Transportation Analysis

Fort McPherson Redevelopment DRI #2877

City of Atlanta, Georgia

Report Prepared:

December 2018

Prepared for:

Macauley Investments

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street, Suite 601
Atlanta, GA 30308
December 2018
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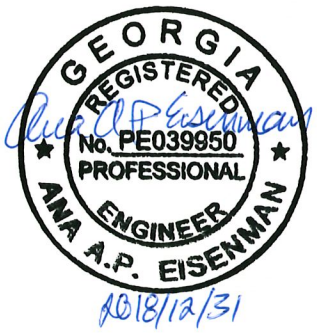

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Fort McPherson Redevelopment DRI* located in the City of Atlanta, Georgia. The approximate 145-acre site is located along the west side of Lee Street (SR 139/SR 14) between Astor Avenue and Van Buren Street, and along the south side of Campbellton Road between Walker Avenue/Venetian Drive and Stanton Avenue. The proposed development will be mixed-use and will include residential, hotel, office, 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 Maturing Neighborhoods area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is a rezoning with the City of Atlanta, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments. The project site is currently zoned for Industrial per the City of Atlanta and the project site is proposed to be zoned as a Special Public Interest (SPI) District. The proposed SPI district, SPI-2 – Fort McPherson Special Public Interest District, includes four (4) subareas including the Market District, Northeastern District, Campbellton Road, and Western District. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on November 14, 2018 by the City of Atlanta.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Six (6) Year Plan.*

The project site is located within ¼-mile of two (2) MARTA Rail Stations: Oakland City and Lakewood/Fort McPherson stations, and is also within the Fort McPherson LCI.

The present zoning classification of the project site is Industrial, and the proposed zoning classification is a Special Public Interest (SPI) District. The proposed project is expected to be completed by 2024 (approximately 6 years), and this analysis will consider the full build-out of the proposed site in 2024.

The proposed development will consist of the following land uses and densities:

Proposed Land Uses and Densities	
Land Use	**Density**
Residential	2,800 units
Hotel	100 rooms
Public or Charter School	600 students
Office	525,000 SF
Retail	235,000 SF
Restaurant	46,000 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 *Fort McPherson Redevelopment DRI*.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The project site is served by two (2) MARTA Rail Stations: Oakland City Station, and Lakewood/Fort McPherson Station, which are both within ¼-mile of the project site, and which are proposed to be connected to the site through pedestrian and bicycle infrastructure proposed for the site. The project site is proposed to connect with several trails including the Lee Street Cycle Track, and a Beltline trail spur proposed to connect with the Oakland City MARTA station. The proposed project and site plan includes a comprehensive trail network and bicycle/pedestrian amenities throughout the site and connecting to the adjacent property owners as-feasible.

An alternative mode reduction of 25% is assumed due to the project site's proposed pedestrian connections to the Oakland City MARTA Station and Lakewood/Fort McPherson MARTA Station. This reduction is consistent with GRTA's Letter of Understanding.

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 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected in November 2018 during the AM and PM peak periods.
- Projected 2024 No-Build conditions represent the existing traffic volumes grown at 0.75 percent per year throughout the study network.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *Fort McPherson Redevelopment DRI*.

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the Fort McPherson Redevelopment DRI*), all but one (1) study intersection currently operate acceptably per the GRTA overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions. The all-way stop-controlled off-site intersection of Langford Jr Parkway EB Ramps at Knotts Avenue (Intersection #11) currently operate at LOS F during the AM peak hour. Since the intersection currently operates at LOS F during the AM peak hour, the new level-of-service standard becomes LOS E for the AM peak hour for this intersection, consistent the GRTA Letter of Understanding.

It should be noted that Intersection #11 would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal; however, the intersection does not meet peak hour traffic signal warrants. Therefore, there are no recommended improvements at this intersection for the Existing 2018 conditions.

Based on the **Projected 2024 No-Build** conditions (*includes background traffic growth but excludes the estimated project trips from the Fort McPherson Redevelopment DRI*), all but one (1) study intersection is projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2024 No-Build conditions. The all-way stop-controlled off-site intersection of Langford Jr Parkway EB Ramps at Knotts Avenue (Intersection #11) is projected to operate at LOS F during the AM peak hour.

Although Intersection #11 would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal, the intersection does not meet peak hour traffic signal warrants. Therefore, there are no recommended improvements at this intersection for the Projected 2024 No-Build conditions.

Based on the **Projected 2024 Build** conditions (*includes both the background traffic growth and the estimated project trips from the Fort McPherson Redevelopment DRI*), all but three (3) study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2024 Build conditions. The signalized intersection of Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue (Intersection #8) is projected to operate at LOS E during the AM peak hour. The all-way stop-controlled off-site intersection of Langford Jr Parkway EB Ramps at Knotts Avenue (Intersection #11) is projected to operate at LOS F during both the AM and PM peak hours. The proposed new full-movement intersection of Lee Street (SR 139/SR

14) at Site Driveway N (Intersection N) is projected to operate at LOS F during both the AM and PM peak hours.

> Although Intersection #11 would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal, the intersection does not meet peak hour traffic signal warrants. Therefore, no improvements are recommended at Intersection #11. Intersection N would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal. A traffic signal is recommended at Intersection N (see below) for the Projected 2024 Build conditions.

To maintain the desired LOS standard, the following system improvements (off-site improvements) based on the Projected 2024 Build conditions described above are recommended to maintain the level of service standard. Additionally, the following site-access improvements (driveway improvements) are recommended to serve the site traffic associated with the *Fort McPherson Redevelopment DRI*:

- Intersection #8: Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue
  - Restripe the eastern leg (Astor Avenue) to consist of one (1) westbound left-turn lane, one (1) westbound through lane, one (1) westbound right-turn lane, and one (1) eastbound receiving lane.
  - Update striping for the western leg (Deshler Street) to match the existing signage which shows one (1) eastbound left-turn lane and one (1) eastbound shared through/right-turn lane.
- Intersection A: Campbellton Road at Site Driveway A
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection B: Campbellton Road at Site Driveway B
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection C: Campbellton Road at Site Driveway C
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection #2/D: Campbellton Road at Site Driveway D/Alma Street
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection E: Campbellton Road at Site Driveway E
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection F: Campbellton Road at Site Driveway F
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.
- Intersection G: Campbellton Road at Site Driveway G
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection I: Lee Street (SR 139/SR 14) at Site Driveway I
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be full movement.
- Intersection J: Lee Street (SR 139/SR 14) at Site Driveway J
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.
- Intersection #7/K: Lee Street (SR 139/SR 14) at Thorne Avenue/Site Driveway K
    - Relocate existing signal at Thorne Avenue approximately 200 feet south of its existing location and install a right-turn deceleration lane as approved by GDOT.
- Intersection L: Lee Street (SR 139/SR 14) at Site Driveway L
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.
- Intersection M: Lee Street (SR 139/SR 14) at Site Driveway M
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.
- Intersection N: Lee Street (SR 139/SR 14) at Site Driveway N
    - Install a traffic signal when warranted and right-turn deceleration lane as approved by GDOT.
    - On the site, provide a minimum of one (1) eastbound exiting left-turn lane and one (1) eastbound exiting right-turn lane and a minimum of one (1) westbound entering lane.
- Intersection O: Lee Street (SR 139/SR 14) at Site Driveway O
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Fort McPherson Redevelopment DRI* located in the City of Atlanta, Georgia. The approximate 145-acre site is located along the west side of Lee Street (SR 139/SR 14) between Astor Avenue and Van Buren Street, and along the south side of Campbellton Road between Walker Avenue/Venetian Drive and Stanton Avenue. The proposed development will be mixed-use and will include residential, hotel, office, 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 Maturing Neighborhoods area per the Atlanta Region's Plan Unified Growth Policy Map. The DRI trigger for this development is a rezoning with the City of Atlanta, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments. The project site is currently zoned for Industrial per the City of Atlanta and the project site is proposed to be zoned as a Special Public Interest (SPI) District. The proposed SPI district, SPI-2 – Fort McPherson Special Public Interest District, includes four (4) subareas including the Market District, Northeastern District, Campbellton Road, and Western District. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on November 14, 2018 by the City of Atlanta.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.*

Figure 1 provides the site location of the *Fort McPherson Redevelopment DRI*. **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 City of Atlanta Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

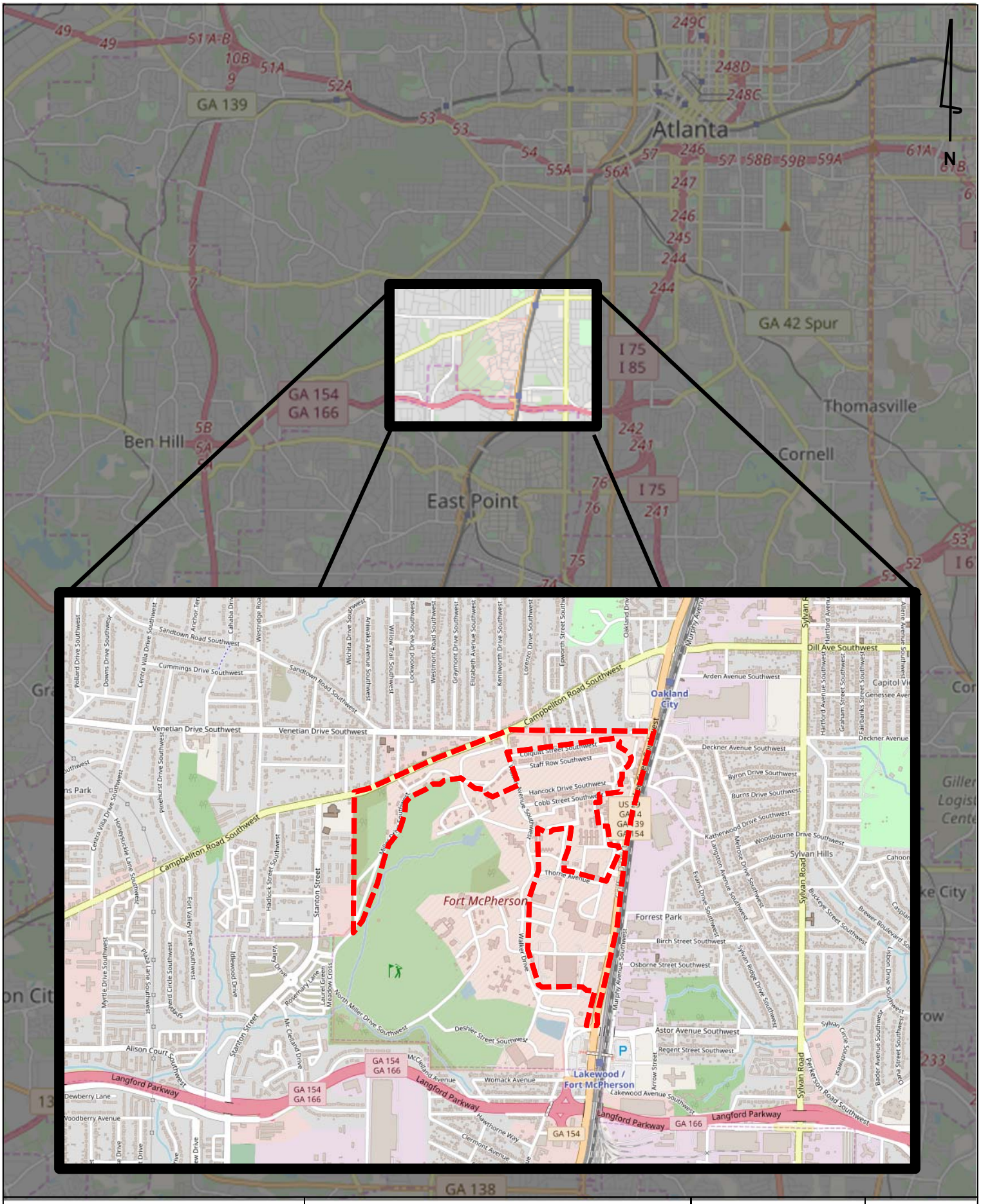
The proposed project is expected to be completed by 2024, and this analysis will consider the full build-out of the proposed site in 2024. A summary of the proposed land-use and density is shown in **Table 1**.

Table 1: Proposed Land Uses and Densities	
Land Use	**Density**
Residential	2,800 units
Hotel	100 rooms
School	600 students
Office	525,000 SF
Retail	235,000 SF
Restaurant	46,000 SF

1.2 Site Plan Review

The proposed development is located on an approximately 145-acre site in the City of Atlanta, Georgia. The project site is located along the west side of Lee Street (SR 139/SR 14) between Astor Avenue and Van Buren Street, and along the south side of Campbellton Road between Walker Avenue/Venetian Drive and Stanton Avenue. The proposed development will be mixed-use and will include residential, hotel, office, retail, and restaurant land uses.

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.



Kimley»Horn	***Fort McPherson Redevelopment*** ***DRI #2877*** ***Transportation Analysis***	**Site Location**	**Figure 1** **Page 8**

Kimley»Horn	*Fort McPherson Redevelopment* *DRI #2877* *Transportation Analysis*	**Site Aerial (Zoomed Out)**	**Figure 2**
			Page 9

Kimley»Horn	*Fort McPherson Redevelopment* *DRI #2877* *Transportation Analysis*	**Site Aerial (Zoomed In)**	**Figure 3** **Page 10**

1.3 Site Access

The proposed site access points provide vehicular access to the entire development. Internal private roadways will include pedestrian facilities throughout the site and will 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 ongoing *McPherson Traffic Intersection Study* (ARC/Fort Mac LRA), awarded in November 2018, will examine options for the proposed new entrances to the site, specifically considering pedestrian and street connections between the Lakewood MARTA station, the Oakland City MARTA station, and the project site. These proposed connections will be vetted with MARTA, adjacent property owners, and the Fort Mac LRA to determine the best options.

Currently, there are three (3) driveways to access the existing project site. As currently envisioned, the proposed development will be accessible via fifteen (15) total driveways:

- **Proposed Driveway A (Intersection A)** – a proposed unsignalized, full-movement driveway located along Campbellton Road approximately 640 feet east of Stanton Road.
- **Proposed Driveway B (Intersection B)** – a proposed unsignalized, full-movement driveway located along Campbellton Road approximately 100 feet east of Proposed Driveway A.
- **Proposed Driveway C (Intersection C)** – a proposed unsignalized, full-movement driveway located along Campbellton Road approximately 320 feet east of Proposed Driveway B.
- **Proposed Driveway D (Intersection #2/D)** – a proposed unsignalized, full-movement driveway located along Campbellton Road at the intersection with Alma Street. The proposed driveway will convert the existing three-legged intersection into a four-legged intersection.
- **Proposed Driveway E (Intersection E)** – a proposed unsignalized, full-movement driveway located along Campbellton Road approximately 500 feet east of Alma Street and Proposed Driveway D.
- **Proposed Driveway F (Intersection F)** – a proposed unsignalized, full-movement driveway located along Campbellton Road approximately 300 feet east of Proposed Driveway E.
- **Proposed Driveway G (Intersection G)** – a proposed unsignalized, full-movement driveway located along Campbellton Road approximately 700 feet east of Proposed Driveway F.
- **Proposed Driveway H/Walker Avenue (Intersection #3/H)** – an existing signalized, full-movement driveway located along Campbellton Road at the intersection with Venetian Drive and Kenilworth Drive. The intersection is proposed to remain as a five-legged signalized intersection.
- **Proposed Driveway I (Intersection I)** – a proposed unsignalized, full-movement driveway located along Lee Street (SR 139/SR 14) approximately 1,250 feet south of Campbellton Road.
- **Proposed Driveway J (Intersection J)** – a proposed unsignalized, right-in/right-out driveway located along Lee Street (SR 139/SR 14) approximately 800 feet south of Proposed Driveway I.
- **Proposed Driveway K/Thorne Avenue (Intersection #7/K)** – an existing signalized, full-movement driveway located along Lee Street (SR 139/SR 14). The intersection is proposed to be relocated approximately 200 feet south of its current location and is proposed to remain signalized.

- **Proposed Driveway L (Intersection L)** – a proposed right-in/right-out driveway located along Lee Street (SR 139/SR 14) approximately 450 feet south of Proposed Driveway K/Thorne Avenue.
- **Proposed Driveway M (Intersection M)** – a proposed right-in/right-out driveway located along Lee Street (SR 139/SR 14) approximately 500 feet south of Proposed Driveway L.
- **Proposed Driveway N (Intersection N)** – an existing curb cut that is proposed to be a signalized, full-movement driveway located along Lee Street (SR 139/SR 14) approximately 250 feet south of Proposed Driveway M. The curb cut is proposed to be relocated approximately 100 feet south of its current location.
- **Proposed Driveway O (Intersection O)** – a proposed right-in/right-out driveway located along Lee Street (SR 139/SR 14) approximately 500 feet south of Proposed Driveway N.

The site driveways and internal roadways provide access to all parking on the site. The SPI-2 – Fort McPherson Special Public Interest District – proposes no parking minimum, only parking maximums, and at rates lower than traditional municipal parking requirements. The intent to keep parking at a minimum and to promote walkability will improve multimodal circulation internal to the site and help promote alternative mode travel to and from the site. As currently envisioned with SPI-2 zoning, approximately 4,300 spaces will be provided via a combination of parking deck and surface parking facilities on-site.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Lee Street (SR 139/SR 14) and along Campbellton Road between Venetian Drive and Lee Street (SR 139/SR 14). All internal roadways are proposed to have sidewalks and pedestrian amenities as can be seen on the DRI Site Plan. Additionally, a multi-use trail is proposed through the site called the Fort Mac Mile. The site plan includes pedestrian infrastructure throughout the site with proposed connections to the adjacent MARTA stations (to be determined by the ongoing *McPherson Traffic Intersection Study* (ARC/Fort Mac LRA), awarded in November 2018).

1.5 Transit Facilities

The project site is served by two (2) MARTA Rail Stations: Oakland City Station, and Lakewood/Fort McPherson Station, which are both within ¼-mile of the project site, and which are proposed to be connected to the site through pedestrian and bicycle infrastructure proposed for the site. The project site is proposed to connect with several trails including the Lee Street Cycle Track, and a Beltline trail spur proposed to connect with the Oakland City MARTA station. The proposed project and site plan includes a comprehensive trail network and bicycle/pedestrian amenities throughout the site and connecting to the adjacent property owners as-feasible (to be determined by the ongoing *McPherson Traffic Intersection Study* (ARC/Fort Mac LRA), awarded in November 2018).

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, estimates, and trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 0.75 percent per year background traffic growth rate was used for all roadways.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, November 14, 2018, during the AM and PM peak periods. 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. Campbellton Road at Stanton Road	7:30-8:30 AM	4:45-5:45 PM
2. Campbellton Road at Alma Street	7:30-8:30 AM	4:45-5:45 PM
3. Campbellton Road at Venetian Drive/Walker Avenue/Kenilworth Drive	7:30-8:30 AM	4:45-5:45 PM
4. Campbellton Road at Oakland Drive	7:30-8:30 AM	4:45-5:45 PM
5. Lee Street (SR 139/SR 14) at Campbellton Road	7:30-8:30 AM	5:00-6:00 PM
6. Campbellton Road at Murphy Avenue/Dill Avenue	7:45-8:45 AM	5:00-6:00 PM
7. Lee Street (SR 139/SR 14) at Thorne Avenue	7:15-8:15 AM	5:00-6:00 PM
8. Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue	7:30-8:30 AM	5:00-6:00 PM
9. Langford Jr Pkwy WB Ramps at Hardee Ave/Deshler St/Womack Ave	7:15-8:15 AM	5:00-6:00 PM
10. Lee Street (SR 139/SR 14) at Womack Avenue	7:30-8:30 AM	5:00-6:00 PM
11. Langford Jr Parkway EB Ramps at Knotts Avenue	7:15-8:15 AM	4:00-5:00 PM
12. Lee Street (SR 139/SR 14) at Knotts Avenue	7:30-8:30 AM	5:00-6:00 PM
13. Sylvan Road at Astor Avenue	7:30-8:30 AM	5:00-6:00 PM

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

Levels-of-service for signalized intersections and all-way stop-controlled 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
Residential	2,800 units	*220*	10,564	10,564	260	871	722	424
Hotel	100 units	*310*	351	351	27	18	25	24
School	600 students	*522*	714	714	188	160	50	52
Office	525,000 SF	*710*	2,650	2,650	447	73	88	462
Retail	235,000 SF	*820*	5,374	5,374	167	102	491	532
Restaurant	46,000 SF	*932*	2,580	2,580	251	206	278	171
Total Gross Trips			**22,223**	**22,223**	**1,340**	**1,430**	**1,654**	**1,665**

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), City of Atlanta, and GDOT 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 a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, City of Atlanta, and GDOT staff, and includes the following twenty-five (25) intersections described in **Table 4**.

The study network includes ten (10) existing signalized intersections, one (1) existing all-way stop-controlled (AWSC) intersection, two (2) existing two-way stop-controlled (TWSC) intersections, one (1) proposed signalized intersection, and eleven (11) proposed stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary

Intersection	Control
1. Campbellton Road at Stanton Road	Signal
2/D. Campbellton Road at Site Driveway D/Alma Street	TWSC
3/H. Campbellton Road at Walker Ave (Site Driveway H)/Venetian Drive/Kenilworth Drive	Signal
4. Campbellton Road at Oakland Drive	Signal
5. Lee Street (SR 139/SR 14) at Campbellton Road	Signal
6. Campbellton Road/Dill Avenue at Murphy Avenue	TWSC
7/K. Lee Street (SR 139/SR 14) at Thorne Ave (Site Driveway K)	Signal
8. Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue	Signal
9. Langford Jr Parkway WB Ramps/Deshler Street at Womack Avenue	Signal
10. Lee Street (SR 139/SR 14) at Womack Avenue	Signal
11. Knotts Avenue at Langford Jr Parkway EB Ramps	AWSC
12. Lee Street (SR 139/SR 14) at Knotts Avenue	Signal
13. Sylvan Road at Astor Avenue	Signal
A. Campbellton Road at Site Driveway A	Proposed Side-Street Stop-Control
B. Campbellton Road at Site Driveway B	Proposed Side-Street Stop-Control
C. Campbellton Road at Site Driveway C	Proposed Side-Street Stop-Control
E. Campbellton Road at Site Driveway E	Proposed Side-Street Stop-Control
F. Campbellton Road at Site Driveway F	Proposed Side-Street Stop-Control
G. Campbellton Road at Site Driveway G	Proposed Side-Street Stop-Control
I. Lee Street (SR 139/SR 14) at Site Driveway I	Proposed Side-Street Stop-Control
J. Lee Street (SR 139/SR 14) at Site Driveway J	Proposed Side-Street Stop-Control
L. Lee Street (SR 139/SR 14) at Site Driveway L	Proposed Side-Street Stop-Control
M. Lee Street (SR 139/SR 14) at Site Driveway M	Proposed Side-Street Stop-Control
N. Lee Street (SR 139/SR 14) at Site Driveway N	Proposed Signal
O. Lee Street (SR 139/SR 14) at Site Driveway O	Proposed Side-Street Stop-Control

Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions. The Projected 2024 No-Build conditions represent the existing traffic volumes grown at 0.75 percent per year throughout the study network.

