

# Pinewood Atlanta Studios DRI #2480

City of Fayetteville, Georgia

Report Prepared: May 2015

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# TABLE OF CONTENTS

Exe	cutive	9 Summary 1	
1.0		Project Description	)
	1.1 1.2 1.3 1.4 1.5	Introduction 10   Site Plan Review 14   Site Access 14   Bicycle and Pedestrian Facilities 15   Transit Facilities 15	)     55
2.0		Traffic Analyses, Methodology and Assumptions15	5
	2.1 2.2 2.3	Growth Rate	; ; ;
3.0		Study Network 17	,
	3.1 3.2 3.3 3.4 3.5	Gross Trip Generation.17Trip Distribution.18Level-of-Service Standards.18Study Network Determination.18Existing Roadway Facilities.21	333
4.0		Trip Generation	2
5.0		Trip Distribution and Assignment23	3
6.0		Traffic Analysis	5
	6.1 6.2 6.3	Existing 2015 Conditions	うりう
7.0		Identification of Programmed Projects	3
8.0		Ingress/Egress Analysis 55	5
9.0		Internal Circulation Analysis61	I
10.0	)	Compliance with Comprehensive Plan Analysis	

# LIST OF TABLES

Table 1	Proposed Land Uses	. 11
Table 2	Peak Hour Summary	. 16
Table 3	Gross Trip Generation	. 18
Table 4	Intersection Control Summary	. 19
Table 5	Roadway Classification	.21
Table 6	Net Trip Generation	23
Table 7	Existing 2015 Intersection Levels-of-Service	36
Table 8	Projected 2022 No-Build Intersection Levels-of-Service	40
Table 9	Projected 2022 No-Build Intersection Levels-of-Service IMPROVED	42
Table 10	Projected 2022 Build Intersection Levels-of-Service	46
Table 11	Projected 2022 Build Intersection Levels-of-Service IMPROVED	49
Table 12	Programmed Improvements	53
Table 13	Projected 2022 Build Intersection Levels-of-Service for Site Driveway Intersections	60

# LIST OF FIGURES

Figure 1	Site Location Map	
Figure 2	Site Aerial	
Figure 3	Study Intersections	
Figure 4	Project Trip Distribution	
Figures 5 A-G	Project Traffic Assignment	
Figures 6 A-C	Project Trips	
Figures 7 A-B	Existing 2015 Conditions	
Figures 8 A-B	Projected 2022 No-Build Conditions	43-44
Figures 9 A-C	Projected 2022 Build Conditions	50-52

# LIST OF APPENDICES

- Appendix A Site Photo Log
- Appendix B Land Use and Zoning Maps
- Appendix C Proposed Site Plan
- Appendix D Trip Generation Analysis
- Appendix E Intersection Volume Worksheets
- Appendix F Signal Warrant Analyses (Peak Hours Only)
- Appendix G Roundabout Laneage Figures
- Appendix H Programmed & Under Construction Projects

#### Available Upon Request

Raw Traffic Counts (Peak Hour Turning Movements) SIDRA Capacity Analyses (Roundabouts Only) Synchro Capacity Analyses

# EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the Pinewood Atlanta Studios DRI mixed-use development located in the City of Fayetteville, Georgia. The approximate 696-acre site is located north of SR 54, along Veterans Parkway, Sandy Creek Road, and Hood Road. The proposed development consists of approximately 1,518,000 square feet of film production studio space, 521,000 square feet of office space, 128,500 square feet of retail commercial space, 821 single-family detached homes, 524 multi-family apartment units, 200 hotel rooms, and 97,000 square feet of school/institutional space.

Approximately 532,200 square feet of the film studio/move production space and office space is already-constructed or currently under construction. An additional 135,000 square feet has been pad-graded for buildings to be constructed upon. The analyses contained in this report consider traffic impacts associated with full build-out of the project.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to project exceeding 500,000 square feet of mixed-use development in a Developing Suburbs area type and exceeding 400,000 square feet in a Developing Rural area type. The DRI trigger for this development is a rezoning and annexation with the City of Fayetteville. The DRI was formally triggered with the filing of DRI Form 1 on February 27, 2015.

The proposed development is expected to be completed by 2022 (approximately 7 years), and this analysis will consider the full build-out of the proposed site in 2022. At full build-out of the entire 696-acre tract, the proposed site will consist of the following land uses and densities (includes square-footage already constructed or under construction):

Film Production Studio:	1,518,000 SF
Single-Family Detached Housing:	821 Homes
Multi-Family Apartment:	524 Units
Hotel:	200 Rooms
School / Institutional:	97,000 SF
General Office:	521,000 SF
Retail Commercial:	128,500 SF

Note: The above density and their associated gross project trips represent the DRI-of-Record for this 696-acre tract.

Capacity analyses were performed throughout the study network for the Existing 2015 conditions, the projected 2022 No-Build conditions, and the projected 2022 Build conditions.

- Existing 2015 conditions represent traffic volumes that were collected in November 2014 and March 2015 by performing AM and PM peak hour turning movement counts.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for seven (7) years at 1.0 percent per year throughout the study network. Also included, are the completion of the Veterans Parkway Extension Project (currently under construction) and the subsequent rerouting of traffic associated with this roadway project.

 Projected 2022 Build conditions represent the projected 2022 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Pinewood Atlanta Studios development. Also included, are the eighteen (18) site access driveways and public access roadway improvements (roundabouts, traffic signals, and widening) in the immediate vicinity of project site, as illustrated on the DRI site plan.

Based on the 2015 Existing conditions (present conditions; i.e. <u>excludes</u> background traffic growth and <u>excludes</u> the Pinewood Atlanta Studios DRI project traffic), five (5) of the twenty (20) study intersections operate below the acceptable level-of-service (LOS) standard of D.

Based on the projected 2022 No-Build conditions (<u>includes</u> background traffic growth plus completion of the Veterans Parkway Extension Project but <u>excludes</u> the Pinewood Atlanta Studios DRI project traffic), the following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS D, or LOS E, where applicable):

- SR 54 (Floy Farr Parkway) at SR 74 (Joel Cowan Parkway) (Int. #1)
  - Construct one additional westbound through lane along SR 54 in the vicinity of SR 74, resulting in three westbound through lanes.
  - Construct one additional eastbound through lane along SR 54 in the vicinity of SR 74, resulting in three eastbound through lanes.
  - Convert the existing southbound channelized right-turn along SR 74 from yield-control to continuous free-flow. Construct a westbound receiving lane along SR 54, departing from SR 74, to accommodate this free-flow right-turn implementation.
  - Convert the existing eastbound right-turn along SR 54 to a channelized, continuous freeflow right-turn. Construct a southbound receiving lane along SR 74, departing from SR 54, to accommodate this free-flow right-turn implementation.

Note: Widening, additional turn lanes, and other intersection improvements will likely be included with implementation of the programmed intersection redesign project, (Fayette County IR-022; SPLOST I-19; LRTP FA-074A2). This project has considered widening, turn lane improvements, and a grade separated interchange. See Appendix H for concept designs.

- SR 74 (Joel Cowan Parkway) at Sandy Creek Road (Int. #14)
  - Install a traffic signal (when warranted). Note that this intersection is not projected to meet traffic signal warrant thresholds in the AM or PM peak hours under projected 2022 No-Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses. It should be noted that for all requests for new traffic signals, an alternative solution that considers a roundabout is required to be investigated, per GDOT policy.
  - Construct an exclusive westbound left-turn lane along Sandy Creek Road, and convert the existing shared left-turn/through lane to be a through-only lane, to meet the GDOT requirements for the recommended traffic signal installation.
  - If signalized, provide protected-permissive left-turn phasing for the southbound left-turn movement.

Note: If a traffic signal is installed, an exclusive left-turn lane on the eastbound approach (Laurelmont Drive) may also be required by GDOT (not included in this study).

- SR 74 (Senoia Road) at I-85 Northbound Ramps (Int. #15)
  - Construct one additional northbound right-turn lane along SR 74 to the I-85 Northbound Entrance Ramp, resulting in dual channelized free-flow right-turn lanes.

Note: Additional right-turn capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design. See Appendix H for concept designs.

- SR 92 at Veterans Parkway (new road under construction) / Westbridge Road (Int. #19)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during both the AM and PM peak hours under projected 2022 No-Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses. It should be noted that for all requests for new traffic signals, an alternative solution that considers a roundabout is required to be investigated, per GDOT policy.
  - Provide an exclusive westbound left-turn lane along SR 92, to serve traffic turning onto the new Veterans Parkway roadway, and to meet the GDOT requirements for the recommended traffic signal installation.
  - In combination with the possible traffic signal installation, construct an exclusive southbound left-turn lane along Westbridge Road and construct an exclusive northbound left-turn lane along Veterans Parkway (*new road*). The Veterans Parkway roadway extension plans at this study intersection have not been formally approved at this time, so whether a one-lane approach or a two-lane approach will be constructed with the project is uncertain. A two-lane approach is recommended.

Based on the projected 2022 Build conditions (<u>includes</u> background traffic growth plus completion of the Veterans Parkway Extension Project and <u>includes</u> the Pinewood Atlanta Studios DRI project traffic plus site access driveways and public access roadway improvements in the immediate vicinity of the project site), the following recommended improvements result in all study intersections operating at or above their level-of-service standard (LOS D, or LOS E, where applicable). Please note that the following improvements are IN ADDITION TO the improvements associated with the projected 2022 No-Build conditions:

- SR 54 (Floy Farr Parkway) at SR 74 (Joel Cowan Parkway) (Int. #1)
  - Construct one additional southbound left-turn lane along SR 74 to SR 54, resulting in dual left-turn lanes.
  - Construct one additional eastbound left-turn lane along SR 54 to SR 74, resulting in triple left-turn lanes.
  - Construct one additional westbound left-turn lane along SR 54 to SR 74, resulting in dual left-turn lanes.

Note: Widening, additional turn lanes, and other intersection improvements will likely be included with implementation of the programmed intersection redesign project, (Fayette County IR-022; SPLOST I-19; LRTP FA-074A2). This project has considered widening, turn lane improvements, and a grade separated interchange. See Appendix H for concept designs.

- SR 54 at Veterans Parkway / Lester Road (Int. #4)
  - Provide protected-permissive phasing for the eastbound left-turn movement (existing left-turn phasing is permissive-only).
- SR 54 at S. Sandy Creek Road / Old Norton Road (Int. #5)
  - Construct an exclusive southbound left-turn lane along S. Sandy Creek Road to SR 54.
  - Provide protected-permissive phasing for the southbound left-turn movement, to serve the recommend exclusive southbound left-turn lane.
- Sandy Creek Road at Eastin Road (Int. #12)
  - Construct an exclusive southbound right-turn lane along Eastin Road to Sandy Creek Road, and convert the existing shared left-turn/right-turn lane to be a stop-controlled leftturn only lane.
  - Construct an exclusive eastbound left-turn lane along Sandy Creek Road to Eastin Road, and convert the existing shared left-turn/through lane to be a through-only lane.
- Sandy Creek Road at Lees Mill Road (Int. #13)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the PM peak hour under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.
- SR 74 (Joel Cowan Parkway) at Sandy Creek Road (Int. #14)
  - Construct one additional southbound left-turn lane along SR 74 to Sandy Creek Road, resulting in dual left-turn lanes. Construct an additional eastbound receiving lane along Sandy Creek Road, departing from SR 74, to accommodate this dual-left turn implementation.
  - With the recommended signalization, provide protected-only left-turn phasing for the southbound dual left-turn movement.
- SR 74 (Senoia Road) at I-85 Northbound Ramps (Int. #15)
  - Construct one additional southbound through lane along SR 74 in the vicinity of I-85 Northbound Ramps, resulting in three southbound through lanes. Extend this additional southbound through lane upstream across the bridge to the I-85 Southbound Ramps (Int. #16) to serve as the third receiving lane for the recommended third westbound leftturn lane (see next bulleted intersection).

Note: Additional exit-ramp and southbound bridge capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design. See Appendix H for concept designs.

- SR 74 (Senoia Road) at I-85 Southbound Ramps (Int. #16)
  - Construct one additional westbound left-turn lane along the I-85 Southbound Exit Ramp to SR 74, resulting in triple left-turn lanes. The third westbound left-turn lane will be received by the recommended third southbound through lane at the I-85 Northbound Ramp intersection, extended upstream across the bridge to this study intersection.

Note: Additional exit-ramp and southbound bridge capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design. See Appendix H for concept designs.

<u>Note</u>: The three public access study network intersections within the immediate vicinity of the project site along Veterans Parkway (Intersections 9, 10, 11) have recommended improvements associated with build-out of the Pinewood Atlanta Studios DRI. Since the improvements at these intersections are a direct result of site driveway configurations and their associated roadway improvements, they are listed in the driveway section below.

The following intersection geometries and improvements result in the recommended configurations and control types for all site driveways and public access roadways within the immediate vicinity of the project site. Note that the attached DRI Site Plan also illustrates these improvements:

- Veterans Parkway roadway segment from S. Sandy Creek Road to Sandy Creek Road (from Int. #9 to Int. #11)
  - Widen the roadway from a 2-lane typical section to a 4-lane typical section.
  - At the southern end of this segment, the additional northbound through travel lane begins with the recommended westbound free-flow right-turn at Int. #9, and the additional southbound through travel lane ends as an exclusive left-turn at Int. #9 (see details for Int. #9 below).
  - At the northern end of this segment, the additional southbound through travel lane begins with the recommended eastbound right-turn bypass/slip lane to supplement the proposed roundabout at Int. #11, and the additional northbound through travel lane ends as one of the two northbound entry lanes into the proposed roundabout at Int. #11 (see details for Int. #11 below).

- Veterans Parkway at S. Sandy Creek Road (Int. #9)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the AM peak hour under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.
  - Convert the existing northbound right-turn along Veterans Parkway to a channelized, yield-controlled right-turn.
  - Extend the existing southbound left-turn lane along Veterans Parkway to function as a lane drop for the additional southbound through travel lane, to accommodate the recommended widening of Veterans Parkway (described above).
  - Convert the existing westbound channelized right-turn along SR 74 from yield-control to continuous free-flow (without an immediate merge). Construct a northbound receiving lane along Veterans Parkway, departing from S. Sandy Creek Road, to function as the additional northbound through travel lane, in accordance with the recommended widening of Veterans Parkway (described above).
- Veterans Parkway at Hood Road / Proposed Driveway #7 (Int. #10)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the AM peak hour, as well as Warrant 1 thresholds during the PM peak hour, under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.
  - Construct one additional northbound through lane along Veterans Parkway, resulting in two northbound through lanes, in accordance with the recommended widening of Veterans Parkway (described above).
  - Construct one additional southbound through lane along Veterans Parkway, resulting in two southbound through lanes, in accordance with the recommended widening of Veterans Parkway (described above).
  - Construct Driveway #7 to have one ingress lane and one egress lane, aligned with Hood Road.
  - Provide an eastbound shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #7.
  - Construct a northbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #7.
  - Convert the existing southbound through lane to be a shared left-turn/through lane along Veterans Parkway to serve traffic turning onto Hood Road.
  - Construct a northbound right-turn deceleration lane along Veterans Parkway to serve traffic turning onto Hood Road.
  - Construct a southbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #7.
  - Construct a westbound channelized, yield-controlled right-turn lane along Hood Road, and convert the existing shared left-turn/through/right-turn lane to be a shared left-turn/ through lane.

- Veterans Parkway at Sandy Creek Road / Proposed Driveway #10 (Int. #11)
  - Construct a partial single-lane/dual-lane roundabout. Refer to Figure 9C and the roundabout layout graphic in the Appendix G for a more complete laneage depiction.
  - Provide two northbound entry lanes into the roundabout: one left-turn only lane and one shared through/right-turn lane.
  - Provide two southbound exit lanes from the roundabout: one lane departs from the roundabout circle and the other receives the eastbound right-turn bypass/slip lane.
  - Provide two eastbound entry lanes into the roundabout: one shared left-turn/through lane and one right-turn bypass/slip lane.
  - Provide one westbound exit lane from the roundabout.
  - Provide one southbound entry lane into the roundabout and one northbound exit lane from the roundabout.
  - Construct Driveway #10 to have one ingress lane and one egress lane, aligned with Sandy Creek Road via the proposed roundabout.
- Veterans Parkway at Proposed Driveway #1 / Proposed Driveway #2 (Int. #21)
  - Construct Driveway #1 to have one ingress lane and one egress lane, aligned with Driveway #2.
  - Construct Driveway #2 to have one ingress lane and one egress lane, aligned with Driveway #1.
  - Provide a westbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #1.
  - Provide an eastbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #2.
  - Construct a northbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #2.
  - Construct a southbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #1.
  - Construct a northbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #1.
- Veterans Parkway at Proposed Driveway #3 (Int. #22)
  - Construct Driveway #3 to have one ingress lane and one egress lane.
  - Provide an eastbound, stop-controlled, left-turn lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #3.
  - Construct a southbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #3.

- Veterans Parkway at Proposed Driveway #4 (Int. #23)
  - Construct Driveway #4 to be a right-in/right-out only driveway with one ingress lane and one egress lane.
  - Provide an eastbound channelized yield-controlled right-turn lane to serve traffic exiting the site from Driveway #4.
  - Construct a southbound channelized right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #4.
- Hood Road at Proposed Driveway #5 (Int. #24)
  - Construct Driveway #5 to have one ingress lane and one egress lane.
  - Provide a southbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #5.
- Hood Road at Proposed Driveway #6 (Int. #25)
  - Construct Driveway #6 to have one ingress lane and one egress lane.
  - Provide a southbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #6.
- Veterans Parkway at Proposed Driveway #8 / Proposed Driveway #9 (Int. #26)
  - Construct a dual-lane roundabout. Refer to Figure 9C and the roundabout layout graphic in the Appendix G for a more complete laneage depiction.
  - Provide two northbound entry lanes into the roundabout: one shared left-turn/through lane and one shared through/right-turn lane.
  - Provide two southbound entry lanes into the roundabout: one shared left-turn/through lane and one shared through/right-turn lane.
  - Provide two lanes exiting the roundabout in the northbound and southbound directions.
  - Note: the dual entry and exit lanes in the northbound and southbound directions ties into the recommended widening of Veterans Parkway (described above).
  - Construct Driveway #8 to have one ingress lane and one egress lane, aligned with Driveway #9 via the proposed roundabout.
  - Construct Driveway #9 to have one ingress lane and one egress lane, aligned with Driveway #8 via the proposed roundabout.
- Veterans Parkway at Proposed Driveway #11 (Int. #27)
  - Construct Driveway #11 to have one ingress lane and one egress lane.
  - Provide an eastbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #11.
- Veterans Parkway at Proposed Driveway #12 (Int. #28)
  - Construct Driveway #12 to have one ingress lane and one egress lane.
  - Provide an eastbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #12.

- Sandy Creek Road at Existing Driveway #13 (Int. #29)
  - Construct a southbound channelized, yield-controlled right-turn lane along the existing Driveway #13, and convert the existing shared left-turn/right-turn lane to be a stopcontrolled left-turn only lane.
  - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #13.
- Sandy Creek Road at Existing Driveway #14 / Existing Driveway #15 (Int. #30)
  - Construct a southbound channelized, yield-controlled right-turn lane along the existing Driveway #14, and convert the existing shared left-turn/through/right-turn lane to be a stop-controlled shared left-turn/ through lane.
- Sandy Creek Road at Proposed Driveway #16 (Int. #31)
  - Construct Driveway #16 to have one ingress lane and one egress lane.
  - Provide a southbound, stop-controlled, left-turn lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #16.
  - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #16.
- Sandy Creek Road at Proposed Driveway #17 / Existing Driveway #18 (Int. #32)
  - Construct Driveway #17 to have one ingress lane and one egress lane, aligned with Driveway #18.
  - Provide a southbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #17.
  - Construct an eastbound exclusive left-turn lane along Sandy Creek Road to serve traffic entering the site along Driveway #17.
  - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #17.

### **1.0 PROJECT DESCRIPTION**

#### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the Pinewood Atlanta Studios DRI mixed-use development located in the City of Fayetteville, Georgia (currently partial Fayette County, to soon be annexed into City of Fayetteville). The approximate 696-acre site is located north of SR 54, along Veterans Parkway, Sandy Creek Road, and Hood Road. The DRI trigger for this development is the rezoning and annexation of the property into the City of Fayetteville. The project will exceed 500,000 square feet of mixed-use development in a Developing Suburbs area type and will exceed 400,000 square feet in a Developing Rural area type, therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed development consists of approximately 1,518,000 square feet of film production studio space, 521,000 square feet of office space, 128,500 square feet of retail commercial space, 821 single-family detached homes, 524 multi-family apartment units, 200 hotel rooms, and 97,000 square feet of school/institutional space. This development is anticipated to generate a total of approximately 32,045 gross daily trips.

Approximately 532,200 square feet of the film studio/move production space and office space is already-constructed or currently under construction. An additional 135,000 square feet has been pad-graded for buildings to be constructed upon. The analyses contained in this report consider traffic impacts associated with full build-out of the project.

**Figure 1** provides the site location of the Pinewood Studios DRI project, and **Figure 2** provides an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Fayetteville Existing Zoning Map, the City of Fayetteville Future Land Use Map, and ARC's *PLAN 2040 Unified Growth Policy Map* are included in Appendix B.

The proposed project is expected to be completed by 2022, and this analysis will consider the full buildout of the proposed site in 2022. A summary of the proposed land-use and density can be found below in **Table 1**.

Table 1 Proposed Land Uses				
Film Production Studio*	1,518,000 SF			
Single-Family Detached Homes	821 units			
Multi-Family Apartments	524 units			
Hotel	200 rooms			
School / Institutional	97,000 SF			
General Office Building	521,000 SF			
Retail	128,500 SF			

\*Note: Trip generation for Warehousing land use (ITE code 150) was used for film production studio.





# Kimley **»Horn**

Pinewood Atlanta Studios DRI #2480 Transportation Analysis

Site Aerial Figure 2

#### 1.2 Site Plan Review

The proposed development is approximately a 696-acre site in the City of Fayetteville, Georgia (currently partial Fayette County, to soon be annexed into City of Fayetteville). The project site is located along Veterans Parkway, Sandy Creek Road, and Hood Road. The project site is divided into six parcels with a variety of land uses and driveways serving all parcels.

The property is currently a partially-developed land tract with three different zoning classifications. The majority of the site is zoned to the Planned Community Development (PCD) classification (parcels 1-5 on the site plan), with a portion of parcel 4 on the site plan zoned to the Single Family Residential (R-70) classification. A small portion of the site (parcel 6 on the site plan), is zoned to the Office Institutional (OI) classification. Parcels 1, 2, 3, and 4 will remain PCD, while the rezoning classification for Parcels 5 and 6 will be determined at a later date. ARC's *PLAN 2040 Unified Growth Policy Map* identifies roughly half of the project site as being in a Developing Suburbs area, with the other half in a Developing Rural area.

A small-scale copy of the proposed site plan can be found in Appendix C. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

#### 1.3 Site Access

As currently envisioned, the proposed development will be served by eighteen (18) driveways, seventeen of which are full-movement and one is right-in/right-out only, summarized as follows:

- Parcel 1: 2 proposed driveways (on Veterans Parkway, one of which will align with Hood Road and the other will align with a Parcel 4 driveway); plus 2 existing driveways (both on Sandy Creek Road, both of which align, or will align, with other site driveways)
- Parcel 2: 3 proposed driveways (1 on Veterans Parkway / Tillman Road, which will align with another driveway not associated with the DRI, and 2 on Sandy Creek Road, one of which is at an existing stub, aligned with a Parcel 1 driveway)
- Parcel 3: 1 proposed driveway (on Veterans Parkway / Tillman Road); plus 2 existing driveways (on Sandy Creek Road, one of which aligns with an existing Parcel 1 driveway)
- Parcel 4: 4 proposed driveways (2 on Veterans Parkway, one of which to tie into the existing Sandy Creek Road intersection and the other to align with a Parcel 1 driveway, and 2 on Hood Road)
- Parcel 5: 2 proposed full-movement driveways (both on Veterans Parkway, one of which is at an existing stub), and 1 proposed right-in/right-out driveway (on Veterans Parkway)
- Parcel 6: 1 proposed driveway (at an existing stub on Veterans Parkway to align with a Parcel 5 driveway)

Internal connections throughout each parcel of the site provide access to all land uses and parking facilities. Additionally, parcels 2 and 3 are directly connected with multiple internal connections. See the referenced site plan in Appendix C for a visual representation of vehicular access and circulation throughout the proposed development.

The site driveway and internal roadways mentioned above provide access to all parking on the site. Parking will be provided throughout the development as follows:

Parking Provided: Parking Required: 6,931 spaces Per City Ordinance

#### 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) and bicycle facilities do not currently exist along the project site frontage. Sidewalks currently exist in some areas within the study network, such as scattered segments along SR 54 and SR 74. There are also crosswalks at some signalized study intersections, and at the existing roundabout intersection of Veterans Parkway at Lees Mill Road. There are currently no bicycle facilities (bike lanes/paths) in the vicinity of the project site. According to the DRI site plan, pedestrian facilities are proposed throughout the project site, including a pedestrian tunnel underneath Veterans Parkway, connecting Parcels 1 and 4.

#### 1.5 Transit Facilities

There are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken.

#### 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

#### 2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a one (1.0) percent per year background traffic growth rate was used for all roadways in the study network.

