Transportation Analysis

Atlanta Media Center
DRI #2443

Gwinnett County, Georgia

Report Prepared:

September 2014

Prepared for:

Jacoby Development, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Peachtree Corners, GA 30092

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the Atlanta Media Center DRI #2443 development located in Gwinnett County, Georgia. The proposed mixed-use development is bounded by Crescent Drive to the south, SR 140 (Jimmy Carter Boulevard) to the east, Brook Hollow Parkway / Best Friend Road to the north, and Nancy Hanks Drive to the west. The 105-acre DRI project site is currently occupied and operated by OFS, an optical fiber company, thus, it is sometimes referred to as the "OFS Site". It should be noted that the 105-acre DRI site is a portion of the full 169.33-acre land tract occupied and operated by OFS, but only a select 105 acres will be rezoned by Jacoby Development, Inc. and included in this DRI Transportation Analysis. OFS plans to condense its manufacturing operations into a smaller footprint on the 169.33-acre land tract (outside the 105-acre DRI site boundary). The current (year 2014) site plan is proposing both utilization of existing buildings as well as new development on the 105-acre DRI project site.

The DRI trigger for this development will be the Rezoning Application with Gwinnett County combined with the mixed-use development exceeding 600,000 gross square feet. The proposed development will require a rezoning with Gwinnett County and is proposed to be changed to Mixed-Use Regional (MUR). The property is currently a developed site which is zoned to the Heavy Industry District (M-2) classification according to the Gwinnett County Planning Division GIS Map. ARC's PLAN 2040 Unified Growth Policy Map identifies the site as an industrial/logistics area and as a regional employment corridor. According to the Future Development Map in Gwinnett County's 2030 Unified Plan, the project site is identified as a regional mixed-use area.

DRI Forms were previously submitted for this site, named OFS Brightwave Site Redevelopment (DRI #1111) in year 2006, but were withdrawn. Later, Traffic Impact Analyses were previously performed for the OFS Site. In June 2010, Kimley-Horn and Associates performed a TIA for a proposed FedEx Ground Facility. In March 2013, Parsons Brinckerhoff performed a TIA for a proposed casino resort development. Neither of these two proposed developments were pursued. As of September 8, 2014, the Initial DRI Form was submitted, and the Atlanta Media Center DRI was assigned DRI Number 2443.

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed changes to the DRI comply with the **Expedited Review Criteria** in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states *"the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan."* This development is located within and is consistent with Gwinnett Village Community Improvement District's *Jimmy Carter Boulevard Corridor Study, February 2007* (updated October 2012) and with Duany Plater-Zyberk's *OFS Redevelopment Gwinnett Village CID Master Plan, April 2011*.

According to the Jimmy Carter LCI study (February 2007), the proposed site is "dramatic in its location and presents a large blank slate for creative planning and urban development." The redevelopment plan envisioned in this LCI study identifies the OFS site as a high-density mixed-use activity center which should consist of 10+ stories, vertical mixed-use land uses concentrated at highest-traffic Interstate intersections. The Jimmy Carter LCI states that "the intent of the site is to be mixed-use and substantially self-sustaining as a live/work/play development." Furthermore, in the Jimmy Carter Boulevard LCI update (October 2012), it was mentioned that the Gwinnett Village CID contracted with Duany Plater-Zyberk (DPZ) in 2011 in efforts of creating a conceptual master plan for the OFS site. DPZ released the OFS Redevelopment Gwinnett Village CID master plan on April 22, 2011, in efforts of heightening awareness and understanding of the vast redevelopment potential of the OFS site. DPZ proposed a mixed-use redevelopment consisting of office, retail, apartment, hotel, town homes, education, and green space land uses.

The proposed Atlanta Media Center DRI project will include a mix of land uses consisting of film production studio, institutional/school, office, retail, multi-family residential units, student housing units, and hotel rooms, which aligns well with both the Jimmy Carter LCI and the DPZ Conceptual Master Plan. Therefore, this study is being submitted under expedited review.

The 105-acre project site currently consists of 464,800 SF of existing manufacturing space plus 298,870 SF of existing office space. All buildings on the project site will remain under the future scenario and will be utilized as part of the Atlanta Media Center DRI plan (no buildings will be demolished).

The proposed development project is expected to be completed by 2024, and this analysis will consider the full build-out of the total 105-acre site in 2024. Approximate land uses and densities on the 105-acre site as per the current (year 2014) site plan are detailed below:

Film Production Studio:	464,800 SF *(converted from existing manufacturing building)*
Multi-Family Apartment / Student Housing:	1,760 units *(new construction)*
Hotel:	310 rooms *(new construction)*
Community College / Trade School:	298,870 SF *(converted from existing office building)*
General Office Building:	2,249,200 SF *(new construction)*
Retail / Restaurant:	198,600 SF *(new construction)*

Capacity analyses were performed throughout the study network for 2014 Existing conditions, 2024 No-Build conditions, and 2024 Build conditions.

- 2024 Existing conditions represent traffic volumes that were collected in September 2013 and February 2014 by performing AM and PM peak hour turning movement counts.
- Projected 2024 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0% per year throughout the study network.
- Projected 2024 Build conditions represent the 2024 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Atlanta Media Center DRI development.
- The Atlanta Media Center DRI development is projected to generate 43,050 gross daily trips, and 33,328 net daily trips after applying mixed-use, alternate mode, and pass-by reductions.

Based on the 2014 Existing conditions (present conditions; i.e. excludes background traffic growth and the Atlanta Media Center DRI project traffic), the following improvements result in the following intersections operating at or above their LOS standard:

- Button Gwinnett Drive at Crescent Drive (Int. #9)
    - Install a traffic signal (when warranted). (Note: The intersection meets Warrant 3 – Peak Hour Warrant for the 2014 Existing conditions. See Appendix C for the Traffic Signal Warrant Analysis spreadsheet.)

Based on the 2024 No-Build conditions (includes background traffic growth but excludes the Atlanta Media Center DRI project traffic and also includes roadway improvements from Gwinnett County Project F-0780-01 DDI Project), the following improvements result in the following intersections operating at or above their LOS standard (Please note that the following improvements are IN ADDITION TO the improvements needed in the 2014 Existing conditions.):

- Gwinnett County Project F-0780-01 DDI Project
  - Includes the construction of the Diverging Diamond Interchange (DDI) at the intersections of Jimmy Carter Boulevard and the I-85 NB and SB Ramps.
  - Includes minor intersection improvements for the westbound approach at the intersection of Jimmy Carter Boulevard and Crescent Drive/Goshen Springs Road. (Note: The proposed laneage for the westbound approach will include an exclusive left-turn lane, a shared through/left-turn lane, and an exclusive right-turn lane.)

- Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road (Int. #3)
  - Construct a fourth southbound through lane along Jimmy Carter Boulevard that extends back to the intersection of Jimmy Carter Boulevard at Brook Hollow Parkway. This will also require the installation of a fourth southbound receiving lane exiting the intersection and extending to the proposed DDI intersection at the I-85 SB Ramps where a four-lane southbound configuration is already proposed.
  - Convert the eastbound through lane along Crescent Drive to a shared through/left-turn lane. (Note: This will provide dual eastbound left-turn lanes along Crescent Drive exiting the site onto Jimmy Carter Boulevard.)

- Jimmy Carter Boulevard at Brook Hollow Parkway (Int. #4)
  - With the construction of the fourth southbound through lane along Jimmy Carter Boulevard at the intersection of Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road, convert the eastbound right-turn lane along Brook Hollow Parkway to a free-flowing movement to create the aforementioned new southbound travel lane.
  - Construct dual southbound left-turn lanes along Jimmy Carter Boulevard onto Brook Hollow Parkway.

Based on the 2024 Build conditions (includes background traffic growth plus the Atlanta Media Center DRI project traffic and also includes roadway improvements from Gwinnett County Project F-0780-01 DDI Project), the following intersection improvements result in the following intersections (except for Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road) operating at or above their LOS standard (Please note that the following improvements are IN ADDITION TO the improvements needed in the 2014 Existing conditions and the 2024 No-Build conditions.):

- Widen the Jimmy Carter Boulevard DDI Bridge over I-85 to include an additional northbound and an additional southbound through lane (widen from 6 lanes to 8 lanes). Other improvements specific to the DDI are outlined below.

- Jimmy Carter Boulevard at I-85 NB Ramps – Diverging Diamond Interchange (Int. #1)
  - Construct a fourth through lane on the bridge along Jimmy Carter Boulevard in the northbound direction.
  - Convert the northbound right-turn lane along Jimmy Carter Boulevard entering the intersection into an exclusive through lane and construct a northbound right-turn lane along Jimmy Carter Boulevard providing access onto the I-85 NB On-Ramp.
  - Construct a third through lane on the bridge along Jimmy Carter Boulevard in the southbound direction. The eastbound right-turn from the I-85 NB Off-Ramp will be yield-controlled rather than free-flow.

- Jimmy Carter Boulevard at I-85 SB Ramps – Diverging Diamond Interchange (Int. #2)
    - Extend the five southbound through lanes from the intersection of Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road to the I-85 SB On-Ramp intersection. The inside three of these lanes will continue through the DDI in the southbound direction. The two remaining lanes (outside lanes) will become a southbound shared through/right and an exclusive right-turn lane onto the I-85 SB On-Ramp. This improvement will require dual southwestbound receiving lanes along the I-85 SB On-Ramp.
    - Construct a third through lane on the bridge along Jimmy Carter Boulevard in the northbound direction.
    - Construct a fourth through lane exiting the intersection in the northbound direction. (Note: For the northbound approach at the intersection of Jimmy Carter Boulevard and Crescent Drive/Goshen Springs Road, the four through lanes will become three through lanes and one left-turn only lane.)

- Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road (Int. #3)
    - Construct a third northbound left-turn lane along Jimmy Carter Boulevard onto Crescent Drive and a northbound right-turn lane along Jimmy Carter Boulevard onto Goshen Springs Road. The innermost left-turn lane will extend back all the way to the SB Ramps at the DDI. (Note: This will provide three left-turn lanes, three through lanes, and one right-turn lane for the northbound approach along Jimmy Carter Boulevard.)
    - Construct a southbound right-turn lane along Jimmy Carter Boulevard onto Crescent Drive and a fifth through lane extending back to the intersection of Jimmy Carter Boulevard and Brook Hollow Parkway. (Note: This will provide one left-turn lane, five through lanes, and one right-turn lane for the southbound approach along Jimmy Carter Boulevard.)
    - Construct one additional eastbound left-turn lane and three unchannelized right-turn lanes along Crescent Drive onto Jimmy Carter Boulevard. Convert the eastbound shared through/left-turn lane to a shared through/right-turn lane. (Note: This will provide two left-turn lanes, one through/right-turn lane, and three right-turn lanes for the eastbound approach along Crescent Drive.)

      Note: Even with the aforementioned improvements for the 2024 Build conditions, the intersection of Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road (Int. #3) is expected to operate at an LOS E for both the AM Peak Hour and PM Peak Hour. According to engineering judgment, the necessary improvements needed to bring the intersection within the LOS standard were infeasible.

- Jimmy Carter Boulevard at Brook Hollow Parkway (Int. #4)
    - Construct dual northbound left-turn lanes along Jimmy Carter Boulevard onto Brook Hollow Parkway.
    - Construct a fourth southbound through lane along Jimmy Carter Boulevard.
    - Install the necessary signal equipment to allow for a westbound right-turn overlap movement.

- Crescent Drive at Internal Road B/Site Driveway 7 (Int. #15)
    - Install a traffic signal (when warranted).
    - Convert the northbound right-turn lane along Crescent Drive entering the intersection to a shared through/right-turn lane. This will also require the installation of a third northbound receiving lane exiting the intersection and extending to Jimmy Carter Boulevard.
    - Construct a southbound exclusive left-turn lane and an exclusive right-turn lane along Crescent Drive entering the intersection.
    - Provide a westbound exclusive left-turn lane and shared through/right-turn lane with a free-flowing right-turn movement exiting Site Driveway #7. This will also require the installation of a fourth northbound travel lane exiting the intersection and extending to Jimmy Carter Boulevard.

- Provide an eastbound exclusive left-turn, a shared through/left-turn lane, and an exclusive right-turn lane along Internal Road B entering the intersection.

The following intersection geometries and improvements are the recommended configurations for all site driveways and internal roads within the site (Note: The attached site plan also illustrates these improvements.):

- Internal Roadway Network
  - Construct the proposed Internal Road A to connect Brook Hollow Parkway to the north with Internal Road B/Site Driveway #6 to the south. Internal Road A should be constructed as a two-lane roadway.
  - Construct the proposed Internal Road B to connect Site Driveway #6 to the west with Crescent Drive/Site Driveway #7 to the east. Internal Road B will cover a relatively short distance and will be constructed with the necessary laneage for Intersection #15 and Intersection #16 described below.

- Site Driveway #1 at Crescent Drive (Int. #10)
  - No changes are recommended for the existing signalized driveway. (Note: The intersection currently consists of an eastbound through lane and an eastbound exclusive left-turn lane along Crescent Drive entering the site, a westbound through lane and a westbound exclusive free-flowing right-turn lane along Crescent Drive entering the site, and a southbound exclusive left-turn lane and a southbound exclusive right-turn lane exiting the site onto Crescent Drive.)

- Site Driveway #2 at Crescent Drive (Int. #11)
  - Provide a westbound right-turn lane along Crescent Drive entering the site.
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a stop-controlled southbound exclusive right-turn lane and exclusive left-turn lane exiting the site onto Crescent Drive.

- Site Driveway #3 at Crescent Drive (Int. #12)
  - Install a traffic signal (when warranted).
  - Provide a westbound right-turn lane along Crescent Drive entering the site.
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a southbound exclusive right-turn lane and excusive left-turn lane exiting the site onto Crescent Drive.
- Site Driveway #4 at Crescent Drive (Int. #13)
  - Provide a westbound right-turn lane along Crescent Drive entering the site.
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a stop-controlled southbound exclusive right-turn lane and exclusive left-turn lane exiting the site onto Crescent Drive.

- Site Driveway #5 at Crescent Drive (Int. #14)
  - Install a traffic signal (when warranted).
  - Provide a westbound right-turn lane along Crescent Drive entering the site. (Note: The westbound direction along Crescent Drive will consist of two lanes between Site Driveway #5 and Internal Road B/Site Driveway #7. The second through lane will convert to a right-turn only lane for the westbound direction as you approach the intersection for Site Driveway #5.)
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a southbound shared left-turn/right-turn lane and an exclusive left-turn lane exiting the site onto Crescent Drive. This will require dual eastbound receiving lanes along Crescent Drive to extend to Internal Road B/Site Driveway #7.

- Internal Road B/Site Driveway #7 at Crescent Drive (Int. #15)
  - Install a traffic signal (when warranted).
  - Convert the northbound right-turn lane along Crescent Drive entering the intersection to a shared through/right-turn lane. This will also require the installation of a third northbound receiving lane exiting the intersection and extending to Jimmy Carter Boulevard.
  - Construct a southbound exclusive left-turn lane and an exclusive right-turn lane along Crescent Drive entering the intersection.
  - Provide a westbound exclusive left-turn lane and shared through/right-turn lane with a free-flowing right-turn movement exiting Site Driveway #7. This will also require the installation of a fourth northbound travel lane exiting the intersection and extending to Jimmy Carter Boulevard.
  - Provide an eastbound exclusive left-turn, a shared through/left-turn lane, and an exclusive right-turn lane along Internal Road B entering the intersection.

- Site Driveway #6 at Internal Road A/Internal Road B (Int. #16)
  - Provide a southbound right-turn lane along Internal Road A onto Site Driveway #6. (Note that southbound left turns will not be permitted at this intersection due to the close proximity to Intersection #15.)
  - Provide an eastbound shared through/left-turn lane and an exclusive through lane exiting the site.
  - Construct a westbound through lane and an exclusive right-turn lane entering the intersection.

- Site Driveway #8 at Crescent Drive (Int. #17)
  - Construct a southbound right-in/right-out driveway exiting the site onto Crescent Drive.
  - Construct two additional eastbound through lanes along Crescent Drive for a total of four eastbound through lanes. (Note that some of these through lanes will become turn lanes along the eastbound approach to Jimmy Carter Boulevard.)
  - Construct one additional westbound through lane and one exclusive right turn lane along Crescent Drive for a total of three westbound through lanes. (Note that the outside through lane will become the southbound exclusive right-turn lane at Intersection #15).

- Site Driveway #9 at Jimmy Carter Boulevard (Int. #18)
  - Construct an eastbound right-in/right-out driveway exiting the site onto Jimmy Carter Boulevard.
  - Construct an additional southbound through lane and an exclusive right-turn lane along Jimmy Carter Boulevard. (Note: The southbound approach will consist of five through lanes and an exclusive right-turn lane, and the northbound approach will remain at three through lanes at the location of Site Driveway #8.)
- Site Driveway #10 at Brook Hollow Parkway (Int. #19)
  - Construct a northbound right-in/right-out driveway exiting the site onto Brook Hollow Parkway.
  - Convert the eastbound outside through lane to a shared through/right-turn lane entering the site.

- Internal Road A at Brook Hollow Parkway (Int. #20)
  - Construct a northbound exclusive left-turn lane and exclusive right-turn lane along Internal Road A providing access onto Brook Hollow Parkway.
  - Allow for westbound exclusive left-turning movements along Brook Hollow Parkway onto Internal Road A by restriping the existing two-way left-turn lane along Brook Hollow Parkway.
  - Construct an exclusive eastbound right-turn lane onto Internal Road A.

- Site Driveway #11 at Internal Road (Int. #21)
  - Construct a westbound exclusive left-turn lane and exclusive right-turn lane exiting the site onto Internal Road A.
  - Construct a northbound shared through/right-turn lane along Internal Road A entering the site.
  - Construct a southbound through lane and a southbound exclusive left-turn lane along Internal Road A entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the Atlanta Media Center DRI #2443 development located in Gwinnett County, Georgia. The proposed mixed-use development is bounded by Crescent Drive to the south, SR 140 (Jimmy Carter Boulevard) to the east, Brook Hollow Parkway / Best Friend Road to the north, and Nancy Hanks Drive to the west. The 105-acre DRI project site is currently occupied and operated by OFS, an optical fiber company, thus, it is sometimes referred to as the "OFS Site". It should be noted that the 105-acre DRI site is a portion of the full 169.33-acre land tract occupied and operated by OFS, but only a select 105 acres will be rezoned by Jacoby Development, Inc. and included in this DRI Transportation Analysis. OFS plans to condense its manufacturing operations into a smaller footprint on the 169.33-acre land tract (outside the 105-acre DRI site boundary). The current (year 2014) site plan is proposing both utilization of existing buildings as well as new development on the 105-acre DRI project site.

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DRI Forms were previously submitted for this site, named OFS Brightwave Site Redevelopment (DRI #1111) in year 2006, but were withdrawn. Later, Traffic Impact Analyses were previously performed for the OFS Site. In June 2010, Kimley-Horn and Associates performed a TIA for a proposed FedEx Ground Facility. In March 2013, Parsons Brinckerhoff performed a TIA for a proposed casino resort development. Neither of these two proposed developments were pursued. As of September 8, 2014, the Initial DRI Form was submitted, and the Atlanta Media Center DRI was assigned DRI Number 2443.

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed changes to the DRI comply with the **Expedited Review Criteria** in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states *"the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan."* This development is located within and is consistent with Gwinnett Village Community Improvement District's *Jimmy Carter Boulevard Corridor Study, February 2007* (updated October 2012) and with Duany Plater-Zyberk's *OFS Redevelopment Gwinnett Village CID Master Plan, April 2011*.

According to the Jimmy Carter LCI study (February 2007), the proposed site is "dramatic in its location and presents a large blank slate for creative planning and urban development." The redevelopment plan envisioned in this LCI study identifies the OFS site as a high-density mixed-use activity center which should consist of 10+ stories, vertical mixed-use land uses concentrated at highest-traffic Interstate intersections. The Jimmy Carter LCI states that "the intent of the site is to be mixed-use and substantially self-sustaining as a live/work/play development." Furthermore, in the Jimmy Carter Boulevard LCI update (October 2012), it was mentioned that the Gwinnett Village CID contracted with Duany Plater-Zyberk (DPZ) in 2011 in efforts of creating a conceptual master plan for the OFS site. DPZ released the OFS Redevelopment Gwinnett Village CID master plan on April 22, 2011, in efforts of heightening awareness and understanding of the vast redevelopment potential of the OFS site. DPZ proposed a mixed-use redevelopment consisting of office, retail, apartment, hotel, town homes, education, and green space land uses.

The proposed Atlanta Media Center DRI project will include a mix of land uses consisting of film production studio, institutional/school, office, retail, multi-family residential units, student housing units, and hotel rooms, which aligns well with both the Jimmy Carter LCI and the DPZ Conceptual Master Plan. Therefore, this study is being submitted under expedited review.

Figure 1 is a location map of the Atlanta Media Center DRI project, and **Figure 2** provides aerial photographs of the site.

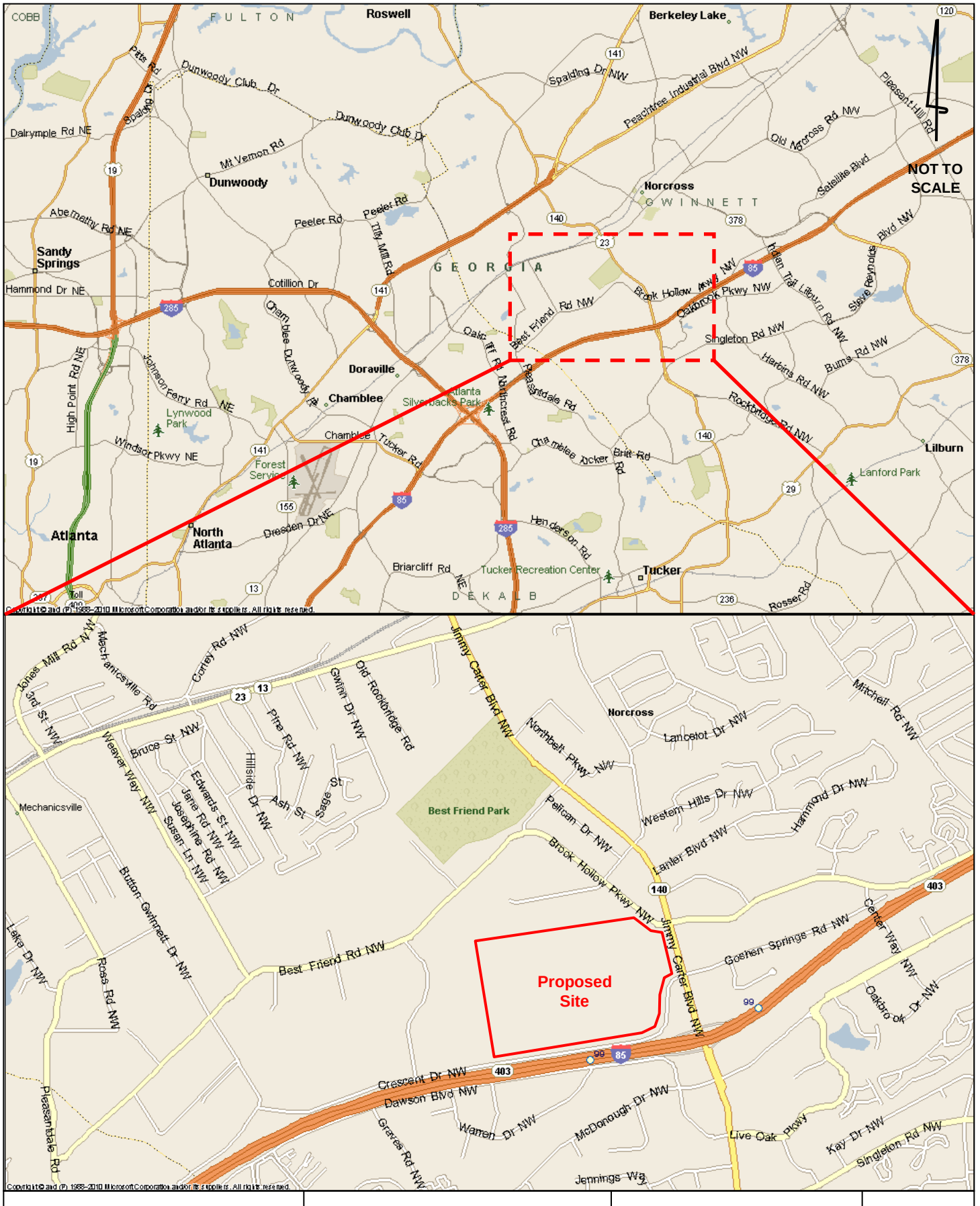
The proposed 105-acre project is expected to be completed by 2024, and this analysis will consider the full build-out of the total site in 2024. Approximate land uses and densities on the 105-acre site as per the current (year 2014) site plan are detailed below in **Table 1**.

Table 1
Atlanta Media Center DRI
Proposed Land Uses

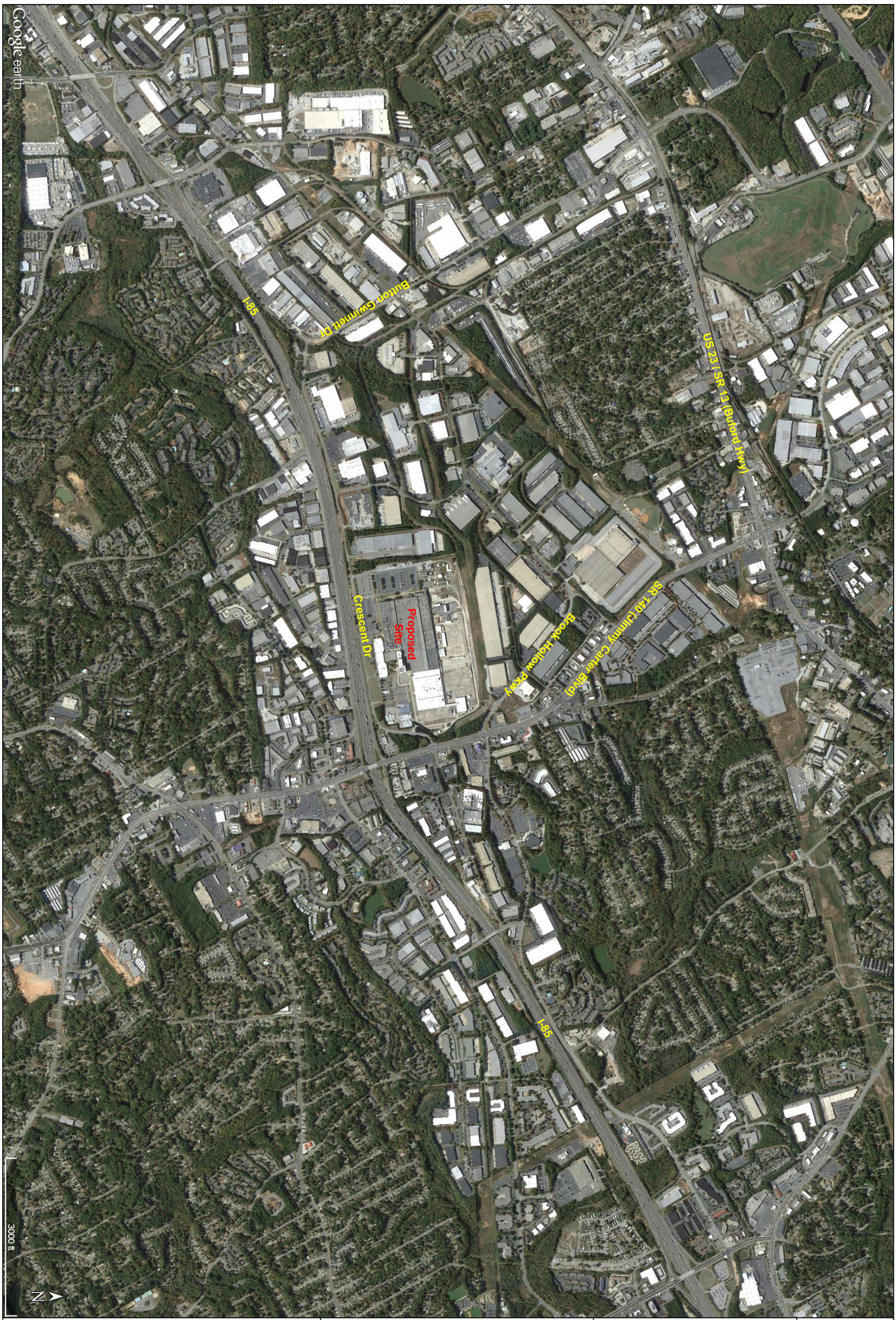
Film Production Studio*	464,800 SF *(converted from existing manufacturing building)*
Multi-Family Apartment / Student Housing	1,760 units *(new construction)*
Hotel	310 rooms *(new construction)*
Community College / Trade School	298,870 SF *(converted from existing office building)*
General Office Building	2,249,200 SF *(new construction)*
Retail / Restaurant	198,600 SF *(new construction)*

*Note: Trip generation for Warehousing land use (ITE code 150) was used for proposed film production studio.

