Transportation Analysis

Gillem Logistics Center DRI #3073

City of Forest Park, Georgia

Report Prepared:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Gillem Logistics Center* development located in the City of Forest Park, Georgia. The approximate 1,048-acre site is located at Fort Gillem, former US Army Post, west of Moreland Avenue (US 23 / SR 42), north of Forest Parkway, east of Rateree Drive, and south of Slate Road. The proposed development will be mixed-use and will include warehousing, restaurant, and retail 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. The DRI trigger for this development is the Anvil Block Road extension to Rateree Drive (located within the City of Lake City), which is anticipated to be complete in approximately 2021-2022. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 18, 2020 by the City of Forest Park.

The present zoning classification of the project site is GZ (Gillem Zoning) according to the City of Forest Park Zoning Map. The Atlanta Regional Commission (ARC) Unified Growth Policy May (UGPM) identifies the area as a "Community Activity Center".

The site currently consists of 3,249,113 SF of warehousing. An additional 3,182,741 SF of warehousing is currently under construction and/or is accounted for in previous entitlements. In addition to the site's current entitlement of 6,431,854 SF of warehousing (existing 3,249,113 SF plus remainder of entitlement 3,182,741 SF) (per ARC's DRI Determination Letter dated 6/24/19), the proposed development will consist of the following additional land uses and densities contained in **Table 1**:

Table 1: Proposed Land Uses and Densities

Land Use	Unit	Proposed
Warehousing	SF	4,072,307
Restaurant	SF	137,500
Retail	SF	137,500

The total square footage onsite including existing, under construction/remaining entitlement, and additional proposed mixed-use development is expected to be 10,779,161 SF (6,431,854 SF plus 4,347,307 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, alternative transportation mode reductions, and pass-by reductions.

The proposed project is expected to be completed by 2030, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for the Existing 2020 conditions, the Projected 2030 No-Build conditions, and the Projected 2030 Build conditions.

- Existing 2020 conditions represent traffic volumes that were collected in February 2020.
- Projected 2030 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.3 percent per year throughout the study network in addition to the project trips from the previously entitled 3,182,741 SF of warehousing. Additionally, the Anvil Block Road Extension at Rateree Drive is assumed to be complete and fully operational.

- Projected 2030 Build conditions represent the Projected 2030 No-Build conditions plus the additional project trips that are anticipated to be generated by the remaining 4,347,307 SF of the *Gillem Logistics Center* development.

Based on the **Existing 2020** conditions, all existing signalized study intersections currently operate at an acceptable overall LOS standard of D (per GRTA Letter of Understanding (LOU) during the AM and PM peak hours.

Based on the **Projected 2030 No-Build** conditions, two (2) signalized study intersections are projected to operate below the acceptable overall LOS standard during the AM and PM peak hours.

The following improvements would be required to maintain the desired level-of-service under the Projected 2030 No-Build conditions:

Anvil Block Road at I-675 SB Ramps (Intersection #6)

- ❖ Construct one (1) exclusive eastbound right-turn lane along Anvil Block Road.

Anvil Block Road at I-675 NB Ramps (Intersection #7)

- ❖ Construct one (1) exclusive westbound right-turn lane along Anil Block Road.

Based on the **Projected 2030 Build** conditions, one (1) study intersection is projected to operate below the acceptable overall LOS standard during the AM and PM peak hours.

In addition to the system improvements under the Projected 2030 No-Build conditions to serve the background road network traffic, the following improvements would be required to maintain the desired level-of-service under the Projected 2030 Build conditions:

Moreland Avenue (SR 42) at Forest Parkway (SR 331) (Intersection #4)

- ❖ Construct one (1) exclusive westbound right-turn lane along Forest Parkway (SR 331) to provide one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane, if approved by the Georgia Department of Transportation (GDOT).

In addition to the recommended improvements previously discussed, the following site-access improvements are recommended to serve the traffic associated with the full build-out of the *Gillem Logistics Center* development:

Moreland Avenue (SR 42) at Proposed Site Driveway B (Intersection #9)

- ❖ Construct one (1) northbound left-turn lane along Moreland Avenue (SR 42).
- ❖ Construct one (1) southbound right-turn lane along Moreland Avenue (SR 42).
- ❖ On-site, construct one (1) eastbound left-turn egress lane, one (1) eastbound right-turn egress lane, and one (1) ingress lane.

Moreland Avenue (SR 42) at Proposed Site Driveway C (Intersection #10)

- ❖ Construct one (1) northbound left-turn lane along Moreland Avenue (SR 42).
- ❖ Construct one (1) southbound right-turn lane along Moreland Avenue (SR 42).
- ❖ On-site, construct one (1) eastbound left-turn egress lane, one (1) eastbound right-turn egress lane, and one (1) ingress lane.

Moreland Avenue (SR 42) at Proposed Site Driveway D (Intersection #11)

- Construct one (1) northbound left-turn lane along Moreland Avenue (SR 42).
- Construct one (1) southbound right-turn lane along Moreland Avenue (SR 42).
- On-site, construct one (1) eastbound left-turn egress lane, one (1) eastbound right-turn egress lane, and one (1) ingress lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Gillem Logistics Center development located in the City of Forest Park, Georgia. The approximate 1,048-acre Fort Gillem site, former US Army Post, is located west of Moreland Avenue (US 23/SR 42), north of Forest Parkway, east of Rateree Drive, and south of Slate Road. The site currently consists of 3,249,113 SF of warehousing. An additional 3,182,741 SF of warehousing is current under construction and/or is accounted for in previous entitlements. The total square footage onsite including existing (3,249,113 SF), under construction/remaining entitlement (3,182,741 SF), and additional proposed mixed-use development (4,347,307 SF) is expected to be 10,779,161 SF.

The project exceeds the 500,000 square feet threshold for mixed-use developments within a "Community Activity Center" surrounded by an "Established Suburbs" area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

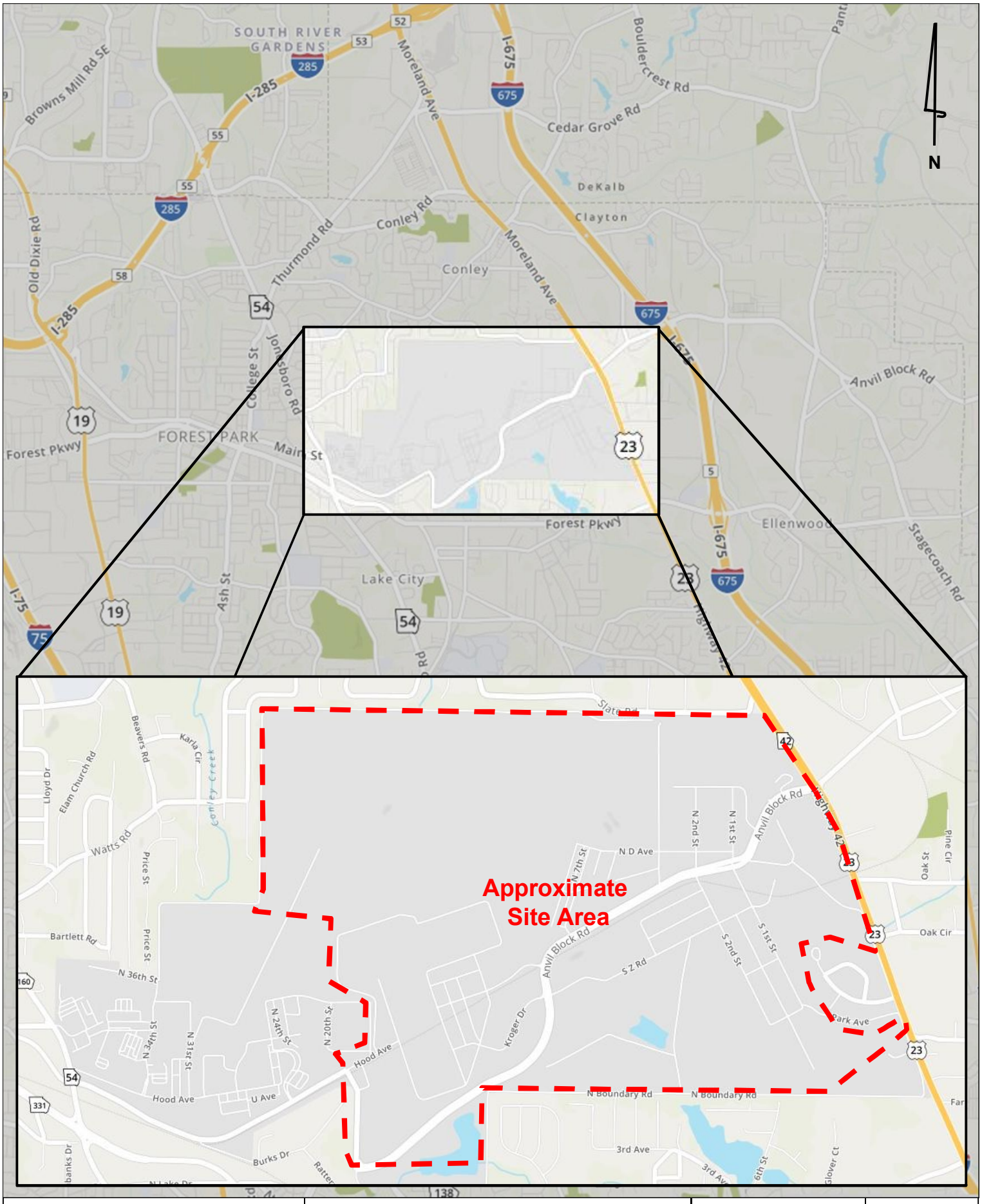
Figure 1 provides the site location of the *Gillem Logistics Center* development. **Figure 2** provides an aerial view of the project site and surrounding area. The ARC *Unified Growth Policy Map* showing the site in a "Community Activity Center" surrounded by "Established Suburbs," and the City of Forest park Zoning Map showing current zoning as Gillem Zoning (GZ) are included in **Appendix A**.

The proposed project is expected to be completed by 2030, which will be considered the full build-out year in this analysis. A summary of the additional proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities

Land Use	Unit	Proposed
Warehousing	SF	4,072,307
Shopping Center	SF	137,500
High-Turnover (Sit-Down) Restaurant	SF	137,500

The proposed site plan is provided in **Appendix B**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.



Kimley»Horn	*Gillem Logistics Center* *DRI #3073* *Transportation Analysis*	Site Location Map	Figure 1
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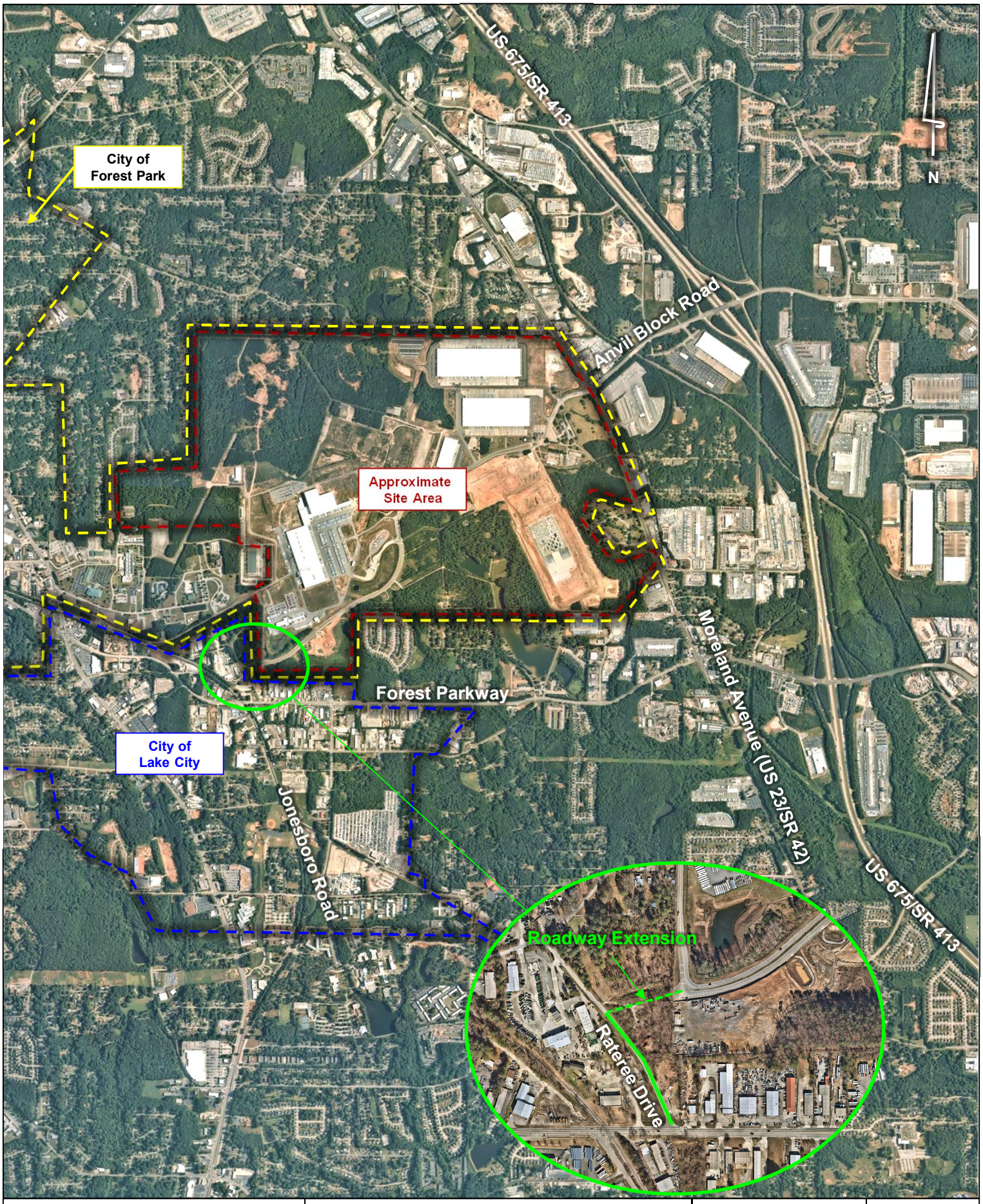

Kimley»Horn	*Gillem Logistics Center* *DRI #3073* *Transportation Analysis*	Site Aerial	Figure 2
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1.2 Site Access

The proposed *Gillem Logistics Center* development will be accessible via a total of five (5) primary access points including one (1) existing and four (4) proposed location:

EXISTING ACCESS:

1. **Anvil Block Road at Moreland Avenue (US 23/SR 42) - Signalized (Intersection #5)** – The eastbound approach of this existing signalized, full-movement intersection is proposed to be utilized for access to and from the proposed new development.

PROPOSED ACCESS:

2. **Anvil Block Road Extension / Site Driveway A at Rateree Drive - Unsignalized (Intersection #8)** – The westbound approach of this future, side-street stop-controlled, full-movement intersection is proposed to be utilized for the proposed development.
3. **Moreland Avenue (SR 42) at Site Driveway B - Unsignalized (Intersection #9)** – The eastbound approach of this future, side-street stop-controlled, full movement intersection is proposed to be utilized for the proposed development.
4. **Moreland Avenue (SR 42) at Site Driveway C - Unsignalized (Intersection #10)** – The eastbound approach of this future, side-street stop-controlled, full movement intersection is proposed to be utilized for the proposed development.
5. **Moreland Avenue (SR 42) at Site Driveway D - Unsignalized (Intersection #11)** – The eastbound approach of this future, side-street stop-controlled, full movement intersection is proposed to be utilized for the proposed development.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses are reported in Section 5.3 of this report.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix B** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided by parking decks and/or surface parking facilities on-site throughout the development. It should be noted that the master plan is still being developed and parking details are subject to change.

Max Parking Allowed: 10,250 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the south side of the primary site roadway, Anvil Block Road. Proposed pedestrian facilities (sidewalks) will extend along the retail/restaurant frontage along Moreland Avenue.

1.5 Transit Facilities

There are three existing MARTA bus routes that current operate near the site. MARTA bus route 55 runs along Jonesboro Road west of the site with a bus stop just south of Metcalf Road on the east side of the roadway. MARTA bus route 195 runs along Forest Parkway south of the site with a bus stop just west of Rateree Drive on the north side of the roadway. MARTA bus route 194 runs along Moreland Avenue (US 23/SR 42) east of the site with bus stop locations just north of Anvil Block Road on both sides of the roadway.

A MARTA rail line extension has been proposed to extend to Clayton County with a proposed stop near Fort Gillem. It is anticipated that the project will be completed in 2030.

