Transportation Analysis

5030 Sugarloaf DRI #3705

Gwinnett County, Georgia

August 2022

Prepared for:

Foxfield, LLC

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, Georgia 30009 014600001

Kimley »Horn

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *5030 Sugarloaf* development located in unincorporated Gwinnett County, Georgia. The approximate 289.65-acre site is located south of SR 316, west of Sugarloaf Parkway, north of Old Norcross Road, and east of Herrington Road and Oakland Road. The site currently consists of the former Cisco Scientific Atlanta office campus (741,731 SF in six buildings) and its associated parking, which will be demolished. Only 72,920 SF of the existing office space is currently occupied and generating traffic.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2026 (approximately 4 years).

Table 1: Proposed Land Use and Density									
Land Use	Proposed								
Industrial/Warehousing	2,283,200 SF								
Multifamily Residential	784 units								
Retail/Restaurant Outparcels	18,000 SF								

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, alternative transportation mode, and pass-by reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated June 9, 2022).

Capacity analyses were performed for the study intersections under the Estimated 2021 conditions, the Projected 2026 No-Build conditions, and the Projected 2026 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in November 2021 and calibrated based on historic GDOT count station data to account for the traffic impacts due to COVID-19. (Note: Traffic Count methodology was outlined in the methodology meeting packet).
- Projected 2026 No-Build conditions represent the Estimated 2021 traffic volumes grown for five (5) years at 2.0% per year throughout the study network. Additionally, project trips associated with the Silver Hill Homes (<u>RZM20022-00023</u>) were included.
- Projected 2026 Build conditions represent the Projected 2026 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the 5030 Sugarloaf development.

No-Build 2026 (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Estimated 2021 and Projected 2026 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 26** and **Figure 27**):

- Sugarloaf Parkway at Cruse Road (Intersection 5)
 - Construct one (1) additional eastbound left-turn lane along Cruse Road, creating triple left-turns.
- Cruse Road at Oakland Road (Intersection 7)
 - Construct an exclusive southbound right-turn lane along Oakland Road.
 - Restripe the exclusive eastbound right-turn lane along Cruse Road as a shared through/right-turn lane. Construct a second eastbound receiving lane along Cruse Road.
- Old Norcross Road at Oakland Road (west) (Intersection 9)
 - Reconfigure the southbound approach of Oakland Road to consist of one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.
- Herrington Road at Oakland Road (Intersection 11)
 - Install a traffic signal, if and when warranted, or a single-lane roundabout at the intersection.

Build 2028 (Site Access Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2028 Build conditions, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 27**):

- Sugarloaf Parkway at Site Driveway A (Intersection 4)
 - Construct an exclusive left-turn lane along both the eastbound approach of Site Driveway A and the westbound approach of Private Driveway. Install permissive/protected signal phasing along each approach.
- Old Norcross Road at Cruse Road (Intersection 6)
 - Install a southbound right-turn overlap phase along Cruse Road.
- Old Norcross Road at Oakland Road (east)/Site Driveway C (Intersection 8)
 - On the site, construct a southbound exclusive left-turn lane and southbound shared through/right-turn lane exiting the site.
 - Restripe the northbound right-turn lane along Oakland Road as a shared through/rightturn lane. Remove the concrete channelizing island. Provide a northbound protected/permissive left-turn phase.
 - Utilize the existing eastbound U-Turn lane along Old Norcross Road as a left-turn lane entering the site.
 - Construct an exclusive westbound right-turn lane along Old Norcross Road entering the site.

The analysis results for the improved conditions at the above intersections are shown in the tables below. With the improvements listed above, all study intersections are projected to operate at or above their overall and approach LOS standard.

Ove	Overall LOS Standard: E		Sugarloaf Parkway			Suga	Sugarloaf Parkway			Drivew	ay A	Private Driveway		
Appr	oach	LOS Standard: E	Northbound			Southbound			Eastbound			Westbound		
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (31	.2)					
D	AM	Approach LOS		C (28.2))		C (21.0)			E (76.0))		E (75.6)	
lovel		Storage	250		200	175		175			125			
		50th Queue	73	869	39	178	299	28	242	9	0	98	4	33
₽ ₽		95th Queue	133	1075	54	296	452	92	324	29	68	150	18	125
≧⊡		Overall LOS						C (30	.3)					
S (S	_	Approach LOS		C (26.0))		C (23.1)			E (79.9))		E (73.6)	
5	PZ	Storage	250		200	175		175			125			
8		50th Queue	53	342	10	155	474	30	221	2	0	106	4	0
		95th Queue	143	368	26	245	642	86	345	13	33	164	18	73

Sugarloaf Parkway at Site Driveway A (Intersection 4)

Sugarloaf Parkway at Cruse Road (Intersection 5)

O	Overall LOS Standard: E		Suga	rloaf Pa	rkway	Sugarloaf Parkway			Cruse Road			Cruse Road			
Арр	oroach	n LOS Standard: E	N	orthbou	nd	S	Southbou	nd	E	astbour	nd	V	Vestboun	d	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
-		Overall LOS						D (38	.7)						
D	_	Approach LOS		C (30.3)		C (22.7)			E (68.1))		E (79.8)		
2	ΔA	Storage	175			175			175			75			
L)R(50th Queue	25	653		106	374		299	70		61	86	0	
MI		95th Queue	55	875		196	374		242	58		95	145	0	
ا G ا		Overall LOS		C (33.1)											
(S	_	Approach LOS	B (19.3)				C (23.5)		E (72.8)			E (76.7)			
NO-BL	ΡM	Storage	175			175			175			75			
		50th Queue	26	317		20	442		248	105		112	108	0	
		95th Queue	81	425		28	908		252	151		160	172	11	
		Overall LOS						D (46	.4)						
Δ	_	Approach LOS		C (34.4)	D (37.7)			E (79.1)			E (79.8)			
VE	₹	Storage	175			175			175			75			
L)		50th Queue	32	692		114	651		331	68		60	86	0	
IPF NA		95th Queue	84	897		213	904		242	55		92	145	0	
≥ Ŭ		Overall LOS						D (36	.2)						
(S	<	Approach LOS		C (20.9)		C (26.1)			E (79.7)		E (76.7)		
ĨŨ	2	Storage	175			175			175			75			
ш		50th Queue	29	335		6	763		273	101		110	108	0	
		95th Queue	88	447		11	969		318	162		157	172	11	

Ove	Overall LOS Standard: E		Cruse Road			C	Cruse Road			Old Norcross Road			Old Norcross Road		
Appr	oach	LOS Standard: E	Northbound			Southbound			Eastbound			Westbound			
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						E (67	.8)						
Δ		Approach LOS		E (66.3)		E (75.6)			E (78.1))		E (58.7)		
E N	AM	Storage	150		250	125		750	200			300			
Ľ Ö		50th Queue	20	944	94	22	600	186	369	356		180	659		
ЧЧ		95th Queue	30	1215	176	31	802	237	587	424		247	765		
≧⊡		Overall LOS				E (61.7)									
[S]		Approach LOS		E (65.8)		E (76.7)			E (62.1))		D (48.9)		
5	PZ	Storage	150		250	125		750	200			300			
В		50th Queue	14	635	145	3	485	30	148	514		297	378		
		95th Queue	19	735	214	5	606	42	230	624		567	524		

Old Norcross Road at Cruse Road (Intersection 6)

Cruse Road at Oakland Road (Intersection 7)

Ov	Overall LOS Standard: D		Oa	kland R	oad	Oa	Oakland Road			ruse Ro	ad	Cruse Road		
Appro	ach L	OS Standard: D/E*	N	lorthbou	nd	S	Southbou	nd	Ш	astbour	nd	Westbound		
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (28	.4)					
		Approach LOS		C (32.9))		C (32.3)			C (24.9))		C (25.5)	
8	AM	Storage	75		250	75			150		150	125		
Ř.J		50th Queue	53	235	94	3	92	3	26	155		192	387	
Μ¥		95th Queue	97	386	226	11	155	22	51	214		298	883	
קס		Overall LOS		D (43.5)										
(S UL		Approach LOS		D (39.7))	E (74.7)*			D (48.4)			C (25.8)		
-B(ΡW	Storage	75		250	75			150		150	125		
ģ		50th Queue	55	168	0	13	583	8	19	335		322	730	
-		95th Queue	96	239	70	30	776	32	40	412		495	764	
		Overall LOS						C (30	.3)					
Δ	_	Approach LOS		C (33.5))		D (36.8)			C (27.6))		C (28.0)	
N N	AΝ	Storage	75		250	75			150		150	125		
Ĉ(50th Queue	53	251	101	3	102	6	29	160		208	408	
I N N		95th Queue	97	416	236	10	167	27	57	219		320	870	
N IO		Overall LOS						D (45	.7)			-		
S LD	F	Approach LOS		D (40.3)		E (79.7)	*		D (50.6)		C (28.5)	
5	PZ	Storage	75		250	75			150		150	125		
Ξ		50th Queue	57	182	0	13	613	10	23	338		327	695	
		95th Queue	122	258	74	28	831	45	45	415		593	892	

*Per section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the southbound approach is LOS E during the PM peak hour since the approach currently operates at LOS F.

O	Overall LOS Standard: E		Oakland Road			Sit	Site Driveway C			lorcross	Road	Old Norcross Road		
Ар	Approach LOS Standard: E		Northbound			Southbound			Eastbound			Westbound		
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						D (37	.7)					
	_	Approach LOS		E (65.8)		E (77.9)			D (45.5)		B (18.6)	
AL	AN	Storage	175						175		150	175		
Ž		50th Queue	690	137		6	7		20	313	123	19	124	0
l S		95th Queue	786	191		20	28		42	345	161	27	205	0
Ű		Overall LOS						B (13	.8)					
Ē	Approach LOS			C (30.6)	D (38.3)			B (11.5)			B (11.8)		
۳ ۳	P	Storage	175						175		150	175		
-		50th Queue	216	15		7	10		1	225	11	21	116	0
		95th Queue	300	50		24	38		1	91	17	77	255	0

Old Norcross Road at Oakland Road (east)/Site Driveway C (Intersection 8)

Old Norcross Road at Oakland Road (west) (Intersection 9)

Ove	Overall LOS Standard: E		Oa	kland R	oad	O	Oakland Road			lorcross	Road	Old Norcross Road			
Appr	oach	LOS Standard: E	N	orthbou	nd	co C	Southbou	nd	E	astbour	nd	V	Vestboun	d	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						B (16	.9)						
Ē	_	Approach LOS		E (62.7))		E (74.7)			A (9.4)			B (13.0)		
2	ΔA	Storage	75		75		200		200		250	175		150	
Ľ Å		50th Queue	17	4	0	211	11		6	157	0	9	334	38	
M		95th Queue	39	14	37	270	45		16	219	0	18	520	102	
<u>G</u>		Overall LOS		B (19.5)											
(S		Approach LOS	C (23.6)				D (35.2)			B (17.8))		B (15.9)		
-8	PM	Storage	75		75		200		200		250	175		150	
ġ		50th Queue	4	2	0	168	1		7	193	0	3	252	17	
		95th Queue	15	9	0	319	40		19	346	0	12	405	98	
		Overall LOS						C (24	.7)						
Δ	_	Approach LOS	[D (53.5) [*]	**		E (75.9)			B (14.8))		C (20.6)		
VE	₽	Storage	75		75		200		200		250	175		150	
r) So		50th Queue	16	3	0	307	10		22	214	0	9	478	57	
IPF NA		95th Queue	38	13	35	389	53		40	261	0	18	598	136	
≥ <u>0</u>		Overall LOS						C (21	.4)						
(S)	-	Approach LOS		C (23.7)		D (41.6)			<u>B (18.3</u>))		B (17.0)		
ŝ	P	Storage	75		75		200		200		250	175		150	
ш		50th Queue	4	2	0	209	1		15	202	0	3	228	20	
		95th Queue	15	9	0	385	46		32	362	0	8	281	80	

**LOS improves as traffic on the southbound approach increases, extending the green-time for the approach.

Ove	erall L	.OS Standard: E	Her	rington F	Road	Hei	Herrington Road			Oakland Road			Oakland Road		
Appr	oach	LOS Standard: E	N	lorthbou	nd	w,	Southbour	nd	E	astbour	nd	V	Vestboun	ld	
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						B (11	.3)						
		Approach LOS		B (13.0))		A (5.9)			B (14.2))		B (17.2)		
8	Δ	Storage	200		175	175		175						225	
Ř.J		50th Queue	0	80	0	9	31	0		З			12	0	
₽₹		95th Queue	2	137	5	22	59	0		18			36	31	
פֿה		Overall LOS		B (11.6)											
S L		Approach LOS	B (15.4)				A (6.9)		B (18.1))		C (21.4)		
Ā	ΡM	Storage	200		175	175		175						225	
9		50th Queue	1	121	0	43	74	0		10			21	0	
		95th Queue	7	213	5	81	129	0		36			60	32	
		Overall LOS		B (12.3)											
Δ	_	Approach LOS		B (14.4))	A (6.8)			B (14.4)			B (18.0)			
N N	AN	Storage	200		175	175		175						225	
Ç (50th Queue	0	84	0	15	31	0		4			13	0	
I A A		95th Queue	3	145	8	32	59	0		19			38	34	
≧ບ		Overall LOS						B (13	.2)						
S LD	F	Approach LOS		B (17.3))		A (7.9)			B (18.6))		C (22.6)		
5	ЪΝ	Storage	200		175	175		175						225	
-		50th Queue	1	129	0	51	77	0		10			26	0	
		95th Queue	8	228	5	96	137	0		38			70	36	

Herrington Road at Oakland Road (Intersection 11)

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
3. Sugarloaf Parkway at SR 316 EB Ramps	NBR*	150	70 / <mark>165</mark> (50 th) <mark>166 / 235</mark> (95 th)	<i>No-Build (System Improvement):</i> Consider extending NBR lane storage.
5. Sugarloaf Parkway at Cruse Road	EBL*	175	<mark>654 / 383</mark> (50 th) 541 / 514 (95 th)	No-Build (System Improvement): Construct one (1) additional left-turn lane, creating triple lefts. Extend the left- turn storage into the center two-way left- turn lane.
6. Old Norcross Road at Cruse Road	EBL*	200	371 / 150 (50 th) 587 / 228 (95 th)	No-Build (System Improvement): Left-Turn Storage limited by westbound left-turn lane into Family Dollar. Consider restricting left-turns entering Family Dollar or side-by-side left-turns
7. Cruse Road at Oakland Road	WBL*	125	247 / 439 (50 th) 431 / 648 (95 th)	No-Build (System Improvement): Consider extending WBL lane storage.
8. Old Norcross Road at Oakland	NBL*	175	690 / 216 (50 th) 786 / 300 (95 th)	No-Build (System Improvement): Consider reconfiguring approach so that the right-turn lane has storage and taper.
Road (east)	EBR*	175	123 / 11 (50 th) <mark>161</mark> / 17 (95 th)	No-Build (System Improvement): Consider extending EBR lane storage.

* Exceeds available storage in Existing 2021 conditions

** Exceeds available storage in Projected 2026 No-Build 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 *5030 Sugarloaf* development located in unincorporated Gwinnett County, Georgia. The approximate 289.65-acre site is located south of SR 316, west of Sugarloaf Parkway, north of Old Norcross Road, and east of Herrington Road and Oakland Road. The project site is currently zoned a combination of M1 (Light Industry), M2 (Heavy Industry), C2 (General Business), R-100 (Single Family Residence), RA200 (Agriculture Residence), and OI (Office Institutional). The site is proposed to be rezoned to M1 (Light Industry), M2 (Heavy Industry), C2 (General Business), and RM-24 (Multifamily Residence) to accommodate the proposed land-uses, and the rezoning application was filed on May 16, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of the former Cisco Scientific Atlanta office campus (741,731 SF in six buildings) and its associated parking, which will be demolished. Only 72,920 SF of the existing office space is currently occupied and generating traffic. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2026 (approximately 4 years).

Table 2: Proposed Land Use and Density					
Land Use Proposed					
Industrial/Warehousing	2,283,200 SF				
Multifamily Residential	784 units				
Retail/Restaurant Outparcels	18,000 SF				

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 600,000 SF of new mixed-use development in *Regional Employment Corridor* and *Regional Center* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on May 23, 2022 by Gwinnett County. The rezoning application was filed with Gwinnett County on May 16, 2022. 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).





1.2 Site Access

As currently envisioned, the proposed development will be accessible via eleven (11) total access points (2 existing, 9 proposed):

- 1. **Site Driveway A** an existing, signalized, full-movement driveway located along Sugarloaf Parkway approximately 900 feet south of SR 316. Site Driveway A provides access to the main roadway through the development.
- Site Driveway B a proposed, unsignalized, RCUT (right-in/left-in/right-out) driveway located along Cruse Road approximately 400' west of Sugarloaf Parkway. Site Driveway B will provide access to one of the multifamily residential parcels.
- Site Driveway C a proposed, signalized, full movement driveway located at the existing Tintersection of Old Norcross Road at Oakland Road (east). Site Driveway C will add the 4th
 leg to the existing signalized intersection.
- Site Driveway D a proposed, unsignalized, full movement driveway located along Oakland Road approximately 600' northwest of Old Norcross Road. Site Driveway D will provide access to one of the multifamily residential parcels.
- 5. **Site Driveway E** a proposed, unsignalized, full movement driveway located along Oakland Road approximately 1,300' northwest of Old Norcross Road. Site Driveway E will provide access to one of the multifamily residential parcels.
- Site Driveway F a proposed, unsignalized, full movement driveway located at the existing T-intersection of Oakland Road at His Way. Site Driveway F will provide access to the carriage homes.
- Site Driveway G a proposed, unsignalized, full movement driveway located at the existing T-intersection of Oakland Road at Oakland Trace Court. Site Driveway G will provide access to the carriage homes.
- Site Driveway H an existing, unsignalized, full movement driveway located at the existing T-intersection of Oakland Road at Hawks Bluff Trail. Site Driveway H provides access to the main roadway through the development.
- Site Driveway I a proposed, unsignalized, full movement driveway located along Oakland Road approximately 1,700' southeast of Herrington Road. Site Driveway I will provide access to the 200 building (industrial).
- 10. **Site Driveway J** a proposed, unsignalized, full movement driveway located along Oakland Road approximately 700' southeast of Herrington Road. Site Driveway J will provide access to the 100 building (industrial).
- 11. **Site Driveway J** a proposed, unsignalized, right-in/right-out driveway located along Herrington Road approximately 330' north of Oakland Road. Site Driveway K will provide access to the 100 building (industrial).

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development. Pedestrian facilities are currently under consideration along internal streets between the various land uses.

The site is comprised of five (5) main areas: Commercial Outparcels, Industrial, Multifamily Parcel 1, Multifamily Parcel 2, and Carriage Homes. Site access and connectivity for each site area is summarized below:

- Commercial Outparcels: The Commercial Outparcels are centered along the Sugarloaf Parkway frontage and Site Driveway A. This area can be accessed from Site Driveway A (Sugarloaf Parkway) and Site Driveway H (Herrington Road). The internal roadway through the site provides access to the outparcels.
- Industrial: Six (6) of the Eight (8) industrial buildings are located in the main area of the site, accessible via Site Driveway A (Sugarloaf Parkway), Site Driveway C (Old Norcross Road), and Site Driveway H (Oakland Road). Internal roadways between these driveways provide access to these six buildings. Building 100 and 200 are separated from the rest of the development by streams on-site. Building 100 is served by Site Driveway J (Oakland Road) and K (Herrington Road). Building 200 is served by Site Driveway I (Oakland Road).
- Multifamily Parcel 1: Multifamily Parcel 1 is located in the southeast corner of the site, near the intersection of Sugarloaf Parkway at Cruse Road. Interconnectivity on site is provided between Multifamily Parcel 1 and the Commercial Outparcel and Industrial areas. Multifamily Parcel 1 is served by Site Driveway A (Sugarloaf Parkway), Site Driveway B (Cruse Road), and Site Driveway H (Old Norcross Road).
- Multifamily Parcel 2: Multifamily Parcel 2 is located in the southwest corner of the site, near the intersection of Old Norcross Road at Oakland Road (west). No connectivity is provided from Multifamily Parcel 2 to the rest of the site. Multifamily Parcel 2 is served by Site Driveway D (Oakland Road) and Site Driveway E (Oakland Road).
- Carriage Homes: The Carriage Homes are located along the west side of the site, between His Way and Oakland Trace Court. No connectivity is provided from the Carriage Homes to the rest of the site. Multifamily Parcel 2 is served by Site Driveway F (Oakland Road) and Site Driveway G (Oakland Road).