Note: The 105-acre project site currently consists of 464,800 SF of existing manufacturing space plus 298,870 SF of existing office space. New construction on the site will consist of 1,760 residential units, 310 hotel rooms, 2,249,200 SF of office, and 198,600 SF of retail. All buildings on the project site will remain under the future scenario and will be utilized as part of the Atlanta Media Center DRI plan (no buildings will be demolished).



Kimley»Horn	**Atlanta Media Center DRI #2443 Transportation Analysis**	**Site Location**	**Figure 1**



Kimley»Horn	**Atlanta Media Center DRI #2443 Transportation Analysis**	**Area Aerial**	**Figure 2A**

Proposed Site

Brook Hollow Pkwy

SR 140 (Jimmy Carter Blvd)

Goshen Springs Rd

Crescent Dr

Crescent Dr

I-85

Google earth

700 ft

N

Kimley»Horn

Atlanta Media Center
DRI #2443
Transportation Analysis

Site Aerial

Figure 2B

Kimley»Horn	**Atlanta Media Center** **DRI #2443** **Transportation Analysis**	**Site Aerial**	**Figure 2C**

Gwinnett County Project F-0780-01
Improvements Under Construction
as of January 2014

Crescent Dr

N

Kimley»Horn

Atlanta Media Center
DRI #2443
Transportation Analysis

Aerial Displaying Background Improvement Projects

Figure 2D

1.2 Site Plan Review

The project is located in western Gwinnett County, just south of the City of Norcross, and within the boundaries of the Jimmy Carter Boulevard LCI. The proposed 105-acre mixed-use development is bounded by Crescent Drive to the south, SR 140 (Jimmy Carter Boulevard) to the east, Brook Hollow Parkway / Best Friend Road to the north, and Nancy Hanks Drive to the west. According to the Gwinnett County Planning Division GIS Map, the project site is currently zoned as Heavy Industry District (M-2). The rezoning for this site is proposed to change to Mixed-Use Regional (MUR). The project site is surrounded by Neighborhood Business District (C-1), General Business District (C-2), Highway Business District (C-3), and Light Industry District (M-1) land uses. The site is further surrounded by Single Family Residence District (R-60, R-ZT), Multi-Family Residence District (RM, RM-8, RM-13), and Office-Institutional District (O-I). ARC's PLAN 2040 Unified Growth Policy Map identifies the site as an industrial/logistics area and as a regional employment corridor. According to the Future Development Map in Gwinnett County's 2030 Unified Plan, the project site is identified as a regional mixed-use area.

Figure 3 is a small-scale copy of the DRI site plan. A full-size site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the Review Package. The future land use maps from the Gwinnett Village Community Improvement District *Jimmy Carter Boulevard Corridor Study, February 2007* (updated October 2012), Duany Plater-Zyberk *OFS Redevelopment Gwinnett Village CID Master Plan, April 2011*, and Gwinnett County *2030 Unified Plan* are included in **Appendix A**.

1.3 Site Access

Vehicular access to the Atlanta Media Center DRI development will occur via two (2) locations along Brook Hollow Parkway (one full movement intersection (Internal Road A) and one right-in/right-out driveway (Site Driveway #10)), three (3) locations along Jimmy Carter Boulevard (existing Brook Hollow Parkway signal, existing Crescent Drive signal, plus a new right-in/right-out driveway (Site Driveway #9) between Brook Hollow Parkway and Crescent Drive), and one (1) location at the intersection of Button Gwinnett Drive at Crescent Drive. Internal Road A and Internal Road B will further provide access within the site, ultimately providing an internal connection between Crescent Drive and Brook Hollow Parkway, as shown on the DRI site plan. Additionally, the site is proposed to be served by nine (9) driveways along Crescent Drive, Internal Road A, and Internal Road B.

The site driveways mentioned above provide access to all parking areas on the site. Parking will be provided throughout the development as follows:

Category:	Parking Provided (spaces):
Studio	186
Institutional	460
Office	5,097
Retail	398
Hotel	310
Apartment/Student Housing	2,640
TOTAL	**9,091**

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) and bicycle facilities do not currently exist along the site frontage. As shown on the DRI site plan, sidewalks are proposed along the Crescent Drive, Brook Hollow Parkway, and some of the Jimmy Carter Boulevard site frontages. Sidewalks are also proposed along Internal Road A, Internal Road B, and elsewhere throughout the proposed development.

PARKING SUMMARY				
AREA	CATEGORY	UDO PARKING REQUIREMENTS	GROSS FLOOR AREA/UNITS	PARKING PROVIDED
A	STUDIO	1 per 2500 SF	464,800 SF	186
B	INSTITUTIONAL	5 per 1 classroom	92 classrom	460
C	OFFICE	1 per 500 SF	2,548,070 SF	5097
D	RETAIL	1 per 500 SF	198,600 SF	398
E	HOTEL	1 per 1 unit	310 unit	310
F	MULTI-FAMILY RESIDENTIAL/STUDENT HOUSING	15 per 1 dwelling	1,760 dwelling	2640
	TOTAL			9091 SPACES

Common Areas	Acres	% of Redeveloped Area (105.044 AC)
Gathering Space	9.9	9.21
Street Scape	5.38	5.00
Water Features	0.6	0.56
Total	15.88	14.77

LAND USE SUMMARY

LAND USE	GROSS FLOOR AREA/UNITS	PERCENT	FAR/DENSITY	BLDG HEIGHT
STUDIO (EXISTING)	464,800 SF	10.2	0.102	EXISTING
OFFICE/INSTITUTIONAL (EXISTING)	298,870 SF	6.5	0.065	EXISTING
OFFICE	2,249,200 SF	49.2	0.492	18 STORY
RETAIL	198,600 SF	4.3	0.043	2 STORY
HOTEL	224,000 SF (310 ROOMS)	4.9	0.049	20 STORY
MULTI-FAMILY RESIDENTIAL	1,169,000 SF (1,002 UNITS)	25.6	0.256/9.5 UNITS/AC	6 STORY
STUDENT HOUSING	448,575 SF (758 UNITS)	9.8	0.098/7.2 UNITS/AC	6 STORY
TOTAL	5,053,045 SF	100	1.10/16.7 UNITS/AC	

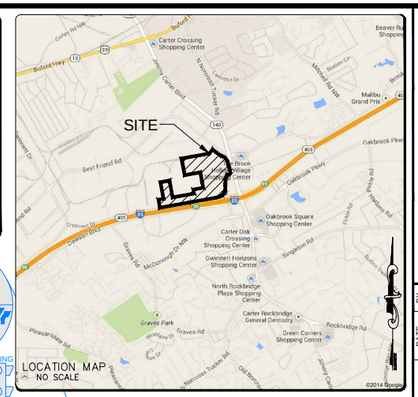
LEGEND:

- NEW CONSTRUCTION
- EXISTING ACQUIRED
- STUDIO BACKLOT
- COMMON AREA
- UTILITY EASEMENTS
- STREET TREES
- SIDEWALKS
- PROPERTY LINE
- BUILDING SETBACK

CONTACTS:

APPLICANT: JACOBY DEVELOPMENT, INC.
171 17TH STREET NW
SUITE 1550
ATLANTA, GA 30363
CONTACT: TODD M. ADDISON
PHONE: 770-399-9930

ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET
THE BILTMORE, SUITE 601
ATLANTA, GA 30308
CONTACT: JOHN WALKER, P.E.
PHONE: (404) 201-6157

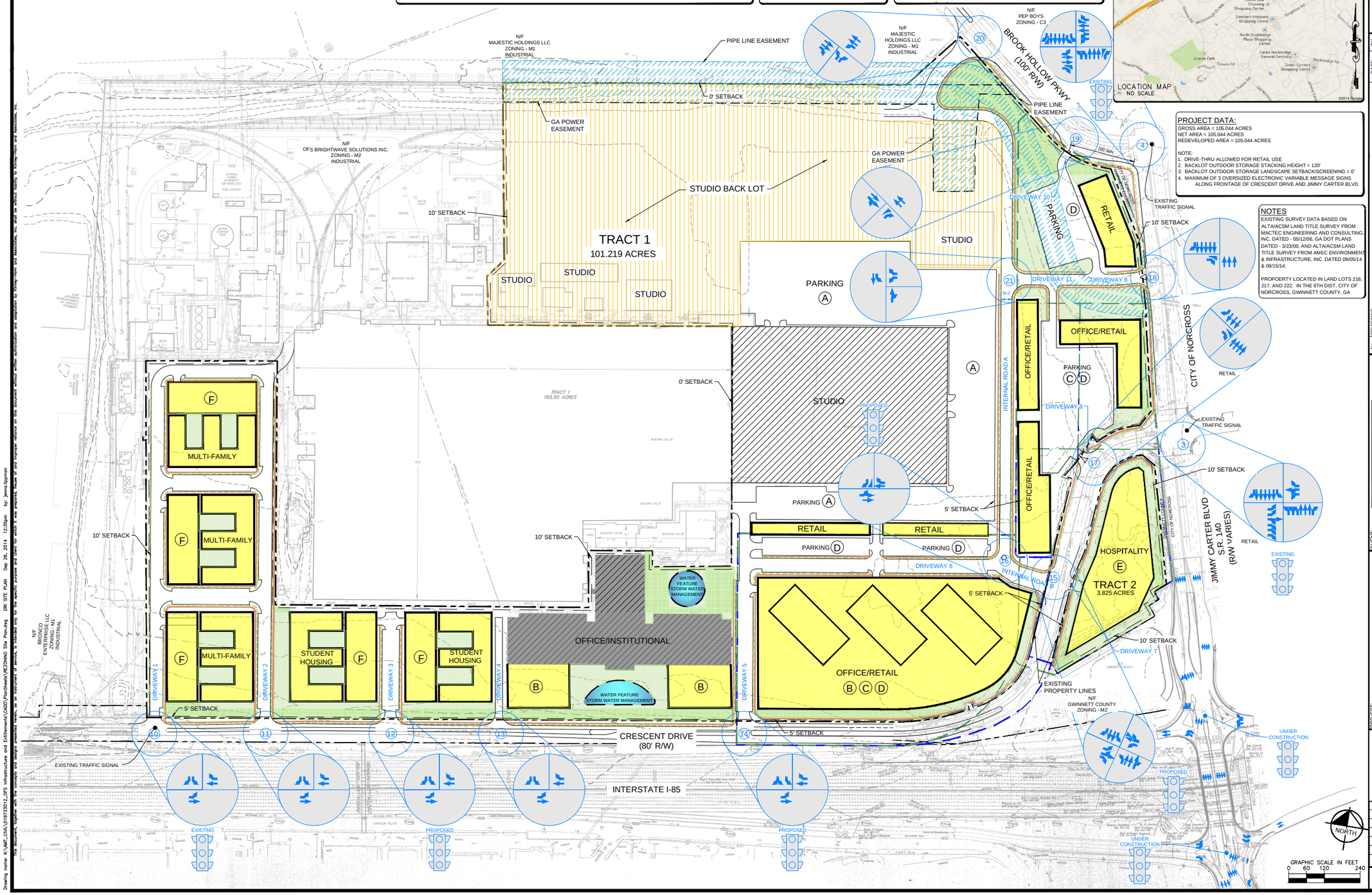


PROJECT DATA:
GROSS AREA = 105.044 ACRES
NET AREA = 105.044 ACRES
REDEVELOPED AREA = 105.044 ACRES

NOTE:
1. DRIVE-THRU ALLOWED FOR RETAIL USE
2. BACKLOT OUTDOOR STORAGE STACKING HEIGHT = 120'
3. BACKLOT OUTDOOR STORAGE LANDSCAPE SETBACK/SCREENING = 0'
4. MAXIMUM OF 3 OVERSIZED ELECTRONIC VARIABLE MESSAGE SIGNS ALONG FRONTAGE OF CRESCENT DRIVE AND JIMMY CARTER BLVD.

NOTES
EXISTING SURVEY DATA BASED ON ALTA/ACSM LAND TITLE SURVEY FROM MACTEC ENGINEERING AND CONSULTING, INC. DATED - 05/12/06, GA DOT PLANS DATED - 3/23/00, AND ALTA/ACSM LAND TITLE SURVEY FROM AMEC ENVIRONMENT & INFRASTRUCTURE, INC. DATED 09/05/14 & 09/15/14.

PROPOERTY LOCATED IN LAND LOTS 216, 217, AND 222, IN THE 6TH DIST, CITY OF NORCROSS, GWINNETT COUNTY, GA



Kimley»Horn
817 WEST PEACHTREE ST. NW
TWO ALLIANCE CENTER, SUITE 601
ATLANTA, GEORGIA 30308-1121
Tel: (404) 419-8700

No.	REVISIONS	BY	DATE

CLIENT: JACOBY DEVELOPMENT

SHEET TITLE: DRI SITE PLAN
DRI #2443

PROJECT: ATLANTA MEDIA CENTER
GWINNETT COUNTY, GEORGIA

GEORGIA REGISTERED No. PE035490 PROFESSIONAL ENGINEER JOSEPH E. DING
Zoning

SCALE (H):	1" =120'
SCALE (V):	
DESIGNED BY:	JED
DRAWN BY:	JDT
CHECKED BY:	JED
DATE:	9/29/2014
KHA PROJECT NO.:	013730012
SHEET NUMBER	CDRI-01

Drawing name: K:\ATL_CIVIL\013730012_OFS Infrastructure and Entitlements\CADD\PrintSheets\REZONING Site Plan.dwg DRI SITE PLAN Sep 26, 2014 12:35pm by: James.Sygmon

Figure 3: DRI Site Plan

1.5 Transit Facilities

The site is currently served by the Gwinnett County Transit bus system, which has multiple routes that circulate within the area providing access to various destinations (particularly routes 20 and 35 which terminate at Doraville MARTA, and have close proximity to the OFS Site). GRTA Xpress bus routes 102 and 410 pick-up/drop-off at the Indian Trail Park & Ride lot, which is located approximately 2.5 miles from the OFS Site, and provide access to destinations in Atlanta.

2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Based on the recent trends in traffic along the area roadways, the population growth rates of Gwinnett County from the 2000 to 2010 Census, and the ARC population forecast for Gwinnett County for 2010 to 2040, a growth rate of 1.0% per year for ten (10) years along all roadways was assumed for the 2024 build-out.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in September 2013 and February 2014 at nine (9) intersections during the AM and PM peak periods. The morning and afternoon peak hours varied some between the intersections and are shown in **Table 2**.

Table 2
Atlanta Media Center DRI
Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Jimmy Carter Blvd at I-85 NB Ramps	7:30-8:30	4:15-5:15
2. Jimmy Carter Blvd at I-85 SB Ramps	7:30-8:30	4:15-5:15
3. Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	7:30-8:30	5:00-6:00
4. Jimmy Carter Blvd at Brook Hollow Pkwy	7:30-8:30	4:30-5:30
5. Jimmy Carter Blvd at N Norcross Tucker Rd	7:30-8:30	4:45-5:45
6. Jimmy Carter Blvd at Best Friend Rd	7:30-8:30	4:15-5:15
7. Jimmy Carter Blvd at US 23/SR 13/Buford Hwy	7:30-8:30	5:00-6:00
8. N Norcross Tucker Rd at Brook Hollow Pkwy	7:45-8:45	5:00-6:00
9. Button Gwinnett Dr at Crescent Dr	7:45-8:45	5:00-6:00

All raw traffic count data is available upon request.

2.3 Detailed Intersection Analysis

Level of Service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six Levels of Service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 8.0*.

Levels of Service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level of service, while the intersection as a whole may operate acceptably.

Levels of service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches. Low levels of service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using equations contained in the *Institute of Transportation Engineers' (ITE)* definitive works, *Trip Generation Manual, 9th Edition, 2012,* and *Trip Generation Handbook, an ITE Proposed Recommended Practice, June 2004*.

It should be noted that land use Warehousing (ITE Code 150) was used for the proposed film production studio. From a land use description perspective, Warehousing typically implies large facilities with employees and storage of equipment or large open area, which is representative of a film production studio.

It should also be noted that the existing OFS operations (manufacturing) is proposed to condense into a smaller footprint adjacent to the DRI project site. Specifically, OFS manufacturing operations will remain on the 169.33-acre land tract, but will relocate outside of the 105-acre DRI boundary. Project trips associated with the existing OFS operations are included in the traffic counts performed.

Based on correspondence with GRTA staff, a trip generation "credit" would be allowed for the existing land uses on the 105-acre DRI project site (based on existing on-site square footage). The site is currently occupied by 464,800 SF of existing manufacturing space and 298,870 SF of existing office space. Gross trips generated are displayed below in **Table 3**. Discounts, or credits, were taken out of the projected gross trips in order to account for the existing land uses and square footage on the DRI project site.

Table 3
Atlanta Media Center DRI
Gross Trip Generation
(Total Build-Out on 105 acres minus Existing Uses on 105 acres)

Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Warehousing (464,800 square feet)	*150*	924	924	152	40	40	119
Apartment (1,760 dwelling units)	*220*	5,394	5,394	173	693	641	345
Hotel (310 rooms)	*310*	1,201	1,201	97	67	95	91
Junior/Community College (298,870 square feet)	*540*	4,108	4,108	662	232	440	319
General Office Building (2,249,200 square feet)	*710*	6,994	6,994	2,032	277	442	2,156
Shopping Center / Retail (198,600 square feet)	*820*	5,304	5,304	147	90	456	493
Total Credit (464,800 square feet Manufacturing) (298,870 square feet General Office)	*(140) (710)*	*-2,400*	*-2,400*	*-682*	*-133*	*-195*	*-565*
Total Gross Trips		**21,525**	**21,525**	**2,581**	**1,266**	**1,919**	**2,958**

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on current traffic counts, the projected land uses, a review of the land use densities and road facilities surrounding the site, and engineering judgment.

3.3 Level of Service Standards

For the purposes of this traffic analysis, a Level of Service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E for each scenario analyzed.

3.4 Study Network Determination

Per Expedited Review criteria, GRTA requires the evaluation of all existing and proposed site driveways plus the adjacent intersections. This was confirmed with GRTA staff prior to starting this study. Therefore, this study network includes all existing and proposed project access driveways along Jimmy Carter Boulevard, Brook Hollow Parkway, Crescent Drive, Internal Road A, and Internal Road B, as well as the nine (9) intersections listed in **Table 4**. The external study intersections are shown in **Figure 4**. The analysis results for the proposed project access driveways are reported in *Section 8.0 – Ingress/Egress Analysis* of this report.

Legend

- Project Site
- Proposed Site Driveways
- (X) Study Intersections
- Counted in February 2014
- Counted in September 2013

Note: Although not specifically marked on this figure, all site driveways (per the the DRI Site Plan) were also studied, as described in the report.

Figure 4

Study Intersections

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

Table 4 Atlanta Media Center DRI Intersection Control Summary	
Intersection	**Control**
1. Jimmy Carter Blvd at I-85 NB Ramps	Signalized
2. Jimmy Carter Blvd at I-85 SB Ramps	Signalized
3. Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	Signalized
4. Jimmy Carter Blvd at Brook Hollow Pkwy	Signalized
5. Jimmy Carter Blvd at N Norcross Tucker Rd	Signalized
6. Jimmy Carter Blvd at Best Friend Rd*	Signalized
7. Jimmy Carter Blvd at US 23/SR 13/Buford Hwy*	Signalized
8. N Norcross Tucker Rd at Brook Hollow Pkwy	Signalized
9. Button Gwinnett Dr at Crescent Dr	Side Street Stop Sign

*Note: Two additional intersections included in the analyses per Gwinnett Village CID request.

Each of the above listed intersections was analyzed for the 2014 Existing conditions, the 2024 No-Build conditions, and the 2024 Build conditions. The 2024 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0% per year throughout the study network. The 2024 Build conditions add the project trips associated with the Atlanta Media Center DRI development to the 2024 No-Build conditions.

3.5 Existing Facilities

Roadway classification descriptions for the entire study area are provided in **Table 5** (bolded roadways run adjacent to the site).

Table 5 Atlanta Media Center DRI Roadway Classification			
Roadway	**Number of Lanes**	**Posted Speed Limit (MPH)**	**GDOT Functional Classification**
SR 140 (Jimmy Carter Blvd)	**6**	**45**	**Urban Principal Arterial**
Crescent Drive	**4 (near SR 140) 2 (near Button Gwinnet Dr)**	**45**	**Urban Collector Street**
Brook Hollow Parkway	**4**	**45**	**Urban Local Road**
Best Friend Road	**2**	**Not Posted**	**Urban Local Road**
Goshen Springs Road	2	35	Urban Local Road
N Norcross Tucker Road	2 to 3	35	Urban Minor Arterial Street
US 23 / SR 13 (Buford Hwy)	4	45	Urban Minor Arterial Street
Button Gwinnett Drive	2	40	Urban Collector Street
I-85 / SR 403	12	65	Urban Interstate Principal Arterial

4.0 TRIP GENERATION

As stated previously, trips associated with the proposed development were estimated using the latest versions of the Institute of Transportation Engineer's (ITE) definitive works, *Trip Generation Manual, 9th Edition, 2012*, and *Trip Generation Handbook, an ITE Proposed Recommended Practice, June 2004*. Trip generation for this proposed development is calculated based upon the following land uses: warehousing (ITE Code 150), apartment (ITE Code 220), hotel (ITE Code 310), junior/community college (ITE Code 540), general office building (ITE Code 710), and shopping center (ITE Code 820).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Second Edition, June 2004*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 6.46% for the PM peak hour and 8.86% for a 24-hour period as a result of the anticipated interaction between varying land uses within the proposed development. More detailed information for the internal capture analyses is provided in **Appendix C**.

The Gwinnett County Transit bus system has multiple routes that circulate in the area providing access to various destinations (particularly routes 20 and 35 which terminate at Doraville MARTA, and have close proximity to the OFS Site). GRTA Xpress bus routes 102 and 410 pick-up/drop-off at the Indian Trail Park & Ride lot, which is located approximately 2.5 miles from the OFS Site, and provide access to destinations in Atlanta. Using the U.S. Census Bureau's American Fact Finder, alternative mode split estimates were determined per census tract. In the project site's census tract, approximately 35.6% of people traveling to work use modes of transportation other than the single-occupant vehicle. Therefore, an alternative transportation mode (walking, bicycle, public transit, and carpooling) reduction was taken for the projected Atlanta Media Center project trips. Using a conservative (low) estimate, an alternative transportation mode reduction of 10.0% was applied to all land uses for this study.

Pass-by trip reductions were taken for the proposed shopping center use (32.0% for the PM peak hour). No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail developments. Pass-by reductions were determined according to the *ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Second Edition, June 2004*. GRTA's 15% Rule was not the limiting factor, based on GDOT historical AADT traffic volumes from 2012 on SR 140 (Jimmy Carter Boulevard) adjacent to the project site. It should be noted that pass-by trips are not new trips to the roadway as they are vehicles already travelling along the existing roadway network that will stop and use the retail developments.

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6
Atlanta Media Center DRI
Net Trip Generation

	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips*	**21,525**	**21,525**	**2,581**	**1,266**	**1,919**	**2,958**
Mixed-Use Reduction	*-1,541*	*-1,541*	*-0*	*-0*	*-139*	*-139*
Alternative Mode Reduction	*-1,998*	*-1,998*	*-259*	*-126*	*-180*	*-282*
Pass-By Reduction	*-1,322*	*-1,322*	*-0*	*-0*	*-119*	*-119*
Net New Trips	**16,664**	**16,664**	**2,322**	**1,140**	**1,481**	**2,418**

*Note: From previous Table 3 of this report.

A more detailed trip generation analysis summary table is provided in **Appendix C**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network based on the project land use, a field review of road facilities in the area, review of the land use densities and road facilities surrounding the site (aerial mapping), and engineering judgment. **Figure 5A** displays the expected trip percentages for the residential project trips of the development throughout the roadway network, which includes the apartment/student housing land use. **Figure 5B** displays the expected trip percentages for the hotel project trips of the development throughout the roadway network. **Figure 5C** displays the expected trip distributions for the non-residential project trips of the development throughout the roadway network, which includes the film production studio (warehousing), community college/trade school, office, and retail/restaurant land uses. These percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network.

The expected peak hour turning movements generated by the proposed development are shown in **Figure 6**.

6.0 TRAFFIC ANALYSIS

6.1 Existing Traffic

The observed existing peak hour traffic volumes were entered into *Synchro 8.0*, and capacity analyses were performed for the AM Peak Hour and PM Peak Hour. The existing peak hour traffic volumes and intersection laneage are displayed in **Figure 7**.

As shown in **Table 7**, two (2) intersections currently operate below the acceptable level-of-service standard (LOS D) during the AM Peak Hour and/or the PM Peak Hour. Therefore, these intersections' Peak Hour LOS standard is LOS E per GRTA guidelines.

Based on the 2014 Existing conditions, the following improvements result in the following two (2) intersections operating at LOS D or better:

- Button Gwinnett Drive at Crescent Drive (Int. #9)
    - Install a traffic signal (when warranted). (Note: The intersection meets Warrant 3 – Peak Hour Warrant for the 2014 Existing conditions. See Appendix C for the Traffic Signal Warrant Analysis spreadsheet.)

The 2014 Existing levels of service with existing geometry are displayed in **Table 7**; the levels of service with the improvements stated above are shown in **Table 8**.

