



*Transportation Analysis*

# **Revel / Infinite Energy Center DRI #2822**

Gwinnett County, Georgia

*Report Prepared:*

September 2018

*Prepared for:*

North American Properties

*Prepared by:*

**Kimley»Horn**

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11720 Amber Park Drive, Suite 600  
Alpharetta, Georgia 30009  
019624017

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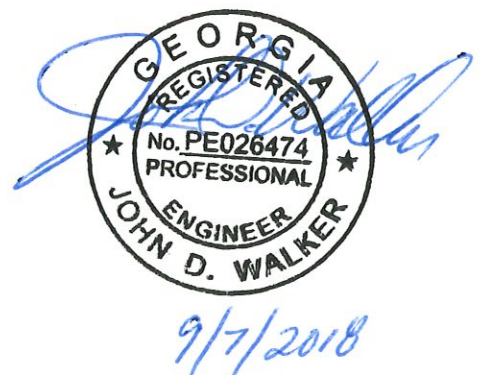
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## Andrew Smith

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**Sent:** Thursday, September 20, 2018 5:56 PM  
**To:** Emily Estes; Andrew Smith  
**Cc:** sdecker@dot.ga.gov; Tom.Sever@gwinnettcountry.com; Abigail.Harwell@gwinnettcountry.com; Kelley, John; Walker, John; Seo, Jinwoo; Ross, Rob  
**Subject:** Revel / Infinite Energy Center DRI #2822 - notice of text typo

Emily/ Andrew,

Please note the following corrections to typos in the DRI Report in two (2) tables:

- Executive Summary (table), *Proposed Land Uses and Densities* (p. 2)
- Chapter 1.0: Project Description, *Table 1: Proposed Land Uses and Densities* (p. 6)

	Typo in DRI Package (Transmittal 9/10/2018)	Correction
Restaurant ( <i>Proposed Density</i> )	<del>50,000 SF</del>	75,000 SF
Retail ( <i>Proposed Density</i> )	<del>350,000 SF</del>	325,000 SF

**\*\* NOTE:** The DRI Traffic Study report analysis/ conclusions/ recommendations are accurate with the above correction, which matches the densities used in the DRI traffic study analysis and the DRI Site Plan (see p. 14/ Appendix D, and Appendix C).

Please let me know if you have any questions.

Thank you,  
Ana

**Ana Eisenman, P.E.**

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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Revel / Infinite Energy Center DRI* development located in Gwinnett County, Georgia. The approximate 119-acre site is located just southwest of Sugarloaf Parkway, south of Meadow Church Road, and northwest of Satellite Boulevard. The proposed development will be mixed-use and will include residential, office, retail, and restaurant land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in an Established Suburbs area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is a Ground Lease agreement between the Applicant (North American Properties), and the local agency/ land owner (a combination of Gwinnett County and the Gwinnett County Convention and Visitors Bureau), combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within the ARC designated established suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 25, 2018 by Gwinnett County.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies 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.*

The project site is located within the Sugarloaf LCI (2018), formerly known as the Gwinnett LCI. The Sugarloaf LCI was adopted by the Sugarloaf CID Board on August 9th, 2018, and is anticipated to be adopted by the Gwinnett County Board of Commissioners September 2018. According to the Sugarloaf LCI, the Infinite Energy Center area is intended to create "Gwinnett's Downtown," supporting a walkable, active, mixed-use downtown area and entertainment district. The proposed Revel/ Infinite Energy Center development includes expansions of the existing Gwinnett Arena, Infinite Energy Center Forum and Hudgens Art Center, in addition to the Revel mixed-use development on the site, consisting of new hotel, office, restaurant, retail, and residential units.

The mixed-use component of the redevelopment, and the expansion of the existing venues will replace existing surface parking facilities, and increase the site density, plus transform the fabric of the site into a walkable urbanized area, similar to a downtown. The Revel/ Infinite Energy Center development complies with the recommended land uses and character intended for the area based on the Sugarloaf LCI.

The present zoning classification of the project site is O-I (Office-Institutional), RA200 (Residential-Agriculture), and R100 (Single-Family Residential). The proposed project is expected to be completed by 2023 (approximately 5 years), and this analysis will consider the full build-out of the proposed site in 2023.

The proposed development will consist of the following land uses and densities:

Proposed Land Uses and Densities			
Land Use	Density		
	Existing	Proposed	Total
Convention Center	204,800 SF	91,500 SF	296,300 SF
Arts Center	34,000 SF	16,000 SF	50,000 SF
Arena / Theatre *	13,708 seats	800 seats	14,508 seats
Hotel	-	325 rooms	325 rooms
Office	63,000 SF	750,000 SF	813,000 SF
Restaurant	-	50,000 SF	50,000 SF
Retail	-	350,000 SF	350,000 SF
Residential	-	950 units	950 units

*\*Note: 800 additional arena seats are proposed; however, arena seats are with special events and are separate from average day AM and PM peak hour operations.*

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the Revel / Infinite Energy Center DRI.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The project site is served by existing Gwinnett County Transit (GCT) local bus routes 10A and 10B along Satellite Boulevard on the south-eastern frontage of the site. The ongoing Gwinnett Transit Plan (2018) is proposing new route options in the vicinity of the site that may increase ridership for future trips to and from the site. Additionally, the Gwinnett County Trails Plan (2017) identifies an aspirational trail connection through the site that is supported by the development pending additional consideration for exact alignment, including coordinating with adjacent property owners and connectivity into the proposed site plan's pedestrian network. The site plan includes pedestrian infrastructure throughout the site. As the project site is located in a maturing neighborhood with access to transit, a 10% alternative mode reduction for office and 5% reduction for non-office were taken. This reduction is consistent with GRTA's Letter of Understanding.

**Pass-by reductions** are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the

road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected in September 2017 and in March 2018 at all but one intersection during the AM and PM peak periods. The traffic volumes during the AM and PM peak periods at the remaining study intersection (Sugarloaf Parkway at North Brown Road) were collected in July 2018.
- Projected 2023 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network.
- Projected 2023 Build conditions represent the Projected 2023 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *Revel / Infinite Energy Center DRI* development.

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the Revel / Infinite Energy Center DRI DRI*), all study intersections currently operate acceptably per the GRTA overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersections of Old Peachtree Road at Satellite Boulevard (Intersection #2), Sugarloaf Parkway at Satellite Boulevard (Intersection #10), Sugarloaf Parkway at North Brown Road (Intersection #13), and Duluth Hwy (SR 120) at Satellite Boulevard (Intersection #15) currently operate at LOS E during the PM peak hour. Since they currently operate at LOS E during the PM peak hour, the new level-of-service standard becomes LOS E for the PM peak hour for the listed signalized intersections, consistent the GRTA Letter of Understanding.

The northbound approach at the unsignalized intersections of Sugarloaf Parkway at Gwinnett Chamber Driveway (Intersection #8) and Sugarloaf Parkway at Infinite Energy Center Driveway 4 (Intersection #9) currently operate at failing LOS during the PM peak hour (for Intersection #8) and during both the AM and PM peak hours (Intersection #9). It should be noted that low and failing levels-of-service for side-street stop-controlled approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

There are no recommended improvements for the Existing 2018 conditions scenario.

Based on the **Projected 2023 No-Build** conditions (*includes background traffic growth but excludes the estimated project trips from the Revel / Infinite Energy Center DRI DRI*), all study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2023 No-Build conditions.

There are no recommended improvements for the Projected 2023 No-Build conditions scenario.

Based on the **Projected 2023 Build** conditions (*includes both the background traffic growth and the estimated project trips from the Revel / Infinite Energy Center DRI DRI*), all but one (1) study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2023 Build conditions. The signalized intersection of Sugarloaf Parkway at Satellite Boulevard (Intersection #10) is projected to operate at LOS F during the AM and PM peak hours.

To maintain the desired LOS standard, the following system improvements (off-site improvements) and site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *Revel / Infinite Energy Center DRI* development:

- Intersection #7: Sugarloaf Parkway at Infinite Energy Center Driveway 3
  - Install a traffic signal when warranted.
  - On the site, provide a minimum of one (1) northbound left-turn lane, one (1) northbound through lane, and one (1) northbound right-turn lane exiting the site onto Sugarloaf Parkway and a minimum of one (1) ingress lanes entering the site.
  - Construct one (1) eastbound right-turn lane and a minimum of one (1) westbound left-turn lane along Sugarloaf Parkway.
- Intersection #8: Sugarloaf Parkway at Gwinnett Chamber Driveway
  - Convert Gwinnett Chamber Driveway from full-movement to right-in/right-out.
- Intersection #9: Sugarloaf Parkway at Infinite Energy Center Driveway / Church Driveway
  - Install a traffic signal when warranted.
  - On the site, provide a minimum of one (1) northbound left-turn lane, one (1) northbound through lane, and one (1) northbound right-turn lane exiting the site onto Sugarloaf Parkway and a minimum of one (1) ingress lanes entering the site.
- Intersection #10: Sugarloaf Parkway at Satellite Boulevard
  - Construct one (1) additional eastbound through lane and one (1) additional westbound through lane along Sugarloaf Parkway.

*Note: As a result, Sugarloaf Parkway between Infinite Energy Center Driveway 4 (Intersection #9) and I-85 SB Ramps (Intersection #11) will consist of three (3) through lanes in each direction. The construction of additional eastbound and westbound through lanes are included in the Sugarloaf Parkway Widening project (M-1051-01). See **Appendix F** for concept designs.*

- Intersection #17: Satellite Boulevard at Infinite Energy Center Driveway 5
  - Install a traffic signal when warranted.
- Intersection #18: Meadow Church Road at Premier Parkway / Proposed Driveway 11
  - On the site, construct a minimum of one (1) westbound shared through/left-turn lane and one (1) westbound right-turn lane exiting the site onto Meadow Church Road, and one (1) ingress lane entering the site.
  - Construct one (1) northbound right-turn lane along Meadow Church Road.

- Intersection #19: Meadow Church Road at Existing Office Driveway / Proposed Driveway 12
  - On the site, construct a minimum of one (1) westbound shared left/through/right-turn lane exiting the site onto Meadow Church Road and one (1) ingress lane entering the site.
- Intersection #20: Sugarloaf Parkway at Proposed Driveway 6
  - On the site, construct one (1) northbound right-turn lane exiting the site onto Sugarloaf Parkway and one (1) ingress lane entering the site.
- Intersection #21: Satellite Boulevard at Proposed Driveway 7
  - On the site, construct one (1) eastbound right-turn lane exiting the site onto Satellite Boulevard and one (1) ingress lane entering the site.
  - Construct one (1) southbound right-turn lane along Satellite Boulevard.
- Intersection #22: Satellite Boulevard at Proposed Driveway 8
  - On the site, construct one (1) eastbound right-turn lane exiting the site onto Satellite Boulevard and one (1) ingress lane entering the site.
  - Construct one (1) southbound right-turn lane along Satellite Boulevard.
- Intersection #23: Meadow Church Road at Proposed Driveway 9
  - On the site, construct one (1) westbound shared left/right-turn lane exiting the site onto Meadow Church Road and one (1) ingress lane entering the site.
- Intersection #24: Meadow Church Road at Proposed Driveway 10
  - On the site, construct one (1) westbound shared left/right-turn lane exiting the site onto Meadow Church Road and one (1) ingress lane entering the site.
- Intersection #25: Meadow Church Road at Proposed Driveway 13
  - On the site, construct one (1) westbound left-turn lane and one (1) westbound right-turn lane exiting the site onto Meadow Church Road and two (2) ingress lane entering the site.
  - Construct one (1) northbound right-turn lane along Meadow Church Road.



## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Revel / Infinite Energy Center DRI* development located in Gwinnett County, Georgia. The approximate 119-acre site is located just southwest of Sugarloaf Parkway, south of Meadow Church Road, and northwest of Satellite Boulevard. The proposed development will be mixed-use and will include residential, office, retail, and restaurant land uses. The project will exceed 500,000 square feet for new mixed-use developments within an established suburbs area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies 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.*

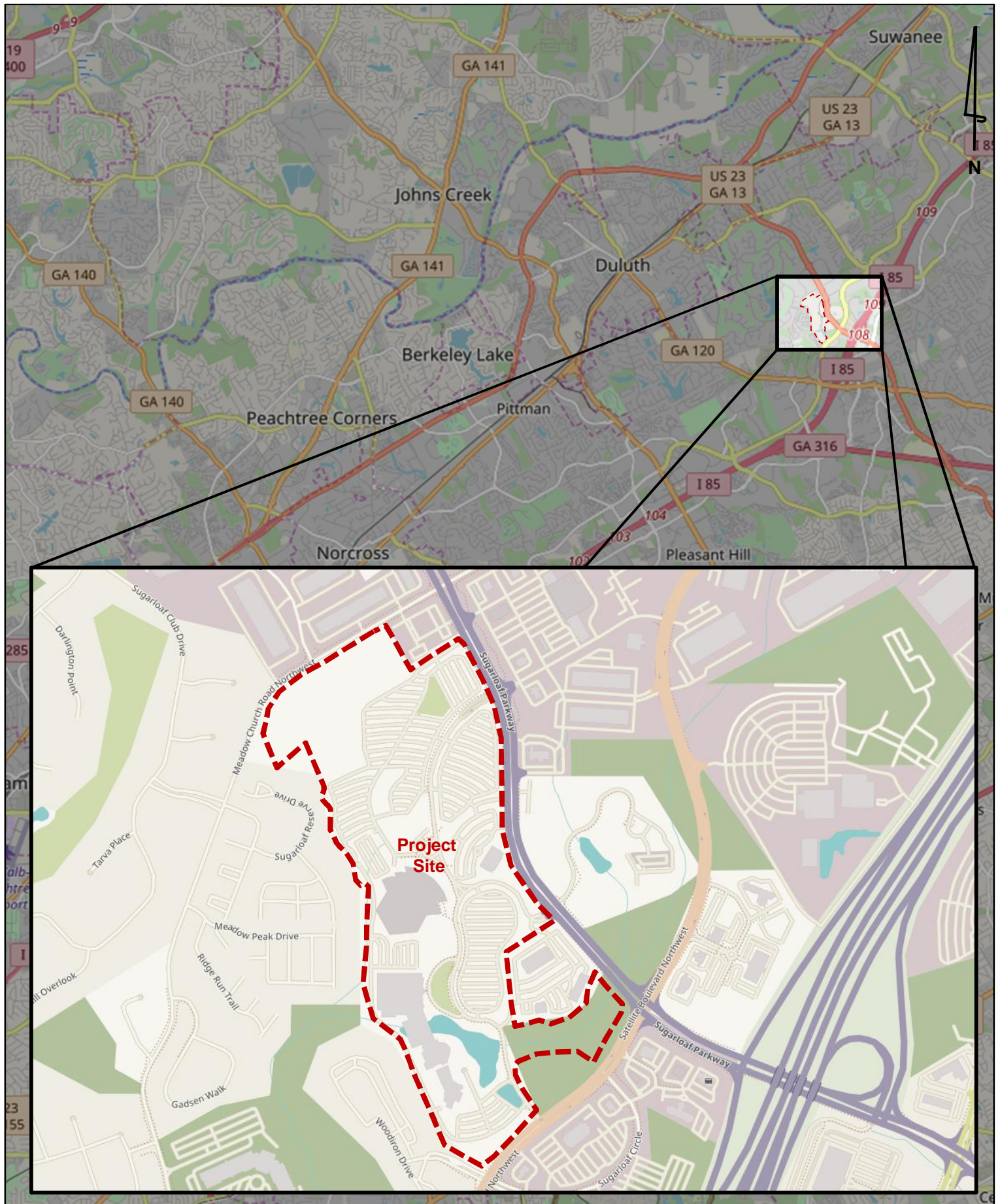
**Figure 1** provides the site location of the *Revel / Infinite Energy Center DRI* development. **Figure 2** and **Figure 3** provide aerial views of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. Gwinnett County Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2023, and this analysis will consider the full build-out of the proposed site in 2023. A summary of the proposed land-use and density is shown in **Table 1**.

Table 1: Proposed Land Uses and Densities			
Land Use	Density		
	Existing	Proposed	Total
Convention Center	204,800 SF	91,500 SF	296,300 SF
Arts Center	34,000 SF	16,000 SF	50,000 SF
Arena / Theatre *	13,708 seats	800 seats	14,508 seats
Hotel	-	325 rooms	325 rooms
Office	63,000 SF	750,000 SF	813,000 SF
Restaurant	-	50,000 SF	50,000 SF
Retail	-	350,000 SF	350,000 SF
Residential	-	950 units	950 units

*\*Note: 800 additional arena seats are proposed; however, arena seats are with special events and are separate from average day AM and PM peak hour operations.*















## 1.2 Site Plan Review

The proposed development is located on an approximately 119-acre site in Gwinnett County, Georgia. The project site is located just southwest of Sugarloaf Parkway, south of Meadow Church Road, and northwest of Satellite Boulevard. The property currently consists of an arena (Infinite Energy Center), which consists of a 13,708-seat arena, a 204,800 SF convention center, and a 34,000 SF arts center.

The proposed project will add a significant mixed-use component to the site, which is largely event-oriented today. The mixed-use project will replace existing surface parking lots, creating a more vibrant, livable community. New parking facilities will be built to replace existing surface lots, but shared parking concepts will be utilized so that different uses with different parking demand peaks can share parking facilities, reducing the overall parking need. The mix of uses will also provide attractions for patrons of the arena and convention center, giving visitors options to adjust their travel patterns to avoid traffic peaks by coming to the site early or staying late after an event.

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

## 1.3 Site Access

Currently, there are eight (8) driveways to access the existing project site. As currently envisioned, the proposed development will be accessible via fourteen (14) total driveways:

- **Infinite Energy Center Driveway 1 (Intersection #5)** – an existing right-in/right-out driveway located along Sugarloaf Parkway approximately 450 feet east of Meadow Church Road.
- **Infinite Energy Center Driveway 2 (Intersection #6)** – an existing signalized full-movement driveway located along Sugarloaf Parkway approximately 450 feet east of Infinite Energy Center Driveway 1.
- **Infinite Energy Center Driveway 3 (Intersection #7)** – an existing right-out driveway located along Sugarloaf Parkway approximately 800 feet east of Infinite Energy Center Driveway 2.
- **Infinite Energy Center Driveway 4 (Intersection #9)** – an existing stop-controlled full-movement driveway located along Sugarloaf Parkway approximately 750 feet east of Gwinnett Chamber Driveway.
- **Infinite Energy Center Driveway 5 (Intersection #17)** – an existing stop-controlled full-movement driveway located along Satellite Boulevard approximately 1,150 feet south of Sugarloaf Parkway.
- **Proposed Driveway 6 (Intersection #20)** – a proposed stop-controlled right-in/right-out driveway located along Sugarloaf Parkway approximately 300 feet east of Infinite Energy Center Driveway 2.
- **Proposed Driveway 7 (Intersection #21)** – a proposed stop-controlled right-in/right-out driveway located along Satellite Boulevard approximately 240 feet south of Infinite Energy Center Driveway 5.
- **Proposed Driveway 8 (Intersection #22)** – a proposed stop-controlled right-in/right-out driveway located along Satellite Boulevard approximately 200 feet south of Proposed Driveway 7.
- **Proposed Driveway 9 (Intersection #23)** – a proposed stop-controlled full-movement driveway located along Meadow Church Road approximately 480 feet south of Sugarloaf Parkway.

- **Proposed Driveway 10 (Intersection #24)** – a proposed stop-controlled full-movement driveway located along Meadow Church Road approximately 240 feet south of Proposed Driveway 9.
- **Proposed Driveway 11 (Intersection #18)** – a proposed stop-controlled full-movement driveway located along Meadow Church Road across from Premier Parkway.
- **Proposed Driveway 12 (Intersection #19)** – a proposed stop-controlled full-movement driveway located along Meadow Church Road across from an existing office driveway, approximately 345 feet south of Proposed Driveway 11.
- **Proposed Driveway 13 (Intersection #25)** – a proposed stop-controlled full-movement driveway located along Meadow Church Road approximately 400 feet south of Proposed Driveway 12.
- **Gwinnett Chamber Driveway (Intersection #8)** – an existing stop-controlled full-movement driveway located along Sugarloaf Parkway approximately 200 feet east of Infinite Energy Center Driveway 3.

The proposed site access points provide vehicular access to the entire development. Internal private roadways will include pedestrian facilities throughout the site and will provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development.

The site driveways and internal roadways provide access to all parking on the site. Currently, there are approximately 5,000 parking spaces on site. A considerable portion of the existing surface parking facilities on-site will be replaced as a part of this development. As currently envisioned, approximately 10,500 spaces will be provided via a combination of parking deck and surface parking facilities on-site, dispersed across the property to reduce the vehicular and pedestrian impact to any one area. Shared parking principles will be promoted to minimize the need for parking.

#### *1.4 Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Sugarloaf Parkway and Satellite Boulevard. However, they do not exist along Meadow Church Road. Bicycle facilities do not currently exist along the project site frontage. The proposed site plan includes extensive pedestrian amenities and is intended to create a vibrant, walkable, mixed-use area, following the “Downtown Gwinnett” vision as described in the Sugarloaf LCI.

The Gwinnett County Trails Plan (2017) identifies an aspirational trail connection through the site that is supported by the development pending additional consideration for exact alignment, including coordinating with adjacent property owners and connectivity into the proposed site plan’s pedestrian network. The site plan includes pedestrian infrastructure throughout the site.

#### *1.5 Transit Facilities*

The project site is served by existing Gwinnett County Transit (GCT) local bus routes 10A and 10B along Satellite Boulevard on the south-eastern frontage of the site. The ongoing Gwinnett Transit Plan (2018) is proposing new route options in the vicinity of the site that may increase ridership for future trips to and from the site.

## 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. Background traffic can include a base growth rate based on historical count data, as well as population growth data, estimates, and trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate was used for all roadways.

### 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, September 26, 2017, on Wednesday, September 27, 2017, and on Tuesday, March 27, 2018 at all but one intersection during the AM and PM peak periods. The turning movements counts during the AM and PM peak periods at the remaining study intersection (Sugarloaf Parkway at North Brown Road) were collected on Tuesday, July 24, 2018. Peak hours for all the study intersections are shown in **Table 2**.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
<b>Tuesday, September 26, 2017</b>		
4. Sugarloaf Parkway at Meadow Church Road	7:45 AM - 8:45 AM	4:45 PM - 5:45 PM
6. Sugarloaf Parkway at Infinite Energy Center Driveway 2	7:45 AM - 8:45 AM	4:30 PM - 5:30 PM
8. Sugarloaf Parkway at Gwinnett Chamber Driveway	7:30 AM - 8:30 AM	4:30 PM - 5:30 PM
9. Sugarloaf Parkway at Infinite Energy Center Driveway 4	7:30 AM - 8:30 AM	4:30 PM - 5:30 PM
17. Satellite Boulevard at Infinite Energy Center Driveway 5	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
18. Meadow Church Road at Premier Parkway	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
<b>Wednesday, September 27, 2017</b>		
19. Meadow Church Road at Existing Office Driveway	8:00 AM - 9:00 AM	4:30 PM - 5:30 PM
<b>Tuesday, March 27, 2018</b>		
1. Old Peachtree Road at Meadow Church Road	8:00 AM - 9:00 AM	5:00 PM - 6:00 PM
2. Old Peachtree Road at Satellite Boulevard	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
3. Sugarloaf Parkway at Old Peachtree Road	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
10. Sugarloaf Parkway at Satellite Boulevard	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
11. Sugarloaf Parkway at I-85 SB Ramps	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM
12. Sugarloaf Parkway at I-85 NB Ramps	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM
14. Duluth Hwy (SR 120) at Meadow Church Road	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
15. Duluth Hwy (SR 120) at Satellite Boulevard	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
16. Duluth Hwy (SR 120) at I-85 SB Ramps	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
<b>Tuesday, July 24, 2018</b>		
13. Sugarloaf Parkway at North Brown Road	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM

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

The vehicular volumes at the intersection of Sugarloaf Parkway at North Brown Road collected in July 2018 were compared with counts collected in February 2016. To account for seasonal variation in traffic during the summer, the vehicular volume along Sugarloaf Parkway were increased by 10% and vehicular volume along North Brown Road were increased by 20% for a more conservative analysis.

Additionally, 24-hour bi-directional tube counts were collected at two existing Infinite Energy right-in/right-out driveways along Sugarloaf Parkway.

### 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 9.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

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 and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

### 3.0 STUDY NETWORK

#### 3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise)	950 units	220	3,477	3,477	93	312	276	162
Hotel	325 units	310	1,359	1,359	90	63	99	96
General Office Building	750,000 SF	710	3,746	3,746	629	102	124	648
Shopping Center	325,000 SF	820	6,134	6,134	190	116	594	644
High-Turnover (Sit-Down) Restaurant	75,000 SF	932	4,207	4,207	410	336	454	279
Convention Center / Forum*	91,500 SF	-	290	290	44	7	10	55
Arts Center*	16,000 SF	-	50	50	8	1	2	9
<b>Total Gross Trips</b>			<b>19,263</b>	<b>19,263</b>	<b>1,464</b>	<b>937</b>	<b>1,559</b>	<b>1,893</b>

\*The trip generation rates for the proposed Convention Center / Forum and Arts Center are estimated per methodologies consistent with the Sugarloaf Parkway study performed by Wolverton.

#### 3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), and Gwinnett County staff. (See *Section 5.0 Trip Distribution and Assignment*).

#### 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 the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

#### 3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, and Gwinnett County staff, and includes the following twenty-five (25) intersections described in **Table 4**.

The study network includes twelve (12) existing signalized intersections, three (3) proposed signalized intersections, and ten (10) side street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.