2.0 METHODOLOGY AND ASSUMPTIONS

2.1 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, GDOT, and City of Forest Park staff, and includes the following seven (7) intersections described in **Table 3**.

Table 3: Intersection Control Summary

Intersection	Control
1. Jonesboro Road at Metcalf Road	Side-Street Stop Control
2. Jonesboro Road at Forest Parkway	Traffic Signal
3. Forest Parkway at Rateree Drive	Side-Street Stop Control
4. Moreland Avenue (US 23/SR 42) at Forest Parkway	Traffic Signal
5. Moreland Avenue (US 23/SR 42) at Anvil Block Road	Traffic Signal
6. I-675 SB Ramps at Anvil Block Road	Traffic Signal
7. I-675 NB Ramps at Anvil Block Road	Traffic Signal

Each of the intersections listed in Table 3 were analyzed for Existing 2020 conditions, Projected 2030 No-Build conditions, and Projected 2030 Build conditions.

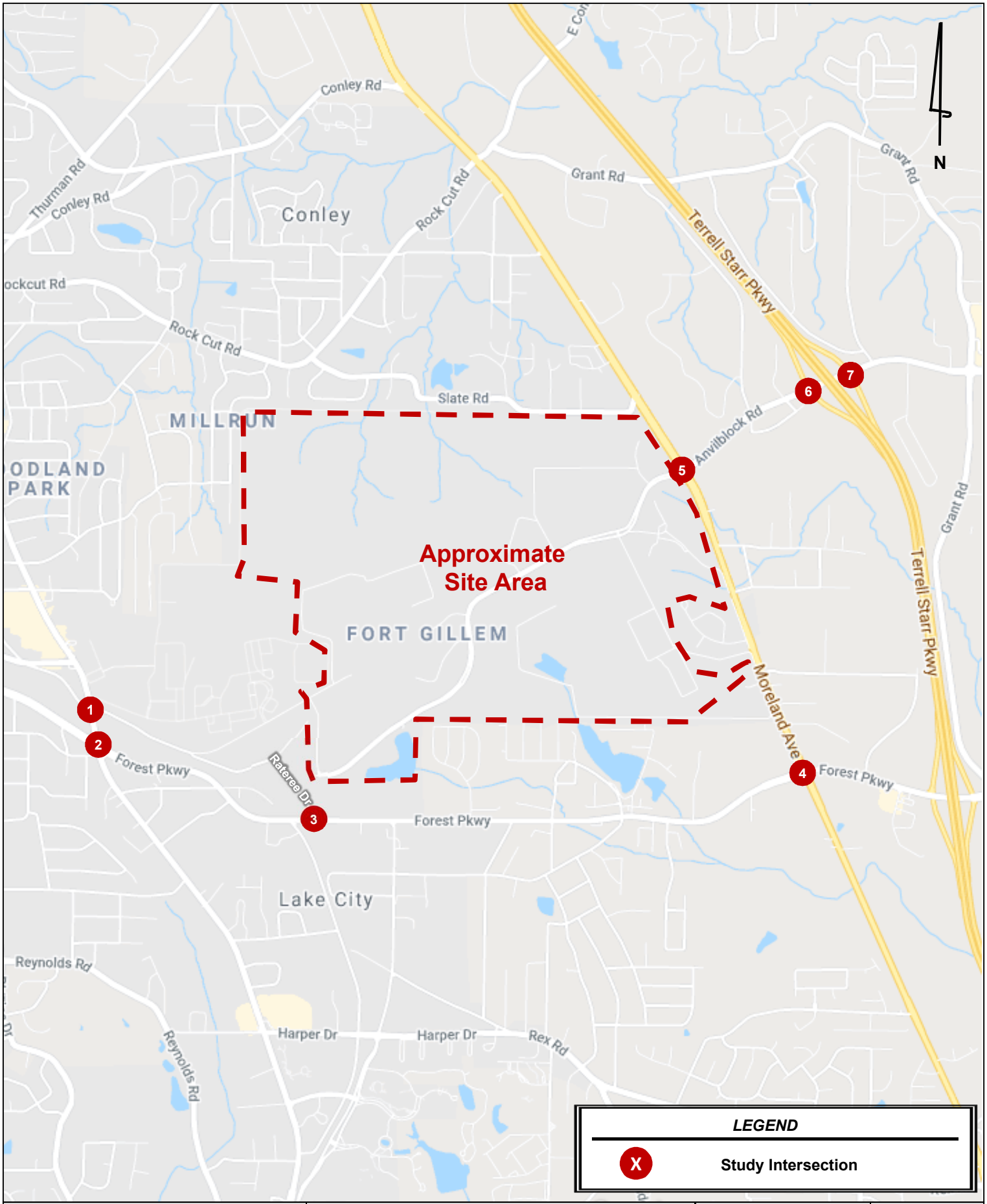
The study intersections are shown in **Figure 3**.

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications

Roadway	Lanes	Average Daily Traffic (ADT)	GDOT Functional Classification
I-675	6	79,100 (south of Anvil Block Rd)	Interstate
I-75	8	168,000 (west of SR 54)	Interstate
Moreland Avenue (US 23/SR 42)	**4**	**17,400 (south of Rock Cut Rd)**	**Minor Arterial**
Old Dixie Road (US 19/US 41/SR 3)	4	23,300 (north of Forest Pkwy)	Minor Arterial
Forest Parkway/Ellenwood Road	4	17,700 (west of Summersun Dr)	Minor Arterial
Jonesboro Road (SR 54)	4	27,500 (north of Anvil Block Rd)	Minor Arterial
Rateree Drive	2	-	Local Road
Anvil Block Road	**4**	**13,500 (east of SR 42)**	**Private Road / Major Collector**
Flankers Road	**2**	**-**	**Private Road**
Metcalf Road	2	-	Local Road



Kimley»Horn	*Gillem Logistics Center* *DRI #3073* *Transportation Analysis*	Study Intersections	Figure 3
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2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, February 19, 2020, at all study intersections during the AM and PM peak periods.

Peak hours for all the study intersections are shown in **Table 5**.

Table 5: Traffic Count Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Jonesboro Road at Metcalf Road	7:30 AM – 8:30 AM	4:15 PM – 5:15 PM
2. Jonesboro Road at Forest Parkway	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
3. Forest Parkway at Rateree Drive	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
4. Moreland Avenue (US 23/SR 42) at Forest Parkway	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
5. Moreland Avenue (US 23/SR 42) at Anvil Block Road	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM
6. I-675 SB Ramps at Anvil Block Road	7:00 AM – 8:00 AM	4:30 PM – 5:30 PM
7. I-675 NB Ramps at Anvil Block Road	7:00 AM – 8:00 AM	4:30 PM – 5:30 PM

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

2.4 Growth Rate and Background Traffic

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *Gillem Logistics Center* development. Background traffic includes a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.3 percent per year background traffic growth rate was used for all roadways.

The Projected 2030 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.3 percent per year throughout the study network with the addition of project trips associated with the ongoing and upcoming construction, plus the remaining warehouse entitlement square footage will be added to the network as background growth. The trip generation estimate for the remaining warehouse entitlement square footage was estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*. Background growth rate and background traffic estimates can be found in **Appendix D**.

2.5 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. LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Existing traffic signal phasing and timing data were retrieved for available intersections via field observations.

LOS for signalized intersections and all-way stop controlled unsignalized 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.

LOS 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.

2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all intersections and segments within the study network which is consistent with the GRTA LOU. If the overall LOS for an intersection under existing conditions resulted in LOS E, then the LOS standard for future conditions was assumed to be E.

3.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed new development (beyond and above ongoing construction and previously entitled warehousing) were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*.

Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, someone visiting a restaurant may also visit a retail establishment adjacent to the restaurant by walking 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 *Gillem Logistics Center* development particularly in mixed-use retail and restaurant area.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The Fort Gillem site is served by three MARTA bus routes and is adjacent to a MARTA rail line extension that is proposed to have a stop near Fort Gillem with anticipated completion in 2030. American Community Survey data from 2015 5-year estimates were considered for the transportation mode splits of the surrounding area of the project site. The Fort Gillem area is considered to include 19%. An alternative mode reduction has been estimated at 10% for warehousing car trips and 20% for retail and restaurant trips. 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.

Trip generation for this proposed development is calculated based upon the following land uses: Warehousing (ITE 150), 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

Code	Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
			Total	Enter	Exit	Enter	Exit	Enter	Exit
150	Warehousing	4,072,307 SF	6,480	3,240	3,240	396	118	139	377
820	Shopping Center	137,500 SF	5,190	2,595	2,595	80	49	252	272
932	High-Turnover (Sit-Down) Restaurant	137,500 SF	15,424	7,712	7,712	752	615	833	510
Gross Project Trips			**27,094**	**13,547**	**13,547**	**1,228**	**782**	**1,224**	**1,159**
Mixed-Use Reduction			*-1,504*	*-752*	*-752*	*-12*	*-12*	*-205*	*-205*
Alternative Mode Reduction			*-4,308*	*-2,154*	*-2,154*	*-194*	*-140*	*-186*	*-144*
Pass-by Reduction			*-3,000*	*-1,500*	*-1,500*	*0*	*0*	*-150*	*-150*
Net New Trips			**18,282**	**9,141**	**9,141**	**1,022**	**630**	**683**	**660**

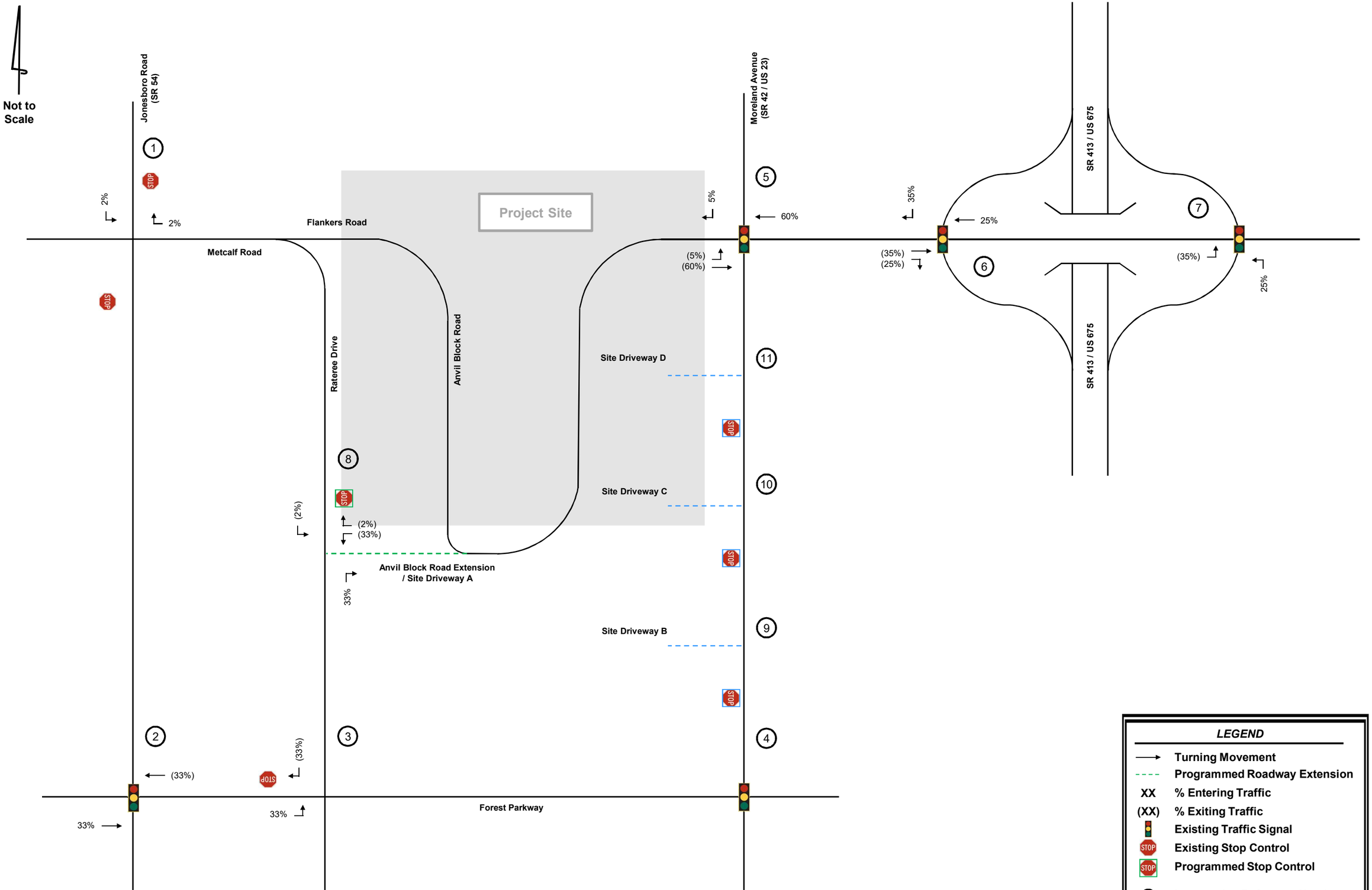
A more detailed trip generation analysis summery table, which includes the No-Build Trip Generation (currently entitled additional trips) and the Build Trip Generation (densities that exceed the entitled square footage), is provided in **Appendix C**, page 37.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, and City of Forest Park staff.

Figure 4 and **Figure 5** display the anticipated distribution and assignment of truck and car trips throughout the study roadway network for the warehousing components of the proposed development. **Figure 6** shows the anticipated distribution of car trips for the retail and restaurant components of the proposed development. 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. **Figure 7** shows the combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Gillem Logistics Center* development.

The Projected 2030 Build conditions add the project trips associated with the *Gillem Logistics Center* development to the Projected 2030 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.



LEGEND

- Turning Movement
- Programmed Roadway Extension
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- Programmed Stop Control
- (X) Intersection Reference Number

Warehouse (Truck) Trip Distribution & Assignment

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Figure 4

Not to Scale

Jonesboro Road (SR 54)

Moreland Avenue (SR 42 / US 23)

Flankers Road

Metcalf Road

Project Site

Rateree Drive

Anvil Block Road

Site Driveway D

Site Driveway C

Anvil Block Road Extension / Site Driveway A

Site Driveway B

Forest Parkway

SR 413 / US 675

SR 413 / US 675

1 5% (5%)

2 (30%) (5%) 30% 5% (35%) 35%

3 (35%)

4 (10%) 10%

5 8% 2% 30% 10% (8%) (30%) (5%) 5% (2%) (10%)

6 20% (20%) (20%)

7 20% (20%) 20%

8 5% (5%) (35%) 35%

9 3% (8%) (3%) (2%) 2% 8%

10 4% 3% (6%) (4%) (2%) 2% 6% (3%)

11 5% 7% (5%) (5%) (1%) 1% 5% (7%)

STOP

LEGEND

- Turning Movement
- Programmed Roadway Extension
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- Programmed Stop Control
- (X) Intersection Reference Number

