

Transportation Analysis

The Gathering at South Forsyth DRI #3967

Forsyth County, Georgia

July 2023

Prepared for:

The Gathering at South Forsyth, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
014991001

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7/24/2023

Kimley»Horn

TABLE OF CONTENTS

| | |
|---|----|
| Executive Summary | 1 |
| McGinnis Ferry Road at Windward Concourse (Intersection 9)..... | 6 |
| McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10)..... | 6 |
| McGinnis Ferry Road at Union Hill Road (Intersection 11)..... | 7 |
| McFarland Parkway at SR 400 SB Ramps (Intersection 12)..... | 7 |
| McFarland Parkway at Ronald Reagan Boulevard (Intersection 14) | 8 |
| McGinnis Ferry Road at Old Alpharetta Road (Intersection 16) | 8 |
| McGinnis Ferry Road at Douglas Road (Intersection 17) | 9 |
| Impacted Queue Lengths Exceeding Storage..... | 10 |
| 1.0 Project Description | 11 |
| 1.1 Introduction | 11 |
| 1.2 Site Access | 14 |
| 1.3 Internal Circulation Analysis..... | 14 |
| 1.4 Parking | 15 |
| 1.5 Alternative Transportation Facilities | 15 |
| 1.6 Enhanced Focus Area for Dense Urban Environments | 16 |
| 2.0 Traffic Analyses, Methodology and Assumptions..... | 17 |
| 2.1 Study Network Determination..... | 17 |
| 2.2 Existing Roadway Facilities..... | 19 |
| 2.3 Traffic Data Collection and Calibration | 19 |
| 2.4 Background Growth | 21 |
| 2.5 Programmed and Planned Projects..... | 21 |
| 2.6 Level-of-Service Overview | 24 |
| 2.7 Level-of-Service Standards..... | 24 |
| 3.0 Trip Generation..... | 25 |
| 4.0 Trip Distribution and Assignment | 27 |

| | | |
|------|---|----|
| 5.0 | Traffic Analysis | 27 |
| 5.1 | Alpharetta Highway (SR 9) at Webb Road (Intersection 1)..... | 38 |
| 5.2 | Deerfield Parkway at Webb Road (Intersection 2)..... | 39 |
| 5.3 | Deerfield Parkway at Morris Road (Intersection 3) | 40 |
| 5.4 | Morris Road at Webb Road (Intersection 4) | 41 |
| 5.5 | Morris Road/McGinnis Ferry Road at Bethany Bend (Intersection 5) | 42 |
| 5.6 | Bethany Bend at Strickland Road (Intersection 6) | 43 |
| 5.7 | McGinnis Ferry Road at SR 400 SB Ramps (Intersection 7) | 44 |
| 5.8 | McGinnis Ferry Road at SR 400 NB Ramps (Intersection 8) | 45 |
| 5.9 | McGinnis Ferry Road at Windward Concourse (Intersection 9)..... | 46 |
| 5.10 | McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10)..... | 48 |
| 5.11 | McGinnis Ferry Road at Union Hill Road (Intersection 11) | 50 |
| 5.12 | McFarland Parkway at SR 400 SB Ramps (Intersection 12) | 52 |
| 5.13 | McFarland Parkway at SR 400 NB Ramps (Intersection 13) | 54 |
| 5.14 | McFarland Parkway at Ronald Reagan Boulevard (Intersection 14)..... | 55 |
| 5.15 | McGinnis Ferry Road at McFarland Parkway (Intersection 15)..... | 57 |
| 5.16 | McGinnis Ferry Road at Old Alpharetta Road (Intersection 16)..... | 58 |
| 5.17 | McGinnis Ferry Road at Douglas Road (Intersection 17) | 60 |
| 5.18 | Ronald Reagan Boulevard at Majors Road (Intersection 18)..... | 62 |
| 5.19 | Ronald Reagan Boulevard at Rex Lane/Site Driveway A (Intersection 19)..... | 63 |
| 5.20 | Ronald Reagan Boulevard at Site Driveway B (Intersection 20)..... | 64 |
| 5.21 | Ronald Reagan Boulevard at Counselors Way/Site Driveway C (Intersection 21)..... | 65 |
| 5.22 | Ronald Reagan Boulevard at Jamestown Drive/Site Driveway D (Intersection 22)..... | 66 |
| 5.23 | Union Hill Road at Windward Concourse/Site Driveway E (Intersection 23) | 67 |
| 5.24 | Union Hill Road at SR 400 Express Lane Ramps/Site Driveway E (Intersection 24) | 68 |
| 5.25 | Union Hill Road at Site Driveway G (Intersection 25) | 69 |

LIST OF TABLES

| | |
|--|----|
| Table 1: Proposed Land Use and Density | 1 |
| Table 2: Proposed Land Use and Density | 11 |
| Table 3: Required Parking | 15 |
| Table 4: Intersection Control Summary | 17 |
| Table 5: Roadway Classifications | 19 |
| Table 6: Traffic Count Summary | 20 |
| Table 7: Programmed Projects | 22 |
| Table 8: Planned Projects | 22 |
| Table 9: Trip Generation | 26 |

LIST OF FIGURES

| | |
|---|----|
| Figure 1: Site Location Map | 12 |
| Figure 2: Site Aerial | 13 |
| Figure 3: Study Intersections | 18 |
| Figure 4: Programmed and Planned Projects | 23 |
| Figure 5: Residential Trip Distribution & Assignment..... | 28 |
| Figure 6: Office/Community Center/Fire Station Trip Distribution & Assignment | 30 |
| Figure 7: Retail Trip Distribution & Assignment | 32 |
| Figure 8: Arena Trip Distribution & Assignment..... | 34 |
| Figure 9: Project Trips..... | 36 |
| Figure 10: Existing 2023 Conditions..... | 70 |
| Figure 11: Projected 2033 No-Build Conditions..... | 72 |
| Figure 12: Projected 2033 Build Conditions | 74 |

LIST OF APPENDICES

| | |
|------------|--------------------------------|
| Appendix A | Proposed Site Plan |
| Appendix B | Trip Generation Analysis |
| Appendix C | Intersection Volume Worksheets |
| Appendix D | Programmed Project Fact Sheets |

Available Upon Request

Raw Traffic Count Data

Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *The Gathering at South Forsyth* development located in unincorporated Forsyth County, Georgia. The approximate 84-acre site is located north of Ronald Reagan Boulevard, south of SR 400, and east of Union Hill Road. The site is currently undeveloped.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2033 (approximately 10 years).

| Table 1: Proposed Land Use and Density | |
|--|--------------|
| Land Use | Density |
| Multifamily Residential | 2,400 units |
| Hotel | 500 rooms |
| Office | 1,000,000 SF |
| Retail | 600,000 SF |
| Arena | 20,000 seats |
| Community Ice Rink | 90,000 SF |
| Fire Station | 15,000 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 May 10, 2023).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, the Projected 2033 No-Build conditions, and the Projected 2033 Build conditions.

- Existing 2023 conditions represent traffic volumes that were collected in May 2023 (Note: Traffic Count methodology was outlined in the methodology meeting packet approved by GRTA in April 2023).
- Projected 2033 No-Build conditions represent the Existing 2023 traffic volumes grown for ten (10) years at 1.5% per year throughout the study network. GDOT traffic volume projections from PI#0001757 were used for the new interchange volumes (Intersection 7, 8, and 24). The GDOT traffic volume projections analyzed a build-out year of 2026. Therefore, the 2026 traffic volume projections were grown for seven (7) years from 2026 to 2033 at 1.5% per year. Volumes at intersections affected by the interchange projects were adjusted consistent with the GDOT volume projections.
- Projected 2033 Build conditions represent the Projected 2033 No-Build conditions plus the addition of the project trips that are anticipated to be generated by *The Gathering at South Forsyth* development.

Programmed Roadway Improvements

The following intersection improvements are programmed to be implemented by GDOT, Forsyth County, the City of Milton, City of Alpharetta, or the City of Johns Creek before the build-out of the proposed *The Gathering at South Forsyth* development, and are included in the Projected 2033 No-Build and Build conditions (shown in green on **Figure 11** and **Figure 12**):

- Alpharetta Highway (SR 9) at Webb Road (Intersection 1) – PI#0007838
 - Provide an additional northbound through lane (creating two throughs) along Alpharetta Highway (SR 9).
 - Provide an additional southbound through lane (creating two throughs) along Alpharetta Highway (SR 9).
 - Provide an exclusive westbound right-turn lane along Webb Road.
- Morris Road at Webb Road (Intersection 4) – MIL-031
 - Provide an additional northbound through lane (creating two throughs) along Morris Road.
 - Provide an additional southbound through lane (creating two throughs) along Morris Road.
- Morris Road/McGinnis Ferry Road at Bethany Bend (Intersection 5) – MIL-031/PI#0007526
 - Provide an additional eastbound through lane (creating two throughs) along Morris Road.
 - Provide an additional westbound through lane (creating two throughs) McGinnis Ferry Road.
- McGinnis Ferry Road at SR 400 SB Ramps (Intersection 7) – PI#0007526
 - Construct a signalized diamond interchange at the intersection of McGinnis Ferry Road at SR 400.
 - Provide four (4) total eastbound through lanes and an exclusive right-turn lane along McGinnis Ferry Road.
 - Provide two (2) westbound through lanes and two (2) exclusive left-turn lanes along McGinnis Ferry Road.
 - Provide two (2) southbound left-turn lanes and one (1) exclusive right-turn lane along the SR 400 SB Exit Ramp.
- McGinnis Ferry Road at SR 400 NB Ramps (Intersection 8) – PI#0007526
 - Construct a signalized diamond interchange at the intersection of McGinnis Ferry Road at SR 400.
 - Provide two (2) eastbound through lanes and two (2) exclusive left-turn lanes along McGinnis Ferry Road.
 - Provide four (4) total westbound through lanes and an exclusive right-turn lane along McGinnis Ferry Road.
 - Provide two (2) northbound left-turn lanes and two (2) exclusive right-turn lanes along the SR 400 NB Exit Ramp.

- McGinnis Ferry Road at Windward Concourse (Intersection 9) – PI#0007526
 - Provide an additional eastbound left-turn lane (creating dual lefts), an additional through lane (creating two throughs) and an exclusive right-turn lane along McGinnis Ferry Road.
 - Provide an additional westbound left-turn lane (creating dual lefts), and an additional through lane (creating two throughs) along McGinnis Ferry Road.
 - Provide an exclusive northbound left-turn lane along Windward Concourse.
 - Reconfigure the southbound approach of Windward Concourse so that it consists of an exclusive left-turn lane and a shared through/right-turn lane.
- McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10) – PI#0007526
 - Provide an additional eastbound left-turn lane (creating dual lefts), and an additional through lane (creating two throughs) along McGinnis Ferry Road.
 - Provide an additional westbound through lane (creating two throughs) along Ronald Reagan Boulevard.
- McGinnis Ferry Road at Union Hill Road (Intersection 11) – PI#0004634
 - Provide an additional eastbound through lane (creating two throughs) and an exclusive right-turn lane along McGinnis Ferry Road.
 - Provide an additional westbound through lane (creating two throughs) along McGinnis Ferry Road.
- McFarland Parkway at Ronald Reagan Boulevard (Intersection 14) – Ronald Reagan Boulevard widening
 - Provide an additional westbound left-turn lane (creating dual lefts), and an additional through lane (creating two throughs) along Ronald Reagan Boulevard.
 - Provide an additional northbound left-turn lane (creating dual lefts) along McFarland Parkway.
- McGinnis Ferry Road at McFarland Parkway (Intersection 15) – PI#0004634
 - Provide an additional eastbound through lane (creating two throughs) along McGinnis Ferry Road.
 - Provide an additional westbound through lane (creating two throughs) along McGinnis Ferry Road.
- McGinnis Ferry Road at Old Alpharetta Road (Intersection 16) – PI#0004634
 - Provide an additional eastbound through lane (creating two throughs) and an exclusive right-turn lane along McGinnis Ferry Road.
 - Provide an additional westbound through lane (creating two throughs) along McGinnis Ferry Road.
 - Provide an exclusive southbound right-turn lane along Old Alpharetta Road.

- McGinnis Ferry Road at Douglas Road (Intersection 17) – PI#0004634
 - Provide an additional eastbound through lane (creating two throughs) along McGinnis Ferry Road.
 - Provide an additional westbound through lane (creating two throughs) along McGinnis Ferry Road.
 - Provide an exclusive northbound right-turn lane along Douglas Road.
 - Provide an exclusive southbound right-turn lane along Douglas Road.
- Union Hill Road at SR 400 Express Lane Ramps (Intersection 24) – PI#0001757
 - Construct a signalized interchange providing south-facing access (northbound exit, southbound entrance) to the SR 400 Express Lanes.
 - Provide an exclusive northbound left-turn lane along Union Hill Road.
 - Provide an exclusive southbound right-turn lane along Union Hill Road.
 - Provide one (1) exclusive eastbound left-turn lane and one (1) shared left/right-turn lane along the SR 400 Express Lanes Exit Ramp.

Projected 2033 No-Build (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Existing 2023 and Projected 2033 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 11** and **Figure 12**) in addition to the programmed roadway improvements:

- McGinnis Ferry Road at Windward Concourse (Intersection 9)
 - Restripe the northbound through lane along Windward Concourse as a shared through/left-turn lane.
- McGinnis Ferry Road at Union Hill Road (Intersection 11)
 - Install a traffic signal, as permitted by Forsyth County and the City of Alpharetta
- McFarland Parkway at SR 400 SB Ramps (Intersection 12)
 - Increase the westbound split time to allocate more green time to this approach.
- McFarland Parkway at Ronald Reagan Boulevard (Intersection 14)
 - Construct an additional eastbound left-turn lane along Ronald Reagan Boulevard (creating triple left-turns). Modify the channelizing island to provide three (3) northbound receiving lanes.
- McGinnis Ferry Road at Old Alpharetta Road (Intersection 16)
 - Provide a right-turn overlap phase for the southbound right-turn movement.
- McGinnis Ferry Road at Douglas Road (Intersection 17)
 - Construct an additional northbound left-turn lane along Douglas Road (creating dual left-turns).

Projected 2033 Build (Off-Site Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2033 Build conditions, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 12**) in addition to the programmed roadway improvements and the system improvement recommendations:

- McGinnis Ferry Road at Windward Concourse (Intersection 9)
 - Construct an exclusive southbound right-turn lane along Windward Concourse
 - Provide an additional eastbound through lane along McGinnis Ferry Road (creating three through lanes).
- McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10)
 - Provide an additional eastbound through lane along McGinnis Ferry Road (creating three through lanes).

Projected 2033 Build (Site Access Improvements)

In order to serve the proposed *The Gathering at South Forsyth* development traffic, the following improvements are recommended to improve the existing driveway stubs (shown in blue on **Figure 12**) in addition to the programmed roadway improvements and the system improvement recommendations:

- Ronald Reagan Boulevard at Rex Lane/Site Driveway A (Intersection 19)
 - Widen the existing driveway stub exiting the development to consist of one (1) exclusive left-turn lane, one (1) shared left-turn/through lane, and one (1) exclusive right-turn lane.
- Ronald Reagan Boulevard at Site Driveway B (Intersection 20)
 - Install a westbound right-turn deceleration lane along Ronald Reagan Boulevard.
 - Construct a right-in/right-out driveway along Ronald Reagan Boulevard with one lane entering the site and one lane exiting the site.
- Ronald Reagan Boulevard at Jamestown Drive/Site Driveway D (Intersection 22)
 - Restripe an existing eastbound left-turn lane as a third through lane along Ronald Reagan Boulevard. Modify the median to allow the third through lane to drop into the dual left-turn lane at Counselors Way/Site Driveway C (Intersection 21).
- Union Hill Road at Windward Concourse/Site Driveway E (Intersection 23)
 - Install a traffic signal, if and when warranted.
- Union Hill Road at SR 400 Express Lane Ramps/Site Driveway F (Intersection 24)
 - Provide an exclusive northbound right-turn lane along Union Hill Road.
 - Provide an exclusive southbound left-turn lane along Union Hill Road.
 - Restripe the shared left/right-turn lane along the SR 400 Express Lanes Exit Ramp as a shared left-turn/through lane. Provide an exclusive westbound right-turn lane.
 - Exiting the development, provide a shared westbound left-turn/through lane and an exclusive right-turn lane along Site Driveway F.
- Union Hill Road at Site Driveway G (Intersection 25)
 - Install a northbound right-turn deceleration lane along Union Hill Road.
 - Construct a right-in/right-out driveway along Union Hill Road with one lane entering the site and one lane exiting 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.

McGinnis Ferry Road at Windward Concourse (Intersection 9)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Windward Concourse | | | Windward Concourse | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|--------------------|-----|-----|--------------------|-----|---|---------------------|-----|-----|---------------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (34.3) | | | | | | | | | | | |
| | | Approach LOS | D (45.2) | | | E (68.2) | | | C (29.1) | | | D (36.0) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 93 | 96 | 0 | 2 | 59 | | 14 | 338 | 35 | 255 | 90 | 0 |
| | | 95th Queue | 161 | 164 | 12 | 11 | 143 | | 34 | 435 | 142 | 375 | 131 | 1 |
| | PM | Overall LOS | D (35.7) | | | | | | | | | | | |
| | | Approach LOS | D (45.9) | | | E (70.0) | | | C (30.5) | | | C (26.1) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 170 | 171 | 384 | 24 | 78 | | 8 | 312 | 15 | 54 | 149 | 0 |
| | | 95th Queue | 276 | 277 | 654 | 59 | 213 | | 23 | 399 | 77 | 89 | 194 | 0 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (37.3) | | | | | | | | | | | |
| | | Approach LOS | D (52.6) | | | E (61.1) | | | C (32.4) | | | D (39.1) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 111 | 114 | 0 | 2 | 86 | 0 | 39 | 396 | 112 | 300 | 251 | 0 |
| | | 95th Queue | 191 | 194 | 61 | 11 | 155 | 0 | 72 | 531 | 288 | 489 | 395 | 4 |
| | PM | Overall LOS | D (46.2) | | | | | | | | | | | |
| | | Approach LOS | E (62.2) | | | E (61.4) | | | D (40.2) | | | D (41.8) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 200 | 205 | 426 | 26 | 81 | 0 | 41 | 509 | 82 | 72 | 393 | 0 |
| | | 95th Queue | 320 | 326 | 719 | 60 | 144 | 9 | 74 | 638 | 188 | 114 | 521 | 0 |

McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | McGinnis Ferry Road | | | Union Hill Road | | | McGinnis Ferry Road | | | Ronald Reagan Boulevard | | |
|---|----|--------------|---------------------|-----|-----|-----------------|-----|-----|---------------------|-----|-----|-------------------------|-----|----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (37.5) | | | | | | | | | | | |
| | | Approach LOS | D (38.8) | | | D (45.8) | | | C (33.4) | | | D (37.6) | | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | | |
| | | 50th Queue | 289 | 130 | 0 | 32 | 131 | 21 | 40 | 205 | 106 | 52 | 317 | 17 |
| | | 95th Queue | 451 | 186 | 59 | 65 | 185 | 118 | 73 | 282 | 306 | 89 | 444 | 68 |
| | PM | Overall LOS | D (45.7) | | | | | | | | | | | |
| | | Approach LOS | D (47.8) | | | D (47.2) | | | D (44.5) | | | D (45.2) | | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | | |
| | | 50th Queue | 248 | 236 | 35 | 177 | 197 | 0 | 199 | 433 | 402 | 89 | 283 | 0 |
| | | 95th Queue | 487 | 336 | 142 | 287 | 278 | 62 | 287 | 532 | 739 | 139 | 362 | 0 |

McGinnis Ferry Road at Union Hill Road (Intersection 11)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Union Hill Road | | | | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|-----------------|---|----|------------|---|---|---------------------|-----|-----|---------------------|-----|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (PROPOSED SIGNAL) | AM | Overall LOS | B (10.6) | | | | | | | | | | | |
| | | Approach LOS | B (19.9) | | | | | | B (13.2) | | | A (6.0) | | |
| | | Storage | 150 | | | | | | | | | 150 | | |
| | | 50th Queue | 44 | | 0 | | | | | 112 | 3 | 32 | 36 | |
| | | 95th Queue | 108 | | 31 | | | | | 196 | 40 | 73 | 68 | |
| | PM | Overall LOS | B (13.1) | | | | | | | | | | | |
| | | Approach LOS | C (21.7) | | | | | | B (14.6) | | | A (7.3) | | |
| | | Storage | 150 | | | | | | | | | 150 | | |
| | | 50th Queue | 120 | | 0 | | | | | 143 | 8 | 30 | 65 | |
| | | 95th Queue | 245 | | 50 | | | | | 258 | 66 | 77 | 131 | |
| BUILD IMPROVED (PROPOSED SIGNAL) | AM | Overall LOS | B (11.4) | | | | | | | | | | | |
| | | Approach LOS | C (25.0) | | | | | | B (13.6) | | | A (6.3) | | |
| | | Storage | 150 | | | | | | | | | 150 | | |
| | | 50th Queue | 81 | | 0 | | | | | 158 | 11 | 40 | 76 | |
| | | 95th Queue | 185 | | 33 | | | | | 282 | 58 | 106 | 142 | |
| | PM | Overall LOS | B (15.3) | | | | | | | | | | | |
| | | Approach LOS | C (27.4) | | | | | | B (16.7) | | | A (9.1) | | |
| | | Storage | 150 | | | | | | | | | 150 | | |
| | | 50th Queue | 185 | | 0 | | | | | 246 | 40 | 39 | 142 | |
| | | 95th Queue | 379 | | 57 | | | | | 353 | 115 | 76 | 203 | |

McFarland Parkway at SR 400 SB Ramps (Intersection 12)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Overall LOS Standard: E Approach LOS Standard: E | | | McFarland Parkway | | | McFarland Parkway | | | | | | SR 400 SB Ramps | | |
|-------------------------------|----|---|----------|-----|-------------------|----------|-----|-------------------|---|---|-----------|----------|---|-----------------|--|--|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (40.8) | | | | | | | | | | | | | |
| | | Approach LOS | C (30.5) | | | D (37.6) | | | | | | E (63.4) | | | | |
| | | Storage | 400 | | | | | | | | | 500 | | | | |
| | | 50th Queue | 393 | 378 | | | 297 | 1330 | | | | 289 | | 409 | | |
| | | 95th Queue | 479 | 479 | | | 346 | 1599 | | | | 409 | | 553 | | |
| | PM | Overall LOS | C (32.0) | | | | | | | | | | | | | |
| | | Approach LOS | C (20.6) | | | D (41.9) | | | | | | E (72.7) | | | | |
| | | Storage | 400 | | | | | | | | | 500 | | | | |
| | | 50th Queue | 522 | 44 | | | 342 | 1275 | | | | 126 | | 129 | | |
| | | 95th Queue | 646 | 48 | | | 394 | 1542 | | | | 203 | | 207 | | |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (44.3) | | | | | | | | | | | | | |
| | | Approach LOS | C (30.8) | | | D (38.4) | | | | | | E (70.4) | | | | |
| | | Storage | 400 | | | | | | | | | 500 | | | | |
| | | 50th Queue | 394 | 371 | | | 297 | 1330 | | | | 431 | | 409 | | |
| | | 95th Queue | 479 | 459 | | | 346 | 1599 | | | | 668 | | 553 | | |
| | PM | Overall LOS | D (40.2) | | | | | | | | | | | | | |
| | | Approach LOS | C (29.4) | | | D (41.9) | | | | | | E (75.9) | | | | |
| | | Storage | 400 | | | | | | | | | 500 | | | | |
| | | 50th Queue | 543 | 79 | | | 342 | 1186 | | | | 287 | | 136 | | |
| | | 95th Queue | 722 | 86 | | | 394 | 1454 | | | | 491 | | 198 | | |

