



Transportation Analysis

Founders Studio and Founders Square DRI #2830

Town of Tyrone, Georgia

Report Prepared:

August 2018

Prepared for:

Dockery Group

Prepared by:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Founders Studio and Founders Square* development located in the Town of Tyrone, Georgia. The approximate 110-acre site is located just east of SR 74, south of Sandy Creek Road, and north of Jenkins Road. The proposed development will be mixed-use and will include film studio, commercial, office, hotel, residential, retail, and restaurant land uses.

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 the project size exceeding 500,000 SF of mixed-use development in a Developing Suburbs area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the Rezoning Application with the Town of Tyrone, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within the ARC designated developing suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 19, 2018 by the Town of Tyrone.

The project site is currently zoned for O-I (Office-Institutional), A-R (Agricultural Residential), and E-I (Educational Institutional) land use. The proposed zoning is CMU (Community Mixed-Use). The proposed project is expected to be completed by 2022 (approximately 4 years), and this analysis will consider the full build-out of the proposed site in 2022.

The proposed development will consist of the following land uses and densities (for the purposes of the calculation, hotel rooms were assumed to be 750 SF per room and residential units were assumed to be 1,000 SF per unit):

Film Studios:	462,500 SF total
Office:	76,500 SF
Hotel:	80 rooms (60,000 SF)
Residential:	21 townhome units (21,000 SF) 101 apartment units (101,000 SF)
Retail:	183,000 SF
Restaurant:	35,000 SF
Total (approximate):	939,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Founders Studio and Founders Square* development – including residents walking to the restaurant and retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). There are no direct transit routes located within the vicinity of the project; therefore, no alternative mode reductions were taken.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected on May 10, 2018 by performing AM and PM peak hour turning movement counts at all but one existing study intersection. Counts at one existing study intersection were collected on May 23, 2018. The vehicular volume along Sandy Creek Road, just east of SR 74, was collected on both May 10, 2018 and May 23, 2018. To account for seasonal variation in traffic during the summer, the vehicular volume at the intersection of Sandy Creek Road at Lees Mill Road (Intersection #6) were increased to match the vehicular volume along Sandy Creek Road just east of SR 74.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for four (4) years at 3 percent per year along Sandy Creek Road and 2 percent per year for all other roadways.
- 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 *Founders Studio and Founders Square* development.
- Projected 2022 Build Alternative conditions represent the Projected 2022 Build Improved conditions with the conversion of the intersection of SR 74 at Sandy Creek Road (Intersection #3) from an unsignalized RCUT intersection into a signalized full-movement intersection.

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the Founders Studio and Founders Square DRI*), all but one (1) study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersection of SR 74 at I-85 NB Ramps (Intersection #2) currently operates at LOS F and LOS E during the AM and PM peak hours, respectively. Since this intersection currently operates at LOS E or below during both the AM and PM peak hours, the new LOS standard becomes LOS E for both the AM and PM peak hours, consistent the GRTA Letter of Understanding. Additionally, the westbound approach at the intersection of SR 74 at Sandy Creek Road currently operates at LOS E during both the AM and PM peak hours; therefore, the new LOS standard will also be LOS E.

It should be noted that an interchange improvement project (GDOT PI #0007841) is programmed to be completed by year 2020 at the I-85 Ramps along SR 74. A concept report for interchange improvements (partial cloverleaf interchange) at the I-85 at SR 74 interchange, which is currently diamond interchange, was approved on August 2014 and is projected to be completed by year 2020. At the time of this report, the draft concept plan indicated several proposed improvements. These improvements were applied to the interchange per the concept report as follows:

- Intersection #1: SR 74 at I-85 SB Ramps
 - Construct two (2) eastbound free-flow right-turn lanes along I-85 turning onto SR 74.
 - Remove two (2) westbound left-turn lanes and provide one (1) westbound right-turn lane so that the approach consists of one (1) right-turn lane along I-85 turning onto SR 74.
 - Construct an additional northbound left-turn lane so that the approach consists of two (2) northbound left-turn lanes and two (2) through lanes along SR 74.
- Intersection #2: SR 74 at I-85 NB Ramps
 - Construct one (1) westbound right-turn lanes along I-85 turning onto SR 74.
 - Remove two (2) westbound left-turn lanes and provide one (1) westbound right-turn lane so that the approach consists of one (1) right-turn lane along I-85 turning onto SR 74.
 - Construct an additional southbound left-turn lane and two (2) southbound through lanes so that the approach consists of two (2) southbound left-turn lanes and four (4) through lanes along SR 74.

Note: Widening, additional turn lanes, and other intersection improvements are included in the interchange modification project PI #0007841. See Appendix F for concept designs.

Based on the **Projected 2022 No-Build** conditions (includes background traffic growth but excludes the estimated project trips from the Founders Studio and Founders Square DRI), all but two (2) study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 No-Build conditions.

The signalized intersection of SR 74 at I-85 NB Ramps (Intersection #2) is projected to operate at LOS F during both the AM and PM peak hours. The unsignalized RCUT (Restricted Crossing U-Turn) intersection of SR 74 at Sandy Creek Road is projected to operate at LOS F during both the AM and PM peak hours.

As mentioned under the Existing 2018 conditions, there is an interchange improvement project programmed (GDOT PI #0007841). With the interchange improvements, the signalized intersections at the I-85 ramps are projected to operate at acceptable levels-of-service.

In addition to the interchange improvements, based on the Projected 2022 No-Build conditions, the following improvements are recommended to reach an acceptable LOS at the following intersection:

- Intersection #3: SR 74 at Sandy Creek Road
 - Install a traffic signal (if warranted) to convert the unsignalized RCUT intersection into a signalized RCUT intersection.

Based on the **Projected 2022 Build** conditions (*includes both the background traffic growth and the estimated project trips from the Founders Studio and Founders Square DRI*), all but three (3) study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 Build conditions.

The signalized intersection of SR 74 at I-85 SB Ramps (Intersection #1) is projected to operate at LOS E during the PM peak hour. The signalized intersection of SR 74 at I-85 NB Ramps (Intersection #2) is projected to operate at LOS F during both the AM and PM peak hours. The unsignalized RCUT intersection of SR 74 at Sandy Creek Road (Intersection #3) is projected to operate at LOS F during both the AM and PM peak hours. With the improvements noted under the Projected 2022 No-Build conditions, all intersections are projected to operate at an acceptable level-of-service.

In addition to the recommended improvements under the Projected 2022 No-Build conditions, the following site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *Founders Studio and Founders Square* development:

- Intersection #7: Jenkins Road at Sandy Creek HS Driveway / Proposed Driveway 1
 - On the site, construct one (1) southbound left-turn lane and one (1) shared through/right-turn lane exiting the site onto Jenkins Road and one (1) ingress lane entering the site.
 - Construct one (1) eastbound left-turn lane and one (1) westbound right-turn lane along Jenkins Road.
- Intersection #8: SR 74 at Proposed Driveway 2
 - On the site, construct one (1) westbound left-turn lane and one (1) right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #9: SR 74 at Proposed Driveway 3
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #10: SR 74 at Proposed Driveway 4
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.

- Intersection #11: SR 74 at Proposed Driveway 5
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #12: SR 74 at Proposed Driveway 6
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #13: Sandy Creek Road at Proposed Driveway 7
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site onto Sandy Creek Road and one (1) ingress lane entering the site.
 - Construct one (1) eastbound right-turn lane and one (1) westbound right-turn lane along Sandy Creek Road.

Based on the **Projected 2022 Build Alternative** conditions (*includes both the background traffic growth and the estimated project trips from the Founders Studio and Founders Square DRI, and assumes a signalized full-movement intersection at the intersection of SR 74 at Sandy Creek Road*), all but one (1) affected study intersections are projected to operate better under the Projected 2022 Build Alternative conditions compared to the Projected 2022 Build improved conditions. The northbound approach at the intersection of Sandy Creek Road at Proposed Driveway 7 (Intersection #13) I projected to operate at LOS C during both AM and PM peak hours.

For the Projected 2022 Build Alternative conditions, the intersection of SR 74 at Sandy Creek Road (Intersection #3) was analyzed as a signalized full-movement intersection. The proposed intersection geometry consists of the following changes:

- Intersection #3: SR 74 at Sandy Creek Road
 - Remove the RCUT median to allow left-turn movements on all approaches.
 - Eastbound: Install one (1) left-turn lane and provide a shared through/right-turn lane.
 - Westbound: Install one (1) left-turn lane and provide a shared through/right-turn lane.

With the left-turn movements being allowed on all approaches at the intersection of SR 74 at Sandy Creek Road (Intersection #3), approximately half of the project trips making the northbound u-turn movement were reassigned to make the eastbound left at the intersection of SR 74 at Sandy Creek Road (Intersection #3). Additionally, the vehicles currently making u-turns upstream and downstream of the intersection were reassigned as left-turn movements from the intersection of SR 74 at Sandy Creek Road (Intersection #3) instead of making the right-turn to make a u-turn downstream.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Founders Studio and Founders Square* development located in the Town of Tyrone, Georgia. The approximate 110-acre site is located just east of SR 74, south of Sandy Creek Road, and north of Jenkins Road. The proposed development will be mixed-use and will include film studio, commercial, office, hotel, residential, retail, and restaurant land uses.

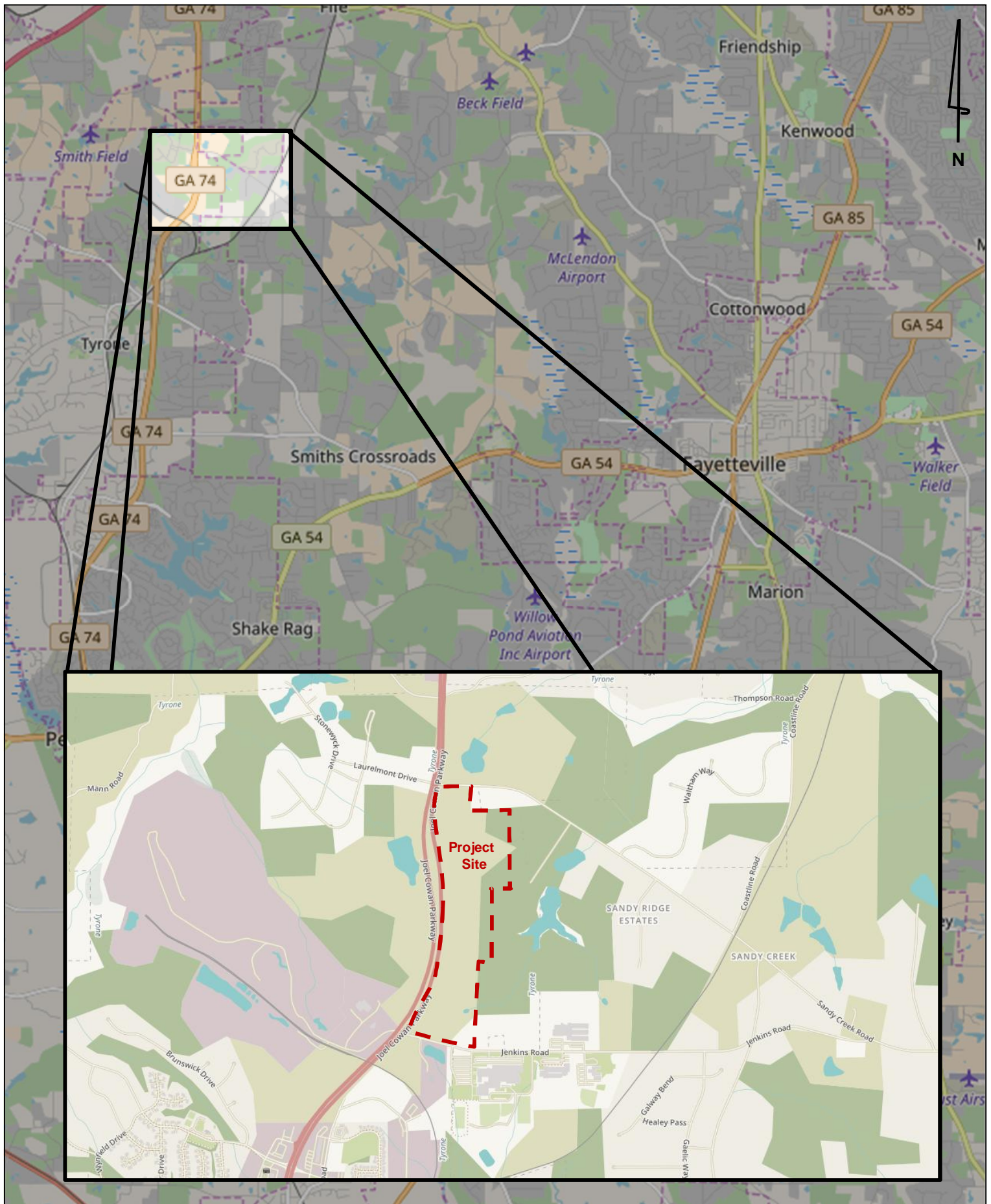
The proposed development will be approximately 939,000 SF of mixed-use development. The project will exceed 500,000 square feet for mixed-use developments within a developing suburbs area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

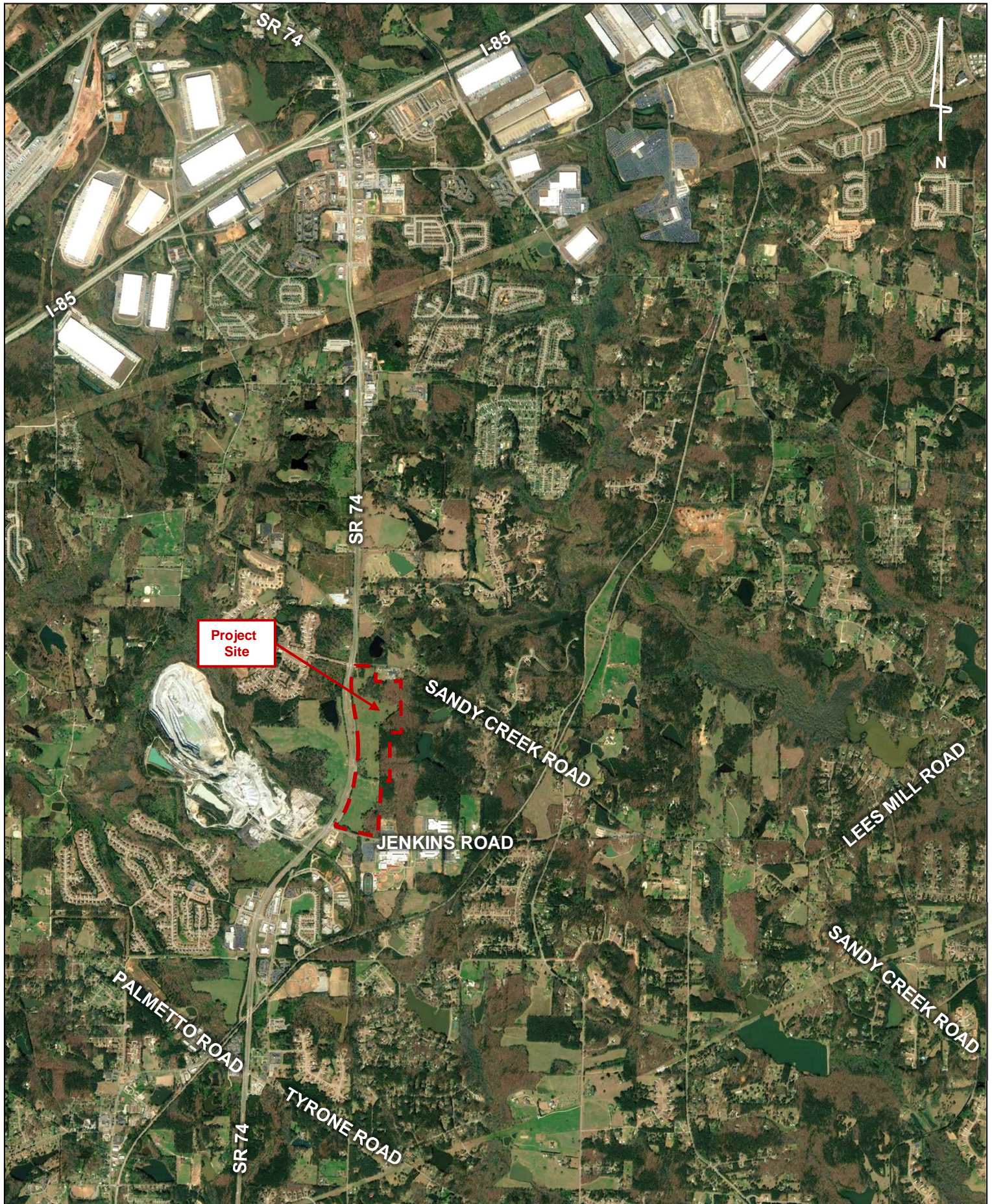
Figure 1 provides the site location of the *Founders Studio and Founders Square* development. **Figure 2** and **Figure 3** provide aerial views of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The Town of Tyrone Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

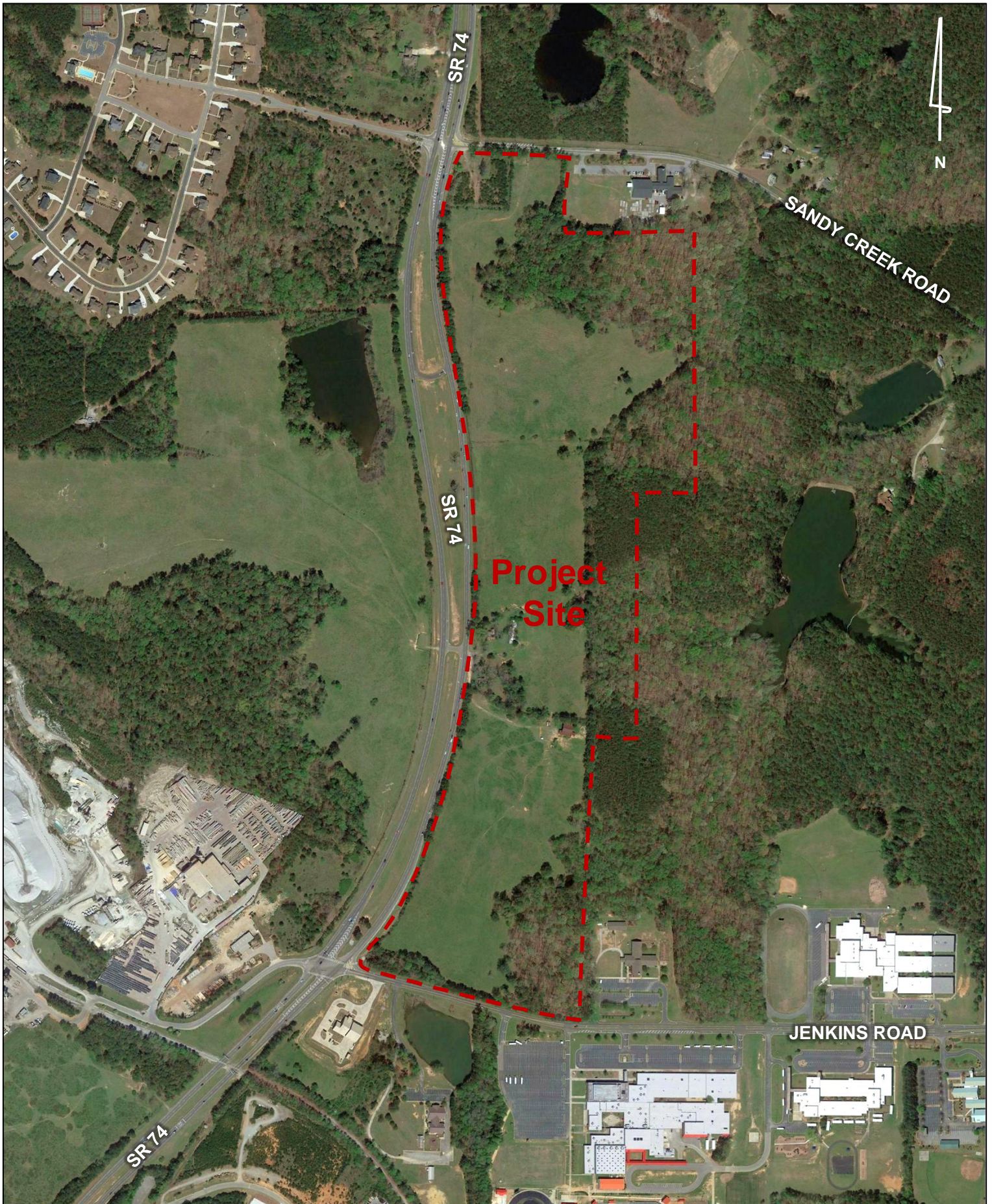
The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the proposed land-use and density is shown in **Table 1**.