Warehouse (Car) Trip Distribution & Assignment

Gillem Logistics Center
DRI #3073
Transportation Analysis

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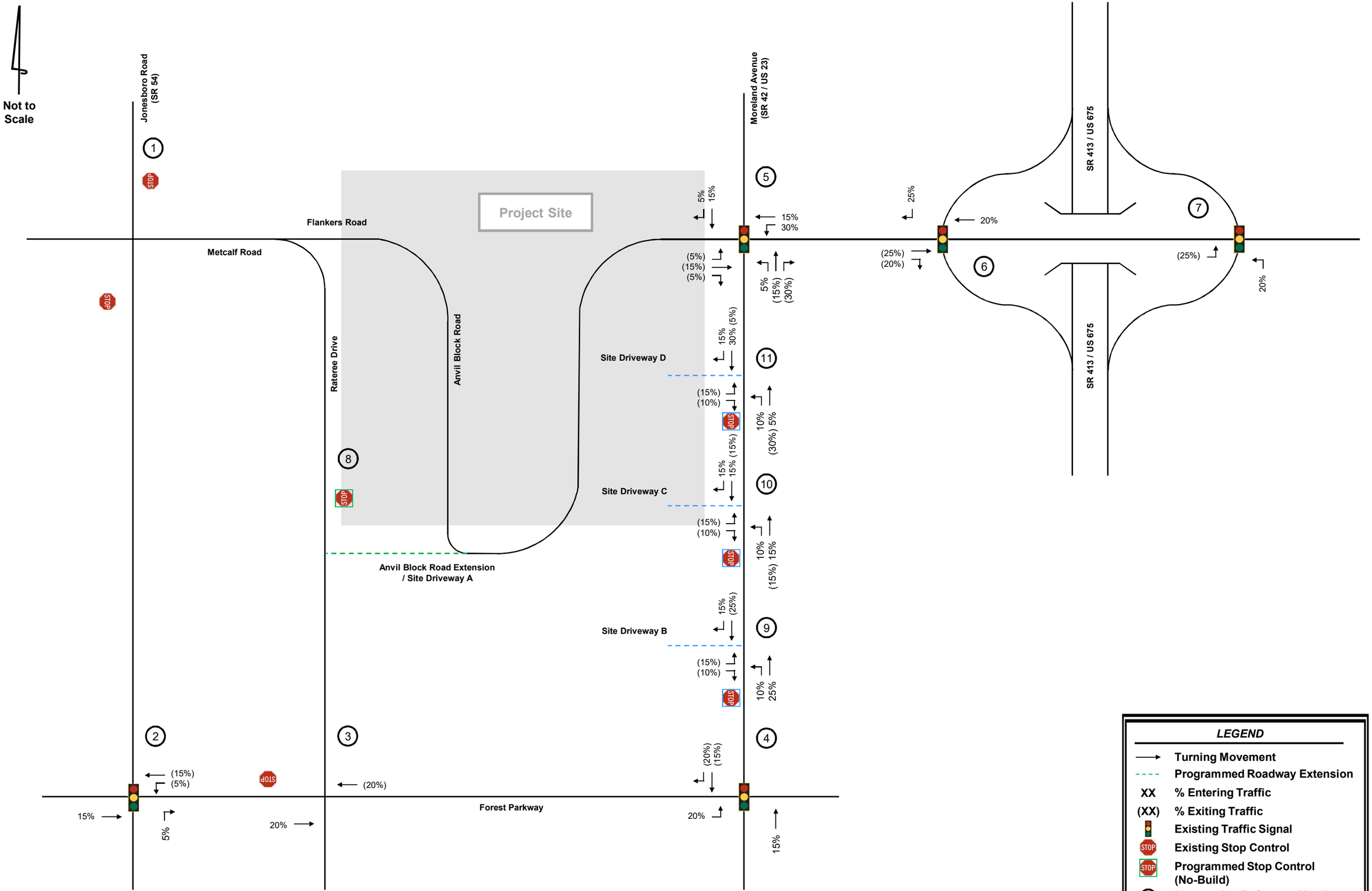
Figure 5



LEGEND

- Turning Movement
- Programmed Roadway Extension
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- Programmed Stop Control (No-Build)
- (X) Intersection Reference Number

Restaurant/Retail Trip Distribution & Assignment

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Figure 6

Not to Scale

Jonesboro Road (SR 54)

Moreland Avenue (SR 42 / US 23)

SR 413 / US 675

Flankers Road

Metcalf Road

Rateree Drive

Anvil Block Road

Project Site

Site Driveway D

Site Driveway C

Anvil Block Road Extension / Site Driveway A

Site Driveway B

Forest Parkway

1 15 (6) 5 (15)

2 34 (118) 4 (18) (50) 113 (8) 13 38 (120) (45) 126 (111) 131

3 104 (62)

4 104 (62) 86 (72) (111) 131 (92) 126

5 59 (37) 104 (85) 238 (132) 224 (175) (40) 34 (179) 120 (28) 30 (32) 46 (51) 80 (103) 183

6 252 (170) 209 (139) (162) 158 (137) 128

7 (162) 158 (139) 209

8 15 (5) 5 (15) 38 (120) (45) 126

9 107 (111) 137 (73) (79) 80 (61) 54 (83) 71 (122) 185

10 (81) 81 (61) 54 (83) 71 (118) 195

11 112 (113) 246 (176) (84) 82 (59) 53 (82) 69 (119) 208 110 (112) 190 (122)

STOP

LEGEND

- Turning Movement
- Programmed Roadway Extension
- XX AM Peak Hour Trips
- (XX) PM Peak Hour Trips
- Existing Traffic Signal
- Existing Stop Control
- Programmed Stop Control (No-Build)
- (X) Intersection Reference Number

Project Trips

Gillem Logistics Center
DRI #3073
Transportation Analysis

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Figure 7

5.0 TRAFFIC ANALYSIS

5.1 Existing 2020 Conditions

The existing peak hour traffic volumes were entered into *Synchro 10.0,* and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

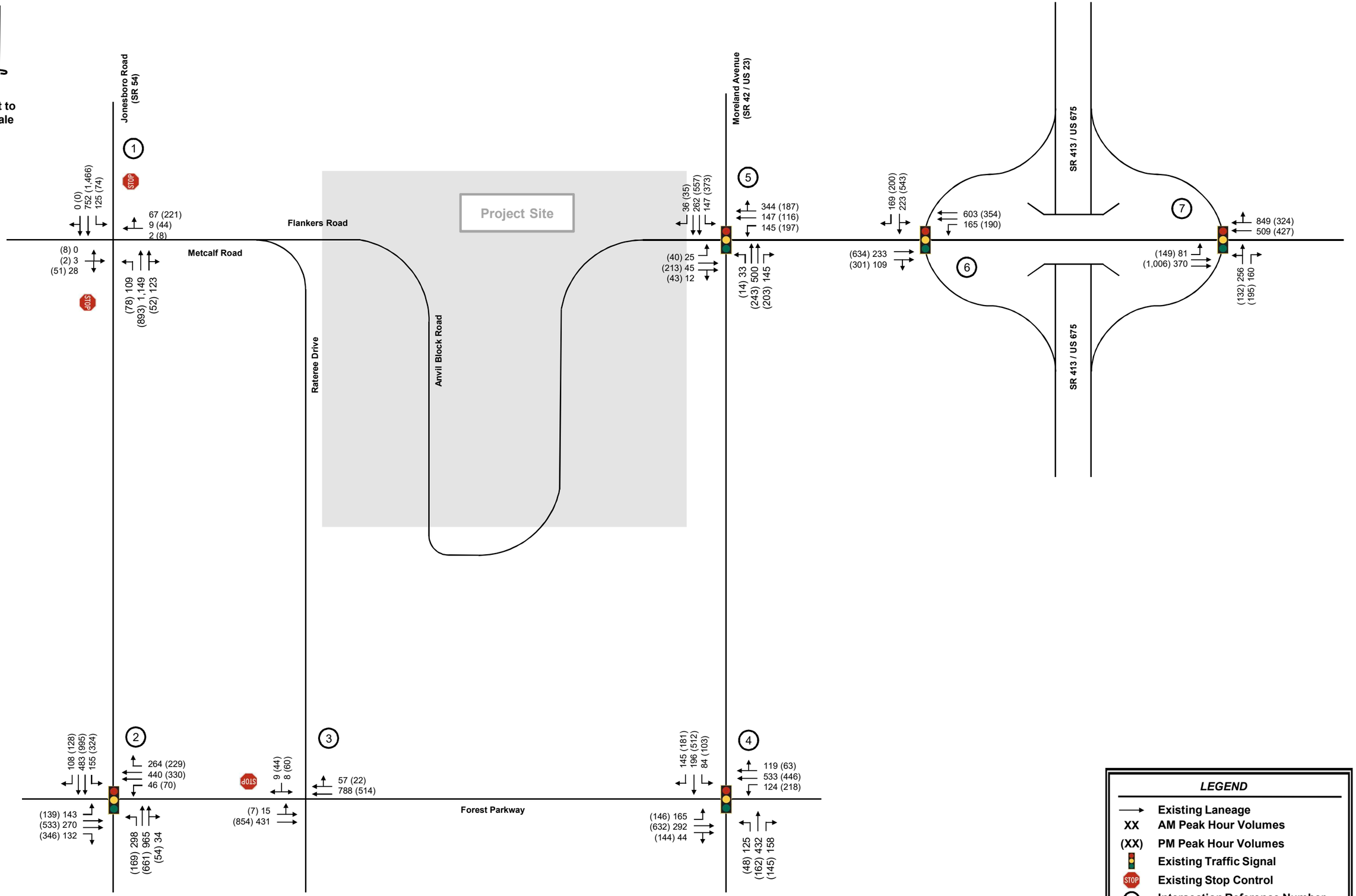
The existing peak hour traffic volumes are displayed in **Figure 8**, and the results of the capacity analyses for the Existing 2020 conditions are shown in **Table 7**.

Table 7: Existing 2020 Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.*	AM Peak Hour	PM Peak Hour
1. Jonesboro Road (SR 54) at Metcalf Road	Side-Street Stop-Control	NBL	N/A	B (10.5)	C (16.1)
		SBL	N/A	C (17.3)	B (11.9)
		EB	N/A	F (**)	F (**)
		WB	N/A	F (**)	F (**)
2. Jonesboro Road (SR 54) at Forest Pkwy (SR 331)	Signal	Overall	D	D (40.8)	D (38.6)
3. Rateree Drive at Forest Pkwy (SR 331)	Side-Street Stop-Control	SB	N/A	C (19.4)	C (21.1)
		EBL	N/A	A (9.9)	A (9.3)
4. Moreland Avenue (SR 42) at Forest Pkwy (SR 331)	Signal	Overall	D	D (41.0)	D (38.6)
5. Moreland Avenue (SR 42) at Anvil Block Road	Signal	Overall	D	D (44.9)	C (30.9)
6. Anvil Block Road at I-675 SB Ramps	Signal	Overall	D	B (14.8)	C (33.7)
7. Anvil Block Road at I-675 NB Ramps	Signal	Overall	D	C (29.1)	B (11.7)

**Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*
***Note: Delay exceeds 300s.*

As shown in **Table 7**, all study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Existing 2020 conditions.



LEGEND

- Existing Laneage
- XX — AM Peak Hour Volumes
- (XX) — PM Peak Hour Volumes
- Existing Traffic Signal
- Existing Stop Control
- (X) — Intersection Reference Number

Existing 2020 Conditions

Gillem Logistics Center
DRI #3073
Transportation Analysis

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Figure 8

5.2 Projected 2030 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for ten (10) years at 1.3 percent per year throughout the study network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2030 No-Build conditions were analyzed using improved roadway geometry and intersection control identified by programmed projects at affected intersections and existing roadway geometry and intersection control at all other intersections.

The intersection laneage and traffic volumes for the Projected 2030 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2030 No-Build are shown in **Table 8**.

Table 8: Projected 2030 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.*	AM Peak Hour	PM Peak Hour
1. Jonesboro Road (SR 54) at Metcalf Road	Side-Street Stop-Control	NBL	N/A	B (11.4)	C (20.1)
		SBL	N/A	C (23.7)	B (13.3)
		EB	N/A	F (**)	F (**)
		WB	N/A	F (**)	F (**)
2. Jonesboro Road (SR 54) at Forest Pkwy (SR 331)	Signal	Overall	D	D (46.7)	D (48.0)
3. Rateree Drive at Forest Pkwy (SR 331)	Side-Street Stop-Control	SB	N/A	C (21.8)	C (22.8)
		EBL	N/A	B (11.3)	A (9.8)
4. Moreland Avenue (SR 42) at Forest Pkwy (SR 331)	Signal	Overall	D	D (45.1)	D (48.0)
5. Moreland Avenue (SR 42) at Anvil Block Road	Signal	Overall	D	D (46.8)	D (37.5)
6. Anvil Block Road at I-675 SB Ramps	Signal	Overall	D	B (15.7)	E (67.7)
7. Anvil Block Road at I-675 NB Ramps	Signal	Overall	D	E (60.5)	B (13.6)
8. Rateree Drive at Anvil Block Road / Site Driveway A	Side-Street Stop-Control	SBL	N/A	A (7.4)	A (7.4)
		WB	N/A	A (9.3)	A (9.8)

**Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*
***Note: Delay exceeds 300s.*

As shown in **Table 8**, two (2) study intersections are projected to operate below the acceptable overall level-of-service standard under the Projected 2030 No-Build conditions.

The intersection of Anvil Block Road (SR 42) at I-675 southbound ramps (Intersection #6) is projected to operate at LOS E during the PM peak hour. Additionally, the intersection of Anvil Block Road (SR 42) at I-675 northbound ramps (Intersection #7) is projected to operate at LOS E during the AM peak hour.

Based on the Projected 2030 No-Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Anvil Block Road (SR 42) at I-675 SB Ramps (Intersection #6)

- ❖ Construct one (1) exclusive eastbound right-turn lane along Anvil Block Road.

Anvil Block Road (SR 42) at I-675 NB Ramps (Intersection #7)

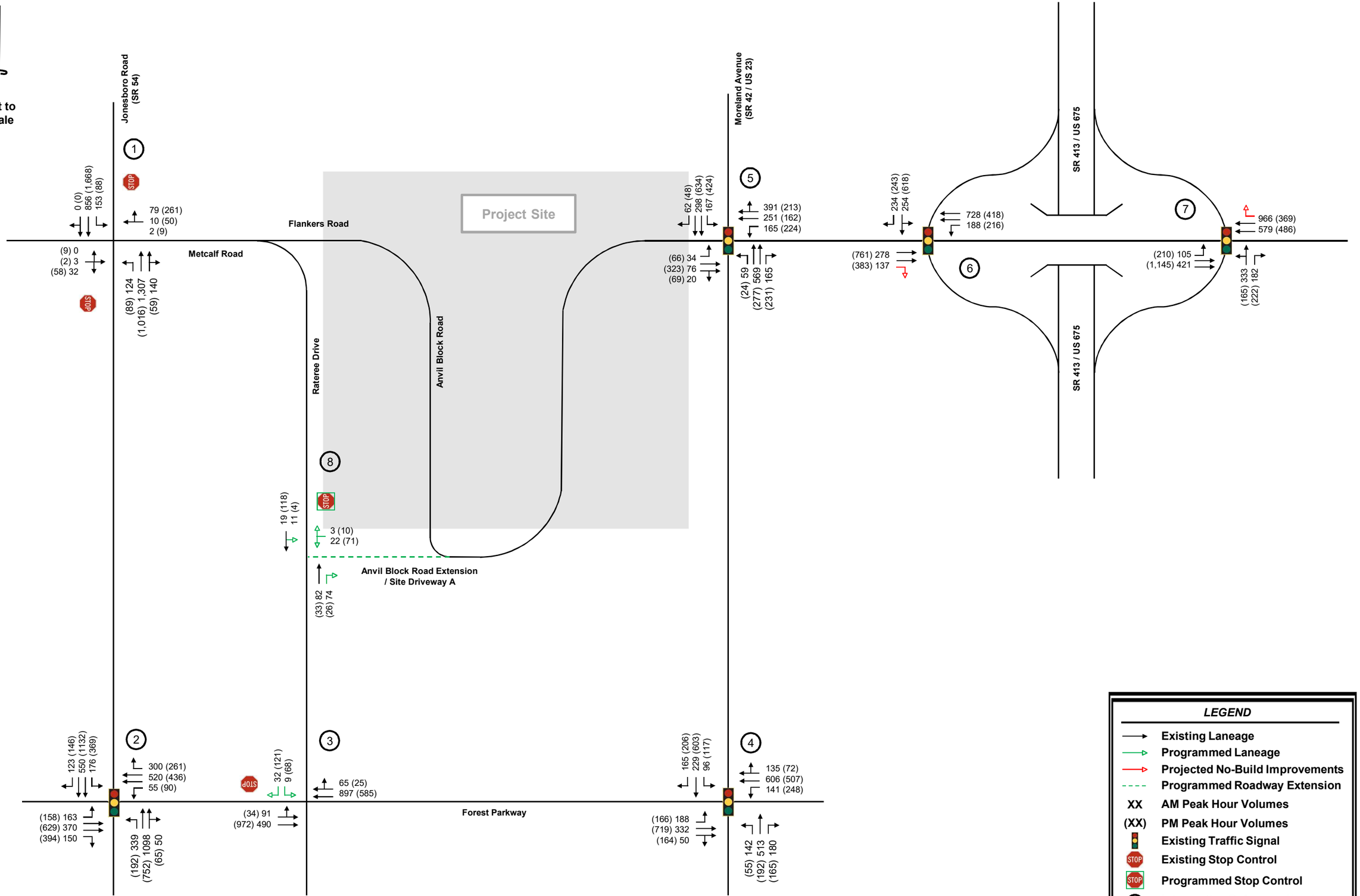
- ❖ Construct one (1) exclusive westbound right-turn lane along Anvil Block Road.

The results of the capacity analyses for the Projected 2030 No-Build Improved conditions are shown in **Table 9**.