NOT TO SCALE

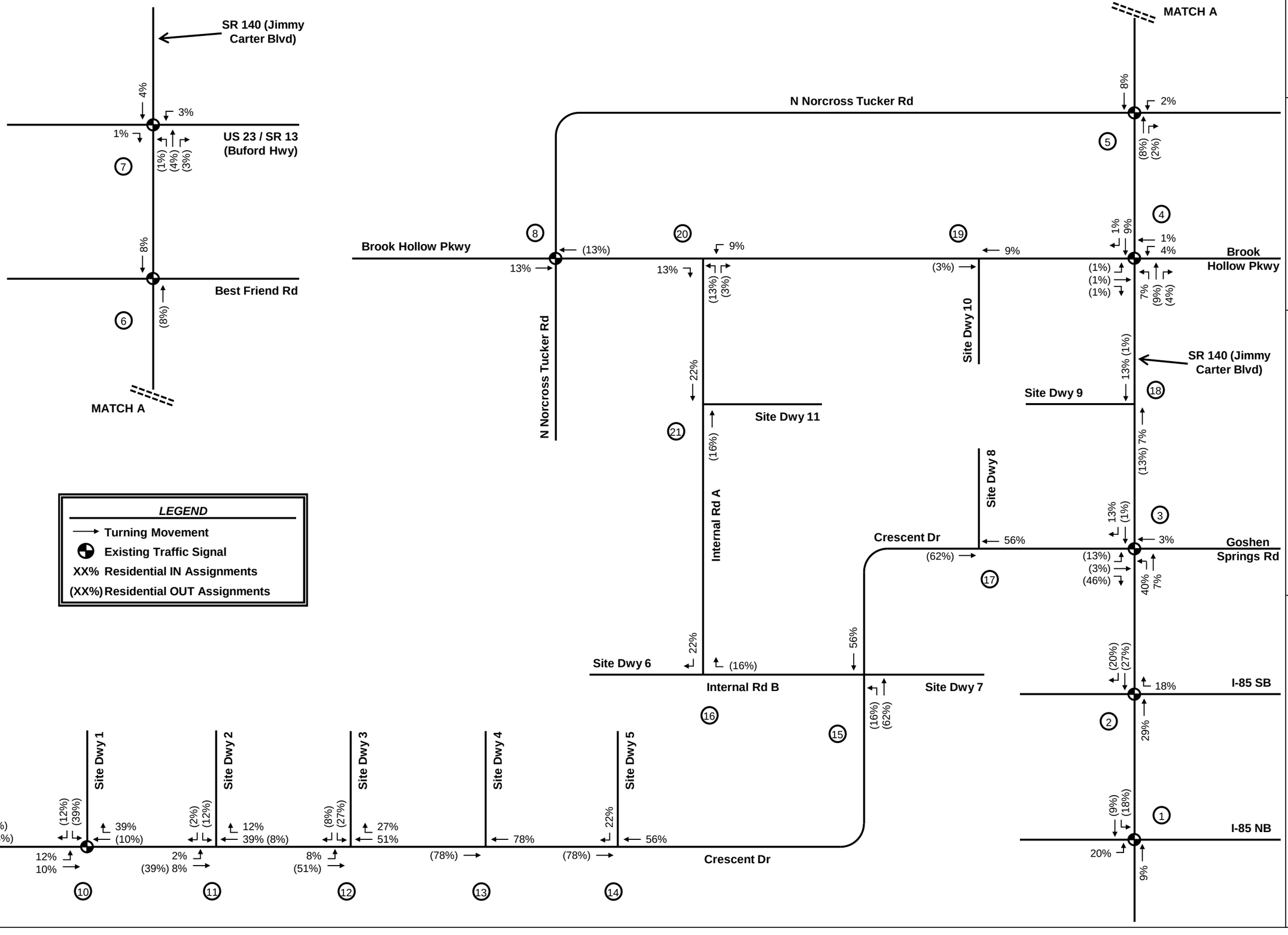


Figure 5A

Residential Traffic Assignment

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

NOT TO SCALE

SR 140 (Jimmy Carter Blvd)

US 23 / SR 13 (Buford Hwy)

Best Friend Rd

MATCH A

N Norcross Tucker Rd

Brook Hollow Pkwy

Brook Hollow Pkwy

N Norcross Tucker Rd

Site Dwy 10

Site Dwy 9

SR 140 (Jimmy Carter Blvd)

MATCH A

Site Dwy 11

Internal Rd A

Site Dwy 8

Crescent Dr

Goshen Springs Rd

Site Dwy 6

Internal Rd B

Site Dwy 7

I-85 SB

I-85 NB

Button Gwinnett Dr

Site Dwy 1

Site Dwy 2

Site Dwy 3

Site Dwy 4

Site Dwy 5

Crescent Dr

LEGEND

- Turning Movement
- Existing Traffic Signal
- XX% Hotel IN Assignments
- (XX%) Hotel OUT Assignments

Figure 5B

Hotel Traffic Assignment

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

NOT TO SCALE

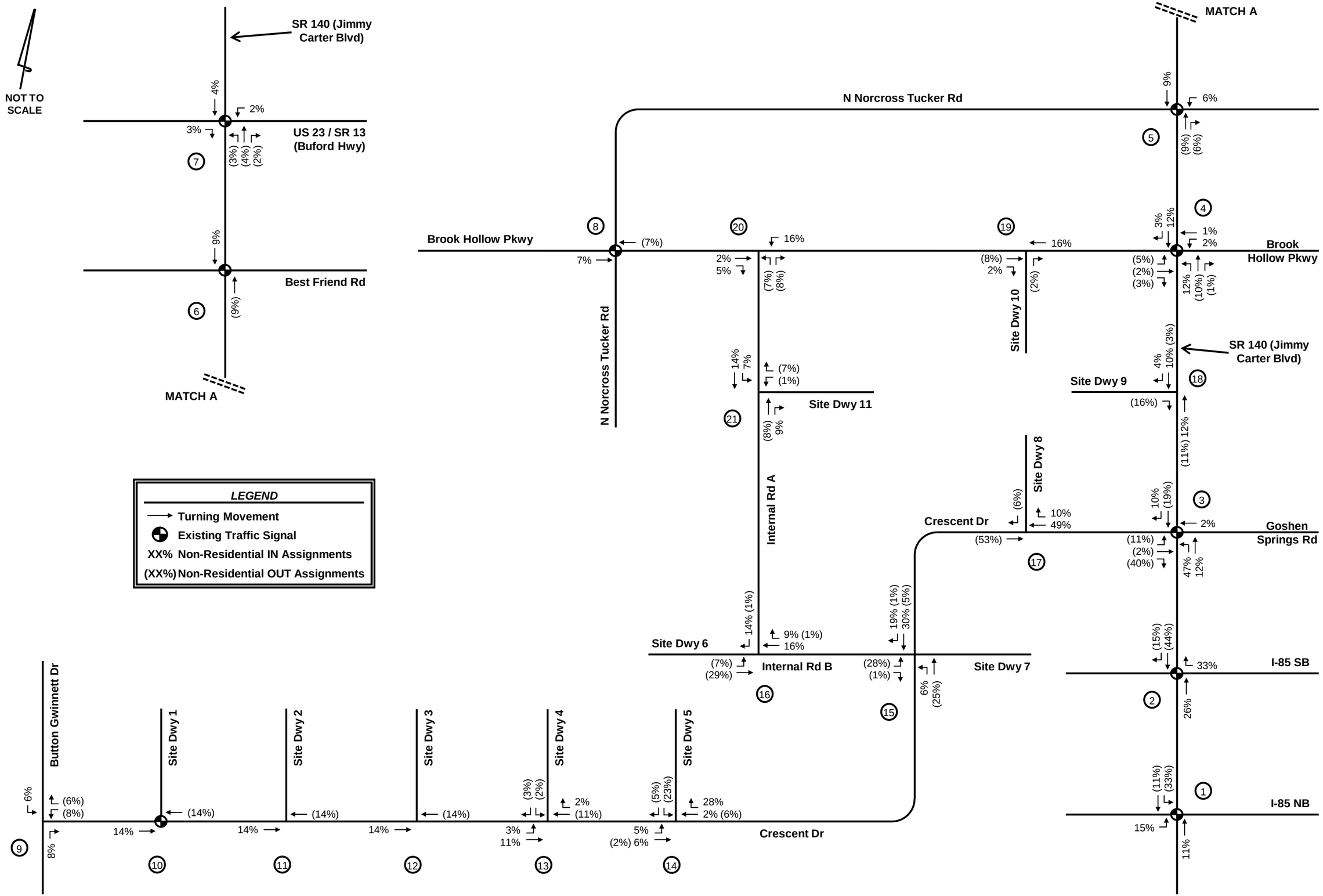


Figure 5C

Non-Residential Traffic Assignment

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

NOT TO SCALE

SR 140 (Jimmy Carter Blvd)

US 23 / SR 13 (Buford Hwy)

Best Friend Rd

MATCH A

N Norcross Tucker Rd

Brook Hollow Pkwy

Brook Hollow Pkwy

Site Dwy 10

Site Dwy 9

SR 140 (Jimmy Carter Blvd)

Site Dwy 11

Internal Rd A

Site Dwy 8

Crescent Dr

Goshen Springs Rd

Site Dwy 6

Internal Rd B

Site Dwy 7

I-85 SB

I-85 NB

Button Gwinnett Dr

Site Dwy 1

Site Dwy 2

Site Dwy 3

Site Dwy 4

Site Dwy 5

Crescent Dr

LEGEND

- Turning Movement
- Existing Traffic Signal
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

Figure 6

Project Trips

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

Table 7
Atlanta Media Center DRI
2014 Existing Intersection Levels of Service
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Jimmy Carter Blvd at I-85 NB Ramps	Signal	D	D (47.4)	D (40.9)
2	Jimmy Carter Blvd at I-85 SB Ramps	Signal	D	D (43.6)	D (42.6)
3	Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	Signal	D	C (24.0)	D (53.8)
4	Jimmy Carter Blvd at Brook Hollow Pkwy	Signal	D	D (43.0)	D (51.5)
5	Jimmy Carter Blvd at N Norcross Tucker Rd	Signal	D	B (17.6)	C (20.8)
6	Jimmy Carter Blvd at Best Friend Rd	Signal	D	A (9.1)	B (12.0)
7	Jimmy Carter Blvd at US 23/SR 13/Buford Hwy	Signal	AM – E PM – D	E (55.4)	D (35.3)
8	N Norcross Tucker Rd at Brook Hollow Pkwy	Signal	D	A (9.8)	B (11.3)
9	Button Gwinnett Dr at Crescent Dr	WB Stop	E	F (94.8)	F (161.9)
10	Crescent Dr at Site Driveway 1	Signal	D	A (6.6)	A (5.7)
A	Crescent Dr at Site Driveway A *(to be demolished)*	SB Stop	D	C (15.0)	B (13.6)
B	Crescent Dr at Site Driveway B *(to be demolished)*	EB Stop	D	B (11.4)	B (11.5)

Table 8
Atlanta Media Center DRI
2014 Existing Intersection Levels of Service IMPROVED*
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
9	Button Gwinnett Dr at Crescent Dr	Signal	E	B (15.0)	A (6.3)

*Note: Includes improvements noted on previous page 9 of this report.

6.2 2024 No-Build Traffic

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for ten (10) years at 1.0% per year throughout the study network. These volumes were entered into *Synchro 8.0*, and capacity analyses were performed. The 2024 No-Build conditions were analyzed using existing roadway geometry as well as the roadway improvements currently being constructed as part of Gwinnett County Project F-0780-01 DDI Project. An aerial showing the construction of the Gwinnett County project is shown on **Figure 2D**. The intersection laneage and traffic volumes for the 2024 No-Build conditions are shown in **Figure 8**.

Gwinnett County Project F-0780-01 DDI includes the construction of the Diverging Diamond Interchange (DDI) at the intersections of Jimmy Carter Boulevard and the I-85 NB and SB Ramps. The project also calls for minor intersection improvements for the westbound approach at the intersection of Jimmy Carter Boulevard and Crescent Drive/Goshen Springs Road. The proposed laneage for the westbound approach will include an exclusive left-turn lane, a shared through/left-turn lane, and an exclusive right-turn lane. Based on Gwinnett County Project F-0780-01, the following improvements will be constructed by year 2024 and should be considered in both the 2024 No-Build and 2024 Build conditions.

As shown in **Table 9**, three (3) intersections are projected to operate below their acceptable level-of-service standard during the AM Peak Hour and/or PM Peak Hour. Following implementation of the improvements recommended in the 2014 Existing conditions analysis, two (2) intersections are still projected to operate below their acceptable level-of-service standard. Based on the 2024 No-Build conditions, the following improvements result in the following intersections operating at or above their LOS standard (Please note that the following improvements are IN ADDITION TO the improvements needed in the 2014 Existing conditions (noted in *Section 6.1*) for the study intersections to operate at or above their LOS standard.):

- Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road (Int. #3)
    - Construct a fourth southbound through lane along Jimmy Carter Boulevard that extends back to the intersection of Jimmy Carter Boulevard at Brook Hollow Parkway. This will also require the installation of a fourth southbound receiving lane exiting the intersection and extending to the proposed DDI intersection at the I-85 SB Ramps where a four-lane southbound configuration is already proposed.
    - Convert the eastbound through lane along Crescent Drive to a shared through/left-turn lane. (Note: This will provide dual eastbound left-turn lanes along Crescent Drive exiting the site onto Jimmy Carter Boulevard.)

- Jimmy Carter Boulevard at Brook Hollow Parkway (Int. #4)
    - With the construction of the fourth southbound through lane along Jimmy Carter Boulevard at the intersection of Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road, convert the eastbound right-turn lane along Brook Hollow Parkway to a free-flowing movement to create the aforementioned new southbound travel lane.
    - Construct dual southbound left-turn lanes along Jimmy Carter Boulevard onto Brook Hollow Parkway.

The projected 2024 No-Build levels of service with existing geometry and Gwinnett County Project F-0780-01 DDI Project improvements are displayed in **Table 9**; the levels of service with the 2014 Existing improvements and the 2024 No-Build improvements stated above are shown in **Table 10**.

Table 9
Atlanta Media Center DRI
2024 No-Build Intersection Levels of Service
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Jimmy Carter Blvd at I-85 NB Ramps – DDI	Signal	D	C (30.6)	C (21.2)
2	Jimmy Carter Blvd at I-85 SB Ramps – DDI	Signal	D	C (34.9)	B (10.4)
3	Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	Signal	D	C (24.3)	E (64.2)
4	Jimmy Carter Blvd at Brook Hollow Pkwy	Signal	D	E (57.8)	E (62.0)
5	Jimmy Carter Blvd at N Norcross Tucker Rd	Signal	D	B (16.4)	C (32.4)
6	Jimmy Carter Blvd at Best Friend Rd	Signal	D	B (18.2)	B (16.5)
7	Jimmy Carter Blvd at US 23/SR 13/Buford Hwy	Signal	AM – E PM – D	E (71.9)	D (47.6)
8	N Norcross Tucker Rd at Brook Hollow Pkwy	Signal	D	B (10.5)	B (10.2)
9	Button Gwinnett Dr at Crescent Dr	WB Stop	E	F (196.9)	F (352.1)
10	Crescent Dr at Site Driveway 1	Signal	D	A (7.1)	A (5.2)
A	Crescent Dr at Site Driveway A	SB Stop	D	C (16.2)	B (14.5)
B	Crescent Dr at Site Driveway B	EB Stop	D	B (11.7)	B (12.0)

Table 10
Atlanta Media Center DRI
2024 No-Build Intersection Levels of Service IMPROVED*
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
3	Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	Signal	D	C (20.6)	D (49.9)
4	Jimmy Carter Blvd at Brook Hollow Pkwy	Signal	D	D (38.1)	C (30.1)
9	Button Gwinnett Dr at Crescent Dr	Signal	E	B (14.3)	A (8.2)

Note *: Includes improvements noted on previous pages 9 and 11 of this report.

6.3 2024 Build Traffic

The traffic associated with the proposed Atlanta Media Center DRI development was added to the 2024 No-Build volumes. These volumes were then entered into *Synchro 8.0*, and capacity analyses were performed. The 2024 Build conditions were analyzed using existing roadway geometry as well as the roadway improvements currently being constructed as part of Gwinnett County Project F-0780-01 DDI Project. The intersection laneage and traffic volumes used for the 2024 Build conditions are shown in **Figure 9.**

Five (5) intersections are projected to operate below the acceptable level-of-service standard during the AM Peak Hour and/or PM Peak Hour. Following implementation of the improvements recommended in the 2014 Existing conditions analysis and the 2024 No-Build conditions analysis, four (4) intersections are still projected to operate below the acceptable level-of-service standard. Based on the 2024 Build conditions, the following improvements result in the following intersections (except for Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road) operating at or above their level-of-service standard (Please note that the following improvements are IN ADDITION TO the improvements needed in the 2014 Existing conditions (noted in *Section 6.1*) and the 2024 No-Build conditions (noted in *Section 6.2*) for the study intersections to operate at or above their level-of-service standard.):

- Jimmy Carter Boulevard at I-85 NB Ramps – Diverging Diamond Interchange (Int. #1)
    - Construct a fourth through lane on the bridge along Jimmy Carter Boulevard in the northbound direction.
    - Convert the northbound right-turn lane along Jimmy Carter Boulevard entering the intersection into an exclusive through lane and construct a northbound right-turn lane along Jimmy Carter Boulevard providing access onto the I-85 NB On-Ramp.
    - Construct a third through lane on the bridge along Jimmy Carter Boulevard in the southbound direction. The eastbound right-turn from the I-85 NB Off-Ramp will be yield-controlled rather than free-flow.

- Jimmy Carter Boulevard at I-85 SB Ramps – Diverging Diamond Interchange (Int. #2)
    - Extend the five southbound through lanes from the intersection of Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road to the I-85 SB On-Ramp intersection. The inside three of these lanes will continue through the DDI in the southbound direction. The two remaining lanes (outside lanes) will become a southbound shared through/right and an exclusive right-turn lane onto the I-85 SB On-Ramp. This improvement will require dual southwestbound receiving lanes along the I-85 SB On-Ramp.
    - Construct a third through lane on the bridge along Jimmy Carter Boulevard in the northbound direction.
    - Construct a fourth through lane exiting the intersection in the northbound direction. (Note: For the northbound approach at the intersection of Jimmy Carter Boulevard and Crescent Drive/Goshen Springs Road, the four through lanes will become three through lanes and one left-turn only lane.)

- Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road (Int. #3)
    - Construct a third northbound left-turn lane along Jimmy Carter Boulevard onto Crescent Drive and a northbound right-turn lane along Jimmy Carter Boulevard onto Goshen Springs Road. The innermost left-turn lane will extend back all the way to the SB Ramps at the DDI. (Note: This will provide three left-turn lanes, three through lanes, and one right-turn lane for the northbound approach along Jimmy Carter Boulevard.)
    - Construct a southbound right-turn lane along Jimmy Carter Boulevard onto Crescent Drive and a fifth through lane extending back to the intersection of Jimmy Carter Boulevard and Brook Hollow Parkway. (Note: This will provide one left-turn lane, five through lanes, and one right-turn lane for the southbound approach along Jimmy Carter Boulevard.)

  - Construct one additional eastbound left-turn lane and three unchannelized right-turn lanes along Crescent Drive onto Jimmy Carter Boulevard. Convert the eastbound shared through/left-turn lane to a shared through/right-turn lane. (Note: This will provide two left-turn lanes, one through/right-turn lane, and three right-turn lanes for the eastbound approach along Crescent Drive.)

- Jimmy Carter Boulevard at Brook Hollow Parkway (Int. #4)
  - Construct dual northbound left-turn lanes along Jimmy Carter Boulevard onto Brook Hollow Parkway.
  - Construct a fourth southbound through lane along Jimmy Carter Boulevard.
  - Install the necessary signal equipment to allow for a westbound right-turn overlap movement.

- Crescent Drive at Internal Road B/Site Driveway 7 (Int. #15)
  - Install a traffic signal (when warranted).
  - Convert the northbound right-turn lane along Crescent Drive entering the intersection to a shared through/right-turn lane. This will also require the installation of a third northbound receiving lane exiting the intersection and extending to Jimmy Carter Boulevard.
  - Construct a southbound exclusive left-turn lane and an exclusive right-turn lane along Crescent Drive entering the intersection.
  - Provide a westbound exclusive left-turn lane and shared through/right-turn lane with a free-flowing right-turn movement exiting Site Driveway #7. This will also require the installation of a fourth northbound travel lane exiting the intersection and extending to Jimmy Carter Boulevard.
  - Provide an eastbound exclusive left-turn, a shared through/left-turn lane, and an exclusive right-turn lane along Internal Road B entering the intersection.

The projected 2024 Build levels of service with existing geometry and Gwinnett County Project F-0780-01 improvements are displayed in **Table 11**; the levels of service with the 2014 Existing improvements, 2024 No-Build improvements, and the 2024 Build improvements stated above are shown in **Table 12**.

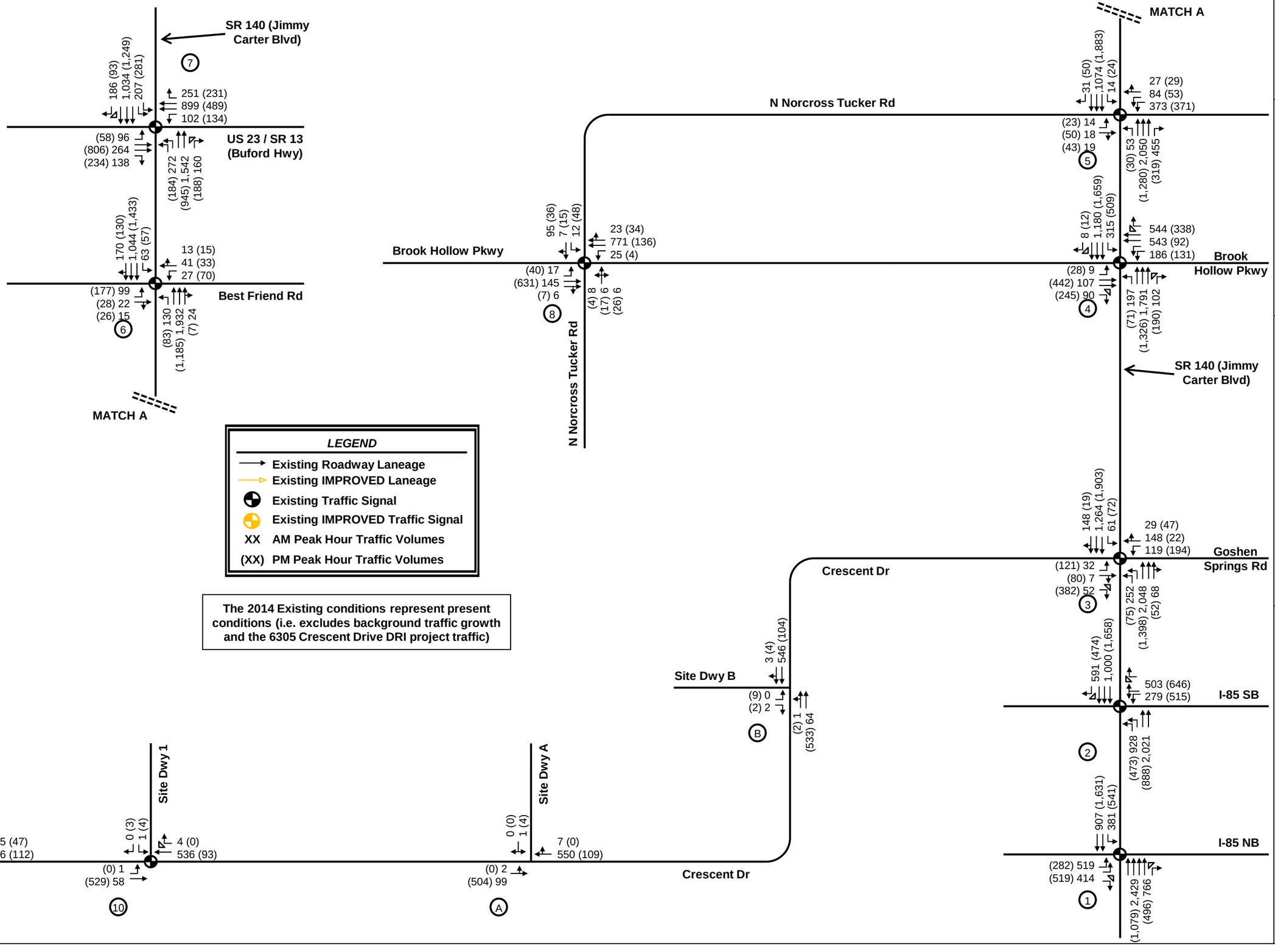
Table 11 Atlanta Media Center DRI 2024 Build Intersection Levels of Service (delay in seconds)					
Intersection		Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Jimmy Carter Blvd at I-85 NB Ramps – DDI	Signal	D	D (41.6)	C (25.0)
2	Jimmy Carter Blvd at I-85 SB Ramps – DDI	Signal	D	F (112.5)	D (54.3)
3	Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	Signal	D	F (297.5)	F (478.6)
4	Jimmy Carter Blvd at Brook Hollow Pkwy	Signal	D	F (93.0)	F (94.7)
5	Jimmy Carter Blvd at N Norcross Tucker Rd	Signal	D	B (17.6)	B (19.1)
6	Jimmy Carter Blvd at Best Friend Rd	Signal	D	A (7.5)	B (13.8)
7	Jimmy Carter Blvd at US 23/SR 13/Buford Hwy	Signal	AM – E PM – D	E (70.6)	D (48.8)
8	N Norcross Tucker Rd at Brook Hollow Pkwy	Signal	D	B (10.8)	A (9.7)
9	Button Gwinnett Dr at Crescent Dr	WB Stop	E	F (Error)*	F (Error)*
15	Crescent Drive at Internal Road B/Site Driveway 7	Signal	D	D (37.6)	F (383.2)

*Note: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

Table 12 Atlanta Media Center DRI 2024 Build Intersection Levels of Service IMPROVED (delay in seconds)					
Intersection		Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Jimmy Carter Blvd at I-85 NB Ramps – DDI	Signal	D	C (22.1)	B (17.3)
2	Jimmy Carter Blvd at I-85 SB Ramps – DDI	Signal	D	B (16.4)	B (15.6)
3	Jimmy Carter Blvd at Crescent Dr/Goshen Springs Rd	Signal	D	E (67.8)	E (79.1)
4	Jimmy Carter Blvd at Brook Hollow Pkwy	Signal	D	D (48.6)	D (53.6)
9	Button Gwinnett Dr at Crescent Dr	Signal	B	C (15.1)	B (17.3)
15	Crescent Drive at Internal Road B/Site Driveway 7	Signal	D	D (36.4)	B (18.8)

Note: Even with the improvements noted on previous pages 9, 11, and 13 of this report, the intersection of Jimmy Carter Boulevard at Crescent Drive/Goshen Springs Road is expected to operate at LOS E for both the AM Peak Hour and PM Peak Hour for the 2024 Build conditions. According to engineering judgment, the necessary improvements needed to bring the intersection within the LOS D standard were not deemed feasible/practical.