#### 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, November 19, 2014 and Tuesday, March 31, 2015 at twenty (20) intersections during the AM and PM peak periods. A 1.0% growth factor was applied to all 2014 counts to represent Existing 2015 conditions. The morning and afternoon peak hours varied some between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary							
Intersection AM PM Peak Hour Peak H							
1. SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)	7:30-8:30	5:15-6:15					
2. SR 54 at Ebenezer Rd / Brittany Way	7:30-8:30	5:00-6:00					
3. SR 54 at Tyrone Rd	7:30-8:30	5:00-6:00					
4. SR 54 at Veterans Pkwy / Lester Rd	7:15-8:15	5:00-6:00					
5. SR 54 at S Sandy Creek Rd / Old Norton Rd	7:30-8:30	4:30-5:30					
6. SR 54 at Ginger Cake Rd / Burch Rd	7:30-8:30	5:00-6:00					
7. SR 54 Eastbound (Stonewall Ave) at SR 85 / SR 92	7:45-8:45	4:45-5:45					
8. SR 54 Westbound (Lanier Ave) at SR 85 / SR 92	7:30-8:30	5:00-6:00					
9. Veterans Pkwy at S Sandy Creek Rd	7:15-8:15	4:30-5:30					
10. Veterans Pkwy at Hood Rd	7:15-8:15	4:30-5:30					
11. Veterans Pkwy at Sandy Creek Rd	7:15-8:15	4:30-5:30					
12. Sandy Creek Rd at Eastin Rd	7:15-8:15	5:00-6:00					
13. Sandy Creek Rd at Lees Mill Rd	7:15-8:15	5:15-6:15					
14. SR 74 at Sandy Creek Rd	7:15-8:15	5:15-6:15					
15. SR 74 (Senoia Rd) at I-85 Northbound Ramps	7:15-8:15	5:00-6:00					
16. SR 74 (Senoia Rd) at I-85 Southbound Ramps	7:15-8:15	4:30-5:30					
17. Veterans Pkwy at Eastin Rd	7:15-8:15	4:45-5:45					
18. Veterans Pkwy at Lees Mill Rd	7:15-8:15	4:45-5:45					
19. SR 92 at Veterans Pkwy (new road) / Westbridge Rd	7:00-8:00	5:15-6:15					
20. SR 92 at Lees Mill Rd / New Hope Rd	7:15-8:15	4:45-5:45					

All raw traffic count data is available upon request.

#### 2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 8.0.* Roundabout level-of-service analyses for existing and proposed roundabouts within the study network were conducted using *SIDRA INTERSECTION 6.0.* 

Existing traffic signal phasing and timing data (from current EPAC reports) was provided by GDOT, and utilized in the *Synchro* traffic model.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

Levels-of-service for roundabout intersections are reported for the intersection as a whole. One or more movements at a roundabout may experience a low level-of-service, while the roundabout as a whole may operate acceptably.

#### 3.0 STUDY NETWORK

#### 3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition.* Gross trips generated are displayed below in **Table 3**.

It should be noted that land use Warehousing (ITE Code 150) was used for the proposed film production studio. From a land use description perspective, Warehousing typically implies large facilities with employees and storage of equipment or large open area, which is fairly representative of a film production studio.

Table 3 Gross Trip Generation								
Land Use	ITE	Daily Traffic		AM Peak Hour		PM Peak Hour		
(Intensity)	Code	Enter	Exit	Enter	Exit	Enter	Exit	
Warehousing (1,518,000 SF)	150	2,772	2,772	384	102	106	317	
Single-Family Detached Housing (821 Units)	210	3,763	3,762	149	446	459	269	
Apartments (524 Units)	220	1,711	1,712	52	212	210	114	
Hotel (200 Rooms)	310	709	708	63	43	61	59	
Junior/Community College (97,000 SF)	540	1,333	1,334	215	75	143	103	
General Office Building (521,000 SF)	710	2,991	2,991	783	107	152	745	
Retail – Shopping Center (128,500 SF)	820	2,744	2,743	77	46	229	247	
Total Gross Trips	16,023	16,022	1,723	1,031	1,360	1,854		

#### 3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on existing traffic count data, the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and City of Fayetteville.

#### 3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

#### 3.4 Study Network Determination

A general study area was determined using the GRTA 7% rule. This rule recommends that all intersections and segments be analyzed which are impacted to the extent that the traffic from the proposed site is 7% or more of the service volume of the facility (at a previously established LOS standard, typically LOS D) be considered for analysis. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Fayetteville staff. In accordance with the GRTA Letter of Understanding (LOU) dated March 23, 2015, the study network includes all existing and proposed site access driveways, as well as the twenty (20) intersections listed in **Table 4**.

The study network includes eleven (11) signalized intersections, eight (8) two-way stop controlled intersections, and one (1) roundabout as noted in **Table 4**. The study network under build-out conditions also includes all existing and proposed site access driveways. The site location and study intersections can be found on **Figure 3**.

Table 4 Intersection Control Summary						
	Intersection					
1.	SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)	Signal				
2.	SR 54 at Ebenezer Rd / Brittany Way	Signal				
3.	SR 54 at Tyrone Rd	Signal				
4.	SR 54 at Veterans Pkwy / Lester Rd	Signal				
5.	SR 54 at S Sandy Creek Rd / Old Norton Rd	Signal				
6.	SR 54 at Ginger Cake Rd / Burch Rd	Signal				
7.	SR 54 Eastbound (Stonewall Ave) at SR 85 / SR 92	Signal				
8.	SR 54 Westbound (Lanier Ave) at SR 85 / SR 92	Signal				
9.	Veterans Pkwy at S Sandy Creek Rd	TWSC				
10.	Veterans Pkwy at Hood Rd	TWSC				
11.	Veterans Pkwy at Sandy Creek Rd	TWSC				
12.	Sandy Creek Rd at Eastin Rd	TWSC				
13.	Sandy Creek Rd at Lees Mill Rd	TWSC				
14.	SR 74 at Sandy Creek Rd	TWSC				
15.	SR 74 (Senoia Rd) at I-85 Northbound Ramps	Signal				
16.	SR 74 (Senoia Rd) at I-85 Southbound Ramps	Signal				
17.	Veterans Pkwy at Eastin Rd	TWSC				
18.	Veterans Pkwy at Lees Mill Rd	Roundabout				
19.	SR 92 at Veterans Pkwy (new road) / Westbridge Rd	TWSC				
20.	SR 92 at Lees Mill Rd / New Hope Rd	Signal				

Note: TWSC = Two-Way Stop Control

Each of the above listed intersections was analyzed for the Existing 2015 conditions, the projected 2022 No-Build conditions, and the projected 2022 Build conditions. The projected 2022 No-Build conditions represent the existing traffic volumes grown for seven (7) years at 1.0 percent per year throughout the study network. The projected 2022 Build conditions add the project trips associated with the Pinewood Studios development to the projected 2022 No-Build conditions.



#### 3.5 Existing Roadway Facilities

Roadway classification descriptions for the entire study area are provided in **Table 5** (bolded roadways run adjacent to the site).

Table 5 Roadway Classification							
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Functional Classification				
Veterans Parkway (SR 54 to Sandy Creek Rd)	2-4	45	Minor Arterial				
Veterans Parkway (Sandy Creek Rd to Lees Mill)	2	45	Local Road				
S Sandy Creek Road (SR 54 to Veterans Pkwy)	2	45	Local Road				
Sandy Creek Road (Veterans Pkwy to SR 74)	2	25-45	Minor Arterial				
SR 54 (SR 74 to Ginger Cake)	4	45-55	Principal Arterial				
SR 54 (near SR 92)	4-6 (one-way pair)	35	Principal Arterial				
Tyrone Road	2	40	Minor Arterial				
Lester Road	2-4	45	Major Collector				
Ebenezer Road	2	45	Minor Arterial				
Lees Mill Road	2	35	Major Collector				
Eastin Road	2	35	Local Road				
SR 92 (near Lees Mill & Westbridge)	2-3	55	Minor Arterial				
SR 85 / SR 92 (near SR 54)	4	35-40	Principal Arterial (north) Minor Arterial (south)				
Westbridge Road	2	45	Minor Arterial				
SR 74 (near SR 54)	4-6	40	Principal Arterial				
SR 74 (Sandy Creek to I-85)	4	45-55	Principal Arterial				
I-85	8	65	Interstate				

#### 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Warehousing (ITE Code 150), Single-Family Detached Housing (ITE Code 210), Apartments (ITE Code 220), Hotel (ITE Code 310), Junior/Community College (ITE Code 540), General Office Building (ITE Code 710), and Shopping Center / Retail (ITE Code 820).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014.* Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 23.1% for the weekday, 13.5% for the AM peak hour, and 16.6% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development. Note that methodology for a 24-hour weekday is not provided by ITE, so weekday internal capture was assumed to be an average of AM rates and PM rates. Also note that ITE does not provide guidance for mixed-use vehicle trip reductions for the film production studio land use or the school/institutional land use, so for the purposes of this internal capture analysis, the gross trips generated by the studio and school land uses were combined with gross trips generated by the office land use. Consistent with the GRTA Letter of Understanding, allowable modified assumptions for internal capture include:

- Hotel to Studio 25%
- Multi-Family to Studio 10%
- Single-Family to Studio 10%

Alternative transportation mode (walking, bicycle, and transit) reductions were not applied for this study.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook, Third edition, 2014.* Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour. However, per GRTA's DRI Technical Guidelines, the total pass-by trips associated with the development may be limited to 15% of the adjacent roadway's traffic volume. Based on traffic count data collected in November 2014, 15% of the adjacent roadway's traffic volume is currently the limiting factor for pass-by trip reduction (results in a pass-by trip reduction rate of 22.8% for the PM peak hour). It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail land uses.

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6 Net Trip Generation							
Daily Traffic AM Peak Hour PM Peak Hou						ak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit	
Gross Project Trips	16,023	16,022	1,723	1,031	1,360	1,854	
Mixed-Use Reduction	-3,704	-3,704	-186	-186	-267	-267	
Alternative More Reduction	-0	-0	-0	-0	-0	-0	
Pass-By Reduction	-394	-394	-0	-0	-40	-40	
Net New Trips	11,925	11,924	1,537	845	1,053	1,547	

A more detailed trip generation analysis summary table is provided in Appendix D.

#### 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and City of Fayetteville staff.

Figure 4 displays the anticipated distribution of project trips throughout the study roadway network, which is similar for all proposed land uses for the Pinewood Atlanta Studios DRI. Figures 5A and 5B display the expected assignment of project trips throughout the study roadway network externally from the project site area, which is similar for all proposed land uses. Figures 5C, 5D, 5E, 5F, and 5G display the expected assignment of project trips throughout the portion of the study roadway network internal to the project site area, associated with the residential, hotel, office, retail, and studio & institutional land uses, respectively.

These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed Pinewood Atlanta Studios development, are shown on **Figures 6A**, **6B**, and **6C**.

Detailed intersection volume worksheets can also be found in Appendix E.






















### 6.0 TRAFFIC ANALYSIS

#### 6.1 Existing 2015 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 8.0* and *SIDRA INTERSECTION 6.0* (roundabouts only), and capacity analyses were performed for the AM and PM peak hours. As described in *Section 2.2* of this report, a 1.0% growth factor was applied to all 2014 counts to represent Existing 2015 conditions. The existing peak hour traffic volumes and intersection laneage are displayed on **Figures 7A** and **7B**. The results of the capacity analyses for Existing 2015 Conditions are shown in **Table 7**.

As shown in **Table 7** (next page), five (5) intersections currently operate below the acceptable level-ofservice standard (LOS D) during the AM Peak Hour and/or the PM Peak Hour. Therefore, these intersections' Peak Hour LOS standard becomes LOS E for the applicable time period for future No-Build and Build scenarios, per GRTA guidelines.

	Table 7           Existing 2015 Intersection Levels-of-Service           LOS (delay in seconds)				
	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1.	SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)	Signal	D	E (65.1)	F (99.1)
2.	SR 54 at Ebenezer Rd / Brittany Way	Signal	D	A (8.8)	B (10.3)
3.	SR 54 at Tyrone Rd	Signal	D	B (20.0)	B (17.0)
4.	SR 54 at Veterans Pkwy / Lester Rd	Signal	D	C (21.8)	C (21.7)
5.	SR 54 at S Sandy Creek Rd / Old Norton Rd	Signal	D	B (11.3)	B (16.0)
6.	SR 54 at Ginger Cake Rd / Burch Rd	Signal	D	C (25.6)	C (31.1)
7.	SR 54 Eastbound (Stonewall Ave) at SR 85 / SR 92	Signal	D	C (25.5)	C (27.2)
8.	SR 54 Westbound (Lanier Ave) at SR 85 / SR 92	Signal	D	C (29.8)	C (28.3)
9.	Veterans Pkwy at S Sandy Creek Rd	WB Stop	D	B (10.6)	A (10.0)
10.	Veterans Pkwy at Hood Rd	WB Stop	D	B (11.6)	B (10.1)
11.	Veterans Pkwy at Sandy Creek Rd	EB Stop	D	B (10.5)	A (9.9)
12.	Sandy Creek Rd at Eastin Rd	SB Stop	D	B (12.2)	B (14.5)
13.	Sandy Creek Rd at Lees Mill Rd	SB Stop	D	B (12.3)	C (15.9)
14.	SR 74 at Sandy Creek Rd	EB Stop WB Stop	D	F (**) F (**)	F (**) F (**)
15.	SR 74 (Senoia Rd) at I-85 Northbound Ramps	Signal	D	F (111.6)	C (22.4)
16.	SR 74 (Senoia Rd) at I-85 Southbound Ramps	Signal	D	D (44.0)	E (60.9)
17.	Veterans Pkwy at Eastin Rd	EB Stop WB Stop	D	B (10.4) B (11.4)	B (11.0) B (11.5)
18.	Veterans Pkwy at Lees Mill Rd	Roundabout	D	A (4.4)	A (4.6)
19.	SR 92 at Veterans Pkwy ( <i>new road</i> ) / Westbridge Rd	NB Stop SB Stop	D	 F (315.5)	 F (201.6)
20.	SR 92 at Lees Mill Rd / New Hope Rd	Signal	D	B (19.3)	B (15.1)

\*\* Error = excessive delays (outside Synchro limitations) due to stop control on minor street only with heavy major street volume.





### 6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing 2015 traffic volumes were increased for seven (7) years at 1.0 percent per year throughout the study network. These volumes were entered into *Synchro 8.0* and *SIDRA INTERSECTION 6.0* (roundabouts only), and capacity analyses were performed. The projected 2022 No-Build conditions include the completion of the Veterans Parkway Extension Project (currently under construction) and the subsequent rerouting of traffic associated with this roadway project (affects Intersections 18, 19, and 20). Aside from the two existing intersections impacted by the Veterans Parkway Extension Project (Intersections 18 and 19), the projected 2022 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The Veterans Parkway Extension Project is currently under construction. The extension from Sandy Creek Road to Lees Mill Road is already completed and included in the Existing 2015 conditions. The extension from the roundabout at Lees Mill Road to the existing T-intersection of SR 92 at Westbridge Road is the final segment for this roadway project. This new roadway will serve as the fourth (northern) leg of the existing Veterans Parkway/Lees Mill Road roundabout and the fourth (southern) leg of the existing SR 92/Westbridge Road T-intersection. The Veterans Parkway Extension Project is expected to be completed before 2022 and has been included in both projected 2022 No-Build conditions and projected 2022 Build conditions.

The intersection laneage and traffic volumes for the projected 2022 No-Build conditions are shown on **Figures 8A** and **8B**. The results of the capacity analyses for the projected 2022 No-Build conditions with existing laneage and control types (except where noted above) are shown in **Table 8** (next page).

	Table 8           Projected 2022 No-Build Intersection Levels-of-Service           LOS (delay in seconds)				
	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1.	SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)	Signal	E	E (72.2)	F (118.1)
2.	SR 54 at Ebenezer Rd / Brittany Way	Signal	D	A (9.0)	B (13.5)
3.	SR 54 at Tyrone Rd	Signal	D	C (21.3)	B (18.2)
4.	SR 54 at Veterans Pkwy / Lester Rd	Signal	D	C (24.0)	C (22.6)
5.	SR 54 at S Sandy Creek Rd / Old Norton Rd	Signal	D	B (11.8)	B (19.3)
6.	SR 54 at Ginger Cake Rd / Burch Rd	Signal	D	C (28.7)	C (34.4)
7.	SR 54 Eastbound (Stonewall Ave) at SR 85 / SR 92	Signal	D	C (27.3)	C (30.0)
8.	SR 54 Westbound (Lanier Ave) at SR 85 / SR 92	Signal	D	C (32.9)	C (32.0)
9.	Veterans Pkwy at S Sandy Creek Rd	WB Stop	D	B (10.8)	B (10.2)
10.	Veterans Pkwy at Hood Rd	WB Stop	D	B (11.9)	B (10.2)
11.	Veterans Pkwy at Sandy Creek Rd	EB Stop	D	B (10.7)	B (10.0)
12.	Sandy Creek Rd at Eastin Rd	SB Stop	D	B (12.7)	C (15.4)
13.	Sandy Creek Rd at Lees Mill Rd	SB Stop	D	B (12.9)	C (17.5)
14.	SR 74 at Sandy Creek Rd	EB Stop WB Stop	E	F (**) F (**)	F (**) F (**)
15.	SR 74 (Senoia Rd) at I-85 Northbound Ramps	Signal	AM – E PM – D	F (128.0)	C (24.3)
16.	SR 74 (Senoia Rd) at I-85 Southbound Ramps	Signal	AM – D PM – E	D (46.2)	E (71.6)
17.	Veterans Pkwy at Eastin Rd	EB Stop WB Stop	D	B (10.5) B (11.7)	B (11.2) B (11.8)
18.	Veterans Pkwy at Lees Mill Rd	Roundabout	D	A (5.4)	A (5.3)
19.	SR 92 at Veterans Pkwy ( <i>new road</i> ) / Westbridge Rd	NB Stop SB Stop	Е	F (779.8) F (590.0)	F (136.2) F (451.3)
20.	SR 92 at Lees Mill Rd / New Hope Rd	Signal	D	B (18.4)	B (14.9)

\*\* Error = excessive delays (outside Synchro limitations) due to stop control on minor street only with heavy major street volume.

As shown in **Table 8**, four (4) intersections are projected to operate below their acceptable level-ofservice standard during the AM Peak Hour and/or PM Peak Hour. Note that LOS standards have been updated to LOS E, where applicable, per capacity analysis results of Existing 2015 conditions and GRTA guidelines.

Based on the projected 2022 No-Build conditions, the following recommended improvements result in the below listed intersections operating at or above their LOS standard. These recommended improvements are also illustrated on **Figures 8A** and **8B**:

- SR 54 (Floy Farr Parkway) at SR 74 (Joel Cowan Parkway) (Int. #1)
  - Construct one additional westbound through lane along SR 54 in the vicinity of SR 74, resulting in three westbound through lanes.
  - Construct one additional eastbound through lane along SR 54 in the vicinity of SR 74, resulting in three eastbound through lanes.
  - Convert the existing southbound channelized right-turn along SR 74 from yield-control to continuous free-flow. Construct a westbound receiving lane along SR 54, departing from SR 74, to accommodate this free-flow right-turn implementation.
  - Convert the existing eastbound right-turn along SR 54 to a channelized, continuous freeflow right-turn. Construct a southbound receiving lane along SR 74, departing from SR 54, to accommodate this free-flow right-turn implementation.

Note: Widening, additional turn lanes, and other intersection improvements will likely be included with implementation of the programmed intersection redesign project, (Fayette County IR-022; SPLOST I-19; LRTP FA-074A2). This project has considered widening, turn lane improvements, and a grade separated interchange. See Appendix H for concept designs.

- SR 74 (Joel Cowan Parkway) at Sandy Creek Road (Int. #14)
  - Install a traffic signal (when warranted). Note that this intersection is not projected to meet traffic signal warrant thresholds in the AM or PM peak hours under projected 2022 No-Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses. It should be noted that for all requests for new traffic signals, an alternative solution that considers a roundabout is required to be investigated, per GDOT policy.
  - Construct an exclusive westbound left-turn lane along Sandy Creek Road, and convert the existing shared left-turn/through lane to be a through-only lane, to meet the GDOT requirements for the recommended traffic signal installation.
  - If signalized, provide protected-permissive left-turn phasing for the southbound left-turn movement.

Note: If a traffic signal is installed, an exclusive left-turn lane on the eastbound approach (Laurelmont Drive) may also be required by GDOT (not included in this study).

- SR 74 (Senoia Road) at I-85 Northbound Ramps (Int. #15)
  - Construct one additional northbound right-turn lane along SR 74 to the I-85 Northbound Entrance Ramp, resulting in dual channelized free-flow right-turn lanes.

Note: Additional right-turn capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design. See Appendix H for concept designs.

- SR 92 at Veterans Parkway (new road under construction) / Westbridge Road (Int. #19)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during both the AM and PM peak hours under projected 2022 No-Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses. It should be noted that for all requests for new traffic signals, an alternative solution that considers a roundabout is required to be investigated, per GDOT policy.
  - Provide an exclusive westbound left-turn lane along SR 92, to serve traffic turning onto the new Veterans Parkway roadway, and to meet the GDOT requirements for the recommended traffic signal installation.
  - In combination with the possible traffic signal installation, construct an exclusive southbound left-turn lane along Westbridge Road and construct an exclusive northbound left-turn lane along Veterans Parkway (*new road*). The Veterans Parkway roadway extension plans at this study intersection have not been formally approved at this time, so whether a one-lane approach or a two-lane approach will be constructed with the project is uncertain. A two-lane approach is recommended.

The results of the capacity analyses for the projected 2022 No-Build conditions with the recommended improvements stated above are shown in **Table 9**.

Table 9           Projected 2022 No-Build IMPROVED Intersection Levels-of-Service           LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
<ol> <li>SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)</li> </ol>	Signal	E	E (63.0)	E (75.2)
14. SR 74 at Sandy Creek Rd	Signal	E	B (18.6)	A (7.0)
15. SR 74 (Senoia Rd) at I-85 Northbound Ramps	Signal	AM – E PM – D	C (22.5)	C (21.2)
19. SR 92 at Veterans Pkwy ( <i>new road</i> ) / Westbridge Rd	Signal	Е	B (14.2)	B (11.7)





### 6.3 Projected 2022 Build Conditions

The traffic associated with the proposed Pinewood Atlanta Studios DRI development was added to the projected 2022 No-Build volumes. These volumes were then entered into *Synchro 8.0* and *SIDRA INTERSECTION 6.0* (roundabouts only), and capacity analyses were performed. The projected 2017 Build conditions were analyzed using existing roadway geometry and existing intersection control types, and includes the Veterans Parkway Extension Project currently under construction (described in more detail in *Section 6.2* of this report). Also included, are public access roadway improvements (roundabouts, traffic signals, and widening) in the immediate vicinity of project site, as illustrated on the DRI site plan. Note that recommended improvements associated with the projected 2022 No-Build conditions are <u>not</u> included.

<u>Note</u>: The three public access study network intersections within the immediate vicinity of the project site along Veterans Parkway (Intersections 9, 10, 11) have recommended improvements associated with build-out of the Pinewood Atlanta Studios DRI. Since the improvements at these intersections are a direct result of site driveway configurations and their associated roadway improvements, they have been included in the projected 2022 Build conditions. The recommended improvements associated with these three public access study network intersections are detailed in the Ingress/Egress section (*Section 8.0*) of this report, and illustrated on both the DRI Site Plan and on **Figure 9C**.

The intersection laneage and traffic volumes used for the projected 2022 Build conditions are shown on **Figures 9A**, **9B**, and **9C**. The results of the capacity analyses for the projected 2022 Build conditions with existing laneage and control types (except where noted above) are shown in **Table 10** (next page).

	Table 10           Projected 2022 Build Intersection Levels-of-Service           LOS (delay in seconds)				
	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1.	SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)	Signal	E	E (77.5)	F (128.3)
2.	SR 54 at Ebenezer Rd / Brittany Way	Signal	D	B (12.2)	B (16.8)
3.	SR 54 at Tyrone Rd	Signal	D	C (20.8)	B (14.2)
4.	SR 54 at Veterans Pkwy / Lester Rd	Signal	D	D (37.2)	E (58.3)
5.	SR 54 at S Sandy Creek Rd / Old Norton Rd	Signal	D	D (36.2)	E (64.7)
6.	SR 54 at Ginger Cake Rd / Burch Rd	Signal	D	C (32.4)	D (39.3)
7.	SR 54 Eastbound (Stonewall Ave) at SR 85 / SR 92	Signal	D	C (29.8)	D (38.3)
8.	SR 54 Westbound (Lanier Ave) at SR 85 / SR 92	Signal	D	D (45.8)	D (42.7)
9.	Veterans Pkwy at S Sandy Creek Rd	Signal*	D	C (22.9)	B (18.7)
10.	Veterans Pkwy at Hood Rd	Signal*	D	B (10.3)	B (13.2)
11.	Veterans Pkwy at Sandy Creek Rd	Roundabout*	D	C (15.5)	B (12.6)
12.	Sandy Creek Rd at Eastin Rd	SB Stop	D	F (71.0)	F (305.4)
13.	Sandy Creek Rd at Lees Mill Rd	SB Stop	D	E (40.6)	F (**)
14.	SR 74 at Sandy Creek Rd	EB Stop WB Stop	Е	F (**) F (**)	F (**) F (**)
15.	SR 74 (Senoia Rd) at I-85 Northbound Ramps	Signal	AM – E PM – D	F (151.4)	F (91.5)
16.	SR 74 (Senoia Rd) at I-85 Southbound Ramps	Signal	AM – D PM – E	E (62.8)	F (111.6)
17.	Veterans Pkwy at Eastin Rd	EB Stop WB Stop	D	B (13.3) C (21.4)	C (16.5) C (24.8)
18.	Veterans Pkwy at Lees Mill Rd	Roundabout		A (6.6)	A (6.6)
19.	SR 92 at Veterans Pkwy ( <i>new road</i> ) / Westbridge Rd	NB Stop SB Stop	Е	F (**) F (**)	F (**) F (**)
20.	SR 92 at Lees Mill Rd / New Hope Rd	Signal	D	C (20.7)	B (16.7)

\* Intersections 9, 10, and 11 include improvements, detailed in Section 8.0, and results for these intersections are equivalent to the Build Improved scenario.