Table 1: Proposed Land Uses and Densities	
Land Use	Density
Film Studios	462,500 SF - 50,000 SF assumed to be office - 412,500 SF assumed to be warehouse
Office	76,500 SF
Hotel	80 rooms (60,000 SF) *
Townhomes	21 units (21,000 SF) *
Apartments	101 units (101,000 SF) *
Retail	183,000 SF
Restaurant	35,000 SF
Total	939,000 SF

*Note: for the purposes of calculation, hotel rooms were assumed to be 750 SF per room and residential units were assumed to be 1,000 SF per unit







1.2 Site Plan Review

The proposed development is located on an approximately 110-acre site in the Town of Tyrone, Georgia. The project site is located just east of SR 74, south of Sandy Creek Road, and north of Jenkins Road. The proposed development will be approximately 939,000 SF of mixed-use and will include film studio, commercial, office, hotel, residential, retail, and restaurant land uses. The property currently is undeveloped.

The project site is currently zoned for O-I (Office-Institutional), A-R (Agricultural Residential), and E-I (Educational Institutional) land use. The proposed zoning is CMU (Community Mixed-Use).

A reference of the proposed site plan is provided 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 accessible via seven (7) driveways:

1. **Proposed Driveway 1** – a proposed stop-controlled full-movement driveway located along Jenkins Road approximately 930 feet east of SR 74, across from the existing stop-controlled Sandy Creek High School Driveway.
2. **Proposed Driveway 2** – a proposed stop-controlled full-movement driveway located along SR 74 approximately 1,700 feet north of Jenkins Road at the existing median break.
3. **Proposed Driveway 3** – a proposed stop-controlled right-in/right-out driveway located along SR 74 approximately 1,000 feet north of Proposed Driveway 2.
4. **Proposed Driveway 4** – a proposed stop-controlled right-in/right-out driveway located along SR 74 approximately 600 feet north of Proposed Driveway 3.
5. **Proposed Driveway 5** – a proposed stop-controlled right-in/right-out driveway located along SR 74 approximately 400 feet north of Proposed Driveway 4.
6. **Proposed Driveway 6** – a proposed stop-controlled right-in/right-out driveway located along SR 74 approximately 350 feet north of Proposed Driveway 5.
7. **Proposed Driveway 7** – a proposed stop-controlled full-movement driveway located along Sandy Creek Road approximately 425 feet east of SR 74.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development.

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

Parking Provided on Founders Studio:	750 parking spaces
Parking Provided on Founders Square:	1,327 parking spaces
Total Parking Provided:	2,077 parking spaces

1.4 *Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) currently do not exist in the vicinity of the project site. According to the DRI site plan, sidewalks are proposed along the project site frontage.

1.5 *Transit Facilities*

There are no direct transit routes located within the vicinity of the project; therefore, no alternative mode reductions were 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 3 percent per year background traffic growth rate was used for Sandy Creek Road and a 2 percent per year background traffic growth rate was used for all other roadways.

2.2 *Traffic Data Collection*

Weekday peak hour turning movement counts were collected on Thursday, May 10, 2018, at all but one of the study intersections during the AM and PM peak periods. The turning movements counts during the AM and PM peak periods at the remaining study intersection (Sandy Creek Road at Lees Mill Road) were collected on Wednesday, May 23, 2018. Peak hours for all the study intersections are shown in **Table 2**.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. SR 74 at I-85 SB Ramps	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM
2. SR 74 at I-85 NB Ramps	7:00 AM - 8:00 AM	4:45 PM - 5:45 PM
3. SR 74 at Sandy Creek Road	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM
4. SR 74 at Jenkins Road	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM
5. SR 74 at Tyrone Road / Palmetto Road	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM
6. Sandy Creek Road at Lees Mill Road	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM
7. Jenkins Road at Sandy Creek HS Driveway	7:30 AM - 8:30 AM	4:30 PM - 5:30 PM

The collected peak hour turning movement traffic counts are available upon request.

The vehicular volume along Sandy Creek Road just east of SR 74 was collected on May 10, 2018 and May 23, 2018. To account for seasonal variation in traffic during the summer, the vehicular volumes at the intersection of Sandy Creek Road at Lees Mill Road (Intersection #6) were increased to match the vehicular volume along Sandy Creek Road just east of SR 74.

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 9.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

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 and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

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, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Warehousing (Film Studio)	412,500 SF	150	834	834	142	38	37	111
Multifamily Housing (Low-Rise)	122 units	220	447	447	13	45	44	26
Hotel	80 rooms	310	334	334	22	16	24	24
General Office Building (76,500 SF plus 50,000 SF)	126,500 SF	710	666	666	125	20	23	119
Shopping Center	183,000 SF	820	3,454	3,454	107	65	335	362
High-Turnover (Sit-Down) Restaurant	35,000 SF	932	1,963	1,963	191	157	212	130
Total Gross Trips			7,698	7,698	600	341	675	772

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on 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), Fayette County, and the Town of Tyrone staff. (See *Section 5.0 Trip Distribution and Assignment*).

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 the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, Fayette County, and the Town of Tyrone staff, and includes the following thirteen (13) intersections described in **Table 4**.

The study network includes four (4) signalized intersections and nine (9) side-street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary	
Intersection	Control
1. SR 74 at I-85 SB Ramps	Signal
2. SR 74 at I-85 NB Ramps	Signal
3. SR 74 at Sandy Creek Road	Stop Control
4. SR 74 at Jenkins Road	Signal
5. SR 74 at Tyrone Road / Palmetto Road	Signal
6. Sandy Creek Road at Lees Mill Road	Stop Control
7. Jenkins Road at Sandy Creek HS Driveway / Proposed Driveway 1	Stop Control
8. SR 74 at Existing Median Break / Proposed Driveway 2	Stop Control
9. SR 74 at Proposed Driveway 3	Stop Control
10. SR 74 at Proposed Driveway 4	Stop Control
11. SR 74 at Proposed Driveway 5	Stop Control
12. SR 74 at Proposed Driveway 6	Stop Control
13. Sandy Creek Road at Proposed Driveway 7	Stop Control

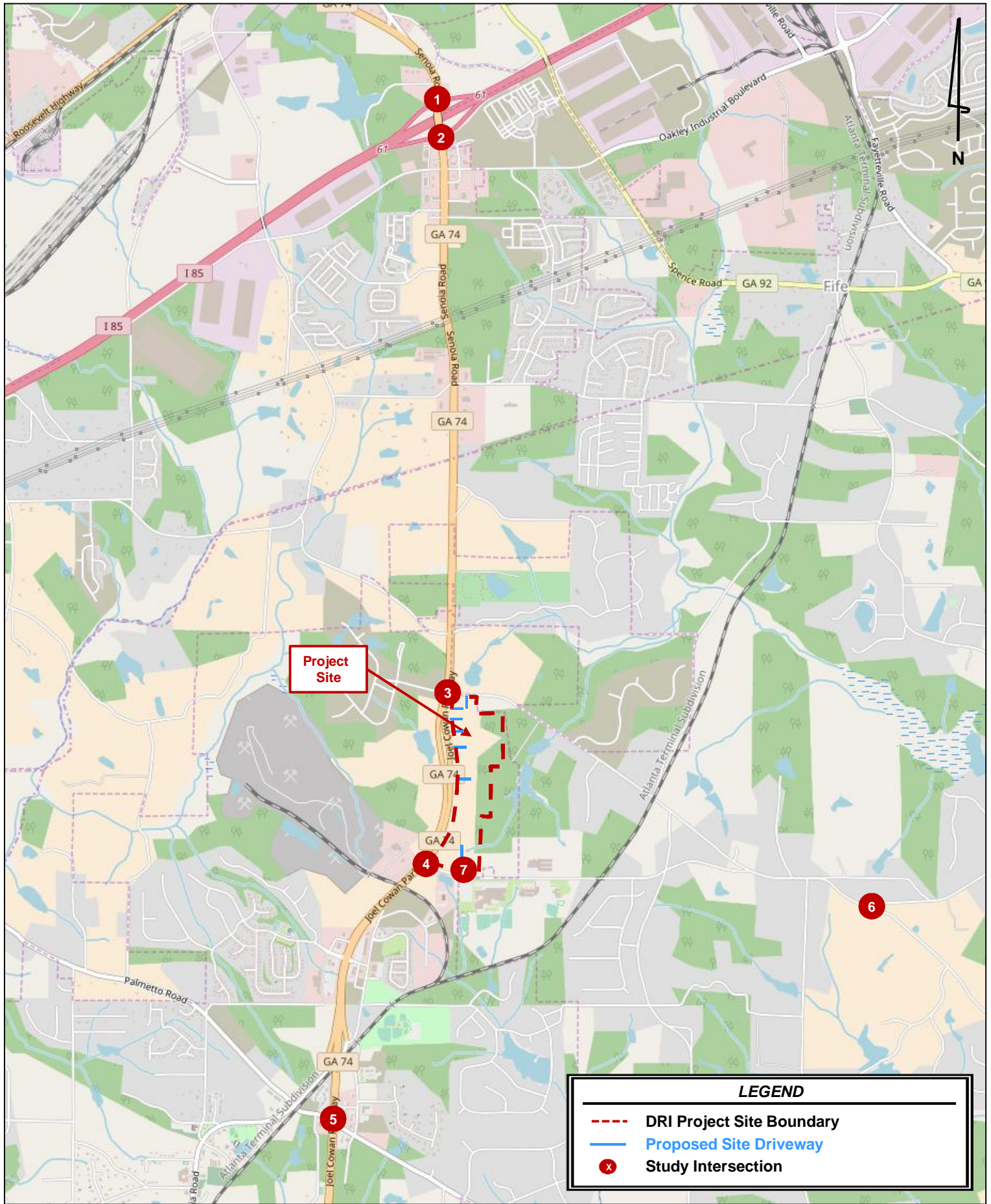
Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions. Additionally, a build alternative scenario was analyzed by replacing the unsignalized RCUT (Restricted Crossing U-Turn) at the intersection of SR 74 at Sandy Creek Road with a full-movement traffic signal.

The Projected 2022 No-Build conditions represent the existing traffic volumes grown for four (4) years at 3 percent per year for Sandy Creek Road and 2 percent per year for all other roadways. The Projected 2022 Build conditions add the project trips associated with the *Founders Studio and Founders Square* development to the Projected 2022 No-Build conditions.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	Functional Classification
SR 74	4	45	34,700	Principal Arterial
Jenkins Road	2	35	3,690	Local Road
Sandy Creek Road	2	45	5,350	Minor Arterial
Palmetto Road	2	30	6,030	Minor Arterial
Tyrone Road	2	35	5,920	Minor Arterial
I-85	8	70	85,900	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, 10th Edition*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land use: Warehousing (ITE 150), Multifamily Housing (Low-Rise) (ITE 220), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), and High-Turnover (Sit-Down) Restaurant (ITE 932).

It should be noted that land use Warehousing (ITE Code 150) was used for the proposed film studio land use. Project trips for an existing similar facility were counted in the past, and it was observed that Warehousing had similar trip generation rates. From an ITE land use description perspective, Warehousing typically implies large facilities with employees and storage of equipment, which is fairly representative of a film studio.

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

Table 6: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips	15,396	7,698	7,698	600	341	675	772
<i>Mixed-Use Reduction</i>	-1,420	-710	-710	-78	-78	-228	-228
<i>Alternative Mode Reduction</i>	-0	-0	-0	-0	-0	-0	-0
<i>Pass-by Reduction</i>	-3,774	-1,887	-1,887	-0	-0	-127	-127
Net New Trips	10,202	5,101	5,101	522	263	320	417

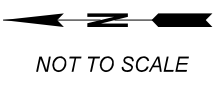
A more detailed trip generation analysis summary table is provided in **Appendix D**.

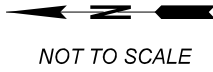
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

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, Fayette County, and the Town of Tyrone staff.

Figure 5 through **Figure 10** display the anticipated distribution and assignment of residential and non-residential trips throughout the study roadway network. 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 *Founders Studio and Founders Square* development, are shown on **Figure 11**.

Detailed intersection volume worksheets are provided in **Appendix E**.





LEGEND

TURNING MOVEMENT

PROPOSED DRIVEWAY

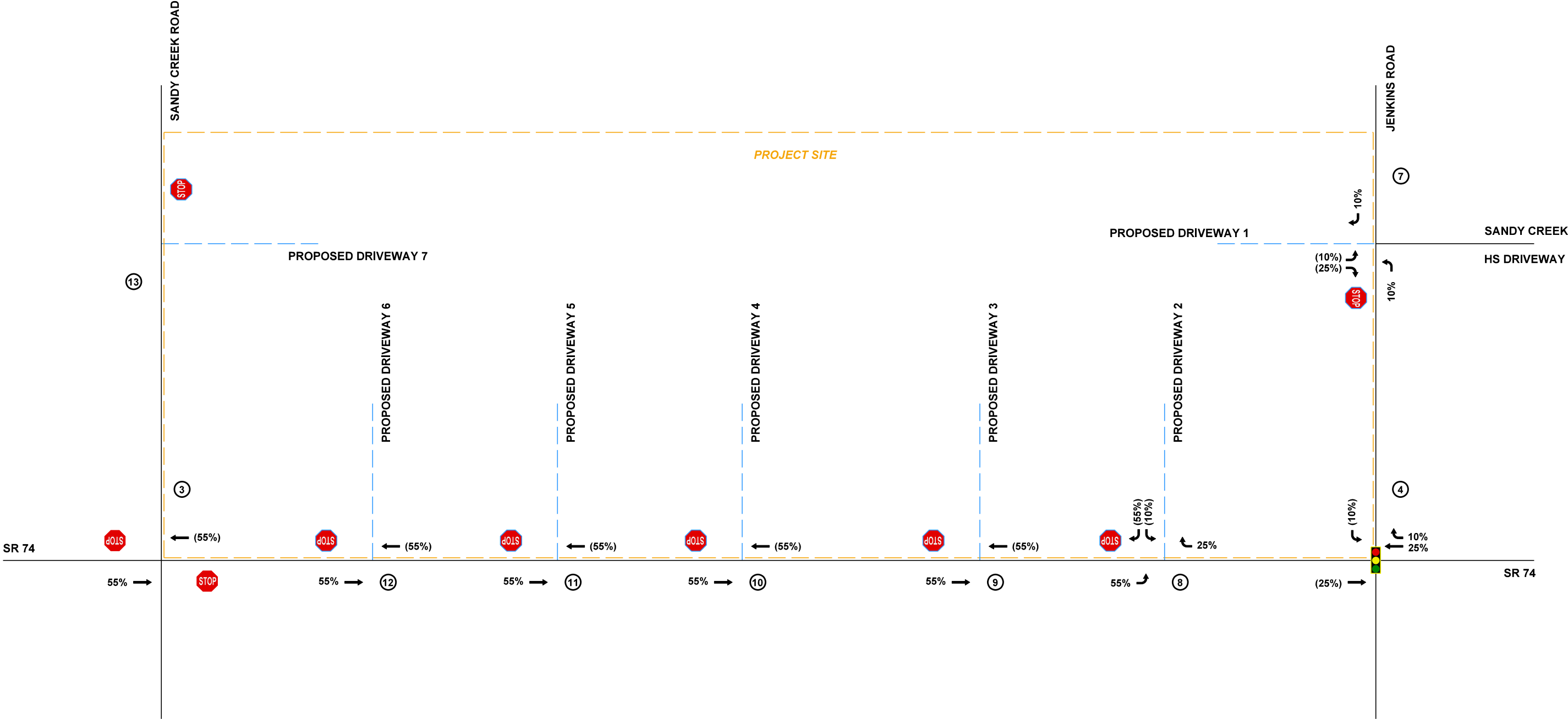
XX%

% ENTERING TRIPS

(XX%)

% EXITING TRIPS

(X)

INTERSECTION REFERENCE NUMBER

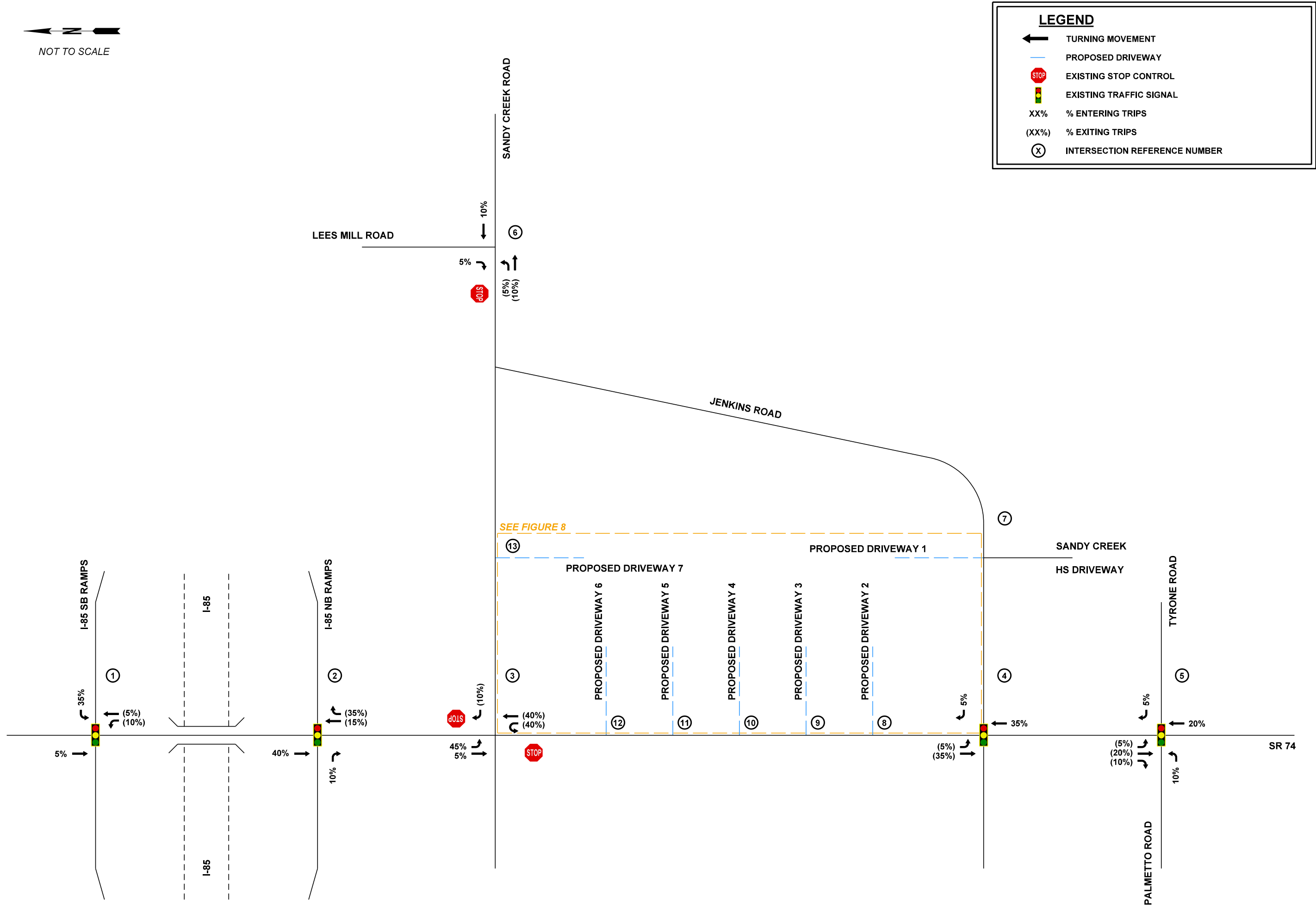
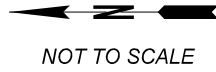
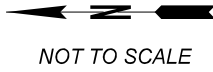


