7:15	145	67			212	19:15	74	122			196
7:30	204	68			272	19:30	78	98			176
7:45	202	708	67	246	269 954	19:45	67	296	86	422	153 718
8:00	154	69			223	20:00	65	131			196
8:15	173	96			269	20:15	61	108			169
8:30	170	97			267	20:30	54	86			140
8:45	136	633	101	363	237 996	20:45	47	227	76	401	123 628
9:00	151	103			254	21:00	47	84			131
9:15	120	76			196	21:15	27	70			97
9:30	133	104			237	21:30	29	73			102
9:45	119	523	103	386	222 909	21:45	27	130	58	285	85 415
10:00	101	85			186	22:00	25	45			70
10:15	97	100			197	22:15	17	32			49
10:30	123	109			232	22:30	17	42			59
10:45	126	447	93	387	219 834	22:45	12	71	26	145	38 216
11:00	126	115			241	23:00	7	17			24
11:15	110	95			205	23:15	8	16			24
11:30	114	118			232	23:30	6	9			15
11:45	118	468	104	432	222 900	23:45	2	23	4	46	6 69
TOTALS	3320	2018			5338	TOTALS	4184	5701			9885
SPLIT %	62.2%	37.8%			35.1%	SPLIT %	42.3%	57.7%			64.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					7,504	7,719	0	0	15,223
AM Peak Hour	7:30	11:45			7:30	PM Peak Hour	17:00	16:30	17:00
AM Pk Volume	733	489			1033	PM Pk Volume	587	776	1352
Pk Hr Factor	0.898	0.873			0.949	Pk Hr Factor	0.972	0.946	0.958
7 - 9 Volume	1341	609	0	0	1950	4 - 6 Volume	1152	1493	0 0 2645
7 - 9 Peak Hour	7:30	8:00			7:30	4 - 6 Peak Hour	17:00	16:30	17:00
7 - 9 Pk Volume	733	363	0	0	1033	4 - 6 Pk Volume	587	776	0 0 1352
Pk Hr Factor	0.898	0.899	0.000	0.000	0.949	Pk Hr Factor	0.972	0.946	0.000 0.000 0.958

Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

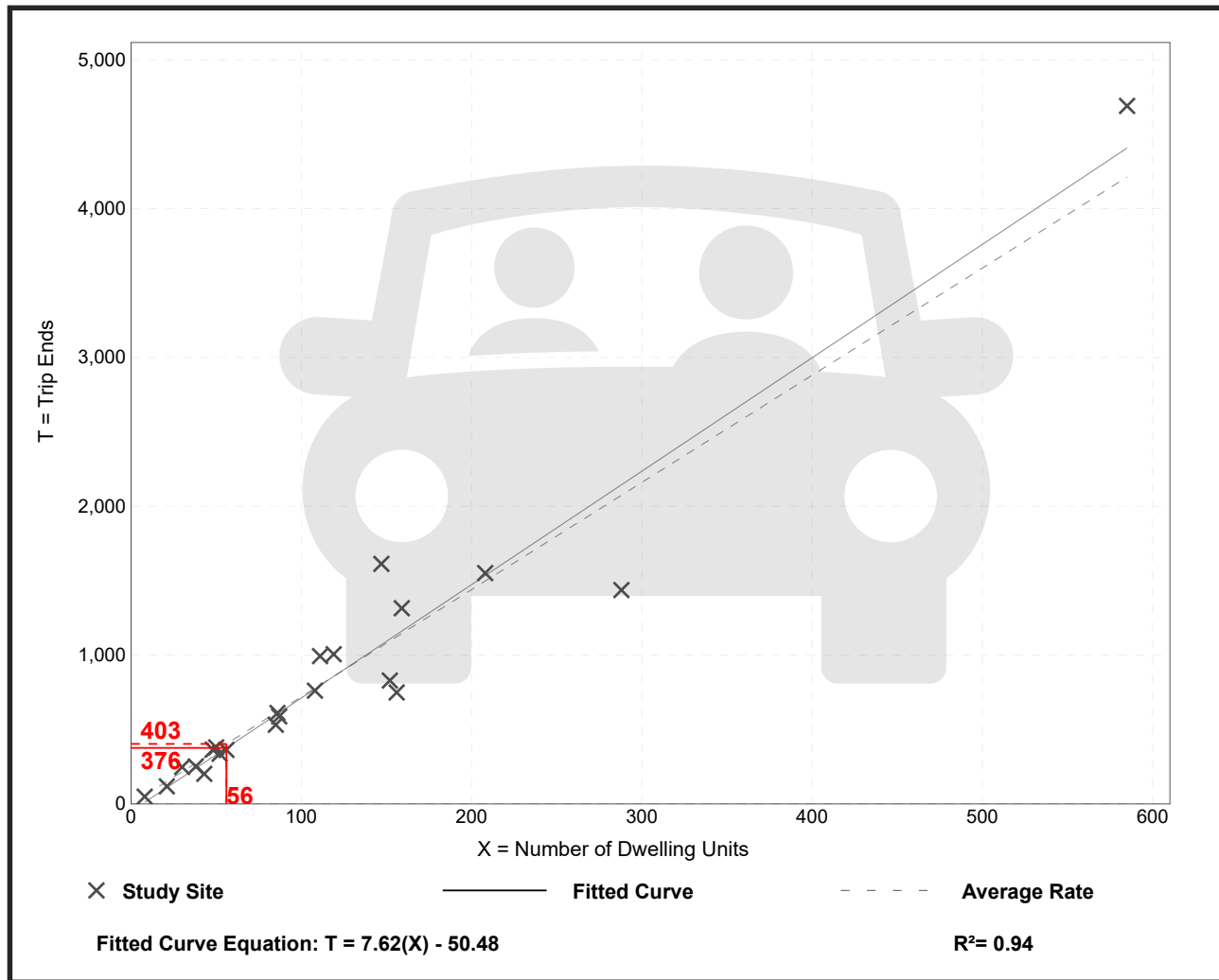
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



