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From: Craig Light <CLight@jonesboro.org>

Sent: Tuesday, May 12, 2020 10:02 AM

To: 'Randy Tolbert' <rmtolbert@traffic-engineers.com>; Derrel Smith <derrel.smith@jonesboro.org>

Cc: Carroll Caldwell <carrollcaldwell1@gmail.com>; Ernie Peters <epeters777@traffic-engineers.com>

Subject: RE: P2037 Fair Park Crossing Traffic Study to City - 5-7-2020

I have briefly reviewed the submitted traffic study and have the following questions.

- 1) What about Lot 7? Given the lot dimension and the proximity to the intersection of Race and Fairpark, shared use driveways on either Race and/or Fairpark will be required to serve this Lot.
- 2) What percentage of traffic generated by this site is "new" traffic as compared to "existing" traffic being captured?
- 3) How does the "new" traffic generated by this site impact the signalized intersections at Caraway/Race and Race/Fairpark, since they are within 1/8-mile?
- 4) At what LOS do the remaining driveways operate without the requested driveway connection to Caraway Road?
- 5) Does an additional driveway on Fairpark alleviate any issues caused by the loss of a driveway on Caraway Road?
- 6) If a connection to Caraway Road is still warranted (i.e., the LOS of the other driveway scenarios falls below a "D") is a cross connection to Hilton Garden Inn possible, and will this remedy the LOS issue?
- 7) Is cross access with Hilton Garden Inn possible regardless?