Transportation Analysis

Town Old Peachtree
DRI #3551

Gwinnett County, Georgia

February 2022

Prepared for:

Related Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
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Atlanta, Georgia 30308
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Town Old Peachtree* development located in unincorporated Gwinnett County, Georgia. The approximate 52-acre site is located west of the intersection of SR 20 (Buford Drive) and Old Peachtree Road. As currently envisioned, the existing church will be demolished, and the site will be redeveloped with the project.

The proposed development will consist of the following land use and density contained in **Table 1**. The project is expected to be completed by 2025 (approximately 4 years).

Table 1: Proposed Land Use and Density	
Land Use	**Proposed**
Multi-Family Apartments	799 units

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use, pass-by, and alternative transportation mode reductions were not applied.

Capacity analyses were performed for the study intersections under the Estimated 2021 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in November 2021 and calibrated based on turning movement counts previously collected in August 2018 at the intersection of SR 20 (Buford Drive) and Old Peachtree Road to account for traffic impacts due to COVID-19.
- Projected 2025 No-Build conditions represent the Estimated 2021 traffic volumes grown for four (4) additional years at a 2.0% per year growth rate throughout the study network.
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Town Old Peachtree* development.

No-Build (System Improvements)

Due to the low level-of-service (LOS) at the following intersection under the Estimated 2021 conditions, the following intersection improvements should be considered (needed to serve background traffic, without the development):

- SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3)
    - Widen Buford Drive from two (2) lanes to three (3) lanes in each direction
    - Construct an eastbound right-turn lane, resulting in an approach configuration of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane along Old Peachtree Road

Build (Site Access Improvements)

In addition to the No-Build Improvements, the following should be considered to serve the projected 2025 Build Conditions (needed to serve development traffic):

- Old Peachtree Road at Friars Gate/Site Driveway A (Intersection 2)
  - Install a traffic signal, if warranted and as approved by Gwinnett County
  - Construct one (1) eastbound left-turn lane along Old Peachtree Road
  - Construct one (1) westbound right-turn lane along Old Peachtree Road
  - Construct one (1) lane entering the site
  - Construct one (1) exclusive southbound left-turn lane and one (1) shared through/right-turn lane exiting the site

To meet GRTA's LOS requirements, the following build improvement should be considered but is not recommended as part of this project:

- SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3)
  - Construct a northbound left-turn lane, resulting in dual left-turns along Buford Drive

The analysis results for the improved conditions at the above intersection is shown in the table below. With the no-build and build improvements listed above, the intersection of SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3) is projected to operate at or above LOS standard.

SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3) LOS Summary

Overall LOS Standard: D/E Approach LOS Standard: D/E			Old Peachtree Road Eastbound			Old Peachtree Road Westbound			SR 20 (Buford Drive) Northbound			SR 20 (Buford Drive) Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	AM	Overall LOS	E (55.9)											
		Approach LOS	E (60.7)			E (60.7)			E (60.7)			E (60.7)		
	PM	Overall LOS	E (72.2)											
		Approach LOS	F (106.4)			F (106.4)			F (106.4)			F (106.4)		
NO-BUILD	AM	Overall LOS	E (63.9)											
		Approach LOS	E (61.6)			E (61.6)			E (61.6)			E (61.6)		
	PM	Overall LOS	F (85.0)											
		Approach LOS	F (128.0)			F (128.0)			F (128.0)			F (128.0)		
BUILD	AM	Overall LOS	E (68.3)											
		Approach LOS	E (73.9)			E (73.9)			E (73.9)			E (73.9)		
	PM	Overall LOS	F (94.4)											
		Approach LOS	F (135.4)			F (135.4)			F (135.4)			F (135.4)		
NO-BUILD IMPROVED	AM	Overall LOS	D (47.4)											
		Approach LOS	D (53.1)			D (53.1)			D (53.1)			D (53.1)		
	PM	Overall LOS	D (54.5)											
		Approach LOS	E (77.8)			E (77.8)			E (77.8)			E (77.8)		
BUILD IMPROVED	AM	Overall LOS	D (50.2)											
		Approach LOS	E (58.4)			E (58.4)			E (58.4)			E (58.4)		
	PM	Overall LOS	D (54.6)											
		Approach LOS	E (75.2)			E (75.2)			E (75.2)			E (75.2)		

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length (ft)	Projected Build Queue Length (AM / PM)	Recommendation
1. Old Peachtree Road at Horizon Drive	WBL*	180	220 / 518 (50^{th}) 246 / 286 (95^{th})	*No-Build (System Improvement):* Consider extending WBL lane storage
	SBL*	115	5 / 24 (50^{th}) 133 / 197 (95^{th})	*No-Build (System Improvement):* Consider removing yellow hatched area to extend SBL lane storage

** Exceeds available storage in Existing 2021 conditions*

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

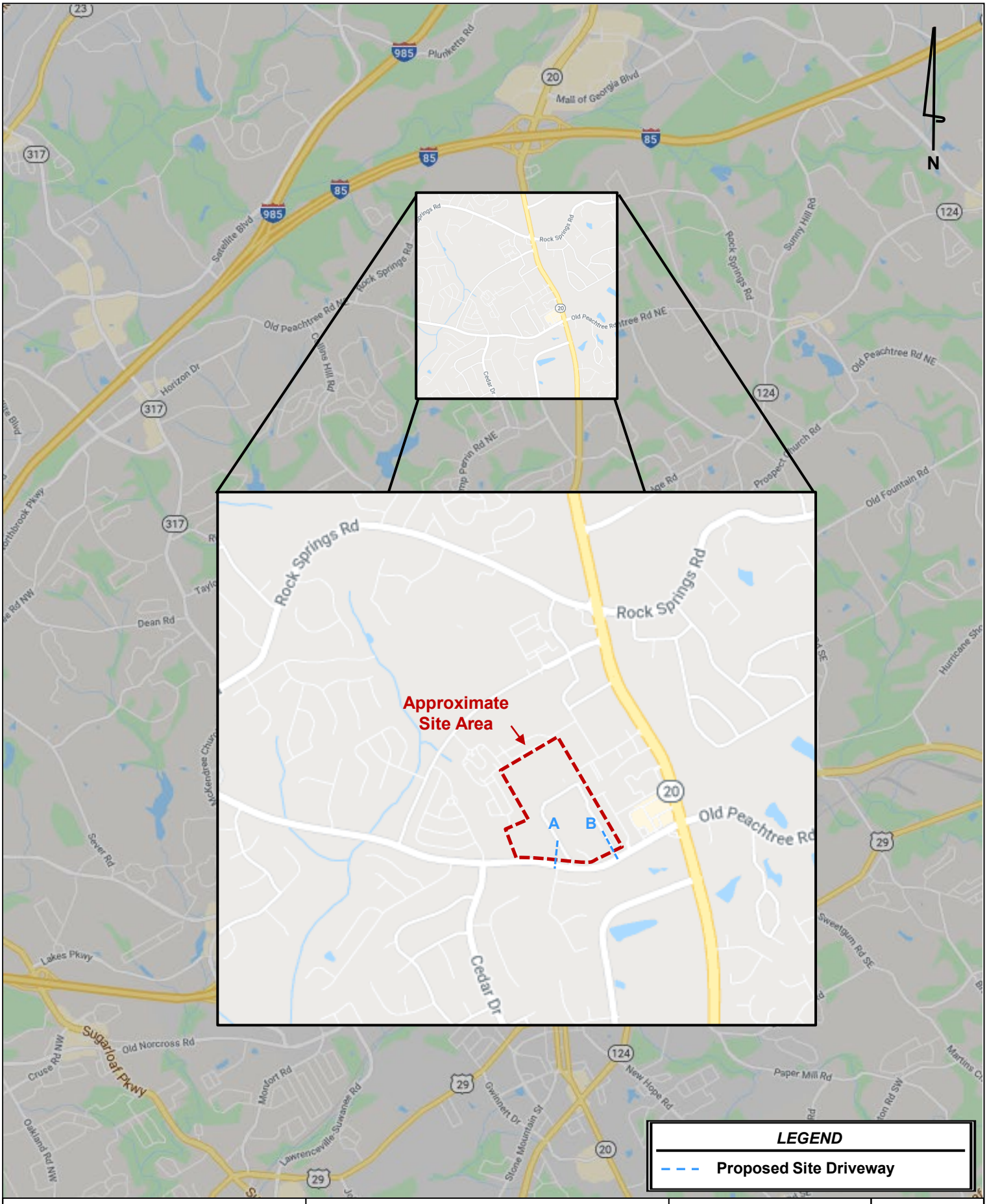
This report presents the analysis of the anticipated traffic impacts of the proposed *Town Old Peachtree* development located in Gwinnett County, Georgia. The approximate 52-acre site is located west of the intersection of SR 20 (Buford Drive) and Old Peachtree Road. The project site is currently zoned R-140 (Single-Family Residence District). The site is proposed to be rezoned to RM-24 (Multifamily Residence District). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