Table 4: Intersection Control Summary	
Intersection	Control
1. Old Peachtree Road at Meadow Church Road	Signal
2. Old Peachtree Road at Satellite Boulevard	Signal
3. Sugarloaf Parkway at Old Peachtree Road	Signal
4. Sugarloaf Parkway at Meadow Church Road	Signal
5. Sugarloaf Parkway at Infinite Energy Center Driveway 1	Stop Control
6. Sugarloaf Parkway at Infinite Energy Center Driveway 2	Signal
7. Sugarloaf Parkway at Infinite Energy Center Driveway 3	Existing Stop Control
	Proposed Signal
8. Sugarloaf Parkway at Gwinnett Chamber Driveway	Stop Control
9. Sugarloaf Parkway at Infinite Energy Center Driveway 4	Existing Stop Control
	Proposed Signal
10. Sugarloaf Parkway at Satellite Boulevard	Signal
11. Sugarloaf Parkway at I-85 SB Ramps	Signal
12. Sugarloaf Parkway at I-85 NB Ramps	Signal
13. Sugarloaf Parkway at North Brown Road	Signal
14. Duluth Hwy (SR 120) at Meadow Church Road	Signal
15. Duluth Hwy (SR 120) at Satellite Boulevard	Signal
16. Duluth Hwy (SR 120) at I-85 SB Ramps	Signal
17. Satellite Boulevard at Infinite Energy Center Driveway 5	Stop Control
18. Meadow Church Road at Premier Parkway / Proposed Driveway 6	Stop Control
19. Meadow Church Road at Existing Office Driveway / Proposed Driveway 7	Stop Control
20. Sugarloaf Parkway at Proposed Driveway 1	Proposed Stop Control
21. Satellite Boulevard at Proposed Driveway 2	Proposed Stop Control
22. Satellite Boulevard at Proposed Driveway 3	Proposed Stop Control
23. Meadow Church Road at Proposed Driveway 4	Proposed Stop Control
24. Meadow Church Road at Proposed Driveway 5	Proposed Stop Control
25. Meadow Church Road at Proposed Driveway 8	Proposed Signal

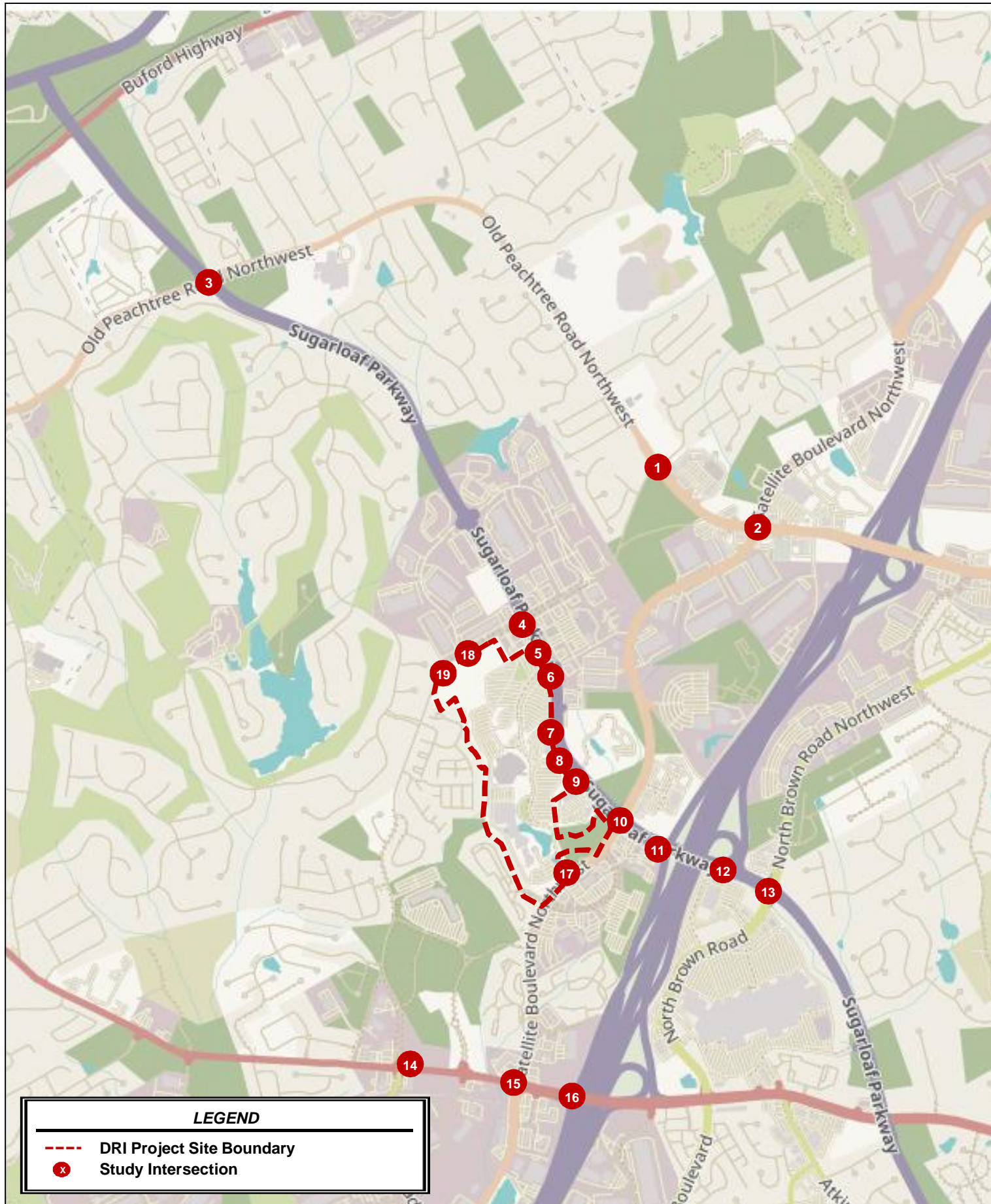
Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions. The Projected 2023 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network.

The Projected 2023 Build conditions add the project trips associated with the *Revel / Infinite Energy Center DRI* development to the Projected 2023 No-Build conditions.

### 3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	Functional Classification
<b>Sugarloaf Parkway</b>	<b>4</b>	<b>45</b>	<b>40,200</b>	<b>Principal Arterial</b>
<b>Meadow Church Road</b>	<b>3</b>	<b>40</b>	<b>N/A</b>	<b>Local Road</b>
<b>Satellite Boulevard</b>	<b>4</b>	<b>45</b>	<b>22,800</b>	<b>Minor Arterial</b>
Duluth Highway (SR 120)	5	45	21,700	Minor Arterial
Old Peachtree Road	4	45	12,500	Major Collector
I-85	10	65	168,000	Interstate



## 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land use: Multifamily Housing (Low-Rise) (ITE 220), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), and High-Turnover (Sit-Down) Restaurant (ITE 932). For the Convention Center and Arts Center, trips generated by the additional square footage added to each land use were assumed to be proportional to trips currently generated by the existing square footage.

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

Table 6: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
<b>Gross Project Trips</b>	<b>38,526</b>	<b>19,263</b>	<b>19,263</b>	<b>1,464</b>	<b>937</b>	<b>1,559</b>	<b>1,893</b>
<i>Mixed-Use Reduction</i>	-5,732	-2,866	-2,866	-351	-351	-682	-682
<i>Alternative Mode Reduction</i>	-1,974	-987	-987	-80	-30	-50	-90
<i>Pass-by Reduction</i>	-6,402	-3,201	-3,201	-0	-0	-187	-187
<b>Net New Trips</b>	<b>24,418</b>	<b>12,209</b>	<b>12,209</b>	<b>1,033</b>	<b>556</b>	<b>640</b>	<b>934</b>

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

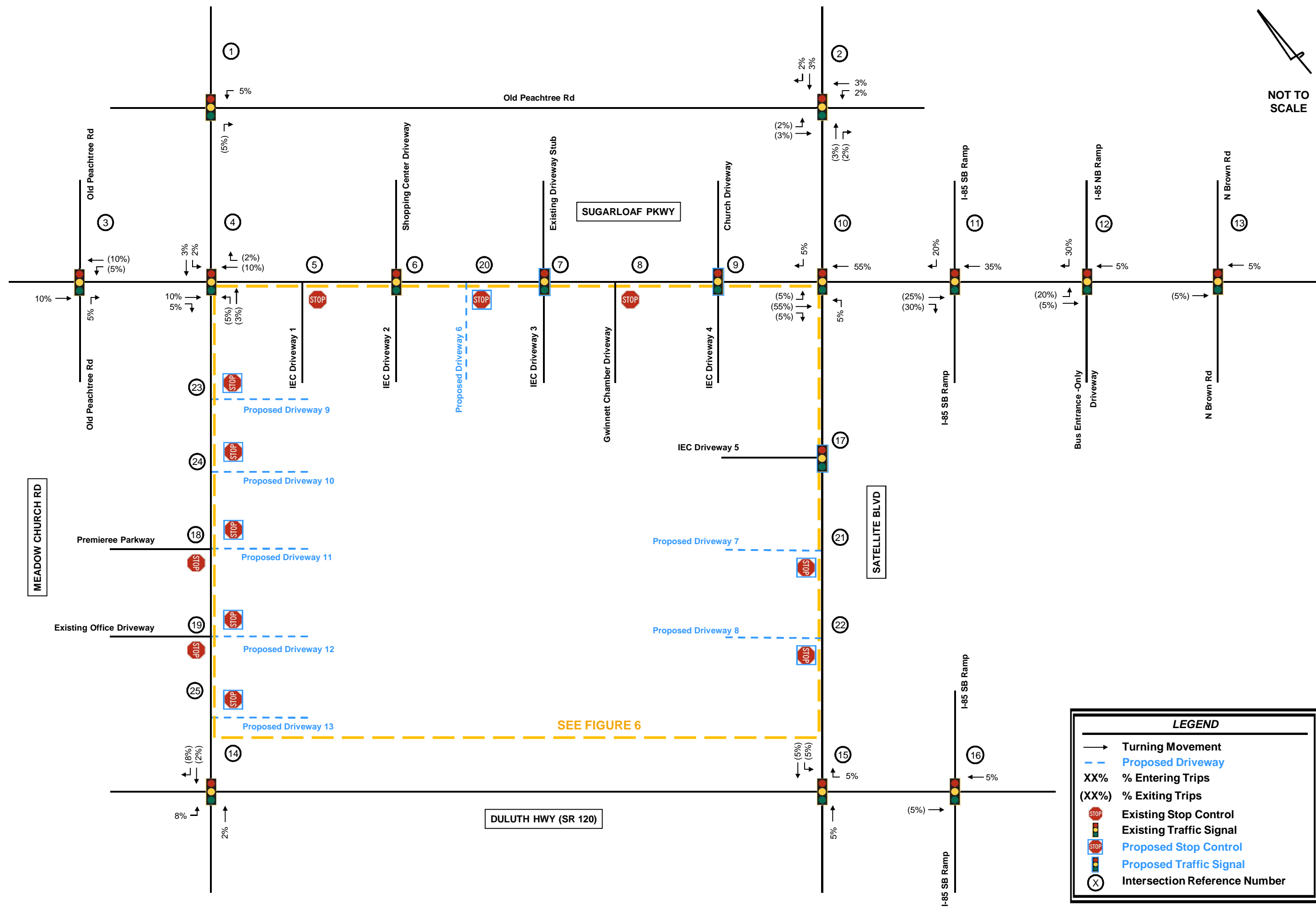
## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, and Gwinnett County staff.

**Figure 5** through **Figure 8** display the anticipated distribution and assignment of residential and non-residential trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Revel / Infinite Energy Center DRI* development, are shown on **Figure 9** and **Figure 10**.

Detailed intersection volume worksheets are provided in **Appendix E**.





## Figure 5

# Residential Trip Distribution and Assignment

**Revel / Infinite Energy Center**  
**DRI #2822**  
**Transportation Analysis**

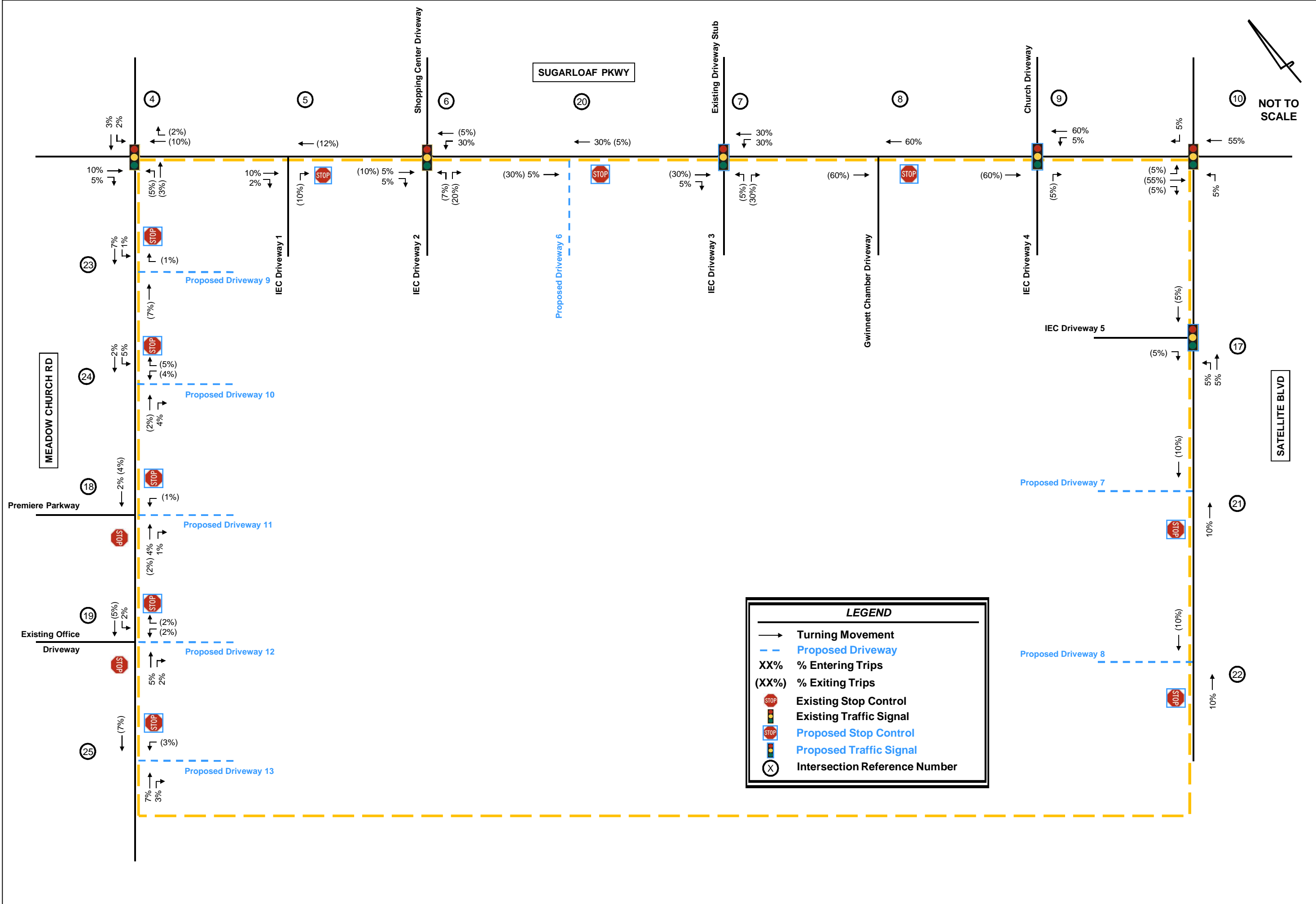
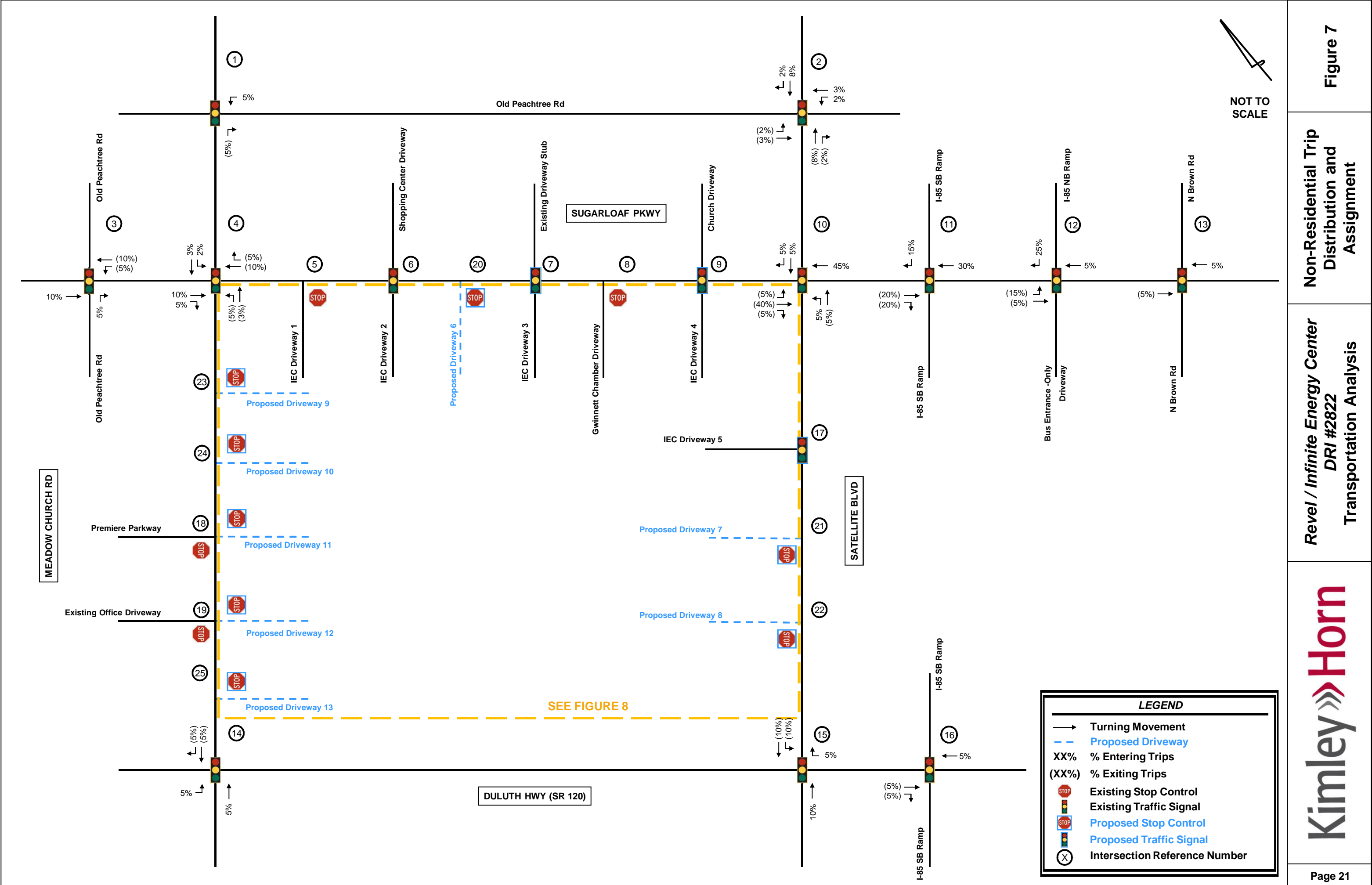
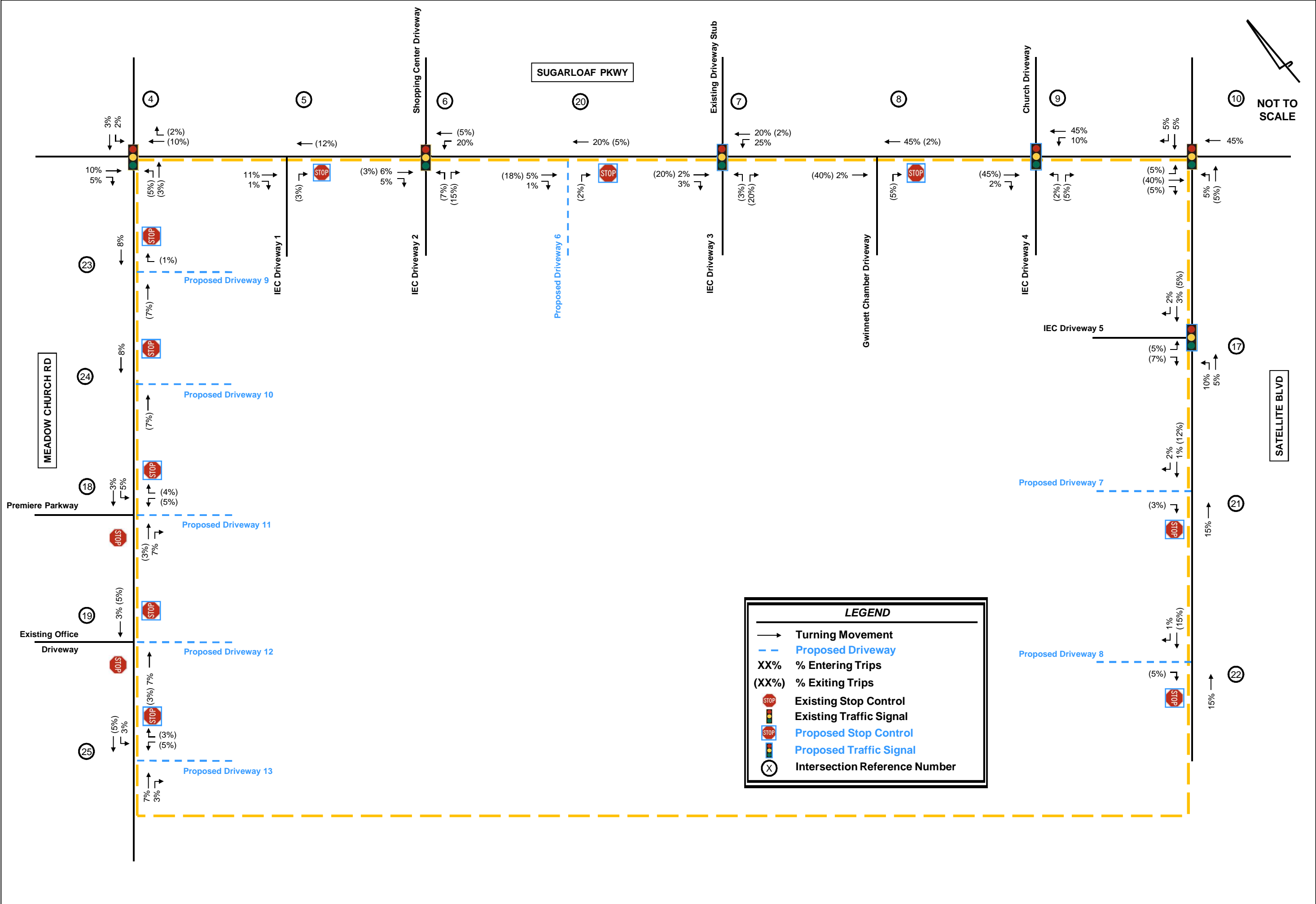


Figure 6

Residential Trip  
Distribution and  
Assignment (cont.)

