Wal★Mart Development Traffic Data Sheet

Wal★Mart - Lincoln, IL
Store #0199-04, Supercenter
Lincoln, Logan County, Illinois

Transportation Consultant:	Crawford, Murphy & Tilly, Inc.
Contact Name:	Bob Markunas
Phone / Mobile:	(309) 637-1890 ext. 31
Date Completed:	January, 2005

A. Existing Conditions

Roadways in Area

A	Road Name	Illinois Route 108	
	Lanes	2	
	Daily Volume	11,600	(2-way)
	Count year	2005	
	Count source	CMT	
	Count location	E of Shipman Blacktop	
B	Road Name	Shipman Blacktop	
	Lanes	2	
	Daily Volume	5,500	(2-way)
	Count year	2005	
	Count source	CMT	
	Count location	N. of Loveless Parkway	
C	Road Name	Loveless Pkwy.	
	Lanes	2	
	Daily Volume	340	(2-way)
	Count year	2005	
	Count source	CMT	
	Count location	E. of Shipman Blacktop	
D	Road Name		
	Lanes		
	Daily Volume		(2-way)
	Count year		
	Count source		
	Count location		

B. Development Traffic

Trips Generated

	Anchor: Wal-Mart Supercenter 99700 SF	Outparcel: Gas Station 16 fueling	Outparcel:	Outparcel:	Outparcel:	Outparcel:	Development Totals
Parcel Number	1	2					Σ
Daily External Trips	5,964	1,098					7,062
% of External Trips	**84.45%**	**15.55%**					**100.00%**
% Pass-By Trips	24.50%	24.00%					
Net New Trips	4,503	834					5,337
% Net New Trips	**84.37%**	**15.63%**					**100.00%**

Trip Distribution (Columns need not sum to 100%)

	Roadway	1	2				
Percent of Trips	A	65.00%	65.00%				
	B	80.00%	80.00%				
	C	100.00%	100.00%				
	D						
	Σ	245.00%	245.00%				

Trip Assignment (Volumes)

	Roadway	1	2					Σ
Number of Trips	A	2,927	542					3,469
	B	3,602	668					4,270
	C	4,503	834					5,337
	D							

C. Background Traffic

Growth Information

Expected Project Buildout Year		2026
A	Name	Illinois Route 108
	Annual Growth	1.00%
	Source	IDOT
	Years to Buildout	21
	Total Growth	23.24%
B	Name	Shipman Blacktop
	Annual Growth	1.00%
	Source	IDOT
	Years to Buildout	21
	Total Growth	23.24%
C	Name	Loveless Pkwy.
	Annual Growth	1.00%
	Source	IDOT
	Years to Buildout	21
	Total Growth	23.24%
D	Name	0
	Annual Growth	
	Source	
	Years to Buildout	21
	Total Growth	0.00%

D. Impact Summary

New Trip Impact Percentage by Roadway by Parcel

	Roadway	1	2					Σ
Impact Percent	A	84.37%	15.63%					100.00%
	B	84.37%	15.63%					100.00%
	C	84.37%	15.63%					100.00%
	D							

E. Summary of Roadway Volumes

	Roadway	Existing Volume	Non-Project Volume	Project Volume	Total Volume
A	Illinois Route 108	11,600	14,296	3,469	**17,765**
B	Shipman Blacktop	5,500	6,778	4,270	**11,048**
C	Loveless Pkwy.	340	419	5,337	**5,756**
D					

Traffic Data Sheet v1.1
7/13/2005 1:16 PM

Summary of Various Wal★Mart Trip Characteristics Study Results

Facility	Daily Volume	Daily Volume(ITE)	PM Peak Hour Volume	PM Peak Hour Volume (ITE)	PM Peak New Trips (Observed)	PM Peak New Trips (ITE)	PM Peak Pass By Trips (Observed)	PM Peak Pass By Trips (ITE)	PM Peak Diverted Trips (Observed)	Internally Captured Trips (Observed)	Internally Captured Trips (ITE)	Study Date
SuperCenter [1]	54.56, 56.83**	46.96	4.34, 4.52**	3.82	49.7%	*	24.5%	*	25.8%	*	*	Apr-98
Sam's [2]	26.84	41.8	2.29	3.8	43.1%	*	19.4%	*	37.5%	*	*	Oct-97
Neighborhood Market [3]	93.01	111.51	9.51	11.51	46.0%	64%	34.0%	36.0%	22.0%	*	*	Apr-02
Gas - S/C [4]	*	*	15.6	13.38	8.0%	38%	24.0%	62.0%	12.0%	56%	20%	Jun-02
Gas - Sam's [4]	*	*	17.24	13.38	10.0%	38%	24.0%	62.0%	25.0%	41%	20%	Jun-02
Gas - Combo [4]	*	*	19.9	13.38	10.0%	38%	28.0%	62.0%	18.0%	41%	20%	Jun-02
Gas - WNM [4]	*	*	17.56	13.38	13.0%	38%	33.0%	62.0%	18.0%	36%	20%	Jun-02

Notes: * Not Available

**First value includes shade cloth area, second value does not include shade cloth area

Studies for these type stores have not been completed to date

Store trip generation rates are multiplied by SF/1,000 and gas station rates are multiplied by number of Vehicle Fueling Positions.

[1] Kimley-Horn and Associates, Inc. was retained to conduct a trip characteristics study for Wal★Mart Stores, Inc. at ten of their Wal★Mart Supercenter locations in Florida. Due to the unique trip characteristics of Wal★Mart Supercenters, a trip characteristics study was conducted to ascertain accurate trip generation, trip types and trip lengths for Wal★Mart Supercenters. This study was conducted in April 1998. A previous study was conducted in August 1995.

[2] Kimley-Horn and Associates, Inc. was retained to conduct a trip characteristics study for Wal★Mart Stores, Inc. at ten of their Sam's Club locations in Florida. Due to the unique trip characteristics of Sam's Club Stores, a trip characteristics study was conducted to ascertain accurate trip generation, trip types and trip lengths for Sam's Club Stores. This study was conducted in October 1997.

[3] Kimley-Horn and Associates, Inc. in association with Traffic Engineering Consultants, Inc., was retained to conduct a trip characteristics study for Wal★Mart Stores, Inc. at nine of their Neighborhood Market locations in Texas and Oklahoma. Due to the unique trip characteristics of Neighborhood Markets, a trip characteristics study was conducted to ascertain accurate trip generation rates and trip types for this Neighborhood Markets. This study was conducted in April 2002.

The trip characteristics study examined trip generation data from daily and p.m conditions as well as the percentage of new, pass-by trips and diverted trips at nine existing Neighborhood Market stores nationwide. Based upon the results of this study, the results in the attached table were determined to be representative of Neighborhood Market developments.

[4] Kimley-Horn and Associates, Inc., in association with Traffic Engineering Consultants, Inc. and Peters and Associates Engineers, Inc., was retained to conduct a trip characteristics study for Wal★Mart Stores, Inc. at forty-seven of their gas station locations located at Wal★Mart Supercenters, Sam's Clubs, Combo Sites, and Neighborhood Markets nationwide. The store locations included eleven different states, Arizona, Arkansas, Florida, Georgia, Nevada, North Carolina, Oklahoma, Tennessee, Texas, South Carolina, and Virginia. The study was conducted to more accurately identify the p.m. peak hour trip generation rates and p.m. peak hour trip types for the gas stations at the different sites.