1.4 Parking

Parking will be provided on-site in individual enclosed parking for the Carriage Homes, and surface parking lots around each building.

The current number of total site parking spaces required by code is listed below in **Table 3**. Additionally, reductions to the minimum number of parking spaces required may be taken per <u>Gwinnett</u> <u>County Code</u>. A minimum of 32 loading spaces are required, per <u>Gwinnett County Code</u>.

Table 3: Proposed Parking						
Land Use	Minimum	Maximum				
Warehouse (>250k SF)	678 1 per 2,500 SF	1,694 1 per 1,000 SF				
Warehouse (100K-250K SF)	236 1 per 2,500 SF	787 1 per 750 SF				
Commercial	120 1 per 150 SF	240 1 per 75 SF				
Multi-family Residential	1,176 1.5 per dwelling	2,352 3 per dwelling				
Total	2,209 spaces	5,073 spaces				

A total of 2,209 parking spaces are proposed for the site, proposed to be located in surface lots at each building of the development. The site development is currently in progress and the number of parking provided is subject to change.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along at least one side of the roadway along the site frontages. No pedestrian facilities are provided across SR 316. On-street bicycle lanes are provided along Sugarloaf Parkway.

The use of alternative transportation modes will be incentivized through dedicated parking for bicycles, vanpool, carpool, and car share. Also, showers and changing facilities will be provided with the warehouse use for employees who walk or bike to work.

Additionally, the project site is served by Gwinnett County Transit (GCT) bus stops along the Sugarloaf Parkway frontage that are currently served by route 40 six days a week. The route provides local service to Gwinnett Place Mall, Sugarloaf Mills Mall, Downtown Lawrenceville, and Gwinnett Medical Center. The bus stop experienced an average of 2 boardings/2 alightings daily during 2021.

The Gwinnett County Trails Master Plan identifies the Lee Daniel Creek Trail as a future trail connection, from the Sweetwater Creek trail to the intersection of Herrington Road at Oakland Road on the southwest corner of the site.

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 5030 *Sugarloaf* development does not qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location within unincorporated Gwinnett County.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *5030 Sugarloaf* development qualifies for a "Heavy Vehicle Enhanced Focus Area" review, due to the development generating heavy vehicles.

1.7.1 Heavy Vehicle Routing

Figure 3 depicts the proposed truck routes that will serve project traffic (highlighted blue). The following segments are included in the Enhanced Focus Area (highlighted yellow):

- Sugarloaf Parkway between the site and SR 316
- Oakland Road between the Site and Old Norcross Road



Figure 3: Heavy Vehicle Routing

1.7.2 Pavement Condition

A site visit was conducted on July 26, 2022. Pavement conditions within the Enhanced Focus Area were noted during the site visit. Pavement within the Heavy Vehicle focus area is generally in good condition. Minor pavement distress was observed in one (1) location, and pavement/curb/shoulder cracking was observed in four (4) locations, as outlined in **Table 4**. No pavement distress was noted at locations between intersections. The pavement along Oakland Road between Old Norcross Road and the site driveways should be monitored for defects with the increase of heavy truck traffic.

Figure 4 shows pavement cracking along Old Norcross Road. Figure 5 shows minor pavement distress along Oakland Road. Figure 6 shows shoulder cracking along southbound Oakland Road. Figure 7 and Figure 8 show curb cracking and pavement cracking along eastbound Site Driveway A and southbound Sugarloaf Parkway.

Table 4: Pavement Condition Observations							
Number	Number Roadway Location						
1	Old Norcross Road	Along Old Norcross Road at Oakland Road	Pavement Cracking				
2	Oakland Road	Along Oakland Road at Old Norcross Road	Minor Pavement Distress				
3	Oakland Road	Along Oakland Road at Old Norcross Road	Shoulder Cracking				
4	Site Driveway A	Along Site Driveway A at Sugarloaf Parkway	Curb Cracking				
5	Sugarloaf Parkway	Along Sugarloaf Parkway at Site Driveway A	Curb and Pavement Cracking				



Figure 4: Old Norcross Road Pavement Cracking



Figure 5: Oakland Road Minor Pavement Distress



Figure 6: Oakland Road Shoulder Cracking



Figure 7: Site Driveway A Curb Cracking



Figure 8: Site Driveway A Curb Cracking

1.7.3 Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 5**. The Gwinnett County roadway width standards were taken from the <u>Gwinnett County Unified Development</u> document, which notes that roadways with principal arterial classifications, such as Sugarloaf Parkway use the minimum roadway width of "6 through lanes with median" and minimum right-of-way width of 120' to 150'. Roadways with the minor arterial classification such as Old Norcross Road have a minimum roadway width of "4 through lanes with median" and a minimum right-of-way width of 80' to 100'. Roadways with the local roadway classification such as Oakland Road have a minimum roadway width of 32' (including shoulders) and a minimum right-of-way with of 60'.

Table 5: Roadway Widths						
Roadway	Lane Width Standard (Gwinnett County)					
Sugarloaf Parkway	12 ft	12 ft desirable				
Old Norcross Road	12 ft	12 ft desirable				
Oakland Road	12 ft	12 ft desireable				

Lane width dimensions were measured on NearMap.

1.7.4 Corner Radii

The corner radii of two (2) study intersections were analyzed along the Enhanced Focus Area:

- 1. Sugarloaf Parkway at Site Driveway A/Private Driveway
- 2. Old Norcross Road at Oakland Road

Note: The GDOT Regulations for Driveway and Encroachment Control outlines minimum corner radii for trucks as 75 feet.

Sugarloaf Parkway at Site Driveway A/Private Driveway (Entering)

Figure 9 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a southbound right-turn from Sugarloaf Parkway onto Site Driveway A. The existing curb radius is approximately 75 feet. The WB-67 truck does not impede traffic along Site Driveway A to make the maneuver, however the wheel path of the truck is projected to run over the curb. The interior curb radius should be expanded.



Figure 9: Sugarloaf Parkway at Site Driveway A/Private Driveway – Southbound Right (Entering Truck)

Sugarloaf Parkway at Site Driveway A/Private Driveway (Exiting)

Figure 10 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making an eastbound right-turn from Site Driveway A onto Sugarloaf Parkway. The existing curb radius is approximately 75 feet. The WB-67 truck does not impede traffic to make the maneuver.



Figure 10: Sugarloaf Parkway at Site Driveway A/Private Driveway – Eastbound Right (Exiting Truck)

Old Norcross Road at Oakland Road (Entering)

Figure 11 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a westbound right-turn from Old Norcross Road onto Oakland Road. The existing curb radius is approximately 75 feet. The WB-67 truck does not impede traffic to make the maneuver, however the wheel path of the truck is projected to run over the curb. The interior curb radius should be expanded.



Figure 11: Old Norcross Road at Oakland Road – Westbound Right (Entering Truck)

Old Norcross Road at Oakland Road (Exiting)

Figure 12 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a westbound right-turn from Old Norcross Road onto Oakland Road. The existing curb radius is approximately 75 feet. The WB-67 truck does not impede traffic to make the maneuver.



Figure 12: Old Norcross Road at Oakland Road – Southbound Right (Exiting Truck)

1.7.5 Heavy Vehicle Staging

The site plan includes a designated truck court to accommodate heavy vehicle queueing, staging, and overflow. **Figure 13** indicates the designated truck staging/overflow areas on the site plan, circled in red.



Figure 13: Heavy Vehicle Staging

1.7.6 Pedestrian Safety

The proposed development retains sidewalks along roadway frontage of the project site, per the Gwinnett County Code. ADA compliant curb ramps with detectable warning strips will be located on either side of the driveway at the crosswalk. Sidewalks will also be provided adjacent to the buildings and will connect both accessible and non-accessible parking spaces to the building entrances.

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 eleven (11) off-site intersections plus existing site driveways described in **Table 6** and is shown visually in **Figure 14**.

	Table 6: Intersection Control Summary						
	Intersection	Jurisdiction	Control				
1.	Sugarloaf Parkway at Lakes Parkway	Gwinnett	Signal				
2.	Sugarloaf Parkway at SR 316 WB Ramps	Gwinnett/GDOT	Signal				
3.	Sugarloaf Parkway at SR 316 EB Ramps	Gwinnett/GDOT	Signal				
4.	Sugarloaf Parkway at Site Driveway A	Gwinnett	Signal				
5.	Sugarloaf Parkway at Cruse Road	Gwinnett	Signal				
6.	Old Norcross Road at Cruse Road	Gwinnett	Signal				
7.	Cruse Road at Oakland Road	Gwinnett	Signal				
8.	Old Norcross Road at Oakland Road (east)/Site Driveway C	Gwinnett	Signal				
9.	Old Norcross Road at Oakland Road (west)	Gwinnett	Signal				
10	. Oakland Road at Hawks Bluff Trail/Site Driveway H	Gwinnett	TWSC				
11	. Herrington Road at Oakland Road	Gwinnett	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 7** (bolded roadways are adjacent to the site).

Table 7: Roadway Classifications								
Roadway	GDOT Functional Classification							
Sugarloaf Parkway	6	40,000	Principal Arterial					
Lakes Parkway	4	7,810	Major Collector					
Cruse Road	2	N/A	Major Collector					
Old Norcross Road	4	19,400	Minor Arterial					
Oakland Road	2	N/A	Local Road					
Herrington Road	2	7,600	Local Road					
SR 316	4	98,800	Principal Arterial - Expressway					



2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, November 10, 2021. The newly collected counts calibrated using calibration factors to determine the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the AM and PM peak volumes at a newly collected average daily traffic (ADT) count to the AM and PM peak ADT volumes previously collected at GDOT count stations in the same location. The GDOT count stations located along Sugarloaf Parkway west of Old Norcross Road (Station #135-6746), Old Norcross Road west of Oakland Road (Station #135-0578), and Herrington Road south of Oakland Road (Station #135-8562) were used in this comparison. A calibration factor of 1.08 during the AM peak was used for all intersections along Old Norcross Road. No other adjustment factors were required to adjust AM and PM peak hour traffic volumes.

Traffic Counts were collected at the intersection of Cruse Road at Oakland Road (Intersection 7) on Thursday, June 9, 2022. Since school was not in session at the time of these counts, new counts were also collected at the intersection of Old Norcross Road at Oakland Road (east) (Intersection 8) to calibrate the June 2022 count data to the previously collected November 2021 data. An adjustment factor of 1.71 for the AM peak and 1.18 for the PM peak was used.

The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC and included in the methodology meeting packet.

	Table 8: Traffic Count Summary						
	Intersection	Count Date	AM Peak Hour	PM Peak Hour			
1.	Sugarloaf Parkway at Lakes Parkway	11/2021	7:45 – 8:45 AM	5:00 – 6:00 PM			
2.	Sugarloaf Parkway at SR 316 WB Ramps	11/2021	7:15 – 8:15 AM	5:00 – 6:00 PM			
3.	Sugarloaf Parkway at SR 316 EB Ramps	11/2021	7:15 – 8:15 AM	5:00 – 6:00 PM			
4.	Sugarloaf Parkway at Site Driveway A	11/2021	7:15 – 8:15 AM	5:00 – 6:00 PM			
5.	5. Sugarloaf Parkway at Cruse Road		7:15 – 8:15 AM	5:00 – 6:00 PM			
6.	Old Norcross Road at Cruse Road	11/2021	7:15 – 8:15 AM	5:00 – 6:00 PM			
7.	Cruse Road at Oakland Road	6/2022	8:00 – 9:00 AM	5:00 – 6:00 PM			
8.	8. Old Norcross Road at Oakland Road (east)/Site Driveway C		7:15 – 8:15 AM	4:45 – 5:45 PM			
9.	Old Norcross Road at Oakland Road (west)	11/2021	7:15 – 8:15 AM	5:00 – 6:00 PM			
10.	Oakland Road at Hawks Bluff Trail/Site Driveway H	11/2021	7:15 – 8:15 AM	5:00 – 6:00 PM			
11.	Herrington Road at Oakland Road	11/2021	8:00 – 9:00 AM	5:00 – 6:00 PM			

Traffic count peak hours for all the study intersections are shown in Table 8.

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 *5030 Sugarloaf* 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 2026 (5 years) was used for all roadways. The Projected 2026 No-Build conditions represent the Estimated 2021 traffic volumes grown for five (5) years at 2.0% per year throughout the study network, plus project trips from the Silver Hill Homes (<u>RZM20022-00023</u>) development.

The Projected 2026 Build conditions represent the project trips generated by the *5030 Sugarloaf* development (discussed in Section 3.0 and 4.0) added to the Projected 2026 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. Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC), Gwinnett County SPLOST Project List and Gwinnett County Comprehensive Transportation Plan (CTP). The projects shown in **Table 9** and **Table 10** are programmed or 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 9: Programmed Projects								
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY	
SR 316 Reconstruction/ Rehabilitation	Herrington Road to SR 20	GDOT	<u>0019130</u>	N/A	2023	TBD	2023	

Table 10: Planned Projects							
Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document		
Sugarloaf Parkway Widening	SR 20 to Old Norcross Road	Gwinnett County	<u>GW-307A</u>	2030	ARC Fact Sheet		
Sugarloaf Parkway at Old Norcross Road	Intersection Improvements	Gwinnett County	TBD	TBD	SPLOST Tier II Project List		
Lee Daniel Creek Trail	Oakland Road to Sweetwater Road	Gwinnett County	TBD	TBD	Gwinnett Trails Mater Plan		
Sugarloaf Parkway at Lakes Parkway	Intersection Improvements	Gwinnett County	GCint_075	Mid-Range	Gwinnett CTP Level 2 Project		
Herrington Road at SR 316 Bridge	Bridge Replacement	Gwinnett County	GCpmt_003	Long- Range	Gwinnett CTP Level 3 Project		
Sugarloaf Parkway at Cruse Road	Intersection Improvements	Gwinnett County	GCint_103	Long- Range	Gwinnett CTP Level 3 Project		

Available fact sheets for projects listed in the tables above 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 are reported for the intersection as a whole. One or more movements at an intersection may experience a low 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. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections, due to their location within a *Regional Employment Corridor* and *Regional Center* area per the ARC Unified Growth Policy Map, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures.*

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, using equations where available. 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.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were <u>not</u> taken 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.

Table 11 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *5030 Sugarloaf* development.

Table 11: Trip Generation								
	Deneity	Daily Traffic			AM Peak Hour		PM Peak Hour	
Land Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit
150 – Warehousing	2,283,200 SF	3,646	1,823	1,823	229	69	84	216
215 – Single Family Attached Housing	18 units	86	43	43	1	3	4	3
221 – Multi-Family Housing (Mid-Rise)	766 units	3,608	1,804	1,804	75	250	186	119
822 – Strip Retail (<40K SF)	5,285 SF	288	144	144	7	5	17	18
934 – Fast-Food Restaurant with Drive- Through Window	12,715 SF	5,944	2,972	2,972	289	278	218	202
Gross Project T	rips	13,572	6,786	6,786	601	605	509	558
Demolition of 72,920 SF of	occupied Office	-882	-441	-441	-113	-15	-22	-106
Mixed-Use Reductions		-1,246	-623	-623	-59	-59	-77	-77
Alternative Mode Reductions		-0	-0	-0	-0	-0	-0	-0
Pass-By Reductions		-2,710	-1,355	-1,355	-125	-125	-90	-90
Net New Trips		8,734	4,367	4,367	304	406	320	285

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 is shown for residential land uses in **Figure 15** and **Figure 16**; retail land uses in **Figure 17** and **Figure 18**; heavy vehicle (truck) warehouse uses in **Figure 19** and **Figure 20**; and for employee (car) warehouse uses in **Figure 21** and **Figure 22**. The peak hour project trips are shown by turning movement throughout the study network in **Figure 23** and **Figure 24**.

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 2026 No-Build conditions, and Projected 2026 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition*.

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 are shown visually in **Figure 25** for Existing 2022 conditions, **Figure 26** for Projected 2026 No-Build conditions, and **Figure 27** and **Figure 28** for Projected 2026 Build conditions.

Sections 5.1 – 5.19 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.






















O	verall	LOS Standard: E	Suga	arloaf Pa	rkway	Sug	arloaf Pa	kway	Lak	es Park	way	La	kes Parkv	way
Арр	broach	LOS Standard: E	N	lorthbou	nd	5	Southbour	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						B (15	.1)					
С	_	Approach LOS		A (6.1)			B (15.1)			F (80.1))		E (76.8)	
Ă	Σ	Storage				125								
<u>D</u>		50th Queue	10	191		85	332			11	0	220	100	
s)		95th Queue	45	1407		156	426			34	0	316	182	
5 2		Overall LOS						C (20	.2)					
Ē		Approach LOS		A (8.4)			B (18.2)			F (84.2))		E (73.1)	
(IS	Σd	Storage		ĺ		125								
ω	_	50th Queue	10	726	Y	21	413			45	0	238	39	
		95th Queue	23	138		39	490			109	51	337	109	
		Overall LOS						C (25	.4)					
Γ		Approach LOS		B (18.5)		C (22.9)			F (80.2))		F (81.7)	
Ă	Σ	Storage				125								
5		50th Queue	20	1444		98	392			12	0	252	118	
s)		95th Queue	87	1693		173	512			35	0	365	203	
2		Overall LOS						C (22	.6)					
IJ		Approach LOS		B (10.7)		C (21.2)			F (84.9))		E (73.1)	
Ë	Σd	Storage		ĺ		125								
ž	_	50th Queue	14	551		23	485			49	0	267	54	
		95th Queue	55	147	Y	42	568			124	80	377	131	
		Overall LOS						D (38	.5)					
	_	Approach LOS		D (39.7)		C (25.5)			F (80.2))		E (78.0)	
AL	₽	Storage				125								
Z		50th Queue	43	1601		97	450			12	0	278	111	
SIC		95th Queue	111	1846		172	577			35	0	402	194	
ă		Overall LOS				1		C (24	.8)					
	5	Approach LOS		B (12.9)		C (23.3)			F (84.9)		E (74.6)	
BL	E .	Storage				125								
		50th Queue	16	94		23	511			49	0	297	54	
		95th Queue	69	136		42	599			124	80	414	131	

5.1 Sugarloaf Parkway at Lakes Parkway (Intersection 1)

The intersection of Sugarloaf Parkway at Lakes Parkway (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. The eastbound approach of Lakes Parkway is projected to operate at LOS F under Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions, while the westbound approach of Lakes Parkway is projected to operate at LOS F during the AM peak hour under the Projected 2026 No-Build conditions.

Due to the increase in volume on the westbound left-turn movement during the AM peak hour, the split time for the approach was increased to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the westbound approach operates at an acceptable LOS under Projected 2026 Build conditions. Since a change in signal timing would improve the westbound approach to an acceptable LOS, no physical improvements are recommended to be conditioned.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the eastbound approach operates at LOS F, no feasible improvements exist, as the failing LOS is a result of existing signal timing. Sugarloaf Parkway is a major arterial commuter corridor. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (Sugarloaf Parkway) at the expense of sidestreet operations.