As currently envisioned, the existing church will be demolished, and the site will be redeveloped to consist of the following land use and density contained in **Table 2**. The project is expected to be completed by 2025 (approximately 4 years).

Table 2: Proposed Land Use and Density	
Land Use	**Proposed**
Multi-Family Apartments	799 units

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

The project is considered 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 new residential units in an *Established Suburbs* area per the Atlanta Regional Commission's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 17, 2021 by Gwinnett County. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).



Kimley»Horn	*Town Old Peachtree DRI #3551* **Transportation Analysis**	**Site Location Map**	**Figure 1**
			Page 5

Kimley»Horn	*Town Old Peachtree DRI #3551* **Transportation Analysis**	**Site Aerial**	**Figure 2** **Page 6**

1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) access points:

1. **Site Driveway A** – a proposed realignment of existing, full-movement driveway located along Old Peachtree Road to align with Friars Gate Drive and is proposed to operate under signalized control as the main entrance/exit to the site.
2. **Site Driveway B** – an existing, full-movement driveway located along Old Peachtree Road approximately 220 feet west of Sweetgrass Lane and is proposed to continue operate under side street stop control as a resident-only entrance/exit to the site.

At this time, access between the project site and Braves Avenue is being coordinated between the applicant team and the property owner.

1.3 Internal Circulation Analysis

The proposed site is anticipated to be accessed primarily through Site Driveway A, with some use of Site Driveway B. Both Site Driveway A and Site Driveway B will provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to the residential buildings and parking facilities.

1.4 Parking

The anticipated number of parking spaces to be provided is listed below in **Table 3**. The site design is currently in progress and the number of parking provided is subject to change.

Table 3: Proposed Parking

Land Use	Minimum	Maximum	Proposed
Residences (multifamily)	1,199 spaces *1.5 per unit*	2,397 spaces *3 per unit*	1,342 spaces *1.68 per unit*

In addition to standard vehicle parking, electric vehicle charging stations will be provided in accordance with Gwinnett County standards and will be coordinated with the County during the permitting process.

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along portions of Old Peachtree Road and are proposed along the site frontage. Streetscape improvements will be constructed along the entire site frontage. A 5-foot sidewalk and 10-foot landscape zone are proposed in accordance with Gwinnett County requirements. Internal pedestrian sidewalk facilities are proposed to be included throughout the site with development. Bicycle and transit facilities are currently not provided nearby.

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures*, the *Town Old Peachtree* development does not qualify for a "Dense Urban Environment Enhanced Focus Area" review.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

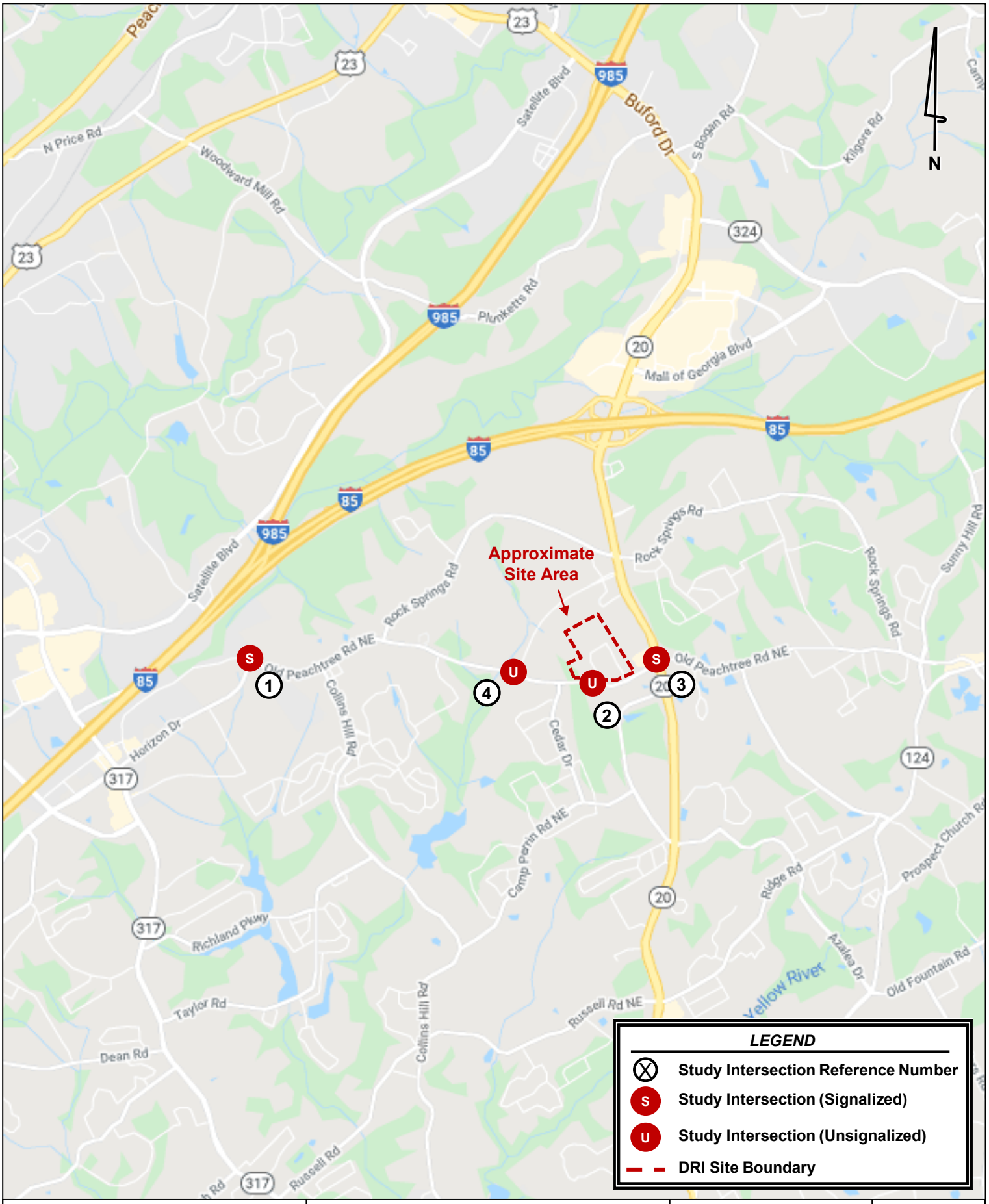
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following four (4) intersections described in **Table 4** and is shown in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Old Peachtree Road at Horizon Drive	Gwinnett County	Signalized
2. Old Peachtree Road at Friars Gate Drive	Gwinnett County	Unsignalized (TWSC)
3. SR 20 (Buford Drive) at Old Peachtree Road	Gwinnett County/GDOT	Signalized
4. Old Peachtree Road at Tech Center Parkway	Gwinnett County	Unsignalized (TWSC)

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications			
Roadway	**Lanes**	**AADT**	**GDOT Functional Classification**
Old Peachtree Road	**2**	**12,000**	**Major Collector**
SR 20 (Buford Drive)	4	42,700	Principal Arterial
Horizon Drive	4	20,800	Major Collector
Tech Center Parkway	2	3,950	Local Road



Kimley»Horn	*Town Old Peachtree DRI #3551* **Transportation Analysis**	**Study Intersections**	**Figure 3** **Page 9**

2.3 Traffic Data Collection and Calibration

Traffic counts were collected on Tuesday, November 9, 2021 for Intersections 1-3. Additional traffic counts were collected on Thursday, January 20, 2022 for Intersection 4 at the request of Gwinnett County.