Table 9: Projected 2030 No-Build Improved Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
6. Anvil Block Road at I-675 SB Ramps	Signal	Overall	D	B (15.4)	C (33.3)
7. Anvil Block Road at I-675 NB Ramps	Signal	Overall	D	B (16.8)	B (12.4)

As shown in **Table 9**, the improved study intersections are projected to operate at acceptable LOS under the Projected 2030 No-Build Improved conditions.



LEGEND

- Existing Laneage
- Programmed Laneage
- Projected No-Build Improvements
- Programmed Roadway Extension
- XX — AM Peak Hour Volumes
- (XX) — PM Peak Hour Volumes
- Existing Traffic Signal
- Existing Stop Control
- Programmed Stop Control
- Intersection Reference Number

Projected 2030
No-Build Conditions

Gillem Logistics Center
DRI #3073
Transportation Analysis

Kimley»Horn

Figure 9

5.3 Projected 2030 Build Conditions

The traffic associated with the proposed Gillem Logistics Center development was added to the Projected 2030 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2030 Build conditions were analyzed using the Projected 2030 No-Build roadway geometry and intersection control. Additionally, the Projected 2030 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2030 Build conditions are shown in Figure 10. The results of the capacity analyses for the Projected 2030 Build conditions are shown in Table 10.

Table 10: Projected 2030 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.*	AM Peak Hour	PM Peak Hour
1. Jonesboro Road (SR 54) at Metcalf Road	Side-Street Stop-Control	NBL	N/A	B (11.4)	C (20.1)
		SBL	N/A	D (25.4)	B (13.3)
		EB	N/A	F (**)	F (**)
		WB	N/A	F (**)	F (**)
2. Jonesboro Road (SR 54) at Forest Pkwy (SR 331)	Signal	Overall	D	D (49.0)	D (51.2)
3. Rateree Drive at Forest Pkwy (SR 331)	Side-Street Stop-Control	SB	N/A	F (69.4)	E (37.3)
		EBL	N/A	C (17.3)	B (10.1)
4. Moreland Avenue (SR 42) at Forest Pkwy (SR 331)	Signal	Overall	D	E (63.4)	E (55.2)
5. Moreland Avenue (SR 42) at Anvil Block Road	Signal	Overall	D	D (51.6)	D (53.3)
6. Anvil Block Road at I-675 SB Ramps	Signal	Overall	D	C (22.4)	D (35.3)
7. Anvil Block Road at I-675 NB Ramps	Signal	Overall	D	C (29.9)	B (17.4)
8. Rateree Drive at Anvil Block Road / Site Driveway A	Side-Street Stop-Control	SBL	N/A	A (7.5)	A (7.4)
		WB	N/A	B (10.0)	B (11.5)
9. Moreland Avenue (SR 42) at Site Driveway B	Side-Street Stop-Control	NBL	N/A	A (9.8)	A (8.2)
		EB	N/A	F (211.2)	B (12.8)
10. Moreland Avenue (SR 42) at Site Driveway B	Side-Street Stop-Control	NBL	N/A	B (10.1)	A (8.4)
		EB	N/A	F (250.5)	B (13.6)
11. Moreland Avenue (SR 42) at Site Driveway B	Side-Street Stop-Control	NBL	N/A	B (10.3)	A (8.5)
		EB	N/A	F (300.0)	B (14.6)

**Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*
***Note: Delay exceeds 300s.*

As shown in **Table 10**, one (1) signalized study intersection is projected to operate below the acceptable overall LOS standard during both the AM and PM peak hours under the Projected 2030 Build conditions. It should be noted that it is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

In addition to the system improvements under the Projected 2030 No-Build conditions to serve the background road network traffic, the following improvements are required to maintain the desired LOS under the Projected 2030 Build conditions:

Moreland Avenue (SR 42) at Forest Parkway (SR 331) (Intersection #4)

- Construct one (1) exclusive westbound right-turn lane along Forest Parkway (SR 331) to provide one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane, if approved by the Georgia Department of Transportation (GDOT).

Additional improvements are also recommended along existing driveways to mitigate delays at the following unsignalized existing study intersections:

In addition to the recommended improvements previously discussed, the following site-access improvements are recommended to serve the traffic associated with the full build-out of the *Gillem Logistics Center* development:

Moreland Avenue (SR 42) at Proposed Site Driveway B (Intersection #9)

- Construct one (1) northbound left-turn lane along Moreland Avenue (SR 42).
- Construct one (1) southbound right-turn lane along Moreland Avenue (SR 42).
- On-site, construct one (1) eastbound left-turn egress lane, one (1) eastbound right-turn egress lane, and one (1) ingress lane.

Moreland Avenue (SR 42) at Proposed Site Driveway C (Intersection #10)

- Construct one (1) northbound left-turn lane along Moreland Avenue (SR 42).
- Construct one (1) southbound right-turn lane along Moreland Avenue (SR 42).
- On-site, construct one (1) eastbound left-turn egress lane, one (1) eastbound right-turn egress lane, and one (1) ingress lane.

Moreland Avenue (SR 42) at Proposed Site Driveway D (Intersection #11)

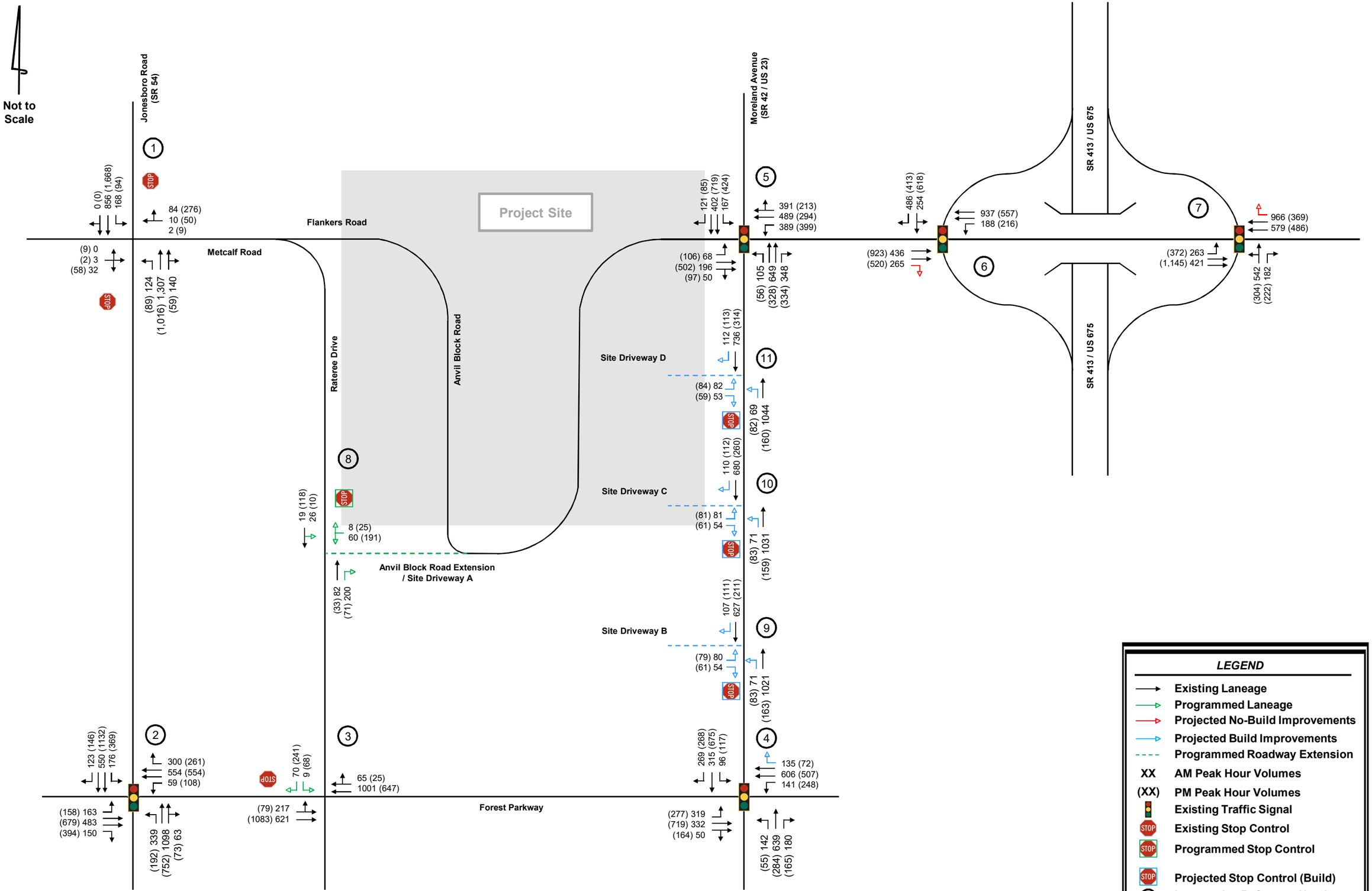
- Construct one (1) northbound left-turn lane along Moreland Avenue (SR 42).
- Construct one (1) southbound right-turn lane along Moreland Avenue (SR 42).
- On-site, construct one (1) eastbound left-turn egress lane, one (1) eastbound right-turn egress lane, and one (1) ingress lane.

The results of the capacity analyses for the Projected 2030 Build Improved conditions are shown in **Table 11**.

Table 11: Projected 2030 Build Improved Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
4. Moreland Avenue (SR 42) at Forest Pkwy (SR 331)	Signal	Overall	D	D (53.8)	D (53.4)

As shown in **Table 11**, all improved study intersections are projected to operate at acceptable LOS under the Projected 2030 Build Improved conditions.



LEGEND

- Existing Laneage
- Programmed Laneage
- Projected No-Build Improvements
- Projected Build Improvements
- Programmed Roadway Extension
- XX — AM Peak Hour Volumes
- (XX) — PM Peak Hour Volumes
- Existing Traffic Signal
- Existing Stop Control
- Programmed Stop Control
- Projected Stop Control (Build)
- (X) — Intersection Reference Number

Projected 2030 Build Conditions

Gillem Logistics Center DRI #3073 Transportation Analysis

Kimley»Horn

Figure 10

6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, City of Forest Park's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 12** below.

Table 12: Programmed Improvements

#	Year	Project ID	Project Description
1	2021-2022	N/A	Anvil Block Road roadway extension to Rateree Drive
2	2030	AR-485A	MARTA rail transit from East Point Station to Jonesboro
3	TBD	CL-200	Pavement rehabilitation along Forest Parkway from SR 54 to US 23/SR 42

Fact sheets and/or concept graphics for projects can be found in **Appendix E**.

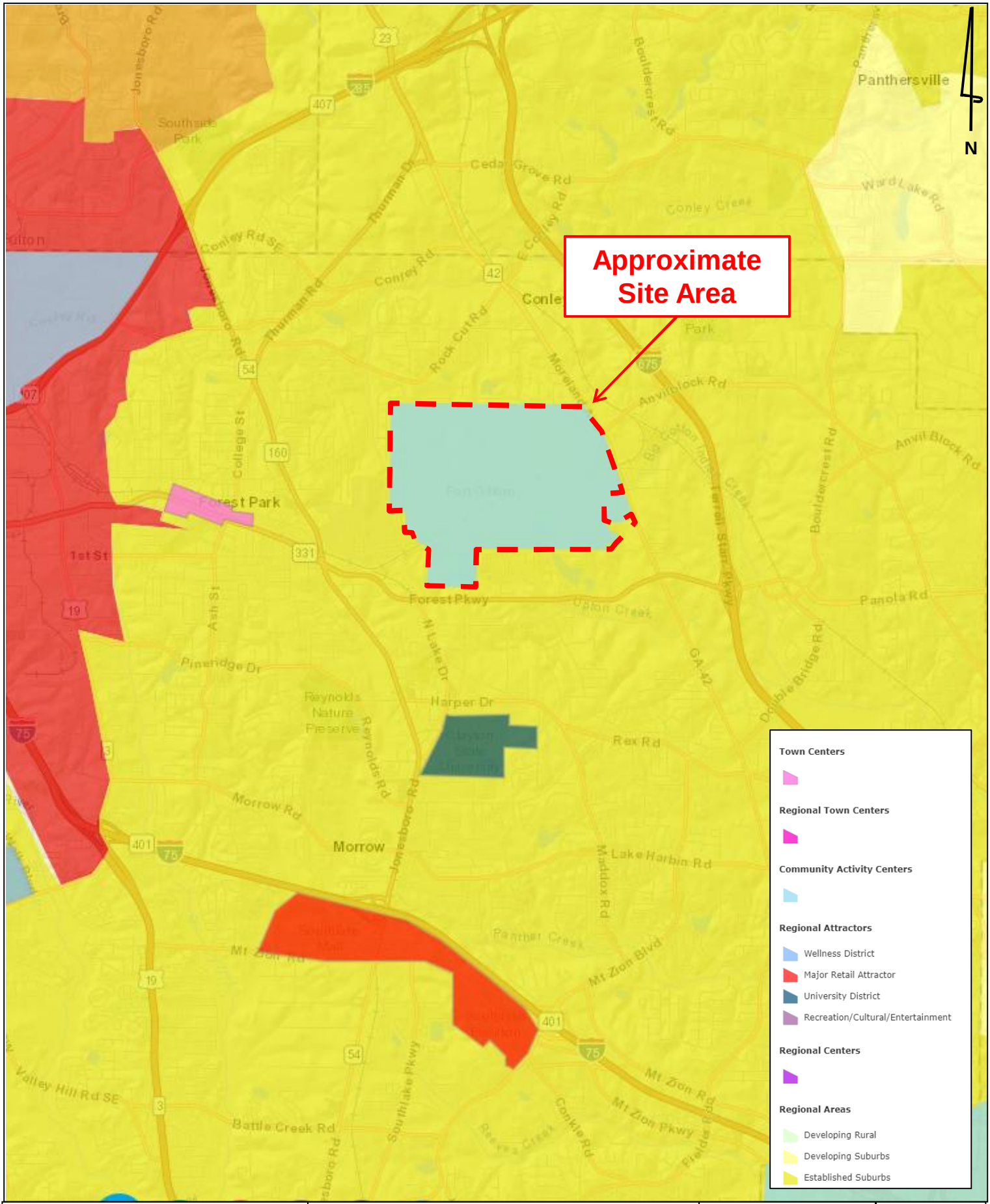
7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

Per the ARC's *Unified Growth Policy Map*, the project site is located in a "Community Activity Center" surrounded by "Established Suburbs." The project site is currently zoned GZ (Gillem Zoning) according to the City of Forest Park Zoning Ordinance Map. The proposed development follows the intent of the GZ district by repurposing the former Ft. Gillem area of the city with zoning permitted land uses in a comprehensively planned setting.