Figure 7

Residential Trip
Distribution / Assignment

Founders Studio and Founders
Square DRI #2830
Transportation Analysis



LEGEND

TURNING MOVEMENT

PROPOSED DRIVEWAY

EXISTING STOP CONTROL

EXISTING TRAFFIC SIGNAL

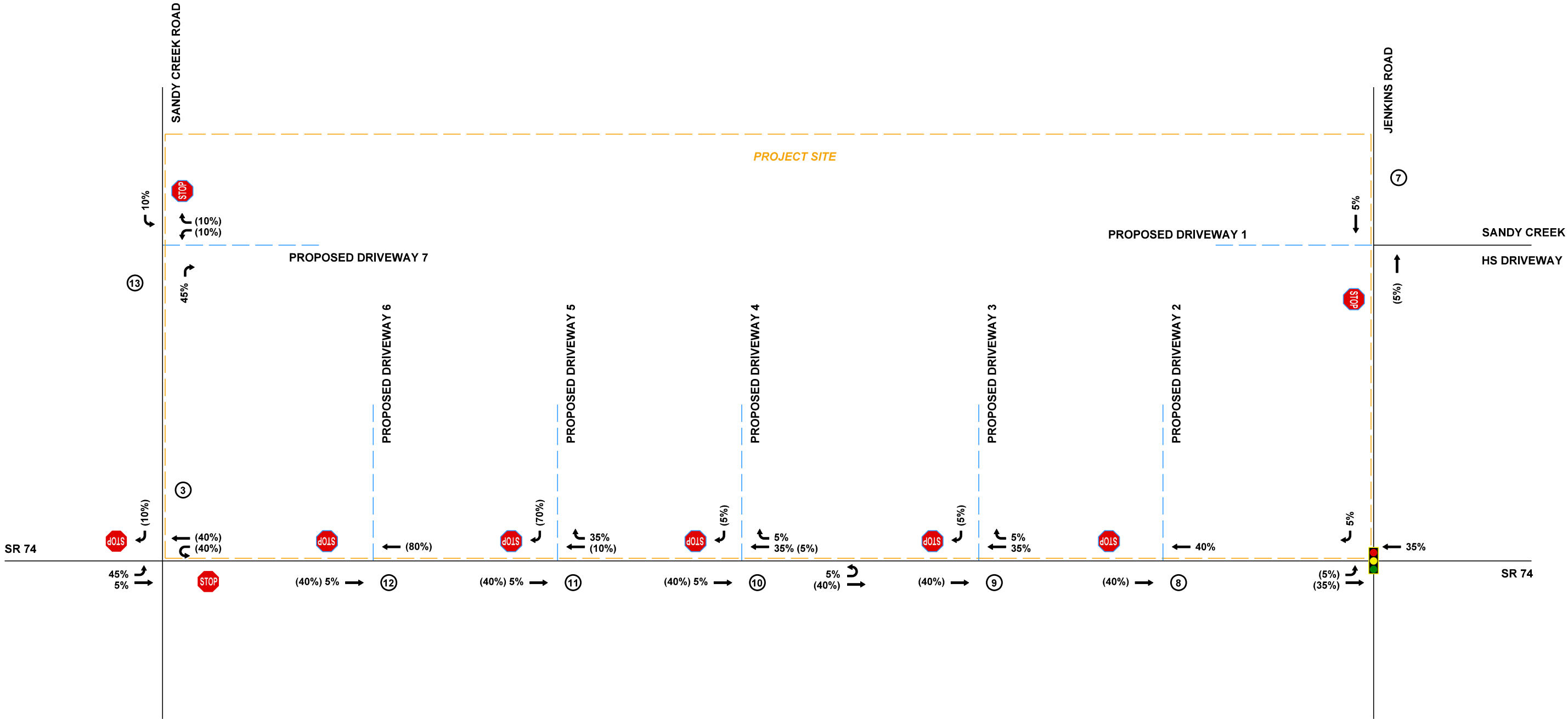
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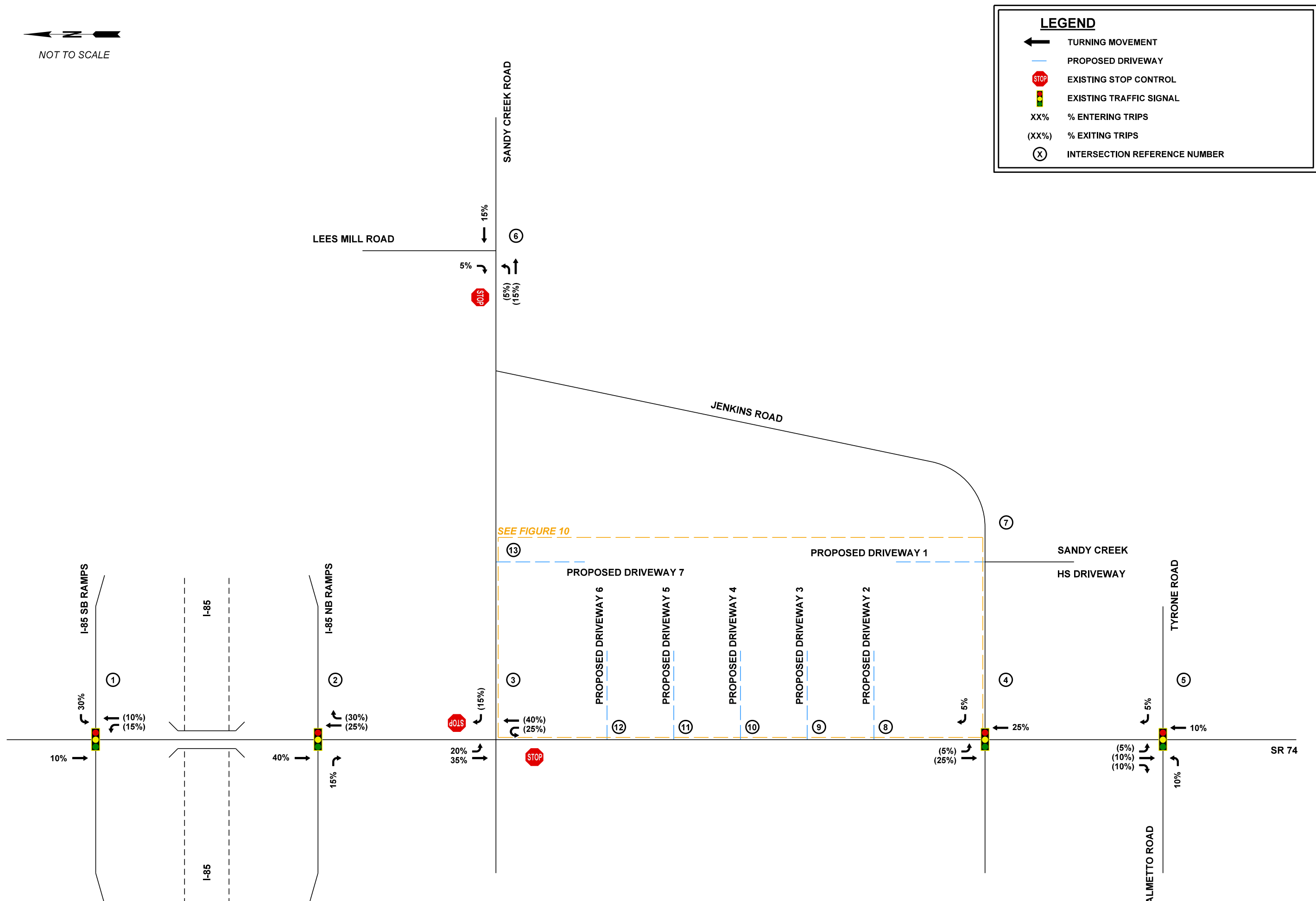
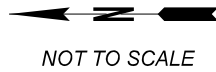
% ENTERING TRIPS

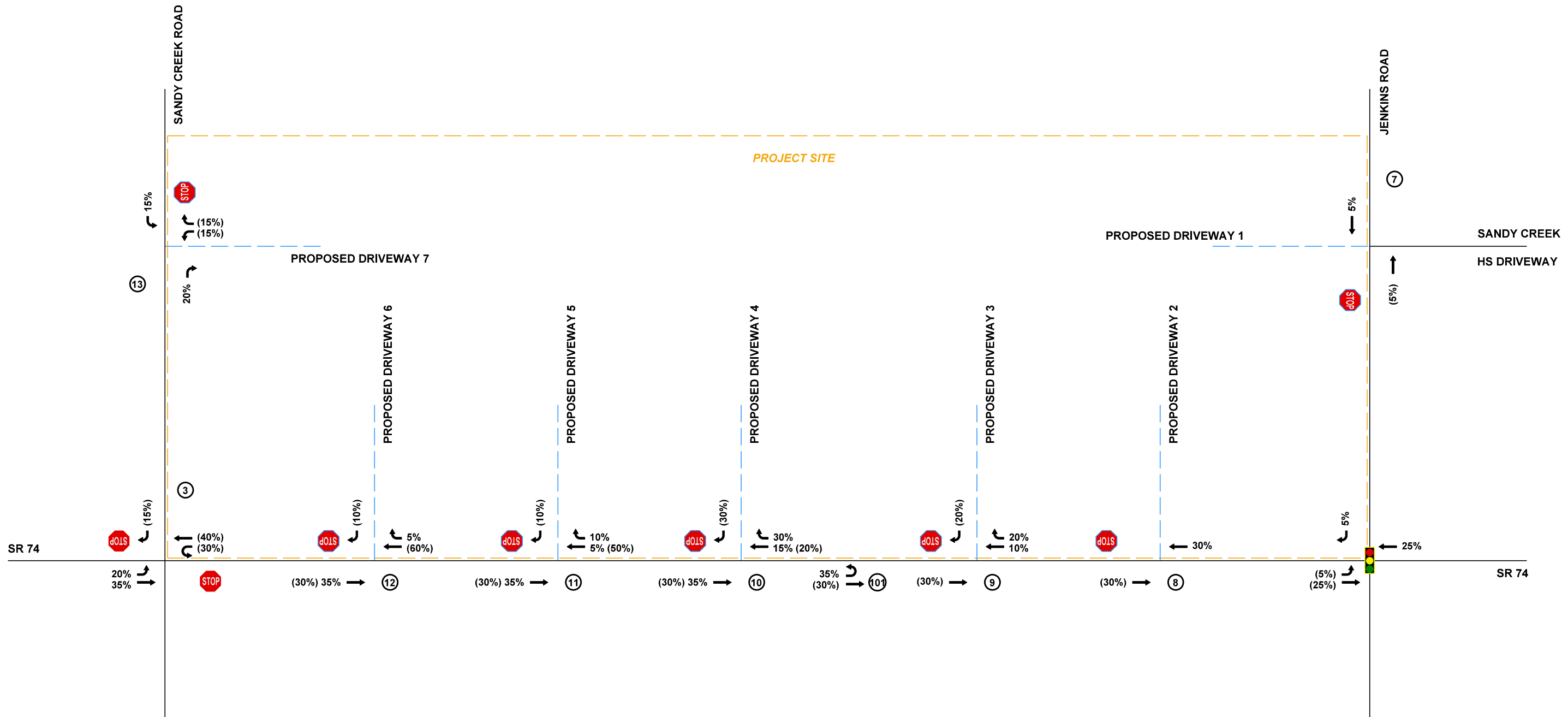
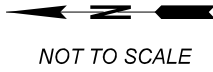
(XX%)

% EXITING TRIPS

INTERSECTION REFERENCE NUMBER

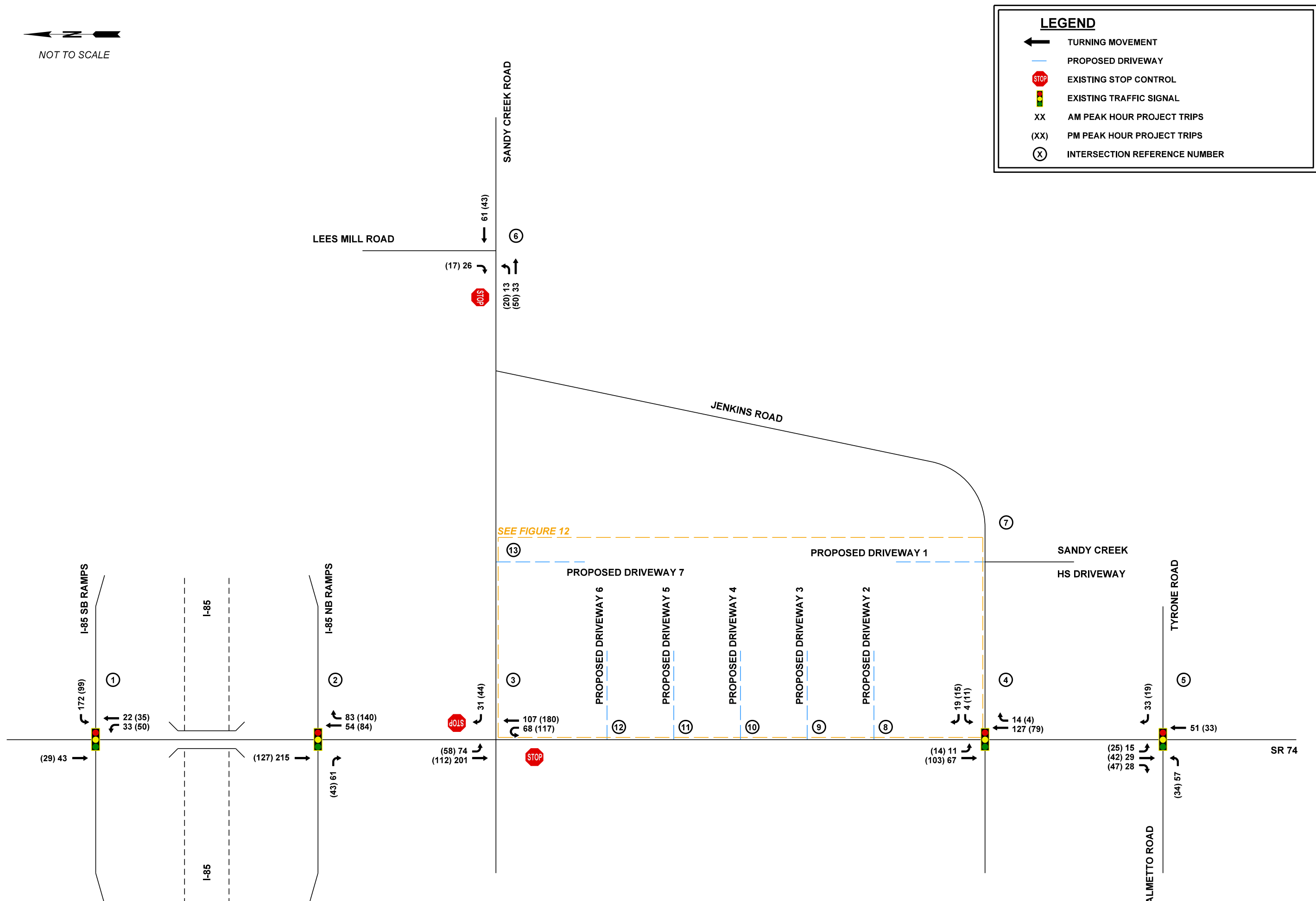
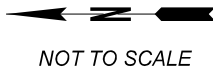






LEGEND

- TURNING MOVEMENT
- PROPOSED DRIVEWAY
- EXISTING STOP CONTROL
- EXISTING TRAFFIC SIGNAL
- XX% % ENTERING TRIPS
- (XX%) % EXITING TRIPS
- INTERSECTION REFERENCE NUMBER



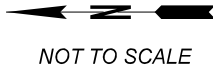
LEGEND

- TURNING MOVEMENT
- PROPOSED DRIVEWAY
- EXISTING STOP CONTROL
- EXISTING TRAFFIC SIGNAL
- XX AM PEAK HOUR PROJECT TRIPS
- ((XX)) PM PEAK HOUR PROJECT TRIPS
- (X) INTERSECTION REFERENCE NUMBER