Due to COVID-19's impact on traffic, the existing counts were adjusted based on previously collected counts collected in August 2018 for the Azalea Village Traffic Impact Study. Peak hour adjustment factors were determined by comparing AM and PM peak turning movement counts at the intersection of SR 20 (Buford Drive) and Old Peachtree Road (Intersection 1). The calibration factors used in this analysis were 1.05 for AM peak hour and 1.11 for PM peak hour. The methodologies used in this analysis for traffic count calibration were approved by stakeholders at the methodology meeting.

Traffic count peak hours for all the study intersections are shown in **Table 6**.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Old Peachtree Road at Horizon Drive	Tuesday, 11/9/2021	7:30 AM – 8:30 AM	4:15 PM – 5:15 PM
2. Old Peachtree Road at Friars Gate Drive	Tuesday, 11/9/2021	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
3. SR 20 (Buford Drive) at Old Peachtree Road	Tuesday, 11/9/2021	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM
4. Old Peachtree Road at Tech Center Parkway	Thursday, 1/20/2022	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Town Old Peachtree* development. Background traffic can include a base growth rate based on historical count data and population growth data 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% per year background traffic growth rate from 2021 to 2025 (4 years) was used for all roadways.

The Projected 2025 No-Build conditions represent the Estimated 2021 traffic volumes grown for four (4) years at 2.0% per year throughout the study network.

The Projected 2025 Build conditions represent the project trips generated by the *Town Old Peachtree* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The projects shown in **Table 7** and **Table 8** are programmed and planned to occur near the development beyond the build-out year of the proposed development and are not anticipated to affect the study network.

Table 7: Programmed Projects

Project Name	From/To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 20 (Buford Drive) Widening from I-85 North to Rock Springs Road	I-85/Rock Springs Road	GDOT	0007850	GW-020D	2023	2026	2028
Gwinnett 2017 SPLOST Tier II (Old Peachtree Road)	Collins Hill Road/ Rock Springs Road	Gwinnett	-	-	-	-	-

Table 8: Planned Projects

Project Name	From/To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
Ivy Creek to Snellville Trail	Ivy Creek Greenway/ Snellville	Gwinnett	-	TBD	Gwinnett Countywide Trails Master Plan

Available fact sheets for projects can be found in **Appendix D**.

2.6 Level-of-Service Overview

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. LOS analyses were conducted at all intersections within the study network using *Synchro 11*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS for signalized intersections is reported for the intersection as a whole. One or more movements at an intersection may experience a poor LOS, while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the side street approaches and the major street left-turn movements. Poor LOS for side street approaches is not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections. Per Section 3.2.2.1 of the GRTA DRI Review Procedures, a LOS E is allowed if the existing LOS for the intersection is LOS F.

3.0 TRIP GENERATION

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. Reductions to gross trips are not 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. No mixed-use reductions were taken in this analysis per the LOU.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative mode reductions were taken in this analysis per the LOU.

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. No pass-by reductions were taken per the LOU.

Table 9 summarizes the trip generation for the proposed *Town Old Peachtree* development.

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
221 – Multi-Family Housing (Mid-Rise)	799 units	4,352	2,176	2,176	68	194	199	127
Gross Project Trips		**4,352**	**2,176**	**2,176**	**68**	**194**	**199**	**127**
Mixed-Use Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Alternative Mode Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-By Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Net New Trips		**4,352**	**2,176**	**2,176**	**68**	**194**	**199**	**127**

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network are shown in **Figure 4**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network **Figure 5**.

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

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Estimated 2021 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario is shown in **Figure 6** for Estimated 2021 conditions, **Figure 7** for Projected 2025 No-Build conditions, and **Figure 8** for Projected 2025 Build conditions.

The results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.

Figure 4

Trip Distribution and Assignment

Town Old Peachtree DRI #3551
Transportation Analysis

Kimley»Horn

Figure 5

Project Trips

Town Old Peachtree DRI #3551
Transportation Analysis

Kimley»Horn

5.1 Old Peachtree Road at Horizon Drive (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Old Peachtree Road Eastbound			Old Peachtree Road Westbound			Horizon Drive Northbound			Horizon Drive Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS (s)	B (15.1)											
		Approach LOS (s)		E (55.3)			B (12.7)			B (17.9)			D (52.5)	
		Storage (ft)		140	140	180				250		115		
		50th Queue (ft)		2	0	174	56			93	0	4	16	0
		95th Queue (ft)		14	0	405	122			174	16	20	48	0
	PM	Overall LOS (s)	C (26.6)											
		Approach LOS (s)		E (64.6)			C (22.4)			B (19.2)			E (60.2)	
		Storage (ft)		140	140	180				250		115		
		50th Queue (ft)	1	19	0	189	88			61	286	108	186	0
		95th Queue (ft)	8	50	0	239	163			113	319	183	292	0
NO-BUILD (SIGNAL)	AM	Overall LOS (s)	B (15.3)											
		Approach LOS (s)		E (57.4)			B (13.6)			B (18.4)			D (54.1)	
		Storage (ft)		140	140	180				250		115		
		50th Queue (ft)		2	0	200	64			101	0	5	17	0
		95th Queue (ft)		15	0	468	140			197	16	20	54	0
	PM	Overall LOS (s)	C (30.6)											
		Approach LOS (s)		E (69.0)			C (25.3)			C (23.2)			E (66.1)	
		Storage (ft)		140	140	180				250		115		
		50th Queue (ft)	1	24	0	224	106			73	451	133	230	0
		95th Queue (ft)	8	52	0	261	177			122	481	197	339	5
BUILD (SIGNAL)	AM	Overall LOS (s)	B (16.1)											
		Approach LOS (s)		E (55.5)			B (14.4)			B (17.6)			D (52.9)	
		Storage (ft)		140	140	180				250		115		
		50th Queue (ft)		2	0	220	64			101	0	5	17	0
		95th Queue (ft)		16	0	518	142			207	15	24	54	0
	PM	Overall LOS (s)	C (32.5)											
		Approach LOS (s)		E (69.7)			C (26.8)			C (25.8)			E (68.1)	
		Storage (ft)		140	140	180				250		115		
		50th Queue (ft)	1	24	0	246	106			73	548	133	230	0
		95th Queue (ft)	8	52	0	286	177			122	575	197	339	5

The intersection of Old Peachtree Road at Horizon Drive (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2021, No-Build 2025, and Build 2025 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended.

It should be noted that the northbound LOS improves from the No-Build to Build conditions during the AM peak hour due to the additional northbound right-turning vehicles to the development, which experience low delay.