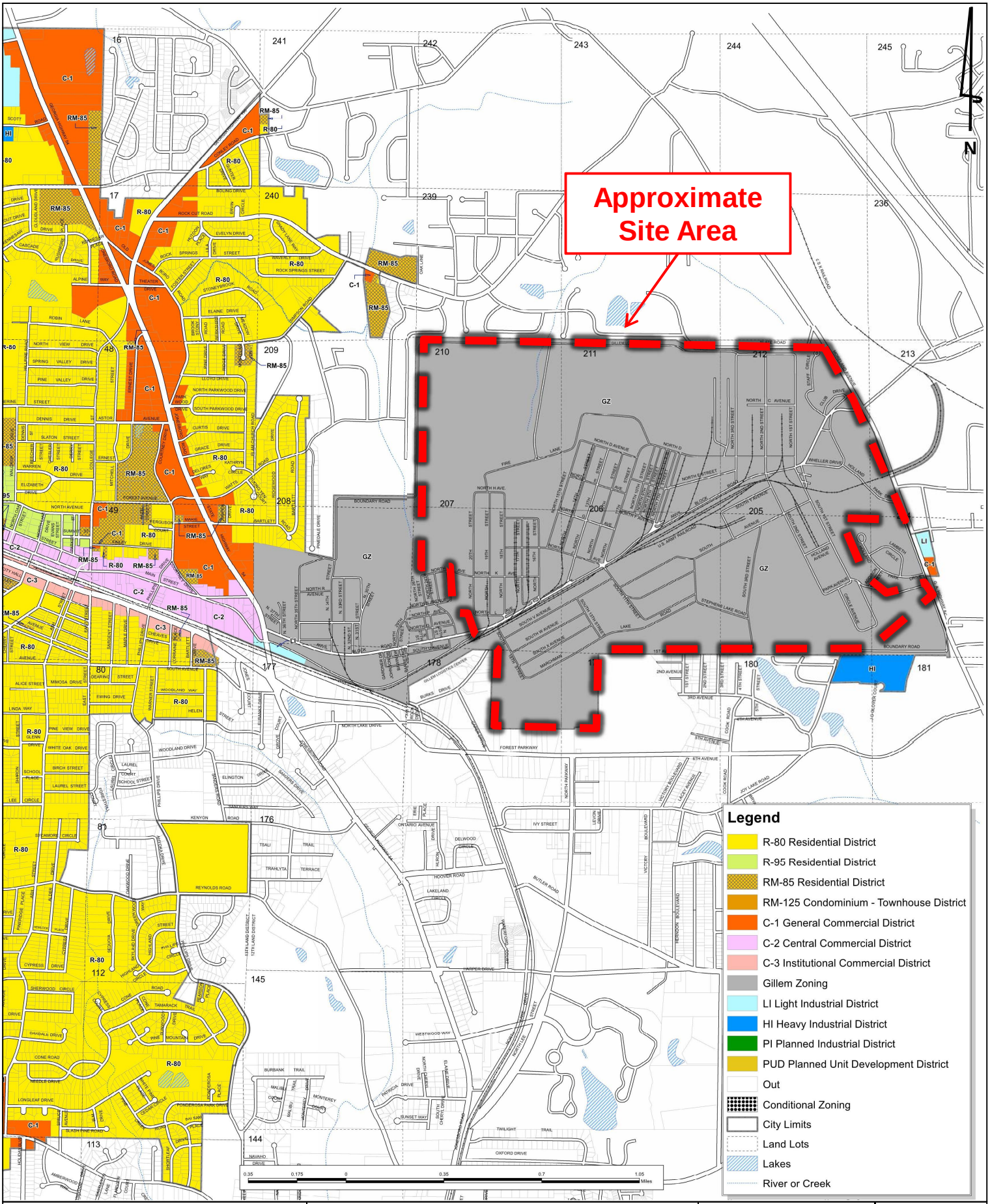
The proposed Gillem Logistics Center proposed development is consistent with current zoning and regional policy considerations.

The land use maps are provided in **Appendix A**.

Land Use and Zoning Maps



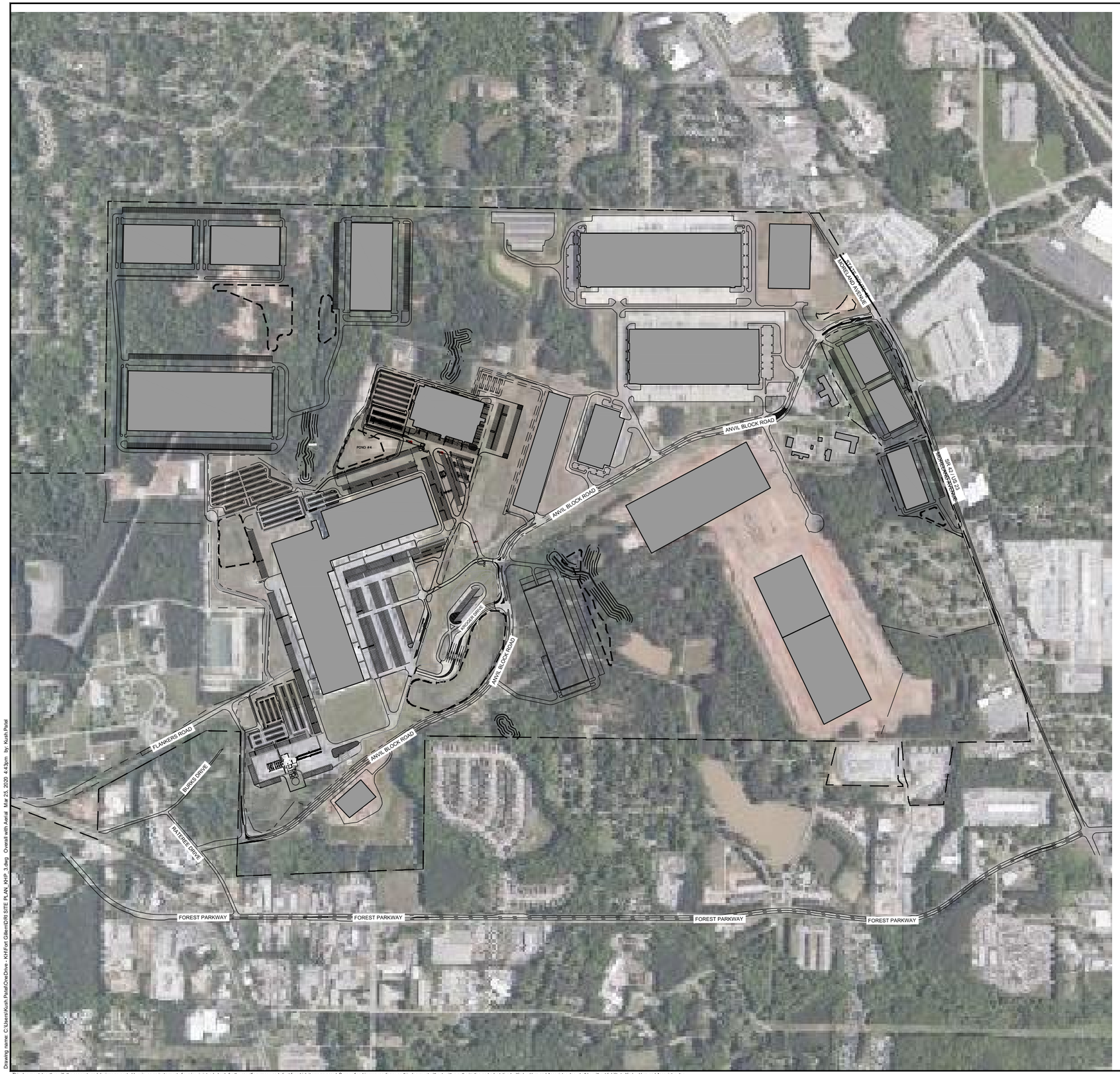
Kimley»Horn	***Gillem Logistics Center*** ***DRI #3073*** ***Transportation Analysis***	**ARC** **Unified Growth Policy Map**	**Appendix A**



Kimley»Horn	***Gillem Logistics Center*** ***DRI #3073*** ***Transportation Analysis***	**City of Forest Park, GA Zoning Map**	**Appendix A**

APPENDIX B

Proposed Site Plan



DRI # 3073 - FORT GILLEM

ZONING

EXISTING	GZ (GILLEM ZONING)
PROPOSED	GZ (GILLEM ZONING)

SITE DATA

SITE AREA	1,048 ACRES
MAXIMUM PARKING ALLOWED	10,250 SPACES

PROPOSED LAND USES AND DENSITY

LAND USE	DENSITY
WAREHOUSE	4,072,307 SF
RETAIL	137,500 SF
RESTAURANT	137,500 SF

CONTACTS

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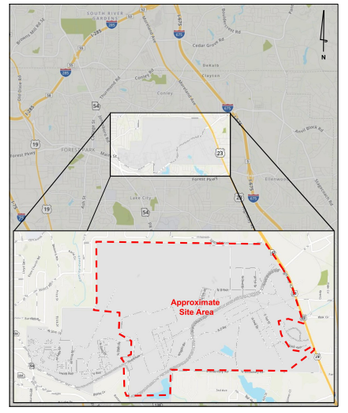
VICINITY MAP



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NO.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
GILLEM LOGISTIC CENTER DRI
CITY OF FOREST PARK

DRI #3073

GSWCC CERT. (LEVEL II)	0000077042
DRAWN BY	KHP
DESIGNED BY	RTS
REVIEWED BY	LDC
DATE	03/23/2020
PROJECT NO.	013556001

TITLE
DRI SITE PLAN

SHEET NUMBER
OVERALL

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DRI # 3073 - FORT GILLEM

ZONING

EXISTING	GZ (GILLEM ZONING)
PROPOSED	GZ (GILLEM ZONING)

SITE DATA

SITE AREA	1,048 ACRES
MAXIMUM PARKING ALLOWED	10,250 SPACES

PROPOSED LAND USES AND DENSITY

LAND USE	DENSITY
WAREHOUSE	4,072,307 SF
RETAIL	137,500 SF
RESTAURANT	137,500 SF

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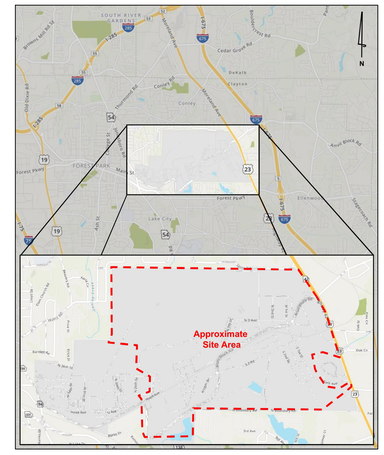
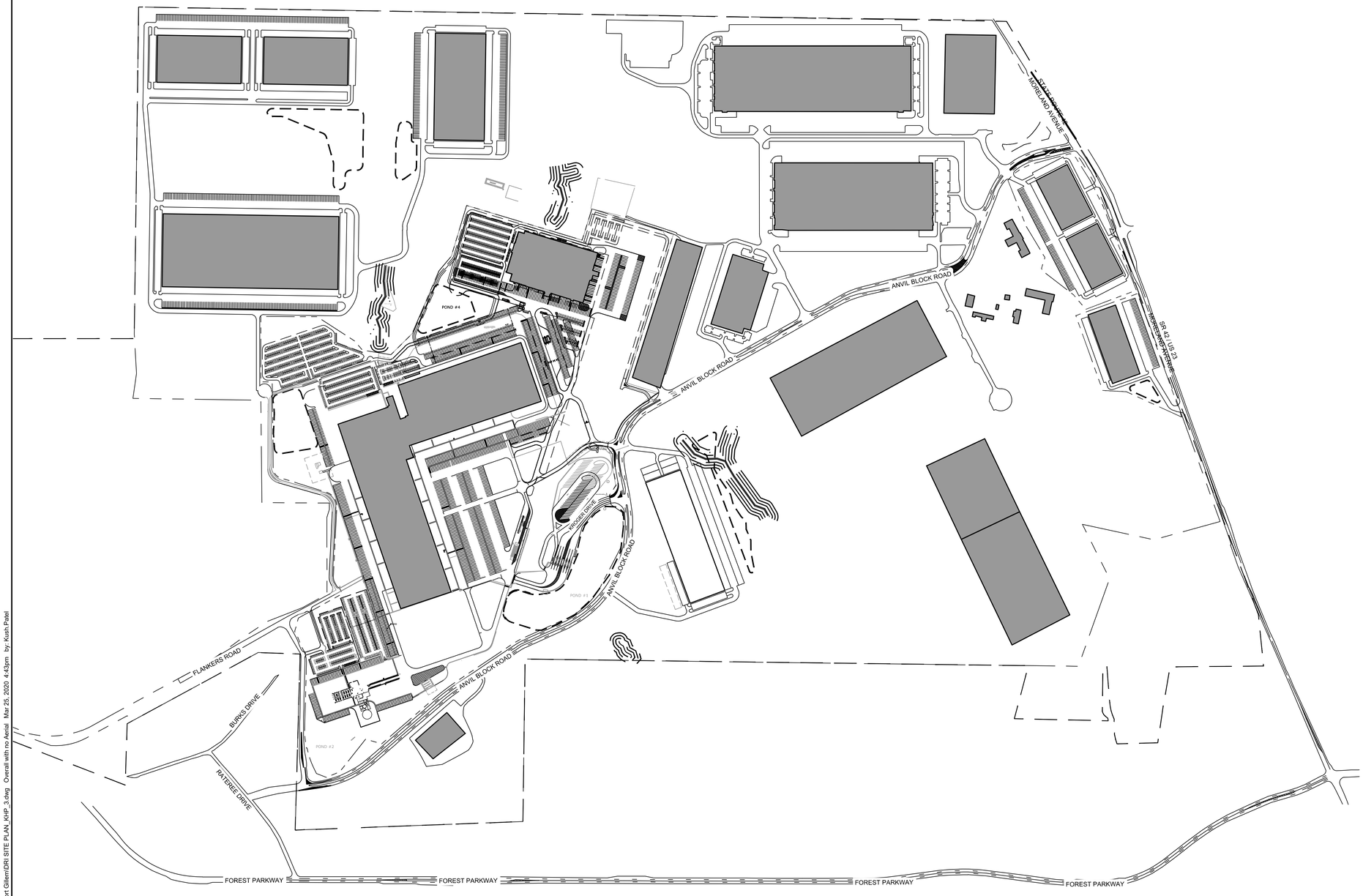
VICINITY MAP





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No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
GILLEM LOGISTIC CENTER DRI
CITY OF FOREST PARK

DRI #3073

GSWCC CERT. (LEVEL II)	0000077042
DRAWN BY	KHP
DESIGNED BY	RTS
REVIEWED BY	LDC
DATE	03/23/2020
PROJECT NO.	013556001

TITLE
DRI SITE PLAN

SHEET NUMBER
SHEET 3

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WAREHOUSE
375,000 SF

BUILDING 400
369,270 SF

KROGER WAREHOUSE
1,517,327 SF

TECHNIQUE
CONCRETE
50,000 SF

75' FOREST PARK
NON-IMPERVIOUS SETBACK

50' FOREST PARK UNDIST.
NATURAL VEGETATIVE
STREAM BUFFER

25' ST. OF GA
STREAM BUFFER

UNNAMED TRIBUTARY
TO CONLEY CREEK

UNNAMED TRIBUTARY
TO UPTON CREEK

STORMWATER
MANAGEMENT AREA

EXISTING MEDIAN

ANVIL BLOCK ROAD

WOODEN DRIVE

FLANKERS ROAD

BURKS DRIVE

RATEREE DRIVE

PROPOSED DRIVEWAY A

PROPOSED
INTERSECTION # 8

EXISTING
INTERSECTION # 3

FOREST PARKWAY

CITY OF FOREST PARK

LAKE CITY

SHEET 3

SHEET 2

DRI # 3073 - FORT GILLEM

ZONING

EXISTING	GZ (GILLEM ZONING)
PROPOSED	GZ (GILLEM ZONING)

SITE DATA

SITE AREA	1,048 ACRES
MAXIMUM PARKING ALLOWED	10,250 SPACES

PROPOSED LAND USES AND DENSITY

LAND USE	DENSITY
WAREHOUSE	4,072,307 SF
RETAIL	137,500 SF
RESTAURANT	137,500 SF

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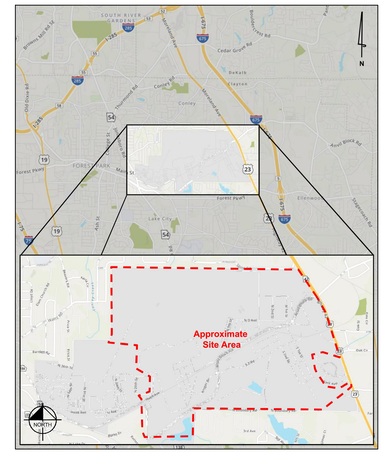
VICINITY MAP



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No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
GILLEM LOGISTIC
CENTER DRI
CITY OF FOREST PARK

DRI
#3073

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DESIGNED BY	RTS
REVIEWED BY	LDC
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TITLE
DRI SITE PLAN