McFarland Parkway at Ronald Reagan Boulevard (Intersection 14)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | McFarland Parkway | | | McFarland Parkway | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
|---|----|--------------|-------------------|------|-----|-------------------|------|-----|-------------------------|-----|-----|-------------------------|----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (42.9) | | | | | | | | | | | |
| | | Approach LOS | C (25.8) | | | D (46.2) | | | E (71.5) | | | E (68.8) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 69 | 580 | 0 | 117 | 1073 | 61 | 136 | 20 | 179 | 11 | 13 | 0 |
| | | 95th Queue | 104 | 842 | 13 | 168 | 1418 | 97 | 171 | 36 | 281 | 28 | 28 | 0 |
| | PM | Overall LOS | D (52.6) | | | | | | | | | | | |
| | | Approach LOS | D (51.8) | | | C (30.1) | | | E (66.4) | | | E (77.0) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 101 | 1068 | 0 | 33 | 193 | 1 | 245 | 54 | 254 | 85 | 20 | 121 |
| | | 95th Queue | 142 | 1382 | 0 | 60 | 422 | 13 | 287 | 73 | 356 | 127 | 36 | 220 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (45.4) | | | | | | | | | | | |
| | | Approach LOS | C (26.4) | | | D (47.2) | | | E (72.5) | | | E (72.3) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 69 | 577 | 0 | 116 | 1070 | 113 | 180 | 45 | 179 | 11 | 56 | 0 |
| | | 95th Queue | 104 | 842 | 13 | 168 | 1417 | 158 | 224 | 67 | 281 | 28 | 81 | 0 |
| | PM | Overall LOS | E (60.5) | | | | | | | | | | | |
| | | Approach LOS | E (62.3) | | | C (32.3) | | | E (72.9) | | | E (77.4) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 101 | 1077 | 0 | 33 | 190 | 0 | 320 | 82 | 251 | 87 | 49 | 122 |
| | | 95th Queue | 142 | 1357 | 0 | 59 | 435 | 51 | 416 | 104 | 357 | 146 | 72 | 219 |

McGinnis Ferry Road at Old Alpharetta Road (Intersection 16)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Tidewater Crossing | | | Old Alpharetta Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|--------------------|----|---|---------------------|-----|-----|---------------------|---|---|---------------------|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (26.9) | | | | | | | | | | | |
| | | Approach LOS | D (41.2) | | | D (49.3) | | | C (20.9) | | | C (23.5) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 0 | | 70 | 338 | 25 | 154 | 0 | 1 | 312 | | |
| | | 95th Queue | | 0 | | 122 | 431 | 51 | 348 | 0 | 3 | 435 | | |
| | PM | Overall LOS | B (19.8) | | | | | | | | | | | |
| | | Approach LOS | D (49.5) | | | D (45.9) | | | B (17.8) | | | B (15.3) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 7 | | 62 | 127 | 161 | 62 | 0 | 3 | 259 | | |
| | | 95th Queue | | 26 | | 111 | 213 | 379 | 140 | 0 | 7 | 295 | | |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (32.8) | | | | | | | | | | | |
| | | Approach LOS | D (38.8)* | | | D (52.4) | | | C (25.4) | | | C (32.2) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 0 | | 70 | 405 | 48 | 171 | 0 | 1 | 460 | | |
| | | 95th Queue | | 0 | | 122 | 498 | 130 | 385 | 0 | 4 | 633 | | |
| | PM | Overall LOS | C (33.9) | | | | | | | | | | | |
| | | Approach LOS | D (50.2) | | | D (48.7) | | | D (41.7) | | | C (20.0) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 7 | | 62 | 211 | 377 | 70 | 0 | 3 | 305 | | |
| | | 95th Queue | | 27 | | 113 | 321 | 655 | 198 | 0 | 5 | 341 | | |

McGinnis Ferry Road at Douglas Road (Intersection 17)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Douglas Road | | | Douglas Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|--------------|-----|----|--------------|----|---|---------------------|-----|-----|---------------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (21.7) | | | | | | | | | | | |
| | | Approach LOS | E (57.0) | | | E (59.7) | | | B (15.2) | | | B (13.1) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 180 | 11 | 0 | 14 | 18 | 0 | 2 | 254 | 73 | 34 | 211 | 0 |
| | | 95th Queue | 227 | 32 | 50 | 34 | 47 | 0 | 8 | 374 | 176 | 68 | 377 | 0 |
| | PM | Overall LOS | C (22.7) | | | | | | | | | | | |
| | | Approach LOS | E (58.7) | | | E (59.7) | | | B (14.3) | | | B (10.4) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 150 | 30 | 0 | 72 | 48 | 0 | 2 | 245 | 84 | 53 | 114 | 0 |
| | | 95th Queue | 195 | 63 | 68 | 112 | 93 | 0 | 8 | 481 | 301 | 102 | 215 | 0 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (24.1) | | | | | | | | | | | |
| | | Approach LOS | E (59.3) | | | E (59.7) | | | B (17.0) | | | B (15.5) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 208 | 11 | 0 | 13 | 18 | 0 | 2 | 287 | 84 | 36 | 270 | 0 |
| | | 95th Queue | 257 | 31 | 48 | 32 | 47 | 0 | 8 | 421 | 199 | 72 | 473 | 0 |
| | PM | Overall LOS | C (25.0) | | | | | | | | | | | |
| | | Approach LOS | E (61.6) | | | E (62.0) | | | B (16.7) | | | B (12.5) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 180 | 28 | 0 | 69 | 48 | 0 | 2 | 357 | 98 | 59 | 166 | 0 |
| | | 95th Queue | 231 | 59 | 63 | 108 | 91 | 0 | 9 | 550 | 364 | 109 | 292 | 0 |

Impacted Queue Lengths Exceeding Storage

| Intersection | Movement | Storage Length | Projected Build Queue Length (AM / PM) | Recommendation |
|--|----------|----------------|--|--|
| 1. Alpharetta Highway (SR 9) at Webb Road | WBL* | 175 | 127 / 261 (50 th) 242 / 439 (95 th) | <i>No-Build (System Improvement):</i> Consider extending WBL lane storage. |
| 3. Deerfield Parkway at Morris Road | NBR* | 150 | 0 / 98 (50 th) 63 / 361 (95 th) | <i>No-Build (System Improvement):</i> Consider extending NBR lane storage. |
| | WBL* | 225 | 108 / 156 (50 th) 263 / 285 (95 th) | Queue extends into left-turn drop lane, no improvements needed. |
| 5. Morris Road/McGinnis Ferry Road at Bethany Bend | SBL* | 125 | 383 / 143 (50 th) 760 / 265 (95 th) | <i>No-Build (System Improvement):</i> Consider extending SBL lane storage |
| 9. McGinnis Ferry Road at Windward Concourse | WBL* | 150 | 280 / 59 (50 th) 414 / 94 (95 th) | <i>No-Build (System Improvement):</i> Consider extending WBL lane storage |
| 10. McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard | EBL | 200 | 40 / 199 (50 th) 73 / 287 (95 th) | Consider extending EBL lane storage |
| 11. McGinnis Ferry Road at Union Hill Road | NBL* | 150 | 595 / 1080 (95 th) | <i>No-Build (System Improvement):</i> Install a traffic signal |
| 12. McFarland Parkway at SR 400 SB Ramps | WBL* | 500 | 676 / 284 (50 th) 905 / 486 (95 th) | <i>No-Build (System Improvement):</i> Increase the westbound split time to allocate more green time to the approach |
| 14. McFarland Parkway at Ronald Reagan Boulevard | EBL* | 450 | 348 / 659 (50 th) 468 / 793 (95 th) | <i>No-Build (System Improvement):</i> Construct an additional eastbound left-turn lane (creating triple lefts) |
| 16. McGinnis Ferry Road at Old Alpharetta Road | EBL* | 150 | 51 / 436 (50 th) 112 / 664 (95 th) | <i>No-Build (System Improvement):</i> Consider extending EBL lane storage |
| 17. McGinnis Ferry Road at Douglas Road | EBR* | 150 | 60 / 108 (50 th) 145 / 360 (95 th) | <i>No-Build (System Improvement):</i> Consider extending EBR lane storage |

* Exceeds available storage in Existing 2023 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 *The Gathering at South Forsyth* development located in unincorporated Forsyth County, Georgia. The approximate 84-acre site is located north of Ronald Reagan Boulevard, south of SR 400, and east of Union Hill Road. The project site is currently zoned CBD (Central Business District), within the Ronald Reagan/Union Hill Overlay District. A code amendment for the overlay district is currently in progress. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

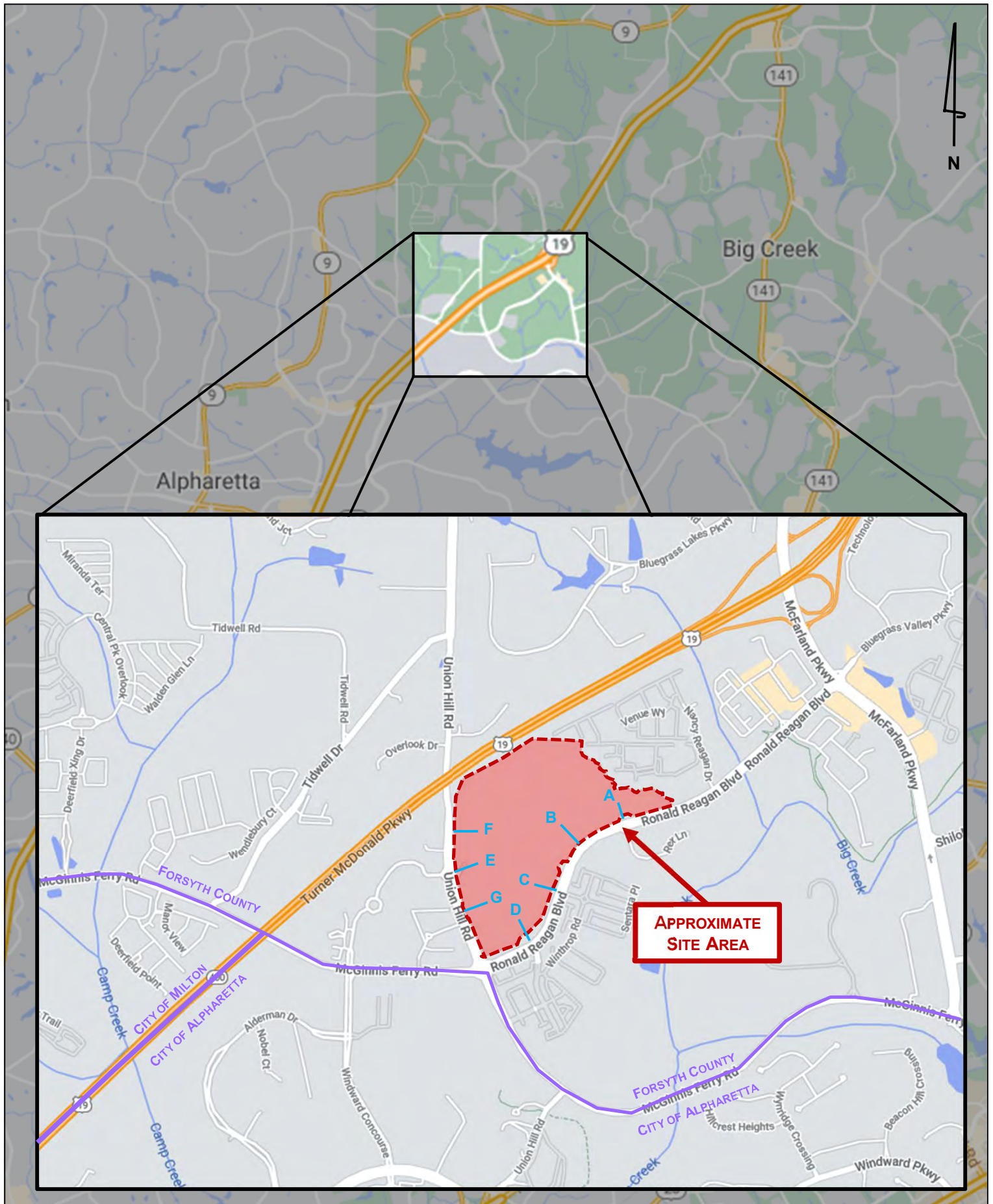
The site is currently undeveloped and is being used as a dirt borrow pit for ongoing construction projects. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2033 (approximately 10 years).

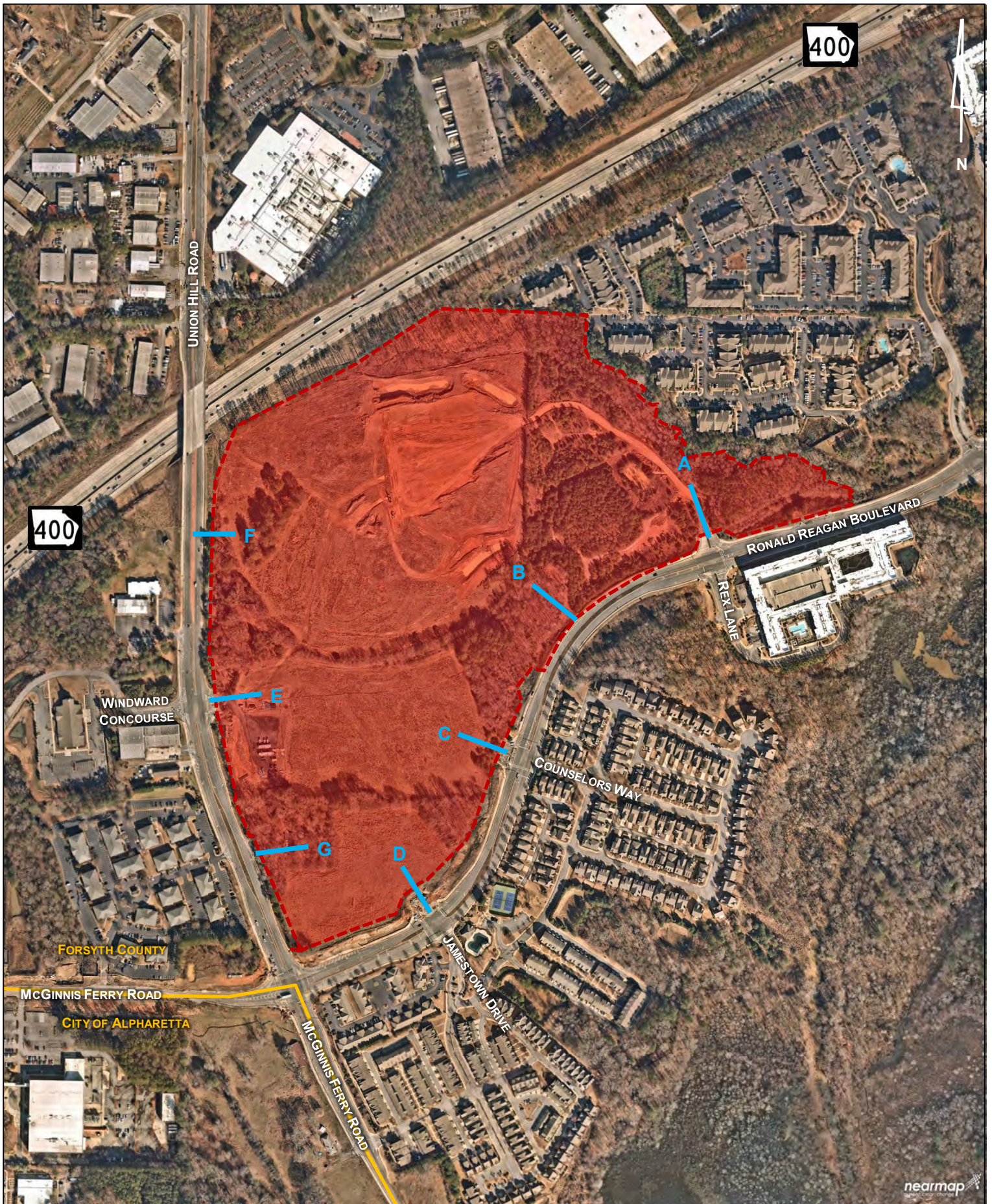
| Table 2: Proposed Land Use and Density | |
|--|--------------|
| Land Use | Density |
| Multifamily Residential | 2,400 units |
| Hotel | 500 rooms |
| Office | 1,000,000 SF |
| Retail | 600,000 SF |
| Arena | 20,000 seats |
| Community Ice Rink | 90,000 SF |
| Fire Station | 15,000 SF |

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 site was previously analyzed as the *Rouse-Forsyth DRI #242* in 2002 for the Rouse Company. The *Rouse-Forsyth DRI* considered a regional shopping mall on the site with 900,000 SF of office space, 1,400,000 SF of retail space, and 500 hotel rooms. Ultimately, the site was not constructed. Since the density has changed and a significant period of time has elapsed, this project is considered an entirely separate Development of Regional Impact (DRI).

The project is considered a 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 a *Regional Employment Corridor* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of a water/sewer connection request and the Initial DRI Information (Form 1) on April 18, 2023 by Forsyth County. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).





1.2 Site Access

As currently envisioned, the proposed development will be accessible via seven (7) total existing vehicular access points. Four of the seven access points are currently stubbed out.

1. **Site Driveway A (Intersection 19)** – a signalized, full-movement driveway along Ronald Reagan Boulevard at the intersection with Rex Lane, approximately ½ mile east of Union Hill Road. The driveway is currently stubbed out with two exiting lanes and two entering lanes.
2. **Site Driveway B (Intersection 20)** – a proposed right-in/right-out driveway along Ronald Reagan Boulevard located between Counselors Way and Rex Lane, approximately 2,000 feet east of Union Hill Road.
3. **Site Driveway C (Intersection 21)** – a signalized, full-movement driveway along Ronald Reagan Boulevard at the intersection with Counselors Way, approximately 1,500 feet east of Union Hill Road. The driveway is currently stubbed out with three exiting lanes and two entering lanes.
4. **Site Driveway D (Intersection 22)** – a signalized, full-movement driveway along Ronald Reagan Boulevard at the intersection with Jamestown Drive, approximately 600 feet east of Union Hill Road. The driveway is currently stubbed out with three exiting lanes and two entering lanes.
5. **Site Driveway E (Intersection 23)** – a full-movement driveway along Union Hill Road at the intersection with Windward Concourse, approximately 1,200 feet north of Ronald Reagan Boulevard. The driveway is currently stubbed out with three exiting lanes and two entering lanes. The intersection currently operates under sidestreet stop control, and is proposed to be signalized with the construction of the development.
6. **Site Driveway F (Intersection 24)** – a proposed, signalized, full-movement driveway along Union Hill Road at the intersection with the programmed SR 400 Express Lane Ramps, approximately 850 feet north of Windward Concourse. As noted by GDOT during the DRI methodology meeting, the SR 400 Express Lanes project is a design-build project, and the planned location of the ramps is subject to change. Forsyth County desires the Express Lanes Access at this location.
7. **Site Driveway G (Intersection 25)** – a proposed right-in/right-out driveway along Union Hill Road between Ronald Reagan Boulevard and Windward Concourse, approximately 500 feet north of Ronald Reagan Boulevard.

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 will be provided between the various land uses. The Big Creek Greenway will be extended along the site frontage as a multiuse path, with direct connections from the Greenway proposed into the site. Sidewalks are proposed along each site access point. Details for these proposed connections will be determined as the site proceeds through the permitting process.

1.4 Parking

Parking will be provided on-site in a variety of proposed parking decks through the site. The required number of total site parking spaces to be provided are listed below in **Table 3**. The site development is currently in progress and the number of parking provided is subject to change.

| Table 3: Required Parking | | |
|----------------------------------|--|--|
| Land Use | Minimum | Maximum |
| Office | 3,334 1 per 300 SF | Forsyth County Code specifies the maximum number of parking spaces is 25% greater than the minimum number of parking spaces. |
| Retail | 2,400 1 per 250 SF | |
| Hotel | 600 1 per room, plus 1 per employee | |
| Multifamily Residential | 3,600 ~1.5 per unit (depending on number of bedrooms) | |
| Skating Rink | 360 1 per 250 SF | |
| Stadium | 5,000 1 per 12 feet of bench seating | |
| Total | 15,294 spaces | 19,120 spaces |

Per code, the required number of parking spaces may be reduced if shared parking is utilized and the hours of parking need do not overlap. [Shared Parking](#) may be provided at a rate of 3.5 spaces per 1,000 SF of building area for retail and office uses. The minimum parking requirements in the above table represent the minimums for stand-alone land uses. The development proposes reductions from the minimum parking through the use of shared parking for complimentary land uses, based on parking demand by time-of-day.

A total of 8,780 parking spaces are proposed in a mix of surface, street, and structured parking facilities. See site plan (last page) for parking details. Parking numbers are subject to change during site design, and a shared parking study will be performed as the project proceeds through permitting to determine the parking supplies and demands.

In addition to standard vehicle parking, the proposed development alternative parking will be designed in accordance with Forsyth County standards and will be coordinated with the County during the permitting process. Other alternative parking options will be considered as design advances.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided on the site frontage along Union Hill Road and Ronald Reagan Parkway. Gaps in the pedestrian network along McGinnis Ferry Road are planned to be closed with the construction of the programmed roadway projects. Pedestrian sidewalk and trail facilities are proposed to be provided throughout the development. The Big Creek Greenway is a multi-use trail in the vicinity of the project, running for 26 miles through Alpharetta and Forsyth County. *The Gathering at South Forsyth* development proposes to close a gap in the Big Creek Greenway between Union Hill Park and the Halcyon trailhead. Details for the proposed connections will be determined as the site proceeds through the permitting process.

The project site is located approximately 1,600 feet from a MARTA bus stop served by route 143 five days a week. The route provides local service to the North Springs MARTA rail stations and other local destinations nearby. GRTA Xpress Bus Service is provided from the Cumming Park and Ride at Exit 14 (7 miles north of the site) to Perimeter Center and Downtown Atlanta five days a week. Additionally, MARTA has a planned Bus Rapid Transit (BRT) route, which will utilize the SR 400 Express Lanes between the North Springs MARTA station and the Windward Park and Ride (approximately 2 miles south of the site). Finally, Forsyth County is studying the area for the McFarland Mobility Hub, which will connect microtransit options and Link Forsyth bus service to a hub for regional bus service.

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 Gathering at South Forsyth* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within unincorporated Forsyth County.