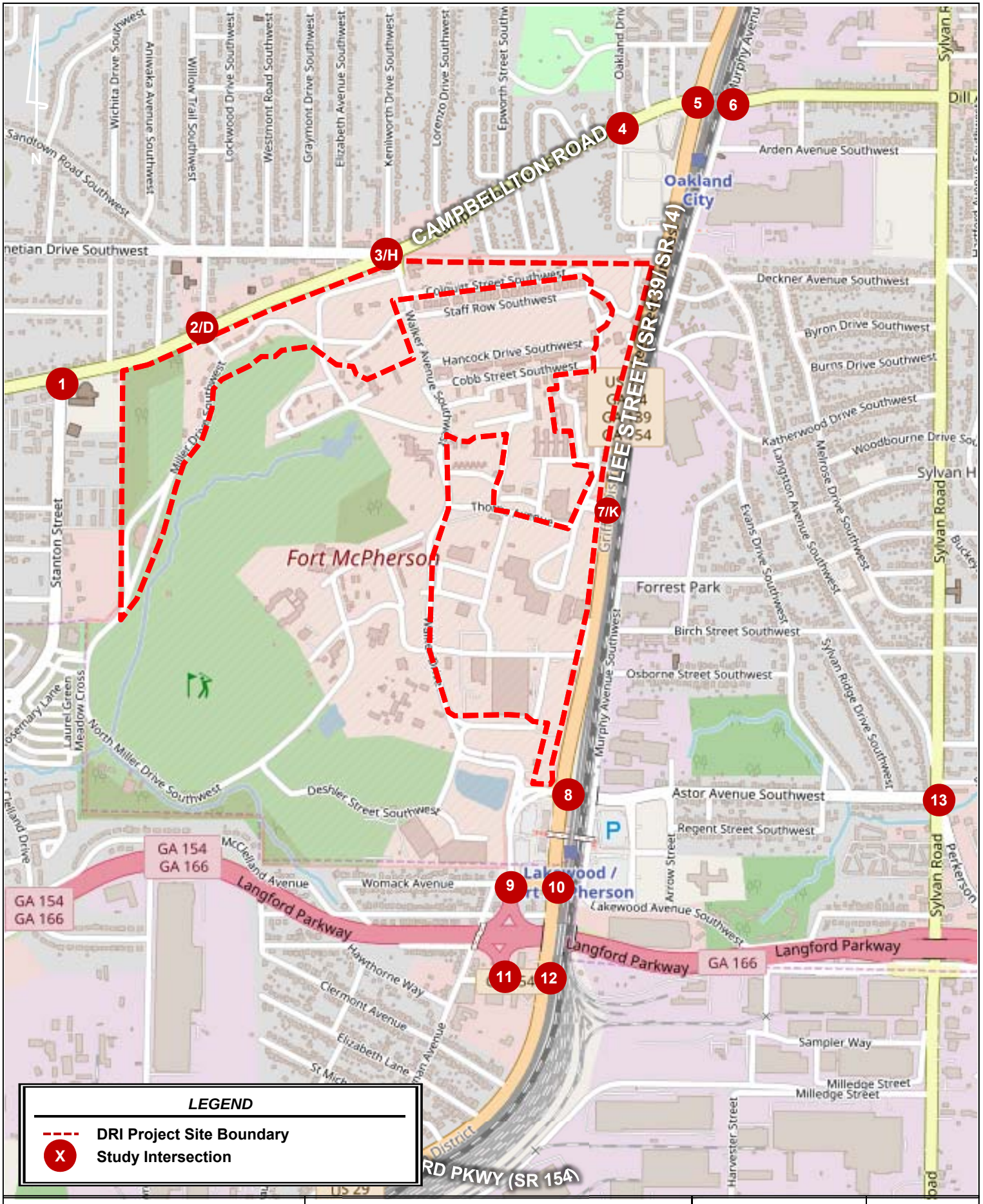
The Projected 2024 Build conditions add the project trips associated with the *Fort McPherson Redevelopment DRI* to the Projected 2024 No-Build conditions.

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
Lee Street (SR 139/SR 14)	**5**	**40**	**15,600**	**Minor Arterial**
Campbellton Road	**4 (east of Kenilworth Dr) 2 (west of Kenilworth Dr)**	**35**	**8,810**	**Minor Arterial**
Astor Avenue	2	30	N/A	Local
Dill Avenue	2	35	5,540	Local
Venetian Drive	2	35	N/A	Major Collector
Stanton Avenue	2	35	5,370	Local
Murphy Avenue	2	30	N/A	Major Collector
Oakland Drive	2	35	2,390	Major Collector
Sylvan Road	2	35	5,250	Major Collector
Langford Jr Parkway (SR 154)	4	55	57,100	Freeway & Expressway



Kimley»Horn	*Fort McPherson Redevelopment* *DRI #2877* *Transportation Analysis*	**Study Intersections**	**Figure 4** **Page 17**

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: Multifamily Housing (Low-Rise) (ITE 220), Hotel (ITE 310), Middle School/Junior High School (ITE 522), General Office Building (ITE 710), Shopping Center (ITE 820), and High-Turnover (Sit-Down) Restaurant (ITE 932).

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	**44,466**	**22,233**	**22,233**	**1,340**	**1,430**	**1,654**	**1,665**
Mixed-Use Reduction	*-4,402*	*-2,201*	*-2,201*	*-277*	*-277*	*-532*	*-532*
Alternative Mode Reduction	*-10,016*	*-5,008*	*-5,008*	*-267*	*-289*	*-282*	*-284*
Pass-by Reduction	*-3,810*	*-1,905*	*-1,905*	*-0*	*-0*	*-111*	*-111*
Net New Trips	**26,238**	**13,119**	**13,119**	**796**	**864**	**729**	**738**

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, City of Atlanta, and GDOT staff.

Figure 5 through **Figure 8** 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 *Fort McPherson Redevelopment DRI*, are shown on **Figure 9** and **Figure 10**.

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

NOT TO SCALE

Campbellton Rd
Alma St
Venetian Dr
Kenilworth Dr
Oakland Dr
Lee St
Dill Ave
Murphy Ave
Stanton Rd
Deshler St
Astor Ave
Womack Ave
Langford Parkway
Knotts Ave
Main St
Sylvan Rd
Thorne Ave (relocated)

Proposed Driveway A
Proposed Driveway B
Proposed Driveway C
Proposed Driveway D
Proposed Driveway E
Proposed Driveway F
Proposed Driveway G
Proposed Driveway H
Proposed Driveway I
Proposed Driveway J
Proposed Driveway K
Proposed Driveway L
Proposed Driveway M
Proposed Driveway N
Proposed Driveway O

1 2 3 4 5 6 7 8 9 10 11 12 13

(3%) (7%) 3% 7%
(2%) (10%) 10% 2%
5% 15% 5% 10% (5%) (5%) (15%) (10%)
1% 12% (1%) (12%) (2%) 2%
(1%) (37%) (12%) 12% 5% 33% 2% (2%) (10%) 10%
(1%) (2%) 5% 20%
(2%) (35%) 20% 13%
(25%) (10%) 3% 10%
3%

STOP

SEE FIGURE 6

LEGEND

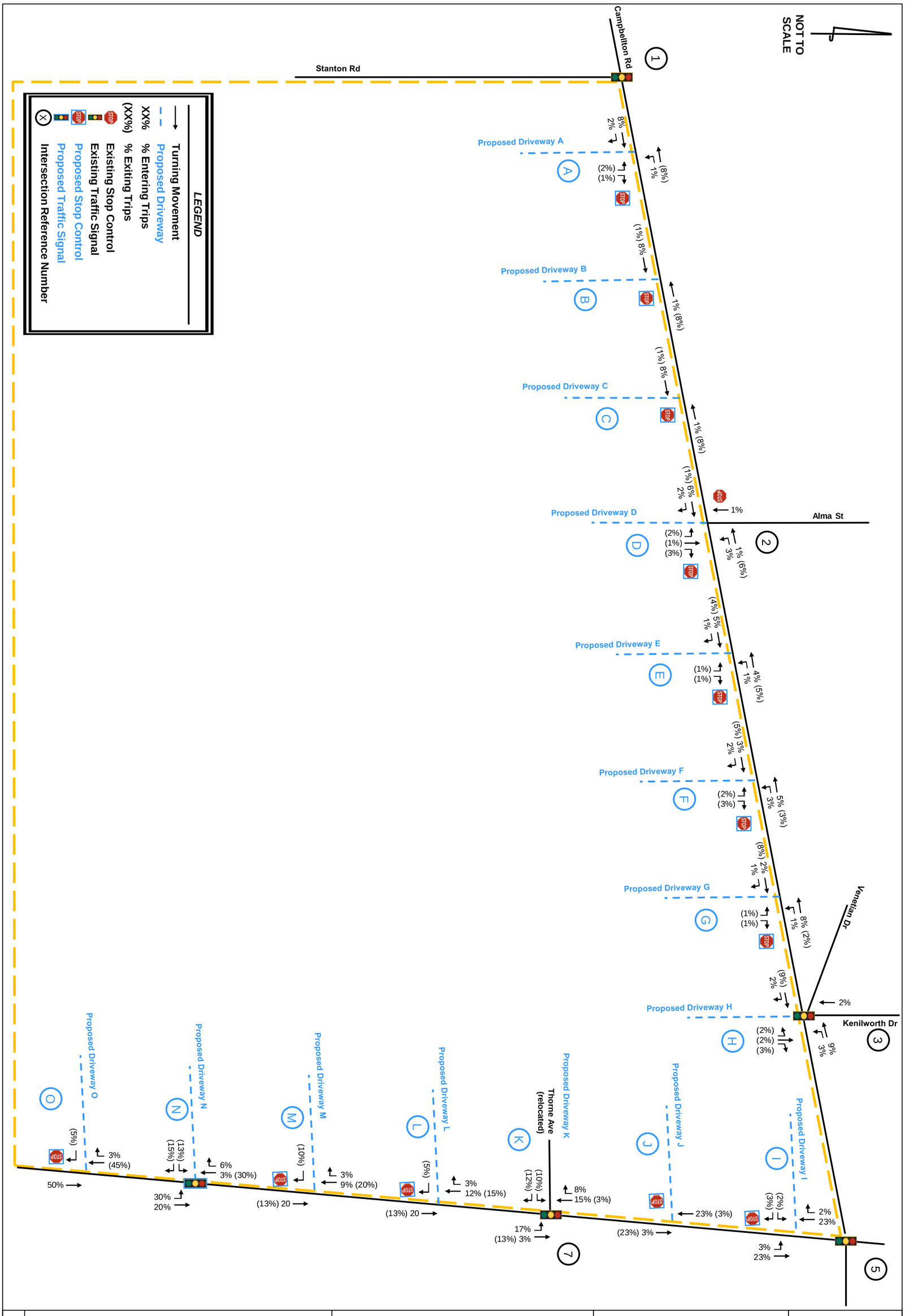
- Turning Movement
- Proposed Driveway
- XX% % Entering Trips
- (XX%) % Exiting Trips
- Existing Stop Control
- Existing Traffic Signal
- Proposed Stop Control
- Proposed Traffic Signal
- (X) Intersection Reference Number

Figure 5

Residential Trip Distribution and Assignment

Fort McPherson Redevelopment DRI #2877
Transportation Analysis

Kimley»Horn



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Fort McPherson Redevelopment
DRI #2877
Transportation Analysis

Residential Trip Distribution and Assignment (cont.)

Figure 6

NOT TO SCALE

Campbellton Rd
Alma St
Venetian Dr
Kenilworth Dr
Oakland Dr
Lee St
Dill Ave
Murphy Ave
Stanton Rd
Deshler St
Astor Ave
Sylvan Rd
Womack Ave
Langford Parkway
Knotts Ave
Main St
Thorne Ave (relocated)

Proposed Driveway A
Proposed Driveway B
Proposed Driveway C
Proposed Driveway D
Proposed Driveway E
Proposed Driveway F
Proposed Driveway G
Proposed Driveway H
Proposed Driveway I
Proposed Driveway J
Proposed Driveway K
Proposed Driveway L
Proposed Driveway M
Proposed Driveway N
Proposed Driveway O

SEE FIGURE 8

LEGEND

- Turning Movement
- Proposed Driveway
- XX% % Entering Trips
- (XX%) % Exiting Trips
- Existing Stop Control
- Existing Traffic Signal
- Proposed Stop Control
- Proposed Traffic Signal
- (X) Intersection Reference Number

Figure 7

Non-Residential Trip Distribution and Assignment

Fort McPherson Redevelopment DRI #2877
Transportation Analysis

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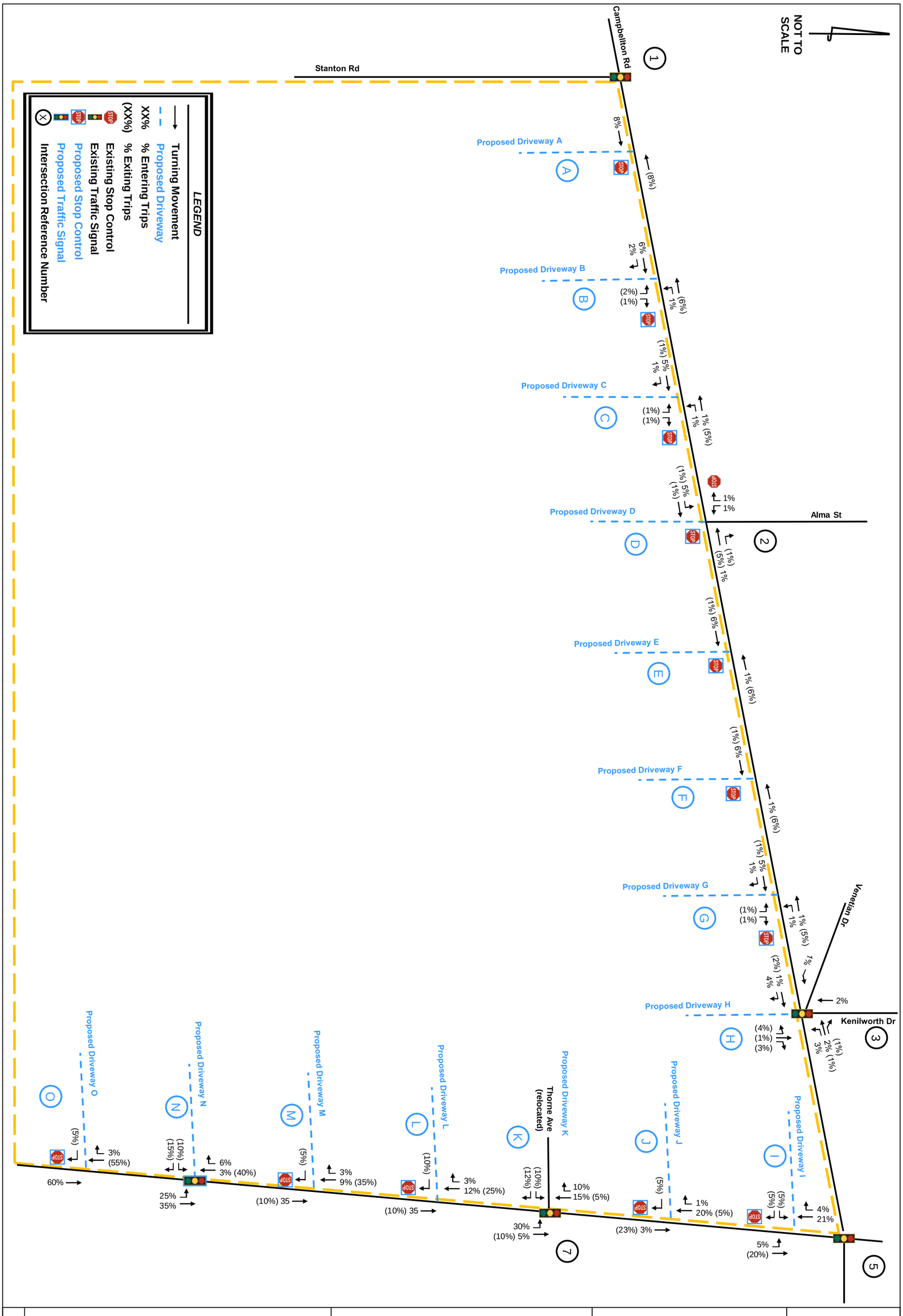

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Fort McPherson Redevelopment
DRI #2877
Transportation Analysis

Non-Residential Trip Distribution and Assignment (cont.)

Figure 8

NOT TO SCALE

Campbellton Rd
Alma St
Venetian Dr
Kenilworth Dr
Oakland Dr
Lee St
Dill Ave
Murphy Ave
Stanton Rd
Deshler St
Astor Ave
Womack Ave
Langford Parkway
Knotts Ave
Main St
Sylvan Rd
Proposed Driveway A
Proposed Driveway B
Proposed Driveway C
Proposed Driveway D
Proposed Driveway E
Proposed Driveway F
Proposed Driveway G
Proposed Driveway H
Proposed Driveway I
Proposed Driveway J
Proposed Driveway K
Thorne Ave (relocated)
Proposed Driveway L
Proposed Driveway M
Proposed Driveway N
Proposed Driveway O

1: (15) 13 →; ← 20 (11); ← 59 (52); (52) 55 ↳
2: STOP
3: Venetian Dr
4: ↳ 10 (11); ← 12 (6); ← 5 (10); 50 (64) →; (9) 14 ↳; (50) 83 →
5: ← 16 (23); 115 (106) ↳; ← 28 (29); 62 (64) →; (16) 32 ↑; (26) 38 ↑; (13) 24 ↳; (20) 11 ↑; (106) 128 ↑; (59) 77 ↳
6: ← 8 (7); ← 65 (72); (6) 8 ↳; (63) 89 →; (15) 17 ↳; (14) 16 ↳
7: Proposed Driveway K; Thorne Ave (relocated)
8: ← 21 (32); 325 (283) ↑; 112 (102) ↳; ← 113 (97); (45) 56 ↳; (254) 286 ↑
9: ← 21 (32); ← 27 (35); (45) 56 ↳; (131) 130 ↳
10: ← 27 (35); 298 248 ↑; (131) 130 ↳; (124) 156 ↑
11: ← 79 (50); ← 211 (174); STOP; STOP; STOP
12: ← 211 (174); 87 (74) ↑; (50) 79 ↳; (73) 81 ↑
13: ← 34 (24); (29) 25 ↳; (74) 87 →; (73) 81 ↑

SEE FIGURE 10

LEGEND

- Turning Movement
- Proposed Driveway
- XX — AM Peak Hour Project Trips
- (XX) — PM Peak Hour Project Trips
- Existing Stop Control
- Existing Traffic Signal
- Proposed Stop Control
- Proposed Traffic Signal
- (X) — Intersection Reference Number

Figure 9

Project Trips

Fort McPherson Redevelopment DRI #2877
Transportation Analysis

Kimley»Horn

NOT TO SCALE

Campbellton Rd

Stanton Rd

Alma St

Venetian Dr

Kenilworth Dr

Thorne Ave (relocated)

Proposed Driveway A

Proposed Driveway B

Proposed Driveway C

Proposed Driveway D

Proposed Driveway E

Proposed Driveway F

Proposed Driveway G

Proposed Driveway H

Proposed Driveway I

Proposed Driveway J

Proposed Driveway K

Proposed Driveway L

Proposed Driveway M

Proposed Driveway N

Proposed Driveway O

1	(58) 63 (8) 4
A	(5) 12 (2) 6
2	2 (4) 57 (45) 7 (12)
B	(10) 5 (4) 2
C	(4) 2 (4) 2
D	(5) 12 (2) 6 (7) 18
E	(2) 6 (2) 6
F	(5) 12 (7) 18
G	(6) 8 (6) 8
3	(3) 6
H	(25) 23 (9) 14 (21) 26
I	(37) 25 (38) 31
J	(29) 13
K	(83) 87 (122) 112
L	(72) 57
M	(58) 73
N	(99) 105 (131) 130
O	(36) 43
5	(36) 37 (148) 191
7	(174) 212 (101) 142

Campbellton Rd	69 (58) 2 (4)
Proposed Driveway A	65 (53) 6 (3)
Proposed Driveway B	69 (50) 6 (3)
Proposed Driveway C	59 (61) 2 (4)
Proposed Driveway D	49 (60) 7 (12)
Proposed Driveway E	48 (65) 8 (7)
Proposed Driveway F	47 (84) (7) 8
Proposed Driveway G	(34) 68 (21) 28
Proposed Driveway H	2 (4) 33 (47) 25 (21)
Proposed Driveway I	28 (28) 172 (155)
Proposed Driveway J	6 (8) 196 (183)
Proposed Driveway K	47 (69) 165 (147)
Proposed Driveway L	25 (31) 252 (239)
Proposed Driveway M	25 (31) 285 (277)
Proposed Driveway N	46 (62) 311 (272)
Proposed Driveway O	25 (26) 416 (377)
Stanton Rd	(396) 459
Alma St	(275) 353
Kenilworth Dr	(275) 353
Thorne Ave (relocated)	(219) 210 (176) 248

Campbellton Rd	(58) 63 (8) 4
Proposed Driveway A	(5) 12 (2) 6
Proposed Driveway B	(53) 57 (6) 12
Proposed Driveway C	(55) 55 (3) 6
Proposed Driveway D	(4) 2 (46) 50 (8) 4
Proposed Driveway E	(51) 70 (4) 2
Proposed Driveway F	(46) 73 (8) 4
Proposed Driveway G	(47) 84 (7) 8
Proposed Driveway H	(25) 23 (9) 14 (21) 26
Proposed Driveway I	(36) 37 (148) 191
Proposed Driveway J	(29) 13
Proposed Driveway K	(83) 87 (122) 112
Proposed Driveway L	(72) 57
Proposed Driveway M	(58) 73
Proposed Driveway N	(99) 105 (131) 130
Proposed Driveway O	(36) 43
Stanton Rd	6 (3) 2 (4) 6 (3)
Alma St	2 (4) 57 (45) 7 (12)
Venetian Dr	(3) 6
Kenilworth Dr	16 (14)
Thorne Ave (relocated)	25 (31) 252 (239)

LEGEND

- Turning Movement
- Proposed Driveway
- XX — AM Peak Hour Project Trips
- (XX) — PM Peak Hour Project Trips
- Existing Stop Control
- Existing Traffic Signal
- Proposed Stop Control
- Proposed Traffic Signal
- (X) — Intersection Reference Number

Figure 10

Project Trips (cont.)