Figure 11

Project Trips

Founders Studio and Founders Square DRI #2830
Transportation Analysis



LEGEND

←

TURNING MOVEMENT

—

PROPOSED DRIVEWAY

STOP

EXISTING STOP CONTROL

🚦

EXISTING TRAFFIC SIGNAL

XX

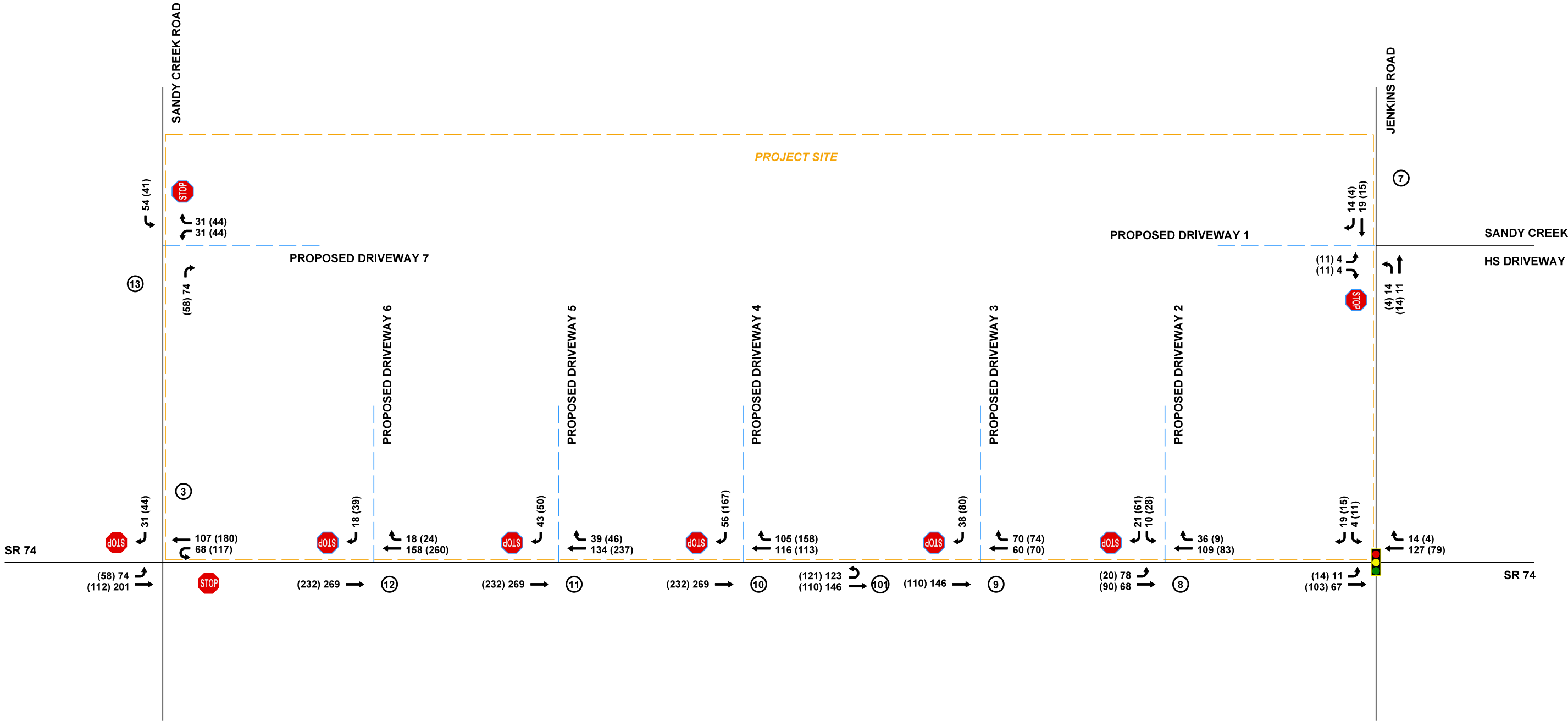
AM PEAK HOUR PROJECT TRIPS

(XX)

PM PEAK HOUR PROJECT TRIPS

ⓧ

INTERSECTION REFERENCE NUMBER



6.0 TRAFFIC ANALYSIS

6.1 Existing 2018 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 13**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2018 Level-of-Service Summary LOS (delay in seconds)						
Intersection	Control / Movement	LOS Std.	Projected 2022 No-Build		Projected 2022 No-Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. SR 74 at I-85 SB Ramps	Overall	D	C (32.8)	D (41.1)	C (25.6)**	C (33.6)**
2. SR 74 at I-85 NB Ramps	Overall	E/E	F (295.3)	E (79.8)	D (54.6)**	C (20.9)**
3. SR 74 at Sandy Creek Road	SB Left	D	D (28.1)	C (21.6)	*	*
	NB Left	D	B (12.7)	B (15.0)		
	WB Stop	E	E (36.2)	E (37.7)		
4. SR 74 at Jenkins Road	Overall	D	C (30.6)	C (25.1)	*	*
5. SR 74 at Tyrone Road / Palmetto Road	Overall	D	C (25.5)	C (30.0)	*	*
6. Sandy Creek Road at Lees Mill Road	EB Left	D	A (8.3)	A (8.2)	*	*
	SB Stop	D	B (13.0)	B (11.3)	*	*
7. Jenkins Road at Sandy Creek HS Driveway	EB Left	D	-	-	*	*
	SB Stop	D	-	-	*	*

* Note: No improvements needed.

** Improvements per GDOT PI #0007841 for the I-85 at SR 74 interchange (to be completed in year 2020).

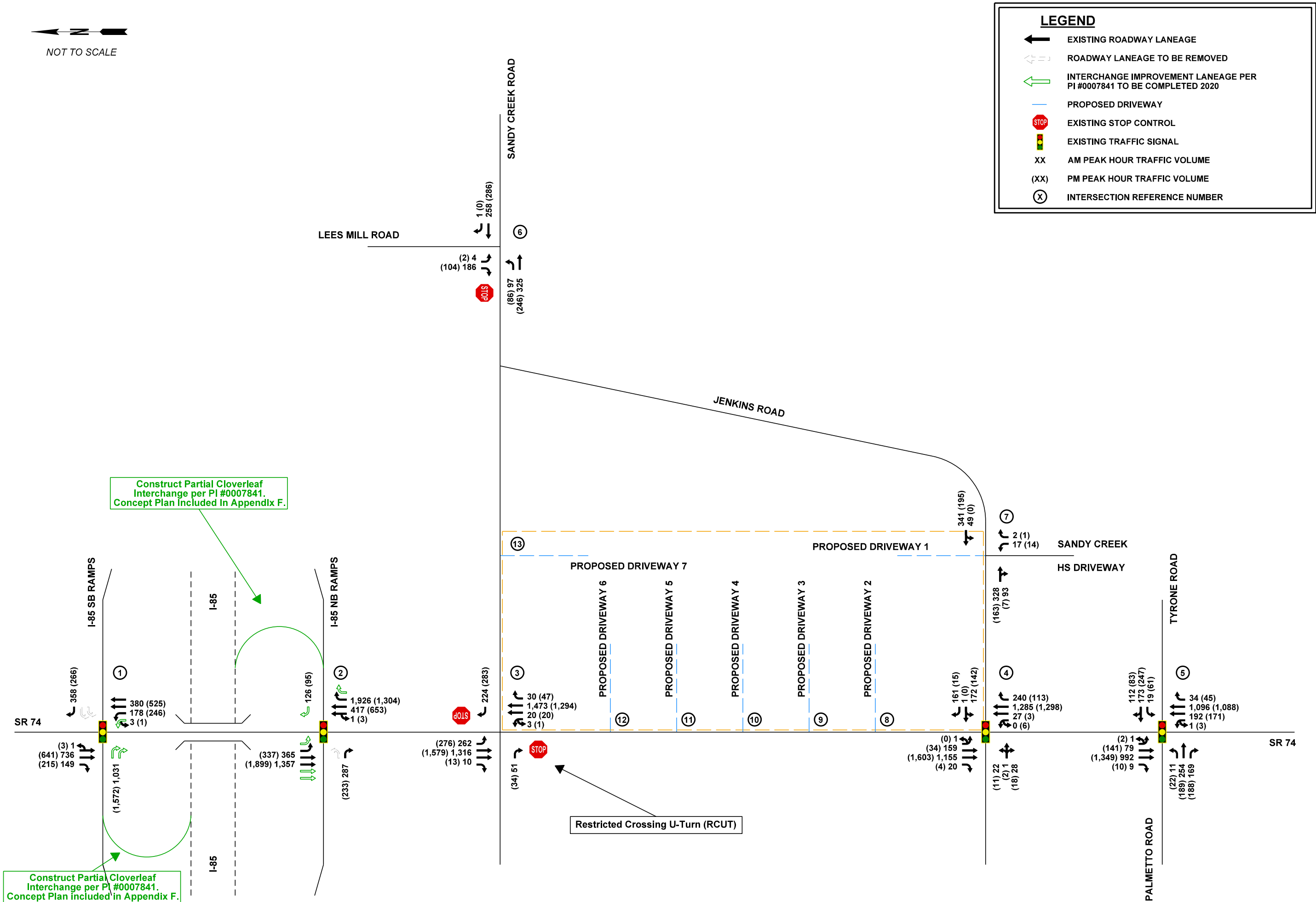
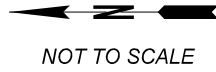
As shown in **Table 7**, all but one (1) study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersection of SR 74 at I-85 NB Ramps (Intersection #2) currently operates at LOS F and LOS E during the AM and PM peak hours, respectively. Since this intersection currently operates at LOS E or below during both the AM and PM peak hours, the new LOS standard becomes LOS E for both the AM and PM peak hours, consistent the GRTA Letter of Understanding. Additionally, the westbound approach at the intersection of SR 74 at Sandy Creek Road currently operates at LOS E during both the AM and PM peak hours; therefore, the new LOS standard will also be LOS E.

It should be noted that an interchange improvement project (GDOT PI #0007841) is programmed to be completed by year 2020 at the I-85 Ramps along SR 74. A concept report for interchange improvements (partial cloverleaf interchange) at the I-85 at SR 74 interchange, which is currently diamond interchange, was approved on August 2014 and is projected to be completed by year 2020. At the time of this report, the draft concept plan indicated several proposed improvements. These improvements were applied to the interchange per the concept report as follows:

- Intersection #1: SR 74 at I-85 SB Ramps
 - Construct two (2) eastbound free-flow right-turn lanes along I-85 turning onto SR 74.
 - Remove two (2) westbound left-turn lanes and provide one (1) westbound right-turn lane so that the approach consists of one (1) right-turn lane along I-85 turning onto SR 74.
 - Construct an additional northbound left-turn lane so that the approach consists of two (2) northbound left-turn lanes and two (2) through lanes along SR 74.
- Intersection #2: SR 74 at I-85 NB Ramps
 - Construct one (1) westbound right-turn lanes along I-85 turning onto SR 74.
 - Remove two (2) westbound left-turn lanes and provide one (1) westbound right-turn lane so that the approach consists of one (1) right-turn lane along I-85 turning onto SR 74.
 - Construct an additional southbound left-turn lane and two (2) southbound through lanes so that the approach consists of two (2) southbound left-turn lanes and four (4) through lanes along SR 74.

Note: Widening, additional turn lanes, and other intersection improvements are included in the interchange modification project PI #0007841. See Appendix F for concept designs.



6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for four (4) years at 3 percent per year for Sandy Creek Road and 2 percent per year for all other roadways. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 14**. The results of the capacity analyses for the Projected 2022 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2022 No-Build Level-of-Service Summary LOS (delay in seconds)						
Intersection	Control / Movement	LOS Std.	Projected 2022 No-Build		Projected 2022 No-Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
8. SR 74 at I-85 SB Ramps	Overall	D	D (35.2)	D (51.6)	C (29.3)**	D (36.0)**
9. SR 74 at I-85 NB Ramps	Overall	E/E	F (387.3)	F (105.9)	E (75.2)**	C (34.6)**
10. SR 74 at Sandy Creek Road	SB Left	D	E (42.3)	D (29.1)	C (29.8)	C (32.8)
	NB Left	D	B (13.6)	C (16.4)		
	WB Stop	E	F (59.1)	F (65.8)		
11. SR 74 at Jenkins Road	Overall	D	D (41.7)	D (33.9)	*	*
12. SR 74 at Tyrone Road / Palmetto Road	Overall	D	C (27.2)	D (37.4)	*	*
13. Sandy Creek Road at Lees Mill Road	EB Left	D	A (8.5)	A (8.4)	*	*
	SB Stop	D	B (14.1)	B (11.8)	*	*
14. Jenkins Road at Sandy Creek HS Driveway	EB Left	D	-	-	*	*
	SB Stop	D	-	-	*	*

* Note: No improvements needed.

** Improvements per GDOT PI #0007841 for the I-85 at SR 74 interchange (to be completed in year 2020).

As shown in **Table 8**, all but two (2) study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 No-Build conditions. The signalized intersection of SR 74 at I-85 NB Ramps (Intersection #2) is projected to operate at LOS F during both the AM and PM peak hours. The unsignalized RCUT (Restricted Crossing U-Turn) intersection of SR 74 at Sandy Creek Road is projected to operate at LOS F during both the AM and PM peak hours.

As mentioned in *Section 6.1*, there is an interchange improvement project programmed (GDOT PI #0007841). With the interchange improvements, the signalized intersections at the I-85 ramps are projected to operate at acceptable levels-of-service.

In addition to the interchange improvements, based on the Projected 2022 No-Build conditions, the following improvements are recommended to reach an acceptable LOS at the following intersection:

- Intersection #3: SR 74 at Sandy Creek Road
 - Install a traffic signal (if warranted) to convert the unsignalized RCUT intersection into a signalized RCUT intersection.

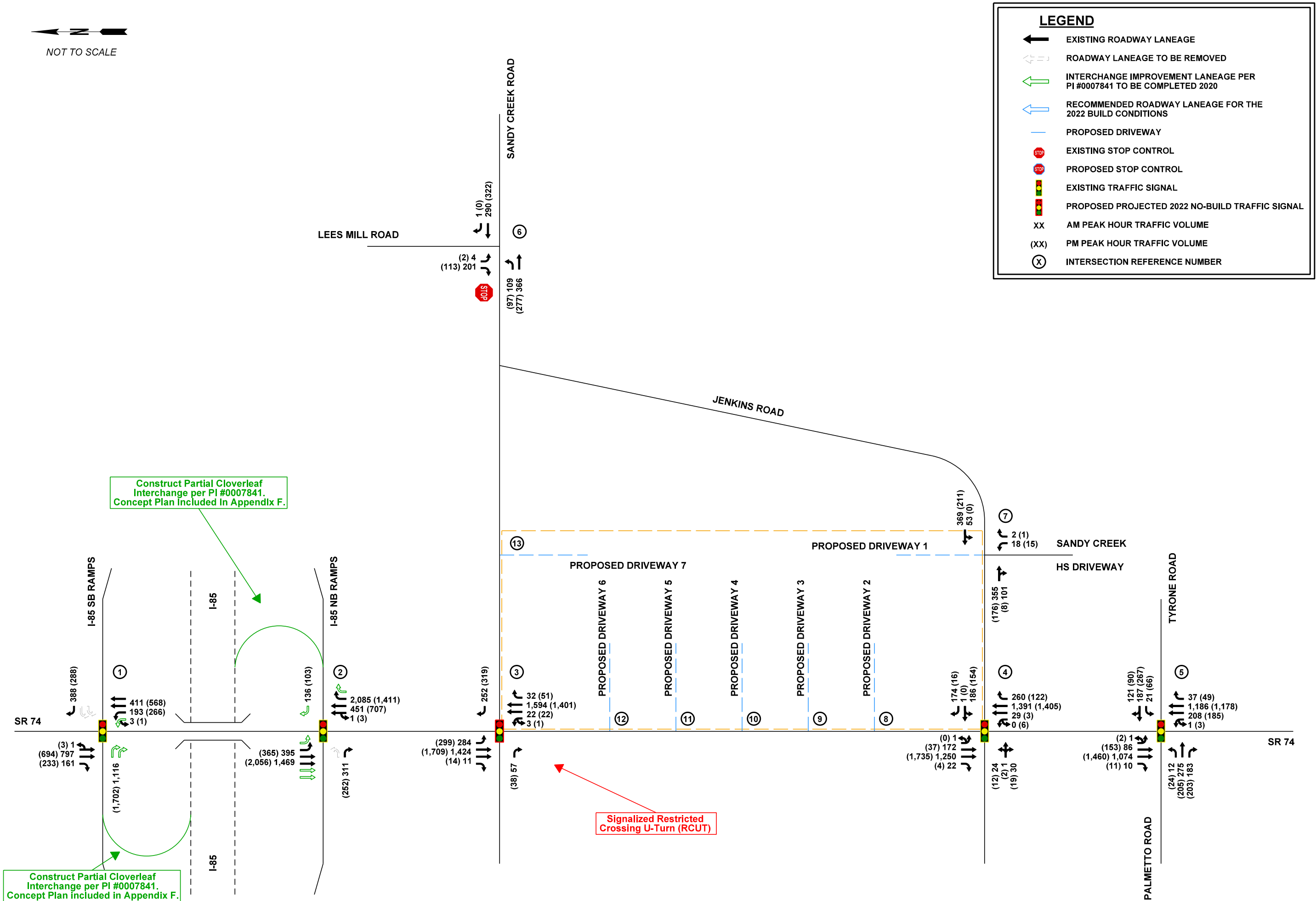
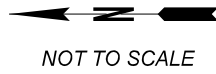


Figure 14
Projected 2022 No-Build
Traffic Conditions

6.3 Projected 2022 Build Conditions

The traffic associated with the proposed *Founders Studio and Founders Square* development was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figure 15** and **Figure 16**. The results of the capacity analyses for the Projected 2022 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2022 Build Level-of-Service Summary LOS (delay in seconds)						
Intersection	Control / Movement	LOS Std.	Projected 2022 Build		Projected 2022 Build Improved	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. SR 74 at I-85 SB Ramps	Overall	D	D (43.8)	E (71.4)	C (29.8)**	D (44.1)**
2. SR 74 at I-85 NB Ramps	Overall	E/E	F (370.4)	F (138.6)	E (74.8)**	C (32.6)**
3. SR 74 at Sandy Creek Road	SB Left	E	F (114.2)	F (74.7)	D (46.4)	D (52.0)
	NB Left	D	C (18.3)	D (27.4)		
	WB Stop	E	F (106.8)	F (161.5)		
4. SR 74 at Jenkins Road	Overall	D	D (53.4)	D (52.6)	*	*
5. SR 74 at Tyrone Road / Palmetto Road	Overall	D	C (31.9)	D (44.4)	*	*
6. Sandy Creek Road at Lees Mill Road	EB Left	D	A (8.8)	A (8.6)	*	*
	SB Stop	D	C (16.7)	B (12.7)	*	*
7. Jenkins Road at Sandy Creek HS Driveway / Proposed Driveway 1	EB Left	D	A (8.2)	A (7.7)	*	*
	SB Stop	D	C (15.0)	C (10.4)	*	*
8. SR 74 at Existing Median Break / Proposed Driveway 2	SB Left	D	C (19.6)	B (14.2)	*	*
	WB Stop	D	F (101.3)	F (69.3)	*	*
9. SR 74 at Proposed Driveway 3	WB Stop	D	C (19.8)	C (19.4)	*	*
10. SR 74 at Proposed Driveway 4	WB Stop	D	F (57.8)	D (29.8)	*	*
11. SR 74 at Proposed Driveway 5	WB Stop	D	E (39.1)	C (20.4)	*	*
12. SR 74 at Proposed Driveway 6	WB Stop	D	C (23.6)	C (20.1)	*	*
13. Sandy Creek Road at Proposed Driveway 7	WB Left	D	A (8.1)	A (8.1)	*	*
	NB Stop	D	B (13.5)	C (15.0)	*	*

* Note: No improvements needed.

** Improvements per GDOT PI #0007841 for the I-85 at SR 74 interchange (to be completed in year 2020).

As shown in **Table 9**, all but three (3) study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2022 Build conditions. The signalized intersection of SR 74 at I-85 SB Ramps (Intersection #1) is projected to operate at LOS E during the PM peak hour. The signalized intersection of SR 74 at I-85 NB Ramps (Intersection #2) is projected to operate at LOS F during both the AM and PM peak hours. The unsignalized RCUT intersection of SR 74 at Sandy Creek Road (Intersection #3) is projected to operate at LOS F during both the AM and PM peak hours. With the improvements noted under the Projected 2022 No-Build conditions, all intersections are projected to operate at an acceptable level-of-service.