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 twenty-five (25) intersections described in **Table 4** and is shown visually in **Figure 3**.

| Table 4: Intersection Control Summary | | |
|--|-----------------------------------|--------------|
| Intersection | Intersection Control | Ownership |
| 1. Alpharetta Highway (SR 9) at Webb Road | Existing Signal | Milton/GDOT |
| 2. Deerfield Parkway at Webb Road | Existing Signal | Milton |
| 3. Deerfield Parkway at Morris Road | Existing Signal | Milton |
| 4. Morris Road at Webb Road | Existing Roundabout | Milton |
| 5. Morris Road/McGinnis Ferry Road at Bethany Bend | Existing Signal | Forsyth |
| 6. Bethany Bend at Strickland Road | Existing Roundabout | Forsyth |
| 7. McGinnis Ferry Road at SR 400 SB Ramps (under construction) | Programmed Signal | Forsyth/GDOT |
| 8. McGinnis Ferry Road at SR 400 NB Ramps (under construction) | Programmed Signal | Forsyth/GDOT |
| 9. McGinnis Ferry Road at Windward Concourse | Existing Signal | Alpharetta |
| 10. McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard | Existing Signal | Forsyth |
| 11. McGinnis Ferry Road at Union Hill Road | TWSC | Alpharetta |
| 12. McFarland Parkway at SR 400 SB Ramps | Existing Signal | Forsyth/GDOT |
| 13. McFarland Parkway at SR 400 NB Ramps | Existing Signal | Forsyth/GDOT |
| 14. McFarland Parkway at Ronald Reagan Boulevard | Existing Signal | Forsyth |
| 15. McGinnis Ferry Road at McFarland Parkway | Existing Signal | Forsyth |
| 16. McGinnis Ferry Road at Old Alpharetta Road | Existing Signal | Forsyth |
| 17. McGinnis Ferry Road at Douglas Road | Existing Signal | Johns Creek |
| 18. Ronald Reagan Boulevard at Majors Road | Existing Signal | Forsyth |
| 19. Ronald Reagan Boulevard at Rex Lane/Site Driveway A | Existing Signal | Forsyth |
| 20. Ronald Reagan Boulevard at Site Driveway B | Proposed TWSC | Forsyth |
| 21. Ronald Reagan Boulevard at Counselors Way/Site Driveway C | Existing Signal | Forsyth |
| 22. Ronald Reagan Boulevard at Jamestown Drive/Site Driveway D | Existing Signal | Forsyth |
| 23. Union Hill Road at Windward Concourse/Site Driveway E | Existing TWSC/ Proposed Signal | Forsyth |
| 24. Union Hill Road at SR 400 Express Lanes/Site Driveway F (programmed) | Programmed Signal | Forsyth/GDOT |
| 25. Union Hill Road at Site Driveway G | Proposed TWSC | Forsyth |

Note: TWSC = Two-Way Stop-Control for sidestreets.

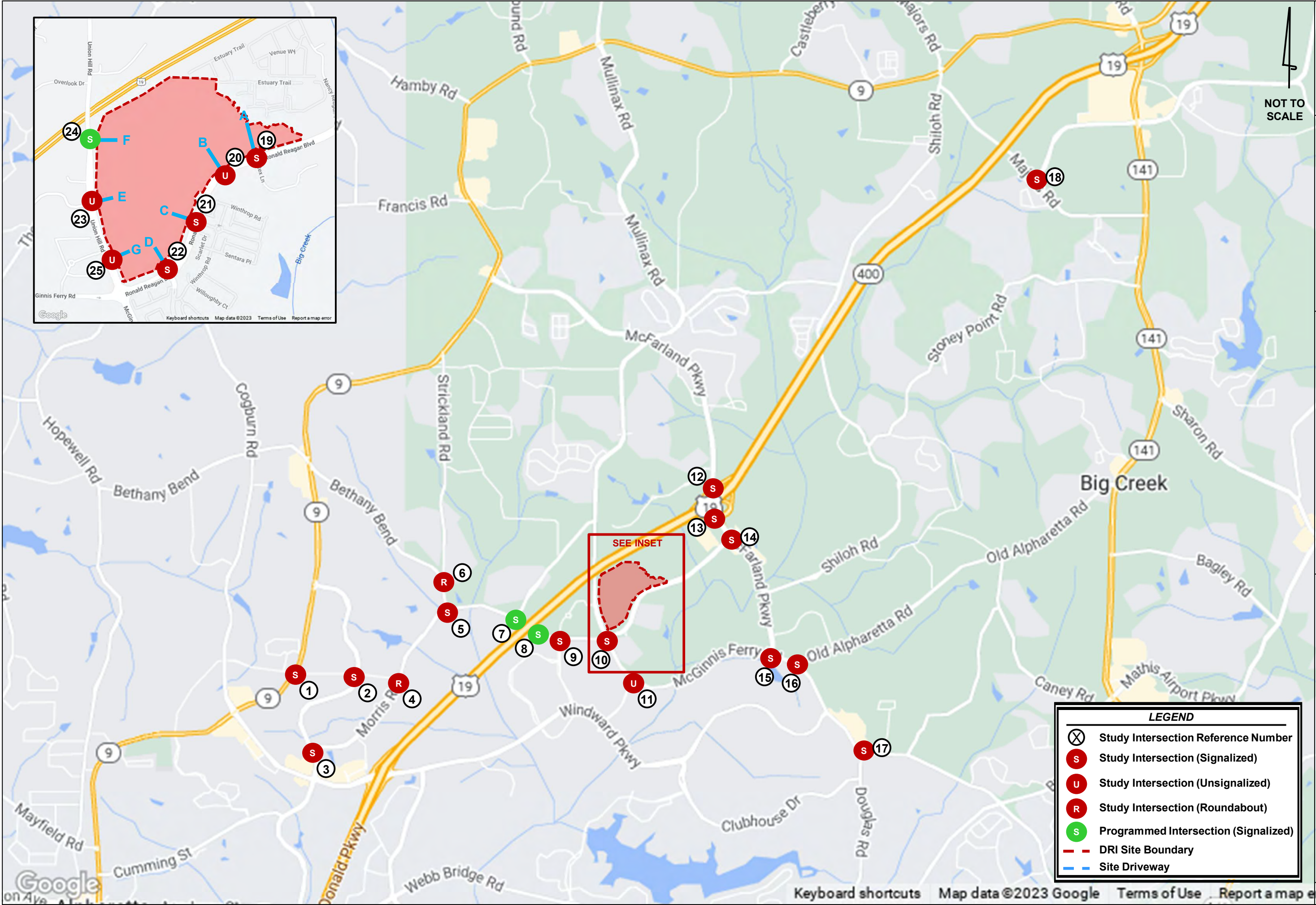


Figure 3

Study Intersections

The Gathering at South Forsyth
DRI #3967
Transportation Analysis

2.2 Existing Roadway Facilities

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

| Table 5: Roadway Classifications | | | |
|--|--------------|--------------------|---------------------------------------|
| Roadway | Lanes | AADT (2021) | GDOT Functional Classification |
| SR 400 | 8 | 104,000 | Principal Arterial - Freeway |
| McGinnis Ferry Road | 2 | 9,460 | Minor Arterial |
| Union Hill Road (north of McGinnis Ferry) | 4 | 4,740 | Local Road |
| Union Hill Road (south of McGinnis Ferry) | 2 | - | Local Road |
| Ronald Reagan Boulevard | 4 | - | Local Road |
| McFarland Parkway | 4/6 | 28,000 | Minor Arterial |
| Old Alpharetta Road | 2 | 10,100 | Major Collector |
| Douglas Road | 2 | 12,500 | Major Collector |
| Majors Road | 2 | 9,500 | Local Road |
| Morris Road | 2/4 | 10,500 | Local Road |
| Bethany Bend | 2 | 6,480 | Major Collector |
| Strickland Road | 2 | - | Local Road |
| Windward Concourse | 2/4 | - | Local Road |
| Deerfield Parkway | 4 | - | Local Road |
| Webb Road | 2 | - | Local Road |
| Alpharetta Highway (SR 9) | 2 | 21,900 | Minor Arterial |

*AADT Data obtained from GDOT Traffic Analysis and Data Application (TADA).

2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Tuesday, May 9, 2023. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were discussed during the methodology meeting and outlined in the Methodology Meeting Packet.

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

Table 6: Traffic Count Summary

| Intersection | | Count Date | AM Peak Hour | PM Peak Hour |
|--------------|--|------------|----------------|----------------|
| 1. | Alpharetta Highway (SR 9) at Webb Road | 5/9/23 | 8:00 – 9:00 AM | 4:30 – 5:30 PM |
| 2. | Deerfield Parkway at Webb Road | 5/9/23 | 7:45 – 8:45 AM | 4:30 – 5:30 PM |
| 3. | Deerfield Parkway at Morris Road | 5/9/23 | 8:00 – 9:00 AM | 5:00 – 6:00 PM |
| 4. | Morris Road at Webb Road | 5/9/23 | 8:00 – 9:00 AM | 5:00 – 6:00 PM |
| 5. | Morris Road/McGinnis Ferry Road at Bethany Bend | 5/9/23 | 7:45 – 8:45 AM | 5:00 – 6:00 PM |
| 6. | Bethany Bend at Strickland Road | 5/9/23 | 7:45 – 8:45 AM | 5:00 – 6:00 PM |
| 9. | McGinnis Ferry Road at Windward Concourse | 5/9/23 | 8:00 – 9:00 AM | 4:45 – 5:45 PM |
| 10. | McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard | 5/9/23 | 8:00 – 9:00 AM | 4:45 – 5:45 PM |
| 11. | McGinnis Ferry Road at Union Hill Road | 5/9/23 | 8:00 – 9:00 AM | 4:45 – 5:45 PM |
| 12. | McFarland Parkway at SR 400 SB Ramps | 5/9/23 | 7:30 – 8:30 AM | 4:15 – 5:15 PM |
| 13. | McFarland Parkway at SR 400 NB Ramps | 5/9/23 | 7:30 – 8:30 AM | 4:15 – 5:15 PM |
| 14. | McFarland Parkway at Ronald Reagan Boulevard | 5/9/23 | 7:30 – 8:30 AM | 4:30 – 5:30 PM |
| 15. | McGinnis Ferry Road at McFarland Parkway | 5/9/23 | 8:00 – 9:00 AM | 4:30 – 5:30 PM |
| 16. | McGinnis Ferry Road at Old Alpharetta Road | 5/9/23 | 7:45 – 8:45 AM | 5:00 – 6:00 PM |
| 17. | McGinnis Ferry Road at Douglas Road | 5/9/23 | 7:45 – 8:45 AM | 5:00 – 6:00 PM |
| 18. | Ronald Reagan Boulevard at Majors Road | 5/9/23 | 7:15 – 8:15 AM | 4:30 – 5:30 PM |
| 19. | Ronald Reagan Boulevard at Rex Lane/Site Driveway A | 5/9/23 | 8:00 – 9:00 AM | 4:30 – 5:30 PM |
| 21. | Ronald Reagan Boulevard at Counselors Way/Site Driveway C | 5/9/23 | 8:00 – 9:00 AM | 4:30 – 5:30 PM |
| 22. | Ronald Reagan Boulevard at Jamestown Drive/Site Driveway D | 5/9/23 | 8:00 – 9:00 AM | 4:45 – 5:45 PM |
| 23. | Union Hill Road at Windward Concourse/Site Driveway E | 5/9/23 | 7:45 – 8:45 AM | 4:45 – 5:45 PM |

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *The Gathering at South Forsyth* 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 1.5% per year background traffic growth rate from 2023 to 2033 (10 years) was used for all roadways.

GDOT traffic volume projections from PI#0001757 were used for the new interchange volumes (Intersection 7, 8, and 24). The GDOT traffic volume projections analyzed a build-out year of 2026. Therefore, the 2026 traffic volume projections were grown for seven (7) years from 2026 to 2033 at 1.5% per year. Volumes at intersections affected by the interchange projects were adjusted consistent with the GDOT volume projections.

The Projected 2033 No-Build conditions represent the Existing 2023 traffic volumes grown for ten (10) years at 1.5% per year throughout the study network, adjusted per traffic volume projections from GDOT PI#0001757. This methodology was discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The Projected 2033 Build conditions represent the project trips generated by *The Gathering at South Forsyth* development (discussed in **Section 3.0** and **4.0**) added to the Projected 2033 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.

Multiple projects were identified to include in the capacity analyses, listed in **Table 7**. These projects include capacity improvements along Alpharetta Highway (SR 9), Morris Road, and McGinnis Ferry Road, new interchanges to SR 400, and a new roadway alignment between McFarland Parkway and Majors Road. The programmed roadway laneage is illustrated in green on **Figure 11** and **Figure 12**.

Table 7: Programmed Projects

| Project Name | From / To Points: | Sponsor | GDOT PI # | ARC ID # (TIP) | Design FY | ROW / UTL FY | CST FY |
|--|--|--|-------------------------|---------------------------|-----------|--------------|--------|
| Ronald Reagan Boulevard Extension | McFarland Parkway to Majors Road | Forsyth County SPLOST | N/A | N/A | 2019 | 2020 | 2022 |
| McGinnis Ferry Road Widening | Union Hill Road to Sargent Road | GDOT/ Forsyth County | 0004634 | N/A | 2018 | 2019 | 2022 |
| SR 400 @ McGinnis Ferry Road Interchange | New Diamond Interchange | GDOT | 0007526 | N/A | 2012 | 2017 | 2021 |
| SR 400 Express Lanes | North Springs MARTA to McFarland Parkway | GDOT | 0001757 | AR-ML-300 | 2005 | 2019 | 2021** |
| Morris Road Widening/ Improvements | Webb Road to Bethany Bend | City of Milton (MIL-031) | N/A | N/A | 2021 | 2022 | 2024 |
| SR 9 Widening | Windward Parkway to Forsyth County | GDOT | 0007838 | FN-222 | 2014 | 2018 | 2024 |
| SR 9 Widening | Forsyth County to McFarland Parkway | GDOT | 0007843 | N/A | 2016 | 2017 | 2022 |
| SR 9 Widening | McFarland Parkway to Post Road | GDOT | 0007844 | N/A | 2016 | 2017 | 2022 |

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), North Fulton CID, South Forsyth CID, Forsyth County TSPLOST, City of Milton TSPLOST, City of Alpharetta TSPLOST

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

Table 8: Planned Projects

| Project Name | From / To Points: | Potential Sponsor | Project ID # | Project Timeline | Planning Document |
|--------------------------------------|---|-------------------|-------------------------|------------------|-------------------------|
| GA 400 High Capacity Premium Transit | North Springs MARTA to Windward Parkway | MARTA | AR-470 | 2050 | ARC Fact Sheet |
| McFarland Road Widening – Segment 1 | McGinnis Ferry Road to SR 400 | Forsyth County | FT-065A | 2030 | ARC Fact Sheet |
| McFarland Road Widening – Segment 2 | SR 400 to Union Hill Road | Forsyth County | FT-065B | 2040 | ARC Fact Sheet |
| Old Alpharetta Road Widening | McGinnis Ferry Road to SR 141 | Forsyth County | FT-081 | 2030 | ARC Fact Sheet |
| McFarland Mobility Hub | McFarland Parkway | Forsyth County | N/A | 2030 | Website |

Available fact sheets for projects listed in the tables above can be found in **Appendix D. Figure 4** illustrates the locations of the programmed and planned roadway improvement projects.

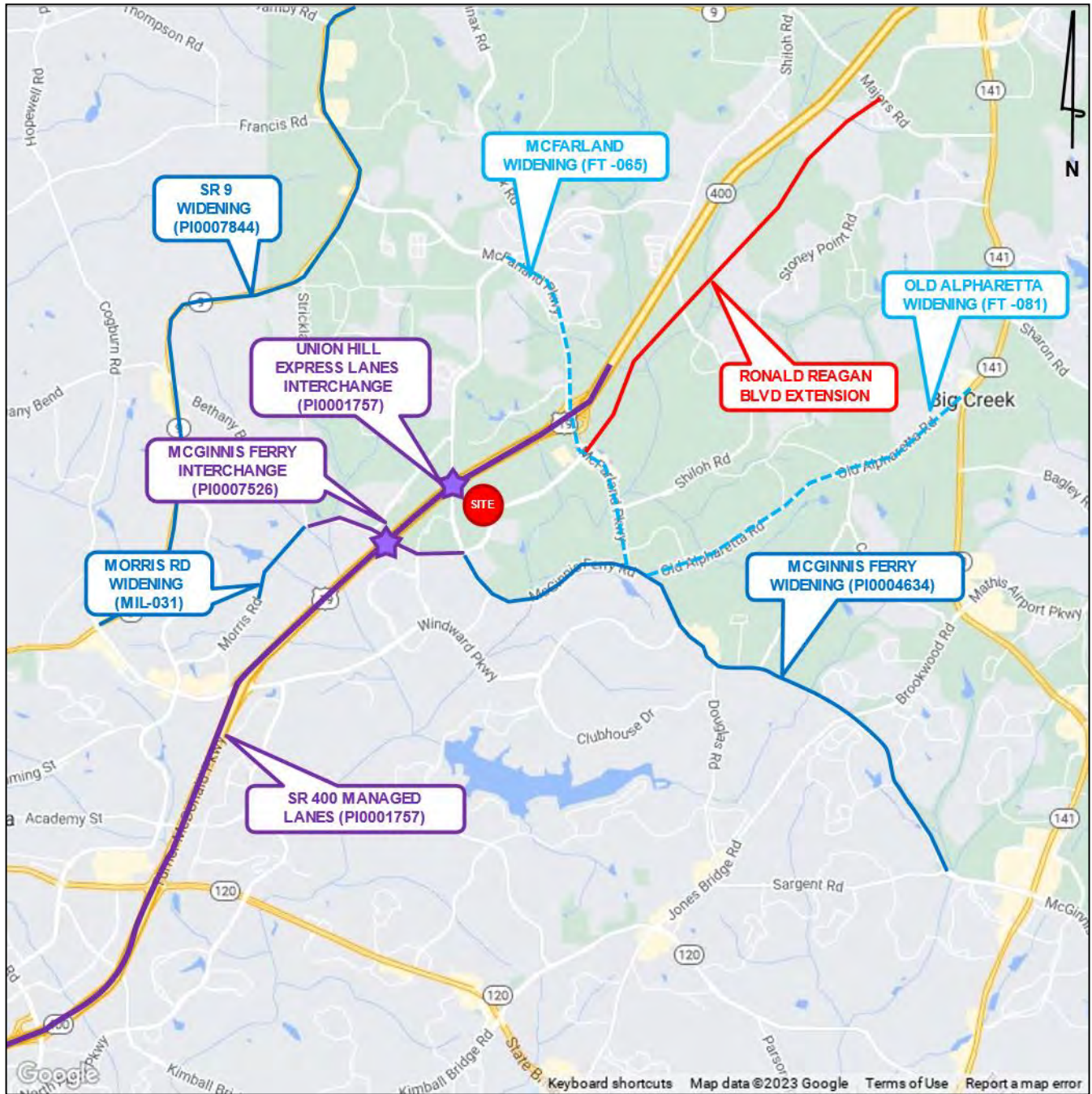


Figure 4: Programmed and Planned Projects

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

LOS for signalized intersections and roundabouts 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 sidestreet approaches and the major street left-turn movements. Low LOS for sidestreet approaches is not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

2.7 Level-of-Service Standards

According to Section 3.2.2.1 of the GRTA Development of Regional Impact Review Procedures, a LOS standard of D was assumed for all study intersections, except for those located within a *Regional Employment Corridor* per the ARC Unified Growth Policy Map, where a LOS standard of E is assumed. The LOS standard is noted for each intersection in **Sections 5.1 – 5.25**.

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. The *Trip Generation Manual* does not provide data for the Arena and Community Center/Ice Rink land uses. Alternative approaches to trip generation were used, as discussed with GRTA, ARC, and other local stakeholders during the DRI methodology meeting.

Based on the Federal Highway Administration's (FHWA) [*Managing Travel for Special Events*](#), a gross trip generation of 2.8 persons per vehicle for attendees and 1 person per vehicle for employees was used. Weekday evening events typically begin after 7:00 PM and the PM peak hour of adjacent street traffic typically occurs between 5:00 PM and 6:00 PM. Therefore 25% of the stadium attendees and 13% of arena employees were expected to arrive during the PM peak hour, and no stadium traffic was expected during the AM peak hour. This approach is consistent with the *Atlanta Braves Stadium and Mixed Use Development* DRI #2381.

The ITE land use code for the Community Center/Ice Rink has a limited sample size (1 sample for the AM peak hour and 4 samples for the PM peak hour), and no daily rates are provided. The daily traffic volumes were developed based on peak hour traffic volumes.

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. Mixed-Use reductions between the residential, hotel, office, and retail land uses were calculated based on guidance provided by the *ITE Trip Generation Handbook, 3rd Edition, 2014*.

Consistent with the *Atlanta Braves Stadium and Mixed Use Development* DRI #2381, internal capture between the mixed-use development and the stadium during the peak hour used the following percentages:

- From retail to arena: 80%
- From office/residential to arena: 3%
- From hotel to arena: 25%

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 2% per the GRTA 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 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *The Gathering at South Forsyth* development.

| Table 9: Trip Generation | | | | | | | | |
|---------------------------------------|--------------|---------------|---------------|---------------|--------------|--------------|---------------|--------------|
| Land Use | Density | Daily Traffic | | | AM Peak Hour | | PM Peak Hour | |
| | | Total | Enter | Exit | Enter | Exit | Enter | Exit |
| 221 – Multi-Family Housing (Mid-Rise) | 2,400 units | 11,402 | 5,701 | 5,701 | 240 | 804 | 571 | 365 |
| 310 – Hotel | 500 rooms | 4,996 | 2,498 | 2,498 | 136 | 107 | 174 | 168 |
| 465 – Ice Skating Rink | 90,000 sf | 676 | 338 | 338 | 6 | 9 | 66 | 54 |
| 575 – Fire and Rescue Station | 15,000 sf | N/A | N/A | N/A | N/A | N/A | 2 | 5 |
| 710 – General Office Building | 1,000,000 sf | 8,602 | 4,301 | 4,301 | 1,067 | 145 | 191 | 931 |
| 820 – Shopping Center | 600,000 sf | 22,206 | 11,103 | 11,103 | 312 | 192 | 979 | 1,061 |
| Arena | 20,000 seats | 16,286 | 8,143 | 8,143 | 0 | 0 | 1,916 | 36 |
| Gross Project Trips | | 64,168 | 32,084 | 32,084 | 1,761 | 1,257 | 3,899 | 2,620 |
| <i>Mixed-Use Reductions</i> | | <i>-6,168</i> | <i>-3,084</i> | <i>-3,084</i> | <i>-157</i> | <i>-157</i> | <i>-555</i> | <i>-555</i> |
| <i>Internal Capture to Arena</i> | | <i>-8,028</i> | <i>-4,014</i> | <i>-4,014</i> | <i>-0</i> | <i>-0</i> | <i>-1,340</i> | <i>-667</i> |
| <i>Alternative Mode Reductions</i> | | <i>-1,106</i> | <i>-553</i> | <i>-553</i> | <i>-33</i> | <i>-22</i> | <i>-40</i> | <i>-28</i> |
| <i>Pass-By Reductions</i> | | <i>-1,500</i> | <i>-750</i> | <i>-750</i> | <i>-0</i> | <i>-0</i> | <i>-75</i> | <i>-75</i> |
| Net New Trips | | 47,366 | 23,683 | 23,683 | 1,571 | 1,078 | 1,889 | 1,295 |

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 5**, for office uses in **Figure 6**, for retail uses in **Figure 7**, and for the arena use in **Figure 8**. The peak hour project trips are shown by turning movement throughout the study network in **Figure 9**.