<sup>\*\*</sup> Error = excessive delays (outside Synchro limitations) due to stop control on minor street only with heavy major street volume.

As shown in **Table 10**, nine (9) intersections are projected to operate below their acceptable level-ofservice standard during the AM Peak Hour and/or PM Peak Hour.

Based on the projected 2022 Build conditions, the following recommended improvements result in the below listed intersections operating at or above their LOS standard. The only exception is Intersection #12, where the southbound stop-controlled approach continues to operate at a failing LOS even with the recommend improvements. Long delays at unsignalized intersections with side-street stop control are not uncommon when there is heavy major-street traffic. The recommended improvements listed below are also illustrated on **Figures 9A** and **9B**. Please note that the following improvements are IN ADDITION TO the improvements needed under projected 2022 No-Build conditions (recommendations noted in *Section 6.2*):

- SR 54 (Floy Farr Parkway) at SR 74 (Joel Cowan Parkway) (Int. #1)
  - Construct one additional southbound left-turn lane along SR 74 to SR 54, resulting in dual left-turn lanes.
  - Construct one additional eastbound left-turn lane along SR 54 to SR 74, resulting in triple left-turn lanes.
  - Construct one additional westbound left-turn lane along SR 54 to SR 74, resulting in dual left-turn lanes.

Note: Widening, additional turn lanes, and other intersection improvements will likely be included with implementation of the programmed intersection redesign project, (Fayette County IR-022; SPLOST I-19; LRTP FA-074A2). This project has considered widening, turn lane improvements, and a grade separated interchange. See Appendix H for concept designs.

- SR 54 at Veterans Parkway / Lester Road (Int. #4)
  - Provide protected-permissive phasing for the eastbound left-turn movement (existing left-turn phasing is permissive-only).
- SR 54 at S. Sandy Creek Road / Old Norton Road (Int. #5)
  - Construct an exclusive southbound left-turn lane along S. Sandy Creek Road to SR 54.
  - Provide protected-permissive phasing for the southbound left-turn movement, to serve the recommend exclusive southbound left-turn lane.
- Sandy Creek Road at Eastin Road (Int. #12)
  - Construct an exclusive southbound right-turn lane along Eastin Road to Sandy Creek Road, and convert the existing shared left-turn/right-turn lane to be a stop-controlled leftturn only lane.
  - Construct an exclusive eastbound left-turn lane along Sandy Creek Road to Eastin Road, and convert the existing shared left-turn/through lane to be a through-only lane.
- Sandy Creek Road at Lees Mill Road (Int. #13)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the PM peak hour under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.

- SR 74 (Joel Cowan Parkway) at Sandy Creek Road (Int. #14)
  - Construct one additional southbound left-turn lane along SR 74 to Sandy Creek Road, resulting in dual left-turn lanes. Construct an additional eastbound receiving lane along Sandy Creek Road, departing from SR 74, to accommodate this dual-left turn implementation.
  - With the recommended signalization, provide protected-only left-turn phasing for the southbound dual left-turn movement.
- SR 74 (Senoia Road) at I-85 Northbound Ramps (Int. #15)
  - Construct one additional southbound through lane along SR 74 in the vicinity of I-85 Northbound Ramps, resulting in three southbound through lanes. Extend this additional southbound through lane upstream across the bridge to the I-85 Southbound Ramps (Int. #16) to serve as the third receiving lane for the recommended third westbound leftturn lane (see next bulleted intersection).

Note: Additional exit-ramp and southbound bridge capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design. See Appendix H for concept designs.

- SR 74 (Senoia Road) at I-85 Southbound Ramps (Int. #16)
  - Construct one additional westbound left-turn lane along the I-85 Southbound Exit Ramp to SR 74, resulting in triple left-turn lanes. The third westbound left-turn lane will be received by the recommended third southbound through lane at the I-85 Northbound Ramp intersection, extended upstream across the bridge to this study intersection.

Note: Additional exit-ramp and southbound bridge capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design. See Appendix H for concept designs.

The results of the capacity analyses for the projected 2022 Build conditions with both the 2022 No-Build recommended improvements (*Section 6.2*) and the 2022 Build recommended improvements stated above are shown in **Table 11** (next page).

Table 11           Projected 2022 Build IMPROVED Intersection Levels-of-Service           LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. SR 54 (Floy Farr Pkwy) at SR 74 (Joel Cowan Pkwy)	Signal	Е	E (60.4)	E (78.2)
4. SR 54 at Veterans Pkwy / Lester Rd	Signal	D	D (40.1)	D (39.1)
5. SR 54 at S Sandy Creek Rd / Old Norton Rd	Signal	D	C (24.6)	D (43.8)
12. Sandy Creek Rd at Eastin Rd	SB Stop	D	E (40.2)	F (126.1)
13. Sandy Creek Rd at Lees Mill Rd	Signal	D	B (11.0)	B (17.4)
14. SR 74 at Sandy Creek Rd	Signal	Е	D (36.3)	C (21.0)
15. SR 74 (Senoia Rd) at I-85 Northbound Ramps	Signal	AM – E PM – D	C (24.1)	B (17.9)
16. SR 74 (Senoia Rd) at I-85 Southbound Ramps	Signal	AM – D PM – E	D (45.4)	E (60.7)
19. SR 92 at Veterans Pkwy ( <i>new road</i> ) / Westbridge Rd	Signal	E	B (17.4)	B (12.7)







### 7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program (TIP), the *Plan* 2040 Regional Transportation Improvement Program (RTP), GDOT's Construction Work Program, Fayette County's SPLOST projects, and the GDOT Statewide TIP (STIP) the following projects are programmed or planned to be completed by the respective years: within the vicinity of the proposed development. The identified projects are listed in **Table 12** below.

	Table 12 Programmed Improvements					
#	Completion Date	Project ID	Project Description			
1	Under Construction	R-5	SPLOST Project: West Fayetteville Parkway Phase II – New alignment between Sandy Creek Road and Westbridge Road. Also referred to as the "Veterans Parkway Extension"			
2	2018	0010613	Pre-construction: at grade pedestrian crossing and paths – SR 54; CR106/CR111/Lester Rd and Path near Piedmont Hospital			
3	2020	FA-353	Path Forward Program – West Fayetteville Neighborhoods - Developing final design for key trail segments within Fayette County			
4	2020	FA-236A	East Fayetteville Bypass: Segment 1 – New alignment from South Jeff Davis Drive to SR 54 (Fayetteville Road); 4.2 miles			
5	2030	FA-085	SR 85 widening from SR 92 to Grady Avenue (2 lanes to 4 lanes); 0.8 miles			
6	2030	FA-235C	West Fayetteville Bypass: Phase 3 – New alignment from Lester Road to Redwine Road; 3.1 miles			
7	2030	FA-236B	East Fayetteville Bypass: Segment 2 – New alignment from SR 54 (Fayetteville Road) to SR 85; 2.0 miles			
8	2030	CL-041	SR 54 widening from McDonough Road to US 19/41 (Tara Boulevard) (2 lanes to 4 lanes); 5.5 miles			
9	2030	FS-AR-182	I-85 South Interchange Improvements at SR 74 (Senoia Road) – Interchange reconstruction; add turn lanes; partial cloverleaf design per IMR.			
10	2040+	ASP-FA-347	SR 92 widening from Oakley Industrial Boulevard to SR 85 (Glynn Street)			
11	2040+	IT-003	New turn lanes at the intersection of SR 74 at Sandy Creek Road			
12	2040+	IR-006	New turn lanes at the intersection of SR 54 @ Ebenezer Road			
13	2040+	IR-021	Add left-turn phasing to the intersection of SR 54 @ Gingercake Road			
14	2040+	IR-022	Redesign intersection of SR 54 at SR 74; previously planned for grade separation			
15	2040+	IR-030	Intersection realignment and improvements at the intersection of SR 92 at Westbridge Road			
16	2040+	IS-004	New traffic signal at the intersection of SR 54 at Ebenezer Road			

	Table 12 Programmed Improvements					
17	2040+	FA-264 / NW-011	Sandy Creek Road Extension from SR 74 (Joel Cowan) to Palmetto Road			
18	2040+	OP-002	Coordinated signal system along SR 54			
19	2040+	OP-007	Widen Tyrone Road from SR 54 to SR 74 at intersections and key locations where turn lanes are needed (2 lanes to 3 lanes)			
20	2040+	OP-011	Widen existing New Hope from realigned intersection to SR 92 (2 lanes to 3 lanes as needed)			
21	2040+	OP-012	Widen existing Lees Mill from SR 92 to West Fayetteville Bypass (2 lanes to 3 lanes as needed)			
22	2040+	FA-235A / RTP-001	West Fayetteville Bypass: Phase 1 – From Lester Road to Sandy Creek Road			
23	2040+	FA-235B / RTP-002	West Fayetteville Bypass: Phase 2 – From Sandy Creek Road to SR 92			

Project #1 in Table 12 references the extension of Veterans Parkway from Lees Mill Road (at the new roundabout) to SR 92 (a concept layout of the alignment is included in Appendix H). As of April 2015, this new roadway alignment was under construction. The new roadway alignment from Lees Mill Road to SR 92 was assumed to be completed and open to traffic by 2022, and was included in all future scenario analyses.

Project #9 in Table 12 references a reconstruction of the existing interchange of I-85 at SR 74 (Senoia Road). The project has contemplated a partial cloverleaf design and a diverging diamond design (DDI). A Public Information Open House for this project was held in 2012. Two concept layouts are included in Appendix H.

Project #14 in Table 12 references a reconstruction of the existing intersection of SR 74 (Joel Cowan Parkway) at SR 54 (Floy Farr Parkway). The project has contemplated several design options, to include widening, turn lane improvements, and/or a grade-separated interchange. Concept layouts are included in Appendix H.

### 8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Pinewood Atlanta Studios DRI development will be provided by eighteen (18) driveways, seventeen of which are full-movement and one is right-in/right-out only, along the existing public access roadways of Veterans Parkway, Hood Road, and Sandy Creek Road. Four of these eighteen driveways are already constructed. The site access driveways are summarized as follows:

- Parcel 1: 2 proposed driveways (on Veterans Parkway, one of which will align with Hood Road and the other will align with a Parcel 4 driveway); plus 2 existing driveways (both on Sandy Creek Road, both of which align, or will align, with other site driveways)
- Parcel 2: 3 proposed driveways (1 on Veterans Parkway / Tillman Road, which will align with another driveway not associated with the DRI, and 2 on Sandy Creek Road, one of which is at an existing stub, aligned with a Parcel 1 driveway)
- Parcel 3: 1 proposed driveway (on Veterans Parkway / Tillman Road); plus 2 existing driveways (on Sandy Creek Road, one of which aligns with an existing Parcel 1 driveway)
- Parcel 4: 4 proposed driveways (2 on Veterans Parkway, one of which to tie into the existing Sandy Creek Road intersection and the other to align with a Parcel 1 driveway, and 2 on Hood Road)
- Parcel 5: 2 proposed full-movement driveways (both on Veterans Parkway, one of which is at an existing stub), and 1 proposed right-in/right-out driveway (on Veterans Parkway)
- Parcel 6: 1 proposed driveway (at an existing stub on Veterans Parkway to align with a Parcel 5 driveway)

Proposed Driveway #7 (serving Parcel 1) will tie into the existing T-intersection of Veterans Parkway at Hood Road, as the fourth (western) leg to the intersection. Proposed Driveway #10 (serving Parcel 4) will tie into the existing T-intersection of Veterans Parkway at Sandy Creek Road, as the fourth (eastern) leg to the intersection.

Internal connections throughout each parcel of the site provide access to all land uses and parking facilities. Parcels 2 and 3 are directly connected with multiple internal connections. Additionally, a proposed pedestrian tunnel underneath Veterans Parkway will connect Parcels 1 and 4.

Capacity analyses using *Synchro 8.0* and *SIDRA INTERSECTION 6.0* (roundabouts only) were performed for the site vehicular access points (site driveways) for the projected 2022 Build conditions. The intersection laneage and traffic volumes used for the site access driveways, as well as public access study network intersections 9, 10, and 11, for projected 2022 Build conditions are shown on **Figure 9C**.

<u>Note</u>: The three public access study network intersections within the immediate vicinity of the project site along Veterans Parkway (Intersections 9, 10, 11) have recommended improvements associated with build-out of the Pinewood Atlanta Studios DRI. Since the improvements at these intersections are a direct result of site driveway configurations and their associated roadway improvements, they are included in this section of the report.

The following intersection geometries and improvements result in the recommended configurations and control types for all site driveways and public access roadways within the immediate vicinity of the project site. Note that the attached DRI Site Plan also illustrates these improvements:

- Veterans Parkway roadway segment from S. Sandy Creek Road to Sandy Creek Road (from Int. #9 to Int. #11)
  - Widen the roadway from a 2-lane typical section to a 4-lane typical section.
  - At the southern end of this segment, the additional northbound through travel lane begins with the recommended westbound free-flow right-turn at Int. #9, and the additional southbound through travel lane ends as an exclusive left-turn at Int. #9 (see details for Int. #9 below).
  - At the northern end of this segment, the additional southbound through travel lane begins with the recommended eastbound right-turn bypass/slip lane to supplement the proposed roundabout at Int. #11, and the additional northbound through travel lane ends as one of the two northbound entry lanes into the proposed roundabout at Int. #11 (see details for Int. #11 below).
- Veterans Parkway at S. Sandy Creek Road (Int. #9)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the AM peak hour under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.
  - Convert the existing northbound right-turn along Veterans Parkway to a channelized, yield-controlled right-turn.
  - Extend the existing southbound left-turn lane along Veterans Parkway to function as a lane drop for the additional southbound through travel lane, to accommodate the recommended widening of Veterans Parkway (described above).
  - Convert the existing westbound channelized right-turn along SR 74 from yield-control to continuous free-flow (without an immediate merge). Construct a northbound receiving lane along Veterans Parkway, departing from S. Sandy Creek Road, to function as the additional northbound through travel lane, in accordance with the recommended widening of Veterans Parkway (described above).
- Veterans Parkway at Hood Road / Proposed Driveway #7 (Int. #10)
  - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the AM peak hour, as well as Warrant 1 thresholds during the PM peak hour, under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.
  - Construct one additional northbound through lane along Veterans Parkway, resulting in two northbound through lanes, in accordance with the recommended widening of Veterans Parkway (described above).
  - Construct one additional southbound through lane along Veterans Parkway, resulting in two southbound through lanes, in accordance with the recommended widening of Veterans Parkway (described above).
  - Construct Driveway #7 to have one ingress lane and one egress lane, aligned with Hood Road.

- Provide an eastbound shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #7.
- Construct a northbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #7.
- Convert the existing southbound through lane to be a shared left-turn/through lane along Veterans Parkway to serve traffic turning onto Hood Road.
- Construct a northbound right-turn deceleration lane along Veterans Parkway to serve traffic turning onto Hood Road.
- Construct a southbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #7.
- Construct a westbound channelized, yield-controlled right-turn lane along Hood Road, and convert the existing shared left-turn/through/right-turn lane to be a shared left-turn/ through lane.
- Veterans Parkway at Sandy Creek Road / Proposed Driveway #10 (Int. #11)
  - Construct a partial single-lane/dual-lane roundabout. Refer to Figure 9C and the roundabout layout graphic in the Appendix G for a more complete laneage depiction.
  - Provide two northbound entry lanes into the roundabout: one left-turn only lane and one shared through/right-turn lane.
  - Provide two southbound exit lanes from the roundabout: one lane departs from the roundabout circle and the other receives the eastbound right-turn bypass/slip lane.
  - Provide two eastbound entry lanes into the roundabout: one shared left-turn/through lane and one right-turn bypass/slip lane.
  - Provide one westbound exit lane from the roundabout.
  - Provide one southbound entry lane into the roundabout and one northbound exit lane from the roundabout.
  - Construct Driveway #10 to have one ingress lane and one egress lane, aligned with Sandy Creek Road via the proposed roundabout.
- Veterans Parkway at Proposed Driveway #1 / Proposed Driveway #2 (Int. #21)
  - Construct Driveway #1 to have one ingress lane and one egress lane, aligned with Driveway #2.
  - Construct Driveway #2 to have one ingress lane and one egress lane, aligned with Driveway #1.
  - Provide a westbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #1.
  - Provide an eastbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #2.
  - Construct a northbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #2.
  - Construct a southbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #1.
  - Construct a northbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #1.

- Veterans Parkway at Proposed Driveway #3 (Int. #22)
  - Construct Driveway #3 to have one ingress lane and one egress lane.
  - Provide an eastbound, stop-controlled, left-turn lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #3.
  - Construct a southbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #3.
- Veterans Parkway at Proposed Driveway #4 (Int. #23)
  - Construct Driveway #4 to be a right-in/right-out only driveway with one ingress lane and one egress lane.
  - Provide an eastbound channelized yield-controlled right-turn lane to serve traffic exiting the site from Driveway #4.
  - Construct a southbound channelized right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #4.
- Hood Road at Proposed Driveway #5 (Int. #24)
  - Construct Driveway #5 to have one ingress lane and one egress lane.
  - Provide a southbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #5.
- Hood Road at Proposed Driveway #6 (Int. #25)
  - Construct Driveway #6 to have one ingress lane and one egress lane.
  - Provide a southbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #6.
- Veterans Parkway at Proposed Driveway #8 / Proposed Driveway #9 (Int. #26)
  - Construct a dual-lane roundabout. Refer to Figure 9C and the roundabout layout graphic in the Appendix G for a more complete laneage depiction.
  - Provide two northbound entry lanes into the roundabout: one shared left-turn/through lane and one shared through/right-turn lane.
  - Provide two southbound entry lanes into the roundabout: one shared left-turn/through lane and one shared through/right-turn lane.
  - Provide two lanes exiting the roundabout in the northbound and southbound directions.
  - Note: the dual entry and exit lanes in the northbound and southbound directions ties into the recommended widening of Veterans Parkway (described above).
  - Construct Driveway #8 to have one ingress lane and one egress lane, aligned with Driveway #9 via the proposed roundabout.
  - Construct Driveway #9 to have one ingress lane and one egress lane, aligned with Driveway #8 via the proposed roundabout.
- Veterans Parkway at Proposed Driveway #11 (Int. #27)
  - Construct Driveway #11 to have one ingress lane and one egress lane.
  - Provide an eastbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #11.

- Veterans Parkway at Proposed Driveway #12 (Int. #28)
  - Construct Driveway #12 to have one ingress lane and one egress lane.
  - Provide an eastbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #12.
- Sandy Creek Road at Existing Driveway #13 (Int. #29)
  - Construct a southbound channelized, yield-controlled right-turn lane along the existing Driveway #13, and convert the existing shared left-turn/right-turn lane to be a stopcontrolled left-turn only lane.
  - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #13.
- Sandy Creek Road at Existing Driveway #14 / Existing Driveway #15 (Int. #30)
  - Construct a southbound channelized, yield-controlled right-turn lane along the existing Driveway #14, and convert the existing shared left-turn/through/right-turn lane to be a stop-controlled shared left-turn/ through lane.
- Sandy Creek Road at Proposed Driveway #16 (Int. #31)
  - Construct Driveway #16 to have one ingress lane and one egress lane.
  - Provide a southbound, stop-controlled, left-turn lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #16.
  - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #16.
- Sandy Creek Road at Proposed Driveway #17 / Existing Driveway #18 (Int. #32)
  - Construct Driveway #17 to have one ingress lane and one egress lane, aligned with Driveway #18.
  - Provide a southbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #17.
  - Construct an eastbound exclusive left-turn lane along Sandy Creek Road to serve traffic entering the site along Driveway #17.
  - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #17.

The results of the projected 2022 Build conditions' capacity analyses for the site access driveways, as well as public access study network intersections 9, 10, and 11, with the recommended configurations, control types, and improvements stated above are shown in **Table 13** (next page).

Table 13           Projected 2022 Build Levels-of-Service for Site Driveway Intersections           LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
9. Veterans Pkwy at S Sandy Creek Rd	Signal	D	C (22.9)	B (18.7)
10. Veterans Pkwy at Hood Rd / Driveway #7	Signal	D	B (10.3)	B (13.2)
<ol> <li>Veterans Pkwy at Sandy Creek Rd / Driveway #10</li> </ol>	Roundabout	D	C (15.5)	B (12.6)
21. Veterans Pkwy at Driveway #1 / Driveway #2	EB Stop WB Stop	D	D (29.8) C (15.9)	D (31.3) B (14.5)
22. Veterans Pkwy at Driveway #3	EB Stop	D	C (21.6)	D (28.0)
23. Veterans Pkwy at Driveway #4	EB Right Yield	D	B (10.9)	B (11.9)
24. Hood Rd at Driveway #5	SB Stop	D	A (8.5)	A (8.4)
25. Hood Rd at Driveway #6	SB Stop	D	A (8.9)	A (8.8)
26. Veterans Pkwy at Driveway #8 / Driveway #9	Roundabout	D	A (7.1)	A (7.8)
27. Veterans Pkwy at Driveway #11	EB Stop	D	B (12.1)	B (11.7)
28. Veterans Pkwy at Driveway #12	EB Stop	D	B (12.1)	B (11.4)
29. Sandy Creek Rd at Driveway #13	SB Stop	D	D (34.2)	E (37.6)*
30. Sandy Creek Rd at Driveway #14 / Driveway #15	NB Stop SB Stop	D	F (51.7)* F (52.1)*	F (207.1)* F (62.6)*
31. Sandy Creek Rd at Driveway #16	SB Stop	D	D (26.3)	D (28.8)
32. Sandy Creek Rd at Driveway #17 / Driveway #18	NB Stop SB Stop	D	E (45.1)* D (32.2)	F (66.0)* E (35.4)*

\* Note: It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

As shown in **Table 13**, the eighteen site access driveways (except for those noted with an asterisk) are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours, assuming the recommended driveway configurations, control types, and improvements stated above are implemented.

### 9.0 INTERNAL CIRCULATION ANALYSIS

Internal connections throughout each parcel of the site provide access to all land uses and parking facilities. Parcels 2 and 3 are directly connected with multiple internal connections. Additionally, a proposed pedestrian tunnel underneath Veterans Parkway will connect Parcels 1 and 4. A detailed copy of the proposed DRI site plan with site access driveways and internal roadways can be found in Appendix C and a full-sized site plan is attached to the report.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014.* Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 23.1% for the weekday, 13.5% for the AM peak hour, and 16.6% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development. Note that some ITE assumptions were modified, consistent with the GRTA Letter of Understanding (further described in *Section 4.0*).

### **10.0** COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The DRI project site currently has three different zoning classifications. The majority of the site is zoned to the Planned Community Development (PCD) classification (parcels 1-5 on the site plan), with a portion of parcel 4 on the site plan zoned to the Single Family Residential (R-70) classification. A small portion of the site (parcel 6 on the site plan), is zoned to the Office Institutional (OI) classification. Parcels 1, 2, 3, and 4 will remain PCD, while the rezoning classification for Parcels 5 and 6 will be determined at a later date by the City of Fayetteville. The Pinewood Atlanta Studios development is mixed-use in nature, consisting of residential, hotel, office, retail, film studio, and institutional land uses. The interactive, mixed-use nature of the project is consistent with the PCD zoning classification.

The City of Fayetteville Future Land Use Map identifies the project site area for Business Park (Parcels 1, 2, 3, 5, and 6) and Low Density Single Family (Parcel 4). *ARC's PLAN 2040 Unified Growth Policy Map* identifies roughly half of the project site as being in a Developing Suburbs area, with the other half in a Developing Rural area. The Pinewood Atlanta Studios development plan is consistent with the area types and future land uses identified. The land use maps can be found in Appendix B.

Appendix A Site Photo Log

Fayette County, Georgia Photograph Sheet

KHA Job No.:	01897200	00		
Date:	May 2015	5		
Page:	1	of	38	





Fayette County, Georgia

Photograph Sheet

# Date: May 2015 Page: 2 Of

KHA Job No.: 018972000

38





Fayette County, Georgia Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 3 0f 38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	4	of	38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	0189720	00	
Date:	May 2015	5	
Page:	5	of	38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	6	of	38





Fayette County, Georgia Photograph Sheet

KHA Job No.:	018972000	C	
Date:	May 2015		
Page:	7	of	38




Fayette County, Georgia

Photograph Sheet

#### Pinewood Atlanta Studios DRI

KHA Job No.: 018972000 Date: May 2015

Page:

8

of

38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 9 0f 38



Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	10	of	38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 11 0f 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 12 Of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 13 Of 38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	14	of	38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 15 0f 38





Fayette County, Georgia Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	16	of	38







Photograph Sheet

KHA Job No.:	01897200	0		
Date:	May 2015			
Page:	17	of	38	





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 18 0f 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 19 0f 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 20 Of 38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	00		
Date:	May 2015	5		
Page:	21	of	38	





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 22 of 38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	23	of	38







Photograph Sheet

KHA Job No.:	01897200	0	
Date:	May 2015		
Page:	24	of	38







Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 25 Of 38







Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 26 of 38





Fayette County, Georgia

Photograph Sheet

KHA Job No.:	01897200	00		
Date:	May 2015	5		
Page:	27	of	38	





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 28 0f 38







Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 29 Of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 30 of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 31 Of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 32 Of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 33 0f 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 34 Of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 35 Of 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 36 0f 38





Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 37 Of 38

#### Pinewood Atlanta Studios DRI



Comments: Existing roundabout along Veterans Parkway at Lees Mill Road. The northern leg of this roundabout is closed due to Veterans Parkway extension project under construction (not yet open to traffic from this roundabout to SR 92).