5.2 Sugarloaf Parkway at SR 316 WB Ramps (Intersection 2)

O	verall	LOS Standard: E	Suga	arloaf Pa	rkway	Suga	arloaf Pai	rkway	SR 3	16 WB I	Ramps	SR 3	16 WB R	amps
Арр	broach	LOS Standard: E	N	lorthbou	nd	S	Southbour	nd	E	astbou	nd	V	Vestboun	d
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
_		Overall LOS						B (16	.7)					
Ê		Approach LOS		A (8.6)			A (8.3)						E (76.7)	
Ă	ΔA	Storage												
<u>D</u>		50th Queue		1036	70		353	3				170		220
s)		95th Queue		1197	206		472	12				243		309
5 2		Overall LOS						B (12	6)					
Ē		Approach LOS		A (4.2)			A (5.7)		Ì				E (77.4)	
(IS	Δd	Storage												
ω	_	50th Queue		696	154		35	0				168		86
	95th Queue Overall LOS			417	239		96	1				244		171
		Overall LOS						B (19	.3)					
Ω		Approach LOS		B (11.5))		B (10.3)						E (77.6)	
Ă	Approach LC Storage													
Ū		50th Queue		1250	100		448	9				184		257
s)		95th Queue		1318	570		369	5				266		360
2		Overall LOS						B (13	.8)					
IJ		Approach LOS		A (4.9)			A (6.5)						E (77.4)	
Ë	Δd	Storage												
ž	_	50th Queue		485	229		54	0				185		136
		95th Queue		536	202		128	1				263		224
		Overall LOS						C (20	.0)					
	_	Approach LOS		B (12.4))		B (10.6)						E (77.6)	
AL	ΔA	Storage												
Z		50th Queue		1209	137		501	7				212		258
S		95th Queue		1368	816		385	4				302		364
ă		Overall LOS				1		B (15	.0)					
	5	Approach LOS		A (5.6)			A (7.3)			-	-		E (79.0)	
BL	Р	Storage												
		50th Queue		680	272		46	0				206		138
		95th Queue		830	388		412	0				289		226

The intersection of Sugarloaf Parkway at SR 316 WB Ramps (Intersection 2) is projected to operate at an acceptable <u>overall LOS</u> under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.3 Sugarloaf Parkway at SR 316 EB Ramps (Intersection 3)

O	verall	LOS Standard: E	Suga	arloaf Pa	rkway	Sug	arloaf Pai	rkway	SR 3	16 EB R	lamps	SR 3	16 EB R	amps
Арр	broach	LOS Standard: E	N	lorthbou	nd	5	Southbour	nd	E	astbour	nd	V	Vestbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Ī		Overall LOS						B (10).3)					
Г	_	Approach LOS		A (7.4)			B (12.4)			B (17.1))			
Ă	ΔM	Storage			150									
Ū		50th Queue		197	19	193	82		76		0			
s)		95th Queue		225	40	294	121		132		0			
5 Z		Overall LOS				-		B (15	5.2)					
Ē		Approach LOS		B (19.6)		A (9.5)			B (17.4)		-	
XIS	PZ	Storage			150									
Ê		50th Queue		328	123	113	101		91		0			
		95th Queue		370	187	266	140		152		0			
		Overall LOS						B (12	2.3)					
Ê	_	Approach LOS		A (9.7)			B (14.6)			B (17.4)			
Ϋ́	ΔM	Storage			150									
Ū		50th Queue		238	30	244	97		85		0			
s)		95th Queue		321	89	340	204		144		0			
2		Overall LOS				-		B (19	.0)					
۳.	_	Approach LOS		C (25.6)		B (12.4)			B (17.8)		-	
l 🖁	PZ	Storage			150									
ž		50th Queue		434	166	230	122		101		0			
		95th Queue		478	236	347	218		165		0			
		Overall LOS						B (14	.0)					
_	_	Approach LOS		B (12.9)		B (14.8)		E	3 (16.0)	**			
AL	AN	Storage			150									
Z		50th Queue		392	70	243	123		85		0			
SIC		95th Queue		465	166	349	328		144		0			
ă		Overall LOS		0 /0 - 0			D (10.0)	B (19	0.0)			r		
∣╡	5	Approach LOS		C (25.2)		B (13.0)		l	3 (16.8) ⁻	**			1
В	Б	Storage		40.4	150	004	404		404					
		50th Queue		494	165	261	131		101		0			
		95th Queue		506	235	367	282		165		0			

**Delay decreases due to the increase in traffic making the free-flow right-turn movement, which experiences very little delay.

Note: This intersection was modeled using HCM 2000 methodology due to limitations in HCM 6th Edition when modeling a free-flow right-turn lane turning into its own receiving lane.

The intersection of Sugarloaf Parkway at SR 316 EB Ramps (Intersection 3) is projected to operate at an acceptable <u>overall LOS</u> under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

O	verall	LOS Standard: E	Suga	arloaf Pa	rkway	Sug	arloaf Pai	kway	Site	Drivew	ay A	Priv	ate Drive	way
Арр	oroach	n LOS Standard: E	N	lorthbou	nd	5	Southbour	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
[Overall LOS						B (15	5.6)					
С		Approach LOS		B (10.8)		B (11.1)			E (70.2)		F (82.1)	
Ă	AM	Storage	250		200	175		175			125			
<u>D</u>		50th Queue	2	236	23	131	130	0		20	0		108	40
s)		95th Queue	3	247	37	216	196	1		49	0		179	125
5 S		Overall LOS						B (12	8)					
Ē		Approach LOS		A (8.4)			A (8.6)			E (69.1)		E (78.0)	
(IS	Σd	Storage	250		200	175		175			125			
ω	_	50th Queue	1	241	1	49	201	0		22	0		115	0
		95th Queue	1	376	9	154	319	2		50	0		181	63
		Overall LOS						B (17	.4)					
Γ		Approach LOS		B (11.6)		B (13.7)			E (70.3)		F (87.6)	
Ă	Σ	Storage	250		200	175		175			125			
Ū		50th Queue	2	251	25	176	156	0		22	0		118	65
s)		95th Queue	3	252	33	289	261	2		53	0		225	164
2		Overall LOS						B (15	.3)					
IJ.		Approach LOS		B (10.9)		A (9.6)			E (71.7)		F (95.4)	
н Н Н Н Н	Σ	Storage	250		200	175		175			125			
ž	_	50th Queue	1	312	8	93	137	0		24	0		128	0
		95th Queue	2	335	23	190	322	0		57	0		251	71
		Overall LOS						E (63	.2)					
		Approach LOS		B (12.7)		B (18.0)			F (465.6	6)		F (350.9))
AL A	AN	Storage	250		200	175		175			125			
Ž		50th Queue	40	260	28	173	242	12		436	51		199	64
Sig		95th Queue	48	254	34	290	350	69		625	130		337	163
		Overall LOS				1		E (66	.2)					
	5	Approach LOS		B (11.5)		B (11.4)			F (541.3	3)		F (446.2)	
BU	P	Storage	250		200	175		175			125			
		50th Queue	21	318	7	99	290	2		396	12		216	0
		95th Queue	57	339	24	190	392	33		576	75		356	71

Sugarloaf Parkway at Site Driveway A (Intersection 4) 5.4

Note: This intersection was modeled using HCM 2000 methodology due to limitations in HCM 6th Edition when modeling permissive left-turns from shared through/left-turn lanes.

The intersection of Sugarloaf Parkway at Site Driveway A (Intersection 4) is projected to operate at an acceptable overall LOS under the Estimated 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. The westbound approach of Private Driveway is projected to operate at LOS F under Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. The eastbound approach of Site Driveway A is projected to operate at LOS F during the AM and PM peak hours under Projected 2026 Build conditions.

In order to improve the approach LOS under the Projected 2026 Build conditions, Kimley-Horn recommends the following site access improvements (shown in blue on Figure 27):

Construct an exclusive left-turn lane along both the eastbound approach of Site Driveway A and the westbound approach of Private Driveway. Install permissive/protected signal phasing along each approach.

The analysis results for the improved conditions at Intersection 4 are shown in the table below.

Ove	erall L	OS Standard: E	Suga	arloaf Pa	rkway	Suga	arloaf Pa	rkway	Site	Drivew	ay A	Priv	ate Drive	way
Аррі	roach	LOS Standard: E	Ň	lorthbou	nd	Š	Southbour	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (31	.2)					
	_	Approach LOS		C (28.2))		C (21.0)			E (76.0))		E (75.6)	
Ш Х	AN	Storage	250		200	175		175			125			
ROV AL)		50th Queue	73	869	39	178	299	28	242	9	0	98	4	33
I A A		95th Queue	133	1075	54	296	452	92	324	29	68	150	18	125
≧⊡		Overall LOS						C (30	.3)					
S LD	_	Approach LOS		C (26.0)		C (23.1)			E (79.9))		E (73.6)	
5	PZ	Storage	250		200	175		175			125			
8		50th Queue	53	342	10	155	474	30	221	2	0	106	4	0
		95th Queue	143	368	26	245	642	86	345	13	33	164	18	73

With the improvements listed on the previous page, the intersection of Sugarloaf Parkway at Site Driveway A (Intersection 4) is projected to operate at or above its <u>overall and approach</u> LOS standards.

O	verall	LOS Standard: E	Suga	arloaf Pa	rkway	Sug	arloaf Pai	kway	С	ruse Ro	ad	C	ruse Roa	ad
App	broach	n LOS Standard: E	N	lorthbou	nd	5	Southbour	nd	E	astbour	nd	V	Vestboun	d
_			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Ī		Overall LOS						D (40	.8)					
Ω		Approach LOS		C (33.6)		B (19.4)			F (86.0)		E (78.7)	
Ą	Σ	Storage	175			175			175			75		
Ū		50th Queue	25	561		69	381		419	64		53	77	0
S)		95th Queue	49	618		236	528		522	75		90	133	0
Q		Overall LOS						D (36	.2)					
Ē		Approach LOS		C (21.4)		C (25.2)			F (83.3)		E (75.5)	
SIS	Σ	Storage	175			175			175			75		
ω	-	50th Queue	26	300		38	736		339	100		96	98	0
		95th Queue	53	366		66	815		364	149		145	159	0
		Overall LOS						D (52	.2)					
L L		Approach LOS		D (38.2)		C (28.4)	,		F (104.2	2)		E (79.8)	
Ā	M	Storage	175	Í Ì		175			175		ľ	75		
Ū	1	50th Queue	28	654		101	632		551	73		58	86	0
s)		95th Queue	58	716		289	740		480	71		98	148	0
2		Overall LOS					•	D (39	.8)					
5		Approach LOS		C (24.7)		C (30.3)			F (84.0)		E (76.7)	
ц Ш Ц	Σ	Storage	175			175			175			75		
ž	_	50th Queue	30	357		38	791		376	120		104	108	0
		95th Queue	78	414		58	897		447	148		159	175	11
		Overall LOS						E (66	.1)					
	_	Approach LOS		D (39.3)		D (44.7)			F (151.9	9)		E (79.8)	
A L	ΔM	Storage	175			175			175			75		
Ž		50th Queue	34	669		110	702		654	75		58	86	0
Signal Signal		95th Queue	78	731		273	769		541	67		98	148	0
õ		Overall LOS						D (44	.9)					
	5	Approach LOS		C (26.2)		C (33.6)			F (101.0))		E (76.7)	
BU	P	Storage	175			175			175			75		
		50th Queue	32	365		28	838		383	112		104	108	0
		95th Queue	87	424		49	908		514	136		159	175	11

5.5 Sugarloaf Parkway at Cruse Road (Intersection 5)

The intersection of Sugarloaf Parkway at Cruse Road (Intersection 5) is projected to operate at an acceptable overall LOS under the Estimated 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. The eastbound approach of Private Driveway is projected to operate at LOS F during the AM and PM peak hours under Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions.

In order to improve the approach LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on Figure 26 and Figure 27):

Construct one (1) additional eastbound left-turn lane along Cruse Road, creating triple left-turns.

O	verall	LOS Standard: E	Suga	irloaf Pa	rkway	Suga	arloaf Pa	rkway	С	ruse Ro	ad	С	ruse Roa	ad
Арр	broach	n LOS Standard: E	N	lorthbou	nd	cu V	Southbou	nd	E	astbour	nd	V	/estboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						D (38	.7)					
Ш		Approach LOS		C (30.3))		C (22.7)			E (68.1))		E (79.8)	
20	AM	Storage	175			175			175			75		
L)R		50th Queue	25	653		106	374		299	70		61	86	0
MI		95th Queue	55	875		196	374		242	58		95	145	0
D D		Overall LOS						C (33	.1)					
S)IL		Approach LOS		B (19.3))		C (23.5)			E (72.8))		E (76.7)	
-Bl	Σ	Storage	175			175			175			75		
9	_	50th Queue	26	317		20	442		248	105		112	108	0
-		95th Queue	81	425		28	908		252	151		160	172	11
		Overall LOS						D (46	.4)					
D		Approach LOS		C (34.4)		D (37.7)			E (79.1))		E (79.8)	
VE	AM	Storage	175			175			175			75		
С) (50th Queue	32	692		114	651		331	68		60	86	0
IPF NA		95th Queue	84	897		213	904		242	55		92	145	0
≥ <u>0</u>		Overall LOS						D (36	.2)					
(S)	5	Approach LOS		C (20.9)		C (26.1)			E (79.7))		E (76.7)	
IN:	P	Storage	175			175			175			75		
ш		50th Queue	29	335		6	763		273	101		110	108	0
		95th Queue	88	447		11	969		318	162		157	172	11

The analysis results for the improved conditions at Intersection 5 are shown in the table below.

With the improvements listed on the previous page, the intersection of Sugarloaf Parkway at Cruse Road (Intersection 5) is projected to operate at or above its <u>overall and approach</u> LOS standards.

O	verall	LOS Standard: E	C	ruse Ro	ad	(Cruse Roa	ad	Old N	lorcross	Road	Old N	Vorcross	Road
Арр	oroach	n LOS Standard: E	N	lorthbou	nd	9	Southbour	nd	E	astbour	nd	V	Vestboun	d
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
_		Overall LOS						D (44	l.1)					
Ω		Approach LOS		D (37.5)		E (58.8)			D (50.2)		D (39.5)	
Ą	Z	Storage	150		250	125		750	200			300		
0		50th Queue	18	717	75	16	472	80	211	258		160	529	
s)	Ĩ	95th Queue	25	904	112	26	625	123	333	370		223	618	
5 2		Overall LOS						D (39	9.5)					
Ē		Approach LOS		E (67.9)		E (71.6)			B (12.4)		C (28.5)	
(IS	Σ	Storage	150		250	125		750	200			300		
ω	_	50th Queue	13	557	129	3	351	6	100	401		165	262	
		95th Queue	20	606	167	4	509	16	147	471		296	417	
		Overall LOS						D (53	3.0)					
С		Approach LOS		D (51.8)		E (62.2)			E (60.1)		D (46.5)	
Ā	Σ	Storage	150		250	125		750	200			300		
ß		50th Queue	20	890	90	20	556	74	220	344		181	615	
s)	Ĩ	95th Queue	24	1021	135	27	737	93	420	411		248	713	
2		Overall LOS						D (49	9.5)					
IJ.		Approach LOS		E (68.1)		E (78.6)			C (33.4)		D (36.2)	
Ë	Σd	Storage	150		250	125		750	200			300		
ž		50th Queue	14	614	153	3	415	7	114	490		222	321	
		95th Queue	19	634	177	6	818	17	161	529		423	453	
		Overall LOS						E (67	'.4)					
	_	Approach LOS		E (60.6)		F (83.8)			E (78.1)		E (58.7)	
AL	₽	Storage	150		250	125		750	200			300		
Z		50th Queue	20	945	94	18	600	91	371	357		180	659	
SIC		95th Queue	23	1028	134	24	771	103	587	424		247	765	
Ď		Overall LOS		- (22.4)				E (57	'.2)	- / /		r		
	5	Approach LOS		E (68.1)	10-	F (95.7)			D (42.7)		D (41.8)	
BL	đ	Storage	150	000	250	125	400	750	200	540		300	050	
		50th Queue	14	639	156	3	426	9	150	513		251	353	
		95th Queue	19	648	1/5	1	836	25	228	584		461	478	

5.6 Old Norcross Road at Cruse Road (Intersection 6)

The intersection of Old Norcross Road at Cruse Road (Intersection 6) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. The southbound approach of Cruse Road is projected to operate at LOS F during the AM and PM peak hours under the Projected 2026 Build Conditions.

Due to the increase in volume on the eastbound left-turn movement during the AM peak hours, the split time for the approach was increased to accommodate the additional demand, per the GRTA DRI **Review Procedures.**

In order to improve the approach LOS under the Projected 2026 Build conditions, Kimley-Horn recommends the following site access improvements (shown in blue on Figure 27):

Install a southbound right-turn overlap phase along Cruse Road. •

The analysis results for the improved conditions at Intersection 6 are shown in the table below.

Ov	erall L	OS Standard: E	C	ruse Ro	ad	(Cruse Roa	ad	Old N	lorcross	Road	Old N	lorcross	Road
Аррі	roach	LOS Standard: E	N	lorthbou	nd	5	Southbour	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						E (67	.8)					
Δ	_	Approach LOS		E (66.3))		E (75.6)			E (78.1))		E (58.7)	
N N	AN	Storage	150		250	125		750	200			300		
Ĺ Ĉ		50th Queue	20	944	94	22	600	186	369	356		180	659	
I A N		95th Queue	30	1215	176	31	802	237	587	424		247	765	
≊⊡		Overall LOS						E (61	.7)					
S L	_	Approach LOS		E (65.8))		E (76.7)			E (62.1))		D (48.9)	
5	PZ	Storage	150		250	125		750	200			300		
ß		50th Queue	14	635	145	3	485	30	148	514		297	378	
		95th Queue	19	735	214	5	606	42	230	624		567	524	

With the improvements listed on the previous page, the intersection of Old Norcross at Cruse Road (Intersection 6) is projected to operate at or above its <u>overall and approach</u> LOS standards.

0	verall	LOS Standard: D	Oa	kland R	oad	0	akland Ro	bad	С	ruse Ro	ad	C	ruse Roa	ad
Аррі	roach	LOS Standard: D/E*	N	lorthbou	nd	S	Southbou	nd	E	astbour	nd	V	Vestbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS				-		C (29	.3)					
Ê	_	Approach LOS		C (30.8)		D (35.1)			C (31.9)		C (24.7)	
Ă	≥	Storage	75		250	75			150		150	125		
Ū		50th Queue	47	203	58	3	123		25	309	0	215	332	
s)		95th Queue	87	310	164	12	203		51	498	0	400	741	
U Z		Overall LOS						D (51	.6)					
Ē		Approach LOS		D (38.3)		F (96.2)	ł		E (55.4)		C (30.9)	
(IS	Σd	Storage	75		250	75			150		150	125		
ŵ	_	50th Queue	51	153	0	13	667		18	480	16	357	554	
		95th Queue	89	222	68	30	931		37	734	83	609	724	
		Overall LOS						D (35	.0)					
Ω		Approach LOS		C (32.9)		D (36.1)			D (43.5)		C (30.9)	
¥ Z	Σ	Storage	75		250	75			150		150	125		
Ū		50th Queue	53	235	94	3	137		26	332	0	237	386	
s)		95th Queue	97	386	226	11	244		51	527	0	428	883	
2		Overall LOS						E (69	.0)		-	-		
IJ,		Approach LOS		D (38.9)		F (121.3)	*		F (94.6)		D (40.3)	
Ш.	M	Storage	75		250	75			150		150	125		
ž		50th Queue	55	168	0	13	793		19	587	28	424	708	
		95th Queue	99	239	70	30	1047		40	817	99	649	765	
		Overall LOS						D (40	.6)					
	_	Approach LOS		C (33.6)		D (40.9)			D (54.2)		D (37.9)	
AL	AΝ	Storage	75		250	75			150		150	125		
N.		50th Queue	53	251	101	3	152		29	348	0	247	408	
SIC		95th Queue	97	416	236	10	285		57	544	0	431	870	
ă		Overall LOS						E (75	.5)					
	5	Approach LOS		D (39.0)		F (135.5)	*		F (106.7	7)		D (41.2)	
BU	Ы	Storage	75		250	75			150		150	125		
		50th Queue	55	176	0	13	879		23	621	28	439	747	
		95th Queue	99	250	71	27	1135		46	854	99	648	811	

5.7 Cruse Road at Oakland Road (Intersection 7)

*Per section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the southbound approach is LOS E during the PM peak hour since the approach currently operates at LOS F.