Revel / Infinite Energy Center  
DRI #2822  
Transportation Analysis







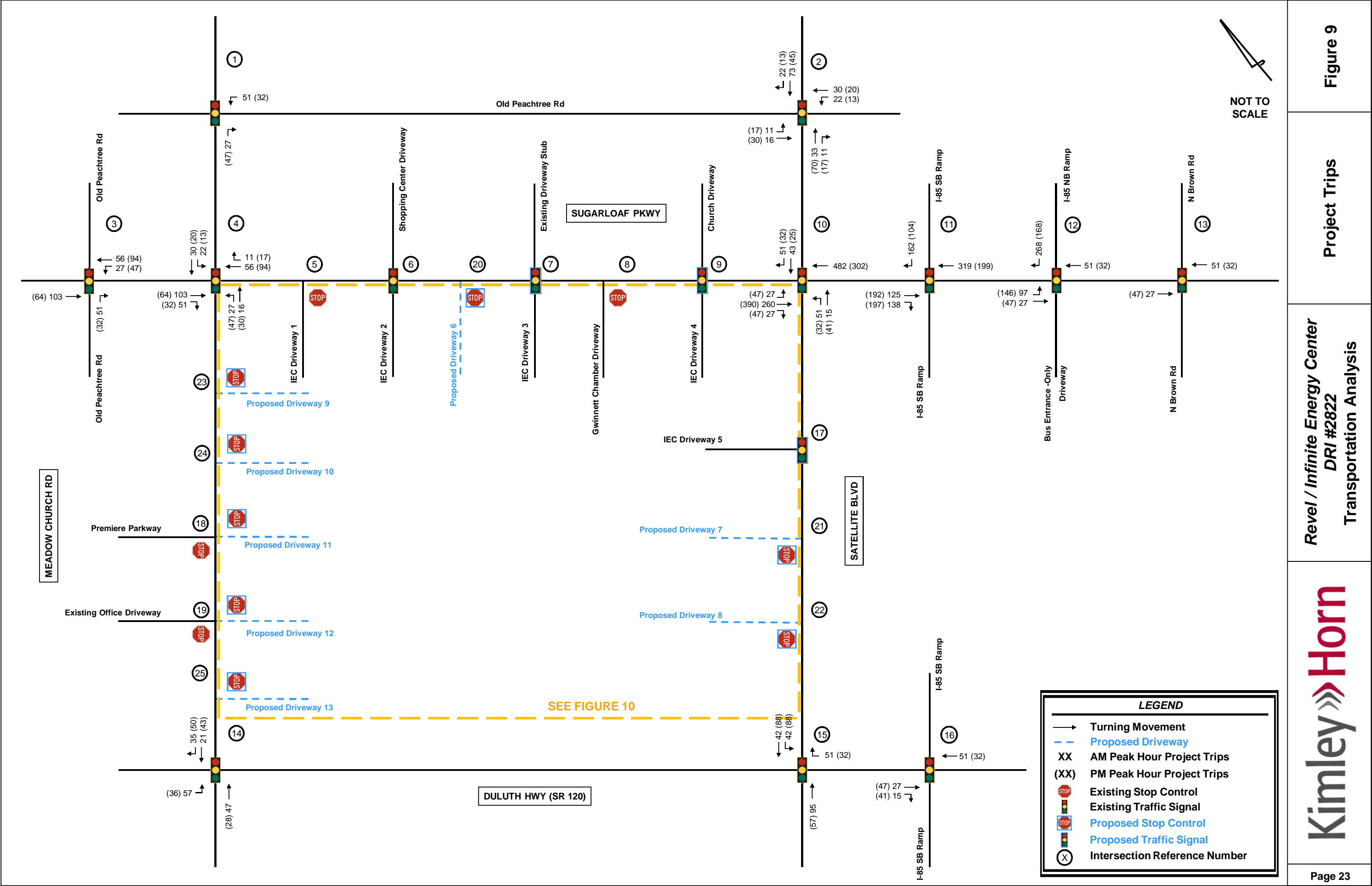
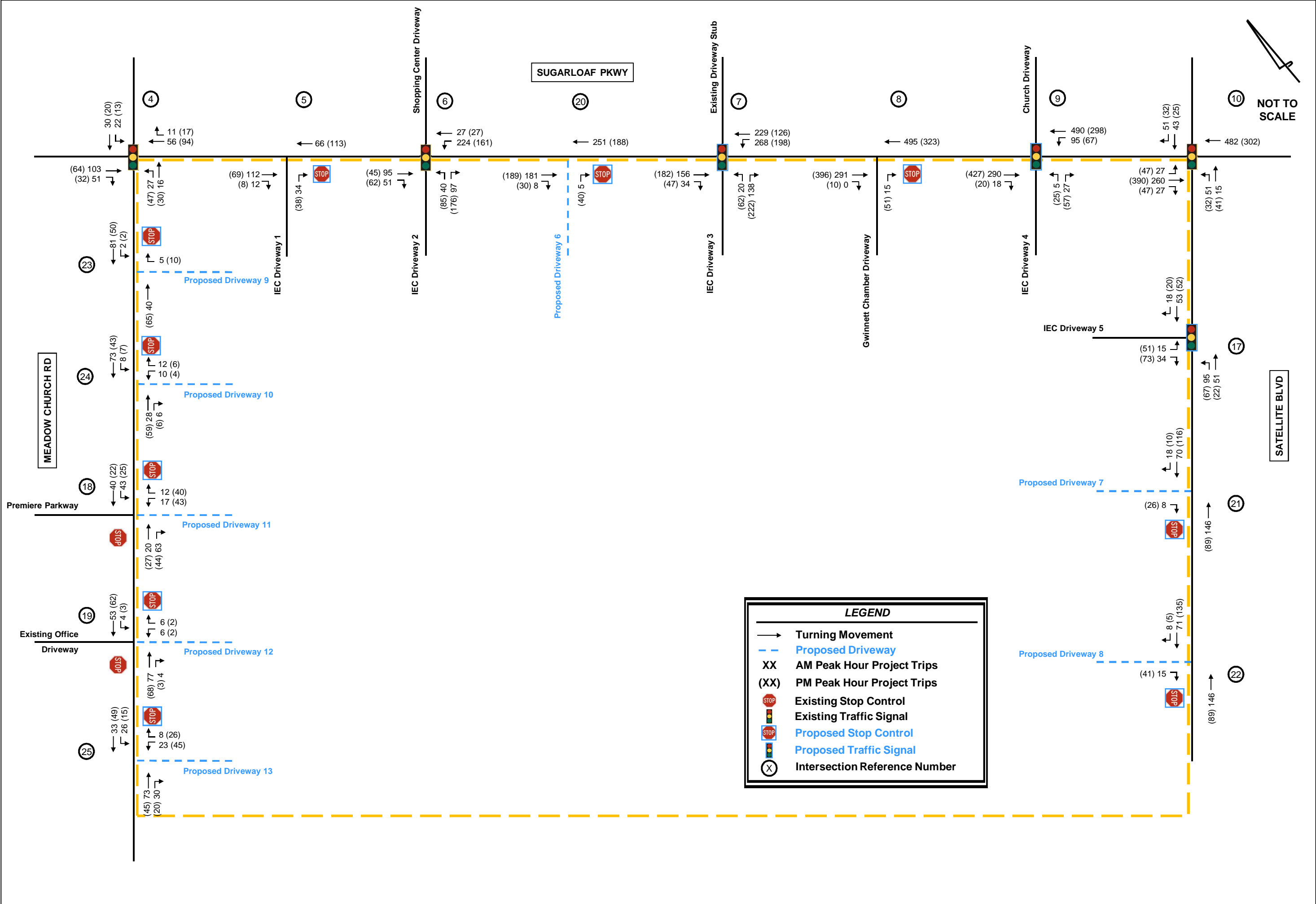


Figure 9

Project Trips

Revel / Infinite Energy Center  
DRI #2822  
Transportation Analysis



## 6.0 TRAFFIC ANALYSIS

### 6.1 Existing 2018 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 11** and **Figure 12**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2018 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Old Peachtree Road at Meadow Church Road	Signal	Overall	D	B (14.2)	C (24.8)
2. Old Peachtree Road at Satellite Boulevard	Signal	Overall	D/E	D (37.4)	E (57.4)
3. Sugarloaf Parkway at Old Peachtree Road	Signal	Overall	D	D (46.8)	D (49.6)
4. Sugarloaf Parkway at Meadow Church Road	Signal	Overall	D	C (23.7)	D (45.8)
5. Sugarloaf Parkway at Infinite Energy Center Driveway 1	TWSC	NB	N/A	B (14.2)	C (19.5)
6. Sugarloaf Parkway at Infinite Energy Center Driveway 2 / Shopping Center Driveway	Signal	Overall	D	A (5.6)	B (10.2)
7. Sugarloaf Parkway at Infinite Energy Center Driveway 3	TWSC	NB	N/A	B (14.4)	C (18.7)
8. Sugarloaf Parkway at Gwinnett Chamber Driveway	TWSC	NB	N/A	B (14.3)	F (137.0)
		WB Left		B (12.8)	C (16.3)
9. Sugarloaf Parkway at Infinite Energy Center Driveway 4	TWSC	NB	N/A	F (105.1)	F (215.9)
		WB Left		B (13.7)	C (16.9)
10. Sugarloaf Parkway at Satellite Boulevard	Signal	Overall	D/E	D (39.1)	E (70.7)
11. Sugarloaf Parkway at I-85 SB Ramps*	Signal	Overall	D	C (25.7)	C (23.2)
12. Sugarloaf Parkway at I-85 NB Ramps*	Signal	Overall	D	B (12.2)	C (22.7)
13. Sugarloaf Parkway at North Brown Road	Signal	Overall	D/E	D (43.4)	E (59.9)
14. Duluth Hwy (SR 120) at Meadow Church Road	Signal	Overall	D	D (36.8)	D (37.4)
15. Duluth Hwy (SR 120) at Satellite Boulevard	Signal	Overall	D/E	D (46.6)	E (57.3)
16. Duluth Hwy (SR 120) at I-85 SB Ramps*	Signal	Overall	D	C (21.8)	D (36.2)
17. Satellite Boulevard at Infinite Energy Center Driveway 5	TWSC	EB	N/A	C (16.1)	D (29.0)
		NB Left		A (9.9)	A (8.7)
18. Meadow Church Road at Premier Parkway	TWSC	EB	N/A	C (15.6)	D (26.1)
19. Meadow Church Road at Existing Office Driveway	TWSC	EB	N/A	B (14.5)	C (24.0)

\* HCM 2000 methodology used for the analysis of the I-85 ramps. HCM 2010 methodology does not analyze these ramps due to non-NEMA phasing.

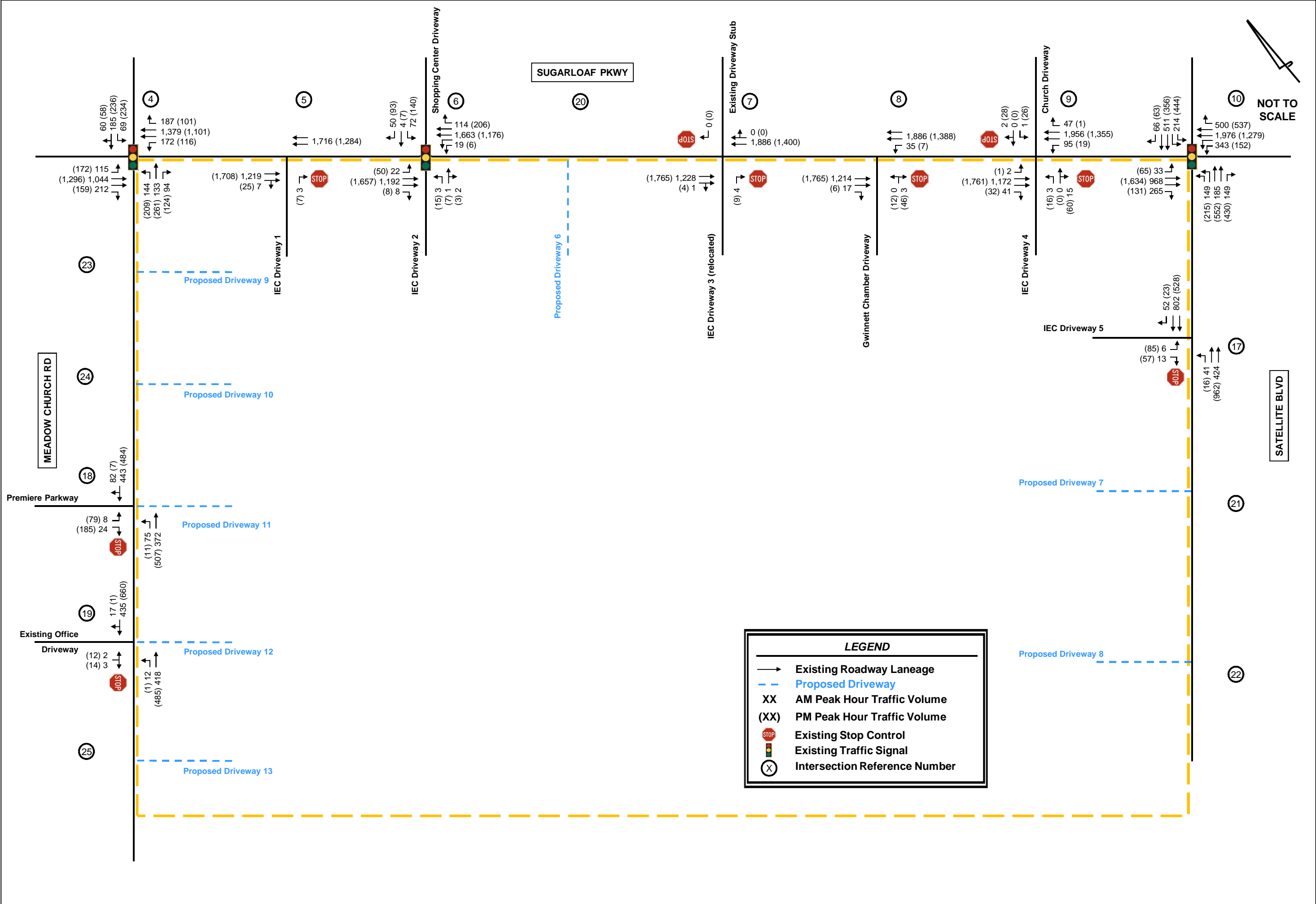
As shown in **Table 7**, all study intersections currently operate acceptably per the GRTA overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersections of Old Peachtree Road at Satellite Boulevard (Intersection #2), Sugarloaf Parkway at Satellite Boulevard (Intersection #10), Sugarloaf Parkway at North Brown Road (Intersection #13), and Duluth Hwy (SR 120) at Satellite Boulevard (Intersection #15) currently operate at LOS E during the PM peak hour. Since they currently operate at LOS E during the PM peak hour, the new level-of-service standard becomes LOS E for the PM peak hour for the listed signalized intersections, consistent the GRTA Letter of Understanding.

The northbound approach at the unsignalized intersections of Sugarloaf Parkway at Gwinnett Chamber Driveway (Intersection #8) and Sugarloaf Parkway at Infinite Energy Center Driveway 4 (Intersection #9) currently operate at failing LOS during the PM peak hour (for Intersection #8) and during both the AM and PM peak hours (Intersection #9). It should be noted that low and failing levels-of-service for side-street stop-controlled approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

There are no recommended improvements for the Existing 2018 conditions scenario.





## 6.2 Projected 2023 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at 1.0 percent per year throughout the study network. These volumes were entered into *Synchro* 9.0, and capacity analyses were performed. The Projected 2023 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The results of the capacity analyses for the Projected 2023 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2023 No-Build Level-of-Service Summary							
LOS (delay in seconds)							
Intersection	Control	Approach/ Movement	LOS Std.	Projected 2023 No-Build		Projected 2023 No-Build Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Old Peachtree Road at Meadow Church Road	Signal	Overall	D	B (14.7)	C (25.9)	-	-
2. Old Peachtree Road at Satellite Boulevard	Signal	Overall	D/E	D (38.3)	E (64.2)	-	-
3. Sugarloaf Parkway at Old Peachtree Road	Signal	Overall	D	D (48.5)	D (52.0)	-	-
4. Sugarloaf Parkway at Meadow Church Road	Signal	Overall	D	C (25.1)	D (49.3)	-	-
5. Sugarloaf Parkway at Infinite Energy Center Driveway 1	TWSC	NB	N/A	B (14.7)	C (20.7)	-	-
6. Sugarloaf Parkway at Infinite Energy Center Driveway 2 / Shopping Center Driveway	Signal	Overall	D	A (5.8)	B (10.6)	-	-
7. Sugarloaf Parkway at Infinite Energy Center Driveway 3	TWSC	NB	N/A	B (14.9)	C (19.7)	-	-
8. Sugarloaf Parkway at Gwinnett Chamber Driveway	TWSC	NB	N/A	B (14.8)	F (218.2)	-	-
		WB Left		B (13.4)	C (17.3)	-	-
9. Sugarloaf Parkway at Infinite Energy Center Driveway 4	TWSC	NB	N/A	F (131.9)	F (329.8)	-	-
		WB Left		B (14.5)	C (18.0)	-	-
10. Sugarloaf Parkway at Satellite Boulevard	Signal	Overall	D/E	D (45.3)	E (79.7)	-	-
11. Sugarloaf Parkway at I-85 SB Ramps*	Signal	Overall	D	C (27.4)	C (23.5)	-	-
12. Sugarloaf Parkway at I-85 NB Ramps*	Signal	Overall	D	B (13.3)	C (24.6)	-	-
13. Sugarloaf Parkway at North Brown Road	Signal	Overall	D/E	D (48.5)	E (67.1)	-	-
14. Duluth Hwy (SR 120) at Meadow Church Road	Signal	Overall	D	D (39.5)	D (39.2)	-	-
15. Duluth Hwy (SR 120) at Satellite Boulevard	Signal	Overall	D/E	D (48.0)	E (62.0)	-	-
16. Duluth Hwy (SR 120) at I-85 SB Ramps*	Signal	Overall	D	C (22.9)	D (38.0)	-	-
17. Satellite Boulevard at Infinite Energy Center Driveway 5	TWSC	EB	N/A	C (16.6)	D (33.9)	-	-
		NB Left		B (10.1)	A (8.8)	-	-
18. Meadow Church Road at Premier Parkway	TWSC	EB	N/A	C (16.2)	D (30.6)	-	-
19. Meadow Church Road at Existing Office Driveway	TWSC	EB	N/A	C (15.1)	D (26.3)	-	-

\* HCM 2000 methodology used for the analysis of the I-85 ramps. HCM 2010 methodology does not analyze these ramps due to non-NEMA phasing.

- No improvements needed.

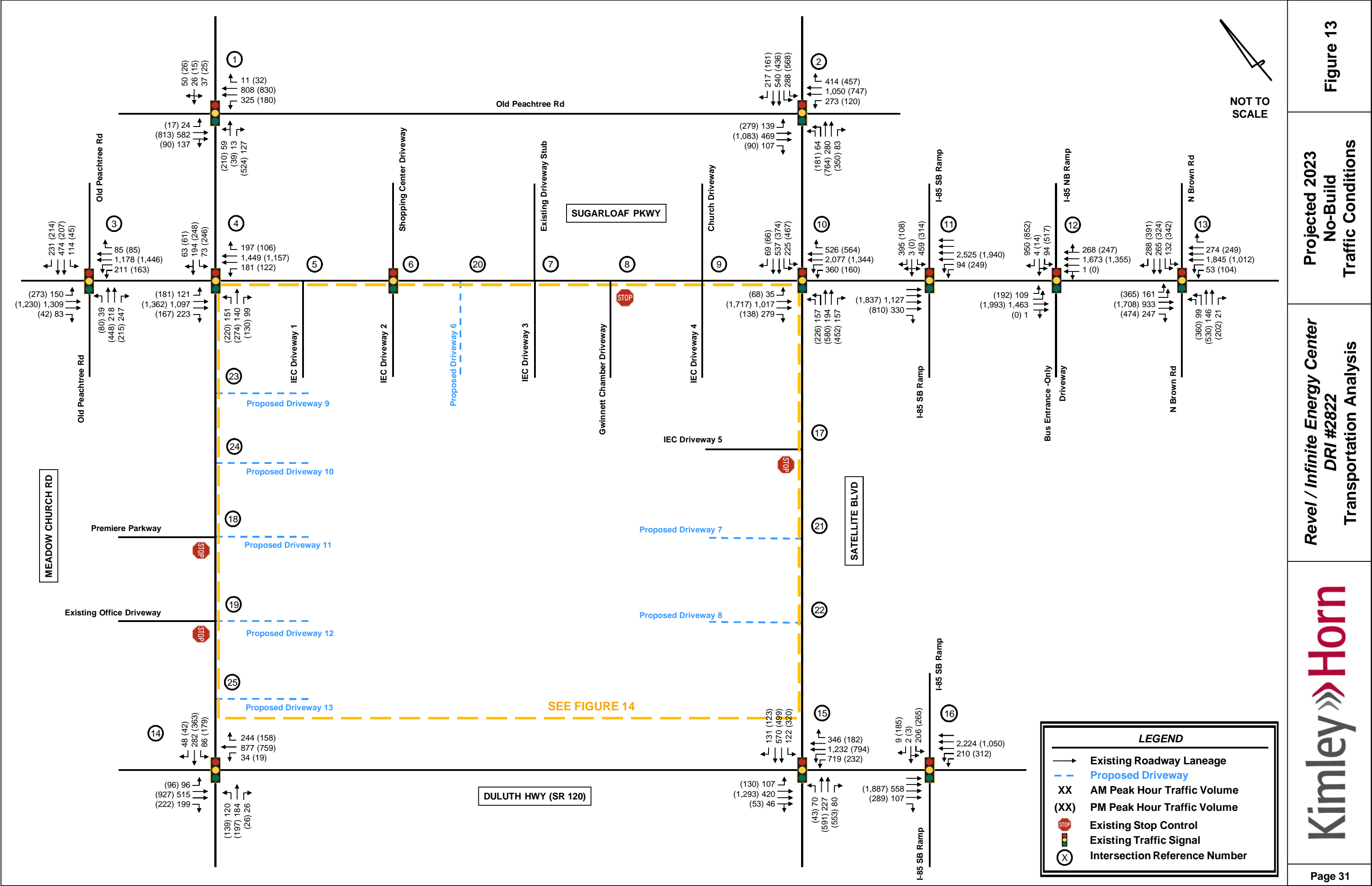


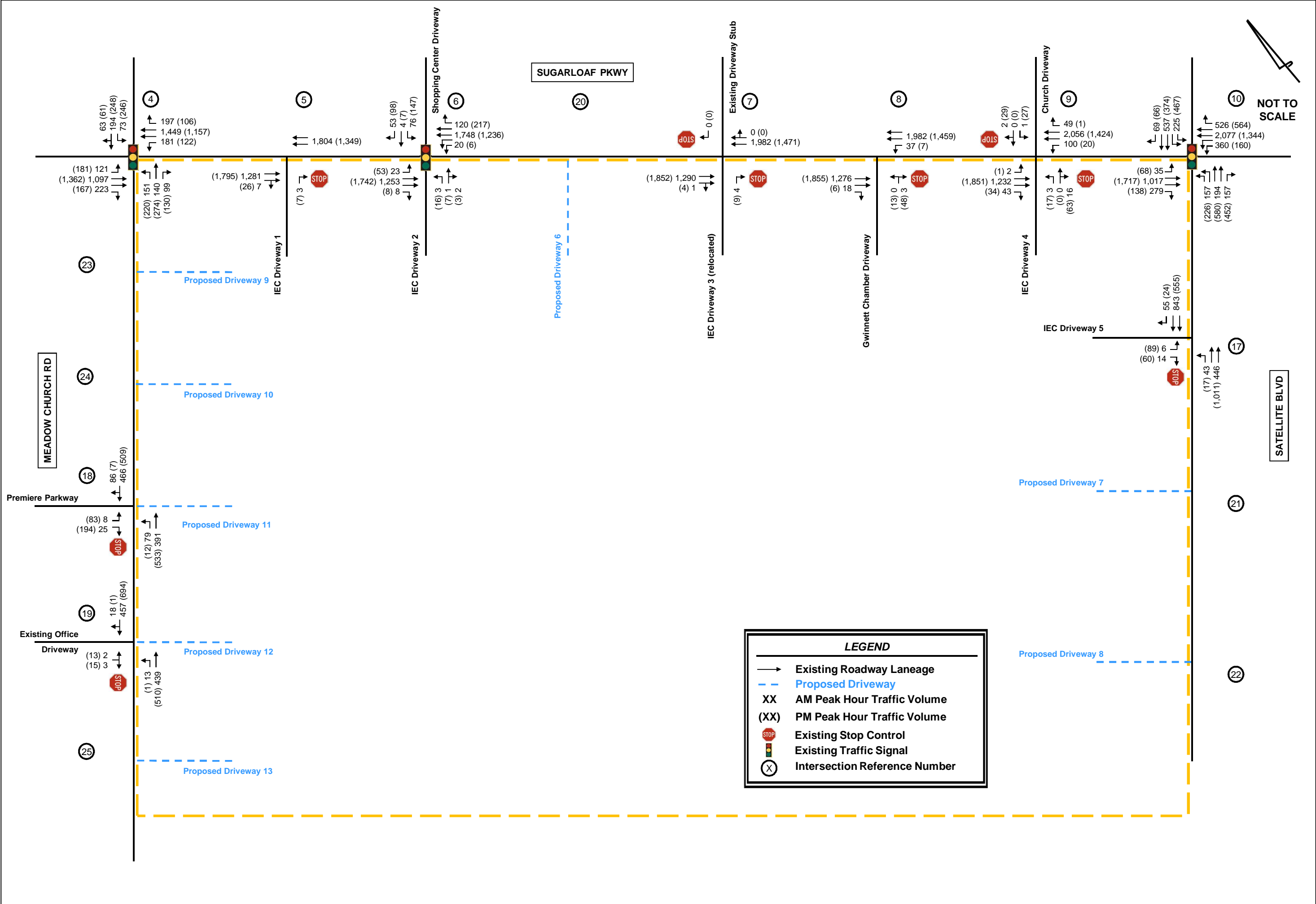
As shown in **Table 8**, all study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2023 No-Build conditions.

The intersection laneage and traffic volumes for the Projected 2023 No-Build conditions are shown in **Figure 13** and **Figure 14**.

There are no recommended improvements for the Projected 2023 No-Build conditions scenario.







### 6.3 Projected 2023 Build Conditions

The traffic associated with the proposed *Revel / Infinite Energy Center DRI* development was added to the Projected 2023 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2023 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan. The Projected 2023 Build Improved conditions were analyzed using the proposed roadway geometry and proposed intersection control types.

The intersection laneage and traffic volumes used for the Projected 2023 Build and Projected 2023 Build Improved conditions are shown in **Figure 15** and **Figure 16**. The results of the capacity analyses for the Projected 2023 Build and Projected 2023 Build Improved conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2023 Build Level-of-Service Summary							
LOS (delay in seconds)							
Intersection	Control	Approach/ Movement	LOS Std.	Projected 2023 Build		Projected 2023 Build Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. Old Peachtree Road at Meadow Church Road	Signal	Overall	D	B (16.2)	C (29.2)	-	-
2. Old Peachtree Road at Satellite Boulevard	Signal	Overall	D/E	D (39.8)	E (72.5)	-	-
3. Sugarloaf Parkway at Old Peachtree Road	Signal	Overall	D	D (54.7)	D (54.6)	-	-
4. Sugarloaf Parkway at Meadow Church Road	Signal	Overall	D	C (29.6)	D (52.6)	-	-
5. Sugarloaf Parkway at Infinite Energy Center Driveway 1	TWSC	NB	N/A	C (17.2)	D (25.9)	-	-
6. Sugarloaf Parkway at Infinite Energy Center Driveway 2 / Shopping Center Driveway	Signal	Overall	D	B (15.9)	C (29.8)	-	-
7. Sugarloaf Parkway at Infinite Energy Center Driveway 3	Existing TWSC / Proposed Signal	NB	D	F (2,019)	F (10,305)	A (6.8)	B (14.6)
		WB Left		E (46.6)	F (60.1)		
8. Sugarloaf Parkway at Gwinnett Chamber Driveway	TWSC	NB	N/A	C (18.3)	E (46.5)	-	-
9. Sugarloaf Parkway at Infinite Energy Center Driveway 4	Existing TWSC / Proposed Signal	NB	D	F (1,525)	F (6,844)	A (8.2)	C (25.5)
		WB Left		D (28.3)	E (38.2)		
10. Sugarloaf Parkway at Satellite Boulevard	Signal	Overall	D/E	F (95.9)	F (122.9)	C (34.8)	E (62.7)
11. Sugarloaf Parkway at I-85 SB Ramps*	Signal	Overall	D	D (37.9)	C (26.2)	-	-
12. Sugarloaf Parkway at I-85 NB Ramps*	Signal	Overall	D	B (16.5)	C (25.5)	-	-
13. Sugarloaf Parkway at North Brown Road	Signal	Overall	D/E	D (49.0)	E (74.4)	-	-
14. Duluth Hwy (SR 120) at Meadow Church Road	Signal	Overall	D	D (44.9)	D (44.2)	-	-

Table 9: Projected 2023 Build Level-of-Service Summary LOS (delay in seconds)							
Intersection	Control	Approach/ Movement	LOS Std.	Projected 2023 Build		Projected 2023 Build Improved	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
15. Duluth Hwy (SR 120) at Satellite Boulevard	Signal	Overall	D/E	D (49.9)	E (76.9)	-	-
16. Duluth Hwy (SR 120) at I-85 SB Ramps*	Signal	Overall	D	C (23.1)	D (38.4)	-	-
17. Satellite Boulevard at Infinite Energy Center Driveway 5	Existing TWSC / Proposed Signal	EB	D	D (27.0)	F (143.9)	A (4.3)	A (9.4)
		NB Left		B (11.3)	A (9.4)		
18. Meadow Church Road at Premier Parkway / Proposed Driveway 11	TWSC	EB	N/A	C (18.8)	E (47.9)	-	-
		WB		D (29.3)	F (77.9)	-	-
		SB Left		A (9.2)	A (8.8)	-	-
19. Meadow Church Road at Existing Office Driveway / Proposed Driveway 12	TWSC	EB	N/A	C (17.3)	D (32.7)	-	-
		WB		C (18.8)	D (28.6)	-	-
		SB Left		A (8.6)	A (9.6)	-	-
20. Sugarloaf Parkway at Proposed Driveway 6	TWSC	NB	N/A	C (16.8)	D (30.0)	-	-
21. Satellite Boulevard at Proposed Driveway 7	TWSC	EB	N/A	B (12.0)	B (11.3)	-	-
22. Satellite Boulevard at Proposed Driveway 8	TWSC	EB	N/A	B (12.1)	B (11.5)	-	-
23. Meadow Church Road at Proposed Driveway 9	TWSC	WB	N/A	B (11.2)	B (14.3)	-	-
		SB Left		A (8.3)	A (9.3)	-	-
24. Meadow Church Road at Proposed Driveway 10	TWSC	WB	N/A	B (13.5)	B (15.8)	-	-
		SB Left		A (8.3)	A (9.3)	-	-
25. Meadow Church Road at Proposed Driveway 13	TWSC	WB	N/A	B (14.7)	C (18.5)	-	-
		SB Left		A (8.6)	A (8.8)	-	-

\* HCM 2000 methodology used for the analysis of the I-85 ramps. HCM 2010 methodology does not analyze these ramps due to non-NEMA phasing.