Fayette County, Georgia

Photograph Sheet

# KHA Job No.: 018972000 Date: May 2015 Page: 38 0f 38





Appendix B Land Use and Zoning Maps





### ARC Unified Growth Policy Map




Appendix C Proposed Site Plan



Appendix D Trip Generation Analysis

	Trip Generation Analysis (9th Ed.) Pinewood Atlanta Studios DRI City of Fayetteville, Georgia													
Land Use		Intensity	Daily	AN	I Peak H	our	PN	I Peak H	our					
			Trips	Total	In	Out	Total	In	Out					
Proposed	Site Traffic													
150	Warehousing	1 140 000 sf	3 997	315	249	66	283	71	212					
150	Warehousing	378.000 s.f.	1 547	171	135	36	140	35	105					
210	Single-Family Detached Housing	714 du	6 407	510	128	382	616	388	228					
210	Single-Family Detached Housing	107 du	1 1 1 8	85	21	64	112	71	41					
220	Apartment	324 d.u.	2.087	162	32	130	196	127	69					
220	Apartment	200 d.u.	1,336	102	20	82	128	83	45					
310	Hotel	200 rooms	1,417	106	63	43	120	61	59					
540	Junior/Community College	97,000 s.f.	2,667	290	215	75	246	143	103					
710	General Office Building	320,000 s.f.	3,178	485	427	58	437	74	363					
710	General Office Building	114,000 s.f.	1,450	213	187	26	206	35	171					
710	General Office Building	67,000 s.f.	968	139	122	17	153	26	127					
710	General Office Building	20,000 s.f.	386	53	47	6	101	17	84					
820	Shopping Center	75,000 s.f.	3,203	72	45	27	278	133	145					
820	Shopping Center	33,500 s.f.	1,430	32	20	12	124	60	64					
820	Shopping Center	20,000 s.f.	854	19	12	7	74	36	38					
	m !		22.045	0.774	1	1.021		1 2 (0	1051					
Gross	1 rips		32,045	2,754	1,723	1,031	3,214	1,360	1,854					
Reside	Mixed-Use Reductions		2.056	-07	-24	-73	-100	-131	-68					
	Alternative Mode Reductions		-2,050	-97	-24	-/5	-199	-151	-00					
	Adjusted Residential Trips		8 892	762	177	585	853	538	315					
	najuotea neosaonaa mpo		0,072	702	177	000	000	000	010					
Hotel 7	Frips		1,417	106	63	43	120	61	59					
	Mixed-Use Reductions		-717	-51	-16	-35	-52	-32	-20					
	Alternative Mode Reductions		0	0	0	0	0	0	0					
	Adjusted Hotel Trips		700	55	47	8	68	29	39					
0.65			5 002	000	702	107	007	1.50	745					
Office	Irips Minud Use Deductions		5,982	890	/83	107	897	152	/45					
	Mixea-Use Reductions		-1,090	-80	-05	-25	-80	-22	-04					
	Adjusted Office Trips		4 886	804	720	84	811	130	681					
	najusted entree mps		1,000	00.	.20	0.	011	100	001					
Retail 7	Trips		5,487	123	77	46	476	229	247					
	Mixed-Use Reductions		-2,035	-52	-35	-17	-125	-46	-79					
	Alternative Mode Reductions		0	0	0	0	0	0	0					
	Pass By Reductions (Limited by GRTA 15% Rule)		-788	0	0	0	-79	-40	-40					
	Adjusted Retail Trips		2,664	71	42	29	272	143	128					
XX7 1			0.011	77.6	500	177	6.60	240	120					
Wareho	ousing & Institutional Trips		8,211	//6	599	1//	669	249	420					
	Mixed-Use Reductions		-1,504	-86	-48	-38	-72	-30	-30					
	Alternative Mode Reductions		0	0	0	0	0	0	0					
	Adjusted Warehousing/Institutional Trips		6,707	690	551	139	597	213	384					
Min-J	Use Reductions TOTAL		7.409	272	196	196	524	267	267					
Mixea-	Use Reductions - IUIAL		-7,408	-372	-160	-160	-554	-207	-207					
Allerna Data D	nive mode Reductions - 101AL		700	0	0	0	70	40	10					
Pass-B	y Reductions - I OTAL		-/00	2 282	1 527	945	-79	-40	-40					
Drivev	vav Volumes		23,649	2,382	1,537	845	2,680	1.093	1,547					

k:\atl\_tpto\018972000 pinewood atlanta studios dri traffic study, fayetteville, dec. 2014\analysis\[pinewood\_analysis.xls]trip generation

Appendix E Intersection Volume Worksheets

# SR 54 at SR 74 AM PEAK HOUR

	SR 74			SR 74			SR 54			SR 54		
	N	orthboun	d	s	outhboun	d	1	Eastbound	1	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	407	626	90	94	727	366	640	906	479	182	661	117
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	3%	4%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.89			0.79			0.97			0.95	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	411	632	91	95	734	370	646	915	484	184	668	118
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	441	678	98	102	787	397	693	981	519	197	716	127
Project Trips												
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Residential Trips	0	0	5	4	0	0	0	9	0	18	29	12
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Hotel Trips	0	0	1	1	0	0	0	2	0	0	0	0
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Office Trips	0	0	22	14	0	0	0	36	0	3	4	2
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Retail Trips	0	0	1	1	0	0	0	2	0	1	1	1
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Warehousing/Institutional Trips	0	0	17	11	0	0	0	28	0	4	7	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	46	31	0	0	0	77	0	26	41	18
2022 Buildout Total	441	678	144	133	787	397	693	1,058	519	223	757	145

# PM PEAK HOUR

	SR 74				SR 74			SR 54			SR 54	
	N	Northbound			outhboun	d		Eastbound	1	3	Westbound	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	575	919	141	154	866	434	601	879	414	105	1,002	92
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.86			0.94			0.88	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	581	928	142	156	875	438	607	888	418	106	1012	93
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	623	995	152	167	938	470	651	952	448	114	1,085	100
Project Trips												
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Residential Trips	0	0	16	11	0	0	0	27	0	9	16	6
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Hotel Trips	0	0	1	1	0	0	0	1	0	1	2	1
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Office Trips	0	0	4	3	0	0	0	7	0	20	34	14
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Retail Trips	0	0	4	3	0	0	0	7	0	4	6	3
Trip Distribution IN			3%	2%				5%				
Trip Distribution OUT										3%	5%	2%
Warehousing/Institutional Trips	0	0	6	4	0	0	0	11	0	12	19	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	31	22	0	0	0	53	0	46	77	32
2022 Buildout Total	623	995	183	189	938	470	651	1,005	448	160	1,162	132

5/12/2015 8:45

#### SR 54 at Ebenezer Road/Brittany Way AM PEAK HOUR

	Ebenezer Road			В	rittany Wa	ıy		SR 54			SR 54	
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	V	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	35	1	199	14	1	8	4	919	16	97	1,006	5
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.72			0.95			0.93	
Adjustment												
Adjusted 2015 Volumes	35	1	199	14	1	8	4	919	16	97	1006	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	38	1	213	15	1	9	4	985	17	104	1,079	5
											-	
Project Trips												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Residential Trips	0	0	7	0	0	0	0	18	0	23	59	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Hotel Trips	0	0	2	0	0	0	0	5	0	0	1	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Office Trips	0	0	29	0	0	0	0	72	0	3	8	0
1												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Retail Trips	0	0	2	0	0	0	0	4	0	1	3	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Warehousing/Institutional Trips	0	0	22	0	0	0	0	55	0	6	14	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	62	0	0	0	0	154	0	33	85	0
2022 Buildout Total	38	1	275	15	1	9	4	1,139	17	137	1,164	5

	Ebenezer Road			В	rittany Wa	iy		SR 54			SR 54	
	N	orthboun	d	s	outhboun	d	]	Eastbound	i	V	Vestboun	đ
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	25	2	113	6	0	11	13	1,188	38	219	1,159	21
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.71			0.82			0.94	
Adjustment												
Adjusted 2015 Volumes	25	2	113	6	0	11	13	1188	38	219	1159	21
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	27	2	121	6	0	12	14	1,274	41	235	1,243	23
Project Trips												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Residential Trips	0	0	22	0	0	0	0	54	0	13	32	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Hotel Trips	0	0	1	0	0	0	0	3	0	2	4	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Office Trips	0	0	5	0	0	0	0	13	0	27	68	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Retail Trips	0	0	6	0	0	0	0	14	0	5	13	0
•												
Trip Distribution IN			4%					10%				
Trip Distribution OUT										4%	10%	
Warehousing/Institutional Trips	0	0	9	0	0	0	0	21	0	15	38	0
- •												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* *												
Total Project Trips	0	0	43	0	0	0	0	105	0	62	155	0
× •												
2022 Buildout Total	27	2	164	6	0	12	14	1,379	41	297	1,398	23
k:\atl_tpto\018972000 pinewood atlanta studios dri traffic stud	y, fayetteville, a	lec. 2014\anal	rsis\[pinewood	_analysis.xls]ii	nt #2						5/12/20	15 8:45

### SR 54 at Tyrone Road AM PEAK HOUR

	Tyrone Road			Т	yrone Roa	d		SR 54			SR 54	
	N	orthboun	d	<u>S</u>	outhboun	d	]	Eastbound	<u>1</u>	7	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	0	0	404	0	48	33	968	0	4	850	200
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.00			0.91			0.92			0.84	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	0	0	408	0	48	33	978	0	4	859	202
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	437	0	51	35	1,049	0	4	921	217
Project Tring												
Trip Distribution IN				20/				1.40/				
Trip Distribution OUT				2.70				1470			1.40/	20/
Pasidential Tring	0	0	0	4	0	0	0	25	0	0	1470	270
Residential Trips	0	0	0	4	0	0	0	23	0	0	82	12
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Hotel Trips	0	0	0	1	0	0	0	7	0	0	1	0
Trip Distribution IN				2%				1/1%				
Trip Distribution OUT				270				1470			1/1%	2%
Office Trips	0	0	0	14	0	0	0	101	0	0	147/0	270
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Retail Trips	0	0	0	1	0	0	0	6	0	0	4	1
Trip Distribution IN				2%				14%				
Trip Distribution OUT				_70				2.776			14%	2%
Warehousing/Institutional Trips	0	0	0	11	0	0	0	77	0	0	19	3
The cloubing instructorial Trips	0	5			5		5			5	.,	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	31	0	0	0	216	0	0	118	18
roun roject mps	U	0	U	51	v	U	U	210	U	v	110	10
2022 Buildout Total	0	0	0	468	0	51	35	1,265	0	4	1,039	235

	Tyrone Road			Т	yrone Roa	d		SR 54			SR 54	
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	0	0	286	0	29	30	1,073	0	5	1,104	337
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor		0.00			0.95			0.85			0.90	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	0	0	289	0	29	30	1084	0	5	1115	340
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	310	0	31	32	1,162	0	5	1,195	365
Project Trips												
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Residential Trips	0	0	0	11	0	0	0	75	0	0	44	6
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Hotel Trips	0	0	0	1	0	0	0	4	0	0	5	1
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Office Trips	0	0	0	3	0	0	0	18	0	0	95	14
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Retail Trips	0	0	0	3	0	0	0	20	0	0	18	3
Trip Distribution IN				2%				14%				
Trip Distribution OUT											14%	2%
Warehousing/Institutional Trips	0	0	0	4	0	0	0	30	0	0	54	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
· ·												
Total Project Trips	0	0	0	22	0	0	0	147	0	0	216	32
2022 Buildout Total	0	0	0	332	0	31	32	1,309	0	5	1,411	397
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# SR 54 at Veterans Pkwy/Lester Rd AM PEAK HOUR

	Lester Road			Vet	erans Park	way		SR 54			SR 54	
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	<u>v</u>	Vestboun	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	179	133	244	12	55	38	91	1,079	113	210	830	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.71			0.91			0.89	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	181	134	246	12	56	38	92	1090	114	212	838	10
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	194	144	264	13	60	41	99	1,169	122	227	898	11
Project Trips												
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Residential Trips	0	7	0	12	23	94	28	0	0	0	0	4
T												
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Hotel Trips	0	2	0	0	0	1	8	0	0	0	0	1
T.												
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Office Trips	0	29	0	2	3	13	115	0	0	0	0	14
•												
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Retail Trips	0	2	0	1	1	5	7	0	0	0	0	1
•												
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Warehousing/Institutional Trips	0	22	0	3	6	22	88	0	0	0	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Total Project Trips	0	62	0	18	33	135	246	0	0	0	0	31
-												
2022 Buildout Total	194	206	264	31	93	176	345	1,169	122	227	898	42

	Lester Road			Vet	erans Park	way		SR 54			SR 54	
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	126	35	160	7	76	47	65	1,180	103	129	1,262	21
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	29%	2%	2%	2%	2%	2%	2%	2%	5%
Peak Hour Factor		0.83			0.79			0.92			0.91	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	127	35	162	7	77	47	66	1192	104	130	1275	21
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	136	38	174	8	83	50	71	1,278	112	139	1,367	23
Project Trips												
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Residential Trips	0	22	0	6	13	50	86	0	0	0	0	11
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Hotel Trips	0	1	0	1	2	6	5	0	0	0	0	1
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Office Trips	0	5	0	14	27	109	21	0	0	0	0	3
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Retail Trips	0	6	0	3	5	20	23	0	0	0	0	3
Trip Distribution IN		4%					16%					2%
Trip Distribution OUT				2%	4%	16%						
Warehousing/Institutional Trips	0	9	0	8	15	61	34	0	0	0	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	43	0	32	62	246	169	0	0	0	0	22
2022 Buildout Total	136	81	174	40	145	296	240	1,278	112	139	1,367	45
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#### SR 54 at S Sandy Creek Road/Old Norton Road AM PEAK HOUR

	Old Norton Road			S Sar	ndy Creek	Road		SR 54			SR 54	
	N	orthboun	d	s	outhboun	d	]	Eastbound	1	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	21	14	35	141	7	33	16	1,158	14	51	1,339	157
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.70			0.81			0.85			0.88	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	21	14	35	142	7	33	16	1170	14	52	1352	159
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	23	15	38	152	8	35	17	1,254	15	56	1,450	170
Project Trips												
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Residential Trips	0	4	0	111	12	18	5	0	0	0	0	34
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Hotel Trips	0	1	0	2	0	0	1	0	0	0	0	9
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Office Trips	0	14	0	16	2	3	22	0	0	0	0	137
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Retail Trips	0	1	0	6	1	1	1	0	0	0	0	8
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Warehousing/Institutional Trips	0	11	0	26	3	4	17	0	0	0	0	105
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	31	0	161	18	26	46	0	0	0	0	293
2022 Buildout Total	23	46	38	313	26	61	63	1,254	15	56	1,450	463

	Old Norton Road			S Sa	ndy Creek	Road		SR 54			SR 54	
	N	orthboun	d	S	outhboun	d		Eastbound	<u> </u>	1	Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	22	10	28	171	11	19	19	1,484	16	66	1,231	96
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.79			0.95			0.86			0.93	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	22	10	28	173	11	19	19	1499	16	67	1243	97
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	24	11	30	185	12	20	20	1,607	17	72	1,333	104
<u> </u>												
Project Trips												
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Residential Trips	0	11	0	60	6	9	16	0	0	0	0	102
<b>₽</b>												
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Hotel Trips	0	1	0	7	1	1	1	0	0	0	0	6
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Office Trips	0	3	0	129	14	20	4	0	0	0	0	25
· · · · ·												
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Retail Trips	0	3	0	24	3	4	4	0	0	0	0	27
			, i i i i i i i i i i i i i i i i i i i					÷				
Trip Distribution IN		2%					3%					19%
Trip Distribution OUT				19%	2%	3%						
Warehousing/Institutional Trips	0	4	0	73	8	12	6	0	0	0	0	40
		<u> </u>						~	e.			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
1 000 09 11100	0	0	Ū	0	0	0	Ū	Ŭ	0	Ū	Ū	0
Total Project Trips	0	22	0	293	32	46	31	0	0	0	0	200
			0	275		10		Ŭ	2			200
2022 Buildout Total	24	33	30	478	44	66	51	1.607	17	72	1.333	304
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# SR 54 at Ginger Cake Road/Burch Road AM PEAK HOUR

	Burch Road			Gin	ger Cake F	load		SR 54			SR 54	
	N	orthboun	d	s	outhboun	d	]	Eastbound	I	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	19	17	19	117	6	219	207	1,154	20	25	1,347	73
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.60			0.82			0.89			0.91	
Adjustment												
Adjusted 2015 Volumes	19	17	19	117	6	219	207	1154	20	25	1347	73
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	20	18	20	125	6	235	222	1,237	21	27	1,444	78
Project Trips												
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Residential Trips	0	0	0	0	0	0	0	111	0	0	34	0
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Hotel Trips	0	0	0	0	0	0	0	2	0	0	9	0
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Office Trips	0	0	0	0	0	0	0	16	0	0	137	0
•												
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Retail Trips	0	0	0	0	0	0	0	6	0	0	8	0
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Warehousing/Institutional Trips	0	0	0	0	0	0	0	26	0	0	105	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	161	0	0	293	0
2022 Buildout Total	20	18	20	125	6	235	222	1,398	21	27	1,737	78

	Burch Road			Gin	ger Cake F	Road		SR 54			SR 54	
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	12	7	23	174	13	253	250	1,439	11	36	1,168	95
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.81			0.89			0.91			0.90	
Adjustment												
Adjusted 2015 Volumes	12	7	23	174	13	253	250	1439	11	36	1168	95
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	13	8	25	187	14	271	268	1,543	12	39	1,252	102
Project Trips												
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Residential Trips	0	0	0	0	0	0	0	60	0	0	102	0
•												
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Hotel Trips	0	0	0	0	0	0	0	7	0	0	6	0
•												
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Office Trips	0	0	0	0	0	0	0	129	0	0	25	0
•												
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Retail Trips	0	0	0	0	0	0	0	24	0	0	27	0
Trip Distribution IN											19%	
Trip Distribution OUT								19%				
Warehousing/Institutional Trips	0	0	0	0	0	0	0	73	0	0	40	0
- •												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* *												
Total Project Trips	0	0	0	0	0	0	0	293	0	0	200	0
· ·												
2022 Buildout Total	13	8	25	187	14	271	268	1,836	12	39	1,452	102
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#### SR 54 Eastbound at SR 92/SR 85 AM PEAK HOUR

	SR 85/SR 92			S	R 85/SR 9	92		SR 54				
	N	Northbour	d	S	outhboun	nd		Eastbound	1	3	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	999	129	81	566	0	374	495	60	0	0	0
Pedestrians												
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%
Peak Hour Factor		0.96			0.91			0.96				
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	1009	130	82	572	0	378	500	61	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	1,082	139	88	613	0	405	536	65	0	0	0
Decelerat Testera												
Project 1 rips	-	20/										
Trip Distribution OUT	-	270					70/	1.00/	20/			
Pasidential Tring	0	4	0	0	0	0	/%	10%	2%	0	0	0
Residential Trips	0	4	0	0	0	0	41	39	12	0	0	0
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Hotel Trips	0	1	0	0	0	0	1	1	0	0	0	0
Trip Distribution IN	-	204										
Trip Distribution OUT		2 70					704	1.0%	204			
Office Trips	0	14	0	0	0	0	6	8	270	0	0	0
	0		0	0	0	0	0	0	-	0	Ŭ	0
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Retail Trips	0	1	0	0	0	0	2	3	1	0	0	0
I rip Distribution IN		2%		l						l		
Trip Distribution OUT							7%	10%	2%			
warehousing/Institutional Trips	0	11	0	0	0	0	10	14	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Designt Trips	0	21	0	0	0	0	60	05	10	0	0	0
Total Project Trips	U	51	U	0	U	U	00	85	18	0	U	U
2022 Buildout Total	0	1,113	139	88	613	0	465	621	83	0	0	0

	SR 85/SR 92			S	R 85/SR 9	02		SR 54				
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	773	150	131	1,273	0	470	717	54	0	0	0
Pedestrians												
Conflicting Pedestrians	1		2	2		1	0		4	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.94			0.91			0.00	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	781	152	132	1286	0	475	724	55	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	837	163	142	1,379	0	509	776	59	0	0	0
Project Trips												
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Residential Trips	0	11	0	0	0	0	22	32	6	0	0	0
•												
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Hotel Trips	0	1	0	0	0	0	3	4	1	0	0	0
•												
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Office Trips	0	3	0	0	0	0	48	68	14	0	0	0
•												
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Retail Trips	0	3	0	0	0	0	9	13	3	0	0	0
•												
Trip Distribution IN		2%										
Trip Distribution OUT							7%	10%	2%			
Warehousing/Institutional Trips	0	4	0	0	0	0	27	38	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	0	0	0	0	109	155	32	0	0	0
2 1		ĺ										
2022 Buildout Total	0	859	163	142	1,379	0	618	931	91	0	0	0
k:\atl_tpto\018972000 pinewood atlanta studios dri traffic stu	ly, fayetteville,	dec. 2014\anal	ysis\[pinewood	_analysis.xls]i	nt #7		•				5/12/20	15 8:45

#### SR 54 Westbound at SR 92/SR 85 AM PEAK HOUR

	S	R 92/SR 8	35	S	R 92/SR 8	35				SR	54 Westbo	ound
	N	Northboun	d	s	outhboun	d	1	Eastbound	đ	,	Vestboun	d
Description	Left	Through	Right									
Observed 2014 Traffic Volumes	89	1,344	0	0	490	403				125	844	115
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.98			r			0.83	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	90	1357	0	0	495	407	0	0	0	126	852	116
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	96	1,455	0	0	531	436	0	0	0	135	913	124
Project Trips												
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT		7%										
Residential Trips	4	41	0	0	0	12	0	0	0	0	18	0
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT		7%										
Hotel Trips	1	1	0	0	0	3	0	0	0	0	5	0
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT	270	7%				170					1070	
Office Trips	14	6	0	0	0	50	0	0	0	0	72	0
Tria Distribution IN	20/					70/					1.00/	
Trip Distribution OUT	270	70/				/ 70					10%	
Retail Trips	1	2	0	0	0	3	0	0	0	0	4	0
Trip Distribution IN	2%	_				.7%					10%	
Trip Distribution OUT		7%						-				
Warehousing/Institutional Trips	11	10	0	0	0	39	0	0	0	0	55	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	31	60	0	0	0	107	0	0	0	0	154	0
2022 Buildout Total	127	1,515	0	0	531	543	0	0	0	135	1,067	124

	S	SR 92/SR 85			R 92/SR 8	5				SR	54 Westbo	und
	N	orthboun	d	S	outhboun	d		Eastbound	1	, second s	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	68	1,152	0	0	1,235	365	0	0	0	197	566	108
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.00			0.96	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	69	1164	0	0	1247	369	0	0	0	199	572	109
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	74	1,248	0	0	1,337	396	0	0	0	213	613	117
<u> </u>												
Project Trips												
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT		7%										
Residential Trips	11	22	0	0	0	38	0	0	0	0	54	0
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT		7%										
Hotel Trips	1	3	0	0	0	2	0	0	0	0	3	0
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT	- / -	7%										
Office Trips	3	48	0	0	0	9	0	0	0	0	13	0
						-						
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT	- / -	7%										
Retail Trips	3	9	0	0	0	10	0	0	0	0	14	0
		<u>^</u>					÷					,
Trip Distribution IN	2%					7%					10%	
Trip Distribution OUT	270	7%				. 70					2.576	
Warehousing/Institutional Trips	4	27	0	0	0	15	0	0	0	0	21	0
	+ -	2.		, v				Ŭ	~			
Pass-By Trins	0	0	0	0	0	0	0	0	0	0	0	0
100 23 11ps		0	0	0	0	v		0	v	0	0	0
Total Project Trips	22	109	0	0	0	74	0	0	0	0	105	0
roun roject mps		107	0	0	0	74		0	v	0	105	v
2022 Buildout Total	96	1.357	0	0	1.337	470	0	0	0	213	718	117
k/atl_tata/018972000_ninewood_atlanta_studiodoi.teeffio-	etudy fevettevill-	dac 2014 anal	crir)/ninewood	analyzir el-1	nt #8		. <u> </u>	. <u> </u>	×	2.0	<i></i>	

#### Veterans Parkway at S Sandy Creek Road AM PEAK HOUR

	Vet	erans Park	way	Vet	erans Park	way				S Sa	ndy Creek	Road
-	<u>N</u>	orthboun	<u>d</u>	<u>s</u>	outhboun	<u>d</u>	1	Eastbound	1	7	Vestboun	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	218	9	201	103	0	0	0	0	3	0	120
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.85			0.88			0.85	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	220	9	203	104	0	0	0	0	3	0	121
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	236	10	218	112	0	0	0	0	3	0	130
Project Trips	-											
Trip Distribution IN		19%			4%					3%		21%
Trip Distribution OUT		4%	3%	21%	19%							
Residential Trips	0	57	18	123	118	0	0	0	0	5	0	37
Trip Distribution IN	+	22%										24%
Trip Distribution OUT				24%	22%							
Hotel Trips	0	10	0	2	2	0	0	0	0	0	0	11
This Distribution IN	_	210/			40/					20/		2204
The Distribution IN		21%	20/	220/	4%					2%		22%
Office Trips	0	154	270	18	47	0	0	0	0	14	0	158
Trip Distribution IN		18%			8%					4%		20%
Trip Distribution OUT		8%	4%	20%	18%							
Retail Trips	0	10	1	6	8	0	0	0	0	2	0	8
Trip Distribution IN	+	15%			17%					8%		16%
Trip Distribution OUT		17%	8%	16%	15%							
Warehousing/Institutional Trips	0	107	11	22	115	0	0	0	0	44	0	88
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
····· / ····												
Total Project Trips	0	338	32	171	290	0	0	0	0	65	0	302
2022 Buildout Total	0	574	42	389	402	0	0	0	0	68	0	432

