Airport City Development
DRI Traffic Study

Prepared for:

City of College Park

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1.0 PURPOSE AND INTENTION

The purpose of this document is to present necessary information concerning the subject development for the Development of Regional Impact (DRI) transportation analysis.

2.0 INTRODUCTION

The City of College Park intends to improve the proposed Airport City property in College Park, GA. The property is currently undeveloped greenfield land that is part of 320 acres located west of Hartsfield-Jackson Atlanta International Airport (HJAIA) and north of the Georgia International Convention Center. The property became vacant between the 1970s and early 2000s when the City of Atlanta acquired and demolished hundreds of housing units for Airport Noise Reduction (ANR) purposes as part of the HJAIA expansion, as a result the property has mostly laid vacant.

The redevelopment has recently been named the *Six West*. While some documentation and news reports may reference that name, the DRI process was initiated under the name Airport City and this study will retain that nomenclature.

3.0 PROPOSED DEVELOPMENT

3.1.1 Description

The proposed development will construct a publicly accessible live, work, and play community. The site will comprise of General Office Building, Factory Outlet Center, and Shopping Center spaces, as well as Hotels, Single Family and Multi Family Dwelling Units. Additionally, various retail and entertainment spaces are proposed. The anticipated open year of the development is 2025 for Phase 1, with full build out (Phase 2) by 2040. The proposed layout is shown in Figure 3.

3.1.2 Future Lane Use

The future land use (FLU) plan for the City of College Park and Airport City does not anticipate significant changes in the area, beyond the development of the 320 acre site. The Existing Land Use Map for the City of College Park is contained in Appendix C.

3.1.3 Zoning

The current zoning for the parcel in question is OP (Office Professional), TOD (Transit Oriented Development), DO (Downtown Office) and C2 (Community Business). The zoning of the area is shown in Figure 2.

The City of College Park is rezoning the development area to PD-C to serve the approved master plan. This DRI is being triggered by the rezoning.

3.1.4 Other Plans or Projects

Currently there are no other developments planned for the study area, outside of the Airport City development plans and two unprogrammed ARC TIP Application Projects. The Transportation Improvement Program (TIP) currently identifies two transportation projects in the vicinity that are relevant for the DRI traffic analysis: Project FS-282, a US/19/41/SR 3 and SR 6 Signal Upgrade Project and FS-280 a Last Mile Connectivity Project near Camp Creek Parkway. Both Project FS-282 and Project FS-280 are identified as short term (2018-2021).

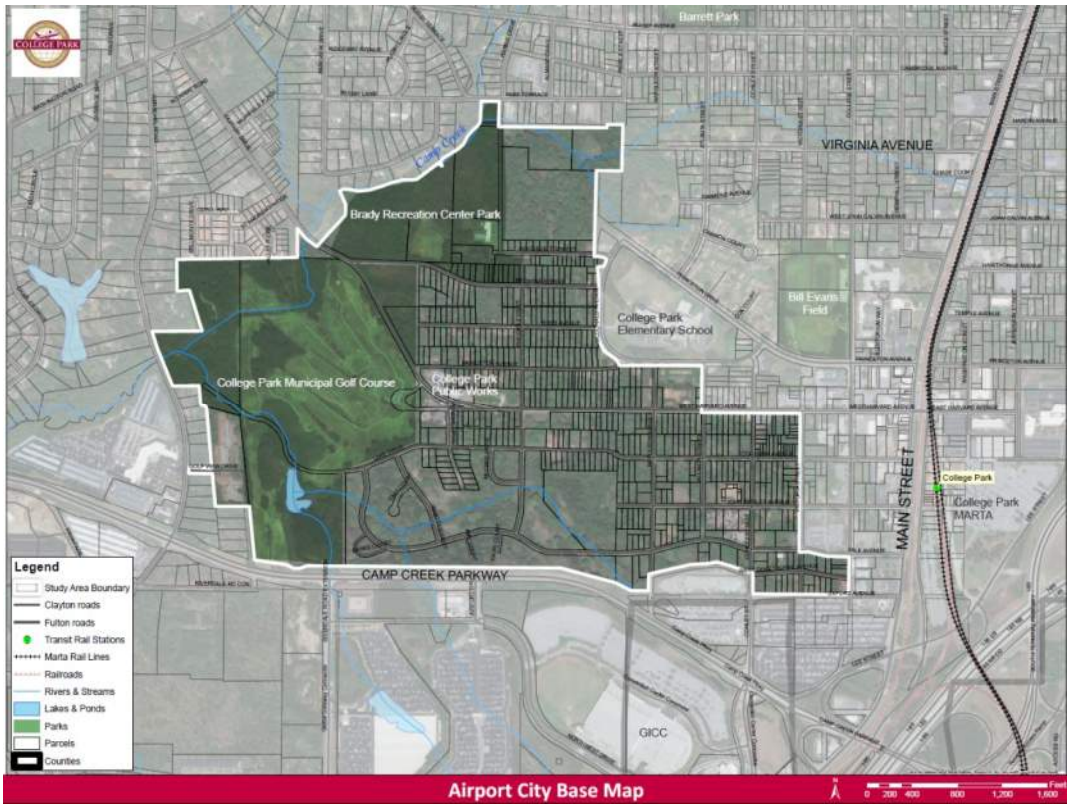
These two projects are not anticipated to affect the traffic volume development or the future analysis of the study intersections.

The two unprogrammed ARC TIP Application projects are streetscape/sidewalk improvements that will convert portions of Johns Wesley Avenue and Yale Avenue to one-way operation. These one-way conversions are assumed to occur by 2025 and are reflected in the No Build and Build conditions for all phases.

3.2 Map of the Development Area

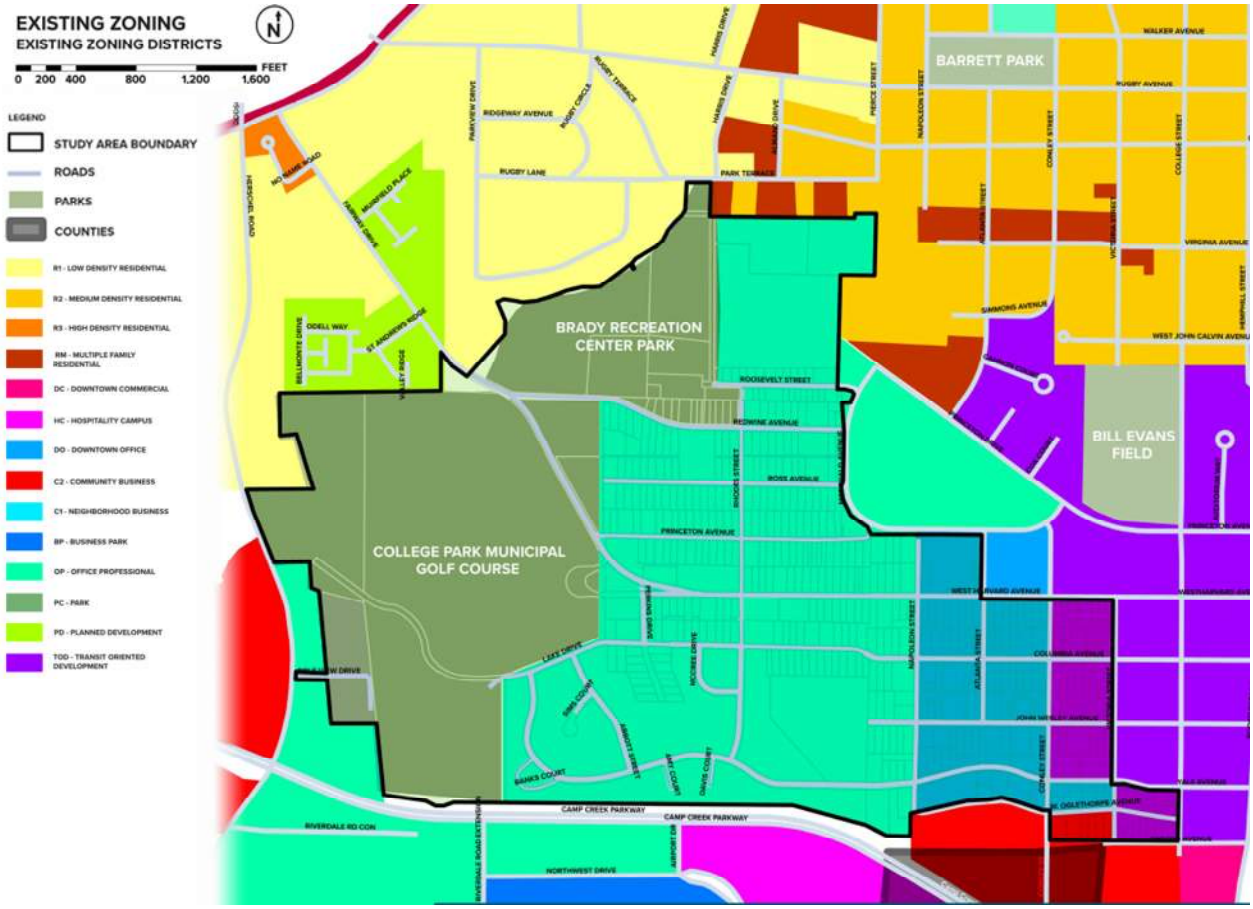
A map of the study area is presented in Figure 1 and a proposed site plan in Figure 3.

Figure 1: Study Area Map



Source: City of College Park

Figure 2: Zoning in Area



Source: Airport City Master Plan

3.3 DRI Plan of Development (Site Plan)

Figure 3 shows the planned layout of the development area contained within the DRI. This area is broken into two phases, Phase 1 and Phase 2, with Phase 1 planned to be constructed by 2025 and Phase 2 (full buildout) by 2040. The phases are subdivided into zones. Zones 1 through 3 are all contained within Phase 1, and zones 4 and 5 are Phase 2.

For full discussion of the Trip Generation, see Section 4.1.

AIRPORT CITY MASTER PLAN

Master Plan Concept

0 200 400 800 1,200 1,600 FEET

LEGEND

- PROPOSED AEROTROPOLIS GREENWAY TRAILS
- PARKING SURFACE/DECK
- STREETS
- BIKE LANES
- MULTI-USE PATHWAYS
- GREENSPACES
- EXISTING PARKS
- MARTA RAIL LINES
- RAILROADS
- RIVERS & STREAMS
- MARTA TRANSIT STATION
- STUDY AREA

AREA AND LAND USE

A - 2 STORY RETAIL OUTLET/COMMERCIAL DEVELOPMENT: 448,000 SF TOTAL
- A1: 224,000 SF
- A2: 224,000 SF

B - 1 STORY RETAIL BIG BOX: 100,000 SF

C - 2 STORY RETAIL MALL: 90,000 SF

D - 10 TO 12 STORY "CLASS A" OFFICES: 2.4 MILLION SF TOTAL
- D1: 600,000 SF
- D2: 600,000 SF
- D3 600,000 SF
- D4: 600,000 SF

E - PARCELS FOR INCREMENTAL COMMERCIAL DEVELOPMENT (RETAIL, OFFICE, RESTAURANT): 1.27 MILLION TOTAL
- E1: 140,000
- E2: 190,000
- E3: 185,000
- E4: 190,000
- E5: 195,000
- E6: 190,000
- E7: 180,000

F - PARCELS FOR INCREMENTAL OFFICE DEVELOPMENT: 635,000 SF TOTAL
- F1: 290,000
- F2: 345,000

G - PARCELS FOR INCREMENTAL RESIDENTIAL DEVELOPMENT: 23 SINGLE FAMILY DETACHED

H - RESIDENTIAL DEVELOPMENT WITH SIGNLE FAMILY UNITS, MULTI FAMILY UNITS, AND TOWNHOMES
- 65 SINGLE FAMILY DETACHED
- 177 MULTI-FAMILY (LOWRISE)
- 260 MULTI-FAMILY (MIDRISE)

