



Transportation Analysis

Orchid Grove

DRI #2893

Gwinnett County, Georgia

Report Prepared:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Orchid Grove* development located in Gwinnett County, Georgia. The approximate 32.4-acre site is located northeast of Pleasant Hill Road, south of Old Norcross Road, and northwest of Satellite Boulevard. The proposed development will be mixed-use and will include new residential, hotel, office, retail, and restaurant land uses, in addition to existing commercial space that will remain.

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 600,000 SF of mixed-use development in a Regional Employment Corridor area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the Demolition Permit with Gwinnett County in January 2019 combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within the ARC designated regional employment corridor. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 11, 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 Gwinnett LCI (2001, 15-year update 2017). The site is generally consistent with the overall theme of the LCI.

The present zoning classification of the project site is C2 (General Business District) according to the Gwinnett County Zoning Map. The proposed project is expected to be completed by 2023 (approximately 4 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 contained in **Table 1**:

Table 1: Proposed Land Uses and Densities				
Land Use	Unit	Existing to Remain	Proposed	Final Total
Food Hall / Theatre	SF	-	48,000 SF	48,000 SF
Hotel	Rooms	-	120 rooms	120 rooms
Office	SF	-	37,000 SF	37,000 SF
Restaurant	SF	26,800 SF	62,500 SF	89,300 SF
Retail	SF	102,000 SF	31,250 SF	133,250 SF
Residential	DU	-	1,240 units	1,240 units

* Approximately 251,550 SF currently on site will be demolished.

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 *Orchid Grove* development – including residents walking to the restaurant and retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Orchid Grove* development is located in a maturing neighborhood with access to transit (the project site is adjacent to Gwinnett County Transit (GCT) Bus Route #10A, 10B, 30, and 40), a 10% alternative mode reduction was 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 2019 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions.

- Existing 2019 conditions represent traffic volumes that were collected in January 2019 by performing AM and PM peak hour turning movement counts at all study intersections.
- Projected 2023 No-Build conditions represent the existing traffic volumes grown for four (4) years at 2.0 percent per year throughout the study network.
- Projected 2023 Build conditions represent the Projected 2023 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Orchid Grove* development.

Based on the **Existing 2019** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the Orchid Grove DRI*), zero (0) study intersections currently operate below their acceptable overall LOS standard of E (per GRTA Letter of Understanding, as the site is located in a Regional Center) during the AM and PM peak hours for the Existing 2019 conditions.

There are no recommended improvements for the Existing 2019 conditions scenario.

Based on the **Projected 2023 No-Build** conditions (*includes background traffic growth but excludes the estimated project trips from the Orchid Grove DRI*), one (1) study intersection is projected to operate below its acceptable overall LOS standard during the AM and PM peak hours.

Based on the Projected 2023 No-Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Pleasant Hill Road at Old Norcross Road (Intersection #1)

- Restripe the eastbound approach to consist of one (1) right-turn lane, one (1) shared right-turn/through lane, one (1) through lane, and one (1) left-turn lane.

Based on the **Projected 2023 Build** conditions (*includes both the Projected 2023 No-Build traffic volumes and the estimated project trips from the Orchid Grove DRI*), one (1) study intersection is projected to operate below its acceptable overall LOS standard during the AM and PM peak hours. The signalized intersection of Pleasant Hill Road at Old Norcross Road (Intersection #1) is projected to operate at LOS F during the AM peak hour. However, with the improvements noted under the Projected 2023 No-Build conditions, the intersection is projected to operate at an acceptable level-of-service.

In addition to the recommended improvements under the Projected 2023 No-Build conditions, the following site access improvements (driveway improvements) are recommended to serve the traffic associated with the *Orchid Grove* development:

Pleasant Hill Road at Site Driveway A (Intersection #2)

- On the site, construct one (1) southbound left-turn lane exiting the site so that the southbound approach consists of one (1) left-turn lane and one (1) shared right-turn/through lane.

Old Norcross Road at Davenport Road/Site Driveway E (Intersection #9) – signalized

- On the site, realign Site Driveway E to line up with Davenport Road to add a fourth-leg to this signalized intersection. The existing Davenport Road approach would be restriped to consist of one (1) left-turn lane and one (1) shared right-turn/through lane. The new driveway should consist of one (1) left-turn lane and one (1) shared through/right-turn lane exiting the site, and one (1) ingress lane entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Orchid Grove* development located in Gwinnett County, Georgia. The approximate 32.4-acre site is located northeast of Pleasant Hill Road, south of Old Norcross Road, and northwest of Satellite Boulevard. The proposed development will be mixed-use and will include new residential, hotel, office, retail, and restaurant land uses, in addition to existing commercial space that will remain.

The project will exceed the 600,000 square feet threshold for mixed-use developments within a regional employment corridor; 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:

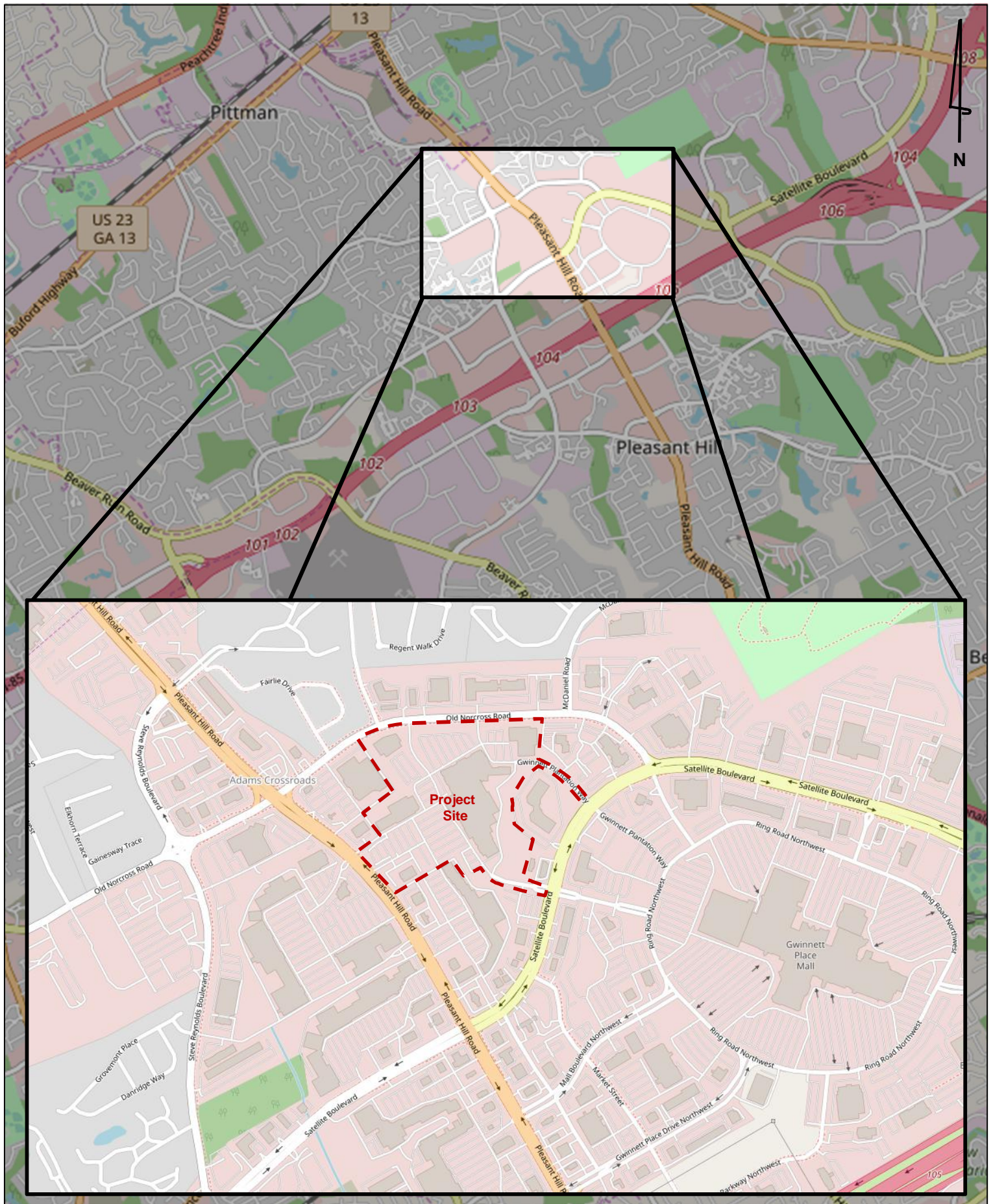
...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) 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 *Orchid Grove* development. **Figure 2** provides an aerial view 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**. The 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 2**.

Table 2: Proposed Land Uses and Densities				
Land Use	Unit	Existing to Remain	Proposed	Final Total
Food Hall / Theatre	SF	-	48,000 SF	48,000 SF
Hotel	Rooms	-	120 rooms	120 rooms
Office	SF	-	37,000 SF	37,000 SF
Restaurant	SF	26,800 SF	62,500 SF	89,300 SF
Retail	SF	102,000 SF	31,250 SF	133,250 SF
Residential	DU	-	1,240 units	1,240 units

* Approximately 251,550 SF currently on site will be demolished.







1.2 Site Plan Review

The proposed development is located on an approximately 32.4-acre site in Gwinnett County, Georgia. The project site is bordered by Old Norcross Road to the north, Pleasant Hill Road to the southwest, and Satellite Boulevard to the southeast. The proposed development will be a mixed-use development with residential, hotel, office, retail, and restaurant land uses. The property currently consists of various occupied and unoccupied commercial buildings.

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 six driveways to access the project site:

- Two (2) driveways along Pleasant Hill Road.
- Two (2) driveways along Old Norcross Road.
- Two (2) driveways along Satellite Boulevard.

Five (5) driveways are proposed to remain for future site access. One right-in/right-out driveway along Pleasant Hill Road will be closed, while the signalized driveway is proposed to remain. However, it should be noted that one existing driveway along Old Norcross Road are proposed to be realigned so that it aligns with Davenport Road to create a four-legged intersection.

As currently envisioned, the proposed development will be accessible via five (5) driveways:

1. **Site Driveway A (Intersection #2)** – an existing signalized full movement driveway located along Pleasant Hill Road approximately 750 feet east of Old Norcross Road and 1,600 feet west of Satellite Boulevard.
2. **Site Driveway B (Intersection #4)** – an existing signalized full-movement driveway located at the existing intersection of Satellite Boulevard at Merchants Way, located approximately 1,350 feet north of Pleasant Hill Road and 750 feet south of Gwinnett Plantation Way.
3. **Site Driveway C (Intersection #5)** – an existing signalized full-movement driveway located at the existing intersection of Satellite Boulevard at Gwinnett Plantation Way, located approximately 750 feet north of Merchants Way and 600 feet south of Old Norcross Road.
4. **Site Driveway D (Intersection #7)** – an existing stop-controlled full-movement driveway along Old Norcross Road, located approximately 800 feet east of Davenport Road. Site driveway D is currently gated.
5. **Site Driveway E (Intersection #8/9)** – an existing stop-controlled driveway along Old Norcross Road. Site Driveway E is proposed to be realigned to become the fourth leg of the existing signalized intersection of Old Norcross Road at Davenport Road.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site 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. Parking will be provided throughout the development as follows (the final proposed parking details are currently being developed):

Total Parking Provided:	3,090 parking spaces
Parking Required:	2,537-3,481 parking spaces

1.4 *Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Pleasant Hill Road, Satellite Boulevard, and Old Norcross Road. A streetscape project is currently planned along Pleasant Hill Road by the Gwinnett Place CID which will enhance pedestrian facilities. Additionally, the project site is proposed to be within the vicinity of the Sweetwater Creek Greenway project identified by the Gwinnett County Trails plan and is anticipated to include pedestrian infrastructure throughout the site.

1.5 *Transit Facilities*

The project site is adjacent to the GCT Bus Routes #10A, 10B, 30 and 40. All bus routes provide service seven days a week.

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 *Orchid Grove* development. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0 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 at one intersection on Tuesday, January 15, 2019 during the AM and PM peak periods. Peak hours for all the study intersections are shown in **Table 3**.

Table 3: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Pleasant Hill Road at Old Norcross Road	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
2. Pleasant Hill Road at Pleasant Hill Square/Site Driveway A	8:00 AM – 9:00 AM	4:00 PM – 5:00 PM
3. Pleasant Hill Road at Satellite Boulevard	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
4. Satellite Boulevard at Merchants Way/Site Driveway B	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
5. Satellite Boulevard at Gwinnett Plantation Way/Site Driveway C	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
6. Satellite Boulevard at Old Norcross Road	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
7. Old Norcross Road at Gwinnett Plantation Way/Site Driveway D	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
8. Old Norcross Road at Merchants Way/Site Driveway E	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
9. Old Norcross Road at Davenport Road	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS 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.

LOS 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, 10th Edition*. Gross trips generated are displayed below in **Table 4**.

Table 4: Gross Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Mid-Rise)	1,240 units	221	3,378	3,378	93	311	303	194
Hotel	120 rooms	310	502	502	33	23	37	35
General Office Building	37,000 SF	710	202	202	52	9	7	37
Shopping Center	31,250 SF	820	590	590	18	11	57	62
High-Turnover (Sit-Down) Restaurant	110,500 SF*	932	6,198	6,198	604	494	670	410
Total Gross Trips			10,870	10,870	800	848	1,074	738

*Note: Total Restaurant density assumed to be the sum of the Food Hall/Theatre (48,000 SF) and proposed restaurant (62,500 SF).

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 LOS standard of E was assumed for all intersections and segments within the study network due to the location of the DRI within the Gwinnett Regional Center according to the ARC Unified Growth Policy Map.