The intersection Cruse Road at Oakland Road (Intersection 7) is projected to operate below an acceptable <u>overall</u> LOS during the PM peak hour under the Projected 2026 No-Build, and Projected 2026 Build conditions. The southbound approach of Oakland Road and the eastbound approach of Cruse Road are projected to operate at LOS F during the PM peak hour under the Projected 2026 No-Build, and Projected 2026 No-Build, and

In order to improve the <u>overall and approach</u> LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 26** and **Figure 27**):

- Construct an exclusive southbound right-turn lane along Oakland Road.
- Restripe the exclusive eastbound right-turn lane along Cruse Road as a shared through/rightturn lane. Construct a second eastbound receiving lane along Cruse Road.

Ov	erall L	OS Standard: D	0a	akland R	oad	O	akland Ro	bad	C	ruse Ro	ad	С	ruse Roa	ad
Appro	bach L	OS Standard: D/E*	N	lorthbou	nd	5	Southbou	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (28	8.4)					
		Approach LOS		C (32.9)		C (32.3)			C (24.9))		C (25.5)	
8	AA	Storage	75		250	75			150		150	125		
Ř.J		50th Queue	53	235	94	3	92	3	26	155		192	387	
Μ¥		95th Queue	97	386	226	11	155	22	51	214		298	883	
<u>ם</u> פ		Overall LOS						D (43	8.5)					
ll (S		Approach LOS		D (39.7)		E (74.7)	*		D (48.4))		C (25.8)	
-Pi	Σd	Storage	75		250	75			150		150	125		
9		50th Queue	55	168	0	13	583	8	19	335		322	730	
		95th Queue	96	239	70	30	776	32	40	412		495	764	
		Overall LOS						C (30).3)					
Δ	_	Approach LOS		C (33.5)		D (36.8)			C (27.6))		C (28.0)	
N N	AN	Storage	75		250	75			150		150	125		
С́Г		50th Queue	53	251	101	3	102	6	29	160		208	408	
IPF NA		95th Queue	97	416	236	10	167	27	57	219		320	870	
2 0		Overall LOS						D (45	5.7)					
U S	5	Approach LOS		D (40.3)		E (79.7)	*		D (50.6)		C (28.5)	
ĨŬ	P	Storage	75		250	75			150		150	125		
ш		50th Queue	57	182	0	13	613	10	23	338		327	695	
		95th Queue	122	258	74	28	831	45	45	415		593	892	

The analysis results for the improved conditions at Intersection 7 are shown in the table below.

*Per section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the southbound approach is LOS E during the PM peak hour since the approach currently operates at LOS F.

With the improvements listed on the previous page, the intersection of Cruse Road at Oakland Road (Intersection 7) is projected to operate at or above its <u>overall and approach</u> LOS standards.

5.8 Old Norcross Road at Oakland Road (east)/Site Driveway C (Intersection 8)

٥١	/erall	LOS Standard: E	Oa	kland R	oad	Sit	e Drivewa	ay C	Old N	lorcross	Road	Old N	Vorcross	Road
Арр	broach	LOS Standard: E	N	lorthbou	nd	5	Southbour	nd	E	astbour	nd	V	Vestbour	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
_		Overall LOS						C (29).7)					
Γ		Approach LOS		E (61.4))					D (36.9)		B (10.6)	
A	Σ	Storage	175								150	175		
Ð		50th Queue	612		77					233	83	17	106	
(S	Ì	95th Queue	610		95					291	137	27	155	
U D		Overall LOS						A (9.	.3)					
Ē		Approach LOS		D (46.4)					A (5.2)			A (5.2)	
(IS	Σ	Storage	175								150	175		
ω	-	50th Queue	210		11					156	62	53	283	
		95th Queue	297		46					42	5	14	47	
		Overall LOS						C (33	3.2)					
L L	ĺ	Approach LOS		E (61.6))			· · · ·		D (40.7)		B (14.6)	
٩N	Σ	Storage	175								150	175		
<u>1</u> 0		50th Queue	595		93					248	96	13	710	
(SIG		95th Queue	660		148					290	154	33	463	
Р		Overall LOS						B (10).1)					
١Ü		Approach LOS		D (47.7))					A (5.9)			A (5.9)	
-E	Σd	Storage	175								150	175		
ž	—	50th Queue	232		13					182	63	18	262	
		95th Queue	322		48					46	5	19	67	
		Overall LOS						D (37	' .7)					
~	_	Approach LOS		E (65.8))		E (77.9)			D (45.5)		B (18.6)	
AL	₽	Storage	175						175		150	175		
N.		50th Queue	690	137		6	7		20	313	123	19	124	0
SIC		95th Queue	786	191		20	28		42	345	161	27	205	0
Ď		Overall LOS						B (13	8.8)			1		
	5	Approach LOS		C (30.6)		D (38.3)			B (11.5)		B (11.8)	
BL	đ	Storage	175	45		_	10		175	0.05	150	175	440	
		50th Queue	216	15		1	10		1	225	11	21	116	0
		95th Queue	300	50		24	38		1	91	17	77	255	0

The intersection of Old Norcross Road at Oakland Road (east)/Site Driveway C (Intersection 8) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. Site Driveway C will be constructed as the 4th leg of the existing T-intersection. The following laneage configuration is recommended for the intersection (shown in blue on **Figure 27**):

- On the site, construct a southbound exclusive left-turn lane and a southbound shared through/right-turn lane exiting the site.
- Restripe the northbound right-turn lane along Oakland Road as a shared through/right-turn lane. Remove the concrete channelizing island. Provide a northbound protected/permissive left-turn phase.
- Utilize the existing eastbound U-Turn lane along Old Norcross Road as a left-turn lane entering the site.
- Construct an exclusive westbound right-turn lane along Old Norcross Road entering the site.

5.9	Old Norcross Road a	t Oakland Road	(west)	(Intersection	9)
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O	verall	LOS Standard: E	Oa	akland R	oad	Oa	akland Ro	bad	Old N	lorcross	Road	Old N	Vorcross	Road
Арр	oroach	LOS Standard: E	N	lorthbou	nd	S	Southbour	nd	E	astbour	nd	V	Vestbour	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (25	5.1)					
Ω		Approach LOS		E (76.8)		E (77.0)			B (16.6)		C (22.3)	
Ă	AN	Storage	75		75		200		200		250	175		150
ß		50th Queue	16	4	0		196	0	5	138	0	4	254	15
s)		95th Queue	37	14	32		255	9	15	194	0	16	415	76
5 2		Overall LOS						C (22	2.0)					
Ē		Approach LOS		C (30.5)		E (70.5)			B (12.9)		B (12.0)	
(IS	Σd	Storage	75		75		200		200		250	175		150
ω	_	50th Queue	3	2	0		176	0	5	139	0	2	84	0
		95th Queue	15	10	0		329	35	15	263	0	11	300	72
		Overall LOS						C (28	3.0)					
Ê		Approach LOS		F (80.3))		F (96.2)	·		B (17.3)		C (24.1)	
A A	Δ	Storage	75		75		200		200		250	175		150
Ū		50th Queue	17	4	0		224	0	6	167	0	6	360	38
s)		95th Queue	40	14	36		284	13	18	233	0	21	547	107
2		Overall LOS						C (26	5.7)					
۳.		Approach LOS		C (34.8)		F (109.9)		B (13.8)		B (12.6)	
Ë	Σ	Storage	75		75		200		200		250	175		150
ž		50th Queue	4	2	0		215	0	6	161	0	2	172	1
		95th Queue	17	10	0		375	42	16	304	0	10	328	83
		Overall LOS						D (38	8.3)					
	_	Approach LOS		E (74.5)	**		F (174.0)		B (18.3)		C (25.5)	-
AL	AN	Storage	75		75		200		200		250	175		150
N.S		50th Queue	16	3	0		317	0	23	229	0	11	498	64
SIC		95th Queue	40	13	35		437	40	40	261	0	18	599	136
ă		Overall LOS						D (37	'.2)	_ /		r		
	5	Approach LOS		C (34.8)		F (171.4)		B (14.0)		B (13.4)	
BL	P	Storage	75		75		200		200	400	250	175	400	150
		50th Queue	4	2	0		2/2	0	12	168	0	2	183	8
		95th Queue	17	10	0		440	47	27	318	0	6	240	64

**LOS improves as traffic on the southbound approach increases, extending the green-time for the approach.

The intersection of Old Norcross Road at Oakland Road (west) (Intersection 9) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. The southbound approach of Private Driveway is projected to operate at LOS F during the AM and PM peak hours under the Projected 2026 No-Build and Projected 2026 Build conditions.

In order to improve the <u>approach</u> LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 26** and **Figure 27**):

• Reconfigure the southbound approach of Oakland Road to consist of one (1) exclusive left-turn lane and one (1) shared though/right-turn lane.

Ove	erall L	OS Standard: E	Oa	kland R	oad	O	akland Ro	bad	Old N	lorcross	Road	Old N	lorcross	Road
Appr	oach	LOS Standard: E	N	lorthbou	nd	S	Southbour	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						B (16	.9)					
	_	Approach LOS		E (62.7))		E (74.7)			A (9.4)			B (13.0)	
2	A	Storage	75		75		200		200		250	175		150
L)		50th Queue	17	4	0	211	11		6	157	0	9	334	38
M		95th Queue	39	14	37	270	45		16	219	0	18	520	102
<u>G</u> D		Overall LOS						B (19	.5)					
(S	_	Approach LOS		C (23.6))		D (35.2)			B (17.8)			B (15.9)	
-BI	Σd	Storage	75	75 75 200 200 250						175		150		
9		50th Queue	4	2	0	168	1		7	193	0	3	252	17
I		95th Queue	15	9	0	319	40		19	346	0	12	405	98
		Overall LOS		C (24.7)										
D	_	Approach LOS		D (53.5)** E (75.9) B (14.8)								C (20.6)		
VE	AN	Storage	75	D (53.5) E (73 75 75 200					200		250	175		150
C)	-	50th Queue	16	3	0	307	10		22	214	0	9	478	57
NA NA		95th Queue	38	13	35	389	53		40	261	0	18	598	136
≥ Ð		Overall LOS		C (22.7) D (41.6) P (18.2)										
(S)	-	Approach LOS		C (23.7) D (41.6) B (18.3) 75 75 200 200 250								B (17.0)		
ĨŨ	P	Storage	75		75		200		200		250	175		150
ш		50th Queue	4	2	0	209	1		15	202	0	3	228	20
		95th Queue	15	9	0	385	46		32	362	0	8	281	80

The analysis results for the improved conditions at Intersection 9 are shown in the table below.

**LOS improves as traffic on the southbound approach increases, extending the green-time for the approach.

With the improvements listed on the previous page, the intersection of Old Norcross Road at Oakland Road (west) (Intersection 9) is projected to operate at or above its <u>overall and approach</u> LOS standards.

5.10 Oakland Road at Hawks Bluff Trail/Site Driveway H (Intersection 10)

O	verall	LOS Standard: E	Hav	wks Bluff	Trail	Sit	e Drivewa	ay H	Oa	kland R	oad	Oa	akland Ro	bad
App	broach	LOS Standard: E	١	lorthbou	nd	5	Southbou	nd	E	astbour	nd	V	Vestbour	nd
_			L	Т	R	L	Т	R	L	Т	R	L	Т	R
-		Overall LOS						(1.5	5)					
		Approach LOS		B (10.3)		B (10.2)			A (7.6)			A (7.6)	
SC	Σ	Storage									200			200
Š		50th Queue												
	Ì	95th Queue		3			3		0		0	0		0
ž		Overall LOS						(1.4)					
E		Approach LOS		B (13.6)		B (13.8)			A (7.7)			A (8.2)	
ĬX	Σ	Storage									200			200
ш	_	50th Queue												
	Ì	95th Queue		3			8		0		0	0		0
		Overall LOS						(1.6	5)					
	Ì	Approach LOS		B (10.6)		B (10.5)			A (7.7)			A (7.6)	
sc	Σ	Storage									200			200
≥		50th Queue												
		95th Queue		3			3		0		0	0		0
		Overall LOS						(1.5	5)			•		
BU		Approach LOS		B (14.3)		B (14.9)			A (7.8)			A (8.4)	
<u>0</u>	Σ	Storage									200			200
z	_	50th Queue												
		95th Queue		3			10		0		0	0		0
		Overall LOS						(2.4)					
		Approach LOS		B (12.0)		B (11.0)			A (7.9)			A (7.6)	
ΰ	AN	Storage									200			200
SS		50th Queue												
E		95th Queue		5			5		5		5	0		0
P P		Overall LOS				1		(2.5	5)			1		
	-	Approach LOS		C (16.3)		C (16.1)			A (7.9)			A (8.5)	
Ξ	F	Storage									200			200
		50th Queue												
		95th Queue		3			25		3		0	0		0

The intersection of Oakland Road at Hawks Bluff Trail/Site Driveway H (Intersection 10) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

O١	verall	LOS Standard: E	Her	rington F	Road	He	rrington F	Road	Oa	kland R	oad	Oa	akland Ro	ad
Арр	broach	LOS Standard: E	N	lorthbou	nd	5	Southbou	nd	E	astbour	nd	V	Vestboun	d
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(3.8	3)					
	_	Approach LOS		A (7.8)			A (8.2)			C (18.2))		B (13.1)	
sc	Σ	Storage	200		175	175		175						225
≥		50th Queue				1								
		95th Queue	0		0	5		0		5			13	20
ž		Overall LOS						(12.8	8)					
STI		Approach LOS		A (8.3)			A (9.4)			F (86.3)			F (71.5)	
ÎX:	Σd	Storage	200		175	175		175						225
ш		50th Queue												
		95th Queue	0		0	28		0		50			108	15
		Overall LOS						(4.2	<u>?</u>)					
a		Approach LOS		A (7.8)			A (8.4)			C (20.9))		B (14.5)	
SC	Σ	Storage	200		175	175		175						225
l≥		50th Queue				1								
		95th Queue	0		0	8		0		8			18	25
		Overall LOS						(26.	5)					
BU		Approach LOS		A (8.4)			A (9.9)			F (191.7	·)		F (158.9)	1
ò	Σd	Storage	200		175	175		175						225
z	—	50th Queue												
		95th Queue	0		0	28		0		83			165	18
		Overall LOS						(5.3	3)					
	_	Approach LOS		A (7.8)			A (8.7)			D (25.9))		C (16.0)	
Ω Ω	₽	Storage	200		175	175		175						225
NS		50th Queue												
E		95th Queue	0		0	10		0		10			25	33
Ą		Overall LOS						(42.:	3)	_ /				
	5	Approach LOS		A (8.4)			B (10.1)			- (293.6)		F (219.7)	
В	E.	Storage	200		175	175		175						225
		50th Queue				4.0							0.4.0	
		95th Queue	0		0	40		0		98			213	28

5.11 Herrington Road at Oakland Road (Intersection 11)

The intersection of Herrington Road at Oakland Road (Intersection 11) is projected to operate at an acceptable <u>overall</u> LOS under the Estimated 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. The eastbound and westbound approaches of the intersection are projected to operate at LOS F during the PM peak hour under the Estimated 2021, Projected 2026 No-Build, and Projected 2026 Build conditions.

In order to improve the <u>approach</u> LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 26** and **Figure 27**):

• Install a traffic signal, if and when warranted, or a modern single-lane roundabout at the intersection.

Ove	erall L	OS Standard: E	Her	rington F	Road	He	rrington F	Road	Oal	kland R	oad	Oa	kland Ro	ad
Appr	oach	LOS Standard: E	N	orthbou	nd	cu	Southbour	nd	E	astbour	nd	V	Vestboun	d
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						B (11	.3)					
ED		Approach LOS		B (13.0))		A (5.9)			B (14.2)			B (17.2)	
2	A	Storage	200		175	175		175						225
L)		50th Queue	0	80	0	9	31	0		3			12	0
M		95th Queue	2	137	5	22	59	0		18			36	31
<u>G</u> D		Overall LOS						B (11	.6)					
(S		Approach LOS		B (15.4))		A (6.9)			B (18.1)			C (21.4)	
-BI	Σd	Storage	200		175	175		175						225
20		50th Queue	1	121	0	43	74	0		10			21	0
		95th Queue	7	213	5	81	129	0		36			60	32
		Overall LOS B (12.3) Approach LOS B (14.4) A (6.8) B												
Δ	_	Approach LOS		B (14.4))		A (6.8)			B (14.4)			B (18.0)	
VE	AN	Storage	200		175	175		175						225
(L)		50th Queue	0	84	0	15	31	0		4			13	0
NA NA		95th Queue	3	145	8	32	59	0		19			38	34
N D		Overall LOS						B (13	.2)					
(S)	5	Approach LOS		B (17.3))		A (7.9)			B (18.6)			C (22.6)	
ĨŨ	F	Storage	200		175	175		175						225
ш		50th Queue	1	129	0	51	77	0		10			26	0
		95th Queue	8	228	5	96	137	0		38			70	36

The analysis results for the improved conditions at Intersection 11 are shown in the table below.

With the improvements listed on the previous page, the intersection of Herrington Road at Oakland Road (Intersection 11) is projected to operate at or above its <u>overall and approach</u> LOS standards.

Ov	erall l	LOS Standard: E				Site	e Drivewa	іу В	C	ruse Roa	ad	C	ruse Road	ł
Арр	roach	LOS Standard: E	N	orthbour	nd	S	outhbour	nd	E	astboun	d	V	Vestbound	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS							(0.3)					
		Approach LOS					B (17.7)			B (10.1)			(0.0)	
Ē	AN	Storage												
Ŋ		50th Queue												
Ř		95th Queue						10	3					0
Ą		Overall LOS							(0.1)					
Ы		Approach LOS					B (14.1)			A (9.3)			(0.0)	
B	Σ	Storage												
	_	50th Queue												
		95th Queue						3	3					0

5.12 Cruse Road at Site Driveway B (Intersection 12)

The intersection of Cruse Road at Site Driveway B (Intersection 12) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a RCUT intersection (left out restricted) driveway under two-way stop-control with stop control for the southbound approach only. The recommended lane configuration for Site Driveway B is one lane entering the site and one lane exiting the site.

5.13 Oakland Road at Site Driveway D (Intersection 13)

Ov	erall I	OS Standard: E				Site	e Drivewa	iy D	Oa	kland Ro	ad	Oa	akland Roa	ad
Арр	roach	LOS Standard: E	N	orthbour	nd	S	outhbour	nd	E	Eastboun	d	V	Vestbound	ł
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
-		Overall LOS							(1.5)					
		Approach LOS					B (13.6)			A (7.9)			(0.0)	
ត	AM	Storage												
VSI		50th Queue												
È		95th Queue					13		0					0
õ		Overall LOS							(0.7)					
∣╡		Approach LOS					C (18.3)			A (8.0)			(0.0)	
B	Μ	Storage												
		50th Queue												
		95th Queue					10		0					0

The intersection of Oakland Road at Site Driveway D (Intersection 13) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full movement driveway under two-way stop-control with stop control for the southbound approach only. The recommended lane configuration for Site Driveway D is one lane entering the site and one lane exiting the site.