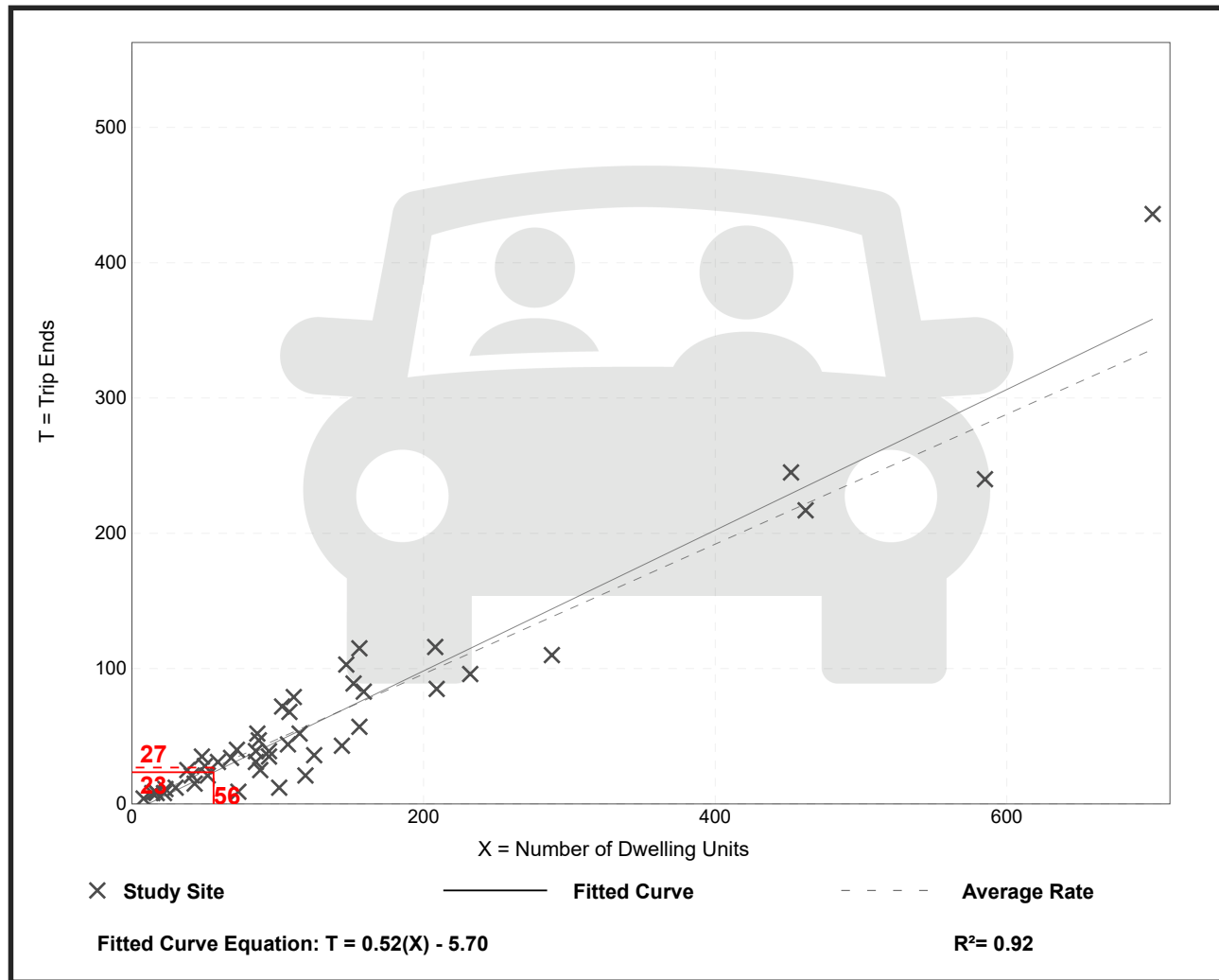
Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 46
 Avg. Num. of Dwelling Units: 135
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