SHEET NUMBER
SHEET 1

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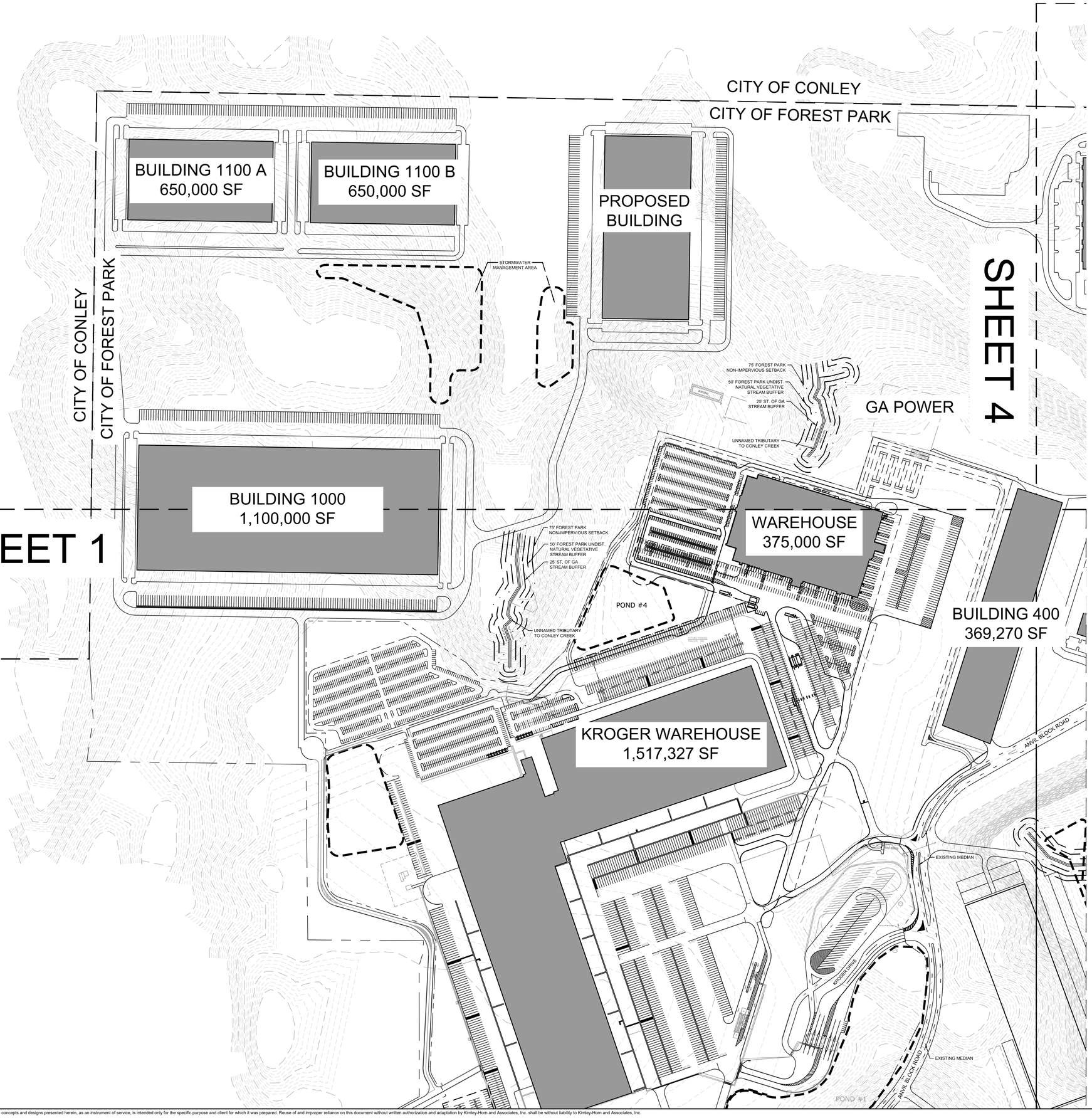

SHEET 1

DRI # 3073 - FORT GILLEM

ZONING

EXISTING	GZ (GILLEM ZONING)
PROPOSED	GZ (GILLEM ZONING)

SITE DATA

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MAXIMUM PARKING ALLOWED	10,250 SPACES

PROPOSED LAND USES AND DENSITY

LAND USE	DENSITY
WAREHOUSE	4,072,307 SF
RETAIL	137,500 SF
RESTAURANT	137,500 SF

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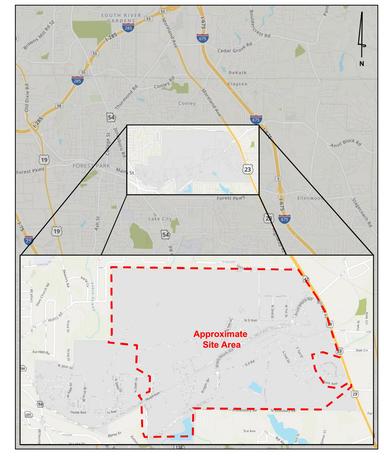
VICINITY MAP



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No.	REVISION DESCRIPTIONS	DATE	BY

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CITY OF FOREST PARK

DRI #3073

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DESIGNED BY	RTS
REVIEWED BY	LDC
DATE	03/23/2020
PROJECT NO.	013556001

TITLE
DRI SITE PLAN

SHEET NUMBER
SHEET 2

Drawing name: C:\Users\Kush.Patel\OneDrive - KH\Fort Gillem\DRI SITE PLAN_KHP_3.dwg Layout2 Mar 25, 2020 4:23pm by Kush.Patel

BUILDING B
155,000 SF

BUILDING 300
221,488 SF

BUILDING C
169,000 SF

BUILDING 800
725,000 SF

BUILDING 900
1,043,000 SF

ANVIL BLOCK ROAD

HISTORIC AREA

EXISTING MEDIAN

SR 42 / US 23
MORELAND AVENUE

PROPOSED DRIVEWAY B

PROPOSED
INTERSECTION #9

UNNAMED TRIBUTARY
TO UPTON CREEK

75' FOREST PARK
NON-IMPERVIOUS SETBACK

50' FOREST PARK UNDIST,
NATURAL VEGETATIVE
STREAM BUFFER

25' ST. OF GA
STREAM BUFFER

CITY OF ELLENWOOD

CITY OF FOREST PARK

SHEET 4

CITY OF FOREST PARK

LAKE CITY

SHEET 1

EXISTING TRAFFIC SIGNAL

PROPOSED
INTERSECTION #4

FOREST PARKWAY

FOREST PARKWAY

DRI # 3073 - FORT GILLEM

ZONING

EXISTING	GZ (GILLEM ZONING)
PROPOSED	GZ (GILLEM ZONING)

SITE DATA

SITE AREA	1,048 ACRES
MAXIMUM PARKING ALLOWED	10,250 SPACES

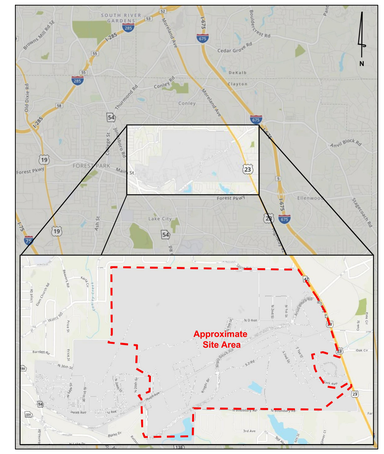
PROPOSED LAND USES AND DENSITY

LAND USE	DENSITY
WAREHOUSE	4,072,307 SF
RETAIL	137,500 SF
RESTAURANT	137,500 SF

CONTACTS

OWNER	ROBINSON WEEKS PARTNERS 3350 RIVERWOOD PARKWAY STE.700 ATLANTA, GA 30339 PHONE: 404.815.2019 CONTACT: DAVID WELCH
TRAFFIC CONSULTANT	KIMLEY- HORN & ASSOCIATES INC. 11720 AMBER PARK DRIVE, STE. 600 ALPHARETTA, GA 30009 PHONE: 470.273.3181 CONTACT: JOHN WALKER, P.E., PTOE
CIVIL ENGINEER	KIMLEY- HORN & ASSOCIATES INC. 11720 AMBER PARK DRIVE, STE. 600 ALPHARETTA, GA 30009 PHONE: 470.273.3299 CONTACT: BRIAN WEST, P.E.

VICINITY MAP



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

CLIENT
ROBINSON WEEKS
PARTNERS
3350 RIVERWOOD PARKWAY, STE 700
ATLANTA, GA 30339
PHONE: 404.815.2019

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
GILLEM LOGISTIC
CENTER DRI
CITY OF FOREST PARK

DRI
#3073

GSWCC CERT. (LEVEL II)	0000077042
DRAWN BY	KHP
DESIGNED BY	RTS
REVIEWED BY	LDC
DATE	03/23/2020
PROJECT NO.	013556001

TITLE
DRI SITE PLAN

SHEET NUMBER
SHEET 3

Drawing name: C:\Users\Kush.Patel\OneDrive - KHFort Gillem\DRI SITE PLAN_KHP_3.dwg Sheet3 Mar 25, 2020, 4:28pm by: Kush.Patel

SHEET 2

BUILDING 150
1,022,591 SF

PROPOSED BUILDING

BUILDING 200
845,608 SF

BUILDING A
155,000 SF

BUILDING B
155,000 SF

BUILDING C
169,000 SF

BUILDING 300
221,488 SF

BUILDING 800
725,000 SF

BUILDING 900
1,043,000 SF

STATE ROUTE 42
MORELAND AVENUE

EXISTING MEDIAN

EXISTING TRAFFIC SIGNAL

ANVIL BLOCK ROAD

PROPOSED DRIVEWAY D

PROPOSED MEDIAN OPENING

PROPOSED DRIVEWAY C

PROPOSED DRIVEWAY B

HISTORIC AREA

SR 42 / US 23
MORELAND AVENUE

CITY OF ELLENWOOD
CITY OF FOREST PARK

UNNAMED TRIBUTARY
TO UPTON CREEK

75' FOREST PARK
NON-IMPERVIOUS SETBACK

50' FOREST PARK UNDIST.
NATURAL VEGETATIVE
STREAM BUFFER

25' ST. OF GA
STREAM BUFFER

EXISTING
INTERSECTION #5

PROPOSED
INTERSECTION #11

PROPOSED
INTERSECTION #10

PROPOSED
INTERSECTION #9

SHEET 3

DRI # 3073 - FORT GILLEM

ZONING

EXISTING	GZ (GILLEM ZONING)
PROPOSED	GZ (GILLEM ZONING)

SITE DATA

SITE AREA	1,048 ACRES
MAXIMUM PARKING ALLOWED	10,250 SPACES

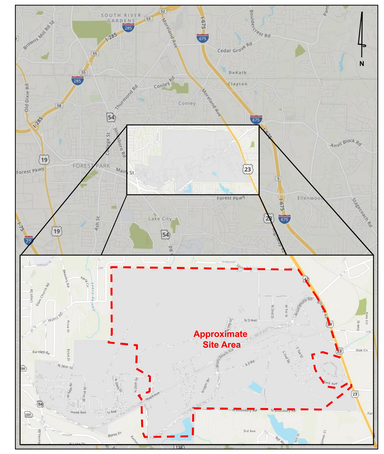
PROPOSED LAND USES AND DENSITY

LAND USE	DENSITY
WAREHOUSE	4,072,307 SF
RETAIL	137,500 SF
RESTAURANT	137,500 SF

CONTACTS

OWNER	ROBINSON WEEKS PARTNERS 3350 RIVERWOOD PARKWAY STE.700 ATLANTA, GA 30339 PHONE: 404.815.2019 CONTACT: DAVID WELCH
TRAFFIC CONSULTANT	KIMLEY- HORN & ASSOCIATES INC. 11720 AMBER PARK DRIVE, STE. 600 ALPHARETTA, GA 30009 PHONE: 470.273.3181 CONTACT: JOHN WALKER, P.E., PTOE
CIVIL ENGINEER	KIMLEY- HORN & ASSOCIATES INC. 11720 AMBER PARK DRIVE, STE. 600 ALPHARETTA, GA 30009 PHONE: 470.273.3299 CONTACT: BRIAN WEST, P.E.

VICINITY MAP



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

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CLIENT
ROBINSON WEEKS PARTNERS
3350 RIVERWOOD PARKWAY, STE 700
ATLANTA, GA 30339
PHONE: 404.815.2019

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
GILLEM LOGISTIC CENTER DRI
CITY OF FOREST PARK

DRI #3073

GSWCC CERT. (LEVEL II)	0000077042
DRAWN BY	KHP
DESIGNED BY	RTS
REVIEWED BY	LDC
DATE	03/23/2020
PROJECT NO.	013556001

TITLE
DRI SITE PLAN

SHEET NUMBER
SHEET 4

Drawing name: C:\Users\Kosh.Patel\OneDrive - KH\Fort Gillem\DRI SITE PLAN_KHP_3.dwg Layout: Mar 25, 2020 4:29pm by: Kosh.Patel

APPENDIX C

Trip Generation Analysis

BUILD Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Gillem Logistics Center DRI #3073
City of Forest Park, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	4,072,307 s.f.	6,480	514	396	118	516	139	377
820 Shopping Center	137,500 s.f. gross leasable area	5,190	129	80	49	524	252	272
932 High-Turnover (Sit-Down) Restaurant	137,500 s.f.	15,424	1,367	752	615	1,343	833	510
	4,347,307							
Gross Trips		**27,094**	**2,010**	**1,228**	**782**	**2,383**	**1,224**	**1,159**
Retail Trips		5,190	129	80	49	524	252	272
Mixed-Use Reductions		*-378*	*-12*	*-6*	*-6*	*-205*	*-126*	*-79*
Alternative Mode Reductions		*-962*	*-23*	*-15*	*-9*	*-64*	*-25*	*-39*
Pass By Reductions (Limited by GRTA 15% Rule)		*-755*	*0*	*0*	*0*	*-84*	*-35*	*-52*
Adjusted Retail Trips		3,095	94	59	34	171	66	102
Restaurant Trips		15,424	1,367	752	615	1,343	833	510
Mixed-Use Reductions		*-1,126*	*-12*	*-6*	*-6*	*-205*	*-79*	*-126*
Alternative Mode Reductions		*-2,860*	*-271*	*-149*	*-122*	*-228*	*-151*	*-77*
Pass By Reductions (Limited by GRTA 15% Rule)		*-2,245*	*0*	*0*	*0*	*-216*	*-115*	*-98*
Adjusted Restaurant Trips		9,193	1,084	597	487	694	488	209
Warehouse Trips		6,480	514	396	118	516	139	377
Truck Trips (25% of Warehousing Trips)		1,620	129	99	30	129	35	94
Employee Trips (75% of Warehousing Trips)		4,860	385	297	88	387	104	283
Alternative Mode Reductions		*-486*	*-39*	*-30*	*-9*	*-39*	*-10*	*-28*
Adjusted Employee Trips		4,374	346	267	79	348	94	255
Adjusted Warehouse Trips		5,994	475	366	109	477	129	349
Mixed-Use Reductions - TOTAL		*-1,504*	*-24*	*-12*	*-12*	*-410*	*-205*	*-205*
Alternative Mode Reductions - TOTAL		*-4,308*	*-333*	*-194*	*-140*	*-331*	*-186*	*-144*
Pass-By Reductions - TOTAL		*-3,000*	*0*	*0*	*0*	*-300*	*-150*	*-150*
New Trips		**18,282**	**1,653**	**1,022**	**630**	**1,342**	**683**	**660**
Driveway Volumes		**21,282**	**1,653**	**1,022**	**630**	**1,642**	**833**	**810**

NO-BUILD Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Gillem Logistics Center DRI #3073
City of Forest Park, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	3,182,741 s.f.	5,074	407	313	94	410	111	299
Gross Trips		**5,074**	**407**	**313**	**94**	**410**	**111**	**299**
Warehouse Trips		5,074	407	313	94	410	111	299
Truck Trips (25% of Warehousing Trips)		1,268	102	78	24	103	28	75
Employee Trips (75% of Warehousing Trips)		3,806	305	235	70	307	83	224
Alternative Mode Reductions		*-381*	*-31*	*-24*	*-7*	*-31*	*-8*	*-22*
Adjusted Employee Trips		3,425	274	211	63	276	75	202
Adjusted Warehouse Trips		4,693	376	289	87	379	103	277
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*-381*	*-31*	*-24*	*-7*	*-31*	*-8*	*-22*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**4,693**	**376**	**289**	**87**	**379**	**103**	**277**
Driveway Volumes		**4,693**	**376**	**289**	**87**	**379**	**103**	**277**

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1

Jonesboro Road (SR 54) at Metcalf Road

AM PEAK HOUR

Description	Jonesboro Rd (SR 54) Northbound			Jonesboro Rd (SR 54) Southbound			Courtney Drive Eastbound			Metcalf Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	109	1,149	123	125	752	0	0	3	28	2	9	67
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	50	6	13	50	0	0	1	3	0	2	13
Heavy Vehicle %	2.8%	4.4%	4.9%	10.4%	6.6%	0.0%	0.0%	33.3%	10.7%	0.0%	22.2%	19.4%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2020 Volumes	109	1149	123	125	752	0	0	3	28	2	9	67
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN				2%								
Trip Distribution OUT												2%
Under Construction/Remaining Entitlement Truck Trips	0	0	0	2	0	0	0	0	0	0	0	0
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Under Construction/Remaining Entitlement Car Trips	0	0	0	11	0	0	0	0	0	0	0	3
2030 Background Traffic	124	1,307	140	153	856	0	0	3	32	2	10	79
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Warehouse (Truck) Trips	0	0	0	2	0	0	0	0	0	0	0	1
Trip Distribution IN	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Warehouse (Employee) Trips	0	0	0	13	0	0	0	0	0	0	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	15	0	0	0	0	0	0	0	5
2030 Buildout Total	124	1,307	140	168	856	0	0	3	32	2	10	84
2030 Buildout Heavy Vehicle %	2.8%	4.4%	4.9%	10.0%	6.6%	2.0%	2.0%	37.9%	10.7%	2.0%	22.8%	18.8%