Fort McPherson Redevelopment
DRI #2877
Transportation Analysis

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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 11** and **Figure 12**, 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	Approach/ Movement	LOS Std.	Existing 2018		Existing 2018 Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Campbellton Rd at Stanton Rd	Signal	Overall	D	C (20.8)	C (20.2)	-	-
2. Campbellton Rd at Alma St	TWSC	Southbound	N/A	B (10.3)	B (14.4)	-	-
3. Campbellton Rd at Venetian Dr/Walker Ave/Kenilworth Dr	Signal	Overall	D	B (15.0)*	B (11.9)*	-	-
4. Campbellton Rd at Oakland Dr	Signal	Overall	D	A (9.4)	B (13.4)	-	-
5. Lee St (SR 139/SR 14) at Campbellton Rd	Signal	Overall	D	C (33.4)	C (24.7)	-	-
6. Campbellton Rd at Murphy Ave/Dill Ave	TWSC	Northbound	N/A	D (30.8)	C (22.5)	-	-
		Southbound	N/A	A (9.8)	B (11.8)	-	-
7. Lee St (SR 139/SR 14) at Thorne Ave	Signal	Overall	D	A (4.0)	A (5.4)	-	-
8. Lee St (SR 139/SR 14) at Deshler St/Astor Ave	Signal	Overall	D	C (22.5)	B (14.8)	-	-
9. Langford Jr Pkwy WB Ramps at Hardee Ave/Deshler St/Womack Ave	Signal	Overall	D	B (17.2)	C (21.9)	-	-
10. Lee St (SR 139/SR 14) at Womack Ave	Signal	Overall	D	C (21.9)	A (8.1)	-	-
11. Langford Jr Pkwy EB Ramps at Knotts Ave	AWSC	Overall	E/D	F (52.2)	C (18.8)	A (7.7)	A (6.8)
12. Lee St (SR 139/SR 14) at Knotts Ave	Signal	Overall	D	C (23.5)	B (13.7)	-	-
13. Sylvan Rd at Astor Ave	Signal	Overall	D	B (10.7)	B (10.3)	-	-

** HCM 2000 methodology used for the analysis of Intersection #3. HCM 2010 methodology does not analyze five-legged intersections.*
- No improvements needed.

As shown in **Table 7**, all but one (1) study intersection currently operate acceptably per the GRTA overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions. The all-way stop-controlled off-site intersection of Langford Jr Parkway EB Ramps at Knotts Avenue (Intersection #11) currently operate at LOS F during the AM peak hour. Since the intersection currently operates at LOS F during the AM peak hour, the new level-of-service standard becomes LOS E for the AM peak hour for this intersection, consistent the GRTA Letter of Understanding.

It should be noted that Intersection #11 would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal; however, the intersection does not meet peak hour traffic signal warrants. Therefore, there are no recommended improvements at this intersection for the Existing 2018 conditions.

NOT TO SCALE

Campbellton Rd

Stanton Rd

Alma St

Venetian Dr

Kenilworth Dr

Oakland Dr

Lee St

Dill Ave

Murphy Ave

Proposed Driveway A

Proposed Driveway B

Proposed Driveway C

Proposed Driveway D

Proposed Driveway E

Proposed Driveway F

Proposed Driveway G

Proposed Driveway H

Proposed Driveway I

Proposed Driveway J

Proposed Driveway K

Thorne Ave (relocated)

Proposed Driveway L

Proposed Driveway M

Proposed Driveway N

Proposed Driveway O

SEE FIGURE 12

Deshler St

Astor Ave

Womack Ave

Langford Parkway

Knotts Ave

Main St

Sylvan Rd

1 140 (366) 48 (104) | (269) 355 (59) 35 | (52) 19 (118) 139

2 STOP

3 25 (49) 40 (54) 11 (21) | (43) 57 (316) 401 (48) 90

4 65 (44) 180 (433) 34 (26) | (84) 24 (41) 32 (39) 14

5 80 (251) 289 (917) 119 (120) | 139 (135) 136 (201) 33 (123) | (138) 217 (183) 181 (34) 22 | (64) 68 (563) 1,517 (65) 150

6 37 (109) 2 (26) 0 (4) | 3 (6) 131 (212) 6 (2) | (48) 199 (200) 175 (120) 110 | (130) 136 (23) 103 (6) 6

7

8 50 (156) 301 (999) 28 (33) | 40 (37) 17 (59) 21 (59) | (53) 167 (13) 23 (19) 8 | (10) 26 (645) 1,756 (67) 105

9 3 (6) 69 (256) 43 (117) | 92 (44) 4 (15) 79 (214) | (3) 15 (16) 13 (1) 3 | (7) 8 (79) 296 (360) 601

10 32 (127) 291 (951) | (118) 404 (373) 230 | (146) 141 (594) 1,487

11 5 (5) 737 (254) | 220 (596) 12 (25) | (14) 12 (14) 18

12 145 (404) 382 (941) | (173) 638 (81) 109 | (206) 91 (549) 986

13 12 (16) 247 (385) | (21) 24 (94) 46 | (67) 50 (413) 671

LEGEND

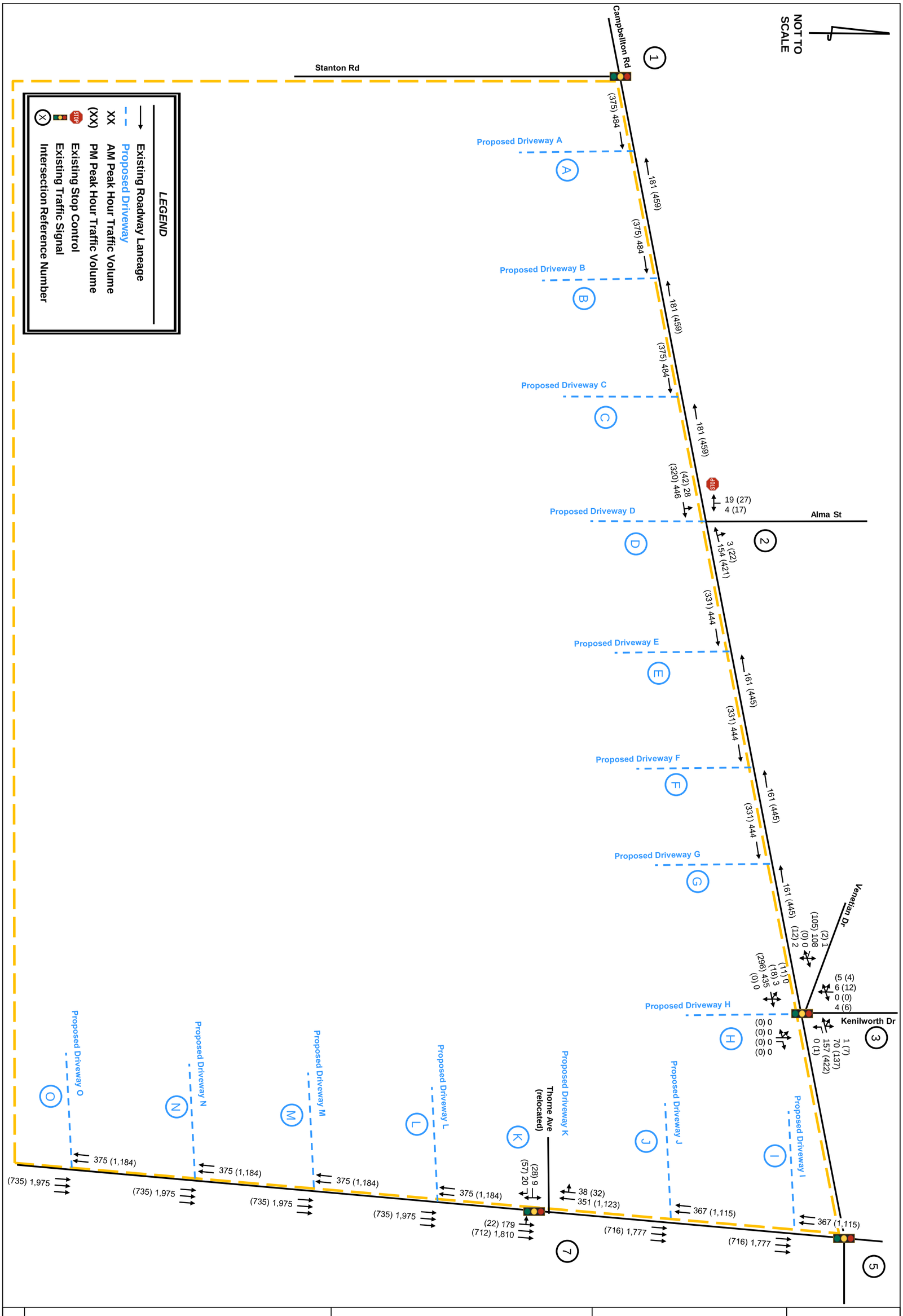
- Existing Roadway Laneage
- Proposed Driveway
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- Existing Traffic Signal
- (X) Intersection Reference Number

Figure 11

Existing 2018 Traffic Conditions

Fort McPherson Redevelopment DRI #2877 Transportation Analysis

Kimley»Horn



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Fort McPherson Redevelopment
DRI #2877
Transportation Analysis

Existing 2018 Traffic Conditions (cont.)

Figure 12

6.2 Projected 2024 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased at 0.75 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2024 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The results of the capacity analyses for the Projected 2024 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2024 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	Projected 2024 No-Build		Projected 2024 No-Build Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Campbellton Rd at Stanton Rd	Signal	Overall	D	C (21.0)	C (20.3)	-	-
2. Campbellton Rd at Alma St	TWSC	Southbound	N/A	B (10.4)	B (14.8)	-	-
3. Campbellton Rd at Venetian Dr/Walker Ave/Kenilworth Dr	Signal	Overall	D	B (15.2)*	B (12.1)*	-	-
4. Campbellton Rd at Oakland Dr	Signal	Overall	D	A (9.5)	B (13.4)	-	-
5. Lee St (SR 139/SR 14) at Campbellton Rd	Signal	Overall	D	D (36.3)	C (25.1)	-	-
6. Campbellton Rd at Murphy Ave/Dill Ave	TWSC	Northbound	N/A	D (34.5)	C (24.4)	-	-
		Southbound	N/A	A (9.9)	B (12.0)	-	-
7. Lee St (SR 139/SR 14) at Thorne Ave	Signal	Overall	D	A (4.2)	A (5.5)	-	-
8. Lee St (SR 139/SR 14) at Deshler St/Astor Ave	Signal	Overall	D	C (23.8)	B (15.1)	-	-
9. Langford Jr Pkwy WB Ramps at Hardee Ave/Deshler St/Womack Ave	Signal	Overall	D	B (17.2)	C (22.0)	-	-
10. Lee St (SR 139/SR 14) at Womack Ave	Signal	Overall	D	C (30.0)	A (8.2)	-	-
11. Langford Jr Pkwy EB Ramps at Knotts Ave	AWSC	Overall	E/D	F (63.2)	C (21.0)	A (7.8)	A (6.9)
12. Lee St (SR 139/SR 14) at Knotts Ave	Signal	Overall	D	C (23.9)	B (14.0)	-	-
13. Sylvan Rd at Astor Ave	Signal	Overall	D	B (11.2)	B (10.6)	-	-

** HCM 2000 methodology used for the analysis of Intersection #3. HCM 2010 methodology does not analyze five-legged intersections.*
- No improvements needed.

As shown in **Table 8**, all but one (1) study intersection are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2024 No-Build conditions. The all-way stop-controlled off-site intersection of Langford Jr Parkway EB Ramps at Knotts Avenue (Intersection #11) is projected to operate at LOS F during the AM peak hour. Although the intersection would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal, the intersection does not meet peak hour traffic signal warrants. Therefore, there are no recommended improvements at this intersection for the Projected 2024 No-Build conditions.

The intersection laneage and traffic volumes for the Projected 2024 No-Build conditions are shown in **Figure 13** and **Figure 14**.

NOT TO SCALE

Campbellton Rd

Stanton Rd

Alma St

Venetian Dr

Kenilworth Dr

Oakland Dr

Lee St

Dill Ave

Murphy Ave

Proposed Driveway A

Proposed Driveway B

Proposed Driveway C

Proposed Driveway D

Proposed Driveway E

Proposed Driveway F

Proposed Driveway G

Proposed Driveway H

Proposed Driveway I

Proposed Driveway J

Proposed Driveway K

Thorne Ave (relocated)

Proposed Driveway L

Proposed Driveway M

Proposed Driveway N

Proposed Driveway O

SEE FIGURE 12

Deshler St

Astor Ave

Womack Ave

Langford Parkway

Knotts Ave

Main St

Sylvan Rd

1 — 145 (380) / 50 (108) | (279) 369 / (61) 36 | (53) 20 / (122) 144

2 — STOP

3 — 26 (51) / 42 (56) / 11 (22) | (43) 57 / (316) 401 / (48) 90 | (87) 25 / (43) 33 / (40) 15

4 — 67 (46) / 187 (449) / 35 (27)

5 — 83 (261) / 300 (952) / 124 (125) | 144 (140) / 141 (209) / 34 (128) | (143) 225 / (190) 188 / (35) 23 | (66) 71 / (584) 1,575 / (67) 156

6 — 38 (113) / 2 (27) / 0 (4) | 3 (6) / 136 (220) / 6 (2) | (50) 207 / (208) 182 / (125) 114 | (135) 141 / (24) 107 / (6) 6

7

8 — 52 (162) / 312 (1,037) / 29 (34) | 42 (38) / 18 (61) / 22 (61) | (55) 173 / (13) 24 / (20) 8 | (10) 27 / (670) 1,823 / (70) 109

9 — 3 (6) / 72 (266) / 45 (121) | 96 (46) / 4 (16) / 82 (222) | (3) 16 / (17) 13 / (1) 3 | (7) 8 / (82) 307 / (374) 624

10 — 33 (132) / 302 (987) | (122) 419 / (387) 239 | (152) 146 / (617) 1,544

11 — STOP | 5 (5) / 765 (264) | 228 (619) / 12 (26) | (15) 12 / (15) 19

12 — 151 (419) / 397 (977) | (180) 662 / (84) 113 | (214) 94 / (570) 1,024

13 — 12 (17) / 256 (400) | (22) 25 / (98) 48 | (70) 52 / (429) 697

LEGEND

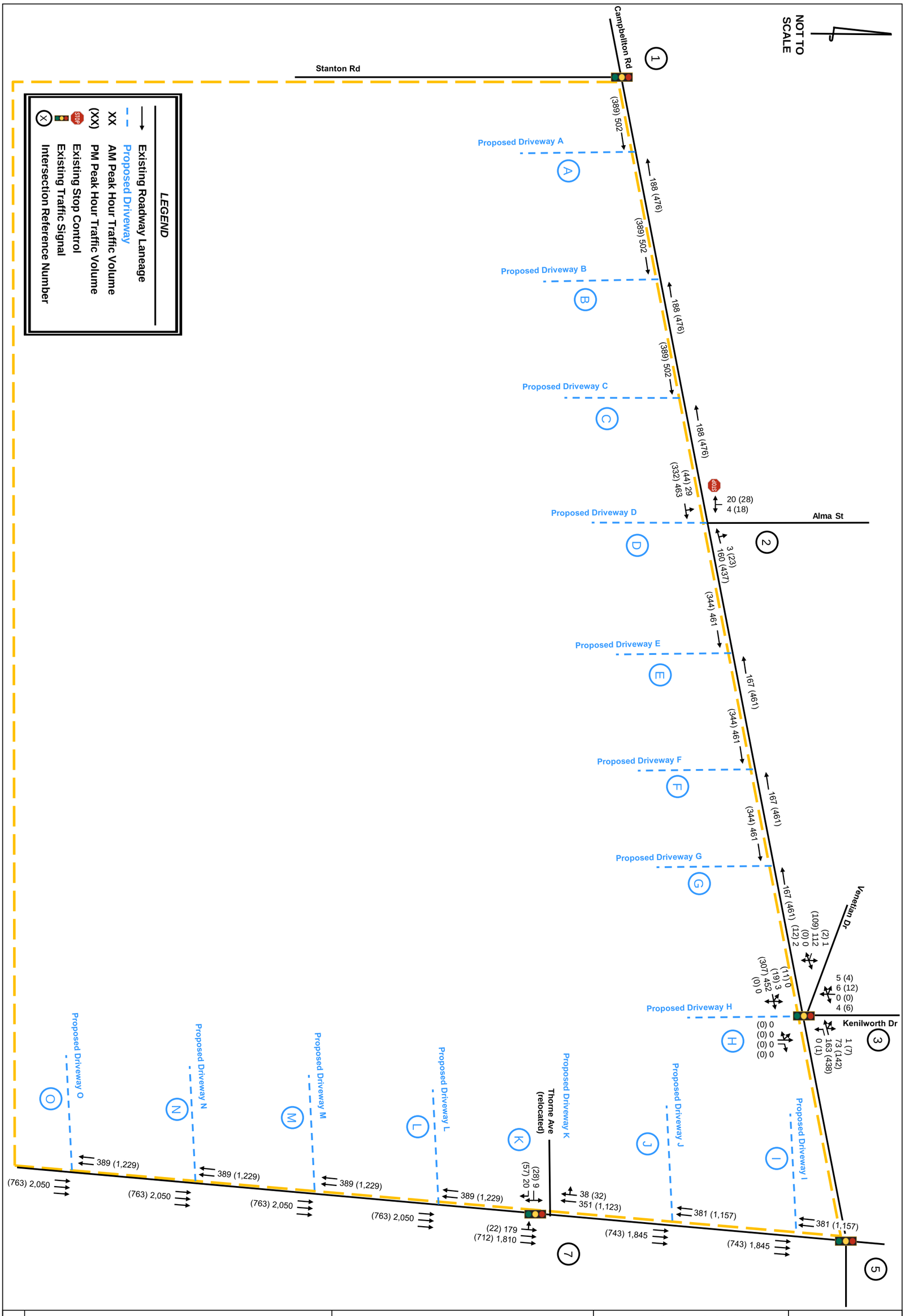
- Existing Roadway Laneage
- Proposed Driveway
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Stop Control
- Existing Traffic Signal
- (X) — Intersection Reference Number

Figure 13

Projected 2024 No-Build Traffic Conditions

Fort McPherson Redevelopment DRI #2877 Transportation Analysis

Kimley»Horn



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Fort McPherson Redevelopment
DRI #2877
Transportation Analysis

Projected 2024 No-Build Traffic Conditions (cont.)

Figure 14

6.3 Projected 2024 Build Conditions

The traffic associated with the proposed *Fort McPherson Redevelopment DRI* was added to the Projected 2024 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2024 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 Projected 2024 Build Improved conditions were analyzed using the proposed roadway geometry and proposed intersection control types.

The intersection laneage and traffic volumes used for the Projected 2024 Build and Projected 2024 Build Improved conditions are shown in **Figure 15** and **Figure 16**. The results of the capacity analyses for the Projected 2024 Build and Projected 2024 Build Improved conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2024 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	Projected 2024 Build		Projected 2024 Build Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Campbellton Rd at Stanton Rd	Signal	Overall	D	C (29.8)	C (24.6)	-	-
2/D. Campbellton Rd at Site Driveway D/Alma St	TWSC	Northbound	N/A	C (17.8)	C (18.9)	-	-
		Southbound	N/A	B (13.5)	C (19.3)	-	-
		WB Left	N/A	A (8.7)	A (8.2)		
3/H. Campbellton Rd at Walker Ave (Site Dwy H)/Venetian Dr/Kenilworth Dr	Signal	Overall	D	B (19.5)*	B (17.9)*	-	-
4. Campbellton Rd at Oakland Dr	Signal	Overall	D	A (9.5)	B (13.5)	-	-
5. Lee St (SR 139/SR 14) at Campbellton Rd	Signal	Overall	D	D (51.2)	C (27.6)	-	-
6. Campbellton Rd/Dill Ave at Murphy Ave	TWSC	Northbound	N/A	F (77.4)	E (44.1)	-	-
		Southbound	N/A	B (10.5)	B (13.4)	-	-
7/K. Lee St (SR 139/SR 14) at Thorne Ave (Site Dwy K)	Signal	Overall	D	B (12.3)	B (14.1)	-	-
8. Lee St (SR 139/SR 14) at Deshler St/Astor Ave	Signal	Overall	D	E (61.8)	B (16.5)	D (51.3)	A (14.4)
9. Langford Jr Pkwy WB Ramps/Deshler St at Womack Ave	Signal	Overall	D	B (17.9)	C (22.9)	-	-
10. Lee St (SR 139/SR 14) at Womack Ave	Signal	Overall	D	D (47.5)	B (14.2)	-	-
11. Langford Jr Pkwy EB Ramps at Knotts Ave	AWSC	Overall	E/D	F (128.2)	F (68.2)	A (8.1)	A (7.2)
12. Lee St (SR 139/SR 14) at Knotts Ave	Signal	Overall	D	C (25.6)	B (15.7)	-	-
13. Sylvan Rd at Astor Ave	Signal	Overall	D	B (17.9)	B (14.7)	-	-
A. Campbellton Road at Site Driveway A	Proposed TWSC	Northbound	N/A	C (16.1)	C (17.3)	-	-
		WB Left	N/A	A (8.8)	A (8.3)	-	-
B. Campbellton Road at Site Driveway B	Proposed TWSC	Northbound	N/A	C (16.0)	C (17.3)	-	-
		WB Left	N/A	A (8.8)	A (8.3)	-	-

Table 9: Projected 2024 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	Projected 2024 Build		Projected 2024 Build Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
C. Campbellton Road at Site Driveway C	Proposed TWSC	Northbound	N/A	B (14.9)	C (15.2)	-	-
		WB Left	N/A	A (8.8)	A (8.3)	-	-
E. Campbellton Road at Site Driveway E	Proposed TWSC	Northbound	N/A	B (14.4)	B (14.4)	-	-
		WB Left	N/A	A (8.7)	A (8.2)	-	-
F. Campbellton Road at Site Driveway F	Proposed TWSC	Northbound	N/A	B (14.6)	B (14.1)	-	-
		WB Left	N/A	A (8.7)	A (8.2)	-	-
G. Campbellton Road at Site Driveway G	Proposed TWSC	Northbound	N/A	B (14.9)	B (14.7)	-	-
		WB Left	N/A	A (8.8)	A (8.2)	-	-
I. Lee St (SR 139/SR 14) at Site Driveway I	Proposed TWSC	Eastbound	N/A	C (23.0)	F (70.1)	-	-
		NB Left	N/A	A (8.9)	B (13.6)	-	-
J. Lee St (SR 139/SR 14) at Site Driveway J	Proposed TWSC	Eastbound	N/A	B (10.3)	C (15.9)	-	-
L. Lee St (SR 139/SR 14) at Site Driveway L	Proposed TWSC	Eastbound	N/A	B (11.1)	C (19.2)	-	-
M. Lee St (SR 139/SR 14) at Site Driveway M	Proposed TWSC	Eastbound	N/A	B (11.5)	C (19.0)	-	-
N. Lee St (SR 139/SR 14) at Site Driveway N	Proposed TWSC/Signal	Eastbound	N/A	F (269.2)	F (**)	A (6.8)	A (7.0)
		NB Left	N/A	B (10.8)	D (28.0)		
O. Lee St (SR 139/SR 14) at Site Driveway O	Proposed TWSC	Eastbound	N/A	B (11.8)	C (19.0)	-	-

** HCM 2000 methodology used for the analysis of Intersection #3. HCM 2010 methodology does not analyze five-legged intersections.*
*** Volume exceeds capacity and HCM 2010 unable to compute delay.*
- No improvements needed.

As shown in **Table 9**, all but three (3) study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2024 Build conditions. The signalized intersection of Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue (Intersection #8) is projected to operate at LOS E during the AM peak hour. The all-way stop-controlled off-site intersection of Langford Jr Parkway EB Ramps at Knotts Avenue (Intersection #11) is projected to operate at LOS F during both the AM and PM peak hours. The proposed new full-movement intersection of Lee Street (SR 139/SR 14) at Site Driveway N (Intersection N) is projected to operate at LOS F during both the AM and PM peak hours.

Although Intersection #11 would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal, the intersection does not meet peak hour traffic signal warrants. Therefore, no improvements are recommended at Intersection #11. Intersection N would operate at LOS A during both the AM and PM peak hours with the installation of a traffic signal. A traffic signal is recommended at Intersection N (see below) for the Projected 2024 Build conditions.