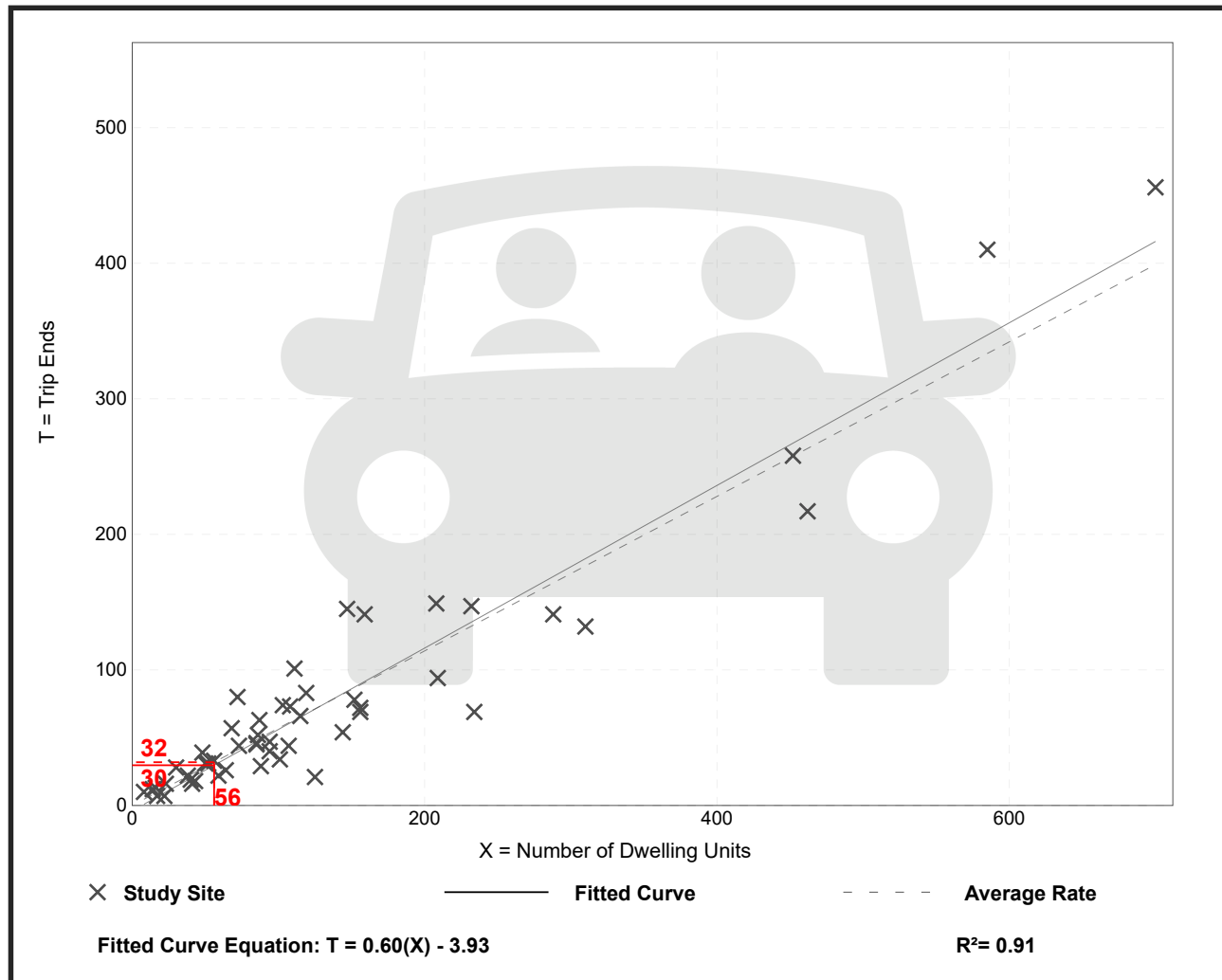
Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 51
 Avg. Num. of Dwelling Units: 136
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