NOT TO SCALE



LEGEND

- Existing Roadway Laneage
- Existing IMPROVED Laneage
- Existing Traffic Signal
- Existing IMPROVED Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

The 2014 Existing conditions represent present conditions (i.e. excludes background traffic growth and the 6305 Crescent Drive DRI project traffic)

Figure 7

2014 Existing Conditions

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

NOT TO SCALE

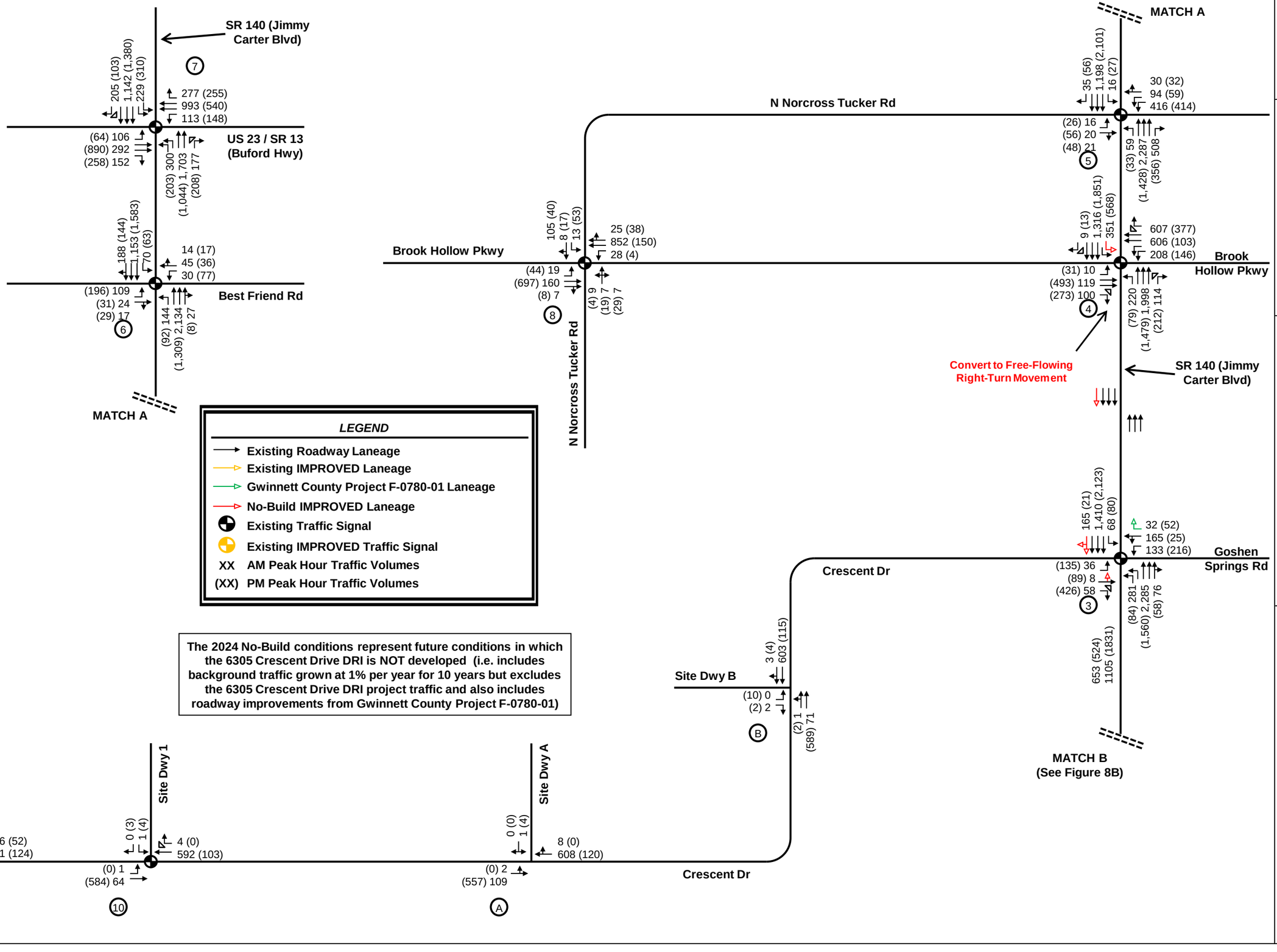


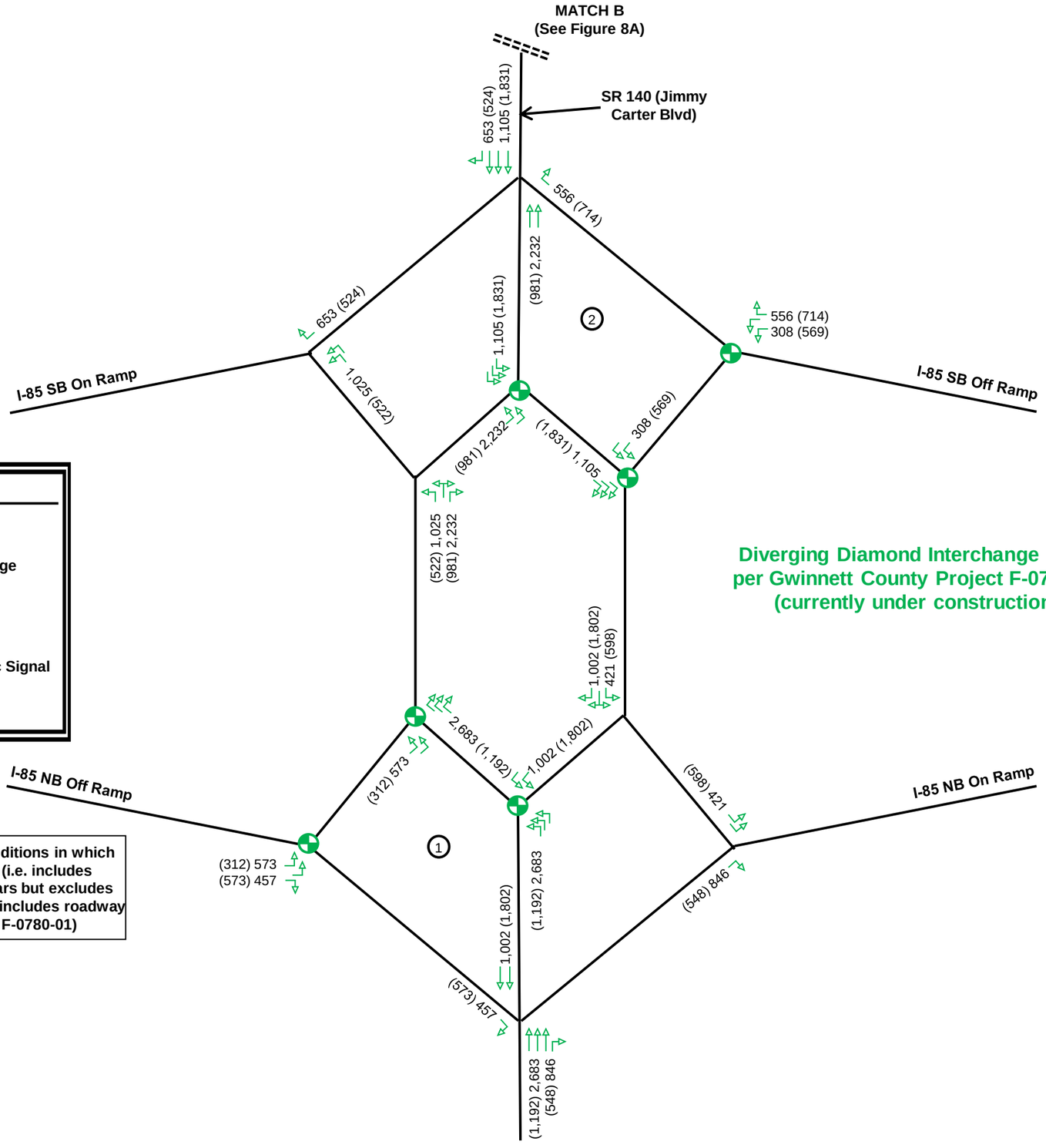
Figure 8A

Projected 2024 No-Build Conditions

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

NOT TO SCALE



Diverging Diamond Interchange (DDI)
per Gwinnett County Project F-0780-01
(currently under construction)

LEGEND

- Existing Roadway Laneage
- Existing IMPROVED Laneage
- Gwinnett County Project F-0780-01 Laneage
- No-Build IMPROVED Laneage
- Existing Traffic Signal
- Existing IMPROVED Traffic Signal
- Gwinnett County Project F-0780-01 Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

The 2024 No-Build conditions represent future conditions in which the 6305 Crescent Drive DRI is NOT developed (i.e. includes background traffic grown at 1% per year for 10 years but excludes the 6305 Crescent Drive DRI project traffic and also includes roadway improvements from Gwinnett County Project F-0780-01)

Figure 8B

Projected 2024 No-Build Conditions

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

NOT TO SCALE

SR 140 (Jimmy Carter Blvd)

US 23 / SR 13 (Buford Hwy)

Best Friend Rd

MATCH A

N Norcross Tucker Rd

Brook Hollow Pkwy

Brook Hollow Pkwy

N Norcross Tucker Rd

Site Dwy 10

Convert to Free-Flowing Right-Turn Movement

SR 140 (Jimmy Carter Blvd)

Site Dwy 9

Site Dwy 11

Internal Rd A

Site Dwy 8

Goshen Springs Rd

Provide Free-Flowing Right-Turn Movement

Site Dwy 6

Internal Rd B

Site Dwy 7

Button Gwinnett Dr

Site Dwy 1

Site Dwy 2

Site Dwy 3

Site Dwy 4

Site Dwy 5

Crescent Dr

MATCH B (See Figure 9B)

LEGEND

- Existing Roadway Laneage
- Existing IMPROVED Laneage
- Gwinnett County Project F-0780-01 Laneage
- No-Build IMPROVED Laneage
- Build IMPROVED Laneage
- Existing Traffic Signal
- Existing IMPROVED Traffic Signal
- Gwinnett County Project F-0780-01 Traffic Signal
- Build IMPROVED Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

The 2024 Build conditions represent future conditions in which the 6305 Crescent Drive DRI is developed (i.e. includes background traffic grown at 1% per year for 10 years plus the 6305 Crescent Drive DRI project traffic and also includes roadway improvements from Gwinnett County Project F-0780-01

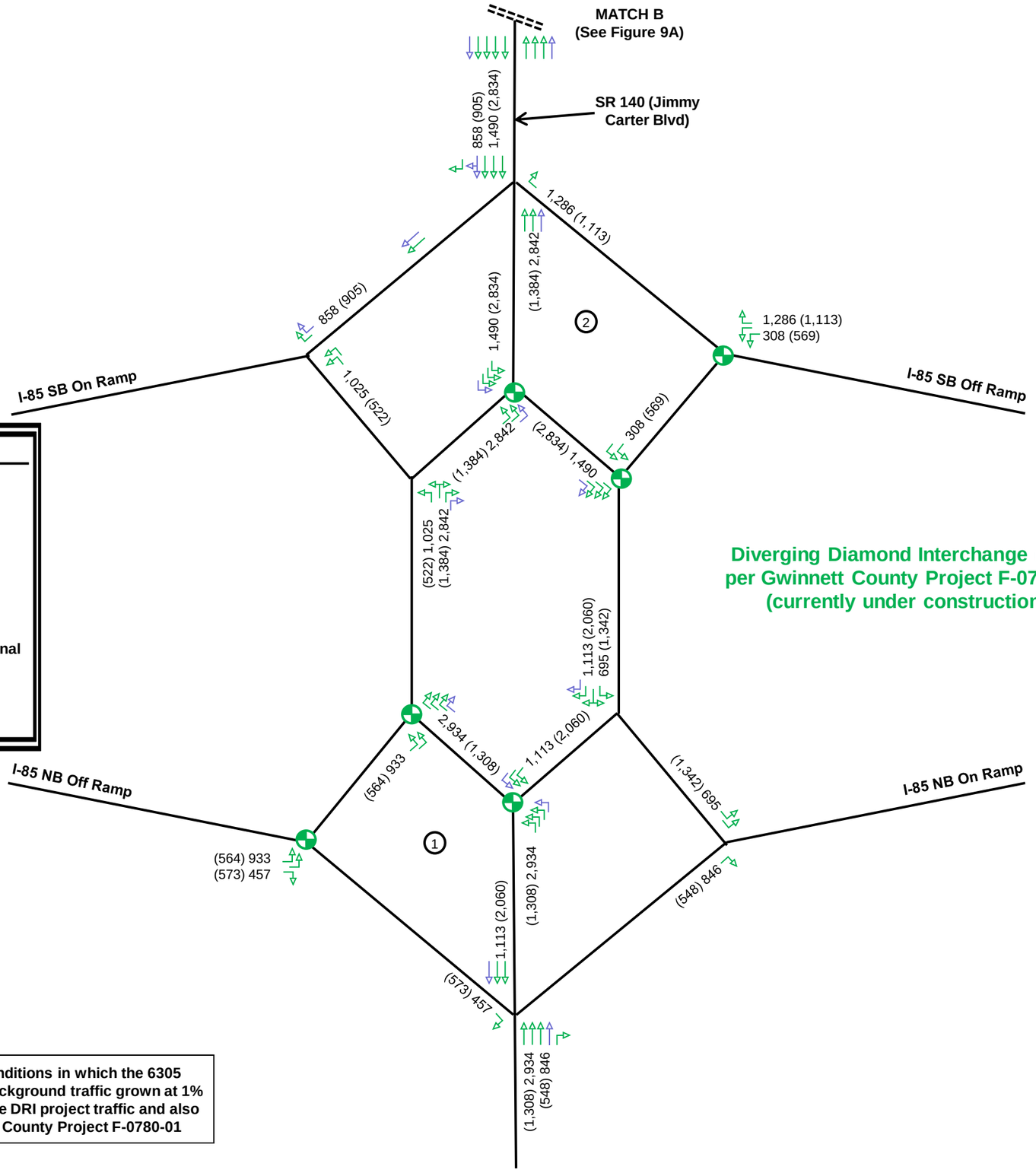
Figure 9A

Projected 2024 Build Conditions

Atlanta Media Center DRI #2443 Transportation Analysis

Kimley»Horn

NOT TO SCALE



LEGEND

- Existing Roadway Laneage
- Existing IMPROVED Laneage
- Gwinnett County Project F-0780-01 Laneage
- No-Build IMPROVED Laneage
- Build IMPROVED Laneage
- Existing Traffic Signal
- Existing IMPROVED Traffic Signal
- Gwinnett County Project F-0780-01 Traffic Signal
- Build IMPROVED Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Diverging Diamond Interchange (DDI)
per Gwinnett County Project F-0780-01
(currently under construction)

The 2024 Build conditions represent future conditions in which the 6305 Crescent Drive DRI is developed (i.e. includes background traffic grown at 1% per year for 10 years plus the 6305 Crescent Drive DRI project traffic and also includes roadway improvements from Gwinnett County Project F-0780-01

Figure 9B

Projected 2024 Build Conditions

Atlanta Media Center
DRI #2443
Transportation Analysis

Kimley»Horn

7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

The ARC Transportation Improvement Plan (TIP), GDOT Statewide TIP (STIP), *PLAN 2040* Regional Transportation Plan (RTP), GDOT Construction Work Program, and Gwinnett County Comprehensive Transportation Plan (CTP) were researched for currently programmed transportation projects within the vicinity of the proposed development. Research focused on determining the opening-to-traffic dates, sponsors, costs of projects, funding sources, and logical termini of all projects in the study network. Several projects are programmed for the area surrounding the study network. The identified projects are listed in **Table 13**, and a map with fact sheets identifying these projects has been included in **Appendix B**.

Table 13
Atlanta Media Center DRI
Programmed Improvements

No.	Year	Project Number	Project Description
1	2012 **(Already Built-Out)**	GW-327	Last Mile Connectivity / Pedestrian Facility – Pedestrian improvements at the intersection SR 140 (Jimmy Carter Boulevard) and Singleton Road. Project includes new sidewalks, an additional crosswalk, and refuge islands for pedestrians, as well as new exclusive turn lanes for vehicles.
2	**2014 (Under Construction)**		**Diverging Diamond Interchange at the interchange of I-85 and SR 140 (Jimmy Carter Boulevard).**
3	**2015**	**GW-381**	**Roadway / General Purpose Capacity – I-85 Northbound auxiliary lane from SR 140 (Jimmy Carter Boulevard) to Indian Trail Lilburn Road. Project would consist of a 12-foot auxiliary lane with a varied shoulder along the outside northbound lane.**
4	**2020**	**GW-357**	**Roadway / Operations & Safety – US 23 (Buford Highway) medians from SR 140 (Jimmy Carter Boulevard) to SR 378 (Beaver Ruin Road). Project would consist of constructing a raised central median within the existing flush median along the existing undivided 5-lane roadway.**
5	2030	GW-371	Roadway / General Purpose Capacity – Widening of SR 140 (Jimmy Carter Boulevard) from SR 13 (Buford Highway) to SR 141 (Peachtree Industrial Boulevard) from 4 to 6 lanes.
6	2030	ASP-AR-401	Transit / Rail Capital – Northeast corridor high capacity rail service from Norcross to OFS Site.
7	2030	ASP-AR-402	Transit / Rail Capital – Northeast corridor high capacity rail service from OFS Site to Indian Trail park and ride lot.
8	2030	ASP-AR-437	Transit / Rail Capital – Northeast corridor commuter rail service from Downtown Atlanta Multimodal Center to Sugar Hill.
9	2040	GW-374	Roadway / General Purpose Capacity – Widening of SR 141 (Peachtree Parkway / Medlock Bridge Road) from Peachtree Industrial Boulevard to State Bridge Road from 4 to 6 lanes.
10	TBD	ASP-GW-376	Roadway / General Purpose Capacity – Peachtree Industrial Boulevard grade separation from Peachtree Parkway to Sugarloaf Parkway.
11	TBD	ASP-AR-ML-420	Roadway / Managed Lanes – I-85 North managed lanes from I-285 to I-985.
12	TBD	ASP-AR-950	Roadway / General Purpose Capacity – I-85 North collector / distributor lanes from I-285 North to SR 140 (Jimmy Carter Boulevard).
13	TBD	ASP-AR-951	Roadway / General Purpose Capacity – I-85 North collector / distributor lanes from SR 140 (Jimmy Carter Boulevard) to Pleasant Hill Road.

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Atlanta Media Center DRI development will occur via two (2) locations along Brook Hollow Parkway (one full movement intersection (Internal Road A) and one right-in/right-out driveway (Site Driveway #10)), three (3) locations along Jimmy Carter Boulevard (existing Brook Hollow Parkway signal, existing Crescent Drive signal, plus a new right-in/right-out driveway (Site Driveway #9) between Brook Hollow Parkway and Crescent Drive), and one (1) location at the intersection of Button Gwinnett Drive at Crescent Drive. Internal Road A and Internal Road B will further provide access within the site, ultimately providing an internal connection between Crescent Drive and Brook Hollow Parkway, as shown on the DRI site plan.

The site is also proposed to be served by nine (9) driveways along Crescent Drive, Internal Road A, and Internal Road B. Of the nine driveways proposed, only one (1) driveway is existing along Crescent drive in the southwest corner of the site (Site Driveway #1). There will be an additional three (3) driveways along Crescent Drive in the southwest of the site (Site Driveways #2, #3, and #4), two (2) driveways along Crescent Drive in the southeast of the site (Site Driveways #5 and #7), one (1) right-in/right-out driveway along Crescent Drive just west of Jimmy Carter Boulevard (Site Driveway #8). One (1) driveway will consist of the western leg of the intersection of Internal Road A with internal Road B (Site Driveway #6), and one (1) driveway will be provided along Internal Road A in the northeast of the site (Site Driveway #11).

Capacity analyses were performed for the site vehicular access points and site driveways for the year 2024 Build conditions. The intersection laneage and traffic volumes for the 2024 Build conditions are shown in **Figure 9A**, and the following improvements are the recommended configurations for all site driveways and internal roads within the site (Note: The attached site plan also illustrates these improvements):

- Internal Roadway Network
  - Construct the proposed Internal Road A to connect Brook Hollow Parkway to the north with Internal Road B/Site Driveway #6 to the south. Internal Road A should be constructed as a two-lane roadway.
  - Construct the proposed Internal Road B to connect Site Driveway #6 to the west with Crescent Drive/Site Driveway #7 to the east. Internal Road B will cover a relatively short distance and will be constructed with the necessary laneage for Intersection #15 and Intersection #16 described below.

- Site Driveway #1 at Crescent Drive (Int. #10)
  - No changes are recommended for the existing signalized driveway. (Note: The intersection currently consists of an eastbound through lane and an eastbound exclusive left-turn lane along Crescent Drive entering the site, a westbound through lane and a westbound exclusive free-flowing right-turn lane along Crescent Drive entering the site, and a southbound exclusive left-turn lane and a southbound exclusive right-turn lane exiting the site onto Crescent Drive.)

- Site Driveway #2 at Crescent Drive (Int. #11)
  - Provide a westbound right-turn lane along Crescent Drive entering the site.
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a stop-controlled southbound exclusive right-turn lane and exclusive left-turn lane exiting the site onto Crescent Drive.

- Site Driveway #3 at Crescent Drive (Int. #12)
  - Install a traffic signal (when warranted).
  - Provide a westbound right-turn lane along Crescent Drive entering the site.
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a southbound exclusive right-turn lane and excusive left-turn lane exiting the site onto Crescent Drive.

- Site Driveway #4 at Crescent Drive (Int. #13)
  - Provide a westbound right-turn lane along Crescent Drive entering the site.
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a stop-controlled southbound exclusive right-turn lane and exclusive left-turn lane exiting the site onto Crescent Drive.

- Site Driveway #5 at Crescent Drive (Int. #14)
  - Install a traffic signal (when warranted).
  - Provide a westbound right-turn lane along Crescent Drive entering the site. (Note: The westbound direction along Crescent Drive will consist of two lanes between Site Driveway #5 and Internal Road B/Site Driveway #7. The second through lane will convert to a right-turn only lane for the westbound direction as you approach the intersection for Site Driveway #5.)
  - Provide an eastbound left-turn lane along Crescent Drive entering the site.
  - Construct a southbound shared left-turn/right-turn lane and an exclusive left-turn lane exiting the site onto Crescent Drive. This will require dual eastbound receiving lanes along Crescent Drive to extend to Internal Road B/Site Driveway #7.

- Internal Road B/Site Driveway #7 at Crescent Drive (Int. #15)
  - Install a traffic signal (when warranted).
  - Convert the northbound right-turn lane along Crescent Drive entering the intersection to a shared through/right-turn lane. This will also require the installation of a third northbound receiving lane exiting the intersection and extending to Jimmy Carter Boulevard.
  - Construct a southbound exclusive left-turn lane and an exclusive right-turn lane along Crescent Drive entering the intersection.
  - Provide a westbound exclusive left-turn lane and shared through/right-turn lane with a free-flowing right-turn movement exiting Site Driveway #7. This will also require the installation of a fourth northbound travel lane exiting the intersection and extending to Jimmy Carter Boulevard.
  - Provide an eastbound exclusive left-turn, a shared through/left-turn lane, and an exclusive right-turn lane along Internal Road B entering the intersection.

- Site Driveway #6 at Internal Road A/Internal Road B (Int. #16)
  - Provide a southbound right-turn lane along Internal Road A onto Site Driveway #6. (Note that southbound left turns will not be permitted at this intersection due to the close proximity to Intersection #15.)
  - Provide an eastbound shared through/left-turn lane and an exclusive through lane exiting the site.
  - Construct a westbound through lane and an exclusive right-turn lane entering the intersection.

- Site Driveway #8 at Crescent Drive (Int. #17)
  - Construct a southbound right-in/right-out driveway exiting the site onto Crescent Drive.
  - Construct two additional eastbound through lanes along Crescent Drive for a total of four eastbound through lanes. (Note that some of these through lanes will become turn lanes along the eastbound approach to Jimmy Carter Boulevard.)
  - Construct one additional westbound through lane and one exclusive right turn lane along Crescent Drive for a total of three westbound through lanes. (Note that the outside through lane will become the southbound exclusive right-turn lane at Intersection #15).

- Site Driveway #9 at Jimmy Carter Boulevard (Int. #18)
  - Construct an eastbound right-in/right-out driveway exiting the site onto Jimmy Carter Boulevard.
  - Construct an additional southbound through lane and an exclusive right-turn lane along Jimmy Carter Boulevard. (Note: The southbound approach will consist of five through lanes and an exclusive right-turn lane, and the northbound approach will remain at three through lanes at the location of Site Driveway #8.)

- Site Driveway #10 at Brook Hollow Parkway (Int. #19)
  - Construct a northbound right-in/right-out driveway exiting the site onto Brook Hollow Parkway.
  - Convert the eastbound outside through lane to a shared through/right-turn lane entering the site.

- Internal Road A at Brook Hollow Parkway (Int. #20)
  - Construct a northbound exclusive left-turn lane and exclusive right-turn lane along Internal Road A providing access onto Brook Hollow Parkway.
  - Allow for westbound exclusive left-turning movements along Brook Hollow Parkway onto Internal Road A by restriping the existing two-way left-turn lane along Brook Hollow Parkway.
  - Construct an exclusive eastbound right-turn lane onto Internal Road A.

- Site Driveway #11 at Internal Road (Int. #21)
  - Construct a westbound exclusive left-turn lane and exclusive right-turn lane exiting the site onto Internal Road A.
  - Construct a northbound shared through/right-turn lane along Internal Road A entering the site.
  - Construct a southbound through lane and a southbound exclusive left-turn lane along Internal Road A entering the site.

Table 14
Atlanta Media Center DRI
2024 Build Intersection Levels of Service for Proposed Site Driveways
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
10	Crescent Dr at Site Driveway 1	Signal	D	B (16.3)	B (10.3)
11	Crescent Dr at Site Driveway 2	SB Stop	D	F (59.8)*	D (29.8)
12	Crescent Dr at Site Driveway 3	Signal	D	B (10.6)	A (7.6)
13	Crescent Dr at Site Driveway 4	SB Stop	D	D (26.6)	E (36.0)*
14	Crescent Dr at Site Driveway 5	Signal	D	A (6.8)	C (21.1)
15	Crescent Dr at Internal Road B/Site Driveway 7	Signal	D	D (36.4)	B (18.8)
16	Internal Road A at Internal Road B/Site Driveway 6	SB Stop	D	C (21.8)	B (12.4)
17	Crescent Dr at Site Driveway 8	SB Stop	D	B (14.4)	B (12.7)
18	Jimmy Carter Blvd at Site Driveway 9	EB Stop	D	B (10.5)	D (26.3)
19	Brook Hollow Pkwy at Site Driveway 10	NB Stop	D	A (9.4)	B (11.2)
20	Brook Hollow Pkwy at Internal Road A	NB Stop	D	F (54.0)*	D (34.3)
21	Internal Road A at Site Driveway 11	WB Stop	D	B (11.5)	B (12.1)

*Note: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

As shown in **Table 14**, all intersections within the study network (except those noted with an asterisk) are projected to operate at or above their acceptable level-of-service standard during both the AM and PM peak hours once all recommended improvements are installed at each site access location.

9.0 INTERNAL CIRCULATION ANALYSIS

Vehicular access to the Atlanta Media Center DRI development is proposed to occur via two (2) locations along Brook Hollow Parkway (one full movement intersection (Internal Road A) and one right-in/right-out driveway (Site Driveway #10)), three (3) locations along Jimmy Carter Boulevard (existing Brook Hollow Parkway signal, existing Crescent Drive signal, plus a new right-in/right-out driveway (Site Driveway #9) between Brook Hollow Parkway and Crescent Drive), and one (1) location at the intersection of Button Gwinnett Drive at Crescent Drive. Internal Road A and Internal Road B will further provide access within the site, ultimately providing an internal connection between Crescent Drive and Brook Hollow Parkway, as shown on the DRI site plan. Additionally, the site is proposed to be served by nine (9) driveways along Crescent Drive, Internal Road A, and Internal Road B.

Also, pedestrian facilities (sidewalks) are proposed along the Crescent Drive, Brook Hollow Parkway, and some of the Jimmy Carter Boulevard site frontages. Sidewalks are also proposed along Internal Road A, Internal Road B, and elsewhere throughout the proposed development.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Second Edition, June 2004*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 6.46% for the PM peak hour and 8.86% for a 24-hour period as a result of the anticipated interaction between varying land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

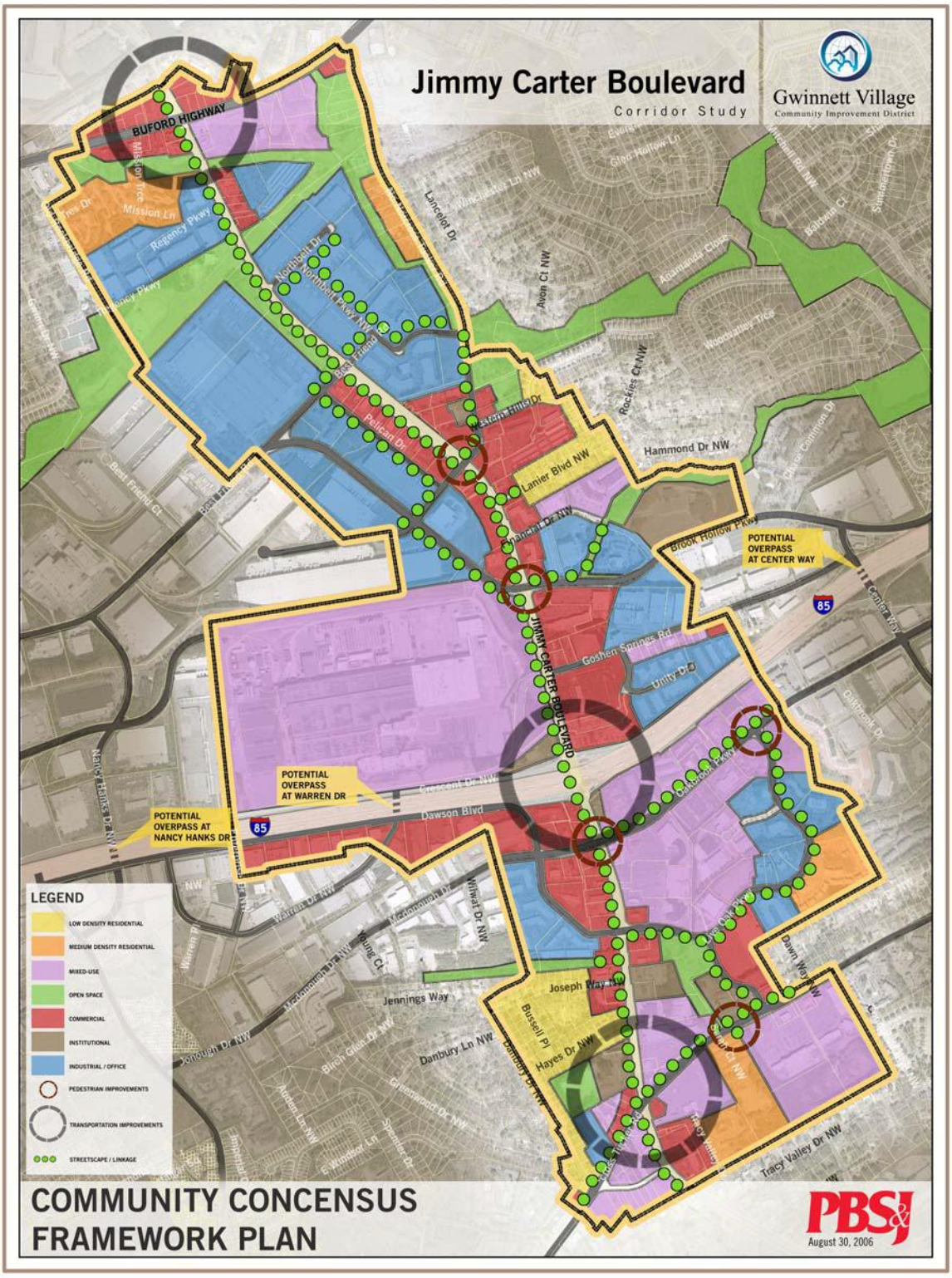
The Atlanta Media Center DRI development is mixed-use in nature with general office, retail/restaurant, residential apartment/student housing, hotel, film production studio, and community college/trade school components. This development is located within and is consistent with Gwinnett Village Community Improvement District's *Jimmy Carter Boulevard Corridor Study, February 2007* (updated October 2012) and with Duany Plater-Zyberk's *OFS Redevelopment Gwinnett Village CID Master Plan, April 2011*.