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 nine (9) intersections described in **Table 5**. The study intersections are shown in **Figure 3**.

Table 5: Intersection Control Summary	
Intersection	Control
1. Pleasant Hill Road at Old Norcross Road	Signal
2. Pleasant Hill Road at Pleasant Hill Square/Site Driveway A	Signal
3. Pleasant Hill Road at Satellite Boulevard	Signal
4. Satellite Boulevard at Merchants Way/Site Driveway B	Signal
5. Satellite Boulevard at Gwinnett Plantation Way/Site Driveway C	Signal
6. Satellite Boulevard at Old Norcross Road	Signal
7. Old Norcross Road at Gwinnett Plantation Way/Site Driveway D	Stop Control
8. Old Norcross Road at Merchants Way/Site Driveway E	Stop Control
9. Old Norcross Road at Davenport Road	Signal

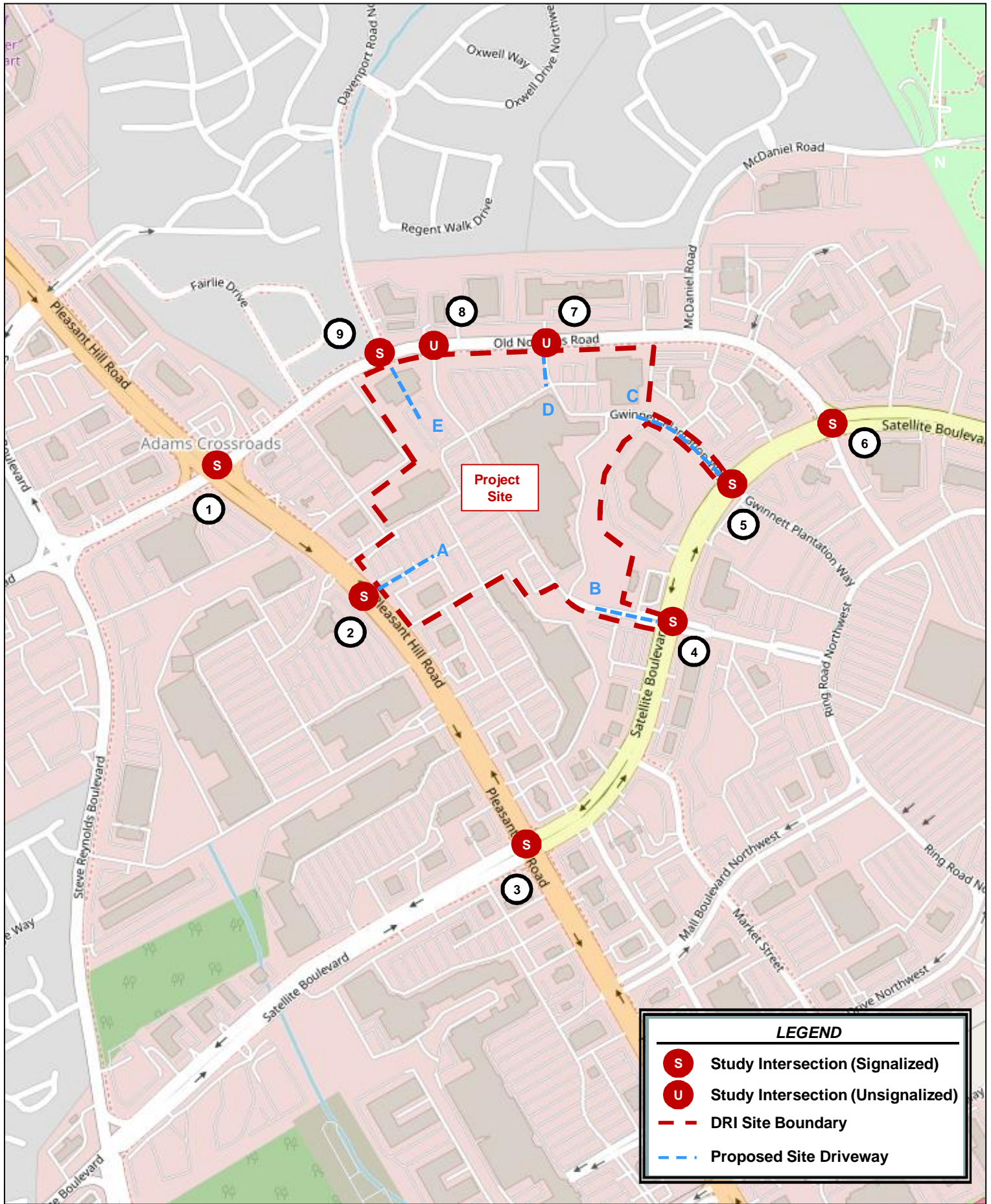
Each of the intersections listed in **Table 5** were analyzed for the Existing 2019 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions.

The Projected 2023 No-Build conditions represent the existing traffic volumes grown for four (4) years at 2.0 percent per year throughout the study network. The Projected 2023 Build conditions add the project trips associated with the *Orchid Grove* 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 6** (bolded roadway runs adjacent to the site).

Table 6: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	GDOT Functional Classification
Pleasant Hill Road	6	40	59,600	Principal Arterial
Old Norcross Road	6	45	23,400	Minor Arterial
Satellite Boulevard	4	45	21,700	Major Collector
Davenport Road	2	30	N/A	Local Road



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, 10th Edition, 2017*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land uses: Multifamily Housing (Mid-Rise) (ITE 221), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), Quality Restaurant (ITE 931), and High-Turnover Sit-Down Restaurant (ITE 932).

The total (net) trips generated and analyzed in this report are listed in **Table 7**.

Table 7: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips	21,740	10,870	10,870	800	848	1,074	738
<i>Mixed-Use Reduction</i>	-2,868	-1,434	-1,434	-100	-100	-230	-230
<i>Alternative Mode Reduction</i>	-1,888	-944	-944	-70	-75	-85	-51
<i>Pass-by Reduction</i>	-4,616	-2,308	-2,308	-0	-0	-178	-178
Net New Trips	12,368	6,184	6,184	630	673	581	279

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 the Gwinnett County staff.

Figure 4 and **Figure 5** 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 *Orchid Grove* development, are shown on **Figure 6**.