The typical gas station site consisted of 8 to 16 vehicle fueling positions and a small kiosk (approximately 160 sqaure feet) with an attendant. This trip characteristics study examined the trip generation rate as well as the percentage of new, internal capture, pass-by, and diverted trips at twenty gas stations at existing Wal★Mart Supercenters, ten Sam's Clubs, ten Combo sites, and seven Neighborhood Markets nationwide during the p.m. peak hour. Based upon the results of this study, the results in the attached table were determined to be representative of Wal★Mart Supercenter gas station sites, Sam's Club gas station sites, Combo gas station sites, and Neighborhood Market gas station sites. This study was conducted in June 2002.

It is recommended that the trip characteristic variables determined in these studies be used to perform more accurate traffic studies and/or impact fee studies for Wal★Mart developments. Some of the potential benefits from these studies may include:

- **Project Traffic related Entitlements**
- **Lower Off Site (non adjacent) Improvement Costs (e.g. normally mandated by concurrency issues)**
- **Lower Transportation Impact Fees (for those jurisdictions which assess such fees)**
- **Lower Off Site (adjacent) Improvement Costs (e.g. turn lane construction)**
- **Lower Driveway/Connection Permitting Fees (based upon volumes)**

Carlinville, IL - Traffic Counts (2005)

IL Route 108 - Shipman Blacktop

	Shipman From North			IL Route 108 From East			Shipman From South			IL Route 108 From West			15-minute Total	60-minute Total
	L	T	R	L	T	R	L	T	R	L	T	R		
7-7:15 AM	1	0	0	10	44	0	12	0	14	0	39	10	130	
7:15-7:30AM	0	0	0	21	86	0	18	0	19	0	56	11	211	
7:30-7:45AM	0	0	5	23	158	0	8	0	12	0	130	36	372	
7:45-8:00AM	0	0	0	37	206	0	33	0	45	0	147	39	507	1220
8-8:15AM	0	0	0	19	56	0	17	0	38	0	61	18	209	1299
8:15-8:30AM	0	0	0	15	55	0	17	0	31	0	48	12	178	1266
8:30-8:45AM	0	0	0	13	62	0	8	0	16	0	72	12	183	1077
8:45-9AM	0	0	0	19	56	0	8	0	16	0	56	12	167	737
AM Total	**0**	**0**	**5**	**100**	**506**	**0**	**76**	**0**	**114**	**0**	**394**	**104**		
2006 Total	**0**	**0**	**5**	**101**	**511**	**0**	**77**	**0**	**115**	**0**	**398**	**105**		
2026 Total	**0**	**0**	**6**	**123**	**624**	**0**	**94**	**0**	**140**	**0**	**486**	**128**		
4-4:15PM	0	0	1	23	115	1	15	0	17	0	90	17	279	279
4:15-4:30PM	0	0	0	20	120	0	16	0	17	0	85	12	270	549
4:30-4:45PM	0	0	0	30	134	0	12	1	18	0	136	16	347	896
4:45PM-5PM	0	0	0	20	130	1	18	0	11	0	100	18	298	1194
5PM-5:15PM	0	0	0	28	118	1	15	0	11	0	143	27	343	1258
5:15-5:30PM	1	0	0	21	110	3	5	2	25	0	115	13	295	1283
5:30-5:45PM	1	0	0	22	98	1	9	0	10	0	108	17	266	1202
5:45-6PM	1	0	0	22	93	0	12	0	17	0	74	15	234	1138
PM Total	**1**	**0**	**0**	**99**	**492**	**5**	**50**	**3**	**65**	**0**	**494**	**74**		
2006 Total	**1**	**0**	**0**	**100**	**497**	**5**	**51**	**3**	**66**	**0**	**499**	**75**		
2026 Total	**1**	**0**	**0**	**122**	**606**	**6**	**62**	**4**	**80**	**0**	**609**	**91**		

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Carlinville, IL - Traffic Counts (2005)

IL Route 108 - Chiles St.

	Chiles From North			IL Route 108 From East			Chiles From South			IL Route 108 From West			15-minute Total	60-minute Total
	L	T	R	L	T	R	L	T	R	L	T	R		
7-7:15 AM	2	0	6	1	54	4	0	0	0	4	48	1	120	
7:15-7:30AM	11	0	4	0	95	9	0	0	1	7	60	0	187	
7:30-7:45AM	7	0	14	0	177	9	0	0	0	15	140	1	363	
7:45-8:00AM	11	0	31	3	193	16	0	0	1	35	175	1	466	1136
8-8:15AM	11	0	2	3	69	14	0	0	1	8	80	0	188	1204
8:15-8:30AM	9	0	4	6	60	4	0	1	1	7	51	0	143	1160
8:30-8:45AM	8	0	1	3	56	12	0	0	3	2	76	0	161	958
8:45-9AM	4	0	2	3	57	9	0	0	3	1	53	0	132	624
AM Total	**40**	**0**	**51**	**6**	**534**	**48**	**0**	**0**	**3**	**65**	**455**	**2**		
2006 Total	**40**	**0**	**52**	**6**	**539**	**48**	**0**	**0**	**3**	**66**	**460**	**2**		
2026 Total	**49**	**0**	**63**	**7**	**658**	**59**	**0**	**0**	**4**	**80**	**561**	**2**		
4-4:15PM	5	0	6	5	103	13	0	0	2	8	101	0	243	243
4:15-4:30PM	7	0	9	1	128	8	0	0	2	11	102	1	269	512
4:30-4:45PM	10	0	5	5	133	4	1	0	4	4	127	0	293	805
4:45PM-5PM	8	1	9	3	121	14	3	0	4	11	118	1	293	1098
5PM-5:15PM	18	0	8	0	136	9	0	0	6	10	159	0	346	1201
5:15-5:30PM	6	0	10	2	109	7	0	0	0	11	109	0	254	1186
5:30-5:45PM	11	0	8	0	105	7	0	0	2	6	107	0	246	1139
5:45-6PM	7	0	7	1	85	10	2	1	3	5	89	1	211	1057
PM Total	**42**	**1**	**32**	**10**	**499**	**34**	**4**	**0**	**14**	**36**	**513**	**1**		
2006 Total	**42**	**1**	**32**	**10**	**504**	**34**	**4**	**0**	**14**	**36**	**518**	**1**		
2026 Total	**52**	**1**	**39**	**12**	**615**	**42**	**5**	**0**	**17**	**44**	**632**	**1**		

Carlinville, IL - Traffic Counts (2004)