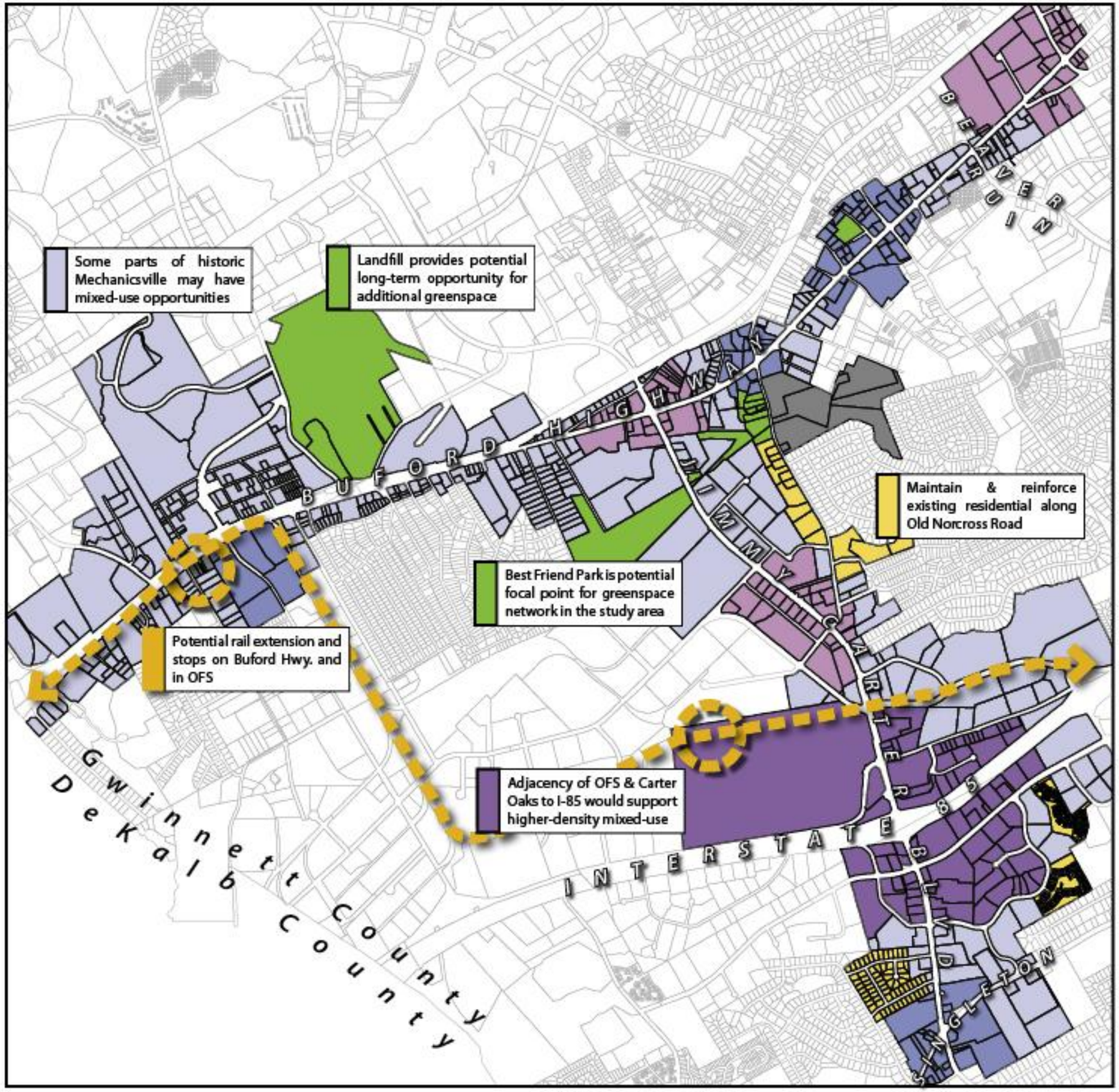
According to the Jimmy Carter LCI study (February 2007), the proposed site is "dramatic in its location and presents a large blank slate for creative planning and urban development." The redevelopment plan envisioned in this LCI study identifies the OFS site as a high-density mixed-use activity center which should consist of 10+ stories, vertical mixed-use land uses concentrated at highest-traffic Interstate intersections. The Jimmy Carter LCI states that "the intent of the site is to be mixed use and substantially self-sustaining as a live/work/play development." Furthermore, in the Jimmy Carter Boulevard LCI update (October 2012), it was mentioned that the Gwinnett Village CID contracted with Duany Plater-Zyberk (DPZ) in 2011 in efforts of creating a conceptual master plan for the OFS site. DPZ released the OFS Redevelopment Gwinnett Village CID master plan on April 22, 2011, in efforts of heightening awareness and understanding of the vast redevelopment potential of the OFS site. DPZ proposed a mixed-use redevelopment consisting of office, retail, apartment, hotel, town homes, education, and green space land uses. As such, the proposed Atlanta Media Center DRI development project fulfills the need for a mixed-use development in this region as directly stated in the LCI studies.

Appendices

Appendix A
Land Use Maps

Gwinnett Village
Community Improvement District





Future Land Use

Activity Centers

High-Density Mixed-Use
10+ stories, vertical mixed-use. Concentrated at highest-traffic, interstate intersections.

Medium-Density Mixed-Use
4-9 stories, vertical mix-use. Located at primary intersections along the corridors.

Low-Density Mixed-Use
1-3 stories, vertical and horizontal mixed-use. Located at secondary intersections along the corridors.

Corridor Redevelopment

Corridor Mixed-Use
1-2 stories. Provides flexibility for infill along the corridors, and provides a buffer for adjacent residential uses.

Residential
Parcels not likely to be re-developed as anything other than housing.

Open Space/Parks
Parcels targeted for greenspace opportunities.

Utilities/Infrastructure
Electrical Station, unlikely to relocate or redevelop, as well as potential stop(s) for rail.

Jimmy Carter Blvd. / Buford Highway

REDEVELOPMENT PLAN

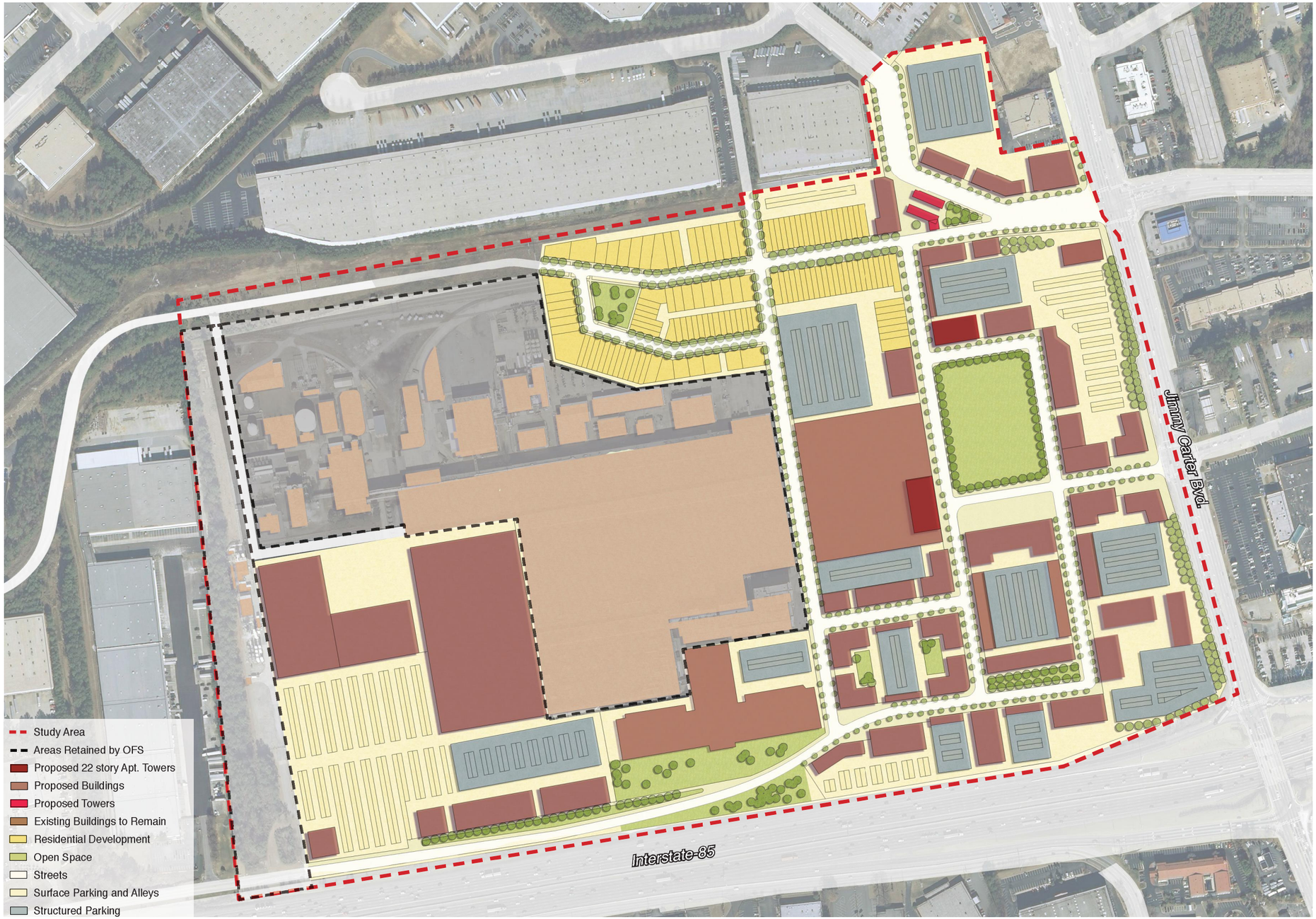
Prepared For:

Gwinnett Village

Prepared By:

PBS&J

September 2007



DEVELOPMENT SUMMARY

The OFS site has significant strategic assets. Exposure along I-85 at the southern edge of the site is an asset for office buildings, hotels, and other uses that need visibility. In addition to the OFS property itself, the police precinct at the southeastern corner of the site is ripe for redevelopment to a higher and better use. The eastern most section of the OFS warehouses is a recently built wide span structure. It is an adaptive reuse opportunity that could be filled with programs to activate the core of the site. A light rail line and station have been proposed for the northern side of the site. When implemented, this station will help catalyze the redevelopment of the northern site section as a transit oriented neighborhood.

These three assets: the I-85 exposure, the adaptive reuse opportunity, and the light rail station are the foot holds from which redevelopment momentum can be generated. The Conceptual Master Plan builds on these strengths in proposing:

- 1,300,00 SF of New Office
- 850,000 SF of New Retail
- 1,000 New Apartment Units
- 800 New Hotel Rooms
- 25 New Town Homes
- 300,000 SF of New Exposition/ Education Space
- 300,000 SF of Refurbished Office Space
- 20,035 LF of New Road
- 4.8 Acres of New Parks and Greens

PRELIMINARY MASTERPLAN CALCULATIONS

SUMMARY	TL SF RETAIL	TL APT UNITS	TL HOTEL KEYS	TL SF Office	TL PARKING NEEDED
	685,000	836,000	800	1,300,000	8,287

MIXED USE	FLOORS	FOOT PRINT	OFFICE FLOORS	OFFICE AREA	RETAIL FLRS	RETAIL AREA	APT FLOORS	APT UNITS	PARKING NEEDED
M1	6	15,000	5	75,000	1	15,000	0	0	195
M2	6	15,000	5	75,000	1	15,000	0	0	195
M3	6	15,000	5	75,000	1	15,000	0	0	195
M4	6	15,000	5	75,000	1	15,000	0	0	195
M5	6	15,000	2	30,000	0	0	4	55	169
M7	6	15,000	5	75,000	1	15,000	0	0	195
M8	6	13,000	5	65,000	1	13,000	0	0	169
M9	2	19,000	0	0	1	19,000	1	17	92
M10	4	27,000	3	81,000	1	27,000	0	0	243
M11	5	25,000	0	0	0	0	5	114	227
M12	5	17,000	4	68,000	1	17,000	0	0	187
M13	6	15,600	0	0	0	0	6	85	93,600
TOTALS		206,600		619,000		151,000		271	2,062

RETAIL	FLOORS	AREA	PARKING NEEDED
R1	1	100,000	300
R2	1	60,000	180
R3	1	273,800	822
R4	1	10,000	30
R5	1	10,000	30
R6	1	30,000	90
R7	1	20,000	60
R8	1	4,000	12
R9	1	4,000	12
R10	1	20,000	60
R11	1	3,600	11
R12	1	3,300	10
R13	1	13,000	39
R14	6	2,300	7
R15	6	12,000	36
R16	1	13,000	39
R17	1	10,000	30
R18	1	8,000	24
R19	1	18,000	54
R20	1	12,000	36
R21	1	15,000	45
R22	1	10,000	30
R23	1	12,000	36
R24	1	21,000	63
TOTALS		685,000	2,057

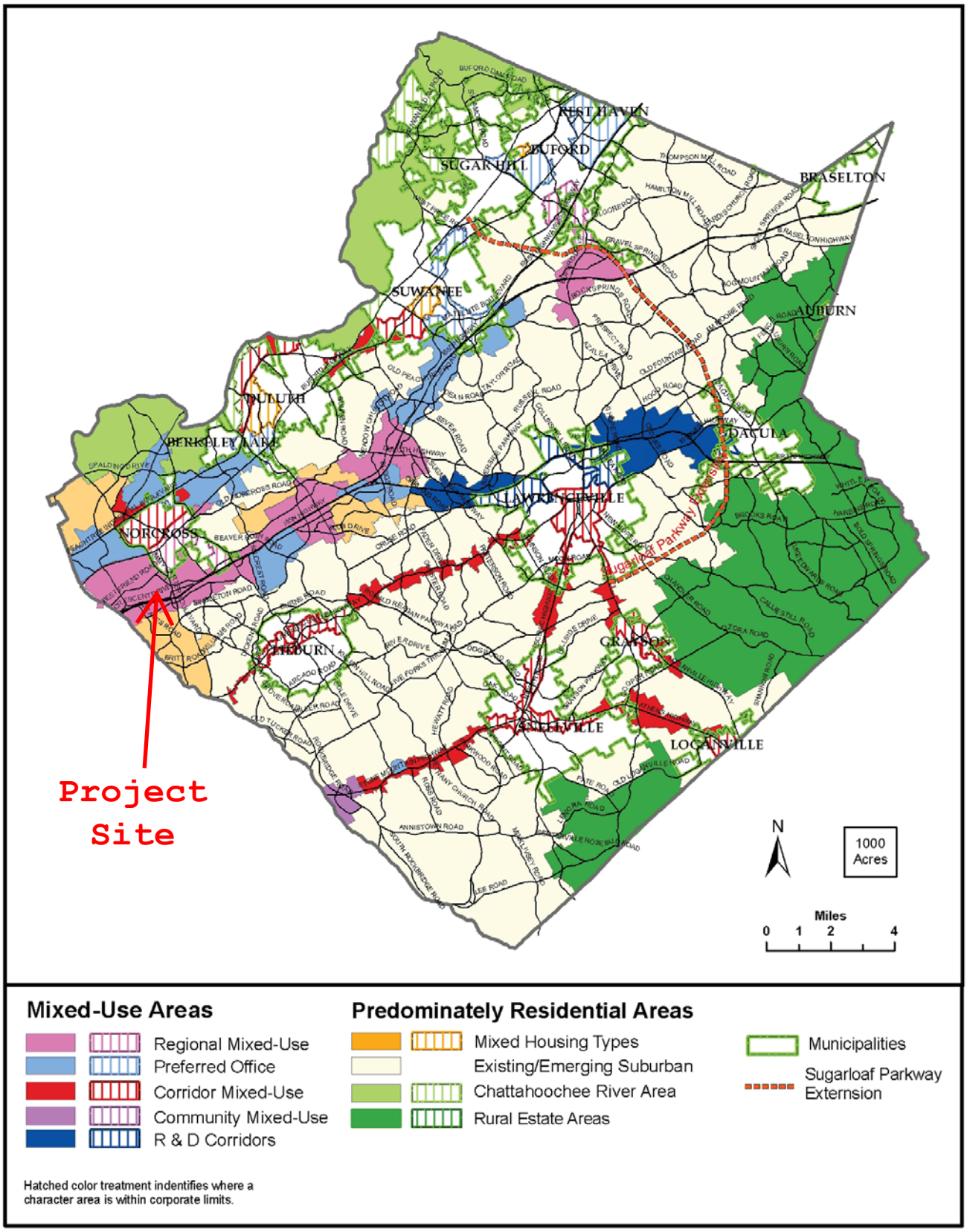
OFFICE	FLOORS	FOOT PRINT	TL AREA	PARKING NEEDED
O1	2	145,500	291,000	582
O2	3	10,000	30,000	60
O3	6	20,000	120,000	240
O4	6	20,000	120,000	240
O5	6	20,000	120,000	240
TOTALS		215,500	681,000	1,362

HOTEL	FLOORS	FOOT PRINT	KEYS	PARKING NEEDED
H1	10	44,000	440	440
H2	10	36,000	360	360
TOTALS		80,000	800	800

APARTMENTS	FLOORS	foot print area	APTS	PARKING NEEDED
A1	22	19,000	380	570
A2	22	15,000	300	450
A3	6	8,000	44	65
TOTALS		42,000	724	1,085

EXHIBITION	FLOORS	AREA	PARKING NEEDED
EX3	1	230,000	920
TOTALS		230,000	920

Figure 78: Future Development Map



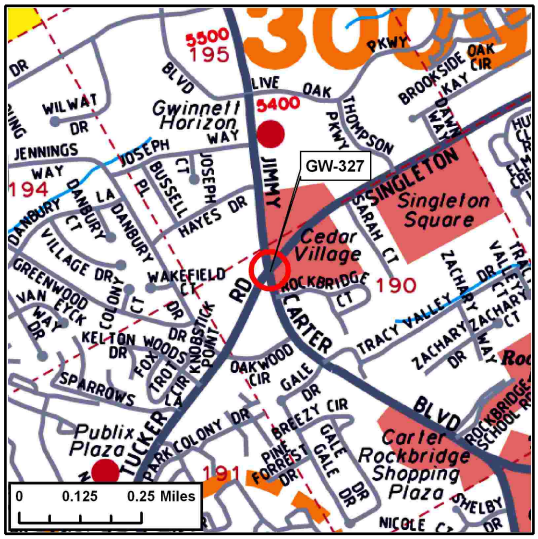
Appendix B
Programmed Transportation Improvements

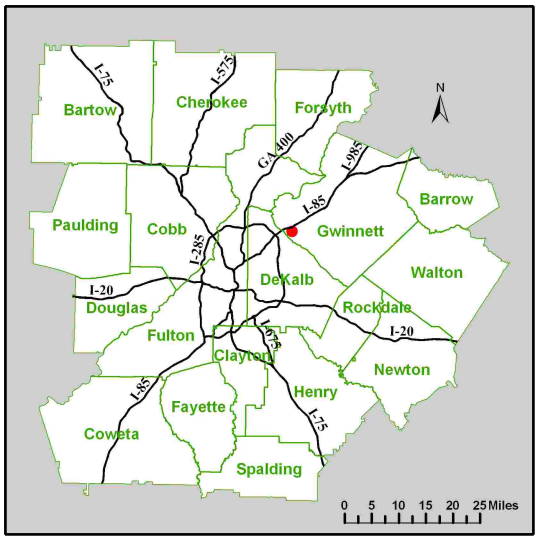
GW-327

Atlanta Region - Envision6 Transportation Plan

PROJECT FACT SHEET

Short Title	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS AT SINGLETON ROAD
GDOT Project No.	0006698
Federal ID No.	CSMSL-0006-00(698)
Status	Programmed
Detailed Description and Justification	This project will provide for the safe movement of pedestrians through the intersection of Jimmy Carter Boulevard and Singleton Road. The project includes construction of sidewalks along the east side of Jimmy Carter Boulevard (to the north) and the south side of Singleton Road (to the east), a pedestrian crosswalk on the southbound approach of Jimmy Carter Boulevard, refuge islands at least 5' on both approaches of Jimmy Carter Boulevard, and curb ramps and countdown pedestrian signals. Roadway improvements will include construction of dedicated right turn lanes on the northbound, southbound and westbound approaches and an additional left turn lane on the northbound and westbound approaches.
Service Type	Pedestrian Facility
Sponsor	Gwinnett County
Jurisdiction	Gwinnett County
Existing Thru Lane	N/A (applicable for road projects only)
Planned Thru Lane	N/A (applicable for road projects only)
Corridor Length	N/A miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2012
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)





Phase Status & Funding Information		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	Local Jurisdiction/Municipality Funds	2009	$100,000	$0,000	$0,000	$0,000	$100,000
CST	Federal Earmark Funding	2011	$400,000	$400,000	$0,000	$0,000	$0,000
				$400,000	$0,000	$0,000	$100,000

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

ARC

Report Generated: 6/15/2009

Drive the Diamond

DDI

Diverging Diamond Interchange

I-85 at Pleasant Hill Road • I-85 at Jimmy Carter Boulevard

I-85 at Jimmy Carter Boulevard Construction Schedule

Below is an overview of the construction schedule for the Diverging Diamond Interchange (DDI) for the bridge over I-85 at Jimmy Carter Boulevard. Please note that the schedule is subject to change based on weather and other conditions.

April 2013 – July 2013
Construction activities on the South side of Jimmy Carter Blvd. for stage 1. These activities include utility relocations, clearing, roadway and bridge widening, drainage, temporary lane shifts, barrier walls and temporary traffic signal work. Pedestrians will be permitted to cross on the North side of Jimmy Carter Blvd. Temporary signage will be installed to guide pedestrians.

August 2013 – September 2013
Construction of stage 2 will be focusing on the North side of Jimmy Carter Blvd. This will include clearing, roadway and bridge widening, drainage, temporary lane shifts, barrier walls and temporary and permanent traffic signal work. During this stage pedestrians will not be permitted to cross Jimmy Carter Blvd. and will be required to use the plan pedestrian detour. Temporary signage will be installed to guide pedestrians. Advance warning of the pedestrian detour will be provided to stakeholders and the public.

October 2013 – December 2013
Construction activities on the South side of Jimmy Carter Blvd. for stage 1. These activities include utility relocations, clearing, roadway and bridge widening, drainage, temporary lane shifts, barrier walls and temporary traffic signal work. Pedestrians will be permitted to cross on the North side of Jimmy Carter Blvd. Temporary signage will be installed to guide pedestrians.

December 2013 – February 2014
Construction of stage 2 will be focusing on the North side of Jimmy Carter Blvd. This will include clearing, roadway and bridge widening, drainage, temporary lane shifts, barrier walls and temporary and permanent traffic signal work. During this stage pedestrians will not be permitted to cross Jimmy Carter Blvd. and will be required to use the plan pedestrian detour. Temporary signage will be installed to guide pedestrians. Advance warning of the pedestrian detour will be provided to stakeholders and the public.

February 2014 – April 2014
Stage 3 Construction includes permanent traffic shift configuration, traffic signals, fencing, pedestrian facilities and ATMS installation. Pedestrians will still be detoured in this stage until center walkways are completed. Temporary signage will be installed to guide pedestrians through the detour.

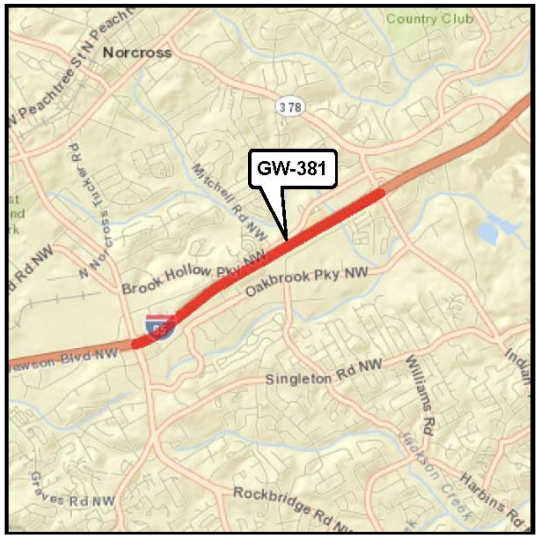
April 2014 – May 2014
Stage 4 Construction includes final asphalt paving, permanent striping, signs, concrete islands, sidewalks, decorative lighting and landscaping items. Pedestrian traffic on the bridge will be re-opened in its final center configuration.

During one full weekend, the bridge will be closed to all through traffic. Right turn access to and from the interstate will not be impacted. A detailed detour plan will be in place to minimize impacts. The date of the closure, crossover and detour will be shared with area stakeholders and the public in advance.

GW-381

PLAN 2040 PROJECT FACT SHEET

Short Title	I-85 NORTHBOUND AUXILIARY LANE FROM JIMMY CARTER BOULEVARD TO INDIAN TRAIL-LILBURN ROAD
GDOT Project No.	0010881
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Gwinnett County
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	1



Network Year 2015

Corridor Length 2.0 miles

Detailed Description and Justification

The proposed project will begin at the end of the existing entrance ramp just north of the Jimmy Carter Boulevard Interchange Overpass and would extend north along interstate 85 and end at the beginning of the exit ramp at Indian Trail Road Interchange Overpass. The proposed project would consist of constructing a twelve foot Auxiliary Lane with a varied shoulder along the outside I-85 northbound lane.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	STP - Statewide Flexible (GDOT)		2014	**$2,137,500**	$1,710,000	$427,500	$0,000	$0,000
				$2,137,500	**$1,710,000**	**$427,500**	**$0,000**	**$0,000**

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

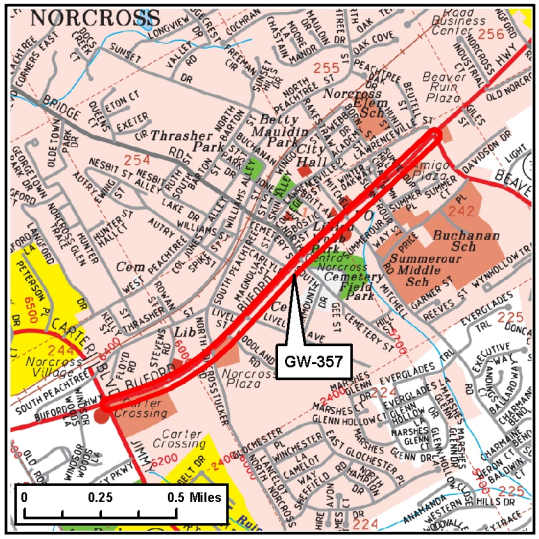
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 11/22/2013

GW-357

PLAN 2040 PROJECT FACT SHEET

Short Title	US 23 (BUFORD HIGHWAY) MEDIANS FROM SR 140 (JIMMY CARTER BOULEVARD) TO SR 378 (BEAVER RUIN ROAD)
GDOT Project No.	0010330
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Norcross
Jurisdiction	Gwinnett County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2020
Corridor Length	1.5 miles

Detailed Description and Justification

The proposed project would consist of the modification of the undivided 5-lane roadway by constructing a raised central median within the existing flush median. The central raised median would be 18 feet wide, and the four through lanes would be reduced from 12 feet wide to 11 feet wide. The existing outside edge of pavement will be unchanged, except for areas where U□turn bays are warranted. Existing right-of-way (ROW) is 100 feet, and the proposed ROW would vary.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$275,000**	~~$220,000~~	~~$0,000~~	~~$0,000~~	~~$55,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2014	**$170,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$170,000~~
CST	STP - Urban (>200K) (ARC)		2016	**$1,777,364**	$1,403,535	$0,000	$0,000	$373,829
				$2,222,364	**$1,623,535**	**$0,000**	**$0,000**	**$598,829**

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: 11/22/2013

GW-371

PLAN 2040 PROJECT FACT SHEET

Short Title	SR 140 (JIMMY CARTER BOULEVARD) WIDENING FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	TBD
Jurisdiction	Gwinnett County
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	4
Planned Thru Lane	6

Network Year	2030		
Corridor Length	1.4	miles	

Detailed Description and Justification

This project will widen SR 140 (Jimmy Carter Boulevard) from SR 13 (Buford Highway) to SR 141 (Peachtree Industrial Boulevard) from 4 to 6 lanes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid - 2018-2040		LR 2018-2030	**$15,300,000**	$12,200,000	$3,100,000	$0,000	$0,000
				$15,300,000	**$12,200,000**	**$3,100,000**	**$0,000**	**$0,000**

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

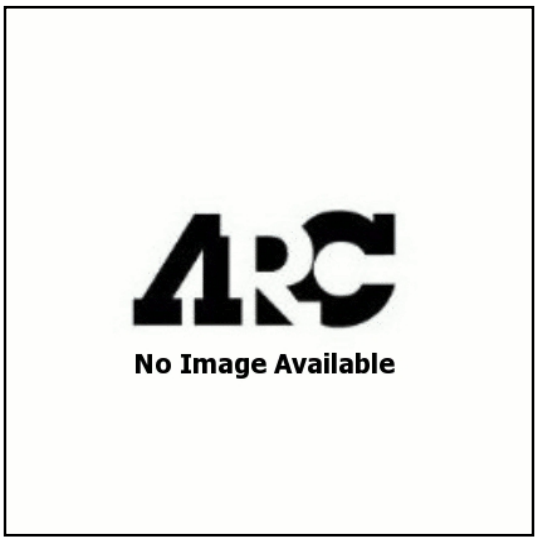
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 11/22/2013

ASP-AR-401

Aspirations Plan PROJECT FACT SHEET

Short Title	NORTHEAST CORRIDOR HIGH CAPACITY RAIL SERVICE FROM NORCROSS TO OFS SITE
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Aspirations
Service Type	Transit / Rail Capital
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	Not modeled
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year TBD

Corridor Length TBD miles

Detailed Description and Justification

This project will provide all-day high capacity rail service between Norcross and the OFS site at Jimmy Carter Boulevard and I-85 North. The specific technology has not yet been determined, but light rail is more likely than heavy rail. Trains would operate at 15 minute headways during peak periods and 20 minute headways during off-peak periods. The project will provide connections to the existing MARTA Northeast heavy rail line, the proposed Gainesville commuter rail line, the proposed Buford Highway arterial bus rapid transit service, and proposed regional suburban bus routes. It is estimated to have annual operating costs of $8.3 million and serve 7,400 to 15,100 daily riders by 2030.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	**$152,000,000**	$0,000	$0,000	$0,000	$152,000,000
				$152,000,000	**$0,000**	**$0,000**	**$0,000**	**$152,000,000**

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.