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

LEGEND

Existing Traffic Signal

Existing Stop Control

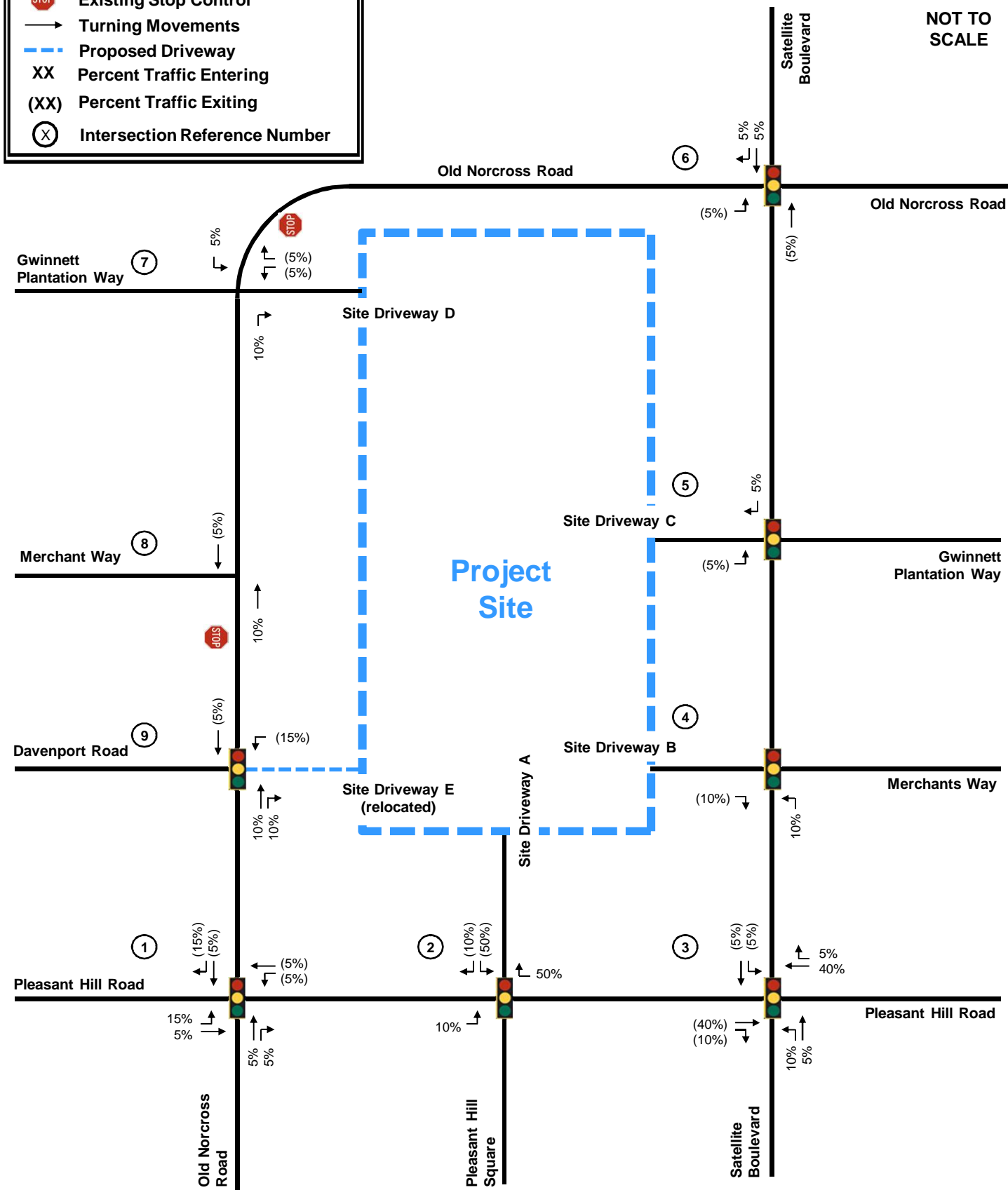
Turning Movements

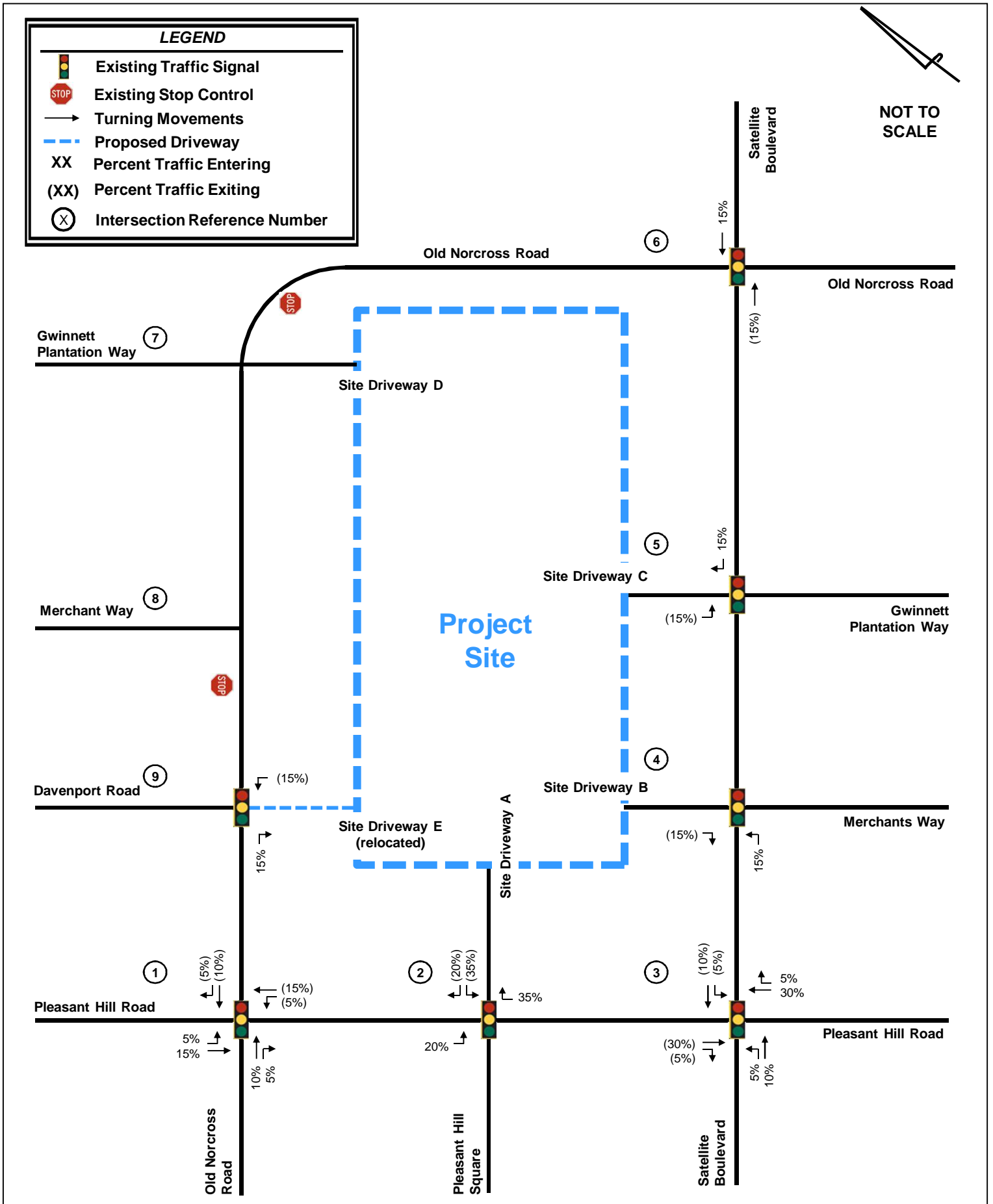
Proposed Driveway

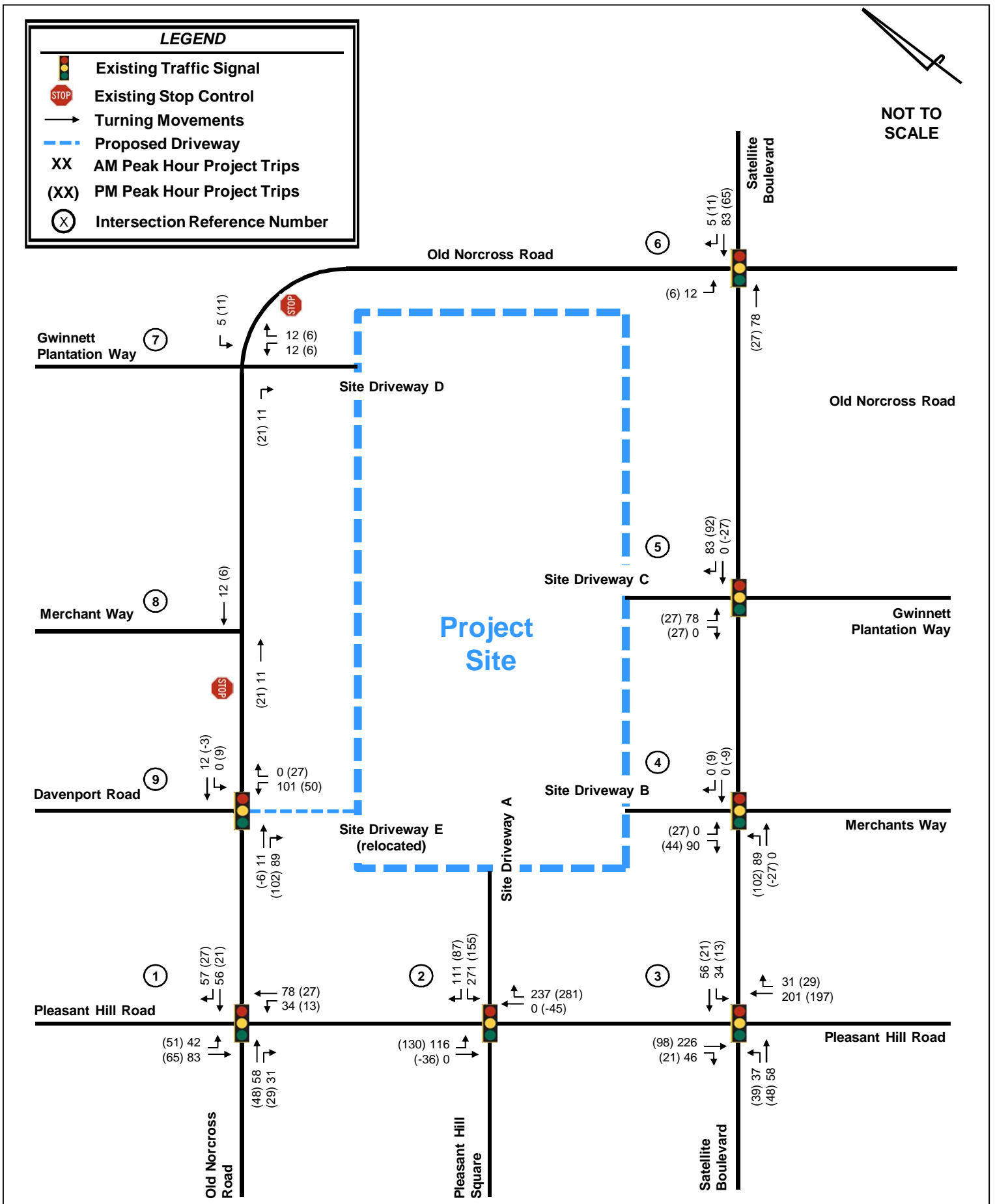
XX
Percent Traffic Entering

(XX)
Percent Traffic Exiting

(X)
Intersection Reference Number







6.0 TRAFFIC ANALYSIS

6.1 Existing 2019 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2019 conditions are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

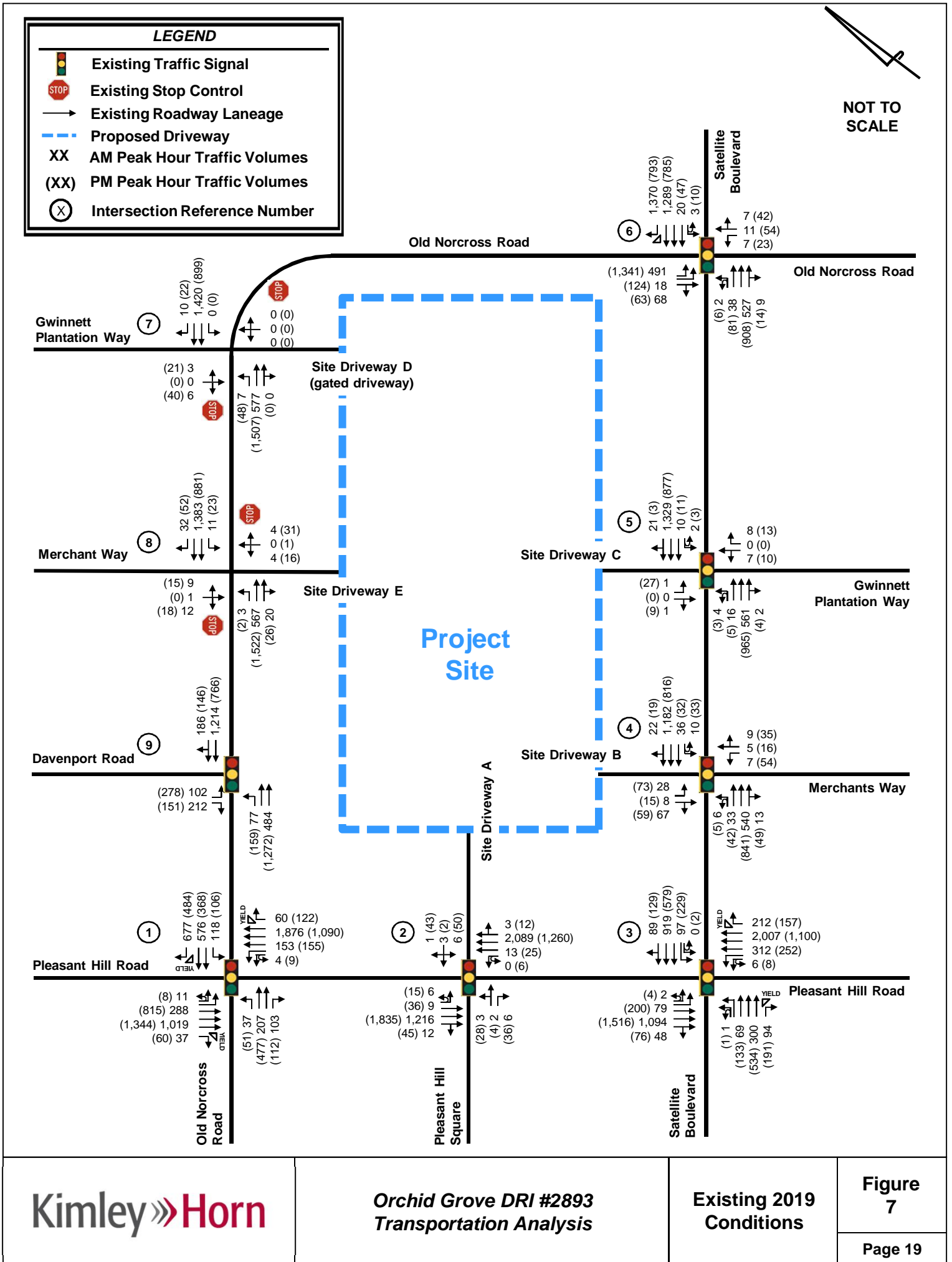
Table 8: Existing 2019 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Pleasant Hill Road at Old Norcross Road	Signal	Overall	E	E (78.3)	E (59.6)
2. Pleasant Hill Road at Pleasant Hill Square/Site Driveway A	Signal	Overall	E	A (1.5)	A (6.7)
3. Pleasant Hill Road at Satellite Boulevard	Signal	Overall	E	E (58.3)	D (49.7)
4. Satellite Boulevard at Merchants Way/Site Driveway B	Signal	Overall	E	A (2.4)	A (6.6)
5. Satellite Boulevard at Gwinnett Plantation Way/Site Driveway C	Signal	Overall	E	A (0.6)	A (1.9)
6. Satellite Boulevard at Old Norcross Road	Signal	Overall	E	C (30.5)	D (41.8)
7. Old Norcross Road at Gwinnett Plantation Way/Site Driveway D	Two-Way Stop Control	NBL	E	C (15.1)	B (10.4)
		SBL	E	-	-
		EB	E	F (61.0)	F (66.9)
		WB	E	-	-
8. Old Norcross Road at Merchants Way/Site Driveway E	Two-Way Stop Control	NBL	E	B (13.7)	B (10.0)
		SBL	E	A (8.9)	B (14.3)
		EB	E	F (67.6)	F (61.5)
		WB	E	D (30.2)	F (132.9)
9. Old Norcross Road at Davenport Road*	Signal	Overall	E	B (19.7)	B (14.8)

*Due to an exclusive pedestrian phase, intersection was incompatible with HCM 2010, therefore HCM 2000 was used for the analysis

** LOS E is the standard per GRTA Letter of Understanding (due to the site location within a Regional Center)

As shown in **Table 8**, all study intersections currently operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for the Existing 2019 conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

There are no recommended improvements for the Existing 2019 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 four (4) years at 2.0 percent per year throughout the study network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2023 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2023 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2023 No-Build are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2023 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Pleasant Hill Road at Old Norcross Road	Signal	Overall	E	F (96.7)	E (68.7)
2. Pleasant Hill Road at Pleasant Hill Square/Site Driveway A	Signal	Overall	E	A (1.5)	A (7.2)
3. Pleasant Hill Road at Satellite Boulevard	Signal	Overall	E	E (64.8)	E (55.7)
4. Satellite Boulevard at Merchants Way/Site Driveway B	Signal	Overall	E	A (2.4)	A (6.7)
5. Satellite Boulevard at Gwinnett Plantation Way/Site Driveway C	Signal	Overall	E	A (0.7)	A (1.9)
6. Satellite Boulevard at Old Norcross Road	Signal	Overall	E	C (34.8)	D (45.7)
7. Old Norcross Road at Gwinnett Plantation Way/Site Driveway D	Two-Way Stop Control	NBL	E	C (15.1)	B (10.6)
		SBL	E	-	-
		EB	E	F (61.0)	F (89.6)
		WB	E	-	-
8. Old Norcross Road at Merchants Way/Site Driveway E	Two-Way Stop Control	NBL	E	B (14.8)	B (10.4)
		SBL	E	A (9.1)	C (15.5)
		EB	E	F (101.2)	F (103.2)
		WB	E	E (36.0)	F (248.1)
9. Old Norcross Road at Davenport Road*	Signal	Overall	E	C (21.3)	B (16.8)

*Due to an exclusive pedestrian phase, intersection was incompatible with HCM 2010, therefore HCM 2000 was used for the analysis

** LOS E is the standard per GRTA Letter of Understanding (due to the site location within a Regional Center

As shown in **Table 9**, one (1) study intersection is projected to operate below its acceptable overall LOS standard during the AM and PM peak hours for the Projected 2023 No-Build conditions. The signalized intersection of Pleasant Hill Road at Old Norcross Road (Intersection #1) is projected to operate at LOS F during the AM peak hour. For intersections 7 and 8, it is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

Based on the Projected 2023 No-Build conditions, the following improvements are recommended to reach an acceptable LOS at this intersection:

Pleasant Hill Road at Old Norcross Road (Intersection #1)

- Restripe the eastbound approach to consist of one (1) right-turn lane, one (1) shared right-turn/through lane, one (1) through lane, and one (1) left-turn lane.