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

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* and *SIDRA INTERSECTION 9.0* for the AM and PM peak hours under Existing 2023 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6th Edition unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 10** for Existing 2023 conditions, **Figure 11** for Projected 2033 No-Build conditions, and **Figure 12** for Projected 2033 Build conditions.

Sections 5.1 – 5.25 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.

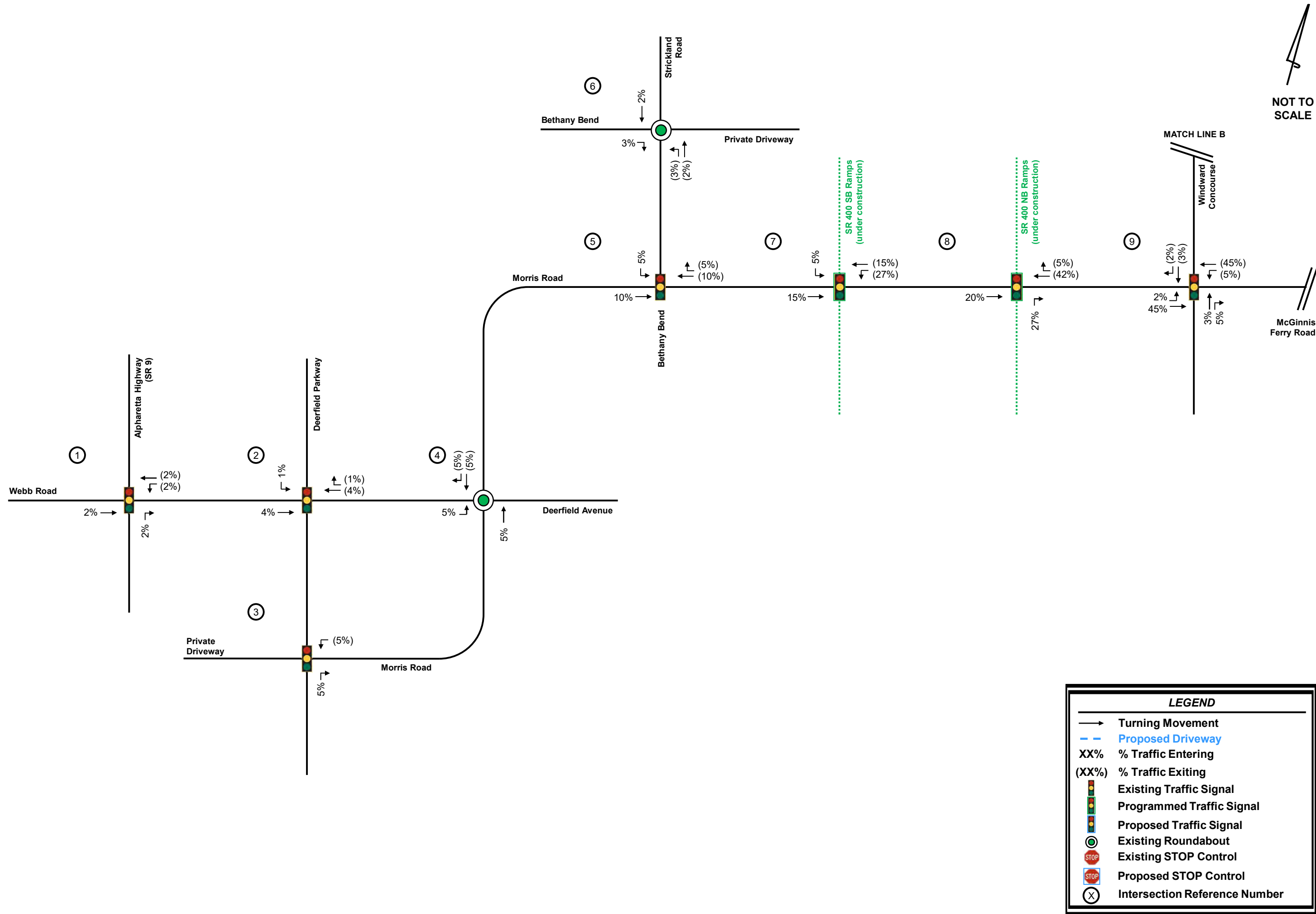
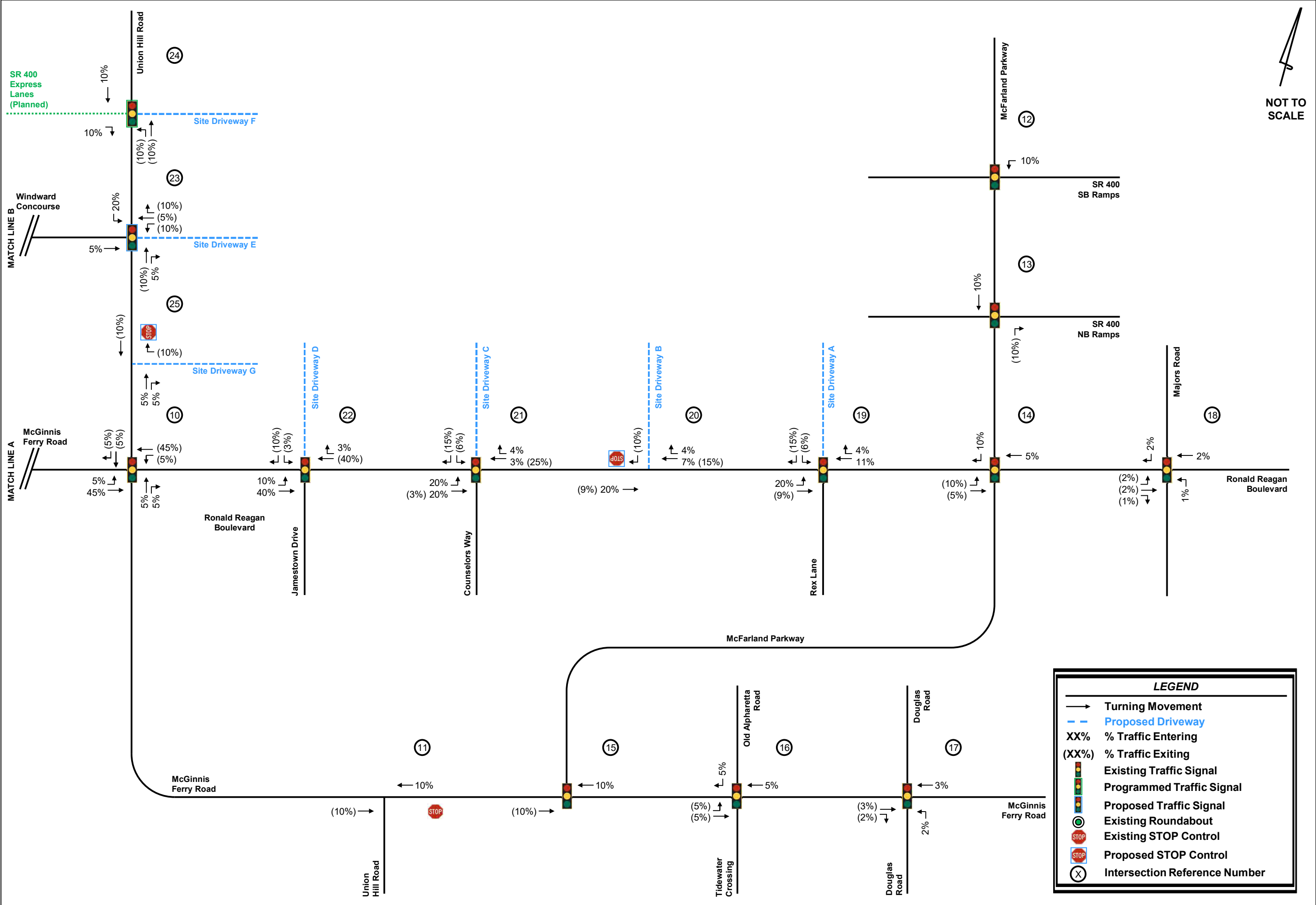
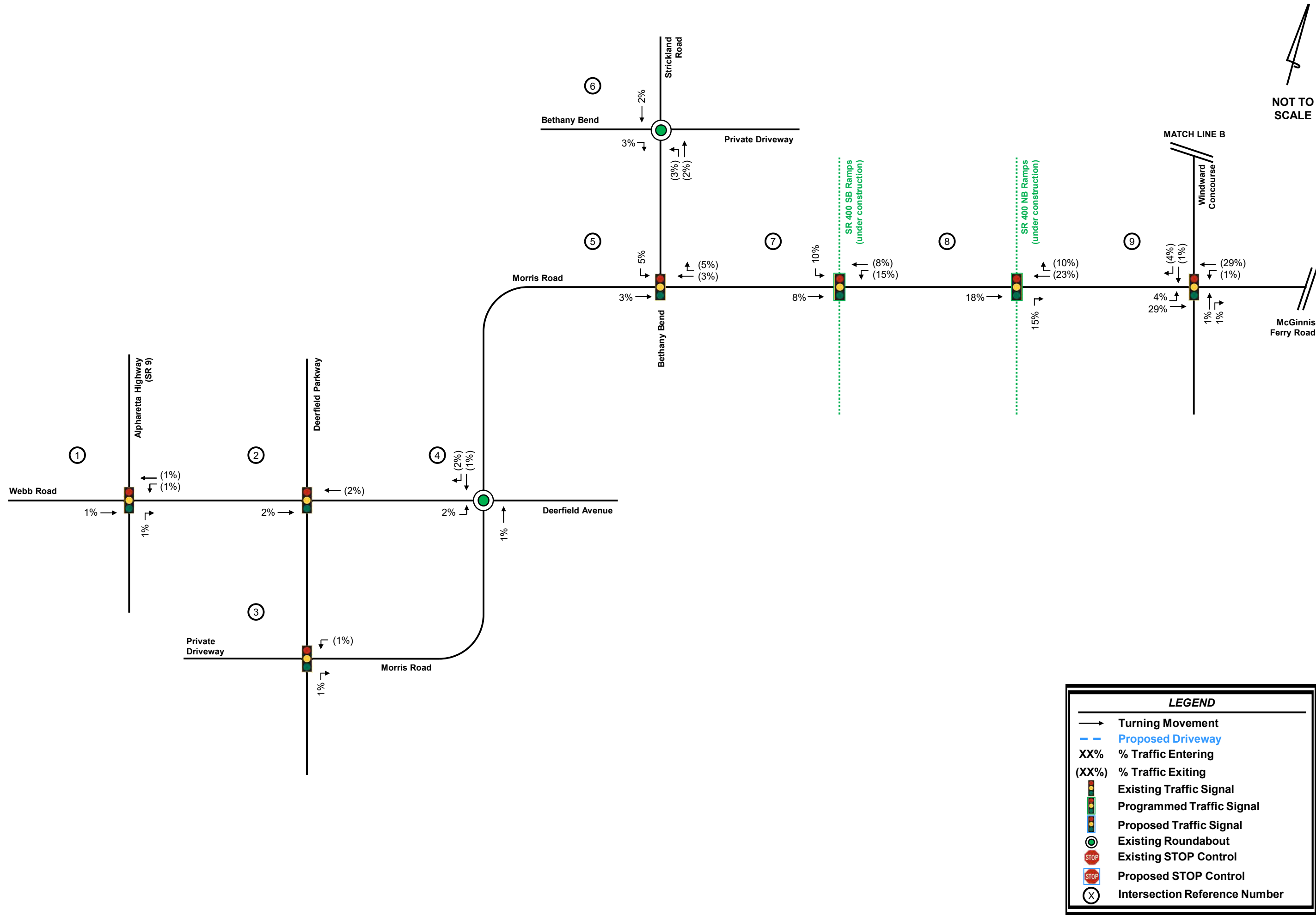


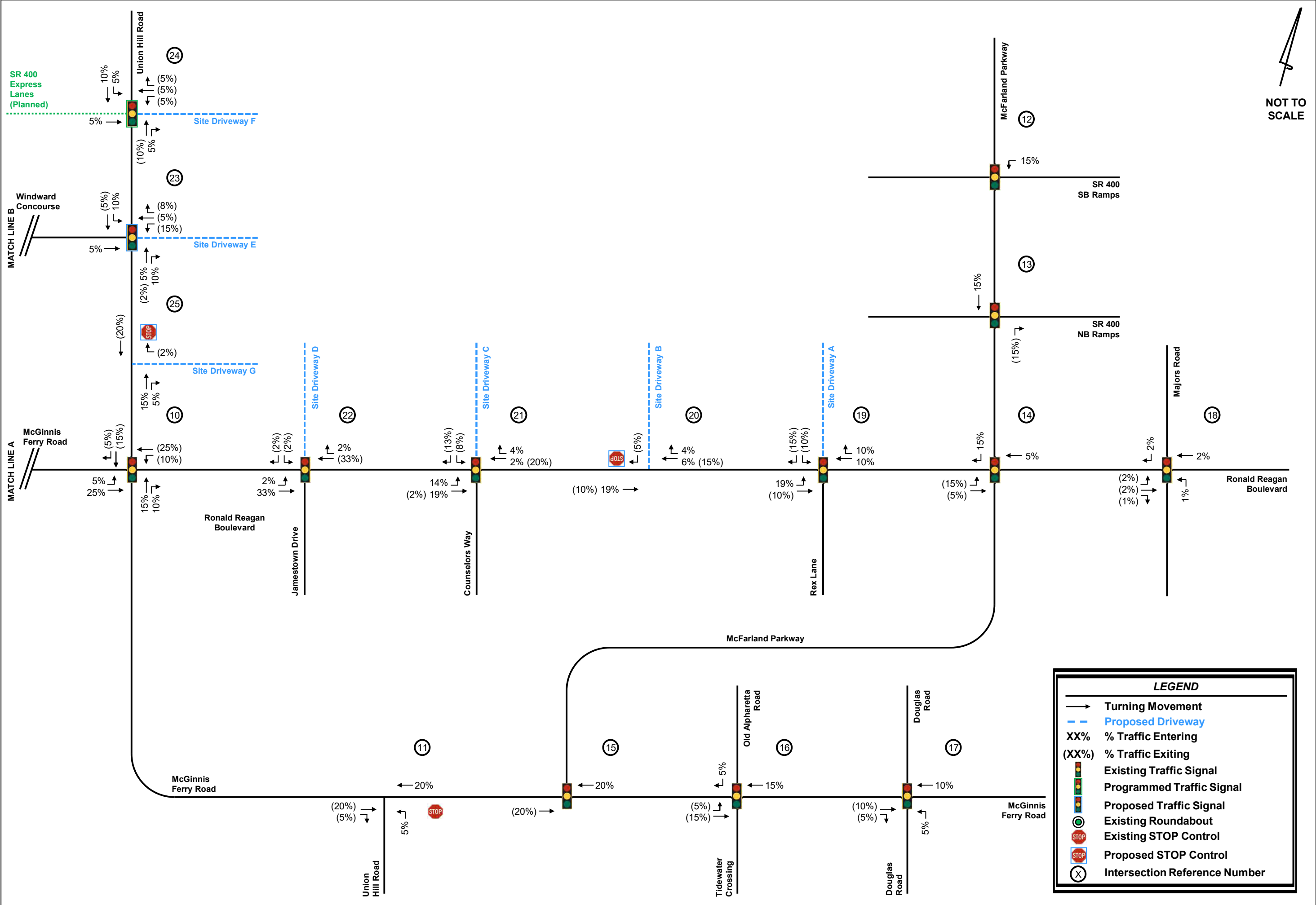
Figure 5a

Residential
Trip Distribution
and Assignment

The Gathering at South Forsyth
DRI #3967
Transportation Analysis







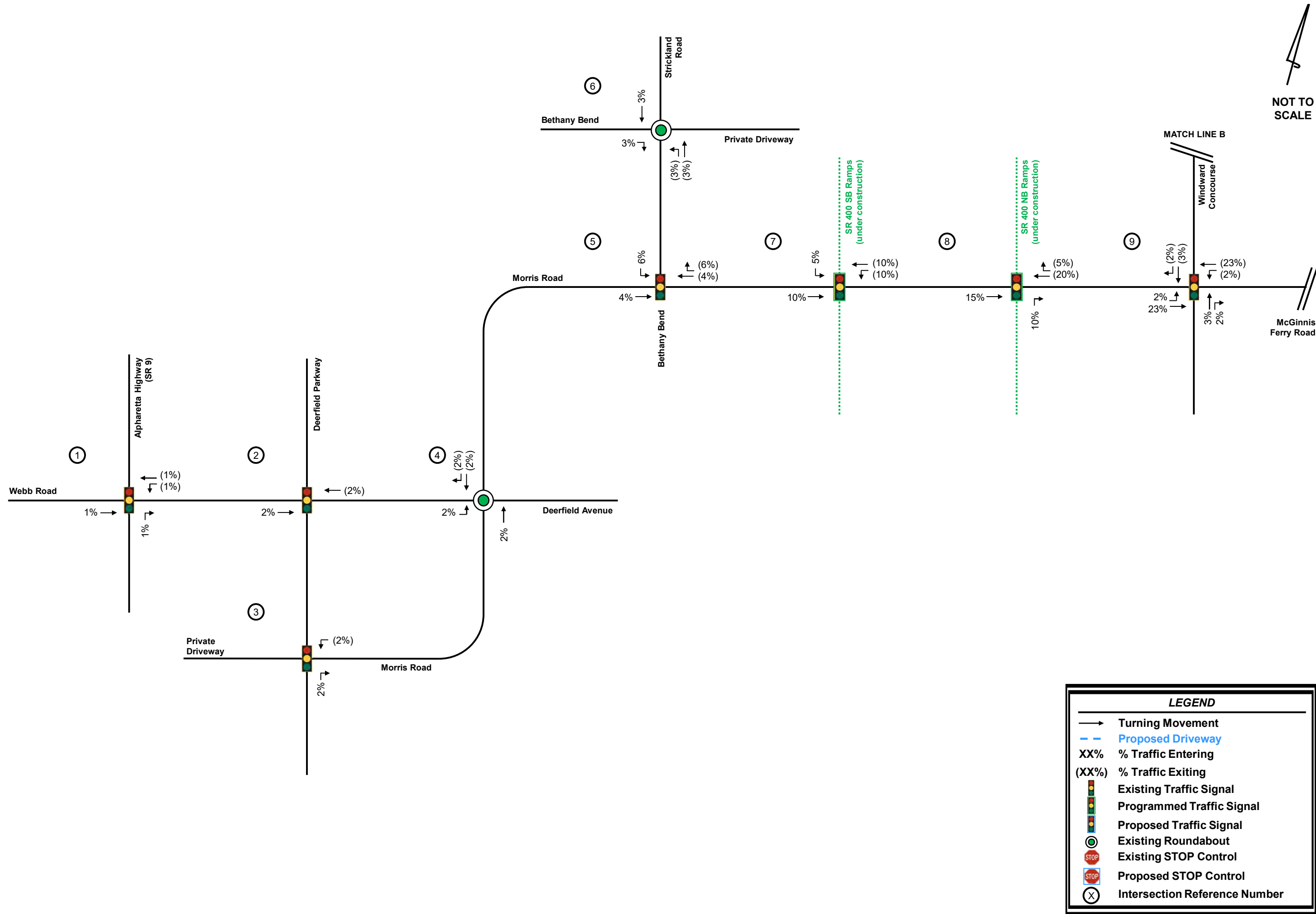
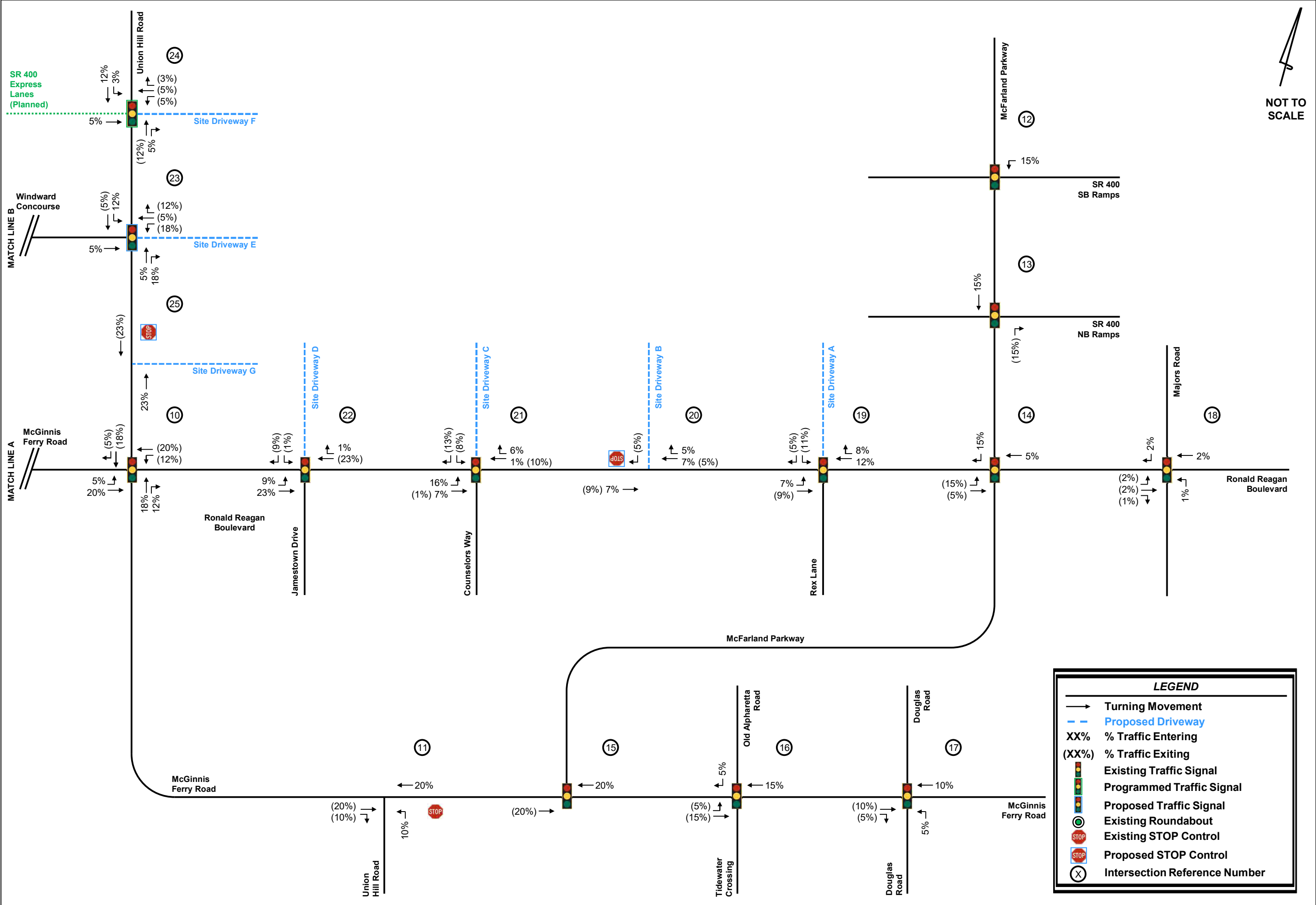