I - HOTEL WITH MIXED USE - RETAIL, OFFICE, RESTAURANTS: 1200 ROOMS TOTAL
- I1: 150,000 SF; 140 KEYS
- I2: 180,000 SF; 130 KEYS
- I3: 180,000 SF; 120 KEYS
- I4: 300,000 SF; 290 KEYS
- ADDITIONAL HOTEL MIXED: 520 KEYS

J - GARDEN STYLE RESIDENTIAL: 260 MULTI-FAMILY

K - GOLF CLUB AND EVENT LODGING: 85,000 SF

L - EXPERIENTIAL GOLF VENUE: 60,000 SF

M - INTERNATIONAL EXPERIENTIAL VENUE (ESPORTS): 180,000 SF

N - CULTURAL ARTS CENTER: 50,000 SF

PHASE 1

A - 2 STORY RETAIL OUTLET/COMMERCIAL DEVELOPMENT: 448,000 SF TOTAL
- A1: 224,000 SF
- A2: 224,000 SF

B - 1 STORY RETAIL BIG BOX: 100,000 SF

C - 2 STORY RETAIL MALL: 90,000 SF

D - 10 TO 12 STORY "CLASS A" OFFICES: 1.2 MILLION SF TOTAL
- D2: 600,000 SF
- D4: 600,000 SF

E - PARCELS FOR INCREMENTAL COMMERCIAL DEVELOPMENT (RETAIL, OFFICE, RESTAURANT): 705,000 SF TOTAL
- E1: 140,000 SF
- E2: 190,000 SF
- E3: 185,000 SF
- E4: 190,000 SF

H - RESIDENTIAL DEVELOPMENT WITH SIGNLE FAMILY UNITS, MULTI FAMILY UNITS, AND TOWNHOMES
- 65 SINGLE FAMILY DETACHED
- 177 MULTI-FAMILY (LOWRISE)
- 260 MULTI-FAMILY (MIDRISE)

I - HOTEL WITH MIXED USE - RETAIL, OFFICE, RESTAURANTS
- 680 ROOMS
- I1: 150,000 SF; 140 KEYS
- I2: 180,000 SF; 130 KEYS
- I3: 180,000 SF; 120 KEYS
- I4: 300,000 SF; 290 KEYS

K - GOLF CLUB AND EVENT LODGING: 85,000 SF

L - EXPERIMENTAL GOLF VENUE: 60,000 SF

M - INTERNATIONAL EXPERIENTIAL VENUE (ESPORTS): 180,000 SF

N - CULTURAL ARTS CENTER: 50,000 SF

Figure 3

WAYMAN & BESSIE BRADY RECREATION CENTER

Camp Creek

CLUB HOUSE

L EXPERIENTIAL GOLF VENUE

INTERNATIONAL EXPERIENTIAL VENUE (PARKING BELOW)

ENCLOSED RETAIL WITH FOOD HALL

ROCK CLIMBING WALL

HERITAGE CENTER/ CULTURAL ARTS CENTER/ MUSIC VENUE

GEORGIA INTERNATIONAL CONVENTION CENTER

STORMWATER RETENTION

STORMWATER RETENTION

COLLEGE PARK MARTA STATION
College Park MARTA Station

EXISTING MARTA STATION CONNECTIVITY

TO AIRPORT

TO AIRPORT

PEDESTRIAN BRIDGE

Phase 1 Outline

1 Zone Number

RUGBY AVENUE
RIDGEWAY AVENUE
RUGBY LANE
PARK TERRACE
PARKVIEW DRIVE
RUGBY CIRCLE
RUGBY TERRACE
HARRIS DRIVE
ALMAND DRIVE
PIERCE STREET
NAPOLEON STREET
CONLEY STREET
ATLANTA STREET
MUIRFIELD PLACE
FAIRWAY DRIVE
ODELL WAY
BELLMONTE DRIVE
ST ANDREWS RIDGE
VALLEY RIDGE
BRADY TRAIL
ROOSEVELT STREET
REDWINE AVENUE
ROSS AVENUE
PRINCETON AVENUE
MCDONALD AVENUE
SIMMONS AVENUE
CANNON COURT
PRINCETON DRIVE
WEST HARVARD AVENUE
EAST HARVARD AVENUE
COLUMBIA AVENUE
JOHN WESLEY AVENUE
YALE AVENUE
OXFORD AVENUE
CAMBRIDGE AVENUE
VIRGINIA AVENUE
CHASE COURT
WEST JOHN CALVIN AVENUE
JOHN CALVIN AVENUE
HAWTHORNE AVENUE
HARDIN AVENUE
WHITE STREET
COLLEGE STREET
HEMPHILL STREET
WASHINGTON STREET
JEFFERS
VICTORIA STREET
ROOSEVELT HIGHWAY
LEE STREET
SOUTH TERMINAL PARKWAY
AIRPORT BLVD
I-85
I-85 NB
I-85 SB
I-85 NB CD
GOLF VIEW DRIVE
RIVERDALE RD CON
CAMP CREEK PARKWAY
AIRPORT DR
RIVERDALE ROAD EXTENSION
Global Gateway Connector
CONVENTION CENTER CONCOURSE
NORTHWEST DRIVE
RANGE

4.0 TRAFFIC ANALYSIS METHODS

The total trips projected for this development based on the projected trip generation and reductions described below is 92,326 trips per day. Note that this differs slightly from the GRTA Letter of Understanding which cited the previous estimated volume of 93,408 trips per day. This alteration was due to slight adjustments to zone sizes.

4.1 Trip Generation

The total additional daily trips generated by this development before reductions is 92,326 vehicles per day (vpd) as shown in Table 2. Projected trips were generated per the *Institute of Transportation Engineers (ITE) Trip Generation Handbook*, 3rd Edition and the *ITE Trip Generation Manual,* 10th Edition. The chosen land use types for the development are shown in Table 3 and Table 4. These land uses were used to generate daily and peak hour projections of new trips based average rates of generation. These land use types are referenced by number as shown in Figure 3.

The areas identified in Figure 3 as E, "Parcels for Incremental Development" have been assigned a land use code of "VAR" that indicate assumed split proportions of other land use codes. These split proportions were combined in order to generate a mixed trip generation rate. The specific codes, splits, and rates are shown in the appendix. The land uses in question are General Office Building, Shopping Center, and four different types of restaurant: Fast Casual, Quality Restaurant, High Turnover Sit Down, Coffee/Donut Shop with Drive through.

This method of generating a rate for the parcels identified by E in Figure 3 was chosen as the subset of parcels labeled as E are much smaller than the recommendation in the *ITE Trip Generation Manual* for Mixed Use Developments. Furthermore, the specific mixture of the land use types within the development are speculative at this time.

4.1.1 Trip Reduction due to Internal Capture, Modal Choice, Pass By-Trips

Three methods were combined to generate a general trip reduction percentage for the daily traffic generation of the overall project development: pass-by reductions based on the *ITE Trip Generation Manual,* internal capture within the development, and modal reduction based on proximity to the College Park MARTA station and coordination with GRTA during the DRI Pre-Review Meeting and approved in the GRTA Letter of Understanding.

Pass-by reductions were based on Appendix E of the *ITE Trip Generation Manual.* The only land use codes contained within the development that appropriately are subject to pass-by reductions are Shopping Center (ITE code 820), and the VAR land use which contains an assumed percentage of restaurant space. The pass-by reductions for Shopping Center is 30% of the PM trips and 0% of the AM trips. The reductions for the blended restaurants in VAR are assumed to be 30% for the PM trips and 15% for the AM trips. Using the total trips generated

by the development during the AM and PM peak hours, the pass-by percentages of total trip reduction are 10% in the PM and 4% in the AM peak hours, respectively. As these peak hour reduction rates must be converted to an average daily trip reduction, the average amount of 7% was used for total daily pass-by trip reduction.

Internal Capture and Modal Reductions were calculated using the NCHRP 684 Internal Trip Capture Estimation Tool. The tool uses modal and occupancy assumptions, as well as internal trip capture to reduce total vehicular trips based on the number of people who may use transit, bicycles, or walk. The transit mode for trips was assumed to be 30% for office land uses, 5% for retail/restaurant/entertainment uses, 20% for residential and "other", and 10% for hotel. This is based on the proximity of the College Park MARTA station.

The total trip reductions based on the NCHRP 684 worksheet are shown in Table 1. The AM and PM trip reduction percentages were blended to 36% for daily traffic within the development.

Table 1: NCHRP 684 Internal Capture and Mode Reductions

Reduction Percentages from NCHRP 684 Worksheet

	AM			PM		
	Total Veh. Trips	Entries After Reduction	Exits After Reduction	Total Veh. Trips	Entries After Reduction	Exits After Reduction
Office	3558	1846	233	5220	2262	922
Retail	2198	1332	448	6187	3734	1391
Restaurant	0	0	0	0	0	0
Entertainment	0	0	0	0	0	0
Residential	342	58	175	689	149	112
Hotel	322	171	19	621	299	158
Other	398	196	102	1235	680	246

Reduction due to Internal Capture and Modal Split	37%	35%

4.1.2 Total Traffic Generated

The total trips projected for this development based on these assumptions is 92,326 for the full buildout, with 63,149 trips during Phase 1 and 29,177 trips during Phase 2. The details of the Total, AM, and PM peak hour generation are shown in Table 2, Table 3, and Table 4.

The land use trip generation worksheets and the NCHRP 684 worksheets are shown in the Appendix

Table 2: Total Trip Generation

		AM Peak Hour Trip Generation				PM Peak Hour Trip Generation			
	Daily Trips	AM Total	AM Enter	AM Exit	AM Pass By	PM Total	PM Enter	PM Exit	PM PassBy
Phase 1	63,149	4,047	2,798	1,096	153	6,652	2,015	3,654	984
Phase 2	29,177	3,058	2,381	554	123	3,202	569	2,347	286
Total	92,326	7,105	5,179	1,650	276	9,855	2,584	6,001	1,270
Reduced	59,088	4,476	3,263	1,039	174	6,406	1,679	3,900	826

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Table 3: Phase 1 Trip Generation

								AM Peak Hour Trip Generation						PM Peak Hour Trip Generation					
Label	Type	ITE Description	ITE Code	Unit	No. of Units	Daily Rate	Daily Trips	AM Rate	AM Total	AM Enter%	AM Enter	AM Exit	AM Pass By	PM Rate	PM Total	PM Enter%	PM Enter	PM Exit	PM PassBy
A1	Commercial	Shopping Center	820	1000 SF	224	37.75	8456	0.94	211	62%	131	80	0	3.81	853	48%	287	311	256
A2	Commercial	Shopping Center	820	1000 SF	224	37.75	8456	0.94	211	62%	131	80	0	3.81	853	48%	287	311	256
B	Commercial	Shopping Center	820	1000 SF	100	37.75	3775	0.94	94	62%	58	36	0	3.81	381	48%	128	139	114
C	Commercial	Factory Outlet Center	823	1000 SF	90	26.59	2393	0.67	60	73%	44	16	0	2.29	206	47%	97	109	0
D2	Office	General Office Building	710	1000 SF	600	9.74	5844	1.16	696	86%	599	97	0	1.15	690	16%	110	580	0
D4	Office	General Office Building	710	1000 SF	600	9.74	5844	1.16	696	86%	599	97	0	1.15	690	16%	110	580	0
D5	Office	General Office Building	710	1000 SF	32	9.74	312	1.16	37	86%	32	5	0	1.15	37	16%	6	31	0
E1	Mixed	Mixed	VAR†	1000 SF	140	17.12	2397	1.45	203	75%	129	43	30	1.69	237	22%	36	129	71
E2	Mixed	Mixed	VAR†	1000 SF	190	17.12	3253	1.45	276	75%	176	59	41	1.69	321	22%	49	175	96
E3	Mixed	Mixed	VAR†	1000 SF	185	17.12	3167	1.45	268	75%	171	57	40	1.69	313	22%	48	171	94
E4	Mixed	Mixed	VAR†	1000 SF	190	17.12	3253	1.45	276	75%	176	59	41	1.69	321	22%	49	175	96
H1	Residential	Single-Family Detached Housing	210	DU	65	9.44	614	0.74	48	25%	12	36	0	0.99	64	63%	41	24	0
H3	Residential	Multifamily Housing (Lowrise)	220	DU	177	7.32	1296	0.46	81	23%	19	63	0	0.56	99	63%	62	37	0
H2	Residential	Multifamily Housing (Midrise)	221	DU	260	5.44	1414	0.36	94	26%	24	69	0	0.44	114	61%	70	45	0
I1	Hotel	Hotel	310	Rooms	140	8.36	1170	0.47	66	59%	39	27	0	0.60	84	51%	43	41	0
I2	Hotel	Hotel	310	Rooms	130	8.36	1087	0.47	61	59%	36	25	0	0.60	78	51%	40	38	0
I3	Hotel	Hotel	310	Rooms	120	8.36	1003	0.47	56	59%	33	23	0	0.60	72	51%	37	35	0
I4	Hotel	Hotel	310	Rooms	290	8.36	2424	0.47	136	59%	80	56	0	0.60	174	51%	89	85	0
K	Other	Recreational Community Center	495	1000 SF	85	28.82	2450	1.76	150	66%	99	51	0	2.31	196	47%	92	104	0
N	Other	Recreational Community Center	495	1000 SF	50	28.82	1441	1.76	88	66%	58	30	0	2.31	116	47%	54	61	0
L	Other	Athletic Club	493	1000 SF	60		0	3.16	190	61%	116	74	0	6.29	377	62%	234	143	0
M	Other	Baseball Stadium	462	Attendees	2500	1.24	3100	0.02	50	75%	38	13	0	0.15	375	12%	45	330	0
					Phase 2 Totals		**63,149**		**4,047**		**2,798**	**1,096**	**153**		**6,652**		**2,015**	**3,654**	**984**