The results of the capacity analyses for the Projected 2023 No-Build Improved conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2023 No-Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Pleasant Hill Road at Old Norcross Road	Signal	Overall	E	D (48.6)	E (59.0)

LEGEND

Existing Traffic Signal

Existing Stop Control

Existing Roadway Laneage

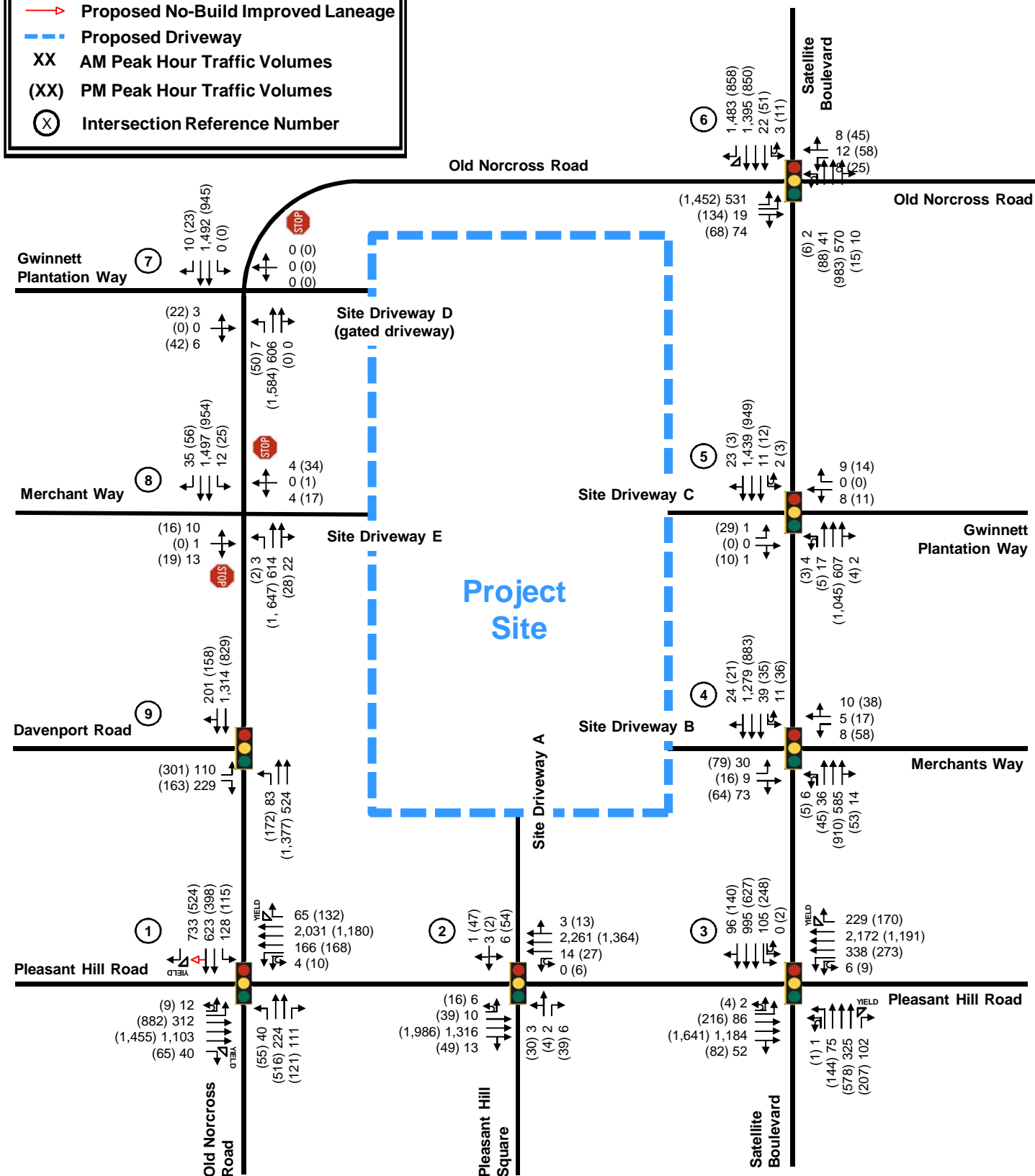
Proposed No-Build Improved Laneage

Proposed Driveway

XX
AM Peak Hour Traffic Volumes

(XX)
PM Peak Hour Traffic Volumes

(X)
Intersection Reference Number



6.3 Projected 2023 Build Conditions

The traffic associated with the proposed *Orchid Grove* development was added to the Projected 2023 No-Build volumes. These volumes were then entered into *Synchro 10.0*, 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 intersection laneage and traffic volumes used for the Projected 2023 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2023 Build conditions are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

Table 11: Projected 2023 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Pleasant Hill Road at Old Norcross Road	Signal	Overall	E	F (119.6)	E (78.2)
2. Pleasant Hill Road at Pleasant Hill Square/Site Driveway A	Signal	Overall	E	C (31.0)	B (13.9)
3. Pleasant Hill Road at Satellite Boulevard	Signal	Overall	E	E (72.4)	E (61.0)
4. Satellite Boulevard at Merchants Way/Site Driveway B	Signal	Overall	E	A (2.6)	A (7.7)
5. Satellite Boulevard at Gwinnett Plantation Way/Site Driveway C	Signal	Overall	E	A (3.3)	A (2.9)
6. Satellite Boulevard at Old Norcross Road	Signal	Overall	E	D (35.2)	D (46.5)
7. Old Norcross Road at Gwinnett Plantation Way/Site Driveway D	Two-Way Stop Control	NBL	E	C (16.0)	B (10.6)
		SBL	E	A (9.0)	B (14.6)
		EB	E	F (76.5)	F (102.9)
		WB	E	E (36.9)	F (150.4)
8. Old Norcross Road at Merchants Way	Two-Way Stop Control	NBL	E	B (15.0)	B (10.4)
		EB	E	D (28.6)	C (19.6)
9. Old Norcross Road at Davenport Road/Site Driveway E	Signal	Overall	E	C (24.4)	C (25.2)

** LOS E is the standard per GRTA Letter of Understanding (due to the site location within a Regional Center)

As shown in **Table 11**, one (1) study intersection is projected to operate below its acceptable overall LOS standard during the AM and/or PM peak hour for the Projected 2023 Build conditions. The signalized intersection of Pleasant Hill Road at Old Norcross Road (Intersection #1) is projected to operate at LOS F during the AM peak hour. For Intersection 7, it is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

With the improvements noted under the Projected 2023 No-Build conditions, the intersection of Pleasant Hill Road at Old Norcross Road (Intersection #1) is projected to operate at an acceptable level-of-service. The results of the capacity analysis for the Projected 2023 Build Improved conditions are shown in **Table 12**. Detailed *Synchro* reports are available upon request.

Table 12: Projected 2023 Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Pleasant Hill Road at Old Norcross Road	Signal	Overall	E	E (61.6)	E (60.5)

Additional improvements are proposed to improve access to the site:

Pleasant Hill Road at Site Driveway A (Intersection #2)

- On the site, construct one (1) southbound left-turn lane exiting the site so that the southbound approach consists of one (1) left-turn lane and one (1) shared right-turn/through lane.

Old Norcross Road at Davenport Road/Site Driveway E (Intersection #9) – signalized

- On the site, realign Site Driveway E to line up with Davenport Road to add a fourth-leg to this signalized intersection. The existing Davenport Road approach would be restriped to consist of one (1) left-turn lane and one (1) shared right-turn/through lane. The new driveway should consist of one (1) left-turn lane and one (1) shared through/right-turn lane exiting the site, and one (1) ingress lane entering the site.

LEGEND

Existing Traffic Signal

Existing Stop Control

Existing Roadway Laneage

Proposed No-Build Improved Laneage

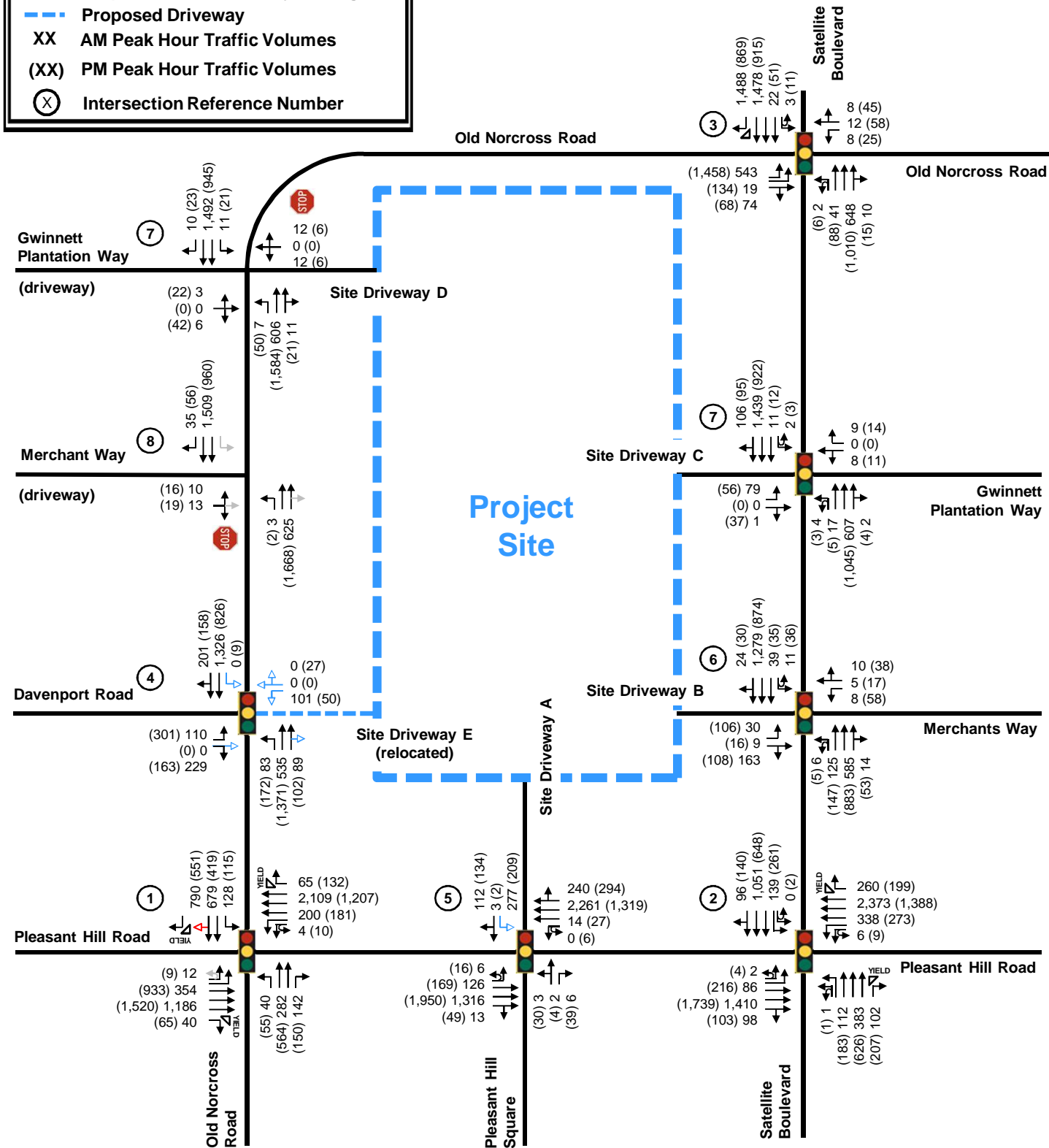
Proposed Build Roadway Laneage

Proposed Driveway

XX
AM Peak Hour Traffic Volumes

(XX)
PM Peak Hour Traffic Volumes

(X)
Intersection Reference Number



7.0 INGRESS/EGRESS ANALYSIS

Currently, there are six driveways to access the project site:

- Two (2) driveways along Pleasant Hill Road.
- Two (2) driveways along Old Norcross Road.
- Two (2) driveways along Satellite Boulevard.

Five (5) driveways are proposed to remain for future site access. One right-in/right-out driveway along Pleasant Hill Road will be closed, while the signalized driveway is proposed to remain. However, it should be noted that one existing driveway along Old Norcross Road are proposed to be realigned so that it aligns with Davenport Road to create a four-legged intersection.

As currently envisioned, the proposed development will be accessible via five (5) driveways:

- One (1) existing signalized driveway along Pleasant Hill Road.
- Two (2) existing signalized driveways along Satellite Boulevard.
- One (1) proposed relocated driveway to align with an existing signalized intersection along Old Norcross Road.
- One (1) existing unsignalized driveway along Old Norcross Road.

The site driveway locations are discussed in *Section 1.3*. The site is proposed to be served by three (3) existing signalized intersections, one (1) modified existing signalized intersection, and one (1) existing stop-controlled intersection. 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 10.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Gwinnett County's programmed projects, and the GA STIP, 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 13** below.

Table 13: Programmed Improvements			
#	Year	Project ID	Project Description
1	TBD	M-1064	Intersection improvement on Satellite Boulevard at Pleasant Hill Road (Gwinnett County SPLOST 2017)
2	2018	F-1258	I-85 CD Lanes between Pleasant Hill Road and SR 316 System Improvements (Gwinnett County SPLOST 2017)
3	TBD	F-1061-01	Venture Drive widening from 2 lanes to 4/5 lanes between Pleasant Hill Road and Steve Reynold Boulevard (Gwinnett County SPLOST 2017)
4	2038	AR-ML-420 0013920	I-85 North Express Lanes from I-285 to Old Peachtree Road (ARC-RTP/ GDOT STIP)
5	TBD	GW-415	Gwinnett County ITS Enhancements – Phase 2 (on Duluth Highway/ SR 120; ARC-RTP)

Additionally, a streetscape project along Pleasant Hill Road is programmed per the Gwinnett Place CID. Construction on this project is expected to begin in 2019. Fact sheets for projects can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. 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 currently consists of a mixed-use development and will include residential, hotel, office, and retail/restaurant land uses. The project site is currently zoned C2 (General Business District) according to the Gwinnett County Zoning Ordinance Map. There are no proposed changes to the zoning of the project. The Gwinnett 2030 Plan identifies the site as a Regional Mixed-Use land use.

According to the Gwinnett LCI (15 Year Update, 2017), The project site was identified as the Prado as a part of the development initiative. The Prado promotes converting the suburban style shopping center into a walkable mixed-use development. The project site has been identified as being an “Opportunity Zone” which provides incentives to spur economic activity. The Gwinnett LCI (15 Year Update, 2017) also includes the project site into the Venture Drive Redevelopment Overlay District, which provides flexibility in density and building height to encourage infrastructure improvements and redevelopment. Based on this information, the Orchid Grove development complies with the redevelopment goals, recommended land uses, and character intended for the area based on the Gwinnett LCI.

The project site is located within the Gwinnett LCI (2001, 15 year-update 2017), which is currently in year five of the most recent five-year update. The site is generally consistent with the overall theme of the LCI. The land use maps are provided in **Appendix B**.