Ov	erall I	LOS Standard: E				Site	e Drivewa	ay E	Oa	kland Ro	ad	Oa	akland Roa	ad
Арр	roach	LOS Standard: E	N	orthbour	nd	S	Southbour	nd	E	astboun	d	V	Vestbound	
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS							(1.5)					
		Approach LOS					B (12.5)			A (7.8)			(0.0)	
ប	AN	Storage												
٨S		50th Queue												
Ě		95th Queue					10		0					0
D		Overall LOS							(0.7)					
		Approach LOS					C (16.6)			A (7.9)			(0.0)	
Bl	Σd	Storage												
	_	50th Queue												
		95th Queue					8		0					0

5.14 Oakland Road at Site Driveway E (Intersection 14)

The intersection of Oakland Road at Site Driveway E (Intersection 14) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full movement driveway under two-way stop-control with stop control for the southbound approach only. The recommended lane configuration for Site Driveway E is one lane entering the site and one lane exiting the site.

5.15 Oakland Road at Site Driveway F (Intersection 15)

Ov	erall I	OS Standard: E		His Way	,	Site	e Drivewa	ay F	Oa	kland Ro	ad	Oa	akland Roa	ad
Арр	roach	LOS Standard: E	N	orthbour	nd	S	outhbour	nd	E	astboun	d	V	Vestbound	
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS							(0.2)					
		Approach LOS		B (11.2)			B (12.6)			A (0.0)			A (7.7)	
ត	ΔA	Storage												
NS(50th Queue												
È		95th Queue		0			0		0		0	0		0
ā		Overall LOS							(0.1)					
∣╡		Approach LOS		C (15.9)			C (17.8)			A (0.0)_			A (8.6)	
В	Σ	Storage												
	_	50th Queue												
		95th Queue		0			0		0		0	0		0

The intersection of Oakland Road at His Way/Site Driveway F (Intersection 15) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full movement driveway under two-way stop-control with stop control for the northbound and southbound approaches. The recommended lane configuration for Site Driveway F is one lane entering the site and one lane exiting the site.

Note: Traffic Volumes from His Way estimated using rates in the ITE Trip Generation Manual.

Ov	erall L	OS Standard: E	Oaklar	nd Chase	e Court	Site	e Drivewa	iy G	Oa	kland Ro	ad	Oa	kland Roa	ad
Арр	roach	LOS Standard: E	N	orthboun	nd	S	outhbour	nd	E	astboun	d	V	Vestbound	ł
-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						((0.7)					
	_	Approach LOS		B (11.3)			A (9.7)			A (7.8)			A (7.7)	
ទ	Σ	Storage												
VS(50th Queue												
È		95th Queue		3			0		0		0	0		0
D		Overall LOS						((0.5)					
╡		Approach LOS		C (16.0)			A (9.7)			A (7.8)			A (8.7)	
Bl	Σ	Storage												
	—	50th Queue												
		95th Queue		5			0		0		0	0		0

5.16 Oakland Road at Site Driveway G (Intersection 16)

The intersection of Oakland Road at His Way/Site Driveway G (Intersection 16) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full movement driveway under two-way stop-control with stop control for the northbound and southbound approaches. The recommended lane configuration for Site Driveway G is one lane entering the site and one lane exiting the site.

Note: Traffic Volumes from Oakland Chase Court estimated using rates in the ITE Trip Generation Manual.

Ov	erall l	OS Standard: E				Sit	e Drivewa	ay I	Oa	kland Ro	ad	Oa	akland Roa	ad
Арр	roach	LOS Standard: E	N	orthbour	nd	S	outhbour	nd	E	Eastboun	d	V	Vestbound	ł
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS							(0.1)					
		Approach LOS					B (13.1)			A (7.8)			(0.0)	
ត	AM	Storage												
VSI		50th Queue												
È		95th Queue					0		0					0
Ō		Overall LOS							(0.3)					
∣╡		Approach LOS					C (16.6)			A (0.0)			(0.0)	
B	Δ	Storage												
		50th Queue												
		95th Queue					3		0					0

5.17 Oakland Road at Site Driveway I (Intersection 17)

The intersection of Oakland Road at Site Driveway I (Intersection 17) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full movement driveway under two-way stop-control with stop control for the southbound approach only. The recommended lane configuration for Site Driveway I is one lane entering the site and one lane exiting the site.

Overall LOS Standard: E						Site Driveway J			Oakland Road			Oakland Road			
Approach LOS Standard: E			Northbound		Southbound			Eastbound			Westbound				
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
TWSC)	AM	Overall LOS	(0.2)												
		Approach LOS				B (12.7)			A (7.8)			(0.0)			
		Storage													
		50th Queue													
		95th Queue					0		0					0	
D	PM	Overall LOS	(0.4)												
BUIL		Approach LOS				C (16.2)			A (7.9)			(0.0)			
		Storage													
		50th Queue													
		95th Queue					5		0					0	

5.18 Oakland Road at Site Driveway J (Intersection 18)

The intersection of Oakland Road at Site Driveway J (Intersection 18) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full movement driveway under two-way stop-control with stop control for the southbound approach only. The recommended lane configuration for Site Driveway J is one lane entering the site and one lane exiting the site.

5.19 Herrington Road at Site Driveway K (Intersection 19)

Overall LOS Standard: E			Herrington Road			Herrington Road						Site Driveway K			
Approach LOS Standard: E			Northbound		Southbound			Eastbound			Westbound				
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
(RIRO)	AM	Overall LOS							(0.0)						
		Approach LOS	(0.0)			(0.0)						B (12.0)			
		Storage													
		50th Queue													
		95th Queue			0									0	
Ą	PM	Overall LOS	(0.0)												
BUIL		Approach LOS	(0.0)			(0.0)						B (11.4)			
		Storage													
		50th Queue													
		95th Queue			0									0	

The intersection of Herrington Road at Site Driveway K (Intersection 19) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a right-in/right-out driveway under two-way stop-control with stop control for the eastbound approach only. The recommended lane configuration for Site Driveway K is one lane entering the site and one lane exiting the site.









Proposed Site Plan



Trip Generation Analysis
Trip Generation Analysis (11th	Ed. with 2nd Edition Handbook Daily	IC & 3rd I	Edition A	M/PM I	C)			
	5030 Sugarloaf DRI #3705							
	Gwinnett County, Georgia							
Land Use	Intensity	Daily	AN	I Peak H	our	PM	I Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	2 283 200 s f	3 646	298	229	69	300	84	216
215 Single-Family Attached Housing	18 d.u.	86	4	1	3	7	4	3
221 Multi-Family Housing (Mid-Rise)	766 d.u.	3.608	325	75	250	305	186	119
710 General Office Building	72.920 s.f.	-882	-128	-113	-15	-128	-22	-106
822 Strip Retail Plaza (<40k)	5.285 s.f. gross leasable area	288	12	7	5	35	17	18
934 Fast-Food Restaurant with Drive-Through Window	12,715 s.f.	5,944	567	289	278	420	218	202
		<i>.</i>						
			1					
Gross Trips (new development)		13,572	1,206	601	605	1,067	509	558
Gross Trips (reduced by occupied office area)		12,690	1,078	488	590	939	487	452
Desidential Trins		2 604	220	76	252	212	100	122
Mixed Use Reductions		5,094	-57	/0	-52	-63	-35	-28
Alternative Mode Reductions		-024	-57	0	-52	-05	-55	-20
Adjusted Residential Trips		3 070	272	71	201	249	155	94
		2,010						
Retail Trips		288	12	7	5	35	17	18
Mixed-Use Reductions		-28	-4	-2	-2	-21	-11	-10
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		-88	0	0	0	-4	-2	-2
Adjusted Retail Trips		172	8	5	3	10	4	6
Restaurant Trins		5 944	567	289	278	420	218	202
Mixed-Use Reductions		-594	-57	-52	-5	-70	-31	-39
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		-2,622	-250	-125	-125	-176	-88	-88
Adjusted Restaurant Trips		2,728	260	112	148	174	99	75
		2 40 4	252	205			10	100
Warehousing Employee (Car) Trips		2,406	252	205	4/	232	49	183
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		2,406	252	205	47	232	49	185
Warehousing Heavy Vehicle (Truck) Trips		1 240	46	24	22	68	35	33
Mixed-Use Reductions		0	-+0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		1 240	46	24	22	68	35	33
ridjusted Ouler Flori Residential Trips		1,210	10	21		00	55	55
Trip Reduction for Occupied Office Trips		-882	-128	-113	-15	-128	-22	-106
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		-882	-128	-113	-15	-128	-22	-106
Mixed-Use Reductions - TOTAL		-1,246	-118	-59	-59	-154	-77	-77
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		-2,710	-250	-125	-125	-180	-90	-90
New Trips		8,734	710	304	406	605	320	285
Driveway Volumes		11,444	960	429	531	785	410	375
k:\alp_tpto\014600001_5030 sugarloaf dri - city of lawrenceville - november 2021_dri phase 2\ar	alysis\[cqi_analysis-11thedition_ic-2ndeddaily_3rdedam-	-pm.xls]trip gene	ration					

Intersection Volume Worksheets

Intersection #1: Sugarloaf Parkway @ Lakes Parkway AM PEAK HOUR

		Sugarloa	f Parkway		Sug	arloaf Park	way	Ŀ	ikes Parkw	av	La	ikes Parkw	av
		North	bound		S	outhboun	d		Easthound	1		Vestboun	d
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
^													
Observed 2021 Traffic Volumes	9	152	1,571	279	110	996	22	6	3	33	189	41	114
Pedestrians			0			1			0			0	
Conflicting Pedestrians	0	0		0	0		0	1		0	0		1
Heavy Vehicles	1	2	36	15	6	42	1	1	0	2	19	0	8
Heavy Vehicle %	11%	2%	2%	5%	5%	4%	5%	17%	2%	6%	10%	2%	7%
Peak Hour Factor		0.	.90			0.90			0.90			0.90	
Adjustment													
Adjusted 2021 Volumes	9	152	1571	279	110	996	22	6	3	33	189	41	114
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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	10	168	1,735	308	121	1,100	24	7	3	36	209	45	126
Project Trips													
Trip Distribution IN						5%					5%		
Trip Distribution OUT			5%	5%									
Residential Trips	0	0	10	10	0	4	0	0	0	0	4	0	0
Trip Distribution IN						20%					10%		
Trip Distribution OUT			20%	10%									
Retail Trips	0	0	1	0	0	1	0	0	0	0	1	0	0
Trip Distribution IN						20%					10%		
Trip Distribution OUT			20%	10%									
Restaurant Trips	0	0	30	15	0	22	0	0	0	0	11	0	0
Trip Distribution IN						20%					10%		
Trip Distribution OUT			20%	10%									
Warehouse (Truck) Trips	0	0	4	2	0	5	0	0	0	0	2	0	0
Trip Distribution IN						5%					5%		
Trip Distribution OUT			5%	5%									
Warehouse (Employee) Trips	0	0	2	2	0	10	0	0	0	0	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	47	29	0	42	0	0	0	0	28	0	0
2026 Buildout Total	10	168	1,782	337	121	1,142	24	7	3	36	237	45	126
2026 Buildout HV%	11%	2%	2%	6%	5%	4%	5%	16%	2%	6%	10%	2%	7%

		Sugarloa	f Parkway		Sug	arloaf Park	way	L	ikes Parkw	ay	L	ikes Parkw	ay
		North	bound		S	outhboun	d]	Eastbound	1	1	Westbound	d
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	20	93	1,058	265	59	1,130	25	8	31	119	238	30	134
Pedestrians			0			0			0			0	
Conflicting Pedestrians	0	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	24	6	2	37	1	0	0	0	9	0	6
Heavy Vehicle %	2%	2%	2%	2%	3%	3%	4%	2%	2%	2%	4%	2%	4%
Peak Hour Factor		0.	98			0.98			0.98			0.98	
Adjustment													
Adjusted 2021 Volumes	20	93	1058	265	59	1130	25	8	31	119	238	30	134
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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	22	103	1,168	293	65	1,248	28	9	34	131	263	33	148
Project Trips													
Trip Distribution IN						5%					5%		
Trip Distribution OUT			5%	5%									
Residential Trips	0	0	5	5	0	8	0	0	0	0	8	0	0
Trip Distribution IN						20%					10%		
Trip Distribution OUT			20%	10%									
Retail Trips	0	0	1	1	0	1	0	0	0	0	0	0	0
Trip Distribution IN						20%					10%		
Trip Distribution OUT	-		20%	10%	-								
Restaurant Trips	0	0	15	8	0	20	0	0	0	0	10	0	0
						200/					1.00/		
Trip Distribution OUT			200/	10%		20%					10%		
Waraboura (Truck) Trips	0	0	20%	10%	0	7	0	0	0	0	4	0	0
watehouse (Truck) Trips	0	0	1	3	0	1	0	0	0	0	4	0	0
Trip Distribution IN						5%					5%		
Trip Distribution OUT			5%	5%		- /-							
Warehouse (Employee) Trips	0	0	9	9	0	2	0	0	0	0	2	0	0
			-										
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	37	26	0	38	0	0	0	0	24	0	0
2026 Buildout Total	22	103	1,205	319	65	1,286	28	9	34	131	287	33	148
2026 Buildout HV%	2%	2%	3%	3%	3%	4%	4%	2%	2%	2%	5%	2%	4%
k:\alp_tpto\014600001_5030 sugarloaf dri - city of lawrencevi	lle - november 20	021_dri phase	2\analysis\[cq	_analysis-11t	hedition_ic-2n	deddaily_3rded	am-pm.xls[int	#1				8/1.000	2.16.12

Intersection #2: Sugarloaf Parkway @ SR 316 WB Ramps AM PEAK HOUR

	Sug	arloaf Parl	cway	Sug	arloaf Parl	cway	SR 3	316 WB R	amps	SR 3	316 WB R	amps
	N	orthbour	ıd	s	outhboun	ıd		Eastbound	4		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
^												
Observed 2021 Traffic Volumes	0	1,668	557	0	1,144	150	0	0	0	279	0	211
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	48	12	0	52	14	0	0	0	13	0	7
Heavy Vehicle %	0%	3%	2%	0%	5%	9%	0%	0%	0%	5%	0%	3%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2021 Volumes	0	1668	557	0	1144	150	0	0	0	279	0	211
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	1,842	615	0	1,263	166	0	0	0	308	0	233
Project Trips												
Trip Distribution IN					10%					10%		
Trip Distribution OUT		10%	20%									
Residential Trips	0	20	40	0	7	0	0	0	0	7	0	0
Trip Distribution IN					30%					10%		
Trip Distribution OUT		30%	10%									
Retail Trips	0	1	0	0	2	0	0	0	0	1	0	0
Trip Distribution IN					30%					10%		
Trip Distribution OUT		30%	10%									
Restaurant Trips	0	44	15	0	34	0	0	0	0	11	0	0
Trip Distribution IN					30%					10%		
Trip Distribution OUT		30%	45%									
Warehouse (Truck) Trips	0	7	10	0	7	0	0	0	0	2	0	0
Trip Distribution IN					10%					10%		
Trip Distribution OUT		10%	15%									
Warehouse (Employee) Trips	0	5	7	0	21	0	0	0	0	21	0	0
			0	0	0							0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Tetal Decient Trian	0	77	70	0	71	0	0	0	0	42	0	0
Total Project Trips	U	11	12	0	/1	U	0	0	U	42	U	U
2026 Buildout Total	0	1 91 9	687	0	1 334	166	0	0	0	350	0	233
2026 Buildout HV%	0%	3%	3%	0%	5%	9%	0%	0%	0%	5%	0%	3%

	Sug	garloaf Park	way	Sug	arloaf Park	way	SR :	316 WB Ra	imps	SR :	316 WB Ra	mps
	1	Northboun	d	5	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	1,242	417	0	1,390	118	0	0	0	278	0	176
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	23	7	0	39	7	0	0	0	3	0	7
Heavy Vehicle %	0%	2%	2%	0%	3%	6%	0%	0%	0%	2%	0%	4%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2021 Volumes	0	1242	417	0	1390	118	0	0	0	278	0	176
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	1,371	460	0	1,535	130	0	0	0	307	0	194
Project Trips												
Trip Distribution IN					10%					10%		
Trip Distribution OUT		10%	20%									
Residential Trips	0	9	19	0	16	0	0	0	0	16	0	0
Trip Distribution IN					30%					10%		
Trip Distribution OUT		30%	10%									
Retail Trips	0	2	1	0	1	0	0	0	0	0	0	0
•												
Trip Distribution IN					30%					10%		
Trip Distribution OUT		30%	10%									
Restaurant Trips	0	23	8	0	30	0	0	0	0	10	0	0
Trip Distribution IN					30%					10%		
Trip Distribution OUT		30%	45%									
Warehouse (Truck) Trips	0	10	15	0	11	0	0	0	0	4	0	0
Trip Distribution IN					10%					10%		
Trip Distribution OUT		10%	15%									
Warehouse (Employee) Trips	0	18	28	0	5	0	0	0	0	5	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	62	71	0	63	0	0	0	0	35	0	0
· · ·								1			1	
2026 Buildout Total	0	1,433	531	0	1,598	130	0	0	0	342	0	194
2026 Buildout HV%	0%	2%	4%	0%	3%	6%	0%	0%	0%	2%	0%	4%

Intersection #3: Sugarloaf Parkway @ SR 316 EB Ramps AM PEAK HOUR

	Sug	arloaf Parl	cway	Sug	arloaf Parl	cway	SR	316 EB Ra	mps	SR	316 EB Ra	amps
	N	orthbour	ıd	5	outhbour	ıd		Eastbound	<u>1</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	2,133	321	224	1,226	0	126	0	504	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	55	6	4	50	0	8	0	40	0	0	0
Heavy Vehicle %	0%	3%	2%	2%	4%	0%	6%	0%	8%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2021 Volumes	0	2133	321	224	1226	0	126	0	504	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	2,355	354	247	1,354	0	139	0	556	0	0	0
D. 1. 4 T. 1.												
Project Trips					2044				2004			
Trip Distribution IN		2044	1000		20%				20%			
Trip Distribution OUT		30%	10%	_			-			_	-	-
Residential Trips	0	60	20	0	14	0	0	0	14	0	0	0
Trip Distribution IN					40%				10%			-
Trip Distribution OUT		40%	10%									
Retail Trips	0	1	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN					40%				10%			
Trip Distribution OUT		40%	10%									
Restaurant Trips	0	59	15	0	45	0	0	0	11	0	0	0
Trip Distribution IN					40%				45%			
Trip Distribution OUT		75%	10%		1070				1370			
Warehouse (Truck) Trips	0	17	2	0	10	0	0	0	11	0	0	0
Trip Distribution IN					20%				15%			
Trip Distribution OUT		25%	10%									
Warehouse (Employee) Trips	0	12	5	0	41	0	0	0	31	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	149	42	0	112	0	0	0	68	0	0	0
2026 Buildout Total	0	2 504	206	247	1 466	0	120	0	624	0	0	0
2026 Buildout HV%	0%	2,504	2%	247	4%	0%	6%	0%	024	0%	0%	0%
avay and uvut 11 7 /V	0.0		/V		· · · · · · · · · · · · · · · · · · ·			· · · · · · · ·	2.79		· · · · · · · · · · · · · · · · · · ·	