5.2 Old Peachtree Road at Friars Gate Drive/Site Driveway A (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Old Peachtree Road Eastbound			Old Peachtree Road Westbound			Friars Gate Drive Northbound			Site Driveway A Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS (s)	(0.4)											
		Approach LOS (s)	A (0.0)			A (0.0)			C (17.8)			C (22.1)		
		Storage (ft)			215									
		50th Queue (ft)												
		95th Queue (ft)	0			0				5			0	
	PM	Overall LOS (s)	(0.3)											
		Approach LOS (s)	A (0.0)			A (0.1)			D (28.8)			B (11.6)		
		Storage (ft)			215									
		50th Queue (ft)												
		95th Queue (ft)	0			0				5			0	
NO-BUILD (TWSC)	AM	Overall LOS (s)	(0.5)											
		Approach LOS (s)	A (0.0)			A (0.0)			C (19.5)			C (24.6)		
		Storage (ft)			215									
		50th Queue (ft)												
		95th Queue (ft)	0			0				8			0	
	PM	Overall LOS (s)	(0.4)											
		Approach LOS (s)	A (0.0)			A (0.2)			C (34.7)			B (12.0)		
		Storage (ft)			215									
		50th Queue (ft)												
		95th Queue (ft)	0			0				8			0	
BUILD (TWSC)	AM	Overall LOS (s)	(8.7)											
		Approach LOS (s)	A (0.4)			A (0.0)			D (25.0)			F (67.4)		
		Storage (ft)			215									
		50th Queue (ft)												
		95th Queue (ft)	3			0				10			140	
	PM	Overall LOS (s)	(7.4)											
		Approach LOS (s)	A (0.5)			A (0.1)			F (51.6)			F (115.2)		
		Storage (ft)			215									
		50th Queue (ft)												
		95th Queue (ft)	5			0				10			125	

The intersection of Old Peachtree Road at Friars Gate Drive/Site Driveway A (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2021, No-Build 2025, and Build 2025 conditions. The northbound approach is projected to operate at LOS F under the Build 2025 condition during the PM peak hour. The southbound approach is projected to operate at LOS F under the Build 2025 condition during the AM and PM peak hours. However, low LOS for side street approaches is not uncommon, as vehicles may experience significant delays turning onto a major roadway.

In order to improve the LOS under Build 2025 conditions, the following build improvements (needed to serve development traffic) are recommended:

- Install a traffic signal, if warranted and as approved by Gwinnett County
- Construct one (1) eastbound left-turn lane along Old Peachtree Road
- Construct one (1) westbound right-turn lane along Old Peachtree Road
- Construct one (1) lane entering the site

- Construct one (1) southbound left-turn lane and one (1) shared through/right-turn lane exiting the site

The recommended build improvements are shown in blue on **Figure 8.**

The analysis for the improved conditions at Intersection 2 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Old Peachtree Road			Old Peachtree Road			Friars Gate Drive			Site Driveway A		
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (SIGNAL)	AM	Overall LOS (s)	B (12.7)											
		Approach LOS (s)	A (8.5)			B (10.8)			C (28.0)			C (30.1)		
		Storage (ft)	235		215			150						
		50th Queue (ft)	4	100	0		565	1		0		51	0	
		95th Queue (ft)	11	138	0		103	1		13		91	0	
	PM	Overall LOS (s)	B (10.9)											
		Approach LOS (s)	B (10.3)			A (7.5)			C (34.1)			D (35.8)		
		Storage (ft)	235		215			150						
		50th Queue (ft)	10	248	0		287	9		0		34	0	
		95th Queue (ft)	23	360	4		354	11		4		72	0	

With the improvements listed above, the intersection of Old Peachtree Road at Friars Gate Drive/Site Driveway A (Intersection 2) is projected to operate at or above its overall and approach LOS standards under Build 2025 conditions.

5.3 SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3)

Overall LOS Standard: D/E Approach LOS Standard: D/E			Old Peachtree Road Eastbound			Old Peachtree Road Westbound			SR 20 (Buford Drive) Northbound			SR 20 (Buford Drive) Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS (s)	E (55.9)											
		Approach LOS (s)	E (60.7)			F (116.4)			C (34.8)			D (46.0)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	77	116	0	52	491	144	145	672	0	66	727	0
		95th Queue (ft)	127	187	0	93	722	267	260	786	0	101	827	0
	PM	Overall LOS (s)	E (72.2)											
		Approach LOS (s)	F (106.4)			E (67.9)			E (70.1)			E (61.0)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	127	745	0	80	309	0	191	878	0	212	960	0
		95th Queue (ft)	188	1,020	17	140	433	73	334	985	10	273	1,071	0
NO-BUILD (SIGNAL)	AM	Overall LOS (s)	E (63.9)											
		Approach LOS (s)	E (61.6)			F (142.8)			D (38.2)			D (50.5)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	83	126	0	58	577	193	156	775	0	72	834	0
		95th Queue (ft)	136	200	0	101	805	325	285	896	0	109	947	0
	PM	Overall LOS (s)	F (85.0)											
		Approach LOS (s)	F (128.0)			E (70.2)			F (83.4)			E (72.9)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	139	870	0	86	341	0	203	1,001	0	231	1,144	0
		95th Queue (ft)	203	1,140	26	153	474	77	372	1,168	18	295	1,276	0
BUILD (SIGNAL)	AM	Overall LOS (s)	E (68.3)											
		Approach LOS (s)	E (73.9)			F (145.5)			D (46.8)			D (50.0)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	140	137	0	58	585	219	184	775	0	72	834	0
		95th Queue (ft)	293	214	65	101	815	352	346	896	0	109	947	2
	PM	Overall LOS (s)	F (94.4)											
		Approach LOS (s)	F (135.4)			E (74.9)			F (103.9)			E (73.6)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	179	886	12	86	364	0	369	1,001	0	231	1,144	0
		95th Queue (ft)	252	1,156	75	152	494	77	563	1,168	18	295	1,276	34

The intersection of SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3) is projected to operate at an unacceptable overall LOS under the Estimated 2021, No-Build 2025, and Build 2025 conditions. All approaches except for the southbound approach are projected to operate at LOS F during at least one of the peak hours under Estimated 2021, No-Build 2025 and Build 2025 conditions.

It should be noted that the southbound LOS improves from the No-Build to Build conditions during the AM peak hour due to the additional southbound right-turning vehicles to the development, which experience low delay.

In order to improve the LOS under No-Build 2025 and Build 2025 conditions due to low LOS under Estimated 2021 conditions, the following system improvements (needed to serve background traffic, without the development) are recommended:

- Widen Buford Drive from two (2) lanes to three (3) lanes in each direction
- Construct an eastbound right-turn lane, resulting in an approach configuration of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane along Old Peachtree Road

To meet GRTA's LOS requirements, the following build improvements are needed but not recommended as part of this project:

- Construct a northbound left-turn lane, resulting in dual left-turns along Buford Drive

The recommended no-build improvements are shown in red, and the recommended build improvements are shown in blue on **Figure 7** and **Figure 8**.

The analysis for the improved conditions at Intersection 3 are shown in the table below.

Overall LOS Standard: D/E Approach LOS Standard: D/E			Old Peachtree Road			Old Peachtree Road			SR 20 (Buford Drive)			SR 20 (Buford Drive)		
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD (SIGNAL)	AM	Overall LOS (s)	D (47.4)											
		Approach LOS (s)	D (53.1)			E (72.8)			C (35.0)			D (49.4)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	74	57	0	51	470	199	156	494	0	73	540	0
		95th Queue (ft)	121	90	0	90	641	320	285	546	0	118	597	0
	PM	Overall LOS (s)	D (54.5)											
		Approach LOS (s)	E (77.8)			E (76.7)			D (50.6)			D (42.7)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	152	379	0	94	372	96	203	440	2	360	576	0
		95th Queue (ft)	202	423	26	136	465	150	287	549	20	476	738	6
BUILD (SIGNAL)	AM	Overall LOS (s)	D (50.2)											
		Approach LOS (s)	E (58.4)			E (74.0)			D (38.4)			D (49.3)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	133	66	10	52	479	231	90	494	0	73	535	0
		95th Queue (ft)	243	103	78	90	651	341	132	546	0	118	597	3
	PM	Overall LOS (s)	D (54.6)											
		Approach LOS (s)	E (75.2)			E (74.5)			D (50.6)			D (43.6)		
		Storage (ft)	295		300	220		400	390		370	480		110
		50th Queue (ft)	212	368	19	92	384	93	146	458	2	360	565	18
		95th Queue (ft)	283	402	73	134	478	148	193	556	41	476	705	68

With the improvements listed above, the intersection of SR 20 (Buford Drive) at Old Peachtree Road (Intersection 3) is projected to operate at an acceptable overall LOS under both No-Build 2025 and Build 2025 conditions.