Source: ITE Trip Generation Manual, 10th Edition

Table 4: Phase 2 Trip Generation

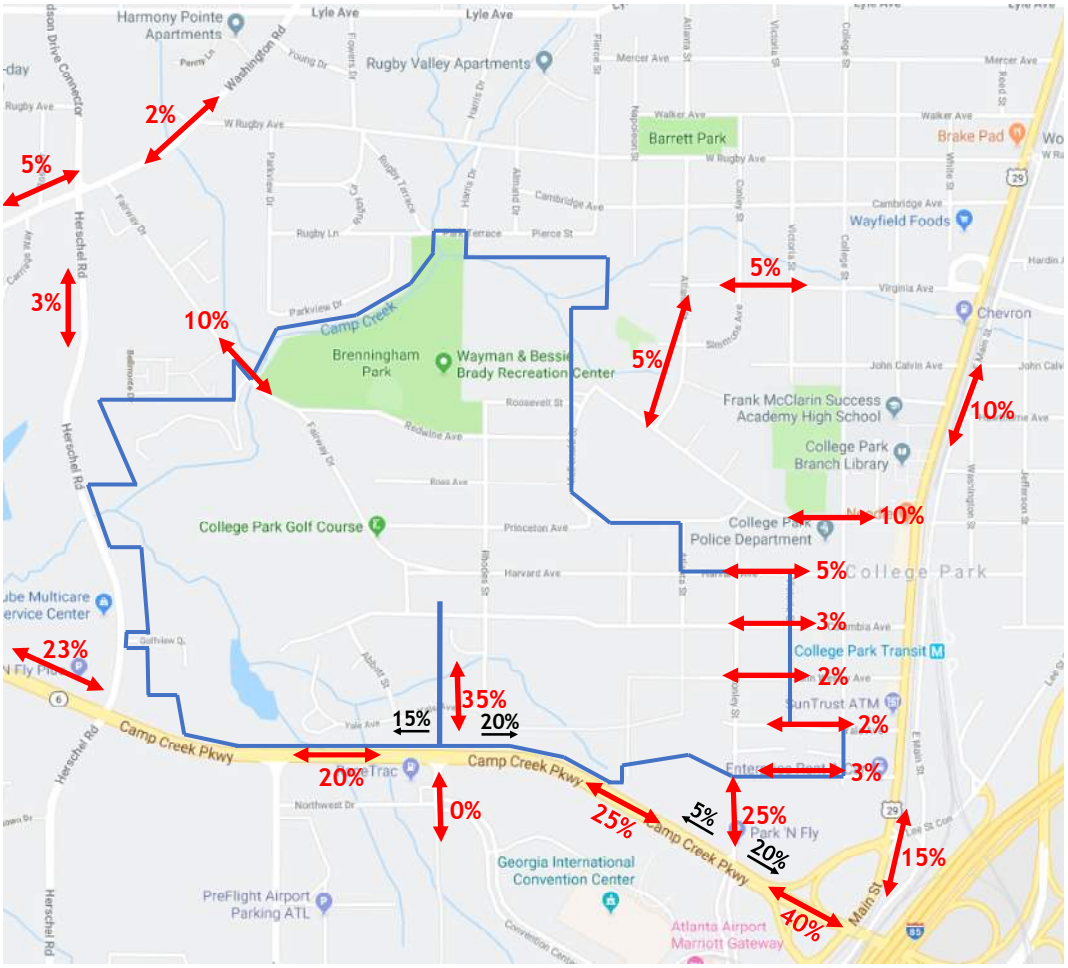
								AM Peak Hour Trip Generation						PM Peak Hour Trip Generation					
Label	**Type**	**ITE Description**	**ITE Code**	**Unit**	**No. of Units**	**Daily Rate**	**Daily Trips**	**AM Rate**	**AM Total**	**AM Enter%**	**AM Enter**	**AM Exit**	**AM Pass By**	**PM Rate**	**PM Total**	**PM Enter%**	**PM Enter**	**PM Exit**	**PM PassBy**
D1	Office	General Office Building	710	1000 SF	600	9.74	5844	1.16	696	86%	599	97	0	1.15	690	16%	110	580	0
D3	Office	General Office Building	710	1000 SF	600	9.74	5844	1.16	696	86%	599	97	0	1.15	690	16%	110	580	0
F1	Office	General Office Building	710	1000 SF	290	9.74	2825	1.16	336	86%	289	47	0	1.15	334	16%	53	280	0
F2	Office	General Office Building	710	1000 SF	345	9.74	3360	1.16	400	86%	344	56	0	1.15	397	16%	63	333	0
E5	Mixed	Mixed	VAR†	1000 SF	195	17.12	3338	1.45	283	75%	180	60	42	1.69	330	22%	51	180	99
E6	Mixed	Mixed	VAR†	1000 SF	190	17.12	3253	1.45	276	75%	176	59	41	1.69	321	22%	49	175	96
E7	Mixed	Mixed	VAR†	1000 SF	180	17.12	3082	1.45	261	75%	166	55	39	1.69	304	22%	47	166	91
G	Residential	Single-Family Detached Housing	210	DU	23	9.44	217	0.74	17	25%	4	13	0	0.99	23	63%	14	8	0
J	Residential	Multifamily Housing (Midrise)	221	DU	260	5.44	1414	0.36	94	26%	24	69	0	0.44	114	61%	70	45	0
				Phase 2 Totals			**92,326**		**7,105**		**5,179**	**1,650**	**276**		**9,855**		**2,584**	**6,001**	**1,270**

Source: ITE Trip Generation Manual, 10th Edition

4.1.3 Trip Distribution

Trip distribution for this report uses assumed percentages based on the location of various land uses. These percentages are shown in Figure 4. Some circulating traffic assumptions are represented in the percentages shown in the figure.

Figure 4: Trip Distribution



Source: Google, Inc.

4.1.1 Generated Traffic Volumes per Scenario

The traffic volumes for all scenarios envisioned by this study are shown in the Appendix. These are for Existing (2019), No Build 2025, No Build 2040, Build Phase 1 (2025) and Build Phase 2 (2040).

4.2 Growth Rate

4.2.1 Background Growth

The background traffic growth was calculated with a combination of ARC travel demand model projections, US Census and ARC population projections, and local GDOT count station historical growth. Current background growth values for selected GDOT count stations is shown in Table 5. ARC travel demand model results are shown in the Appendix, with a summary in Table 6 and Census/ARC population values are shown in Table 7.

Table 5: GDOT Count Station Historical Growth

	Traffic Count Station	121-5718	063-1375	121-5197	121-r854	121-5202
	Roadway	SR 6 West of Herschel Rd	SR 6 West of Conley St	SR 6 between Main St Ramps	SB US 29 Ramp to WB SR 6	US 29 South of Harvard Ave
Growth Rate Using Actual Counts	Years					
	5-Year	1.2%	6.3%	-0.1%	0.8%	1.5%
	10-Year	0.3%	1.9%	-2.5%	#N/A	-1.1%
	15-Year	0.7%	-0.4%	0.9%	#N/A	1.1%

Table 6: ARC Travel Demand Model Growth Factors

Annual Growth Rate to the Year		
2020	2030	2040
1.5%	1.0%	0.9%

Table 7: US Census Data and ARC Projected Growth

	College Park	Annual Growth	Fulton County	Annual Growth	Clayton County	Annual Growth
2040 ARC			1,264,376	1.09%	327,552	0.81%
2030 ARC			1,139,008	1.13%	300,720	0.76%
2020 ARC			1,017,903		278,857	
2017	14,959	0.56%	1,041,423	1.78%	285,153	1.35%
2010	14,389	-3.42%	920,451	1.21%	259,576	0.93%
2000	20,382	-	816,006	-	236,517	-

Based on the historical traffic growth, ARC and Census population data, and the ARC travel demand model projects, the study used a 1.25% background growth rate from 2019 to 2025 and 1.0% thereafter to the build out year of 2040.

4.3 Analysis Tools

The traffic analysis software Synchro and its internal Highway Capacity Manual (HCM) module was used to perform operational analysis for the study area intersections. Using the methods described in the HCM, Synchro evaluates the performance of an intersection or group of intersections. It determines the average delay experienced by each vehicle due to traffic control devices, which then provides a Level of Service (LOS). Definitions of LOS for Stop Controlled and Signalized intersections are shown in Table 8 and will be used for this DRI analysis.

Peak hour factors will be evaluated after traffic counts are gathered. Default saturation flow rates (1900 vphpl) will be used. A volume to capacity ratio of 1.2 or greater will be regarded as failing per the DRI guidelines.