S Northshore Drive at Site Driveway
 Southbound Left-Turn Lane Warrant
 2025 Combined Traffic Volumes AM Peak
 Turn Lane NOT Warranted

TABLE 5A

LEFT-TURN LANE VOLUME THRESHOLDS
 FOR TWO-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH

(If the left-turn volume exceeds the table value a left -turn lane is needed)

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	100 - 149	150 - 199	200 - 249	250 - 299	300 - 349	350 - 399
100 - 149	250	180	140	110	80	70
150 - 199	200	140	105	90	70	60
200 - 249	160	115	85	75	65	55
250 - 299	130	100	75	65	60	50
300 - 349	110	90	70	60	55	45
350 - 399	100	80	65	55	50	40
400 - 449	90	70	60	50	45	35
450 - 499	80	65	55	45	40	30
500 - 549	70	60	45	35	35	25
550 - 599	65	55	40	35	30	25
600 - 649	60	45	35	30	25	25
650 - 699	55	35	35	30	25	20
700 - 749	50	35	30	25	20	20
750 or More	45	35	25	25	20	20

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 599	=/ > 600
100 - 149	70	60	50	45	40	35
150 - 199	60	55	45	40	35	30
200 - 249	55	50	40	35	30	30
250 - 299	50	45	35	30	30	30
300 - 349	45	40	35	30	25	25
350 - 399	40	35	30	25	25	20
400 - 449	35	30	30	25	20	20
450 - 499	30	25	25	20	20	20
500 - 549	25	25	20	20	20	15
550 - 599	25	20	20	20	20	15
600 - 649	25	20	20	20	20	15
650 - 699	20	20	20	20	20	15
700 - 749	20	20	20	15	15	15
750 or More	20	20	20	15	15	15

* Or through volume only if a right-turn lane exists

Left Turn Volume: 4
 Through Plus Right Volume: 337
 Opposing Volume: 826

S Northshore Drive at Site Driveway
 Southbound Left-Turn Lane Warrant
 2025 Combined Traffic Volumes PM Peak
 Turn Lane NOT Warranted

TABLE 5A

LEFT-TURN LANE VOLUME THRESHOLDS
 FOR TWO-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH

(If the left-turn volume exceeds the table value a left -turn lane is needed)

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	100 - 149	150 - 199	200 - 249	250 - 299	300 - 349	350 - 399
100 - 149	250	180	140	110	80	70
150 - 199	200	140	105	90	70	60
200 - 249	160	115	85	75	65	55
250 - 299	130	100	75	65	60	50
300 - 349	110	90	70	60	55	45
350 - 399	100	80	65	55	50	40
400 - 449	90	70	60	50	45	35
450 - 499	80	65	55	45	40	30
500 - 549	70	60	45	35	35	25
550 - 599	65	55	40	35	30	25
600 - 649	60	45	35	30	25	25
650 - 699	55	35	35	30	25	20
700 - 749	50	35	30	25	20	20
750 or More	45	35	25	25	20	20

