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Subject: Haymarket RV Resort Preliminary Traffic Assessment

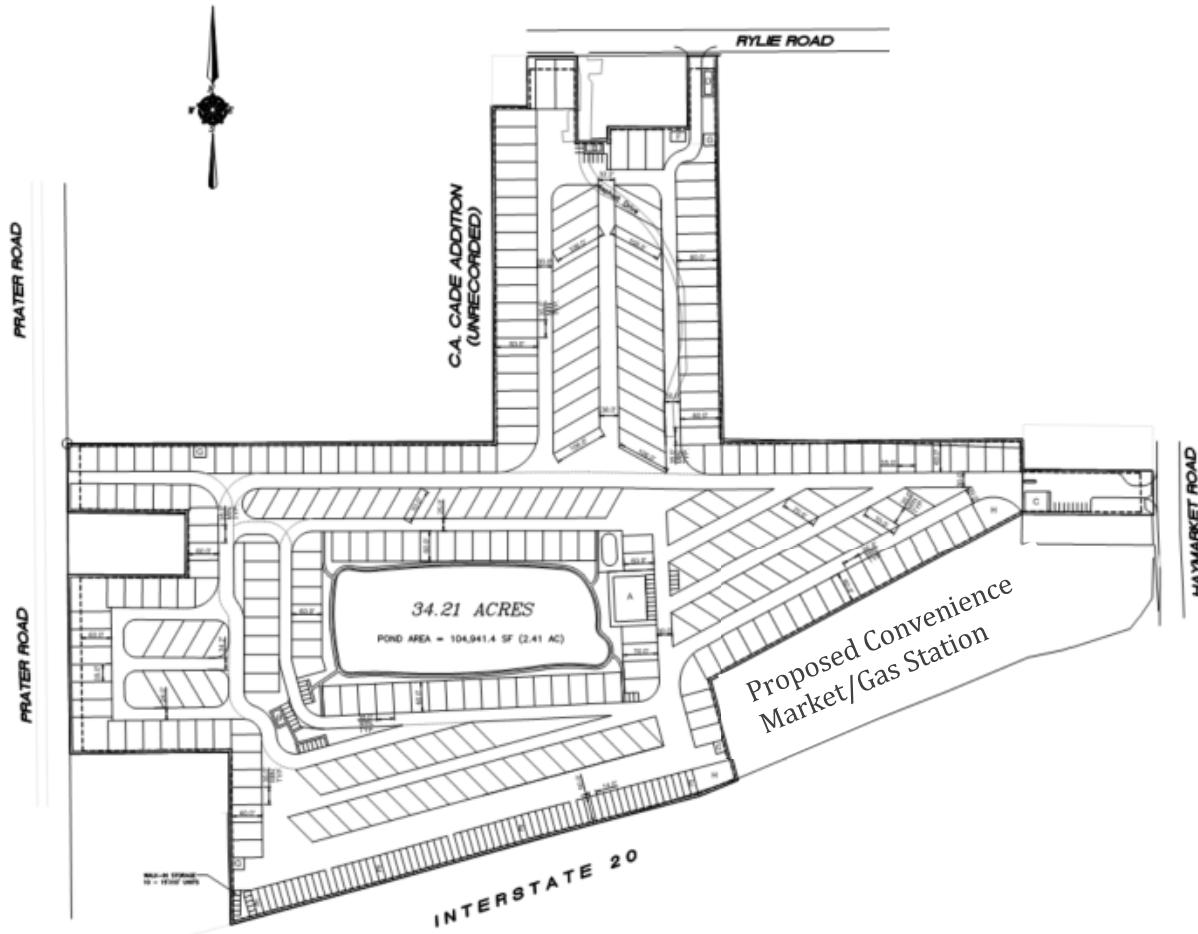
The following information is being provided for the proposed Haymarket RV Resort development in Dallas Texas. This is in response to the request from Mr. David Nevarez, P.E. at the City of Dallas engineering department and will follow the format of the City of Dallas preliminary traffic assessment document.

1. **Project Description** – The 34.21- acre piece of property is located just north of IH 20 and west of Haymarket Road in Dallas, Texas. The property is currently undeveloped and zoned R-74 single family residential. The proposed zoning of Planned Development is for a Recreational Vehicle (RV) Resort with 273 vehicle parking stalls.

Additional amenities will be provided on the property for the sole use by the visitors to the RV Resort. Sole ingress and egress to and from the site will be provided from Haymarket Road. Two other points of access will be provided for emergency use only; one at Rylie Road and the other at Prater Street. The proposed project will have a secured fence surrounding the site with access only provided to patrons and staff via Haymarket Road.

2. **Site Plan** – The proposed RV Resort will be adjacent to a proposed Convenience Market with Gas Station located on the south west corner of Haymarket Road and IH 20 WBFR/Ramp. The RV Resort will have a separate driveway from Haymarket Road. Internal access between the two properties is proposed outside of the secured RV Resort property for the convenience of RV Resort patrons to obtain fuel and convenience market items without needing to exit to Haymarket Road and enter the Convenience Market site.