Figure 7a

Retail
Trip Distribution
and Assignment

The Gathering at South Forsyth
DRI #3967
Transportation Analysis



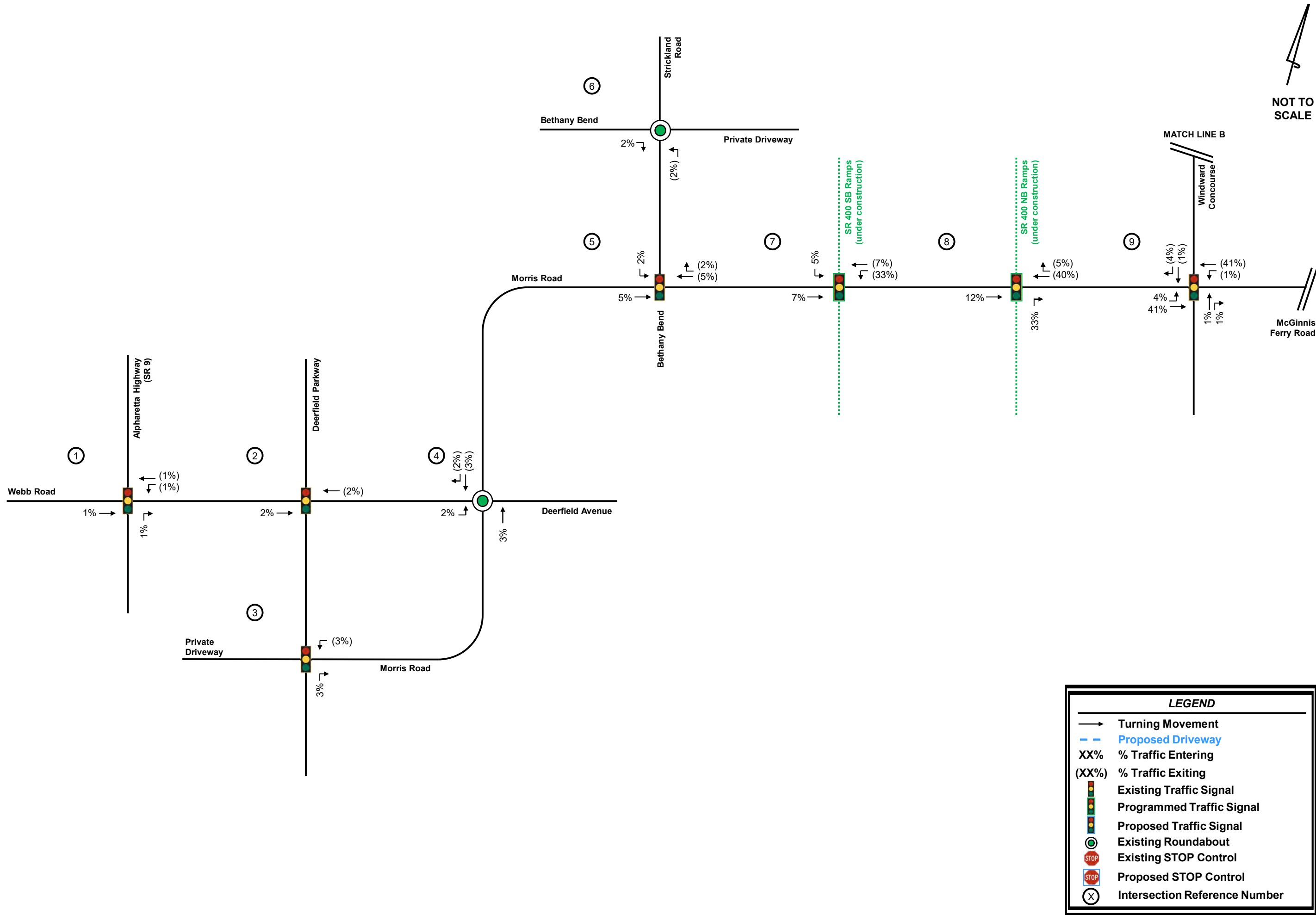
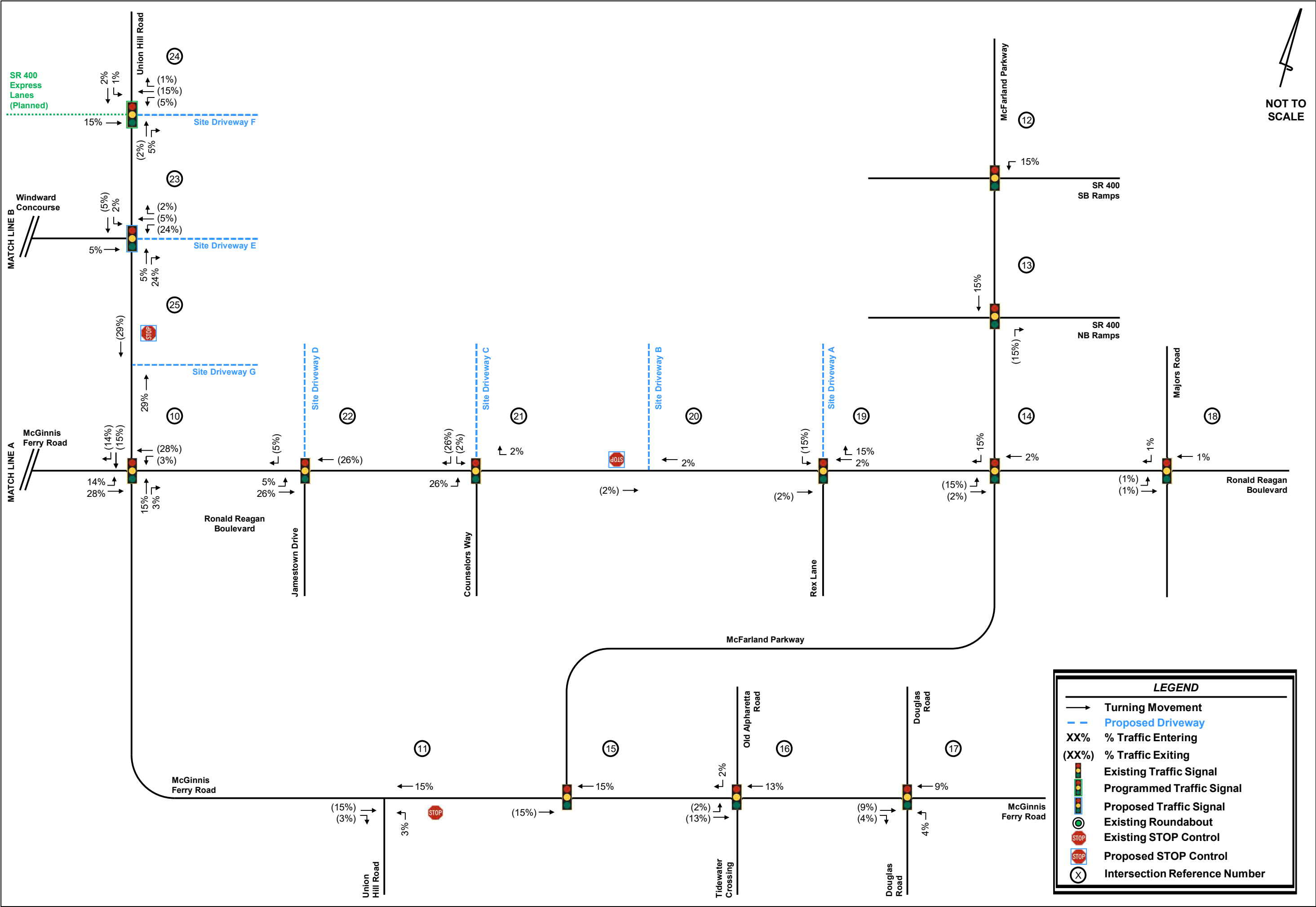
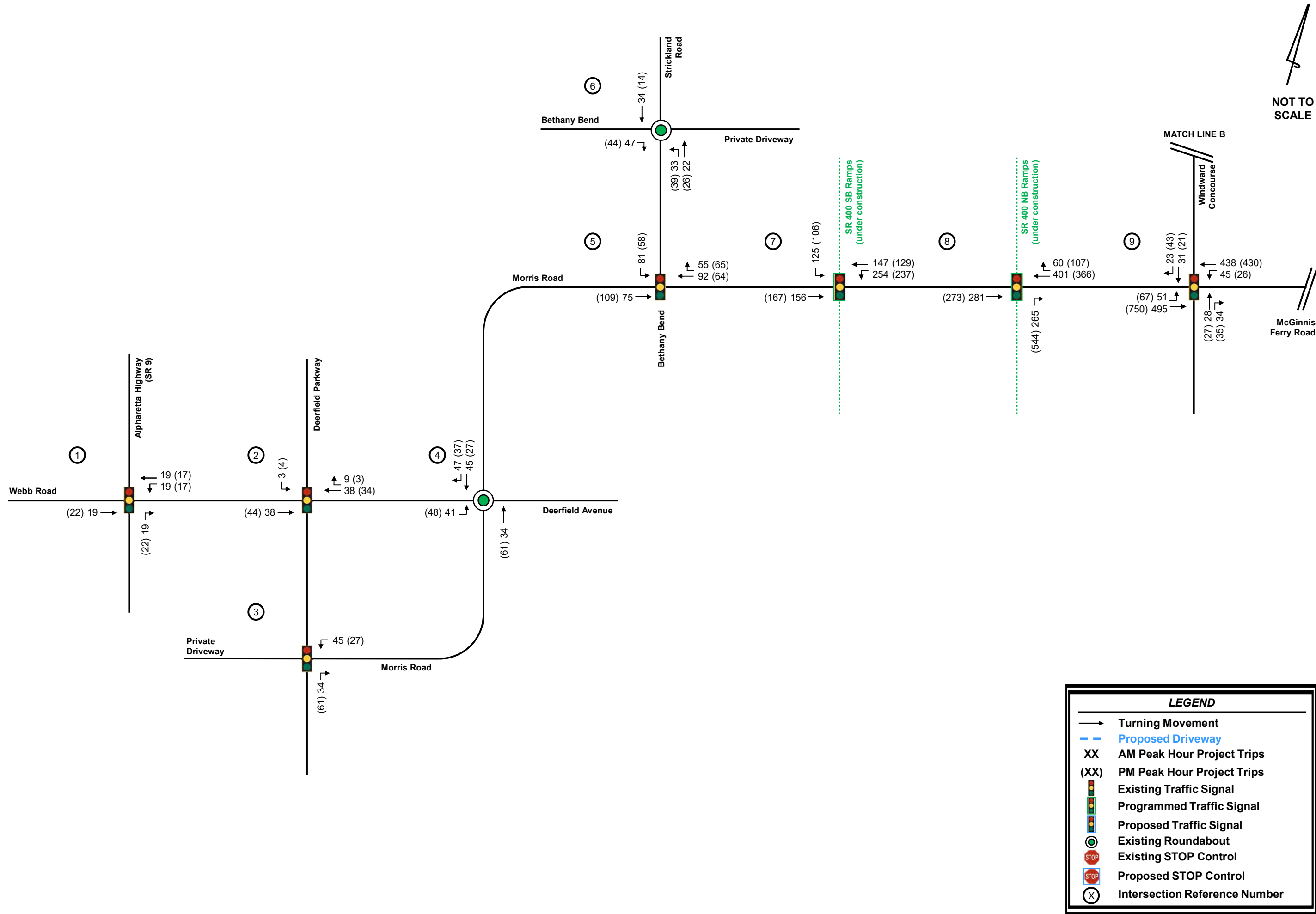


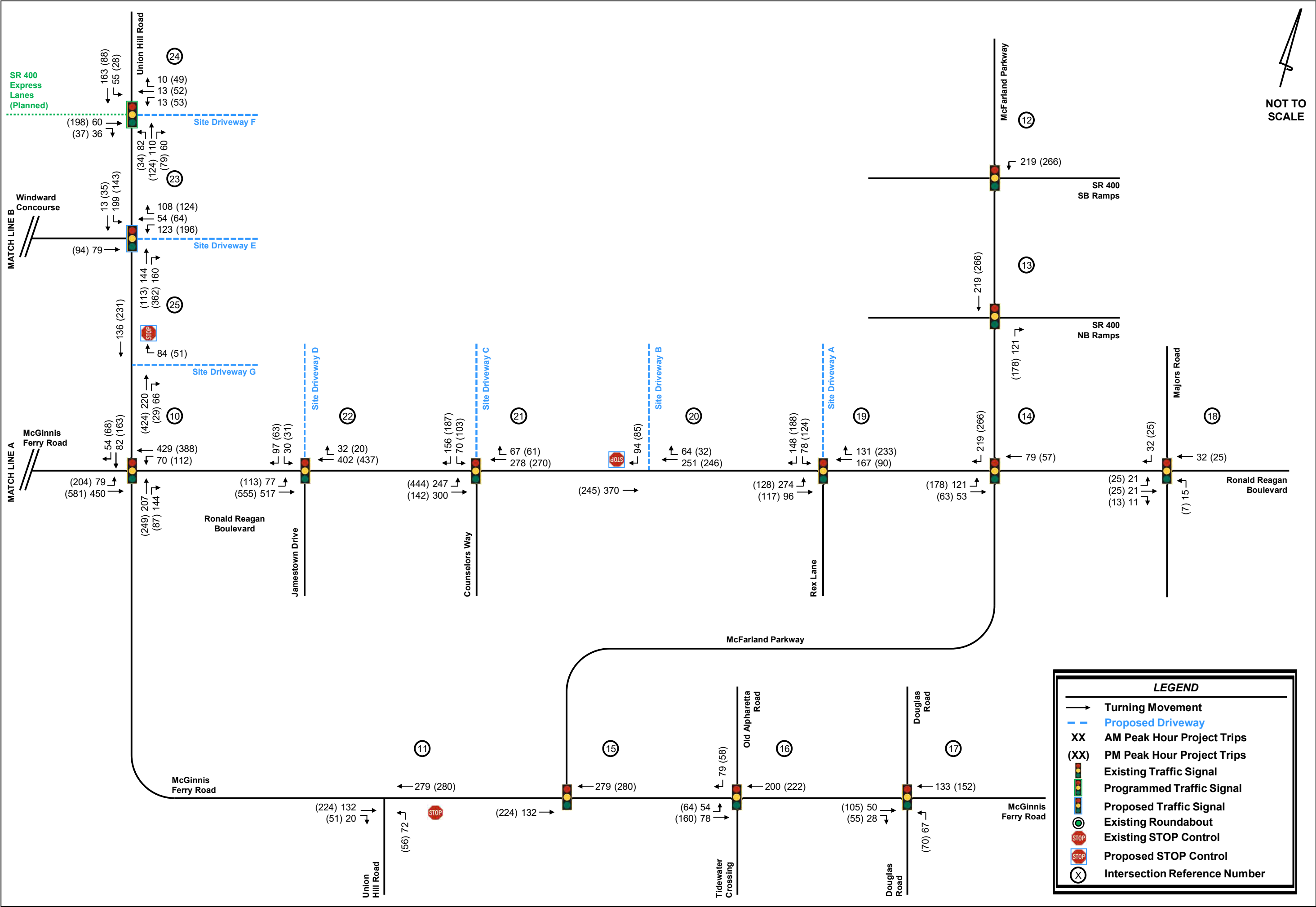
Figure 8a

Arena
Trip Distribution
and Assignment

The Gathering at South Forsyth
DRI #3967
Transportation Analysis







5.1 Alpharetta Highway (SR 9) at Webb Road (Intersection 1)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Alpharetta Highway (SR 9) | | | Alpharetta Highway (SR 9) | | | Webb Road | | | Webb Road | | |
|-------------------|----|---------------------------|----------|-----|---------------------------|----------|-----|-----------|----------|-----|-----------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | B (18.1) | | | | | | | | | | |
| | | Approach LOS | B (10.8) | | | A (7.1) | | | D (37.3) | | | D (39.8) | |
| | | Storage | 400 | | 200 | 225 | | 100 | 175 | | | 175 | |
| | | 50th Queue | 2 | 105 | 0 | 8 | 104 | 2 | 42 | 42 | | 101 | 65 |
| | | 95th Queue | 9 | 201 | 29 | 24 | 204 | 18 | 76 | 78 | | 157 | 108 |
| | PM | Overall LOS | C (25.8) | | | | | | | | | | |
| | | Approach LOS | C (27.0) | | | B (14.7) | | | C (29.1) | | | D (38.4) | |
| | | Storage | 400 | | 200 | 225 | | 100 | 175 | | | 175 | |
| | | 50th Queue | 10 | 346 | 9 | 22 | 193 | 3 | 72 | 61 | | 175 | 54 |
| | | 95th Queue | 26 | 498 | 53 | 43 | 280 | 20 | 130 | 111 | | 316 | 108 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | B (18.4) | | | | | | | | | | |
| | | Approach LOS | B (13.3) | | | A (8.3) | | | C (32.6) | | | D (37.3) | |
| | | Storage | 400 | | 200 | 225 | | 100 | 175 | | | 175 | |
| | | 50th Queue | 2 | 65 | 0 | 17 | 63 | 0 | 48 | 81 | | 118 | 66 |
| | | 95th Queue | 11 | 118 | 42 | 45 | 114 | 19 | 82 | 122 | | 177 | 103 |
| | PM | Overall LOS | C (25.0) | | | | | | | | | | |
| | | Approach LOS | B (19.4) | | | B (11.8) | | | C (28.8) | | | D (54.3) | |
| | | Storage | 400 | | 200 | 225 | | 100 | 175 | | | 175 | |
| | | 50th Queue | 11 | 173 | 0 | 26 | 101 | 0 | 85 | 72 | | 219 | 44 |
| | | 95th Queue | 29 | 226 | 46 | 49 | 135 | 18 | 147 | 126 | | 400 | 84 |
| BUILD (SIGNAL) | AM | Overall LOS | C (20.1) | | | | | | | | | | |
| | | Approach LOS | B (13.9) | | | A (8.8) | | | C (33.3) | | | D (40.4) | |
| | | Storage | 400 | | 200 | 225 | | 100 | 175 | | | 175 | |
| | | 50th Queue | 2 | 71 | 0 | 20 | 71 | 0 | 45 | 89 | | 127 | 73 |
| | | 95th Queue | 10 | 104 | 38 | 39 | 100 | 17 | 89 | 149 | | 242 | 125 |
| | PM | Overall LOS | C (29.2) | | | | | | | | | | |
| | | Approach LOS | B (19.4) | | | B (11.8) | | | C (29.2) | | | E (73.0) | |
| | | Storage | 400 | | 200 | 225 | | 100 | 175 | | | 175 | |
| | | 50th Queue | 11 | 173 | 0 | 26 | 101 | 0 | 85 | 85 | | 261 | 53 |
| | | 95th Queue | 29 | 226 | 47 | 49 | 135 | 18 | 148 | 145 | | 439 | 96 |

GDOT has a programmed roadway project to widen Alpharetta Highway (SR 9) through the study intersection (PI#0007838). This project adds an additional northbound and southbound through lane along Alpharetta Highway (SR 9), and an exclusive westbound right-turn lane along Webb Road (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of Alpharetta Highway (SR 9) at Webb Road (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.2 Deerfield Parkway at Webb Road (Intersection 2)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Deerfield Parkway | | | Deerfield Parkway | | | Webb Road | | | Webb Road | | |
|-------------------|----|-------------------|----------|-----|-------------------|----------|-----|-----------|----------|-----|-----------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | B (13.7) | | | | | | | | | | |
| | | Approach LOS | B (12.4) | | | B (13.5) | | | B (14.3) | | | B (15.1) | |
| | | Storage | 250 | | | 100 | | | 250 | | 150 | 75 | |
| | | 50th Queue | 7 | 28 | | 9 | 64 | | 4 | 45 | 0 | 9 | 60 |
| | | 95th Queue | 23 | 61 | | 27 | 120 | | 19 | 105 | 9 | 32 | 136 |
| | PM | Overall LOS | B (16.5) | | | | | | | | | | |
| | | Approach LOS | B (17.4) | | | B (16.3) | | | B (15.5) | | | B (16.0) | |
| | | Storage | 250 | | | 100 | | | 250 | | 150 | 75 | |
| | | 50th Queue | 23 | 88 | | 16 | 51 | | 13 | 109 | 0 | 6 | 121 |
| | | 95th Queue | 64 | 168 | | 48 | 106 | | 43 | 223 | 25 | 25 | 248 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | B (17.0) | | | | | | | | | | |
| | | Approach LOS | B (17.7) | | | B (18.7) | | | B (14.6) | | | B (15.3) | |
| | | Storage | 250 | | | 100 | | | 250 | | 150 | 75 | |
| | | 50th Queue | 11 | 43 | | 24 | 94 | | 6 | 120 | 0 | 13 | 83 |
| | | 95th Queue | 34 | 91 | | 64 | 175 | | 24 | 244 | 12 | 43 | 178 |
| | PM | Overall LOS | B (18.4) | | | | | | | | | | |
| | | Approach LOS | B (19.7) | | | B (18.9) | | | B (16.8) | | | B (17.5) | |
| | | Storage | 250 | | | 100 | | | 250 | | 150 | 75 | |
| | | 50th Queue | 34 | 123 | | 23 | 71 | | 17 | 147 | 3 | 8 | 165 |
| | | 95th Queue | 85 | 224 | | 63 | 140 | | 52 | 277 | 33 | 31 | 313 |
| BUILD (SIGNAL) | AM | Overall LOS | B (19.2) | | | | | | | | | | |
| | | Approach LOS | B (18.1) | | | B (19.4) | | | C (20.8) | | | B (18.1) | |
| | | Storage | 250 | | | 100 | | | 250 | | 150 | 75 | |
| | | 50th Queue | 14 | 53 | | 33 | 115 | | 7 | 163 | 0 | 15 | 122 |
| | | 95th Queue | 42 | 105 | | 80 | 203 | | 25 | 302 | 11 | 48 | 234 |
| | PM | Overall LOS | B (19.2) | | | | | | | | | | |
| | | Approach LOS | C (20.9) | | | B (20.0) | | | B (17.2) | | | B (17.8) | |
| | | Storage | 250 | | | 100 | | | 250 | | 150 | 75 | |
| | | 50th Queue | 37 | 132 | | 27 | 76 | | 17 | 173 | 3 | 9 | 190 |
| | | 95th Queue | 89 | 233 | | 68 | 144 | | 53 | 315 | 33 | 31 | 349 |