To maintain the desired LOS standard, the following system improvements (off-site improvements) and site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *Fort McPherson Redevelopment DRI*:

- Intersection #8: Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue
  - Restripe the eastern leg (Astor Avenue) to consist of one (1) westbound left-turn lane, one (1) westbound through lane, one (1) westbound right-turn lane, and one (1) eastbound receiving lane.
  - Update striping for the western leg (Deshler Street) to match the existing signage which shows one (1) eastbound left-turn lane and one (1) eastbound shared through/right-turn lane.

- Intersection A: Campbellton Road at Site Driveway A
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection B: Campbellton Road at Site Driveway B
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection C: Campbellton Road at Site Driveway C
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection #2/D: Campbellton Road at Site Driveway D/Alma Street
  - On the site, provide a minimum of one (1) northbound shared left/through/right-turn lane exiting the site and a minimum of one (1) ingress lane entering the site.

- Intersection E: Campbellton Road at Site Driveway E
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection F: Campbellton Road at Site Driveway F
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection G: Campbellton Road at Site Driveway G
  - On the site, provide a minimum of one (1) northbound exiting lane and one (1) southbound entering lane. Driveway operations are proposed to be full-movement.

- Intersection I: Lee Street (SR 139/SR 14) at Site Driveway I
  - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be full movement.

- Intersection J: Lee Street (SR 139/SR 14) at Site Driveway J
  - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.

- Intersection #7/K: Lee Street (SR 139/SR 14) at Thorne Avenue/Site Driveway K
    - Relocate existing signal at Thorne Avenue approximately 200 feet south of its existing location and install a right-turn deceleration lane as approved by GDOT.
- Intersection L: Lee Street (SR 139/SR 14) at Site Driveway L
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.
- Intersection M: Lee Street (SR 139/SR 14) at Site Driveway M
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.
- Intersection N: Lee Street (SR 139/SR 14) at Site Driveway O
    - Install a traffic signal when warranted and right-turn deceleration lane as approved by GDOT.
    - On the site, provide a minimum of one (1) eastbound exiting left-turn lane and one (1) eastbound exiting right-turn lane and a minimum of one (1) westbound entering lane.
- Intersection O: Lee Street (SR 139/SR 14) at Site Driveway P
    - On the site, provide one (1) eastbound exiting lane, and one (1) westbound entering lane. Driveway operations are proposed to be right-in right-out.

NOT TO SCALE

Campbellton Rd
Stanton Rd
Alma St
Venetian Dr
Kenilworth Dr
Oakland Dr
Lee St
Dill Ave
Murphy Ave
Proposed Driveway A
Proposed Driveway B
Proposed Driveway C
Proposed Driveway D
Proposed Driveway E
Proposed Driveway F
Proposed Driveway G
Proposed Driveway H
Proposed Driveway I
Proposed Driveway J
Proposed Driveway K
Thorne Ave (relocated)
Proposed Driveway L
Proposed Driveway M
Proposed Driveway N
Proposed Driveway O
SEE FIGURE 12
Deshler St
Astor Ave
Womack Ave
Langford Parkway
Knotts Ave
Main St
Sylvan Rd

1 165 (391) 109 (160) (294) 382 (61) 36 (53) 20 (174) 199
2 STOP
3 (54) 73 (378) 499 (48) 90 72 (56) 237 (513) 35 (27) 36 (62) 42 (56) 23 (28) (87) 25 (43) 33 (40) 15
4
5 99 (284) 415 (1,058) 124 (125) 144 (140) 169 (238) 96 (192) (159) 257 (216) 226 (48) 47 (86) 82 (690) 1,703 (126) 233
6 46 (120) 2 (27) 0 (4) 3 (6) 201 (292) 6 (2) (56) 215 (271) 271 (140) 131 (149) 157 (24) 107 (6) 6
7
8 73 (194) 637 (1,320) 141 (136) 155 (135) 18 (61) 22 (61) (100) 229 (13) 24 (20) 8 (10) 27 (924) 2,109 (70) 109
9 3 (6) 93 (298) 45 (121) 96 (46) 4 (16) 109 (257) (3) 16 (17) 13 (1) 3 (7) 8 (127) 363 (505) 754
10 60 (167) 600 (1,235) (253) 549 (387) 239 (152) 146 (741) 1,700
11 5 (5) 844 (314) 439 (793) 12 (26) (15) 12 (15) 19
12 362 (593) 484 (1,051) (230) 741 (84) 113 (214) 94 (643) 1,105
13 46 (41) 256 (400) (51) 50 (172) 135 (143) 133 (429) 697

LEGEND

- Existing Roadway Laneage
- Recommended Roadway Laneage for the 2024 Build Conditions
- Removed Turning Movement
- Proposed Driveway
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Stop Control
- Existing Traffic Signal
- Proposed Stop Control
- Proposed Traffic Signal
- (X) Intersection Reference Number

Figure 15

Projected 2024 Build Traffic Conditions

Fort McPherson Redevelopment DRI #2877 Transportation Analysis

Kimley»Horn

NOT TO SCALE

Campbellton Rd

Stanton Rd

Alma St

Venetian Dr

Kenilworth Dr

Thorne Ave (relocated)

Proposed Driveway A

Proposed Driveway B

Proposed Driveway C

Proposed Driveway D

Proposed Driveway E

Proposed Driveway F

Proposed Driveway G

Proposed Driveway H

Proposed Driveway I

Proposed Driveway J

Proposed Driveway K

Proposed Driveway L

Proposed Driveway M

Proposed Driveway N

Proposed Driveway O

LEGEND

- Existing Roadway Laneage
- Recommended Roadway Laneage for the 2024 Build Conditions
- Removed Turning Movement
- Proposed Driveway
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Stop Control
- Existing Traffic Signal
- Proposed Stop Control
- Proposed Traffic Signal
- (X) — Intersection Reference Number

Figure 16

Projected 2024 Build Traffic Conditions (cont.)

Fort McPherson Redevelopment
DRI #2877
Transportation Analysis

Kimley»Horn

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Fort McPherson Redevelopment DRI* is proposed at fifteen (15) locations:

- Seven (7) driveways along Lee Street (SR 139/SR 14).
- Eight (8) driveways along Campbellton Road.

The site driveway locations are discussed in *Section 1.3*. 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. Based on the Projected 2024 Build Improved conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, and the City of Atlanta's programmed projects, 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 10** below.

Table 10: Programmed Improvements

#	Year	Project ID	Project Description
1	2019	Renew	Avon Avenue at Westmont Road/Orlando Street – Traffic Signal Upgrade.
2	2019	Renew	Lee Street at White Oak Avenue – Traffic Signal Upgrade.
3	2019	Renew	Lakewood Avenue at Sylvan Road – Traffic Signal Upgrade.
4	2019	Renew	Sylvan Road at Deckner Avenue – Traffic Signal Upgrade.
5	2020	Renew	Campbellton Road at Stanton Avenue – Traffic Signal Upgrade.
6	2020	Renew	Lakewood Avenue at Fleet Street/SR 166 Ramps
7	2021	PI 0013810	SR 14 (Lee Street) at Abandoned CSX Railroad bridge refurbishment.
8	2022-2023	PI 0015664 TSPLOST	Campbellton Road Smart Transit Corridor from Lee Street west to City Limit.
9	TBD	AT-299 PI 0014997	Lee Street Cycle Track from West End MARTA Station to Lakewood/Fort McPherson MARTA Station.
10	TBD	AT-277A PI 0014993	Cycle Atlanta Phase 1.0 – Implementation at Various Locations including protected bike lanes along Lee Street from the West End Station north.
11	TBD	AR-450C PI 0009397	Beltline Corridor Multi-Use Trail from Glenwood Avenue to University Avenue.

Fact sheets for projects can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. As currently envisioned, parking will be provided via a combination of parking deck and surface parking facilities on-site, dispersed across the property to reduce the vehicular and pedestrian impact to any one area. The SPI-2 – Fort McPherson Special Public Interest District – proposes no parking minimum, only parking maximums, and at rates lower than traditional municipal parking requirements. The intent to keep parking at a minimum and to promote walkability will improve multimodal circulation internal to the site and help promote alternative mode travel to and from 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.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is located within the Oakland City/Fort Mac LCI area (2016). The entirety of the proposed Fort McPherson Redevelopment DRI is inside the existing LCI study area. The mission of the *Fort McPherson Redevelopment* is “To create an environment that transforms Fort McPherson into a vibrant location that catalyzes growth, opportunity and prosperity in our surrounding community.” This mission is carried through the proposed development plan, which follows the spirit and intent of the Oakland City/Fort Mac LCI as described below.

The Fort Mac/ Lakewood Node as identified in the LCI, or the ‘Market District’ as named in the Fort McPherson DRI, will include a Fort Mac Main Street that is “envisioned to be a dynamic destination mixed use retail center… [with a] linear greenway and trail system.” The Fort Mac Mile corridor, as described in the LCI, would provide an avenue that runs parallel to Lee Street, beautifying the corridor and providing a new amenity for the community to connect pedestrians, bicyclists and wheelchairs throughout the entire *Fort McPherson Redevelopment* area. The linear trail and park system proposed for the Fort Mac Mile in the LCI plan, was also envisioned by the LCI to wrap around the Fort Mac LRA property to connect both sides of the property along Campbellton Road and Lee Street.

Similarly, the LCI envisioned the Oakland City Village & Campbellton Road area, identified as the ‘Campbellton District’ and ‘Western District’ in the DRI, to provide a revitalization of Campbellton Road via the reopening of the Venetian Gate/ Walker Drive Gate with commercial and community amenities including possible school, community services center, and mixed-income housing of varying types. On the site plan, the possible public or charter school is shown between Driveway B and Driveway C along Campbellton Road. The proposed Fort Mac LRA Job and Career Center (JACC) was approved for local match funding by the Fulton County Board of Commissioners on October 3, 2018. With the approved local funding, construction is expected for 2019 near the Venetian Gate/Walker Drive Gate along Campbellton Road. A wide range of housing options will include affordable workforce housing as well as market-rate housing. Additionally, during the time of the base closing, a commitment was made to include housing for the vulnerable including housing for formerly homeless veterans.

Appendix A
Site Photo Log

Kimley»Horn

Fulton County, GA

Photograph Sheet

KHA Job No.: 019979008
Date: December 2018
Page: 1 of 10

Fort McPherson Redevelopment DRI #2877

Photo No. 1

Comments: Northwest corner of Fort McPherson property (looking southeast) along Campbellton Road west of proposed Driveway A.

Photo No. 2

Comments: Existing Intersection #2/D - Alma Street at Campbellton Road; proposed location of Driveway D (looking south at Fort McPherson existing fence).

Fort McPherson Redevelopment DRI #2877

Photo No. 3

Comments: Campbellton Road (looking southeast at Fort McPherson existing fence) at the approximate location of proposed Driveway G.

Photo No. 4

Comments: Existing Intersection #3/H - Campbellton Road at Kenilworth Drive/Venetian Drive and Walker Avenue/proposed Driveway H (looking south).

Fort McPherson Redevelopment DRI #2877

Photo No. 5

Comments: Existing Intersection #3/H - Campbellton Road at Kenilworth Drive/Venetian Drive and Walker Avenue/proposed Driveway H (looking west).

Photo No. 6

Comments: Existing Intersection #3/H - Campbellton Road at Kenilworth Drive/Venetian Drive and Walker Avenue/proposed Driveway H (looking southeast).

Fort McPherson Redevelopment DRI #2877

Photo No. 7

Comments: Approximate location of existing narrow ROW easement between Fort McPherson property and Oakland Drive (looking south) between power pole on left and line of trees on right. Potential location for a connection directly between the site/Oakland City MARTA station, pending others.

Photo No. 8

Comments: Approximate location of Intersection I/Driveway I (looking southeast at existing Fort McPherson fence from inside the Fort).

Kimley»Horn

Fulton County, GA

Photograph Sheet

KHA Job No.: 019979008
Date: December 2018
Page: 5 of 10

Fort McPherson Redevelopment DRI #2877

Photo No. 9

Comments: Existing Intersection #7/K - Lee Street (SR 139/SR 14) at Thorne Avenue/proposed Driveway K (looking south). Intersection #7/K proposed to be relocated approximately 200 ft south of the existing intersection location.

Photo No. 10

Comments: Existing Intersection #7/K - Lee Street (SR 139/SR 14) at Thorne Avenue/proposed Driveway K (looking northwest). Intersection #7/K proposed to be relocated approximately 200 ft south of the existing intersection location.

Fort McPherson Redevelopment DRI #2877

Photo No. 11

Comments: Existing Intersection #7/K - Lee Street (SR 139/SR 14) at Thorne Avenue/proposed Driveway K (looking north). Intersection #7/K proposed to be relocated approximately 200 ft south of the existing intersection location.

Photo No. 12

Comments: Approximate location of proposed Fort Mac Mile just south of/adjacent to the existing FORSCOM Building, proposed to remain in the future redevelopment of the site (looking south).

Kimley»Horn

Fulton County, GA

Photograph Sheet

KHA Job No.: 019979008
Date: December 2018
Page: 7 of 10

Fort McPherson Redevelopment DRI #2877

Photo No. 13

Comments: Existing Fort McPherson Johnson Street/Patton Plaza (looking east towards existing Fort McPherson fence). Approximate proposed location of Intersection K/Site Driveway K. Note there is an existing curb cut on Lee Street (SR 139/SR 14) on the opposite side of the fence.

Photo No. 14

Comments: Existing Fort McPherson Johnson Street/Patton Plaza curb cut on Lee Street (SR 139/SR 14) (looking west towards existing Fort McPherson fence). Approximate proposed location of Intersection K/Site Driveway K.

Fort McPherson Redevelopment DRI #2877

Photo No. 15

Comments: Existing FORSCOM Building, proposed to remain in the future redevelopment of the site (looking northwest).

Photo No. 16

Comments: Existing Intersection #8 - Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue (looking east) with existing lane assignment signage. Proposed restriping of roadway to match existing overhead signage.

Kimley»Horn

Fulton County, GA

Photograph Sheet

KHA Job No.: 019979008
Date: December 2018
Page: 9 of 10

Fort McPherson Redevelopment DRI #2877

Photo No. 17

Comments: Existing Intersection #8 - Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue (looking east at existing westbound approach lane striping).

Photo No. 18

Comments: Existing Intersection #8 - Lee Street (SR 139/SR 14) at Deshler Street/Astor Avenue (looking north along Lee Street).

Kimley»Horn

Fulton County, GA

Photograph Sheet

KHA Job No.: 019979008
Date: December 2018
Page: 10 of 10

Fort McPherson Redevelopment DRI #2877

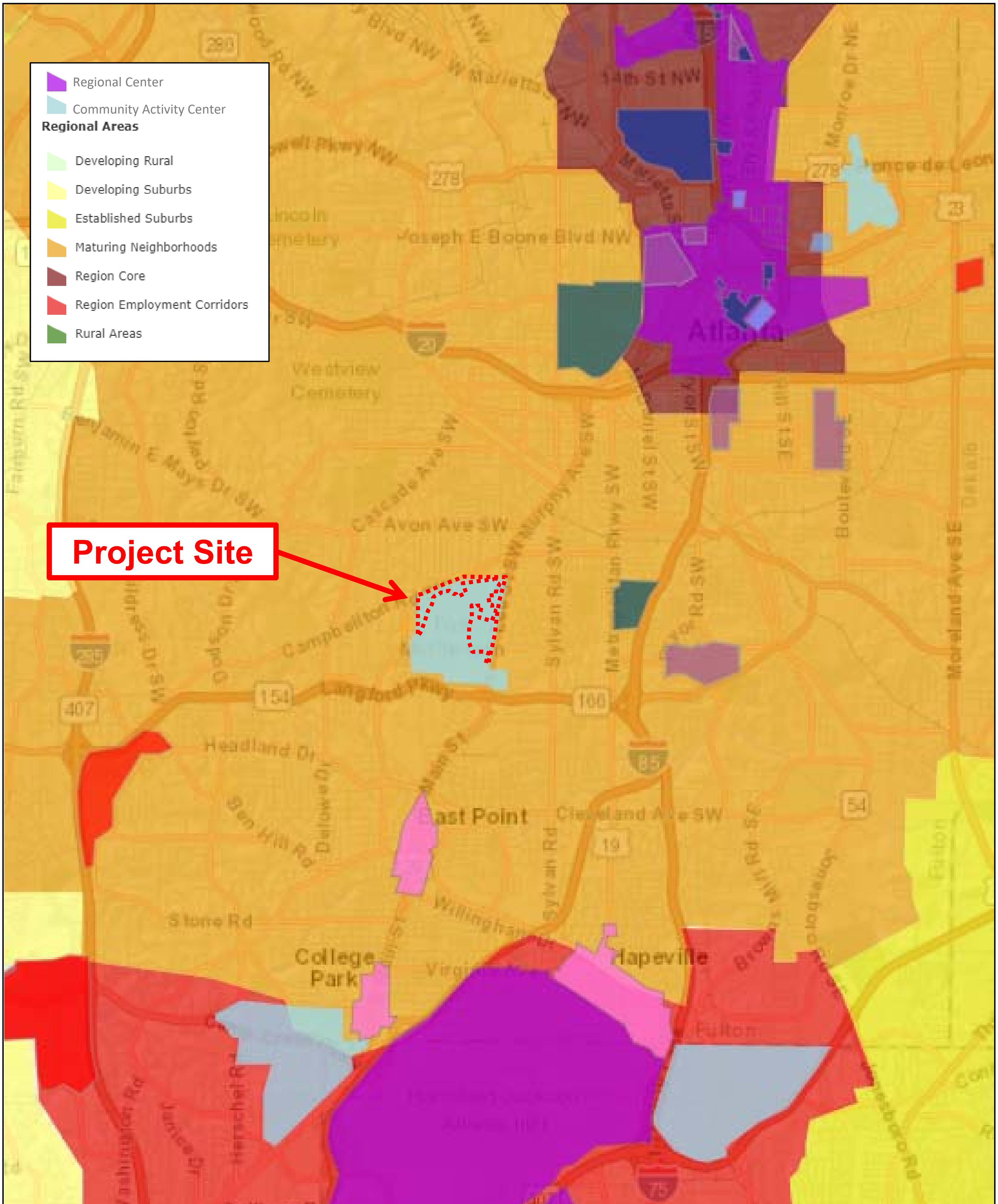
Photo No. 19

Comments: Existing Intersection #9 - Womack Avenue at Deshler Street/Langford Parkway Westbound Ramps (signalized ramps looking southwest).

Photo No. 20

Comments: Existing Intersection #11 - Knotts Avenue at Langford Parkway Eastbound Ramps (all-way stop-controlled ramps looking northeast).

Appendix B
Land Use and Zoning Maps



Kimley»Horn

Fort McPherson Redevelopment DRI #2877 Transportation Analysis

ARC Unified Growth Policy Map

Figure B.1

Appendix B

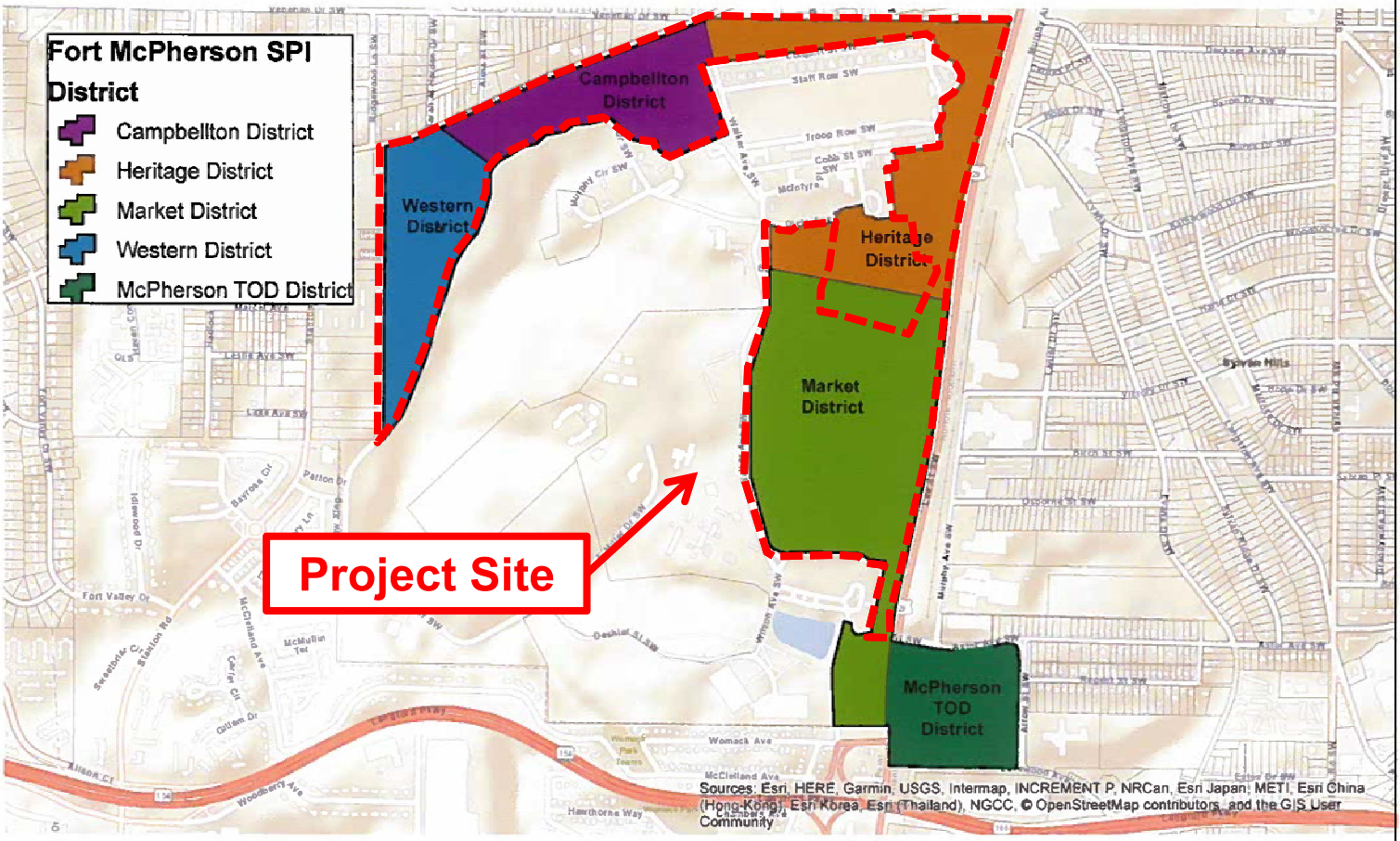
Kimley»Horn	*Fort McPherson Redevelopment* *DRI #2877* *Transportation Analysis*	**Current Zoning Map of City of Atlanta, GA**	**Figure B.2** **Appendix B**

SPI 2 (Fort McPherson Special Public Interest District)