5.4 Old Peachtree Road at Tech Center Parkway (Intersection 4)

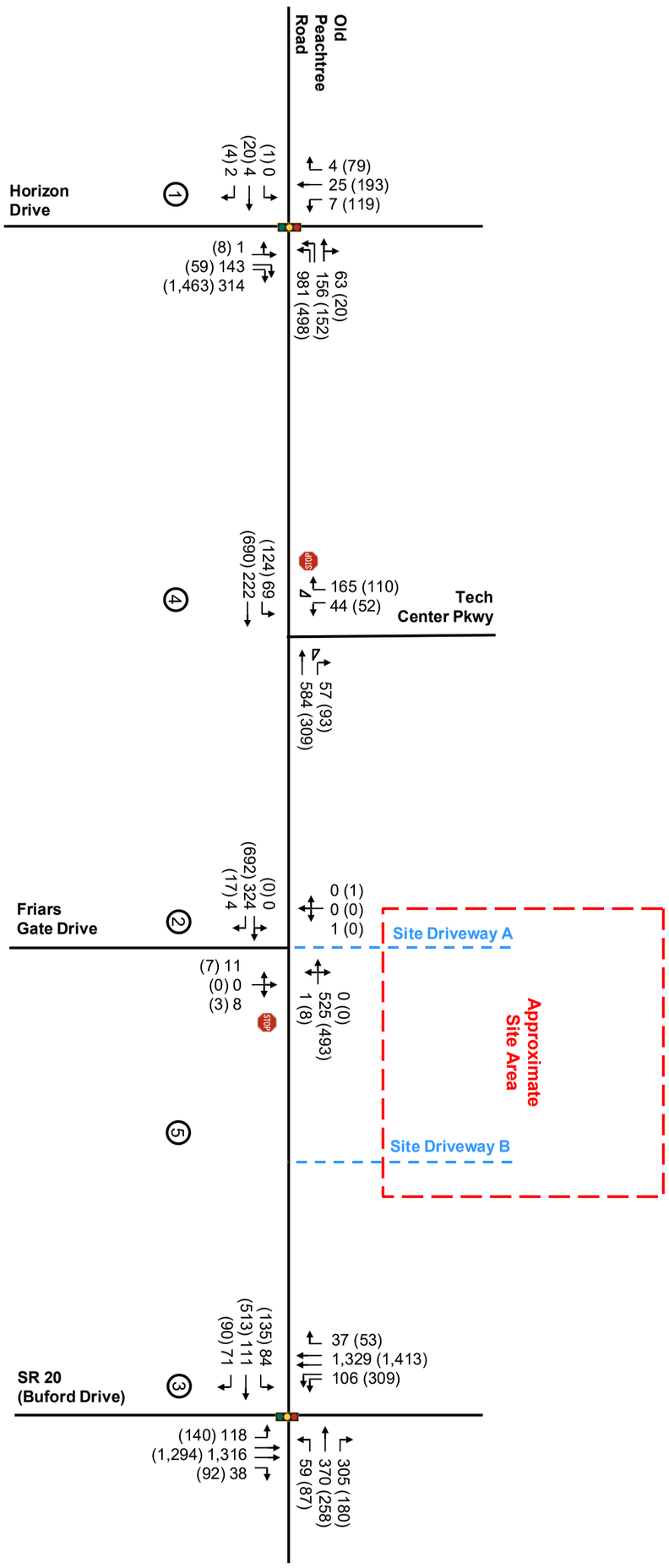
Overall LOS Standard: D Approach LOS Standard: D			Old Peachtree Road Eastbound			Old Peachtree Road Westbound						Tech Center Parkway Southbound		
			L	T	R	L	T	R				L	T	R
EXISTING (TWSC)	AM	Overall LOS (s)	(4.1)											
		Approach LOS (s)	A (2.2)			A (0.0)						C (19.1)		
		Storage (ft)	110					240				150		
		50th Queue (ft)												
		95th Queue (ft)	8									20		45
	PM	Overall LOS (s)	(3.3)											
		Approach LOS (s)	A (1.3)			A (0.0)						C (21.2)		
		Storage (ft)	110					240				150		
		50th Queue (ft)												
		95th Queue (ft)	10									40		15
NO-BUILD (TWSC)	AM	Overall LOS (s)	(4.6)											
		Approach LOS (s)	A (2.3)			A (0.0)						C (22.0)		
		Storage (ft)	110					240				150		
		50th Queue (ft)												
		95th Queue (ft)	8									25		58
	PM	Overall LOS (s)	(3.8)											
		Approach LOS (s)	A (1.3)			A (0.0)						D (25.9)		
		Storage (ft)	110					240				150		
		50th Queue (ft)												
		95th Queue (ft)	10									55		18
BUILD (TWSC)	AM	Overall LOS (s)	(4.6)											
		Approach LOS (s)	A (2.3)			A (0.0)						C (22.0)		
		Storage (ft)	110					240				150		
		50th Queue (ft)												
		95th Queue (ft)	8									25		58
	PM	Overall LOS (s)	(3.8)											
		Approach LOS (s)	A (1.3)			A (0.0)						D (25.9)		
		Storage (ft)	110					240				150		
		50th Queue (ft)												
		95th Queue (ft)	10									55		18

The intersection of Old Peachtree Road at Tech Center Parkway (Intersection 4) is projected to operate at an acceptable overall LOS under the Estimated 2021, No-Build 2025, and Build 2025 scenarios. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended.

5.5 Old Peachtree Road at Site Driveway B (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Old Peachtree Road Eastbound			Old Peachtree Road Westbound						Site Driveway B Southbound		
			L	T	R	L	T	R				L	T	R
BUILD (TWSC)	AM	Overall LOS (s)	(1.1)											
		Approach LOS (s)	A (0.2)			A (0.0)						C (19.2)		
		Storage (ft)												
		50th Queue (ft)												
		95th Queue (ft)	0									15		3
	PM	Overall LOS (s)	(1.0)											
		Approach LOS (s)	A (0.2)			A (0.0)						D (34.0)		
		Storage (ft)												
		50th Queue (ft)												
		95th Queue (ft)	3									20		3

The intersection of Old Peachtree Road at Tech Center Parkway (Intersection 4) is projected to operate at an acceptable overall LOS under the Build 2025 scenario. The southbound approach is projected to operate at LOS F under the Build 2025 condition during the PM peak hour. However, low LOS for side street approaches is not uncommon, as vehicles may experience significant delays turning onto a major roadway. No improvements are recommended.