The intersection of Deerfield Parkway at Webb Road (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.3 Deerfield Parkway at Morris Road (Intersection 3)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Deerfield Parkway | | | Deerfield Parkway | | | Private Driveway | | | Morris Road | | |
|-------------------|----|-------------------|----------|-----|-------------------|----------|-----|------------------|----------|---|-------------|----------|---|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | B (17.6) | | | | | | | | | | |
| | | Approach LOS | B (12.6) | | | B (16.3) | | | D (49.0) | | | C (23.9) | |
| | | Storage | 150 | | 150 | 125 | | | | | 225 | | |
| | | 50th Queue | 8 | 25 | 0 | 1 | 69 | | 0 | 0 | 74 | 74 | 0 |
| | | 95th Queue | 35 | 99 | 49 | 10 | 166 | | 6 | 0 | 193 | 193 | 0 |
| | PM | Overall LOS | B (17.8) | | | | | | | | | | |
| | | Approach LOS | B (14.2) | | | B (14.3) | | | D (35.7) | | | C (29.5) | |
| | | Storage | 150 | | 150 | 125 | | | | | 225 | | |
| | | 50th Queue | 14 | 100 | 41 | 2 | 74 | | 13 | 0 | 98 | 98 | 0 |
| | | 95th Queue | 38 | 218 | 181 | 10 | 132 | | 49 | 0 | 231 | 230 | 0 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | B (18.7) | | | | | | | | | | |
| | | Approach LOS | B (13.7) | | | B (18.2) | | | D (51.8) | | | C (24.2) | |
| | | Storage | 150 | | 150 | 125 | | | | | 225 | | |
| | | 50th Queue | 10 | 36 | 0 | 2 | 94 | | 0 | 0 | 97 | 96 | 0 |
| | | 95th Queue | 42 | 123 | 61 | 12 | 210 | | 6 | 0 | 240 | 237 | 0 |
| | PM | Overall LOS | B (19.7) | | | | | | | | | | |
| | | Approach LOS | B (15.5) | | | B (14.9) | | | D (41.7) | | | C (34.2) | |
| | | Storage | 150 | | 150 | 125 | | | | | 225 | | |
| | | 50th Queue | 17 | 131 | 78 | 2 | 93 | | 18 | 0 | 146 | 145 | 0 |
| | | 95th Queue | 47 | 281 | 303 | 12 | 166 | | 57 | 0 | 268 | 267 | 0 |
| BUILD (SIGNAL) | AM | Overall LOS | B (19.2) | | | | | | | | | | |
| | | Approach LOS | B (14.2) | | | B (18.8) | | | D (53.5) | | | C (24.3) | |
| | | Storage | 150 | | 150 | 125 | | | | | 225 | | |
| | | 50th Queue | 12 | 41 | 0 | 2 | 102 | | 0 | 0 | 108 | 107 | 0 |
| | | 95th Queue | 42 | 123 | 63 | 12 | 211 | | 6 | 0 | 263 | 260 | 0 |
| | PM | Overall LOS | C (20.5) | | | | | | | | | | |
| | | Approach LOS | B (16.2) | | | B (15.0) | | | D (43.7) | | | D (35.6) | |
| | | Storage | 150 | | 150 | 125 | | | | | 225 | | |
| | | 50th Queue | 18 | 136 | 98 | 2 | 96 | | 19 | 0 | 156 | 155 | 0 |
| | | 95th Queue | 47 | 284 | 361 | 12 | 168 | | 56 | 0 | 285 | 283 | 0 |

The intersection of Deerfield Parkway at Morris Road (Intersection 3) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.4 Morris Road at Webb Road (Intersection 4)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Morris Road | | | Morris Road | | | Webb Road | | | Deerfield Avenue | | |
|---------------------------|----|--------------|-----------|------|-------------|----------|-----|-----------|----------|---|------------------|----------|---|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (ROUNDAABOUT) | AM | Overall LOS | C (19.9) | | | | | | | | | | |
| | | Approach LOS | A (9.5) | | | D (26.1) | | | C (18.5) | | | A (6.9) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | 94 | | | 453 | | 126 | | | 18 | |
| | PM | Overall LOS | E (49.6) | | | | | | | | | | |
| | | Approach LOS | F (102.6) | | | C (15.3) | | | C (18.7) | | | C (15.0) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | 1640 | | | 236 | | 221 | | | 32 | |
| NO-BUILD (ROUNDAABOUT) | AM | Overall LOS | B (11.4) | | | | | | | | | | |
| | | Approach LOS | A (6.4) | | | A (6.2) | | | D (26.2) | | | A (8.4) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | 44 | | | 72 | | 241 | | | 19 | |
| | PM | Overall LOS | B (12.8) | | | | | | | | | | |
| | | Approach LOS | B (12.6) | | | A (6.1) | | | C (24.9) | | | B (12.2) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | 164 | | | 66 | | 270 | | | 21 | |
| BUILD (ROUNDAABOUT) | AM | Overall LOS | B (14.8) | | | | | | | | | | |
| | | Approach LOS | A (7.2) | | | A (6.7) | | | E (37.8) | | | A (9.1) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | 53 | | | 84 | | 360 | | | 21 | |
| | PM | Overall LOS | C (16.5) | | | | | | | | | | |
| | | Approach LOS | C (16.1) | | | A (6.4) | | | D (34.6) | | | B (14.0) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | 233 | | | 73 | | 395 | | | 24 | |

The intersection of Morris Road at Webb Road (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2023 conditions. With the implementation of the Morris Road widening project (MIL-031), both the northbound and southbound approaches of Morris Road will be converted from one lane approaches to two-lane approaches (shown in green on **Figure 11** and **Figure 12**). After the implementation of the widening project, the intersection of Morris Road at Webb Road (Intersection 4) is projected to operate at an acceptable overall LOS under the Projected 2033 No-Build and Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No additional improvements are recommended to be conditioned

5.5 Morris Road/McGinnis Ferry Road at Bethany Bend (Intersection 5)

Overall LOS Standard: E
Approach LOS Standard: E

| | | | | | Bethany Bend | | | Morris Road | | | McGinnis Ferry Road | | |
|-------------------|----|--------------|----------|---|--------------|----------|---|-------------|----------|-----|---------------------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | B (17.8) | | | | | | | | | | |
| | | Approach LOS | | | | C (24.2) | | | A (8.7) | | | C (21.9) | |
| | | Storage | | | | 125 | | | 150 | | | | 200 |
| | | 50th Queue | | | | 138 | | 0 | 30 | 83 | | 137 | 0 |
| | | 95th Queue | | | | 274 | | 51 | 76 | 178 | | 279 | 49 |
| | PM | Overall LOS | B (15.9) | | | | | | | | | | |
| | | Approach LOS | | | | C (22.7) | | | B (10.7) | | | C (21.1) | |
| | | Storage | | | | 125 | | | 150 | | | | 200 |
| | | 50th Queue | | | | 89 | | 0 | 47 | 158 | | 172 | 9 |
| | | 95th Queue | | | | 181 | | 54 | 103 | 317 | | 356 | 69 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | C (21.7) | | | | | | | | | | |
| | | Approach LOS | | | | C (27.1) | | | B (14.8) | | | C (26.1) | |
| | | Storage | | | | 125 | | | 150 | | | | 200 |
| | | 50th Queue | | | | 279 | | 14 | 52 | 131 | | 100 | 0 |
| | | 95th Queue | | | | 569 | | 73 | 89 | 174 | | 149 | 56 |
| | PM | Overall LOS | B (13.5) | | | | | | | | | | |
| | | Approach LOS | | | | C (21.3) | | | A (9.7) | | | B (18.3) | |
| | | Storage | | | | 125 | | | 150 | | | | 200 |
| | | 50th Queue | | | | 96 | | 0 | 59 | 130 | | 98 | 0 |
| | | 95th Queue | | | | 210 | | 57 | 131 | 238 | | 185 | 59 |
| BUILD (SIGNAL) | AM | Overall LOS | C (27.5) | | | | | | | | | | |
| | | Approach LOS | | | | D (37.9) | | | B (17.5) | | | C (28.9) | |
| | | Storage | | | | 125 | | | 150 | | | | 200 |
| | | 50th Queue | | | | 383 | | 26 | 52 | 150 | | 126 | 0 |
| | | 95th Queue | | | | 760 | | 99 | 87 | 194 | | 182 | 58 |
| | PM | Overall LOS | B (15.6) | | | | | | | | | | |
| | | Approach LOS | | | | C (29.5) | | | B (10.7) | | | B (18.7) | |
| | | Storage | | | | 125 | | | 150 | | | | 200 |
| | | 50th Queue | | | | 143 | | 0 | 82 | 211 | | 142 | 0 |
| | | 95th Queue | | | | 265 | | 54 | 169 | 355 | | 255 | 75 |

GDOT has a programmed roadway project which includes the widening of Morris Road/McGinnis Ferry Road through the study intersection (PI#0007528). This project adds an additional eastbound through lane along Morris Road and an additional westbound through lane along McGinnis Ferry Road (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of Morris Road/McGinnis Ferry Road at Bethany Bend (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.6 Bethany Bend at Strickland Road (Intersection 6)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Bethany Bend | | | Strickland Road | | | Bethany Bend | | | Private Driveway | | |
|---|----|--------------|--------------|-----|---|-----------------|----|-----|--------------|-----|---|------------------|----|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (ROUNDABOUT) | AM | Overall LOS | A (6.0) | | | | | | | | | | | |
| | | Approach LOS | A (5.8) | | | A (4.6) | | | A (7.4) | | | A (4.2) | | |
| | | Storage | | | | | | 150 | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | 53 | | | 27 | 2 | | 56 | | | 3 | |
| | PM | Overall LOS | A (7.0) | | | | | | | | | | | |
| | | Approach LOS | A (8.1) | | | A (4.8) | | | A (6.9) | | | A (6.1) | | |
| | | Storage | | | | | | 150 | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | 102 | | | 27 | 4 | | 51 | | | 16 | |
| NO-BUILD (ROUNDABOUT) | AM | Overall LOS | A (8.0) | | | | | | | | | | | |
| | | Approach LOS | A (6.4) | | | A (5.7) | | | B (11.6) | | | A (4.5) | | |
| | | Storage | | | | | | 150 | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | 69 | | | 46 | 2 | | 123 | | | 3 | |
| | PM | Overall LOS | A (9.1) | | | | | | | | | | | |
| | | Approach LOS | A (9.7) | | | A (6.3) | | | B (10.9) | | | A (7.1) | | |
| | | Storage | | | | | | 150 | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | 141 | | | 51 | 5 | | 106 | | | 21 | |
| BUILD (ROUNDABOUT) | AM | Overall LOS | A (9.3) | | | | | | | | | | | |
| | | Approach LOS | A (7.0) | | | A (6.2) | | | B (14.1) | | | A (4.7) | | |
| | | Storage | | | | | | 150 | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | 86 | | | 54 | 3 | | 183 | | | 3 | |
| | PM | Overall LOS | B (10.4) | | | | | | | | | | | |
| | | Approach LOS | B (11.1) | | | A (6.9) | | | B (12.6) | | | A (7.9) | | |
| | | Storage | | | | | | 150 | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | 180 | | | 58 | 6 | | 154 | | | 24 | |

The intersection of Bethany Bend at Strickland Road (Intersection 6) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.7 McGinnis Ferry Road at SR 400 SB Ramps (Intersection 7)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | | | | SR 400 SB Ramps | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|------------|---|---|-----------------|---|----|---------------------|-----|-----|---------------------|-----|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD (SIGNAL) (CONSTRUCTED BY GDOT) | AM | Overall LOS | B (13.0) | | | | | | | | | | | |
| | | Approach LOS | | | | C (20.5) | | | B (13.1) | | | B (11.0) | | |
| | | Storage | | | | | | | | | 250 | | | |
| | | 50th Queue | | | | 42 | | 0 | | 93 | 0 | 64 | 43 | |
| | | 95th Queue | | | | 105 | | 53 | | 152 | 53 | 128 | 81 | |
| | PM | Overall LOS | B (14.4) | | | | | | | | | | | |
| | | Approach LOS | | | | C (20.4) | | | B (14.8) | | | B (11.8) | | |
| | | Storage | | | | | | | | | 250 | | | |
| | | 50th Queue | | | | 56 | | 0 | | 83 | 0 | 90 | 47 | |
| | | 95th Queue | | | | 133 | | 62 | | 143 | 66 | 174 | 91 | |
| BUILD (SIGNAL) (CONSTRUCTED BY GDOT) | AM | Overall LOS | B (16.8) | | | | | | | | | | | |
| | | Approach LOS | | | | C (28.3) | | | B (16.7) | | | B (13.8) | | |
| | | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | 92 | | 0 | | 154 | 0 | 157 | 75 | |
| | | 95th Queue | | | | 205 | | 61 | | 256 | 64 | 280 | 135 | |
| | PM | Overall LOS | B (18.1) | | | | | | | | | | | |
| | | Approach LOS | | | | C (27.1) | | | B (18.9) | | | B (14.6) | | |
| | | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | 110 | | 1 | | 145 | 0 | 193 | 80 | |
| | | 95th Queue | | | | 227 | | 70 | | 228 | 77 | 335 | 142 | |

GDOT has a programmed roadway project to construct a new diamond interchange (PI #0007526) for the intersection of SR 400 at McGinnis Ferry Road (shown in green on **Figure 11** and **Figure 12**). The interchange is currently under construction.

The intersection of McGinnis Ferry Road at SR 400 SB Ramps (Intersection 7) is projected to operate at an acceptable overall LOS under the Projected 2033 No-Build and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.8 McGinnis Ferry Road at SR 400 NB Ramps (Intersection 8)

Overall LOS Standard: E
Approach LOS Standard: E

| | | SR 400 NB Ramps | | | | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|-----------------|----------|---|------------|---|---|---------------------|----------|---|---------------------|----------|----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD (SIGNAL) (CONSTRUCTED BY GDOT) | AM | Overall LOS | B (12.7) | | | | | | | | | | |
| | | Approach LOS | B (17.2) | | | | | | A (9.1) | | | B (13.2) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 85 | | 80 | | | 18 | 166 | | | 37 | 0 |
| | | 95th Queue | 191 | | 159 | | | 41 | 293 | | | 67 | 42 |
| | PM | Overall LOS | B (12.6) | | | | | | | | | | |
| | | Approach LOS | B (17.5) | | | | | | A (8.2) | | | B (14.0) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 69 | | 82 | | | 29 | 105 | | | 56 | 0 |
| | | 95th Queue | 144 | | 145 | | | 63 | 193 | | | 99 | 59 |
| BUILD (SIGNAL) (CONSTRUCTED BY GDOT) | AM | Overall LOS | B (17.2) | | | | | | | | | | |
| | | Approach LOS | C (22.0) | | | | | | B (13.7) | | | B (16.2) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 128 | | 214 | | | 30 | 397 | | | 116 | 0 |
| | | 95th Queue | 237 | | 340 | | | 48 | 483 | | | 144 | 47 |
| | PM | Overall LOS | C (20.0) | | | | | | | | | | |
| | | Approach LOS | C (20.2) | | | | | | B (17.3) | | | C (23.6) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 88 | | 303 | | | 54 | 284 | | | 150 | 0 |
| | | 95th Queue | 174 | | 524 | | | 79 | 354 | | | 188 | 69 |

GDOT has a programmed roadway project to construct a new diamond interchange (PI#0007526) for the intersection of SR 400 at McGinnis Ferry Road (shown in green on **Figure 11** and **Figure 12**). The interchange is currently under construction.

The intersection of McGinnis Ferry Road at SR 400 SB Ramps (Intersection 8) is projected to operate at an acceptable overall LOS under the Projected 2033 No-Build and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.9 McGinnis Ferry Road at Windward Concourse (Intersection 9)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Windward Concourse | | | Windward Concourse | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|-------------------|----|--------------------|-----------|-----|--------------------|-----------|-----|---------------------|----------|-----|---------------------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | D (35.4) | | | | | | | | | | |
| | | Approach LOS | D (45.1) | | | E (56.8) | | | D (38.7) | | | C (30.3) | |
| | | Storage | | | | | 200 | 150 | | | 150 | | 200 |
| | | 50th Queue | | 107 | 0 | | 12 | 0 | 2 | 397 | 183 | 66 | 0 |
| | | 95th Queue | | 197 | 0 | | 39 | 0 | 12 | 764 | 437 | 210 | 0 |
| | PM | Overall LOS | C (26.8) | | | | | | | | | | |
| | | Approach LOS | D (44.9) | | | D (39.7) | | | C (23.8) | | | B (16.4) | |
| | | Storage | | | | | 200 | 150 | | | 150 | | 200 |
| | | 50th Queue | | 186 | 0 | | 18 | 0 | 0 | 263 | 20 | 163 | 0 |
| | | 95th Queue | | 453 | 92 | | 54 | 0 | 2 | 402 | 40 | 309 | 0 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | C (34.3) | | | | | | | | | | |
| | | Approach LOS | D (46.2) | | | E (68.2) | | | C (29.1) | | | D (36.0) | |
| | | Storage | | | | 200 | | | 200 | 250 | 150 | | 200 |
| | | 50th Queue | 119 | 63 | 0 | 2 | 59 | | 14 | 338 | 74 | 255 | 90 |
| | | 95th Queue | 193 | 115 | 2 | 10 | 140 | | 34 | 426 | 207 | 369 | 127 |
| | PM | Overall LOS | E (62.2) | | | | | | | | | | |
| | | Approach LOS | F (150.2) | | | D (52.8) | | | C (24.0) | | | C (20.9) | |
| | | Storage | | | | 200 | | | 200 | 250 | 150 | | 200 |
| | | 50th Queue | 338 | 46 | 361 | 20 | 63 | | 7 | 247 | 0 | 45 | 89 |
| | | 95th Queue | 588 | 100 | 644 | 55 | 187 | | 22 | 324 | 49 | 81 | 157 |
| BUILD (SIGNAL) | AM | Overall LOS | D (54.2) | | | | | | | | | | |
| | | Approach LOS | E (55.8) | | | F (209.6) | | | E (56.2) | | | D (39.6) | |
| | | Storage | | | | 200 | | | 200 | 250 | 150 | | 200 |
| | | 50th Queue | 119 | 87 | 0 | 2 | 138 | | 37 | 706 | 116 | 280 | 223 |
| | | 95th Queue | 193 | 148 | 37 | 10 | 275 | | 67 | 869 | 257 | 414 | 288 |
| | PM | Overall LOS | F (111.3) | | | | | | | | | | |
| | | Approach LOS | F (307.7) | | | F (228.6) | | | E (62.6) | | | C (23.8) | |
| | | Storage | | | | 200 | | | 200 | 250 | 150 | | 200 |
| | | 50th Queue | 387 | 70 | 502 | 22 | 153 | | 34 | 680 | 58 | 59 | 253 |
| | | 95th Queue | 595 | 130 | 755 | 54 | 306 | | 87 | 887 | 135 | 94 | 314 |

*Note: LOS improves from existing due to impacts of new signal upstream, creating better platooning for EB traffic.

GDOT has a programmed roadway project which includes the widening of McGinnis Ferry Road through the study intersection (PI#0007528). This project adds an eastbound left-turn lane, eastbound through lane, eastbound right-turn lane, westbound through lane, and westbound left-turn lane along McGinnis Ferry Road and a northbound right-turn lane along Windward Concourse (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of McGinnis Ferry Road at Windward Concourse (Intersection 9) is projected to operate at an acceptable overall LOS under the Existing 2023 and Projected 2033 No-Build conditions. The northbound approach is projected to operate at LOS F during the PM peak hour under the Existing 2023 and Projected 2033 No-Build conditions, as vehicles may experience delay turning onto a major roadway during the peak hours. Under the Projected 2033 Build conditions, the intersection is projected to operate at LOS F during the PM peak hour, and the southbound approach is projected to operate at LOS F during the AM and PM peak hours.

In order to improve the approach LOS under the Projected 2033 No-Build and Projected 2033 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 11** and **Figure 12**) in addition to the programmed GDOT improvements:

- Restripe the northbound through lane along Windward Concourse as a shared through/left-turn lane.

In order to improve the approach and overall LOS under the Projected 2033 Build conditions, Kimley-Horn recommends the following site access improvements (shown in blue on **Figure 12**) in addition to the programmed GDOT improvements and the system improvement recommendations:

- Construct an exclusive southbound right-turn lane along Windward Concourse
- Provide an additional eastbound through lane along McGinnis Ferry Road (creating three through lanes).

Due to the increase in volume on the northbound and southbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

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

| | | | | | | | | | | | | | | |
|-------------------------------|----|---|--------------------|-----|-----|--------------------|-----|---|---------------------|-----|-----|---------------------|-----|-----|
| | | Overall LOS Standard: E Approach LOS Standard: E | Windward Concourse | | | Windward Concourse | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (34.3) | | | | | | | | | | | |
| | | Approach LOS | D (45.2) | | | E (68.2) | | | C (29.1) | | | D (36.0) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 93 | 96 | 0 | 2 | 59 | | 14 | 338 | 35 | 255 | 90 | 0 |
| | | 95th Queue | 161 | 164 | 12 | 11 | 143 | | 34 | 435 | 142 | 375 | 131 | 1 |
| | PM | Overall LOS | D (35.7) | | | | | | | | | | | |
| | | Approach LOS | D (45.9) | | | E (70.0) | | | C (30.5) | | | C (26.1) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 170 | 171 | 384 | 24 | 78 | | 8 | 312 | 15 | 54 | 149 | 0 |
| | | 95th Queue | 276 | 277 | 654 | 59 | 213 | | 23 | 399 | 77 | 89 | 194 | 0 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (37.3) | | | | | | | | | | | |
| | | Approach LOS | D (52.6) | | | E (61.1) | | | C (32.4) | | | D (39.1) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 111 | 114 | 0 | 2 | 86 | 0 | 39 | 396 | 112 | 300 | 251 | 0 |
| | | 95th Queue | 191 | 194 | 61 | 11 | 155 | 0 | 72 | 531 | 288 | 489 | 395 | 4 |
| | PM | Overall LOS | D (46.2) | | | | | | | | | | | |
| | | Approach LOS | E (62.2) | | | E (61.4) | | | D (40.2) | | | D (41.8) | | |
| | | Storage | | | | 200 | | | 200 | | 250 | 150 | | 200 |
| | | 50th Queue | 200 | 205 | 426 | 26 | 81 | 0 | 41 | 509 | 82 | 72 | 393 | 0 |
| | | 95th Queue | 320 | 326 | 719 | 60 | 144 | 9 | 74 | 638 | 188 | 114 | 521 | 0 |

With the improvements listed above, the intersection of McGinnis Ferry Road at Windward Concourse (Intersection 9) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.10 McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10)

Overall LOS Standard: E
Approach LOS Standard: E

| | | McGinnis Ferry Road | | | Union Hill Road | | | McGinnis Ferry Road | | | Ronald Reagan Boulevard | | |
|-------------------|----|---------------------|----------|-----|-----------------|----------|-----|---------------------|----------|------|-------------------------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | C (24.0) | | | | | | | | | | |
| | | Approach LOS | B (18.5) | | | C (24.1) | | | C (26.1) | | | C (28.3) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 93 | 22 | 0 | 15 | 49 | 0 | 6 | 71 | 0 | 10 | 137 |
| | | 95th Queue | 232 | 56 | 1 | 52 | 113 | 60 | 30 | 140 | 56 | 36 | 323 |
| EXISTING (SIGNAL) | PM | Overall LOS | C (31.7) | | | | | | | | | | |
| | | Approach LOS | C (26.9) | | | C (32.6) | | | D (35.9) | | | C (29.9) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 171 | 71 | 0 | 64 | 85 | 0 | 97 | 293 | 44 | 19 | 107 |
| | | 95th Queue | 280 | 120 | 51 | 120 | 135 | 0 | 172 | 436 | 113 | 43 | 191 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | C (27.0) | | | | | | | | | | |
| | | Approach LOS | C (21.4) | | | C (29.5) | | | C (31.2) | | | C (27.3) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 205 | 39 | 0 | 23 | 75 | 0 | 4 | 111 | 8 | 17 | 91 |
| | | 95th Queue | 436 | 80 | 7 | 60 | 133 | 80 | 17 | 166 | 113 | 43 | 174 |
| NO-BUILD (SIGNAL) | PM | Overall LOS | D (35.3) | | | | | | | | | | |
| | | Approach LOS | D (35.8) | | | D (37.2) | | | D (35.3) | | | C (30.9) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 233 | 100 | 0 | 167 | 110 | 0 | 85 | 245 | 140 | 28 | 62 |
| | | 95th Queue | 341 | 151 | 73 | 247 | 156 | 35 | 130 | 343 | 381 | 56 | 105 |
| BUILD (SIGNAL) | AM | Overall LOS | D (37.9) | | | | | | | | | | |
| | | Approach LOS | D (42.3) | | | D (47.3) | | | D (37.5) | | | D (36.8) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 289 | 130 | 0 | 32 | 131 | 21 | 40 | 327 | 177 | 52 | 317 |
| | | 95th Queue | 456 | 186 | 59 | 65 | 185 | 118 | 73 | 461 | 400 | 89 | 444 |
| BUILD (SIGNAL) | PM | Overall LOS | E (64.0) | | | | | | | | | | |
| | | Approach LOS | D (48.5) | | | D (47.9) | | | F (82.6) | | | D (45.4) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 248 | 236 | 35 | 177 | 197 | 0 | 199 | 816 | 579 | 89 | 283 |
| | | 95th Queue | 487 | 336 | 142 | 287 | 278 | 62 | 287 | 1018 | 885 | 139 | 362 |

The intersection of McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. The eastbound approach is projected to operate at LOS F during the PM peak hour under Projected 2033 Build Conditions.