ATTACHMENT B

Department of CITY PLANNING

0 0.095 0.19 0.285 0.38 Mi



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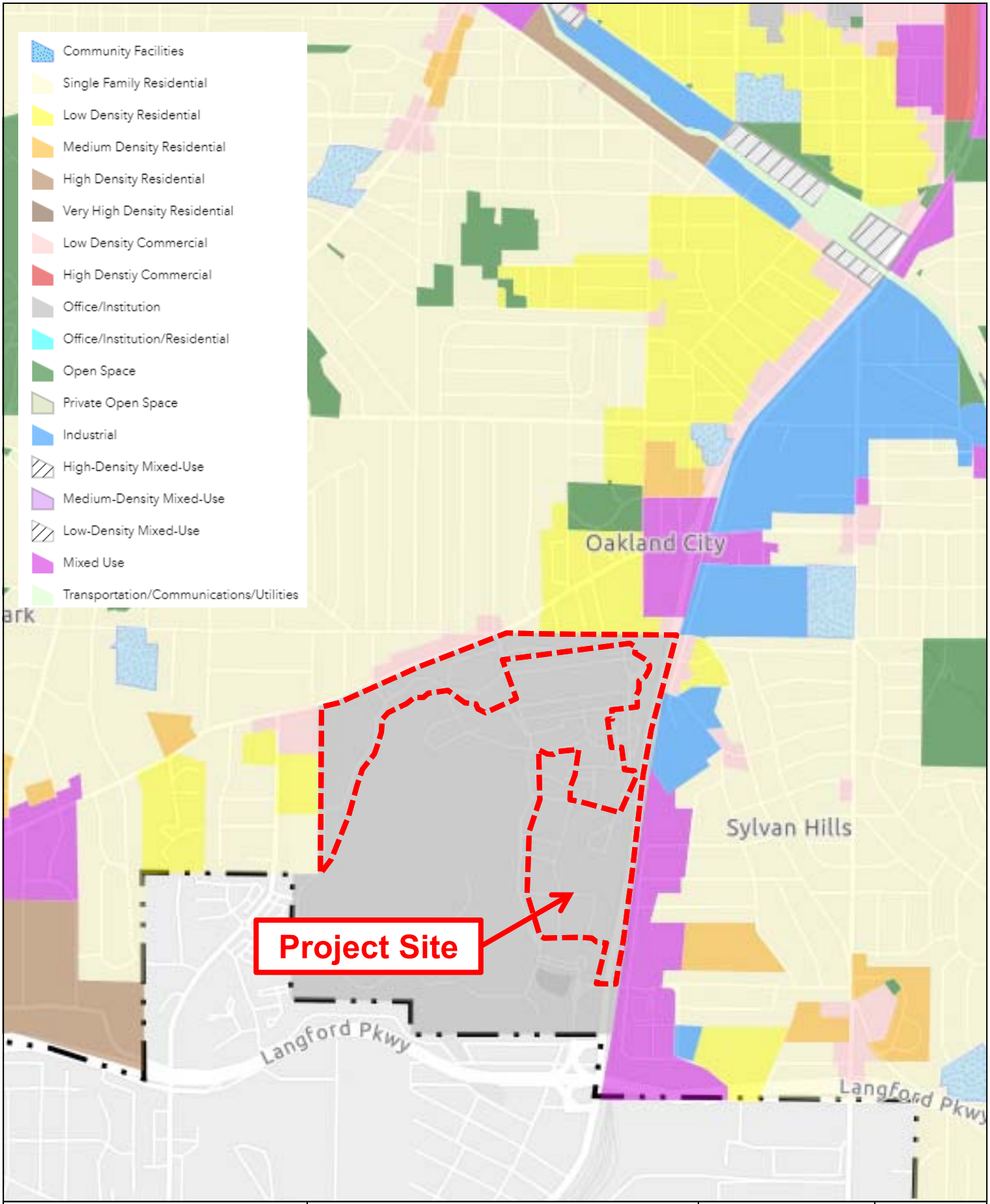
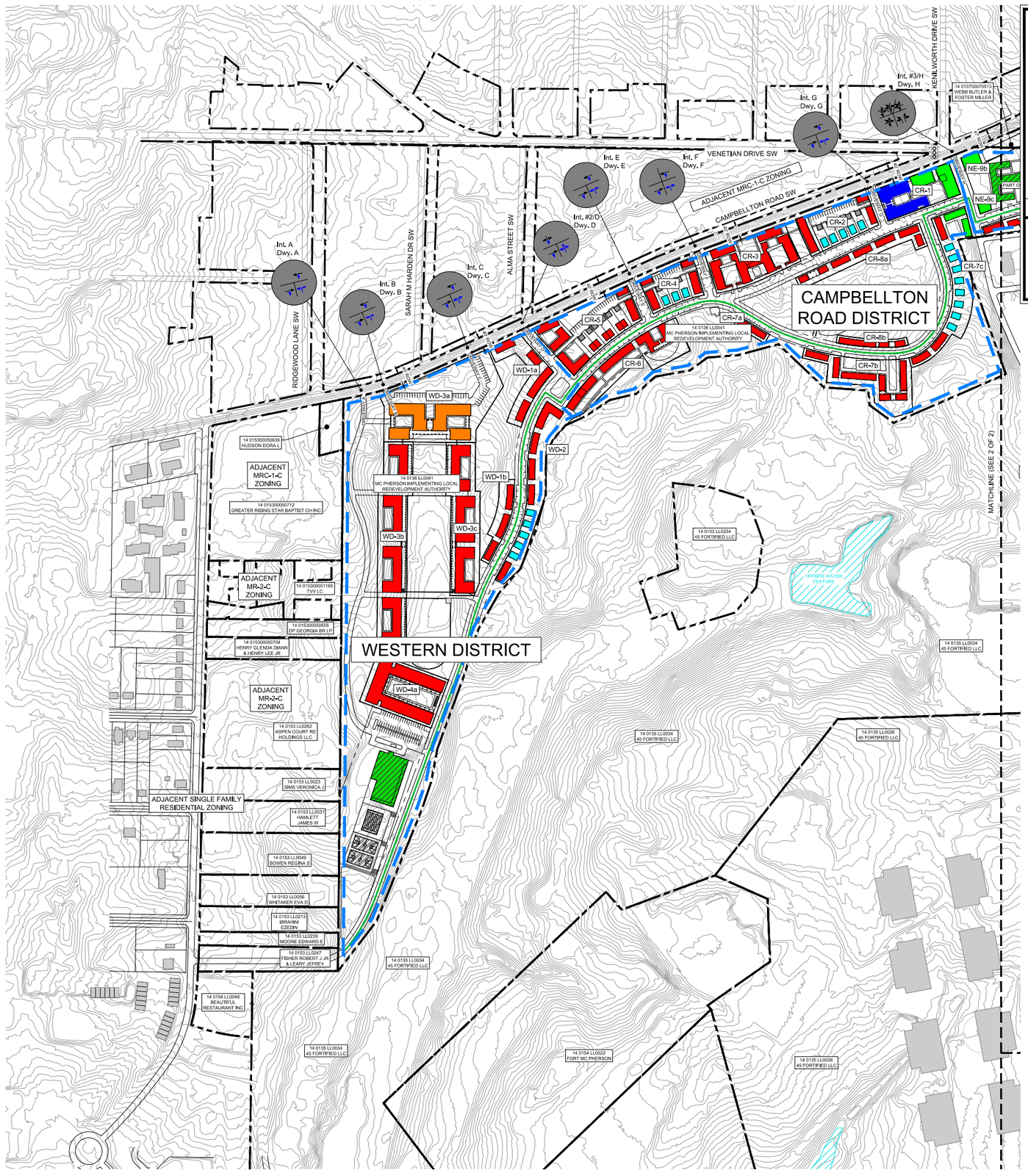
THIS MAP IS PROVIDED AS A PUBLIC SERVICE
The City of Atlanta has made known that this Data contains known errors and inconsistencies. The City of Atlanta in no way ensures, represents or warrants the accuracy and/or reliability of the Data and/or map products being developed. The user of the Data and or map products assumes all risks and liabilities which may arise from the information produced by Maps or Data furnished to User by the City of Atlanta

Kimley»Horn	*Fort McPherson Redevelopment DRI #2877 Transportation Analysis*	**SPI-2 *Requested* Overlay District City of Atlanta, GA**	**Figure B.3**
			Appendix B



Kimley»Horn	*Fort McPherson Redevelopment* *DRI #2877* *Transportation Analysis*	**Future Land Use Map of City of Atlanta, GA**	**Figure B.4** **Appendix B**

Appendix C
Proposed Site Plan



PROJECT INFORMATION:

DRI NUMBER	2877
PROJECT NAME	FORT MCPHERSON REDEVELOPMENT

SITE DATA:

OVERALL SITE AREA	±145 ACRES
PROPOSED OPEN SPACE	±66 ACRES
PROPOSED PARK SPACE	±35 ACRES
CURRENT ZONING	I-2 (INDUSTRIAL)
PROPOSED ZONING	SPI-2 (SPECIAL PUBLIC INTEREST)
CURRENT ADDRESS	LEE STREET SOUTHWEST ATLANTA, GA 30330
OWNER	FORT MAC LRA

CONTACTS:

APPLICANT:	MACAULEY FORT MCPHERSON, LLC 2970 PEACHTREE ROAD NW SUITE 150 ATLANTA, GEORGIA 30305 CONTACT: STEPHEN MCCAULEY PHONE: (678) 698-4229
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES, INC. 817 WEST PEACHTREE STREET NW SUITE 801 ATLANTA, GEORGIA 30308 CONTACT: ANA EISENMAN, PE PHONE: (404) 201-6155
MASTER PLANNER:	MERRILL, PASTOR, AND COLGAN ARCHITECTS 927 AZALEA LANE VERO BEACH, FLORIDA 32963 CONTACT: SCOTT MERRILL PHONE: (772) 492-1983

DEVELOPMENT SUMMARY:

LAND USE:	MARKET DISTRICT	NORTHEASTERN DISTRICT	CAMPBELLTON ROAD/ WESTERN DISTRICT	TOTAL
RESIDENTIAL:	1,950	225	625	2,800 DU
HOTEL:	100	-	-	100 ROOMS
SCHOOL:	-	-	600	600 STUDENTS
OFFICE:	446,000	62,000	17,000	525,000 SF
RETAIL:	164,000	35,000	36,000	235,000 SF
RESTAURANT:	43,000	3,000	-	46,000 SF

DENSITIES/OPEN SPACE:	MARKET DISTRICT	NORTHEASTERN DISTRICT	CAMPBELLTON ROAD/ WESTERN DISTRICT	TOTAL
FLOOR AREA RATIO:	2.03	0.83	1.00	
ROW AREA:	767,500 SF	197,300 SF	360,500 SF	30.42 AC
DEDICATED OPEN SPACE:	332,400 SF	389,200 SF	820,800 SF	35.41 AC
TOTAL OPEN SPACE:	**1,099,900 SF**	**586,500 SF**	**1,181,300 SF**	**65.83 AC**

PARKING:	MARKET DISTRICT	NORTHEASTERN DISTRICT	CAMPBELLTON/ WESTERN DISTRICT	TOTAL
SELF PARKING SPACES:	200	150	50	400 SPACES
STREET PARKING:	550	100	300	950 SPACES
PODIUM PARKING :	700	50	400	1,150 SPACES
STRUCTURED PARKING:	700	-	-	700 SPACES
SURFACE PARKING:	550	450	100	1,100 SPACES
TOTAL PARKING:	**2,700**	**750**	**850**	**4,300 SPACES**

SITE PLAN LEGEND:

- DISTRICT BOUNDARIES
- PROPERTY LINE
- RETAIL / RESTAURANT
- PARKING STRUCTURE
- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTIFAMILY
- SCHOOL
- HOTEL
- OFFICE
- EXISTING STRUCTURE TO BE REPURPOSED
- OFFSITE WATER FEATURE
- SHARED BIKE LANE
- MULTI-USE PATH
- BIKE ONLY LANE
- EXISTING ROADWAY LANEAGE
- RECOMMENDED 2024 BUILD LANEAGE

GRAPHIC SCALE IN FEET
0 80 160 320

NORTH

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11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: (770) 818-4280
WWW.KIMLEY-HORN.COM

CLIENT
MERRILL, PASTOR, & COLGAN ARCHITECTS
927 AZALEA LANE
VERO BEACH, FL 32963
PHONE: (772) 492-1983

No.	REVISION DESCRIPTIONS	DATE	BY

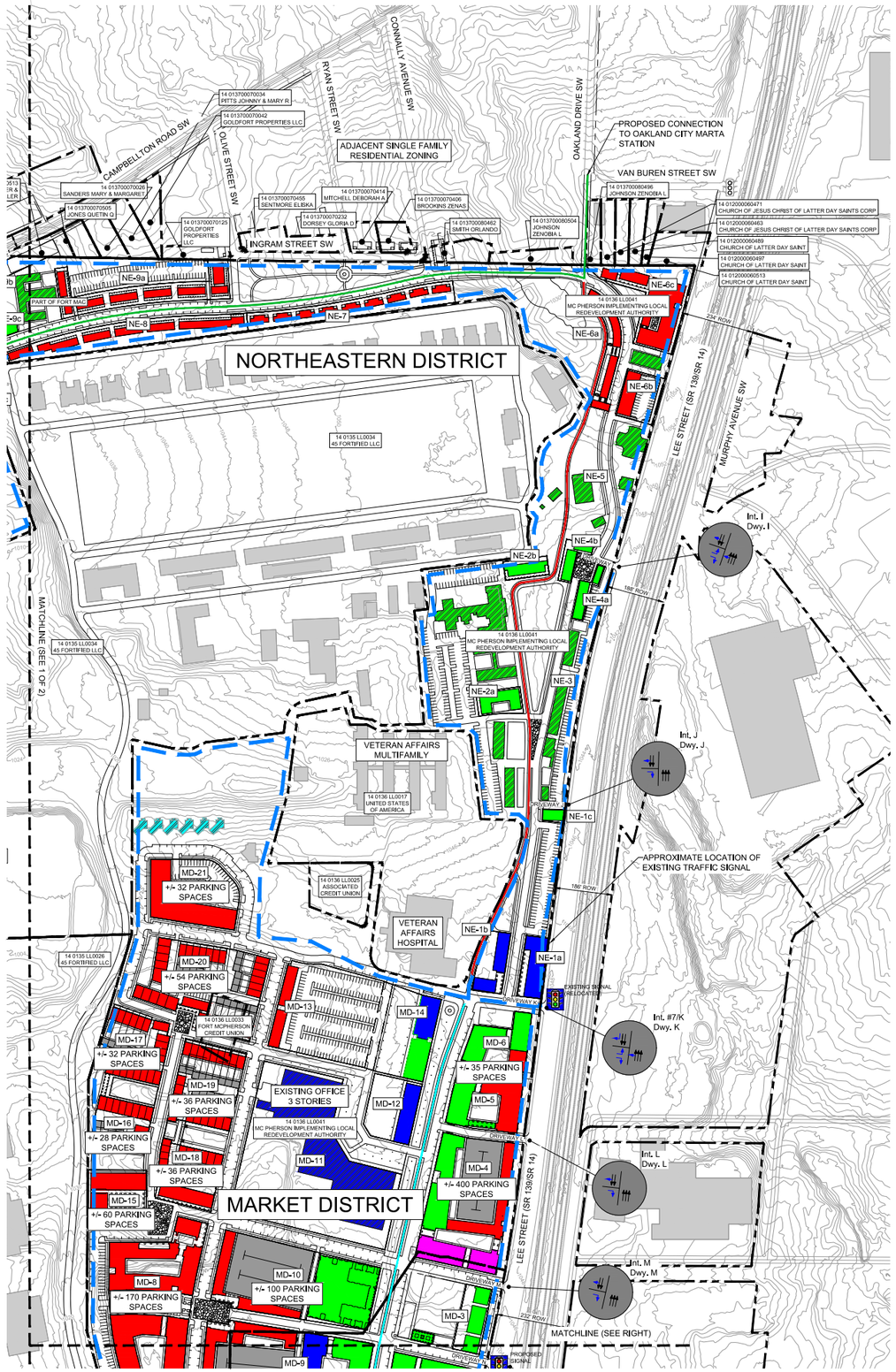
PROJECT
FORT MCPHERSON DRI
LEE STREET SW, ATLANTA, GA 30330

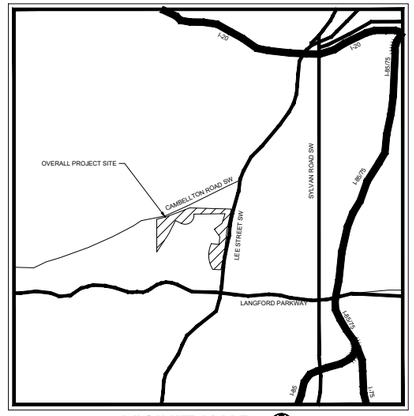
GSWCC CERT. (LEVEL II)	XXXXXXXXX
DRAWN BY	ZLR
DESIGNED BY	XYZ
REVIEWED BY	PDQ
DATE	12/21/2018
PROJECT NO.	019779008

TITLE
DRI SITE PLAN (1 OF 2)

SHEET NUMBER
DRI #2877

Drawing name: K:\AMT - TPTO\019779008 Fort McPherson DRI\CAD\Exhibits\2018-12-12 DRI Site Plan\2018-12-27 DRI Site Plan.dwg Layout1 Dec 28, 2018 11:18am by Micah Hatley





VICINITY MAP

PROJECT INFORMATION:

DRI NUMBER	2877
PROJECT NAME	FORT MCPHERSON REDEVELOPMENT

SITE DATA:

OVERALL SITE AREA	±145 ACRES
PROPOSED OPEN SPACE	±66 ACRES
PROPOSED PARK SPACE	±35 ACRES
CURRENT ZONING	I-2 (INDUSTRIAL)
PROPOSED ZONING	SPI-2 (SPECIAL PUBLIC INTEREST)
CURRENT ADDRESS	LEE STREET SOUTHWEST ATLANTA, GA 30330
OWNER	FORT MAC LRA

CONTACTS:

APPLICANT:	MACAULEY FORT MCPHERSON, LLC 2970 PEACHTREE ROAD NW SUITE 150 ATLANTA, GEORGIA 30305 CONTACT: STEPHEN MCCAULEY PHONE: (678) 698-4229
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES, INC. 817 WEST PEACHTREE STREET NW SUITE 601 ATLANTA, GEORGIA 30308 CONTACT: ANA EISENMAN, PE PHONE: (404) 201-6155
MASTER PLANNER:	MERRILL, PASTOR, AND COLGAN ARCHITECTS 927 AZALEA LANE VERO BEACH, FLORIDA 32963 CONTACT: SCOTT MERRILL PHONE: (772) 492-1983

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HOTEL:	100	-	-	100 ROOMS
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ROW AREA:	767,500 SF	197,300 SF	360,500 SF	30.42 AC
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TOTAL OPEN SPACE:	**1,099,900 SF**	**586,500 SF**	**1,181,300 SF**	**65.83 AC**
PARKING:	**MARKET DISTRICT**	**NORTHEASTERN DISTRICT**	**CAMPBELLTON/ WESTERN DISTRICT**	**TOTAL**
SELF PARKING SPACES:	200	150	50	400 SPACES
STREET PARKING:	550	100	300	950 SPACES
PODIUM PARKING :	700	50	400	1,150 SPACES
STRUCTURED PARKING:	700	-	-	700 SPACES
SURFACE PARKING:	550	450	100	1,100 SPACES
TOTAL PARKING:	**2,700**	**750**	**850**	**4,300 SPACES**

SITE PLAN LEGEND:

- DISTRICT BOUNDARIES
- PROPERTY LINE
- RETAIL / RESTAURANT
- PARKING STRUCTURE
- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTIFAMILY
- SCHOOL
- HOTEL
- OFFICE
- EXISTING STRUCTURE TO BE REPURPOSED
- OFFSITE WATER FEATURE
- SHARED BIKE LANE
- MULTI-USE PATH
- BIKE ONLY LANE
- EXISTING ROADWAY LANEAGE
- RECOMMENDED 2024 BUILD LANEAGE

NORTH

GRAPHIC SCALE IN FEET
0 80 160 320

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11720 AMBER PARK DRIVE, SUITE 600
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WWW.KIMLEY-HORN.COM

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MERRILL, PASTOR, & COLGAN ARCHITECTS
927 AZALEA LANE
VERO BEACH, FL 32963
PHONE: (772) 492-1983

NO.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
FORT MCPHERSON DRI
LEE STREET SW, ATLANTA, GA 30330

GSWCC CERT. (LEVEL III)	XXXXXXXXX
DRAWN BY	ZLR
DESIGNED BY	XYZ
REVIEWED BY	PDQ
DATE	12/21/2018
PROJECT NO.	019779008

TITLE
DRI SITE PLAN (2 OF 2)

SHEET NUMBER
DRI #2877

Drawing name: K:\ATL_TPTO\019779008 Fort McPherson DRI\CAD\Exhibits\2018-12-12 DRI Site Plan\2018-12-27 DRI Site Plan.dwg Layout1 (2) Dec 28, 2018 11:19am by Micah Hatley

Appendix D
Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Fort McPherson Redevelopment - DRI #2877
City of Atlanta, Fulton County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Multifamily Housing (Low-Rise)	2,800 d.u.	21,128	1,131	260	871	1,146	722	424
310 Hotel	100 rooms	702	45	27	18	49	25	24
522 Middle School/Junior High School	600 students	1,428	348	188	160	102	50	52
710 General Office Building	525,000 s.f.	5,300	520	447	73	550	88	462
820 Shopping Center	235,000 s.f. gross leasable area	10,748	269	167	102	1,023	491	532
932 High-Turnover (Sit-Down) Restaurant	46,000 s.f.	5,160	457	251	206	449	278	171
Gross Trips		**44,466**	**2,770**	**1,340**	**1,430**	**3,319**	**1,654**	**1,665**
Residential Trips		21,128	1,131	260	871	1,146	722	424
Mixed-Use Reductions		*-1,592*	*-85*	*-13*	*-72*	*-286*	*-178*	*-108*
Alternative Mode Reductions - 25%		*-4,884*	*-262*	*-62*	*-200*	*-215*	*-136*	*-79*
Adjusted Residential Trips		14,652	784	185	599	645	408	237
Hotel Trips		702	45	27	18	49	25	24
Mixed-Use Reductions		*-52*	*-19*	*-1*	*-18*	*-37*	*-19*	*-18*
Alternative Mode Reductions - 25%		*-162*	*-7*	*-7*	*0*	*-4*	*-2*	*-2*
Adjusted Hotel Trips		488	19	19	0	8	4	4
Office Trips		5,300	520	447	73	550	88	462
Mixed-Use Reductions		*-610*	*-173*	*-107*	*-66*	*-87*	*-33*	*-54*
Alternative Mode Reductions - 25%		*-1,172*	*-87*	*-85*	*-2*	*-116*	*-14*	*-102*
Adjusted Office Trips		3,518	260	255	5	347	41	306
Retail Trips		10,748	269	167	102	1,023	491	532
Mixed-Use Reductions		*-1,452*	*-81*	*-45*	*-36*	*-396*	*-162*	*-234*
Alternative Mode Reductions - 25%		*-2,324*	*-47*	*-31*	*-17*	*-157*	*-82*	*-75*
Pass By Reductions (Based on ITE Rates)		*-2,370*	*0*	*0*	*0*	*-160*	*-80*	*-80*
Adjusted Retail Trips		4,602	141	91	49	310	167	143
Restaurant Trips		5,160	457	251	206	449	278	171
Mixed-Use Reductions		*-696*	*-196*	*-111*	*-85*	*-258*	*-140*	*-118*
Alternative Mode Reductions - 25%		*-1,116*	*-65*	*-35*	*-30*	*-48*	*-35*	*-13*
Pass By Reductions (Based on ITE Rates)		*-1,440*	*0*	*0*	*0*	*-62*	*-31*	*-31*
Adjusted Restaurant Trips		1,908	196	105	91	81	72	9
Other Non-Residential Trips		1,428	348	188	160	102	50	52
Mixed-Use Reductions								
Alternative Mode Reductions - 25%		*-358*	*-87*	*-47*	*-40*	*-26*	*-13*	*-13*
Adjusted Other Non-Residential Trips		1,070	261	141	120	76	37	39
Mixed-Use Reductions - TOTAL		*-4,402*	*-554*	*-277*	*-277*	*-1,064*	*-532*	*-532*
Alternative Mode Reductions - TOTAL		*-10,016*	*-555*	*-267*	*-289*	*-566*	*-282*	*-284*
Pass-By Reductions - TOTAL		*-3,810*	*0*	*0*	*0*	*-222*	*-111*	*-111*
New Trips		**26,238**	**1,661**	**796**	**864**	**1,467**	**729**	**738**
Driveway Volumes		**30,048**	**1,661**	**796**	**864**	**1,689**	**840**	**849**