- No improvements needed.

As shown in **Table 9**, all but one (1) study intersections are projected to operate acceptably per their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2023 Build conditions. The signalized intersection of Sugarloaf Parkway at Satellite Boulevard (Intersection #10) is projected to operate at LOS F during the AM and PM peak hours.

To maintain the desired LOS standard, the following system improvements (off-site improvements) and site-access improvements (driveway improvements) are recommended to serve the traffic associated with the *Revel / Infinite Energy Center DRI* development:

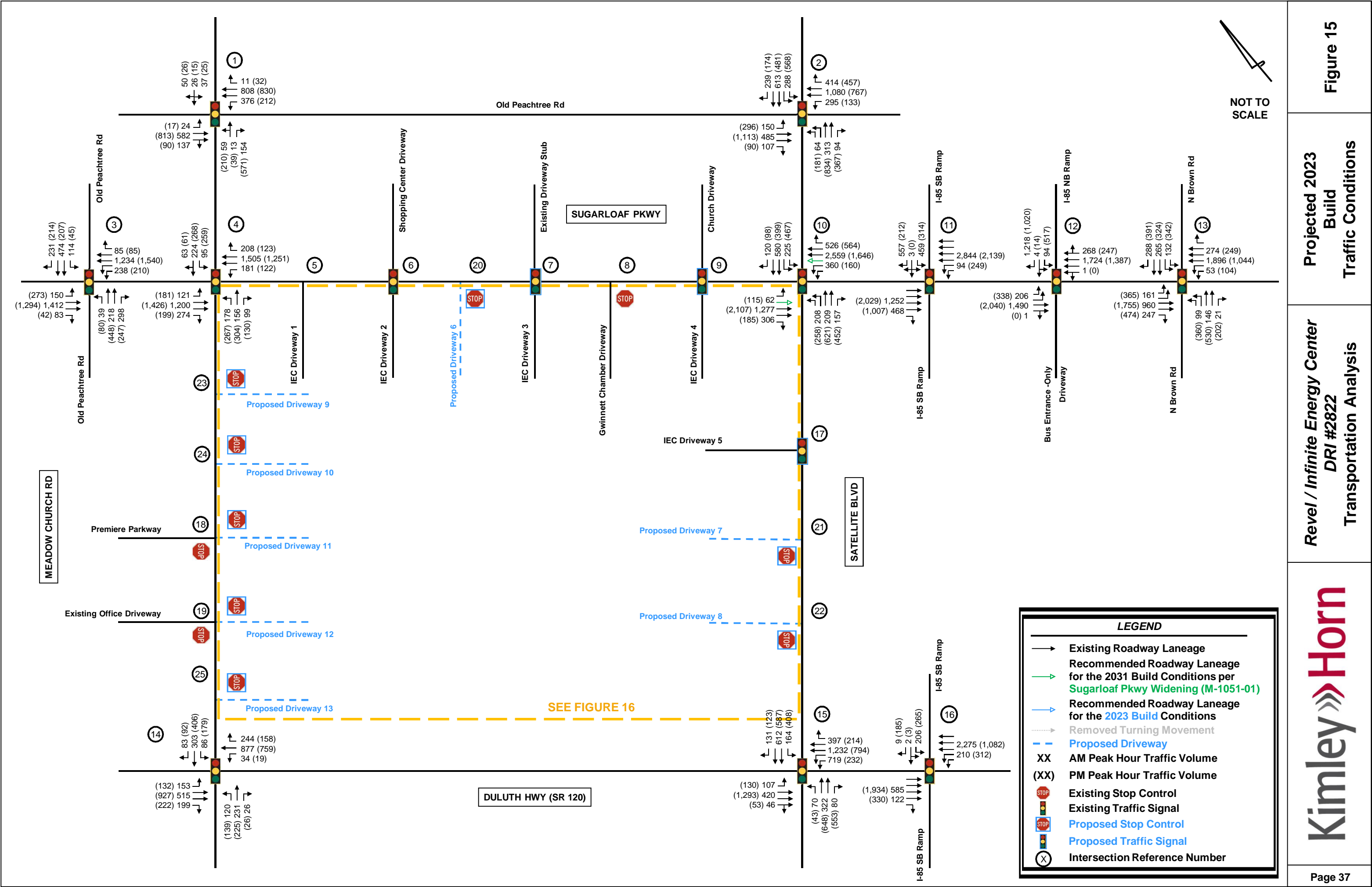
- Intersection #7: Sugarloaf Parkway at Infinite Energy Center Driveway 3
  - Install a traffic signal when warranted.
  - On the site, provide a minimum of one (1) northbound left-turn lane, one (1) northbound through lane, and one (1) northbound right-turn lane exiting the site onto Sugarloaf Parkway and a minimum of one (1) ingress lanes entering the site.
  - Construct one (1) eastbound right-turn lane and a minimum of one (1) westbound left-turn lane along Sugarloaf Parkway.
- Intersection #8: Sugarloaf Parkway at Gwinnett Chamber Driveway
  - Convert Gwinnett Chamber Driveway from full-movement to right-in/right-out.
- Intersection #9: Sugarloaf Parkway at Infinite Energy Center Driveway / Church Driveway
  - Install a traffic signal when warranted.
  - On the site, provide a minimum of one (1) northbound left-turn lane, one (1) northbound through lane, and one (1) northbound right-turn lane exiting the site onto Sugarloaf Parkway and a minimum of one (1) ingress lanes entering the site.
- Intersection #10: Sugarloaf Parkway at Satellite Boulevard
  - Construct one (1) additional eastbound through lane and one (1) additional westbound through lane along Sugarloaf Parkway.

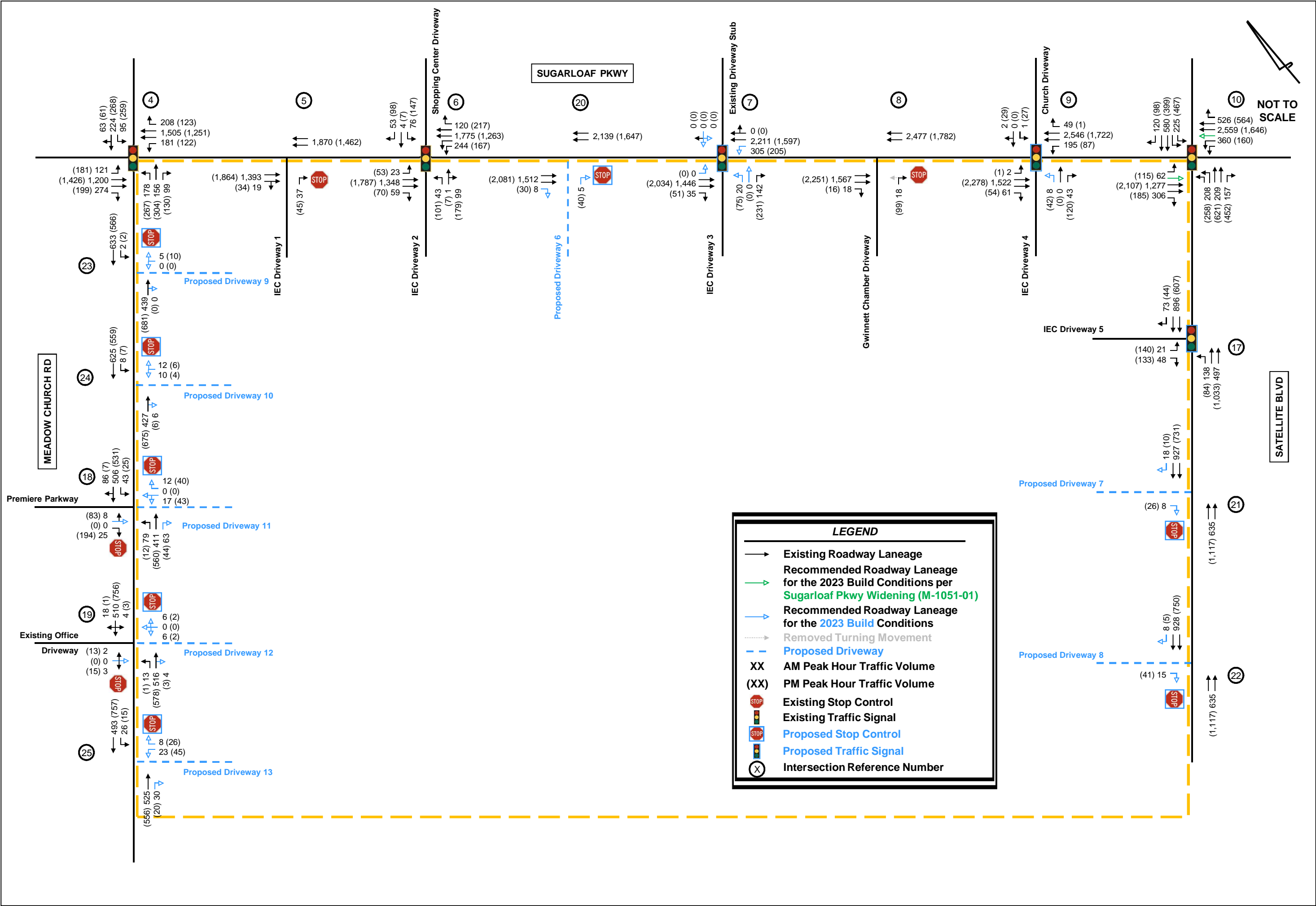
*Note: As a result, Sugarloaf Parkway between Infinite Energy Center Driveway 4 (Intersection #9) and I-85 SB Ramps (Intersection #11) will consist of three (3) through lanes in each direction. The construction of additional eastbound and westbound through lanes are included in the Sugarloaf Parkway Widening project (M-1051-01). See **Appendix F** for concept designs.*

- Intersection #17: Satellite Boulevard at Infinite Energy Center Driveway 5
  - Install a traffic signal when warranted.
- Intersection #18: Meadow Church Road at Premier Parkway / Proposed Driveway 11
  - On the site, construct a minimum of one (1) westbound shared through/left-turn lane and one (1) westbound right-turn lane exiting the site onto Meadow Church Road, and one (1) ingress lane entering the site.
  - Construct one (1) northbound right-turn lane along Meadow Church Road.
- Intersection #19: Meadow Church Road at Existing Office Driveway / Proposed Driveway 12
  - On the site, construct a minimum of one (1) westbound shared left/through/right-turn lane exiting the site onto Meadow Church Road and one (1) ingress lane entering the site.
- Intersection #20: Sugarloaf Parkway at Proposed Driveway 6
  - On the site, construct one (1) northbound right-turn lane exiting the site onto Sugarloaf Parkway and one (1) ingress lane entering the site.
- Intersection #21: Satellite Boulevard at Proposed Driveway 7
  - On the site, construct one (1) eastbound right-turn lane exiting the site onto Satellite Boulevard and one (1) ingress lane entering the site.
  - Construct one (1) southbound right-turn lane along Satellite Boulevard.

- Intersection #22: Satellite Boulevard at Proposed Driveway 8
  - On the site, construct one (1) eastbound right-turn lane exiting the site onto Satellite Boulevard and one (1) ingress lane entering the site.
  - Construct one (1) southbound right-turn lane along Satellite Boulevard.
- Intersection #23: Meadow Church Road at Proposed Driveway 9
  - On the site, construct one (1) westbound shared left/right-turn lane exiting the site onto Meadow Church Road and one (1) ingress lane entering the site.
- Intersection #24: Meadow Church Road at Proposed Driveway 10
  - On the site, construct one (1) westbound shared left/right-turn lane exiting the site onto Meadow Church Road and one (1) ingress lane entering the site.
- Intersection #25: Meadow Church Road at Proposed Driveway 13
  - On the site, construct one (1) westbound left-turn lane and one (1) westbound right-turn lane exiting the site onto Meadow Church Road and two (2) ingress lane entering the site.
  - Construct one (1) northbound right-turn lane along Meadow Church Road.









## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Revel / Infinite Energy Center DRI* development is proposed at fourteen (14) locations:

- Six (6) driveways along Sugarloaf Parkway.
- Five (5) driveways along Meadow Church Road.
- Three (3) driveways along Satellite Boulevard.

The site driveway locations are discussed in *Section 1.3*. The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report. Based on the Projected 2023 Build Improved conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service.

## 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, and Gwinnett County's programmed projects, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

Table 10: Programmed Improvements			
#	Year	Project ID	Project Description
1	2018	0013324	Old Peachtree Road from Sugarloaf Parkway to Dean Road ITS (GDOT/ STIP)
2	2019	F-1265	Sugarloaf Parkway from Meadow Church Road to Satellite Boulevard widening 4 to 6 lanes (Gwinnett County SPLOST 2017)
3	2019	M-1051	Intersection improvements on Sugarloaf Parkway at Meadow Church Road, Satellite Boulevard, and Premiere Parkway (Gwinnett County SPLOST 2017)
4	TBD	M-1065	Intersection improvement on Satellite Boulevard at Old Peachtree Road (Gwinnett County SPLOST 2017)
5	TBD	F-1286	Infinite Loop (Gwinnett County SPLOST 2017/ Gwinnett Countywide Trails Master Plan 2018)
6	2038	AR-ML-420 0013920	I-85 North Express Lanes from I-285 to Old Peachtree Road (ARC-RTP/ GDOT STIP)
7	TBD	GW-390C	Gwinnett County ATMS/ITS Infrastructure Expansion – Old Peachtree Road from Sugarloaf Parkway to North Brown Road/ Northbrook Parkway (ARC-RTP)
8	TBD	GW-415	Gwinnett County ITS Enhancements – Phase 2 (on Duluth Highway/ SR 120; ARC-RTP)

Fact sheets for projects can be found in **Appendix F**.

## 9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. As currently envisioned, parking will be provided via a combination of parking deck and surface parking facilities on-site, dispersed across the property to reduce the vehicular and pedestrian impact to any one area. Shared parking principles will be promoted to minimize the need for parking. Additionally, for the mixed-use development (on the northwest portion of the site), parking facilities and vehicular circulation are proposed around the proposed retail and restaurant land uses to decrease vehicle/pedestrian conflicts.

A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

## 10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is located within the Sugarloaf LCI (2018), formerly known as the Gwinnett LCI. The Sugarloaf LCI was adopted by the Sugarloaf CID Board on August 9<sup>th</sup>, 2018, and is anticipated to be adopted by the Gwinnett County Board of Commissioners September 2018. According to the Sugarloaf LCI, the Infinite Energy Center area is intended to create “Gwinnett’s Downtown,” supporting a walkable, active, mixed-use downtown area and entertainment district. The proposed Revel/ Infinite Energy Center development includes expansions of the existing Gwinnett Arena, Infinite Energy Center Forum and Hudgens Art Center, in addition to the Revel mixed-use development on the site, consisting of new hotel, office, restaurant, retail, and residential units.

The mixed-use component of the redevelopment, and the expansion of the existing venues will replace existing surface parking facilities, and increase the site density, plus transform the fabric of the site into a walkable urbanized area, similar to a downtown. The Revel/ Infinite Energy Center development complies with the recommended land uses and character intended for the area based on the Sugarloaf LCI.

## **Appendix A**

### **Site Photo Log**

**Revel / Infinite Energy Center DRI #2822**

Photo No. 1



Comments: Meadow Church Road at Proposed Driveway 13. Photo looking south from Proposed Driveway 13.

Photo No. 2



Comments: Meadow Church Road at Proposed Driveway 13. Photo looking north from Proposed Driveway 13.



Revel / Infinite Energy Center DRI #2822

Photo No. 3



Comments: Meadow Church Road at Proposed Driveway 12. Photo looking south from Proposed Driveway 12.

Photo No. 4



Comments: Meadow Church Road at Proposed Driveway 12. Photo looking west from Proposed Driveway 12.

**Revel / Infinite Energy Center DRI #2822**

Photo No. 5



Comments: Meadow Church Road at Proposed Driveway 12. Photo looking north from Proposed Driveway 12.

Photo No. 6



Comments: Meadow Church Road at Proposed Driveway 11. Photo looking south from Proposed Driveway 11.



Revel / Infinite Energy Center DRI #2822

Photo No. 7



Comments: Meadow Church Road at Proposed Driveway 11. Photo looking west from Proposed Driveway 11.

Photo No. 8



Comments: Meadow Church Road at Proposed Driveway 11. Photo looking north from Proposed Driveway 11.

Revel / Infinite Energy Center DRI #2822

Photo No. 9



Comments: Meadow Church Road at Proposed Driveway 10. Photo looking south from Proposed Driveway 10.

Photo No. 10



Comments: Meadow Church Road at Proposed Driveway 10. Photo looking north from Proposed Driveway 10.



**Revel / Infinite Energy Center DRI #2822**

Photo No. 11



Comments: Meadow Church Road at Proposed Driveway 9. Photo looking south from Proposed Driveway 9.

Photo No. 12



Comments: Meadow Church Road at Proposed Driveway 9. Photo looking north from Proposed Driveway 9.

Revel / Infinite Energy Center DRI #2822

Photo No. 13



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 1. Photo looking west from Infinite Energy Center Driveway 1.

Photo No. 14



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 1. Photo looking east from Infinite Energy Center Driveway 1.



Revel / Infinite Energy Center DRI #2822

Photo No. 15



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 2. Photo looking west from Infinite Energy Center Driveway 2.

Photo No. 16



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 2. Photo looking north from Infinite Energy Center Driveway 2.

**Revel / Infinite Energy Center DRI #2822**

Photo No. 17



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 2. Photo looking east from Infinite Energy Center Driveway 2.

Photo No. 18



Comments: Sugarloaf Parkway at Proposed Driveway 6. Photo looking west from Proposed Driveway 6.



**Revel / Infinite Energy Center DRI #2822**

Photo No. 19



Comments: Sugarloaf Parkway at Proposed Driveway 6. Photo looking east from Proposed Driveway 6.

Photo No. 20



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 3. Photo looking west from Infinite Energy Center Driveway 3.

**Revel / Infinite Energy Center DRI #2822**

Photo No. 21



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 3. Photo looking east from Infinite Energy Center Driveway 3.

Photo No. 22



Comments: Sugarloaf Parkway at Gwinnett Chambers Driveway. Photo looking west from Gwinnett Chambers Driveway.



Revel / Infinite Energy Center DRI #2822

Photo No. 23



Comments: Sugarloaf Parkway at Gwinnett Chambers Driveway. Photo looking west from Gwinnett Chambers Driveway.

Photo No. 24



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 4. Photo looking west from Infinite Energy Center Driveway 4.

Revel / Infinite Energy Center DRI #2822

Photo No. 25



Comments: Sugarloaf Parkway at Infinite Energy Center Driveway 4. Photo looking east from Infinite Energy Center Driveway 4.

Photo No. 26



Comments: Satellite Boulevard at Infinite Energy Center Driveway 5. Photo looking north from Infinite Energy Center Driveway 5.



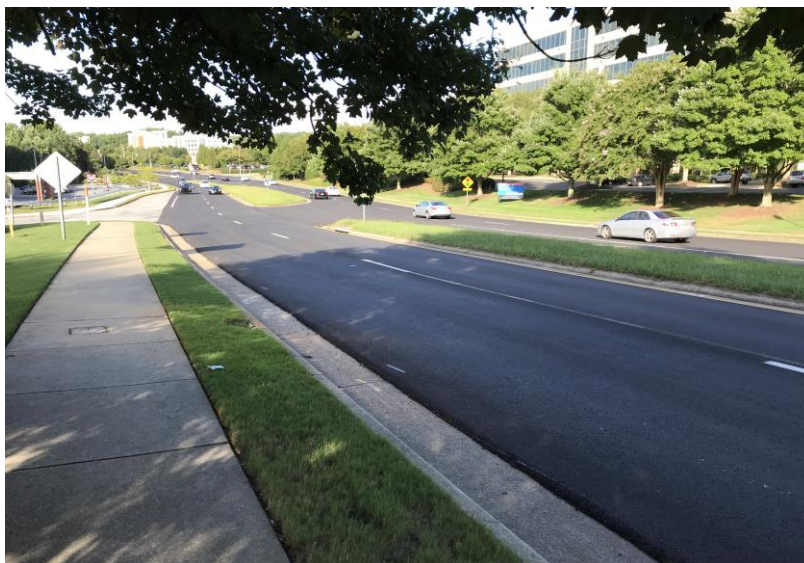
Revel / Infinite Energy Center DRI #2822

Photo No. 27



Comments: Satellite Boulevard at Infinite Energy Center Driveway 5. Photo looking south from Infinite Energy Center Driveway 5.

Photo No. 28



Comments: Satellite Boulevard at Proposed Driveway 7. Photo looking north from Proposed Driveway 7.

Revel / Infinite Energy Center DRI #2822

Photo No. 29



Comments: Satellite Boulevard at Proposed Driveway 7. Photo looking south from Proposed Driveway 7.

Photo No. 30



Comments: Satellite Boulevard at Proposed Driveway 8. Photo looking north from Proposed Driveway 8.

**Revel / Infinite Energy Center DRI #2822**

Photo No. 31



Comments: Satellite Boulevard at Proposed Driveway 8. Photo looking south from Proposed Driveway 8.