Site Photo Log

Site Name: Orchid Grove DRI #2893

Photo No. 1



Comments:

Looking south from Site Driveway A (Intersection #2)

Photo No. 2



Comments:

Looking east from Site Driveway A (Intersection #2)

Site Name: Orchid Grove DRI #2893

Photo No. 3



Comments:

Looking west from Site Driveway A (Intersection #2)

Photo No. 4



Comments:

Looking east from Site Driveway B (Intersection #4)

Site Name: Orchid Grove DRI #2893

Photo No. 5



Comments:

Looking north from Site Driveway B (Intersection #4)

Photo No. 6



Comments:

Looking south from Site Driveway B (Intersection #4)

Site Name: Orchid Grove DRI #2893

Photo No. 7



Comments:

Looking east from Site Driveway C (Intersection #5)

Photo No. 8



Comments:

Looking north from Site Driveway C (Intersection #5)

Orchid Grove, LLC
Photograph Sheet

KHA Job No.: 013324000

KHA Rep.: HDF

Date: February 2, 2019

Page: 5 of 9

Site Name: Orchid Grove DRI #2893

Photo No. 9



Comments:

Looking south from Site Driveway C (Intersection #5)

Photo No. 10



Comments:

Looking west from Site Driveway D (Intersection #7)

Site Name: Orchid Grove DRI #2893

Photo No. 11



Comments:

Looking south from Site Driveway D (Intersection #7)

Photo No. 12



Comments:

Looking north from Site Driveway D (Intersection #7)

Orchid Grove, LLC
Photograph Sheet

KHA Job No.: 013324000

KHA Rep.: HDF

Date: February 2, 2019

Page: 7 of 9

Site Name: Orchid Grove DRI #2893

Photo No. 13



Comments:

Looking west from existing Site Driveway E (Intersection #8)

Photo No. 14



Comments:

Looking south from existing Site Driveway E (Intersection #8)

Site Name: Orchid Grove DRI #2893

Photo No. 15



Comments:

Looking north from existing Site Driveway E (Intersection #8)

Photo No. 16



Comments:

Looking west from proposed Site Driveway E (Intersection #9)

Orchid Grove, LLC
Photograph Sheet

KHA Job No.: 013324000

KHA Rep.: HDF

Date: February 2, 2019

Page: 9 of 9

Site Name: Orchid Grove DRI #2893

Photo No. 17



Comments:

Looking south from propsoed Site Driveway E (Intersection #9)

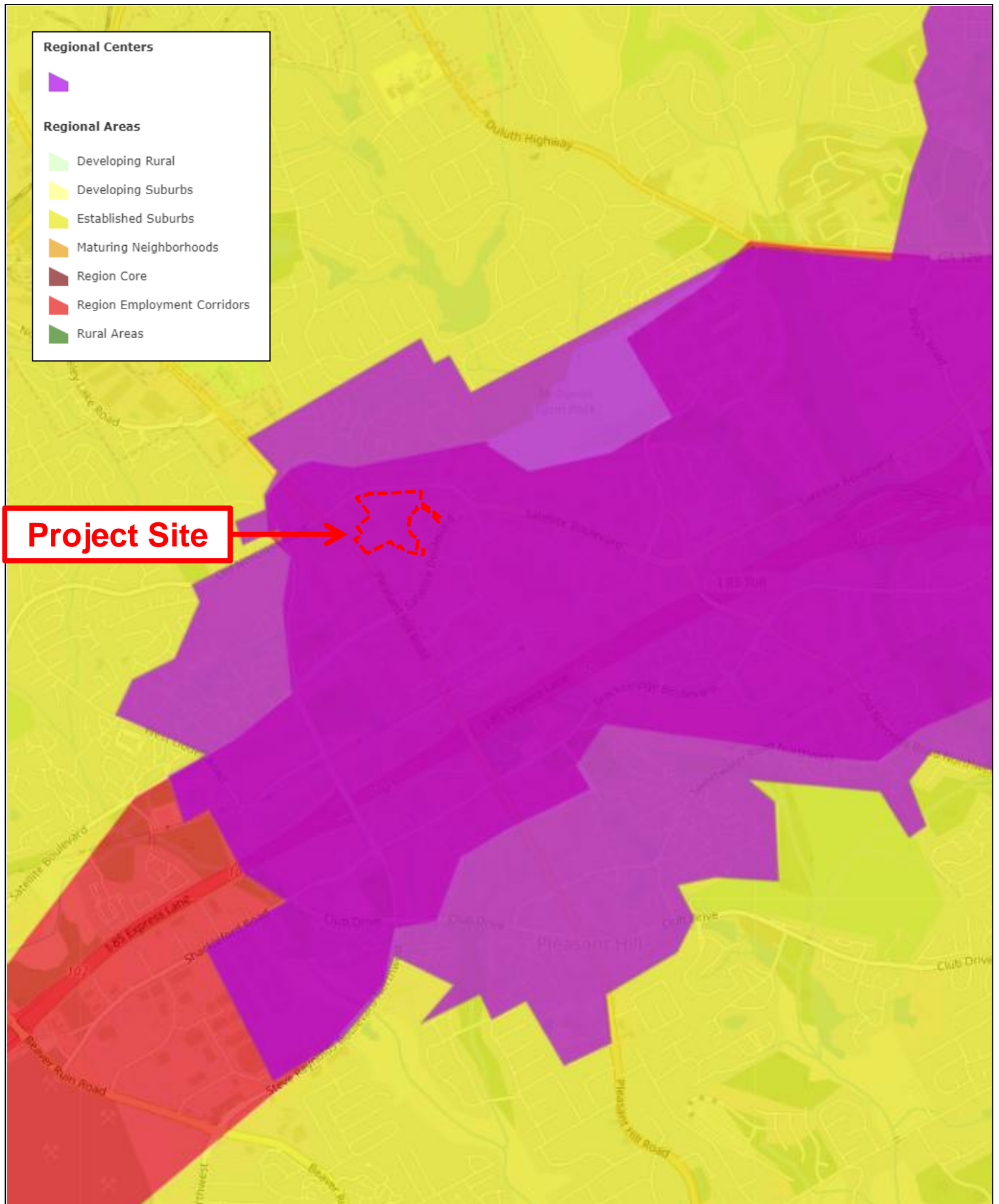
Photo No. 18

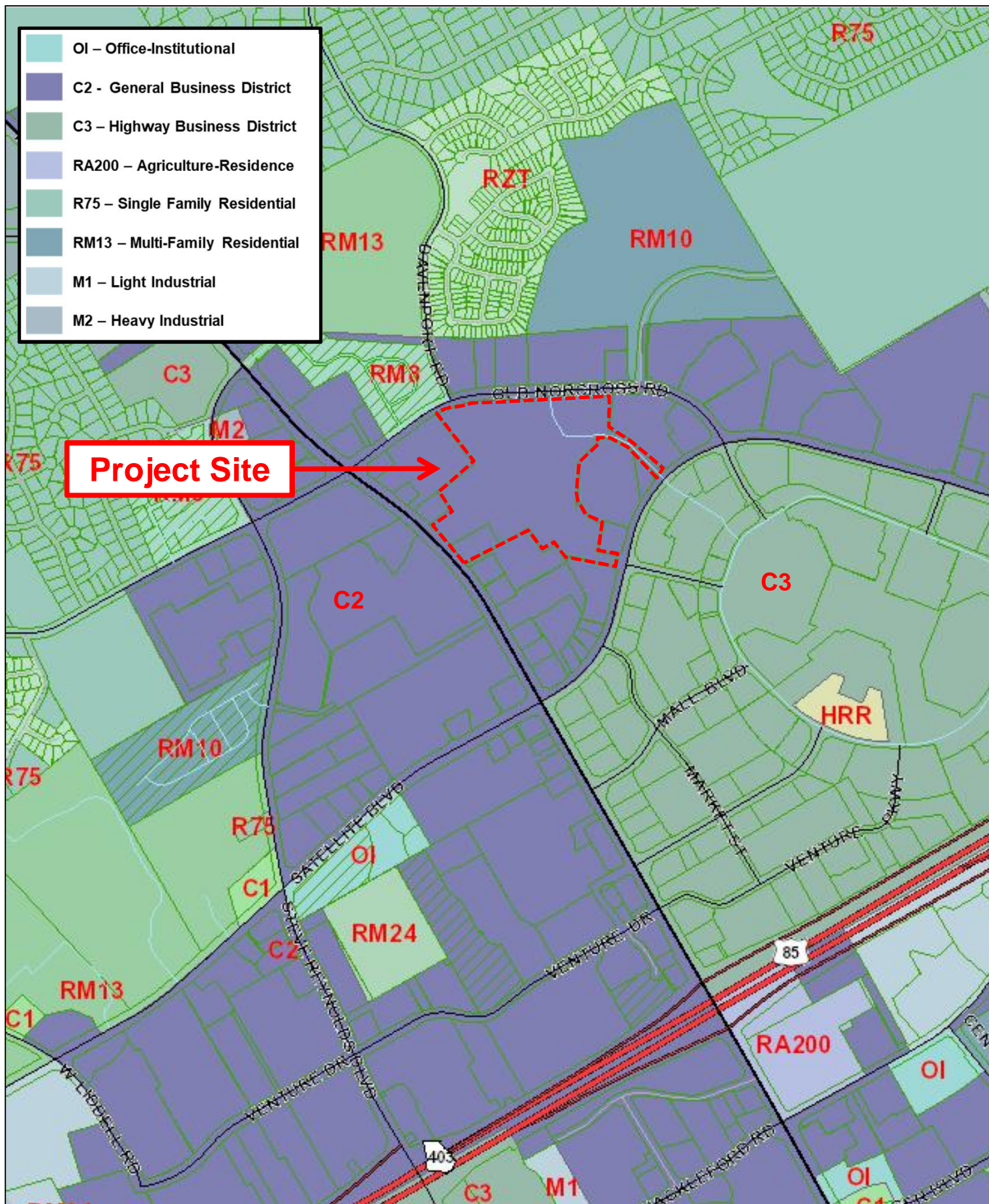


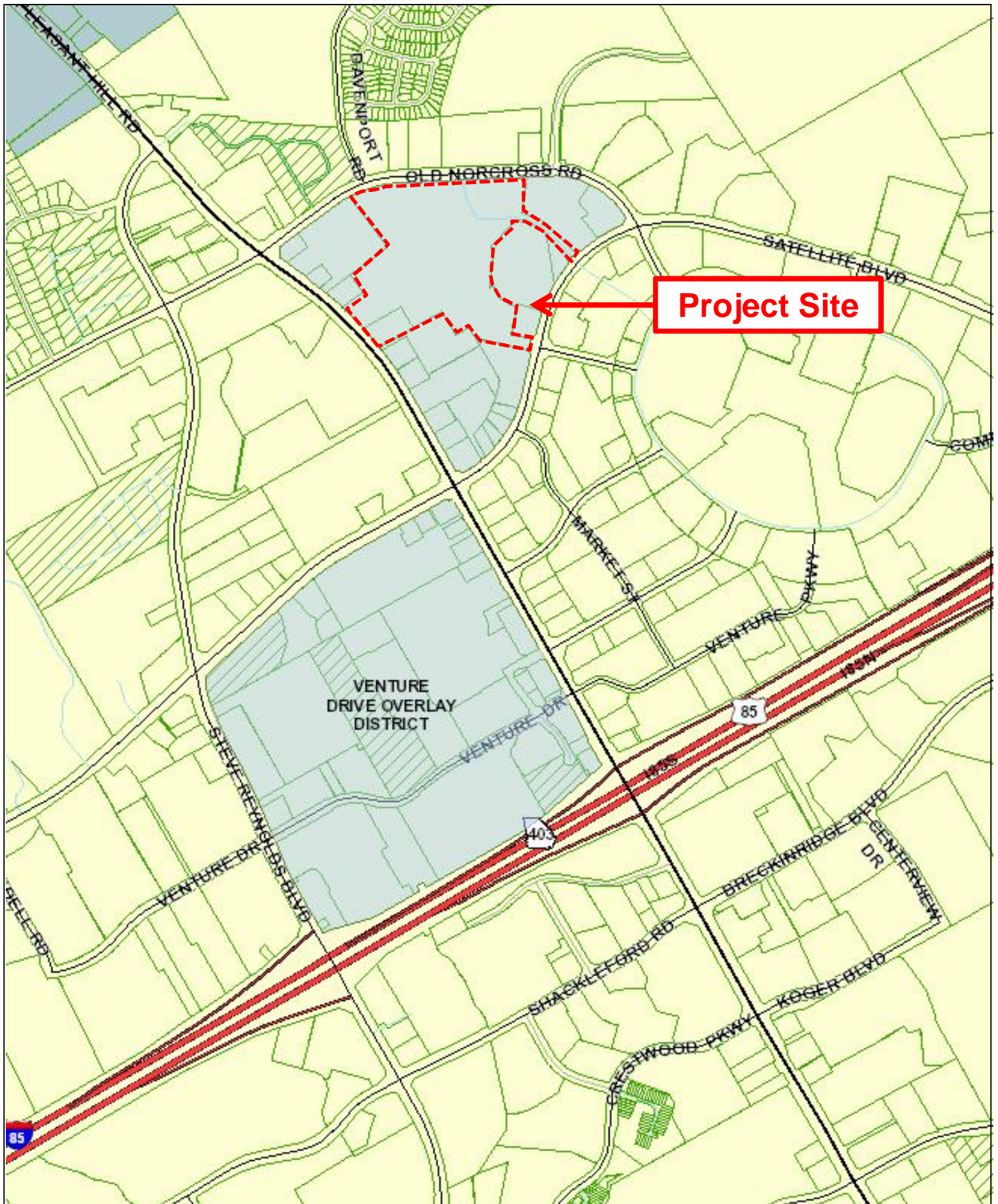
Comments:

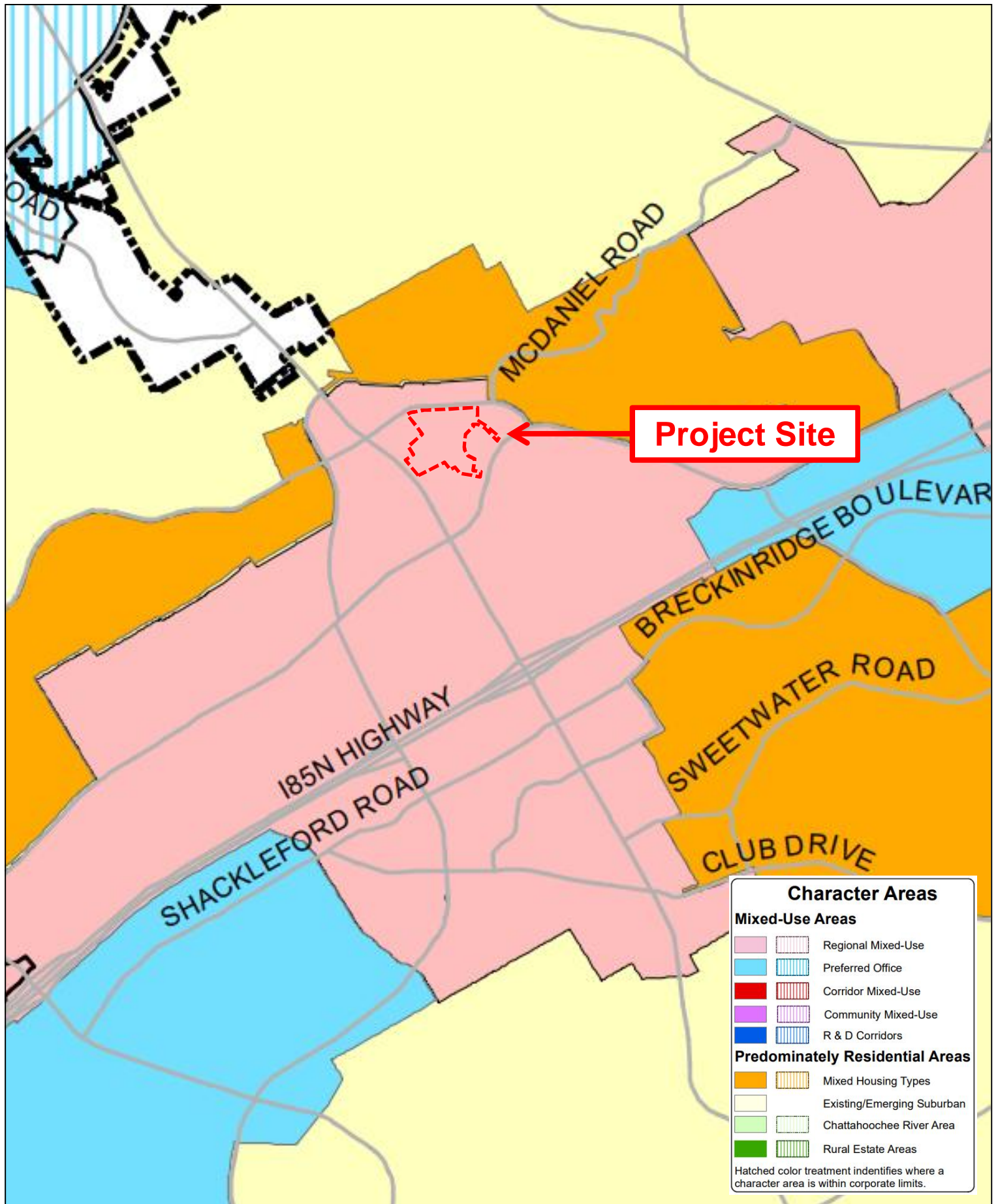
Looking north from propsoed Site Driveway E (Intersection #9)

Land Use and Zoning Maps









Proposed Site Plan

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)								
Orchid Grove DRI #2893								
Gwinnett County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
221 Multifamily Housing (Mid-Rise) - General Urban/Suburban	1,240 d.u.	6,756	404	93	311	497	303	194
310 Hotel (incl. hotel retail/restaurant)	120 rooms	1,004	56	33	23	72	37	35
710 General Office Building - General Urban/Suburban	37,000 s.f.	404	61	52	9	44	7	37
820 Shopping Center	31,250 s.f. gross leasable area	1,180	29	18	11	119	57	62
932 High-Turnover (Sit-Down) Restaurant	110,500 s.f.	12,396	1,098	604	494	1,080	670	410
Gross Trips		21,740	1,648	800	848	1,812	1,074	738
Residential Trips		6,756	404	93	311	497	303	194
Mixed-Use Reductions		-1,184	-74	-7	-67	-120	-65	-55
Alternative Mode Reductions		-558	-33	-9	-24	-38	-24	-14
Adjusted Residential Trips		5,014	297	77	220	339	214	125
Hotel Trips		1,004	56	33	23	72	37	35
Mixed-Use Reductions		-176	-6	-1	-5	-58	-33	-25
Alternative Mode Reductions		-82	-5	-3	-2	-1	0	-1
Adjusted Hotel Trips		746	45	29	16	13	4	9
Office Trips		404	61	52	9	44	7	37
Mixed-Use Reductions		-78	-22	-13	-9	-14	-7	-7
Alternative Mode Reductions		-32	-4	-4	0	-3	0	-3
Adjusted Office Trips		294	35	35	0	27	0	27
Retail Trips		1,180	29	18	11	119	57	62
Mixed-Use Reductions		-124	-13	-8	-5	-79	-41	-38
Alternative Mode Reductions		-106	-2	-1	-1	-4	-2	-2
Pass By Reductions (Based on ITE Rates)		-324	0	0	0	-12	-6	-6
Adjusted Retail Trips		626	14	9	5	24	8	16
Restaurant Trips		12,396	1,098	604	494	1,080	670	410
Mixed-Use Reductions		-1,306	-85	-71	-14	-189	-84	-105
Alternative Mode Reductions		-1,110	-101	-53	-48	-90	-59	-31
Pass By Reductions (Based on ITE Rates)		-4,292	0	0	0	-344	-172	-172
Adjusted Restaurant Trips		5,688	912	480	432	457	355	102
Mixed-Use Reductions - TOTAL		-2,868	-200	-100	-100	-460	-230	-230
Alternative Mode Reductions - TOTAL		-1,888	-145	-70	-75	-136	-85	-51
Pass-By Reductions - TOTAL		-4,616	0	0	0	-356	-178	-178
New Trips		12,368	1,303	630	673	860	581	279
Driveway Volumes		16,984	1,303	630	673	1,216	759	457

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

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Pleasant Hill Road @ Old Norcross Road AM PEAK HOUR

Description	Old Norcross Road			Old Norcross Road			Pleasant Hill Road				Pleasant Hill Road			
	Northbound			Southbound			U-Turn	Eastbound			U-Turn	Westbound		
	Left	Through	Right	Left	Through	Right		Left	Through	Right		Left	Through	Right
Observed 2019 Traffic Volumes	37	207	103	118	576	677	11	288	1,019	37	4	153	1,876	60
Pedestrians		1			1			0				0		
Conflicting Pedestrians	0		0	0		0		1		1		1		1
Heavy Vehicles	5	5	2	3	21	13	0	6	68	3	0	6	61	0
Heavy Vehicle %	14%	2%	2%	3%	4%	2%	2%	2%	7%	8%	2%	4%	3%	2%
Peak Hour Factor		0.99			0.99				0.99				0.99	
Adjustment														
Adjusted 2019 Volumes	37	207	103	118	576	677	11	288	1019	37	4	153	1876	60
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	40	224	111	128	623	733	12	312	1,103	40	4	166	2,031	65
Project Trips														
Trip Distribution IN		5%	5%					15%	5%					
Trip Distribution OUT					5%	15%						5%	5%	
Residential Trips	0	4	4	0	11	33	0	12	4	0	0	11	11	0
Trip Distribution IN		5%	5%					15%	5%					
Trip Distribution OUT					5%	15%						5%	5%	
Hotel Trips	0	1	1	0	1	2	0	4	1	0	0	1	1	0
Trip Distribution IN		10%	5%					5%	15%					
Trip Distribution OUT					10%	5%						5%	15%	
Office Trips	0	4	2	0	0	0	0	2	5	0	0	0	0	0
Trip Distribution IN		10%	5%					5%	15%					
Trip Distribution OUT					10%	5%						5%	15%	
Retail Trips	0	1	0	0	1	0	0	0	1	0	0	0	1	0
Trip Distribution IN		10%	5%					5%	15%					
Trip Distribution OUT					10%	5%						5%	15%	
Restaurant Trips	0	48	24	0	43	22	0	24	72	0	0	22	65	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	58	31	0	56	57	0	42	83	0	0	34	78	0
2023 Buildout Total	40	282	142	128	679	790	12	354	1,186	40	4	200	2,109	65

PM PEAK HOUR

Description	Old Norcross Road			Old Norcross Road			Pleasant Hill Road				Pleasant Hill Road			
	Northbound			Southbound			U-Turn	Eastbound			U-Turn	Westbound		
	Left	Through	Right	Left	Through	Right		Left	Through	Right		Left	Through	Right
Observed 2019 Traffic Volumes	51	477	112	106	368	484	8	815	1,344	60	9	155	1,090	122
Pedestrians		1			5			0				0		
Conflicting Pedestrians	0		0	0		0		5		1		1		5
Heavy Vehicles	0	5	0	1	1	11	0	15	30	2	0	0	23	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor		0.99			0.99				0.99				0.99	
Adjustment														
Adjusted 2019 Volumes	51	477	112	106	368	484	8	815	1344	60	9	155	1090	122
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	55	516	121	115	398	524	9	882	1,455	65	10	168	1,180	132
Project Trips														
Trip Distribution IN		5%	5%					15%	5%					
Trip Distribution OUT					5%	15%						5%	5%	
Residential Trips	0	11	11	0	6	19	0	32	11	0	0	6	6	0
Trip Distribution IN		5%	5%					15%	5%					
Trip Distribution OUT					5%	15%						5%	5%	
Hotel Trips	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Trip Distribution IN		10%	5%					5%	15%					
Trip Distribution OUT					10%	5%						5%	15%	
Office Trips	0	0	0	0	3	1	0	0	0	0	0	1	4	0
Trip Distribution IN		10%	5%					5%	15%					
Trip Distribution OUT					10%	5%						5%	15%	
Retail Trips	0	1	0	0	2	1	0	0	1	0	0	1	2	0
Trip Distribution IN		10%	5%					5%	15%					
Trip Distribution OUT					10%	5%						5%	15%	
Restaurant Trips	0	36	18	0	10	5	0	18	53	0	0	5	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	48	29	0	21	27	0	51	65	0	0	13	27	0
2023 Buildout Total	55	564	150	115	419	551	9	933	1,520	65	10	181	1,207	132

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Pleasant Hill Road @ Pleasant Hill Square / Site Driveway A AM PEAK HOUR

Description	Pleasant Hill Square <u>Northbound</u>			Site Driveway A <u>Southbound</u>			Pleasant Hill Road <u>Eastbound</u>				Pleasant Hill Road <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	3	2	6	6	3	1	6	9	1,216	12	0	13	2,089	3
Pedestrians		1			0			0				0		
Conflicting Pedestrians	0		0	0		0		0		1		1		0
Heavy Vehicles	0	0	2	1	0	0	1	0	72	1	0	0	65	0
Heavy Vehicle %	2%	2%	33%	17%	2%	2%	17%	2%	6%	8%	0%	2%	3%	2%
Peak Hour Factor	0.97			0.97			0.97				0.97			
Adjustment														
Adjusted 2019 Volumes	3	2	6	6	3	1	6	9	1216	12	0	13	2089	3
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	3	2	6	6	3	1	6	10	1,316	13	0	14	2,261	3
Project Trips														
Trip Distribution IN								10%						50%
Trip Distribution OUT				50%		10%								
Residential Trips	0	0	0	110	0	22	0	8	0	0	0	0	0	39
Trip Distribution IN								10%						50%
Trip Distribution OUT				50%		10%								
Hotel Trips	0	0	0	8	0	2	0	3	0	0	0	0	0	15
Trip Distribution IN								20%						35%
Trip Distribution OUT				35%		20%								
Office Trips	0	0	0	0	0	0	0	7	0	0	0	0	0	12
Trip Distribution IN								20%						35%
Trip Distribution OUT				35%		20%								
Retail Trips	0	0	0	2	0	1	0	2	0	0	0	0	0	3
Trip Distribution IN								20%						35%
Trip Distribution OUT				35%		20%								
Restaurant Trips	0	0	0	151	0	86	0	96	0	0	0	0	0	168
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	271	0	111	0	116	0	0	0	0	0	237
2023 Buildout Total	3	2	6	277	3	112	6	126	1,316	13	0	14	2,261	240

PM PEAK HOUR

Description	Pleasant Hill Square <u>Northbound</u>			Site Driveway A <u>Southbound</u>			Pleasant Hill Road <u>Eastbound</u>				Pleasant Hill Road <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	28	4	36	50	2	43	15	36	1,835	45	6	25	1,260	12
Pedestrians		3			0			4				0		
Conflicting Pedestrians	4		0	0		4		0		3		3		0
Heavy Vehicles	0	0	1	0	0	0	0	0	61	0	0	1	30	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	4%	2%	2%
Peak Hour Factor	0.96			0.96			0.96				0.96			
Adjustment														
Adjusted 2019 Volumes	28	4	36	50	2	43	15	36	1835	45	6	25	1260	12
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	30	4	39	54	2	47	16	39	1,986	49	6	27	1,364	13
Project Trips														
Trip Distribution IN								10%						50%
Trip Distribution OUT				50%		10%								
Residential Trips	0	0	0	63	0	13	0	21	0	0	0	0	0	107
Trip Distribution IN								10%						50%
Trip Distribution OUT				50%		10%								
Hotel Trips	0	0	0	5	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN								20%						35%
Trip Distribution OUT				35%		20%								
Office Trips	0	0	0	9	0	5	0	0	0	0	0	0	0	0
Trip Distribution IN								20%						35%
Trip Distribution OUT				35%		20%								
Retail Trips	0	0	0	6	0	3	0	2	0	0	0	0	0	3
Trip Distribution IN								20%						35%
Trip Distribution OUT				35%		20%								
Restaurant Trips	0	0	0	36	0	20	0	71	0	0	0	0	0	124
Pass-By Trips	0	0	0	36	0	45	0	36	-36	0	0	0	-45	45
Total Project Trips	0	0	0	155	0	87	0	130	-36	0	0	0	-45	281
2023 Buildout Total	30	4	39	209	2	134	16	169	1,950	49	6	27	1,319	294