Haymarket Road is a four- lane undivided roadway. The site plan is included on the following page.



3. **Trip Generation** – The ITE Trip Generation Manual, 10th Edition was utilized to estimate the vehicle trips during the AM and PM peak hours of the adjacent street system. No adjustments or reductions for pass-by, mode-split or internal capture are predicted.

Trip Generation – Haymarket RV Resort, Vehicle Trips

ITE Land Use	Variable and Quantity	AM Peak Hour of the Adjacent Street			PM Peak Hour of Adjacent Street		
		Total	Enter	Exit	Total	Enter	Exit
#416 Campground/ Recreation Vehicle Park	273 Occupied Camp Sites	47	17	30	74	48	26
RV Resort		R² = 0.96 Average Rate, T = 0.21 (X) Fitted Curve Equation T = 0.16(X) + 2.93			R² = 0.72 Average Rate, T=0.27 (X) Fitted Curve Equation Ln(T) = 0.71 Ln(X) - 0.06		

4. **Parking Generation** – The site is currently vacant and therefore no parking spaces exist. The City of Dallas off-street parking requirement for the site is one space per RV stall. In addition to the 273 RV parking stalls provided on the site plan, there are 53 standard vehicle parking spaces provided.
5. **Roadway Conditions** – Haymarket Road is a four-lane undivided facility with a posted speed limit of 30 MPH. The City of Dallas thoroughfare designation for Haymarket is S-4U, Community Collector. Sidewalks currently exist on both sides of Haymarket Road. No specific bicycle paths are designated along Haymarket Road in the vicinity of the project.

Peak period traffic volume counts were collected in July 2019 as well as in late August 2019 after the Dallas Independent School District had begun classes for the Fall 2019 semester. With school in session, the AM peak hour volumes on Haymarket Road just north of the intersection with the IH 20 WBFR/Ramp indicate less than 500 total vehicles. The AM Peak Hour occurred from 7:00 to 8:00 AM. The volumes on Haymarket Road north of the IH 20 WBFR/Ramp indicate:

- ↑ 272 vehicles in the northbound direction
- ↓ 212 vehicles in the southbound direction

During the PM peak hour from 4:45 – 5:45 PM,

- ↑ 57 vehicles were counted in the northbound direction and
- ↓ 122 vehicles in the southbound direction.

For comparison, the volumes in July 2019 are provided to illustrate the traffic conditions while school is not in session. During the July 2019 AM Peak Hour from 7:00 – 8:00 AM, the volumes on Haymarket Road indicate just over 100 total vehicles:

- ↑ 50 vehicles in the northbound direction, and
- ↓ 57 vehicles in the southbound direction.

During the July 2019, the PM Peak Hour occurred from 5:00 – 6:00 PM with:

- ↑ 66 vehicles in the northbound direction, and
- ↓ 101 vehicles in the southbound direction.

6. **Evaluation of Traffic Operations** – The existing traffic conditions along Haymarket Road, with minimal background vehicular traffic, provide for prime site access to and from the RV Resort. The four-lane undivided Haymarket Road should provide ample space for turning vehicles into and out from the site driveway with minimal impact to background traffic volumes.

It is anticipated that the vast majority of RV patrons will be arriving from the IH 20 corridor. Direct exit and entry ramps are provided to and from IH 20 for destinations west of Haymarket Road.

For travelers arriving from the east, the routing to remain on IH 20 and exit St Augustine Drive and make a U-Turn movement back to Haymarket Road is shown (on *Google Maps*) to be the fastest route. The routing provided (from *Google Maps*) for RV patrons leaving the site destined for IH 20 eastbound illustrates taking Haymarket Road south to IH 20. The roadway that extends to the east of Haymarket Road from the IH 20 EBFR/Ramp is Hazelcrest Drive. Routing is shown on *Google Maps* from Hazelcrest Drive to reach eastbound IH 20.

Travelers from Highway 175 may access the site by exiting at Haymarket and traveling southbound on Haymarket Road.

7. **Traffic Impact Assessment** - The previously prepared Trip Generation Worksheet and accompanying Waiver of Traffic Impact Analysis form were submitted to the City of Dallas. The proposed RV Resort development is estimated to generate less than 100 vehicle trips during either of the AM or PM weekday peak hours of the adjacent street system. The adjacent roadway, Haymarket Road, is a four-lane, undivided facility that is carrying less than 500 total vehicles during the peak hour of the weekday. Haymarket Road has ample excess capacity to accommodate the vehicle navigation movements that may be necessary for the larger Recreation Vehicles and minimal impact is anticipated to the operations along the adjacent roadway system.

8. **Certification Statement**

"I, Elizabeth Castille Crowe, PE, hereby certify that the information provided in this report is complete and accurate to the best of my knowledge."