In addition to the recommended improvements under the Projected 2022 No-Build conditions, the following site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *Founders Studio and Founders Square* development:

- Intersection #7: Jenkins Road at Sandy Creek HS Driveway / Proposed Driveway 1
 - On the site, construct one (1) southbound left-turn lane and one (1) shared through/right-turn lane exiting the site onto Jenkins Road and one (1) ingress lane entering the site.
 - Construct one (1) eastbound left-turn lane and one (1) westbound right-turn lane along Jenkins Road.
- Intersection #8: SR 74 at Proposed Driveway 2
 - On the site, construct one (1) westbound left-turn lane and one (1) right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #9: SR 74 at Proposed Driveway 3
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #10: SR 74 at Proposed Driveway 4
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #11: SR 74 at Proposed Driveway 5
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #12: SR 74 at Proposed Driveway 6
 - On the site, construct one (1) westbound right-turn lane exiting the site onto SR 74 and one (1) ingress lane entering the site.
 - Construct one (1) northbound right-turn lane along SR 74.
- Intersection #13: Sandy Creek Road at Proposed Driveway 7
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site onto Sandy Creek Road and one (1) ingress lane entering the site.
 - Construct one (1) eastbound right-turn lane and one (1) westbound right-turn lane along Sandy Creek Road.

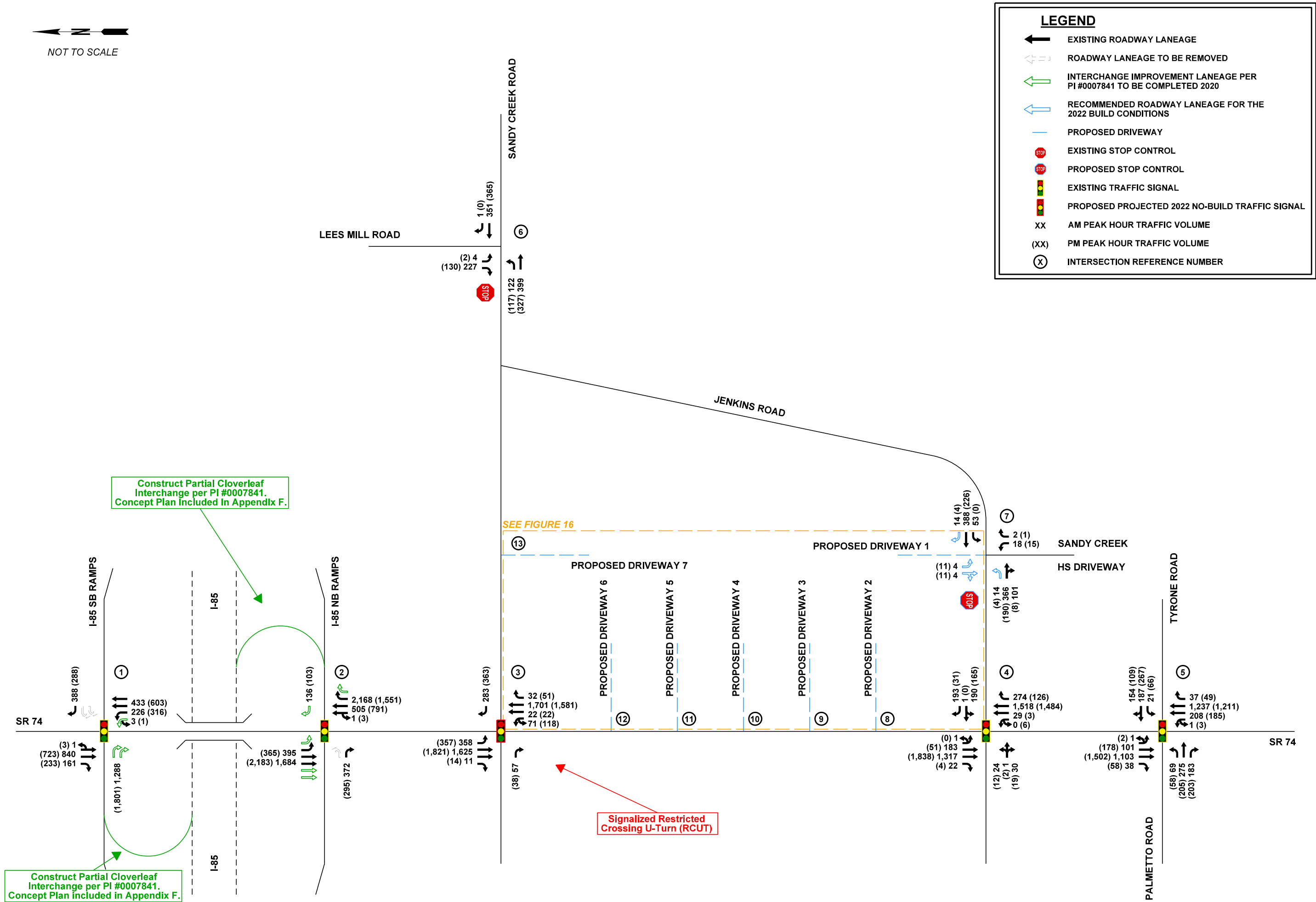
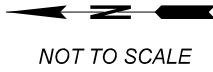
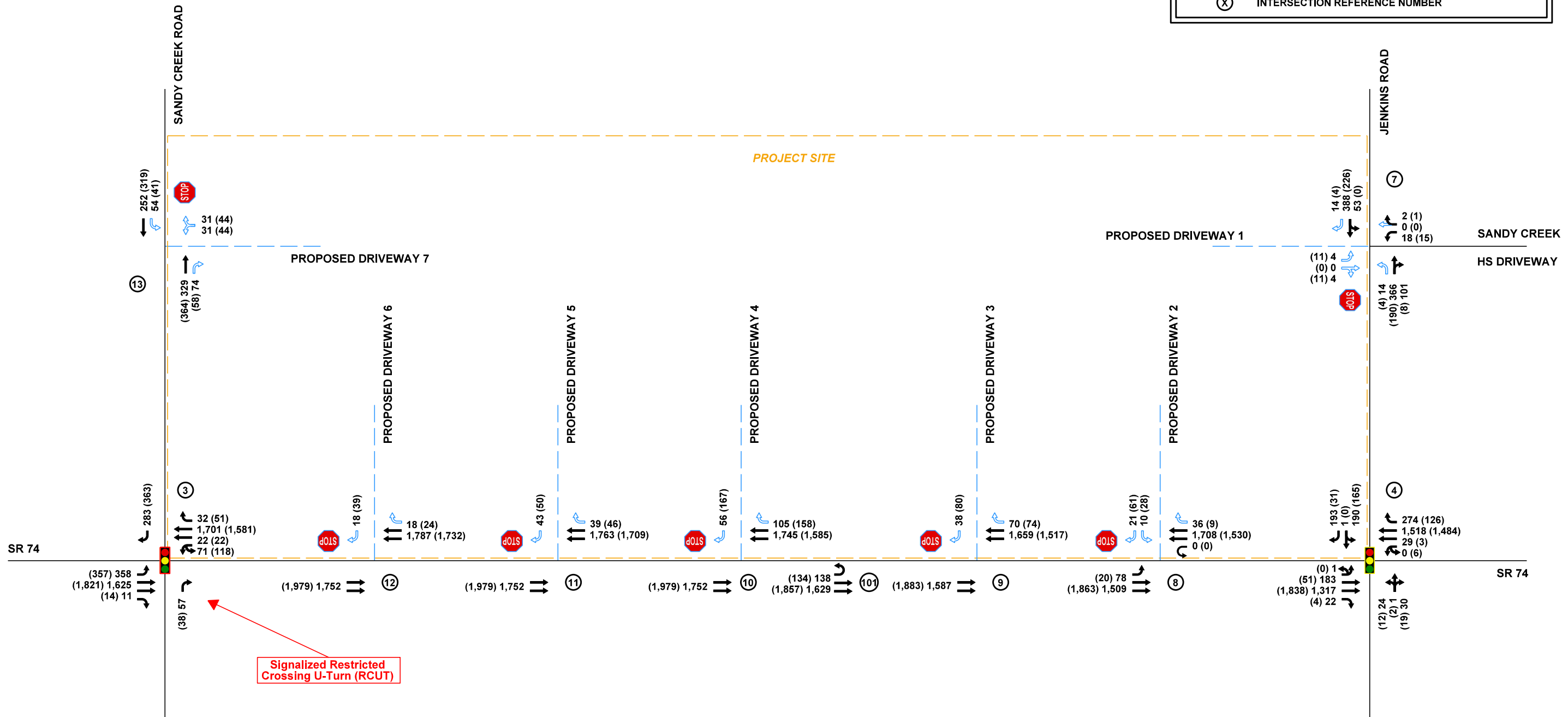
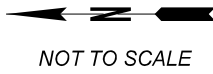


Figure 15

Projected 2022 Build Traffic Conditions

Founders Studio and Founders Square DRI #2830 Transportation Analysis



LEGEND

- EXISTING ROADWAY LANEAGE
- ROADWAY LANEAGE TO BE REMOVED
- INTERCHANGE IMPROVEMENT LANEAGE PER PI #0007841 TO BE COMPLETED 2020
- RECOMMENDED ROADWAY LANEAGE FOR THE 2022 BUILD CONDITIONS
- PROPOSED DRIVEWAY
- EXISTING STOP CONTROL
- PROPOSED STOP CONTROL
- EXISTING TRAFFIC SIGNAL
- PROPOSED PROJECTED 2022 NO-BUILD TRAFFIC SIGNAL
- XX AM PEAK HOUR TRAFFIC VOLUME
- (XX) PM PEAK HOUR TRAFFIC VOLUME
- (X) INTERSECTION REFERENCE NUMBER

6.4 Projected 2022 Build Alternative Conditions

As an alternative, the intersection of SR 74 at Sandy Creek Road (Intersection #3) was analyzed as a signalized full-movement intersection. The proposed intersection geometry consists of the following changes:

- Intersection #3: SR 74 at Sandy Creek Road
 - Remove the RCUT median to allow left-turn movements on all approaches.
 - Eastbound: Install one (1) left-turn lane and provide a shared through/right-turn lane.
 - Westbound: Install one (1) left-turn lane and provide a shared through/right-turn lane.

With the left-turn movements being allowed on all approaches at the intersection of SR 74 at Sandy Creek Road (Intersection #3), approximately half of the project trips making the northbound u-turn movement were reassigned to make the eastbound left at the intersection of SR 74 at Sandy Creek Road (Intersection #3). Additionally, the vehicles currently making u-turns upstream and downstream of the intersection were reassigned as left-turn movements from the intersection of SR 74 at Sandy Creek Road (Intersection #3) instead of making the right-turn to make a u-turn downstream.

The Projected 2022 Build Alternative conditions were analyzed using the proposed roadway geometry, proposed intersection control types, and proposed site driveways as shown in the DRI site plan.

The results of the capacity analyses for the Projected 2022 Build Alternative conditions for the affected intersections are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2022 Build Alternative Level-of-Service Summary LOS (delay in seconds)						
Intersection	Control / Movement	LOS Std.	Projected 2022 Build Improved		Projected 2022 Build Alternative	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
3. SR 74 at Sandy Creek Road	Overall	D	D (46.4)	D (52.0)	D (46.2)	D (53.4)
9. SR 74 at Proposed Driveway 3	WB Stop	D	C (19.8)	C (19.4)	C (19.3)	C (18.6)
10. SR 74 at Proposed Driveway 4	WB Stop	D	F (57.8)	D (29.8)	E (38.4)	D (25.4)
11. SR 74 at Proposed Driveway 5	WB Stop	D	E (39.1)	C (20.4)	D (29.6)	C (19.2)
12. SR 74 at Proposed Driveway 6	WB Stop	D	C (23.6)	C (20.1)	C (21.7)	C (18.9)
13. Sandy Creek Road at Proposed Driveway 7	WB Left	D	A (8.3)	A (8.3)	A (8.3)	A (8.3)
	NB Stop	D	B (14.1)	C (15.6)	C (16.4)	C (20.8)

As shown in **Table 10**, all but one (1) affected study intersections are projected to operate better under the Projected 2022 Build Alternative conditions compared to the Projected 2022 Build improved conditions. The northbound approach at the intersection of Sandy Creek Road at Proposed Driveway 7 (Intersection #13) I projected to operate at LOS C during both AM and PM peak hours.

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Founders Studio and Founders Square* development is proposed at seven (7) locations:

- One (1) driveway along SR 74 is proposed to be a full-movement driveway, aligned with an existing median opening.
- Four (4) driveways along SR 74 are proposed to be right-in/right-out only driveways.
- One (1) driveway along Jenkins Road is proposed to be a full-movement driveway.
- One (1) driveway along Sandy Creek Road is proposed to be a full-movement driveway.

The site driveway locations are discussed in *Section 1.3*. All proposed driveways are proposed to be stop-controlled. The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Fayette County and the Town of Tyrone's programmed projects, and the GA 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 11** below.

Table 11: Programmed Improvements			
#	Year	Project ID	Project Description
1	TBD	FA-100	Resurface Sandy Creek Road.
2	2020	FS-AR-182	I-85 interchange improvements at SR 74 (Senoia Road).

Fact sheets for projects can be found in **Appendix F**. There are plans for a SPLOST funded corridor study for Sandy Creek. It should be noted that the study has not been published at the time of this report.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

Appendix A

Site Photo Log

Founders Studio and Founders Square DRI #2830

Photo No. 1



Comments: Sandy Creek Road at Proposed Driveway 7. Photo looking west from Proposed Driveway 7.

Photo No. 2



Comments: Sandy Creek Road at Proposed Driveway 7. Photo looking east from Proposed Driveway 7.

Founders Studio and Founders Square DRI #2830

Photo No. 3



Comments: Jenkins Road at Proposed Driveway 1. Photo looking east from Proposed Driveway 1.

Photo No. 4



Comments: Jenkins Road at Proposed Driveway 1. Photo looking west from Proposed Driveway 1.

Founders Studio and Founders Square DRI #2830

Photo No. 5



Comments: Jenkins Road at Proposed Driveway 1. Photo looking south from Proposed Driveway 1.

Photo No. 6



Comments: SR 74 at Proposed Driveway 2. Photo looking south from Proposed Driveway 2.

Founders Studio and Founders Square DRI #2830

Photo No. 7



Comments: SR 74 at Proposed Driveway 2. Photo looking west from Proposed Driveway 2.

Photo No. 8



Comments: SR 74 at Proposed Driveway 2. Photo looking north from Proposed Driveway 2.

Founders Studio and Founders Square DRI #2830

Photo No. 9



Comments: SR 74 at Proposed Driveway 3. Photo looking south from Proposed Driveway 3.

Photo No. 10



Comments: SR 74 at Proposed Driveway 3. Photo looking north from Proposed Driveway 3.

Founders Studio and Founders Square DRI #2830

Photo No. 11



Comments: SR 74 at existing median break. Photo looking south from east of SR 74.

Photo No. 12



Comments: SR 74 at existing median break. Photo looking north from east of SR 74.

Founders Studio and Founders Square DRI #2830

Photo No. 13



Comments: SR 74 at Proposed Driveway 4. Photo looking south from Proposed Driveway 4.

Photo No. 14



Comments: SR 74 at Proposed Driveway 4. Photo looking north from Proposed Driveway 4.

Founders Studio and Founders Square DRI #2830

Photo No. 15



Comments: SR 74 at Proposed Driveway 5. Photo looking south from Proposed Driveway 5.

Photo No. 16



Comments: SR 74 at Proposed Driveway 5. Photo looking north from Proposed Driveway 5.

Founders Studio and Founders Square DRI #2830

Photo No. 17



Comments: SR 74 at Proposed Driveway 6. Photo looking south from Proposed Driveway 6.

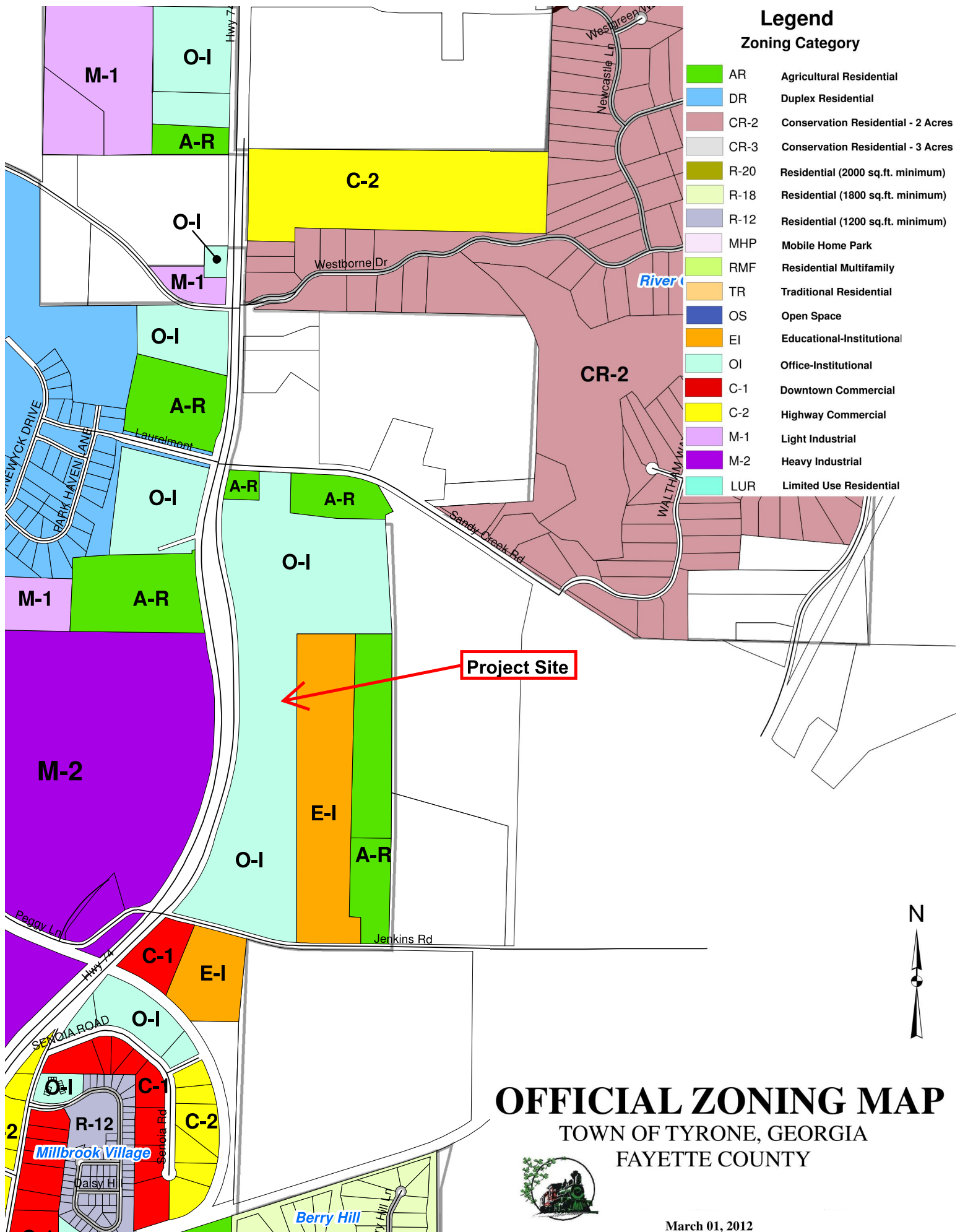
Photo No. 18



Comments: SR 74 at Proposed Driveway 6. Photo looking north from Proposed Driveway 6.