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Pleasant Hill Road @ Satellite Boulevard AM PEAK HOUR

Description	Satellite Boulevard Northbound				Satellite Boulevard Southbound				Pleasant Hill Road Eastbound				Pleasant Hill Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	1	69	300	94	0	97	919	89	2	79	1,094	48	6	312	2,007	212
Pedestrians																
Conflicting Pedestrians		0		3		3		0		1		1		1		1
Heavy Vehicles	0	3	13	1	0	1	34	4	0	3	71	6	0	7	59	4
Heavy Vehicle %	2%	4%	4%	2%	0%	2%	4%	4%	2%	4%	6%	13%	2%	2%	3%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2019 Volumes	1	69	300	94	0	97	919	89	2	79	1,094	48	6	312	2,007	212
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	1	75	325	102	0	105	995	96	2	86	1,184	52	6	338	2,172	229
Project Trips																
Trip Distribution IN		10%	5%												40%	5%
Trip Distribution OUT						5%	5%				40%	10%				
Residential Trips	0	8	4	0	0	11	11	0	0	0	88	22	0	0	31	4
Trip Distribution IN		10%	5%												40%	5%
Trip Distribution OUT						5%	5%				40%	10%				
Hotel Trips	0	3	1	0	0	1	1	0	0	0	6	2	0	0	12	1
Trip Distribution IN		5%	10%												30%	5%
Trip Distribution OUT						5%	10%				30%	5%				
Office Trips	0	2	4	0	0	0	0	0	0	0	0	0	0	0	11	2
Trip Distribution IN		5%	10%												30%	5%
Trip Distribution OUT						5%	10%				30%	5%				
Retail Trips	0	0	1	0	0	0	1	0	0	0	2	0	0	0	3	0
Trip Distribution IN		5%	10%												30%	5%
Trip Distribution OUT						5%	10%				30%	5%				
Restaurant Trips	0	24	48	0	0	22	43	0	0	0	130	22	0	0	144	24
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	37	58	0	0	34	56	0	0	0	226	46	0	0	201	31
2023 Buildout Total	1	112	383	102	0	139	1,051	96	2	86	1,410	98	6	338	2,373	260

PM PEAK HOUR

Description	Satellite Boulevard Northbound				Satellite Boulevard Southbound				Pleasant Hill Road Eastbound				Pleasant Hill Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	1	133	534	191	2	229	579	129	4	200	1,516	76	8	252	1,100	157
Pedestrians																
Conflicting Pedestrians		1		4		4		1		4		1		1		4
Heavy Vehicles	0	1	7	5	0	2	11	5	0	9	45	2	0	2	23	4
Heavy Vehicle %	2%	2%	2%	3%	2%	2%	2%	4%	2%	5%	3%	3%	2%	2%	2%	3%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2019 Volumes	1	133	534	191	2	229	579	129	4	200	1,516	76	8	252	1,100	157
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	1	144	578	207	2	248	627	140	4	216	1,641	82	9	273	1,191	170
Project Trips																
Trip Distribution IN		10%	5%												40%	5%
Trip Distribution OUT						5%	5%				40%	10%				
Residential Trips	0	21	11	0	0	6	6	0	0	0	50	13	0	0	86	11
Trip Distribution IN		10%	5%												40%	5%
Trip Distribution OUT						5%	5%				40%	10%				
Hotel Trips	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0
Trip Distribution IN		5%	10%												30%	5%
Trip Distribution OUT						5%	10%				30%	5%				
Office Trips	0	0	0	0	0	1	3	0	0	0	8	1	0	0	0	0
Trip Distribution IN		5%	10%												30%	5%
Trip Distribution OUT						5%	10%				30%	5%				
Retail Trips	0	0	1	0	0	1	2	0	0	0	5	1	0	0	2	0
Trip Distribution IN		5%	10%												30%	5%
Trip Distribution OUT						5%	10%				30%	5%				
Restaurant Trips	0	18	36	0	0	5	10	0	0	0	31	5	0	0	107	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	39	48	0	0	13	21	0	0	0	98	21	0	0	197	29
2023 Buildout Total	1	183	626	207	2	261	648	140	4	216	1,739	103	9	273	1,388	199

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Satellite Boulevard @ Site Driveway B / Merchants Way AM PEAK HOUR

Description	Satellite Boulevard				Satellite Boulevard				Site Driveway B			Merchants Way		
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	Left	Eastbound	Right	Left	Westbound	Right
Observed 2019 Traffic Volumes	6	33	540	13	10	36	1,182	22	28	8	67	7	5	9
Pedestrians		0				0				1			1	
Conflicting Pedestrians		1		1		1		1	0		0	0		0
Heavy Vehicles	0	0	17	0	0	1	34	0	0	0	1	2	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	3%	3%	2%	2%	2%	2%	29%	2%	2%
Peak Hour Factor		0.93				0.93				0.93			0.93	
Adjustment														
Adjusted 2019 Volumes	6	33	540	13	10	36	1182	22	28	8	67	7	5	9
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	6	36	585	14	11	39	1,279	24	30	9	73	8	5	10
Project Trips														
Trip Distribution IN		10%												
Trip Distribution OUT											10%			
Residential Trips	0	8	0	0	0	0	0	0	0	0	22	0	0	0
Trip Distribution IN		10%												
Trip Distribution OUT											10%			
Hotel Trips	0	3	0	0	0	0	0	0	0	0	2	0	0	0
Trip Distribution IN		15%												
Trip Distribution OUT											15%			
Office Trips	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		15%												
Trip Distribution OUT											15%			
Retail Trips	0	1	0	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN		15%												
Trip Distribution OUT											15%			
Restaurant Trips	0	72	0	0	0	0	0	0	0	0	65	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	89	0	0	0	0	0	0	0	0	90	0	0	0
2023 Buildout Total	6	125	585	14	11	39	1,279	24	30	9	163	8	5	10

PM PEAK HOUR

Description	Satellite Boulevard				Satellite Boulevard				Site Driveway B			Merchants Way		
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	Left	Eastbound	Right	Left	Westbound	Right
Observed 2019 Traffic Volumes	5	42	841	49	33	32	816	19	73	15	59	54	16	35
Pedestrians		3				8				4			1	
Conflicting Pedestrians		4		1		1		4	8		3	3		8
Heavy Vehicles	0	0	17	0	1	0	10	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor		0.90				0.90				0.90			0.90	
Adjustment														
Adjusted 2019 Volumes	5	42	841	49	33	32	816	19	73	15	59	54	16	35
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	5	45	910	53	36	35	883	21	79	16	64	58	17	38
Project Trips														
Trip Distribution IN		10%												
Trip Distribution OUT											10%			
Residential Trips	0	21	0	0	0	0	0	0	0	0	13	0	0	0
Trip Distribution IN		10%												
Trip Distribution OUT											10%			
Hotel Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN		15%												
Trip Distribution OUT											15%			
Office Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0
Trip Distribution IN		15%												
Trip Distribution OUT											15%			
Retail Trips	0	1	0	0	0	0	0	0	0	0	2	0	0	0
Trip Distribution IN		15%												
Trip Distribution OUT											15%			
Restaurant Trips	0	53	0	0	0	0	0	0	0	0	15	0	0	0
Pass-By Trips	0	27	-27	0	0	0	-9	9	27	0	9	0	0	0
Total Project Trips	0	102	-27	0	0	0	-9	9	27	0	44	0	0	0
2023 Buildout Total	5	147	883	53	36	35	874	30	106	16	108	58	17	38

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Satellite Boulevard @ Gwinnett Plantation Way / Site Driveway C AM PEAK HOUR

Description	Satellite Boulevard				Satellite Boulevard				Site Driveway C			Gwinnett Plantation Way			
	U-Turn	Northbound		Right	U-Turn	Southbound		Right	Left	Eastbound		Right	Left	Westbound	
		Left	Through			Left	Through			Through			Left	Through	Right
Observed 2019 Traffic Volumes	4	16	561	2	2	10	1,329	21	1	0	1	7	0	8	
Pedestrians	3				2				1			0			
Conflicting Pedestrians		1		0		0		1	2		3	3		2	
Heavy Vehicles	0	0	18	0	0	8	32	0	0	0	0	5	0	6	
Heavy Vehicle %	2%	2%	3%	2%	2%	80%	2%	2%	2%	0%	2%	71%	0%	75%	
Peak Hour Factor	0.96				0.96				0.96			0.96			
Adjustment															
Adjusted 2019 Volumes	4	16	561	2	2	10	1329	21	1	0	1	7	0	8	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	
2023 Background Traffic	4	17	607	2	2	11	1,439	23	1	0	1	8	0	9	
Project Trips															
Trip Distribution IN								5%							
Trip Distribution OUT									5%						
Residential Trips	0	0	0	0	0	0	0	4	11	0	0	0	0	0	
Trip Distribution IN								5%							
Trip Distribution OUT									5%						
Hotel Trips	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
Trip Distribution IN								15%							
Trip Distribution OUT									15%						
Office Trips	0	0	0	0	0	0	0	5	0	0	0	0	0	0	
Trip Distribution IN								15%							
Trip Distribution OUT									15%						
Retail Trips	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
Trip Distribution IN								15%							
Trip Distribution OUT									15%						
Restaurant Trips	0	0	0	0	0	0	0	72	65	0	0	0	0	0	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	0	0	0	0	0	0	83	78	0	0	0	0	0	
2023 Buildout Total	4	17	607	2	2	11	1,439	106	79	0	1	8	0	9	

PM PEAK HOUR

Description	Satellite Boulevard				Satellite Boulevard				Site Driveway C			Gwinnett Plantation Way			
	U-Turn	Northbound		Right	U-Turn	Southbound		Right	Left	Eastbound		Right	Left	Westbound	
		Left	Through			Left	Through			Through			Left	Through	Right
Observed 2019 Traffic Volumes	3	5	965	4	3	11	877	3	27	0	9		10	0	13
Pedestrians	0				4				2			2			
Conflicting Pedestrians		2		2		2		2	4		0		0		4
Heavy Vehicles	0	0	20	1	0	5	7	1	0	0	0		4	0	6
Heavy Vehicle %	2%	2%	2%	25%	2%	45%	2%	33%	2%	0%	2%		40%	0%	46%
Peak Hour Factor	0.97				0.97				0.97			0.97			
Adjustment															
Adjusted 2019 Volumes	3	5	965	4	3	11	877	3	27	0	9		10	0	13
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082		1.082	1.082	1.082
2023 Background Traffic	3	5	1,045	4	3	12	949	3	29	0	10		11	0	14
Project Trips															
Trip Distribution IN								5%							
Trip Distribution OUT									5%						
Residential Trips	0	0	0	0	0	0	0	11	6	0	0		0	0	0
Trip Distribution IN								5%							
Trip Distribution OUT									5%						
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Trip Distribution IN								15%							
Trip Distribution OUT									15%						
Office Trips	0	0	0	0	0	0	0	0	4	0	0		0	0	0
Trip Distribution IN								15%							
Trip Distribution OUT									15%						
Retail Trips	0	0	0	0	0	0	0	1	2	0	0		0	0	0
Trip Distribution IN								15%							
Trip Distribution OUT									15%						
Restaurant Trips	0	0	0	0	0	0	0	53	15	0	0		0	0	0
Pass-By Trips	0	0	0	0	0	0	-27	27	0	0	27		0	0	0
Total Project Trips	0	0	0	0	0	0	-27	92	27	0	27		0	0	0
2023 Buildout Total	3	5	1,045	4	3	12	922	95	56	0	37		11	0	14

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Satellite Boulevard @ Old Norcross Road AM PEAK HOUR

Description	Satellite Boulevard				Satellite Boulevard				Old Norcross Road			Old Norcross Road		
	U-Turn	Northbound		Right	U-Turn	Southbound		Right	Left	Eastbound		Right	Left	Westbound
Observed 2019 Traffic Volumes	2	38	527	9	3	20	1,289	1,370	491	18	68	7	11	7
Pedestrians	0				0				0			0		
Conflicting Pedestrians	0		0		0		0		0	0		0	0	
Heavy Vehicles	0	0	24	0	0	0	42	31	9	0	1	0	1	0
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	3%	2%	2%	2%	2%	2%	9%	2%
Peak Hour Factor	0.94				0.94				0.94			0.94		
Adjustment														
Adjusted 2019 Volumes	2	38	527	9	3	20	1289	1370	491	18	68	7	11	7
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	2	41	570	10	3	22	1,395	1,483	531	19	74	8	12	8
Project Trips														
Trip Distribution IN							5%	5%						
Trip Distribution OUT			5%						5%					
Residential Trips	0	0	11	0	0	0	4	4	11	0	0	0	0	0
Trip Distribution IN							5%	5%						
Trip Distribution OUT			5%						5%					
Hotel Trips	0	0	1	0	0	0	1	1	1	0	0	0	0	0
Trip Distribution IN							15%							
Trip Distribution OUT			15%											
Office Trips	0	0	0	0	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN							15%							
Trip Distribution OUT			15%											
Retail Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN							15%							
Trip Distribution OUT			15%											
Restaurant Trips	0	0	65	0	0	0	72	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	78	0	0	0	83	5	12	0	0	0	0	0
2023 Buildout Total	2	41	648	10	3	22	1,478	1,488	543	19	74	8	12	8