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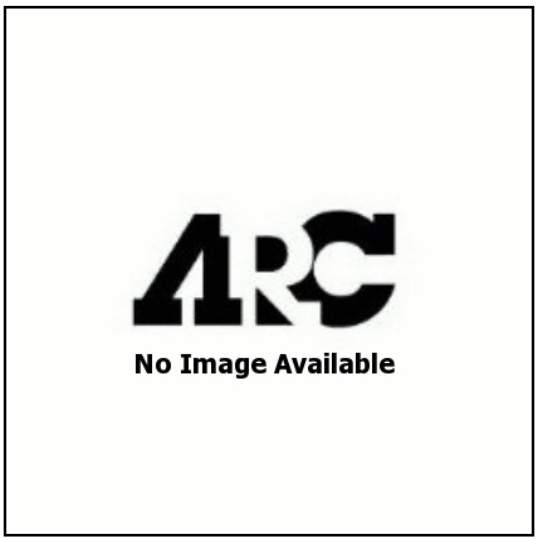
ASP-AR-402

Aspirations Plan PROJECT FACT SHEET

Short Title	NORTHEAST CORRIDOR HIGH CAPACITY RAIL SERVICE FROM OFS SITE TO INDIAN TRAIL PARK AND RIDE LOT
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Aspirations
Service Type	Transit / Rail Capital
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	Not modeled
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	TBD miles

Detailed Description and Justification

This project will provide all-day high capacity rail service between the OFS site at Jimmy Carter Boulevard and the Indian Trail park and ride lot. The specific technology has not yet been determined, but light rail is more likely than heavy rail. Trains would operate at 15 minute headways during peak periods and 20 minute headways during off-peak periods. The project will be a link in a more extensive radial transit corridor in the northeast portion of the region. It is estimated to have annual operating costs of $3.9 million and serve 2,100 to 5,200 daily riders by 2030.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	**$209,000,000**	$0,000	$0,000	$0,000	$209,000,000
				$209,000,000	**$0,000**	**$0,000**	**$0,000**	**$209,000,000**

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

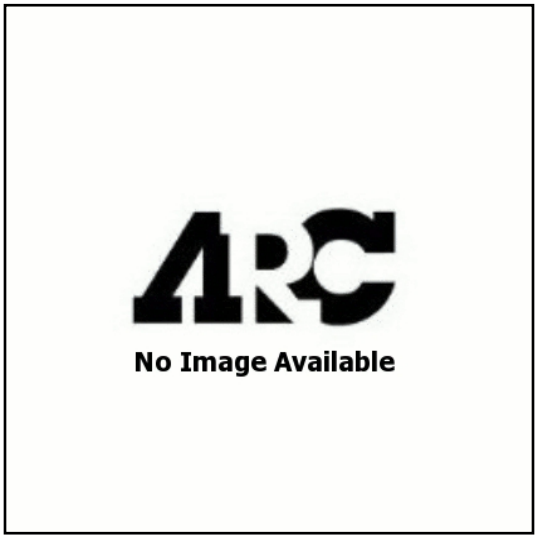
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 12/20/2012

ASP-AR-437

Aspirations Plan PROJECT FACT SHEET

Short Title	NORTHEAST CORRIDOR COMMUTER RAIL SERVICE FROM DOWNTOWN ATLANTA MULTIMODAL CENTER TO SUGAR HILL
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Aspirations
Service Type	Transit / Rail Capital
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	Not modeled
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	TBD miles

Detailed Description and Justification

This project will provide all-day commuter rail train service in the northeast and south corridors between the Downtown Atlanta Multimodal Center and Sugar Hill. Trains would operate at 30 minute headways during peak periods and 60 minute headways during off-peak periods. It is estimated to have annual operating costs of $19.1 million and serve 1,500 to 4,200 daily riders by 2030.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	**$656,000,000**	$0,000	$0,000	$0,000	$656,000,000
				$656,000,000	**$0,000**	**$0,000**	**$0,000**	**$656,000,000**

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: 12/20/2012

GW-374

PLAN 2040 PROJECT FACT SHEET

Short Title	SR 141 (PEACHTREE PARKWAY / MEDLOCK BRIDGE ROAD) WIDENING FROM PEACHTREE INDUSTRIAL BOULEVARD TO STATE BRIDGE ROAD
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	4
Planned Thru Lane	6

Network Year	2040
Corridor Length	5.7 miles

Detailed Description and Justification

This project will widen SR 141 (Peachtree Parkway/Medlock Bridge Road) from Peachtree Industrial Boulevard to State Bridge Road from 4 to 6 lanes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid - 2018-2040		LR 2031-2040	**$83,500,000**	$66,800,000	$16,700,000	$0,000	$0,000
				$83,500,000	**$66,800,000**	**$16,700,000**	**$0,000**	**$0,000**

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: 11/22/2013

ASP-GW-376

Aspirations Plan PROJECT FACT SHEET

Short Title	PEACHTREE INDUSTRIAL BOULEVARD GRADE SEPARATION FROM PEACHTREE PARKWAY TO SUGARLOAF PARKWAY
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Aspirations
Service Type	Roadway / General Purpose Capacity
Sponsor	TBD
Jurisdiction	Gwinnett County
Analysis Level	Not modeled
Existing Thru Lane	N/A
Planned Thru Lane	N/A

Network Year TBD

Corridor Length 9.8 miles

Detailed Description and Justification

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL TBD		TBD	**$200,000,000**	$0,000	$0,000	$0,000	$200,000,000
			$200,000,000	**$0,000**	**$0,000**	**$0,000**	**$200,000,000**

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.

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ASP-AR-ML-420 Aspirations Plan PROJECT FACT SHEET

Short Title	I-85 NORTH MANAGED LANES FROM I-285 TO I-985
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Aspirations
Service Type	Roadway / Managed Lanes
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	Not modeled
Existing Thru Lane	2
Planned Thru Lane	4

Network Year TBD

Corridor Length 17.4 miles

Detailed Description and Justification

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL TBD		TBD	**$1,024,000,000**	$0,000	$0,000	$0,000	$1,024,000,000
			$1,024,000,000	**$0,000**	**$0,000**	**$0,000**	**$1,024,000,000**

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

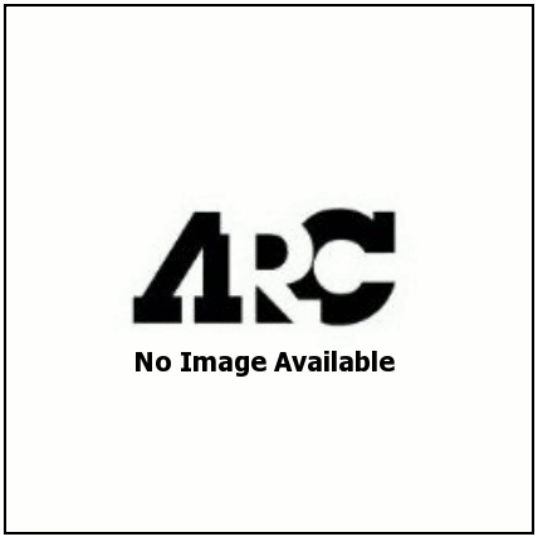
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 12/20/2012

ASP-AR-950

Aspirations Plan PROJECT FACT SHEET

Short Title	I-85 NORTH COLLECTOR/DISTRIBUTOR LANES FROM I-285 NORTH TO SR 140 (JIMMY CARTER BOULEVARD)
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Aspirations
Service Type	Roadway / General Purpose Capacity
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	Not modeled
Existing Thru Lane	0
Planned Thru Lane	4



Network Year TBD

Corridor Length 3.3 miles

Detailed Description and Justification

None

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	**$34,900,000**	$0,000	$0,000	$0,000	$34,900,000
				$34,900,000	**$0,000**	**$0,000**	**$0,000**	**$34,900,000**

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

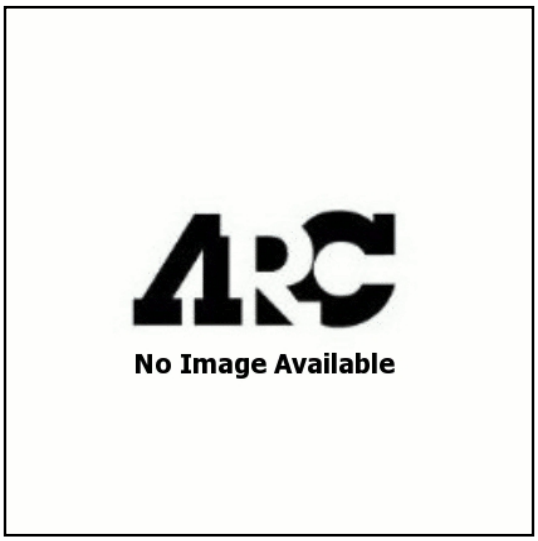
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 12/20/2012

ASP-AR-951

Aspirations Plan PROJECT FACT SHEET

Short Title	I-85 NORTH COLLECTOR/DISTRIBUTOR LANES FROM SR 140 (JIMMY CARTER BOULEVARD) TO PLEASANT HILL ROAD
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Aspirations
Service Type	Roadway / General Purpose Capacity
Sponsor	TBD
Jurisdiction	Regional - Northeast
Analysis Level	Not modeled
Existing Thru Lane	0
Planned Thru Lane	4



Network Year TBD

Corridor Length 5.3 miles

Detailed Description and Justification

None

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	TBD		TBD	**$76,100,000**	$0,000	$0,000	$0,000	$76,100,000
				$76,100,000	**$0,000**	**$0,000**	**$0,000**	**$76,100,000**

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: 12/20/2012

Appendix C
Trip Generation & Traffic Analyses

Trip Generation Analysis (9th Ed.)
Atlanta Media Center DRI
Gwinnett County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
140 Manufacturing	s.f.	0	0	0	0	0	0	0
140 Manufacturing (Discount)	*s.f.*							
150 Warehousing*	464,800 s.f.	1,848	192	152	40	159	40	119
150 Warehousing (Discount)*	*Partial*	*-1,783*	*-192*	*-152*	*-40*	*-159*	*-40*	*-119*
220 Apartment	1,760 d.u.	10,789	866	173	693	986	641	345
310 Hotel	310 rooms	2,401	164	97	67	186	95	91
540 Junior/Community College	298,870 s.f.	8,216	894	662	232	759	440	319
540 Junior/Community College (Discount)	*Partial*	*0*	*-164*	*-126*	*-38*	*-188*	*-85*	*-103*
710 General Office Building	2,249,200 s.f.	13,988	2,309	2,032	277	2,598	442	2,156
710 General Office Building (Discount)	*(298,870) s.f.*	*-3,017*	*-459*	*-404*	*-55*	*-413*	*-70*	*-343*
820 Shopping Center	198,600 s.f.	10,608	237	147	90	949	456	493
820 Shopping Center (Discount)	*Partial*							
Gross Trips		**43,050**	**3,847**	**2,581**	**1,266**	**4,877**	**1,919**	**2,958**
Residential Trips		10,789	866	173	693	986	641	345
Mixed-Use Reductions		*-957*				*-97*	*-64*	*-32*
Alternative Mode Reductions		*-983*	*-87*	*-17*	*-69*	*-89*	*-58*	*-31*
Adjusted Residential Trips		8,849	779	156	624	800	519	282
Hotel Trips		2,401	164	97	67	186	95	91
Mixed-Use Reductions		*-213*				*-18*	*-10*	*-9*
Alternative Mode Reductions		*-219*	*-16*	*-10*	*-7*	*-17*	*-9*	*-8*
Adjusted Hotel Trips		1,969	148	87	60	151	76	74
Office Trips		10,971	1,850	1,628	222	2,185	372	1,813
Mixed-Use Reductions		*-481*				*-39*	*-15*	*-24*
Alternative Mode Reductions		*-1,049*	*-185*	*-163*	*-22*	*-215*	*-36*	*-179*
Adjusted Office Trips		9,441	1,665	1,465	200	1,931	321	1,610
Retail Trips		10,608	237	147	90	949	456	493
Mixed-Use Reductions		*-1,431*				*-124*	*-50*	*-74*
Alternative Mode Reductions		*-918*	*-24*	*-15*	*-9*	*-83*	*-41*	*-42*
Pass By Reductions (Based on ITE Rates)		*-2,643*	*0*	*0*	*0*	*-237*	*-119*	*-119*
Adjusted Retail Trips		5,616	213	132	81	505	246	258
Other Non-Residential Trips		8,281	730	536	194	571	355	216
Alternative Mode Reductions		*-828*	*-73*	*-54*	*-19*	*-57*	*-36*	*-22*
Adjusted Other Non-Residential Trips		7,453	657	482	175	514	319	194
Mixed-Use Reductions - TOTAL		*-3,082*	*0*	*0*	*0*	*-278*	*-139*	*-139*
Alternative Mode Reductions - TOTAL		*-3,997*	*-385*	*-259*	*-126*	*-461*	*-180*	*-282*
Pass-By Reductions - TOTAL		*-2,643*	*0*	*0*	*0*	*-237*	*-119*	*-119*
New Trips		**33,328**	**3,462**	**2,322**	**1,140**	**3,901**	**1,481**	**2,418**
Driveway Volumes		**35,971**	**3,462**	**2,322**	**1,140**	**4,138**	**1,600**	**2,537**

k:\atl_tpto\019733012 atlanta media center (ofs) dri - jdi - gwinnett county\september 2014 - atlanta media center dri 2443\analysis\[atlanta media center dri_analysis.xls]trip generation

Trip Generation Analysis (9th Ed.)
Atlanta Media Center DRI - Existing On-Site (for credit)
Gwinnett County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
140 Manufacturing	464,800 s.f.	1,783	356	278	78	347	125	222
150 Warehousing*	s.f.	0	0	0	0	0	0	0
220 Apartment	d.u.	0	0	0	0	0	0	0
310 Hotel	rooms	0	0	0	0	0	0	0
540 Junior/Community College	s.f.	0	0	0	0	0	0	0
710 General Office Building	298,870 s.f.	3,017	459	404	55	413	70	343
820 Shopping Center	s.f.	0	0	0	0	0	0	0
Gross Trips		**4,800**	**815**	**682**	**133**	**760**	**195**	**565**

Trip Generation Analysis (9th Ed.)
Atlanta Media Center DRI - Total Site Build-Out
Gwinnett County, Georgia

Land Use		Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
140	Manufacturing		s.f.	0	0	0	0	0	0	0
150	Warehousing*	464,800	s.f.	1,848	192	152	40	159	40	119
220	Apartment	1,760	d.u.	10,789	866	173	693	986	641	345
310	Hotel	310	rooms	2,401	164	97	67	186	95	91
540	Junior/Community College	298,870	s.f.	8,216	894	662	232	759	440	319
710	General Office Building	2,249,200	s.f.	13,988	2,309	2,032	277	2,598	442	2,156
820	Shopping Center	198,600	s.f.	10,608	237	147	90	949	456	493
Gross Trips				**47,850**	**4,662**	**3,263**	**1,399**	**5,637**	**2,114**	**3,523**

Trip Generation Analysis (9th Ed.)
Atlanta Media Center DRI - New Construction Only
Gwinnett County, Georgia

Land Use		Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
140	Manufacturing		s.f.	0	0	0	0	0	0	0
150	Warehousing*		s.f.	0	0	0	0	0	0	0
220	Apartment	1,760	d.u.	10,789	866	173	693	986	641	345
310	Hotel	310	rooms	2,401	164	97	67	186	95	91
540	Junior/Community College		s.f.	0	0	0	0	0	0	0
710	General Office Building	2,249,200	s.f.	13,988	2,309	2,032	277	2,598	442	2,156
820	Shopping Center	198,600	s.f.	10,608	237	147	90	949	456	493
Gross Trips				**37,786**	**3,576**	**2,449**	**1,127**	**4,719**	**1,634**	**3,085**

Table B.3 Transportation Impact Factors
Development Around Transit Centers and Light Rail Stations

TRANSPORTATION IMPACT FACTOR	DEVELOPMENT PATTERN	DENSITY/INTENSITY	PEDESTRIAN/BICYCLE FACILITIES	OTHER CHARACTERISTICS	SOURCES
5% Vehicle Trip Reduction	Locate commercial and/or light industrial uses within 0.25 mile of a transit center or light rail station.	Minimum FAR of 1 per gross acre for commercial/industrial development.	Direct, safe connections between commercial/industrial uses and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	JHK, 6/93 LACMTA, 11/93
10% Vehicle Trip Reduction	Locate residential development within 0.25 mile of a transit center or light rail station.	Minimum residential density of 24 dwelling units per gross acre.	Direct, safe connections between residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
15% Vehicle Trip Reduction	Locate commercial and/or light industrial uses within 0.25 mile of a transit center or light rail station.	Minimum FAR of 2 per gross acre for commercial/industrial development.	Direct, safe connections between commercial/industrial uses and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
15% Vehicle Trip Reduction	Locate residential-oriented mixed use development within 0.25 mile of a transit center or light rail station. Minimum 15% of floor area devoted to commercial uses oriented toward use by residences.	Minimum residential density of 24 dwelling units per gross acre.	Direct, safe connections between commercial/industrial uses, residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93
20% Vehicle Trip Reduction	Locate mixed-use commercial and light industrial development that includes non-residential uses within 0.25 mile of a transit center or light rail station. At least 30% of floor area for residential use.	Minimum FAR of 2 per gross acre for commercial/industrial development	Direct, safe connections between commercial/industrial uses, residences and transit center or light rail stations. Preferable if safe and secure bicycle parking is provided at commercial/industrial uses, transit centers, or light rail stations.	Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	LACMTA, 11/93

Source: ODOT/DLCD Transportation and Growth Management Program. Reprinted with permission.

B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over
2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 503.06, Gwinnett County, Georgia	
	Estimate	Margin of Error
Total:	1,762	+/-363
Car, truck, or van:	1,603	+/-329
Drove alone	1,113	+/-236
Carpooled:	490	+/-219
In 2-person carpool	248	+/-154
In 3-person carpool	59	+/-43
In 4-person carpool	95	+/-97
In 5- or 6-person carpool	88	+/-140
In 7-or-more-person carpool	0	+/-13
Public transportation (excluding taxicab):	69	+/-59
Bus or trolley bus	69	+/-59
Streetcar or trolley car (carro publico in Puerto Rico)	0	+/-13
Subway or elevated	0	+/-13
Railroad	0	+/-13
Ferryboat	0	+/-13
Taxicab	5	+/-8
Motorcycle	0	+/-13
Bicycle	9	+/-15
Walked	36	+/-52
Other means	18	+/-29
Worked at home	22	+/-20

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Growth Rate Analysis
Atlanta Media Center DRI
Gwinnett County, Georgia

Station #:	1
Source:	GDOT
Location:	Jimmy Carter Blvd
	n/o I-85
Route #:	SR 140
Route Type:	State Highway
Location ID:	1356214

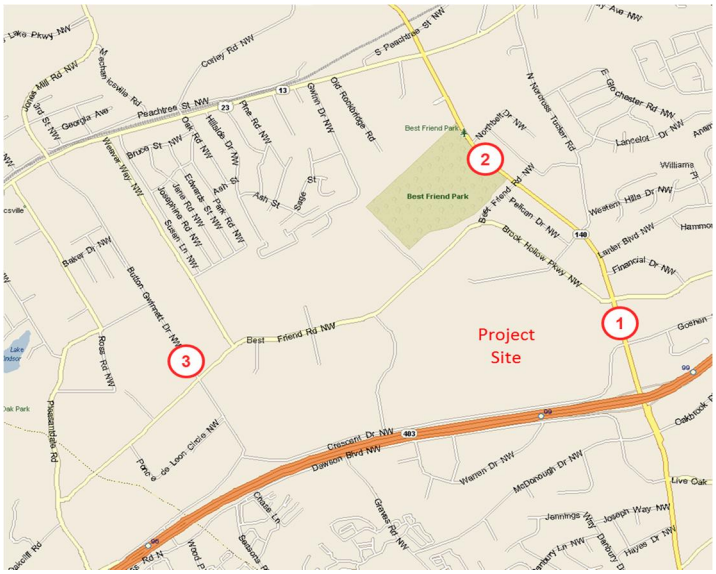
Count Year	Volume	Growth Rate
2005	58,961	
2006	55,938	-5.13%
2007	65,646	17.35%
2010	53,117	-6.82%
2012	50,800	-2.21%
Avg. 1 Year Rates 2006-2011		**-2.11%**

Station #:	2
Source:	GDOT
Location:	Jimmy Carter Blvd
	s/o US 23 / SR 13
Route #:	SR 140
Route Type:	State Highway
Location ID:	1356216

Count Year	Volume	Growth Rate
2004	49,724	
2005	49,073	-1.31%
2006	44,898	-8.51%
Avg. 1 Year Rates 2006-2011		**-4.98%**

Station #:	3
Source:	GDOT
Location:	Button Gwinnett Dr
	n/o Best Friend Rd
Route #:	N/A
Route Type:	Local Road
Location ID:	1350697

Count Year	Volume	Growth Rate
2004	8,521	
2005	10,171	19.36%
2006	8,976	-11.75%
Avg. 1 Year Rates 2006-2011		**2.64%**



SUM OF ALL THREE	
Avg. 1 Year Rates 2006-2011	**-1.48%**

Annual Population Growth

Gwinnett County Population Annual Growth (2000-2009):	3.19%
Gwinnett County Population Annual Growth Estimate (2010-2012):	2.25%
Gwinnett County ARC Population Forecast (2010-2040):	1.54%

CHOSEN GROWTH RATE:	1.0%

6305 Crescent Drive DRI

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: Button Gwinnett Dr @ Crescent Dr

COUNT DATE: 4-Feb-14

INTERSECTION CONDITION: Existing

MAJOR STREET: Button Gwinnett Dr

OF APPROACH LANES: 1

MINOR STREET: Crescent Dr

OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	MAJOR ST BOTH APPROACHES	HIGHEST HOUR MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3
									CONDITION A			CONDITION B				
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES →			350	105		525	53		280	84		420	42			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	0	0														
08:00 AM TO 09:00 AM	528	441	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	937	159	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	0	0														
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	1,465	600			**2**			**2**			**2**			**2**	**2**	**2**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS OF BOTH COND. A AND COND. B NEEDED						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

WARRANT 1 -- Eight-Hour Vehicular Volume Warrant

Condition A : Minimum Vehicular Volume

Condition B : Interruption of Continuous Traffic

Combination : Combination of Condition A and Condition B

WARRANT 2 -- Four-Hour Vehicular Volume Warrant

WARRANT 3 -- Peak Hour Warrant

Appendix D
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ I-85 NB Ramp
AM PEAK HOUR

Description	Jimmy Carter Blvd Northbound Left	Through	Right	Jimmy Carter Blvd Southbound Left	Through	Right	I-85 NB Ramp Eastbound Left	Through	Right	N/A Westbound Left	Through	Right
Observed 2014 AM Volumes		2,429	766	381	907		519		414			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %		2%	2%	7%	2%		4%		3%			
Peak Hour Factor		0.99			0.89			0.93				
Adjustment												
Adjusted 2014 Volumes	0	2429	766	381	907	0	519	0	414	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	2,683	846	421	1,002	0	573	0	457	0	0	0
Project Trips												
Trip Distribution IN		9%					20%					
Trip Distribution OUT				18%	9%							
Residential Trips	0	14	0	112	56	0	31	0	0	0	0	0
Trip Distribution IN		9%					20%					
Trip Distribution OUT				18%	9%							
Hotel Trips	0	8	0	11	5	0	17	0	0	0	0	0
Trip Distribution IN		11%					15%					
Trip Distribution OUT				33%	11%							
Office Trips	0	161	0	66	22	0	220	0	0	0	0	0
Trip Distribution IN		11%					15%					
Trip Distribution OUT				33%	11%							
Retail Trips	0	15	0	27	9	0	20	0	0	0	0	0
Trip Distribution IN		11%					15%					
Trip Distribution OUT				33%	11%							
Other Non-Residential Trips	0	53	0	58	19	0	72	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	251	0	274	111	0	360	0	0	0	0	0
2024 Buildout Total	0	2,934	846	695	1,113	0	933	0	457	0	0	0

PM PEAK HOUR

Description	Jimmy Carter Blvd Northbound Left	Through	Right	Jimmy Carter Blvd Southbound Left	Through	Right	I-85 NB Ramp Eastbound Left	Through	Right	N/A Westbound Left	Through	Right
Observed 2014 PM Volumes		1,079	496	541	1,631		282		519			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %		2%	3%	4%	2%		4%		2%			
Peak Hour Factor		0.94			0.96			0.95				
Adjustment												
Adjusted 2014 Volumes	0	1079	496	541	1631	0	282	0	519	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	1,192	548	598	1,802	0	312	0	573	0	0	0
Project Trips												
Trip Distribution IN		9%					20%					
Trip Distribution OUT				18%	9%							
Residential Trips	0	47	0	51	25	0	104	0	0	0	0	0
Trip Distribution IN		9%					20%					
Trip Distribution OUT				18%	9%							
Hotel Trips	0	7	0	13	7	0	15	0	0	0	0	0
Trip Distribution IN		11%					15%					
Trip Distribution OUT				33%	11%							
Office Trips	0	35	0	531	177	0	48	0	0	0	0	0
Trip Distribution IN		11%					15%					
Trip Distribution OUT				33%	11%							
Retail Trips	0	27	0	85	28	0	37	0	0	0	0	0
Trip Distribution IN		11%					15%					
Trip Distribution OUT				33%	11%							
Non-Residential Trips	0	0	0	64	21	0	48	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	116	0	744	258	0	252	0	0	0	0	0
2024 Buildout Total	0	1,308	548	1,342	2,060	0	564	0	573	0	0	0

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ I-85 SB Ramp

AM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			N/A			I-85 SB Ramp		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	928	2,021			1,000	591				279		503
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%			3%	3%				2%		4%
Peak Hour Factor		0.98			0.87						0.89	
Adjustment												
Adjusted 2014 Volumes	928	2021	0	0	1000	591	0	0	0	279	0	503
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	1,025	2,232	0	0	1,105	653	0	0	0	308	0	556
Project Trips												
Trip Distribution IN		29%										18%
Trip Distribution OUT					27%	20%						
Residential Trips	0	45	0	0	168	125	0	0	0	0	0	28
Trip Distribution IN		29%										18%
Trip Distribution OUT					27%	20%						
Hotel Trips	0	25	0	0	16	12	0	0	0	0	0	16
Trip Distribution IN		26%										33%
Trip Distribution OUT					44%	15%						
Office Trips	0	381	0	0	88	30	0	0	0	0	0	483
Trip Distribution IN		26%										33%
Trip Distribution OUT					44%	15%						
Retail Trips	0	34	0	0	36	12	0	0	0	0	0	44
Trip Distribution IN		26%										33%
Trip Distribution OUT					44%	15%						
Other Non-Residential Trips	0	125	0	0	77	26	0	0	0	0	0	159
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	610	0	0	385	205	0	0	0	0	0	730
2024 Buildout Total	1,025	2,842	0	0	1,490	858	0	0	0	308	0	1,286