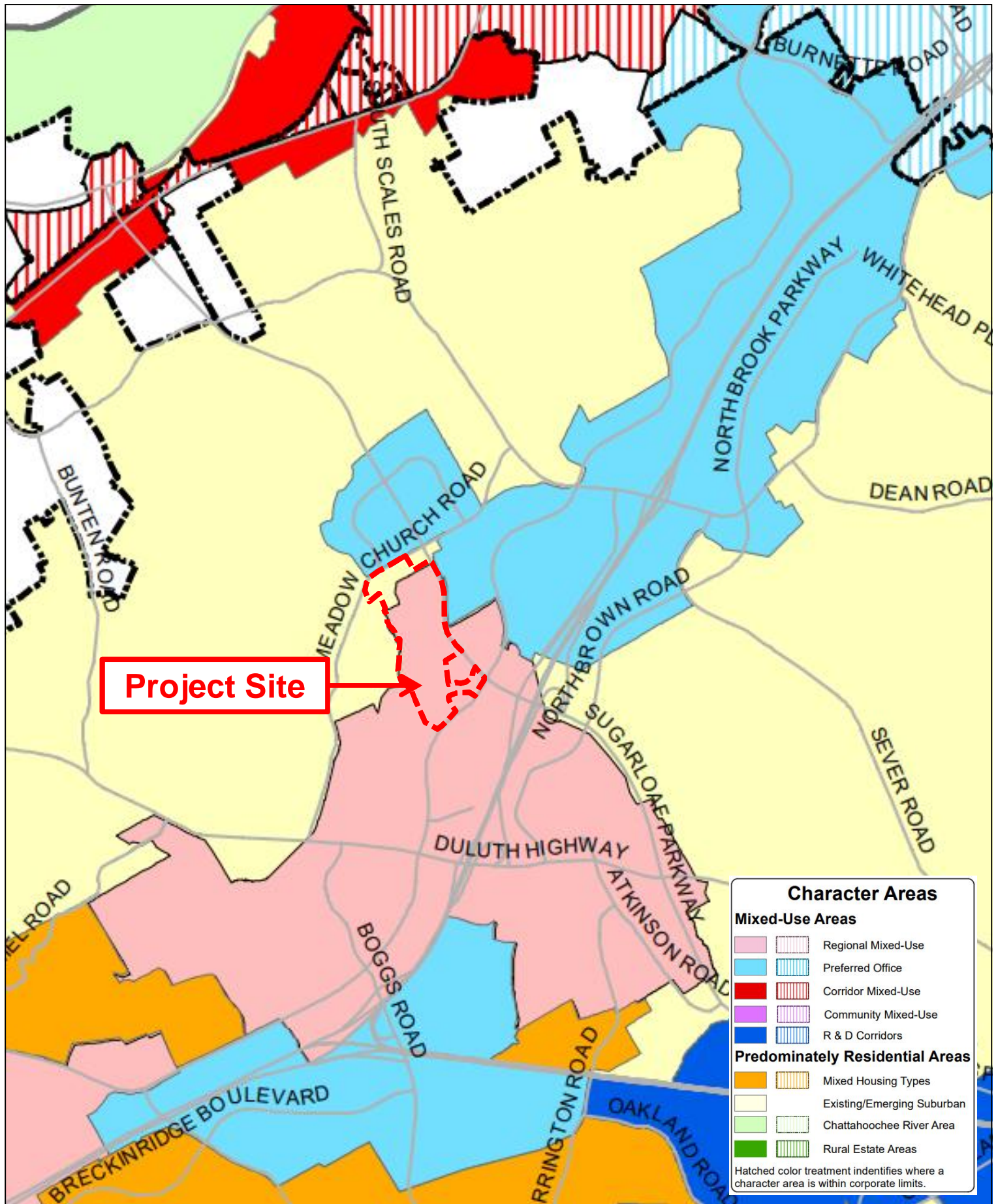
Photo No. 32

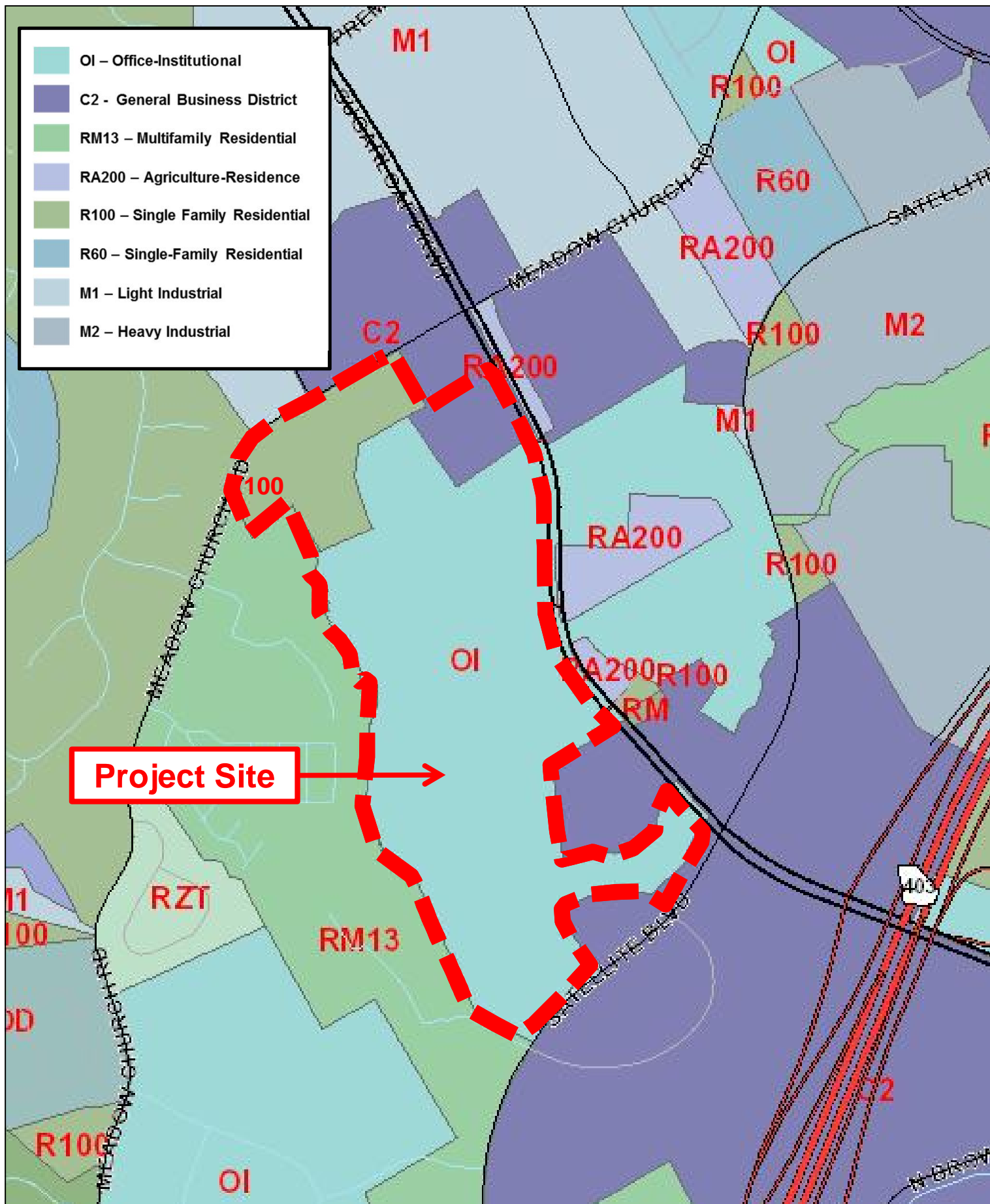
Comments: SR 74 at Proposed Driveway 4. Photo looking north from Proposed Driveway 4.

## **Appendix B**

### **Land Use and Zoning Maps**





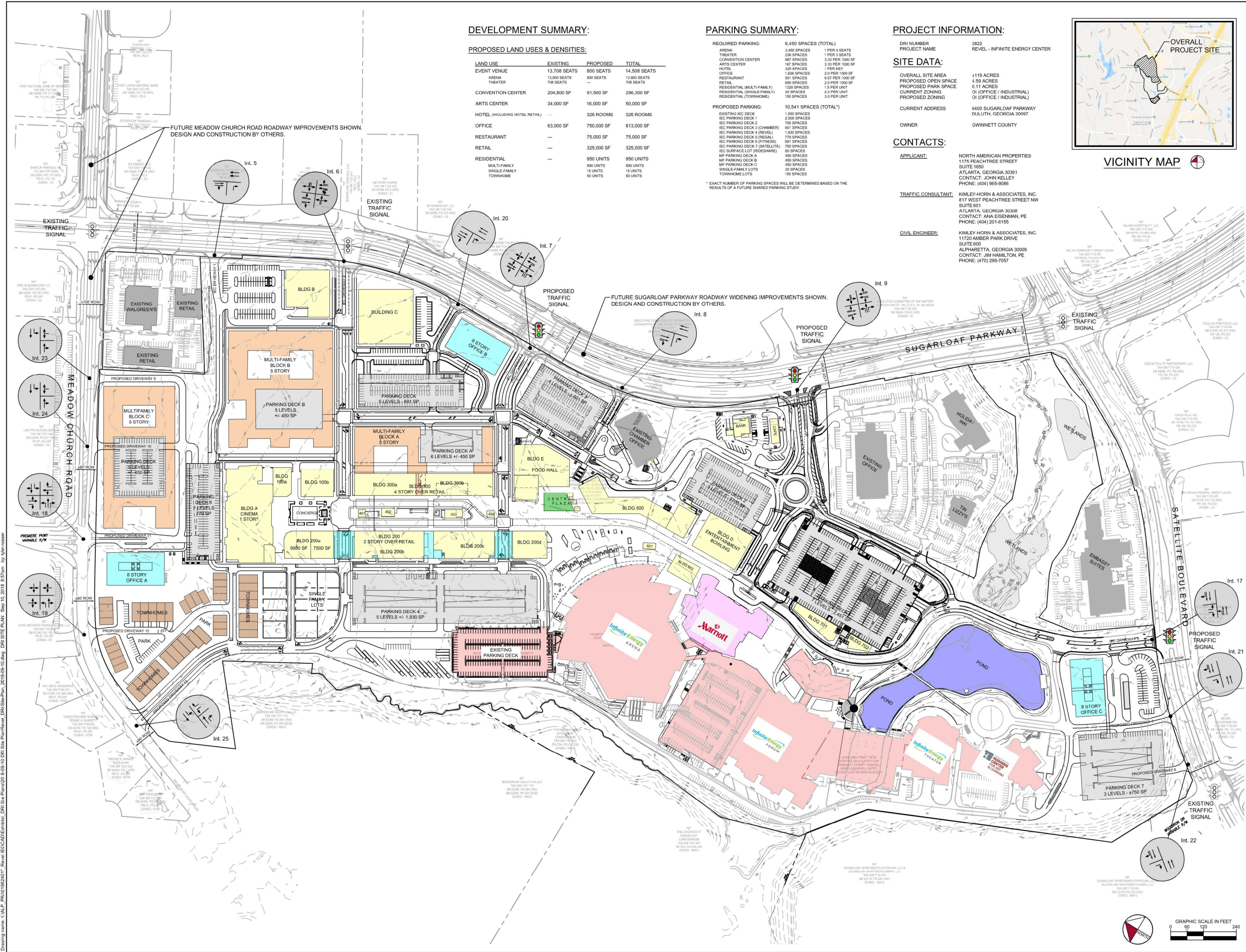


## **Appendix C**

### **Proposed Site Plan**



Drawing name: C:\ALP\_P\0119624017\_Revell EICCAD\Exhibit, DRI Site Plans\2018-09-10.dwg DRI Site Plan Sep 10, 2018 8:57am by: jyer-casser



1175 PEACHTREE STREET, SUITE 1650  
ATLANTA, GEORGIA 30361  
PHONE: 404.965.9086  
WWW.KIMLEY-HORN.COM

**NORTH AMERICAN PROPERTIES**

1175 PEACHTREE STREET, SUITE 1650  
ATLANTA, GEORGIA 30361  
PHONE: 404.965.9086

**Infinite Energy ARENA**

6400 SUGARLOAF PARKWAY  
DULUTH, GEORGIA 30097

**Revell**

GSWCC CERT. LEVEL: 0000XXXXXX  
 DRAWN BY: JTR  
 DESIGNED BY: BRM  
 REVIEWED BY: JPH  
 DATE: 09/10/2018  
 PROJECT NO: 019624017  
 TITLE: DRI SITE PLAN  
 SHEET NUMBER: DRI #2822



## **Appendix D**

### **Trip Generation Analysis**

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)								
Revel/ Infinite Energy Center DRI #2822								
Gwinnett County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Multifamily Housing (Low-Rise) - General Urban/Suburban	950 d.u.	6,954	405	93	312	438	276	162
310 Hotel (incl. hotel retail/restaurant)	325 rooms	2,718	153	90	63	195	99	96
710 General Office Building - General Urban/Suburban	750,000 s.f.	7,492	731	629	102	772	124	648
820 Shopping Center	325,000 s.f. gross leasable area	12,268	306	190	116	1,238	594	644
932 High-Turnover (Sit-Down) Restaurant	75,000 s.f.	8,414	746	410	336	733	454	279
Convention Center/ Forum	91,500 s.f.	580	51	44	7	65	10	55
Arts Center	16,000 s.f.	100	9	8	1	11	2	9
Arena Seats*	800 seats	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gross Trips		38,526	2,401	1,464	937	3,452	1,559	1,893
Residential Trips		6,954	405	93	312	438	276	162
Mixed-Use Reductions		-1,540	-78	-7	-71	-286	-182	-104
Alternative Mode Reductions		-270	-16	-4	-12	-8	-5	-3
Adjusted Residential Trips		5,144	311	82	229	144	89	55
Hotel Trips		2,718	153	90	63	195	99	96
Mixed-Use Reductions		-602	-37	-4	-33	-77	-42	-35
Alternative Mode Reductions		-106	-6	-4	-2	-6	-3	-3
Adjusted Hotel Trips		2,010	110	82	28	112	54	58
Office Trips		7,492	731	629	102	772	124	648
Mixed-Use Reductions		-798	-231	-138	-93	-95	-27	-68
Alternative Mode Reductions		-670	-50	-49	-1	-68	-10	-58
Adjusted Office Trips		6,024	450	442	8	609	87	522
Retail Trips		12,268	306	190	116	1,238	594	644
Mixed-Use Reductions		-1,656	-97	-55	-42	-522	-233	-289
Alternative Mode Reductions		-530	-11	-7	-4	-36	-18	-18
Pass By Reductions (Based on ITE Rates)		-3,428	0	0	0	-232	-116	-116
Adjusted Retail Trips		6,654	198	128	70	448	227	221
Restaurant Trips		8,414	746	410	336	733	454	279
Mixed-Use Reductions		-1,136	-259	-147	-112	-384	-198	-186
Alternative Mode Reductions		-364	-24	-13	-11	-18	-13	-5
Pass By Reductions (Based on ITE Rates)		-2,974	0	0	0	-142	-71	-71
Adjusted Restaurant Trips		3,940	463	250	213	189	172	17
Infinite Energy Center/ Convention Center Average Day (non Special Event day) Trips		680	60	52	8	76	12	64
Mixed-Use Reductions								
Alternative Mode Reductions		-34	-3	-3	0	-4	-1	-3
Adjusted Other Non-Residential Trips		646	57	49	8	72	11	61
Mixed-Use Reductions - TOTAL		-5,732	-702	-351	-351	-1,364	-682	-682
Alternative Mode Reductions - TOTAL		-1,974	-110	-80	-30	-140	-50	-90
Pass-By Reductions - TOTAL		-6,402	0	0	0	-374	-187	-187
New Trips		24,418	1,589	1,033	556	1,574	640	934
Driveway Volumes		30,820	1,589	1,033	556	1,948	827	1,121

\* Arena seats are associated with special events and are separate from average day AM and PM peak hour operations.

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## **Appendix E**

### **Intersection Volume Worksheets**

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #1: Old Peachtree Road @ Meadow Church Road AM PEAK HOUR

Description	Meadow Church Road Northbound			Meadow Church Road Southbound			Old Peachtree Road Eastbound			Old Peachtree Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	56	12	121	35	25	48	23	554	130	309	769	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	0	0	0	0	0	1	0	1	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2018 Volumes	56	12	121	35	25	48	23	554	130	309	769	10
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	59	13	127	37	26	50	24	582	137	325	808	11
<b>Project Trips</b>												
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Residential Trips	0	0	11	0	0	0	0	0	0	4	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Hotel Trips	0	0	1	0	0	0	0	0	0	4	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Office Trips	0	0	0	0	0	0	0	0	0	22	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Retail Trips	0	0	4	0	0	0	0	0	0	6	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Restaurant Trips	0	0	11	0	0	0	0	0	0	13	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
IEC non-Special Event day Trips	0	0	0	0	0	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	27	0	0	0	0	0	0	51	0	0
<b>2023 Buildout Total</b>	<b>59</b>	<b>13</b>	<b>154</b>	<b>37</b>	<b>26</b>	<b>50</b>	<b>24</b>	<b>582</b>	<b>137</b>	<b>376</b>	<b>808</b>	<b>11</b>

## PM PEAK HOUR

Description	Meadow Church Road Northbound			Meadow Church Road Southbound			Old Peachtree Road Eastbound			Old Peachtree Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	200	37	499	24	14	25	16	774	86	171	790	30
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment												
Adjusted 2018 Volumes	200	37	499	24	14	25	16	774	86	171	790	30
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	210	39	524	25	15	26	17	813	90	180	830	32
<b>Project Trips</b>												
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Residential Trips	0	0	3	0	0	0	0	0	0	4	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Hotel Trips	0	0	3	0	0	0	0	0	0	3	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Office Trips	0	0	26	0	0	0	0	0	0	4	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Retail Trips	0	0	11	0	0	0	0	0	0	11	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Restaurant Trips	0	0	1	0	0	0	0	0	0	9	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
IEC non-Special Event day Trips	0	0	3	0	0	0	0	0	0	1	0	0
Pass-By Trips												
Total Project Trips	0	0	47	0	0	0	0	0	0	32	0	0
<b>2023 Buildout Total</b>	<b>210</b>	<b>39</b>	<b>571</b>	<b>25</b>	<b>15</b>	<b>26</b>	<b>17</b>	<b>813</b>	<b>90</b>	<b>212</b>	<b>830</b>	<b>32</b>



# INTERSECTION VOLUME DEVELOPMENT

## Intersection #2: Old Peachtree Road @ Satellite Boulevard AM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			Old Peachtree Road Eastbound			Old Peachtree Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	61	266	79	274	514	206	132	446	102	260	999	394
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	6	5	15	5	0	0	2	1	3	4	17
Heavy Vehicle %	3%	2%	6%	5%	2%	2%	2%	2%	2%	2%	2%	4%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2018 Volumes	61	266	79	274	514	206	132	446	102	260	999	394
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	64	280	83	288	540	217	139	469	107	273	1,050	414
<b>Project Trips</b>												
Trip Distribution IN					3%	2%				2%	3%	
Trip Distribution OUT		3%	2%				2%	3%				
Residential Trips	0	7	5	0	2	2	5	7	0	2	2	0
Trip Distribution IN					3%	2%				2%	3%	
Trip Distribution OUT		3%	2%				2%	3%				
Hotel Trips	0	1	1	0	2	2	1	1	0	2	2	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
Office Trips	0	1	0	0	35	9	0	0	0	9	13	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
Retail Trips	0	6	1	0	10	3	1	2	0	3	4	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
Restaurant Trips	0	17	4	0	20	5	4	6	0	5	8	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
IEC non-Special Event day Trips	0	1	0	0	4	1	0	0	0	1	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	11	0	73	22	11	16	0	22	30	0
<b>2023 Buildout Total</b>	<b>64</b>	<b>313</b>	<b>94</b>	<b>288</b>	<b>613</b>	<b>239</b>	<b>150</b>	<b>485</b>	<b>107</b>	<b>295</b>	<b>1,080</b>	<b>414</b>

## PM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			Old Peachtree Road Eastbound			Old Peachtree Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	172	727	333	540	415	153	265	1,030	86	114	711	435
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	7	3	15	7	0	0	1	0	2	1	8
Heavy Vehicle %	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2018 Volumes	172	727	333	540	415	153	265	1030	86	114	711	435
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	181	764	350	568	436	161	279	1,083	90	120	747	457
<b>Project Trips</b>												
Trip Distribution IN					3%	2%				2%	3%	
Trip Distribution OUT		3%	2%				2%	3%				
Residential Trips	0	2	1	0	3	2	1	2	0	2	3	0
Trip Distribution IN					3%	2%				2%	3%	
Trip Distribution OUT		3%	2%				2%	3%				
Hotel Trips	0	2	1	0	2	1	1	2	0	1	2	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
Office Trips	0	42	10	0	7	2	10	16	0	2	3	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
Retail Trips	0	18	4	0	18	5	4	7	0	5	7	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
Restaurant Trips	0	1	0	0	14	3	0	1	0	3	5	0
Trip Distribution IN					8%	2%				2%	3%	
Trip Distribution OUT		8%	2%				2%	3%				
IEC non-Special Event day Trips	0	5	1	0	1	0	1	2	0	0	0	0
Pass-By Trips												
Total Project Trips	0	70	17	0	45	13	17	30	0	13	20	0
<b>2023 Buildout Total</b>	<b>181</b>	<b>834</b>	<b>367</b>	<b>568</b>	<b>481</b>	<b>174</b>	<b>296</b>	<b>1,113</b>	<b>90</b>	<b>133</b>	<b>767</b>	<b>457</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #3: Sugarloaf Parkway @ Old Peachtree Road AM PEAK HOUR

Description	Old Peachtree Road Northbound			Old Peachtree Road Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	37	207	235	108	451	220	143	1,245	79	201	1,121	81
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	1	0	1	2	2	11	0	3	12	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	37	207	235	108	451	220	143	1245	79	201	1121	81
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	39	218	247	114	474	231	150	1,309	83	211	1,178	85
<b>Project Trips</b>												
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Residential Trips	0	0	4	0	0	0	0	8	0	11	23	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Hotel Trips	0	0	4	0	0	0	0	8	0	1	3	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Office Trips	0	0	22	0	0	0	0	44	0	0	1	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Retail Trips	0	0	6	0	0	0	0	13	0	4	7	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Restaurant Trips	0	0	13	0	0	0	0	25	0	11	21	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
IEC non-Special Event day Trips	0	0	2	0	0	0	0	5	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	51	0	0	0	0	103	0	27	56	0
<b>2023 Buildout Total</b>	<b>39</b>	<b>218</b>	<b>298</b>	<b>114</b>	<b>474</b>	<b>231</b>	<b>150</b>	<b>1,412</b>	<b>83</b>	<b>238</b>	<b>1,234</b>	<b>85</b>

### PM PEAK HOUR

Description	Old Peachtree Road Northbound			Old Peachtree Road Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	76	426	205	43	197	204	260	1,170	40	155	1,376	81
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	2	0	0	1	0	5	0	0	10	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	76	426	205	43	197	204	260	1170	40	155	1376	81
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	80	448	215	45	207	214	273	1,230	42	163	1,446	85
<b>Project Trips</b>												
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Residential Trips	0	0	4	0	0	0	0	9	0	3	6	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Hotel Trips	0	0	3	0	0	0	0	5	0	3	6	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Office Trips	0	0	4	0	0	0	0	9	0	26	52	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Retail Trips	0	0	11	0	0	0	0	23	0	11	22	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Restaurant Trips	0	0	9	0	0	0	0	17	0	1	2	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
IEC non-Special Event day Trips	0	0	1	0	0	0	0	1	0	3	6	0
Pass-By Trips												
Total Project Trips	0	0	32	0	0	0	0	64	0	47	94	0
<b>2023 Buildout Total</b>	<b>80</b>	<b>448</b>	<b>247</b>	<b>45</b>	<b>207</b>	<b>214</b>	<b>273</b>	<b>1,294</b>	<b>42</b>	<b>210</b>	<b>1,540</b>	<b>85</b>

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #4: Sugarloaf Parkway @ Meadow Church Road AM PEAK HOUR

Description	Meadow Church Road Northbound			Meadow Church Road Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	144	133	94	69	185	60	115	1,044	212	172	1,379	187
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	0	1	0	1	0	5	2	0	14	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	144	133	94	69	185	60	115	1044	212	172	1379	187
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	151	140	99	73	194	63	121	1,097	223	181	1,449	197
<b>Project Trips</b>												
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Residential Trips	11	7	0	2	2	0	0	8	4	0	23	5
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Hotel Trips	1	1	0	2	2	0	0	8	4	0	3	1
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Office Trips	0	0	0	9	13	0	0	44	22	0	1	0
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Retail Trips	4	2	0	3	4	0	0	13	6	0	7	1
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Restaurant Trips	11	6	0	5	8	0	0	25	13	0	21	4
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
IEC non-Special Event day Trips	0	0	0	1	1	0	0	5	2	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	27	16	0	22	30	0	0	103	51	0	56	11
<b>2023 Buildout Total</b>	<b>178</b>	<b>156</b>	<b>99</b>	<b>95</b>	<b>224</b>	<b>63</b>	<b>121</b>	<b>1,200</b>	<b>274</b>	<b>181</b>	<b>1,505</b>	<b>208</b>

## PM PEAK HOUR

Description	Meadow Church Road Northbound			Meadow Church Road Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	209	261	124	234	236	58	172	1,296	159	116	1,101	101
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	0	1	1	0	0	9	1	0	7	1
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	209	261	124	234	236	58	172	1296	159	116	1101	101
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	220	274	130	246	248	61	181	1,362	167	122	1,157	106
<b>Project Trips</b>												
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Residential Trips	3	2	0	2	3	0	0	9	4	0	6	1
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Hotel Trips	3	2	0	1	2	0	0	5	3	0	6	1
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Office Trips	26	16	0	2	3	0	0	9	4	0	52	10
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Retail Trips	11	7	0	5	7	0	0	23	11	0	22	4
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
Restaurant Trips	1	1	0	3	5	0	0	17	9	0	2	0
Trip Distribution IN				2%	3%			10%	5%			
Trip Distribution OUT	5%	3%								10%	2%	
IEC non-Special Event day Trips	3	2	0	0	0	0	0	1	1	0	6	1
Pass-By Trips												
Total Project Trips	47	30	0	13	20	0	0	64	32	0	94	17
<b>2023 Buildout Total</b>	<b>267</b>	<b>304</b>	<b>130</b>	<b>259</b>	<b>268</b>	<b>61</b>	<b>181</b>	<b>1,426</b>	<b>199</b>	<b>122</b>	<b>1,251</b>	<b>123</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #5: Sugarloaf Parkway @ IEC Driveway 1** **AM PEAK HOUR**

Description	IEC Driveway 1			Southbound			Sugarloaf Parkway			Sugarloaf Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes			3					1,219	7		1,716	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								5			19	
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	0	0	3	0	0	0	0	1219	7	0	1716	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	3	0	0	0	0	1,281	7	0	1,804	0
<b>Project Trips</b>												
Trip Distribution IN								10%	2%			
Trip Distribution OUT			10%								12%	
Residential Trips	0	0	23	0	0	0	0	8	2	0	27	0
Trip Distribution IN								10%	2%			
Trip Distribution OUT			10%								12%	
Hotel Trips	0	0	3	0	0	0	0	8	2	0	3	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
Office Trips	0	0	0	0	0	0	0	49	4	0	1	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
Retail Trips	0	0	2	0	0	0	0	14	1	0	8	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
Restaurant Trips	0	0	6	0	0	0	0	28	3	0	26	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
IEC non-Special Event day Trips	0	0	0	0	0	0	0	5	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	34	0	0	0	0	112	12	0	66	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,393</b>	<b>19</b>	<b>0</b>	<b>1,870</b>	<b>0</b>

## **PM PEAK HOUR**

Description	IEC Driveway 1			Southbound			Sugarloaf Parkway			Sugarloaf Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes			7					1,708	25		1,284	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								7			7	
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	0	0	7	0	0	0	0	1708	25	0	1284	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	7	0	0	0	0	1,795	26	0	1,349	0
<b>Project Trips</b>												
Trip Distribution IN								10%	2%			
Trip Distribution OUT			10%								12%	
Residential Trips	0	0	6	0	0	0	0	9	2	0	7	0
Trip Distribution IN								10%	2%			
Trip Distribution OUT			10%								12%	
Hotel Trips	0	0	6	0	0	0	0	5	1	0	7	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
Office Trips	0	0	16	0	0	0	0	10	1	0	63	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
Retail Trips	0	0	7	0	0	0	0	25	2	0	27	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
Restaurant Trips	0	0	1	0	0	0	0	19	2	0	2	0
Trip Distribution IN								11%	1%			
Trip Distribution OUT			3%								12%	
IEC non-Special Event day Trips	0	0	2	0	0	0	0	1	0	0	7	0
Pass-By Trips												
Total Project Trips	0	0	38	0	0	0	0	69	8	0	113	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,864</b>	<b>34</b>	<b>0</b>	<b>1,462</b>	<b>0</b>