PM PEAK HOUR

Description	Jonesboro Rd (SR 54) Northbound			Jonesboro Rd (SR 54) Southbound			Courtney Drive Eastbound			Metcalf Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	78	893	52	74	1,466	0	8	2	51	8	44	221
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	23	5	10	46	0	0	0	2	0	0	7
Heavy Vehicle %	2.0%	2.6%	9.6%	13.5%	3.1%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	3.2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	78	893	52	74	1466	0	8	2	51	8	44	221
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN				2%								
Trip Distribution OUT												2%
Under Construction/Remaining Entitlement Truck Trips	0	0	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Under Construction/Remaining Entitlement Car Trips	0	0	0	4	0	0	0	0	0	0	0	10
2030 Background Traffic	89	1,016	59	88	1,668	0	9	2	58	9	50	261
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Warehouse (Truck) Trips	0	0	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%
Warehouse (Employee) Trips	0	0	0	5	0	0	0	0	0	0	0	13
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	6	0	0	0	0	0	0	0	15
2030 Buildout Total	89	1,016	59	94	1,668	0	9	2	58	9	50	276
2030 Buildout Heavy Vehicle %	2.0%	2.6%	9.6%	13.2%	3.1%	2.0%	2.0%	2.0%	3.9%	2.0%	2.0%	3.6%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2

Jonesboro Road (SR 54) at Forest Parkway (SR 331)

AM PEAK HOUR

	Jonesboro Rd (SR 54)			Jonesboro Rd (SR 54)			Forest Pkwy (SR 331)			Forest Pkwy (SR 331)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	298	965	34	155	483	108	143	270	132	46	440	264
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	29	4	9	33	9	18	20	7	9	43	10
Heavy Vehicle %	2.3%	3.0%	11.8%	5.8%	6.8%	0.0%	0.0%	7.4%	5.3%	19.6%	9.8%	3.8%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2020 Volumes	298	965	34	155	483	108	143	270	132	46	440	264
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN								33%				
Trip Distribution OUT											33%	
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	26	0	0	8	0
Trip Distribution IN			5%					30%				
Trip Distribution OUT										5%	30%	
Under Construction/Remaining Entitlement Car Trips	0	0	11	0	0	0	0	63	0	3	19	0
2030 Background Traffic	339	1,098	50	176	550	123	163	370	150	55	520	300
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Warehouse (Truck) Trips	0	0	0	0	0	0	0	33	0	0	10	0
Trip Distribution IN	0%	0%	5%	0%	0%	0%	0%	30%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	30%	0%
Warehouse (Employee) Trips	0	0	13	0	0	0	0	80	0	4	24	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	13	0	0	0	0	113	0	4	34	0
2030 Buildout Total	339	1,098	63	176	550	123	163	483	150	59	554	300
2030 Buildout Heavy Vehicle %	2.3%	3.0%	7.2%	5.8%	6.8%	8.3%	12.6%	11.5%	5.3%	17.4%	10.6%	3.8%

PM PEAK HOUR

	Jonesboro Rd (SR 54)			Jonesboro Rd (SR 54)			Forest Pkwy (SR 331)			Forest Pkwy (SR 331)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	169	661	54	324	995	128	139	533	346	70	330	229
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	13	9	16	17	13	17	30	6	6	27	4
Heavy Vehicle %	3.6%	2.0%	16.7%	4.9%	2.0%	0.0%	11.5%	5.6%	2.0%	8.6%	7.6%	2.2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2020 Volumes	169	661	54	324	995	128	139	533	346	70	330	229
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN								33%				
Trip Distribution OUT											33%	
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	9	0	0	25	0
Trip Distribution IN			5%					30%				
Trip Distribution OUT										5%	30%	
Under Construction/Remaining Entitlement Car Trips	0	0	4	0	0	0	0	23	0	10	61	0
2030 Background Traffic	192	752	65	369	1,132	146	158	629	394	90	436	261
Project Trips												
Trip Distribution IN			5%					15%			15%	
Trip Distribution OUT										5%		
Retail Trips	0	0	3	0	0	0	0	10	0	5	10	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Warehouse (Truck) Trips	0	0	0	0	0	0	0	12	0	0	31	0
Trip Distribution IN	0%	0%	5%	0%	0%	0%	0%	30%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	30%	0%
Warehouse (Employee) Trips	0	0	5	0	0	0	0	28	0	13	77	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	8	0	0	0	0	50	0	18	118	0
2030 Buildout Total	192	752	73	369	1,132	146	158	679	394	108	554	261
2030 Buildout Heavy Vehicle %	4.1%	2.0%	14.0%	4.9%	2.0%	10.1%	12.2%	6.8%	2.0%	6.3%	11.1%	2.0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3

Rateree Drive at Forest Parkway (SR 331)

AM PEAK HOUR

Description	N/A Northbound			Rateree Drive Southbound			Forest Pkwy (SR 331) Eastbound			Forest Pkwy (SR 331) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	8	0	9	15	431	0	0	788	57
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	5	1	33	0	0	59	2
Heavy Vehicle %	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	7.5%	3.5%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	0	0	8	0	9	15	431	0	0	788	57
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN							33%					
Trip Distribution OUT						33%						
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	8	26	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT						35%						
Under Construction/Remaining Entitlement Car Trips	0	0	0	0	0	22	74	0	0	0	0	0
2030 Background Traffic	0	0	0	9	0	32	91	490	0	0	897	65
Project Trips												
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Retail Trips	0	0	0	0	0	0	0	12	0	0	7	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%
Restaurant Trips	0	0	0	0	0	0	0	119	0	0	97	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	10	33	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%
Warehouse (Employee) Trips	0	0	0	0	0	28	93	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	38	126	131	0	0	104	0
2030 Buildout Total	0	0	0	9	0	70	217	621	0	0	1,001	65
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	12.6%	2.0%	22.4%	15.7%	6.0%	2.0%	2.0%	6.7%	3.5%

PM PEAK HOUR

Description	N/A Northbound			Rateree Drive Southbound			Forest Pkwy (SR 331) Eastbound			Forest Pkwy (SR 331) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	60	0	44	7	854	0	0	514	22
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	2	51	0	0	33	3
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	5.9%	0.0%	0.0%	6.4%	13.6%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2020 Volumes	0	0	0	60	0	44	7	854	0	0	514	22
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN							33%					
Trip Distribution OUT						33%						
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	25	9	0	0	0	0	0
Trip Distribution IN							35%					
Trip Distribution OUT						35%						
Under Construction/Remaining Entitlement Car Trips	0	0	0	0	0	71	26	0	0	0	0	0
2030 Background Traffic	0	0	0	68	0	121	34	972	0	0	585	25
Project Trips												
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Retail Trips	0	0	0	0	0	0	0	13	0	0	20	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%
Restaurant Trips	0	0	0	0	0	0	0	98	0	0	42	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	31	12	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%
Warehouse (Employee) Trips	0	0	0	0	0	89	33	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	120	45	111	0	0	62	0
2030 Buildout Total	0	0	0	68	0	241	79	1,083	0	0	647	25
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	12.9%	18.1%	5.4%	2.0%	2.0%	5.8%	13.7%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4

Moreland Avenue (SR 42) at Forest Parkway (SR 331)

AM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Forest Pkwy (SR 331) Eastbound			Forest Pkwy (SR 331) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	125	432	158	84	196	145	165	292	44	124	533	119
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	8	23	13	19	14	18	17	47	1	15	32	20
Heavy Vehicle %	6.4%	5.3%	8.2%	22.6%	7.1%	0.0%	0.0%	16.1%	2.3%	12.1%	6.0%	16.8%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	125	432	158	84	196	145	165	292	44	124	533	119
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	21	0	0	6	0	0	0	0	0	0	0
2030 Background Traffic	142	513	180	96	229	165	188	332	50	141	606	135
Project Trips												
Trip Distribution IN		15%					20%					
Trip Distribution OUT					15%	20%						
Retail Trips	0	9	0	0	5	7	12	0	0	0	0	0
Trip Distribution IN	0%	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	15%	20%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	90	0	0	73	97	119	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Warehouse (Employee) Trips	0	27	0	0	8	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	126	0	0	86	104	131	0	0	0	0	0
2030 Buildout Total	142	639	180	96	315	269	319	332	50	141	606	135
2030 Buildout Heavy Vehicle %	6.4%	4.1%	8.2%	22.5%	5.1%	7.6%	6.1%	16.1%	2.3%	12.1%	6.0%	16.9%

PM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Forest Pkwy (SR 331) Eastbound			Forest Pkwy (SR 331) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	48	162	145	103	512	181	146	632	144	218	446	63
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	6	3	22	12	16	18	22	4	17	25	18
Heavy Vehicle %	4.2%	3.7%	2.1%	21.4%	2.3%	0.0%	12.3%	3.5%	2.8%	7.8%	5.6%	28.6%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2020 Volumes	48	162	145	103	512	181	146	632	144	218	446	63
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	8	0	0	20	0	0	0	0	0	0	0
2030 Background Traffic	55	192	165	117	603	206	166	719	164	248	507	72
Project Trips												
Trip Distribution IN		15%					20%					
Trip Distribution OUT					15%	20%						
Retail Trips	0	10	0	0	15	20	13	0	0	0	0	0
Trip Distribution IN	0%	15%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	15%	20%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	73	0	0	31	42	98	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Warehouse (Employee) Trips	0	9	0	0	26	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	92	0	0	72	62	111	0	0	0	0	0
2030 Buildout Total	55	284	165	117	675	268	277	719	164	248	507	72
2030 Buildout Heavy Vehicle %	4.1%	2.4%	2.1%	21.4%	2.0%	6.8%	7.4%	3.5%	2.8%	7.8%	5.6%	28.4%

INTERSECTION VOLUME DEVELOPMENT

Intersection #5

Moreland Ave (SR 42) at Anvil Block Road

AM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound Left	Through	Right	Moreland Ave (SR 42) Southbound Left	Through	Right	Anvil Block Road Eastbound Left	Through	Right	Anvil Block Road Westbound Left	Through	Right
Observed 2020 Traffic Volumes	33	500	145	147	262	36	25	45	12	145	147	344
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	43	25	27	29	7	13	24	5	15	28	29
Heavy Vehicle %	21.2%	8.6%	17.2%	18.4%	11.1%	0.0%	0.0%	53.3%	41.7%	10.3%	19.0%	8.4%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2020 Volumes	33	500	145	147	262	36	25	45	12	145	147	344
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN						5%					60%	
Trip Distribution OUT							5%	60%				
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	4	1	14	0	0	47	0
Trip Distribution IN	10%					10%					40%	
Trip Distribution OUT							10%	40%	10%			
Under Construction/Remaining Entitlement Car Trips	21	0	0	0	0	21	6	25	6	0	84	0
2030 Background Traffic	59	569	165	167	298	62	34	76	20	165	251	391
Project Trips												
Trip Distribution IN	5%				15%	5%				30%	15%	
Trip Distribution OUT		15%	30%				5%	15%	5%			
Retail Trips	3	5	10	0	9	3	2	5	2	18	9	0
Trip Distribution IN	5%	0%	0%	0%	15%	5%	0%	0%	0%	30%	15%	0%
Trip Distribution OUT	0%	15%	30%	0%	0%	0%	5%	15%	5%	0%	0%	0%
Restaurant Trips	30	73	146	0	90	30	24	73	24	179	90	0
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	60%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	60%	0%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	5	2	18	0	0	59	0
Trip Distribution IN	5%		10%		2%	8%				10%	30%	
Trip Distribution OUT		2%					8%	30%	5%			
Warehouse (Employee) Trips	13	2	27	0	5	21	6	24	4	27	80	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	46	80	183	0	104	59	34	120	30	224	238	0
2030 Buildout Total	105	649	348	167	402	121	68	196	50	389	489	391
2030 Buildout Heavy Vehicle %	7.6%	7.5%	8.2%	18.4%	8.2%	10.7%	24.7%	23.1%	11.4%	4.4%	18.6%	8.4%

PM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound Left	Through	Right	Moreland Ave (SR 42) Southbound Left	Through	Right	Anvil Block Road Eastbound Left	Through	Right	Anvil Block Road Westbound Left	Through	Right
Observed 2020 Traffic Volumes	14	243	203	373	557	35	40	213	43	197	116	187
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	6	32	26	26	63	18	9	19	1	35	30	31
Heavy Vehicle %	42.9%	13.2%	12.8%	7.0%	11.3%	0.0%	22.5%	8.9%	2.3%	17.8%	25.9%	16.6%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2020 Volumes	14	243	203	373	557	35	40	213	43	197	116	187
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN						5%					60%	
Trip Distribution OUT							5%	60%				
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	1	4	45	0	0	17	0
Trip Distribution IN	10%					10%					40%	
Trip Distribution OUT							10%	40%	10%			
Under Construction/Remaining Entitlement Car Trips	8	0	0	0	0	8	20	81	20	0	30	0
2030 Background Traffic	24	277	231	424	634	48	66	323	69	224	162	213
Project Trips												
Trip Distribution IN	5%				15%	5%				30%	15%	
Trip Distribution OUT		15%	30%				5%	15%	5%			
Retail Trips	3	15	31	0	10	3	5	15	5	20	10	0
Trip Distribution IN	5%	0%	0%	0%	15%	5%	0%	0%	0%	30%	15%	0%
Trip Distribution OUT	0%	15%	30%	0%	0%	0%	5%	15%	5%	0%	0%	0%
Restaurant Trips	24	31	63	0	73	24	10	31	10	146	73	0
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	60%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	60%	0%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	2	5	56	0	0	21	0
Trip Distribution IN	5%		10%		2%	8%				10%	30%	
Trip Distribution OUT		2%					8%	30%	5%			
Warehouse (Employee) Trips	5	5	9	0	2	8	20	77	13	9	28	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	32	51	103	0	85	37	40	179	28	175	132	0
2030 Buildout Total	56	328	334	424	719	85	106	502	97	399	294	213
2030 Buildout Heavy Vehicle %	12.2%	11.1%	8.9%	7.0%	10.0%	26.4%	14.4%	15.5%	2.0%	10.0%	18.8%	16.6%

INTERSECTION VOLUME DEVELOPMENT

Intersection #6

Anvil Block Road at I-675 SB Ramps

AM PEAK HOUR

Description	I-675 Northbound			I-675 Southbound			Anvil Block Road Eastbound			Anvil Block Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	223	0	169	0	233	109	165	603	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	31	1	38	0	52	28	22	38	0
Heavy Vehicle %	0.0%	0.0%	0.0%	13.9%	100.0%	0.0%	0.0%	22.3%	25.7%	13.3%	6.3%	0.0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2020 Volumes	0	0	0	223	0	169	0	233	109	165	603	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN						35%					25%	
Trip Distribution OUT								35%	25%			
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	27	0	8	6	0	20	0
Trip Distribution IN						20%					20%	
Trip Distribution OUT								20%	20%			
Under Construction/Remaining Entitlement Car Trips	0	0	0	0	0	42	0	13	13	0	42	0
2030 Background Traffic	0	0	0	254	0	234	0	278	137	188	728	0
Project Trips												
Trip Distribution IN						25%					20%	
Trip Distribution OUT								25%	20%			
Retail Trips	0	0	0	0	0	15	0	9	7	0	12	0
Trip Distribution IN	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	25%	20%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	149	0	122	97	0	119	0
Trip Distribution IN	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	35%	25%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	35	0	11	8	0	25	0
Trip Distribution IN	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%
Warehouse (Employee) Trips	0	0	0	0	0	53	0	16	16	0	53	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	252	0	158	128	0	209	0
2030 Buildout Total	0	0	0	254	0	486	0	436	265	188	937	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	13.9%	100.0%	16.1%	2.0%	16.1%	15.0%	13.3%	7.3%	2.0%