	Sug	arloaf Park	way	Sug	arloaf Park	way	SR	316 EB Ra	mps	SR	316 EB Ra	imps
	1	Northboun	d	S	outhboun	d		Eastbound	1		Westbound	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
						_						
Observed 2021 Traffic Volumes	0	1,491	313	286	1,358	0	141	10	609	0	0	0
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	25	8	7	35	0	4	1	16	0	0	0
Heavy Vehicle %	0%	2%	3%	2%	3%	0%	3%	10%	3%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2021 Volumes	0	1491	313	286	1358	0	141	10	609	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	1,646	346	316	1,499	0	156	11	672	0	0	0
Project Trips												
Trip Distribution IN					20%				20%			
Trip Distribution OUT		30%	10%									
Residential Trips	0	28	9	0	31	0	0	0	31	0	0	0
Trip Distribution IN					40%				10%			
Trip Distribution OUT		40%	10%									
Retail Trips	0	2	1	0	2	0	0	0	0	0	0	0
Trip Distribution IN					40%				10%			
Trip Distribution OUT		40%	10%									
Restaurant Trips	0	30	8	0	40	0	0	0	10	0	0	0
Trip Distribution IN					40%				45%			
Trip Distribution OUT		75%	10%									
Warehouse (Truck) Trips	0	24	3	0	14	0	0	0	16	0	0	0
Trip Distribution IN					20%				15%			
Trip Distribution OUT		25%	10%									
Warehouse (Employee) Trips	0	46	18	0	10	0	0	0	7	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
				_			_	_				
Total Project Trips	0	130	39	0	97	0	0	0	64	0	0	0
2026 Buildout Total	0	1,776	385	316	1,596	0	156	11	736	0	0	0
2026 Buildout HV%	0%	3%	3%	2%	3%	0%	3%	10%	5%	0%	0%	0%

Intersection #4: Sugarloaf Parkway @ Site Driveway A / Private Driveway AM PEAK HOUR

		Sugarloa	f Parkway			Sugarloa	f Parkway		Sit	e Drivewa	y A	Pri	vate Drive	way
		North	bound			South	bound		1	Eastbound	i	1	Westboun	d
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
				0				0			0			0
Observed 2021 Traffic Volumes	5	4	2,182	185	4	174	1,561	17	11	8	6	91	4	174
Pedestrians			0				0			0			0	
Conflicting Pedestrians	0	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	0	56	13	0	6	81	0	0	0	0	5	0	1
Heavy Vehicle %	2%	2%	3%	7%	2%	3%	5%	2%	2%	2%	2%	5%	2%	2%
Peak Hour Factor		0.	97			0.	.97			0.97			0.97	
Adjustment														
Adjusted 2021 Volumes	5	4	2182	185	4	174	1561	17	11	8	6	91	4	174
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	6	4	2,409	204	4	192	1,723	19	12	9	7	100	4	192
Project Trips														
Trip Distribution IN		2%					28%	12%						
Trip Distribution OUT			24%						16%		4%			
Residential Trips	0	1	48	0	0	0	20	9	32	0	8	0	0	0
Trip Distribution IN		45%						50%						
Trip Distribution OUT									50%		45%			
Retail Trips	0	2	0	0	0	0	0	3	2	0	1	0	0	0
Trip Distribution IN		45%						50%						
Trip Distribution OUT									50%		45%			
Restaurant Trips	0	50	0	0	0	0	0	56	74	0	67	0	0	0
Trip Distribution IN							15%	70%						
Trip Distribution OUT			15%						70%					
Warehouse (Truck) Trips	0	0	3	0	0	0	4	17	15	0	0	0	0	0
Trip Distribution IN		5%						35%						
Trip Distribution OUT									35%		5%			
Warehouse (Employee) Trips	0	10	0	0	0	0	0	72	16	0	2	0	0	0
n n m :	0							50			50			0
Pass-By frips	0	75	-75	U	0	0	-50	50	75	0	50	U	0	0
Total Project Trips	0	138	-24	0	0	0	-26	207	214	0	128	0	0	0
	0	100		9		5	20			,	.20	2		
2026 Buildout Total	6	142	2,385	204	4	192	1,697	226	226	9	135	100	4	192
2026 Buildout HV%	2%	2%	3%	7%	2%	3%	6%	8%	7%	2%	2%	6%	2%	2%

		Sugarloa	f Parkway			Sugarloa	f Parkway		Sit	e Drivewa	yА	Pri	vate Drive	way
		North	bound			South	bound		1	Eastbound	1	1	Vestboun	d
Description	U-Turn	Left	Through	Right		Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	1	3	1,588	78	13	186	1,849	26	18	2	4	98	4	120
Pedestrians			0				0			0			0	
Conflicting Pedestrians	0	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	0	32	3	0	1	52	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.97			0.	.97			0.97			0.97	
Adjustment														
Adjusted 2021 Volumes	1	3	1588	78	13	186	1849	26	18	2	4	98	4	120
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	1	3	1,753	86	14	205	2,041	29	20	2	4	108	4	132
Project Trins	-													
Trin Distribution IN		2%					28%	12%						
Trip Distribution OUT		270	2.4%				2070	1270	16%		196			
Residential Trips	0	3	2470	0	0	0	43	10	15	0	470	0	0	0
Residential Trips	0	5	23	0	0	0	+5	17	15	0	-	0	0	0
Trip Distribution IN		45%						50%						
Trip Distribution OUT									50%		45%			
Retail Trips	0	2	0	0	0	0	0	2	3	0	3	0	0	0
Trip Distribution IN		45%						50%						
Trip Distribution OUT									50%		45%			
Restaurant Trips	0	45	0	0	0	0	0	50	38	0	34	0	0	0
										÷				
Trip Distribution IN							15%	70%						
Trip Distribution OUT			15%						70%					
Warehouse (Truck) Trips	0	0	5	0	0	0	5	25	23	0	0	0	0	0
· · ·														
Trip Distribution IN		5%						35%						
Trip Distribution OUT									35%		5%			
Warehouse (Employee) Trips	0	2	0	0	0	0	0	17	64	0	9	0	0	0
Pass-By Trips	0	45	-45	0	0	0	-45	45	45	0	45	0	0	0
Total Project Trips	0	97	-17	0	0	0	3	158	188	0	95	0	0	0
	+	100	1.526			205	2.011	105				100		100
2026 Buildout Total	1	100	1,736	86	14	205	2,044	187	208	2	99	108	4	132
2020 Buildout HV %	2%	2%	2%	4%	2%	2%	3%	13%	11%	2%	2%	2%	2%	2%

Intersection #5: Sugarloaf Parkway @ Cruse Road / Marathon Boulevard AM PEAK HOUR

		Sugarloa	f Parkway			Sugarloa	f Parkway			Cruse Roa	d	Mara	thon Boul	evard
		North	bound			South	bound		1	Eastbound	<u>d</u>	3	Vestboun	d
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	1	47	1,579	23	29	85	925	635	757	68	34	65	66	49
Pedestrians			0				0			0			1	
Conflicting Pedestrians	0	0		1	0	1		0	0		0	0		0
Heavy Vehicles	0	0	34	0	0	7	49	32	32	1	2	2	1	4
Heavy Vehicle %	2%	2%	2%	2%	2%	8%	5%	5%	4%	2%	6%	3%	2%	8%
Peak Hour Factor		0.	94			0.	94			0.94			0.94	
Adjustment														
Adjusted 2021 Volumes	1	47	1579	23	29	85	925	635	757	68	34	65	66	49
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	1	52	1,743	25	32	94	1,021	701	836	75	38	72	73	54
Project Tring														
Trip Distribution IN		204	204					2804						
Trip Distribution OUT	-	2.70	2.70				496	2070	2.4%					
Pacidential Trins	0	1	1	0	0	0	470	20	2470	0	0	0	0	0
Residential Trips	0	1	1	0	0	0	0	20	40	0	0	0	0	0
Trip Distribution IN			20%						25%					
Trip Distribution OUT							20%	25%						
Retail Trips	0	0	1	0	0	0	1	1	1	0	0	0	0	0
Trip Distribution IN			20%						25%					
Trip Distribution OUT							20%	25%						
Restaurant Trips	0	0	22	0	0	0	30	37	28	0	0	0	0	0
Trip Distribution IN					-			15%						
Trip Distribution OUT								1370	15%					
Warehouse (Truck) Trips	0	0	0	0	0	0	0	4	3	0	0	0	0	0
watehouse (Truck) Trips	0	0	0	0	0	0	0	7	5	0	0	0	0	0
Trip Distribution IN		5%												
Trip Distribution OUT							5%							
Warehouse (Employee) Trips	0	10	0	0	0	0	2	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	11	24	0	0	0	41	62	80	0	0	0	0	0
2026 Buildout Total	1	63	1,767	25	32	94	1,062	763	916	75	38	72	73	54
2026 Buildout HV%	2%	2%	2%	2%	2%	8%	5%	5%	4%	2%	6%	3%	2%	8%

		Sugarloa	f Parkway			Sugarloa	f Parkway			Cruse Roa	ł	Mara	thon Bould	evard
		North	bound			South	bound		1	Eastbound	1	1	Vestboun	d
Description	U-Turn	Left	Through	Right		Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	31	28	1,159	28	7	61	1,371	499	554	66	38	114	88	105
Pedestrians			0				0	-		0	-		0	
Conflicting Pedestrians	0	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	1	27	1	0	9	31	12	6	0	1	0	2	5
Heavy Vehicle %	2%	4%	2%	4%	2%	15%	2%	2%	2%	2%	3%	2%	2%	5%
Peak Hour Factor		0.	99			0.	.99			0.99			0.99	
Adjustment														
Adjusted 2021 Volumes	31	28	1159	28	7	61	1371	499	554	66	38	114	88	105
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	34	31	1,280	31	8	67	1,514	551	612	73	42	126	97	116
Project Trips														
Trip Distribution IN		2%	2%					28%						
Trip Distribution OUT							4%		24%					
Residential Trips	0	3	3	0	0	0	4	43	23	0	0	0	0	0
Trip Distribution IN			20%						25%					
Trip Distribution OUT							20%	25%						
Retail Trips	0	0	1	0	0	0	1	2	1	0	0	0	0	0
Trip Distribution IN			20%						25%					
Trip Distribution OUT							20%	25%						
Restaurant Trips	0	0	20	0	0	0	15	19	25	0	0	0	0	0
Trip Distribution IN								15%						
Trip Distribution OUT									15%					
Warehouse (Truck) Trips	0	0	0	0	0	0	0	5	5	0	0	0	0	0
Trip Distribution IN		5%												
Trip Distribution OUT							5%							
Warehouse (Employee) Trips	0	2	0	0	0	0	9	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	5	24	0	0	0	29	69	54	0	0	0	0	0
								_			_			
2026 Buildout Total	34	36	1,304	31	8	67	1,543	620	666	73	42	126	97	116
2026 Buildout HV%	2%	3%	2%	4%	2%	15%	2%	3%	2%	2%	3%	2%	2%	5%
k:\alp_tpto\014600001_5030 sugarloaf dri - city of lawrencevill	e - november 20	021_dri phase	2\analysis\[cq	i_analysis-11t	hedition_ic-2n	deddaily_3rde	dam-pm_xls]int	#5					8/1/202	2 16-12

Intersection #6: Old Norcross Road @ Cruse Road AM PEAK HOUR

		Cruse Roa	d		Cruse Roa	d	Old	Norcross 1	Road	Old	Norcross I	Road
	N	Northbour	ıd	s	outhbour	ıd	1	Eastbound	d		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	22	550	204	14	360	150	186	406	28	231	858	20
Pedestrians		0			30			1			2	
Conflicting Pedestrians	1		2	2		1	30		0	0		30
Heavy Vehicles	0	23	8	0	17	10	5	35	2	6	31	3
Heavy Vehicle %	2%	4%	4%	2%	5%	7%	3%	9%	7%	3%	4%	15%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes	24	594	220	15	389	162	201	438	30	249	927	22
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	26	656	243	17	429	179	222	490	33	275	1,026	24
Project Trips												
Trip Distribution IN		4%				24%	12%				6%	
Trip Distribution OUT					4%	12%	24%	6%				
Residential Trips	0	3	0	0	8	41	57	12	0	0	4	0
Trin Distribution IN	_	15%					10%					
Trip Distribution OUT		1070			15%	10%	1070					
Retail Trips	0	1	0	0	0	0	1	0	0	0	0	0
				÷								
Trip Distribution IN		15%					10%					
Trip Distribution OUT					15%	10%						
Restaurant Trips	0	17	0	0	22	15	11	0	0	0	0	0
Trip Distribution IN						15%					10%	
Trip Distribution OUT							15%	10%				
Warehouse (Truck) Trips	0	0	0	0	0	4	3	2	0	0	2	0
Trip Distribution IN											504	
Trip Distribution OUT								504			J 70	
Washawa (Employed) Tring	0	0	0	0	0	0	0	3%	0	0	10	0
warehouse (Employee) Trips	0	0	0	0	0	0	0	2	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	0	0	30	60	72	16	0	0	16	0
2026 Buildout Total	26	677	243	17	450	230	204	506	33	275	1.042	24
2026 Buildout HV%	20	4%	496	2%	496	6%	396	8%	7%	206	306	14%

		Cruse Road	1		Cruse Road	1	Old	Norcross I	Road	Old	Norcross F	Road
	N	orthboun	d	S	Southboun	d		Eastbound	1		Westbound	1
Description	Left	Through	Right									
Observed 2021 Traffic Volumes	13	470	231	7	484	168	161	607	94	303	662	12
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	1	6	3	0	6	10	1	6	2	4	13	0
Heavy Vehicle %	8%	2%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2021 Volumes	13	470	231	7	484	168	161	607	94	303	662	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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								5			6	
2026 Background Traffic	14	519	255	8	534	185	178	675	104	335	737	13
-												
Project Trips												
Frip Distribution IN		4%				24%	12%				6%	
Trip Distribution OUT					4%	12%	24%	6%				
Residential Trips	0	6	0	0	4	48	42	6	0	0	9	0
•												
Trip Distribution IN		15%					10%					
Trip Distribution OUT					15%	10%						
Retail Trips	0	1	0	0	1	1	0	0	0	0	0	0
•												
Trip Distribution IN		15%					10%					
Trip Distribution OUT					15%	10%						
Restaurant Trips	0	15	0	0	11	8	10	0	0	0	0	0
Trip Distribution IN						15%					10%	
Trip Distribution OUT							15%	10%				
Warehouse (Truck) Trips	0	0	0	0	0	5	5	3	0	0	4	0
· · · ·												
Trip Distribution IN											5%	
Trip Distribution OUT								5%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	9	0	0	2	0
, , , , ,												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
• •												
Total Project Trips	0	22	0	0	16	62	57	18	0	0	15	0
₩ 4												
2026 Buildout Total	14	541	255	8	550	247	235	693	104	335	752	13
2026 Buildout HV%	8%	2%	2%	2%	2%	6%	3%	2%	2%	2%	2%	2%

Intersection #7: Cruse Road @ Oakland Road AM PEAK HOUR

	0	akland Ro	ad	0	akland Ro	ad		Cruse Roa	d		Cruse Roa	d
	N	orthbour	<u>id</u>	S	outhboun	d	1	Eastbound	1	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
-												
Observed 2022 Traffic Volumes	75	258	294	3	68	34	50	291	47	164	323	5
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	1	4	0	3	2	2	2	4	1	19	0
Heavy Vehicle %	2%	2%	2%	2%	4%	6%	4%	2%	9%	2%	6%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71
Adjusted 2022 Volumes	128	441	503	5	116	58	86	498	80	280	552	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%
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
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	139	477	544	5	126	63	93	539	87	303	598	10
Project Trips												
Trip Distribution IN		3%	2%				3%	2%				
Trip Distribution OUT					3%	3%				2%	2%	
Residential Trips	0	2	1	0	6	6	2	1	0	4	4	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Restaurant Trips	0	0	6	0	0	0	0	11	0	7	15	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Warehouse (Employee) Trips	0	21	0	0	5	2	10	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	23	7	0	11	8	12	13	0	11	19	0
4046 B. B. L. (B. C. L.	100											
2026 Buildout Total	139	500	551	5	137	71	105	552	87	314	617	10
2026 Buildout HV%	2%	2%	2%	2%	2%	3%	2%	2%	5%	2%	3%	2%

	0	C	akland Ro	ad		Cruse Road	1		Cruse Road	1		
	N	orthboun	d	S	Southboun	d		Eastbound	1		Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
-												
Observed 2022 Traffic Volumes	60	168	308	14	400	77	27	343	122	365	530	6
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	1	2	0	4	1	0	4	0	2	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Adjusted 2022 Volumes	71	198	363	17	472	91	32	405	144	431	625	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%
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
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	77	214	393	18	511	99	35	438	156	467	677	8
Project Trips												
Trip Distribution IN		3%	2%				3%	2%				
Trip Distribution OUT					3%	3%				2%	2%	
Residential Trips	0	5	3	0	3	3	5	3	0	2	2	0
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0
•												
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Restaurant Trips	0	0	5	0	0	0	0	10	0	4	8	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Warehouse (Employee) Trips	0	5	0	0	18	9	2	0	0	0	0	0
· • • • •												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
• •												
Total Project Trips	0	10	8	0	21	12	7	13	0	6	11	0
- •					1							
2026 Buildout Total	77	224	401	18	532	111	42	451	156	473	688	8
2026 Buildout HV%	2%	2%	2%	2%	2%	2%	2%	204	204	204	204	2%

Intersection #8: Cruse Road @ Oakland Road / Site Driveway C AM PEAK HOUR

	0	akland Ro	ad	Sit	e Drivewa	y C		Cruse Roa	d		Cruse	Road	
	N	orthboun	d	S	outhboun	d		Eastbound	1		West	bound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	421	0	173	0	0	0	0	458	228	6	79	954	0
Pedestrians		1			0			1				0	
Conflicting Pedestrians	1		0	0		1	0		1	0	1		0
Heavy Vehicles	7	0	9	0	0	0	0	30	10	0	0	40	0
Heavy Vehicle %	2%	0%	5%	0%	0%	0%	0%	7%	4%	2%	2%	4%	0%
Peak Hour Factor		0.83			0.83			0.83			0.	83	
Adjustment	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
Adjusted 2021 Volumes	455	0	187	0	0	0	0	495	246	6	85	1030	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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment													
Other Proposed Developments								6				3	
2026 Background Traffic	502	0	206	0	0	0	0	553	272	7	94	1,140	0
Project Trips													
Trip Distribution IN	6%							12%				30%	
Trip Distribution OUT								30%	6%			12%	
Residential Trips	4	0	0	0	0	0	0	69	12	0	0	45	0
Trip Distribution IN								10%					
Trip Distribution OUT												10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN								10%					
Trip Distribution OUT												10%	
Restaurant Trips	0	0	0	0	0	0	0	11	0	0	0	15	0
Trip Distribution IN							5%					15%	10%
Trip Distribution OUT				10%		5%		15%					
Warehouse (Truck) Trips	0	0	0	2	0	1	1	3	0	0	0	4	2
Trip Distribution IN	5%	10%					10%						5%
Trip Distribution OUT				5%	10%	10%			5%				
Warehouse (Employee) Trips	10	21	0	2	5	5	21	0	2	0	0	0	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	14	21	0	4	5	6	22	84	14	0	0	64	12
2026 Buildout Total	516	21	206	4	5	6	22	637	286	7	94	1,204	12
2026 Buildout HV%	2%	2%	5%	50%	2%	17%	5%	6%	4%	2%	2%	4%	17%

	Oakland Road			Sit	e Drivewa	y C		Cruse Road	1		Cruse	Road	
	N	orthboun	d	S	outhboun	<u>d</u>		Eastbound	L		West	bound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	215	0	32	0	0	0	0	848	491	22	59	765	0
Pedestrians		2			0			1				1	
Conflicting Pedestrians	1		1	1		1	0		2	0	2		0
Heavy Vehicles	10	0	1	0	0	0	0	10	7	2	3	23	0
Heavy Vehicle %	5%	0%	3%	0%	0%	0%	0%	2%	2%	9%	5%	3%	0%
Peak Hour Factor		0.96			0.96			0.96			0.	96	
Adjustment													
Adjusted 2021 Volumes	215	0	32	0	0	0	0	848	491	22	59	765	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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment													
Other Proposed Developments								5				6	
2026 Background Traffic	237	0	35	0	0	0	0	941	542	24	65	851	0
Project Trips													
Trip Distribution IN	6%							12%				30%	
Trip Distribution OUT								30%	6%			12%	
Residential Trips	9	0	0	0	0	0	0	47	6	0	0	58	0
Trip Distribution IN								10%					
Trip Distribution OUT												10%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN								10%					
Trip Distribution OUT												10%	
Restaurant Trips	0	0	0	0	0	0	0	10	0	0	0	8	0
Trip Distribution IN							5%					15%	10%
Trip Distribution OUT				10%		5%		15%					
Warehouse (Truck) Trips	0	0	0	3	0	2	2	5	0	0	0	5	4
Trip Distribution IN	5%	10%					10%						5%
Trip Distribution OUT				5%	10%	10%			5%				
Warehouse (Employee) Trips	2	5	0	9	18	18	5	0	9	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	5	0	12	18	20	7	62	15	0	0	72	6
2026 Buildout Total	248	5	35	12	18	20	7	1,003	557	24	65	923	6
2026 Buildout HV%	4%	2%	3%	25%	2%	10%	29%	2%	2%	9%	5%	3%	67%
c\alp_tpto\014600001_5030 sugarloaf dri - city of lawrencevill	e - november 2	021_dri phase	2\analysis\[cq	i_analysis-111	hedition_ic-2nd	leddaily_3rdec	lam-pm.xls]in	#8				8/1/2023	2 16-12