\\kimley-horn.com\se_amt2\amt_tpto\019779008 fort mcpherson dri_dri phase ii\analysis\[fort mcpherson redevelopment analysis.xls]trip generation

Appendix E
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1

Campbellton Road @ Stanton Road

AM PEAK HOUR

Description	Stanton Road Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes	19		139					355	35	48	140	
Pedestrians					2			1				
Conflicting Pedestrians	1		0	0		1	2		0	0		2
Heavy Vehicles	4		3					11		4	12	
Heavy Vehicle %	21%	0%	2%	0%	0%	0%	0%	3%	2%	8%	9%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2019 Volumes	19	0	139	0	0	0	0	355	35	48	140	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	20	0	144	0	0	0	0	369	36	50	145	0
Project Trips												
Trip Distribution IN			7%					3%				
Trip Distribution OUT										7%	3%	
Residential Trips	0	0	13	0	0	0	0	6	0	42	18	0
Trip Distribution IN			7%					3%				
Trip Distribution OUT										7%	3%	
Hotel Trips	0	0	1	0	0	0	0	1	0	0	0	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Office Trips	0	0	18	0	0	0	0	3	0	0	0	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Retail Trips	0	0	6	0	0	0	0	1	0	3	0	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Restaurant Trips	0	0	7	0	0	0	0	1	0	6	1	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Other Non-Residential Trips	0	0	10	0	0	0	0	1	0	8	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	55	0	0	0	0	13	0	59	20	0
2024 Buildout Total	20	0	199	0	0	0	0	382	36	109	165	0

PM PEAK HOUR

Description	Stanton Road Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes	51		118					269	59	104	366	
Pedestrians					5			3				
Conflicting Pedestrians	3		0	0		3	5		0	0		5
Heavy Vehicles			4					9	2	4	9	
Heavy Vehicle %	2%	0%	3%	0%	0%	0%	0%	3%	3%	4%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	51	0	118	0	0	0	0	269	59	104	366	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	53	0	122	0	0	0	0	279	61	108	380	0
Project Trips												
Trip Distribution IN			7%					3%				
Trip Distribution OUT										7%	3%	
Residential Trips	0	0	29	0	0	0	0	12	0	17	7	0
Trip Distribution IN			7%					3%				
Trip Distribution OUT										7%	3%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Office Trips	0	0	3	0	0	0	0	0	0	21	3	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Retail Trips	0	0	12	0	0	0	0	2	0	10	1	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Restaurant Trips	0	0	5	0	0	0	0	1	0	1	0	0
Trip Distribution IN			7%					1%				
Trip Distribution OUT										7%	1%	
Non-Residential Trips	0	0	3	0	0	0	0	0	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	52	0	0	0	0	15	0	52	11	0
2024 Buildout Total	53	0	174	0	0	0	0	294	61	160	391	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #2

Campbellton Road @ Site Driveway D / Alma Street

AM PEAK HOUR

Description	Site Driveway D Northbound Left	Through	Right	Alma Street Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes				4		19	28	446			154	3
Pedestrians		5									3	
Conflicting Pedestrians	0		3	3		0	0		5	5		0
Heavy Vehicles							1	11			16	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	10%	2%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2019 Volumes	0	0	0	4	0	19	28	446	0	0	154	3
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	4	0	20	29	463	0	0	160	3
Project Trips												
Trip Distribution IN					1%			6%	2%	3%	1%	
Trip Distribution OUT	2%	1%	3%					1%			6%	
Residential Trips	12	6	18	0	2	0	0	17	4	6	38	0
Trip Distribution IN					1%			6%	2%	3%	1%	
Trip Distribution OUT	2%	1%	3%					1%			6%	
Hotel Trips	0	0	0	0	0	0	0	1	0	1	0	0
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Office Trips	0	0	0	3	0	3	0	13	0	0	3	0
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Retail Trips	0	0	0	1	0	1	0	5	0	0	3	0
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Restaurant Trips	0	0	0	1	0	1	1	6	0	0	6	1
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Other Non-Residential Trips	0	0	0	1	0	1	1	8	0	0	7	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	6	18	6	2	6	2	50	4	7	57	2
2024 Buildout Total	12	6	18	10	2	26	31	513	4	7	217	5

PM PEAK HOUR

Description	Site Driveway D Northbound Left	Through	Right	Alma Street Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes				17		27	42	320			421	22
Pedestrians		15			2						1	
Conflicting Pedestrians	0		1	1		0	2		15	15		2
Heavy Vehicles						1		11			11	
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	3%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	17	0	27	42	320	0	0	421	22
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	18	0	28	44	332	0	0	437	23
Project Trips												
Trip Distribution IN					1%			6%	2%	3%	1%	
Trip Distribution OUT	2%	1%	3%					1%			6%	
Residential Trips	5	2	7	0	4	0	0	26	8	12	18	0
Trip Distribution IN					1%			6%	2%	3%	1%	
Trip Distribution OUT	2%	1%	3%					1%			6%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Office Trips	0	0	0	0	0	0	3	5	0	0	15	3
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Retail Trips	0	0	0	2	0	2	1	9	0	0	9	1
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Restaurant Trips	0	0	0	1	0	1	0	4	0	0	1	0
Trip Distribution IN				1%		1%		5%			1%	
Trip Distribution OUT							1%	1%			5%	1%
Non-Residential Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	2	7	3	4	3	4	46	8	12	45	4
2024 Buildout Total	5	2	7	21	4	31	48	378	8	12	482	27

INTERSECTION VOLUME DEVELOPMENT

Intersection #3

Campbellton Road @ Walker Ave (Site Dwy H) / Venetian Drive / Kenilworth Drive

AM PEAK HOUR

Description	Walker Ave (Site Dwy H) Northbound				Kenilworth Drive Southbound				Campbellton Road Eastbound				Campbellton Road Westbound				Venetian Drive Southeastbound			
	Left2	Left	Through	Right	Left	Through	Right	Right2	Left2	Left	Through	Right	Left	Through	Right	Right2	Left2	Left	Right	Right2
Observed 2018 Traffic Volumes	0	0	0	0	4	0	6	5	0	3	435	0	0	157	70	1	1	108	0	2
Pedestrians																				
Conflicting Pedestrians	0			0	0			0	0			0	0			0	0			0
Heavy Vehicles																				
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor	0.88				0.54				0.76				0.86				0.86			
Adjustment																				
Adjusted 2019 Volumes	0	0	0	0	4	0	6	5	0	3	435	0	0	157	70	1	1	108	0	2
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment																				
Other Proposed Developments																				
2024 Background Traffic	0	0	0	0	4	0	6	5	0	3	452	0	0	163	73	1	1	112	0	2
Project Trips																				
Trip Distribution IN						2%						2%	3%	9%						
Trip Distribution OUT	2%		2%	3%							9%									
Residential Trips	12	0	12	18	0	4	0	0	0	0	54	4	6	17	0	0	0	0	0	0
Trip Distribution IN						2%						2%	3%	9%						
Trip Distribution OUT	2%		2%	3%							9%									
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Office Trips	0	0	0	0	0	5	0	0	0	0	3	10	8	5	0	0	0	3	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Retail Trips	2	0	0	1	0	2	0	0	0	0	2	4	3	2	0	0	0	1	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Restaurant Trips	4	0	1	3	0	2	0	0	0	0	3	4	3	3	1	0	0	1	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Other Non-Residential Trips	5	0	1	4	0	3	0	0	0	0	3	6	4	4	1	0	0	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	0	14	26	0	16	0	0	0	0	65	28	25	33	2	0	0	6	0	0
2024 Buildout Total	23	0	14	26	4	16	6	5	0	3	517	28	25	196	75	1	1	118	0	2

PM PEAK HOUR

Description	Walker Ave (Site Dwy H) Northbound				Venetian Drive Southbound				Kenilworth Drive Eastbound				Campbellton Road Westbound				Campbellton Road Southeastbound			
	Left2	Left	Through	Right	Left	Through	Right	Right2	Left2	Left	Through	Right	Left	Through	Right	Right2	Left2	Left	Right	Right2
Observed 2018 Traffic Volumes	0	0	0	0	6	0	12	4	11	18	296	0	1	422	137	7	2	105	0	12
Pedestrians																				
Conflicting Pedestrians	0			0	0			0	0			0	0			0	0			0
Heavy Vehicles																				
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor	0.88				0.79				0.93				0.90				0.90			
Adjustment																				
Adjusted 2019 Volumes	0	0	0	0	6	0	12	4	11	18	296	0	1	422	137	7	2	105	0	12
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment																				
Other Proposed Developments																				
2024 Background Traffic	0	0	0	0	6	0	12	4	11	19	307	0	1	438	142	7	2	109	0	12
Project Trips																				
Trip Distribution IN						2%						2%	3%	9%						
Trip Distribution OUT	2%		2%	3%							9%									
Residential Trips	5	0	5	7	0	8	0	0	0	0	21	8	12	37	0	0	0	0	0	0
Trip Distribution IN						2%						2%	3%	9%						
Trip Distribution OUT	2%		2%	3%							9%									
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Office Trips	12	0	3	9	0	1	0	0	0	0	6	2	1	4	3	0	0	0	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Retail Trips	6	0	1	4	0	3	0	0	0	0	5	7	5	4	1	0	0	2	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Restaurant Trips	0	0	0	0	0	1	0	0	0	0	1	3	2	1	0	0	0	1	0	0
Trip Distribution IN						2%					1%	4%	3%	2%				1%		
Trip Distribution OUT	4%		1%	3%							2%			1%	1%					
Non-Residential Trips	2	0	0	1	0	1	0	0	0	0	1	1	1	1	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	0	0	0	0
Total Project Trips	25	0	9	21	0	14	0	0	0	0	34	21	21	47	4	0	0	3	0	0
2024 Buildout Total	25	0	9	21	6	14	12	4	11	19	341	21	22	485	146	7	2	112	0	12

INTERSECTION VOLUME DEVELOPMENT

Intersection #4

Campbellton Road @ Oakland Drive

AM PEAK HOUR

Description	Oakland Drive Northbound			Oakland Drive Southbound			Campbellton Road Eastbound			Campbellton Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	24	32	14	11	40	25	57	401	90	34	180	65
Pedestrians		8			5			10			2	
Conflicting Pedestrians	10		2	2		10	5		8	8		5
Heavy Vehicles	2			1		2		24		1	15	1
Heavy Vehicle %	8%	2%	2%	9%	2%	8%	2%	6%	2%	3%	8%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	24	32	14	11	40	25	57	401	90	34	180	65
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	25	33	15	11	42	26	59	416	93	35	187	67
Project Trips												
Trip Distribution IN						2%					10%	
Trip Distribution OUT							2%	10%				
Residential Trips	0	0	0	0	0	4	12	60	0	0	19	0
Trip Distribution IN						2%					10%	
Trip Distribution OUT							2%	10%				
Hotel Trips	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Office Trips	0	0	0	5	0	3	0	5	0	0	10	0
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Retail Trips	0	0	0	2	0	1	0	4	0	0	5	1
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Restaurant Trips	0	0	0	2	0	1	1	6	0	0	6	2
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Other Non-Residential Trips	0	0	0	3	0	1	1	8	0	0	8	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	12	0	10	14	83	0	0	50	5
2024 Buildout Total	25	33	15	23	42	36	73	499	93	35	237	72

PM PEAK HOUR

Description	Oakland Drive Northbound			Oakland Drive Southbound			Campbellton Road Eastbound			Campbellton Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	84	41	39	21	54	49	43	316	48	26	433	44
Pedestrians		2			11			5			1	
Conflicting Pedestrians	5		1	1		5	11		2	2		11
Heavy Vehicles				1		1	1	21			15	
Heavy Vehicle %	2%	2%	2%	5%	2%	2%	2%	7%	2%	2%	3%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	84	41	39	21	54	49	43	316	48	26	433	44
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	87	43	40	22	56	51	45	328	50	27	449	46
Project Trips												
Trip Distribution IN						2%					10%	
Trip Distribution OUT							2%	10%				
Residential Trips	0	0	0	0	0	8	5	24	0	0	41	0
Trip Distribution IN						2%					10%	
Trip Distribution OUT							2%	10%				
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Office Trips	0	0	0	1	0	0	3	13	0	0	8	6
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Retail Trips	0	0	0	3	0	2	1	9	0	0	10	3
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Restaurant Trips	0	0	0	1	0	1	0	1	0	0	3	0
Trip Distribution IN				2%		1%		2%			4%	
Trip Distribution OUT							1%	4%			2%	2%
Non-Residential Trips	0	0	0	1	0	0	0	3	0	0	2	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	6	0	11	9	50	0	0	64	10
2024 Buildout Total	87	43	40	28	56	62	54	378	50	27	513	56

INTERSECTION VOLUME DEVELOPMENT

Intersection #5

Lee Street (SR 139 / SR 14) @ Campbellton Road

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes	68	1,517	150	119	289	80	217	181	22	33	136	139
Pedestrians		2			11			1			24	
Conflicting Pedestrians	1		24	24		1	11		2	2		11
Heavy Vehicles	2	18	5	7	12	3	2	13	2	3	7	7
Heavy Vehicle %	3%	1%	3%	6%	4%	4%	1%	7%	9%	9%	5%	5%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	68	1517	150	119	289	80	217	181	22	33	136	139
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	71	1,575	156	124	300	83	225	188	23	34	141	144
Project Trips												
Trip Distribution IN					15%	5%				10%	5%	
Trip Distribution OUT		15%	10%				5%	5%				
Residential Trips	0	90	60	0	28	9	30	30	0	19	9	0
Trip Distribution IN					15%	5%				10%	5%	
Trip Distribution OUT		15%	10%				5%	5%				
Hotel Trips	0	0	0	0	3	1	0	0	0	2	1	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Office Trips	0	1	0	0	36	3	0	0	10	18	8	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Retail Trips	2	7	3	0	13	1	0	1	4	6	3	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Restaurant Trips	4	13	6	0	15	1	1	3	4	7	3	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Other Non-Residential Trips	5	17	8	0	20	1	1	4	6	10	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	128	77	0	115	16	32	38	24	62	28	0
2024 Buildout Total	82	1,703	233	124	415	99	257	226	47	96	169	144

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes	64	563	65	120	917	251	138	183	34	123	201	135
Pedestrians		3			9			0			28	
Conflicting Pedestrians	0		28	28		0	9		3	3		9
Heavy Vehicles	1	2	4	9	4	1	0	14	0	6	7	2
Heavy Vehicle %	2%	0%	6%	8%	0%	0%	0%	8%	0%	5%	3%	1%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2019 Volumes	64	563	65	120	917	251	138	183	34	123	201	135
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	66	584	67	125	952	261	143	190	35	128	209	140
Project Trips												
Trip Distribution IN					15%	5%				10%	5%	
Trip Distribution OUT		15%	10%				5%	5%				
Residential Trips	0	36	24	0	61	20	12	12	0	41	20	0
Trip Distribution IN					15%	5%				10%	5%	
Trip Distribution OUT		15%	10%				5%	5%				
Hotel Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Office Trips	12	43	21	0	6	0	3	9	2	3	1	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Retail Trips	6	20	10	0	23	2	1	4	7	12	5	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Restaurant Trips	0	1	1	0	10	1	0	0	3	5	2	0
Trip Distribution IN					14%	1%			4%	7%	3%	
Trip Distribution OUT	4%	14%	7%				1%	3%				
Non-Residential Trips	2	5	3	0	5	0	0	1	1	3	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	106	59	0	106	23	16	26	13	64	29	0
2024 Buildout Total	86	690	126	125	1,058	284	159	216	48	192	238	140

INTERSECTION VOLUME DEVELOPMENT

Intersection #6

Campbellton Road / Dill Avenue @ Murphy Avenue

AM PEAK HOUR

Description	Murphy Avenue Northbound			Murphy Avenue Southbound			Campbellton Road Eastbound			Dill Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	136	103	6		2	37	199	175	110	6	131	3
Pedestrians		3			3			6			1	
Conflicting Pedestrians	6		1	1		6	3		3	3		3
Heavy Vehicles	5	1	1			4	9	20	5	1	10	
Heavy Vehicle %	4%	1%	17%	0%	2%	11%	5%	11%	5%	17%	8%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	136	103	6	0	2	37	199	175	110	6	131	3
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	141	107	6	0	2	38	207	182	114	6	136	3
Project Trips												
Trip Distribution IN	2%					1%					12%	
Trip Distribution OUT							1%	12%	2%			
Residential Trips	4	0	0	0	0	2	6	72	12	0	22	0
Trip Distribution IN	2%					1%					12%	
Trip Distribution OUT							1%	12%	2%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Office Trips	5	0	0	0	0	3	0	0	0	0	18	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Retail Trips	2	0	0	0	0	1	0	3	1	0	6	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Restaurant Trips	2	0	0	0	0	1	1	6	2	0	7	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Other Non-Residential Trips	3	0	0	0	0	1	1	8	2	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	0	0	0	0	8	8	89	17	0	65	0
2024 Buildout Total	157	107	6	0	2	46	215	271	131	6	201	3

PM PEAK HOUR

Description	Murphy Avenue Northbound			Murphy Avenue Southbound			Campbellton Road Eastbound			Dill Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	130	23	6	4	26	109	48	200	120	2	212	6
Pedestrians		1			3			3			4	
Conflicting Pedestrians	3		4	4		3	3		1	1		3
Heavy Vehicles	6					2	4	18	4		5	
Heavy Vehicle %	5%	2%	2%	2%	2%	2%	8%	9%	3%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	130	23	6	4	26	109	48	200	120	2	212	6
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	135	24	6	4	27	113	50	208	125	2	220	6
Project Trips												
Trip Distribution IN	2%					1%					12%	
Trip Distribution OUT							1%	12%	2%			
Residential Trips	8	0	0	0	0	4	2	28	5	0	49	0
Trip Distribution IN	2%					1%					12%	
Trip Distribution OUT							1%	12%	2%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Office Trips	1	0	0	0	0	0	3	21	6	0	3	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Retail Trips	3	0	0	0	0	2	1	10	3	0	12	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Restaurant Trips	1	0	0	0	0	1	0	1	0	0	5	0
Trip Distribution IN	2%					1%					7%	
Trip Distribution OUT							1%	7%	2%			
Non-Residential Trips	1	0	0	0	0	0	0	3	1	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	14	0	0	0	0	7	6	63	15	0	72	0
2024 Buildout Total	149	24	6	4	27	120	56	271	140	2	292	6

INTERSECTION VOLUME DEVELOPMENT

Intersection #7

Lee Street (SR 139 / SR 14) @ Thorne Ave (Site Dwy K)

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Thorne Ave (Site Dwy K) Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	176	1,810			351	38	9		20			
Pedestrians											1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles		23			15							
Heavy Vehicle %	2%	1%	0%	0%	4%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2019 Volumes	176	1810	0	0	351	38	9	0	20	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	183	1,879	0	0	364	39	9	0	21	0	0	0
Project Trips												
Trip Distribution IN	17%	3%			15%	8%						
Trip Distribution OUT		13%			3%		10%		12%			
Residential Trips	31	84	0	0	46	15	60	0	72	0	0	0
Trip Distribution IN	17%	3%			15%	8%						
Trip Distribution OUT		13%			3%		10%		12%			
Hotel Trips	3	1	0	0	3	2	0	0	0	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Office Trips	77	14	0	0	39	13	1	0	1	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Retail Trips	27	10	0	0	19	5	5	0	7	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Restaurant Trips	32	14	0	0	25	5	9	0	14	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Other Non-Residential Trips	42	19	0	0	33	7	12	0	18	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	212	142	0	0	165	47	87	0	112	0	0	0
2024 Buildout Total	395	2,021	0	0	529	86	96	0	133	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Thorne Ave (Site Dwy K) Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	22	712			1,123	32	28		57			
Pedestrians											1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles		7			10							
Heavy Vehicle %	2%	1%	0%	0%	1%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2019 Volumes	22	712	0	0	1123	32	28	0	57	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	23	739	0	0	1,166	33	29	0	59	0	0	0
Project Trips												
Trip Distribution IN	17%	3%			15%	8%						
Trip Distribution OUT		13%			3%		10%		12%			
Residential Trips	69	43	0	0	68	33	24	0	28	0	0	0
Trip Distribution IN	17%	3%			15%	8%						
Trip Distribution OUT		13%			3%		10%		12%			
Hotel Trips	1	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Office Trips	12	33	0	0	37	2	31	0	46	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Retail Trips	50	22	0	0	39	8	14	0	21	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Restaurant Trips	22	5	0	0	12	4	1	0	1	0	0	0
Trip Distribution IN	30%	5%			15%	5%						
Trip Distribution OUT		10%			10%		10%		15%			
Non-Residential Trips	11	6	0	0	10	2	4	0	6	0	0	0
Pass-By Trips	9	-9	0	0	-20	20	9	0	20	0	0	0
Total Project Trips	174	101	0	0	147	69	83	0	122	0	0	0
2024 Buildout Total	197	840	0	0	1,313	102	112	0	181	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8

Lee Street (SR 139 / SR 14) @ Deshler Street / Astor Avenue

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound			Lee Street (SR 139 / SR 14) Southbound			Deshler Street Eastbound			Astor Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	26	1,756	105	28	301	50	167	23	8	21	17	40
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	26	3	1	13	1	2	6	5	3	4	
Heavy Vehicle %	4%	1%	3%	4%	4%	2%	1%	26%	63%	14%	24%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	26	1756	105	28	301	50	167	23	8	21	17	40
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	27	1,823	109	29	312	52	173	24	8	22	18	42
Project Trips												
Trip Distribution IN		33%					5%					12%
Trip Distribution OUT				12%	37%	1%						
Residential Trips	0	61	0	72	222	6	9	0	0	0	0	22
Trip Distribution IN		33%					5%					12%
Trip Distribution OUT				12%	37%	1%						
Hotel Trips	0	6	0	0	0	0	1	0	0	0	0	2
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Office Trips	0	94	0	1	2	0	20	0	0	0	0	38
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Retail Trips	0	34	0	7	19	3	7	0	0	0	0	14
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Restaurant Trips	0	39	0	14	35	5	8	0	0	0	0	16
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Other Non-Residential Trips	0	52	0	18	47	7	11	0	0	0	0	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	286	0	112	325	21	56	0	0	0	0	113
2024 Buildout Total	27	2,109	109	141	637	73	229	24	8	22	18	155