PM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			N/A			I-85 SB Ramp		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	473	888			1,658	474				515		646
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	3%	2%			2%	2%				2%		4%
Peak Hour Factor		0.91			0.97						0.96	
Adjustment												
Adjusted 2014 Volumes	473	888	0	0	1658	474	0	0	0	515	0	646
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	522	981	0	0	1,831	524	0	0	0	569	0	714
Project Trips												
Trip Distribution IN		29%										18%
Trip Distribution OUT					27%	20%						
Residential Trips	0	151	0	0	76	56	0	0	0	0	0	93
Trip Distribution IN		29%										18%
Trip Distribution OUT					27%	20%						
Hotel Trips	0	22	0	0	20	15	0	0	0	0	0	14
Trip Distribution IN		26%										33%
Trip Distribution OUT					44%	15%						
Office Trips	0	83	0	0	708	242	0	0	0	0	0	106
Trip Distribution IN		26%										33%
Trip Distribution OUT					44%	15%						
Retail Trips	0	64	0	0	114	39	0	0	0	0	0	81
Trip Distribution IN		26%										33%
Trip Distribution OUT					44%	15%						
Non-Residential Trips	0	83	0	0	85	29	0	0	0	0	0	105
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	403	0	0	1,003	381	0	0	0	0	0	399
2024 Buildout Total	522	1,384	0	0	2,834	905	0	0	0	569	0	1,113

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ Crescent Drive / Goshen Springs Road

AM PEAK HOUR

Description	Jimmy Carter Blvd Northbound Left	Through	Right	Jimmy Carter Blvd Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Goshen Springs Rd Westbound Left	Through	Right
Observed 2013 AM Volumes	252	2,048	68	61	1,264	148	32	7	52	119	148	29
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	4%	2%	7%	9%	6%	6%	2%	15%	10%	5%	14%
Peak Hour Factor		0.92			0.90			0.50			0.90	
Adjustment												
Adjusted 2013 Volumes	252	2048	68	61	1264	148	32	7	52	119	148	29
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	281	2,285	76	68	1,410	165	36	8	58	133	165	32
Project Trips												
Trip Distribution IN	40%	7%				13%					3%	
Trip Distribution OUT					1%		13%	3%	46%			
Residential Trips	62	11	0	0	6	20	81	19	287	0	5	0
Trip Distribution IN	40%	7%				13%					3%	
Trip Distribution OUT					1%		13%	3%	46%			
Hotel Trips	35	6	0	0	1	11	8	2	28	0	3	0
Trip Distribution IN	47%	12%				10%					2%	
Trip Distribution OUT					19%		11%	2%	40%			
Office Trips	689	176	0	0	38	147	22	4	80	0	29	0
Trip Distribution IN	47%	12%				10%					2%	
Trip Distribution OUT					19%		11%	2%	40%			
Retail Trips	62	16	0	0	15	13	9	2	32	0	3	0
Trip Distribution IN	47%	12%				10%					2%	
Trip Distribution OUT					19%		11%	2%	40%			
Other Non-Residential Trips	227	58	0	0	33	48	19	4	70	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1,075	267	0	0	93	239	139	31	497	0	50	0
2024 Buildout Total	1,356	2,552	76	68	1,503	404	175	39	555	133	215	32

PM PEAK HOUR

Description	Jimmy Carter Blvd Northbound Left	Through	Right	Jimmy Carter Blvd Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Goshen Springs Rd Westbound Left	Through	Right
Observed 2013 PM Volumes	75	1,398	52	72	1,903	19	121	80	382	194	22	47
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	12%	5%	19%	6%	3%	16%	2%	2%	5%	3%	9%	2%
Peak Hour Factor		0.87			0.95			0.80			0.84	
Adjustment												
Adjusted 2013 Volumes	75	1398	52	72	1903	19	121	80	382	194	22	47
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	84	1,560	58	80	2,123	21	135	89	426	216	25	52
Project Trips												
Trip Distribution IN	40%	7%				13%					3%	
Trip Distribution OUT					1%		13%	3%	46%			
Residential Trips	208	36	0	0	3	67	37	8	130	0	16	0
Trip Distribution IN	40%	7%				13%					3%	
Trip Distribution OUT					1%		13%	3%	46%			
Hotel Trips	30	5	0	0	1	10	10	2	34	0	2	0
Trip Distribution IN	47%	12%				10%					2%	
Trip Distribution OUT					19%		11%	2%	40%			
Office Trips	151	39	0	0	306	32	177	32	644	0	6	0
Trip Distribution IN	47%	12%				10%					2%	
Trip Distribution OUT					19%		11%	2%	40%			
Retail Trips	116	30	0	0	49	25	28	5	103	0	5	0
Trip Distribution IN	47%	12%				10%					2%	
Trip Distribution OUT					19%		11%	2%	40%			
Non-Residential Trips	150	38	0	0	37	32	21	4	78	0	6	0
Pass-By Trips	19	-19	0	0	-26	80	7	0	26	0	0	0
Total Project Trips	674	129	0	0	370	246	280	51	1,015	0	35	0
2024 Buildout Total	758	1,689	58	80	2,493	267	415	140	1,441	216	60	52

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ Brook Hollow Parkway

AM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Brook Hollow Pkwy			Brook Hollow Pkwy		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2013 AM Volumes	197	1,791	102	315	1,180	8	9	107	90	186	543	544
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	6%	4%	3%	4%	8%	25%	33%	19%	34%	5%	7%	2%
Peak Hour Factor		0.95			0.89			0.79			0.97	
Adjustment												
Adjusted 2013 Volumes	197	1791	102	315	1180	8	9	107	90	186	543	544
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	220	1,998	114	351	1,316	9	10	119	100	208	606	607
Project Trips												
Trip Distribution IN	7%				9%	1%				4%	1%	
Trip Distribution OUT		9%	4%				1%	1%	1%			
Residential Trips	11	56	25	0	14	2	6	6	6	6	2	0
Trip Distribution IN	7%				9%	1%				4%	1%	
Trip Distribution OUT		9%	4%				1%	1%	1%			
Hotel Trips	6	5	2	0	8	1	1	1	1	3	1	0
Trip Distribution IN	12%				12%	3%				2%	1%	
Trip Distribution OUT		10%	1%				5%	2%	3%			
Office Trips	176	20	2	0	176	44	10	4	6	29	15	0
Trip Distribution IN	12%				12%	3%				2%	1%	
Trip Distribution OUT		10%	1%				5%	2%	3%			
Retail Trips	16	8	1	0	16	4	4	2	2	3	1	0
Trip Distribution IN	12%				12%	3%				2%	1%	
Trip Distribution OUT		10%	1%				5%	2%	3%			
Other Non-Residential Trips	58	18	2	0	58	14	9	4	5	10	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	267	107	32	0	272	65	30	17	20	51	24	0
2024 Buildout Total	487	2,105	146	351	1,588	74	40	136	120	259	630	607

PM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Brook Hollow Pkwy			Brook Hollow Pkwy		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2013 PM Volumes	71	1,326	190	509	1,659	12	28	442	245	131	92	338
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	21%	4%	4%	3%	4%	2%	4%	5%	5%	5%	16%	2%
Peak Hour Factor		0.92			0.90			0.80			0.83	
Adjustment												
Adjusted 2013 Volumes	71	1326	190	509	1659	12	28	442	245	131	92	338
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	79	1,479	212	568	1,851	13	31	493	273	146	103	377
Project Trips												
Trip Distribution IN	7%				9%	1%				4%	1%	
Trip Distribution OUT		9%	4%				1%	1%	1%			
Residential Trips	36	25	11	0	47	5	3	3	3	21	5	0
Trip Distribution IN	7%				9%	1%				4%	1%	
Trip Distribution OUT		9%	4%				1%	1%	1%			
Hotel Trips	5	7	3	0	7	1	1	1	1	3	1	0
Trip Distribution IN	12%				12%	3%				2%	1%	
Trip Distribution OUT		10%	1%				5%	2%	3%			
Office Trips	39	161	16	0	39	10	81	32	48	6	3	0
Trip Distribution IN	12%				12%	3%				2%	1%	
Trip Distribution OUT		10%	1%				5%	2%	3%			
Retail Trips	30	26	3	0	30	7	13	5	8	5	2	0
Trip Distribution IN	12%				12%	3%				2%	1%	
Trip Distribution OUT		10%	1%				5%	2%	3%			
Non-Residential Trips	38	19	2	0	38	10	10	4	6	6	3	0
Pass-By Trips	0	-12	0	0	0	0	12	0	0	0	0	0
Total Project Trips	148	226	35	0	161	33	120	45	66	41	14	0
2024 Buildout Total	227	1,705	247	568	2,012	46	151	538	339	187	117	377

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ N Norcross Tucker Road

AM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			N Norcross Tucker Rd			N Norcross Tucker Rd		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2013 AM Volumes	53	2,050	455	14	1,074	31	14	18	19	373	84	27
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	8%	4%	2%	7%	8%	29%	50%	11%	26%	2%	4%	2%
Peak Hour Factor		0.96			0.95			0.78			0.89	
Adjustment												
Adjusted 2013 Volumes	53	2050	455	14	1074	31	14	18	19	373	84	27
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	59	2,287	508	16	1,198	35	16	20	21	416	94	30
Project Trips												
Trip Distribution IN					8%					2%		
Trip Distribution OUT		8%	2%									
Residential Trips	0	50	12	0	12	0	0	0	0	3	0	0
Trip Distribution IN					8%					2%		
Trip Distribution OUT		8%	2%									
Hotel Trips	0	5	1	0	7	0	0	0	0	2	0	0
Trip Distribution IN					9%					6%		
Trip Distribution OUT		9%	6%									
Office Trips	0	18	12	0	132	0	0	0	0	88	0	0
Trip Distribution IN					9%					6%		
Trip Distribution OUT		9%	6%									
Retail Trips	0	7	5	0	12	0	0	0	0	8	0	0
Trip Distribution IN					9%					6%		
Trip Distribution OUT		9%	6%									
Other Non-Residential Trips	0	16	11	0	43	0	0	0	0	29	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	96	41	0	206	0	0	0	0	130	0	0
2024 Buildout Total	59	2,383	549	16	1,404	35	16	20	21	546	94	30

PM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			N Norcross Tucker Rd			N Norcross Tucker Rd		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2013 PM Volumes	30	1,280	319	24	1,883	50	23	50	43	371	53	29
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	3%	5%	2%	2%	3%	14%	13%	2%	7%	2%	2%	3%
Peak Hour Factor		0.98			0.91			0.75			0.93	
Adjustment												
Adjusted 2013 Volumes	30	1280	319	24	1883	50	23	50	43	371	53	29
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	33	1,428	356	27	2,101	56	26	56	48	414	59	32
Project Trips												
Trip Distribution IN					8%					2%		
Trip Distribution OUT		8%	2%									
Residential Trips	0	23	6	0	42	0	0	0	0	10	0	0
Trip Distribution IN					8%					2%		
Trip Distribution OUT		8%	2%									
Hotel Trips	0	6	1	0	6	0	0	0	0	2	0	0
Trip Distribution IN					9%					6%		
Trip Distribution OUT		9%	6%									
Office Trips	0	145	97	0	29	0	0	0	0	19	0	0
Trip Distribution IN					9%					6%		
Trip Distribution OUT		9%	6%									
Retail Trips	0	23	15	0	22	0	0	0	0	15	0	0
Trip Distribution IN					9%					6%		
Trip Distribution OUT		9%	6%									
Non-Residential Trips	0	17	12	0	29	0	0	0	0	19	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	214	131	0	128	0	0	0	0	65	0	0
2024 Buildout Total	33	1,642	487	27	2,229	56	26	56	48	479	59	32

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ Best Friend Road

AM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Best Friend Rd			Best Friend Rd		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	130	1,932	24	63	1,044	170	99	22	15	27	41	13
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	13%	4%	5%	2%
Peak Hour Factor		0.92			0.94			0.77			0.88	
Adjustment												
Adjusted 2014 Volumes	130	1932	24	63	1044	170	99	22	15	27	41	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	144	2,134	27	70	1,153	188	109	24	17	30	45	14
Project Trips												
Trip Distribution IN					8%							
Trip Distribution OUT		8%										
Residential Trips	0	50	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		8%										
Hotel Trips	0	5	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					9%							
Trip Distribution OUT		9%										
Office Trips	0	18	0	0	132	0	0	0	0	0	0	0
Trip Distribution IN					9%							
Trip Distribution OUT		9%										
Retail Trips	0	7	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN					9%							
Trip Distribution OUT		9%										
Other Non-Residential Trips	0	16	0	0	43	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	96	0	0	206	0	0	0	0	0	0	0
2024 Buildout Total	144	2,230	27	70	1,359	188	109	24	17	30	45	14

PM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Best Friend Rd			Best Friend Rd		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	83	1,185	7	57	1,433	130	177	28	26	70	33	15
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	14%	2%	2%	5%	3%	4%	2%	4%	2%	2%
Peak Hour Factor		0.93			0.98			0.90			0.54	
Adjustment												
Adjusted 2014 Volumes	83	1185	7	57	1433	130	177	28	26	70	33	15
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	92	1,309	8	63	1,583	144	196	31	29	77	36	17
Project Trips												
Trip Distribution IN					8%							
Trip Distribution OUT		8%										
Residential Trips	0	23	0	0	42	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		8%										
Hotel Trips	0	6	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN					9%							
Trip Distribution OUT		9%										
Office Trips	0	145	0	0	29	0	0	0	0	0	0	0
Trip Distribution IN					9%							
Trip Distribution OUT		9%										
Retail Trips	0	23	0	0	22	0	0	0	0	0	0	0
Trip Distribution IN					9%							
Trip Distribution OUT		9%										
Non-Residential Trips	0	17	0	0	29	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	214	0	0	128	0	0	0	0	0	0	0
2024 Buildout Total	92	1,523	8	63	1,711	144	196	31	29	77	36	17

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ US 23 / SR 13 (Buford Highway)

AM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Buford Hwy			Buford Hwy		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	272	1,542	160	207	1,034	186	96	264	138	102	899	251
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	3%	3%	3%	2%	5%
Peak Hour Factor		0.95			0.92			0.93			0.92	
Adjustment												
Adjusted 2014 Volumes	272	1542	160	207	1034	186	96	264	138	102	899	251
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	300	1,703	177	229	1,142	205	106	292	152	113	993	277
Project Trips												
Trip Distribution IN					4%				1%	3%		
Trip Distribution OUT	1%	4%	3%									
Residential Trips	6	25	19	0	6	0	0	0	2	5	0	0
Trip Distribution IN					4%				1%	3%		
Trip Distribution OUT	1%	4%	3%									
Hotel Trips	1	2	2	0	3	0	0	0	1	3	0	0
Trip Distribution IN					4%				3%	2%		
Trip Distribution OUT	3%	4%	2%									
Office Trips	6	8	4	0	59	0	0	0	44	29	0	0
Trip Distribution IN					4%				3%	2%		
Trip Distribution OUT	3%	4%	2%									
Retail Trips	2	3	2	0	5	0	0	0	4	3	0	0
Trip Distribution IN					4%				3%	2%		
Trip Distribution OUT	3%	4%	2%									
Other Non-Residential Trips	5	7	4	0	19	0	0	0	14	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	45	31	0	92	0	0	0	65	50	0	0
2024 Buildout Total	320	1,748	208	229	1,234	205	106	292	217	163	993	277

PM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Buford Hwy			Buford Hwy		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	184	945	188	281	1,249	93	58	806	234	134	489	231
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%
Peak Hour Factor		0.91			0.92			0.97			0.89	
Adjustment												
Adjusted 2014 Volumes	184	945	188	281	1249	93	58	806	234	134	489	231
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	203	1,044	208	310	1,380	103	64	890	258	148	540	255
Project Trips												
Trip Distribution IN					4%				1%	3%		
Trip Distribution OUT	1%	4%	3%									
Residential Trips	3	11	8	0	21	0	0	0	5	16	0	0
Trip Distribution IN					4%				1%	3%		
Trip Distribution OUT	1%	4%	3%									
Hotel Trips	1	3	2	0	3	0	0	0	1	2	0	0
Trip Distribution IN					4%				3%	2%		
Trip Distribution OUT	3%	4%	2%									
Office Trips	48	64	32	0	13	0	0	0	10	6	0	0
Trip Distribution IN					4%				3%	2%		
Trip Distribution OUT	3%	4%	2%									
Retail Trips	8	10	5	0	10	0	0	0	7	5	0	0
Trip Distribution IN					4%				3%	2%		
Trip Distribution OUT	3%	4%	2%									
Non-Residential Trips	6	8	4	0	13	0	0	0	10	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	66	96	51	0	60	0	0	0	33	35	0	0
2024 Buildout Total	269	1,140	259	310	1,440	103	64	890	291	183	540	255

INTERSECTION VOLUME DEVELOPMENT

Brook Hollow Parkway @ N Norcross Tucker Road

AM PEAK HOUR

Description	N Norcross Tucker Rd Northbound			N Norcross Tucker Rd Southbound			Brook Hollow Pkwy Eastbound			Brook Hollow Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	8	6	6	12	7	95	17	145	6	25	771	23
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	38%	2%	17%	2%	2%	2%	2%	10%	2%	16%	3%	4%
Peak Hour Factor		0.63			0.66			0.79			0.89	
Adjustment												
Adjusted 2014 Volumes	8	6	6	12	7	95	17	145	6	25	771	23
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	9	7	7	13	8	105	19	160	7	28	852	25
Project Trips												
Trip Distribution IN								13%				
Trip Distribution OUT											13%	
Residential Trips	0	0	0	0	0	0	0	20	0	0	81	0
Trip Distribution IN								13%				
Trip Distribution OUT											13%	
Hotel Trips	0	0	0	0	0	0	0	11	0	0	8	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Office Trips	0	0	0	0	0	0	0	103	0	0	14	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Retail Trips	0	0	0	0	0	0	0	9	0	0	6	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Other Non-Residential Trips	0	0	0	0	0	0	0	34	0	0	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	177	0	0	121	0
2024 Buildout Total	9	7	7	13	8	105	19	337	7	28	973	25

PM PEAK HOUR

Description	N Norcross Tucker Rd Northbound			N Norcross Tucker Rd Southbound			Brook Hollow Pkwy Eastbound			Brook Hollow Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	4	17	26	48	15	36	40	631	7	4	136	34
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	25%	2%	8%	2%	2%	2%	2%	2%	2%	25%	5%	2%
Peak Hour Factor		0.69			0.85			0.75			0.95	
Adjustment												
Adjusted 2014 Volumes	4	17	26	48	15	36	40	631	7	4	136	34
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	4	19	29	53	17	40	44	697	8	4	150	38
Project Trips												
Trip Distribution IN								13%				
Trip Distribution OUT											13%	
Residential Trips	0	0	0	0	0	0	0	67	0	0	37	0
Trip Distribution IN								13%				
Trip Distribution OUT											13%	
Hotel Trips	0	0	0	0	0	0	0	10	0	0	10	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Office Trips	0	0	0	0	0	0	0	22	0	0	113	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Retail Trips	0	0	0	0	0	0	0	17	0	0	18	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Non-Residential Trips	0	0	0	0	0	0	0	22	0	0	14	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	138	0	0	192	0
2024 Buildout Total	4	19	29	53	17	40	44	835	8	4	342	38

INTERSECTION VOLUME DEVELOPMENT

Button Gwinnett Drive @ Crescent Drive

AM PEAK HOUR

Description	Button Gwinnett Dr Northbound Left	Through	Right	Button Gwinnett Dr Southbound Left	Through	Right	N/A Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes		302	88	34	192					336		105
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %		2%	2%	12%	6%					2%		4%
Peak Hour Factor		0.83			0.91						0.84	
Adjustment												
Adjusted 2014 Volumes	0	302	88	34	192	0	0	0	0	336	0	105
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	334	97	38	212	0	0	0	0	371	0	116
Project Trips												
Trip Distribution IN			13%	9%								
Trip Distribution OUT										13%		9%
Residential Trips	0	0	20	14	0	0	0	0	0	81	0	56
Trip Distribution IN			13%	9%								
Trip Distribution OUT										13%		9%
Hotel Trips	0	0	11	8	0	0	0	0	0	8	0	5
Trip Distribution IN			8%	6%								
Trip Distribution OUT										8%		6%
Office Trips	0	0	117	88	0	0	0	0	0	16	0	12
Trip Distribution IN			8%	6%								
Trip Distribution OUT										8%		6%
Retail Trips	0	0	11	8	0	0	0	0	0	6	0	5
Trip Distribution IN			8%	6%								
Trip Distribution OUT										8%		6%
Other Non-Residential Trips	0	0	39	29	0	0	0	0	0	14	0	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	198	147	0	0	0	0	0	125	0	89
2024 Buildout Total	0	334	295	185	212	0	0	0	0	496	0	205

PM PEAK HOUR

Description	Button Gwinnett Dr Northbound Left	Through	Right	Button Gwinnett Dr Southbound Left	Through	Right	N/A Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes		143	128	299	495					112		47
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %		9%	6%	2%	2%					7%		9%
Peak Hour Factor		0.86			0.91						0.86	
Adjustment												
Adjusted 2014 Volumes	0	143	128	299	495	0	0	0	0	112	0	47
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	158	141	330	547	0	0	0	0	124	0	52
Project Trips												
Trip Distribution IN			13%	9%								
Trip Distribution OUT										13%		9%
Residential Trips	0	0	67	47	0	0	0	0	0	37	0	25
Trip Distribution IN			13%	9%								
Trip Distribution OUT										13%		9%
Hotel Trips	0	0	10	7	0	0	0	0	0	10	0	7
Trip Distribution IN			8%	6%								
Trip Distribution OUT										8%		6%
Office Trips	0	0	26	19	0	0	0	0	0	129	0	97
Trip Distribution IN			8%	6%								
Trip Distribution OUT										8%		6%
Retail Trips	0	0	20	15	0	0	0	0	0	21	0	15
Trip Distribution IN			8%	6%								
Trip Distribution OUT										8%		6%
Non-Residential Trips	0	0	26	19	0	0	0	0	0	16	0	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	149	107	0	0	0	0	0	213	0	156
2024 Buildout Total	0	158	290	437	547	0	0	0	0	337	0	208

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway #1 (Existing & Future)
AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #1 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes				1		0	1	58			536	4
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %				2%		2%	2%	7%			2%	2%
Peak Hour Factor					0.85			0.74			0.92	
Adjustment												
Adjusted 2014 Volumes	0	0	0	1	0	0	1	58	0	0	536	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	1	0	0	1	64	0	0	592	4
Project Trips												
Trip Distribution IN							12%	10%				39%
Trip Distribution OUT				39%		12%					10%	
Residential Trips	0	0	0	243	0	75	19	16	0	0	62	61
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	19	0	0	13	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Office Trips	0	0	0	0	0	0	0	205	0	0	28	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Retail Trips	0	0	0	0	0	0	0	18	0	0	11	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Other Non-Residential Trips	0	0	0	0	0	0	0	67	0	0	25	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	243	0	75	19	325	0	0	139	61
2024 Buildout Total	0	0	0	244	0	75	20	389	0	0	731	65

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #1 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes				4		3	0	529			93	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %				2%		2%	2%	2%			11%	2%
Peak Hour Factor					0.85			0.90			0.80	
Adjustment												
Adjusted 2014 Volumes	0	0	0	4	0	3	0	529	0	0	93	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	4	0	3	0	584	0	0	103	0
Project Trips												
Trip Distribution IN							12%	10%				39%
Trip Distribution OUT				39%		12%					10%	
Residential Trips	0	0	0	110	0	34	62	52	0	0	28	202
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	17	0	0	16	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Office Trips	0	0	0	0	0	0	0	45	0	0	225	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Retail Trips	0	0	0	0	0	0	0	34	0	0	36	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Non-Residential Trips	0	0	0	0	0	0	0	45	0	0	27	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	110	0	34	62	193	0	0	332	202
2024 Buildout Total	0	0	0	114	0	37	62	777	0	0	435	202

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway A (Existing to be Demolished)
AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy A Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes				1		0	2	99			550	7
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %				2%		2%	2%	4%			3%	2%
Peak Hour Factor					0.25			0.63			0.90	
Adjustment												
Adjusted 2014 Volumes	0	0	0	1	0	0	2	99	0	0	550	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	1	0	0	2	109	0	0	608	8
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
2024 Buildout Total	0	0	0	1	0	0	2	109	0	0	608	8

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy A Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes				4		0	0	504			109	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %				2%		2%	2%	2%			10%	2%
Peak Hour Factor					0.50			0.96			0.76	
Adjustment												
Adjusted 2014 Volumes	0	0	0	4	0	0	0	504	0	0	109	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	4	0	0	0	557	0	0	120	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
2024 Buildout Total	0	0	0	4	0	0	0	557	0	0	120	0

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway B (Existing to be Demolished)

AM PEAK HOUR

Description	Crescent Dr Northbound			Crescent Dr Southbound			Site Dwy B Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes	1	64			546	3	0		2			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	5%			3%	33%	2%		50%			
Peak Hour Factor		0.77			0.90			0.50				
Adjustment												
Adjusted 2014 Volumes	1	64	0	0	546	3	0	0	2	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	1	71	0	0	603	3	0	0	2	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
2024 Buildout Total	1	71	0	0	603	3	0	0	2	0	0	0

PM PEAK HOUR

Description	Crescent Dr Northbound			Crescent Dr Southbound			Site Dwy B Eastbound			N/A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes	2	533			104	4	9		2			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	100%	2%			9%	2%	2%		100%			
Peak Hour Factor		0.90			0.75			0.55				
Adjustment												
Adjusted 2014 Volumes	2	533	0	0	104	4	9	0	2	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	2	589	0	0	115	4	10	0	2	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
2024 Buildout Total	2	589	0	0	115	4	10	0	2	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway #2 (Proposed/Future)

AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #2 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes								61			544	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.80			0.90	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	61	0	0	544	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	67	0	0	601	0
Project Trips												
Trip Distribution IN							2%	8%			39%	12%
Trip Distribution OUT				12%		2%		39%			8%	
Residential Trips	0	0	0	75	0	12	3	255	0	0	111	19
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	19	0	0	13	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Office Trips	0	0	0	0	0	0	0	205	0	0	28	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Retail Trips	0	0	0	0	0	0	0	18	0	0	11	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Other Non-Residential Trips	0	0	0	0	0	0	0	67	0	0	25	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	75	0	12	3	564	0	0	188	19
2024 Buildout Total	0	0	0	75	0	12	3	631	0	0	789	19

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #2 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes								534			102	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.90			0.80	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	534	0	0	102	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	590	0	0	113	0
Project Trips												
Trip Distribution IN							2%	8%			39%	12%
Trip Distribution OUT				12%		2%		39%			8%	
Residential Trips	0	0	0	34	0	6	10	152	0	0	225	62
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	17	0	0	16	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Office Trips	0	0	0	0	0	0	0	45	0	0	225	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Retail Trips	0	0	0	0	0	0	0	34	0	0	36	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Non-Residential Trips	0	0	0	0	0	0	0	45	0	0	27	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	34	0	6	10	293	0	0	529	62
2024 Buildout Total	0	0	0	34	0	6	10	883	0	0	642	62

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway #3 (Proposed/Future)

AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #3 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes								61			544	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.80			0.90	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	61	0	0	544	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	67	0	0	601	0
Project Trips												
Trip Distribution IN							8%				51%	27%
Trip Distribution OUT				27%		8%		51%				
Residential Trips	0	0	0	168	0	50	12	318	0	0	80	42
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	19	0	0	13	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Office Trips	0	0	0	0	0	0	0	205	0	0	28	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Retail Trips	0	0	0	0	0	0	0	18	0	0	11	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Other Non-Residential Trips	0	0	0	0	0	0	0	67	0	0	25	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	168	0	50	12	627	0	0	157	42
2024 Buildout Total	0	0	0	168	0	50	12	694	0	0	758	42