PM PEAK HOUR

Description	Satellite Boulevard				Satellite Boulevard				Old Norcross Road			Old Norcross Road			
	U-Turn	Northbound		Right	U-Turn	Southbound		Right	Left	Eastbound		Right	Left	Westbound	
Observed 2019 Traffic Volumes	6	81	908	14	10	47	785	793	1,341	124	63		23	54	42
Pedestrians	0				0				2			1			
Conflicting Pedestrians		2		1		1		2	0		0		0		0
Heavy Vehicles	0	2	23	0	0	2	13	14	20	2	0		0	1	0
Heavy Vehicle %	2%	2%	3%	2%	2%	4%	2%	2%	2%	2%	2%		3%	2%	2%
Peak Hour Factor	0.97				0.97				0.97			0.97			
Adjustment															
Adjusted 2019 Volumes	6	81	908	14	10	47	785	793	1341	124	63		23	54	42
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082		1.082	1.082	1.082
2023 Background Traffic	6	88	983	15	11	51	850	858	1,452	134	68		25	58	45
Project Trips															
Trip Distribution IN							5%	5%							
Trip Distribution OUT			5%						5%						
Residential Trips	0	0	6	0	0	0	11	11	6	0	0		0	0	0
Trip Distribution IN							5%	5%							
Trip Distribution OUT			5%						5%						
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Trip Distribution IN							15%								
Trip Distribution OUT			15%												
Office Trips	0	0	4	0	0	0	0	0	0	0	0		0	0	0
Trip Distribution IN							15%								
Trip Distribution OUT			15%												
Retail Trips	0	0	2	0	0	0	1	0	0	0	0		0	0	0
Trip Distribution IN							15%								
Trip Distribution OUT			15%												
Restaurant Trips	0	0	15	0	0	0	53	0	0	0	0		0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Total Project Trips	0	0	27	0	0	0	65	11	6	0	0		0	0	0
2023 Buildout Total	6	88	1,010	15	11	51	915	869	1,458	134	68		25	58	45

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Old Norcross Road @ Gwinnett Plantation Way / Site Driveway D AM PEAK HOUR

Description	Old Norcross Road Northbound			Old Norcross Road Southbound			Gwinnett Plantation Way Eastbound			Site Driveway D Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	7	577	0	0	1,420	10	3	0	6	0	0	0
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	1	11	0	0	32	0	1	0	0	0	0	0
Heavy Vehicle %	14%	2%	0%	0%	2%	2%	33%	0%	2%	0%	0%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2018 Volumes	7	577	0	0	1420	10	3	0	6	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	7	606	0	0	1,492	11	3	0	6	0	0	0
Project Trips												
Trip Distribution IN			10%	5%								
Trip Distribution OUT										5%		5%
Residential Trips	0	0	8	4	0	0	0	0	0	11	0	11
Trip Distribution IN			10%	5%								
Trip Distribution OUT										5%		5%
Hotel Trips	0	0	3	1	0	0	0	0	0	1	0	1
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	11	5	0	0	0	0	0	12	0	12
2023 Buildout Total	7	606	11	5	1,492	11	3	0	6	12	0	12

PM PEAK HOUR

Description	Old Norcross Road Northbound			Old Norcross Road Southbound			Gwinnett Plantation Way Eastbound			Site Driveway D Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	48	1,507	0	0	899	22	21	0	40	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	23	0	0	13	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2018 Volumes	48	1507	0	0	899	22	21	0	40	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	50	1,584	0	0	945	23	22	0	42	0	0	0
Project Trips												
Trip Distribution IN			10%	5%								
Trip Distribution OUT										5%		5%
Residential Trips	0	0	21	11	0	0	0	0	0	6	0	6
Trip Distribution IN			10%	5%								
Trip Distribution OUT										5%		5%
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	21	11	0	0	0	0	0	6	0	6
2023 Buildout Total	50	1,584	21	11	945	23	22	0	42	6	0	6

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Old Norcross Road @ Merchants Way / Site Driveway E AM PEAK HOUR

Description	Old Norcross Road <u>Northbound</u>			Old Norcross Road <u>Southbound</u>			Merchants Way <u>Eastbound</u>			Site Driveway E <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	3	567	20	11	1,383	32	9	1	12	4	0	4
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	12	0	0	31	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment												
Adjusted 2019 Volumes	3	567	20	11	1383	32	9	1	12	4	0	4
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	3	614	22	12	1,497	35	10	1	13	4	0	4
Project Trips												
Trip Distribution IN		10%										
Trip Distribution OUT					5%							
Residential Trips	0	8	0	0	11	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					5%							
Hotel Trips	0	3	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	11	0	0	12	0	0	0	0	0	0	0
2023 Buildout Total	3	625	0	0	1,509	35	10	0	13	0	0	0

PM PEAK HOUR

Description	Old Norcross Road <u>Northbound</u>			Old Norcross Road <u>Southbound</u>			Merchants Way <u>Eastbound</u>			Site Driveway E <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	2	1,522	26	23	881	52	15	0	18	16	1	31
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	21	0	0	12	1	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	7%	0%	2%	2%	2%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment												
Adjusted 2019 Volumes	2	1522	26	23	881	52	15	0	18	16	1	31
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	2	1,647	28	25	954	56	16	0	19	17	1	34
Project Trips												
Trip Distribution IN		10%										
Trip Distribution OUT					5%							
Residential Trips	0	21	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN		10%										
Trip Distribution OUT					5%							
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	0	0	6	0	0	0	0	0	0	0
2023 Buildout Total	2	1,668	0	0	960	56	16	0	19	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Old Norcross Road @ Davenport Road / Site Driveway E AM PEAK HOUR

Description	Old Norcross Road Northbound			Old Norcross Road Southbound			Davenport Road Eastbound			Site Driveway E Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	77	484	0	0	1,214	186	102	0	212			
Pedestrians		0			7			2				
Conflicting Pedestrians	2		0	0		2	7		0	0		7
Heavy Vehicles	2	11	0	0	28	2	1	0	8			
Heavy Vehicle %	3%	2%	0%	0%	2%	2%	2%	0%	4%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2019 Volumes	77	484	0	0	1214	186	102	0	212	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	83	524	0	0	1,314	201	110	0	229	0	0	0
Project Trips												
Trip Distribution IN		10%	10%									
Trip Distribution OUT					5%					15%		
Residential Trips	0	8	8	0	11	0	0	0	0	33	0	0
Trip Distribution IN		10%	10%									
Trip Distribution OUT					5%					15%		
Hotel Trips	0	3	3	0	1	0	0	0	0	2	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Office Trips	0	0	5	0	0	0	0	0	0	0	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Retail Trips	0	0	1	0	0	0	0	0	0	1	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Restaurant Trips	0	0	72	0	0	0	0	0	0	65	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	11	89	0	12	0	0	0	0	101	0	0
2023 Buildout Total	83	535	89	0	1,326	201	110	0	229	101	0	0

PM PEAK HOUR

Description	Old Norcross Road Northbound			Old Norcross Road Southbound			Davenport Road Eastbound			Site Driveway E Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	159	1,272	0	0	766	146	278	0	151			
Pedestrians		0			5			0			0	
Conflicting Pedestrians	0		0	0		0	5		0	0		5
Heavy Vehicles	1	20	0	0	10	1	2	0	1			
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		1.00			1.00			1.00			1.00	
Adjustment												
Adjusted 2019 Volumes	159	1272	0	0	766	146	278	0	151	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2023 Background Traffic	172	1,377	0	0	829	158	301	0	163	0	0	0
Project Trips												
Trip Distribution IN		10%	10%									
Trip Distribution OUT					5%					15%		
Residential Trips	0	21	21	0	6	0	0	0	0	19	0	0
Trip Distribution IN		10%	10%									
Trip Distribution OUT					5%					15%		
Hotel Trips	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Office Trips	0	0	0	0	0	0	0	0	0	4	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Retail Trips	0	0	1	0	0	0	0	0	0	2	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Restaurant Trips	0	0	53	0	0	0	0	0	0	15	0	0
Pass-By Trips	0	-27	27	9	-9	0	0	0	0	9	0	27
Total Project Trips	0	-6	102	9	-3	0	0	0	0	50	0	27
2023 Buildout Total	172	1,371	102	9	826	158	301	0	163	50	0	27

Programmed Project Fact Sheets

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

TIER I

Project Number	BOC District	Project Name	Location	Improvement Type	Current Status	Est. Construction
M-1058	1	Breckinridge Boulevard	Old Norcross Road	Intersections of Two Major Roadways		
M-1070	4	Buford Dam Road	Little Mill Road	"T" Intersections	Concept	2021
M-1062	1	I-85	SR 378 / Beaver Ruin Road	Intersections of Two Major Roadways		
M-1059	4	North Bogan Road	Thompson Mill Road	Multi-way Intersection	Design	2021
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	Early 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		
M-1050	3	SR 124 / Braselton Highway	Flowery Branch Road	Intersections of one Major Roadway and one Minor Roadway	Design	Late 2019

**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	Under Construction	Late 2019
F-1286	1 & 2	Interstate 85	South County Line to SR 316 / University Parkway	Widening	Georgia DOT	
F-1258	1	Interstate 85 CD Lanes	Pleasant Hill Road to SR 316 / University Parkway	System Improvements	Design	Late 2018
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 2019
F-1058	2	Spalding Drive	SR 140 / Holcomb Bridge Road to Winters Chapel Road	2 to 4/5 lanes	Design	Late 2019
F-0835	3	SR 124 / Braselton Highway	Pine Road to County Line	2 to 4 lanes	Design	2021
F-1263	3 & 4	SR 124 / Scenic Highway	from US 78 / SR 10 / West Main Street to Sugarloaf Parkway	4 to 6 lanes	Concept	
F-1264	1 & 4	SR 20 / Buford Drive	US 23 / SR 13 / Buford Highway to Peachtree Industrial Boulevard	4 to 6 lanes	Design	2022
F-1249	3	SR 316 / University Parkway	at Harbins Road	Interchange Improvement	Acquiring ROW	Late 2018
F-1256	3 & 4	SR 316 / University Parkway	Hi-Hope Road to US 29 / SR 8 / Winder Highway	Interchange Improvements	Design	2022
F-1265	1	Sugarloaf Parkway	Meadow Church Road to Satellite Boulevard	4 to 6 lanes	Design	Late 2019

**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-1061-01	3 & 4	Sugarloaf Parkway Extension	SR 316 / University Parkway to I-85		Design	
F-0831-05	2 & 3	US 78 / SR 10 / Stone Mountain Highway Parallel Road	System of Roads Parallel to US 78 (from Rockbridge Road to Old US 78)	New Location		
F-1266	1	Venture Drive	Pleasant Hill Road to Steve Reynolds Boulevard	2 to 4 / 5 lanes		
F-1284		Major Activity Center Improvements				
O-0172		Right of Way Reserve				

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

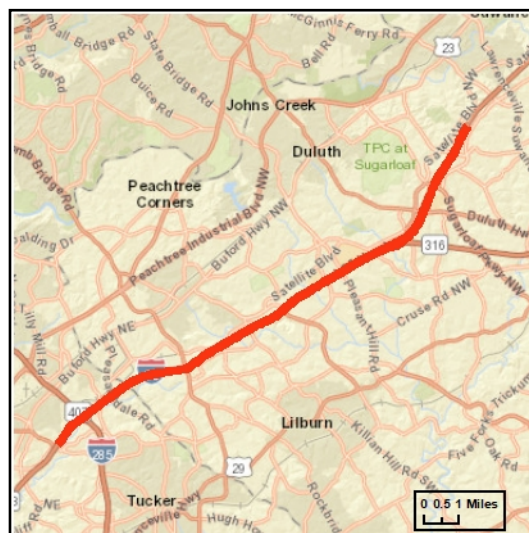
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Network Year

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	\$12,356,434	\$9,885,147	\$2,471,287	\$0,000	\$0,000
ROW	General Federal Aid 2024-2040		LR 2031-2040	\$44,032,728	\$35,226,182	\$8,806,546	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2031-2040	\$152,283,170	\$121,826,536	\$30,456,634	\$0,000	\$0,000
CST	Public Private Partnership		LR 2031-2040	\$124,595,321	\$0,000	\$0,000	\$124,595,321	\$0,000
				\$333,267,653	\$166,937,865	\$41,734,467	\$124,595,321	\$0,000

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.



Short Title

GWINNETT COUNTY ITS ENHANCEMENTS - PHASE 2

GDOT Project No.

0016070

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & 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.

This project a countywide upgrade of ITS and related infrastructure. There are three major components to the project:

Video surveillance system upgrades - This component will upgrade approximately 180 CCTV cameras (at the time this ITS Master Plan update is published) throughout Gwinnett County with Ethernet capable, high definition, IP-based, CCTV cameras. Any upgrades or expansion to the TCC required to support the expansion will be provided.

Network upgrades and operational enhancements - This component will provide Cisco IE-4000 hardened Layer 2 switches or equivalent with appropriate power supplies as directed by the County in existing traffic cabinets and CCTV camera cabinets throughout the County. Existing switches will be removed and disposed of as directed by the County. Project would also replace some selected Layer 3 switches that are in need of upgrade/replacement.

ITS communications upgrades - This project will provide consistent (standardized) fiber count / size throughout the County (minimum 72-strand single-mode). Project will include an evaluation of the overall fiber infrastructure using the ITS Communications and Asset Management Software tool and database to determine "pinch" or "choke" points in the fiber count along the corridors and recommend for providing additional

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.