Table 8: Level of Service Definitions

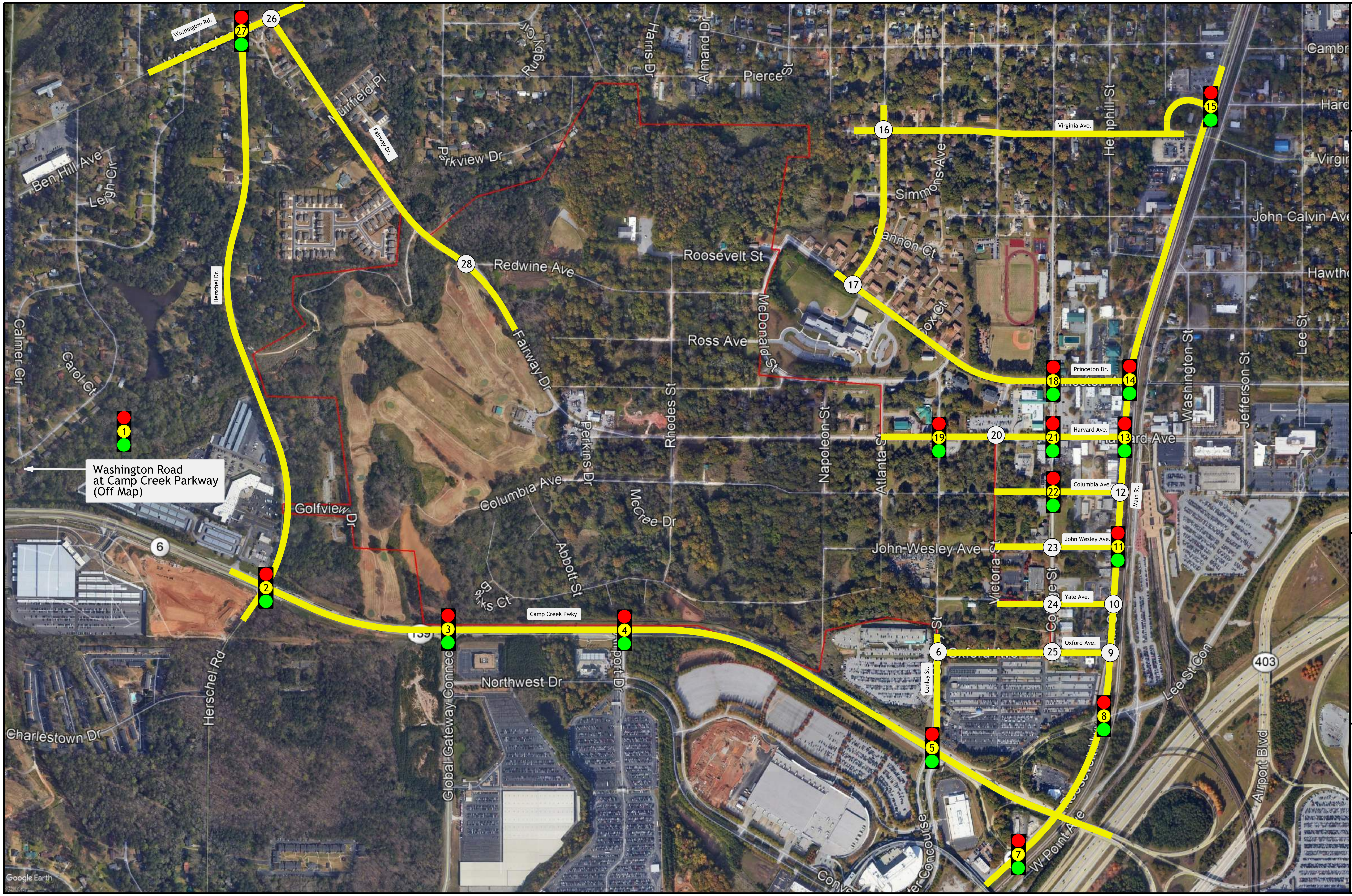
Level of Service	Control Delay Per Vehicle (sec)	
	Stop Controlled Intersection	Signalized Intersection
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤50	> 55 and ≤ 80
F	>50	> 80

5.0 TRAFFIC ANALYSIS RESULTS

The following intersections were designated as necessary to analyze for review of the DRI impacts. The intersections numbers were chosen so as to conform with the GRTA Letter of

Understanding and have no particular significance. Figure 5 shows the geographic location of each intersection.

1. SR-6/Camp Creek Pkwy at Washington Road
2. SR-6/Camp Creek Pkwy at Herschel Road
3. SR-6/Camp Creek Pkwy at Global Gateway Connector
4. SR-6/Camp Creek Pkwy at Airport Drive
5. SR-6/Camp Creek Pkwy at Conley Street / Convention Center Concourse
6. Conley Street and Oxford Ave
7. Main Street and Camp Creek Pkwy exit ramps
8. Main Street and Lee Street Connector
9. Main Street and Oxford Ave
10. Main Street and Yale Ave
11. Main Street and John Wesley Ave
12. Main Street and Columbia Ave
13. Main Street and Harvard Ave
14. Main Street and Princeton Drive
15. Main Street and Howell Slade Circle
16. Virginia Avenue and Atlanta Street
17. Princeton Drive and Atlanta Street
18. College Street and Princeton Drive
19. Harvard Ave and Conley Street
20. Victoria Street and Harvard Ave
21. College Street and Harvard Ave
22. College Street and Columbia Ave
23. College Street and John Wesley Ave
24. College Street and Yale Ave
25. College Street and Oxford Ave
26. Washington Road and Fairway Drive
27. Washington Road and Herschel Drive
28. Fairway Drive and Redwine Ave



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Study Area Intersections

Figure 5

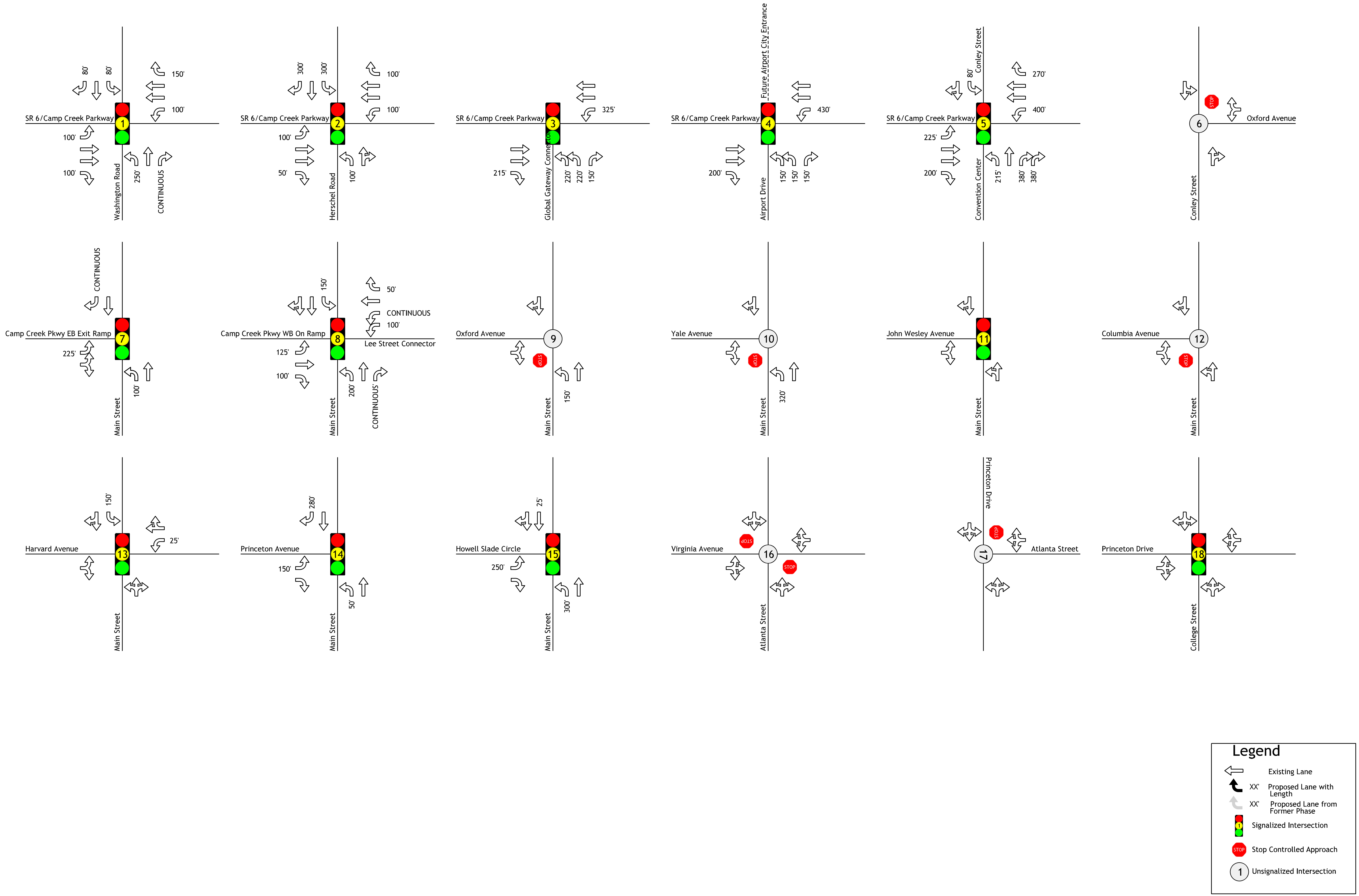
5.1 Intersection Analysis

Each study intersection was examined under the Existing, Phase 1 Build and No Build, and Phase 2 Build and No Build conditions. Further examination was made to mitigate any intersections that did not meet the LOS D threshold requirement.

A note on terminology in this section:

- *No Build* refers to the condition in any year where the Airport City Development is not built.
- *Build Phase 1* refers to year 2025 with the Phase 1 trip generation distributed to the roadway network. Any Build condition also includes the addition of intersection improvements at SR 6/Camp Creek Parkway at Airport Drive/Airport City Entrance by default.
- *Build Phase 2* refers to year 2040 with the Phase 1 and Phase 2 trip generation distributed to the roadway network. Any Build condition also includes the addition of intersection improvements at SR 6/Camp Creek Parkway at Airport Drive/Airport City Entrance by default.
- *Unmodified* refers to any year or condition where no changes to the traffic control or roadway geometry have been made from the Existing 2019 conditions.
- *With Improvements* refers to any year or condition where either signal timing, traffic control, or geometric improvements have been incorporated into a scenario to alleviate a failing LOS.

The existing geometry of all study intersections is shown in Figure 6 and Figure 7.



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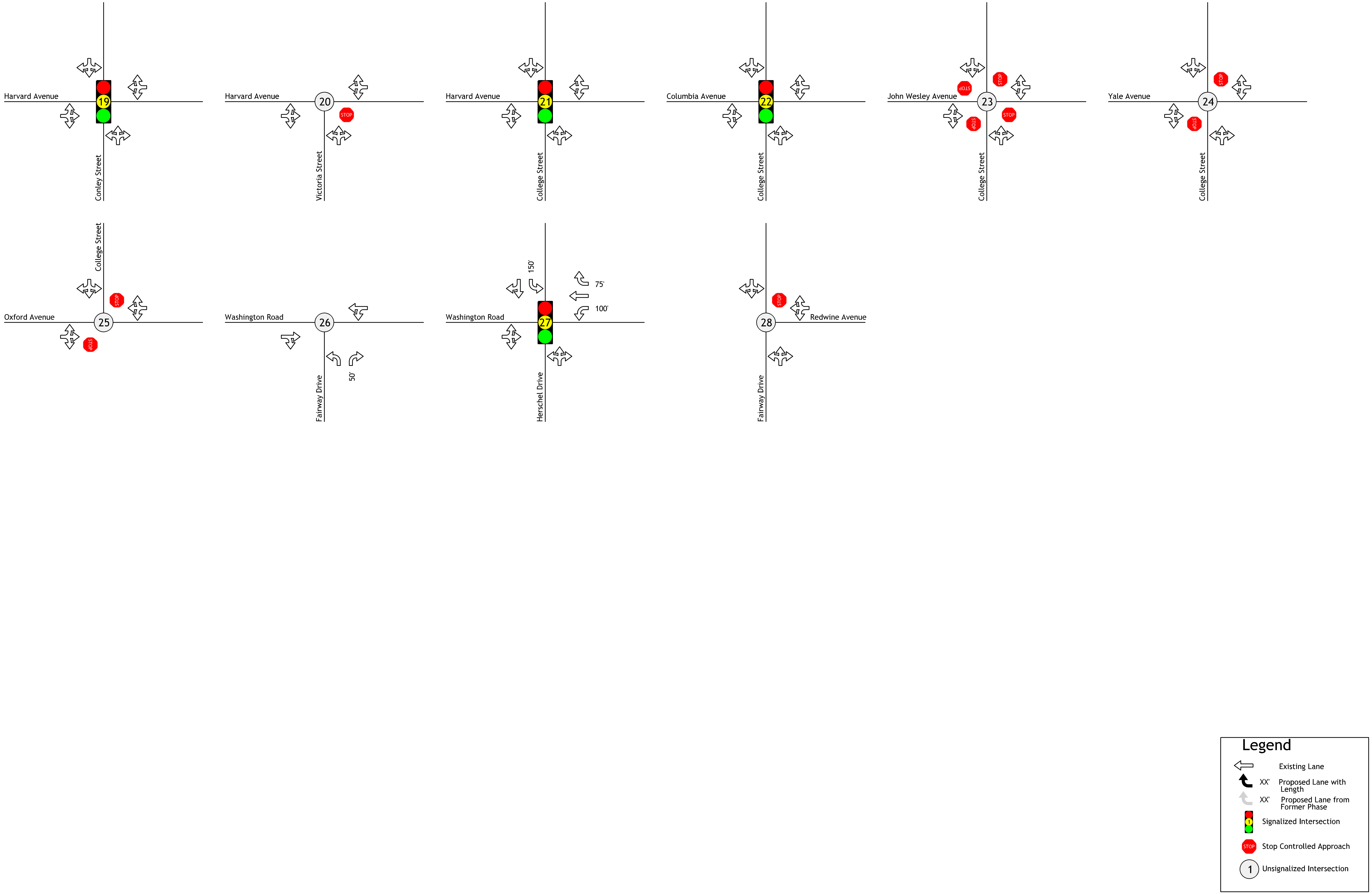
Existing Geometry and Traffic Contro

Figure 6



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Existing Geometry and Traffic Control

Figure 7

5.1.1 Existing Condition (2019), No Build Phase 1 (2025), No Build Phase 2 (2040)

The existing and no build conditions LOS results are shown in Table 9 and Table 10. They show that the only intersection not meeting the LOS D threshold is SR 6/Camp Creek Parkway at Conley Street in the AM peak hour. This trend continues to the 2040 Phase 2 No Build.