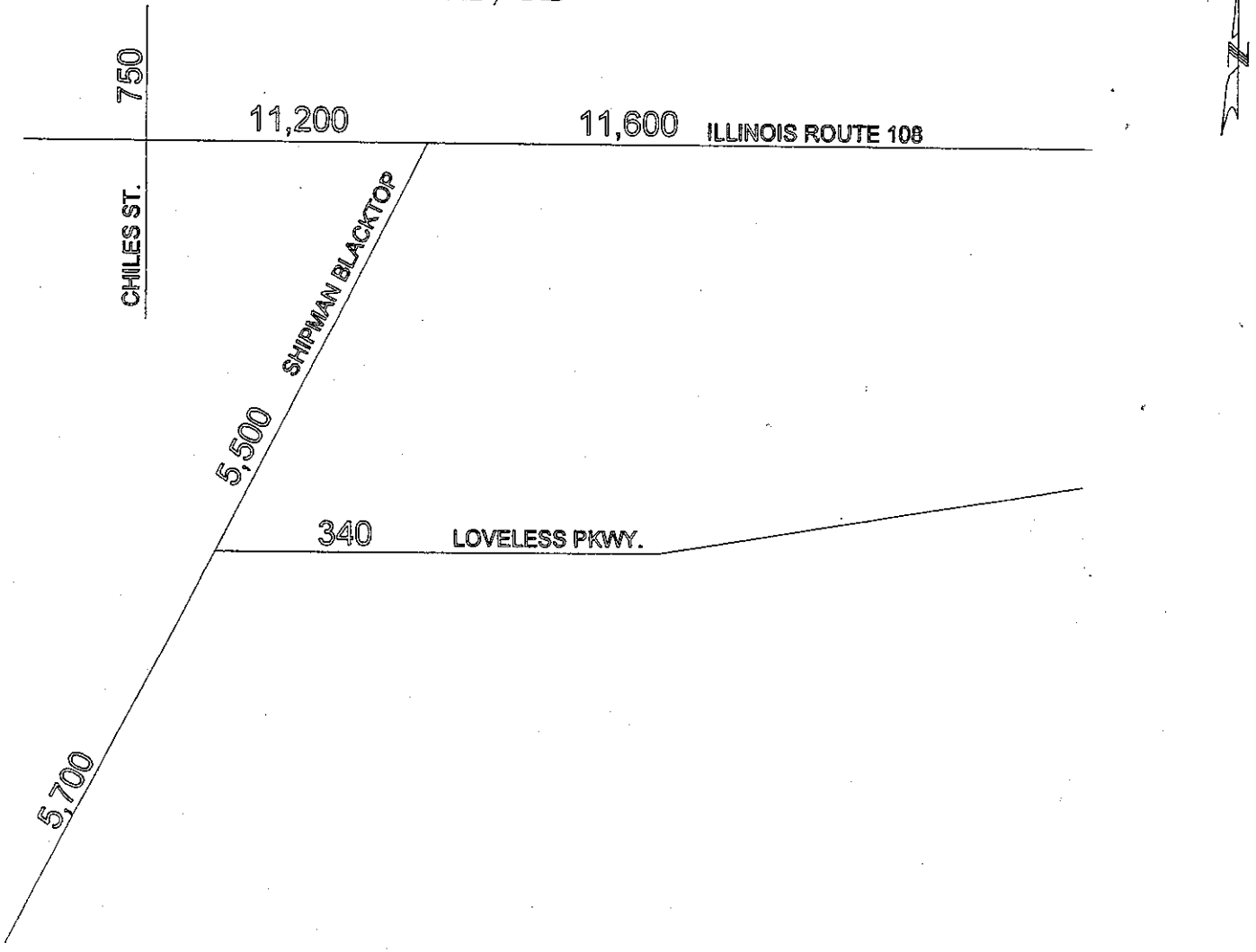
Shipman Blacktop - Loveless Pkwy

	Shipman From North			Loveless From East			Shipman From South			From West			15-minute Total	60-minute Total
	L	T	R	L	T	R	L	T	R	L	T	R		
7-7:15 AM	1	21	0	1	0	1	0	31	0				55	
7:15-7:30AM	0	42	0	2	0	1	0	45	2				92	
7:30-7:45AM	0	76	0	10	0	2	0	98	3				189	
7:45-8:00AM	2	87	0	4	0	0	0	112	2				207	543
8-8:15AM	0	31	0	3	0	2	0	44	1				81	569
8:15-8:30AM	1	31	0	2	0	1	0	28	1				64	541
8:30-8:45AM	0	18	0	0	0	1	0	24	1				44	396
8:45-9AM	3	27	0	1	0	2	0	22	1				56	245
AM Total	**2**	**236**	**0**	**19**	**0**	**5**	**0**	**299**	**8**	**0**	**0**	**0**		
2006 Total	**2**	**241**	**0**	**19**	**0**	**5**	**0**	**305**	**8**	**0**	**0**	**0**		
2026 Total	**2**	**294**	**0**	**24**	**0**	**6**	**0**	**372**	**10**	**0**	**0**	**0**		
2-2:15PM	0	23	0	0	0	1	0	22	1				47	
2:15-2:30PM	3	22	0	2	0	1	0	17	0				45	
2:30-2:45PM	2	20	0	1	0	2	0	20	0				45	
2:45-3PM	1	57	0	3	0	0	0	28	1				90	227
3-3:15PM	3	46	0	2	0	2	0	58	8				119	299
3:15-3:30PM	19	36	0	1	0	6	0	30	2				94	348
3:30-3:45PM	6	29	0	3	0	2	0	32	2				74	377
3:45-4PM	3	31	0	1	0	1	0	26	4				66	353
4-4:15PM	1	29	0	1	0	1	0	27	1				60	294
4:15-4:30PM	2	30	0	2	0	2	0	38	1				75	275
4:30-4:45PM	3	41	0	1	0	0	0	28	2				75	276
4:45PM-5PM	2	38	0	1	0	1	0	34	1				77	287
5PM-5:15PM	2	45	0	1	0	2	0	30	1				81	308
5:15-5:30PM	1	41	0	1	0	3	0	30	3				79	312
5:30-5:45PM	2	37	0	4	0	1	0	25	2				71	308
5:45-6PM	3	38	0	3	0	0	0	36	3				83	314
PM Total	**29**	**168**	**0**	**9**	**0**	**10**	**0**	**148**	**13**	**0**	**0**	**0**		
2006 Total	**30**	**171**	**0**	**9**	**0**	**10**	**0**	**151**	**13**	**0**	**0**	**0**		
2026 Total	**36**	**209**	**0**	**11**	**0**	**12**	**0**	**184**	**16**	**0**	**0**	**0**		

Appendix B

Average Daily Traffic – Base Traffic 2005 ..... B-1
Base Traffic – 2006 ..... B-2
Base Traffic – 2026 ..... B-3
New Site Traffic – 2006 & 2026 ..... B-4
Pass-By Site Traffic – 2006 & 2026 ..... B-5
Diverted Link Site Traffic – 2006 & 2026 ..... B-6
Total Site Traffic – 2006 & 2026 ..... B-7
Total Traffic – 2006 ..... B-8
Total Traffic – 2026 ..... B-9
Traffic Data Diagram B-10