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Town Old Peachtree DRI #3551
Transportation Analysis

Estimated 2021 Traffic Volumes

Figure 6

Figure 7

Projected 2025 No-Build Traffic Volumes

Town Old Peachtree DRI #3551
Transportation Analysis

Kimley»Horn

LEGEND

- Existing Traffic Signal
- Proposed Traffic Signal
- Existing Stop Control
- Existing Laneage
- Proposed No-Build Laneage
- Proposed Build Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- (X) Intersection Reference Number

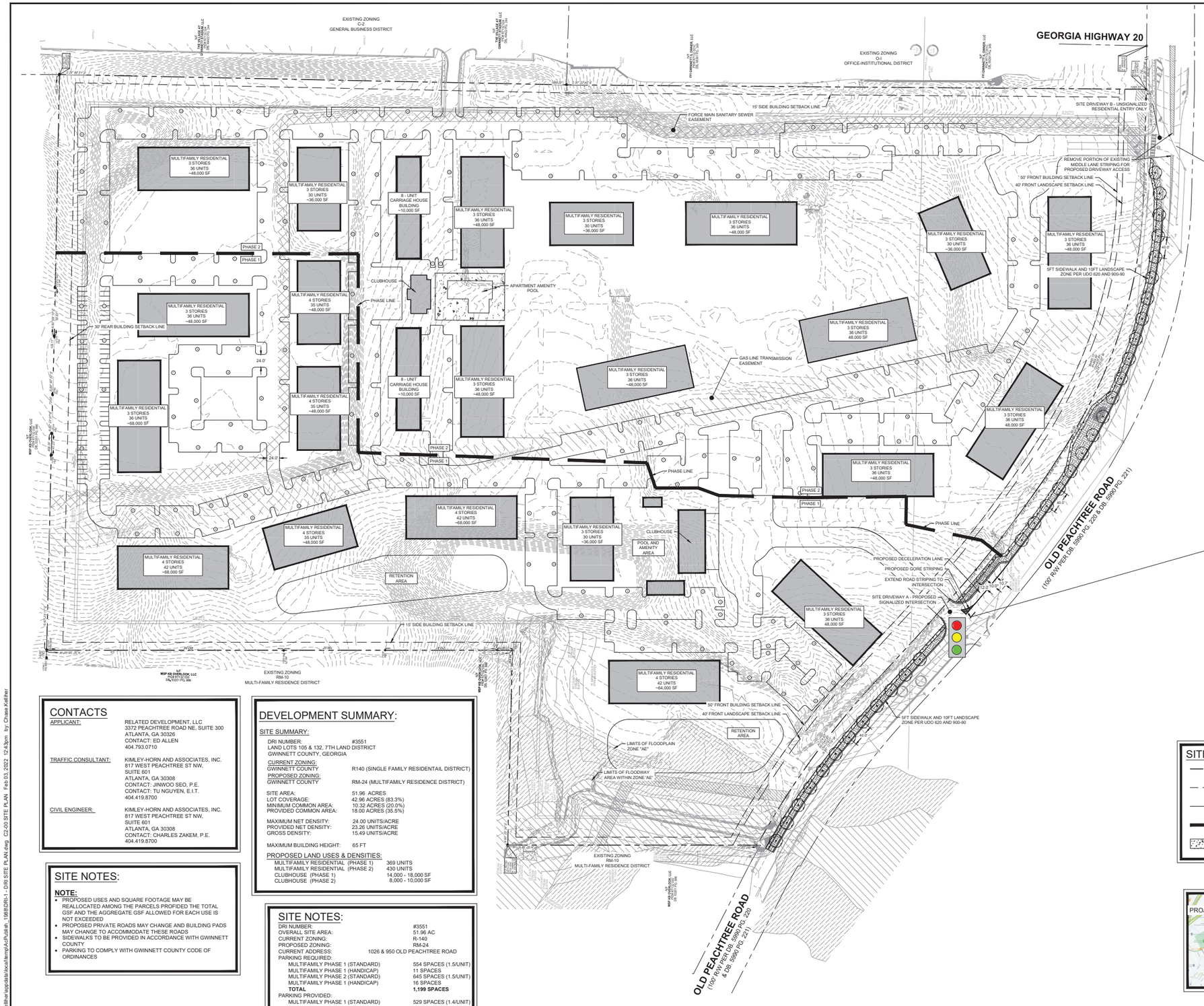
Figure 8

Projected 2025 Build Traffic Volumes

Town Old Peachtree DRI #3551
Transportation Analysis

Kimley»Horn

Proposed Site Plan



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CIVIL ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE ST NW, SUITE 601 ATLANTA, GA 30308 CONTACT: CHARLES ZAKEM, P.E. 404.419.8700

SITE NOTES:

NOTE:

- PROPOSED USES AND SQUARE FOOTAGE MAY BE REALLOCATED AMONG THE PARCELS PROFIDED THE TOTAL GSF AND THE AGGREGATE GSF ALLOWED FOR EACH USE IS NOT EXCEEDED
- PROPOSED PRIVATE ROADS MAY CHANGE AND BUILDING PADS MAY CHANGE TO ACCOMMODATE THESE ROADS
- SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH GWINNETT COUNTY
- PARKING TO COMPLY WITH GWINNETT COUNTY CODE OF ORDINANCES

DEVELOPMENT SUMMARY:

SITE SUMMARY:

DRI NUMBER:	#3551
LAND LOTS 105 & 132, 7TH LAND DISTRICT	
GWINNETT COUNTY, GEORGIA	
CURRENT ZONING:	
GWINNETT COUNTY	R140 (SINGLE FAMILY RESIDENTAIL DISTRICT)
PROPOSED ZONING:	
GWINNETT COUNTY	RM-24 (MULTIFAMILY RESIDENCE DISTRICT)
SITE AREA:	51.96 ACRES
LOT COVERAGE:	42.96 ACRES (83.3%)
MINIMUM COMMON AREA:	10.32 ACRES (20.0%)
PROVIDED COMMON AREA:	18.00 ACRES (35.5%)
MAXIMUM NET DENSITY:	24.00 UNITS/ACRE
PROVIDED NET DENSITY:	23.26 UNITS/ACRE
GROSS DENSITY:	15.49 UNITS/ACRE
MAXIMUM BUILDING HEIGHT:	65 FT

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL (PHASE 1)	369 UNITS
MULTIFAMILY RESIDENTIAL (PHASE 2)	430 UNITS
CLUBHOUSE (PHASE 1)	14,000 - 18,000 SF
CLUBHOUSE (PHASE 2)	8,000 - 10,000 SF

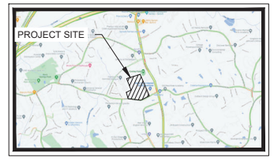
SITE NOTES:

DRI NUMBER:	#3551
OVERALL SITE AREA:	51.96 AC
CURRENT ZONING:	R-140
PROPOSED ZONING:	RM-24
CURRENT ADDRESS:	1026 & 950 OLD PEACHTREE ROAD
PARKING REQUIRED:	
MULTIFAMILY PHASE 1 (STANDARD)	554 SPACES (1.5/UNIT)
MULTIFAMILY PHASE 1 (HANDICAP)	11 SPACES
MULTIFAMILY PHASE 2 (STANDARD)	645 SPACES (1.5/UNIT)
MULTIFAMILY PHASE 1 (HANDICAP)	16 SPACES
TOTAL	**1,199 SPACES**
PARKING PROVIDED:	
MULTIFAMILY PHASE 1 (STANDARD)	529 SPACES (1.4/UNIT)
MULTIFAMILY PHASE 1 (HANDICAP)	11 SPACES
MULTIFAMILY PHASE 2 (STANDARD)	813 SPACES (1.9/UNIT)
MULTIFAMILY PHASE 1 (HANDICAP)	32 SPACES
TOTAL	**1,342 SPACES**

SITE PLAN LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE SETBACK LINE
- PROJECT PHASE LINE
- PROPOSED CONCRETE SIDEWALK

LOCATION MAP



GRAPHIC SCALE IN FEET
0 35 70 140

GEORGIA811. Know what's below. Call before you dig.