The only other examined intersections that do not meet the LOS D threshold are Main Street at Harvard Street and the Main Street at SR 6/Camp Creek Parkway eastbound exit ramps. Both of these intersections have failing LOS in the 2040 PM peak hour.

Table 9: Existing and No Build Analysis Results (1 of 2)

Intersection			2019 Existing LOS (Delay† in sec/veh)		2025 No Build (Delay† in sec/veh)		2040 No Build (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	SR-6/Camp Creek Pkwy at Washington Road	Signal	C (25.0)	C (32.2)	C (25.6)	C (34.7)	C (28.3)	D (49.5)
2	SR-6/Camp Creek Pkwy at Herschel Road	Signal	C (26.1)	C (25.7)	C (26.4)	C (26.1)	C (27.0)	C (27.5)
3	SR-6/Camp Creek Pkwy at Global Gateway Connector	Signal	A (4.8)	A (6.7)	A (5.0)	A (7.0)	A (5.5)	A (7.4)
4	SR-6/Camp Creek Pkwy at Airport Drive/ Main Entrance	Signal	A (6.6)	A (7.5)	A (7.0)	A (7.8)	A (9.2)	A (8.6)
5	SR-6/Camp Creek Pkwy at Conley Street / Convention Center Concourse	Signal	E (63.5)	B (13.4)	F (88.0)	B (14.8)	F (145.2)	B (17.9)
6	Conley Street and Oxford Ave	Signal	A (0.4)	A (0.7)	A (0.4)	A (0.7)	A (0.4)	A (0.8)
7	Main Street and Camp Creek Pkwy exit ramps	Signal	B (17.5)	D (41.8)	B (18.4)	D (53.7)	C (21.4)	F (86.8)
8	Main Street and Lee Street Connector	Stop	B (12.5)	B (12.2)	B (13.7)	B (13.5)	B (18.1)	C (21.4)
9	Main Street and Oxford Ave	Stop	A (0.4)	A (0.4)	A (0.5)	A (0.4)	A (0.5)	A (0.6)
10	Main Street and Yale Ave	Signal	A (0.4)	A (1.1)	A (0.3)	A (1.4)	A (0.3)	A (2.2)
11	Main Street and John Wesley Ave	Stop	A (1.9)	A (3.5)	A (0.5)	A (0.7)	A (0.6)	A (1.0)
12	Main Street and Columbia Ave	Signal	A (0.2)	A (0.7)	A (0.4)	A (1.5)	A (0.5)	A (2.3)
13	Main Street and Harvard Ave	Signal	B (14.5)	C (24.4)	B (17.9)	D (53.6)	D (43.6)	F (176.5)
14	Main Street and Princeton Drive	Signal	A (9.8)	C (26.2)	B (10.9)	D (43.1)	B (13.3)	D (48.4)

Table 10: Existing and No Build Analysis Results (2 of 2)

Intersection			2019 Existing LOS (Delay† in sec/veh)		2025 No Build (Delay† in sec/veh)		2040 No Build (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
15	Main Street and Howell Slade Circle	Stop	A (7.1)	B (11.1)	A (7.5)	B (11.7)	A (8.8)	B (12.8)
16	Virginia Avenue and Atlanta Street	Stop	A (7.7)	A (4.5)	A (7.7)	A (4.5)	A (7.9)	A (4.5)
17	Princeton Drive and Atlanta Street	Stop	A (4.9)	A (4.0)	A (5.0)	A (4.0)	A (5.0)	A (4.0)
18	College Street and Princeton Drive	Signal	A (7.5)	A (6.3)	A (7.5)	A (6.2)	A (7.4)	A (6.4)
19	Harvard Ave and Conley Street	Signal	A (8.1)	A (7.6)	A (8.4)	A (7.7)	A (9.0)	A (7.8)
20	Victoria Street and Harvard Ave	Stop	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)
21	College Street and Harvard Ave	Signal	A (5.7)	A (6.5)	A (5.6)	A (6.7)	A (5.6)	A (6.7)
22	College Street and Columbia Ave	Signal	A (8.6)	A (7.6)	A (8.6)	A (7.6)	A (8.5)	A (7.7)
23	College Street and John Wesley Ave	Stop	A (7.1)	A (7.4)	A (7.1)	A (7.4)	A (7.1)	A (7.5)
24	College Street and Yale Ave	Stop	A (3.9)	A (5.0)	A (4.0)	A (5.0)	A (3.8)	A (5.1)
25	College Street and Oxford Ave	Stop	A (7.4)	A (7.0)	A (7.5)	A (7.0)	A (7.6)	A (7.1)
26	Washington Road and Fairway Drive	Signal	A (1.5)	A (1.3)	A (1.6)	A (1.4)	A (2.0)	A (1.9)
27	Washington Road and Herschel Drive	Stop/ Signal	B (12.0)	B (13.3)	B (12.6)	B (14.0)	B (14.1)	B (16.1)
28	Fairway Drive and Redwine Ave	Stop	A (4.6)	A (1.9)	A (4.6)	A (1.9)	A (4.6)	A (2.0)

5.1.2 Build Phase 1 (2025)

The no build, Phase 1 with no modifications to roads, and Phase 1 with recommended improvements conditions LOS results are shown in Table 11 and Table 12. They show that the intersections of SR 6/Camp Creek Parkway at Conley Street, Main Street at Harvard Avenue, and Main Street at SR 6/Camp Creek Parkway Eastbound Exit Ramps will operate below the LOS D threshold.

The Washington Road at Fairway Drive intersection is shown at LOS A and C for AM and PM peak hours respectively, however the side-street delay on Fairway Drive is excessive with approach delays E and F for AM and PM peak hours.

Similarly, side street delays at Oxford/Yale and Main Street intersections require mitigation.

Table 11 and Table 12 also show the results of modifications to the intersections. These recommended modifications will be discussed in more detail in Section 6.0.

Table 11: Phase 1 Build Analysis Results (1 of 2)

Intersection			2025 No Build (Delay† in sec/veh)		2025 Build Phase 1 Unmodified Road Network (Delay† in sec/veh)		2025 Build Phase 1 With Improvements (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	SR-6/Camp Creek Pkwy at Washington Road	Signal	C (25.6)	C (34.7)	C (28.3)	D (36.0)	C (28.3)	D (36.0)
2	SR-6/Camp Creek Pkwy at Herschel Road	Signal	C (26.4)	C (26.1)	C (21.6)	B (19.9)	C (21.6)	B (19.9)
3	SR-6/Camp Creek Pkwy at Global Gateway Connector	Signal	A (5.0)	A (7.0)	A (6.3)	A (6.6)	A (6.3)	A (6.6)
4	SR-6/Camp Creek Pkwy at Airport Drive/ Main Entrance	Signal	A (7.0)	A (7.8)	C (31.4)	D (53.0)	C (31.4)	D (53.0)
5	SR-6/Camp Creek Pkwy at Conley Street / Convention Center Concourse	Signal	F (88.0)	B (14.8)	F (216.4)	E (60.5)	D (52.6)	D (35.8)
6	Conley Street and Oxford Ave	Signal	A (0.4)	A (0.7)	A (1.7)	A (1.5)	A (1.7)	A (1.5)
7	Main Street and Camp Creek Pkwy exit ramps	Signal	B (18.4)	D (53.7)	B (18.7)	E (62.4)	B (18.7)	B (19.8)
8	Main Street and Lee Street Connector	Stop	B (13.7)	B (13.5)	B (17.0)	B (14.1)	B (17.0)	B (14.6)
9	Main Street and Oxford Ave	Stop	A (0.5)	A (0.4)	A (1.1)	A (4.9)	A (1.1)	A (2.7)
10	Main Street and Yale Ave	Signal	A (0.3)	A (1.4)	A (0.6)	B (12.2)	A (0.5)	A (4.3)
11	Main Street and John Wesley Ave	Stop	A (0.5)	A (0.7)	A (0.8)	A (1.6)	A (0.8)	A (1.6)
12	Main Street and Columbia Ave	Signal	A (0.4)	A (1.5)	A (1.2)	D (28.6)	A (1.2)	D (28.6)
13	Main Street and Harvard Ave	Signal	B (17.9)	D (53.6)	F (129.8)	F (537.2)	B (14.2)	B (17.7)
14	Main Street and Princeton Drive	Signal	B (10.9)	D (43.1)	B (12.0)	D (39.3)	A (6.8)	B (10.5)

Table 12: Phase 1 Build Analysis Results (2 of 2)

Intersection			2025 No Build (Delay† in sec/veh)		2025 Build Phase 1 Unmodified Road Network (Delay† in sec/veh)		2025 Build Phase 1 With Improvements (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
15	Main Street and Howell Slade Circle	Stop	A (7.5)	B (11.7)	A (7.7)	C (22.6)	A (9.5)	C (25.5)
16	Virginia Avenue and Atlanta Street	Stop	A (7.7)	A (4.5)	A (8.3)	A (5.7)	A (8.3)	A (5.7)
17	Princeton Drive and Atlanta Street	Stop	A (5.0)	A (4.0)	A (6.3)	A (4.6)	A (6.3)	A (4.6)
18	College Street and Princeton Drive	Signal	A (7.5)	A (6.2)	A (8.2)	A (9.3)	A (9.2)	B (10.8)
19	Harvard Ave and Conley Street	Signal	A (8.4)	A (7.7)	A (8.8)	A (8.3)	A (9.1)	A (8.8)
20	Victoria Street and Harvard Ave	Stop	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)
21	College Street and Harvard Ave	Signal	A (5.6)	A (6.7)	A (6.4)	A (8.0)	A (6.9)	A (8.6)
22	College Street and Columbia Ave	Signal	A (8.6)	A (7.6)	A (8.9)	A (7.9)	A (8.3)	A (7.6)
23	College Street and John Wesley Ave	Stop	A (7.1)	A (7.4)	A (7.3)	A (7.6)	A (7.3)	A (7.6)
24	College Street and Yale Ave	Stop	A (4.0)	A (5.0)	A (6.6)	A (7.1)	A (6.6)	A (7.1)
25	College Street and Oxford Ave	Stop	A (7.5)	A (7.0)	A (7.6)	A (7.4)	A (7.6)	A (7.4)
26	Washington Road and Fairway Drive	Signal	A (1.6)	A (1.4)	A (4.6)	E (36.7)	C (20.2)	C (15.7)
27	Washington Road and Herschel Drive	Stop/ Signal	B (12.6)	B (14.0)	B (13.8)	B (15.4)	B (12.7)	B (14.1)
28	Fairway Drive and Redwine Ave	Stop	A (4.6)	A (1.9)	A (2.6)	A (1.6)	A (2.6)	A (1.6)

5.1.3 Build Phase 2 (2040)

The no build, Phase 2 with Phase 1 modifications to roads, and Phase 2 with recommended additional improvements conditions LOS results are shown in Table 13 and Table 14. They show that the intersections of SR 6/Camp Creek Parkway at Washington Road, SR 6/Camp Creek Parkway at Airport Drive/Main Entrance, SR 6/Camp Creek Parkway at Conley Street/Convention Center, Conley Street at Oxford Avenue, SR 6/Camp Creek Parkway Exit Ramps at Main Street, Main Street at John Wesley Avenue, Main Street at Columbia Avenue, Main Street at Howell Slade Circle, Main Street at Harvard Avenue, and Washington Road at Fairway Drive will operate below the LOS D threshold by 2040.