Appendix B

Land Use and Zoning Maps



Appendix C

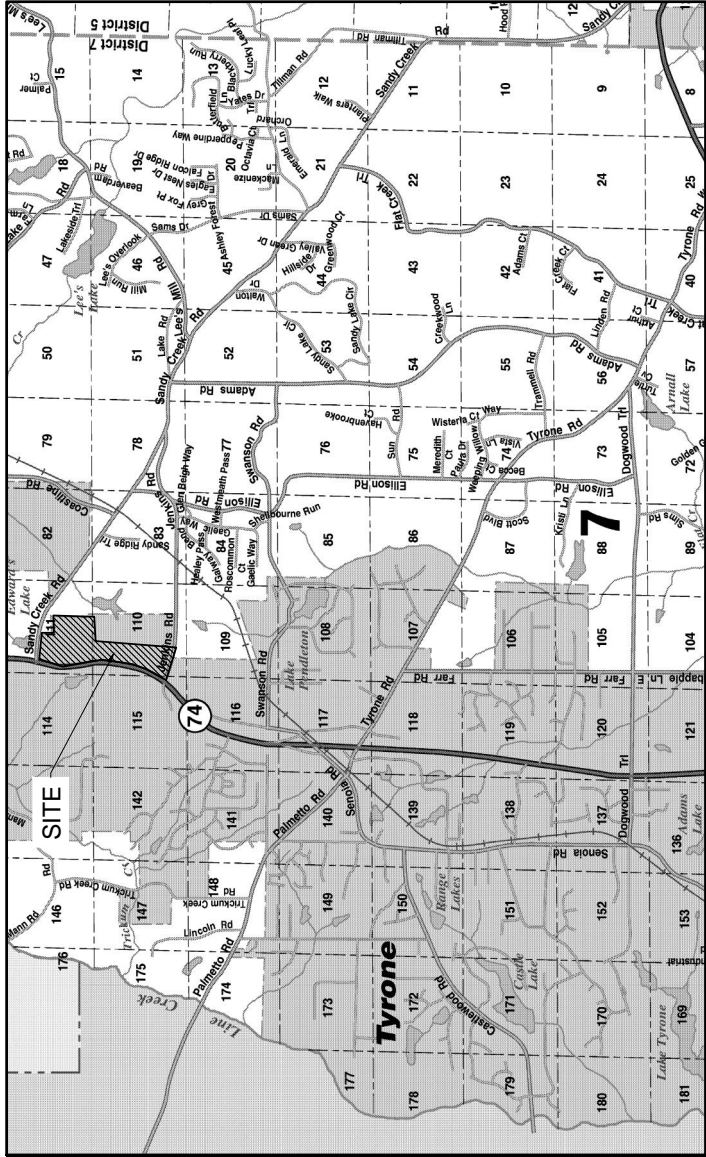
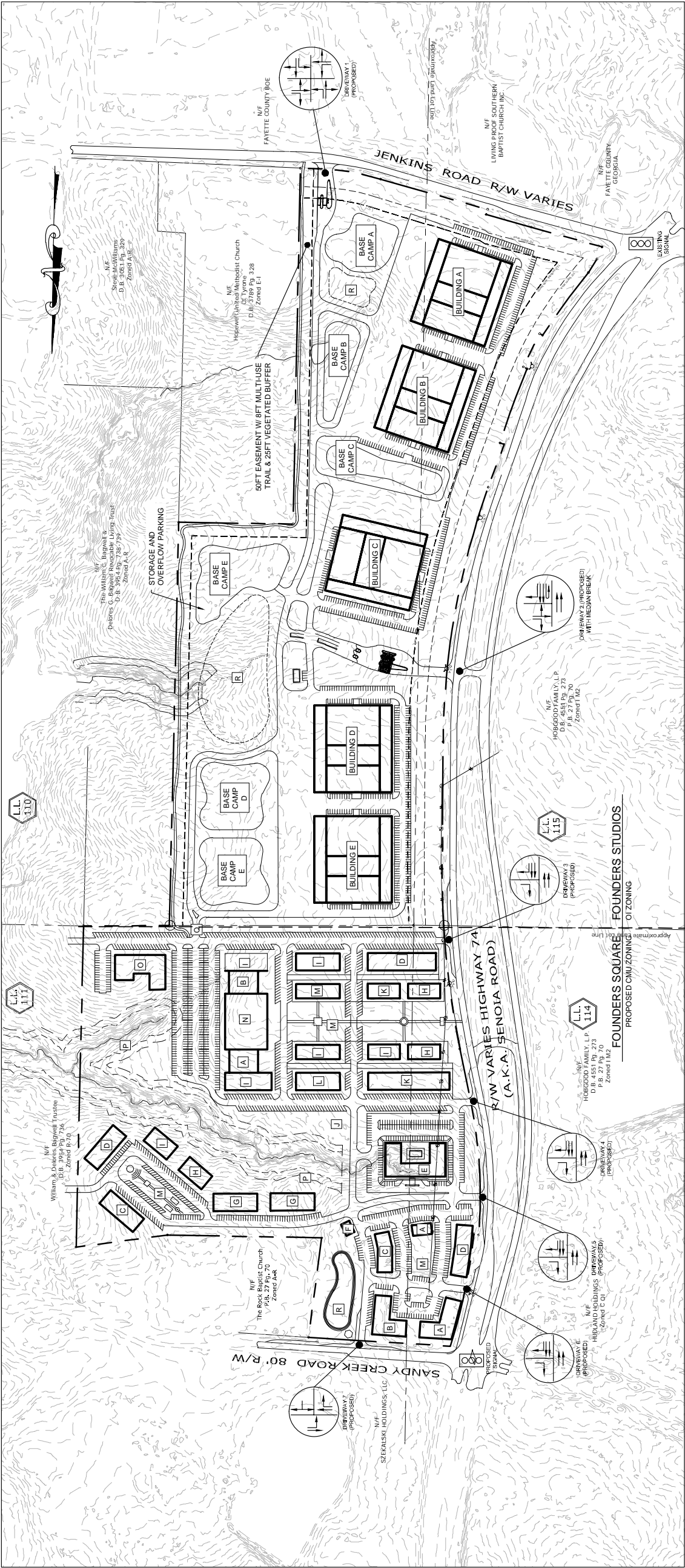
Proposed Site Plan

Rev.	Description	Date	Appr.
1			

7/13/18	RKA	Drawn by:
12/01/20	RKA	Design by:
12/01/20	RKA	Review by:
12/01/20	RKA	Check by:

SCALE: 1" = 200'

200' 100' 0' 200'



SITE PLAN NOTES:

- OWNERS: HOBGOOD FAMILY, L.P.
P.O. BOX 881
FARMVILLE, GA 30213
- DEVELOPER: DOCKERY GROUP
109 GUTHRIE WAY
PEACHTREE CITY, GA 30089
CONTACT: NATHAN DOCKERY
PHONE: 404-418-4526
- TRAFFIC ENGINEER: KNUFF-CHAM & ASSOCIATES, INC.
817 WEST PEACHTREE STREET, SUITE 601
ATLANTA, GA 30308
CONTACT: ELIZABETH JOHNSON
PHONE: 404-418-4772
- CIVIL ENGINEER: INTEGRATED SCIENCE & ENGINEERING, INC.
1039 SAFFORD ROAD, SUITE 200
NEWARK, GA 30065
CONTACT: JASON WALLS, P.E.
PHONE: 678-552-2106
- SITE DATA:
PARCEL ID NUMBER: 072614
SITE AREA: 94.4 ACRES
PROPOSED ZONING: C-1
FOUNDERS STUDIOS: C-1
FOUNDERS SQUARE: C-1
- USE: MIXED USE
- PROPOSED SETBACKS: ALL SETBACKS ALONG ADJOINING ZONING DISTRICTS SHALL BE 75 FEET. A 75 FOOT BUFFER SHALL BE IN EFFECT ALONG ALL BORDERING RESIDENTIAL ZONING DISTRICTS CONTIGUOUS WITH SETBACKS. THE SETBACKS FROM MAJOR THOROUGHFARES AND STATE ROUTES SHALL BE 100 FEET.
- PROPOSED SETBACKS: SETBACK (Hwy 74/Jenkins Rd) 70 FT LANDSCAPED BERM AND 132 FT EASTERN SIDE OF PROPERTY. 50 FT EASEMENT W/RT MULTIPLE TRAIL AND 25 FT VEGETATED BUFFER. 50 FT EASEMENT W/RT MULTIPLE TRAIL AND 25 FT VEGETATED BUFFER. 50 FT EASEMENT W/RT MULTIPLE TRAIL AND 25 FT VEGETATED BUFFER. 50 FT EASEMENT W/RT MULTIPLE TRAIL AND 25 FT VEGETATED BUFFER.

PARKING SUMMARY:

- TOTAL PARKING REQUIRED: 1750 PROVIDED
1. RETAIL SPACE = 100,000 SF
 2. RESTAURANT SPACE = 35,000 SF
 3. OFFICE SPACE = 76,800 SF
 4. MULTIPURPOSE SPACE = 10,000 SF
 5. HOTEL = 21,000 SF
 6. LOFT SPACE = 10,000 SF
 7. MOVIE THEATRE SPACE = 33,000 SF
 8. GREENWAY SPACE = 2,000 SF
 9. TOTAL PARKING REQUIRED: 1750 PROVIDED
- TOTAL PARKING SHOWN: 1750 PROVIDED
- * PARKING WILL MEET ZONING CONDITIONS AND CONSIDER CROSS SHARING OF DIFFERENT ADJACENT USES
- ** PREVIOUS OVERFLOW PARKING PROVIDED FOR STUDIO

SITE PLAN LEGEND:

- A. RETAIL SPACE
- B. RESTAURANT SPACE
- C. MULTIPURPOSE SPACE
- D. OFFICE SPACE
- E. HOTEL SPACE
- F. FARMERS MARKET WITH TRAILS
- G. TOWNHOMES
- H. OFFICE LOFT SPACE
- I. RETAIL LOFT SPACE
- J. MOVIE THEATRE SPACE
- K. GREENWAY SPACE
- L. MULTIPURPOSE RETAIL SPACE
- M. BREWERY LOFT SPACE
- N. CENTRAL PARK AREA
- O. MOVIE THEATRE
- P. MULTIPURPOSE OFFICE SPACE
- Q. GREENWAY TRAIL SYSTEM
- R. GATED CONNECTION TO FOUNDERS STUDIO
- S. POND

SITE PLAN DATA:

1. RETAIL SPACE = 100,000 SF
2. RESTAURANT SPACE = 35,000 SF
3. OFFICE SPACE = 76,800 SF
4. MULTIPURPOSE SPACE = 10,000 SF
5. HOTEL = 21,000 SF
6. LOFT SPACE = 10,000 SF
7. MOVIE THEATRE SPACE = 33,000 SF
8. GREENWAY SPACE = 2,000 SF
9. TOTAL PARKING REQUIRED: 1750 PROVIDED

Appendix D

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC) Founders Studios and Founders Square DRI #2830 Town of Tyrone, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	412,500 s.f.	1,668	180	142	38	148	37	111
220 Multifamily Housing (Low-Rise) - General Urban/Suburb	122 d.u.	894	58	13	45	70	44	26
310 Hotel	80 rooms	668	38	22	16	48	24	24
710 General Office Building - General Urban/Suburban	126,500 s.f.	1,332	145	125	20	142	23	119
820 Shopping Center	183,000 s.f. gross leasable area	6,908	172	107	65	697	335	362
932 High-Turnover (Sit-Down) Restaurant	35,000 s.f.	3,926	348	191	157	342	212	130
Gross Trips		15,396	941	600	341	1,447	675	772
Residential Trips		894	58	13	45	70	44	26
Mixed-Use Reductions		-322	-11	-1	-10	-47	-29	-18
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips		572	47	12	35	23	15	8
Hotel Trips		668	38	22	16	48	24	24
Mixed-Use Reductions		-240	-8	-1	-7	-29	-14	-15
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Hotel Trips		428	30	21	9	19	10	9
Office Trips		806	145	125	20	142	23	119
Mixed-Use Reductions		-156	-47	-28	-19	-42	-12	-30
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Office Trips		650	98	97	1	100	11	89
Retail Trips		6,908	172	107	65	697	335	362
Mixed-Use Reductions		-448	-30	-17	-13	-184	-92	-92
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		-2,196	0	0	0	-174	-87	-87
Adjusted Retail Trips		4,264	142	90	52	339	156	183
Restaurant Trips		3,926	348	191	157	342	212	130
Mixed-Use Reductions		-254	-60	-31	-29	-154	-81	-73
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		-1,578	0	0	0	-80	-40	-40
Adjusted Restaurant Trips		2,094	288	160	128	108	91	17
Film Studio Trips		2,194	180	142	38	148	37	111
Mixed-Use Reductions								
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		2,194	180	142	38	148	37	111
Mixed-Use Reductions - TOTAL		-1,420	-156	-78	-78	-456	-228	-228
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		-3,774	0	0	0	-254	-127	-127
New Trips		10,202	785	522	263	737	320	417
Driveway Volumes		13,976	785	522	263	991	447	544

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Appendix E

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: SR 74 @ I-85 SB Ramps **AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				I-85 SB Ramps Eastbound				I-85 SB Ramps Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	3	178	380				736	149					0	1,031		358
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians		0	18			0	94	8		0		0		65		53
Heavy Vehicles	0	13			0				0	0	0	0	0	6		15
Heavy Vehicle %	2%	7%	5%	0%	0%	0%	13%	5%	0%	0%	0%	0%	0%	6%	0%	15%
Peak Hour Factor		0.93				0.93				0.93				0.93		
U-turn to Left-Turn	-3	3											0	0		
Adjustment																
Adjusted 2018 Volumes	0	181	380	0	0	0	736	149	0	0	0	0	0	1031	0	358
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	196	411	0	0	0	797	161	0	0	0	0	0	1,116	0	388
Project Trips																
Trip Distribution IN							5%							35%		
Trip Distribution OUT		10%	5%													
Residential Trips	0	4	2	0	0	0	1	0	0	0	0	0	0	4	0	0
Trip Distribution IN							10%							30%		
Trip Distribution OUT		15%	10%													
Office Trips	0	0	0	0	0	0	10	0	0	0	0	0	0	29	0	0
Trip Distribution IN							10%							30%		
Trip Distribution OUT		15%	10%													
Retail Trips	0	8	5	0	0	0	9	0	0	0	0	0	0	27	0	0
Trip Distribution IN							10%							30%		
Trip Distribution OUT		15%	10%													
Restaurant Trips	0	19	13	0	0	0	16	0	0	0	0	0	0	48	0	0
Trip Distribution IN							5%							45%		
Trip Distribution OUT		5%	5%													
Film Studio Trips	0	2	2	0	0	0	7	0	0	0	0	0	0	64	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	22	0	0	0	43	0	0	0	0	0	0	172	0	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	229	433	0	0	0	840	161	0	0	0	0	0	1,288	0	388
2022 Build Alternative	0	229	433	0	0	0	840	161	0	0	0	0	0	1,288	0	388

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				I-85 SB Ramps Eastbound				I-85 SB Ramps Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	246	525				641	215					0	1,572		266
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians		0	14			0	68	1		0		0		55		39
Heavy Vehicles	0	9			0				0	0	0	0	0	3		15
Heavy Vehicle %	2%	4%	3%	0%	0%	0%	11%	2%	0%	0%	0%	0%	0%	3%	0%	15%
Peak Hour Factor		0.98				0.98				0.98				0.98		
U-turn to Left-Turn	-1	1											0	0		
Adjustment																
Adjusted 2018 Volumes	0	247	525	0	0	0	641	215	0	0	0	0	0	1572	0	266
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	267	568	0	0	0	694	233	0	0	0	0	0	1,702	0	288
Project Trips																
Trip Distribution IN							5%							35%		
Trip Distribution OUT		10%	5%													
Residential Trips	0	1	0	0	0	0	1	0	0	0	0	0	0	5	0	0
Trip Distribution IN							10%							30%		
Trip Distribution OUT		15%	10%													
Office Trips	0	13	9	0	0	0	1	0	0	0	0	0	0	3	0	0
Trip Distribution IN							10%							30%		
Trip Distribution OUT		15%	10%													
Retail Trips	0	27	18	0	0	0	16	0	0	0	0	0	0	47	0	0
Trip Distribution IN							10%							30%		
Trip Distribution OUT		15%	10%													
Restaurant Trips	0	3	2	0	0	0	9	0	0	0	0	0	0	27	0	0
Trip Distribution IN							5%							45%		
Trip Distribution OUT		5%	5%													
Film Studio Trips	0	6	6	0	0	0	2	0	0	0	0	0	0	17	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	50	35	0	0	0	29	0	0	0	0	0	0	99	0	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	317	603	0	0	0	723	233	0	0	0	0	0	1,801	0	288
2022 Build Alternative	0	317	603	0	0	0	723	233	0	0	0	0	0	1,801	0	288

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: SR 74 @ I-85 NB Ramps **AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				I-85 NB Ramps Eastbound				I-85 NB Ramps Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			417	1,926	0	365	1,357		0	126		287				
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0		29	85	0	57	93		0	3		18				
Heavy Vehicle %	0%	0%	7%	4%	0%	16%	7%	0%	0%	2%	0%	6%	0%	0%	0%	0%
Peak Hour Factor		0.93				0.93				0.93				0.93		
U-turn to Left-Turn					0	0			0	0						
Adjustment																
Adjusted 2018 Volumes	0	0	417	1926	0	365	1357	0	0	126	0	287	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	451	2,085	0	395	1,469	0	0	136	0	311	0	0	0	0
Project Trips																
Trip Distribution IN							40%					10%				
Trip Distribution OUT			15%	35%												
Residential Trips	0	0	5	12	0	0	5	0	0	0	0	1	0	0	0	0
Trip Distribution IN							40%					15%				
Trip Distribution OUT			25%	30%												
Office Trips	0	0	0	0	0	0	39	0	0	0	0	15	0	0	0	0
Trip Distribution IN							40%					15%				
Trip Distribution OUT			25%	30%												
Retail Trips	0	0	13	16	0	0	36	0	0	0	0	14	0	0	0	0
Trip Distribution IN							40%					15%				
Trip Distribution OUT			25%	30%												
Restaurant Trips	0	0	32	38	0	0	64	0	0	0	0	24	0	0	0	0
Trip Distribution IN							50%					5%				
Trip Distribution OUT			10%	45%												
Film Studio Trips	0	0	4	17	0	0	71	0	0	0	0	7	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	54	83	0	0	215	0	0	0	0	61	0	0	0	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	505	2,168	0	395	1,684	0	0	136	0	372	0	0	0	0
2022 Build Alternative	0	0	505	2,168	0	395	1,684	0	0	136	0	372	0	0	0	0