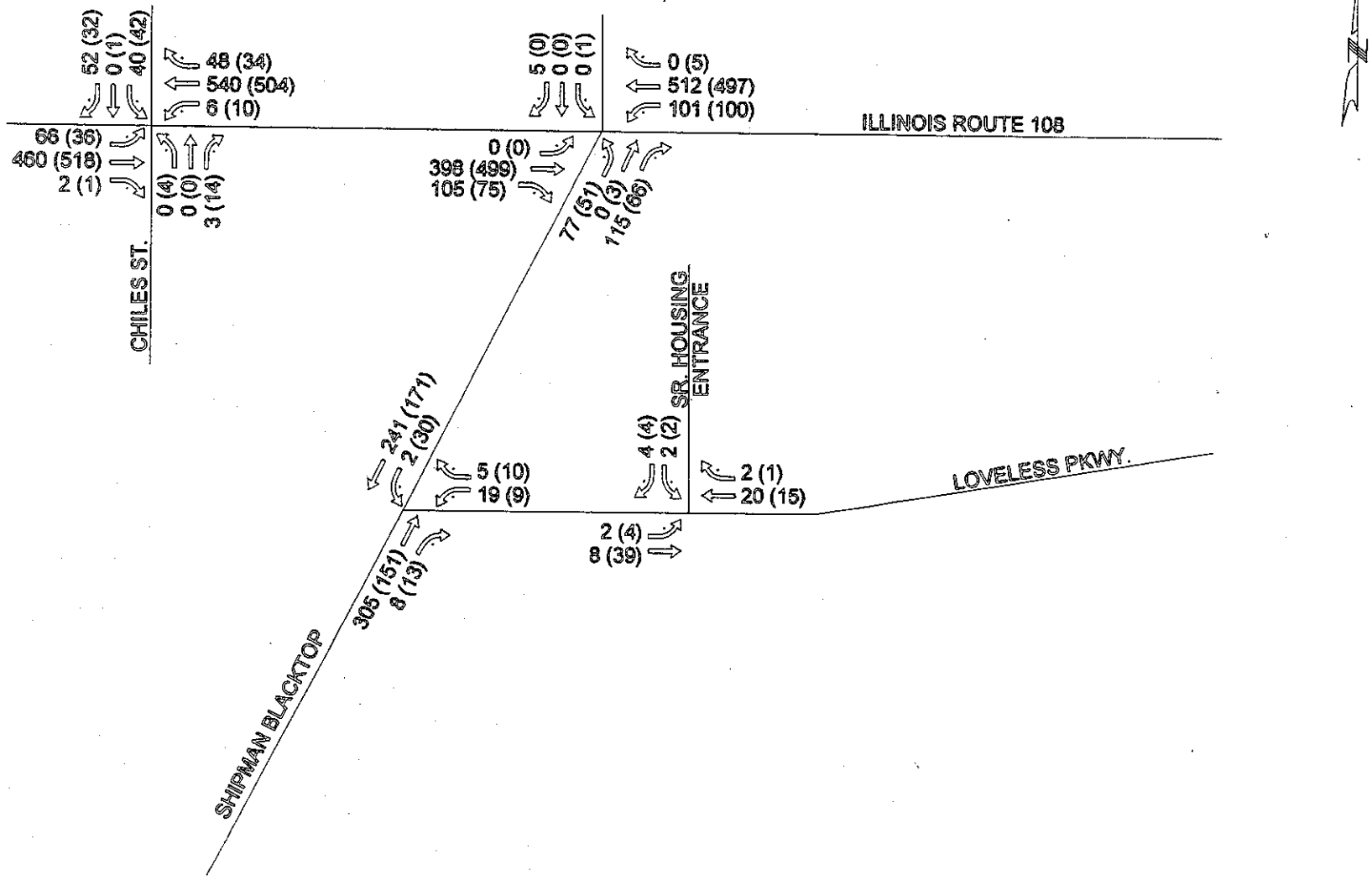
WAL-MART - CARLINVILLE, IL



AVERAGE DAILY TRAFFIC - 2005

NOTE: DRAWING IS NOT TO SCALE

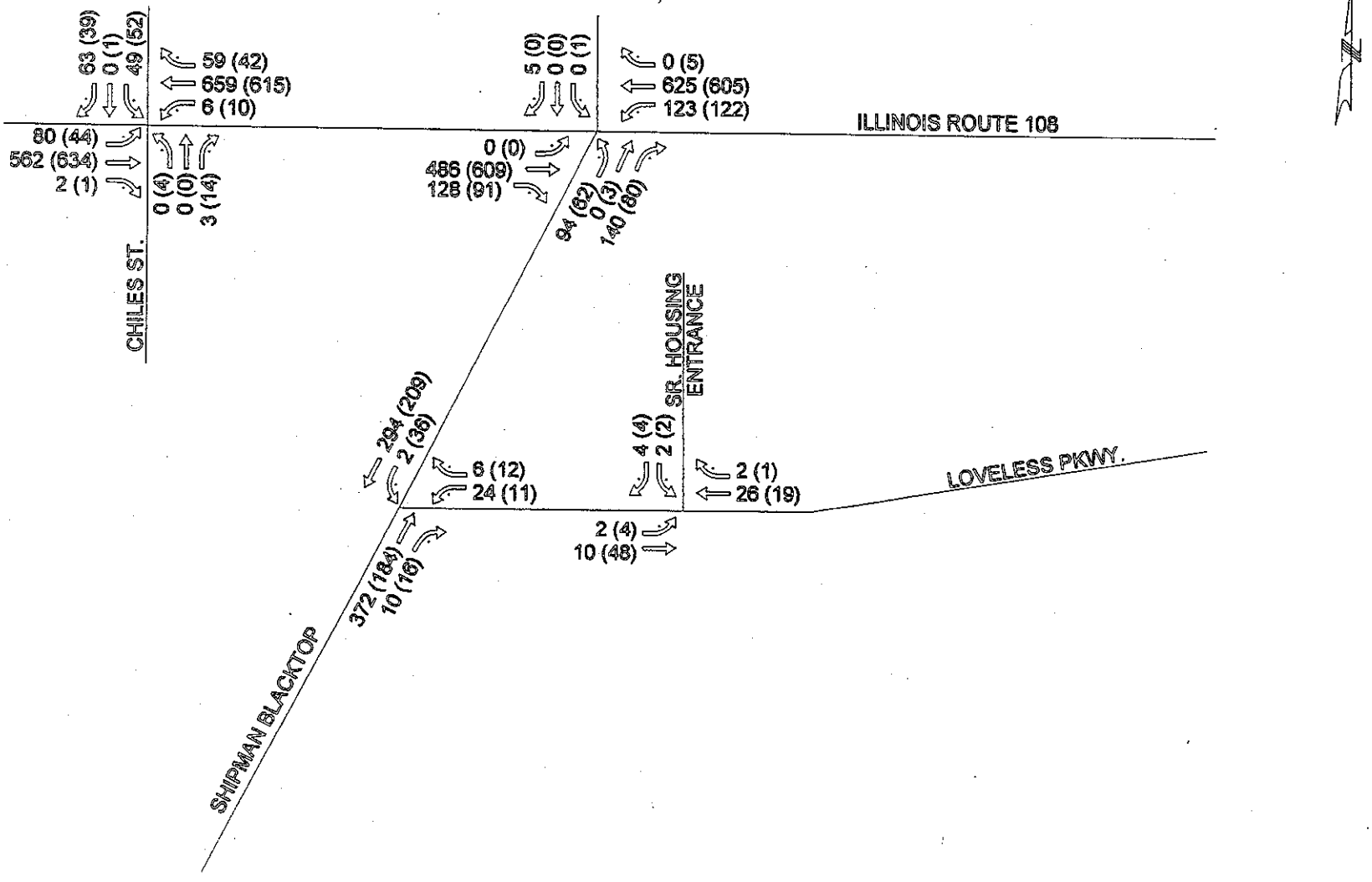
WAL-MART - CARLINVILLE, IL



BASE TRAFFIC (WITHOUT PROPOSED WAL-MART) - 2006
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