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound			Lee Street (SR 139 / SR 14) Southbound			Deshler Street Eastbound			Astor Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	10	645	67	33	999	156	53	13	19	59	59	37
Pedestrians					1						2	
Conflicting Pedestrians	0		2	2		0	1		0	0		1
Heavy Vehicles	3	6	2		7	4	2	6	8	1	4	
Heavy Vehicle %	30%	1%	3%	2%	1%	3%	4%	46%	42%	2%	7%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	10	645	67	33	999	156	53	13	19	59	59	37
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	10	670	70	34	1,037	162	55	13	20	61	61	38
Project Trips												
Trip Distribution IN		33%					5%					12%
Trip Distribution OUT				12%	37%	1%						
Residential Trips	0	135	0	28	88	2	20	0	0	0	0	49
Trip Distribution IN		33%					5%					12%
Trip Distribution OUT				12%	37%	1%						
Hotel Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Office Trips	0	15	0	46	119	18	3	0	0	0	0	6
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Retail Trips	0	62	0	21	56	9	13	0	0	0	0	25
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Restaurant Trips	0	27	0	1	4	1	6	0	0	0	0	11
Trip Distribution IN		37%					8%					15%
Trip Distribution OUT				15%	39%	6%						
Non-Residential Trips	0	14	0	6	15	2	3	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	254	0	102	283	32	45	0	0	0	0	97
2024 Buildout Total	10	924	70	136	1,320	194	100	13	20	61	61	135

INTERSECTION VOLUME DEVELOPMENT

Intersection #9

Langford Parkway WB Ramps / Deshler Street @ Womack Avenue

AM PEAK HOUR

Description	Langford Parkway WB Ramps Northbound Left	Through	Right	Deshler Street Southbound Left	Through	Right	Womack Avenue Eastbound Left	Through	Right	Womack Avenue Westbound Left	Through	Right
Observed 2018 Traffic Volumes	8	296	601	43	69	3	15	13	3	79	4	92
Pedestrians		2									2	
Conflicting Pedestrians	0		2	2		0	0		2	2		0
Heavy Vehicles		14	11	2	5			1		8	1	1
Heavy Vehicle %	2%	5%	2%	5%	7%	2%	2%	8%	2%	10%	25%	1%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	8	296	601	43	69	3	15	13	3	79	4	92
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	8	307	624	45	72	3	16	13	3	82	4	96
Project Trips												
Trip Distribution IN		5%	20%									
Trip Distribution OUT					1%					2%		
Residential Trips	0	9	37	0	6	0	0	0	0	12	0	0
Trip Distribution IN		5%	20%									
Trip Distribution OUT					1%					2%		
Hotel Trips	0	1	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Office Trips	0	20	38	0	0	0	0	0	0	0	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Retail Trips	0	7	14	0	3	0	0	0	0	3	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Restaurant Trips	0	8	16	0	5	0	0	0	0	5	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Other Non-Residential Trips	0	11	21	0	7	0	0	0	0	7	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	56	130	0	21	0	0	0	0	27	0	0
2024 Buildout Total	8	363	754	45	93	3	16	13	3	109	4	96

PM PEAK HOUR

Description	Langford Parkway WB Ramps Northbound Left	Through	Right	Deshler Street Southbound Left	Through	Right	Womack Avenue Eastbound Left	Through	Right	Womack Avenue Westbound Left	Through	Right
Observed 2018 Traffic Volumes	7	79	360	117	256	6	3	16	1	214	15	44
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		6	5	1	3			1		9		1
Heavy Vehicle %	2%	8%	1%	1%	1%	2%	2%	6%	2%	4%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	7	79	360	117	256	6	3	16	1	214	15	44
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	7	82	374	121	266	6	3	17	1	222	16	46
Project Trips												
Trip Distribution IN		5%	20%									
Trip Distribution OUT					1%					2%		
Residential Trips	0	20	82	0	2	0	0	0	0	5	0	0
Trip Distribution IN		5%	20%									
Trip Distribution OUT					1%					2%		
Hotel Trips	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Office Trips	0	3	6	0	18	0	0	0	0	18	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Retail Trips	0	13	25	0	9	0	0	0	0	9	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Restaurant Trips	0	6	11	0	1	0	0	0	0	1	0	0
Trip Distribution IN		8%	15%									
Trip Distribution OUT					6%					6%		
Non-Residential Trips	0	3	6	0	2	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	45	131	0	32	0	0	0	0	35	0	0
2024 Buildout Total	7	127	505	121	298	6	3	17	1	257	16	46

INTERSECTION VOLUME DEVELOPMENT

Intersection #10

Lee Street (SR 139 / SR 14) @ Womack Avenue

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Womack Avenue Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	141	1,487			291	32	404		230			
Pedestrians											5	
Conflicting Pedestrians	0		5	5		0	0		0	0		0
Heavy Vehicles	7	20			20		9		8			
Heavy Vehicle %	5%	1%	0%	0%	7%	2%	2%	0%	3%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	141	1487	0	0	291	32	404	0	230	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	146	1,544	0	0	302	33	419	0	239	0	0	0
Project Trips												
Trip Distribution IN		13%					20%					
Trip Distribution OUT					35%	2%						
Residential Trips	0	24	0	0	210	12	37	0	0	0	0	0
Trip Distribution IN		13%					20%					
Trip Distribution OUT					35%	2%						
Hotel Trips	0	2	0	0	0	0	4	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Office Trips	0	56	0	0	2	0	38	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Retail Trips	0	20	0	0	16	3	14	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Restaurant Trips	0	23	0	0	30	5	16	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Other Non-Residential Trips	0	31	0	0	40	7	21	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	156	0	0	298	27	130	0	0	0	0	0
2024 Buildout Total	146	1,700	0	0	600	60	549	0	239	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Womack Avenue Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	146	594			951	127	118		373			
Pedestrians											11	
Conflicting Pedestrians	0		11	11		0	0		0	0		0
Heavy Vehicles	9	9			15	1	2		4			
Heavy Vehicle %	6%	2%	0%	0%	2%	1%	2%	0%	1%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	146	594	0	0	951	127	118	0	373	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	152	617	0	0	987	132	122	0	387	0	0	0
Project Trips												
Trip Distribution IN		13%					20%					
Trip Distribution OUT					35%	2%						
Residential Trips	0	53	0	0	83	5	82	0	0	0	0	0
Trip Distribution IN		13%					20%					
Trip Distribution OUT					35%	2%						
Hotel Trips	0	1	0	0	1	0	1	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Office Trips	0	9	0	0	101	18	6	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Retail Trips	0	37	0	0	47	9	25	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Restaurant Trips	0	16	0	0	3	1	11	0	0	0	0	0
Trip Distribution IN		22%					15%					
Trip Distribution OUT					33%	6%						
Non-Residential Trips	0	8	0	0	13	2	6	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	124	0	0	248	35	131	0	0	0	0	0
2024 Buildout Total	152	741	0	0	1,235	167	253	0	387	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #11

Langford Parkway EB Ramps @ Knotts Avenue

AM PEAK HOUR

Description	Northbound			Langford Parkway EB Ramps Southbound			Knotts Avenue Eastbound			Knotts Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				737		5	12	18			12	220
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				21							1	18
Heavy Vehicle %	0%	0%	0%	3%	0%	2%	2%	2%	0%	0%	8%	8%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	0	0	0	737	0	5	12	18	0	0	12	220
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	765	0	5	12	19	0	0	12	228
Project Trips												
Trip Distribution IN				3%								
Trip Distribution OUT												25%
Residential Trips	0	0	0	6	0	0	0	0	0	0	0	150
Trip Distribution IN				3%								
Trip Distribution OUT												25%
Hotel Trips	0	0	0	1	0	0	0	0	0	0	0	0
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Office Trips	0	0	0	31	0	0	0	0	0	0	0	1
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Retail Trips	0	0	0	11	0	0	0	0	0	0	0	11
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Restaurant Trips	0	0	0	13	0	0	0	0	0	0	0	21
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Other Non-Residential Trips	0	0	0	17	0	0	0	0	0	0	0	28
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	79	0	0	0	0	0	0	0	211
2024 Buildout Total	0	0	0	844	0	5	12	19	0	0	12	439

PM PEAK HOUR

Description	Northbound			Langford Parkway EB Ramps Southbound			Knotts Avenue Eastbound			Knotts Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				254		5	14	14			25	596
Pedestrians								3				
Conflicting Pedestrians	3		0	0		3	0		0	0		0
Heavy Vehicles				5				1				15
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	7%	0%	0%	2%	3%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	0	0	0	254	0	5	14	14	0	0	25	596
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	264	0	5	15	15	0	0	26	619
Project Trips												
Trip Distribution IN				3%								
Trip Distribution OUT												25%
Residential Trips	0	0	0	12	0	0	0	0	0	0	0	59
Trip Distribution IN				3%								
Trip Distribution OUT												25%
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	1
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Office Trips	0	0	0	5	0	0	0	0	0	0	0	70
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Retail Trips	0	0	0	20	0	0	0	0	0	0	0	33
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Restaurant Trips	0	0	0	9	0	0	0	0	0	0	0	2
Trip Distribution IN				12%								
Trip Distribution OUT												23%
Non-Residential Trips	0	0	0	4	0	0	0	0	0	0	0	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	50	0	0	0	0	0	0	0	174
2024 Buildout Total	0	0	0	314	0	5	15	15	0	0	26	793

INTERSECTION VOLUME DEVELOPMENT

Intersection #12

Lee Street (SR 139 / SR 14) @ Knotts Avenue

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Knotts Avenue Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	91	986			382	145	638		109			
Pedestrians					1						4	
Conflicting Pedestrians	0		4	4		0	1		0	0		1
Heavy Vehicles	4	15			13	15	12		7			
Heavy Vehicle %	4%	2%	0%	0%	3%	10%	2%	0%	6%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	91	986	0	0	382	145	638	0	109	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	94	1,024	0	0	397	151	662	0	113	0	0	0
Project Trips												
Trip Distribution IN		10%					3%					
Trip Distribution OUT					10%	25%						
Residential Trips	0	19	0	0	60	150	6	0	0	0	0	0
Trip Distribution IN		10%					3%					
Trip Distribution OUT					10%	25%						
Hotel Trips	0	2	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Office Trips	0	26	0	0	1	1	31	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Retail Trips	0	9	0	0	5	11	11	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Restaurant Trips	0	11	0	0	9	21	13	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Other Non-Residential Trips	0	14	0	0	12	28	17	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	81	0	0	87	211	79	0	0	0	0	0
2024 Buildout Total	94	1,105	0	0	484	362	741	0	113	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Knotts Avenue Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	206	549			941	404	173		81			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	10			6	13	8		4			
Heavy Vehicle %	1%	2%	0%	0%	1%	3%	5%	0%	5%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	206	549	0	0	941	404	173	0	81	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	214	570	0	0	977	419	180	0	84	0	0	0
Project Trips												
Trip Distribution IN		10%					3%					
Trip Distribution OUT					10%	25%						
Residential Trips	0	41	0	0	24	59	12	0	0	0	0	0
Trip Distribution IN		10%					3%					
Trip Distribution OUT					10%	25%						
Hotel Trips	0	0	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Office Trips	0	4	0	0	31	70	5	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Retail Trips	0	17	0	0	14	33	20	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Restaurant Trips	0	7	0	0	1	2	9	0	0	0	0	0
Trip Distribution IN		10%					12%					
Trip Distribution OUT					10%	23%						
Non-Residential Trips	0	4	0	0	4	9	4	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	73	0	0	74	174	50	0	0	0	0	0
2024 Buildout Total	214	643	0	0	1,051	593	230	0	84	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #13

Sylvan Road @ Astor Avenue

AM PEAK HOUR

Description	Sylvan Road Northbound Left	Through	Right	Sylvan Road Southbound Left	Through	Right	Astor Avenue Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	50	671			247	12	24		46			
Pedestrians		3			7						5	
Conflicting Pedestrians	0		5	5		0	7		3	3		7
Heavy Vehicles	6	13			7		1		6			
Heavy Vehicle %	12%	2%	0%	0%	3%	2%	4%	0%	13%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	50	671	0	0	247	12	24	0	46	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	52	697	0	0	256	12	25	0	48	0	0	0
Project Trips												
Trip Distribution IN	10%					2%						
Trip Distribution OUT							2%		10%			
Residential Trips	19	0	0	0	0	4	12	0	60	0	0	0
Trip Distribution IN	10%					2%						
Trip Distribution OUT							2%		10%			
Hotel Trips	2	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Office Trips	26	0	0	0	0	13	0	0	1	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Retail Trips	9	0	0	0	0	5	2	0	5	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Restaurant Trips	11	0	0	0	0	5	5	0	9	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Other Non-Residential Trips	14	0	0	0	0	7	6	0	12	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	81	0	0	0	0	34	25	0	87	0	0	0
2024 Buildout Total	133	697	0	0	256	46	50	0	135	0	0	0

PM PEAK HOUR

Description	Sylvan Road Northbound Left	Through	Right	Sylvan Road Southbound Left	Through	Right	Astor Avenue Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes	67	413			385	16	21		94			
Pedestrians		1			7							
Conflicting Pedestrians	0		0	0		0	7		1	1		7
Heavy Vehicles	4	17			9				5			
Heavy Vehicle %	6%	4%	0%	0%	2%	2%	2%	0%	5%	0%	0%	0%
Peak Hour Factor		1.00			1.00			1.00			1.00	
Adjustment												
Adjusted 2019 Volumes	67	413	0	0	385	16	21	0	94	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	70	429	0	0	400	17	22	0	98	0	0	0
Project Trips												
Trip Distribution IN	10%					2%						
Trip Distribution OUT							2%		10%			
Residential Trips	41	0	0	0	0	8	5	0	24	0	0	0
Trip Distribution IN	10%					2%						
Trip Distribution OUT							2%		10%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Office Trips	4	0	0	0	0	2	15	0	31	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Retail Trips	17	0	0	0	0	8	7	0	14	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Restaurant Trips	7	0	0	0	0	4	0	0	1	0	0	0
Trip Distribution IN	10%					5%						
Trip Distribution OUT							5%		10%			
Non-Residential Trips	4	0	0	0	0	2	2	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	73	0	0	0	0	24	29	0	74	0	0	0
2024 Buildout Total	143	429	0	0	400	41	51	0	172	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection A

Campbellton Road @ Site Driveway A

AM PEAK HOUR

Description	Site Driveway A Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								484			181	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	484	0	0	181	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	502	0	0	188	0
Project Trips												
Trip Distribution IN								8%	2%	1%		
Trip Distribution OUT	2%		1%								8%	
Residential Trips	12	0	6	0	0	0	0	15	4	2	48	0
Trip Distribution IN								8%	2%	1%		
Trip Distribution OUT	2%		1%								8%	
Hotel Trips	0	0	0	0	0	0	0	2	0	0	0	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Office Trips	0	0	0	0	0	0	0	20	0	0	0	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Retail Trips	0	0	0	0	0	0	0	7	0	0	4	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Restaurant Trips	0	0	0	0	0	0	0	8	0	0	7	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Other Non-Residential Trips	0	0	0	0	0	0	0	11	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	6	0	0	0	0	63	4	2	69	0
2024 Buildout Total	12	0	6	0	0	0	0	565	4	2	257	0

PM PEAK HOUR

Description	Site Driveway A Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								375			459	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	375	0	0	459	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	389	0	0	476	0
Project Trips												
Trip Distribution IN								8%	2%	1%		
Trip Distribution OUT	2%		1%								8%	
Residential Trips	5	0	2	0	0	0	0	33	8	4	19	0
Trip Distribution IN								8%	2%	1%		
Trip Distribution OUT	2%		1%								8%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Office Trips	0	0	0	0	0	0	0	3	0	0	24	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Retail Trips	0	0	0	0	0	0	0	13	0	0	11	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Restaurant Trips	0	0	0	0	0	0	0	6	0	0	1	0
Trip Distribution IN								8%				
Trip Distribution OUT											8%	
Non-Residential Trips	0	0	0	0	0	0	0	3	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	2	0	0	0	0	58	8	4	58	0
2024 Buildout Total	5	0	2	0	0	0	0	447	8	4	534	0

INTERSECTION VOLUME DEVELOPMENT

Intersection B

Campbellton Road @ Site Driveway B

AM PEAK HOUR

Description	Site Driveway B Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								484			181	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	484	0	0	181	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	502	0	0	188	0
Project Trips												
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Residential Trips	0	0	0	0	0	0	0	21	0	0	50	0
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Hotel Trips	0	0	0	0	0	0	0	2	0	0	0	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Office Trips	0	0	0	0	0	0	0	15	5	3	0	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Retail Trips	1	0	0	0	0	0	0	5	2	1	3	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Restaurant Trips	2	0	1	0	0	0	0	6	2	1	5	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Other Non-Residential Trips	2	0	1	0	0	0	0	8	3	1	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	2	0	0	0	0	57	12	6	65	0
2024 Buildout Total	5	0	2	0	0	0	0	559	12	6	253	0

PM PEAK HOUR

Description	Site Driveway B Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								375			459	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	375	0	0	459	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	389	0	0	476	0
Project Trips												
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Residential Trips	0	0	0	0	0	0	0	35	0	0	23	0
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Office Trips	6	0	3	0	0	0	0	2	1	0	18	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Retail Trips	3	0	1	0	0	0	0	10	3	2	9	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Restaurant Trips	0	0	0	0	0	0	0	4	1	1	1	0
Trip Distribution IN								6%	2%	1%		
Trip Distribution OUT	2%		1%								6%	
Non-Residential Trips	1	0	0	0	0	0	0	2	1	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	0	4	0	0	0	0	53	6	3	53	0
2024 Buildout Total	10	0	4	0	0	0	0	442	6	3	529	0

INTERSECTION VOLUME DEVELOPMENT

Intersection C

Campbellton Road @ Site Driveway C

AM PEAK HOUR

Description	Site Driveway C Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								484			181	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	484	0	0	181	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	502	0	0	188	0
Project Trips												
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Residential Trips	0	0	0	0	0	0	0	21	0	0	50	0
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Hotel Trips	0	0	0	0	0	0	0	2	0	0	0	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Office Trips	0	0	0	0	0	0	0	13	3	3	3	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Retail Trips	0	0	0	0	0	0	0	5	1	1	3	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Restaurant Trips	1	0	1	0	0	0	0	6	1	1	6	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Other Non-Residential Trips	1	0	1	0	0	0	0	8	1	1	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	2	0	0	0	0	55	6	6	69	0
2024 Buildout Total	2	0	2	0	0	0	0	557	6	6	257	0

PM PEAK HOUR

Description	Site Driveway C Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								375			459	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	375	0	0	459	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	389	0	0	476	0
Project Trips												
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Residential Trips	0	0	0	0	0	0	0	35	0	0	23	0
Trip Distribution IN								8%			1%	
Trip Distribution OUT								1%			8%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Office Trips	3	0	3	0	0	0	0	5	0	0	15	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Retail Trips	1	0	1	0	0	0	0	9	2	2	9	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Restaurant Trips	0	0	0	0	0	0	0	4	1	1	1	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Non-Residential Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	4	0	0	0	0	55	3	3	50	0
2024 Buildout Total	4	0	4	0	0	0	0	444	3	3	526	0

INTERSECTION VOLUME DEVELOPMENT

Intersection E

Campbellton Road @ Site Driveway E

AM PEAK HOUR

Description	Site Driveway E Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								444			161	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			8	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	1%	2%	2%	5%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	444	0	0	161	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	461	0	0	167	0
Project Trips												
Trip Distribution IN								5%	1%	1%	4%	
Trip Distribution OUT	1%		1%					4%			5%	
Residential Trips	6	0	6	0	0	0	0	33	2	2	37	0
Trip Distribution IN								5%	1%	1%	4%	
Trip Distribution OUT	1%		1%					4%			5%	
Hotel Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Office Trips	0	0	0	0	0	0	0	15	0	0	3	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Retail Trips	0	0	0	0	0	0	0	5	0	0	4	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Restaurant Trips	0	0	0	0	0	0	0	7	0	0	6	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Other Non-Residential Trips	0	0	0	0	0	0	0	9	0	0	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	0	6	0	0	0	0	70	2	2	59	0
2024 Buildout Total	6	0	6	0	0	0	0	531	2	2	226	0

PM PEAK HOUR

Description	Site Driveway E Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								331			445	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			6	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	1%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	331	0	0	444.5	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	344	0	0	461	0
Project Trips												
Trip Distribution IN								5%	1%	1%	4%	
Trip Distribution OUT	1%		1%					4%			5%	
Residential Trips	2	0	2	0	0	0	0	29	4	4	28	0
Trip Distribution IN								5%	1%	1%	4%	
Trip Distribution OUT	1%		1%					4%			5%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Office Trips	0	0	0	0	0	0	0	5	0	0	18	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Retail Trips	0	0	0	0	0	0	0	11	0	0	11	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Restaurant Trips	0	0	0	0	0	0	0	4	0	0	2	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Non-Residential Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	2	0	0	0	0	51	4	4	61	0
2024 Buildout Total	2	0	2	0	0	0	0	395	4	4	522	0

INTERSECTION VOLUME DEVELOPMENT

Intersection F

Campbellton Road @ Site Driveway F

AM PEAK HOUR

Description	Site Driveway F Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								444			161	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			8	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	1%	2%	2%	5%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	444	0	0	161	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	461	0	0	167	0
Project Trips												
Trip Distribution IN								3%	2%	3%	5%	
Trip Distribution OUT	2%		3%					5%			3%	
Residential Trips	12	0	18	0	0	0	0	36	4	6	27	0
Trip Distribution IN								3%	2%	3%	5%	
Trip Distribution OUT	2%		3%					5%			3%	
Hotel Trips	0	0	0	0	0	0	0	1	0	1	1	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Office Trips	0	0	0	0	0	0	0	15	0	0	3	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Retail Trips	0	0	0	0	0	0	0	5	0	0	4	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Restaurant Trips	0	0	0	0	0	0	0	7	0	0	6	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Other Non-Residential Trips	0	0	0	0	0	0	0	9	0	0	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	18	0	0	0	0	73	4	7	49	0
2024 Buildout Total	12	0	18	0	0	0	0	534	4	7	216	0

PM PEAK HOUR

Description	Site Driveway F Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								331			445	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			6	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	1%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	331	0	0	444.5	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	344	0	0	461	0
Project Trips												
Trip Distribution IN								3%	2%	3%	5%	
Trip Distribution OUT	2%		3%					5%			3%	
Residential Trips	5	0	7	0	0	0	0	24	8	12	27	0
Trip Distribution IN								3%	2%	3%	5%	
Trip Distribution OUT	2%		3%					5%			3%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Office Trips	0	0	0	0	0	0	0	5	0	0	18	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Retail Trips	0	0	0	0	0	0	0	11	0	0	11	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Restaurant Trips	0	0	0	0	0	0	0	4	0	0	2	0
Trip Distribution IN								6%			1%	
Trip Distribution OUT								1%			6%	
Non-Residential Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	7	0	0	0	0	46	8	12	60	0
2024 Buildout Total	5	0	7	0	0	0	0	390	8	12	521	0