Table 13 and Table 14 also show the results of additional modifications to the intersections beyond those in Phase 1. These recommended modifications will be discussed in more detail in Section 6.0.

Table 13: Phase 2 Build Analysis Results (1 of 2)

Intersection			2040 No Build (Delay† in sec/veh)		2040 Build Phase 2 With Improvements from Phase 1 (Delay† in sec/veh)		2040 Build Phase 2 With Further Improvements (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	SR-6/Camp Creek Pkwy at Washington Road	Signal	C (28.3)	D (49.5)	D (44.0)	E (76.7)	D (35.4)	D (47.9)
2	SR-6/Camp Creek Pkwy at Herschel Road	Signal	C (27.0)	C (27.5)	C (23.7)	C (29.0)	C (23.7)	C (34.7)
3	SR-6/Camp Creek Pkwy at Global Gateway Connector	Signal	A (5.5)	A (7.4)	A (9.8)	A (7.5)	A (9.8)	A (7.5)
4	SR-6/Camp Creek Pkwy at Airport Drive/ Main Entrance	Signal	A (9.2)	A (8.6)	D (42.1)	F (128.2)	C (32.5)	D (54.5)
5	SR-6/Camp Creek Pkwy at Conley Street / Convention Center Concourse	Signal	F (145.2)	B (17.9)	E (78.6)	F (89.4)	D (53.3)	D (53.4)
6	Conley Street and Oxford Ave	Signal	A (0.4)	A (0.8)	F (55.6)	A (7.9)	D (28.0)	D (29.7)
7	Main Street and Camp Creek Pkwy exit ramps	Signal	C (21.4)	F (86.8)	C (25.4)	B (19.1)	C (25.4)	C (25.2)
8	Main Street and Lee Street Connector	Stop	B (18.1)	C (21.4)	D (44.1)	C (23.6)	D (44.1)	C (27.6)
9	Main Street and Oxford Ave	Stop	A (0.5)	A (0.6)	A (2.0)	C (15.4)	A (2.0)	C (15.4)
10	Main Street and Yale Ave	Signal	A (0.3)	A (2.2)	A (0.9)	C (23.0)	A (0.9)	C (23.0)
11	Main Street and John Wesley Ave	Stop	A (0.6)	A (1.0)	A (2.4)	A (4.0)	A (1.2)	A (3.4)
12	Main Street and Columbia Ave	Signal	A (0.5)	A (2.3)	A (4.3)	F (152.9)	D (42.8)	D (54.2)
13	Main Street and Harvard Ave	Signal	D (43.6)	F (176.5)	D (47.7)	F (124.6)	C (28.3)	D (54.4)
14	Main Street and Princeton Drive	Signal	B (13.3)	D (48.4)	A (8.4)	C (30.8)	A (6.6)	C (25.5)

Table 14: Phase 2 Build Analysis Results (2 of 2)

Intersection			2040 No Build (Delay† in sec/veh)		2040 Build Phase 2 With Improvements from Phase 1 (Delay† in sec/veh)		2040 Build Phase 2 With Further Improvements (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
15	Main Street and Howell Slade Circle	Stop	A (8.8)	B (12.8)	B (11.3)	E (67.2)	B (10.5)	B (16.3)
16	Virginia Avenue and Atlanta Street	Stop	A (7.9)	A (4.5)	A (8.8)	A (6.6)	A (8.8)	B (10.8)
17	Princeton Drive and Atlanta Street	Stop	A (5.0)	A (4.0)	A (7.5)	A (4.6)	A (7.5)	A (3.6)
18	College Street and Princeton Drive	Signal	A (7.4)	A (6.4)	B (10.9)	B (13.8)	B (10.9)	B (13.7)
19	Harvard Ave and Conley Street	Signal	A (9.0)	A (7.8)	A (9.7)	A (8.9)	A (9.7)	A (8.7)
20	Victoria Street and Harvard Ave	Stop	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)
21	College Street and Harvard Ave	Signal	A (5.6)	A (6.7)	A (7.7)	A (9.7)	A (7.7)	A (9.7)
22	College Street and Columbia Ave	Signal	A (8.5)	A (7.7)	A (8.6)	A (7.8)	A (8.6)	A (7.8)
23	College Street and John Wesley Ave	Stop	A (7.1)	A (7.5)	A (7.4)	A (7.9)	A (7.9)	A (7.9)
24	College Street and Yale Ave	Stop	A (3.8)	A (5.1)	A (7.2)	A (7.6)	A (7.2)	A (7.6)
25	College Street and Oxford Ave	Stop	A (7.6)	A (7.1)	A (7.9)	A (7.8)	B (11.2)	A (7.8)
26	Washington Road and Fairway Drive	Signal	A (2.0)	A (1.9)	F (136.4)	C (31.4)	C (23.9)	B (18.0)
27	Washington Road and Herschel Drive	Stop/ Signal	B (14.1)	B (16.1)	B (17.7)	C (24.6)	B (18.4)	D (37.6)
28	Fairway Drive and Redwine Ave	Stop	A (4.6)	A (2.0)	A (2.4)	A (1.8)	A (2.4)	A (1.8)

6.0 IDENTIFIED NEEDS

The following projects are recommended to address transportation needs due to the Airport City development. These project will mitigate the intersections that were identified in section 5.0 as exceeding the LOS D threshold as required by GRTA.

6.1 By 2025 Phase 1 Build

All SR 6/Camp Creek Parkway Intersections:

- Modify signal timing

Intersection #4 - Construct SR 6/Camp Creek Parkway at Airport Drive/Airport City Main Entrance to include:

- Eastbound SR 6/Camp Creek Parkway left turn bay approximately 300 feet in length
- Westbound SR 6/Camp Creek Parkway right turn bay approximately 250 feet in length
- Southbound Main Entrance approach from the Development to include left turn bay approximately 500 feet in length, right turns bay approximately 150 feet in length, and one through movement.
- Modification of the northbound Airport Drive approach to include a through lane.

Intersection #5 - Construct SR 6/Camp Creek Parkway at Conley Street/Convention Center to include:

- Eastbound SR 6/Camp Creek Parkway dual left turn bays approximately 225 feet in length.
- Southbound Conley Street intersection improvement to add dual left turn bays approximately 300 feet in length and a right turn bay approximately 100 feet in length.

Intersection #9 - Construct Oxford Avenue at Main Street to include:

- Eastbound Oxford Avenue right turn bay approximately 300 feet in length.

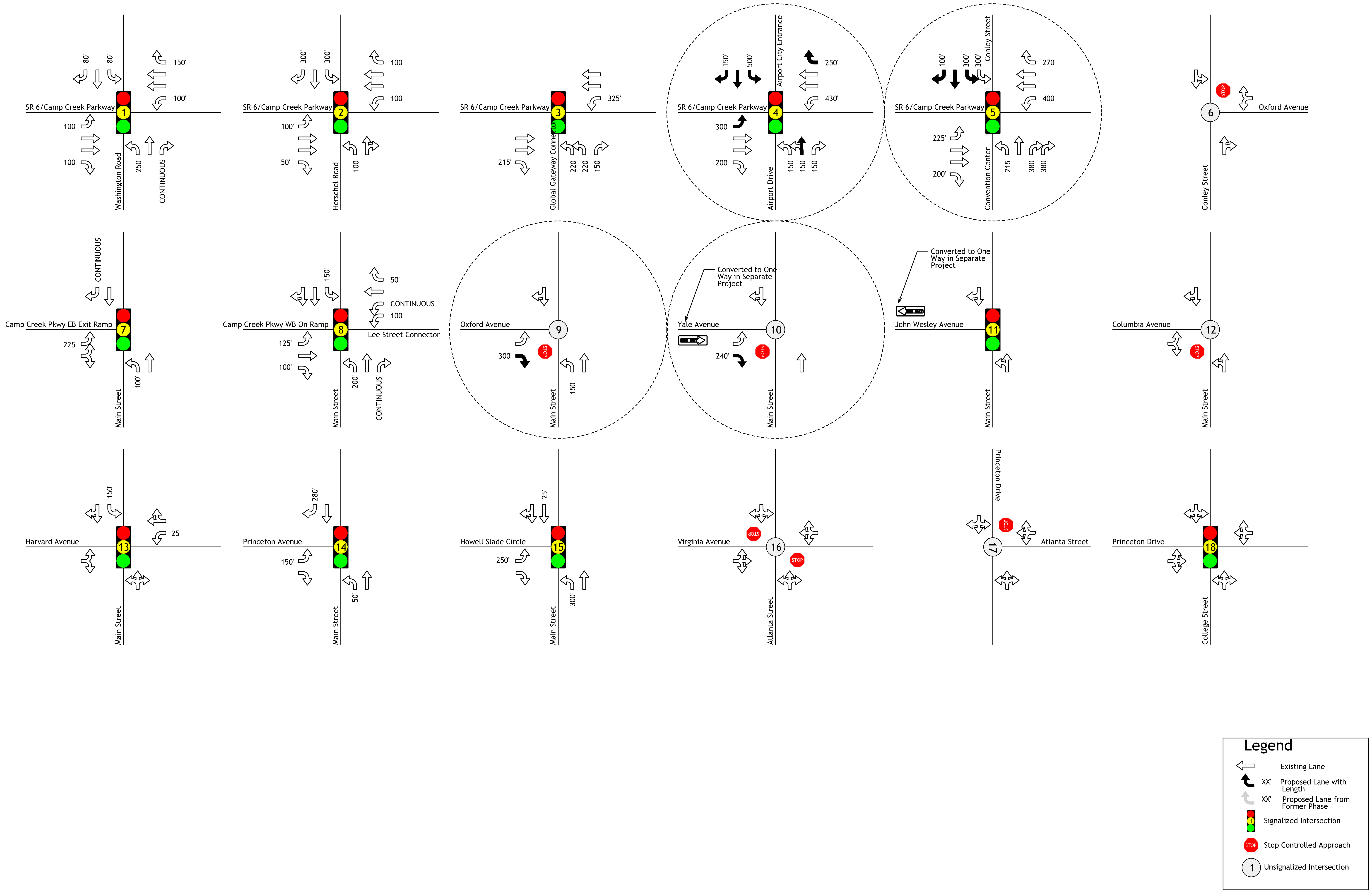
Intersection #10 - Construct Yale Avenue at Main Street to include:

- Eastbound Yale Avenue right turn bay approximately 240 feet in length.

Intersection #26 - Construct Washington Road at Fairway Drive to include:

- Convert to traffic signal control with no lane modifications.

The Phase 1 Build roadway geometry and traffic control is shown in Figure 8 and Figure 9.