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #3 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes								534			102	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.90			0.80	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	534	0	0	102	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	590	0	0	113	0
Project Trips												
Trip Distribution IN							8%				51%	27%
Trip Distribution OUT				27%		8%		51%				
Residential Trips	0	0	0	76	0	23	42	144	0	0	265	140
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	17	0	0	16	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Office Trips	0	0	0	0	0	0	0	45	0	0	225	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Retail Trips	0	0	0	0	0	0	0	34	0	0	36	0
Trip Distribution IN								14%				
Trip Distribution OUT											14%	
Non-Residential Trips	0	0	0	0	0	0	0	45	0	0	27	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	76	0	23	42	285	0	0	569	140
2024 Buildout Total	0	0	0	76	0	23	42	875	0	0	682	140

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway #4 (Proposed/Future)

AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #4 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes								61			544	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.80			0.90	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	61	0	0	544	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	67	0	0	601	0
Project Trips												
Trip Distribution IN											78%	
Trip Distribution OUT								78%				
Residential Trips	0	0	0	0	0	0	0	487	0	0	122	0
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	19	0	0	13	0
Trip Distribution IN							3%	11%				2%
Trip Distribution OUT				2%		3%					11%	
Office Trips	0	0	0	4	0	6	44	161	0	0	22	29
Trip Distribution IN							3%	11%				2%
Trip Distribution OUT				2%		3%					11%	
Retail Trips	0	0	0	2	0	2	4	15	0	0	9	3
Trip Distribution IN							3%	11%				2%
Trip Distribution OUT				2%		3%					11%	
Other Non-Residential Trips	0	0	0	4	0	5	14	53	0	0	19	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	10	0	13	62	735	0	0	185	42
2024 Buildout Total	0	0	0	10	0	13	62	802	0	0	786	42

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #4 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes								534			102	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.90			0.80	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	534	0	0	102	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	590	0	0	113	0
Project Trips												
Trip Distribution IN											78%	
Trip Distribution OUT								78%				
Residential Trips	0	0	0	0	0	0	0	220	0	0	405	0
Trip Distribution IN								22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	0	0	0	0	17	0	0	16	0
Trip Distribution IN							3%	11%				2%
Trip Distribution OUT				2%		3%					11%	
Office Trips	0	0	0	32	0	48	10	35	0	0	177	6
Trip Distribution IN							3%	11%				2%
Trip Distribution OUT				2%		3%					11%	
Retail Trips	0	0	0	5	0	8	7	27	0	0	28	5
Trip Distribution IN							3%	11%				2%
Trip Distribution OUT				2%		3%					11%	
Non-Residential Trips	0	0	0	4	0	6	10	35	0	0	21	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	41	0	62	27	334	0	0	647	17
2024 Buildout Total	0	0	0	41	0	62	27	924	0	0	760	17

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway #5 (Proposed/Future)

AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #5 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 AM Volumes								61			544	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.80			0.90	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	61	0	0	544	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	67	0	0	601	0
Project Trips												
Trip Distribution IN						22%					56%	
Trip Distribution OUT								78%				
Residential Trips	0	0	0	0	0	34	0	487	0	0	87	0
Trip Distribution IN				10%				22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	9	0	0	0	19	0	0	13	0
Trip Distribution IN							5%	6%			2%	23%
Trip Distribution OUT				23%		5%		2%			6%	
Office Trips	0	0	0	46	0	10	73	92	0	0	41	337
Trip Distribution IN							5%	6%			2%	23%
Trip Distribution OUT				23%		5%		2%			6%	
Retail Trips	0	0	0	19	0	4	7	10	0	0	8	30
Trip Distribution IN							5%	6%			2%	23%
Trip Distribution OUT				23%		5%		2%			6%	
Other Non-Residential Trips	0	0	0	40	0	9	24	33	0	0	21	111
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	114	0	57	104	641	0	0	170	478
2024 Buildout Total	0	0	0	114	0	57	104	708	0	0	771	478

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	Site Dwy #5 Southbound Left	Through	Right	Crescent Dr Eastbound Left	Through	Right	Crescent Dr Westbound Left	Through	Right
Observed 2014 PM Volumes								534			102	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.90			0.80	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	534	0	0	102	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	590	0	0	113	0
Project Trips												
Trip Distribution IN						22%					56%	
Trip Distribution OUT								78%				
Residential Trips	0	0	0	0	0	114	0	220	0	0	291	0
Trip Distribution IN				10%				22%				
Trip Distribution OUT											22%	
Hotel Trips	0	0	0	8	0	0	0	17	0	0	16	0
Trip Distribution IN							5%	6%			2%	23%
Trip Distribution OUT				23%		5%		2%			6%	
Office Trips	0	0	0	370	0	81	16	51	0	0	103	74
Trip Distribution IN							5%	6%			2%	23%
Trip Distribution OUT				23%		5%		2%			6%	
Retail Trips	0	0	0	59	0	13	12	20	0	0	20	57
Trip Distribution IN							5%	6%			2%	23%
Trip Distribution OUT				23%		5%		2%			6%	
Non-Residential Trips	0	0	0	45	0	10	16	23	0	0	18	73
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	482	0	218	44	331	0	0	448	204
2024 Buildout Total	0	0	0	482	0	218	44	921	0	0	561	204

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Internal Road B (Proposed/Future) / Site Driveway #7 (Proposed/Future)

AM PEAK HOUR

	Crescent Dr			Crescent Dr			Internal Rd B			Site Dwy #7		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes		64			546							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.80			0.90			0.85			0.85	
Adjustment												
Adjusted 2014 Volumes	0	64	0	0	546	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	71	0	0	603	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					56%							
Trip Distribution OUT	16%	62%										
Residential Trips	100	387	0	0	87	0	0	0	0	0	0	0
Trip Distribution IN			32%	56%				12%				
Trip Distribution OUT										22%	16%	62%
Hotel Trips	0	0	28	49	0	0	0	10	0	13	10	37
Trip Distribution IN	6%				30%	19%						
Trip Distribution OUT		25%			5%	1%	28%		1%			
Office Trips	88	50	0	0	450	280	56	0	2	0	0	0
Trip Distribution IN	6%				30%	19%						
Trip Distribution OUT		25%			5%	1%	28%		1%			
Retail Trips	8	20	0	0	44	26	23	0	1	0	0	0
Trip Distribution IN	6%				30%	19%						
Trip Distribution OUT		25%			5%	1%	28%		1%			
Other Non-Residential Trips	29	44	0	0	154	94	49	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	225	501	28	49	735	400	128	10	5	13	10	37
2024 Buildout Total	225	572	28	49	1,338	400	128	10	5	13	10	37

PM PEAK HOUR

	Crescent Dr			Crescent Dr			Internal Rd B			Site Dwy #7		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes		533			104							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.90			0.80			0.85			0.85	
Adjustment												
Adjusted 2014 Volumes	0	533	0	0	104	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	589	0	0	115	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					56%							
Trip Distribution OUT	16%	62%										
Residential Trips	45	175	0	0	291	0	0	0	0	0	0	0
Trip Distribution IN			32%	56%				12%				
Trip Distribution OUT										22%	16%	62%
Hotel Trips	0	0	24	43	0	0	0	9	0	16	12	46
Trip Distribution IN	6%				30%	19%						
Trip Distribution OUT		25%			5%	1%	28%		1%			
Office Trips	19	403	0	0	177	77	451	0	16	0	0	0
Trip Distribution IN	6%				30%	19%						
Trip Distribution OUT		25%			5%	1%	28%		1%			
Retail Trips	15	65	0	0	87	50	72	0	3	0	0	0
Trip Distribution IN	6%				30%	19%						
Trip Distribution OUT		25%			5%	1%	28%		1%			
Non-Residential Trips	19	49	0	0	106	63	54	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	43	33	0	0	0	0	0
Total Project Trips	98	692	24	43	661	233	610	9	21	16	12	46
2024 Buildout Total	98	1,281	24	43	776	233	610	9	21	16	12	46

INTERSECTION VOLUME DEVELOPMENT

Internal Road A (Proposed/Future) @ Internal Road B (Proposed/Future) / Site Driveway #6 (Proposed/Future)

AM PEAK HOUR

	N/A			Internal Rd A			Site Dwy #6			Internal Rd B		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.85			0.85	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN						22%						
Trip Distribution OUT												16%
Residential Trips	0	0	0	0	0	34	0	0	0	0	0	100
Trip Distribution IN						22%		12%				
Trip Distribution OUT												16%
Hotel Trips	0	0	0	0	0	19	0	10	0	0	0	10
Trip Distribution IN						14%					16%	9%
Trip Distribution OUT						1%	7%	29%				1%
Office Trips	0	0	0	0	0	207	14	58	0	0	234	134
Trip Distribution IN						14%					16%	9%
Trip Distribution OUT						1%	7%	29%				1%
Retail Trips	0	0	0	0	0	19	6	23	0	0	21	13
Trip Distribution IN						14%					16%	9%
Trip Distribution OUT						1%	7%	29%				1%
Other Non-Residential Trips	0	0	0	0	0	69	12	51	0	0	77	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	348	32	142	0	0	332	302
2024 Buildout Total	0	0	0	0	0	348	32	142	0	0	332	302

PM PEAK HOUR

	N/A			Internal Rd A			Site Dwy #6			Internal Rd B		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.85			0.85	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN						22%						
Trip Distribution OUT												16%
Residential Trips	0	0	0	0	0	114	0	0	0	0	0	45
Trip Distribution IN						22%		12%				
Trip Distribution OUT												16%
Hotel Trips	0	0	0	0	0	17	0	9	0	0	0	12
Trip Distribution IN						14%					16%	9%
Trip Distribution OUT						1%	7%	29%				1%
Office Trips	0	0	0	0	0	61	113	467	0	0	51	45
Trip Distribution IN						14%					16%	9%
Trip Distribution OUT						1%	7%	29%				1%
Retail Trips	0	0	0	0	0	37	18	75	0	0	39	25
Trip Distribution IN						14%					16%	9%
Trip Distribution OUT						1%	7%	29%				1%
Non-Residential Trips	0	0	0	0	0	47	14	56	0	0	51	31
Pass-By Trips	0	0	0	0	0	0	0	33	0	0	33	10
Total Project Trips	0	0	0	0	0	276	145	640	0	0	174	168
2024 Buildout Total	0	0	0	0	0	276	145	640	0	0	174	168

INTERSECTION VOLUME DEVELOPMENT

Crescent Drive @ Site Driveway #8 (2 Right-In/Right-Outs) (Proposed/Future)

AM PEAK HOUR

	N/A			Site Dwy #8			Crescent Dr			Crescent Dr		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes								91			548	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.80			0.90	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	91	0	0	548	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	101	0	0	605	0
Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								62%				
Residential Trips	0	0	0	0	0	0	0	387	0	0	87	0
Trip Distribution IN											56%	
Trip Distribution OUT								62%				
Hotel Trips	0	0	0	0	0	0	0	37	0	0	49	0
Trip Distribution IN											49%	10%
Trip Distribution OUT						6%		53%				
Office Trips	0	0	0	0	0	12	0	106	0	0	718	147
Trip Distribution IN											49%	10%
Trip Distribution OUT						6%		53%				
Retail Trips	0	0	0	0	0	5	0	43	0	0	65	13
Trip Distribution IN											49%	10%
Trip Distribution OUT						6%		53%				
Other Non-Residential Trips	0	0	0	0	0	11	0	93	0	0	236	48
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	28	0	666	0	0	1,155	208
2024 Buildout Total	0	0	0	0	0	28	0	767	0	0	1,760	208

PM PEAK HOUR

	N/A			Site Dwy #8			Crescent Dr			Crescent Dr		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes								533			104	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor					0.85			0.90			0.80	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	533	0	0	104	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	589	0	0	115	0
Project Trips												
Trip Distribution IN											56%	
Trip Distribution OUT								62%				
Residential Trips	0	0	0	0	0	0	0	175	0	0	291	0
Trip Distribution IN											56%	
Trip Distribution OUT								62%				
Hotel Trips	0	0	0	0	0	0	0	46	0	0	43	0
Trip Distribution IN											49%	10%
Trip Distribution OUT						6%		53%				
Office Trips	0	0	0	0	0	97	0	853	0	0	157	32
Trip Distribution IN											49%	10%
Trip Distribution OUT						6%		53%				
Retail Trips	0	0	0	0	0	15	0	137	0	0	121	25
Trip Distribution IN											49%	10%
Trip Distribution OUT						6%		53%				
Non-Residential Trips	0	0	0	0	0	12	0	103	0	0	156	32
Pass-By Trips	0	0	0	0	0	10	0	33	0	0	33	66
Total Project Trips	0	0	0	0	0	134	0	1,347	0	0	801	155
2024 Buildout Total	0	0	0	0	0	134	0	1,936	0	0	916	155

INTERSECTION VOLUME DEVELOPMENT

SR 140 (Jimmy Carter Blvd) @ Site Driveway #9 (Right-In/Right-Out) (Proposed/Future)

AM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Site Dwy #9			N/A		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 AM Volumes		2,100			1,465							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.90			0.90			0.85				
Adjustment												
Adjusted 2014 Volumes	0	2100	0	0	1465	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	2,320	0	0	1,618	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		7%			13%							
Trip Distribution OUT		13%			1%							
Residential Trips	0	92	0	0	26	0	0	0	0	0	0	0
Trip Distribution IN		7%			13%							
Trip Distribution OUT		13%			1%							
Hotel Trips	0	14	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		12%			10%	4%						
Trip Distribution OUT		11%			3%				16%			
Office Trips	0	198	0	0	153	59	0	0	32	0	0	0
Trip Distribution IN		12%			10%	4%						
Trip Distribution OUT		11%			3%				16%			
Retail Trips	0	25	0	0	15	5	0	0	13	0	0	0
Trip Distribution IN		12%			10%	4%						
Trip Distribution OUT		11%			3%				16%			
Other Non-Residential Trips	0	77	0	0	53	19	0	0	28	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	406	0	0	259	83	0	0	73	0	0	0
2024 Buildout Total	0	2,726	0	0	1,877	83	0	0	73	0	0	0

PM PEAK HOUR

	Jimmy Carter Blvd			Jimmy Carter Blvd			Site Dwy #9			N/A		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 PM Volumes		1,577			2,015							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.90			0.90			0.85				
Adjustment												
Adjusted 2014 Volumes	0	1577	0	0	2015	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	1,742	0	0	2,226	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		7%			13%							
Trip Distribution OUT		13%			1%							
Residential Trips	0	73	0	0	70	0	0	0	0	0	0	0
Trip Distribution IN		7%			13%							
Trip Distribution OUT		13%			1%							
Hotel Trips	0	15	0	0	11	0	0	0	0	0	0	0
Trip Distribution IN		12%			10%	4%						
Trip Distribution OUT		11%			3%				16%			
Office Trips	0	216	0	0	80	13	0	0	258	0	0	0
Trip Distribution IN		12%			10%	4%						
Trip Distribution OUT		11%			3%				16%			
Retail Trips	0	58	0	0	33	10	0	0	41	0	0	0
Trip Distribution IN		12%			10%	4%						
Trip Distribution OUT		11%			3%				16%			
Non-Residential Trips	0	59	0	0	38	13	0	0	31	0	0	0
Pass-By Trips	0	-12	0	0	-20	20	0	0	74	0	0	0
Total Project Trips	0	409	0	0	212	56	0	0	404	0	0	0
2024 Buildout Total	0	2,151	0	0	2,438	56	0	0	404	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Brook Hollow Parkway @ Site Driveway #10 (Right-In/Right-Out) (Proposed/Future)

AM PEAK HOUR

Description	Site Dwy #10 Northbound Left	Through	Right	N/A Southbound Left	Through	Right	Brook Hollow Pkwy Eastbound Left	Through	Right	Brook Hollow Pkwy Westbound Left	Through	Right
Observed 2014 AM Volumes								185			785	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.85						0.79			0.92	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	185	0	0	785	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	204	0	0	867	0
Project Trips												
Trip Distribution IN											9%	
Trip Distribution OUT								3%				
Residential Trips	0	0	0	0	0	0	0	19	0	0	14	0
Trip Distribution IN											9%	
Trip Distribution OUT								3%				
Hotel Trips	0	0	0	0	0	0	0	2	0	0	8	0
Trip Distribution IN									2%		16%	
Trip Distribution OUT			2%					8%				
Office Trips	0	0	4	0	0	0	0	16	29	0	234	0
Trip Distribution IN									2%		16%	
Trip Distribution OUT			2%					8%				
Retail Trips	0	0	2	0	0	0	0	6	3	0	21	0
Trip Distribution IN									2%		16%	
Trip Distribution OUT			2%					8%				
Other Non-Residential Trips	0	0	4	0	0	0	0	14	10	0	77	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	10	0	0	0	0	57	42	0	354	0
2024 Buildout Total	0	0	10	0	0	0	0	261	42	0	1,221	0

PM PEAK HOUR

Description	Site Dwy #10 Northbound Left	Through	Right	N/A Southbound Left	Through	Right	Brook Hollow Pkwy Eastbound Left	Through	Right	Brook Hollow Pkwy Westbound Left	Through	Right
Observed 2014 PM Volumes								705			174	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.85						0.80			0.83	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	705	0	0	174	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	779	0	0	192	0
Project Trips												
Trip Distribution IN											9%	
Trip Distribution OUT								3%				
Residential Trips	0	0	0	0	0	0	0	8	0	0	47	0
Trip Distribution IN											9%	
Trip Distribution OUT								3%				
Hotel Trips	0	0	0	0	0	0	0	2	0	0	7	0
Trip Distribution IN									2%		16%	
Trip Distribution OUT			2%					8%				
Office Trips	0	0	32	0	0	0	0	129	6	0	51	0
Trip Distribution IN									2%		16%	
Trip Distribution OUT			2%					8%				
Retail Trips	0	0	5	0	0	0	0	21	5	0	39	0
Trip Distribution IN									2%		16%	
Trip Distribution OUT			2%					8%				
Non-Residential Trips	0	0	4	0	0	0	0	16	6	0	51	0
Pass-By Trips	0	0	0	0	0	0	0	12	0	0	0	0
Total Project Trips	0	0	41	0	0	0	0	188	17	0	195	0
2024 Buildout Total	0	0	41	0	0	0	0	967	17	0	387	0

INTERSECTION VOLUME DEVELOPMENT

Brook Hollow Parkway @ Internal Road A (Proposed/Future)

AM PEAK HOUR

Description	Internal Road A Northbound Left	Through	Right	N/A Southbound Left	Through	Right	Brook Hollow Pkwy Eastbound Left	Through	Right	Brook Hollow Pkwy Westbound Left	Through	Right
Observed 2014 AM Volumes								185			785	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.85						0.79			0.92	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	185	0	0	785	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	204	0	0	867	0
Project Trips												
Trip Distribution IN									13%	9%		
Trip Distribution OUT	13%		3%									
Residential Trips	81	0	19	0	0	0	0	0	20	14	0	0
Trip Distribution IN									13%	9%		
Trip Distribution OUT	13%		3%									
Hotel Trips	8	0	2	0	0	0	0	0	11	8	0	0
Trip Distribution IN								2%	5%	16%		
Trip Distribution OUT	7%		8%									
Office Trips	14	0	16	0	0	0	0	29	73	234	0	0
Trip Distribution IN								2%	5%	16%		
Trip Distribution OUT	7%		8%									
Retail Trips	6	0	6	0	0	0	0	3	7	21	0	0
Trip Distribution IN								2%	5%	16%		
Trip Distribution OUT	7%		8%									
Other Non-Residential Trips	12	0	14	0	0	0	0	10	24	77	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	121	0	57	0	0	0	0	42	135	354	0	0
2024 Buildout Total	121	0	57	0	0	0	0	246	135	354	867	0

PM PEAK HOUR

Description	Internal Road A Northbound Left	Through	Right	N/A Southbound Left	Through	Right	Brook Hollow Pkwy Eastbound Left	Through	Right	Brook Hollow Pkwy Westbound Left	Through	Right
Observed 2014 PM Volumes								705			174	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.85						0.80			0.83	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	705	0	0	174	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	779	0	0	192	0
Project Trips												
Trip Distribution IN									13%	9%		
Trip Distribution OUT	13%		3%									
Residential Trips	37	0	8	0	0	0	0	0	67	47	0	0
Trip Distribution IN									13%	9%		
Trip Distribution OUT	13%		3%									
Hotel Trips	10	0	2	0	0	0	0	0	10	7	0	0
Trip Distribution IN								2%	5%	16%		
Trip Distribution OUT	7%		8%									
Office Trips	113	0	129	0	0	0	0	6	16	51	0	0
Trip Distribution IN								2%	5%	16%		
Trip Distribution OUT	7%		8%									
Retail Trips	18	0	21	0	0	0	0	5	12	39	0	0
Trip Distribution IN								2%	5%	16%		
Trip Distribution OUT	7%		8%									
Non-Residential Trips	14	0	16	0	0	0	0	6	16	51	0	0
Pass-By Trips	0	0	12	0	0	0	0	0	0	0	0	0
Total Project Trips	192	0	188	0	0	0	0	17	121	195	0	0
2024 Buildout Total	192	0	188	0	0	0	0	796	121	195	192	0

INTERSECTION VOLUME DEVELOPMENT

Internal Road A (Proposed/Future) @ Site Driveway #11 (Proposed/Future)
AM PEAK HOUR

Description	Internal Road A Northbound Left	Through	Right	Internal Road A Southbound Left	Through	Right	N/A Eastbound Left	Through	Right	Site Dwy #11 Westbound Left	Through	Right
Observed 2014 AM Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.85			0.85						0.85	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					22%							
Trip Distribution OUT		16%										
Residential Trips	0	100	0	0	34	0	0	0	0	0	0	0
Trip Distribution IN					22%							
Trip Distribution OUT		16%										
Hotel Trips	0	10	0	0	19	0	0	0	0	0	0	0
Trip Distribution IN			9%	7%	14%							
Trip Distribution OUT		8%								1%		7%
Office Trips	0	16	132	103	205	0	0	0	0	2	0	14
Trip Distribution IN			9%	7%	14%							
Trip Distribution OUT		8%								1%		7%
Retail Trips	0	6	12	9	18	0	0	0	0	1	0	6
Trip Distribution IN			9%	7%	14%							
Trip Distribution OUT		8%								1%		7%
Other Non-Residential Trips	0	14	43	34	67	0	0	0	0	2	0	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	146	187	146	343	0	0	0	0	5	0	32
2024 Buildout Total	0	146	187	146	343	0	0	0	0	5	0	32

PM PEAK HOUR

Description	Internal Road A Northbound Left	Through	Right	Internal Road A Southbound Left	Through	Right	N/A Eastbound Left	Through	Right	Site Dwy #11 Westbound Left	Through	Right
Observed 2014 PM Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %												
Peak Hour Factor		0.85			0.85						0.85	
Adjustment												
Adjusted 2014 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					22%							
Trip Distribution OUT		16%										
Residential Trips	0	45	0	0	114	0	0	0	0	0	0	0
Trip Distribution IN					22%							
Trip Distribution OUT		16%										
Hotel Trips	0	12	0	0	17	0	0	0	0	0	0	0
Trip Distribution IN			9%	7%	14%							
Trip Distribution OUT		8%								1%		7%
Office Trips	0	129	29	22	45	0	0	0	0	16	0	113
Trip Distribution IN			9%	7%	14%							
Trip Distribution OUT		8%								1%		7%
Retail Trips	0	21	22	17	34	0	0	0	0	3	0	18
Trip Distribution IN			9%	7%	14%							
Trip Distribution OUT		8%								1%		7%
Non-Residential Trips	0	16	29	22	45	0	0	0	0	2	0	14
Pass-By Trips	0	0	10	0	0	0	0	0	0	0	0	12
Total Project Trips	0	223	90	61	255	0	0	0	0	21	0	157
2024 Buildout Total	0	223	90	61	255	0	0	0	0	21	0	157

Appendix E
Site Photo Log

Kimley-Horn and Associates, Inc.

Gwinnett County, Georgia

Photograph Sheet

KHA Job No.: 019733012

Date: March 2014

Site Name: Atlanta Media Center DRI #2443

Photo No. 1

Comments: Intersection of Crescent Drive at Button Gwinnett Drive. Photo looking to the northeast.

Photo No. 2

Comments: Signalized intersection of Crescent Drive at Site Driveway #1. Photo looking to the northeast.

Site Name: Atlanta Media Center DRI #2443

Photo No. 3

Comments: Site Driveway #1. Photo looking to the north from Crescent Drive.

Photo No. 4

Comments: Eastbound approach along Crescent Drive to Site Driveway #1. Photo looking to the west.

Site Name: Atlanta Media Center DRI #2443

Photo No. 5

Comments: Westbound approach along Crescent Drive to Site Driveway #1. Photo looking to the east.

Photo No. 6

Comments: Site Driveway #2. Photo looking to the north from Crescent Drive.

Site Name: Atlanta Media Center DRI #2443

Photo No. 7

Comments: Eastbound approach along Crescent Drive to Site Driveway #2. Photo looking to the west.

Photo No. 8

Comments: Westbound approach along Crescent Drive to Site Driveway #2. Photo looking to the east.

Site Name: Atlanta Media Center DRI #2443

Photo No. 9

Comments: Project Site frontage along Crescent Drive. Approximate location for the proposed Site Driveway #3. Photo looking to the northeast.

Photo No. 10

Comments: Project Site frontage along Crescent Drive. Approximate location for the proposed Site Driveway #3. Photo looking to the northwest.

Site Name: Atlanta Media Center DRI #2443

Photo No. 11

Comments: Existing driveway to be demolished. Approximate location for the proposed Site Driveway #4. Photo looking to the north.

Photo No. 12

Comments: Existing driveway to be demolished. Approximate location for the proposed Site Driveway #5. Photo looking to the north.

Site Name: Atlanta Media Center DRI #2443

Photo No. 13

Comments: Eastbound approach along Crescent Drive to approximate location for the proposed Site Driveway #5. Photo looking to the west.

Photo No. 14

Comments: Westbound approach along Crescent Drive to approximate location for the proposed Site Driveway #5. Photo looking to the east.

Site Name: Atlanta Media Center DRI #2443

Photo No. 15

Comments: Crescent Drive near southeast corner of site. Photo looking to the northeast. Driveway shown to the east is for the Westside Police Precinct (not associated with the Atlanta Media Center DRI project site).

Photo No. 16

Comments: Photo looking to the northeast along Crescent Drive from the approximate location of the proposed Internal Road B.

Site Name: Atlanta Media Center DRI #2443

Photo No. 17

Comments: Photo looking to the south along Crescent Drive from the approximate location of the proposed Internal Road B. The Westside Police Precint is shown in the distance to the south.

Photo No. 18

Comments: Eastbound approach along Crescent Drive to SR 140 (Jimmy Carter Blvd). Photo looking to the east.

Site Name: Atlanta Media Center DRI #2443

Photo No. 19

Comments: Southbound approach along SR 140 (Jimmy Carter Blvd) to the approximate location of the proposed Site Driveway #9. Photo looking to the north.

Photo No. 20

Comments: Southbound departure along SR 140 (Jimmy Carter Blvd) from the approximate location of the proposed Site Driveway #9. Photo looking to the south.

Site Name: Atlanta Media Center DRI #2443

Photo No. 21

Comments: Eastbound approach along Brook Hollow Pkwy to SR 140 (Jimmy Carter Blvd). Photo looking to the east.

Photo No. 22

Comments: Brook Hollow Pkwy near the northeast corner of the site. Photo looking to the southeast from the existing closed driveway, which is to be converted to the proposed Internal Road A.

Kimley-Horn and Associates, Inc.

Gwinnett County, Georgia

Photograph Sheet

KHA Job No.: 019733012

Date: March 2014

Page: 12 of 12

Site Name: Atlanta Media Center DRI #2443

Photo No. 23

Comments: Brook Hollow Pkwy near the northeast corner of the site. Photo looking to the northwest from the existing closed driveway, which is to be converted to the proposed Internal Road A. The signal for the intersection of Brook Hollow Pkwy at Norcross Tucker Road is partially visible over the crest of the hill.

Available Upon Request

Raw Traffic Counts (Peak Hour Turning Movement Counts)
Capacity Analyses – 2014 Existing Conditions
Capacity Analyses – 2014 Existing Conditions with Improvements
Capacity Analyses – 2024 No-Build Conditions
Capacity Analyses – 2024 No-Build Conditions with Improvements
Capacity Analyses – 2024 Build Conditions
Capacity Analyses – 2024 Build Conditions with Improvements