Intersection #9: Old Norcross Road @ School Driveway / Oakland Road AM PEAK HOUR

	Scl	hool Drive	way	0	akland Ro	ad	Old	Norcross l	Road	Old	Norcross 1	Road
	N	Northbour	ıd	S	outhbour	ıd	1	Eastbound	<u>d</u>	3	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	13	3	43	133	8	28	16	508	23	27	1,151	195
Pedestrians		3			1			0			0	
Conflicting Pedestrians	0		0	0		0	1		3	3		1
Heavy Vehicles	8	3	31	5	5	4	2	7	12	13	31	7
Heavy Vehicle %	62%	100%	72%	4%	63%	14%	13%	2%	52%	48%	3%	4%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes	14	3	46	144	9	30	17	549	25	29	1243	211
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments				6								3
2026 Background Traffic	15	3	51	165	10	33	19	606	28	32	1,372	236
D. 1. (T. 1.												
Project Trips							1000	1.000				0.694
Trip Distribution IN				0.644		1000	18%	12%			1.04	36%
Trip Distribution OUT	0			36%		18%	4.0				12%	24
Residential Trips	0	0	0	72	0	36	13	9	0	0	24	26
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Restaurant Trips	0	0	0	0	0	0	0	11	0	0	15	0
Trip Distribution IN								5%				15%
Trip Distribution OUT				15%							5%	
Warehouse (Truck) Trips	0	0	0	3	0	0	0	1	0	0	1	4
Trip Distribution IN							10%	10%				5%
Trip Distribution OUT				5%		10%					10%	
Warehouse (Employee) Trips	0	0	0	2	0	5	21	21	0	0	5	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	77	0	41	34	43	0	0	45	40
2026 Buildout Total	15	2	51	242	10	74	52	640	20	20	1.417	276
2020 Buildout Total	15	110%	51	242	10	/4 60/	35	049	28	32	1,417	270
2020 Dulluout II V %	59%	110%	0/%	4%	22%	0%	4%	∠%0	4/%	4,3%	2%	4%

	Sch	nool Drivev	vay	C	akland Ro	ad	Old	Norcross I	Road	Old	Norcross I	Road
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	8	4	23	290	3	107	30	1,053	26	9	791	156
Pedestrians		4			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		4	4		0
Heavy Vehicles	0	0	0	11	1	2	10	8	11	3	15	8
Heavy Vehicle %	2%	2%	2%	4%	33%	2%	33%	2%	42%	33%	2%	5%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2021 Volumes	8	4	23	290	3	107	30	1053	26	9	791	156
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments				5								6
2026 Background Traffic	9	4	25	325	3	118	33	1,163	29	10	873	178
Project Trips												
Frip Distribution IN							18%	12%				36%
Frip Distribution OUT				36%		18%					12%	
Residential Trips	0	0	0	34	0	17	28	19	0	0	11	56
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0
•												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Restaurant Trips	0	0	0	0	0	0	0	10	0	0	8	0
••••••••••												
Trip Distribution IN								5%				15%
Trip Distribution OUT				15%							5%	
Warehouse (Truck) Trips	0	0	0	5	0	0	0	2	0	0	2	5
Trip Distribution IN							10%	10%				5%
Trip Distribution OUT				5%		10%	2.370	- 570			10%	270
Warehouse (Employee) Trips	0	0	0	9	0	18	5	5	0	0	18	2
	~	v	v	- í					~	v		-
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
us sy mps	0	5	5	0	3	5	0	3	5		5	5
Total Project Trips	0	0	0	48	0	35	33	36	0	0	40	63
our roject mps	0		v	40	0	55	55	50	v	v	70	05
2026 Buildout Total	9	4	25	373	3	153	66	1 199	29	10	913	241
2026 Buildout HV%	2%	2%	2%	5%	37%	2%	17%	2%	42%	33%	2%	6%
aln toto)014600001 5030 runarloaf dri . city of lowre	nonville - november ?	021 dri phare	2 analyzis los	n anabrir.11	hadition ic.2n	daddaily 3rda	dom.nm delin	. #0		5510	279	070

Intersection #10: Oakland Road @ Hawks Bluff Trail / Site Driveway H AM PEAK HOUR

	Hav	wks Bluff 7	Frail	Sit	e Drivewa	ıy H	0	akland Ro	ad	C	akland Ro	ad
	N	orthbour	nd	S	outhbour	nd	1	Eastbound	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
			10	-		10		100	-	-		
Dedestries	8	1	12	2	1	10	14	133	3	2	148	11
Fedesulais	0	0			0	0	0	0	0	0	1	0
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	12%	2%	2%	6%	27%
Peak Hour Factor		0.84	1		0.84	1		0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	8	1	12	5	1	10	14	133	3	5	148	11
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	9	1	13	6	1	11	15	147	3	6	163	12
Project Trips												
Trip Distribution IN							4%	6%				
Trip Distribution OUT						4%					6%	
Residential Trips	0	0	0	0	0	8	3	4	0	0	12	0
Trip Distribution IN	-						5%					
Trip Distribution OUT						5%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%				5%	
Trip Distribution OUT						5%						
Restaurant Trips	0	0	0	0	0	7	6	0	0	0	6	0
Trin Distribution IN											15%	
Trip Distribution OUT								15%			1570	
Warehouse (Truck) Trips	0	0	0	0	0	0	0	3	0	0	4	0
materiouse (Track) Trips	0	Ū	Ū	v	0		0	5	Ū	0		Ū
Trip Distribution IN							15%				10%	5%
Trip Distribution OUT				5%		15%		10%				
Warehouse (Employee) Trips	0	0	0	2	0	7	31	5	0	0	21	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	2	0	22	40	12	0	0	43	10
2026 Buildout Total	9	1	13	8	1	33	55	159	3	6	206	22
2026 Buildout HV%	2%	2%	2%	2%	2%	2%	2%	13%	2%	2%	7%	15%

	Ha	wks Bluff T	Frail	Sit	e Drivewa	yН	C	akland Roa	ad	C	akland Roa	ad
	1	Northboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	4	1	6	18	3	15	13	336	7	6	163	7
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	2	0	0	0	0	11	0	0	18	0
Heavy Vehicle %	2%	2%	33%	2%	2%	2%	2%	3%	2%	2%	11%	2%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2021 Volumes	4	1	6	18	3	15	13	336	7	6	163	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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	4	1	7	20	3	17	14	371	8	7	180	8
Project Trips												
Trip Distribution IN							4%	6%				
Trip Distribution OUT						4%					6%	
Residential Trips	0	0	0	0	0	4	6	9	0	0	6	0
Trip Distribution IN							5%					
Trip Distribution OUT						5%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							5%				5%	
Trip Distribution OUT						5%						
Restaurant Trips	0	0	0	0	0	4	5	0	0	0	5	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	5	0	0	5	0
							1.50/				1.0%	50/
Trip Distribution IN				50/		1.50/	15%	100/			10%	3%
Trip Distribution OUT		0	0	5%	0	15%	-	10%	0	0		
Warehouse (Employee) Trips	0	0	0	9	0	28	7	18	0	0	5	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	9	0	36	18	32	0	0	21	2
	-		÷		÷				÷			
2026 Buildout Total	4	1	7	29	3	53	32	403	8	7	201	10
2026 Buildout HV%	2%	2%	32%	2%	2%	2%	2%	4%	2%	2%	12%	2%

Intersection #11: Herrington Road @ Oakland Road AM PEAK HOUR

	He	rrington R	oad	He	rrington R	oad	0	akland Ro	ad	C	akland Ro	ad
	N	orthbour	ıd	S	outhbour	ıd	1	Eastboun	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
						-		_	-		_	
Observed 2021 Traffic Volumes	1	256	41	61	199	5	4	7	5	28	7	120
Pedestrians		0	-		0	-		0	-		0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	6	1	7	1	1	6	0	3	3	0
Heavy Vehicle %	2%	2%	15%	2%	4%	20%	25%	86%	2%	11%	43%	2%
Peak Hour Factor		0.80			0.80			0.80			0.80	
Adjustment												
Adjusted 2021 Volumes	1	256	41	61	199	5	4	7	5	28	7	120
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments		3		6	6							3
2026 Background Traffic	1	286	45	73	226	6	4	8	6	31	8	135
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	7	0	0	0	0	0	0	0	20
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Restaurant Trips	0	0	0	6	0	0	0	0	0	0	0	7
Trin Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trin Distribution IN	_	204	204	15%								
Trip Distribution OUT		270	570	1.570						5%		13%
Warahousa (Employea) Trins	0	4	6	21	0	0	0	0	0	370	0	1370
watehouse (Employee) Trips	0	4	0	51	0	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	4	6	44	0	0	0	0	0	2	0	33
2026 Buildout Total	1	290	51	117	226	6	4	8	6	33	8	168
2026 Buildout HV%	2%	2%	13%	2%	3%	18%	28%	83%	2%	10%	41%	2%

	Herrington Road				rrington Re	bad	0	akland Roa	ad	0	akland Roa	ıd
	N	orthboun	d	5	outhboun	d		Eastbound	1	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	4	303	42	239	368	2	14	11	5	39	12	82
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	2	7	3	2	1	1	0	2	7	8
Heavy Vehicle %	2%	2%	5%	3%	2%	100%	7%	9%	2%	5%	58%	10%
Peak Hour Factor		0.98			0.80			0.80			0.80	
Adjustment												
Adjusted 2021 Volumes	4	303	42	239	368	2	14	11	5	39	12	82
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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments		6		5	5							6
2026 Background Traffic	4	341	46	269	411	2	15	12	6	43	13	97
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	16	0	0	0	0	0	0	0	9
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Restaurant Trips	0	0	0	5	0	0	0	0	0	0	0	4
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		2%	3%	15%								
Trip Distribution OUT										5%		13%
Warehouse (Employee) Trips	0	1	1	7	0	0	0	0	0	9	0	24
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	1	28	0	0	0	0	0	9	0	37
2026 Buildout Total	4	342	47	297	411	2	15	12	6	52	13	134
2026 Buildout HV%	2%	2%	5%	3%	2%	110%	7%	9%	2%	4%	59%	7%
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Intersection #12: Cruse Road @ Site Driveway B AM PEAK HOUR

					1	Site Dri	iveway B			Cruse Road	d		Cruse Roa	đ
		North	bound			South	bound		1	Eastbound	đ	1	Vestboun	d
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes					i	-				859			748	
Pedestrians			0			1	0			0			1	
Conflicting Pedestrians	0	0		1	0	1	Ĩ	0	0		0	0		0
Heavy Vehicles				-		-				35			33	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	4%	0%
Peak Hour Factor		0.	.94			0.	.94			0.94			0.94	
Adjustment							Î I							
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	859	0	0	748	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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	0	0	0	0	0	0	0	0	0	948	0	0	826	0
Project Trips														
Trip Distribution IN				_					16%				24%	6%
Trip Distribution OUT	Ι							16%		24%				
Residential Trips	0	0	0	0	0	0	0	32	11	48	0	0	17	4
Trip Distribution IN										25%				
Trip Distribution OUT													25%	
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN										25%				
Trip Distribution OUT													25%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	28	0	0	37	0
Trip Distribution IN													15%	
Trip Distribution OUT										15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	3	0	0	4	0
Trip Distribution IN														
Trip Distribution OUT														
Warehouse (Employee) Trips	0	0	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	0	0
Total Project Trips	0	0	0	0	0	0	0	32	11	80	0	0	59	4
2026 Buildout Total	0	0	0	0	0	0	0	32	11	1,028	0	0	885	4
2026 Buildont HV%	0%	0%	0%	0%	0%	0%	0%	2%	2%	4%	0%	0%	5%	2%

						Site Dri	veway B			Cruse Road	d l		Cruse Road	1
		North	bound			South	bound		1	Eastbound	1	1	Westboun	1
Description	U-Turn	Left	Through	Right		Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes										658			615	
Pedestrians			0				0			0			0	
Conflicting Pedestrians	0	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	7	0	0	15	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.	99			0.	99			0.99			0.99	
Adjustment														
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	658	0	0	615	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%
Growth Factor	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	0	0	0	0	0	0	0	0	0	726	0	0	679	0
Project Tring														
Trip Distribution IN									16%				24%	6%
Trip Distribution OUT								16%	1070	24%			2470	070
Residential Trins	0	0	0	0	0	0	0	10%	25	2470	0	0	37	0
Residential Trips	0	0	0	0	0	0	0	15	23	23	0	0	57	2
Trip Distribution IN										25%				
Trip Distribution OUT													25%	
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0	2	0
Trip Distribution IN										25%				
Trip Distribution OUT										2370			25%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	25	0	0	10	0
Restaurant 111ps	0	0	0	U	0	0	0	0	0	25	0	0	17	0
Trip Distribution IN													15%	
Trip Distribution OUT										15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	5	0	0	5	0
Trip Distribution IN														
Trip Distribution OUT														
Warehouse (Employee) Trips	0	0	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	0	0
Total Project Trips	0	0	0	0	0	0	0	15	25	54	0	0	63	9
2026 Buildout Total	0	0	0	0	0	0	0	15	25	780	0	0	742	9
2026 Buildout HV%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	0%	3%	2%
k'aln tnto/014600001 5030 superiord dri - city of lawrencevil	le = november 21	021\ dri nhasi	2\analysis\lca	i analysis.11t	hedition ic.2n	deddaily 3rde	dam.nm vislint	#12	279		070	070		270

Intersection #13: Oakland Road @ Site Driveway D AM PEAK HOUR

				Sit	e Drivewa	y D	0	akland Ro	ad	0	akland Ro	ad
	N	orthbour	nd	S	outhbour	<u>id</u>]	Eastbound	<u>1</u>	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								150			164	
Pedestrians		0			0	1		0	1		0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	5%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	150	0	0	164	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	0	0	0	0	0	0	0	172	0	0	184	0
Project Trips												
Trip Distribution IN							2%				26%	28%
Trip Distribution OUT				28%		2%		28%				
Residential Trips	0	0	0	56	0	4	1	56	0	0	18	20
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
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	3	0	0	4	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	7	0	0	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	56	0	4	1	66	0	0	53	20
2026 Buildout Total	0	0	0	56	0	4	1	238	0	0	237	20
2026 Buildout HV%	0%	0%	0%	2%	0%	2%	296	0%	0%	0%	6%	2%

				Sit	e Drivewa	y D	C	akland Ro	ad	0	Oakland Ro	ad
	<u>1</u>	orthboun	d	5	outhboun	d		Eastbound	1		Westboun	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								360			176	
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	2	0	0	0	0	11	0	0	20	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	11%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	360	0	0	176	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	0	0	0	0	397	0	0	194	0
-												
Project Trips												
Trip Distribution IN							2%				26%	28%
Trip Distribution OUT				28%		2%		28%				
Residential Trips	0	0	0	26	0	2	3	26	0	0	40	43
•												
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
•												
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	5	0	0	5	0
· · ·												
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	28	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	26	0	2	3	59	0	0	52	43
							-					
2026 Buildout Total	0	0	0	26	0	2	3	456	0	0	246	43
2026 Buildout HV%	0%	0%	0%	2%	0%	2%	2%	4%	0%	0%	11%	2%
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Intersection #14: Oakland Road @ Site Driveway E AM PEAK HOUR

				Sit	e Drivewa	уE	0	akland Ro	ad	0	akland Ro	ad
B	<u>1</u>	orthboun	<u>id</u>	<u>s</u>	outhboun	<u>id</u>		Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								150			164	
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	5%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	150	0	0	164	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	0	0	0	0	0	0	0	172	0	0	184	0
Project Trips												
Trip Distribution IN							3%	2%			1%	25%
Trip Distribution OUT				25%		3%		1%			2%	
Residential Trips	0	0	0	50	0	6	2	3	0	0	5	18
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
Trip Distribution IN											15%	
Trip Distribution OUT	_						-	15%	-	_		-
Warehouse (Truck) Trips	0	0	0	0	0	0	0	3	0	0	4	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	7	0	0	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	50	0	6	2	13	0	0	40	18
2026 Buildout Total	0	0	0	50	0	6	2	185	0	0	224	18
2026 Buildout HV%	0%	0%	0%	2%	0%	2%	2%	11%	0%	0%	6%	2%

				Sit	te Drivewa	уE	C	akland Roa	ad	C	akland Roa	ad
	N	orthboun	d	S	Southboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								360			176	
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	2	0	0	0	0	11	0	0	20	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	11%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	360	0	0	176	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	0	0	0	0	397	0	0	194	0
Project Trips												
Trip Distribution IN							3%	2%			1%	25%
Trip Distribution OUT				25%		3%		1%			2%	
Residential Trips	0	0	0	24	0	3	5	4	0	0	4	39
									÷			
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
I'rip Distribution IN												
Trip Distribution OUT		-	-	-		_	-					-
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	5	0	0	5	0
The second second second											1.54	
Trip Distribution IN								1.5.0/			15%	
Trip Distribution OUT		-	-	-		_	-	15%				-
Warehouse (Employee) Trips	0	0	0	0	0	0	0	28	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
												-
Total Project Trips	0	0	0	24	0	3	5	37	0	0	16	39
2026 Buildout Total	0	0	0	24	0	3	5	434	0	0	210	39
2026 Buildout HV%	0%	0%	0%	2%	0%	2%	2%	4%	0%	0%	13%	2%
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Intersection #15: Oakland Road @ His Way / Site Driveway F AM PEAK HOUR

		His Way		Sit	e Drivewa	iy F	0	akland Ro	ad	C	akland Ro	ad
	N	orthbour	ıd	s	outhboun	nd	1	Eastbound	đ		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•												
Observed 2021 Traffic Volumes	4		3					150	1	1	164	
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	11%	2%	2%	5%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	4	0	3	0	0	0	0	150	1	1	164	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	4	0	3	0	0	0	0	172	1	1	184	0
Project Trips												
Trip Distribution IN								5%				1%
Trip Distribution OUT				1%							5%	
Residential Trips	0	0	0	2	0	0	0	4	0	0	10	1
Trip Distribution IN												
Trip Distribution OUT												
Poteil Trins	0	0	0	0	0	0	0	0	0	0	0	0
Ketan mps	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
Trip Distribution IN											15%	
Trip Distribution OUT								15%			1570	
Warehouse (Truck) Trips	0	0	0	0	0	0	0	3	0	0	4	0
Waterlouse (Truck) Trips	0	0	0	0	0	0	0	5	0	0	-	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	7	0	0	31	0
	-		-									
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	2	0	0	0	14	0	0	45	1
2026 Buildout Total	4	0	3	2	0	0	0	186	1	1	229	1
2026 Buildout HV%	2%	0%	2%	2%	0%	0%	0%	11%	2%	2%	6%	2%