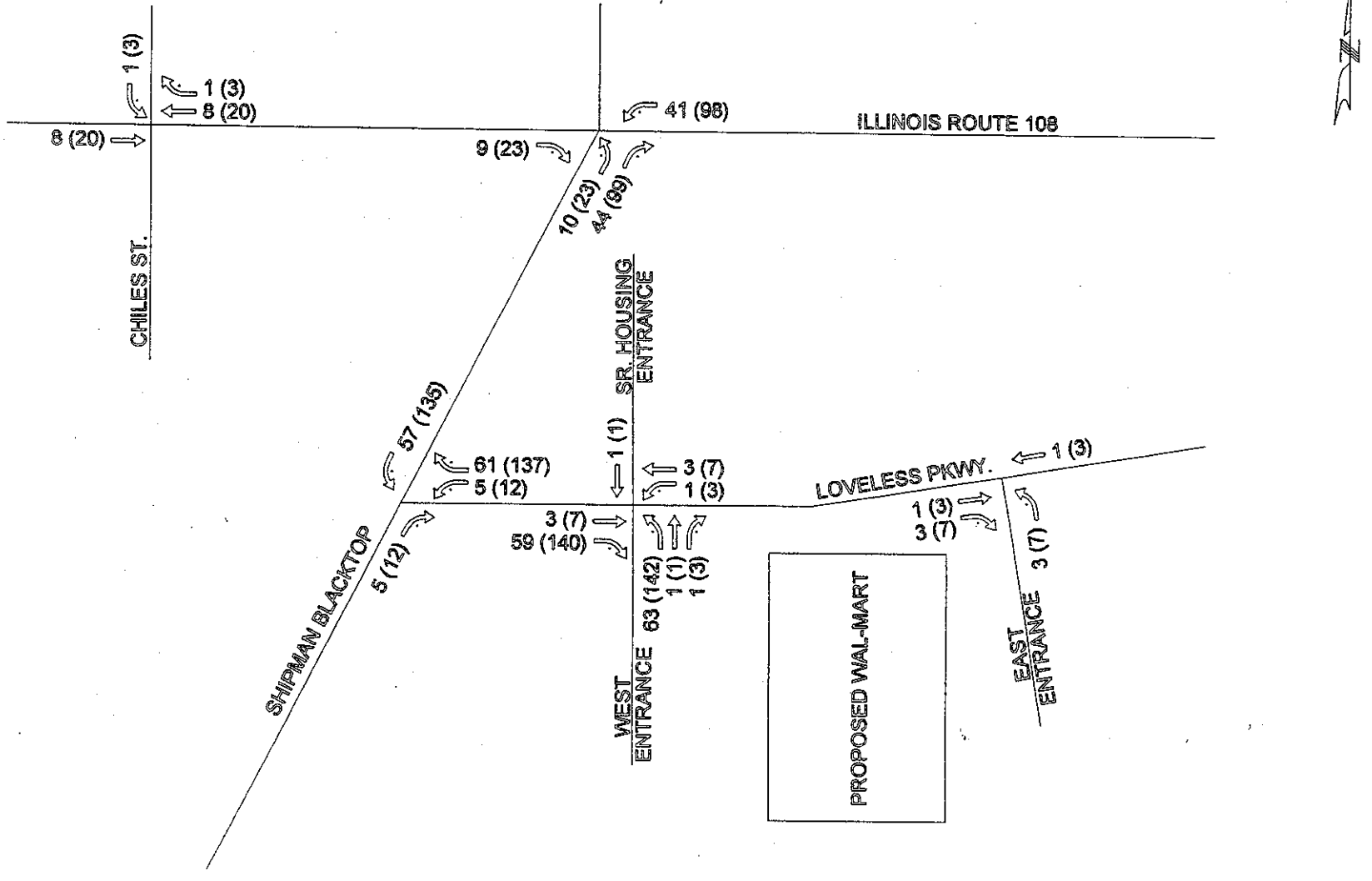
WAL-MART - CARLINVILLE, IL



BASE TRAFFIC (WITHOUT PROPOSED WAL-MART) - 2026
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