	Veterans Parkway			Vet	erans Park	way				S Sa	ndy Creek	Road
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	108	3	104	125	0	0	0	0	1	0	177
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.79			0.85			0.88			0.95	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	109	3	105	126	0	0	0	0	1	0	179
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	117	3	113	135	0	0	0	0	1	0	192
<u>v</u>												
Project Trips												
Trip Distribution IN		19%			4%					3%		21%
Trip Distribution OUT		4%	3%	21%	19%							
Residential Trips	0	115	9	66	82	0	0	0	0	16	0	113
· · · · · · · · · · · · · · · · · · ·												
Trip Distribution IN		22%										24%
Trip Distribution OUT				24%	22%							
Hotel Trips	0	6	0	9	9	0	0	0	0	0	0	7
•												
Trip Distribution IN		21%			4%					2%		22%
Trip Distribution OUT		4%	2%	22%	21%							
Office Trips	0	54	14	150	148	0	0	0	0	3	0	29
Trip Distribution IN		18%			8%					4%		20%
Trip Distribution OUT		8%	4%	20%	18%							
Retail Trips	0	36	5	26	34	0	0	0	0	6	0	29
T												
Trip Distribution IN		15%			17%					8%		16%
Trip Distribution OUT		17%	8%	16%	15%							
Warehousing/Institutional Trips	0	97	31	61	94	0	0	0	0	17	0	34
6												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
		5	5	9	-	2		5	2	5		3
Total Project Trips	0	308	59	312	367	0	0	0	0	42	0	212
		2.50	- /		2.51	2		5	2			
2022 Buildout Total	0	425	62	425	502	0	0	0	0	43	0	404
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#### Veterans Parkway at Hood Road / Driveway 7 AM PEAK HOUR

	Veterans Parkway			Vet	erans Park	way	]	Driveway 7	7	]	Hood Road	1
	N	orthbour	d	s	outhbour	d	1	Eastbound	ł		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•								U U			U U	U.
Observed 2014 Traffic Volumes	0	335	1	1	306	0	0	0	0	2	0	5
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.91			0.88			0.58	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	338	1	1	309	0	0	0	0	2	0	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	362	1	1	331	0	0	0	0	2	0	5
Project Trips												
Trip Distribution IN		25%	15%	1%	4%							
Trip Distribution OUT		4%			25%					15%		1%
Residential Trips	0	67	27	2	153	0	0	0	0	88	0	6
Trip Distribution IN		46%										
Trip Distribution OUT					46%							
Hotel Trips	0	22	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN	5%	38%			4%	2%						
Trip Distribution OUT		4%			38%		2%		5%			
Office Trips	36	277	0	0	61	14	2	0	4	0	0	0
Trip Distribution IN		30%	8%	2%	8%							
Trip Distribution OUT		8%			30%					8%		2%
Retail Trips	0	15	3	1	12	0	0	0	0	2	0	1
Trip Distribution IN	7%	24%			17%	6%						
Trip Distribution OUT		17%			24%		6%		7%			
Warehousing/Institutional Trips	39	156	0	0	127	33	8	0	10	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	75	537	30	3	357	47	10	0	14	90	0	7
2022 Buildout Total	75	899	31	4	688	47	10	0	14	92	0	12

	Veterans Parkway			Vet	erans Park	way		Driveway 7	7		Hood Road	1
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Westbound	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	279	5	1	232	0	0	0	0	0	0	4
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.89			0.87			0.88			0.33	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	282	5	1	234	0	0	0	0	0	0	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	302	5	1	251	0	0	0	0	0	0	4
Project Trips												
Trip Distribution IN		25%	15%	1%	4%							
Trip Distribution OUT		4%			25%					15%		1%
Residential Trips	0	148	81	5	101	0	0	0	0	47	0	3
•												
Trip Distribution IN		46%										
Trip Distribution OUT					46%							
Hotel Trips	0	13	0	0	18	0	0	0	0	0	0	0
•												
Trip Distribution IN	5%	38%			4%	2%						
Trip Distribution OUT		4%			38%		2%		5%			
Office Trips	7	76	0	0	264	3	14	0	34	0	0	0
•												
Trip Distribution IN		30%	8%	2%	8%							
Trip Distribution OUT		8%			30%					8%		2%
Retail Trips	0	53	11	3	49	0	0	0	0	10	0	3
*												
Trip Distribution IN	7%	24%			17%	6%						
Trip Distribution OUT		17%			24%		6%		7%			
Warehousing/Institutional Trips	15	116	0	0	128	13	23	0	27	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
r f												
Total Project Trips	22	406	92	8	560	16	37	0	61	57	0	6
and Second De												
2022 Buildout Total	22	708	97	9	811	16	37	0	61	57	0	10
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# Veterans Parkway at Sandy Creek Road / Driveway 10 AM PEAK HOUR

	Vet	erans Park	way	Vet	erans Park	way	San	dy Creek F	Road	Γ	Driveway 1	0
	N	orthboun	d	<u>S</u>	outhboun	d	]	Eastbound	<u>1</u>	7	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	219	120	0	0	101	8	2	0	211	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.78			0.83			0.88	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	221	121	0	0	102	8	2	0	213	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	237	130	0	0	109	9	2	0	228	0	0	0
Project Trips												
Trip Distribution IN			10%	10%	5%			28%	11%			
Trip Distribution OUT	11%	5%								10%	28%	10%
Residential Trips	64	29	18	18	9	0	0	50	19	59	164	59
					-							
Trip Distribution IN			15%	13%	2%			26%	13%			
Trip Distribution OUT	13%	2%								23%	26%	13%
Hotel Trips	1	0	7	6	1	0	0	12	6	2	2	1
Tain Distribution IN	160/	40/	50/	10/	60/	70/	20/	40/	1.20/			
Trip Distribution IN	10%	4%	3%	1%	0%	7%	2%	4%	15%	50/	40/	1.0/
Office Tries	1370	770	26	7	470	270	370	20	1070	370	470	1 70
Office Thps	120	33	30	/	40	52	18	29	107	4	3	1
Trip Distribution IN			12%	5%	10%			14%	25%			
Trip Distribution OUT	25%	10%								12%	14%	5%
Retail Trips	7	3	5	2	4	0	0	6	11	3	4	1
Trip Distribution IN	13%	3%			8%	5%	2%		22%			
Trip Distribution OUT	22%	8%			3%	2%	5%		13%			
Warehousing/Institutional Trips	103	28	0	0	48	31	18	0	139	0	0	0
	105	20			10	2.	10					9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	301	95	66	33	108	83	36	97	282	68	173	62
2022 Buildout Total	538	225	66	33	217	92	38	97	510	68	173	62

### PM PEAK HOUR

	Veterans Parkway			Vet	erans Park	way	San	dy Creek R	load	Ι	Driveway 1	0
	N	orthboun	d	<u>S</u>	outhboun	d	]	Eastbound	1	y	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	199	82	0	0	68	10	9	0	157	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.78			0.85			0.88	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	201	83	0	0	69	10	9	0	159	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	215	89	0	0	74	11	10	0	170	0	0	0
Project Trips												
Trip Distribution IN			10%	10%	5%			28%	11%			
Trip Distribution OUT	11%	5%								10%	28%	10%
Residential Trips	35	16	54	54	27	0	0	151	59	32	88	32
Trip Distribution IN			15%	13%	2%			26%	13%			
Trip Distribution OUT	13%	2%								23%	26%	13%
Hotel Trips	5	1	4	4	1	0	0	8	4	9	10	5
Trip Distribution IN	16%	4%	5%	1%	6%	7%	2%	4%	13%			
Trip Distribution OUT	13%	7%			4%	2%	5%		16%	5%	4%	1%
Office Trips	110	53	7	1	35	23	37	5	126	34	27	7
Trip Distribution IN			12%	5%	10%			14%	25%			
Trip Distribution OUT	25%	10%								12%	14%	5%
Retail Trips	32	13	17	7	14	0	0	20	36	15	18	6
Trip Distribution IN	13%	3%			8%	5%	2%		22%			
Trip Distribution OUT	22%	8%			3%	2%	5%		13%			
Warehousing/Institutional Trips	112	37	0	0	29	19	23	0	97	0	0	0
Pass-By Trips	-7	-4	6	4	-4	0	0	8	-8	10	7	4
Total Project Trips	287	116	88	70	102	42	60	192	314	100	150	54
2022 Buildout Total	502	205	88	70	176	53	70	192	484	100	150	54

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# Sandy Creek Road at Eastin Road AM PEAK HOUR

				H	Eastin Roa	d	San	dy Creek F	Road	San	dy Creek F	load
	<u>N</u>	orthboun	d	<u>s</u>	outhboun	d	1	Eastbound	<u>1</u>	1	Vestboun	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes				12	0	76	39	288			265	13
Pedestrians		1	1									
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor					0.92			0.84			0.74	
Adjustment												
Adjusted 2015 Volumes	0	0	0	12	0	76	39	288	0	0	265	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	13	0	81	42	309	0	0	284	14
Project Tring												
Trip Distribution IN				1.04				2804				
Trip Distribution OUT				1 70				3670			2804	1.04
Pasidential Tring	0	0	0	2	0	0	0	67	0	0	2070	6
Residential Trips	0	0	0	2	0	0	0	07	0	0	222	0
Trip Distribution IN				1%				38%				
Trip Distribution OUT											38%	1%
Hotel Trips	0	0	0	0	0	0	0	18	0	0	3	0
Trin Distribution IN				1%				38%				
Trip Distribution OUT				170				5070			38%	1%
Office Trips	0	0	0	7	0	0	0	274	0	0	32	1
Trip Distribution IN				1%				38%				
Trip Distribution OUT											38%	1%
Retail Trips	0	0	0	0	0	0	0	16	0	0	11	0
Trip Distribution IN				1%				38%				
Trip Distribution OUT											38%	1%
Warehousing/Institutional Trips	0	0	0	6	0	0	0	209	0	0	53	1
Pase-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
1 uso-15 y 111ps	0	0	U	U	v	U	U	U	U	U	U	U
Total Project Trips	0	0	0	15	0	0	0	584	0	0	321	8
2022 Buildout Total	0	0	0	28	0	81	42	893	0	0	605	22

# PM PEAK HOUR

				1	Eastin Road	đ	Sar	dy Creek R	.oad	San	dy Creek R	load
	N	orthboun	d	S	outhboun	<u>d</u>		Eastbound	<u>l</u>	1	Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes				19	0	46	66	298	0	0	293	21
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor					0.71			0.82			0.78	
Adjustment												
Adjusted 2015 Volumes	0	0	0	19	0	46	66	298	0	0	293	21
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	20	0	49	71	319	0	0	314	23
Project Trips												
Trip Distribution IN				1%				38%				
Trip Distribution OUT											38%	1%
Residential Trips	0	0	0	5	0	0	0	204	0	0	120	3
residential rups	Ŭ	Ŭ	0		Ŭ	0	0	201	0	0	120	5
Trip Distribution IN				1%				38%				
Trip Distribution OUT											38%	1%
Hotel Trips	0	0	0	0	0	0	0	11	0	0	15	0
Trip Distribution IN				194				2804				
Trip Distribution OUT				1 70				3070			2804	104
Office Tring	0	0	0	1	0	0	0	40	0	0	250	1 /0
Onice mps	0	0	0	1	0	0	0	49	0	0	239	/
Trip Distribution IN				1%				38%				
Trip Distribution OUT											38%	1%
Retail Trips	0	0	0	1	0	0	0	54	0	0	49	1
Taia Distribution IN				1.0/				280/				
The Distribution OUT				1 70				3670			200/	1.0/
The Distribution OUT	0	0	0	2	0	0	0	01	0	0	38%	1%
warenousing/institutional Trips	0	0	0	2	0	0	0	81	0	0	140	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
	-											
Total Project Trips	0	0	0	9	0	0	0	399	0	0	589	15
2022 Buildout Total	0	0	0	29	0	49	71	718	0	0	903	38
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# Sandy Creek Road at Lees Mill Road AM PEAK HOUR

				Le	es Mill Ro	ad	San	dy Creek F	Road	San	dy Creek F	load
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	<u>v</u>	Vestboun	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes				2	0	186	114	272	0	0	287	2
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor		-			0.87	-		0.85	-		0.87	
Adjustment												
Adjusted 2015 Volumes	0	0	0	2	0	186	114	272	0	0	287	2
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	2	0	199	122	292	0	0	308	2
Project Trips												
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Residential Trips	0	0	0	4	0	0	0	64	0	0	211	12
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Hotel Trips	0	0	0	1	0	0	0	17	0	0	3	0
Trip Distribution IN				204				26%				
Trip Distribution OUT				2 70				50%			260/	20/
Office Trine	0	0	0	1.4	0	0	0	250	0	0	20	270
Onice Trips	0	0	0	14	0	0	0	239	0	0	50	2
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Retail Trips	0	0	0	1	0	0	0	15	0	0	10	1
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Warehousing/Institutional Trips	0	0	0	11	0	0	0	198	0	0	50	3
<i>a</i>												-
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	31	0	0	0	553	0	0	304	18
2022 Buildout Total	0	0	0	33	0	199	122	845	0	0	612	20

# PM PEAK HOUR

				Le	es Mill Ro	ad	San	dy Creek R	load	San	dy Creek R	load
	N	orthboun	<u>d</u>	S	outhboun	<u>d</u>	1	Eastbound	1	1	Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes				79	0	91	77	159	0	0	197	30
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor					0.85			0.62			0.62	
Adjustment												
Adjusted 2015 Volumes	0	0	0	79	0	91	77	159	0	0	197	30
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	85	0	98	83	170	0	0	211	32
Project Trips												
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Residential Trips	0	0	0	11	0	0	0	194	0	0	113	6
•												
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Hotel Trips	0	0	0	1	0	0	0	10	0	0	14	1
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Office Trips	0	0	0	3	0	0	0	47	0	0	245	14
Trip Distribution IN				2%				36%				
Trip Distribution OUT				270				5070			36%	2%
Retail Trips	0	0	0	3	0	0	0	51	0	0	46	3
Ketani Trips	0	0	0	5	0	0	0	51	0	0	40	5
Trip Distribution IN				2%				36%				
Trip Distribution OUT											36%	2%
Warehousing/Institutional Trips	0	0	0	4	0	0	0	77	0	0	138	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	22	0	0	0	379	0	0	556	32
2022 Buildout Total	0	0	0	107	0	98	83	549	0	0	767	64
	· ·		×					2.0		~		<b>.</b>

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# SR 74 at Sandy Creek Road AM PEAK HOUR

	SR 74 Northbound				SR 74		San	dy Creek F	Road	San	dy Creek F	load
	N	orthboun	d	<u>s</u>	outhboun	d	1	Eastbound	1	7	Vestboun	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	10	1.593	33	206	1.187	13	17	0	19	12	0	258
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.82			0.83			0.69			0.95	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	10	1609	33	208	1199	13	17	0	19	12	0	261
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	11	1,725	35	223	1,285	14	18	0	20	13	0	280
Project Trips												
Trip Distribution IN			3%	31%								
Trip Distribution OUT										3%		31%
Residential Trips	0	0	5	55	0	0	0	0	0	18	0	181
•												
Trip Distribution IN			3%	31%								
Trip Distribution OUT										3%		31%
Hotel Trips	0	0	1	15	0	0	0	0	0	0	0	2
This Distribution IN			20/	210/								
Trip Distribution IN			.5%	51%						20/		210/
	0	0	22	222	0	0	0	0	0	3%	0	31%
Office Trips	0	0	22	223	0	0	0	0	0	3	0	26
Trip Distribution IN			3%	31%								
Trip Distribution OUT										3%		31%
Retail Trips	0	0	1	13	0	0	0	0	0	1	0	9
Trip Distribution IN			3%	31%								
Trip Distribution OUT										3%		31%
Warehousing/Institutional Trips	0	0	17	171	0	0	0	0	0	4	0	43
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trins	0	0	46	477	0	0	0	0	0	26	0	261
roun rojou rups	U	0	40	4//	v	U	U	U	U	20	v	201
2022 Buildout Total	11	1,725	81	700	1,285	14	18	0	20	39	0	541

### PM PEAK HOUR

	SR 74				SR 74		San	dy Creek F	Road	San	dy Creek F	load
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westboun	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	21	1,158	36	262	1,772	12	11	4	20	14	2	171
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%
Peak Hour Factor		0.95			0.97			0.80			0.81	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	21	1170	36	265	1790	12	11	4	20	14	2	173
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	23	1,254	39	284	1,919	13	12	4	21	15	2	185
Project Trips												
Trip Distribution IN			3%	31%								
Trip Distribution OUT										3%		31%
Residential Trips	0	0	16	167	0	0	0	0	0	9	0	98
Trip Distribution IN			3%	31%						_		
Trip Distribution OUT										3%		31%
Hotel Trips	0	0	1	9	0	0	0	0	0	1	0	12
Trip Distribution IN			3%	31%						201		2100
Trip Distribution OUT										3%		31%
Office Trips	0	0	4	40	0	0	0	0	0	20	0	211
Trip Distribution IN			3%	31%								
Trip Distribution OUT			570	5170						3%		31%
Retail Trips	0	0	4	44	0	0	0	0	0	4	0	40
	0	ÿ			0	0	0	0	0		0	10
Trip Distribution IN			3%	31%								
Trip Distribution OUT										3%		31%
Warehousing/Institutional Trips	0	0	6	66	0	0	0	0	0	12	0	119
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
· ·												
Total Project Trips	0	0	31	326	0	0	0	0	0	46	0	480
2022 Buildout Total	23	1,254	70	610	1,919	13	12	4	21	61	2	665

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#### SR 74 at I-85 Northbound Ramps AM PEAK HOUR

Description	Left N	orthboun										
Description	Left		d	S	outhboun	d	1	Eastbound	1	<u>v</u>	Vestboun	d
	Leit	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	0	482	1,833	358	1,377	0	128	0	222	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	10%	2%	17%	6%	2%	2%	2%	4%	2%	2%	2%
Peak Hour Factor		0.93			0.95			0.87			0.00	
Adjustment												
Adjusted 2015 Volumes	0	482	1833	358	1377	0	128	0	222	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	517	1,965	384	1,476	0	137	0	238	0	0	0
Project Trins												
Frin Distribution IN					26%				504			
Frip Distribution OUT		6%	25%		2070				570			
Pasidential Tring	0	25	146	0	46	0	0	0	0	0	0	0
xesidentiai Trips	0	55	140	0	40	0	0	0	,	0	0	0
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Hotel Trips	0	0	2	0	12	0	0	0	2	0	0	0
Frin Distribution IN	-				26%				5%			
Frip Distribution OUT		6%	25%		2070				570			
Office Trips	0	5	21	0	187	0	0	0	36	0	0	0
•												
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Retail Trips	0	2	7	0	11	0	0	0	2	0	0	0
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Warehousing/Institutional Trips	0	8	35	0	143	0	0	0	28	0	0	0
0 · · · · · · · · · · · · · · · · · · ·												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Fotal Project Trips	0	50	211	0	399	0	0	0	77	0	0	0
2022 Buildout Total	0	567	2 176	384	1.875	0	137	0	315	0	0	0

	SR 74				SR 74		I-85 N	orthbound	Ramp			
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	3	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	0	526	1,197	291	2,129	0	102	0	189	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	3%	5%	21%	3%	2%	2%	2%	10%	2%	2%	2%
Peak Hour Factor		0.92			0.97			0.85			0.00	
Adjustment												
Adjusted 2015 Volumes	0	526	1197	291	2129	0	102	0	189	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	564	1,283	312	2,283	0	109	0	203	0	0	0
-												
Project Trips												
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Residential Trips	0	19	79	0	140	0	0	0	27	0	0	0
•												
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Hotel Trips	0	2	10	0	8	0	0	0	1	0	0	0
•												
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Office Trips	0	41	170	0	34	0	0	0	7	0	0	0
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Retail Trips	0	8	32	0	37	0	0	0	7	0	0	0
Trip Distribution IN					26%				5%			
Trip Distribution OUT		6%	25%									
Warehousing/Institutional Trips	0	23	96	0	55	0	0	0	11	0	0	0
- •												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* *												
Total Project Trips	0	93	387	0	274	0	0	0	53	0	0	0
× •												
2022 Buildout Total	0	657	1,670	312	2,557	0	109	0	256	0	0	0
k:\atl_tpto\018972000 pinewood atlanta studios dri traffic stud	y, fayetteville,	dec. 2014\analy	sis\[pinewood	_analysis.xls]i	nt #15			•			5/12/20	15 8:45

#### SR 74 at I-85 Southbound Ramps AM PEAK HOUR

		SR 74			SR 74					I-85 S	outhbound	Ramp
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	<u>v</u>	Vestboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	169	441	0	0	722	148	0	0	0	1,011	0	364
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	15%	6%	2%	2%	2%	9%	2%	2%	2%	6%	2%	11%
Peak Hour Factor		0.87			0.86			0.00			0.96	
Adjustment												
Adjusted 2015 Volumes	169	441	0	0	722	148	0	0	0	1011	0	364
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	181	473	0	0	774	159	0	0	0	1,084	0	390
Project Trips												
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%			170					2370		
Residential Trips	29	6	0	0	2	0	0	0	0	44	0	0
Residential Trips	27	0	0	0	2	0	0	0	0		0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Hotel Trips	0	0	0	0	0	0	0	0	0	12	0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%			170					2370		
Office Trips	4	1	0	0	7	0	0	0	0	180	0	0
•												
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Retail Trips	1	0	0	0	0	0	0	0	0	11	0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Warehousing/Institutional Trips	7	1	0	0	6	0	0	0	0	138	0	0
e												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	41	8	0	0	15	0	0	0	0	385	0	0
2022 Buildout Total	222	481	0	0	789	159	0	0	0	1.469	0	390

	SR 74				SR 74					I-85 S	outhbound	Ramp
	N	orthboun	d	S	outhboun	d	1	Eastbound	1		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	201	437	0	0	687	200	0	0	0	1,682	0	311
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	6%	5%	2%	2%	2%	2%	2%	2%	2%	4%	2%	23%
Peak Hour Factor		0.93			0.87			0.00			0.96	
Adjustment												
Adjusted 2015 Volumes	201	437	0	0	687	200	0	0	0	1682	0	311
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	215	469	0	0	737	214	0	0	0	1,803	0	333
Project Trips												
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Residential Trips	16	3	0	0	5	0	0	0	0	135	0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Hotel Trips	2	0	0	0	0	0	0	0	0	7	0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Office Trips	34	7	0	0	1	0	0	0	0	33	0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Retail Trips	6	1	0	0	1	0	0	0	0	36	0	0
Trip Distribution IN					1%					25%		
Trip Distribution OUT	5%	1%										
Warehousing/Institutional Trips	19	4	0	0	2	0	0	0	0	53	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
· ·												
Total Project Trips	77	15	0	0	9	0	0	0	0	264	0	0
2022 Buildout Total	292	484	0	0	746	214	0	0	0	2,067	0	333
att toto/018972000 ninewood attenta studio- doi tooffin-to-	he favattavilla	dac 2014 anal	vrir)[ninawaad	analyrir ylelii	nt#16					•		

#### Veterans Parkway at Eastin Road AM PEAK HOUR

	Vet	erans Park	way	Vet	erans Park	way	I	Eastin Roa	d	I	Eastin Roa	d
	N	lorthboun	d	<u>S</u>	outhboun	d	]	Eastbound	<u>1</u>	<u> </u>	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	6	108	19	0	57	4	13	44	16	29	47	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.85			0.87			0.73	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	6	109	19	0	58	4	13	44	16	29	47	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	6	117	20	0	62	4	14	47	17	31	50	0
	_											
Project Trips					110/				1.0/	201		
I rip Distribution IN					11%				1%	5%		
Trip Distribution OUT	1%	11%	3%						-			
Residential Trips	6	64	18	0	19	0	0	0	2	5	0	0
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Hotel Trips	0	1	0	0	5	0	0	0	0	1	0	0
Trip Distribution IN	_				11%				1%	3%		
Trip Distribution OUT	1%	11%	3%		11/0				1 /0	570		
Office Trips	1	9	3	0	79	0	0	0	7	22	0	0
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Retail Trips	0	3	1	0	5	0	0	0	0	1	0	0
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Warehousing/Institutional Trips	1	15	4	0	61	0	0	0	6	17	0	0
	· ·						5	2	5		2	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	92	26	0	169	0	0	0	15	46	0	0
2022 Buildout Total	14	209	46	0	231	4	14	47	32	77	50	0

	Veterans Parkway			Vet	erans Park	way	1	Eastin Road	1	I	Eastin Road	1
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	18	65	31	4	58	7	4	41	6	16	62	1
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.63			0.82			0.67			0.90	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	18	66	31	4	59	7	4	41	6	16	63	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	19	71	33	4	63	8	4	44	6	17	68	1
Project Trips												
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Residential Trips	3	35	9	0	59	0	0	0	5	16	0	0
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Hotel Trips	0	4	1	0	3	0	0	0	0	1	0	0
•												
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Office Trips	7	75	20	0	14	0	0	0	1	4	0	0
•												
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Retail Trips	1	14	4	0	16	0	0	0	1	4	0	0
Trip Distribution IN					11%				1%	3%		
Trip Distribution OUT	1%	11%	3%									
Warehousing/Institutional Trips	4	42	12	0	23	0	0	0	2	6	0	0
- ·												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* *												
Total Project Trips	15	170	46	0	115	0	0	0	9	31	0	0
2 1												
2022 Buildout Total	34	241	79	4	178	8	4	44	15	48	68	1
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#### Veterans Parkway at Lees Mill Road AM PEAK HOUR