PM PEAK HOUR

Description	I-675 Northbound			I-675 Southbound			Anvil Block Road Eastbound			Anvil Block Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	543	0	200	0	634	301	190	354	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	43	0	52	0	52	17	13	44	0
Heavy Vehicle %	0.0%	0.0%	0.0%	7.9%	0.0%	0.0%	0.0%	8.0%	5.6%	7.4%	12.4%	0.0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2020 Volumes	0	0	0	543	0	200	0	634	301	190	354	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN						35%					25%	
Trip Distribution OUT								35%	25%			
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	10	0	26	19	0	7	0
Trip Distribution IN						20%					20%	
Trip Distribution OUT								20%	20%			
Under Construction/Remaining Entitlement Car Trips	0	0	0	0	0	15	0	40	40	0	15	0
2030 Background Traffic	0	0	0	618	0	243	0	761	383	216	418	0
Project Trips												
Trip Distribution IN						25%					20%	
Trip Distribution OUT								25%	20%			
Retail Trips	0	0	0	0	0	17	0	26	20	0	13	0
Trip Distribution IN	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	25%	20%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	122	0	52	42	0	98	0
Trip Distribution IN	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	35%	25%	0%	0%	0%
Warehouse (Truck) Trips	0	0	0	0	0	12	0	33	24	0	9	0
Trip Distribution IN	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	20%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%
Warehouse (Employee) Trips	0	0	0	0	0	19	0	51	51	0	19	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	170	0	162	137	0	139	0
2030 Buildout Total	0	0	0	618	0	413	0	923	520	216	557	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	7.9%	2.0%	17.2%	2.0%	10.0%	8.3%	6.8%	10.6%	2.0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #7

Anvil Block Road at I-675 NB Ramps

AM PEAK HOUR

	I-675 Northbound			I-675 Southbound			Anvil Block Road Eastbound			Anvil Block Road Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	256	0	160	0	0	0	81	370	0	0	509	849
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	21	0	16	0	0	0	32	48	0	0	37	68
Heavy Vehicle %	8.2%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	13.0%	0.0%	0.0%	7.3%	8.0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2020 Volumes	256	0	160	0	0	0	81	370	0	0	509	849
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN	25%											
Trip Distribution OUT							35%					
Under Construction/Remaining Entitlement Truck Trips	20	0	0	0	0	0	8	0	0	0	0	0
Trip Distribution IN	20%											
Trip Distribution OUT							20%					
Under Construction/Remaining Entitlement Car Trips	42	0	0	0	0	0	13	0	0	0	0	0
2030 Background Traffic	333	0	182	0	0	0	105	421	0	0	579	966
Project Trips												
Trip Distribution IN	20%											
Trip Distribution OUT							25%					
Retail Trips	12	0	0	0	0	0	9	0	0	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Restaurant Trips	119	0	0	0	0	0	122	0	0	0	0	0
Trip Distribution IN	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%
Warehouse (Truck) Trips	25	0	0	0	0	0	11	0	0	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%
Warehouse (Employee) Trips	53	0	0	0	0	0	16	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	209	0	0	0	0	0	158	0	0	0	0	0
2030 Buildout Total	542	0	182	0	0	0	263	421	0	0	579	966
2030 Buildout Heavy Vehicle %	9.0%	2.0%	10.0%	2.0%	2.0%	2.0%	18.0%	13.0%	2.0%	2.0%	7.3%	8.0%

PM PEAK HOUR

	I-675 Northbound			I-675 Southbound			Anvil Block Road Eastbound			Anvil Block Road Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	132	0	195	0	0	0	149	1,006	0	0	427	324
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	29	0	22	0	0	0	36	64	0	0	36	31
Heavy Vehicle %	22.0%	0.0%	10.8%	0.0%	0.0%	0.0%	24.2%	6.3%	0.0%	0.0%	8.7%	9.6%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2020 Volumes	132	0	195	0	0	0	149	1006	0	0	427	324
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN	25%											
Trip Distribution OUT							35%					
Under Construction/Remaining Entitlement Truck Trips	7	0	0	0	0	0	26	0	0	0	0	0
Trip Distribution IN	20%											
Trip Distribution OUT							20%					
Under Construction/Remaining Entitlement Car Trips	15	0	0	0	0	0	40	0	0	0	0	0
2030 Background Traffic	165	0	222	0	0	0	210	1,145	0	0	486	369
Project Trips												
Trip Distribution IN	20%											
Trip Distribution OUT							25%					
Retail Trips	13	0	0	0	0	0	26	0	0	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Restaurant Trips	98	0	0	0	0	0	52	0	0	0	0	0
Trip Distribution IN	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%
Warehouse (Truck) Trips	9	0	0	0	0	0	33	0	0	0	0	0
Trip Distribution IN	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%
Warehouse (Employee) Trips	19	0	0	0	0	0	51	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	139	0	0	0	0	0	162	0	0	0	0	0
2030 Buildout Total	304	0	222	0	0	0	372	1,145	0	0	486	369
2030 Buildout Heavy Vehicle %	13.8%	2.0%	11.3%	2.0%	2.0%	2.0%	19.9%	6.4%	2.0%	2.0%	8.4%	9.6%

INTERSECTION VOLUME DEVELOPMENT

Intersection #8

Rateree Drive at Anvil Block Road / Site Driveway A

AM PEAK HOUR

Description	Rateree Drive Northbound			Rateree Drive Southbound			Anvil Block Road Eastbound			Anvil Block Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	72	0	0	17	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	72	0	0	17	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN			33%	2%								
Trip Distribution OUT										33%		2%
Under Construction/Remaining Entitlement Truck Trips	0	0	26	2	0	0	0	0	0	8	0	0
Trip Distribution IN			35%	5%								
Trip Distribution OUT										35%		5%
Under Construction/Remaining Entitlement Car Trips	0	0	74	11	0	0	0	0	0	22	0	3
2030 Background Traffic	0	82	74	11	19	0	0	0	0	22	0	3
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	33%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	2%
Warehouse (Truck) Trips	0	0	33	2	0	0	0	0	0	10	0	1
Trip Distribution IN	0%	0%	35%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	5%
Warehouse (Employee) Trips	0	0	93	13	0	0	0	0	0	28	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	126	15	0	0	0	0	0	38	0	5
2030 Buildout Total	0	82	200	26	19	0	0	0	0	60	0	8
2030 Buildout Heavy Vehicle %	2.0%	2.0%	16.5%	7.7%	2.0%	2.0%	2.0%	2.0%	2.0%	16.7%	2.0%	12.5%

PM PEAK HOUR

Description	Rateree Drive Northbound			Rateree Drive Southbound			Anvil Block Road Eastbound			Anvil Block Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN			33%	2%								
Trip Distribution OUT										33%		2%
Under Construction/Remaining Entitlement Truck Trips	0	0	9	1	0	0	0	0	0	25	0	2
Trip Distribution IN			35%	5%								
Trip Distribution OUT										35%		5%
Under Construction/Remaining Entitlement Car Trips	0	0	26	4	0	0	0	0	0	71	0	10
2030 Background Traffic	0	33	26	4	118	0	0	0	0	71	0	10
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	33%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	2%
Warehouse (Truck) Trips	0	0	12	1	0	0	0	0	0	31	0	2
Trip Distribution IN	0%	0%	35%	5%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	5%
Warehouse (Employee) Trips	0	0	33	5	0	0	0	0	0	89	0	13
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	45	6	0	0	0	0	0	120	0	15
2030 Buildout Total	0	33	71	10	118	0	0	0	0	191	0	25
2030 Buildout Heavy Vehicle %	2.0%	2.0%	16.9%	10.0%	2.0%	2.0%	2.0%	2.0%	2.0%	16.2%	2.0%	8.0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #9

Moreland Avenue (SR 42) at Site Driveway B

AM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Site Driveway B Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	716	0	0	425	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	716	0	0	425	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	21	0	0	6	0	0	0	0	0	0	0
2030 Background Traffic	0	836	0	0	490	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	25%				15%						
Trip Distribution OUT					25%		15%		10%			
Retail Trips	6	15	0	0	9	9	5	0	3	0	0	0
Trip Distribution IN	10%	25%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	25%	0%	15%	0%	10%	0%	0%	0%
Restaurant Trips	60	149	0	0	122	90	73	0	49	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%	8%				3%						
Trip Distribution OUT					8%		3%		2%			
Warehouse (Employee) Trips	5	21	0	0	6	8	2	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	71	185	0	0	137	107	80	0	54	0	0	0
2030 Buildout Total	71	1,021	0	0	627	107	80	0	54	0	0	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

PM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Site Driveway B Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	8	0	0	20	0	0	0	0	0	0	0
2030 Background Traffic	0	41	0	0	138	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	25%				15%						
Trip Distribution OUT					25%		15%		10%			
Retail Trips	7	17	0	0	26	10	15	0	10	0	0	0
Trip Distribution IN	10%	25%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	25%	0%	15%	0%	10%	0%	0%	0%
Restaurant Trips	49	122	0	0	52	73	31	0	21	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%	8%				3%						
Trip Distribution OUT					8%		3%		2%			
Warehouse (Employee) Trips	2	8	0	0	20	3	8	0	5	0	0	0
Pass-By Trips	25	-25	0	0	-25	25	25	0	25	0	0	0
Total Project Trips	83	122	0	0	73	111	79	0	61	0	0	0
2030 Buildout Total	83	163	0	0	211	111	79	0	61	0	0	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #10

Moreland Avenue (SR 42) at Site Driveway C

AM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Site Driveway C Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	716	0	0	425	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	716	0	0	425	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	21	0	0	6	0	0	0	0	0	0	0
2030 Background Traffic	0	836	0	0	490	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	15%			15%	15%						
Trip Distribution OUT		15%			15%		15%		10%			
Retail Trips	6	14	0	0	14	9	5	0	3	0	0	0
Trip Distribution IN	10%	15%	0%	0%	15%	15%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	15%	0%	0%	15%	0%	15%	0%	10%	0%	0%	0%
Restaurant Trips	60	163	0	0	163	90	73	0	49	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%	6%			3%	4%						
Trip Distribution OUT		3%			6%		4%		2%			
Warehouse (Employee) Trips	5	18	0	0	13	11	3	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	71	195	0	0	190	110	81	0	54	0	0	0
2030 Buildout Total	71	1,031	0	0	680	110	81	0	54	0	0	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

PM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Site Driveway C Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	8	0	0	20	0	0	0	0	0	0	0
2030 Background Traffic	0	41	0	0	138	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	15%			15%	15%						
Trip Distribution OUT		15%			15%		15%		10%			
Retail Trips	7	25	0	0	25	10	15	0	10	0	0	0
Trip Distribution IN	10%	15%	0%	0%	15%	15%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	15%	0%	0%	15%	0%	15%	0%	10%	0%	0%	0%
Restaurant Trips	49	104	0	0	104	73	31	0	21	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	2%	6%			3%	4%						
Trip Distribution OUT		3%			6%		4%		2%			
Warehouse (Employee) Trips	2	14	0	0	18	4	10	0	5	0	0	0
Pass-By Trips	25	-25	0	0	-25	25	25	0	25	0	0	0
Total Project Trips	83	118	0	0	122	112	81	0	61	0	0	0
2030 Buildout Total	83	159	0	0	260	112	81	0	61	0	0	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #11

Moreland Avenue (SR 42) at Site Driveway D

AM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Site Driveway D Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	716	0	0	425	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	716	0	0	425	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	21	0	0	6	0	0	0	0	0	0	0
2030 Background Traffic	0	836	0	0	490	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	5%			30%	15%						
Trip Distribution OUT		30%			5%		15%		10%			
Retail Trips	6	13	0	0	20	9	5	0	3	0	0	0
Trip Distribution IN	10%	5%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	30%	0%	0%	5%	0%	15%	0%	10%	0%	0%	0%
Restaurant Trips	60	176	0	0	203	90	73	0	49	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	1%	5%			7%	5%						
Trip Distribution OUT		7%			5%		5%		1%			
Warehouse (Employee) Trips	3	19	0	0	23	13	4	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	69	208	0	0	246	112	82	0	53	0	0	0
2030 Buildout Total	69	1,044	0	0	736	112	82	0	53	0	0	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

PM PEAK HOUR

Description	Moreland Ave (SR 42) Northbound			Moreland Ave (SR 42) Southbound			Site Driveway D Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2020 Volumes	0	29	0	0	104	0	0	0	0	0	0	0
Annual Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth Factor	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138	1.138
% Trips Rerouted												
Anvil Block Road Ext. Rerouted Trips												
Trip Distribution IN												
Trip Distribution OUT												
Under Construction/Remaining Entitlement Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Under Construction/Remaining Entitlement Car Trips	0	8	0	0	20	0	0	0	0	0	0	0
2030 Background Traffic	0	41	0	0	138	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%	5%			30%	15%						
Trip Distribution OUT		30%			5%		15%		10%			
Retail Trips	7	34	0	0	25	10	15	0	10	0	0	0
Trip Distribution IN	10%	5%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	30%	0%	0%	5%	0%	15%	0%	10%	0%	0%	0%
Restaurant Trips	49	87	0	0	156	73	31	0	21	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	1%	5%			7%	5%						
Trip Distribution OUT		7%			5%		5%		1%			
Warehouse (Employee) Trips	1	23	0	0	20	5	13	0	3	0	0	0
Pass-By Trips	25	-25	0	0	-25	25	25	0	25	0	0	0
Total Project Trips	82	119	0	0	176	113	84	0	59	0	0	0
2030 Buildout Total	82	160	0	0	314	113	84	0	59	0	0	0
2030 Buildout Heavy Vehicle %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%

APPENDIX E

Programmed Project Fact Sheets

CL-200

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

Short Title	FOREST PARKWAY PAVEMENT REHABILITATION FROM SR 54 (JONESBORO ROAD) TO US 23/SR 42 (MORELAND AVENUE)
GDOT Project No.	0016023
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Maintenance
Sponsor	Clayton County
Jurisdiction	Clayton County
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 miles

Detailed Description and Justification

This project supports regional roadway state of good repair needs, with the corridor being located in a major logistics and freight cluster - including the Gillem Logistics Center and Hartsfield Jackson Atlanta International Airport. The heavy truck and bus traffic along the corridor has caused the condition of the pavement and base material to deteriorate beyond the scope of what a typical resurfacing project can adequately resolve. The roadway has an overall PASER Rating of 2 on a scale of 1 (total failure) to 10 (new construction). Additionally, sections of curb and gutter and drainage features have been severely damaged by turning trucks.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2019	**$5,000,000**	$4,000,000	$0,000	$0,000	$1,000,000
				$5,000,000	**$4,000,000**	**$0,000**	**$0,000**	**$1,000,000**

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

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

Report Generated: 6/17/2019

AR-485A

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

Short Title	CLAYTON COUNTY HIGH CAPACITY TRANSIT INITIATIVE - PHASE 1 FROM EAST POINT MARTA RAIL STATION TO JONESBORO
GDOT Project No.	TBD
Federal ID No.	
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	MARTA
Jurisdiction	Regional - South
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2030
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	15 miles

Detailed Description and Justification

An analysis will be conducted to build on previous planning work done to examine the potential for high capacity transit in Clayton County and the most appropriate service concept. The work effort will be done in compliance with FTA New Starts and NEPA project development requirements and will include an alternatives analysis, environmental review, selection of a Locally Preferred Alternative and adoption into the fiscally constrained long range regional transportation.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2024-2030	**$300,000,000**	$135,000,000	$0,000	$0,000	$165,000,000
				$300,000,000	**$135,000,000**	**$0,000**	**$0,000**	**$165,000,000**

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

Included in Projected 2030 No-Build Conditions

ANVIL BLOCK RD

N

GEORGIA WASTE SYSTEMS INC.

CITY OF LAKE CITY
CITY OF FOREST PARK

URBAN REDEVELOPMENT AGENCY OF THE CITY OF FOREST PARK

EXIST R/W

EXIST R/W

RATEREE DR

CSX RAILROAD

CITY OF FOREST PARK
CITY OF LAKE CITY

HJM INVESTMENTS LLC

ATLANTIC & SOUTHERN EQUIPMENT LLC

HJM INVESTMENTS LLC

CSXT R/W

CSXT R/W

EXIST. R/W

FOREST PKWY

EXIST. R/W

LEGEND

- EXISTING PAVEMENT
- EXISTING MEDIAN
- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED MEDIAN
- PROPOSED STRIPING
- PROPOSED REQUIRED R /W

ADDITIONAL R /W MAY BE REQUIRED FOR STORMWATER MANAGEMENT

URBAN REDEVELOPMENT AGENCY
OF FOREST PARK
CLAYTON COUNTY
ANVIL BLOCK ROAD
CONCEPT LAYOUT ALT 5 –
NOT FOR CONSTRUCTION

SCALE IN FEET
0 30 60 120

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