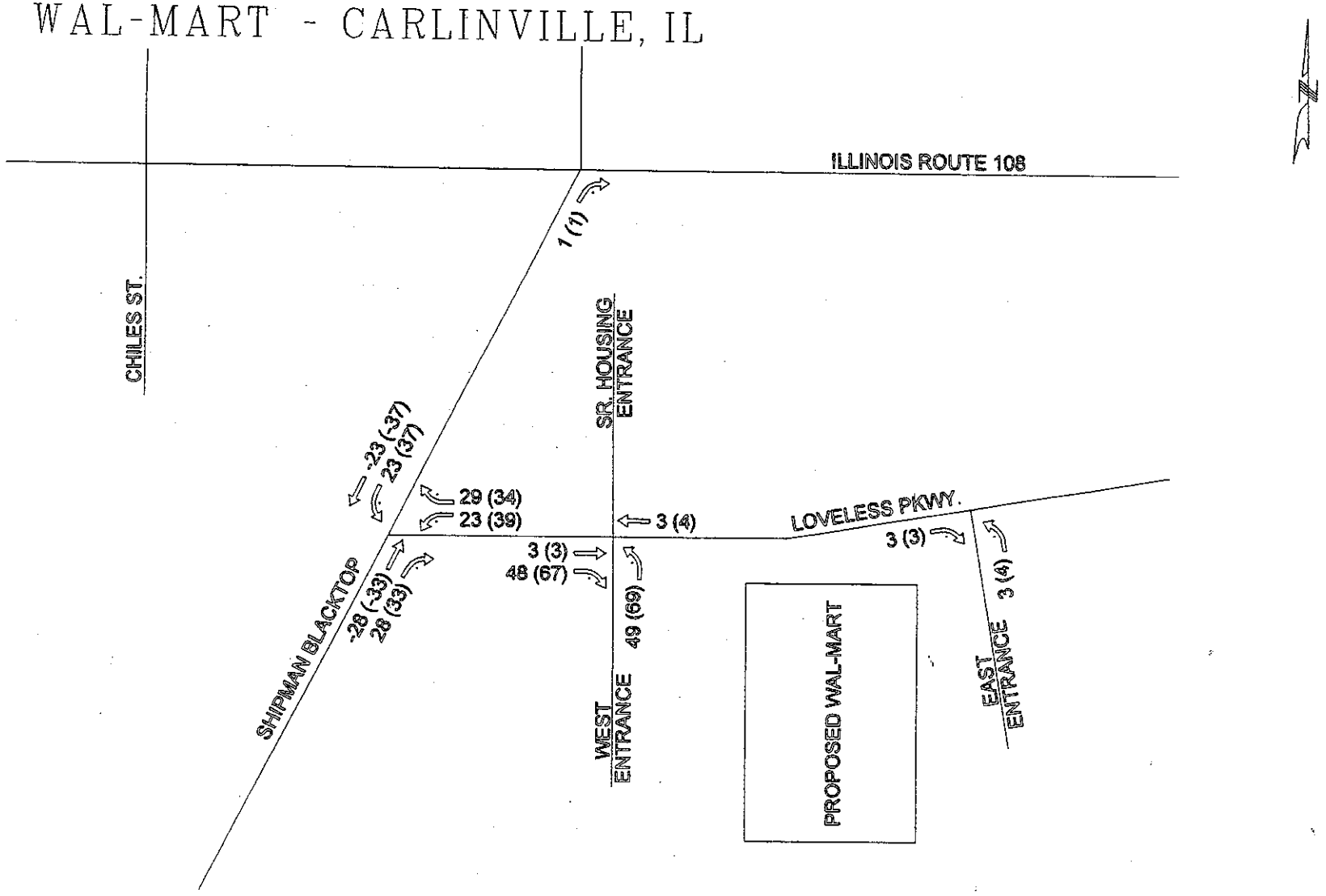
WAL-MART - CARLINVILLE, IL



NEW SITE TRAFFIC - 2006 & 2026
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

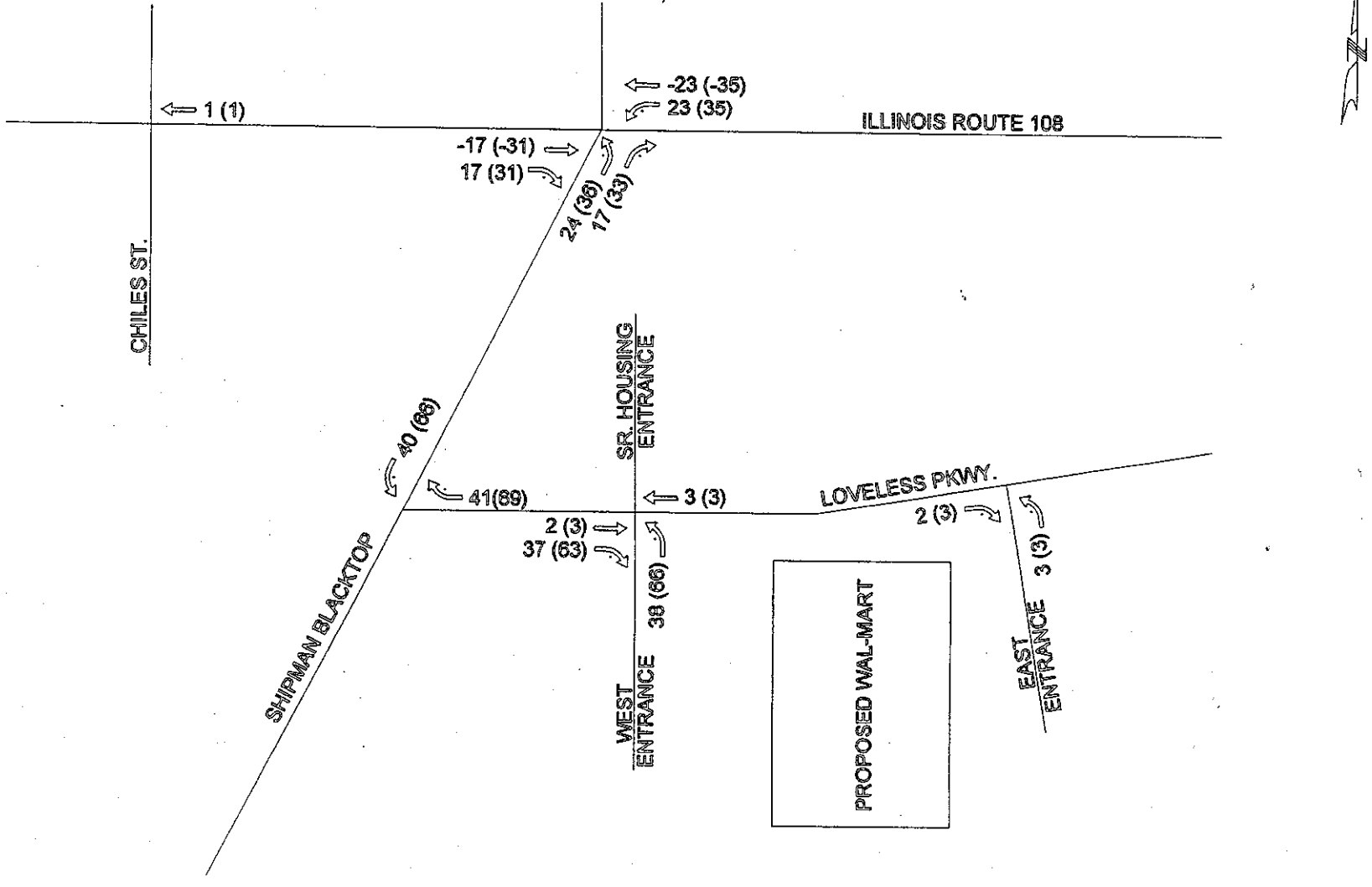
WAL-MART - CARLINVILLE, IL



PASS-BY SITE TRAFFIC - 2006 & 2026
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