	Vet	erans Park	way	Vet	erans Park	way	Le	es Mill Ro	oad	Le	es Mill Ro	ad
	N	lorthboun	d	S	outhboun	d	1	Eastbound	<u>1</u>	<u>1</u>	Vestboun	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	3	0	92	0	0	0	0	140	4	75	152	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.70			0.90			0.78			0.84	
Adjustment												
Adjusted 2015 Volumes	3	0	92	0	0	0	0	140	4	75	152	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment		26	-26		14	27	40	-40		-14	-27	
Other Proposed Developments												
2022 Background Traffic	3	26	73	0	14	27	40	110	4	66	136	0
Project Trips												
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Residential Trips	6	41	18	0	12	0	0	0	2	5	0	0
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Hotel Trips	0	1	0	0	3	0	0	0	0	1	0	0
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Office Trips	1	6	3	0	50	0	0	0	7	22	0	0
Trin Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%		170				170	570		
Retail Trips	0	2	1	0	3	0	0	0	0	1	0	0
This Distribution IN					70/				1.0/	20/		
Trip Distribution IN	10/	70/	201		7%				1%	5%		
Inp Distribution OUT	1%	/%	3%	0	20	0	0	0		17	0	0
warenousing/Institutional Trips	1	10	4	U	39	U	0	0	0	1/	U	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	60	26	0	107	0	0	0	15	46	0	0
2022 Buildout Total	11	86	99	0	121	27	40	110	19	112	136	0

	Veterans Parkway			Vet	erans Park	way	Le	es Mill Ro	ad	Le	es Mill Ro	ad
	N	orthboun	d	s	outhboun	d		Eastbound	1	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	8	0	81	0	0	0	0	144	23	93	159	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.74			0.90			0.80			0.90	
Adjustment												
Adjusted 2015 Volumes	8	0	81	0	0	0	0	144	23	93	159	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment		16	-16		18	31	29	-29		-18	-31	
Other Proposed Developments												
2022 Background Traffic	9	16	71	0	18	31	29	125	25	82	139	0
<u> </u>												
Project Trips												
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Residential Trips	3	22	9	0	38	0	0	0	5	16	0	0
•												
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Hotel Trips	0	3	1	0	2	0	0	0	0	1	0	0
•												
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Office Trips	7	48	20	0	9	0	0	0	1	4	0	0
•												
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Retail Trips	1	9	4	0	10	0	0	0	1	4	0	0
*												
Trip Distribution IN					7%				1%	3%		
Trip Distribution OUT	1%	7%	3%									
Warehousing/Institutional Trips	4	27	12	0	15	0	0	0	2	6	0	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	109	46	0	74	0	0	0	9	31	0	0
and the second sec												
2022 Buildout Total	24	125	117	0	92	31	29	125	34	113	139	0
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#### Veterans Parkway/Westbridge Road at SR 92 AM PEAK HOUR

	Veterans Parkway			We	stbridge R	oad		SR 92			SR 92	
	N	orthbour	d	s	outhboun	d	1	Eastbound	ł	v	Vestboun	4
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•								U U				2
Observed 2015 Traffic Volumes	0	0	0	72	0	83	78	316	0	0	848	82
Pedestrians		1	1					1				
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.79			0.87			0.79	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	0	0	73	0	84	79	319	0	0	856	83
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment	60	6		-8	8			-33	33		-60	-6
Other Proposed Developments												
2022 Background Traffic	60	6	0	70	8	90	85	309	33	0	858	83
Project Trips												
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%							_			
Residential Trips	23	18	0	0	5	0	0	0	7	0	0	0
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Hotel Trips	0	0	0	0	1	0	0	0	2	0	0	0
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%			570				470			
Office Trips	3	370	0	0	22	0	0	0	20	0	0	0
once mps	5	5	0	0	22	0	0	0	2)	0	0	0
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Retail Trips	1	1	0	0	1	0	0	0	2	0	0	0
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%			570				470			
Warehousing/Institutional Trips	/0	A	0	0	17	0	0	0	22	0	0	0
materiousing/institutional rups	0	-	0		17	v	0		22	v	v	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	26	0	0	46	0	0	0	62	0	0	0
roui roject mps	55	20	5	5	-10	0	0	5	02	0	0	5
2022 Buildout Total	93	32	0	70	54	90	85	309	95	0	858	83

	Veterans Parkway			We	stbridge R	oad		SR 92			SR 92	
	N	orthboun	d	s	outhboun	d		Eastbound	1	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	0	0	0	101	0	101	80	728	0	0	479	85
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.80			0.97			0.93	
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2015 Volumes	0	0	0	102	0	102	81	735	0	0	484	86
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment	38	7		-6	6			-43	43		-38	-7
Other Proposed Developments												
2022 Background Traffic	38	7	0	103	6	109	87	745	43	0	481	85
<u> </u>												
Project Trips												
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Residential Trips	13	9	0	0	16	0	0	0	22	0	0	0
•												
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Hotel Trips	2	1	0	0	1	0	0	0	1	0	0	0
•												
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Office Trips	27	20	0	0	4	0	0	0	5	0	0	0
•												
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Retail Trips	5	4	0	0	4	0	0	0	6	0	0	0
*												
Trip Distribution IN					3%				4%			
Trip Distribution OUT	4%	3%										
Warehousing/Institutional Trips	15	12	0	0	6	0	0	0	9	0	0	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
···· 2 1·												
Total Project Trips	62	46	0	0	31	0	0	0	43	0	0	0
2022 Buildout Total	100	53	0	103	37	109	87	745	86	0	481	85
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# SR 92 at Lees Mill Road/New Hope Road AM PEAK HOUR

		SR 92			SR 92		Le	es Mill Ro	ad	Ne	w Hope Ro	bad
	N	orthboun	d	s	outhboun	d	1	Eastbound	1	N N	Vestbound	đ
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	11	575	14	96	304	82	132	85	17	30	128	132
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.77			0.85			0.87			0.83	
Adjustment												
Adjusted 2015 Volumes	11	575	14	96	304	82	132	85	17	30	128	132
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment						-41	-66					
Other Proposed Developments												
2022 Background Traffic	12	616	15	103	326	47	76	91	18	32	137	142
Project Trips												
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Residential Trips	0	0	0	0	0	2	6	12	0	0	4	0
•												
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Hotel Trips	0	0	0	0	0	0	0	0	0	0	1	0
-												
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Office Trips	0	0	0	0	0	7	1	2	0	0	14	0
•												
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
•												
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Warehousing/Institutional Trips	0	0	0	0	0	6	1	3	0	0	11	0
·												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Total Project Trips	0	0	0	0	0	15	8	18	0	0	31	0
-												
2022 Buildout Total	12	616	15	103	326	62	84	109	18	32	168	142

	SR 92				SR 92		Le	es Mill Ro	ad	Ne	w Hope Ro	oad
	N	orthboun	d	S	outhboun	d		Eastbound	<u>l</u>	1	Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes	16	361	23	189	565	97	91	87	45	12	131	165
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%
Peak Hour Factor		0.94			0.94			0.87			0.82	
Adjustment												
Adjusted 2015 Volumes	16	361	23	189	565	97	91	87	45	12	131	165
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment						-49	-45					
Other Proposed Developments												
2022 Background Traffic	17	387	25	203	606	55	53	93	48	13	140	177
Project Trips												
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Residential Trips	0	0	0	0	0	5	3	6	0	0	11	0
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Office Trips	0	0	0	0	0	1	7	14	0	0	3	0
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Retail Trips	0	0	0	0	0	1	1	3	0	0	3	0
Trip Distribution IN						1%					2%	
Trip Distribution OUT							1%	2%				
Warehousing/Institutional Trips	0	0	0	0	0	2	4	8	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
÷												
Total Project Trips	0	0	0	0	0	9	15	32	0	0	22	0
2022 Buildout Total	17	387	25	203	606	64	68	125	48	13	162	177
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#### Veterans Parkway at Driveway 1 / Driveway 2 AM PEAK HOUR

	Veterans Parkway			Vet	erans Park	way	1	Driveway 2	2	1	Driveway	L
	N	orthboun	d	s	outhboun	d	1	Eastbound	đ	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		229			105							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	229	0	0	105	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	246	0	0	113	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	2%	20%				2%						
Trip Distribution OUT					20%		6%		2%			
Residential Trips	4	35	0	0	117	4	35	0	12	0	0	0
I CONTRACTOR IN CONTRACTOR												
Trip Distribution IN		22%										
Trip Distribution OUT					22%							
Hotel Trips	0	10	0	0	2	0	0	0	0	0	0	0
1												
Trip Distribution IN		22%										
Trip Distribution OUT					22%		2%					
Office Trips	0	158	0	0	18	0	2	0	0	0	0	0
Trip Distribution IN	3%	19%				2%						
Trip Distribution OUT					20%		4%		2%			
Retail Trips	1	8	0	0	6	1	1	0	1	0	0	0
Trip Distribution IN	2%	16%	4%	13%		3%						
Trip Distribution OUT					17%		5%		1%	4%		13%
Warehousing/Institutional Trips	11	88	22	72	24	17	7	0	1	6	0	18
0												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	299	22	72	167	22	45	0	14	6	0	18
2022 Buildout Total	16	545	22	72	280	22	45	0	14	6	0	18

	Veterans Parkway			Vet	erans Park	way		Driveway 2	2		Driveway 1	
	N	orthboun	d	S	outhboun	d		Eastbound	<u>l</u>	1	Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		112			127							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.79			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	112	0	0	127	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	120	0	0	136	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	2%	20%				2%						
Trip Distribution OUT					20%		6%		2%			
Residential Trips	11	108	0	0	63	11	19	0	6	0	0	0
Trip Distribution IN		22%										
Trip Distribution OUT					22%							
Hotel Trips	0	6	0	0	9	0	0	0	0	0	0	0
•												
Trip Distribution IN		22%										
Trip Distribution OUT					22%		2%					
Office Trips	0	29	0	0	150	0	14	0	0	0	0	0
Trip Distribution IN	3%	19%				2%						
Trip Distribution OUT					20%		4%		2%			
Retail Trips	4	27	0	0	26	3	5	0	3	0	0	0
•												
Trip Distribution IN	2%	16%	4%	13%		3%						
Trip Distribution OUT					17%		5%		1%	4%		13%
Warehousing/Institutional Trips	4	34	9	28	65	6	19	0	4	15	0	50
Pass-By Trips	1	-1	0	0	-2	1	1	0	2	0	0	0
									_			
Total Project Trips	20	203	9	28	311	21	58	0	15	15	0	50
								-			-	
2022 Buildout Total	20	323	9	28	447	21	58	0	15	15	0	50
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#### Veterans Parkway at Driveway 3 AM PEAK HOUR

	Veterans Parkway			Vet	erans Park	way	]	Driveway 3	3			
	N	orthbour	d	s	outhboun	d	1	Eastbound	ł	V	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•												U.
Observed 2015 Traffic Volumes		229			105							
Pedestrians		1	1			1						
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	229	0	0	105	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	246	0	0	113	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	1%	19%			2%							
Trip Distribution OUT		6%			20%		1%					
Residential Trips	2	69	0	0	121	0	6	0	0	0	0	0
·												
Trip Distribution IN		22%										
Trip Distribution OUT					22%							
Hotel Trips	0	10	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN	1%	21%				2%						
Trip Distribution OUT		2%			21%		4%		1%			
Office Trips	7	153	0	0	18	14	3	0	1	0	0	0
•												
Trip Distribution IN	1%	18%			2%	4%						
Trip Distribution OUT		4%			19%		8%		1%			
Retail Trips	0	9	0	0	7	2	2	0	0	0	0	0
Trip Distribution IN	1%	15%			16%	3%						
Trip Distribution OUT		18%			16%		7%		1%			
Warehousing/Institutional Trips	6	108	0	0	110	17	10	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	349	0	0	258	33	21	0	2	0	0	0
2022 Buildout Total	15	595	0	0	371	33	21	0	2	0	0	0

	Vet	Veterans Parkway			erans Park	way	1	Driveway 3	3			
	N	orthboun	d	S	outhboun	d	J	Eastbound	1	y	Vestboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		112			127							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.79			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	112	0	0	127	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	120	0	0	136	0	0	0	0	0	0	0
<u> </u>												
Project Trips												
Trip Distribution IN	1%	19%			2%							
Trip Distribution OUT		6%			20%		1%					
Residential Trips	5	121	0	0	74	0	3	0	0	0	0	0
•												
Trip Distribution IN		22%										
Trip Distribution OUT					22%							
Hotel Trips	0	6	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN	1%	21%				2%						
Trip Distribution OUT		2%			21%		4%		1%			
Office Trips	1	41	0	0	143	3	27	0	7	0	0	0
Trip Distribution IN	1%	18%			2%	4%						
Trip Distribution OUT		4%			19%		8%		1%			
Retail Trips	1	31	0	0	27	6	10	0	1	0	0	0
Trip Distribution IN	1%	15%			16%	3%						
Trip Distribution OUT		18%			16%		7%		1%			
Warehousing/Institutional Trips	2	101	0	0	95	6	27	0	4	0	0	0
									_			_
Pass-By Trips	1	-1	0	0	-2	1	1	0	1	0	0	0
Total Project Trips	10	299	0	0	346	16	68	0	13	0	0	0
2022 Buildout Total	10	419	0	0	482	16	68	0	13	0	0	0
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#### Veterans Parkway at Driveway 4 (right-in/right-out) AM PEAK HOUR

	Veterans Parkway			Vet	erans Park	way	1	Driveway 4	1			
	N	orthboun	d	s	outhboun	d	1	Eastbound	1	N N	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		229			105							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	229	0	0	105	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	246	0	0	113	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		19%			2%	5%						
Trip Distribution OUT		7%			19%				1%			
Residential Trips	0	75	0	0	115	9	0	0	6	0	0	0
I CONTRACTOR												
Trip Distribution IN		22%										
Trip Distribution OUT					22%							
Hotel Trips	0	10	0	0	2	0	0	0	0	0	0	0
•												
Trip Distribution IN		21%			2%	4%						
Trip Distribution OUT		6%			21%							
Office Trips	0	156	0	0	32	29	0	0	0	0	0	0
· · · · ·												
Trip Distribution IN		18%			6%	6%						
Trip Distribution OUT		12%			18%				1%			
Retail Trips	0	11	0	0	8	3	0	0	0	0	0	0
• • • • • • • • • • • • • • • • • • •												
Trip Distribution IN		15%			19%	6%						
Trip Distribution OUT		25%			15%				1%			
Warehousing/Institutional Trips	0	118	0	0	126	33	0	0	1	0	0	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	370	0	0	283	74	0	0	7	0	0	0
2022 Buildout Total	0	616	0	0	396	74	0	0	7	0	0	0

	Vet	Veterans Parkway			erans Park	way		Driveway 4	Ļ			
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		112			127							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.79			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	112	0	0	127	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	120	0	0	136	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		19%			2%	5%						
Trip Distribution OUT		7%			19%				1%			
Residential Trips	0	124	0	0	71	27	0	0	3	0	0	0
•												
Trip Distribution IN		22%										
Trip Distribution OUT					22%							
Hotel Trips	0	6	0	0	9	0	0	0	0	0	0	0
•												
Trip Distribution IN		21%			2%	4%						
Trip Distribution OUT		6%			21%							
Office Trips	0	68	0	0	146	5	0	0	0	0	0	0
•												
Trip Distribution IN		18%			6%	6%						
Trip Distribution OUT		12%			18%				1%			
Retail Trips	0	41	0	0	32	9	0	0	1	0	0	0
•												
Trip Distribution IN		15%			19%	6%						
Trip Distribution OUT	1	25%			15%				1%			
Warehousing/Institutional Trips	0	128	0	0	98	13	0	0	4	0	0	0
6			-									
Pass-By Trips	0	0	0	0	-2	2	0	0	1	0	0	0
2	-	-	-			-	-	-		-		
Total Project Trips	0	367	0	0	354	56	0	0	9	0	0	0
	Ŭ	2.51	2	9		20	5		,	5		2
2022 Buildout Total	0	487	0	0	490	56	0	0	9	0	0	0
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#### Hood Road at Driveway 5 AM PEAK HOUR

				1	Driveway !	5	]	Hood Road	1	1	Hood Road	1
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	N N	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								2			7	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.85			0.58	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	2	0	0	7	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	2	0	0	8	0
5												
Project Trips												
Trip Distribution IN							6%					
Trip Distribution OUT						6%						
Residential Trips	0	0	0	0	0	35	11	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
1												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
• • • • • • • • • • • • • • • • • • •												
Trip Distribution IN												
Trip Distribution OUT												
Warehousing/Institutional Trips	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
			-			-			-	-		
Total Project Trips	0	0	0	0	0	35	11	0	0	0	0	0
			-						-	-		
2022 Buildout Total	0	0	0	0	0	35	11	2	0	0	8	0

					Driveway 5	5		Hood Road	1		Hood Road	
	N	orthboun	d	S	outhboun	d		Eastbound	1		Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								6			4	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.85			0.33	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	6	0	0	4	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	6	0	0	4	0
Project Trips												
Trip Distribution IN							6%					
Trip Distribution OUT						6%						
Residential Trips	0	0	0	0	0	19	32	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Warehousing/Institutional Trips	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
and a gradient of the second sec												
Total Project Trips	0	0	0	0	0	19	32	0	0	0	0	0
the former of the second se												
2022 Buildout Total	0	0	0	0	0	19	32	6	0	0	4	0
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#### Hood Road at Driveway 6 AM PEAK HOUR

				Ι	Driveway (	5	]	Hood Road	1	I	Hood Road	1
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	7	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								2			7	
Padaetriane								2			1	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Hoovy Vahiela %	294	204	204	204	204	204	204	204	204	204	204	204
Peak Hour Factor	2.70	0.88	2.70	2 70	0.88	2 70	2.70	0.85	2.70	2 70	0.58	270
Adjustment		0.00			0.00			0.05			0.50	
Adjusted 2015 Volumes	0	0	0	0	0	0	0	2	0	0	7	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
Other Proposed Developments												
2022 Rackground Traffic	0	0	0	0	0	0	0	2	0	0	8	0
2022 Background Hame	0	0	0	0	0	0	0	2	0	0	8	0
Project Trips												
Trip Distribution IN							10%	6%				
Trip Distribution OUT						10%					6%	
Residential Trips	0	0	0	0	0	59	18	11	0	0	35	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Tripe	0	0	0	0	0	0	0	0	0	0	0	0
Once mps	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%					
Trip Distribution OUT						10%						
Retail Trips	0	0	0	0	0	3	4	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
warehousing/Institutional Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
,							-					
Total Project Trips	0	0	0	0	0	62	22	11	0	0	35	0
2022 Buildout Total	0	0	0	0	0	62	22	13	0	0	43	0

					Driveway (	5		Hood Road			Hood Road	
	N	orthboun	d	5	Southboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								6			4	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.85			0.33	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	6	0	0	4	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	6	0	0	4	0
Project Trips												
Trip Distribution IN							10%	6%				
Trip Distribution OUT						10%					6%	
Residential Trips	0	0	0	0	0	32	54	32	0	0	19	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN							10%					
Trip Distribution OUT						10%						
Retail Trips	0	0	0	0	0	13	14	0	0	0	0	0
•												
Trip Distribution IN												
Trip Distribution OUT												
Warehousing/Institutional Trips	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>					İ	ĺ						
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* *												
Total Project Trips	0	0	0	0	0	45	68	32	0	0	19	0
2 1												
2022 Buildout Total	0	0	0	0	0	45	68	38	0	0	23	0
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#### Veterans Parkway at Driveway 8 / Driveway 9 AM PEAK HOUR

	Vet	erans Park	way	Vet	erans Park	way	1	Driveway 8	8	1	Driveway 9	)
	N	orthboun	d	S	outhboun	d	1	Eastbound	đ	Ň	Vestboun	đ
Description	Left	Through	Right									
The second se												0
Observed 2015 Traffic Volumes		343			313							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.86			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	343	0	0	313	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	368	0	0	336	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		10%	15%	11%	5%							
Trip Distribution OUT		5%			10%					15%		11%
Residential Trips	0	47	27	19	68	0	0	0	0	88	0	64
•												
Trip Distribution IN		15%	31%	15%								
Trip Distribution OUT					23%					23%		15%
Hotel Trips	0	7	15	7	2	0	0	0	0	2	0	1
Trip Distribution IN	10%	25%	3%	3%	6%	10%						
Trip Distribution OUT		6%			25%		11%		10%	3%		3%
Office Trips	72	185	22	22	64	72	9	0	8	3	0	3
Trip Distribution IN		12%	18%	25%	10%							
Trip Distribution OUT		10%			12%					18%		25%
Retail Trips	0	8	8	11	7	0	0	0	0	5	0	7
Trip Distribution IN	8%	16%			23%	7%						
Trip Distribution OUT		23%			16%		7%		8%			
Warehousing/Institutional Trips	44	120	0	0	149	39	10	0	11	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	116	367	72	59	290	111	19	0	19	98	0	75
2022 Buildout Total	116	735	72	59	626	111	19	0	19	98	0	75

	Veterans Parkway				erans Park	way		Driveway 8			Driveway 9	)
	N	orthboun	d	S	outhboun	d		Eastbound	L	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		285			232							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.85			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	285	0	0	232	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	306	0	0	249	0	0	0	0	0	0	0
•												
Project Trips												
Trip Distribution IN		10%	15%	11%	5%							
Trip Distribution OUT		5%			10%					15%		11%
Residential Trips	0	70	81	59	59	0	0	0	0	47	0	35
•												
Trip Distribution IN		15%	31%	15%								
Trip Distribution OUT					23%					23%		15%
Hotel Trips	0	4	9	4	9	0	0	0	0	9	0	6
•												
Trip Distribution IN	10%	25%	3%	3%	6%	10%						
Trip Distribution OUT		6%			25%		11%		10%	3%		3%
Office Trips	13	74	4	4	178	13	75	0	68	20	0	20
•												
Trip Distribution IN		12%	18%	25%	10%							
Trip Distribution OUT		10%			12%					18%		25%
Retail Trips	0	30	26	36	29	0	0	0	0	23	0	32
•												
Trip Distribution IN	8%	16%			23%	7%						
Trip Distribution OUT		23%			16%		7%		8%			
Warehousing/Institutional Trips	17	122	0	0	110	15	27	0	31	0	0	0
Pass-By Trips	0	-11	11	5	-7	0	0	0	0	7	0	6
r f												
Total Project Trips	30	289	131	108	378	28	102	0	99	106	0	99
and Second De												
2022 Buildout Total	30	595	131	108	627	28	102	0	99	106	0	99
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#### Veterans Parkway at Driveway 11 AM PEAK HOUR

	Veterans Parkway			Vet	erans Park	way	Ι	Driveway 1	1			
	N	orthboun	d	s	outhboun	d	1	Eastbound	i	v	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
The second se			8			0			0			0
Observed 2015 Traffic Volumes		123			110							
Pedestrians								1				
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	- / -	0.91	- / -	- / 0	0.78	-//	- / 0	0.88	-//	-/-	0.88	- / -
Adjustment												
Adjusted 2015 Volumes	0	123	0	0	110	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	132	0	0	118	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	88	0	0	27	0	0	0	0	0	0	0
F*												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	1	0	0	7	0	0	0	0	0	0	0
		-				, , , , , , , , , , , , , , , , , , ,			, , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , ,	,	
Trip Distribution IN	3%	3%			14%							
Trip Distribution OUT		13%			3%		1%		3%			
Office Trips	22	33	0	0	104	0	1	0	3	0	0	0
										, , , , , , , , , , , , , , , , , , ,	,	
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Retail Trips	0	4	0	0	6	0	0	0	0	0	0	0
										, , , , , , , , , , , , , , , , , , ,	,	
Trip Distribution IN	3%	2%			13%	1%						
Trip Distribution OUT		13%			2%		1%		3%			
Warehousing/Institutional Trips	17	29	0	0	75	6	1	0	4	0	0	0
			÷				-					
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
···· / "I"			÷			•			•			
Total Project Trips	39	155	0	0	219	6	2	0	7	0	0	0
			÷				-					
2022 Buildout Total	39	287	0	0	337	6	2	0	7	0	0	0

	Veterans Parkway			Vet	erans Park	way	Ι	Driveway 1	1			
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		92			79							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.78			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	92	0	0	79	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	99	0	0	85	0	0	0	0	0	0	0
¥												
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	47	0	0	81	0	0	0	0	0	0	0
•												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	4	0	0	0	0	0	0	0
•												
Trip Distribution IN	3%	3%			14%							
Trip Distribution OUT		13%			3%		1%		3%			
Office Trips	4	93	0	0	38	0	7	0	20	0	0	0
•												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Retail Trips	0	19	0	0	21	0	0	0	0	0	0	0
*												
Trip Distribution IN	3%	2%			13%	1%						
Trip Distribution OUT		13%			2%		1%		3%			
Warehousing/Institutional Trips	6	54	0	0	36	2	4	0	12	0	0	0
<u> </u>												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	219	0	0	180	2	11	0	32	0	0	0
and Second Second						_						
2022 Buildout Total	10	318	0	0	265	2	11	0	32	0	0	0
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#### Veterans Parkway at Driveway 12 AM PEAK HOUR

	Vet	erans Park	way	Vet	erans Park	way	Ι	Driveway 1	2			
	N	orthboun	d	s	outhboun	d	1	Eastbound	ł	V	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•								U U				2
Observed 2015 Traffic Volumes		123			110							
Pedestrians						1		1				
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.78			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	123	0	0	110	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	132	0	0	118	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	88	0	0	27	0	0	0	0	0	0	0
•												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	1	0	0	7	0	0	0	0	0	0	0
•												
Trip Distribution IN	3%				14%	1%						
Trip Distribution OUT		14%					1%		3%			
Office Trips	22	12	0	0	101	7	1	0	3	0	0	0
•												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Retail Trips	0	4	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	2%				14%	1%						
Trip Distribution OUT		14%					1%		2%			
Warehousing/Institutional Trips	11	19	0	0	77	6	1	0	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	124	0	0	218	13	2	0	6	0	0	0
2022 Buildout Total	33	256	0	0	336	13	2	0	6	0	0	0