		His Way		Sit	e Drivewa	уF	C	akland Roa	ad	C	akland Ro	ad
	N	orthboun	d	S	outhboun	d		Eastbound	1	3	Westbound	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	2		1					360	2	2	176	
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	11	0	0	20	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	3%	2%	2%	11%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2021 Volumes	2	0	1	0	0	0	0	360	2	2	176	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	2	0	1	0	0	0	0	397	2	2	194	0
Project Trips												
Trip Distribution IN								5%				1%
Trip Distribution OUT				1%							5%	
Residential Trips	0	0	0	1	0	0	0	8	0	0	5	2
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
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	5	0	0	5	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	28	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
• •												
Total Project Trips	0	0	0	1	0	0	0	41	0	0	17	2
- •								1				
2026 Buildout Total	2	0	1	1	0	0	0	438	2	2	211	2
2026 Buildout HV%	2%	004	204	20/	00/	00/	00/	40/	20/	201	1.20/	204

Intersection #16: Oakland Road @ Oakland Chase Court / Site Driveway G AM PEAK HOUR

	Oakl	and Chase	Court	Sit	e Drivewa	y G	0	akland Ro	ad	C	akland Ro	ad
	N	orthbour	ıd	S	outhbour	d	1	Eastbound	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	11		11					150	4	4	164	
Pedestrians		0			0	_	-	0	-	_	0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	11%	2%	2%	5%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	11	0	11	0	0	0	0	150	4	4	164	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	12	0	12	0	0	0	0	172	4	4	184	0
Project Trips												
Trip Distribution IN							1%	5%				
Trip Distribution OUT						1%					5%	
Residential Trips	0	0	0	0	0	2	1	4	0	0	10	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
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	3	0	0	4	0
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	7	0	0	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	2	1	14	0	0	45	0
2026 Buildout Total	12	0	12	0	0	2	1	186	4	4	229	0
2026 Buildout HV%	2%	0%	2%	0%	0%	2%	2%	11%	2%	2%	6%	0%

	Oakla	and Chase	Court	Sit	e Driveway	y G	C	akland Roa	ad	C	akland Roa	ad
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	7		7					360	12	11	176	
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	11	0	0	20	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	3%	2%	2%	11%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2021 Volumes	7	0	7	0	0	0	0	360	12	11	176	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	8	0	8	0	0	0	0	397	13	12	194	0
Project Trips												
Frip Distribution IN							1%	5%				
Frip Distribution OUT						1%					5%	
Residential Trips	0	0	0	0	0	1	2	8	0	0	5	0
Frip 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
•												
Trip Distribution IN											15%	
Trip Distribution OUT								15%				
Warehouse (Truck) Trips	0	0	0	0	0	0	0	5	0	0	5	0
Trip Distribution IN								1			15%	
Trip Distribution OUT								15%				
Warehouse (Employee) Trips	0	0	0	0	0	0	0	28	0	0	7	0
- (-			~							
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
		-										
Total Project Trips	0	0	0	0	0	1	2	41	0	0	17	0
	Ŭ		2	0	~	•	-		2			2
2026 Buildout Total	8	0	8	0	0	1	2	438	13	12	211	0
2026 Buildont HV%	2%	0%	2%	0%	0%	2%	2%	4%	2%	2%	13%	0%
ala tato 014600001 5030 sugarloaf dri - city of lawra	neavilla - november ?	021 dri phara	2 analyzis les	i analyrir.11	hadition ic-2nd	Leddaily 3rda	dam.nm.ylelin	#16	270	270		0.00

Intersection #17: Oakland Road @ Site Driveway I AM PEAK HOUR

				Si	te Drivewa	ay I	0	akland Ro	ad	0	akland Ro	ad
	N	orthbour	ıd	S	outhbour	ıd	1	Eastboun	<u>1</u>	7	Vestboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								150			165	
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	5%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	150	0	0	165	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	0	0	0	0	0	0	0	172	0	0	185	0
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	7	0	0	20	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Restaurant Trips	0	0	0	0	0	0	0	6	0	0	7	0
Trip Distribution IN											10%	5%
Trip Distribution OUT				5%				10%				
Warehouse (Truck) Trips	0	0	0	1	0	0	0	2	0	0	2	1
Trip Distribution IN							1%	15%			6%	4%
Trip Distribution OUT				4%		1%		6%			15%	
Warehouse (Employee) Trips	0	0	0	2	0	0	2	34	0	0	19	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	3	0	0	2	49	0	0	48	9
2026 Buildout Total	0	0	0	3	0	0	2	221	0	0	233	9
2026 Buildout HV%	0%	0%	0%	33%	0%	0%	2%	9%	0%	0%	5%	11%

				Si	te Drivewa	y I	C	akland Roa	ad	C	akland Roa	ıd
	<u>N</u>	orthboun	d	5	Southboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
								244			107	
Observed 2021 Traffic Volumes								356			187	
Pedestrians		0			0	-		0	_	-	1	-
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	2	0	0	0	0	11	0	0	20	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	11%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	356	0	0	187	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	0	0	0	0	393	0	0	206	0
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	16	0	0	9	0
•												
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Restaurant Trips	0	0	0	0	0	0	0	5	0	0	4	0
Trip Distribution IN											10%	5%
Trip Distribution OUT				5%				10%				
Warehouse (Truck) Trips	0	0	0	2	0	0	0	3	0	0	4	2
Trip Distribution IN							1%	15%			6%	4%
Trip Distribution OUT				4%		1%		6%			15%	
Warehouse (Employee) Trips	0	0	0	7	0	2	0	18	0	0	31	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	9	0	2	0	42	0	0	48	4
2026 Buildout Total	0	0	0	9	0	2	0	435	0	0	254	4
2026 Buildout HV%	0%	0%	0%	22%	0%	2%	0%	3%	0%	0%	10%	50%
aln_tato/014600001_5030 runarloaf dri _ city of lawne	nceville - november 2	021\ dri nhase	2 analysis (co	ni amalyrir.11	thedition ic-2n	laddaily 3rda	dam.nm vielin	#17				

Intersection #18: Oakland Road @ Site Driveway J AM PEAK HOUR

				Sit	e Drivewa	ıy J	0	akland Ro	ad	0	akland Ro	ad
	N	orthbour	ıd	S	outhbour	ıd]	Eastbound	<u>d</u>	7	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes								150			165	
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	16	0	0	9	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	5%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2021 Volumes	0	0	0	0	0	0	0	150	0	0	165	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments								6			3	
2026 Background Traffic	0	0	0	0	0	0	0	172	0	0	185	0
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	7	0	0	20	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Restaurant Trips	0	0	0	0	0	0	0	6	0	0	7	0
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Warehouse (Truck) Trips	0	0	0	2	0	0	0	0	0	0	0	2
Trip Distribution IN							2%	16%				6%
Trip Distribution OUT				6%		2%					16%	
Warehouse (Employee) Trips	0	0	0	3	0	1	4	33	0	0	8	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	5	0	1	4	46	0	0	35	14
2026 Buildout Total	0	0	0	5	0	1	4	218	0	0	220	14
2026 Buildont HV%	0%	0%	0%	40%	0%	2%	2%	8%	0%	0%	5%	1/1%

			Si	te Drivewa	уJ	C	Oakland Road Oakland Road					
N	orthboun	d	S	outhboun	d		Eastbound	1	Westbound			
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
							356			187		
	0			0			0			1		
0		1	1		0	0		0	0		0	
0	0	2	0	0	0	0	11	0	0	20	0	
0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	11%	0%	
	0.78			0.78			0.78			0.78		
0	0	0	0	0	0	0	356	0	0	187	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%	
1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	
0	0	0	0	0	0	0	393	0	0	206	0	
							10%					
										10%		
0	0	0	0	0	0	0	16	0	0	9	0	
							5%					
										5%		
0	0	0	0	0	0	0	0	0	0	0	0	
							5%					
										5%		
0	0	0	0	0	0	0	5	0	0	4	0	
											10%	
			10%									
0	0	0	3	0	0	0	0	0	0	0	4	
								-				
						2%	16%				6%	
			6%		2%	-/-				16%		
0	0	0	11	0	4	1	8	0	0	29	3	
0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	14	0	4	1	29	0	0	42	7	
						-						
0	0	0	14	0	4	1	422	0	0	248	7	
	001			001		-				_ 10	570/	
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Intersection #19: Herrington Road @ Site Driveway K AM PEAK HOUR

	He	rrington R	oad	He	rrington R	oad				Sit	e Drivewa	y K
	N	orthbour	ıd	s	outhbour	ıd		Eastbound	đ	Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
^												
Observed 2021 Traffic Volumes		380			265							
Pedestrians		0			0			0		0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	9	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.80			0.80			0.80			0.80	
Adjustment												
Adjusted 2021 Volumes	0	380	0	0	265	0	0	0	0	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments		6			12							
2026 Background Traffic	0	426	0	0	305	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Residential Trips	0	20	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Restaurant Trips	0	7	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%		15%							
Trip Distribution OUT		13%										2%
Warehouse (Employee) Trips	0	6	4	0	31	0	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	4	0	44	0	0	0	0	0	0	1
2026 Buildout Total	0	459	4	0	349	0	0	0	0	0	0	1
2026 Buildout HV%	0%	2%	2%	0%	3%	0%	0%	0%	0%	0%	0%	2%

	Herrington Road Herrington Road						Site Driveway K					
	N	orthboun	d	S	Southboun	d		Eastbound	1	Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes		399			609							
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	9	0	0	12	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2021 Volumes	0	399	0	0	609	0	0	0	0	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	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104	1.104
New Road Adjustment												
Other Proposed Developments		12			10							
2026 Background Traffic	0	453	0	0	682	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Residential Trips	0	9	0	0	16	0	0	0	0	0	0	0
I.												
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Restaurant Trips	0	4	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Warehouse (Truck) Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%		15%							
Trip Distribution OUT		13%										2%
Warehouse (Employee) Trips	0	24	1	0	7	0	0	0	0	0	0	4
D D TT :	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	U	0	0	0
Fotal Project Trips	0	37	1	0	28	0	0	0	0	0	0	4
2026 Buildout Total	0	490	1	0	710	0	0	0	0	0	0	4
2026 Buildout HV%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%

Programmed Project Fact Sheets

Search	Home	Board	Employment	News	Contact Us	Site Map		

SR 8/SR 316 FROM CR 544/HERRINGTON ROAD TO SR 20

We apologize for any inconvenience, but we've made the site read only while we're making some improvements.

Project ID:	0019130	Notice to Proceed Date:
Project Manager:	Whitney Duncan	Construction Percent % Complete:
Office:	Program Delivery	Current Completion Date:
County:	Gwinnett	Work Completion Date:
Congressional District:	007	Construction Contract Amount:
State Senate District .:	005, 048	Construction Contractor:
State House District:	101, 102, 104, 105	Preconstruction Status Report
Project Type:	Reconstruction/Rehabilitation	Construction Status Report
Project Status:	Construction Work Program	
Right of Way		Contact Us
Authorization:		

Project Description:

This project proposes Expansion of fiber path on SR 316 from Harrington Rd to SR 20.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2023	\$30,000.00	
CST (Construction)	2023	\$1,600,000.00	

GeoPI Project Information



Project Documents

There are no items to show in this view.

Most Visited

Road & Traffic Data Contractors Design Guides Crash Reporting Disadvantaged Business Enterprise (DBE)

Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 (404) 631-1990 Main Office Contact Us

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GW-307A	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	SUGARLOAF PARKWAY WIDENING FROM SR 20 TO OLD NORCROSS ROAD	20 Outurth Hwy MW Old Norst os Rd MW Shass Lawrenceville
GDOT Project No.	N/A	and R
Federal ID No.	N/A	d 124 Havy 5
Status	Long Range	
Service Type	Roadway / General Purpose Capacity	
Sponsor	Gwinnett County	The state of the s
Jurisdiction	Gwinnett County	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	4 LCI	Network Year 2030
Planned Thru Lane	6 Flex	Corridor Length 5.8 miles
Detailed Description a	and Justification	
This project will widen Suga	rloaf Parkway to 6 lanes from SR 20 to Old Norcross Road.	

Phase Status & Funding State			FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
ALL	Local Jurisdiction/Municipality Funds		LR 2026- 2030	\$52,000,000	\$0,000	\$0,000	\$0,000	\$52,000,000		
				\$52,000,000	\$0,000	\$0,000	\$0,000	\$52,000,000		

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

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

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



Project umber	BOC District	Project Name	Location	Improvement Type	Current Status	Est. Construction
	4	Buford Dam Road	Shadburn Ferry Road	Multi-way Intersection		
	4	Buford Dam Road	Sycamore Road	"T" Intersections		
	2	Jimmy Carter Boulevard	Britt Road / Williams Road	Intersections of one Major Roadway and one Minor Roadway		
	1	McGinnis Ferry Road	Satellite Boulevard	Intersections of Two Major Roadways		
	3 & 4	SR 124 / Scenic Highway	Sugarloaf Parkway	Intersections of one Major Roadway and one Minor Roadway		2024
	1	SR 378 / Beaver Ruin Road	Satellite Boulevard	Intersections of Two Major Roadways		
~~~~	1	SR 378 / Beaver Ruin Road	Steve Reynolds Boulevard	Intersections of Two Major Roadways		
	4	Sugarloaf Parkway	Old Norcross Road	Intersections of Two Major Roadways	Design	2022
	2 & 3	US 78 / SR 10 / Stone Mountain Highway	East Park Place Boulevard	Intersections of Two Major Roadways	Concept	
	2&3	Webb Gin House Road	Janmar Road	"T" Intersections		

TIFR II

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	10	Project ID	PROJECT NAME/DESCRIPTION
	2 L	GCint_350	SR 378/Beaver Ruin Road at Steve Reynolds Boulevard
$\mathcal{C}$	NS A	GCint_088	SR 84/Grayson Parkway at Lakeview Road
8		GCint_075	Sugarloaf Parkway at Lakes Parkway
(LL	RSECT IDOR	GCint_046	-Sugarloaf Parkway at Old Norcross Road (PE seed funding for now - may be part of widening or completed outside of that project)
	NTE ORR	GCint_205	US 23/SR 13/Buford Highway at Jones Mill Road
	Ξŭ	GCint_056	US 23/SR I3/Buford Highway at South Berkeley Lake Road/Simpson Circle (EB Left Turns)
		GCint_050	US 78 at East Park Place

	Project ID	PROJECT NAME/DESCRIPTION
	GCmri_02	Arcado Road Widening from Killian Hill Road to Lawrenceville Highway/US 29
	GW-396	Cruse Road Widening from Old Norcross Road to Paden Drive
	GCmri_15	Killian Hill Road Widening from Church Street to Arcado Road
	GCmri_35a	Peachtree Industrial Boulevard Widening (Northbound Only) from Medlock Bridge Road to Peachtree Parkway - Tier IA
	GCmri_35b	Peachtree Industrial Boulevard Widening (Southbound Only) from Medlock Bridge Road to SR 141/ Peachtree Parkway
ADS	GCmri_308	SR I24/Braselton Highway Widening from SR 20/Buford Drive to Old Fountain Road
dr Ro	GCmri_34	SR 140/Jimmy Carter Boulevard Widening from US 23/SR 13 Buford Highway to SR 141/Peachtree Industrial Boulevard
MAJO	GCmri_24	SR 141/Peachtree Parkway Capacity Improvements from Jimmy Carter Boulevard to the Chattahoochee River
	CTpnd_002	SR 141/Peachtree Parkway Capacity Improvements - Freeway Section from End of freeway section immediately north of Jimmy Carter Blvd to Northwestern County line
	GW_020D	SR 20/Buford Drive Widening from Old Peachtree Road to north of I-85 interchange
	GCmri_08	SR 20/Buford Drive Widening from SR 124/Braselton Highway to Hurricane Shoals Road
	GCmri_36	Sugarloaf Parkway Extension - Phase 2 from I-85 to SR 316
	GW-308C	Sugarloaf Parkway Extension - Phase 3 New Alignment from I-85 to Peachtree Industrial Boulevard
	GCmri_307	Sugarloaf Parkway Widening from SR 124/Scenic Highway to Old Norcross Road
	GCmri_28b	Thompson Mill Road Widening from Faith Industrial Boulevard to North Bogan Road

Ļ	Project ID	Project Name/Description
ALIGNME	LCI_GW_ NOR23	Peachtree Street Traffic Calming from Cochran Drive to Holcomb Bridge Road
	STK_004	Boggs Road at I-85 - Left turn lanes on to Boggs Road
g	GPC_156	Gwinnett Place Drive - Satellite Boulevard Connector
Υ AI	GCsaf_03	Highpoint Road at Holly Brook Road Intersection Improvement
SAFET	LCI_GW_ NOR25	Holcomb Bridge Road Traffic Calming from Peachtree Street to Queens Court
ROAD S	LIL_II8	Killian Hill Road Northbound Right Turn Lane
	GCsaf_032	Lawrenceville Suwanee Road at Whitehead Place Drive Intersection Improvement
	GCsaf_023	New Hope Road at Corley Brook Way Vertical Alignment

# **Level 3 Projects**

6	~;;	PROJECT ID		
8	<b>~</b>	GCpmt_003	Herrington Road at SR 316 Bridge	1
C	RA RA	~GVCID_004a~	<u> </u>	لربد
		TIA_GW_018	Satellite Boulevard/Hillcrest Road Connector	
	<u>n</u> el	GCpmt_006	Smithtown Road/Old Peachtree Road Connector from Old Peachtree Road to Sawmill Drive	
	DGES, ( PORTA	CTvhb_002	US 23/SR I3/Buford Highway at Norfolk Southern Railroad - Eliminate at-grade Rail Crossing near Button Gwinnett Drive	
	Brii	CTpnd_009	US 78/SR 10/Stone Mountain Highway Parallel Road Connecting Bridge	
	Tr _	GCbri_086	Westbrook Road at Ivy Creek (North) Bridge Replacement	
		GCbri_087	Westbrook Road at Ivy Creek (South) Bridge Replacement	

	PROJECT ID	Project Name/Description
S/ITS	CTvhb_008	Amwiler Road at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing
	GCint_301	Austin Garner Road at Riverside Road
	CTvhb_012	Best Friend Road at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing
	GCint_121	Brooks Road at Bramlett Shoals Road
	GCint_310	Burns Road at Dickens Road
	GCint_003	Cedars Road at Hurricane Shoals Road
	CTvhb_003	Duluth Highway at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing
	GCTP_010	Fence Road at Circle Road
	GCint_090	Gunnin Road at Spalding Drive
Σ	BUF_151	Hamilton Mill Road at I-985 New Interchange
4	GCatms_LT3	ITS Expansion on SR I20/Duluth Highway Phase 2
is and Corridor	GCatms_LT1	ITS Expansion on SR I 24/Braselton Highway Phase 2
	GCatms_LT2	ITS Expansion on Sugarloaf Parkway
	GCpmt_011	Jones Mill Road at Norfolk Southern Railroad
	CTvhb_007	Langford Road at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing
	GCint_010	Lee Road at Mink Livsey Road
<u>v</u>	ADJ_042	Mink Livsey Road Spot Intersection Improvements from Centerville Rosebud Road to County Line
ECT	GCint_351	Moore Road at Lansfaire Road
ERSI	CTvhb_011	Oak Road at CSX Railroad - Improve safety of at-grade Rail Crossing
L Z	GCint_064	Old Norcross Road at Sweetwater Road
	GCint_333	Pleasantdale Road at Mimms Drive
	GCint_062	Rockbridge Road at North Deshong Road
	GCint_040	SR I20/Duluth Highway at US 23/Buford Highway
	BUF_154	SR 20/Buford Drive at Plunketts Road Intersection Improvements
	GCint_089	SR 84/Grayson Parkway at Three Bars Drive
	<u>Geint_102</u>	Steve Reynolds Boulevard at Old Norcross Road
	GCint_103	Sugarloaf Parkway at Cruse Road
~	Geint 028	Suwanee Dam Road'at Austin Gamer Road
	GCint_120	Suwanee Dam Road at Moore Road