INTERSECTION VOLUME DEVELOPMENT

Intersection G

Campbellton Road @ Site Driveway G

AM PEAK HOUR

Description	Site Driveway G Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								444			161	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			8	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	1%	2%	2%	5%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	444	0	0	161	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	461	0	0	167	0
Project Trips												
Trip Distribution IN								2%	1%	1%	8%	
Trip Distribution OUT	1%		1%					8%			2%	
Residential Trips	6	0	6	0	0	0	0	52	2	2	27	0
Trip Distribution IN								2%	1%	1%	8%	
Trip Distribution OUT	1%		1%					8%			2%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Office Trips	0	0	0	0	0	0	0	13	3	3	3	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Retail Trips	0	0	0	0	0	0	0	5	1	1	3	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Restaurant Trips	1	0	1	0	0	0	0	6	1	1	6	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Other Non-Residential Trips	1	0	1	0	0	0	0	8	1	1	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	0	8	0	0	0	0	84	8	8	48	0
2024 Buildout Total	8	0	8	0	0	0	0	545	8	8	215	0

PM PEAK HOUR

Description	Site Driveway G Northbound Left	Through	Right	Southbound Left	Through	Right	Campbellton Road Eastbound Left	Through	Right	Campbellton Road Westbound Left	Through	Right
Observed 2018 Traffic Volumes								331			445	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								6			6	
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	1%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	331	0	0	444.5	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	344	0	0	461	0
Project Trips												
Trip Distribution IN								2%	1%	1%	8%	
Trip Distribution OUT	1%		1%					8%			2%	
Residential Trips	2	0	2	0	0	0	0	27	4	4	38	0
Trip Distribution IN								2%	1%	1%	8%	
Trip Distribution OUT	1%		1%					8%			2%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Office Trips	3	0	3	0	0	0	0	5	0	0	15	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Retail Trips	1	0	1	0	0	0	0	9	2	2	9	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Restaurant Trips	0	0	0	0	0	0	0	4	1	1	1	0
Trip Distribution IN								5%	1%	1%	1%	
Trip Distribution OUT	1%		1%					1%			5%	
Non-Residential Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	0	6	0	0	0	0	47	7	7	65	0
2024 Buildout Total	6	0	6	0	0	0	0	391	7	7	526	0

INTERSECTION VOLUME DEVELOPMENT

Intersection I

Lee Street (SR 139 / SR 14) @ Site Driveway I

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway I Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		1,777			367							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	1777	0	0	367	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	1,845	0	0	381	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	3%				23%	2%						
Trip Distribution OUT		23%					2%		3%			
Residential Trips	6	138	0	0	43	4	12	0	18	0	0	0
Trip Distribution IN	3%				23%	2%						
Trip Distribution OUT		23%					2%		3%			
Hotel Trips	1	0	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Office Trips	13	1	0	0	54	10	0	0	0	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Retail Trips	5	10	0	0	19	4	2	0	2	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Restaurant Trips	5	18	0	0	22	4	5	0	5	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Other Non-Residential Trips	7	24	0	0	30	6	6	0	6	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	37	191	0	0	172	28	25	0	31	0	0	0
2024 Buildout Total	37	2,036	0	0	553	28	25	0	31	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway I Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		716			1,115							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	716	0	0	1115	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	743	0	0	1,157	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	3%				23%	2%						
Trip Distribution OUT		23%					2%		3%			
Residential Trips	12	55	0	0	94	8	5	0	7	0	0	0
Trip Distribution IN	3%				23%	2%						
Trip Distribution OUT		23%					2%		3%			
Hotel Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Office Trips	2	61	0	0	9	2	15	0	15	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Retail Trips	8	29	0	0	35	7	7	0	7	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Restaurant Trips	4	2	0	0	15	3	0	0	0	0	0	0
Trip Distribution IN	5%				21%	4%						
Trip Distribution OUT		20%					5%		5%			
Non-Residential Trips	2	8	0	0	8	1	2	0	2	0	0	0
Pass-By Trips	8	-8	0	0	-7	7	8	0	7	0	0	0
Total Project Trips	36	148	0	0	155	28	37	0	38	0	0	0
2024 Buildout Total	36	891	0	0	1,312	28	37	0	38	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection J

Lee Street (SR 139 / SR 14) @ Site Driveway J

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway J Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		1,777			367							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	0	1777	0	0	367	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	1,845	0	0	381	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		3%			23%							
Trip Distribution OUT		23%			3%							
Residential Trips	0	144	0	0	61	0	0	0	0	0	0	0
Trip Distribution IN		3%			23%							
Trip Distribution OUT		23%			3%							
Hotel Trips	0	1	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Office Trips	0	14	0	0	51	3	0	0	0	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Retail Trips	0	15	0	0	20	1	0	0	2	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Restaurant Trips	0	23	0	0	26	1	0	0	5	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Other Non-Residential Trips	0	31	0	0	34	1	0	0	6	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	228	0	0	196	6	0	0	13	0	0	0
2024 Buildout Total	0	2,073	0	0	577	6	0	0	13	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway J Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		716			1,115							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	716	0	0	1115	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	743	0	0	1,157	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		3%			23%							
Trip Distribution OUT		23%			3%							
Residential Trips	0	67	0	0	101	0	0	0	0	0	0	0
Trip Distribution IN		3%			23%							
Trip Distribution OUT		23%			3%							
Hotel Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Office Trips	0	63	0	0	23	0	0	0	15	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Retail Trips	0	37	0	0	40	2	0	0	7	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Restaurant Trips	0	6	0	0	14	1	0	0	0	0	0	0
Trip Distribution IN		5%			20%	1%						
Trip Distribution OUT		20%			5%				5%			
Non-Residential Trips	0	10	0	0	9	0	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	-5	5	0	0	5	0	0	0
Total Project Trips	0	184	0	0	183	8	0	0	29	0	0	0
2024 Buildout Total	0	927	0	0	1,340	8	0	0	29	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection L

Lee Street (SR 139 / SR 14) @ Site Driveway L

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway L Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		1,975			375							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	0	1975	0	0	375	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	2,050	0	0	389	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		20%			12%	3%						
Trip Distribution OUT		13%			15%				5%			
Residential Trips	0	115	0	0	112	6	0	0	30	0	0	0
Trip Distribution IN		20%			12%	3%						
Trip Distribution OUT		13%			15%				5%			
Hotel Trips	0	4	0	0	2	1	0	0	0	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Office Trips	0	90	0	0	32	8	0	0	1	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Retail Trips	0	37	0	0	23	3	0	0	5	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Restaurant Trips	0	46	0	0	36	3	0	0	9	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Other Non-Residential Trips	0	61	0	0	47	4	0	0	12	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	353	0	0	252	25	0	0	57	0	0	0
2024 Buildout Total	0	2,403	0	0	641	25	0	0	57	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway L Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		735			1,184							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	735	0	0	1184	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	763	0	0	1,229	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		20%			12%	3%						
Trip Distribution OUT		13%			15%				5%			
Residential Trips	0	113	0	0	85	12	0	0	12	0	0	0
Trip Distribution IN		20%			12%	3%						
Trip Distribution OUT		13%			15%				5%			
Hotel Trips	0	2	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Office Trips	0	45	0	0	82	1	0	0	31	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Retail Trips	0	72	0	0	56	5	0	0	14	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Restaurant Trips	0	26	0	0	11	2	0	0	1	0	0	0
Trip Distribution IN		35%			12%	3%						
Trip Distribution OUT		10%			25%				10%			
Non-Residential Trips	0	17	0	0	14	1	0	0	4	0	0	0
Pass-By Trips	0	0	0	0	-10	10	0	0	10	0	0	0
Total Project Trips	0	275	0	0	239	31	0	0	72	0	0	0
2024 Buildout Total	0	1,038	0	0	1,468	31	0	0	72	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection M

Lee Street (SR 139 / SR 14) @ Site Driveway M

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway M Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		1,975			375							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	0	1975	0	0	375	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	2,050	0	0	389	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		20%			9%	3%						
Trip Distribution OUT		13%			20%				10%			
Residential Trips	0	115	0	0	137	6	0	0	60	0	0	0
Trip Distribution IN		20%			9%	3%						
Trip Distribution OUT		13%			20%				10%			
Hotel Trips	0	4	0	0	2	1	0	0	0	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Office Trips	0	90	0	0	25	8	0	0	0	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Retail Trips	0	37	0	0	25	3	0	0	2	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Restaurant Trips	0	46	0	0	41	3	0	0	5	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Other Non-Residential Trips	0	61	0	0	55	4	0	0	6	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	353	0	0	285	25	0	0	73	0	0	0
2024 Buildout Total	0	2,403	0	0	674	25	0	0	73	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway M Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		735			1,184							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	735	0	0	1184	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	763	0	0	1,229	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		20%			9%	3%						
Trip Distribution OUT		13%			20%				10%			
Residential Trips	0	113	0	0	84	12	0	0	24	0	0	0
Trip Distribution IN		20%			9%	3%						
Trip Distribution OUT		13%			20%				10%			
Hotel Trips	0	2	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Office Trips	0	45	0	0	111	1	0	0	15	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Retail Trips	0	72	0	0	65	5	0	0	7	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Restaurant Trips	0	26	0	0	9	2	0	0	0	0	0	0
Trip Distribution IN		35%			9%	3%						
Trip Distribution OUT		10%			35%				5%			
Non-Residential Trips	0	17	0	0	17	1	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	-10	10	0	0	10	0	0	0
Total Project Trips	0	275	0	0	277	31	0	0	58	0	0	0
2024 Buildout Total	0	1,038	0	0	1,506	31	0	0	58	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection N

Lee Street (SR 139 / SR 14) @ Site Driveway N

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway N Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		1,975			375							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	0	1975	0	0	375	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	2,050	0	0	389	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%	20%			3%	6%						
Trip Distribution OUT					30%		13%		15%			
Residential Trips	56	37	0	0	186	11	78	0	90	0	0	0
Trip Distribution IN	30%	20%			3%	6%						
Trip Distribution OUT					30%		13%		15%			
Hotel Trips	6	4	0	0	1	1	0	0	0	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Office Trips	64	89	0	0	10	15	1	0	1	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Retail Trips	23	32	0	0	23	5	5	0	7	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Restaurant Trips	26	37	0	0	39	6	9	0	14	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Other Non-Residential Trips	35	49	0	0	52	8	12	0	18	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	210	248	0	0	311	46	105	0	130	0	0	0
2024 Buildout Total	210	2,298	0	0	700	46	105	0	130	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway N Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		735			1,184							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	735	0	0	1184	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	763	0	0	1,229	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	30%	20%			3%	6%						
Trip Distribution OUT					30%		13%		15%			
Residential Trips	122	82	0	0	83	24	31	0	36	0	0	0
Trip Distribution IN	30%	20%			3%	6%						
Trip Distribution OUT					30%		13%		15%			
Hotel Trips	1	1	0	0	1	0	1	0	1	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Office Trips	10	14	0	0	123	2	31	0	46	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Retail Trips	42	58	0	0	62	10	14	0	21	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Restaurant Trips	18	25	0	0	6	4	1	0	1	0	0	0
Trip Distribution IN	25%	35%			3%	6%						
Trip Distribution OUT					40%		10%		15%			
Non-Residential Trips	9	13	0	0	17	2	4	0	6	0	0	0
Pass-By Trips	17	-17	0	0	-20	20	17	0	20	0	0	0
Total Project Trips	219	176	0	0	272	62	99	0	131	0	0	0
2024 Buildout Total	219	939	0	0	1,501	62	99	0	131	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection O

Lee Street (SR 139 / SR 14) @ Site Driveway O

AM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway O Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		1,975			375							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	0	1975	0	0	375	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	2,050	0	0	389	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		50%				3%						
Trip Distribution OUT					45%				5%			
Residential Trips	0	93	0	0	270	6	0	0	30	0	0	0
Trip Distribution IN		50%				3%						
Trip Distribution OUT					45%				5%			
Hotel Trips	0	10	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Office Trips	0	153	0	0	3	8	0	0	0	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Retail Trips	0	55	0	0	27	3	0	0	2	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Restaurant Trips	0	63	0	0	50	3	0	0	5	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Other Non-Residential Trips	0	85	0	0	66	4	0	0	6	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	459	0	0	416	25	0	0	43	0	0	0
2024 Buildout Total	0	2,509	0	0	805	25	0	0	43	0	0	0

PM PEAK HOUR

Description	Lee Street (SR 139 / SR 14) Northbound Left	Through	Right	Lee Street (SR 139 / SR 14) Southbound Left	Through	Right	Site Driveway O Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2018 Traffic Volumes		735			1,184							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	735	0	0	1184	0	0	0	0	0	0	0
Annual Growth Rate	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Growth Factor	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	763	0	0	1,229	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		50%				3%						
Trip Distribution OUT					45%				5%			
Residential Trips	0	204	0	0	107	12	0	0	12	0	0	0
Trip Distribution IN		50%				3%						
Trip Distribution OUT					45%				5%			
Hotel Trips	0	2	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Office Trips	0	25	0	0	168	1	0	0	15	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Retail Trips	0	100	0	0	79	5	0	0	7	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Restaurant Trips	0	43	0	0	5	2	0	0	0	0	0	0
Trip Distribution IN		60%				3%						
Trip Distribution OUT					55%				5%			
Non-Residential Trips	0	22	0	0	21	1	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	-5	5	0	0	0	0	0	0
Total Project Trips	0	396	0	0	377	26	0	0	36	0	0	0
2024 Buildout Total	0	1,159	0	0	1,606	26	0	0	36	0	0	0

Appendix F
Programmed Project Fact Sheets

TRAFFIC SIGNALS

AVON AVENUE @ WESTMONT ROAD & ORLANDO STREET

Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection

Project Name: Avon Avenue @ Westmont Road & Orlando Street

Project Type:

Construction Start: SPRING 2019 **Construction Finish:** FALL 2019 **Project Budget:** $200,000

Council District: 04 **NPU:** S

TRAFFIC SIGNALS

LEE STREET @ WHITE OAK AVENUE

Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection

Project Name: Lee Street @ White Oak Avenue

Project Type:

Construction Start: SUMMER 2019 **Construction Finish:** FALL 2019 **Project Budget:** $200,000

Council District: 4 **NPU:** S

TRAFFIC SIGNALS

LAKEWOOD AVENUE @ SYLVAN ROAD

Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection

Project Name: Lakewood Avenue @ Sylvan Road

Project Type:

Construction Start: SPRING 2019 **Construction Finish:** FALL 2019 **Project Budget:** $200,000

Council District: 12 **NPU:** U

TRAFFIC SIGNALS

SYLVAN ROAD @ DECKNER AVENUE & BREWER BOULEVARD

Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection

Project Name: Sylvan Road @ Deckner Avenue & Brewer Boulevard

Project Type:

Construction Start: SPRING 2019

Construction Finish: FALL 2019

Project Budget: $200,000

Council District: 12

NPU: X

TRAFFIC SIGNALS

CAMPBELLTON ROAD @ STANTON ROAD

Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection

Project Name: Campbellton Road @ Stanton Road

Project Type:

Construction Start: FALL 2019

Construction Finish: SPRING 2020

Project Budget: $200,000

Council District: 12

NPU: R

TRAFFIC SIGNALS

LAKEWOOD AVENUE @ FLEET STREET & GEORGIA 166 RAMPS

Replacement of traffic signal LED's, cabinet, controller monitor, signal wiring, communications, & timing at the intersection

Project Name: Lakewood Avenue @ Fleet Street & Georgia 166 Ramps

Project Type:

Construction Start: FALL 2019

Construction Finish: WINTER 2020

Project Budget: $200,000

Council District: 12

NPU: X

SR 14 @ ABANDONED CSX RAILROAD IN WEST ATLANTA

Project ID:	**0013810**	Notice to Proceed Date:	
Project Manager:	Brian McHugh	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036	Construction Contractor:	
State House District:	057	**Preconstruction Status Report**	
Project Type:	Replacement	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	4/19/2019	Contact Us	

Project Description:

Refurbish the entire length of the existing SR 14 bridge over the Beltline (abandoned CSX railroad) extending under Marta, CSX Railroad and Murphy Avenue to the south with concrete lining to supply reinforcement. Mill and inlay the proposed roadway approach (100¿ either side) and bridge typical section design which includes five 10¿ travel lanes (two southbound and three northbound) with a 12¿ urban shoulder with an 8¿ sidewalk on the west side a four foot urban shoulder on the east side.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2016	$800,000.00	
ROW (Right of Way)	2020	$500,000.00	
CST (Construction)	2021	$4,000,000.00	

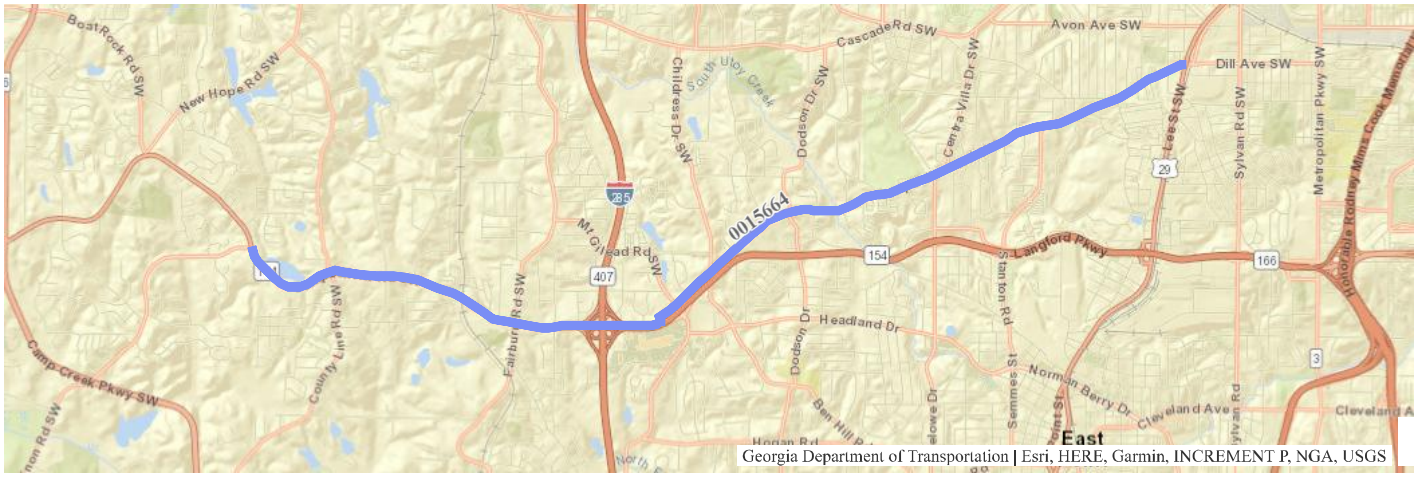
Project Documents
There are no items to show in this view.

CAMPBELLTON RD FROM LEE STREET TO ATLANTA CITY LIMITS

Project ID:	**0015664**	Notice to Proceed Date:	
Project Manager:		Construction Percent Complete:	%
Office:		Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 038, 039	Construction Contractor:	
State House District:	055, 058, 061	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
CST (Construction)	2023	$18,200,000.00	



Project Documents

There are no items to show in this view.

AT-299

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	LEE STREET TRAIL FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION
GDOT Project No.	0014997
Federal ID No.	N/A
Status	Completed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**	X	**Corridor Length**	2.6 miles

Detailed Description and Justification

The proposed 2.60 mile long segment of the Lee Street trail will run along the east side of Lee Street, connecting West End and the Atlanta Beltline Corridor to the Oakland City and Lakewood-Fort McPherson MARTA Rapid Rail Stations. The trail will run along the east side of Lee Street and reconfigure Lee from five to four travel lanes with turn lanes at signalized intersections. The trail cross section will vary based on available right-of-way. The trail width will range from 8 to 12 feet wide. Where space permits, the trail would be raised and made of concrete with a landscaped buffer protecting trail users from the vehicle lanes. The landscaped buffer will include street trees, ground cover plantings and green stormwater infrastructure designed as a bio-retention swale. In segments with constrained right-of-way the trail will have a three-foot wide cast-in-place concrete buffer with high-visibility, rigid bollards and the trail surface will be made of asphalt. The project includes intersection improvements at each street crossing and a new pedestrian activated HAWK signal to connect trail users to the Atlanta Beltline Corridor between Donnelly and White Streets. The project includes wayfinding throughout.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2017	**$330,000**	~~$264,000~~	~~$0,000~~	~~$0,000~~	~~$66,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2018	**$50,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$50,000~~
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2018	**$7,816,300**	~~$6,253,040~~	~~$0,000~~	~~$0,000~~	~~$1,563,260~~
				$8,196,300	**$6,517,040**	**$0,000**	**$0,000**	**$1,679,260**

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

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

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AT-277A

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS
GDOT Project No.	0014993
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**	X	**Corridor Length**	4.6 miles

Detailed Description and Justification

This project will install the bicycle facilities identified in the ARC funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area by supporting cycling as a mode of transportation between varied land uses. Projects include (1) protected bike lanes on Mangum/Walker/Peters/Lee - part of Corridor A, (2) bike lanes and buffered bike lanes on R. McGill Blvd - part of Corridor C, and (3) the Bicycle Boulevard/Neighborway along Woodward Avenue - part of Corridor D. The projects add 4.6 miles of high quality bicycle facilities to Atlanta's network and make key connections within the 31-mile Phase 1.0 network. Portions of this project are located in Equitable Target Areas.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2017	**$237,500**	~~$190,000~~	~~$0,000~~	~~$0,000~~	~~$47,500~~
CST	Local Jurisdiction/Municipality Funds		2019	**$2,950,000**	$0,000	$0,000	$0,000	$2,950,000
				$3,187,500	**$190,000**	**$0,000**	**$0,000**	**$2,997,500**

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

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

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AR-450C

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE
GDOT Project No.	0009397
Federal ID No.	CSSTP000900397
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Atlanta Development Authority
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	3.8 miles

Detailed Description and Justification

The BeltLine SE Trail, Glenwood Park to Allene Avenue is 3.8 miles long and located within the Southeast and Southwest Zones of the BeltLine project. The project would run within the CSX owned Atlanta - Westpoint railroad corridor. The project would include a concrete trail up to 16' wide and associated access stairs and ramps and amenities including seating areas and landscaping. The project would connect neighborhoods, retail areas, existing and new greenspaces, schools, MARTA bus routes and several proposed BeltLine stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$1,261,126**	~~$1,008,901~~	~~$0,000~~	~~$0,000~~	~~$252,225~~
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	**$898,750**	~~$719,000~~	~~$0,000~~	~~$0,000~~	~~$179,750~~
PE	STP - Urban (>200K) (ARC)	AUTH	2016	**$925,000**	~~$740,000~~	~~$0,000~~	~~$0,000~~	~~$185,000~~
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2016	**$1,875,000**	~~$1,500,000~~	~~$0,000~~	~~$0,000~~	~~$375,000~~
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2018	**$3,000,000**	~~$2,400,000~~	~~$0,000~~	~~$0,000~~	~~$600,000~~
ROW	Local Jurisdiction/Municipality Funds		2019	**$41,531,000**	$0,000	$0,000	$0,000	$41,531,000
UTL	Local Jurisdiction/Municipality Funds		2020	**$1,225,500**	$0,000	$0,000	$0,000	$1,225,500
CST	Local Jurisdiction/Municipality Funds		2020	**$67,186,290**	$0,000	$0,000	$0,000	$67,186,290
				$117,902,666	**$6,367,901**	**$0,000**	**$0,000**	**$111,534,765**

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

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

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