	Vet	Veterans Parkway			erans Park	way	I	Driveway 1	2			
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Westboun	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes		92			79							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.78			0.88			0.88	
Adjustment												
Adjusted 2015 Volumes	0	92	0	0	79	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	99	0	0	85	0	0	0	0	0	0	0
<u> </u>												
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	47	0	0	81	0	0	0	0	0	0	0
·····												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN	3%				14%	1%						
Trip Distribution OUT		14%					1%		3%			
Office Trips	4	95	0	0	18	1	7	0	20	0	0	0
· · · · · ·												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Retail Trips	0	19	0	0	21	0	0	0	0	0	0	0
•••••												
Trip Distribution IN	2%				14%	1%						
Trip Distribution OUT		14%					1%		2%			
Warehousing/Institutional Trips	4	54	0	0	30	2	4	0	8	0	0	0
<i>c</i> 1			-									
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
, T			-			-	-			-	-	
Total Project Trips	8	221	0	0	154	3	11	0	28	0	0	0
<u>-</u>	5	-21	2	2		2		~	-0	5		2
2022 Buildout Total	8	320	0	0	239	3	11	0	28	0	0	0
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#### Sandy Creek Road at Driveway 13 AM PEAK HOUR

				Γ	riveway 1	3	San	dy Creek F	Road	San	dy Creek F	Road
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	7	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								215			229	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.83			0.91	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	215	0	0	229	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	231	0	0	246	0
Project Trips												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Residential Trips	0	0	0	0	0	0	0	69	0	0	228	0
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Hotel Trips	0	0	0	0	0	0	0	18	0	0	3	0
Trip Distribution IN							1%	19%			20%	3%
Trip Distribution OUT				2%		1%		19%			19%	
Office Trips	0	0	0	2	0	1	7	153	0	0	160	22
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Retail Trips	0	0	0	0	0	0	0	16	0	0	11	0
Trip Distribution IN							1%	24%			15%	3%
Trip Distribution OUT				3%		1%		15%			24%	
Warehousing/Institutional Trips	0	0	0	4	0	1	6	153	0	0	116	17
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	6	0	2	13	409	0	0	518	39
2022 Buildout Total	0	0	0	6	0	2	13	640	0	0	764	39

					Driveway 1	3	San	dy Creek R	Road	San	dy Creek R	.oad
	N	orthboun	d	S	Southboun	d		Eastbound	<u>1</u>	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								168			211	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.85			0.91	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	168	0	0	211	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	180	0	0	226	0
Project Trips												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Residential Trips	0	0	0	0	0	0	0	210	0	0	123	0
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Hotel Trips	0	0	0	0	0	0	0	11	0	0	15	0
Trip Distribution IN							1%	19%			20%	3%
Trip Distribution OUT				2%		1%		19%			19%	
Office Trips	0	0	0	14	0	7	1	154	0	0	155	4
•												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Retail Trips	0	0	0	0	0	0	0	56	0	0	50	0
T												
Trip Distribution IN							1%	24%			15%	3%
Trip Distribution OUT				3%		1%		15%			24%	
Warehousing/Institutional Trips	0	0	0	12	0	4	2	109	0	0	124	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	26	0	11	3	540	0	0	467	10
2p-							-		-			
2022 Buildout Total	0	0	0	26	0	11	3	720	0	0	693	10
k:\atl_tpto\018972000_pinewood atlanta studios dri traffic	study, favetteville,	dec. 2014\analy	sis/pinewood	analysis.xls1i	int #29				1		5/12/20	15.8-45

### Sandy Creek Road at Driveway 14 / Driveway 15 AM PEAK HOUR

	Γ	riveway 1	5	Γ	riveway 1	4	San	dy Creek F	Road	San	dy Creek F	Road
	N	orthboun	d	s	outhboun	d	1	Eastbound	đ	N N	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								215			229	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.83			0.91	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	215	0	0	229	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	231	0	0	246	0
Project Trips												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Residential Trips	0	0	0	0	0	0	0	69	0	0	228	0
-												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Hotel Trips	0	0	0	0	0	0	0	18	0	0	3	0
-												
Trip Distribution IN							2%	20%	10%	10%	8%	2%
Trip Distribution OUT	10%		9%	3%		2%		7%			20%	
Office Trips	8	0	8	3	0	2	14	150	72	72	75	14
•												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Retail Trips	0	0	0	0	0	0	0	16	0	0	11	0
Trip Distribution IN							2%	25%	5%	6%	6%	3%
Trip Distribution OUT	5%		6%	3%		2%		6%			25%	
Warehousing/Institutional Trips	7	0	8	4	0	3	11	146	28	33	68	17
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	0	16	7	0	5	25	399	100	105	385	31
2022 Buildout Total	15	0	16	7	0	5	25	630	100	105	631	31

Neerprion         Particular         Right         Normal         Right		Driveway 15 Northbound			Driveway 14 Southbound			Sandy Creek Road Eastbound			Sandy Creek Road			
DescriptionLeftThroughRightRightRightLeftRight <t< th=""><th></th><th colspan="3">Westbound</th></t<>											Westbound			
Descreted 2015 Traffic Volumes         Image: Conflicting Pedestrians         Image:	Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Descrete 2015 Traffic Volumes         Image: Point of														
bedestrians         D <thd< th="">         D         <thd< th="">         D         <thd< th=""> <thd< <="" td=""><td>Observed 2015 Traffic Volumes</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>168</td><td></td><td></td><td>211</td><td></td></thd<></thd<></thd<></thd<>	Observed 2015 Traffic Volumes								168			211		
Omficing Pedestrians         0         0         0         0         0         0         0         0         0         0         0           deaxy Vehicle %         2%         0         0         0         0         0         0         0         0         10%	Pedestrians													
Heavy Vehicle %         2%	Conflicting Pedestrians	0		0	0		0	0		0	0		0	
loss         loss <thloss< th="">         loss         loss         <thl< td=""><td>Heavy Vehicle %</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td><td>2%</td></thl<></thloss<>	Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Valuesment         Image: Constraint of the second sec	Peak Hour Factor		0.88			0.88			0.85			0.91		
Adjusted 2015 Volumes         0         0         0         1.0%	Adjustment													
Annual Growth Rate         1.0% <th1.0%< th="">         1.0%         1.0%<td>Adjusted 2015 Volumes</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>168</td><td>0</td><td>0</td><td>211</td><td>0</td></th1.0%<>	Adjusted 2015 Volumes	0	0	0	0	0	0	0	168	0	0	211	0	
invertine         1.072	Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
New Road Adjustment         Image         Image <td>Growth Factor</td> <td>1.072</td>	Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	
Ther Proposed Developments         Image: Constraint of the second s	New Road Adjustment													
0022 Background Traffic         0         0         0         0         0         0         0         0         0         0         0         226         0           Project Trips         1	Other Proposed Developments													
Project Trips         Image: Construction of the second secon	2022 Background Traffic	0	0	0	0	0	0	0	180	0	0	226	0	
Project Trips         Image: Constraint of the second														
Irip Distribution IN       Image: scalar state scalar st	Project Trips													
Irip Distribution OUT       Image: Constraint of the second	Trip Distribution IN								39%					
Residential Trips         0         0         0         0         0         0         0         0         0         0         0         123         0           Trip Distribution IN         I	Trip Distribution OUT											39%		
Image: second	Residential Trips	0	0	0	0	0	0	0	210	0	0	123	0	
Irip Distribution IN     Image: constraint of the second sec														
Trip Distribution OUT     0     10%     39%     2%       Trip Distribution UUT     10%     9%     3%     2%     7%     20%     10%     20%       Trip Distribution UUT     10%     9%     3%     2%     7%     3     146     3       Trip Distribution IN     68     0     61     20     0     14     3     74     13     146     3       Trip Distribution OUT     68     0     0     0     0     0     56     0     0     50     0       Trip Distribution OUT     10     0     0     0     0     0     0     56     0     0     50     0       Trip Distribution OUT     5%     6%     3%     2%     2%     56%     6%     3%     <	Trip Distribution IN								39%					
International determinant         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         0         0         15         0           Frip Distribution IN         -         -         -         -         -         -         -         -         20%         10%         10%         8%         2%           Trip Distribution OUT         10%         9%         3%         2%         7%         -         20%         -         20%         -         20%         -         20%         -         20%         -         20%         -         20%         -         20%         -         20%         -         20%         -         -         20%         -         -         20%         -         -         20%         -	Trip Distribution OUT											39%		
Image: constraint of the problem in the pro	Hotel Trips	0	0	0	0	0	0	0	11	0	0	15	0	
Chi Distribution IN         Image: constraint of the second s														
Iring Distribution OUT     10%     9%     3%     2%     7%     20%       Office Trips     68     0     61     20     0     14     3     74     13     13     14     3       Office Trips     68     0     61     20     0     14     3     74     13     13     14     3       Office Trips     68     0     61     20     0     14     3     74     13     13     14     3       Trip Distribution IN     1     1     1     1     10     1     39%     1     1     1       Real Trips     0	Trip Distribution IN							2%	20%	10%	10%	8%	2%	
Office Trips       68       0       61       20       0       14       3       74       13       13       146       3         Trip Distribution IN       Image: Construction III       Image: Construction III       Image: Construction IIII       Image: Construction IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Trip Distribution OUT	10%		9%	3%		2%		7%			20%		
Frip Distribution IN     Image: Constraint of the second sec	Office Trips	68	0	61	20	0	14	3	74	13	13	146	3	
Irip Distribution IN     Image: constraint of the second sec														
Iring Distribution OUT     Image: Constraint of the second s	Trip Distribution IN								39%					
Retail Trips       0 <t< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>39%</td><td></td></t<>	Trip Distribution OUT											39%		
Trip Distribution IN     Image: Constraint of the second sec	Retail Trips	0	0	0	0	0	0	0	56	0	0	50	0	
Trip Distribution IN     Image: Constraint of the second sec														
Crip Distribution OUT     5%     6%     3%     2%     6%     22%     25%       Warehousing/Institutional Trips     19     0     23     12     0     8     4     76     11     13     109     6       Pass-By Trips     0     0     0     0     0     0     0     0     0     0     0       Column 1     1     13     109     6     11     13     109     6       Pass-By Trips     0     0     0     0     0     0     0     0     0       Column 2     7     427     24     26     443     9       O     87     0     84     32     0     22     7     607     24     26     669     9	Trip Distribution IN							2%	25%	5%	6%	6%	3%	
Warehousing/Institutional Trips         19         0         23         12         0         8         4         76         11         13         109         6           ass-By Trips         0 <t< td=""><td>Trip Distribution OUT</td><td>5%</td><td></td><td>6%</td><td>3%</td><td></td><td>2%</td><td></td><td>6%</td><td></td><td></td><td>25%</td><td></td></t<>	Trip Distribution OUT	5%		6%	3%		2%		6%			25%		
Pass-By Trips         0         <	Warehousing/Institutional Trips	19	0	23	12	0	8	4	76	11	13	109	6	
ass-By Trips       0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>														
Cotal Project Trips         87         0         84         32         0         22         7         427         24         26         443         9           022 Buildout Total         87         0         84         32         0         22         7         607         24         26         669         9	Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Fotal Project Trips         87         0         84         32         0         22         7         427         24         26         443         9           022 Buildout Total         87         0         84         32         0         22         7         427         24         26         443         9														
NO22 Buildout Total         87         0         84         32         0         22         7         607         24         26         669         9	Total Project Trips	87	0	84	32	0	22	7	427	24	26	443	9	
9022 Buildout Total         87         0         84         32         0         22         7         607         24         26         669         9														
	2022 Buildout Total	87	0	84	32	0	22	7	607	24	26	669	9	

#### Sandy Creek Road at Driveway 16 AM PEAK HOUR

				Driveway 16			San	dy Creek F	Road	Sandy Creek Road			
Description	N	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2015 Troffic Volumes								215			220		
Dedectoires								215			229		
Pedestrians	0		0	0		0	0		0	0		0	
Conflicting Pedestrians	0	20/	0	0	20/	0	0	20/	0	0	20/	0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Peak Hour Factor		0.88			0.88			0.85			0.91		
Adjustment		0	0	0	0	0	0	215	0	0	220	0	
Adjusted 2015 Volumes	0	0	0	0	0	0	0	215	0	0	229	0	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	
New Road Adjustment													
Other Proposed Developments													
2022 Background Traffic	0	0	0	0	0	0	0	231	0	0	246	0	
Project Trips													
Trip Distribution IN								39%					
Trip Distribution OUT											39%		
Residential Trips	0	0	0	0	0	0	0	69	0	0	228	0	
Trip Distribution IN	_							20%					
Trip Distribution OUT								3770			20%		
Hotal Tring	0	0	0	0	0	0	0	19	0	0	3970	0	
noter mps	0	0	0	0	0	0	0	10	0	0	5	0	
Trip Distribution IN							2%	32%			5%	3%	
Trip Distribution OUT				2%		2%		5%			32%		
Office Trips	0	0	0	2	0	2	14	234	0	0	63	22	
Trip Distribution IN	_							20%					
Trip Distribution OUT								3770			30%		
Patail Trips	0	0	0	0	0	0	0	16	0	0	11	0	
Retail Trips	0	0	0	0	0	0	0	10	0	0	11	0	
Trip Distribution IN							1%	32%			5%	1%	
Trip Distribution OUT				1%		1%		5%			32%		
Warehousing/Institutional Trips	0	0	0	1	0	1	6	183	0	0	72	6	
Pase-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
1 ass-11 y 111ps	0	U	U	U	U	U	0	0	U	U	U	0	
Total Project Trips	0	0	0	3	0	3	20	520	0	0	377	28	
2022 Buildout Total	0	0	0	3	0	3	20	751	0	0	623	28	

		Northbound			Driveway 16 Southbound			Sandy Creek Road Eastbound			Sandy Creek Road Westbound		
	N												
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2015 Traffic Volumes								168			211		
Pedestrians													
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Peak Hour Factor		0.88			0.88			0.85			0.91		
Adjustment													
Adjusted 2015 Volumes	0	0	0	0	0	0	0	168	0	0	211	0	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	
New Road Adjustment													
Other Proposed Developments													
2022 Background Traffic	0	0	0	0	0	0	0	180	0	0	226	0	
2													
Project Trips													
Trip Distribution IN								39%					
Trip Distribution OUT											39%		
Residential Trips	0	0	0	0	0	0	0	210	0	0	123	0	
Trip Distribution IN								39%					
Trip Distribution OUT											39%		
Hotel Trips	0	0	0	0	0	0	0	11	0	0	15	0	
Trip Distribution IN							2%	32%			5%	3%	
Trip Distribution OUT				2%		2%		5%			32%		
Office Trips	0	0	0	14	0	14	3	76	0	0	225	4	
Trip Distribution IN								39%					
Trip Distribution OUT											39%		
Retail Trips	0	0	0	0	0	0	0	56	0	0	50	0	
• • • • • • • • • • • • • • • • • • •													
Trip Distribution IN							1%	32%			5%	1%	
Trip Distribution OUT				1%		1%		5%			32%		
Warehousing/Institutional Trips	0	0	0	4	0	4	2	87	0	0	134	2	
<i>c</i>			ć						ć				
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
	Ŭ	Ŭ	0	Ŭ		v	Ŭ	, v	0		Ŭ	0	
Total Project Trips	0	0	0	18	0	18	5	440	0	0	547	6	
	Ŭ	Ŭ	0						0		2	U	
2022 Buildout Total	0	0	0	18	0	18	5	620	0	0	773	6	
k/atl_tnto/018972000_ninewood_atlanta_studios_dri teeffi	c study fayetteville	dec 2014\anab	sis/Ininewood	analysis rieli	int #31						\$/12:20	15.9.45	
#### **INTERSECTION VOLUME DEVELOPMENT**

#### Sandy Creek Road at Driveway 17 / Driveway 18 AM PEAK HOUR

	Γ	riveway 1	8	Γ	riveway 1	7	San	dy Creek F	load	San	dy Creek F	load
	N	orthboun	d	s	outhboun	d	]	Eastbound	1	V	Vestboun	i i
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2015 Traffic Volumes								215			229	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88			0.88			0.83			0.91	
Adjustment												
Adjusted 2015 Volumes	0	0	0	0	0	0	0	215	0	0	229	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	231	0	0	246	0
Project Trips												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Residential Trips	0	0	0	0	0	0	0	69	0	0	228	0
·····												
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Hotel Trips	0	0	0	0	0	0	0	18	0	0	3	0
··· ·												
Trip Distribution IN							2%	34%	3%	3%		2%
Trip Distribution OUT	3%		3%	2%		2%	- / -				34%	- / -
Office Trips	3	0	3	2	0	2	14	245	22	22	29	14
	-	,	-		,	_					-/	
Trip Distribution IN								39%				
Trip Distribution OUT											39%	
Retail Trips	0	0	0	0	0	0	0	16	0	0	11	0
Trip Distribution IN							1%	33%	5%	5%		
Trip Distribution OUT	5%		5%			1%					33%	
Warehousing/Institutional Trips	7	0	7	0	0	1	6	182	28	28	46	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
···· / 'T"												
Total Project Trips	10	0	10	2	0	3	20	530	50	50	317	14
Fo	.0	2	.0	-	2	2	20	200	20	20	,	
2022 Buildout Total	10	0	10	2	0	3	20	761	50	50	563	14

#### PM PEAK HOUR

Description         Description         Normal         Right         France         Right         Increase         Right         Righ		Driveway 18 Driveway 18 Driveway 18 Driveway 18 Driveway 19 Drivew						San	dy Creek R	.oad	San	dy Creek R	load
DescriptionLeftThroughRightRight<		N	orthboun	d	<u>S</u>	outhboun	d	1	Eastbound	L	y	Vestbound	1
Descreted 2015 Traffic Volumes         Image: Conflicting Pedestrians         Image:	Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Descrete 2015 Traffic Volumes         Image         Image <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Dedestrians         O <th< td=""><td>Observed 2015 Traffic Volumes</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>168</td><td></td><td></td><td>211</td><td></td></th<>	Observed 2015 Traffic Volumes								168			211	
Conflicting Pedestrians         0         0         0         0         0         0         0         0         0         0           deavy Vehicle %         2%         10%	Pedestrians												
Heary Vehicle %         2%	Conflicting Pedestrians	0		0	0		0	0		0	0		0
Peak Hour Factor         Image: Peak Hour Fact	Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adjustment         Image: Constraint of the second sec	Peak Hour Factor		0.88			0.88			0.85			0.91	
Adjusted 2015 Volumes         0         0         0         10%         1.0%	Adjustment												
Annual Growth Rate         1.0% <th1.0%< th="">         1.0%         1.0%<td>Adjusted 2015 Volumes</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>168</td><td>0</td><td>0</td><td>211</td><td>0</td></th1.0%<>	Adjusted 2015 Volumes	0	0	0	0	0	0	0	168	0	0	211	0
Growth Factor         1.072	Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
New Road Adjustment         Image: Solution of the solution of	Growth Factor	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072	1.072
Other Proposed Developments         Image: Constraint of the second	New Road Adjustment												
2022 Background Traffic         0         0         0         0         0         0         0         0         0         0         0         226         0           Project Trips         I	Other Proposed Developments												
Project Trips         Image: Constraint of the second	2022 Background Traffic	0	0	0	0	0	0	0	180	0	0	226	0
Project Trips         Image: Constraint of the second													
Trip Distribution IN       Image: Constraint of the second s	Project Trips												
Trip Distribution OUT       Image: Constraint of the second	Trip Distribution IN								39%				
Residential Trips         0         0         0         0         0         0         0         0         0         1	Trip Distribution OUT											39%	
Image: http://stimution IN     Image: http://stimution IN <td>Residential Trips</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>210</td> <td>0</td> <td>0</td> <td>123</td> <td>0</td>	Residential Trips	0	0	0	0	0	0	0	210	0	0	123	0
Irip Distribution IN     Image: Constraint of the second sec													
Trip Distribution OUT     0     0     0     0     0     0     0     0     0     0     0     0     0     11     0     0     39%       Ided Trips     0     0     0     0     0     0     0     0     0     11     0     0     15     0       Trip Distribution IN     -     -     -     2%     34%     3%     3%     2%       Trip Distribution OUT     3%     3%     2%     2%     2%     34%     3%     3%       Trip Distribution OUT     3%     3%     2%     2%     2%     4     4     4.34%       Trip Distribution IN     -     -     -     -     39%     -     -     -       Trip Distribution OUT     -     -     -     -     39%     -     -     -       Trip Distribution OUT     -     -     -     -     -     39%     -     -     -       Trip Distribution IN     -     -     -     -     -     -     -     -     -       Trip Distribution IN     -     -     -     11%     33%     5%     5%     -     -       Trip Distribution OUT <t< td=""><td>Trip Distribution IN</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>39%</td><td></td><td></td><td></td><td></td></t<>	Trip Distribution IN								39%				
doted Trips       0       0       0       0       0       0       0       0       11       0       0       15       0         Trip Distribution IN       -       -       -       -       -       2%       34%       3%       3%       2%         Office Trips       20       0       20       14       0       14       3       44       4       4       223       3         Office Trips       20       0       20       14       0       14       3       44       4       4       232       3         Office Trips       20       0       20       14       0       14       3       44       4       4       232       3         Office Trips       20       0       0       0       0       0       16       39%       -	Trip Distribution OUT											39%	
Image: space of the s	Hotel Trips	0	0	0	0	0	0	0	11	0	0	15	0
Irip Distribution IN     -     -     -     2%     34%     3%     3%     2%       Ifing Distribution OUT     3%     3%     2%     2%     2%     34%     3%     3%     2%       Office Trips     0     0     2%     14     0     14     3     44     4     222     3       Office Trips     0     0     14     0     14     3     44     4     422     3       Trip Distribution IN     -     -     -     39%     -     -     -     -       Trip Distribution OUT     -     -     -     -     -     39%     -     -     -       Retail Trips     0     0     0     0     0     0     56     0     0     50     0       Trip Distribution IN     -     -     -     -     -     -     -     -     -     -     -       Trip Distribution IN     -     -     -     11%     33%     5%     5%     -													
Trip Distribution OUT     3%     3%     2%     2%     2%     34%       Office Trips     20     0     20     14     0     14     3     44     4     4     232     3       Office Trips     20     0     20     14     0     14     3     44     4     4     232     3       Trip Distribution IN     Image: Constraint of the stript of	Trip Distribution IN							2%	34%	3%	3%		2%
Office Trips       20       0       20       14       0       14       3       44       4       4       232       3         Trip Distribution IN       Image: Construction III       Image	Trip Distribution OUT	3%		3%	2%		2%					34%	
Frip Distribution IN     Image: Constraint of the second sec	Office Trips	20	0	20	14	0	14	3	44	4	4	232	3
Trip Distribution IN     Image: constraint of the second sec													
Trip Distribution OUT     0     0     0     0     0     0     0     0     0     39%       Retail Trips     0	Trip Distribution IN								39%				
Retail Trips         0 <t< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>39%</td><td></td></t<>	Trip Distribution OUT											39%	
Image: constraint of the problem o	Retail Trips	0	0	0	0	0	0	0	56	0	0	50	0
Irip Distribution IN     -     -     1%     33%     5%     5%       Crip Distribution OUT     5%     5%     1%     33%     5%     5%       Varehousing/Institutional Trips     19     0     19     0     4     2     70     11     11     127     0       varehousing/Institutional Trips     19     0     0     0     4     2     70     11     11     127     0       varehousing/Institutional Trips     0     0     0     0     0     0     0     0     0       varehousing/Institutional Trips     0     0     0     0     0     0     0     0     0       varehousing/Institutional Trips     0     0     0     0     0     0     0     0       varehousing/Institutional Trips     0     0     0     0     0     0     0     0       varehousing/Institutional Trips     0     0     0     0     0     0     0     0       varehousing/Institutional Trips     39     0     39     14     0     18     5     571     15     15     773     3													
Trip Distribution OUT     5%     5%     1%     33%       Warehousing/Institutional Trips     19     0     19     0     4     2     70     11     11     127     0       2ass-By Trips     0     0     0     0     0     0     0     0     0     0     0       Cold Project Trips     39     0     39     14     0     18     5     571     15     15     773     3	Trip Distribution IN							1%	33%	5%	5%		
Warehousing/Institutional Trips         19         0         19         0         0         4         2         70         11         11         127         0           Sass-By Trips         0 <t< td=""><td>Trip Distribution OUT</td><td>5%</td><td></td><td>5%</td><td></td><td></td><td>1%</td><td></td><td></td><td></td><td></td><td>33%</td><td></td></t<>	Trip Distribution OUT	5%		5%			1%					33%	
Pass-By Trips         0         <	Warehousing/Institutional Trips	19	0	19	0	0	4	2	70	11	11	127	0
Pass-By Trips         0         <													
Cotal Project Trips         39         0         39         14         0         18         5         391         15         15         547         3           2022 Buildout Total         39         0         39         14         0         18         5         571         15         15         773         3	Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips         39         0         39         14         0         18         5         391         15         15         547         3           022 Buildout Total         39         0         39         14         0         18         5         391         15         15         547         3													
Model         Model <th< td=""><td colspan="3">Total Project Trips         39         0         39         14</td><td>14</td><td>0</td><td>18</td><td>5</td><td>391</td><td>15</td><td>15</td><td>547</td><td>3</td></th<>	Total Project Trips         39         0         39         14			14	0	18	5	391	15	15	547	3	
2022 Buildout Total         39         0         39         14         0         18         5         571         15         15         773         3													
	2022 Buildout Total	39	0	39	14	0	18	5	571	15	15	773	3

Appendix F Signal Warrant Analyses (Peak Hours Only)