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				I-85 NB Ramps Eastbound				I-85 NB Ramps Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			653	1,304	0	337	1,899		0	95		233				
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0		19	65	0	53	70		0	4		16				
Heavy Vehicle %	0%	0%	3%	5%	0%	16%	4%	0%	0%	4%	0%	7%	0%	0%	0%	0%
Peak Hour Factor		0.96				0.96				0.96				0.96		
U-turn to Left-Turn					0	0			0	0						
Adjustment																
Adjusted 2018 Volumes	0	0	653	1304	0	337	1899	0	0	95	0	233	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	707	1,411	0	365	2,056	0	0	103	0	252	0	0	0	0
Project Trips																
Trip Distribution IN							40%					10%				
Trip Distribution OUT			15%	35%												
Residential Trips	0	0	1	3	0	0	6	0	0	0	0	2	0	0	0	0
Trip Distribution IN							40%					15%				
Trip Distribution OUT			25%	30%												
Office Trips	0	0	22	27	0	0	4	0	0	0	0	2	0	0	0	0
Trip Distribution IN							40%					15%				
Trip Distribution OUT			25%	30%												
Retail Trips	0	0	46	55	0	0	62	0	0	0	0	23	0	0	0	0
Trip Distribution IN							40%					15%				
Trip Distribution OUT			25%	30%												
Restaurant Trips	0	0	4	5	0	0	36	0	0	0	0	14	0	0	0	0
Trip Distribution IN							50%					5%				
Trip Distribution OUT			10%	45%												
Film Studio Trips	0	0	11	50	0	0	19	0	0	0	0	2	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	84	140	0	0	127	0	0	0	0	43	0	0	0	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	791	1,551	0	365	2,183	0	0	103	0	295	0	0	0	0
2022 Build Alternative	0	0	791	1,551	0	365	2,183	0	0	103	0	295	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: SR 74 @ Sandy Creek Road AM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Sandy Creek Road Eastbound				Sandy Creek Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	3	20	1,473	30	0	262	1,316	10				51				224
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	42	0	0	1	64	0				0				1
Heavy Vehicle %	2%	2%	3%	2%	0%	2%	5%	2%	0%	0%	0%	2%	0%	0%	0%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn	-3	3			0	0										
Adjustment																
Adjusted 2018 Volumes	0	23	1473	30	0	262	1316	10	0	0	0	51	0	0	0	224
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
2022 Background Traffic	0	25	1,594	32	0	284	1,424	11	0	0	0	57	0	0	0	252
Project Trips																
Trip Distribution IN						45%	5%									
Trip Distribution OUT	40%		40%													10%
Residential Trips	14	0	14	0	0	5	1	0	0	0	0	0	0	0	0	4
Trip Distribution IN						20%	35%									
Trip Distribution OUT	30%		40%													15%
Office Trips	0	0	0	0	0	19	34	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%	35%									
Trip Distribution OUT	30%		40%													15%
Retail Trips	16	0	21	0	0	18	32	0	0	0	0	0	0	0	0	8
Trip Distribution IN						20%	35%									
Trip Distribution OUT	30%		40%													15%
Restaurant Trips	38	0	51	0	0	32	56	0	0	0	0	0	0	0	0	19
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	21	0	0	0	78	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	68	0	107	0	0	74	201	0	0	0	0	0	0	0	0	31
U-Turn Adjustment	-68	68			0	0			0	0			0	0		
Alternative Adjustment		-34								15		-15		39		-5
2022 Buildout Total	0	93	1,701	32	0	358	1,625	11	0	0	0	57	0	0	0	283
2022 Build Alternative	0	59	1,701	32	0	358	1,625	11	0	15	0	42	0	39	0	278

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Sandy Creek Road Eastbound				Sandy Creek Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	20	1,294	47	0	276	1,579	13				34				283
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	17	1	0	0	20	0				0				0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	0%	0%	2%	0%	0%	0%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn	-1	1			0	0										
Adjustment																
Adjusted 2018 Volumes	0	21	1294	47	0	276	1579	13	0	0	0	34	0	0	0	283
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
2022 Background Traffic	0	23	1,401	51	0	299	1,709	14	0	0	0	38	0	0	0	319
Project Trips																
Trip Distribution IN						45%	5%									
Trip Distribution OUT			40%													10%
Residential Trips	0	0	3	0	0	7	1	0	0	0	0	0	0	0	0	1
Trip Distribution IN						20%	35%									
Trip Distribution OUT	30%		40%													15%
Office Trips	27	0	36	0	0	2	4	0	0	0	0	0	0	0	0	13
Trip Distribution IN						20%	35%									
Trip Distribution OUT	30%		40%													15%
Retail Trips	55	0	73	0	0	31	55	0	0	0	0	0	0	0	0	27
Trip Distribution IN						20%	35%									
Trip Distribution OUT	0.3		40%													15%
Restaurant Trips	5	0	7	0	0	18	32	0	0	0	0	0	0	0	0	3
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	61	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	117	0	180	0	0	58	112	0	0	0	0	0	0	0	0	44
U-Turn Adjustment	-117	117			0	0			0	0			0	0		
Alternative Adjustment		-59								13		-13		58		0
2022 Buildout Total	0	140	1,581	51	0	357	1,821	14	0	0	0	38	0	0	0	363
2022 Build Alternative	0	81	1,581	51	0	357	1,821	14	0	13	0	25	0	58	0	363

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: SR 74 @ Jenkins Road **AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				Jenkins Road Eastbound				Jenkins Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	27	1,285	240	1	159	1,155	20		22	1	28		172	1	161
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	18	25		0	0	44	19		21		25		0	0	0
Heavy Vehicle %	0%	67%	2%	2%	2%	2%	4%	95%	0%	95%	2%	89%	0%	2%	2%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
U-turn to Left-Turn	0	0			-1	1										
Adjustment																
Adjusted 2018 Volumes	0	27	1285	240	0	160	1155	20	0	22	1	28	0	172	1	161
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	29	1,391	260	0	173	1,250	22	0	24	1	30	0	186	1	174
Project Trips																
Trip Distribution IN			35%													5%
Trip Distribution OUT						5%	35%									
Residential Trips	0	0	4	0	0	2	12	0	0	0	0	0	0	0	0	1
Trip Distribution IN			25%													5%
Trip Distribution OUT						5%	25%									
Office Trips	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	5
Trip Distribution IN			25%													5%
Trip Distribution OUT						5%	25%									
Retail Trips	0	0	23	0	0	3	13	0	0	0	0	0	0	0	0	5
Trip Distribution IN			25%													5%
Trip Distribution OUT						5%	25%									
Restaurant Trips	0	0	40	0	0	6	32	0	0	0	0	0	0	0	0	8
Trip Distribution IN			25%	10%												
Trip Distribution OUT							10%							25%		
Film Studio Trips	0	0	36	14	0	0	4	0	0	0	0	0	0	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	127	14	0	11	61	0	0	0	0	0	0	10	0	19
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	29	1,518	274	0	184	1,311	22	0	24	1	30	0	196	1	193
2022 Build Alternative	0	29	1,518	274	0	184	1,311	22	0	24	1	30	0	196	1	193

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Jenkins Road Eastbound				Jenkins Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	6	3	1,298	113	0	34	1,603	4		11	2	18		142	0	15
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	15	0	0	0	15	2		1	0	1		1	0	0
Heavy Vehicle %	2%	67%	2%	2%	0%	2%	2%	50%	0%	9%	2%	6%	0%	2%	0%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn	-6	6			0	0										
Adjustment																
Adjusted 2018 Volumes	0	9	1298	113	0	34	1603	4	0	11	2	18	0	142	0	15
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	10	1,405	122	0	37	1,735	4	0	12	2	19	0	154	0	16
Project Trips																
Trip Distribution IN			35%													5%
Trip Distribution OUT						5%	35%									
Residential Trips	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1
Trip Distribution IN			25%													5%
Trip Distribution OUT						5%	25%									
Office Trips	0	0	3	0	0	4	22	0	0	0	0	0	0	0	0	1
Trip Distribution IN			25%													5%
Trip Distribution OUT						5%	25%									
Retail Trips	0	0	39	0	0	9	46	0	0	0	0	0	0	0	0	8
Trip Distribution IN			25%													5%
Trip Distribution OUT						5%	25%									
Restaurant Trips	0	0	23	0	0	1	4	0	0	0	0	0	0	0	0	5
Trip Distribution IN			25%	10%												
Trip Distribution OUT							10%							25%		
Film Studio Trips	0	0	9	4	0	0	11	0	0	0	0	0	0	28	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	79	4	0	14	86	0	0	0	0	0	0	28	0	15
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	10	1,484	126	0	51	1,821	4	0	12	2	19	0	182	0	31
2022 Build Alternative	0	10	1,484	126	0	51	1,821	4	0	12	2	19	0	182	0	31

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: SR 74 @ Palmetto Road / Tyrone Road
AM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Palmetto Road Eastbound				Tyrone Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	192	1,096	34	1	79	992	9		11	254	169		19	173	112
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	4	37	2	0	3	55	2		2	1	5		2	6	1
Heavy Vehicle %	2%	2%	3%	6%	2%	4%	6%	22%	0%	18%	2%	3%	0%	11%	3%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
U-turn to Left-Turn	-1	1			-1	1										
Adjustment																
Adjusted 2018 Volumes	0	193	1096	34	0	80	992	9	0	11	254	169	0	19	173	112
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	209	1,186	37	0	87	1,074	10	0	12	275	183	0	21	187	121
Project Trips																
Trip Distribution IN			20%							10%						5%
Trip Distribution OUT						5%	20%	10%								
Residential Trips	0	0	2	0	0	2	7	4	0	1	0	0	0	0	0	1
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						5%	10%	10%								
Office Trips	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	5
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						5%	10%	10%								
Retail Trips	0	0	9	0	0	3	5	5	0	9	0	0	0	0	0	5
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						5%	10%	10%								
Restaurant Trips	0	0	16	0	0	6	13	13	0	16	0	0	0	0	0	8
Trip Distribution IN			10%							15%						10%
Trip Distribution OUT						10%	10%	15%								
Film Studio Trips	0	0	14	0	0	4	4	6	0	21	0	0	0	0	0	14
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	51	0	0	15	29	28	0	57	0	0	0	0	0	33
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	209	1,237	37	0	102	1,103	38	0	69	275	183	0	21	187	154
2022 Build Alternative	0	209	1,237	37	0	102	1,103	38	0	69	275	183	0	21	187	154

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Palmetto Road Eastbound				Tyrone Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	3	171	1,088	45	2	141	1,349	10		22	189	188		61	247	83
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	2	18	0	0	2	16	1		0	4	4		4	2	4
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	10%	0%	2%	2%	2%	0%	7%	2%	5%
Peak Hour Factor	0.97				0.97				0.97				0.97			
U-turn to Left-Turn	-3	3			-2	2										
Adjustment																
Adjusted 2018 Volumes	0	174	1088	45	0	143	1349	10	0	22	189	188	0	61	247	83
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	188	1,178	49	0	155	1,460	11	0	24	205	203	0	66	267	90
Project Trips																
Trip Distribution IN			20%							10%						5%
Trip Distribution OUT						5%	20%	10%								
Residential Trips	0	0	3	0	0	0	2	1	0	2	0	0	0	0	0	1
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						5%	10%	10%								
Office Trips	0	0	1	0	0	4	9	9	0	1	0	0	0	0	0	1
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						5%	10%	10%								
Retail Trips	0	0	16	0	0	9	18	18	0	16	0	0	0	0	0	8
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						5%	10%	10%								
Restaurant Trips	0	0	9	0	0	1	2	2	0	9	0	0	0	0	0	5
Trip Distribution IN			10%							15%						10%
Trip Distribution OUT						10%	10%	15%								
Film Studio Trips	0	0	4	0	0	11	11	17	0	6	0	0	0	0	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	33	0	0	25	42	47	0	34	0	0	0	0	0	19
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	188	1,211	49	0	180	1,502	58	0	58	205	203	0	66	267	109
2022 Build Alternative	0	188	1,211	49	0	180	1,502	58	0	58	205	203	0	66	267	109

INTERSECTION VOLUME DEVELOPMENT

**Intersection #6: Sandy Creek Road @ Lees Mill Road
AM PEAK HOUR**

Description	Northbound				Lees Mill Road Southbound				Sandy Creek Road Eastbound				Sandy Creek Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes						4		186		97	325				258	1
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles						0		0		0	4				0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	2%	0%	2%	2%	0%	0%	0%	2%	2%
Peak Hour Factor	0.85				0.85				0.85				0.85			
U-turn to Left-Turn																
Adjustment						1.12		1.12		1.12	1.12				1.12	1.12
Adjusted 2018 Volumes	0	0	0	0	0	4	0	208	0	109	364	0	0	0	289	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
2022 Background Traffic	0	0	0	0	0	4	0	225	0	123	410	0	0	0	325	1
Project Trips																
Trip Distribution IN								5%								10%
Trip Distribution OUT										5%	10%					
Residential Trips	0	0	0	0	0	0	0	1	0	2	4	0	0	0	1	0
Trip Distribution IN								5%								15%
Trip Distribution OUT										5%	15%					
Office Trips	0	0	0	0	0	0	0	5	0	0	0	0	0	0	15	0
Trip Distribution IN								5%								15%
Trip Distribution OUT										5%	15%					
Retail Trips	0	0	0	0	0	0	0	5	0	3	8	0	0	0	14	0
Trip Distribution IN								5%								15%
Trip Distribution OUT										5%	15%					
Restaurant Trips	0	0	0	0	0	0	0	8	0	6	19	0	0	0	24	0
Trip Distribution IN								5%								5%
Trip Distribution OUT										5%	5%					
Film Studio Trips	0	0	0	0	0	0	0	7	0	2	2	0	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	26	0	13	33	0	0	0	61	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	0	0	0	4	0	251	0	136	443	0	0	0	386	1
2022 Build Alternative	0	0	0	0	0	4	0	251	0	136	443	0	0	0	386	1

PM PEAK HOUR

Description	Northbound				Lees Mill Road Southbound				Sandy Creek Road Eastbound				Sandy Creek Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes						2		104		86	246				286	0
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles						0		0		1	0				1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	2%	0%	2%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
U-turn to Left-Turn																
Adjustment						1.12		1.12		1.12	1.12				1.12	1.12
Adjusted 2018 Volumes	0	0	0	0	0	2	0	116	0	96	276	0	0	0	320	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
2022 Background Traffic	0	0	0	0	0	2	0	126	0	108	311	0	0	0	360	0
Project Trips																
Trip Distribution IN								5%								10%
Trip Distribution OUT										5%	10%					
Residential Trips	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0
Trip Distribution IN								5%								15%
Trip Distribution OUT										5%	15%					
Office Trips	0	0	0	0	0	0	0	1	0	4	13	0	0	0	2	0
Trip Distribution IN								5%								15%
Trip Distribution OUT										5%	15%					
Retail Trips	0	0	0	0	0	0	0	8	0	9	27	0	0	0	23	0
Trip Distribution IN								5%								15%
Trip Distribution OUT										5%	15%					
Restaurant Trips	0	0	0	0	0	0	0	5	0	1	3	0	0	0	14	0
Trip Distribution IN								5%								5%
Trip Distribution OUT										5%	5%					
Film Studio Trips	0	0	0	0	0	0	0	2	0	6	6	0	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	17	0	20	50	0	0	0	43	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	0	0	0	2	0	143	0	128	361	0	0	0	403	0
2022 Build Alternative	0	0	0	0	0	2	0	143	0	128	361	0	0	0	403	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Jenkins Road @ Sandy Creek HS Driveway / Proposed Driveway 1 AM PEAK HOUR

Description	Sandy Creek HS Driveway				Proposed Driveway 1				Jenkins Road				Jenkins Road			
	U-Turn	Northbound Left	Through	Right	U-Turn	Southbound Left	Through	Right	U-Turn	Eastbound Left	Through	Right	U-Turn	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		17		2							328	93		49	341	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles		0		0							0	0		0	1	
Heavy Vehicle %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	2%	2%	0%
Peak Hour Factor		0.87				0.87				0.87				0.87		
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	17	0	2	0	0	0	0	0	0	328	93	0	49	341	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	18	0	2	0	0	0	0	0	0	355	101	0	53	369	0
Project Trips																
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Residential Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0
Trip Distribution IN										10%						10%
Trip Distribution OUT						10%		25%								
Film Studio Trips	0	0	0	0	0	4	0	10	0	14	0	0	0	0	0	14
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	4	0	10	0	14	11	0	0	0	19	14
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	18	0	2	0	4	0	10	0	14	366	101	0	53	388	14
2022 Build Alternative	0	18	0	2	0	4	0	10	0	14	366	101	0	53	388	14

PM PEAK HOUR

Description	Sandy Creek HS Driveway				Proposed Driveway 1				Jenkins Road				Jenkins Road			
	U-Turn	Northbound Left	Through	Right	U-Turn	Southbound Left	Through	Right	U-Turn	Eastbound Left	Through	Right	U-Turn	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		14		1							163	7		0	195	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles		0		0							0	0		0	1	
Heavy Vehicle %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	0%
Peak Hour Factor		0.91				0.91				0.91				0.91		
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	14	0	1	0	0	0	0	0	0	163	7	0	0	195	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	15	0	1	0	0	0	0	0	0	176	8	0	0	211	0
Project Trips																
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Office Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0
Trip Distribution IN															5%	
Trip Distribution OUT											5%					
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0
Trip Distribution IN										10%						10%
Trip Distribution OUT						10%		25%								
Film Studio Trips	0	0	0	0	0	11	0	28	0	4	0	0	0	0	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	11	0	28	0	4	14	0	0	0	15	4
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	15	0	1	0	11	0	28	0	4	190	8	0	0	226	4
2022 Build Alternative	0	15	0	1	0	11	0	28	0	4	190	8	0	0	226	4

INTERSECTION VOLUME DEVELOPMENT

**Intersection #8: SR 74 @ Proposed Driveway 2 / Median Break
AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				Median Break Eastbound				Proposed Driveway 2 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,477				1,331									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			46				65									
Heavy Vehicle %	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.92				0.92					0.92				
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1477	0	0	0	1331	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,599	0	0	0	1,441	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			40%				40%									
Trip Distribution OUT																
Residential Trips	0	0	5	0	0	0	14	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%				30%									
Trip Distribution OUT																
Office Trips	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%				30%									
Trip Distribution OUT																
Retail Trips	0	0	27	0	0	0	16	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%				30%									
Trip Distribution OUT																
Restaurant Trips	0	0	48	0	0	0	38	0	0	0	0	0	0	0	0	0
Trip Distribution IN				25%		55%										
Trip Distribution OUT														10%		55%
Film Studio Trips	0	0	0	36	0	78	0	0	0	0	0	0	0	4	0	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	109	36	0	78	68	0	0	0	0	0	0	4	0	21
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	1,708	36	0	78	1,509	0	0	0	0	0	0	4	0	21
2022 Build Alternative	0	0	1,708	36	0	78	1,509	0	0	0	0	0	0	4	0	21

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Median Break Eastbound				Proposed Driveway 2 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,337				1,638									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			21				19									
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.95				0.95					0.95				
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1337	0	0	0	1638	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,447	0	0	0	1,773	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			40%				40%									
Trip Distribution OUT																
Residential Trips	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%				30%									
Trip Distribution OUT																
Office Trips	0	0	3	0	0	0	27	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%				30%									
Trip Distribution OUT																
Retail Trips	0	0	47	0	0	0	55	0	0	0	0	0	0	0	0	0
Trip Distribution IN			30%				30%									
Trip Distribution OUT																
Restaurant Trips	0	0	27	0	0	0	5	0	0	0	0	0	0	0	0	0
Trip Distribution IN				25%		55%										
Trip Distribution OUT														10%		55%
Film Studio Trips	0	0	0	9	0	20	0	0	0	0	0	0	0	11	0	61
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	83	9	0	20	90	0	0	0	0	0	0	11	0	61
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	1,530	9	0	20	1,863	0	0	0	0	0	0	11	0	61
2022 Build Alternative	0	0	1,530	9	0	20	1,863	0	0	0	0	0	0	11	0	61