# INTERSECTION VOLUME DEVELOPMENT

## Intersection #6: Sugarloaf Parkway @ IEC Driveway 2 / Shopping Center Dwy AM PEAK HOUR

Description	IEC Driveway 2			Shopping Center Dwy			Sugarloaf Parkway			Sugarloaf Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	3	1	2	72	4	50	22	1,192	8	19	1,663	114
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	1	0	5	0	0	18	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment												
Adjusted 2018 Volumes	3	1	2	72	4	50	22	1192	8	19	1663	114
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	3	1	2	76	4	53	23	1,253	8	20	1,748	120
<b>Project Trips</b>												
Trip Distribution IN								5%	5%	30%		
Trip Distribution OUT	7%		20%					10%			5%	
Residential Trips	16	0	46	0	0	0	0	27	4	25	11	0
Trip Distribution IN								5%	5%	30%		
Trip Distribution OUT	7%		20%					10%			5%	
Hotel Trips	2	0	6	0	0	0	0	7	4	25	1	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
Office Trips	1	0	1	0	0	0	0	27	22	88	0	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
Retail Trips	5	0	11	0	0	0	0	10	6	26	4	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
Restaurant Trips	15	0	32	0	0	0	0	21	13	50	11	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
IEC non-Special Event day Trips	1	0	1	0	0	0	0	3	2	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	40	0	97	0	0	0	0	95	51	224	27	0
<b>2023 Buildout Total</b>	<b>43</b>	<b>1</b>	<b>99</b>	<b>76</b>	<b>4</b>	<b>53</b>	<b>23</b>	<b>1,348</b>	<b>59</b>	<b>244</b>	<b>1,775</b>	<b>120</b>

## PM PEAK HOUR

Description	IEC Driveway 2			Shopping Center Dwy			Sugarloaf Parkway			Sugarloaf Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	15	7	3	140	7	93	50	1,657	8	6	1,176	206
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	2	0	0	0	7	0	0	7	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment												
Adjusted 2018 Volumes	15	7	3	140	7	93	50	1657	8	6	1176	206
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	16	7	3	147	7	98	53	1,742	8	6	1,236	217
<b>Project Trips</b>												
Trip Distribution IN								5%	5%	30%		
Trip Distribution OUT	7%		20%					10%			5%	
Residential Trips	4	0	11	0	0	0	0	10	4	27	3	0
Trip Distribution IN								5%	5%	30%		
Trip Distribution OUT	7%		20%					10%			5%	
Hotel Trips	4	0	12	0	0	0	0	9	3	16	3	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
Office Trips	37	0	78	0	0	0	0	21	4	17	26	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
Retail Trips	15	0	33	0	0	0	0	21	11	45	11	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
Restaurant Trips	1	0	3	0	0	0	0	11	9	34	1	0
Trip Distribution IN								6%	5%	20%		
Trip Distribution OUT	7%		15%					3%			5%	
IEC non-Special Event day Trips	4	0	9	0	0	0	0	3	1	2	3	0
Pass-By Trips	20		30					-30	30	20	-20	
Total Project Trips	85	0	176	0	0	0	0	45	62	161	27	0
<b>2023 Buildout Total</b>	<b>101</b>	<b>7</b>	<b>179</b>	<b>147</b>	<b>7</b>	<b>98</b>	<b>53</b>	<b>1,787</b>	<b>70</b>	<b>167</b>	<b>1,263</b>	<b>217</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #7: Sugarloaf Parkway @ IEC Driveway 3 (to be relocated) / Existing Driveway Stub** **AM PEAK HOUR**

Description	C Driveway 3 (to be relocate)			Existing Driveway Stub			Sugarloaf Parkway			Sugarloaf Parkway		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2018 Traffic Volumes			4			0		1,227	1		1,886	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								2			11	
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2018 Volumes	0	0	4	0	0	0	0	1227	1	0	1886	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	4	0	0	0	0	1,290	1	0	1,982	0
<b>Project Trips</b>												
Trip Distribution IN									5%	30%	30%	
Trip Distribution OUT	5%		30%					30%				
Residential Trips	11	0	69	0	0	0	0	69	4	25	25	0
Trip Distribution IN									5%	30%	30%	
Trip Distribution OUT	5%		30%					30%				
Hotel Trips	1	0	8	0	0	0	0	8	4	25	25	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
Office Trips	0	0	2	0	0	0	0	11	13	111	88	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
Retail Trips	2	0	14	0	0	0	0	17	4	32	27	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
Restaurant Trips	6	0	43	0	0	0	0	48	8	63	54	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
IEC non-Special Event day Trips	0	0	2	0	0	0	0	3	1	12	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	0	138	0	0	0	0	156	34	268	229	0
<b>2023 Buildout Total</b>	<b>20</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,446</b>	<b>35</b>	<b>305</b>	<b>2,211</b>	<b>0</b>

\*includes NB left and WB left vehicles from Int #8 under 2023 Build due to converting Int #8 from full-movement to right-in/right-out only.

## **PM PEAK HOUR**

Description	C Driveway 3 (to be relocate)			Existing Driveway Stub			Sugarloaf Parkway			Sugarloaf Parkway		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2018 Traffic Volumes			9			0		1,762	4		1,400	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								10			6	
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	0	0	9	0	0	0	0	1762	4	0	1400	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	9	0	0	0	0	1,852	4	0	1,471	0
<b>Project Trips</b>												
Trip Distribution IN									5%	30%	30%	
Trip Distribution OUT	5%		30%					30%				
Residential Trips	3	0	17	0	0	0	0	17	4	27	27	0
Trip Distribution IN									5%	30%	30%	
Trip Distribution OUT	5%		30%					30%				
Hotel Trips	3	0	17	0	0	0	0	17	3	16	16	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
Office Trips	16	0	104	0	0	0	0	106	3	22	27	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
Retail Trips	7	0	44	0	0	0	0	49	7	57	49	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
Restaurant Trips	1	0	3	0	0	0	0	6	5	43	34	0
Trip Distribution IN									2%	3%	25%	20%
Trip Distribution OUT	3%		20%					20%			2%	
IEC non-Special Event day Trips	2	0	12	0	0	0	0	12	0	3	3	0
Pass-By Trips	30		25					-25	25	30	-30	
Total Project Trips	62	0	222	0	0	0	0	182	47	198	126	0
<b>2023 Buildout Total</b>	<b>75</b>	<b>0</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,034</b>	<b>51</b>	<b>205</b>	<b>1,597</b>	<b>0</b>

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# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #8: Sugarloaf Parkway @ Gwinnett Chambers Dwy** **AM PEAK HOUR**

Description	Gwinnett Chambers Dwy			Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0		3					1,214	17	35	1,886	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0		0				0	2	0	0	11	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2018 Volumes	0	0	3	0	0	0	0	1214	17	35	1886	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	3	0	0	0	0	1,276	18	37	1,982	0
<b>Project Trips</b>												
Trip Distribution IN											60%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	137	0	0	49	0
Trip Distribution IN											60%	
Trip Distribution OUT								60%				
Hotel Trips	0	0	0	0	0	0	0	17	0	0	49	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
Office Trips	0	0	0	0	0	0	0	12	0	0	199	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
Retail Trips	0	0	4	0	0	0	0	31	0	0	59	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
Restaurant Trips	0	0	11	0	0	0	0	90	0	0	117	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
IEC non-Special Event day Trips	0	0	0	0	0	0	0	4	0	0	22	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	15	0	0	0	0	291	0	0	495	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,567</b>	<b>18</b>	<b>0</b>	<b>2,477</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Gwinnett Chambers Dwy			Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	12	0	46					1,765	6	7	1,388	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0		0				0	10	0	0	6	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2018 Volumes	12	0	46	0	0	0	0	1765	6	7	1388	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	13	0	48	0	0	0	0	1,855	6	7	1,459	0
<b>Project Trips</b>												
Trip Distribution IN											60%	
Trip Distribution OUT								60%				
Residential Trips	0	0	0	0	0	0	0	33	0	0	53	0
Trip Distribution IN											60%	
Trip Distribution OUT								60%				
Hotel Trips	0	0	0	0	0	0	0	35	0	0	32	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
Office Trips	0	0	26	0	0	0	0	211	0	0	49	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
Retail Trips	0	0	11	0	0	0	0	93	0	0	106	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
Restaurant Trips	0	0	1	0	0	0	0	10	0	0	77	0
Trip Distribution IN								2%			45%	
Trip Distribution OUT			5%					40%			2%	
IEC non-Special Event day Trips	0	0	3	0	0	0	0	24	0	0	6	0
Pass-By Trips			10					-10	10			
Total Project Trips	0	0	51	0	0	0	0	396	10	0	323	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,251</b>	<b>16</b>	<b>0</b>	<b>1,782</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #9: Sugarloaf Parkway @ IEC Driveway 4 / Church Driveway** **AM PEAK HOUR**

Description	IEC Driveway 4 <b>Northbound</b>			Church Driveway <b>Southbound</b>			Sugarloaf Parkway <b>Eastbound</b>			Sugarloaf Parkway <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	3	0	15	1	0	2	2	1,172	41	95	1,956	47
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	11	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2018 Volumes	3	0	15	1	0	2	2	1172	41	95	1956	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	3	0	16	1	0	2	2	1,232	43	100	2,056	49
<b>Project Trips</b>												
Trip Distribution IN										5%	60%	
Trip Distribution OUT			5%					60%				
Residential Trips	0	0	11	0	0	0	0	137	0	4	49	0
Trip Distribution IN										5%	60%	
Trip Distribution OUT			5%					60%				
Hotel Trips	0	0	1	0	0	0	0	17	0	4	49	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
Office Trips	0	0	0	0	0	0	0	4	9	44	199	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
Retail Trips	1	0	4	0	0	0	0	32	3	13	58	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
Restaurant Trips	4	0	11	0	0	0	0	96	5	25	113	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
IEC non-Special Event day Trips	0	0	0	0	0	0	0	4	1	5	22	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	27	0	0	0	0	290	18	95	490	0
<b>2023 Buildout Total</b>	<b>8</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1,522</b>	<b>61</b>	<b>195</b>	<b>2,546</b>	<b>49</b>

## **PM PEAK HOUR**

Description	IEC Driveway 4 <b>Northbound</b>			Church Driveway <b>Southbound</b>			Sugarloaf Parkway <b>Eastbound</b>			Sugarloaf Parkway <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	16	0	60	26	0	28	1	1,761	32	19	1,355	1
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	8	0	0	6	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	16	0	60	26	0	28	1	1761	32	19	1355	1
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	17	0	63	27	0	29	1	1,851	34	20	1,424	1
<b>Project Trips</b>												
Trip Distribution IN										5%	60%	
Trip Distribution OUT			5%					60%				
Residential Trips	0	0	3	0	0	0	0	33	0	4	53	0
Trip Distribution IN										5%	60%	
Trip Distribution OUT			5%					60%				
Hotel Trips	0	0	3	0	0	0	0	35	0	3	32	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
Office Trips	10	0	26	0	0	0	0	235	2	9	39	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
Retail Trips	4	0	11	0	0	0	0	99	5	23	102	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
Restaurant Trips	0	0	1	0	0	0	0	8	3	17	77	0
Trip Distribution IN									2%	10%	45%	
Trip Distribution OUT	2%		5%					45%				
IEC non-Special Event day Trips	1	0	3	0	0	0	0	27	0	1	5	0
Pass-By Trips	10		10					-10	10	10	-10	
Total Project Trips	25	0	57	0	0	0	0	427	20	67	298	0
<b>2023 Buildout Total</b>	<b>42</b>	<b>0</b>	<b>120</b>	<b>27</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>2,278</b>	<b>54</b>	<b>87</b>	<b>1,722</b>	<b>1</b>



# INTERSECTION VOLUME DEVELOPMENT

## Intersection #10: Sugarloaf Parkway @ Satellite Boulevard AM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	149	185	149	214	511	66	33	968	265	343	1,976	500
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	3	1	5	3	1	0	7	0	0	11	7
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	149	185	149	214	511	66	33	968	265	343	1976	500
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	157	194	157	225	537	69	35	1,017	279	360	2,077	526
<b>Project Trips</b>												
Trip Distribution IN	5%					5%					55%	
Trip Distribution OUT							5%	55%	5%			
Residential Trips	4	0	0	0	0	4	11	126	11	0	45	0
Trip Distribution IN	5%					5%					55%	
Trip Distribution OUT							5%	55%	5%			
Hotel Trips	4	0	0	0	0	4	1	15	1	0	45	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
Office Trips	22	0	0	0	22	22	0	3	0	0	199	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
Retail Trips	6	4	0	0	6	6	4	28	4	0	58	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
Restaurant Trips	13	11	0	0	13	13	11	85	11	0	113	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
IEC non-Special Event day Trips	2	0	0	0	2	2	0	3	0	0	22	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	51	15	0	0	43	51	27	260	27	0	482	0
<b>2023 Buildout Total</b>	<b>208</b>	<b>209</b>	<b>157</b>	<b>225</b>	<b>580</b>	<b>120</b>	<b>62</b>	<b>1,277</b>	<b>306</b>	<b>360</b>	<b>2,559</b>	<b>526</b>

## PM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	215	552	430	444	356	63	65	1,634	131	152	1,279	537
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	5	3	1	2	7	1	0	6	5
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2018 Volumes	215	552	430	444	356	63	65	1,634	131	152	1,279	537
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	226	580	452	467	374	66	68	1,717	138	160	1,344	564
<b>Project Trips</b>												
Trip Distribution IN	5%					5%					55%	
Trip Distribution OUT							5%	55%	5%			
Residential Trips	4	0	0	0	0	4	3	30	3	0	49	0
Trip Distribution IN	5%					5%					55%	
Trip Distribution OUT							5%	55%	5%			
Hotel Trips	3	0	0	0	0	3	3	32	3	0	30	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
Office Trips	4	26	0	0	4	4	26	209	26	0	39	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
Retail Trips	11	11	0	0	11	11	11	88	11	0	102	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
Restaurant Trips	9	1	0	0	9	9	1	7	1	0	77	0
Trip Distribution IN	5%					5%					45%	
Trip Distribution OUT		5%					5%	40%	5%			
IEC non-Special Event day Trips	1	3	0	0	1	1	3	24	3	0	5	0
Pass-By Trips												
Total Project Trips	32	41	0	0	25	32	47	390	47	0	302	0
<b>2023 Buildout Total</b>	<b>258</b>	<b>621</b>	<b>452</b>	<b>467</b>	<b>399</b>	<b>98</b>	<b>115</b>	<b>2,107</b>	<b>185</b>	<b>160</b>	<b>1,646</b>	<b>564</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #11: Sugarloaf Parkway @ I-85 SB Ramp** **AM PEAK HOUR**

Description	I-85 SB Ramp <b>Northbound</b>			I-85 SB Ramp <b>Southbound</b>			Sugarloaf Parkway <b>Eastbound</b>			Sugarloaf Parkway <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				437	3	376		1,072	314	89	2,402	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				4		1		10	5	1	18	
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	437	3	376	0	1072	314	89	2402	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	459	3	395	0	1,127	330	94	2,525	0
<b>Project Trips</b>												
Trip Distribution IN						20%					35%	
Trip Distribution OUT							25%	30%				
Residential Trips	0	0	0	0	0	16	0	57	69	0	29	0
Trip Distribution IN						20%					35%	
Trip Distribution OUT							25%	30%				
Hotel Trips	0	0	0	0	0	16	0	7	8	0	29	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
Office Trips	0	0	0	0	0	66	0	2	2	0	133	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
Retail Trips	0	0	0	0	0	19	0	14	14	0	38	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
Restaurant Trips	0	0	0	0	0	38	0	43	43	0	75	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
IEC non-Special Event day Trips	0	0	0	0	0	7	0	2	2	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	162	0	125	138	0	319	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>459</b>	<b>3</b>	<b>557</b>	<b>0</b>	<b>1,252</b>	<b>468</b>	<b>94</b>	<b>2,844</b>	<b>0</b>

## **PM PEAK HOUR**

Description	I-85 SB Ramp <b>Northbound</b>			I-85 SB Ramp <b>Southbound</b>			Sugarloaf Parkway <b>Eastbound</b>			Sugarloaf Parkway <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				299	0	103		1,748	771	237	1,846	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				4		1		7	4	3	10	
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	0	0	0	299	0	103	0	1748	771	237	1846	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	314	0	108	0	1,837	810	249	1,940	0
<b>Project Trips</b>												
Trip Distribution IN						20%					35%	
Trip Distribution OUT							25%	30%				
Residential Trips	0	0	0	0	0	18	0	14	17	0	31	0
Trip Distribution IN						20%					35%	
Trip Distribution OUT							25%	30%				
Hotel Trips	0	0	0	0	0	11	0	15	17	0	19	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
Office Trips	0	0	0	0	0	13	0	104	104	0	26	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
Retail Trips	0	0	0	0	0	34	0	44	44	0	68	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
Restaurant Trips	0	0	0	0	0	26	0	3	3	0	52	0
Trip Distribution IN						15%					30%	
Trip Distribution OUT							20%	20%				
IEC non-Special Event day Trips	0	0	0	0	0	2	0	12	12	0	3	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	104	0	192	197	0	199	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>314</b>	<b>0</b>	<b>212</b>	<b>0</b>	<b>2,029</b>	<b>1,007</b>	<b>249</b>	<b>2,139</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #12: Sugarloaf Parkway @ Bus Entrance-Only Dwy / I-85 NB Ramp** **AM PEAK HOUR**

Description	Bus Entrance-Only Dwy			I-85 NB Ramp			Sugarloaf Parkway			Sugarloaf Parkway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				89	4	904	104	1,392	1	1	1,592	255
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				3	4	8	1	11	1	1	12	3
Heavy Vehicle %	0%	0%	0%	3%	100%	2%	2%	2%	100%	100%	2%	2%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2018 Volumes	0	0	0	89	4	904	104	1392	1	1	1592	255
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	94	4	950	109	1,463	1	1	1,673	268
<b>Project Trips</b>												
Trip Distribution IN						30%					5%	
Trip Distribution OUT							20%	5%				
Residential Trips	0	0	0	0	0	25	46	11	0	0	4	0
Trip Distribution IN						30%					5%	
Trip Distribution OUT							20%	5%				
Hotel Trips	0	0	0	0	0	25	6	1	0	0	4	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
Office Trips	0	0	0	0	0	111	1	0	0	0	22	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
Retail Trips	0	0	0	0	0	32	11	4	0	0	6	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
Restaurant Trips	0	0	0	0	0	63	32	11	0	0	13	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
IEC non-Special Event day Trips	0	0	0	0	0	12	1	0	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	268	97	27	0	0	51	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1,218</b>	<b>206</b>	<b>1,490</b>	<b>1</b>	<b>1</b>	<b>1,724</b>	<b>268</b>

## **PM PEAK HOUR**

Description	Bus Entrance-Only Dwy			I-85 NB Ramp			Sugarloaf Parkway			Sugarloaf Parkway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				492	13	811	183	1,896		0	1,289	235
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				5	13	4	0	12		0	9	3
Heavy Vehicle %	0%	0%	0%	2%	100%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	0	0	0	492	13	811	183	1896	0	0	1289	235
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	517	14	852	192	1,993	0	0	1,355	247
<b>Project Trips</b>												
Trip Distribution IN						30%					5%	
Trip Distribution OUT							20%	5%				
Residential Trips	0	0	0	0	0	27	11	3	0	0	4	0
Trip Distribution IN						30%					5%	
Trip Distribution OUT							20%	5%				
Hotel Trips	0	0	0	0	0	16	12	3	0	0	3	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
Office Trips	0	0	0	0	0	22	78	26	0	0	4	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
Retail Trips	0	0	0	0	0	57	33	11	0	0	11	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
Restaurant Trips	0	0	0	0	0	43	3	1	0	0	9	0
Trip Distribution IN						25%					5%	
Trip Distribution OUT							15%	5%				
IEC non-Special Event day Trips	0	0	0	0	0	3	9	3	0	0	1	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	168	146	47	0	0	32	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>517</b>	<b>14</b>	<b>1,020</b>	<b>338</b>	<b>2,040</b>	<b>0</b>	<b>0</b>	<b>1,387</b>	<b>247</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #13: Sugarloaf Parkway @ N Brown Road AM PEAK HOUR

Description	N Brown Road Northbound			N Brown Road Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	78	116	17	105	210	228	139	807	214	45	1,595	237
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	1	4	0	0	18	4	12	3	0	15	0
Heavy Vehicle %	3%	2%	24%	2%	2%	8%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.2	1.2	1.2	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2018 Volumes	94	139	20	126	252	274	153	888	235	50	1755	261
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	99	146	21	132	265	288	161	933	247	53	1,845	274
<b>Project Trips</b>												
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Residential Trips	0	0	0	0	0	0	0	11	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Office Trips	0	0	0	0	0	0	0	0	0	0	22	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Retail Trips	0	0	0	0	0	0	0	4	0	0	6	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Restaurant Trips	0	0	0	0	0	0	0	11	0	0	13	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
IEC non-Special Event day Trips	0	0	0	0	0	0	0	0	0	0	2	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	27	0	0	51	0
<b>2023 Buildout Total</b>	<b>99</b>	<b>146</b>	<b>21</b>	<b>132</b>	<b>265</b>	<b>288</b>	<b>161</b>	<b>960</b>	<b>247</b>	<b>53</b>	<b>1,896</b>	<b>274</b>

### PM PEAK HOUR

Description	N Brown Road Northbound			N Brown Road Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	286	420	160	271	257	310	315	1,477	410	90	875	215
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	5	4	0	4	0	0	0	10	1	0	6	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment	1.2	1.2	1.2	1.2	1.2	1.2	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2018 Volumes	343	504	192	325	308	372	347	1625	451	99	963	237
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	360	530	202	342	324	391	365	1,708	474	104	1,012	249
<b>Project Trips</b>												
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Residential Trips	0	0	0	0	0	0	0	3	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Hotel Trips	0	0	0	0	0	0	0	3	0	0	3	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Office Trips	0	0	0	0	0	0	0	26	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Retail Trips	0	0	0	0	0	0	0	11	0	0	11	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Restaurant Trips	0	0	0	0	0	0	0	1	0	0	9	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
IEC non-Special Event day Trips	0	0	0	0	0	0	0	3	0	0	1	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	0	0	47	0	0	32	0
<b>2023 Buildout Total</b>	<b>360</b>	<b>530</b>	<b>202</b>	<b>342</b>	<b>324</b>	<b>391</b>	<b>365</b>	<b>1,755</b>	<b>474</b>	<b>104</b>	<b>1,044</b>	<b>249</b>



# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #14: Duluth Hwy (SR 120) @ Meadow Church Road** **AM PEAK HOUR**

Description	Meadow Church Road			Meadow Church Road			Duluth Hwy (SR 120)			Duluth Hwy (SR 120)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	114	175	25	82	268	46	91	490	189	32	834	232
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	2	0	0	1	1	1	8	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	114	175	25	82	268	46	91	490	189	32	834	232
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	120	184	26	86	282	48	96	515	199	34	877	244
<b>Project Trips</b>												
Trip Distribution IN		2%					8%					
Trip Distribution OUT				2%	8%							
Residential Trips	0	2	0	0	5	18	7	0	0	0	0	0
Trip Distribution IN		2%					8%					
Trip Distribution OUT				2%	8%							
Hotel Trips	0	2	0	0	1	2	7	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
Office Trips	0	22	0	0	0	0	22	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
Retail Trips	0	6	0	0	4	4	6	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
Restaurant Trips	0	13	0	0	11	11	13	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
IEC non-Special Event day Trips	0	2	0	0	0	0	2	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	47	0	0	21	35	57	0	0	0	0	0
<b>2023 Buildout Total</b>	<b>120</b>	<b>231</b>	<b>26</b>	<b>86</b>	<b>303</b>	<b>83</b>	<b>153</b>	<b>515</b>	<b>199</b>	<b>34</b>	<b>877</b>	<b>244</b>

## **PM PEAK HOUR**

Description	Meadow Church Road			Meadow Church Road			Duluth Hwy (SR 120)			Duluth Hwy (SR 120)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	132	187	25	170	345	40	91	882	211	18	722	150
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	2	0	0	2	0	0	8	2	1	7	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	132	187	25	170	345	40	91	882	211	18	722	150
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	139	197	26	179	363	42	96	927	222	19	759	158
<b>Project Trips</b>												
Trip Distribution IN		2%					8%					
Trip Distribution OUT				2%	8%							
Residential Trips	0	2	0	0	1	4	7	0	0	0	0	0
Trip Distribution IN		2%					8%					
Trip Distribution OUT				2%	8%							
Hotel Trips	0	1	0	0	1	5	4	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
Office Trips	0	4	0	0	26	26	4	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
Retail Trips	0	11	0	0	11	11	11	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
Restaurant Trips	0	9	0	0	1	1	9	0	0	0	0	0
Trip Distribution IN		5%					5%					
Trip Distribution OUT				5%	5%							
IEC non-Special Event day Trips	0	1	0	0	3	3	1	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	28	0	0	43	50	36	0	0	0	0	0
<b>2023 Buildout Total</b>	<b>139</b>	<b>225</b>	<b>26</b>	<b>179</b>	<b>406</b>	<b>92</b>	<b>132</b>	<b>927</b>	<b>222</b>	<b>19</b>	<b>759</b>	<b>158</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #15: Duluth Hwy (SR 120) @ Satellite Boulevard** **AM PEAK HOUR**