Kimley»Horn
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THE PROMENADE, SUITE 601
ATLANTA, GEORGIA 30308
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CLIENT
RELATED DEVELOPMENT, LLC.
3372 PEACHTREE ROAD NE, SUITE 300
ATLANTA, GA 30326

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
DRI #3551
TOWN OLD PEACHTREE
GA HWY 20 AND OLD PEACHTREE ROAD,
LAND LOT 105 & 132, 7TH DISTRICT

GSWCC CERT. (LEVEL II)	0000076499
DRAWN BY	CAM
DESIGNED BY	CAZ
REVIEWED BY	CAZ
DATE	2/3/2022
PROJECT NO.	018849012

TITLE
DRI SITE PLAN

SHEET NUMBER
C2-00

Drawing name: C:\Users\Chase.Keliher.tqpdata\Local\temp\AcPublish_1868\DRI 1 - DRI SITE PLAN.dwg C2-00 SITE PLAN Feb 03, 2022, 12:43pm by Chase Keliher

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Trip Generation Analysis

Trip Generation Analysis (10th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Town Old Peachtree DRI #3551
Gwinnett County, GA

Land Use	Density	Daily Trips			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips										
221 Multifamily Housing (Mid-Rise)	799 dwelling units	4,352	2,176	2,176	262	68	194	326	199	127
Gross Project Trips		**4,352**	**2,176**	**2,176**	**262**	**68**	**194**	**326**	**199**	**127**
Residential Trips		4,352	2,176	2,176	262	68	194	326	199	127
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Residential Trips		4,352	2,176	2,176	262	68	194	326	199	127
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**4,352**	**2,176**	**2,176**	**262**	**68**	**194**	**326**	**199**	**127**
Driveway Volumes										

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Old Peachtree Rd at Horizon Dr

AM PEAK HOUR

	Horizon Dr **Northbound**				Horizon Dr **Southbound**				Old Peachtree Rd **Eastbound**				Old Peachtree Rd **Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	1	136	299	0	7	24	4	0	0	4	2	0	934	149	60
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	7	10	0	1	15	1	0	0	0	1	0	17	2	1
Heavy Vehicle %	2%	2%	5%	3%	2%	14%	63%	25%	2%	2%	2%	50%	2%	2%	2%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**0**	**1**	**143**	**314**	**0**	**7**	**25**	**4**	**0**	**0**	**4**	**2**	**0**	**981**	**156**	**63**
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	1	155	340	0	8	27	4	0	0	4	2	0	1062	169	68
Background Growth Trips (Design Year)	0	1	143	314	0	7	25	4	0	0	4	2	0	981	156	63
2025 No-Build Traffic	**0**	**1**	**155**	**340**	**0**	**8**	**27**	**4**	**0**	**0**	**4**	**2**	**0**	**1,062**	**169**	**68**
Trip Distribution IN				35%												
Trip Distribution OUT														(35%)		
Residential Trips	0	0	0	24	0	0	0	0	0	0	0	0	0	68	0	0
Project Trips (Unbalanced)	0	0	0	24	0	0	0	0	0	0	0	0	0	68	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	24	0	0	0	0	0	0	0	0	0	68	0	0
2025 Build Traffic	**0**	**1**	**155**	**364**	**0**	**8**	**27**	**4**	**0**	**0**	**4**	**2**	**0**	**1,130**	**169**	**68**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Old Peachtree Rd at Horizon Dr

PM PEAK HOUR

	Horizon Dr **Northbound**				Horizon Dr **Southbound**				Old Peachtree Rd **Eastbound**				Old Peachtree Rd **Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	7	53	1,318	0	107	174	71	0	1	18	4	0	449	137	18
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	15	22	0	1	15	1	0	1	0	1	0	7	1	2
Heavy Vehicle %	2%	2%	28%	2%	2%	2%	9%	2%	2%	100%	2%	25%	2%	2%	2%	11%
Peak Hour Factor	0.852				0.85				0.85				0.85			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**0**	**8**	**59**	**1,463**	**0**	**119**	**193**	**79**	**0**	**1**	**20**	**4**	**0**	**498**	**152**	**20**
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	9	64	1584	0	129	209	86	0	1	22	4	0	539	165	22
Background Growth Trips (Design Year)	0	8	59	1463	0	119	193	79	0	1	20	4	0	498	152	20
2025 No-Build Traffic	**0**	**9**	**64**	**1,584**	**0**	**129**	**209**	**86**	**0**	**1**	**22**	**4**	**0**	**539**	**165**	**22**
Trip Distribution IN				35%												
Trip Distribution OUT														(35%)		
Residential Trips	0	0	0	70	0	0	0	0	0	0	0	0	0	44	0	0
Project Trips (Unbalanced)	0	0	0	70	0	0	0	0	0	0	0	0	0	44	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	70	0	0	0	0	0	0	0	0	0	44	0	0
2025 Build Traffic	**0**	**9**	**64**	**1,654**	**0**	**129**	**209**	**86**	**0**	**1**	**22**	**4**	**0**	**583**	**165**	**22**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Old Peachtree Rd at Friars Gate Dr/Site Driveway A

AM PEAK HOUR

	Friars Gate Dr Northbound				Site Driveway A Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	10	0	8	0	1	0	0	0	0	309	4	0	1	500	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84				0.84				0.84				0.84			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**0**	**11**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**324**	**4**	**0**	**1**	**525**	**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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	12	0	9	0	1	0	0	0	0	351	4	0	1	568	0
Background Growth Trips (Design Year)	0	11	0	8	0	1	0	0	0	0	324	4	0	1	525	0
2025 No-Build Traffic	**0**	**12**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**351**	**4**	**0**	**1**	**568**	**0**
Trip Distribution IN										25%	10%					20%
Trip Distribution OUT						(45%)		(25%)							(10%)	
Residential Trips	0	0	0	0	0	87	0	49	0	17	7	0	0	0	19	14
Project Trips (Unbalanced)	0	0	0	0	0	87	0	49	0	17	7	0	0	0	19	14
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	0	0	87	0	49	0	17	7	0	0	0	19	14
2025 Build Traffic	**0**	**12**	**0**	**9**	**0**	**88**	**0**	**49**	**0**	**17**	**358**	**4**	**0**	**1**	**587**	**14**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Old Peachtree Rd at Friars Gate Dr/Site Driveway A

PM PEAK HOUR

	Friars Gate Dr **Northbound**				Site Driveway A **Southbound**				Old Peachtree Rd **Eastbound**				Old Peachtree Rd **Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	6	0	3	0	0	0	1	0	0	623	15	1	6	444	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	6	1	0	0	6	0
Heavy Vehicle %	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%
Peak Hour Factor	0.931				0.93				0.93				0.93			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**692**	**17**	**1**	**7**	**493**	**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%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	8	0	3	0	0	0	1	0	0	749	18	1	8	534	0
Background Growth Trips (Design Year)	0	7	0	3	0	0	0	1	0	0	692	17	1	7	493	0
2025 No-Build Traffic	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**749**	**18**	**1**	**8**	**534**	**0**
Trip Distribution IN										25%	10%					20%
Trip Distribution OUT						(45%)		(25%)							(10%)	
Residential Trips	0	0	0	0	0	57	0	32	0	50	20	0	0	0	13	40
Project Trips (Unbalanced)	0	0	0	0	0	57	0	32	0	50	20	0	0	0	13	40
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	0	0	57	0	32	0	50	20	0	0	0	13	40
2025 Build Traffic	**0**	**8**	**0**	**3**	**0**	**57**	**0**	**33**	**0**	**50**	**769**	**18**	**1**	**8**	**547**	**40**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
Old Peachtree Rd at SR 20 (Buford Dr)