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: SR 74 @ Proposed Driveway 3 AM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 3 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,477				1,331									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			46				65									
Heavy Vehicle %	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.92				0.92					0.92				
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1477	0	0	0	1331	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,599	0	0	0	1,441	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			35%	5%												
Trip Distribution OUT							40%									5%
Residential Trips	0	0	4	1	0	0	14	0	0	0	0	0	0	0	0	2
Trip Distribution IN			10%	20%												
Trip Distribution OUT							30%									20%
Office Trips	0	0	10	19	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%	20%												
Trip Distribution OUT							30%									20%
Retail Trips	0	0	9	18	0	0	16	0	0	0	0	0	0	0	0	10
Trip Distribution IN			10%	20%												
Trip Distribution OUT							30%									20%
Restaurant Trips	0	0	16	32	0	0	38	0	0	0	0	0	0	0	0	26
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	21	0	0	0	78	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	60	70	0	0	146	0	0	0	0	0	0	0	0	38
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																-8
2022 Buildout Total	0	0	1,659	70	0	0	1,587	0	0	0	0	0	0	0	0	38
2022 Build Alternative	0	0	1,659	70	0	0	1,587	0	0	0	0	0	0	0	0	30

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 3 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,337				1,638									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			21				19									
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.95				0.95					0.95				
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1337	0	0	0	1638	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,447	0	0	0	1,773	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			35%	5%												
Trip Distribution OUT							40%									5%
Residential Trips	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%	20%												
Trip Distribution OUT							30%									20%
Office Trips	0	0	1	2	0	0	27	0	0	0	0	0	0	0	0	18
Trip Distribution IN			10%	20%												
Trip Distribution OUT							30%									20%
Retail Trips	0	0	16	31	0	0	55	0	0	0	0	0	0	0	0	37
Trip Distribution IN			10%	20%												
Trip Distribution OUT							30%									20%
Restaurant Trips	0	0	9	18	0	0	5	0	0	0	0	0	0	0	0	3
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	61	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	-22	22	0	0	0	0	0	0	0	0	0	0	0	22
Total Project Trips	0	0	70	74	0	0	110	0	0	0	0	0	0	0	0	80
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment																-14
2022 Buildout Total	0	0	1,517	74	0	0	1,883	0	0	0	0	0	0	0	0	80
2022 Build Alternative	0	0	1,517	74	0	0	1,883	0	0	0	0	0	0	0	0	66

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: SR 74 @ Proposed Driveway 4 **AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 4 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,519				1,370									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			41				64									
Heavy Vehicle %	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1519	0	0	0	1370	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,644	0	0	0	1,483	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			35%	5%			5%									
Trip Distribution OUT			5%				40%									5%
Residential Trips	0	0	6	1	0	0	15	0	0	0	0	0	0	0	0	2
Trip Distribution IN			15%	30%			35%									
Trip Distribution OUT			20%				30%									30%
Office Trips	0	0	15	29	0	0	34	0	0	0	0	0	0	0	0	0
Trip Distribution IN			15%	30%			35%									
Trip Distribution OUT			20%				30%									30%
Retail Trips	0	0	24	27	0	0	48	0	0	0	0	0	0	0	0	16
Trip Distribution IN			15%	30%			35%									
Trip Distribution OUT			20%				30%									30%
Restaurant Trips	0	0	50	48	0	0	94	0	0	0	0	0	0	0	0	38
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	21	0	0	0	78	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	116	105	0	0	269	0	0	0	0	0	0	0	0	56
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment			-8													-12
2022 Buildout Total	0	0	1,760	105	0	0	1,752	0	0	0	0	0	0	0	0	56
2022 Build Alternative	0	0	1,752	105	0	0	1,752	0	0	0	0	0	0	0	0	44

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 4 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,360				1,614									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			18				20									
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1360	0	0	0	1614	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,472	0	0	0	1,747	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			35%	5%			5%									
Trip Distribution OUT			5%				40%									5%
Residential Trips	0	0	5	1	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN			15%	30%			35%									
Trip Distribution OUT			20%				30%									30%
Office Trips	0	0	20	3	0	0	31	0	0	0	0	0	0	0	0	27
Trip Distribution IN			15%	30%			35%									
Trip Distribution OUT			20%				30%									30%
Retail Trips	0	0	60	47	0	0	110	0	0	0	0	0	0	0	0	55
Trip Distribution IN			15%	30%			35%									
Trip Distribution OUT			20%				30%									30%
Restaurant Trips	0	0	17	27	0	0	37	0	0	0	0	0	0	0	0	5
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	61	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	-50	80	0	0	30	0	0	0	0	0	0	0	0	80
Total Project Trips	0	0	113	158	0	0	232	0	0	0	0	0	0	0	0	167
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment			-14													-29
2022 Buildout Total	0	0	1,585	158	0	0	1,979	0	0	0	0	0	0	0	0	167
2022 Build Alternative	0	0	1,571	158	0	0	1,979	0	0	0	0	0	0	0	0	138

INTERSECTION VOLUME DEVELOPMENT

**Intersection #101: SR 74 @ U-Turn Median Break s/o Sandy Creek Rd
AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				U-Turn Median Break s/o Sandy Creek Rd Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0		1,505		14		1,356									
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians																
Heavy Vehicles			41		0		64									
Heavy Vehicle %	0%	0%	3%	0%	2%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88				0.88				0.88				0.88			
U-turn to Left-Turn	0	0			-14	14										
Adjustment																
Adjusted 2018 Volumes	0	0	1505	0	0	14	1356	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,629	0	0	15	1,468	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			35%		5%											
Trip Distribution OUT			5%				40%									
Residential Trips	0	0	6	0	1	0	14	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%		35%											
Trip Distribution OUT			20%				30%									
Office Trips	0	0	10	0	34	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%		35%											
Trip Distribution OUT			20%				30%									
Retail Trips	0	0	19	0	32	0	16	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%		35%											
Trip Distribution OUT			20%				30%									
Restaurant Trips	0	0	42	0	56	0	38	0	0	0	0	0	0	0	0	0
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	21	0	0	0	78	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	98	0	123	0	146	0	0	0	0	0	0	0	0	0
U-Turn Adjustment	0	0			-123	123			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	1,727	0	0	138	1,614	0	0	0	0	0	0	0	0	0
2022 Build Alternative	0	0	1,727	0	0	138	1,614	0	0	0	0	0	0	0	0	0

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				U-Turn Median Break s/o Sandy Creek Rd Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,348		12		1,614			12						
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians																
Heavy Vehicles			18		0		20			0						
Heavy Vehicle %	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93				0.93				0.93				0.93			
U-turn to Left-Turn					-12	12										
Adjustment																
Adjusted 2018 Volumes	0	0	1348	0	0	12	1614	0	0	12	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,459	0	0	13	1,747	0	0	13	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			35%													
Trip Distribution OUT			5%				40%									
Residential Trips	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%		35%											
Trip Distribution OUT			20%				30%									
Office Trips	0	0	19	0	4	0	27	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%		35%											
Trip Distribution OUT			20%				30%									
Retail Trips	0	0	53	0	55	0	55	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%		35%											
Trip Distribution OUT			20%				30%									
Restaurant Trips	0	0	12	0	32	0	5	0	0	0	0	0	0	0	0	0
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	61	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	150	0	121	0	110	0	0	0	0	0	0	0	0	0
U-Turn Adjustment	0	0			-121	121			0	0			0	0		
Alternative Adjustment																
2022 Buildout Total	0	0	1,609	0	0	134	1,857	0	0	13	0	0	0	0	0	0
2022 Build Alternative	0	0	1,609	0	0	134	1,857	0	0	13	0	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #11: SR 74 @ Proposed Driveway 5 **AM PEAK HOUR**

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 5 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,519				1,370									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			41				64									
Heavy Vehicle %	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.95				0.95					0.95				0.95
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1519	0	0	0	1370	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,644	0	0	0	1,483	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN				35%			5%									
Trip Distribution OUT			10%				40%									70%
Residential Trips	0	0	4	4	0	0	15	0	0	0	0	0	0	0	0	25
Trip Distribution IN			5%	10%			35%									
Trip Distribution OUT			50%				30%									10%
Office Trips	0	0	6	10	0	0	34	0	0	0	0	0	0	0	0	0
Trip Distribution IN			5%	10%			35%									
Trip Distribution OUT			50%				30%									10%
Retail Trips	0	0	31	9	0	0	48	0	0	0	0	0	0	0	0	5
Trip Distribution IN			5%	10%			35%									
Trip Distribution OUT			50%				30%									10%
Restaurant Trips	0	0	72	16	0	0	94	0	0	0	0	0	0	0	0	13
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	21	0	0	0	78	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	134	39	0	0	269	0	0	0	0	0	0	0	0	43
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment			-20													-10
2022 Buildout Total	0	0	1,778	39	0	0	1,752	0	0	0	0	0	0	0	0	43
2022 Build Alternative	0	0	1,758	39	0	0	1,752	0	0	0	0	0	0	0	0	33

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 5 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,360				1,614									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			18				20									
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.95				0.95					0.95				0.95
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1360	0	0	0	1614	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,472	0	0	0	1,747	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN				35%			5%									
Trip Distribution OUT			10%				40%									70%
Residential Trips	0	0	1	5	0	0	4	0	0	0	0	0	0	0	0	6
Trip Distribution IN			5%	10%			35%									
Trip Distribution OUT			50%				30%									10%
Office Trips	0	0	46	1	0	0	31	0	0	0	0	0	0	0	0	9
Trip Distribution IN			5%	10%			35%									
Trip Distribution OUT			50%				30%									10%
Retail Trips	0	0	100	16	0	0	110	0	0	0	0	0	0	0	0	18
Trip Distribution IN			5%	10%			35%									
Trip Distribution OUT			50%				30%									10%
Restaurant Trips	0	0	14	9	0	0	37	0	0	0	0	0	0	0	0	2
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	61	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	15	15	0	0	30	0	0	0	0	0	0	0	0	15
Total Project Trips	0	0	237	46	0	0	232	0	0	0	0	0	0	0	0	50
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment			-43													-9
2022 Buildout Total	0	0	1,709	46	0	0	1,979	0	0	0	0	0	0	0	0	50
2022 Build Alternative	0	0	1,666	46	0	0	1,979	0	0	0	0	0	0	0	0	41

INTERSECTION VOLUME DEVELOPMENT

Intersection #12: SR 74 @ Proposed Driveway 6 AM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 6 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,519				1,370									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			41				64									
Heavy Vehicle %	0%	0%	3%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.95				0.95					0.95				
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1519	0	0	0	1370	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,644	0	0	0	1,483	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN							5%									
Trip Distribution OUT			80%				40%									
Residential Trips	0	0	28	0	0	0	15	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%			35%									
Trip Distribution OUT			60%				30%									10%
Office Trips	0	0	1	5	0	0	34	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%			35%									
Trip Distribution OUT			60%				30%									10%
Retail Trips	0	0	31	5	0	0	48	0	0	0	0	0	0	0	0	5
Trip Distribution IN				5%			35%									
Trip Distribution OUT			60%				30%									10%
Restaurant Trips	0	0	77	8	0	0	94	0	0	0	0	0	0	0	0	13
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	21	0	0	0	78	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	158	18	0	0	269	0	0	0	0	0	0	0	0	18
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment			-30													-4
2022 Buildout Total	0	0	1,802	18	0	0	1,752	0	0	0	0	0	0	0	0	18
2022 Build Alternative	0	0	1,772	18	0	0	1,752	0	0	0	0	0	0	0	0	14

PM PEAK HOUR

Description	SR 74 Northbound				SR 74 Southbound				Eastbound				Proposed Driveway 6 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes			1,360				1,614									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles			18				20									
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor			0.95				0.95					0.95				
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	1360	0	0	0	1614	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2022 Background Traffic	0	0	1,472	0	0	0	1,747	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN							5%									
Trip Distribution OUT			80%				40%									
Residential Trips	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%			35%									
Trip Distribution OUT			60%				30%									10%
Office Trips	0	0	53	1	0	0	31	0	0	0	0	0	0	0	0	9
Trip Distribution IN				5%			35%									
Trip Distribution OUT			60%				30%									10%
Retail Trips	0	0	110	8	0	0	110	0	0	0	0	0	0	0	0	18
Trip Distribution IN				5%			35%									
Trip Distribution OUT			60%				30%									10%
Restaurant Trips	0	0	10	5	0	0	37	0	0	0	0	0	0	0	0	2
Trip Distribution IN							55%									
Trip Distribution OUT			55%													
Film Studio Trips	0	0	61	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	20	10	0	0	30	0	0	0	0	0	0	0	0	10
Total Project Trips	0	0	260	24	0	0	232	0	0	0	0	0	0	0	0	39
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment			-52													-7
2022 Buildout Total	0	0	1,732	24	0	0	1,979	0	0	0	0	0	0	0	0	39
2022 Build Alternative	0	0	1,680	24	0	0	1,979	0	0	0	0	0	0	0	0	32

INTERSECTION VOLUME DEVELOPMENT

Intersection #13: Sandy Creek Road @ Proposed Driveway 7 AM PEAK HOUR

Description	Proposed Driveway 7				Southbound				Sandy Creek Road Eastbound				Sandy Creek Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes											292				224	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles											1				1	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	292	0	0	0	224	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.0824	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	329	0	0	0	252	0
Project Trips																
Trip Distribution IN												45%		10%		
Trip Distribution OUT		10%		10%												
Residential Trips	0	4	0	4	0	0	0	0	0	0	0	5	0	1	0	0
Trip Distribution IN												20%		15%		
Trip Distribution OUT		15%		15%												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	19	0	15	0	0
Trip Distribution IN												20%		15%		
Trip Distribution OUT		15%		15%												
Retail Trips	0	8	0	8	0	0	0	0	0	0	0	18	0	14	0	0
Trip Distribution IN												20%		15%		
Trip Distribution OUT		15%		15%												
Restaurant Trips	0	19	0	19	0	0	0	0	0	0	0	32	0	24	0	0
Trip Distribution IN																
Trip Distribution OUT																
Film Studio Trips	0	0	0	0	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	0	0	0	0
Total Project Trips	0	31	0	31	0	0	0	0	0	0	0	74	0	54	0	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment		34														
2022 Buildout Total	0	31	0	31	0	0	0	0	0	0	329	74	0	54	252	0
2022 Build Alternative	0	65	0	31	0	0	0	0	0	0	329	74	0	54	252	0

PM PEAK HOUR

Description	Proposed Driveway 7				Southbound				Sandy Creek Road Eastbound				Sandy Creek Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes											323				283	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles											1				0	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
U-turn to Left-Turn																
Adjustment																
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	323	0	0	0	283	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	364	0	0	0	319	0
Project Trips																
Trip Distribution IN												45%		10%		
Trip Distribution OUT		10%		10%												
Residential Trips	0	1	0	1	0	0	0	0	0	0	0	7	0	2	0	0
Trip Distribution IN												20%		15%		
Trip Distribution OUT		15%		15%												
Office Trips	0	13	0	13	0	0	0	0	0	0	0	2	0	2	0	0
Trip Distribution IN												20%		15%		
Trip Distribution OUT		15%		15%												
Retail Trips	0	27	0	27	0	0	0	0	0	0	0	31	0	23	0	0
Trip Distribution IN												20%		15%		
Trip Distribution OUT		15%		15%												
Restaurant Trips	0	3	0	3	0	0	0	0	0	0	0	18	0	14	0	0
Trip Distribution IN																
Trip Distribution OUT																
Film Studio Trips	0	0	0	0	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	0	0	0	0
Total Project Trips	0	44	0	44	0	0	0	0	0	0	0	58	0	41	0	0
U-Turn Adjustment	0	0			0	0			0	0			0	0		
Alternative Adjustment		59														
2022 Buildout Total	0	44	0	44	0	0	0	0	0	0	364	58	0	41	319	0
2022 Build Alternative	0	103	0	44	0	0	0	0	0	0	364	58	0	41	319	0

Appendix F

Programmed Project Fact Sheets

Short Title

FAYETTE COUNTY RESURFACING PROGRAM

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Maintenance

Sponsor

Fayette County

Jurisdiction

Fayette County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

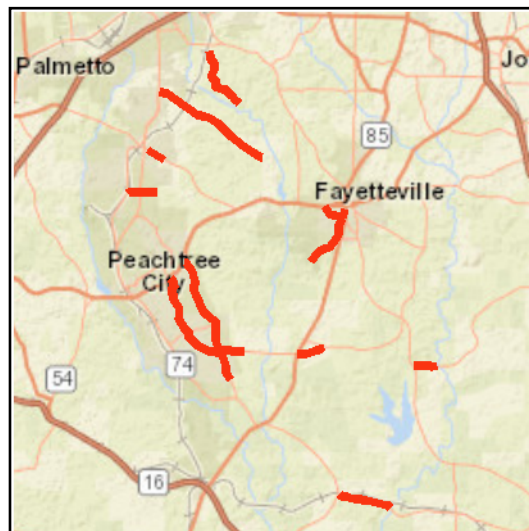
☐

Network Year

TBD

Corridor Length

25 miles



Detailed Description and Justification

This project supports state of good repair goals for roadway facilities. Sandy Creek, Hampton Road, Robinson Road, South Peachtree Parkway (county section) and Grady will be resurfaced.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2019	\$3,620,389	\$2,896,311	\$0,000	\$0,000	\$724,078
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2020	\$3,891,805	\$3,113,444	\$0,000	\$0,000	\$778,361
				\$7,512,194	\$6,009,755	\$0,000	\$0,000	\$1,502,439

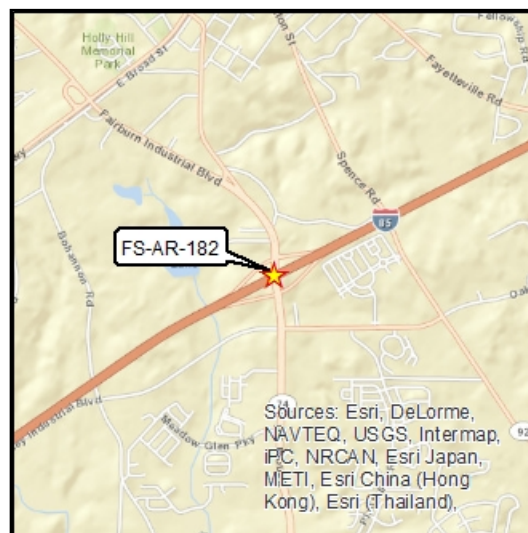
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)
GDOT Project No.	0007841
Federal ID No.	
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Fairburn
Jurisdiction	Regional - Southwest
Analysis Level	In the Region's Air Quality Conformity Analysis



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Existing Thru Lane	Var	LCI	<input type="checkbox"/>
Planned Thru Lane	Var	Flex	<input type="checkbox"/>

Network Year	2030
Corridor Length	0.4 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 Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2011	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2012	\$1,463,377	\$1,170,702	\$292,675	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$1,039,500	\$831,600	\$207,900	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$187,500	\$150,000	\$0,000	\$0,000	\$37,500
ROW	National Highway Performance Program (NHPP)		2018	\$17,715,661	\$14,172,529	\$3,543,132	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2020	\$2,270,985	\$1,816,788	\$454,197	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2020	\$26,057,125	\$20,845,700	\$5,211,425	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2020	\$8,750,000	\$7,000,000	\$1,750,000	\$0,000	\$0,000
				\$57,534,148	\$46,027,319	\$11,469,329	\$0,000	\$37,500

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



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