Description	Satellite Boulevard <b>Northbound</b>			Satellite Boulevard <b>Southbound</b>			Duluth Hwy (SR 120) <b>Eastbound</b>			Duluth Hwy (SR 120) <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	67	216	76	116	542	125	102	400	44	684	1,172	329
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	3	5	0	3	0	0	7	0	6	10	2
Heavy Vehicle %	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	67	216	76	116	542	125	102	400	44	684	1172	329
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	70	227	80	122	570	131	107	420	46	719	1,232	346
<b>Project Trips</b>												
Trip Distribution IN		5%										5%
Trip Distribution OUT				5%	5%							
Residential Trips	0	4	0	11	11	0	0	0	0	0	0	4
Trip Distribution IN		5%										5%
Trip Distribution OUT				5%	5%							
Hotel Trips	0	4	0	1	1	0	0	0	0	0	0	4
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
Office Trips	0	44	0	1	1	0	0	0	0	0	0	22
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
Retail Trips	0	13	0	7	7	0	0	0	0	0	0	6
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
Restaurant Trips	0	25	0	21	21	0	0	0	0	0	0	13
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
IEC non-Special Event day Trips	0	5	0	1	1	0	0	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	95	0	42	42	0	0	0	0	0	0	51
<b>2023 Buildout Total</b>	<b>70</b>	<b>322</b>	<b>80</b>	<b>164</b>	<b>612</b>	<b>131</b>	<b>107</b>	<b>420</b>	<b>46</b>	<b>719</b>	<b>1,232</b>	<b>397</b>

## **PM PEAK HOUR**

Description	Satellite Boulevard <b>Northbound</b>			Satellite Boulevard <b>Southbound</b>			Duluth Hwy (SR 120) <b>Eastbound</b>			Duluth Hwy (SR 120) <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	41	562	526	304	475	117	124	1,230	50	221	755	173
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	1	3	0	0	8	0	4	6	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	41	562	526	304	475	117	124	1230	50	221	755	173
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	43	591	553	320	499	123	130	1,293	53	232	794	182
<b>Project Trips</b>												
Trip Distribution IN		5%										5%
Trip Distribution OUT				5%	5%							
Residential Trips	0	4	0	3	3	0	0	0	0	0	0	4
Trip Distribution IN		5%										5%
Trip Distribution OUT				5%	5%							
Hotel Trips	0	3	0	3	3	0	0	0	0	0	0	3
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
Office Trips	0	9	0	52	52	0	0	0	0	0	0	4
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
Retail Trips	0	23	0	22	22	0	0	0	0	0	0	11
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
Restaurant Trips	0	17	0	2	2	0	0	0	0	0	0	9
Trip Distribution IN		10%										5%
Trip Distribution OUT				10%	10%							
IEC non-Special Event day Trips	0	1	0	6	6	0	0	0	0	0	0	1
Pass-By Trips												
Total Project Trips	0	57	0	88	88	0	0	0	0	0	0	32
<b>2023 Buildout Total</b>	<b>43</b>	<b>648</b>	<b>553</b>	<b>408</b>	<b>587</b>	<b>123</b>	<b>130</b>	<b>1,293</b>	<b>53</b>	<b>232</b>	<b>794</b>	<b>214</b>

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection #16: Duluth Hwy (SR 120) @ I-85 SB Ramp AM PEAK HOUR

Description	I-85 SB Ramp Northbound			I-85 SB Ramp Southbound			Duluth Hwy (SR 120) Eastbound			Duluth Hwy (SR 120) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				196	2	9		531	102	200	2,116	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				2	1	2		2	4	4	11	
Heavy Vehicle %	0%	0%	0%	2%	50%	22%	0%	2%	4%	2%	2%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2018 Volumes	0	0	0	196	2	9	0	531	102	200	2116	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	206	2	9	0	558	107	210	2,224	0
<b>Project Trips</b>												
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Residential Trips	0	0	0	0	0	0	0	11	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Hotel Trips	0	0	0	0	0	0	0	1	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
Office Trips	0	0	0	0	0	0	0	0	0	0	22	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
Retail Trips	0	0	0	0	0	0	0	4	4	0	6	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
Restaurant Trips	0	0	0	0	0	0	0	11	11	0	13	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
IEC non-Special Event day Trips	0	0	0	0	0	0	0	0	0	0	2	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	27	15	0	51	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>585</b>	<b>122</b>	<b>210</b>	<b>2,275</b>	<b>0</b>

## PM PEAK HOUR

Description	I-85 SB Ramp Northbound			I-85 SB Ramp Southbound			Duluth Hwy (SR 120) Eastbound			Duluth Hwy (SR 120) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				252	3	176		1,795	275	297	999	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				2	0	2		8	3	4	10	
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	0	0	0	252	3	176	0	1795	275	297	999	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	265	3	185	0	1,887	289	312	1,050	0
<b>Project Trips</b>												
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Residential Trips	0	0	0	0	0	0	0	3	0	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Hotel Trips	0	0	0	0	0	0	0	3	0	0	3	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
Office Trips	0	0	0	0	0	0	0	26	26	0	4	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
Retail Trips	0	0	0	0	0	0	0	11	11	0	11	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
Restaurant Trips	0	0	0	0	0	0	0	1	1	0	9	0
Trip Distribution IN											5%	
Trip Distribution OUT								5%	5%			
IEC non-Special Event day Trips	0	0	0	0	0	0	0	3	3	0	1	0
Pass-By Trips												
Total Project Trips	0	0	0	0	0	0	0	47	41	0	32	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>265</b>	<b>3</b>	<b>185</b>	<b>0</b>	<b>1,934</b>	<b>330</b>	<b>312</b>	<b>1,082</b>	<b>0</b>

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #17: Satellite Boulevard @ IEC Driveway 5 AM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			IEC Driveway 5 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	41	424			802	52	6		13			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2		0	2	0	0		0			
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2018 Volumes	41	424	0	0	802	52	6	0	13	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	43	446	0	0	843	55	6	0	14	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	5%	5%										
Trip Distribution OUT				5%					5%			
Residential Trips	4	4	0	0	11	0	0	0	11	0	0	0
Trip Distribution IN	5%	5%										
Trip Distribution OUT				5%					5%			
Hotel Trips	4	4	0	0	1	0	0	0	1	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
Office Trips	44	22	0	0	13	9	0	0	1	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
Retail Trips	13	6	0	0	8	3	4	0	5	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
Restaurant Trips	25	13	0	0	19	5	11	0	15	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
IEC non-Special Event day Trips	5	2	0	0	1	1	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	95	51	0	0	53	18	15	0	34	0	0	0
<b>2023 Buildout Total</b>	<b>138</b>	<b>497</b>	<b>0</b>	<b>0</b>	<b>896</b>	<b>73</b>	<b>21</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>

## PM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			IEC Driveway 5 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	16	962			528	23	85		57			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4		0	6	0	0		0			
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2018 Volumes	16	962	0	0	528	23	85	0	57	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	17	1,011	0	0	555	24	89	0	60	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	5%	5%										
Trip Distribution OUT				5%					5%			
Residential Trips	4	4	0	0	3	0	0	0	3	0	0	0
Trip Distribution IN	5%	5%										
Trip Distribution OUT				5%					5%			
Hotel Trips	3	3	0	0	3	0	0	0	3	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
Office Trips	9	4	0	0	29	2	26	0	37	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
Retail Trips	23	11	0	0	18	5	11	0	15	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
Restaurant Trips	17	9	0	0	6	3	1	0	1	0	0	0
Trip Distribution IN	10%	5%			3%	2%						
Trip Distribution OUT				5%			5%		7%			
IEC non-Special Event day Trips	1	1	0	0	3	0	3	0	4	0	0	0
Pass-By Trips	10	-10			-10	10	10		10			
Total Project Trips	67	22	0	0	52	20	51	0	73	0	0	0
<b>2023 Buildout Total</b>	<b>84</b>	<b>1,033</b>	<b>0</b>	<b>0</b>	<b>607</b>	<b>44</b>	<b>140</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>



# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #18: Meadow Church Road @ Premier Parkway / Proposed Driveway 6** **AM PEAK HOUR**

Description	Meadow Church Road <b>Northbound</b>			Meadow Church Road <b>Southbound</b>			Premier Parkway <b>Eastbound</b>			Proposed Driveway 6 <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	75	372			443	82	8		24			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1			3	0	0		0			
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2018 Volumes	75	372	0	0	443	82	8	0	24	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	79	391	0	0	466	86	8	0	25	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		4%	1%		2%							
Trip Distribution OUT		2%			4%					1%		
Residential Trips	0	8	1	0	11	0	0	0	0	2	0	0
Trip Distribution IN		4%	1%		2%							
Trip Distribution OUT		2%			4%					1%		
Hotel Trips	0	4	1	0	3	0	0	0	0	0	0	0
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
Office Trips	0	0	31	22	13	0	0	0	0	0	0	0
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
Retail Trips	0	2	9	6	4	0	0	0	0	4	0	3
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
Restaurant Trips	0	6	18	13	8	0	0	0	0	11	0	9
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
IEC non-Special Event day Trips	0	0	3	2	1	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	20	63	43	40	0	0	0	0	17	0	12
<b>2023 Buildout Total</b>	<b>79</b>	<b>411</b>	<b>63</b>	<b>43</b>	<b>506</b>	<b>86</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>12</b>

## **PM PEAK HOUR**

Description	Meadow Church Road <b>Northbound</b>			Meadow Church Road <b>Southbound</b>			Premier Parkway <b>Eastbound</b>			Proposed Driveway 6 <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	11	507			484	7	79		185			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3			2	0	0		0			
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2018 Volumes	11	507	0	0	484	7	79	0	185	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	12	533	0	0	509	7	83	0	194	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		4%	1%		2%							
Trip Distribution OUT		2%			4%					1%		
Residential Trips	0	5	1	0	4	0	0	0	0	1	0	0
Trip Distribution IN		4%	1%		2%							
Trip Distribution OUT		2%			4%					1%		
Hotel Trips	0	3	1	0	3	0	0	0	0	1	0	0
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
Office Trips	0	16	6	4	3	0	0	0	0	26	0	21
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
Retail Trips	0	7	16	11	7	0	0	0	0	11	0	9
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
Restaurant Trips	0	1	12	9	5	0	0	0	0	1	0	1
Trip Distribution IN			7%	5%	3%							
Trip Distribution OUT		3%								5%		4%
IEC non-Special Event day Trips	0	2	1	1	0	0	0	0	0	3	0	2
Pass-By Trips		-7	7									7
Total Project Trips	0	27	44	25	22	0	0	0	0	43	0	40
<b>2023 Buildout Total</b>	<b>12</b>	<b>560</b>	<b>44</b>	<b>25</b>	<b>531</b>	<b>7</b>	<b>83</b>	<b>0</b>	<b>194</b>	<b>43</b>	<b>0</b>	<b>40</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #19: Meadow Church Road @ Existing Office Driveway / Proposed Driveway 7** **AM PEAK HOUR**

Description	Meadow Church Road <b>Northbound</b>			Meadow Church Road <b>Southbound</b>			Existing Office Driveway <b>Eastbound</b>			Proposed Driveway 7 <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	12	418			435	17	2		3			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0			0	1	0		0			
Heavy Vehicle %	2%	2%	0%	0%	2%	6%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	12	418	0	0	435	17	2	0	3	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	13	439	0	0	457	18	2	0	3	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		5%	2%	2%								
Trip Distribution OUT					5%					2%		2%
Residential Trips	0	4	2	2	11	0	0	0	0	5	0	5
Trip Distribution IN		5%	2%	2%								
Trip Distribution OUT					5%					2%		2%
Hotel Trips	0	4	2	2	1	0	0	0	0	1	0	1
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
Office Trips	0	31	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
Retail Trips	0	11	0	0	8	0	0	0	0	0	0	0
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
Restaurant Trips	0	24	0	0	19	0	0	0	0	0	0	0
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
IEC non-Special Event day Trips	0	3	0	0	1	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	77	4	4	53	0	0	0	0	6	0	6
<b>2023 Buildout Total</b>	<b>13</b>	<b>516</b>	<b>4</b>	<b>4</b>	<b>510</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>6</b>

## **PM PEAK HOUR**

Description	Meadow Church Road <b>Northbound</b>			Meadow Church Road <b>Southbound</b>			Existing Office Driveway <b>Eastbound</b>			Proposed Driveway 7 <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	1	485			660	1	12		14			
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1			3	0	0		0			
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2018 Volumes	1	485	0	0	660	1	12	0	14	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	1	510	0	0	694	1	13	0	15	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		5%	2%	2%								
Trip Distribution OUT					5%					2%		2%
Residential Trips	0	4	2	2	3	0	0	0	0	1	0	1
Trip Distribution IN		5%	2%	2%								
Trip Distribution OUT					5%					2%		2%
Hotel Trips	0	3	1	1	3	0	0	0	0	1	0	1
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
Office Trips	0	22	0	0	29	0	0	0	0	0	0	0
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
Retail Trips	0	23	0	0	18	0	0	0	0	0	0	0
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
Restaurant Trips	0	13	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		7%			3%							
Trip Distribution OUT		3%			5%							
IEC non-Special Event day Trips	0	3	0	0	3	0	0	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	68	3	3	62	0	0	0	0	2	0	2
<b>2023 Buildout Total</b>	<b>1</b>	<b>578</b>	<b>3</b>	<b>3</b>	<b>756</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>2</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #20: Sugarloaf Parkway @ Proposed Driveway 1 AM PEAK HOUR**

Description	Proposed Driveway 1			Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes								1,266			1,796	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								5			18	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	1266	0	0	1796	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	0	0	0	0	1,331	0	0	1,888	0
<b>Project Trips</b>												
Trip Distribution IN								5%			30%	
Trip Distribution OUT								30%			5%	
Residential Trips	0	0	0	0	0	0	0	73	0	0	36	0
Trip Distribution IN								5%			30%	
Trip Distribution OUT								30%			5%	
Hotel Trips	0	0	0	0	0	0	0	12	0	0	26	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
Office Trips	0	0	0	0	0	0	0	23	4	0	88	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
Retail Trips	0	0	1	0	0	0	0	19	1	0	30	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
Restaurant Trips	0	0	4	0	0	0	0	51	3	0	61	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
IEC non-Special Event day Trips	0	0	0	0	0	0	0	3	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	5	0	0	0	0	181	8	0	251	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,512</b>	<b>8</b>	<b>0</b>	<b>2,139</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Proposed Driveway 1			Southbound			Sugarloaf Parkway Eastbound			Sugarloaf Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes								1,800			1,388	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles								9			7	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	1800	0	0	1388	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	0	0	0	0	0	0	1,892	0	0	1,459	0
<b>Project Trips</b>												
Trip Distribution IN								5%			30%	
Trip Distribution OUT								30%			5%	
Residential Trips	0	0	0	0	0	0	0	21	0	0	30	0
Trip Distribution IN								5%			30%	
Trip Distribution OUT								30%			5%	
Hotel Trips	0	0	0	0	0	0	0	20	0	0	19	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
Office Trips	0	0	10	0	0	0	0	98	1	0	43	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
Retail Trips	0	0	4	0	0	0	0	51	2	0	56	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
Restaurant Trips	0	0	0	0	0	0	0	12	2	0	35	0
Trip Distribution IN								5%	1%		20%	
Trip Distribution OUT			2%					18%			5%	
IEC non-Special Event day Trips	0	0	1	0	0	0	0	12	0	0	5	0
Pass-By Trips			25					-25	25			
Total Project Trips	0	0	40	0	0	0	0	189	30	0	188	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,081</b>	<b>30</b>	<b>0</b>	<b>1,647</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #21: Satellite Boulevard @ Proposed Driveway 2** **AM PEAK HOUR**

Description	Satellite Boulevard <b>Northbound</b>			Satellite Boulevard <b>Southbound</b>			Proposed Driveway 2 <b>Eastbound</b>			<b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes		465			815							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		2			2							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	465	0	0	815	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	489	0	0	857	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Residential Trips	0	8	0	0	23	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Hotel Trips	0	8	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN		15%			1%	2%						
Trip Distribution OUT					12%			3%				
Office Trips	0	66	0	0	5	9	0	0	0	0	0	0
Trip Distribution IN		15%			1%	2%			3%			
Trip Distribution OUT					12%							
Retail Trips	0	19	0	0	9	3	0	0	2	0	0	0
Trip Distribution IN		15%			1%	2%			3%			
Trip Distribution OUT					12%							
Restaurant Trips	0	38	0	0	29	5	0	0	6	0	0	0
Trip Distribution IN		15%			1%	2%			3%			
Trip Distribution OUT					12%							
IEC non-Special Event day Trips	0	7	0	0	1	1	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	146	0	0	70	18	0	0	8	0	0	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>635</b>	<b>0</b>	<b>0</b>	<b>927</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Satellite Boulevard <b>Northbound</b>			Satellite Boulevard <b>Southbound</b>			Proposed Driveway 2 <b>Eastbound</b>			<b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes		978			585							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		4			6							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2018 Volumes	0	978	0	0	585	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	1,028	0	0	615	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Residential Trips	0	9	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Hotel Trips	0	5	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		15%			1%	2%						
Trip Distribution OUT					12%			3%				
Office Trips	0	13	0	0	64	2	0	0	16	0	0	0
Trip Distribution IN		15%			1%	2%			3%			
Trip Distribution OUT					12%							
Retail Trips	0	34	0	0	29	5	0	0	7	0	0	0
Trip Distribution IN		15%			1%	2%			3%			
Trip Distribution OUT					12%							
Restaurant Trips	0	26	0	0	4	3	0	0	1	0	0	0
Trip Distribution IN		15%			1%	2%			3%			
Trip Distribution OUT					12%							
IEC non-Special Event day Trips	0	2	0	0	7	0	0	0	2	0	0	0
Pass-By Trips												
Total Project Trips	0	89	0	0	116	10	0	0	26	0	0	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>1,117</b>	<b>0</b>	<b>0</b>	<b>731</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>



# INTERSECTION VOLUME DEVELOPMENT

## Intersection #22: Satellite Boulevard @ Proposed Driveway 3 AM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			Proposed Driveway 3 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes		465			815							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		2			2							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	465	0	0	815	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	489	0	0	857	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Residential Trips	0	8	0	0	23	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Hotel Trips	0	8	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
Office Trips	0	66	0	0	1	4	0	0	0	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
Retail Trips	0	19	0	0	11	1	0	0	4	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
Restaurant Trips	0	38	0	0	32	3	0	0	11	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
IEC non-Special Event day Trips	0	7	0	0	1	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	146	0	0	71	8	0	0	15	0	0	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>635</b>	<b>0</b>	<b>0</b>	<b>928</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>

## PM PEAK HOUR

Description	Satellite Boulevard Northbound			Satellite Boulevard Southbound			Proposed Driveway 3 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes		978			585							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		4			6							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2018 Volumes	0	978	0	0	585	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	1,028	0	0	615	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Residential Trips	0	9	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					10%							
Hotel Trips	0	5	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
Office Trips	0	13	0	0	78	1	0	0	26	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
Retail Trips	0	34	0	0	33	2	0	0	11	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
Restaurant Trips	0	26	0	0	3	2	0	0	1	0	0	0
Trip Distribution IN		15%				1%						
Trip Distribution OUT					15%				5%			
IEC non-Special Event day Trips	0	2	0	0	9	0	0	0	3	0	0	0
Pass-By Trips												
Total Project Trips	0	89	0	0	135	5	0	0	41	0	0	0
<b>2023 Buildout Total</b>	<b>0</b>	<b>1,117</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #23: Meadow Church Road @ Proposed Driveway 4** **AM PEAK HOUR**

Description	Meadow Church Road			Meadow Church Road			Eastbound			Proposed Driveway 4		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2018 Traffic Volumes		380			525							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			3							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2018 Volumes	0	380	0	0	525	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	399	0	0	552	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN				1%	7%							
Trip Distribution OUT		7%										1%
Residential Trips	0	16	0	1	6	0	0	0	0	0	0	2
Trip Distribution IN				1%	7%							
Trip Distribution OUT		7%										1%
Hotel Trips	0	2	0	1	6	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
Office Trips	0	1	0	0	35	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
Retail Trips	0	5	0	0	10	0	0	0	0	0	0	1
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
Restaurant Trips	0	15	0	0	20	0	0	0	0	0	0	2
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
IEC non-Special Event day Trips	0	1	0	0	4	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	40	0	2	81	0	0	0	0	0	0	5
<b>2023 Buildout Total</b>	<b>0</b>	<b>439</b>	<b>0</b>	<b>2</b>	<b>633</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

## **PM PEAK HOUR**

Description	Meadow Church Road			Meadow Church Road			Eastbound			Proposed Driveway 4		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2018 Traffic Volumes		586			491							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		3			2							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2018 Volumes	0	586	0	0	491	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	616	0	0	516	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN				1%	7%							
Trip Distribution OUT		7%										1%
Residential Trips	0	4	0	1	6	0	0	0	0	0	0	1
Trip Distribution IN				1%	7%							
Trip Distribution OUT		7%										1%
Hotel Trips	0	4	0	1	4	0	0	0	0	0	0	1
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
Office Trips	0	37	0	0	7	0	0	0	0	0	0	5
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
Retail Trips	0	15	0	0	18	0	0	0	0	0	0	2
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
Restaurant Trips	0	1	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										1%
IEC non-Special Event day Trips	0	4	0	0	1	0	0	0	0	0	0	1
Pass-By Trips												
Total Project Trips	0	65	0	2	50	0	0	0	0	0	0	10
<b>2023 Buildout Total</b>	<b>0</b>	<b>681</b>	<b>0</b>	<b>2</b>	<b>566</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #24: Meadow Church Road @ Proposed Driveway 5** **AM PEAK HOUR**

Description	Meadow Church Road			Meadow Church Road			Eastbound			Proposed Driveway 5		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2018 Traffic Volumes		380			525							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			3							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2018 Volumes	0	380	0	0	525	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	399	0	0	552	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN			4%	5%	2%							
Trip Distribution OUT		2%								4%		5%
Residential Trips	0	5	3	4	2	0	0	0	0	9	0	11
Trip Distribution IN			4%	5%	2%							
Trip Distribution OUT		2%								4%		5%
Hotel Trips	0	1	3	4	2	0	0	0	0	1	0	1
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
Office Trips	0	1	0	0	35	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
Retail Trips	0	5	0	0	10	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
Restaurant Trips	0	15	0	0	20	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
IEC non-Special Event day Trips	0	1	0	0	4	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	28	6	8	73	0	0	0	0	10	0	12
<b>2023 Buildout Total</b>	<b>0</b>	<b>427</b>	<b>6</b>	<b>8</b>	<b>625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>

## **PM PEAK HOUR**

Description	Meadow Church Road			Meadow Church Road			Eastbound			Proposed Driveway 5		
	Left	Northbound Through	Right	Left	Southbound Through	Right	Left	Through	Right	Left	Westbound Through	Right
Observed 2018 Traffic Volumes		586			491							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		3			2							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2018 Volumes	0	586	0	0	491	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	616	0	0	516	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN			4%	5%	2%							
Trip Distribution OUT		2%								4%		5%
Residential Trips	0	1	4	4	2	0	0	0	0	2	0	3
Trip Distribution IN			4%	5%	2%							
Trip Distribution OUT		2%								4%		5%
Hotel Trips	0	1	2	3	1	0	0	0	0	2	0	3
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
Office Trips	0	37	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
Retail Trips	0	15	0	0	18	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
Restaurant Trips	0	1	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN					8%							
Trip Distribution OUT		7%										
IEC non-Special Event day Trips	0	4	0	0	1	0	0	0	0	0	0	0
Pass-By Trips												
Total Project Trips	0	59	6	7	43	0	0	0	0	4	0	6
<b>2023 Buildout Total</b>	<b>0</b>	<b>675</b>	<b>6</b>	<b>7</b>	<b>559</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection #25: Meadow Church Road @ Proposed Driveway 8** **AM PEAK HOUR**

Description	Meadow Church Road <b>Northbound</b>			Meadow Church Road <b>Southbound</b>			<b>Eastbound</b>			Proposed Driveway 8 <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes		430			438							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			0							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	0	430	0	0	438	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	452	0	0	460	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		7%	3%									
Trip Distribution OUT					7%						3%	
Residential Trips	0	6	2	0	16	0	0	0	0	7	0	0
Trip Distribution IN		7%	3%									
Trip Distribution OUT					7%						3%	
Hotel Trips	0	6	2	0	2	0	0	0	0	1	0	0
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
Office Trips	0	31	13	13	0	0	0	0	0	0	0	0
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
Retail Trips	0	9	4	4	4	0	0	0	0	4	0	2
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
Restaurant Trips	0	18	8	8	11	0	0	0	0	11	0	6
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
IEC non-Special Event day Trips	0	3	1	1	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	73	30	26	33	0	0	0	0	23	0	8
<b>2023 Buildout Total</b>	<b>0</b>	<b>525</b>	<b>30</b>	<b>26</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>

## **PM PEAK HOUR**

Description	Meadow Church Road <b>Northbound</b>			Meadow Church Road <b>Southbound</b>			<b>Eastbound</b>			Proposed Driveway 8 <b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes		486			674							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			3							
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2018 Volumes	0	486	0	0	674	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	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
2023 Background Traffic	0	511	0	0	708	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		7%	3%									
Trip Distribution OUT					7%						3%	
Residential Trips	0	6	3	0	4	0	0	0	0	2	0	0
Trip Distribution IN		7%	3%									
Trip Distribution OUT					7%						3%	
Hotel Trips	0	4	2	0	4	0	0	0	0	2	0	0
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
Office Trips	0	6	3	3	26	0	0	0	0	26	0	16
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
Retail Trips	0	16	7	7	11	0	0	0	0	11	0	7
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
Restaurant Trips	0	12	5	5	1	0	0	0	0	1	0	1
Trip Distribution IN		7%	3%	3%								
Trip Distribution OUT					5%						5%	3%
IEC non-Special Event day Trips	0	1	0	0	3	0	0	0	0	3	0	2
Pass-By Trips												
Total Project Trips	0	45	20	15	49	0	0	0	0	45	0	26
<b>2023 Buildout Total</b>	<b>0</b>	<b>556</b>	<b>20</b>	<b>15</b>	<b>757</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>26</b>



## **Appendix F**

### **Programmed Project Fact Sheets**

## Short Title

I-85 NORTH EXPRESS LANES FROM I-285 TO OLD PEACHTREE ROAD

## GDOT Project No.

0013920

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Roadway / Express Lanes

## Sponsor

GDOT

## Jurisdiction

Regional - Northeast

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

2

## LCI

☐

## Planned Thru Lane

4

## Flex

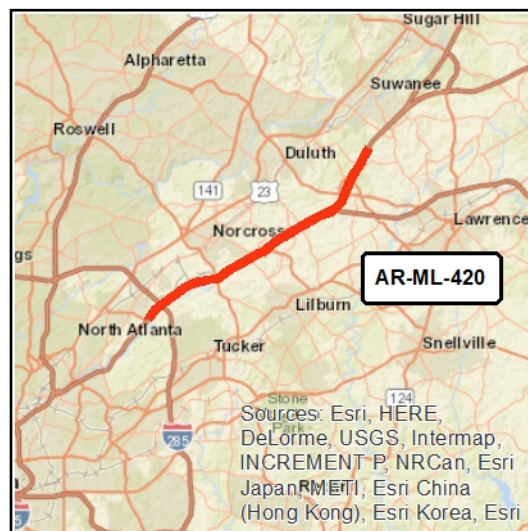
☐

## Network Year

2040

## Corridor Length

17 miles



## Detailed Description and Justification

This is an express lanes project along I-85 North from I-285 to Old Peachtree Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	General Federal Aid 2024-2040		LR 2024-2030	<b>\$12,356,434</b>	\$9,885,147	\$2,471,287	\$0,000	\$0,000
ROW	General Federal Aid 2024-2040		LR 2031-2040	<b>\$44,032,728</b>	\$35,226,182	\$8,806,546	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2031-2040	<b>\$152,283,170</b>	\$121,826,536	\$30,456,634	\$0,000	\$0,000
CST	Public Private Partnership		LR 2031-2040	<b>\$124,595,321</b>	\$0,000	\$0,000	\$124,595,321	\$0,000
				<b>\$333,267,653</b>	<b>\$166,937,865</b>	<b>\$41,734,467</b>	<b>\$124,595,321</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 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](mailto:transportation@atlantaregional.com).