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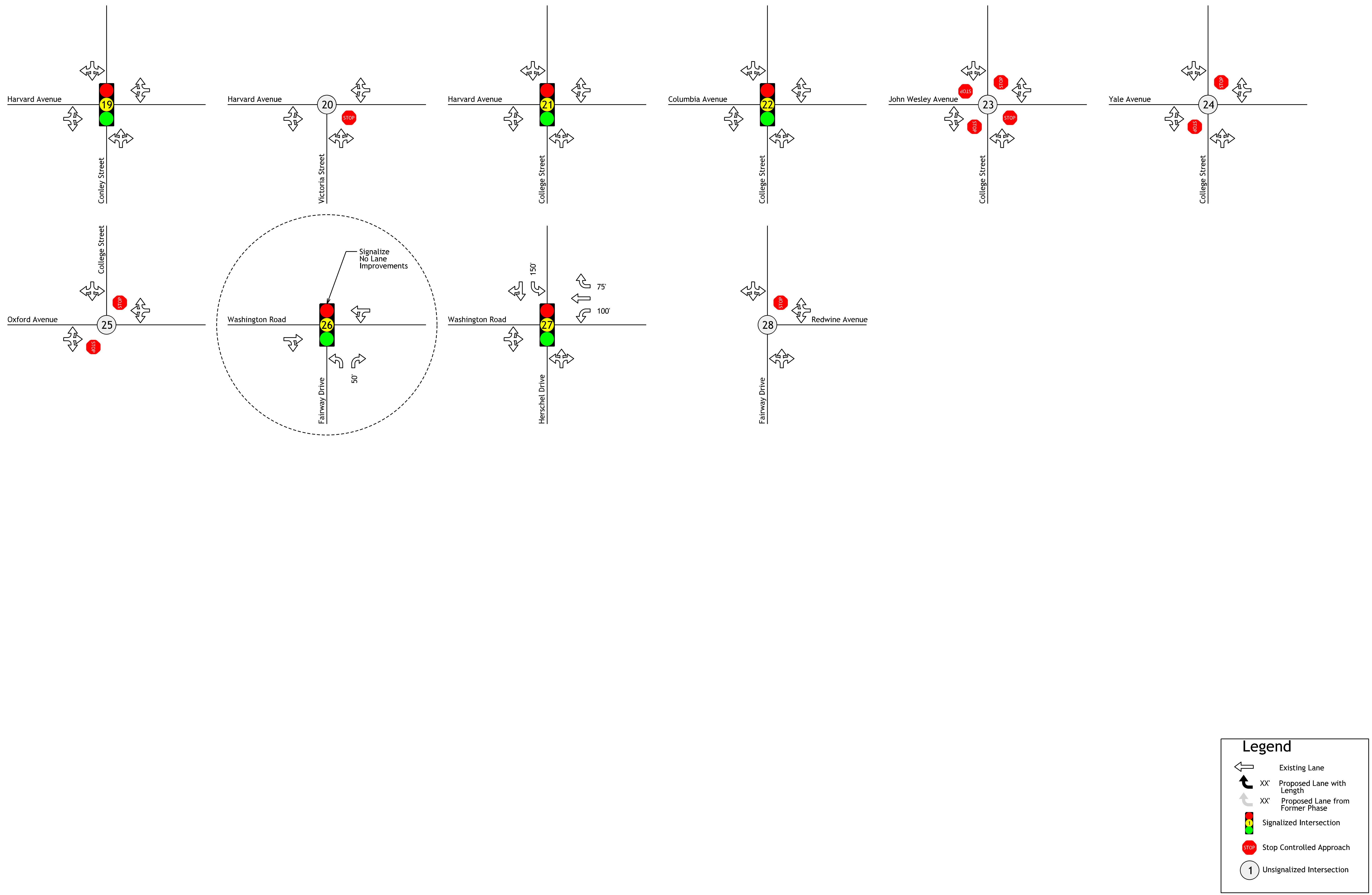
Phase 1 Build Geometry

Figure 8



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Phase 1 Build Geometry

Figure 9

6.2 By 2040 Phase 2 Build

All recommended improvements contained under this heading assume that the improvements described under 2025 Phase 1 Build have already been incorporated.

All SR 6/Camp Creek Parkway Intersections:

- Modify signal timing

Intersection #1 - Construct SR 6/Camp Creek Parkway at Washington Road to include:

- Southbound Washington Road dual right turn bays approximately 100 feet in length

Intersection #4 - Construct SR 6/Camp Creek Parkway at Airport Drive/Airport City Main Entrance to include:

- Eastbound SR 6/Camp Creek Parkway dual left turn bay approximately 300 feet in length

Intersection #5 - Construct SR 6/Camp Creek Parkway at Conley Street/Convention Center to include:

- Eastbound SR 6/Camp Creek Parkway dual left turn bays approximately 225 feet in length.

Intersection #6 - Construct Conley Street at Oxford Avenue to include:

- Convert to single lane roundabout.

Intersection #7 - Construct SR 6/Camp Creek Parkway Exit ramp to Main Street to include:

- Signal timing adjustments.

Intersection #11 - Construct John Wesley Avenue at Main Street to include:

- Northbound Main Street left turn bay approximately 150 feet in length.

Intersection #12 - Construct Columbia Avenue at Main Street to include:

- Signalize and add a northbound left turn bay approximately 100 feet in length

Intersection #13 - Construct Harvard Avenue at Main Street to include:

- Northbound Main Street left turn bay approximately 100 feet in length.

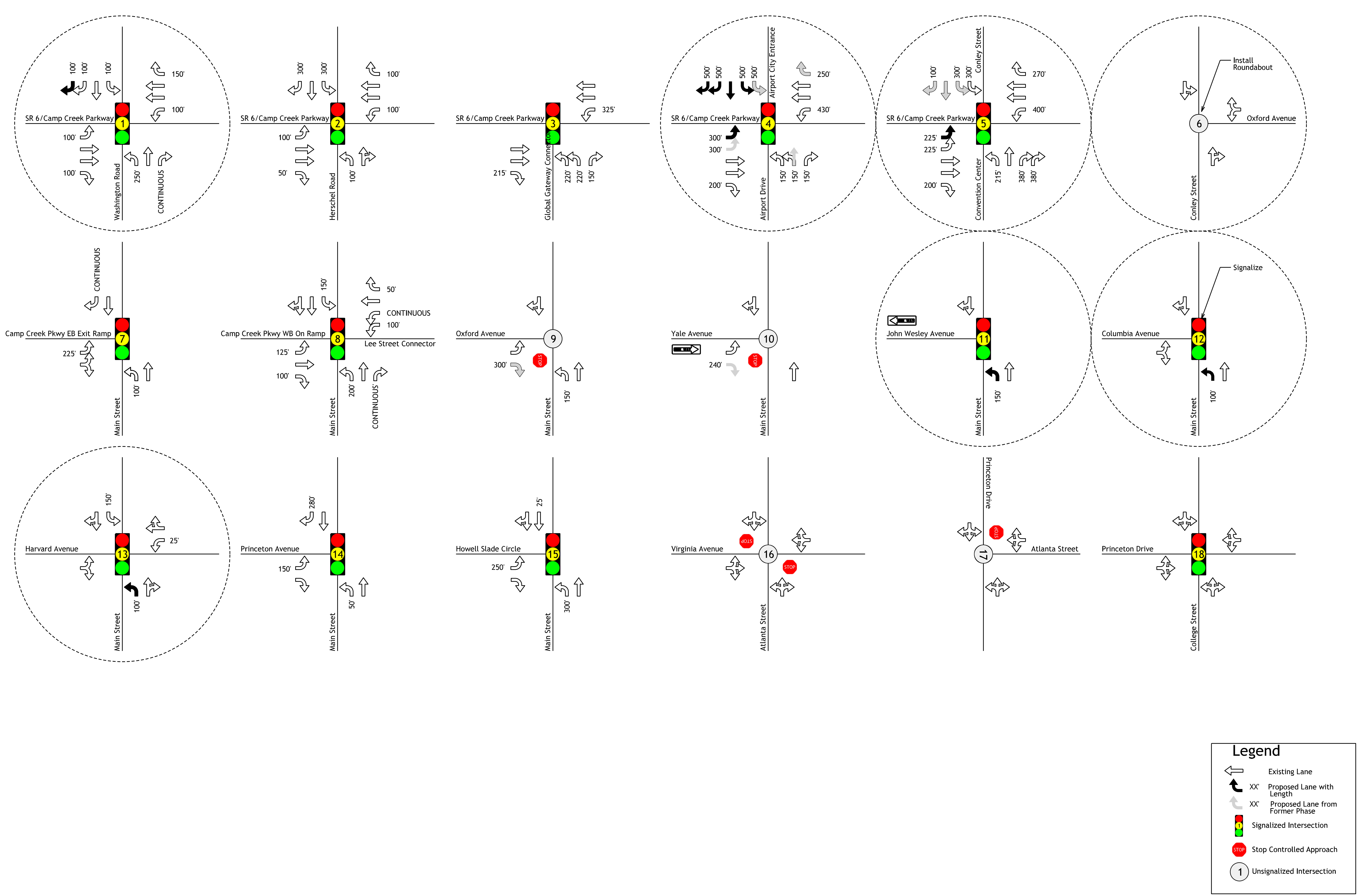
Intersection #15 - Construct Howell Slade Circle at Main Street to include:

- Signal timing adjustments.

Intersection #26 - Construct Washington Road at Fairway Drive to include:

- Westbound Washington Road left turn bay approximately 200 feet in length.

The Phase 2 Build roadway geometry and traffic control is shown in Figure 10 and Figure 11. For comparison needs, all compiled analysis results are shown in Table 15 and Table 16.



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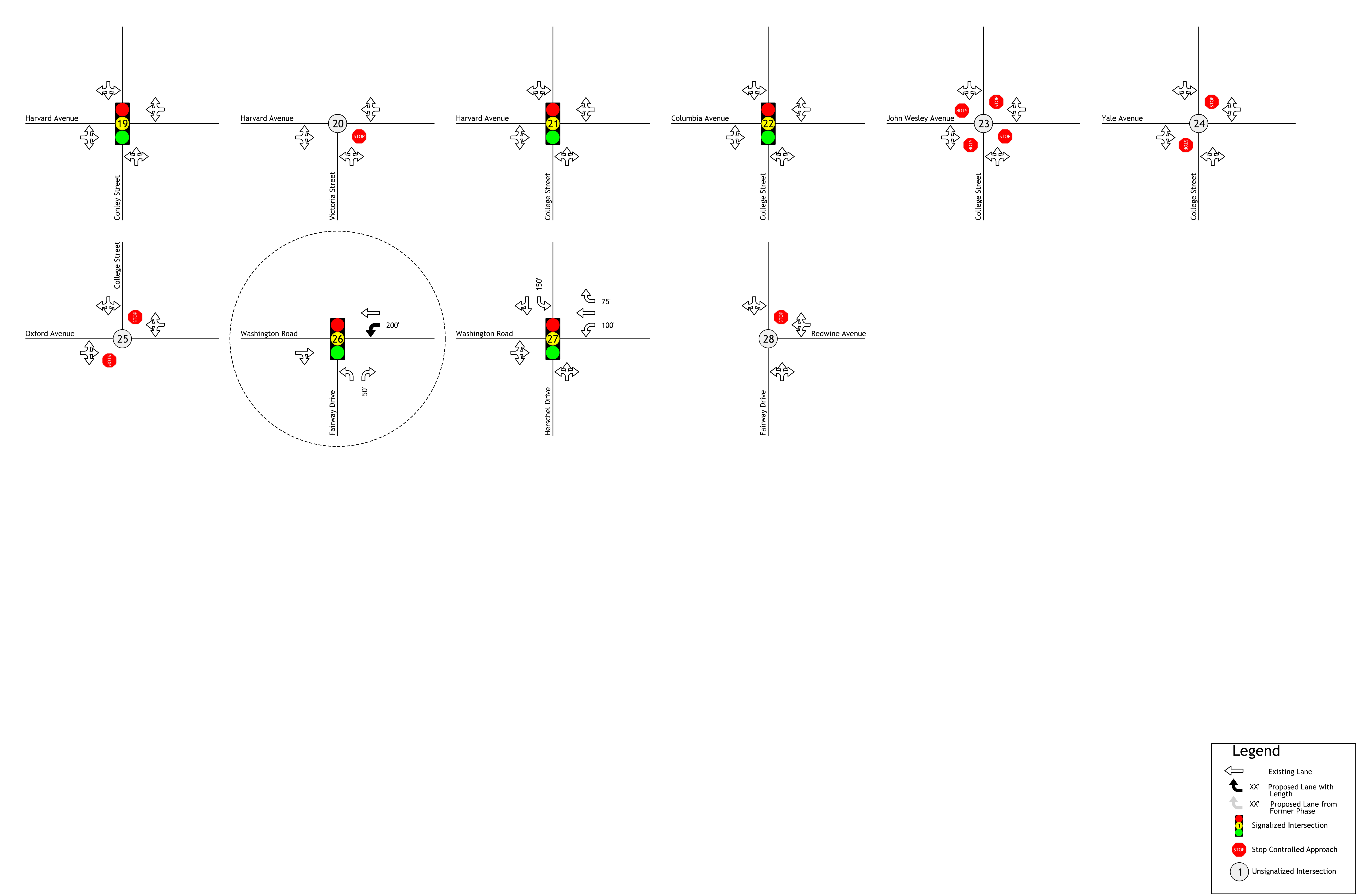
Phase 2 Build Geometry