Pinewood Atlanta Studios DRI TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS Based on 2009 MUTCD																	
	INTE	RSECTION NAME:	14 - SR 74 at Sand	dy Creek Road	i				]					DATE:			
	INTERSEC		No-Build						1								
	INTEROLO																
		MAJOR STREET:	SR 74										# OF APPRC	ACH LANES:	2		
		MINOR STREET:	Sandy Creek										# OF APPRC	ACH LANES:	1		
	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N USE 56% REDUCTION (Y OR N): N S5TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y WARRANT 1, Condition A WARRANT 1, Condition B WARRANT 1, Combination Warrant CONDITION A CONDITION A CONDITION A																
		MA IOD ST	MINOR ST	WAR	RANT 1, Cond	dition A	WAR	RANT 1, Conc	lition B			RRANT 1, Co	mbination Wa	rrant	в		
		BOTH	HIGHEST	MAJOR	MINOR	DOTUMET	MAJOR	MINOR	DOTUNET	MAJOR	MINOR		MAJOR	MINOR	DOTUMET	WARRANT 2	WARRANT 3
	APPROACHES APPROACH STREET STREET BOTH MET STREET STREET STREET BOTH MET STREET STREET STREET BOTH MET STREET STRE																
12:00 AM TO	01:00 AM		-	420	100		000	55		400	120		120	00			
01:00 AM TO	02:00 AM																
02:00 AM TO	03:00 AM																
03:00 AM TO	04:00 AM																
04:00 AM TO	05:00 AM																
05:00 AM TO	06:00 AM																
06:00 AM TO	07:00 AM																
07:00 AM TO	08:00 AM	3,293	18	Y			Y			Y			Y				
08:00 AM TO	09:00 AM																
09:00 AM TO	10:00 AM																
10:00 AM TO	11:00 AM																
11:00 AM TO	12:00 PM																
12:00 PM TO	01:00 PM																
01:00 PM TO	02:00 PM																
02:00 PM TO	03:00 PM																
03:00 PM TO	04:00 PM																
04:00 PM TO	05:00 PM																
05:00 PM TO	06:00 PM	3,532	17	Y			Y			Y			Y				
06:00 PM TO	07:00 PM																
07:00 PM TO	08:00 PM																
08:00 PM TO	09:00 PM																
09:00 PM TO	10:00 PM																
10:00 PM TO 11:00 PM																	
11:00 PM TO	12:00 AM																
		6,825	35			0			0			0			0	0	0
				8 H	HOURS NEED	DED	81	HOURS NEED	ED		8 HOURS OF	BOTH COND	. A AND CON	ID. B NEEDED	)	4 HRS NEEDED	1 HRS NEEDED
				N	OT SATISFI	ED	N	OT SATISFI	ED			NOT SA	TISFIED			NOT SATISFIED	NOT SATISFIED
WARRANT 1 Eig	ht-Hour Vehi	cular Volume Wa	arrant														

WARRA Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

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						TRAF	Pinew FIC SIGI	NAL VOL Based or	anta St UME WA 1 2009 MU <sup>-</sup>	Udios [ RRANT /	ORI ANALYSI	S					
	INTE	RSECTION NAME:	14 - SR 74 at Sand	dy Creek Road	i				]					DATE:			
	INTERSEC	TION CONDITION:	Build						]								
							1		1								
		MAJOR STREET:	SR 74										# OF APPRC	DACH LANES:	2		
		MINOR STREET:	Sandy Creek										# OF APPRC	DACH LANES:	1		
	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y MAJOR ST MAJOR ST BOTH HIGHEST MAJOR MINOR MINOR MAJOR MINOR																
				WARF	RANT 1, Cond	dition A	WAR	RANT 1, Cond	lition B		WA	RRANT 1, Co	mbination Wa	rrant	5		
	MAJOR ST MINOR ST CONDITION A CONDITION													в	WARRANT 2	WARRANT 3	
	BOTH         HIGHEST         MAJOR         MINOR         MAJOR         MINOR         MAJOR         MINOR         MAJOR         MINOR           APPROACHES         APPROACH         STREET         STREET         BOTH MET         STREET         STREET         STREET         STREET         STREET         STREET         STREET         BOTH MET         STREET         STREET																
THRESHOLD VAL	UES —		•	420	105		630	53		480	120		720	60			
12:00 AM TO	01:00 AM																
01:00 AM TO	02:00 AM																
02:00 AM TO	03:00 AM																
03:00 AM TO	04:00 AM																
04:00 AM TO	05:00 AM																
05:00 AM TO	06:00 AM																
06:00 AM TO	07:00 AM																
07:00 AM TO	08:00 AM	3,816	222	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
08:00 AM TO	09:00 AM																
09:00 AM TO	10:00 AM																
10:00 AM TO	11:00 AM																
11:00 AM TO	12:00 PM																
12:00 PM TO	01:00 PM																
01:00 PM TO	02:00 PM																
02:00 PM TO	03:00 PM																
03:00 PM TO	04:00 PM																
04:00 PM TO	05:00 PM	0.000	005	V	V	v	V	N/	v	X	X	V	X		v	v	v
05:00 PM TO	05:00 PM	3,889	225	Y	Ŷ	T	Ŷ	Ŷ	T	Y	Y	T	Y	Y	T	ř	T
05:00 PM TO	07:00 PM																
07:00 PM TO	00:00 PM																
00:00 PM TO	10:00 PM																
10:00 PM TO	11:00 PM																
11:00 PM TO	12:00 AM																
11.00 FWI TO	12.00 AM	7 705	447		I	2			2			2			2	2	2
		1,100	447			2			2			2			2	2	2
				8 -		DED ED	81	HOURS NEED	ED D		8 HOURS OF	BOTH COND	. A AND CON	ID. B NEEDEI	D	4 HRS NEEDED	1 HRS NEEDED
WARRANT 1 Ei	ight-Hour Vehi	cular Volume Wa	rrant		CT GATIOFI			OT OATIOFIL				NO1 3A				NOT GATIONED	GATIONED

Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

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Pinewood Atlanta Studios DRI
TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS
Based on 2009 MUTCD

v

INTERSECTION NAME: 19 - SR 92 at Veterans Parkway (new extension) / Westbridge Road	DATE:
MAJOR STREET: SR 92 MINOR STREET: Veterans / Westbridge	# OF APPROACH LANES: 1 # OF APPROACH LANES: 1
ISOLATED COMMUNITY WITH POPULATION LESS THA	1 10,000 (Y OR N): N USE 56% REDUCTION (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WARRANT 1, Condition A WARRANT 1, Condition B WARRANT 1, Combination Warrant MAJOR ST MINOR ST CONDITION A CONDITION B WARRANT 2 WARRANT 3 BOTH HIGHEST MAJOR MINOR MAJOR MINOR MAJOR MINOR MAJOR MINOR APPROACHES APPROACH STREET STREET BOTH MET STREET STREET BOTH MET STREET STREET BOTH MET STREET STREET BOTH MET THRESHOLD VALUES 350 105 525 53 400 120 600 60 -12:00 AM TO 01:00 AM 01:00 AM то 02:00 AM 02:00 AM TO 03:00 AM 03:00 AM TO 04:00 AM 04:00 AM TO 05:00 AM 05:00 AM то 06:00 AM 06:00 AM то 07:00 AM 07:00 AM то 08:00 AM 1,368 168 Y Y Υ Y Y Υ Υ Y Y Υ Y Υ Υ Y 08:00 AM то 09:00 AM 09:00 AM то 10:00 AM 10:00 AM TO 11:00 AM 11:00 AM TO 12:00 PM 12:00 PM TO 01:00 PM 01:00 PM то 02:00 PM 02:00 PM то 03:00 PM 03:00 PM то 04:00 PM 04:00 PM то 05:00 PM 05:00 PM то 06:00 PM 1,441 109 Υ Υ Y Υ Υ v v Y Υ Υ v 06:00 PM то 07:00 PM 07:00 PM TO 08:00 PM 08:00 PM TO 09:00 PM 09:00 PM то 10:00 PM 10:00 PM то 11:00 PM 11:00 PM то 12:00 AM 2,809 277 2 2 2 2 2 1 8 HOURS NEEDED 8 HOURS NEEDED 8 HOURS OF BOTH COND. A AND COND. B NEEDED 4 HRS NEEDED 1 HRS NEEDED NOT SATISFIED NOT SATISFIED NOT SATISFIED NOT SATISFIED SATISFIED

WARRANT 1 -- Eight-Hour Vehicular Volume Warrant Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

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Pinewood Atlanta Studios DRI
TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS
Based on 2009 MUTCD

INTERSECTION NAME: 19 - SR 92 at Veterans Parkway (new extension) / Westbridge Road	DATE:
MAJOR STREET: SR 92 MINOR STREET: Veterans / Westbridge	# OF APPROACH LANES: 1 # OF APPROACH LANES: 1
ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000	(Y OR N): N USE 56% REDUCTION (Y OR N): N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

			WARRANT 1, Condition A WARRANT 1, Condition B			WARRANT 1, Combination Warrant										
	MAJOR ST	MINOR ST								CONDITION	A		CONDITION	В	WARRANT 2	WARRANT 3
	BOTH	HIGHEST	MAJOR	MINOR		MAJOR	MINOR		MAJOR	MINOR		MAJOR	MINOR			
	APPROACHES	APPROACH	STREET	STREET	BOTH MET	STREET	STREET	BOTH MET	STREET	STREET	BOTH MET	STREET	STREET	BOTH MET		
THRESHOLD VALUES -			350	105		525	53		400	120		600	60			
12:00 AM TO 01:00 AM																
01:00 AM TO 02:00 AM																
02:00 AM TO 03:00 AM																
03:00 AM TO 04:00 AM																
04:00 AM TO 05:00 AM																
05:00 AM TO 06:00 AM																
06:00 AM TO 07:00 AM																
07:00 AM TO 08:00 AM	1,430	214	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
08:00 AM TO 09:00 AM																
09:00 AM TO 10:00 AM																
10:00 AM TO 11:00 AM																
11:00 AM TO 12:00 PM																
12:00 PM TO 01:00 PM																
01:00 PM TO 02:00 PM																
02:00 PM TO 03:00 PM																
03:00 PM TO 04:00 PM																
04:00 PM TO 05:00 PM																
05:00 PM TO 06:00 PM	1,484	153	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
06:00 PM TO 07:00 PM																
07:00 PM TO 08:00 PM																
08:00 PM TO 09:00 PM																
09:00 PM TO 10:00 PM																
10:00 PM TO 11:00 PM																
11:00 PM TO 12:00 AM																
<u></u>	2,914	367		•	2			2		•	2	-	•	2	2	2
	•	•	1													
			8 H	HOURS NEED	ED	81	HOURS NEED	DED		8 HOURS OF	BOTH COND	. A AND CON	ID. B NEEDEL	)	4 HRS NEEDED	1 HRS NEEDED
			N	OT SATISFI	ED				NOT SATISFIED						NOT SATISFIED	SATISFIED

WARRANT 1 -- Eight-Hour Vehicular Volume Warrant Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

K:\ATL\_TPTO\018972000 Pinewood Atlanta Studios DRI Traffic Study, Fayetteville, Dec. 2014\Analysis\[Pinewood\_Analysis.xls]Signal Warrant 19 Build

Pinewood Atlanta Studios DRI TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS Based on 2009 MUTCD																		
		INTER	RSECTION NAME:	13 - Sandy Creek	Road at Lees I	Mill Road				]					DATE:			
										1								
		INTERSEC	TION CONDITION:	Build														
		,	MAJOR STREET:	Sandy Creek										# OF APPRC	ACH LANES:	1		
			MINOR STREET:	Lees Mill										# OF APPRC	ACH LANES:	1		
											L.							
				ISOLAT	ED COMMUN	ITY WITH POI	PULATION LE	SS THAN 10,	000 (Y OR N):	N			USE 5	6% REDUCTI	ON (Y OR N):	N		
	85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y																	
	WARRANT 1, Condition A WARRANT 1, Condition B WARRANT 1, Combination Warrant																	
			MA IOR ST	MINOR ST	WAR	RANT 1, CONC	IIIION A	WAR	RANT 1, COND	IIIION B			ARRANT 1, CO	mbination wa	CONDITION I	В		
	MAJOR ST MINOR ST CONDITION A CONDITION B														WARRANT 2	WARRANT 3		
	BOTH         HIGHEST         MAJOR         MINOR         MAJOR         MINOR         MAJOR         MINOR         MAJOR         MINOR           APPROACHES         APPROACH         STREET         STREET         BOTH MET         STREET         STREET         STREET         BOTH MET         STREET         <																	
THRESHOLD	VALUE	s —	-	>	350	105		525	53		400	120		600	60			
12:00 AM	то	01:00 AM																
01:00 AM	то	02:00 AM																
02:00 AM	то	03:00 AM																
03:00 AM	то	04:00 AM																
04:00 AM	то	05:00 AM																
05:00 AM	TO	06:00 AM																
06:00 AM	то	07:00 AM																
07:00 AM	то	08:00 AM	1,599	33	Y			Y			Y			Y				
08:00 AM	TO	09:00 AM																
09:00 AM	то	10:00 AM																
10:00 AM	TO	11:00 AM																
11:00 AM	то	12:00 PM																
12:00 PM	TO	01:00 PM																
01:00 PM	10	02:00 PM																
02:00 PM	10	03:00 PM																
04:00 PM	TO	04:00 PM																
04:00 PM	TO	05:00 PM	1.462	107	v	v	v	v	v	v	v			v	v	v	v	v
06:00 PM	то	00.00 P M	1,405	107	1	1		1									-	
07:00 PM	то	08:00 PM																
08:00 PM	то	09:00 PM																
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			3,062	140		•	1		•	1			0			1	1	1
					81			81				8 HOURS OF	BUTH COND		D. B NEEDED	,	4 HRS NEEDED	1 HRS NEEDED
WARRANT 1	Eight	-Hour Vehic	cular Volume Wa	rrant	N	UT SATISFI	ED	N	UT SATISFIL	ED	I		NUTSA	IISFIED			NUI SATISHED	SATISFIED

WARRA Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

K:\ATL\_TPTO\018972000 Pinewood Atlanta Studios DRI Traffic Study, Fayetteville, Dec. 2014\Analysis\[Pinewood\_Analysis.xls]Signal Warrant 13 Build

Pinewood Atlanta Studios DRI TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS Based on 2009 MUTCD																		
		INTEI	RSECTION NAME:	9 - Veterans Parkv	way at S Sandy	Creek Road				]					DATE:			
		INTERSEC		Build						1								
		INTEROLO		Duild						1								
			MAJOR STREET:	Veterans										# OF APPRC	ACH LANES:	1		
			MINOR STREET:	S Sandy Creek										# OF APPRC	ACH LANES:	1		
	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y WARRANT 1, Condition A WARRANT 1, Condition B WARRANT 1, Combination Warrant															N		
					WAR	RANT 1, Conc	dition A	WAR	RANT 1, Cond	lition B		WA	RRANT 1, Co	mbination Wa	rrant			
			MAJOR ST	MINOR ST								CONDITION	4		CONDITION	в	WARRANT 2	WARRANT 3
	BOTH HIGHEST MAJOR MINOR MAJOR MINOR APPROACHES APPROACH STREET STREET BOTH /												BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD	VALUE	s —			350	105		525	53		400	120		600	60	-		
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07:00 AM	то	08:00 AM	1,407	195	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
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			2,821	238			1			1			1			1	1	1
					8 H	IOURS NEED	DED	81	HOURS NEED	ED		8 HOURS OF	BOTH COND	. A AND CON	ID. B NEEDEI	)	4 HRS NEEDED	1 HRS NEEDED
					N	OT SATISFI	ED	N	OT SATISFIE	ED			NOT SA	TISFIED			NOT SATISFIED	SATISFIED
WARRANT 1	Eight	Hour Vehic	cular Volume Wa	arrant														

WARRA Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

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	Pinewood Atlanta Studios DRI TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS Based on 2009 MUTCD																	
		INTER	RSECTION NAME:	10 - Veterans Park	way at Hood F	Road				]					DATE:			
		INTERSECT	ION CONDITION:	Build														
										1								
		N	MAJOR STREET:	Veterans										# OF APPRC	ACH LANES	2		
		I	MINOR STREET:	Hood										# OF APPRC	ACH LANES	: 1		
	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N USE 56% REDUCTION (Y OR N): N S5TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y WARRANT 1, Condition A WARRANT 1, Condition B WARRANT 1, Combination Warrant WARRANT 1, Condition A WARRANT 1, Condition B CONDITION B																	
					WAR	RANT 1, Cond	lition A		WA	RRANT 1, Co	mbination Wa	rrant						
	MAJOR ST MINOR ST LIGHEST MAJOR MINOR MAJOR MINOR MINOR MINOR MINOR MINOR MINOR MINOR														в	WARRANT 2	WARRANT 3	
	BOTH HIGHEST MAJOR MINOR STREET STREET BOTH MET BOTH MET STREET BOTH MET BOTH MET STRE																	
THRESHOLD	VALUE	s —			420	105		630	53		480	120		720	60			
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01:00 AM	TO	02:00 AM																
02:00 AM	то	03:00 AM																
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06:00 AM	то	07:00 AM																
07:00 AM	то	08:00 AM	1,744	92	Y			Y	Y	Y	Y			Y	Y	Y	Y	Y
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					81	HOURS NEED	ED	8 H	HOURS NEED	ED		8 HOURS OF	BOTH COND	A AND CON	ID. B NEEDEI	D	4 HRS NEEDED	1 HRS NEEDED
					N	OT SATISFI	ED	N	OT SATISFIE	ED			NOT SA	TISFIED			NOT SATISFIED	SATISFIED
WARRANT 1	Eigh	t-Hour Vehic	ular Volume Wa	arrant														

WARR Condition A: Minimum Vehicular Volume

Condition B: Interruption of Continuous Traffic

Combination: Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant (70% Factor)

WARRANT 3 -- Peak Hour Warrant (70% Factor)

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Appendix G Roundabout Laneage Figures









Appendix H Programmed & Under Construction Projects



S-AR-182	PLAN 2040 RTP Update PROJECT FACT SHEET						
Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)	Holy, this Menorial Park of the rate of th					
GDOT Project No.	0007841	FS-AR-182					
Federal ID No.	CSNHS-0007-00(841)	like of the second s					
Status	Programmed	2					
Service Type	Roadway / Interchange Capacity	Sõurces: Esri, DeLorme,					
Sponsor	GDOT	IPC, NRCAN, Esri Japan,					
Jurisdiction	Regional - Southwest	ME II, E sri China (Hong Kong), Esri (Thailand),					
Analysis Level	In the Region's Air Quality Conformity Analysis	Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright					
Existing Thru Lane	Var	Network Year 2030					
Planned Thru Lane	Var	Corridor Length N/A miles					
Detailed Description and Justification							

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Phase Status & Funding Status		FISCAL	TOTAL PHASE	TAL PHASE BREAKDOWN OF TOTAL PHASE COST BY FUNDING SC				
Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
SCP	National Highway System	AUTH	2011	\$50,000	<del>\$40,000</del>	<del>\$10,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway System	AUTH	2012	\$863,377	<del>\$690,702</del>	<del>\$172,675</del>	<del>\$0,000</del>	<del>\$0,000</del>
ROW	National Highway Performance Program (NHPP)		2016	\$8,244,090	\$6,595,272	\$1,648,818	\$0,000	\$0,000
UTL	General Federal Aid 2020-2040		LR 2020- 2030	\$545,000	\$436,000	\$109,000	\$0,000	\$0,000
CST	General Federal Aid 2020-2040		LR 2020- 2030	\$16,900,000	\$13,520,000	\$3,380,000	\$0,000	\$0,000
			\$26,602,467	\$21,281,974	\$5,320,493	\$0,000	\$0,000	

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

A:C

For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



#### GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW Atlanta, Georgia 30308 Telephone: (404) 631-1000

February 28, 2012

Thank you for attending the Public Involvement Open House (PIOH) for CSNHS-0007-00(841), P.I. No. 0007841, in Fulton County, the I-85 at SR 74 Interchange Modification project. In this handout package you will find a project location map, a project description, and a comment form. The objectives of this public information open house are to allow you to view study area maps and displays and get information, and to provide your comments.

As you enter the room, you will notice aerial displays of the conceptual layouts for the project. Signage is placed throughout the room to guide you through the displays. Department of Transportation (DOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the displays and answer your questions. Please take this opportunity to discuss the proposed conceptual layouts with a DOT representative. There will be no formal presentation.

You may complete a comment card and deposit it into the box provided here, or send in written comments about the proposed plans until March 9, 2012. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, 600 West Peachtree Street NW, 16<sup>th</sup> Floor, Atlanta, GA 30308. Comments can also be made via the web at *www.dot.ga.gov*. Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays will be available for review for ten days after the PIOH at the Georgia Department of Transportation District 7, Area 3 located at 4125 Roosevelt Highway, College Park, Georgia 30349. A copy of all comments received will be available for public review at this same location and at the Georgia Department of Transportation, Office of Environment Services, 600 West Peachtree Street NW, 16<sup>th</sup> Floor, Atlanta, GA 30308, as soon as compilation is completed.

Again, thank you for attending this open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager Ernay Robinson at (404) 559-6699 or Bobby Dollar at (404) 631-1920 of the Office of Environmental Services.

Sincere Bobby Hilliard,

State Program Delivery Engineer

BH/ER/mn

Attachments

#### I-85 at SR 74 (Senoia Road) Project CSNHS-0007-00(841), Fulton County PI No. 0007841

### **Project Description**

The proposed project is located in the City of Fairburn in southwest Fulton County. This project will upgrade and improve the existing interchange to accommodate traffic demands expected in the year 2040. The proposed interchange improvements will include new or wider ramps, wider bridges over I-85 and new traffic signals.

Two alternatives are currently under consideration:

<u>Concept 1: Diverging Diamond Interchange</u> – Eastbound and westbound lanes on SR 74 over I-85 would be reversed in direction in order to eliminate all left-turns at the ramp intersections. This allows for more efficient movement of traffic through the interchange, especially for the heavy southbound I-85 to eastbound SR 74 movement.

In order to account for high volumes heading eastbound on SR 74, the new or widened southbound bridge over I-85 would include four through lanes, while the westbound bridge would still have two through lanes. The interchange ramps would remain at their existing locations, but widened to accommodate higher traffic demands where necessary.

<u>Concept 3: Partial Cloverleaf "B" (2 Loops added to Interchange)</u> – A large two-lane loop ramp would be constructed in the SW quadrant to accommodate the heavy southbound I-85 to eastbound SR 74 movement. The exiting diamond ramp would be converted to a right-turn only ramp for the westbound SR 74 traffic. A single-lane loop ramp would also be constructed in the NE quadrant to accommodate the northbound I-85 to westbound SR 74 movement. Constructing these two loops would allow both movements to continue through the interchange without stopping at a traffic signal.

Both concepts would continue SR 74 east from the interchange with four through lanes in each direction past Oakley Industrial Boulevard to the intersection with Harris Road, where SR 74 would continue with three lanes in each direction to the intersection with Milam Road.

The on and off ramps facing I-85 north would be extended past the SR 92 overpass in order to provide more stacking distance as well as to accommodate possible future ramps at SR 92.





LEGEND PROPOSED PAVEMENT PROPOSED GRASSED MEDIAN PROPOSED RAISED MEDIAN PROPOSED CONCRETE SIDEWALK FUTURE PROJECT CONSTRUCTION XXXXXX OBLITERATE EXISTING PAVEMENT PROPOSED TRAFFIC SIGNAL TRAFFIC DIRECTIONAL ARROW POTENTIAL DISPLACEMENTS





LEGEND PROPOSED PAVEMENT PROPOSED GRASSED MEDIAN PROPOSED RAISED MEDIAN FUTURE PROJECT CONSTRUCTION XXXXXX OBLITERATE EXISTING PAVEMENT PROPOSED TRAFFIC SIGNAL TRAFFIC DIRECTIONAL ARROW POTENTIAL DISPLACEMENTS



# C.15 Intersection of State Roads 54 and 74

The intersection of State Roads 54 and 74 is the single busiest intersection in Fayette County. It experiences heavy volumes during morning and afternoon peak travel periods with significant amounts of congestion and travel delay. At the time of Fayette Forward's development, the Georgia Department of Transportation was exploring the reconstruction of this intersection as a grade-separated interchange, where one of the two highways would pass over the other with a bridge and access between the two would be accommodated by entry and exit ramps.

Peachtree City is interested in exploring other potential approaches to mitigating congestion at this intersection. The Fayette Forward project team explored two such alternatives during its public design workshop and follow-up efforts.



Location of candidate projects within Fayette County.

## TABLE C.15 SR 54/74 and Related Candidate Projects

Candidate Projects in this Section	Project Description
IR-022	Intersection redesign (previous plan for grade-separation, but different approach desired by Peachtree City)
TR-005	Bicycle and pedestrian path





#### Context of the Intersection

The intersection of State Roads 54 and 74 is in one of Peachtree City's largest commercial districts and as such access to property is highly important. Previous intersection capacity improvements have already controlled access to properties, making some driveway entry points accessible by right turn only.



## SR 54/SR 74 Intersection, Option 1

This proposes a conventional intersection widening, adding additional turn lanes where possible. As one of the major movements through this intersection, especially in the morning peak period, is the eastbound left turn (from eastbound SR 54 to northbound SR 74), the addition of a left turn lane would provide additional storage but is complicated by the insufficient space to accommodate standard geometries for adding the turn lane.





## SR 54/SR 74 Intersection, Option 2

Instead of focusing movement and turning capacity at the intersection itself, this approach proposes to enhance existing street network. and provide an option for local trips not needing to use State Roads 54 or 74 for internal circulation.



## SR 54/SR 74 Intersection, Option 3

This illustration shows the grade-separated interchange that was being considered for feasibility at the time that the Fayette Forward planning process began. As the approaches to the access ramps must begin far in advance of the crossing to accommodate roadway design speeds, it is likely that at least two property access points would need to be closed.



## Available Upon Request

Raw Traffic Counts (Peak Hour Turning Movements) SIDRA Capacity Analyses (Roundabouts Only) Synchro Capacity Analyses