## Short Title

WINNETT COUNTY ATMS/ITS INFRASTRUCTURE EXPANSION - OLD PEACHTREE ROAD FROM SUGARLOAF PARKWAY TO NORTH BROWN ROAD/NORTHBROOK PARKWAY

## GDOT Project No.

0013324

## Federal ID No.

## Status

Completed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

Gwinnett County

## Jurisdiction

Gwinnett County

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

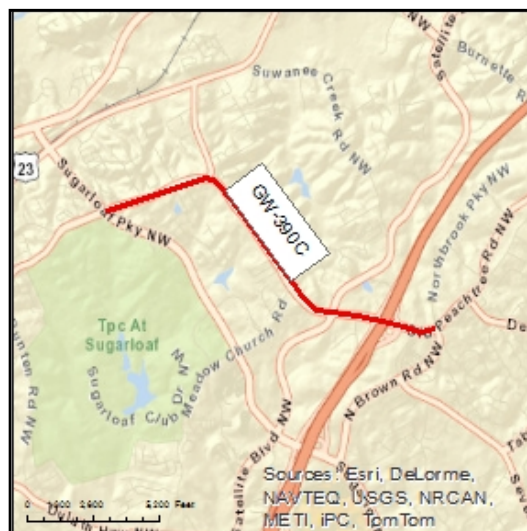
☐

## Network Year

TBD

## Corridor Length

3.3 miles



## Detailed Description and Justification

In addition to the ATMS/ITS infrastructure already in place, the proposed CMAQ-funded ATMS/ITS expansion enables critical monitoring ability of almost every major travel corridor in Gwinnett County, significantly improving travel in the northeast Atlanta region. Traffic signalization and intersection improvement projects are designed to reduce traffic congestion, increase travel speeds, and/or reduce delay thus meeting both goals of the CMAQ program: decreasing congestion and reducing air pollution. Interconnecting traffic signals improves both peak and off peak travel speeds and reduces congestion at intersections. Fiber optic cable installation for traffic signal optimization will occur along four major travel corridors in Gwinnett County: Old Peachtree Road, from North Brown Road to Sugarloaf Parkway; Ronald Reagan Parkway, from SR 124 to US 29; Five Forks Trickum Road, from Sugarloaf Parkway to Rockbridge Road; SR 316, from Hi-Hope Road to Barrow County line.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2015	\$200,000	\$0,000	\$0,000	\$0,000	\$200,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2018	\$551,023	\$411,740	\$0,000	\$0,000	\$139,283
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2018	\$76,875	\$61,500	\$0,000	\$0,000	\$15,375
				\$827,898	\$473,240	\$0,000	\$0,000	\$354,658

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 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](mailto:transportation@atlantaregional.com).



## Short Title

GWINNETT COUNTY ITS ENHANCEMENTS - PHASE 2

## GDOT Project No.

N/A

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Operations &amp; Safety

## Sponsor

Gwinnett County

## Jurisdiction

Gwinnett County

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

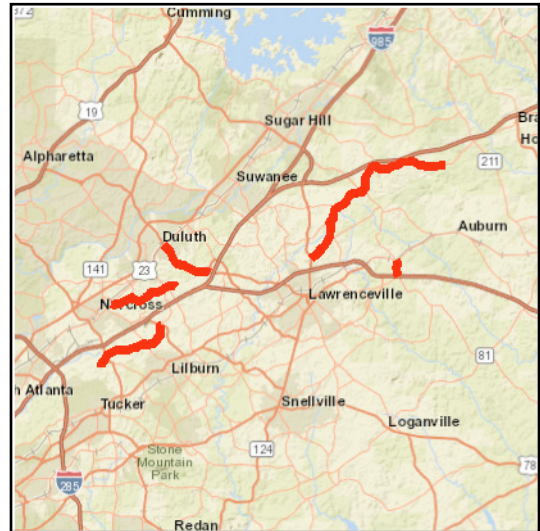
☐

## Network Year

TBD

## Corridor Length

N/A miles



## Detailed Description and Justification

This project supports regional mobility objectives by expanding the fiber optic network, provide additional video surveillance of major intersections, monitor and adjust traffic signal timing schemes and broadcast important messages to drivers along these corridors.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2021	\$6,803,500	\$2,000,000	\$0,000	\$0,000	\$4,803,500
				\$6,803,500	\$2,000,000	\$0,000	\$0,000	\$4,803,500

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 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](mailto:transportation@atlantaregional.com).







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Site Map

OLD PEACHTREE RD FM SUGARLOAF PKWY DEAN RD - ITS

Project ID:0013324

Project Manager:Lauren Bolstad

Office:Program Delivery

County:Gwinnett

Congressional District:007

State Senate District.:48

State House District:101, 96, 97

Project Type:Reconstruction/Rehabilitation

Project Status:Construction Work Program

Right of Way Authorization:

Notice to Proceed Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

Preconstruction Status Report

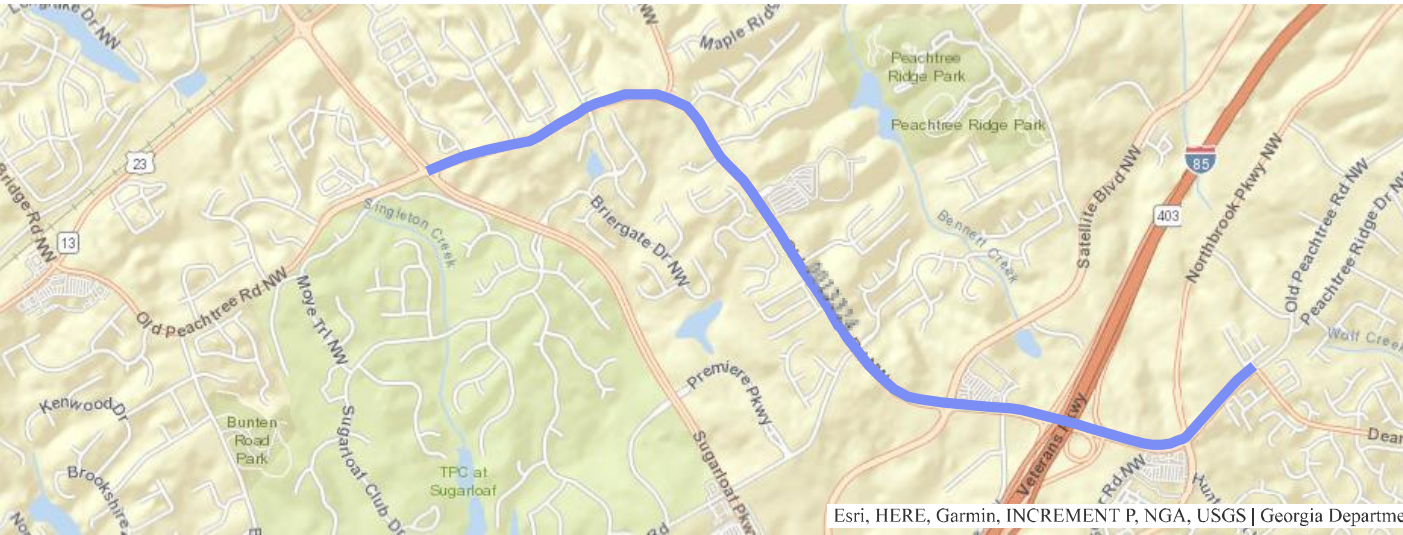
Construction Status Report

Contact Us

Project Description:

Fiber optic cable installation for traffic signal optimization will occur along the following travel corridor in Gwinnett County: Old Peachtree Road, from North Brown Road to Sugarloaf Parkway

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2015	\$200,000.00	3/6/2015
CST (Construction)	2018	\$591,550.39	9/2/2016



Project Documents
Concept Report
0013324_CR_MAR2016.pdf



Search...

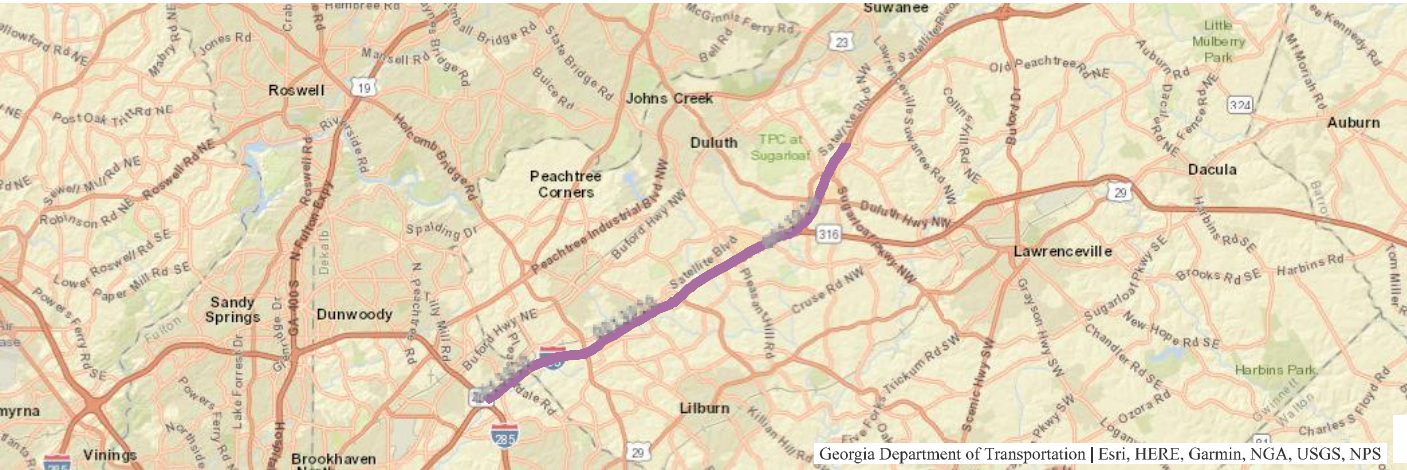
[Employment](#) [Press Room](#) [Contact Us](#) [Site Map](#)

I-85 FM I-285 TO CR 3761/OLD PEACHTREE ROAD - EXPRESS LANES

Project ID:	0013920	Notice to Proceed Date:	
Project Manager:	David Matthew Fowler	Construction Percent Complete:	%
Office:	Innovative Prog. Delivery	Current Completion Date:	
County:	DeKalb, Gwinnett	Work Completion Date:	
Congressional District:	004, 006, 007	Construction Contract Amount:	
State Senate District.:	005, 040, 048	Construction Contractor:	
State House District:	081, 088, 096, 099, 100, 101	<a href="#">Preconstruction Status Report</a>	
Project Type:	Reconstruction/Rehabilitation	<a href="#">Construction Status Report</a>	
Project Status:	Long Range Program		
Right of Way Authorization:		<a href="#">Contact Us</a>	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2030	\$12,356,434.00	
ROW (Right of Way)	2035	\$44,032,728.00	
CST (Construction)	2038	\$276,878,491.00	



Georgia Department of Transportation | Esri, HERE, Garmin, NGA, USGS, NPS

Project Documents
There are no items to show in this view.



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**GWINNETT COUNTY DEPARTMENT OF TRANSPORTATION  
2017 SPECIAL PURPOSE LOCAL OPTION SALES TAX PROGRAM  
INTERSECTION IMPROVEMENTS**

**TIER I**

<b>Project Number</b>	<b>BOC District</b>	<b>Project Name</b>	<b>Location</b>	<b>Improvement Type</b>	<b>Current Status</b>	<b>Est. Construction</b>
M-1058	1	Breckinridge Boulevard	Old Norcross Road	Intersections of Two Major Roadways		
M-1070	4	Buford Dam Road	Little Mill Road	"T" Intersections		
M-1062	1	I-85	SR 378 / Beaver Ruin Road	Intersections of Two Major Roadways		
M-1053	2	Jimmy Carter Boulevard	Rockbridge Road	Intersections of Two Major Roadways	Under Construction	Early 2018
M-1059	4	North Bogan Road	Thompson Mill Road	Multi-way Intersection		
M-1063	1	Peachtree Industrial Boulevard	Suwanee Dam Road	Intersections of Two Major Roadways		
M-1064	1	Pleasant Hill Road	Satellite Boulevard	Intersections of Two Major Roadways		
M-1048	3	Ridgedale Drive	North Road	Multi-way Intersection	Design	2019
M-1060	2	Rockbridge Road	Wydella Road	Multi-way Intersection		
M-1071	3	Rosebud Road	Brushy Fork Road	"T" Intersections		
M-1065	1	Satellite Boulevard	Old Peachtree Road	Intersections of Two Major Roadways		

**GWINNETT COUNTY DEPARTMENT OF TRANSPORTATION  
2017 SPECIAL PURPOSE LOCAL OPTION SALES TAX PROGRAM  
INTERSECTION IMPROVEMENTS**

**TIER I**

<b>Project Number</b>	<b>BOC District</b>	<b>Project Name</b>	<b>Location</b>	<b>Improvement Type</b>	<b>Current Status</b>	<b>Est. Construction</b>
M-1050	3	SR 124 / Braselton Highway	Flowery Branch Road	Intersections of one Major Roadway and one Minor Roadway	Design	Mid 2018
M-1066	2	SR 140 / Holcomb Bridge Road	Spalding Drive	Intersections of Two Major Roadways		
M-1061	3	SR 316 / University Parkway	Harbins Road	Intersections of Two Major Roadways	Design	Late 2018
M-1051	1	Sugarloaf Parkway	Meadow Church Road / Satellite Boulevard / Premiere Parkway	Intersections of one Major Roadway and one Minor Roadway	Design	2019
M-0893	2	US 23 / SR 13 / Buford Highway	SR 140 / Jimmy Carter Boulevard	Intersections of Two Major Roadways	Concept	
M-1067	2	US 29 / SR 8 / Lawrenceville Highway	Jimmy Carter Boulevard	Intersections of Two Major Roadways		
M-1049	1 & 2	US 29 / SR 8 / Lawrenceville Highway	Ronald Reagan Parkway	Intersections of Two Major Roadways		
M-1068	4	US 29 / SR 8 / Lawrenceville Highway	Sugarloaf Parkway	Intersections of Two Major Roadways		



**GWINNETT COUNTY DEPARTMENT OF TRANSPORTATION  
2017 SPECIAL PURPOSE LOCAL OPTION SALES TAX PROGRAM  
MAJOR ROAD IMPROVEMENTS**

**TIER I**

Project Number	BOC District	Project Name	Location	Improvement Type	Current Status	Est. Construction
F-0581	4	Cruse Road	Club Drive to Paden Drive	2 to 5 Lanes	Acquiring ROW	Mid 2018
F-1286	1 & 2	Interstate 85	South County Line to SR 316 / University Parkway	Widening		
F-1258	1	Interstate 85 CD Lanes	Pleasant Hill Road to SR 316 / University Parkway	System Improvements	Concept	
F-1262	2	Killian Hill Road	Church Street to Arcado Road	2 to 5 lanes		
F-1055	2	Peachtree Industrial Boulevard	from SR 141 / Peachtree Parkway to Medlock Bridge Road (northbound only)	2 to 3 lanes		
F-1272	1	Pleasant Hill Road	Howell Ferry Road to Chattahoochee River	4 to 6 lanes	Acquiring ROW	Mid 2018
F-1058	2	Spalding Drive	SR 140 / Holcomb Bridge Road to Winters Chapel Road	2 to 4/5 lanes	Design	2019
F-0835	3	SR 124 / Braselton Highway	Pine Road to County Line	2 to 4 lanes	Concept	
F-1263	3 & 4	SR 124 / Scenic Highway	from US 78 / SR 10 / West Main Street to Sugarloaf Parkway	4 to 6 lanes		
F-1264	1 & 4	SR 20 / Buford Drive	US 23 / SR 13 / Buford Highway to Peachtree Industrial Boulevard	4 to 6 lanes		
F-1249	3	SR 316 / University Parkway	at Harbins Road	Interchange Improvement	Design	Late 2018
F-1256	3 & 4	SR 316 / University Parkway	Hi-Hope Road to US 29 / SR 8 / Winder Highway	Interchange Improvements	Design	2021
F-1265	1	Sugarloaf Parkway	Meadow Church Road to Satellite Boulevard	4 to 6 lanes	Design	2019

**GWINNETT COUNTY DEPARTMENT OF TRANSPORTATION  
2017 SPECIAL PURPOSE LOCAL OPTION SALES TAX PROGRAM  
SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS**

**TIER I**

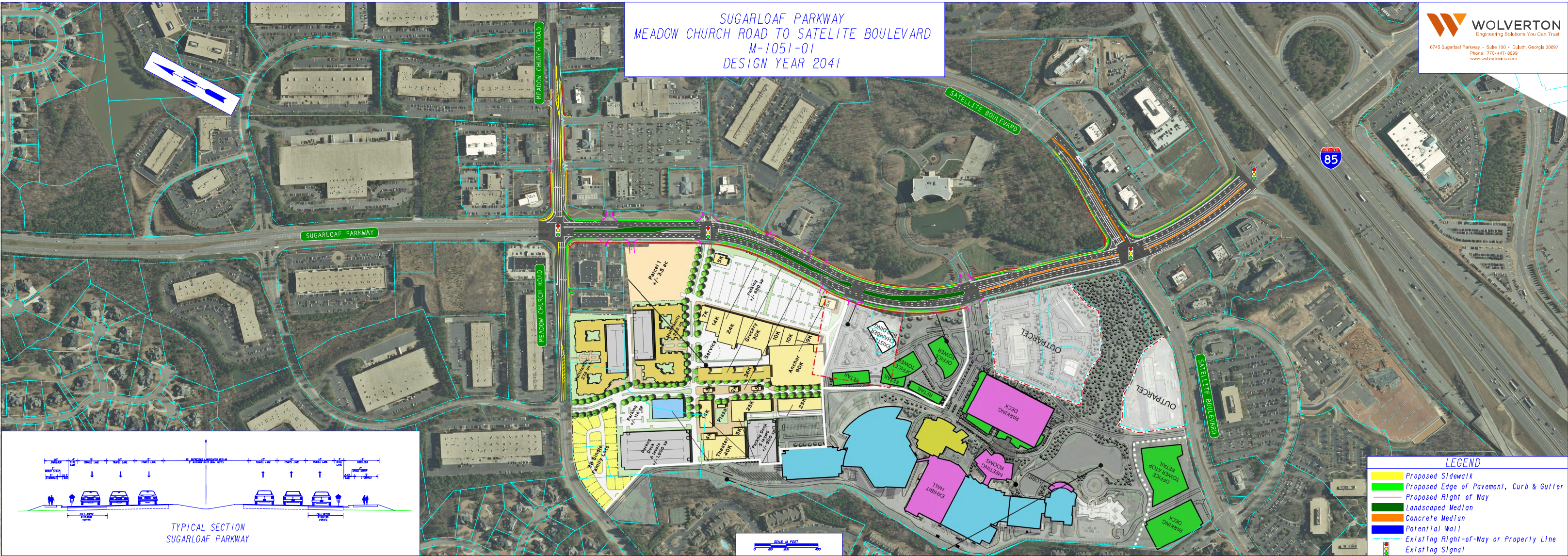
<b>Project Number</b>	<b>BOC District</b>	<b>Project Name</b>	<b>Location</b>	<b>Length</b>	<b>Current Status</b>	<b>Est. Construction</b>
F-1293	2 & 4	US 29 / SR 8 / Lawrenceville Highway	Sunnyside Drive to Bethesda School Road	2,700		
F-1292	1	West Liddell Road (west side)	Satellite Boulevard to Venture Drive	525		
F-1314	2	Williams Road	Harbins Road to Sherwin Drive	850		
F-1323		Future Trails Master Plan Projects				
F-1285		Gap / In House / Rehabilitation				
F-1286	1	Infinite Loop				
F-1268	1	Mall Boulevard Complete Street				
F-1287	1	McDaniel Farm Park Connector				
F-1083	1 & 2	Norcross to Lilburn Trail				
F-1289		Pedestrian Crossings				
F-1290		Street lighting for pedestrians				
F-0341	1	Western Gwinnett Bikeway				



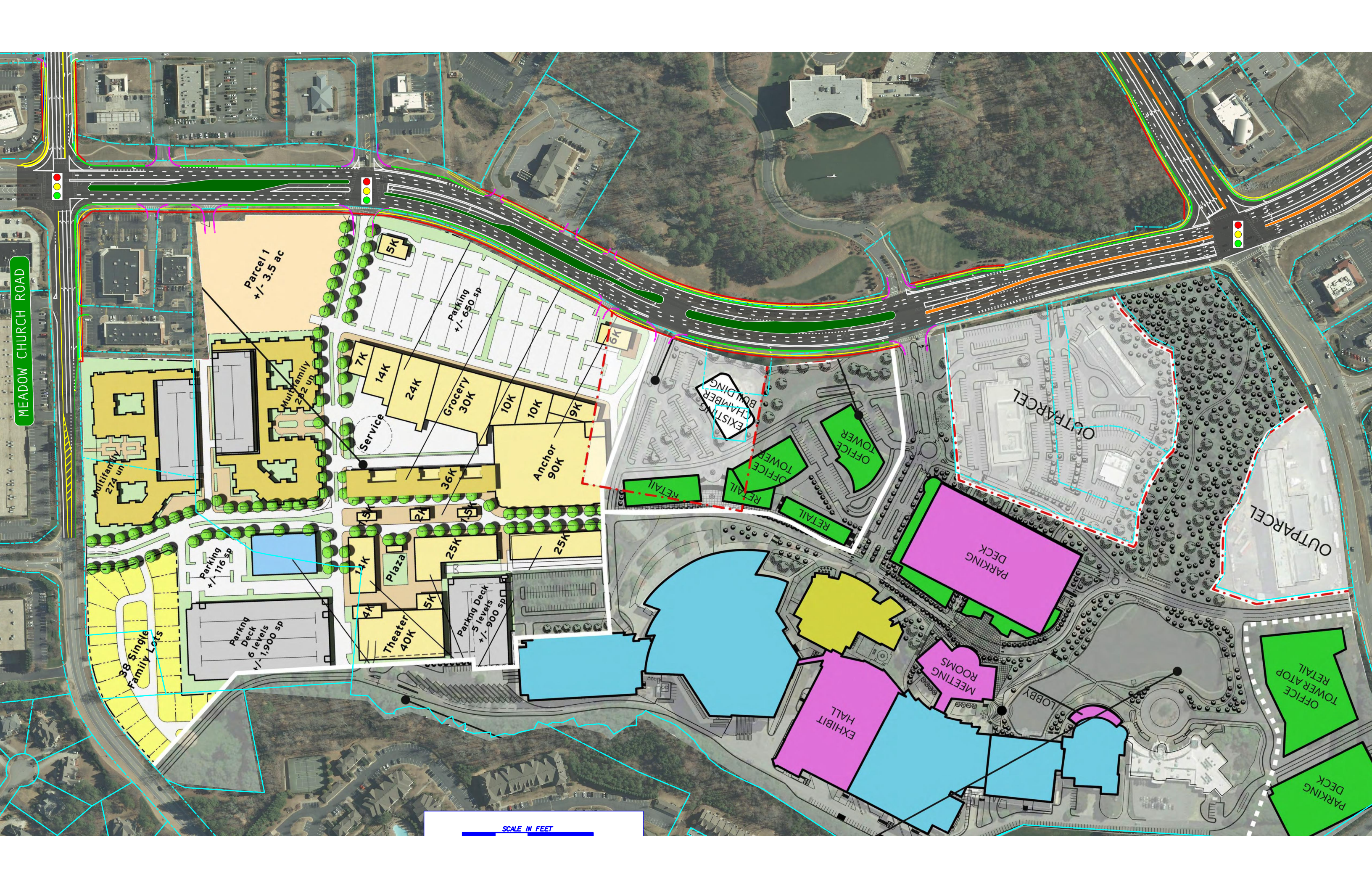
SUGARLOAF PARKWAY  
MEADOW CHURCH ROAD TO SATELLITE BOULEVARD  
M-1051-01  
DESIGN YEAR 2041



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MEADOW CHURCH ROAD

Parcel 1  
+/- 3.5 ac

Multifamily  
272 up

Multifamily  
282 up

Service

Grocery  
30K

Anchor  
90K

Theater  
40K

EXHIBIT  
HALL

MEETING  
ROOMS

LOBBY

PARKING  
DECK

OFFICE  
TOWER  
ATOP  
RETAIL

PARKING  
DECK

OUTPARCEL

OUTPARCEL

EXISTING  
CHAMBER  
BUILDING

SCALE IN FEET