OPPOSING VOLUME	THROUGH VOLUME PLUS RIGHT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 599	=/ > 600
100 - 149	70	60	50	45	40	35
150 - 199	60	55	45	40	35	30
200 - 249	55	50	40	35	30	30
250 - 299	50	45	35	30	30	30
300 - 349	45	40	35	30	25	25
350 - 399	40	35	30	25	25	20
400 - 449	35	30	30	25	20	20
450 - 499	30	25	25	20	20	20
500 - 549	25	25	20	20	20	15
550 - 599	25	20	20	20	20	15
600 - 649	25	20	20	20	20	15
650 - 699	20	20	20	20	20	15
700 - 749	20	20	20	15	15	15
750 or More	20	20	20	15	15	15

* Or through volume only if a right-turn lane exists

Left Turn Volume: 11
 Through Plus Right Volume: 860
 Opposing Volume: 667

S Northshore Drive at Site Driveway
 Northbound Right-Turn Lane Warrant
 2025 Combined Traffic Volumes AM Peak
 Turn Lane NOT Warranted

TABLE 5B

RIGHT-TURN LANE VOLUME THRESHOLDS
 FOR TWO-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	<100	100 - 199	200 - 249	250 - 299	300 - 349	350 - 399
Fewer Than 25 25 - 49 50 - 99						
100 - 149 150 - 199						
200 - 249 250 - 299					Yes	Yes
300 - 349 350 - 399			Yes	Yes	Yes	Yes
400 - 449 450 - 499		Yes	Yes	Yes	Yes	Yes
500 - 549 550 - 599	Yes	Yes	Yes	Yes	Yes	Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 600	+ / > 600
Fewer Than 25 25 - 49 50 - 99				Yes	Yes	No Yes Yes
100 - 149 150 - 199		Yes	Yes	Yes	Yes	Yes Yes
200 - 249 250 - 299	Yes	Yes	Yes	Yes	Yes	Yes Yes
300 - 349 350 - 399	Yes	Yes	Yes	Yes	Yes	Yes Yes
400 - 449 450 - 499	Yes	Yes	Yes	Yes	Yes	Yes Yes
500 - 549 550 - 599	Yes	Yes	Yes	Yes	Yes	Yes Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

* Or through volume only if a left-turn lane exists.

Right Turn Volume: 2
 Through Plus Left Volume: 824

S Northshore Drive at Site Driveway
 Northbound Right-Turn Lane Warrant
 2025 Combined Traffic Volumes PM Peak
 Turn Lane NOT Warranted

TABLE 5B

RIGHT-TURN LANE VOLUME THRESHOLDS
 FOR TWO-LANE ROADWAYS WITH A PREVAILING SPEED OF 36 TO 45 MPH

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	<100	100 - 199	200 - 249	250 - 299	300 - 349	350 - 399
Fewer Than 25 25 - 49 50 - 99						
100 - 149 150 - 199						
200 - 249 250 - 299					Yes	Yes
300 - 349 350 - 399			Yes	Yes	Yes	Yes
400 - 449 450 - 499		Yes	Yes	Yes	Yes	Yes
500 - 549 550 - 599	Yes	Yes	Yes	Yes	Yes	Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

RIGHT-TURN VOLUME	THROUGH VOLUME PLUS LEFT-TURN VOLUME *					
	350 - 399	400 - 449	450 - 499	500 - 549	550 - 600	+ / > 600
Fewer Than 25 25 - 49 50 - 99				Yes	Yes	No Yes Yes
100 - 149 150 - 199		Yes	Yes	Yes	Yes	Yes Yes
200 - 249 250 - 299	Yes	Yes	Yes	Yes	Yes	Yes Yes
300 - 349 350 - 399	Yes	Yes	Yes	Yes	Yes	Yes Yes
400 - 449 450 - 499	Yes	Yes	Yes	Yes	Yes	Yes Yes
500 - 549 550 - 599	Yes	Yes	Yes	Yes	Yes	Yes Yes
600 or More	Yes	Yes	Yes	Yes	Yes	Yes

* Or through volume only if a left-turn lane exists.

Right Turn Volume: 7
 Through Plus Left Volume: 660