In order to improve the approach LOS under the Projected 2033 Build conditions, Kimley-Horn recommends the following site access improvements (shown in blue on **Figure 12**):

- Provide an additional eastbound through lane along McGinnis Ferry Road (creating three through lanes).

The analysis results for the improved conditions at Intersection 10 are shown in the table on the following page.

Overall LOS Standard: E
Approach LOS Standard: E

| | | McGinnis Ferry Road | | | Union Hill Road | | | McGinnis Ferry Road | | | Ronald Reagan Boulevard | | |
|----------------------------|----|---------------------|----------|-----|-----------------|----------|-----|---------------------|----------|-----|-------------------------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (37.5) | | | | | | | | | | |
| | | Approach LOS | D (38.8) | | | D (45.8) | | | C (33.4) | | | D (37.6) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 289 | 130 | 0 | 32 | 131 | 21 | 40 | 205 | 106 | 52 | 317 |
| | | 95th Queue | 451 | 186 | 59 | 65 | 185 | 118 | 73 | 282 | 306 | 89 | 444 |
| | PM | Overall LOS | D (45.7) | | | | | | | | | | |
| | | Approach LOS | D (47.8) | | | D (47.2) | | | D (44.5) | | | D (45.2) | |
| | | Storage | 275 | | 175 | 275 | | 275 | 200 | | 200 | 375 | |
| | | 50th Queue | 248 | 236 | 35 | 177 | 197 | 0 | 199 | 433 | 402 | 89 | 283 |
| | | 95th Queue | 487 | 336 | 142 | 287 | 278 | 62 | 287 | 532 | 739 | 139 | 362 |

With the improvement listed above, the intersection of McGinnis Ferry Road at Union Hill Road/Ronald Reagan Boulevard (Intersection 10) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.11 McGinnis Ferry Road at Union Hill Road (Intersection 11)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Union Hill Road | | | | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|-----------------|----|-----------------|-----------|---|------------|---|---|---------------------|-------|---|---------------------|----------|---|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (TWSC) | AM | Overall LOS | (6.8) | | | | | | | | | | |
| | | Approach LOS | E (40.6) | | | | | | (0.0) | | | A (9.2) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 83 | | 8 | | | | | | 18 | | |
| | PM | Overall LOS | (38.6) | | | | | | | | | | |
| | | Approach LOS | F (136.8) | | | | | | (0.0) | | | A (9.0) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 355 | | 30 | | | | | | 13 | | |
| NO-BUILD (TWSC) | AM | Overall LOS | (38.8) | | | | | | | | | | |
| | | Approach LOS | F (\$) | | | | | | (0.0) | | | B (12.4) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 300 | | 10 | | | | | | 37 | | |
| | PM | Overall LOS | (143.9) | | | | | | | | | | |
| | | Approach LOS | F (\$) | | | | | | | | | B (12.6) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 760 | | 40 | | | | | | 25 | | |
| BUILD (TWSC) | AM | Overall LOS | (157.6) | | | | | | | | | | |
| | | Approach LOS | F (\$) | | | | | | | | | B (14.2) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 595 | | 10 | | | | | | 45 | | |
| | PM | Overall LOS | (\$) | | | | | | | | | | |
| | | Approach LOS | F (\$) | | | | | | | | | C (15.9) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 1080 | | 53 | | | | | | 35 | | |

\$ - Delay exceeds 300 seconds

GDOT has a programmed roadway project to widen McGinnis Ferry Road through the study intersection (PI#0004634). This project adds an additional eastbound and westbound through lane along McGinnis Ferry Road (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of McGinnis Ferry Road at Union Hill Road (Intersection 11) is projected to operate at a failing overall LOS under the Projected 2033 No-Build and Build conditions. The northbound approach is projected to operate at LOS F during the AM and PM peak hour under multiple analysis scenarios, as vehicles may experience delay turning onto a major roadway during the peak hours.

In order to improve the overall and approach LOS under the Projected 2033 No-Build and Projected 2033 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 11** and **Figure 12**) in addition to the programmed GDOT improvements:

- Install a traffic signal, as permitted by Forsyth County and the City of Alpharetta

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

| | | | | | | | | | | | | | |
|---|----|-----------------|----------|---|------------|---|---|---------------------|----------|-----|---------------------|---------|---|
| Overall LOS Standard: E Approach LOS Standard: E | | Union Hill Road | | | | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (PROPOSED SIGNAL) | AM | Overall LOS | B (10.6) | | | | | | | | | | |
| | | Approach LOS | B (19.9) | | | | | | B (13.2) | | | A (6.0) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | 44 | | 0 | | | | 112 | 3 | 32 | 36 | |
| | | 95th Queue | 108 | | 31 | | | | 196 | 40 | 73 | 68 | |
| | PM | Overall LOS | B (13.1) | | | | | | | | | | |
| | | Approach LOS | C (21.7) | | | | | | B (14.6) | | | A (7.3) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | 120 | | 0 | | | | 143 | 8 | 30 | 65 | |
| | | 95th Queue | 245 | | 50 | | | | 258 | 66 | 77 | 131 | |
| BUILD IMPROVED (PROPOSED SIGNAL) | AM | Overall LOS | B (11.4) | | | | | | | | | | |
| | | Approach LOS | C (25.0) | | | | | | B (13.6) | | | A (6.3) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | 81 | | 0 | | | | 158 | 11 | 40 | 76 | |
| | | 95th Queue | 185 | | 33 | | | | 282 | 58 | 106 | 142 | |
| | PM | Overall LOS | B (15.3) | | | | | | | | | | |
| | | Approach LOS | C (27.4) | | | | | | B (16.7) | | | A (9.1) | |
| | | Storage | 150 | | | | | | | | 150 | | |
| | | 50th Queue | 185 | | 0 | | | | 246 | 40 | 39 | 142 | |
| | | 95th Queue | 379 | | 57 | | | | 353 | 115 | 76 | 203 | |

With the improvements listed above, the intersection of McGinnis Ferry Road at Union Hill Road (Intersection 11) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.12 McFarland Parkway at SR 400 SB Ramps (Intersection 12)

Overall LOS Standard: E
Approach LOS Standard: E

| | | McFarland Parkway | | | McFarland Parkway | | | | | | SR 400 SB Ramps | | |
|-------------------|----|-------------------|-----------|-----|-------------------|----------|-----|-----------|---|---|-----------------|-----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | E (72.7) | | | | | | | | | | |
| | | Approach LOS | B (16.1) | | | B (19.9) | | | | | | F (236.9) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 291 | 128 | | | 180 | 1091 | | | 348 | | 434 |
| | | 95th Queue | 365 | 144 | | | 227 | 1381 | | | 545 | | 574 |
| | PM | Overall LOS | C (27.9) | | | | | | | | | | |
| | | Approach LOS | B (16.3) | | | D (39.8) | | | | | | E (71.0) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 475 | 62 | | | 247 | 1141 | | | 109 | | 105 |
| | | 95th Queue | 558 | 80 | | | 316 | 1447 | | | 172 | | 156 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | F (113.0) | | | | | | | | | | |
| | | Approach LOS | C (24.8) | | | C (23.7) | | | | | | F (358.4) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 351 | 250 | | | 231 | 1483 | | | 437 | | 587 |
| | | 95th Queue | 479 | 331 | | | 270 | 1753 | | | 643 | | 731 |
| | PM | Overall LOS | C (32.0) | | | | | | | | | | |
| | | Approach LOS | C (20.6) | | | D (41.9) | | | | | | E (72.7) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 528 | 44 | | | 342 | 1275 | | | 126 | | 134 |
| | | 95th Queue | 639 | 48 | | | 394 | 1542 | | | 203 | | 209 |
| BUILD (SIGNAL) | AM | Overall LOS | F (158.8) | | | | | | | | | | |
| | | Approach LOS | C (24.8) | | | C (23.7) | | | | | | F (475.7) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 350 | 235 | | | 231 | 1483 | | | 676 | | 587 |
| | | 95th Queue | 479 | 309 | | | 270 | 1753 | | | 905 | | 731 |
| | PM | Overall LOS | D (40.2) | | | | | | | | | | |
| | | Approach LOS | C (29.4) | | | D (41.9) | | | | | | E (75.8) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 536 | 82 | | | 342 | 1186 | | | 284 | | 136 |
| | | 95th Queue | 720 | 89 | | | 394 | 1454 | | | 486 | | 198 |

The intersection of McFarland Parkway at SR 400 SB Ramps (Intersection 12) is projected to operate at a failing overall LOS during the AM peak hour under the Projected 2033 No-Build and Build conditions. The eastbound approach is projected to operate at a failing LOS during the AM peak hour under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions.

In order to improve the overall and approach LOS under the Projected 2033 No-Build and Projected 2033 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 11** and **Figure 12**):

- Increase the westbound split time to allocate more green time to this approach.

The analysis results for the improved conditions at Intersection 12 are shown in the following table.

Overall LOS Standard: E
Approach LOS Standard: E

| | | McFarland Parkway | | | McFarland Parkway | | | | | | SR 400 SB Ramps | | |
|-------------------------------|----|-------------------|----------|-----|-------------------|----------|-----|-----------|---|---|-----------------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (40.8) | | | | | | | | | | |
| | | Approach LOS | C (30.5) | | | D (37.6) | | | | | | E (63.4) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 393 | 378 | | | 297 | 1330 | | | 289 | | 409 |
| | | 95th Queue | 479 | 479 | | | 346 | 1599 | | | 409 | | 553 |
| | PM | Overall LOS | C (32.0) | | | | | | | | | | |
| | | Approach LOS | C (20.6) | | | D (41.9) | | | | | | E (72.7) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 522 | 44 | | | 342 | 1275 | | | 126 | | 129 |
| | | 95th Queue | 646 | 48 | | | 394 | 1542 | | | 203 | | 207 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (44.3) | | | | | | | | | | |
| | | Approach LOS | C (30.8) | | | D (38.4) | | | | | | E (70.4) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 394 | 371 | | | 297 | 1330 | | | 431 | | 409 |
| | | 95th Queue | 479 | 459 | | | 346 | 1599 | | | 668 | | 553 |
| | PM | Overall LOS | D (40.2) | | | | | | | | | | |
| | | Approach LOS | C (29.4) | | | D (41.9) | | | | | | E (75.9) | |
| | | Storage | 400 | | | | | | | | 500 | | |
| | | 50th Queue | 543 | 79 | | | 342 | 1186 | | | 287 | | 136 |
| | | 95th Queue | 722 | 86 | | | 394 | 1454 | | | 491 | | 198 |

With the improvements listed above, the intersection of McFarland Parkway at SR 400 SB Ramps (Intersection 12) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.13 McFarland Parkway at SR 400 NB Ramps (Intersection 13)

Overall LOS Standard: E
Approach LOS Standard: E

| | | McFarland Parkway | | | McFarland Parkway | | | SR 400 NB Ramps | | | SR 400 NB Ramps | | |
|-------------------|----|-------------------|----------|-----|-------------------|-----------|-----|-----------------|---------|---|-----------------|---------|---|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | A (4.9) | | | | | | | | | | |
| | | Approach LOS | A (0.7) | | | B (13.2) | | | A (1.8) | | | A (2.0) | |
| | | Storage | | | | 325 | | | | | | | |
| | | 50th Queue | | 8 | 0 | 135 | 25 | | | 0 | | | 0 |
| | | 95th Queue | | 9 | 0 | 154 | 12 | | | 0 | | | 0 |
| | PM | Overall LOS | B (13.7) | | | | | | | | | | |
| | | Approach LOS | A (6.2) | | | D (43.0) | | | A (0.4) | | | A (1.2) | |
| | | Storage | | | | 325 | | | | | | | |
| | | 50th Queue | | 89 | 103 | 262 | 0 | | | 0 | | | 0 |
| | | 95th Queue | | 103 | 126 | 325 | 0 | | | 0 | | | 0 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | A (5.1) | | | | | | | | | | |
| | | Approach LOS | A (0.5)* | | | B (13.1) | | | A (2.7) | | | A (2.3) | |
| | | Storage | | | | 325 | | | | | | | |
| | | 50th Queue | | 9 | 0 | 156 | 55 | | | 0 | | | 0 |
| | | 95th Queue | | 10 | 0 | 170 | 35 | | | 0 | | | 9 |
| | PM | Overall LOS | B (15.0) | | | | | | | | | | |
| | | Approach LOS | A (6.5) | | | D (46.4) | | | A (0.5) | | | A (1.2) | |
| | | Storage | | | | 325 | | | | | | | |
| | | 50th Queue | | 120 | 139 | 313 | 0 | | | 0 | | | 0 |
| | | 95th Queue | | 118 | 139 | 412 | 0 | | | 0 | | | 0 |
| BUILD (SIGNAL) | AM | Overall LOS | A (4.8) | | | | | | | | | | |
| | | Approach LOS | A (2.0) | | | B (10.3)* | | | A (2.7) | | | A (2.3) | |
| | | Storage | | | | 325 | | | | | | | |
| | | 50th Queue | | 38 | 0 | 156 | 175 | | | 0 | | | 0 |
| | | 95th Queue | | 38 | 0 | 151 | 103 | | | 0 | | | 0 |
| | PM | Overall LOS | B (17.2) | | | | | | | | | | |
| | | Approach LOS | A (7.0) | | | D (49.1) | | | A (0.5) | | | A (1.2) | |
| | | Storage | | | | 325 | | | | | | | |
| | | 50th Queue | | 108 | 200 | 323 | 0 | | | 0 | | | 0 |
| | | 95th Queue | | 101 | 161 | 410 | 0 | | | 0 | | | 0 |

*LOS improves due to increase of traffic on a through movement which experiences little delay

**Intersection analyzed using HCM 2000 due to limitation in HCM 6th Edition when analyzing intersections with non-NEMA phasing

The intersection of McFarland Parkway at SR 400 NB Ramps (Intersection 13) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.14 McFarland Parkway at Ronald Reagan Boulevard (Intersection 14)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | McFarland Parkway | | | McFarland Parkway | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
|---|----|--------------|-------------------|------|-----|-------------------|------|-----|-------------------------|-----|-----|-------------------------|----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | D (38.2) | | | | | | | | | | | |
| | | Approach LOS | C (27.5) | | | C (26.0) | | | F (127.4) | | | E (73.6) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 113 | 341 | 0 | 55 | 778 | 42 | 193 | 15 | 0 | 7 | 24 | 0 |
| | | 95th Queue | 181 | 441 | 0 | 89 | 925 | 71 | 298 | 35 | 65 | 24 | 57 | 0 |
| | PM | Overall LOS | D (53.1) | | | | | | | | | | | |
| | | Approach LOS | C (32.2) | | | C (26.5) | | | F (128.3) | | | E (79.8) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 169 | 627 | 0 | 23 | 160 | 0 | 368 | 42 | 0 | 54 | 22 | 38 |
| | | 95th Queue | 244 | 892 | 0 | 47 | 236 | 10 | 492 | 65 | 69 | 103 | 50 | 128 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | E (57.4) | | | | | | | | | | | |
| | | Approach LOS | C (27.7) | | | D (50.9) | | | F (146.9) | | | E (67.0) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 69 | 602 | 0 | 118 | 1105 | 59 | 251 | 20 | 212 | 11 | 13 | 0 |
| | | 95th Queue | 106 | 769 | 13 | 200 | 1416 | 94 | 361 | 35 | 310 | 28 | 26 | 0 |
| | PM | Overall LOS | E (76.5) | | | | | | | | | | | |
| | | Approach LOS | D (51.7) | | | C (30.1) | | | F (161.3) | | | E (78.6) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 101 | 1052 | 0 | 33 | 177 | 1 | 474 | 54 | 258 | 87 | 20 | 120 |
| | | 95th Queue | 142 | 1344 | 0 | 60 | 369 | 10 | 602 | 73 | 363 | 146 | 35 | 212 |
| BUILD (SIGNAL) | AM | Overall LOS | E (66.1) | | | | | | | | | | | |
| | | Approach LOS | C (28.2) | | | D (51.8) | | | F (171.5) | | | E (67.8) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 69 | 602 | 0 | 119 | 1106 | 111 | 348 | 44 | 212 | 11 | 54 | 0 |
| | | 95th Queue | 106 | 769 | 13 | 200 | 1419 | 175 | 468 | 65 | 310 | 28 | 78 | 0 |
| | PM | Overall LOS | F (104.3) | | | | | | | | | | | |
| | | Approach LOS | D (52.8) | | | C (30.3) | | | F (239.9) | | | F (82.0) | | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | | 150 |
| | | 50th Queue | 101 | 1040 | 0 | 33 | 160 | 0 | 659 | 83 | 257 | 87 | 49 | 122 |
| | | 95th Queue | 142 | 1344 | 0 | 60 | 416 | 47 | 793 | 104 | 358 | 157 | 70 | 215 |

The intersection of McFarland Parkway at Ronald Reagan Boulevard (Intersection 14) is projected to operate at an acceptable overall LOS under the Existing 2023 and Projected 2033 No-Build conditions. The eastbound approach is projected to operate at LOS F during the AM and PM peak hours under the Existing 2023 and Projected 2033 No-Build conditions, as vehicles may experience delay turning onto a major roadway during the peak hours. Under the Projected 2033 Build conditions, the intersection is projected to operate at LOS F during the PM peak hour, and the eastbound approach is projected to operate at LOS F during the AM and PM peak hours.

In order to improve the approach LOS under the Projected 2033 No-Build and Projected 2033 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 11** and **Figure 12**):

- Construct an additional eastbound left-turn lane along Ronald Reagan Boulevard (creating triple left-turns). Modify the channelizing island to provide three (3) northbound receiving lanes.

Due to the increase in volume on the eastbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

The analysis results for the improved conditions at Intersection 14 are shown in the following table.

| | | | | | | | | | | | | | |
|---|----|-------------------|----------|------|-------------------|----------|------|-------------------------|----------|-----|-------------------------|----------|----|
| Overall LOS Standard: E Approach LOS Standard: E | | McFarland Parkway | | | McFarland Parkway | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (42.9) | | | | | | | | | | |
| | | Approach LOS | C (25.8) | | | D (46.2) | | | E (71.5) | | | E (68.8) | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | |
| | | 50th Queue | 69 | 580 | 0 | 117 | 1073 | 61 | 136 | 20 | 179 | 11 | 13 |
| | | 95th Queue | 104 | 842 | 13 | 168 | 1418 | 97 | 171 | 36 | 281 | 28 | 28 |
| | PM | Overall LOS | D (52.6) | | | | | | | | | | |
| | | Approach LOS | D (51.8) | | | C (30.1) | | | E (66.4) | | | E (77.0) | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | |
| | | 50th Queue | 101 | 1068 | 0 | 33 | 193 | 1 | 245 | 54 | 254 | 85 | 20 |
| | | 95th Queue | 142 | 1382 | 0 | 60 | 422 | 13 | 287 | 73 | 356 | 127 | 36 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (45.4) | | | | | | | | | | |
| | | Approach LOS | C (26.4) | | | D (47.2) | | | E (72.5) | | | E (72.3) | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | |
| | | 50th Queue | 69 | 577 | 0 | 116 | 1070 | 113 | 180 | 45 | 179 | 11 | 56 |
| | | 95th Queue | 104 | 842 | 13 | 168 | 1417 | 158 | 224 | 67 | 281 | 28 | 81 |
| | PM | Overall LOS | E (60.5) | | | | | | | | | | |
| | | Approach LOS | E (62.3) | | | C (32.3) | | | E (72.9) | | | E (77.4) | |
| | | Storage | 300 | | 200 | 500 | | 625 | 450 | | 150 | 150 | |
| | | 50th Queue | 101 | 1077 | 0 | 33 | 190 | 0 | 320 | 82 | 251 | 87 | 49 |
| | | 95th Queue | 142 | 1357 | 0 | 59 | 435 | 51 | 416 | 104 | 357 | 146 | 72 |

With the improvements listed above, the intersection of McFarland Parkway at Ronald Reagan Parkway (Intersection 14) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.15 McGinnis Ferry Road at McFarland Parkway (Intersection 15)

| | | | | | | | | | | | | | |
|---|----|--------------|----------|---|-------------------|----------|---|---------------------|----------|-----|---------------------|----------|-----|
| Overall LOS Standard: D Approach LOS Standard: D | | | | | McFarland Parkway | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | B (19.8) | | | | | | | | | | |
| | | Approach LOS | | | | C (30.8) | | | B (15.5) | | | B (14.6) | |
| | | Storage | | | | | | 150 | | | | | 325 |
| | | 50th Queue | | | | 152 | | 0 | 14 | 112 | | 155 | 0 |
| | | 95th Queue | | | | 304 | | 30 | 40 | 190 | | 261 | 57 |
| | PM | Overall LOS | B (16.1) | | | | | | | | | | |
| | | Approach LOS | | | | C (32.5) | | | B (13.3) | | | A (9.4) | |
| | | Storage | | | | | | 150 | | | | | 325 |
| | | 50th Queue | | | | 122 | | 0 | 51 | 104 | | 142 | 141 |
| | | 95th Queue | | | | 199 | | 30 | 113 | 180 | | 163 | 216 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | C (20.1) | | | | | | | | | | |
| | | Approach LOS | | | | C (33.1) | | | B (15.8) | | | B (14.6) | |
| | | Storage | | | | | | 150 | | | | | 325 |
| | | 50th Queue | | | | 190 | | 23 | 16 | 112 | | 101 | 0 |
| | | 95th Queue | | | | 375 | | 60 | 45 | 160 | | 146 | 61 |
| | PM | Overall LOS | B (16.5) | | | | | | | | | | |
| | | Approach LOS | | | | C (32.7) | | | B (14.5) | | | B (10.6) | |
| | | Storage | | | | | | 150 | | | | | 325 |
| | | 50th Queue | | | | 142 | | 0 | 67 | 136 | | 166 | 490 |
| | | 95th Queue | | | | 239 | | 32 | 146 | 190 | | 135 | 626 |
| BUILD (SIGNAL) | AM | Overall LOS | C (20.9) | | | | | | | | | | |
| | | Approach LOS | | | | D (35.5) | | | B (17.1) | | | B (15.4) | |
| | | Storage | | | | | | 150 | | | | | 325 |
| | | 50th Queue | | | | 197 | | 38 | 18 | 133 | | 151 | 0 |
| | | 95th Queue | | | | 385 | | 80 | 67 | 188 | | 212 | 59 |
| | PM | Overall LOS | B (18.4) | | | | | | | | | | |
| | | Approach LOS | | | | C (32.9) | | | B (19.3) | | | B (11.0) | |
| | | Storage | | | | | | 150 | | | | | 325 |
| | | 50th Queue | | | | 150 | | 16 | 79 | 178 | | 273 | 461 |
| | | 95th Queue | | | | 285 | | 53 | 210 | 246 | | 252 | 606 |