Figure 10



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Phase 2 Build Geometry

Figure 11

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Table 15: All Analysis Results (1 of 2)

Intersection			2019 Existing LOS (Delay† in sec/veh)		2025 No Build (Delay† in sec/veh)		2025 Build Phase 1 Unmodified Road Network (Delay† in sec/veh)		2025 Build Phase 1 With Improvements (Delay† in sec/veh)		2040 No Build (Delay† in sec/veh)		2040 Build Phase 2 With Improvements from Phase 1 (Delay† in sec/veh)		2040 Build Phase 2 With Further Improvements (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	SR-6/Camp Creek Pkwy at Washington Road	Signal	C (25.0)	C (32.2)	C (25.6)	C (34.7)	C (28.3)	D (36.0)	C (28.3)	D (36.0)	C (28.3)	D (49.5)	D (44.0)	E (76.7)	D (35.4)	D (47.9)
2	SR-6/Camp Creek Pkwy at Herschel Road	Signal	C (26.1)	C (25.7)	C (26.4)	C (26.1)	C (21.6)	B (19.9)	C (21.6)	B (19.9)	C (27.0)	C (27.5)	C (23.7)	C (29.0)	C (23.7)	C (34.7)
3	SR-6/Camp Creek Pkwy at Global Gateway Connector	Signal	A (4.8)	A (6.7)	A (5.0)	A (7.0)	A (6.3)	A (6.6)	A (6.3)	A (6.6)	A (5.5)	A (7.4)	A (9.8)	A (7.5)	A (9.8)	A (7.5)
4	SR-6/Camp Creek Pkwy at Airport Drive/ Main Entrance	Signal	A (6.6)	A (7.5)	A (7.0)	A (7.8)	C (31.4)	D (53.0)	C (31.4)	D (53.0)	A (9.2)	A (8.6)	D (42.1)	F (128.2)	C (32.5)	D (54.5)
5	SR-6/Camp Creek Pkwy at Conley Street / Convention Center Concourse	Signal	E (63.5)	B (13.4)	F (88.0)	B (14.8)	F (216.4)	E (60.5)	D (52.6)	D (35.8)	F (145.2)	B (17.9)	E (78.6)	F (89.4)	D (53.3)	D (53.4)
6	Conley Street and Oxford Ave	Signal	A (0.4)	A (0.7)	A (0.4)	A (0.7)	A (1.7)	A (1.5)	A (1.7)	A (1.5)	A (0.4)	A (0.8)	F (55.6)	A (7.9)	D (28.0)	D (29.7)
7	Main Street and Camp Creek Pkwy exit ramps	Signal	B (17.5)	D (41.8)	B (18.4)	D (53.7)	B (18.7)	E (62.4)	B (18.7)	B (19.8)	C (21.4)	F (86.8)	C (25.4)	B (19.1)	C (25.4)	C (25.2)
8	Main Street and Lee Street Connector	Stop	B (12.5)	B (12.2)	B (13.7)	B (13.5)	B (17.0)	B (14.1)	B (17.0)	B (14.6)	B (18.1)	C (21.4)	D (44.1)	C (23.6)	D (44.1)	C (27.6)
9	Main Street and Oxford Ave	Stop	A (0.4)	A (0.4)	A (0.5)	A (0.4)	A (1.1)	A (4.9)	A (1.1)	A (2.7)	A (0.5)	A (0.6)	A (2.0)	C (15.4)	A (2.0)	C (15.4)
10	Main Street and Yale Ave	Signal	A (0.4)	A (1.1)	A (0.3)	A (1.4)	A (0.6)	B (12.2)	A (0.5)	A (4.3)	A (0.3)	A (2.2)	A (0.9)	C (23.0)	A (0.9)	C (23.0)
11	Main Street and John Wesley Ave	Stop	A (1.9)	A (3.5)	A (0.5)	A (0.7)	A (0.8)	A (1.6)	A (0.8)	A (1.6)	A (0.6)	A (1.0)	A (2.4)	A (4.0)	A (1.2)	A (3.4)
12	Main Street and Columbia Ave	Signal	A (0.2)	A (0.7)	A (0.4)	A (1.5)	A (1.2)	D (28.6)	A (1.2)	D (28.6)	A (0.5)	A (2.3)	A (4.3)	F (152.9)	D (42.8)	D (54.2)
13	Main Street and Harvard Ave	Signal	B (14.5)	C (24.4)	B (17.9)	D (53.6)	F (129.8)	F (537.2)	B (14.2)	B (17.7)	D (43.6)	F (176.5)	D (47.7)	F (124.6)	C (28.3)	D (54.4)
14	Main Street and Princeton Drive	Signal	A (9.8)	C (26.2)	B (10.9)	D (43.1)	B (12.0)	D (39.3)	A (6.8)	B (10.5)	B (13.3)	D (48.4)	A (8.4)	C (30.8)	A (6.6)	C (25.5)

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Table 16: All Analysis Results (2 of 2)

Intersection			2019 Existing LOS (Delay† in sec/veh)		2025 No Build (Delay† in sec/veh)		2025 Build Phase 1 Unmodified Road Network (Delay† in sec/veh)		2025 Build Phase 1 With Improvements (Delay† in sec/veh)		2040 No Build (Delay† in sec/veh)		2040 Build Phase 2 With Improvements from Phase 1 (Delay† in sec/veh)		2040 Build Phase 2 With Further Improvements (Delay† in sec/veh)	
Number	Name	Control	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
15	Main Street and Howell Slade Circle	Stop	A (7.1)	B (11.1)	A (7.5)	B (11.7)	A (7.7)	C (22.6)	A (9.5)	C (25.5)	A (8.8)	B (12.8)	B (11.3)	E (67.2)	B (10.5)	B (16.3)
16	Virginia Avenue and Atlanta Street	Stop	A (7.7)	A (4.5)	A (7.7)	A (4.5)	A (8.3)	A (5.7)	A (8.3)	A (5.7)	A (7.9)	A (4.5)	A (8.8)	A (6.6)	A (8.8)	B (10.8)
17	Princeton Drive and Atlanta Street	Stop	A (4.9)	A (4.0)	A (5.0)	A (4.0)	A (6.3)	A (4.6)	A (6.3)	A (4.6)	A (5.0)	A (4.0)	A (7.5)	A (4.6)	A (7.5)	A (3.6)
18	College Street and Princeton Drive	Signal	A (7.5)	A (6.3)	A (7.5)	A (6.2)	A (8.2)	A (9.3)	A (9.2)	B (10.8)	A (7.4)	A (6.4)	B (10.9)	B (13.8)	B (10.9)	B (13.7)
19	Harvard Ave and Conley Street	Signal	A (8.1)	A (7.6)	A (8.4)	A (7.7)	A (8.8)	A (8.3)	A (9.1)	A (8.8)	A (9.0)	A (7.8)	A (9.7)	A (8.9)	A (9.7)	A (8.7)
20	Victoria Street and Harvard Ave	Stop	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)	A (0.1)	A (0.3)
21	College Street and Harvard Ave	Signal	A (5.7)	A (6.5)	A (5.6)	A (6.7)	A (6.4)	A (8.0)	A (6.9)	A (8.6)	A (5.6)	A (6.7)	A (7.7)	A (9.7)	A (7.7)	A (9.7)
22	College Street and Columbia Ave	Signal	A (8.6)	A (7.6)	A (8.6)	A (7.6)	A (8.9)	A (7.9)	A (8.3)	A (7.6)	A (8.5)	A (7.7)	A (8.6)	A (7.8)	A (8.6)	A (7.8)
23	College Street and John Wesley Ave	Stop	A (7.1)	A (7.4)	A (7.1)	A (7.4)	A (7.3)	A (7.6)	A (7.3)	A (7.6)	A (7.1)	A (7.5)	A (7.4)	A (7.9)	A (7.9)	A (7.9)
24	College Street and Yale Ave	Stop	A (3.9)	A (5.0)	A (4.0)	A (5.0)	A (6.6)	A (7.1)	A (6.6)	A (7.1)	A (3.8)	A (5.1)	A (7.2)	A (7.6)	A (7.2)	A (7.6)
25	College Street and Oxford Ave	Stop	A (7.4)	A (7.0)	A (7.5)	A (7.0)	A (7.6)	A (7.4)	A (7.6)	A (7.4)	A (7.6)	A (7.1)	A (7.9)	A (7.8)	B (11.2)	A (7.8)
26	Washington Road and Fairway Drive	Signal	A (1.5)	A (1.3)	A (1.6)	A (1.4)	A (4.6)	E (36.7)	C (20.2)	C (15.7)	A (2.0)	A (1.9)	F (136.4)	C (31.4)	C (23.9)	B (18.0)
27	Washington Road and Herschel Drive	Stop/ Signal	B (12.0)	B (13.3)	B (12.6)	B (14.0)	B (13.8)	B (15.4)	B (12.7)	B (14.1)	B (14.1)	B (16.1)	B (17.7)	C (24.6)	B (18.4)	D (37.6)
28	Fairway Drive and Redwine Ave	Stop	A (4.6)	A (1.9)	A (4.6)	A (1.9)	A (2.6)	A (1.6)	A (2.6)	A (1.6)	A (4.6)	A (2.0)	A (2.4)	A (1.8)	A (2.4)	A (1.8)

7.0 CRITERIA FOR NON EXPEDITED REVIEW

7.1 Vehicle Miles of Travel

The Airport City Development is using all available techniques to reduce generated vehicular trips by locating close to a major transit hub (MARTA College Park Station), providing for numerous pedestrian and bicycle connections, and promoting technology-driven items that promise to reduce total individual trips. The total reductions in trips between modal split, internal capture, and pass-by reductions is shown in Table 17.

Table 17: Vehicular Mile Reductions due to Trip Capture

		AM Peak Hour Trip Generation				PM Peak Hour Trip Generation			
	Daily Trips	AM Total	AM Enter	AM Exit	AM Pass By	PM Total	PM Enter	PM Exit	PM PassBy
Phase 1	63,149	4,047	2,798	1,096	153	6,652	2,015	3,654	984
Phase 2	29,177	3,058	2,381	554	123	3,202	569	2,347	286
Total	92,326	7,105	5,179	1,650	276	9,855	2,584	6,001	1,270
Reduced	59,088	4,476	3,263	1,039	174	6,406	1,679	3,900	826

7.2 Transportation and Traffic Analysis

The proposed Airport City Development will maintain the existing regional transportation infrastructure in a condition that meets the DRI requirements. All identified issues in the build years that cause transportation infrastructure to fall below the LOS D threshold are mitigated with the proposed transportation projects.

The Development does not interfere with any regional or local plan and does not preclude any other projects either in the short or long term that are part of a state, regional, or local plan.

All recommended construction will provide a safe and efficient transportation network serving all users. The development construction provides separation between pedestrian/bicycle modes and vehicular modes to the extent possible.

7.3 Relationship to Existing Development and Infrastructure

The proposed Development is proceeding through a master planning process designed to address local infrastructure needs during the construction of the development. The master planning process has been funded and sponsored by the City of College Park which takes very seriously the potential unplanned impacts of a large redevelopment. No pre-development is required to ensure the Airport City Development is a success from a transportation perspective.

This analysis shows the impacts on the local infrastructure that is outside the zone where development will occur. These impacts will be mitigated.