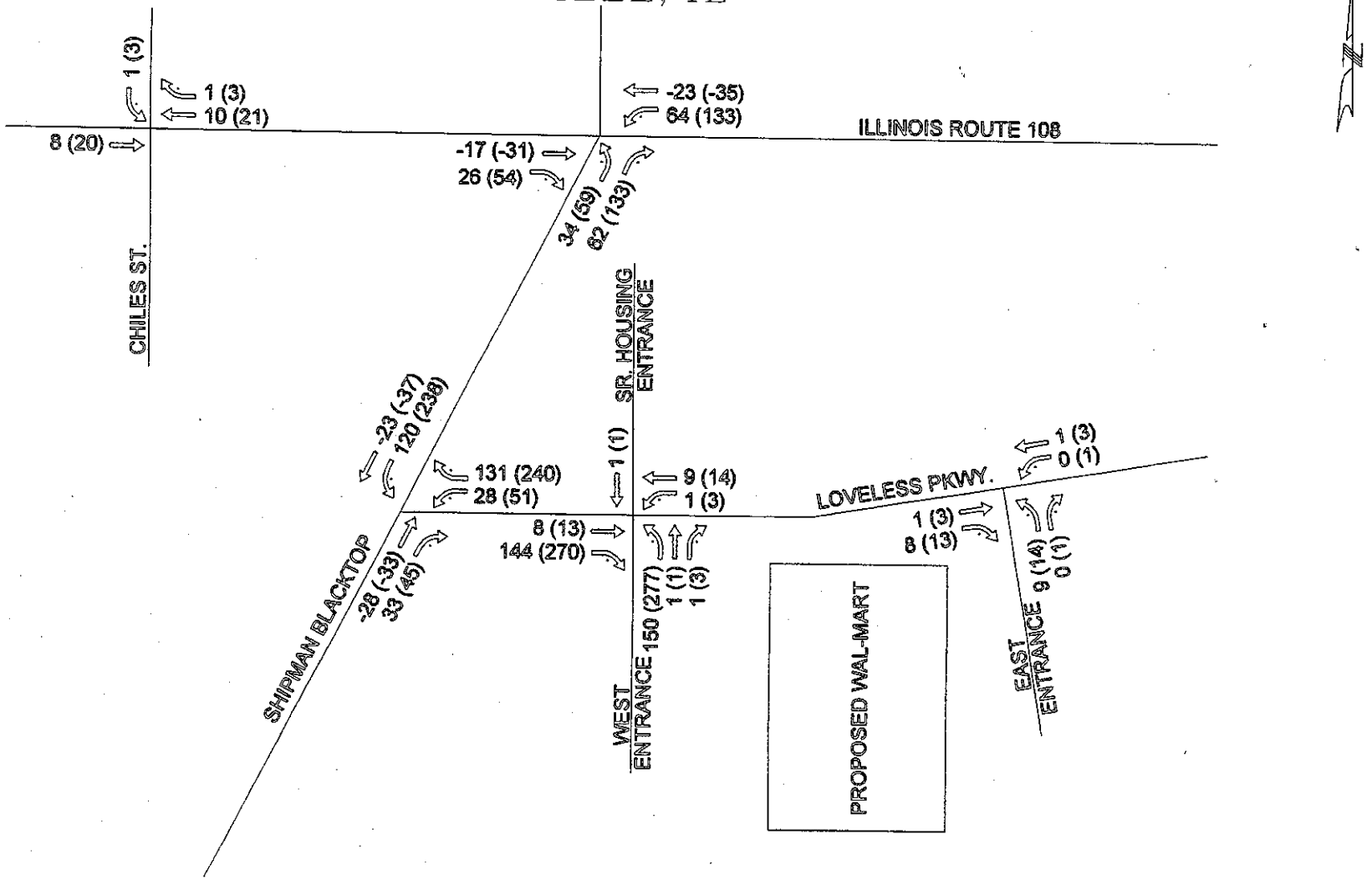
WAL-MART - CARLINVILLE, IL



DIVERTED LINK SITE TRAFFIC - 2006 & 2026
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

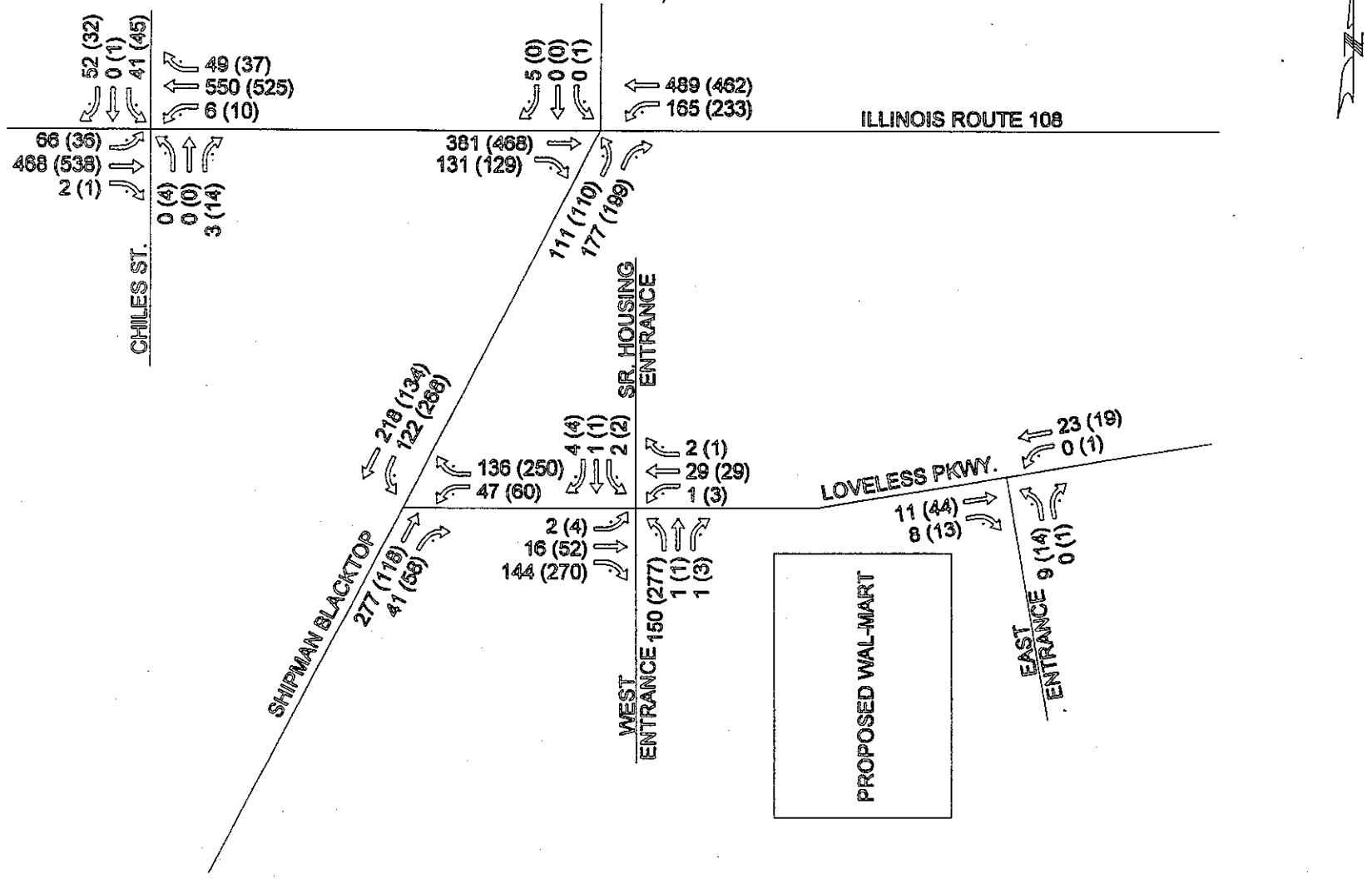
WAL-MART - CARLINVILLE, IL



TOTAL SITE TRAFFIC - 2006 & 2026
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