AM PEAK HOUR

	SR 20 (Buford Dr) Northbound				SR 20 (Buford Dr) Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	5	108	1,253	36	7	94	1,266	35	0	80	106	68	0	56	352	290
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	7	77	0	0	4	70	5	0	3	3	6	0	1	0	1
Heavy Vehicle %	2%	6%	6%	2%	2%	4%	6%	14%	2%	4%	3%	9%	2%	2%	2%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**5**	**113**	**1,316**	**38**	**7**	**99**	**1,329**	**37**	**0**	**84**	**111**	**71**	**0**	**59**	**370**	**305**
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	5	122	1424	41	8	107	1439	40	0	91	120	77	0	64	400	330
Background Growth Trips (Design Year)	5	113	1316	38	7	99	1329	37	0	84	111	71	0	59	370	305
2025 No-Build Traffic	**5**	**122**	**1,424**	**41**	**8**	**107**	**1,439**	**40**	**0**	**91**	**120**	**77**	**0**	**64**	**400**	**330**
Trip Distribution IN		30%						30%							5%	
Trip Distribution OUT										(30%)	(5%)	(30%)				
Residential Trips	0	20	0	0	0	0	0	20	0	58	10	58	0	0	3	0
Project Trips (Unbalanced)	0	20	0	0	0	0	0	20	0	58	10	58	0	0	3	0
Balancing Adjustment																
Total Vehicular Project Trips	0	20	0	0	0	0	0	20	0	58	10	58	0	0	3	0
2025 Build Traffic	**5**	**142**	**1,424**	**41**	**8**	**107**	**1,439**	**60**	**0**	**149**	**130**	**135**	**0**	**64**	**403**	**330**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
Old Peachtree Rd at SR 20 (Buford Dr)

PM PEAK HOUR

	SR 20 (Buford Dr) Northbound				SR 20 (Buford Dr) Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	5	121	1,166	83	9	269	1,273	48	0	122	462	81	0	78	232	162
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	3	23	0	0	0	39	0	0	1	5	1	0	0	4	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.972				0.97				0.97				0.97			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**6**	**134**	**1,294**	**92**	**10**	**299**	**1,413**	**53**	**0**	**135**	**513**	**90**	**0**	**87**	**258**	**180**
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	6	145	1401	100	11	324	1529	57	0	146	555	97	0	94	279	195
Background Growth Trips (Design Year)	6	134	1294	92	10	299	1413	53	0	135	513	90	0	87	258	180
2025 No-Build Traffic	**6**	**145**	**1,401**	**100**	**11**	**324**	**1,529**	**57**	**0**	**146**	**555**	**97**	**0**	**94**	**279**	**195**
Trip Distribution IN		30%						30%							5%	
Trip Distribution OUT										(30%)	(5%)	(30%)				
Residential Trips	0	60	0	0	0	0	0	60	0	38	6	38	0	0	10	0
Project Trips (Unbalanced)	0	60	0	0	0	0	0	60	0	38	6	38	0	0	10	0
Balancing Adjustment																
Total Vehicular Project Trips	0	60	0	0	0	0	0	60	0	38	6	38	0	0	10	0
2025 Build Traffic	**6**	**205**	**1,401**	**100**	**11**	**324**	**1,529**	**117**	**0**	**184**	**561**	**135**	**0**	**94**	**289**	**195**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
Old Peachtree Rd at Tech Center Pkwy

AM PEAK HOUR

	Tech Center Pkwy Northbound				Tech Center Pkwy Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	42	0	157	0	66	211	0	0	0	556	54
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	7	0	2	8	0	0	0	12	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	4%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**165**	**0**	**69**	**222**	**0**	**0**	**0**	**584**	**57**
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	48	0	179	0	75	240	0	0	0	632	62
Background Growth Trips (Design Year)	0	0	0	0	0	44	0	165	0	69	222	0	0	0	584	57
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**179**	**0**	**75**	**240**	**0**	**0**	**0**	**632**	**62**
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Unbalanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**179**	**0**	**75**	**240**	**0**	**0**	**0**	**632**	**62**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
Old Peachtree Rd at Tech Center Pkwy

PM PEAK HOUR

	Northbound				Tech Center Pkwy Southbound				Old Peachtree Rd Eastbound				Old Peachtree Rd Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	47	0	99	0	112	622	0	0	0	278	84
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	3	0	5	11	0	0	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.927				0.93				0.93				0.93			
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**110**	**0**	**124**	**690**	**0**	**0**	**0**	**309**	**93**
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	56	0	119	0	134	747	0	0	0	334	101
Background Growth Trips (Design Year)	0	0	0	0	0	52	0	110	0	124	690	0	0	0	309	93
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**119**	**0**	**134**	**747**	**0**	**0**	**0**	**334**	**101**
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Unbalanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**119**	**0**	**134**	**747**	**0**	**0**	**0**	**334**	**101**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5
Old Peachtree at Site Driveway B

AM PEAK HOUR

	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											318				501	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes											**334**				**526**	
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	362	0	0	0	569	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	334	0	0	0	526	0
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**362**	**0**	**0**	**0**	**569**	**0**
Trip Distribution IN										10%					20%	45%
Trip Distribution OUT						(20%)		(10%)			(20%)					
Residential Trips	0	0	0	0	0	39	0	19	0	7	39	0	0	0	14	31
Project Trips (Unbalanced)	0	0	0	0	0	39	0	19	0	7	39	0	0	0	14	31
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	0	0	39	0	19	0	7	39	0	0	0	14	31
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**19**	**0**	**7**	**401**	**0**	**0**	**0**	**583**	**31**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5
Old Peachtree at Site Driveway B

PM PEAK HOUR

	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes											626				450	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes											**695**				**500**	
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	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Annual Growth Rate (Design Year)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Growth Factor (Design Year)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	752	0	0	0	541	0
Background Growth Trips (Design Year)	0	0	0	0	0	0	0	0	0	0	695	0	0	0	500	0
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**752**	**0**	**0**	**0**	**541**	**0**
Trip Distribution IN										10%					20%	45%
Trip Distribution OUT						(20%)		(10%)			(20%)					
Residential Trips	0	0	0	0	0	25	0	13	0	20	25	0	0	0	40	90
Project Trips (Unbalanced)	0	0	0	0	0	25	0	13	0	20	25	0	0	0	40	90
Balancing Adjustment																
Total Vehicular Project Trips	0	0	0	0	0	25	0	13	0	20	25	0	0	0	40	90
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**13**	**0**	**20**	**777**	**0**	**0**	**0**	**581**	**90**

Programmed Project Fact Sheets

GW-020D

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	SR 20 (BUFORD DRIVE) WIDENING FROM I-85 NORTH TO ROCK SPRINGS ROAD
GDOT Project No.	0007850
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Regional - Northeast
Analysis Level	In the Region's Air Quality Conformity Analysis

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Existing Thru Lane	4	**LCI**		**Network Year**	2030
Planned Thru Lane	8	**Flex**		**Corridor Length**	0.8 miles

Detailed Description and Justification

This project involves adding 2 lanes in each direction along SR 20 (Buford Drive) between I-85 North and Rock Springs 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	Transportation Funding Act (HB 170)		2023	**$699,953**	$0,000	$699,953	$0,000	$0,000
ROW	Transportation Funding Act (HB 170)		LR 2026-2030	**$3,148,187**	$0,000	$3,148,187	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	**$15,198,980**	$12,159,184	$3,039,796	$0,000	$0,000
				$19,047,120	**$12,159,184**	**$6,887,936**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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

Report Generated: 11/19/2021

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

TIER II

Project Number	BOC District	Project Name	Location	Improvement Type	Current Status	Est. Construction
	2	Killian Hill Road	Church Street to Arcado Road	2 to 5 lanes		
	1 & 4	Old Peachtree Road	Collins Hill Road to Rock Springs Road	2 to 3 / 4 lanes		
	3	SR 124 / Braselton Highway	Pine Road to County Line	2 to 4 lanes	Concept	
	3 & 4	SR 124 / Scenic Highway widening	from US 78 / SR 10 / West Main Street to Sugarloaf Parkway	4 to 6 lanes		
	1	Sugarloaf Parkway	Meadow Church Road to Satellite Boulevard	4 to 6 lanes		
	3 & 4	Sugarloaf Parkway	Old Norcross Road to SR 124/Scenic Highway	4 to 6 lanes		
		Planning Efforts at Major Crossings (I-85 and SR -316)	Connectivity/Capacity			
		Major Activity Center Improvements				
		Right of Way Reserve				