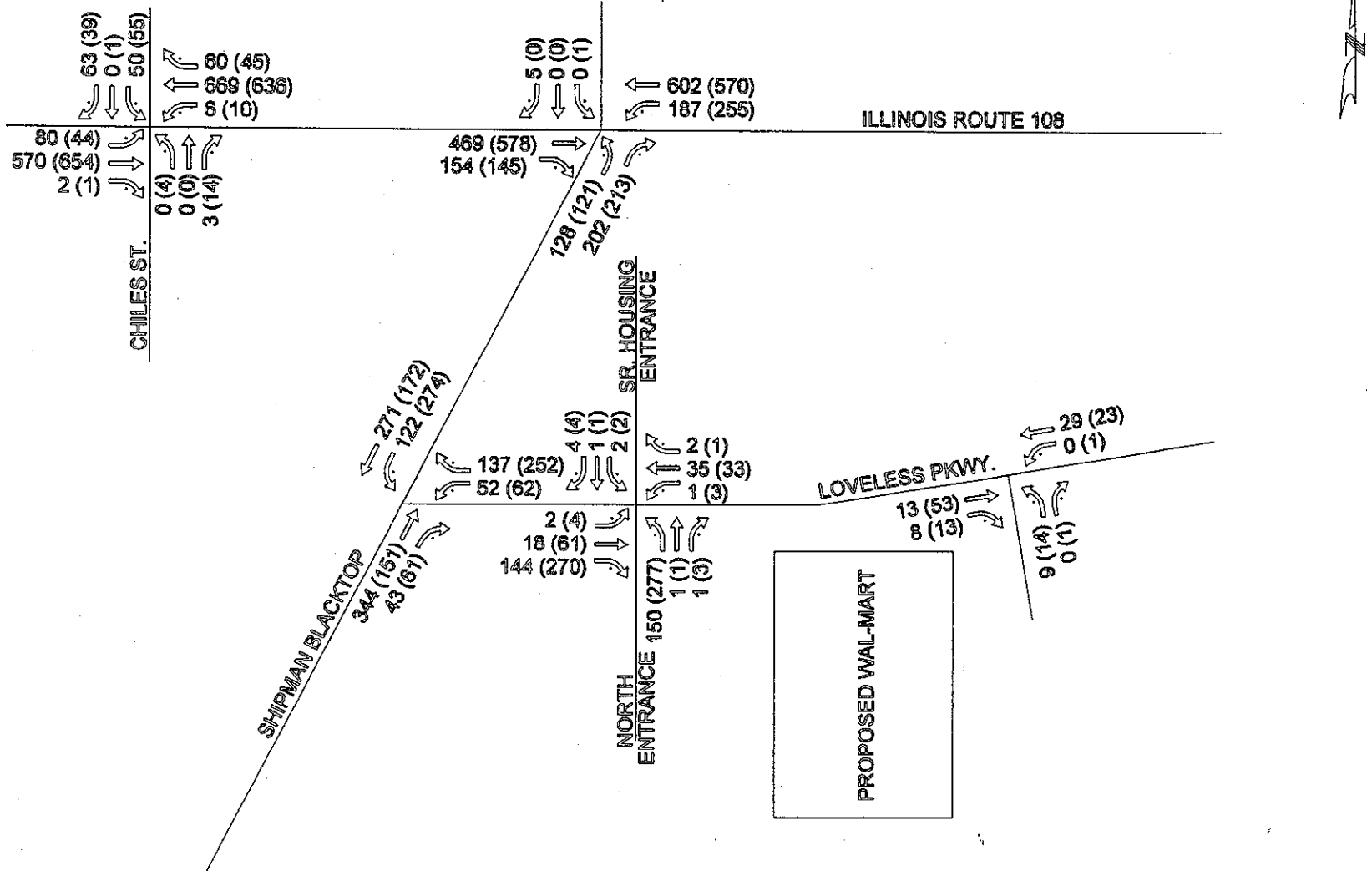
WAL-MART - CARLINVILLE, IL



TOTAL TRAFFIC (WITH PROPOSED WAL-MART) - 2006
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

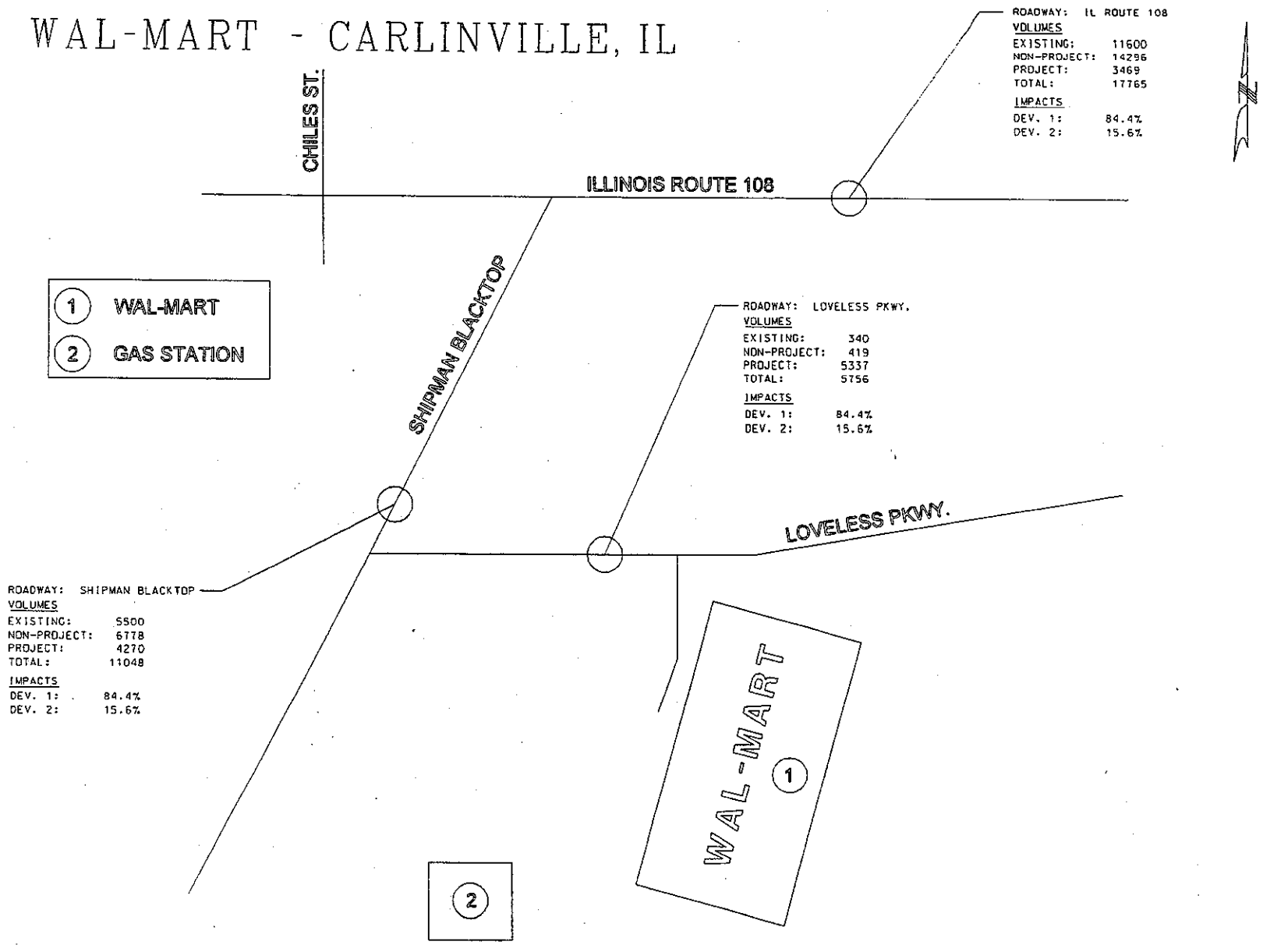
WAL-MART - CARLINVILLE, IL



TOTAL TRAFFIC (WITH PROPOSED WAL-MART) - 2026
AM PEAK (PM PEAK)

NOTE: DRAWING IS NOT TO SCALE

WAL-MART - CARLINVILLE, IL



TRAFFIC DATA DIAGRAM

NOTE: DRAWING IS NOT TO SCALE