GDOT has a programmed roadway project to widen McGinnis Ferry Road through the study intersection (PI#0004634). This project adds an additional eastbound and westbound through lane along McGinnis Ferry Road (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of McGinnis Ferry Road at McFarland Parkway (Intersection 15) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.16 McGinnis Ferry Road at Old Alpharetta Road (Intersection 16)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Tidewater Crossing | | | Old Alpharetta Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|--------------------|----|---|---------------------|-----|-----|---------------------|-----|---|---------------------|-----|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | E (60.2) | | | | | | | | | | | |
| | | Approach LOS | D (46.7) | | | F (312.1) | | | B (16.4) | | | B (16.9) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 0 | | | 315 | | 21 | 360 | | 1 | 474 | |
| | | 95th Queue | | 0 | | | 533 | | 36 | 696 | | 3 | 672 | |
| | PM | Overall LOS | C (20.8) | | | | | | | | | | | |
| | | Approach LOS | D (48.8) | | | E (67.8) | | | B (10.1) | | | C (20.5) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 6 | | | 159 | | 127 | 131 | | 2 | 736 | |
| | | 95th Queue | | 25 | | | 336 | | 254 | 282 | | 3 | 960 | |
| NO-BUILD (SIGNAL) | AM | Overall LOS | C (23.3) | | | | | | | | | | | |
| | | Approach LOS | D (54.1) | | | F (96.2) | | | B (11.9) | | | B (13.3) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 0 | | | 64 | 248 | 37 | 226 | 0 | 1 | 252 | |
| | | 95th Queue | | 0 | | | 117 | 478 | 59 | 381 | 0 | 3 | 321 | |
| | PM | Overall LOS | B (13.1) | | | | | | | | | | | |
| | | Approach LOS | E (59.5) | | | E (63.2) | | | B (11.2) | | | A (8.9) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 7 | | | 62 | 38 | 168 | 62 | 0 | 2 | 259 | |
| | | 95th Queue | | 26 | | | 111 | 133 | 397 | 150 | 0 | 4 | 286 | |
| BUILD (SIGNAL) | AM | Overall LOS | D (43.5) | | | | | | | | | | | |
| | | Approach LOS | D (54.2) | | | F (218.2) | | | B (13.0) | | | B (15.7) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 0 | | | 64 | 457 | 51 | 251 | 0 | 1 | 343 | |
| | | 95th Queue | | 0 | | | 117 | 686 | 112 | 422 | 0 | 3 | 483 | |
| | PM | Overall LOS | C (33.1) | | | | | | | | | | | |
| | | Approach LOS | D (51.4)* | | | E (72.2) | | | D (39.2) | | | B (18.8) | | |
| | | Storage | | | | | | | 150 | | | 150 | | |
| | | 50th Queue | | 7 | | | 59 | 126 | 436 | 97 | 0 | 2 | 503 | |
| | | 95th Queue | | 26 | | | 111 | 299 | 664 | 240 | 0 | 3 | 322 | |

*LOS improves due to increase of traffic on the southbound approach, which increases the overall sidestreet green time

GDOT has a programmed roadway project to widen McGinnis Ferry Road through the study intersection (PI#0004634). This project adds an additional eastbound through lane, eastbound right-turn lane, and westbound through lane along McGinnis Ferry Road and an exclusive southbound right-turn lane along Old Alpharetta Road (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of McGinnis Ferry Road at Old Alpharetta Road (Intersection 16) is projected to operate at an acceptable overall LOS under the Projected 2033 No-Build and Projected 2033 Build scenarios. The southbound approach is projected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour under the Projected 2033 No-Build and Projected 2033 Build scenarios.

In order to improve the approach LOS under the Projected 2033 No-Build and Projected 2033 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 11** and **Figure 12**) in addition to the programmed GDOT improvements:

- Provide a right-turn overlap phase for the southbound right-turn movement.

Due to the increase in volume on the northbound and southbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

The analysis results for the improved conditions at Intersection 16 are shown in the following table.

| | | | | | | | | | | | | | |
|---|----|--------------------|-----------|----|---------------------|----------|-----|---------------------|----------|-----|---------------------|----------|-----|
| Overall LOS Standard: D Approach LOS Standard: D | | Tidewater Crossing | | | Old Alpharetta Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (26.9) | | | | | | | | | | |
| | | Approach LOS | D (41.2) | | | D (49.3) | | | C (20.9) | | | C (23.5) | |
| | | Storage | | | | | | | 150 | | | 150 | |
| | | 50th Queue | | 0 | | | 70 | 338 | 25 | 154 | 0 | 1 | 312 |
| | | 95th Queue | | 0 | | | 122 | 431 | 51 | 348 | 0 | 3 | 435 |
| | PM | Overall LOS | B (19.8) | | | | | | | | | | |
| | | Approach LOS | D (49.5) | | | D (45.9) | | | B (17.8) | | | B (15.3) | |
| | | Storage | | | | | | | 150 | | | 150 | |
| | | 50th Queue | | 7 | | | 62 | 127 | 161 | 62 | 0 | 3 | 259 |
| | | 95th Queue | | 26 | | | 111 | 213 | 379 | 140 | 0 | 7 | 295 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (32.8) | | | | | | | | | | |
| | | Approach LOS | D (38.8)* | | | D (52.4) | | | C (25.4) | | | C (32.2) | |
| | | Storage | | | | | | | 150 | | | 150 | |
| | | 50th Queue | | 0 | | | 70 | 405 | 48 | 171 | 0 | 1 | 460 |
| | | 95th Queue | | 0 | | | 122 | 498 | 130 | 385 | 0 | 4 | 633 |
| | PM | Overall LOS | C (33.9) | | | | | | | | | | |
| | | Approach LOS | D (50.2) | | | D (48.7) | | | D (41.7) | | | C (20.0) | |
| | | Storage | | | | | | | 150 | | | 150 | |
| | | 50th Queue | | 7 | | | 62 | 211 | 377 | 70 | 0 | 3 | 305 |
| | | 95th Queue | | 27 | | | 113 | 321 | 655 | 198 | 0 | 5 | 341 |

*LOS improves due to increase of traffic on the southbound approach, which increases the overall sidestreet green time

With the improvements listed above, the intersection of McGinnis Ferry Road at Old Alpharetta Road (Intersection 16) is projected to operate at or above its overall and approach LOS standards under both Projected 2033 No-Build and Projected 2033 Build conditions.

5.17 McGinnis Ferry Road at Douglas Road (Intersection 17)

| | | | | | | | | | | | | | |
|---|----|--------------|-----------|-----|--------------|----------|----|---------------------|----------|-----|---------------------|----------|-----|
| Overall LOS Standard: D Approach LOS Standard: D | | Douglas Road | | | Douglas Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | C (29.6) | | | | | | | | | | |
| | | Approach LOS | E (76.2) | | | E (59.9) | | | B (18.4) | | | C (20.3) | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | 275 |
| | | 50th Queue | 271 | 9 | | 12 | 16 | | 1 | 389 | 36 | 27 | 414 |
| | | 95th Queue | 377 | 63 | | 32 | 52 | | 6 | 590 | 89 | 52 | 782 |
| | PM | Overall LOS | C (27.1) | | | | | | | | | | |
| | | Approach LOS | E (61.9) | | | E (60.3) | | | B (18.1) | | | B (14.0) | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | 275 |
| | | 50th Queue | 218 | 25 | | 61 | 44 | | 2 | 425 | 76 | 46 | 211 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | D (35.3) | | | | | | | | | | |
| | | Approach LOS | F (140.4) | | | E (59.7) | | | B (15.6) | | | B (13.5) | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | 275 |
| | | 50th Queue | 382 | 12 | 0 | 14 | 18 | 0 | 2 | 245 | 50 | 32 | 202 |
| | | 95th Queue | 568 | 34 | 53 | 36 | 47 | 0 | 7 | 328 | 125 | 58 | 332 |
| | PM | Overall LOS | C (30.1) | | | | | | | | | | |
| | | Approach LOS | F (95.1) | | | E (59.8) | | | B (16.6) | | | B (12.1) | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | 275 |
| | | 50th Queue | 276 | 29 | 0 | 71 | 48 | 0 | 2 | 222 | 64 | 55 | 117 |
| BUILD (SIGNAL) | AM | Overall LOS | D (48.3) | | | | | | | | | | |
| | | Approach LOS | F (209.9) | | | E (59.7) | | | B (15.9) | | | B (14.5) | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | 275 |
| | | 50th Queue | 500 | 12 | 0 | 14 | 18 | 0 | 2 | 264 | 60 | 32 | 243 |
| | | 95th Queue | 695 | 34 | 53 | 36 | 47 | 0 | 7 | 353 | 145 | 58 | 397 |
| | PM | Overall LOS | D (40.7) | | | | | | | | | | |
| | | Approach LOS | F (157.4) | | | E (59.8) | | | B (17.4) | | | B (13.0) | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | 275 |
| | | 50th Queue | 339 | 29 | 0 | 71 | 48 | 0 | 2 | 343 | 108 | 55 | 154 |
| | | 95th Queue | 505 | 62 | 66 | 118 | 93 | 0 | 8 | 523 | 360 | 94 | 260 |

GDOT has a programmed roadway project to widen McGinnis Ferry Road through the study intersection (PI#0004634). This project adds an additional eastbound through lane and westbound through lane along McGinnis Ferry Road and an exclusive northbound right-turn lane and southbound right-turn lane along Douglas Road (shown in green on **Figure 11** and **Figure 12**). The programmed roadway laneage was included in the Projected 2033 No-Build and Build conditions.

The intersection of McGinnis Ferry Road at Douglas Road (Intersection 17) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. The northbound and southbound approaches are projected to operate at LOS E or F, respectively during the AM and PM peak hours under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions.

In order to improve the approach LOS under the Projected 2033 No-Build and Projected 2033 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 11** and **Figure 12**) in addition to the programmed GDOT improvements:

- Construct an additional northbound left-turn lane along Douglas Road (creating dual left-turns).

Due to the increase in volume on the northbound and southbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

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 northbound and southbound approaches continue to operate at an unacceptable LOS (LOS E), no feasible improvements exist to improve the approaches to LOS D, as the failing LOS is a result of coordinated signal timing. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (McGinnis Ferry Road) at the expense of sidestreet operations. The northbound and southbound approaches have been improved to operate at LOS E.

The analysis results for the improved conditions at Intersection 17 are shown in the following table.

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Douglas Road | | | Douglas Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|----|--------------|--------------|-----|----|--------------|----|---|---------------------|-----|-----|---------------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (21.7) | | | | | | | | | | | |
| | | Approach LOS | E (57.0) | | | E (59.7) | | | B (15.2) | | | B (13.1) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 180 | 11 | 0 | 14 | 18 | 0 | 2 | 254 | 73 | 34 | 211 | 0 |
| | | 95th Queue | 227 | 32 | 50 | 34 | 47 | 0 | 8 | 374 | 176 | 68 | 377 | 0 |
| | PM | Overall LOS | C (22.7) | | | | | | | | | | | |
| | | Approach LOS | E (58.7) | | | E (59.7) | | | B (14.3) | | | B (10.4) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 150 | 30 | 0 | 72 | 48 | 0 | 2 | 245 | 84 | 53 | 114 | 0 |
| | | 95th Queue | 195 | 63 | 68 | 112 | 93 | 0 | 8 | 481 | 301 | 102 | 215 | 0 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | C (24.1) | | | | | | | | | | | |
| | | Approach LOS | E (59.3) | | | E (59.7) | | | B (17.0) | | | B (15.5) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 208 | 11 | 0 | 13 | 18 | 0 | 2 | 287 | 84 | 36 | 270 | 0 |
| | | 95th Queue | 257 | 31 | 48 | 32 | 47 | 0 | 8 | 421 | 199 | 72 | 473 | 0 |
| | PM | Overall LOS | C (25.0) | | | | | | | | | | | |
| | | Approach LOS | E (61.6) | | | E (62.0) | | | B (16.7) | | | B (12.5) | | |
| | | Storage | | 150 | | | | | 150 | | 150 | 200 | | 275 |
| | | 50th Queue | 180 | 28 | 0 | 69 | 48 | 0 | 2 | 357 | 98 | 59 | 166 | 0 |
| | | 95th Queue | 231 | 59 | 63 | 108 | 91 | 0 | 9 | 550 | 364 | 109 | 292 | 0 |

With the improvements listed above, the intersection of McGinnis Ferry Road at Douglas Road (Intersection 17) is projected to operate at or above its overall LOS standards.

5.18 Ronald Reagan Boulevard at Majors Road (Intersection 18)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Majors Road | | | Majors Road | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
|---|----|--------------|-------------|-----|-----|-------------|-----|-----|-------------------------|----|-----|-------------------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | C (23.2) | | | | | | | | | | | |
| | | Approach LOS | C (24.2) | | | C (23.3) | | | C (22.6) | | | C (21.7) | | |
| | | Storage | 125 | | 125 | 250 | | 150 | 175 | | 100 | 150 | | 150 |
| | | 50th Queue | 32 | 69 | 0 | 95 | 124 | 0 | 23 | 25 | 0 | 21 | 11 | 0 |
| | | 95th Queue | 60 | 131 | 53 | 152 | 205 | 0 | 58 | 55 | 47 | 56 | 28 | 53 |
| | PM | Overall LOS | C (23.5) | | | | | | | | | | | |
| | | Approach LOS | C (26.1) | | | B (19.9) | | | C (26.1) | | | C (26.3) | | |
| | | Storage | 125 | | 125 | 250 | | 150 | 175 | | 100 | 150 | | 150 |
| | | 50th Queue | 19 | 154 | 34 | 108 | 118 | 0 | 14 | 25 | 0 | 17 | 38 | 0 |
| | | 95th Queue | 39 | 255 | 98 | 166 | 184 | 0 | 43 | 56 | 1 | 48 | 77 | 63 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | C (24.2) | | | | | | | | | | | |
| | | Approach LOS | C (25.7) | | | C (23.7) | | | C (24.3) | | | C (23.1) | | |
| | | Storage | 125 | | 125 | 250 | | 150 | 175 | | 100 | 150 | | 150 |
| | | 50th Queue | 37 | 84 | 0 | 114 | 151 | 0 | 28 | 31 | 0 | 27 | 13 | 0 |
| | | 95th Queue | 70 | 158 | 57 | 183 | 249 | 0 | 72 | 67 | 53 | 70 | 35 | 59 |
| | PM | Overall LOS | C (25.6) | | | | | | | | | | | |
| | | Approach LOS | C (27.9) | | | C (21.7) | | | C (29.3) | | | C (29.7) | | |
| | | Storage | 125 | | 125 | 250 | | 150 | 175 | | 100 | 150 | | 150 |
| | | 50th Queue | 22 | 207 | 57 | 131 | 140 | 0 | 21 | 35 | 0 | 24 | 54 | 0 |
| | | 95th Queue | 45 | 315 | 133 | 205 | 221 | 4 | 50 | 65 | 8 | 56 | 92 | 68 |
| BUILD (SIGNAL) | AM | Overall LOS | C (24.6) | | | | | | | | | | | |
| | | Approach LOS | C (25.9) | | | C (24.1) | | | C (24.5) | | | C (24.4) | | |
| | | Storage | 125 | | 125 | 250 | | 150 | 175 | | 100 | 150 | | 150 |
| | | 50th Queue | 43 | 85 | 0 | 116 | 155 | 0 | 37 | 37 | 0 | 28 | 22 | 0 |
| | | 95th Queue | 81 | 163 | 58 | 189 | 259 | 4 | 89 | 78 | 54 | 70 | 53 | 60 |
| | PM | Overall LOS | C (26.5) | | | | | | | | | | | |
| | | Approach LOS | C (28.6) | | | C (22.4) | | | C (29.3) | | | C (31.6) | | |
| | | Storage | 125 | | 125 | 250 | | 150 | 175 | | 100 | 150 | | 150 |
| | | 50th Queue | 24 | 205 | 56 | 131 | 140 | 0 | 34 | 44 | 0 | 24 | 63 | 0 |
| | | 95th Queue | 54 | 339 | 141 | 227 | 240 | 21 | 73 | 78 | 20 | 55 | 107 | 68 |

The intersection of Ronald Reagan Boulevard at Majors Road (Intersection 18) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2033 No-Build, and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.19 Ronald Reagan Boulevard at Rex Lane/Site Driveway A (Intersection 19)

| | | | | | | | | | | | | | |
|---|----|--------------|----------|---|-----------------|----------|----|-------------------------|----------|-----|-------------------------|----------|-----|
| Overall LOS Standard: E Approach LOS Standard: E | | Rex Lane | | | Site Driveway A | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | A (4.3) | | | | | | | | | | |
| | | Approach LOS | B (17.5) | | | | | | A (5.6) | | | A (2.9) | |
| | | Storage | | | | | | | 175 | | 175 | 175 | 150 |
| | | 50th Queue | 5 | 0 | | | | | 14 | 0 | 1 | 29 | |
| | | 95th Queue | 18 | 0 | | | | | 49 | 0 | 4 | 47 | |
| | PM | Overall LOS | A (4.9) | | | | | | | | | | |
| | | Approach LOS | C (24.7) | | | | | | A (5.8) | | | A (2.1) | |
| | | Storage | | | | | | | 175 | | 175 | 175 | 150 |
| | | 50th Queue | 1 | 0 | | | | | 0 | 0 | 0 | 0 | |
| | | 95th Queue | 10 | 0 | | | | | 128 | 0 | 5 | 24 | |
| NO-BUILD (SIGNAL) | AM | Overall LOS | A (5.1) | | | | | | | | | | |
| | | Approach LOS | B (17.7) | | | | | | A (6.5) | | | A (3.2) | |
| | | Storage | | | | | | | 175 | | 175 | 175 | 150 |
| | | 50th Queue | 5 | 0 | | | | | 31 | 0 | 1 | 35 | |
| | | 95th Queue | 21 | 0 | | | | | 94 | 0 | 4 | 55 | |
| | PM | Overall LOS | A (4.9) | | | | | | | | | | |
| | | Approach LOS | C (24.8) | | | | | | A (5.6)* | | | A (1.9)* | |
| | | Storage | | | | | | | 175 | | 175 | 175 | 150 |
| | | 50th Queue | 2 | 0 | | | | | 76 | 0 | 1 | 16 | |
| | | 95th Queue | 14 | 0 | | | | | 194 | 0 | 5 | 26 | |
| BUILD (SIGNAL) | AM | Overall LOS | B (14.8) | | | | | | | | | | |
| | | Approach LOS | C (31.1) | | | C (26.5) | | | B (10.9) | | | B (17.3) | |
| | | Storage | | | | | | | 175 | | 175 | 175 | 150 |
| | | 50th Queue | 13 | 0 | | 24 | 24 | 0 | 69 | 76 | 0 | 1 | 185 |
| | | 95th Queue | 41 | 0 | | 64 | 64 | 60 | 123 | 164 | 0 | 7 | 290 |
| | PM | Overall LOS | B (13.0) | | | | | | | | | | |
| | | Approach LOS | D (39.8) | | | C (28.4) | | | B (11.4) | | | B (12.0) | |
| | | Storage | | | | | | | 175 | | 175 | 175 | 150 |
| | | 50th Queue | 3 | 0 | | 28 | 29 | 0 | 30 | 182 | 0 | 3 | 72 |
| | | 95th Queue | 19 | 0 | | 88 | 89 | 65 | 61 | 367 | 0 | 11 | 113 |

The intersection of Ronald Reagan Boulevard at Rex Lane/Site Driveway A (Intersection 19) is projected to operate at an acceptable overall LOS under all studied scenarios. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

In order to serve the proposed *The Gathering at South Forsyth* development traffic, Kimley-Horn recommends the following improvements are recommended to improve the existing driveway stub (shown in blue on **Figure 12**):

- Widen the existing driveway stub exiting the development to consist of one (1) exclusive left-turn lane, one (1) shared left-turn/through lane, and one (1) exclusive right-turn lane.

5.20 Ronald Reagan Boulevard at Site Driveway B (Intersection 20)

| | | | | | | | | | | | | | |
|---|----|--------------|-------|---|-----------------|----------|---|-------------------------|---|---|-------------------------|-------|---|
| Overall LOS Standard: E Approach LOS Standard: E | | | | | Site Driveway B | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD (RIRO) | AM | Overall LOS | (0.6) | | | | | | | | | | |
| | | Approach LOS | | | | B (12.3) | | | | | | (0.0) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | | | | | 15 | | | | | |
| | PM | Overall LOS | (0.5) | | | | | | | | | | |
| | | Approach LOS | | | | B (10.7) | | | | | | (0.0) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | | | | | | 10 | | | | | |

The intersection of Ronald Reagan Boulevard at Site Driveway B (Intersection 20) is projected to operate at or above its overall and approach 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 southbound approach only. A right-turn deceleration lane along Ronald Reagan Boulevard is recommended. The recommended lane configuration for Site Driveway B is one lane entering the site and one lane exiting the site.

5.21 Ronald Reagan Boulevard at Counselors Way/Site Driveway C (Intersection 21)

| | | | | | | | | | | | | | |
|---|----|----------------|----------|---|-----------------|----------|----|-------------------------|----------|-----|-------------------------|----------|-----|
| Overall LOS Standard: E Approach LOS Standard: E | | Counselors Way | | | Site Driveway C | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | A (3.0) | | | | | | | | | | |
| | | Approach LOS | C (24.3) | | | | | | A (3.7) | | | A (2.1) | |
| | | Storage | | | | | | | 250 | | 100 | 150 | 150 |
| | | 50th Queue | | 0 | | | | | 0 | 0 | 0 | 0 | |
| | | 95th Queue | | 0 | | | | | 39 | 0 | 3 | 37 | |
| | PM | Overall LOS | A (3.3) | | | | | | | | | | |
| | | Approach LOS | D (39.2) | | | | | | A (3.7) | | | A (1.5) | |
| | | Storage | | | | | | | 250 | | 100 | 150 | 150 |
| | | 50th Queue | | 0 | | | | | 0 | 0 | 0 | 0 | |
| | | 95th Queue | | 0 | | | | | 99 | 0 | 2 | 17 | |
| NO-BUILD (SIGNAL) | AM | Overall LOS | A (3.5) | | | | | | | | | | |
| | | Approach LOS | C (29.5) | | | | | | A (4.2) | | | A (2.2) | |
| | | Storage | | | | | | | 250 | | 100 | 150 | 150 |
| | | 50th Queue | | 0 | | | | | 0 | 0 | 0 | 0 | |
| | | 95th Queue | | 0 | | | | | 76 | 0 | 3 | 46 | |
| | PM | Overall LOS | A (3.3) | | | | | | | | | | |
| | | Approach LOS | D (39.7) | | | | | | A (3.6)* | | | A (1.3)* | |
| | | Storage | | | | | | | 250 | | 100 | 150 | 150 |
| | | 50th Queue | | 0 | | | | | 0 | 0 | 0 | 0 | |
| | | 95th Queue | | 0 | | | | | 154 | 0 | 2 | 19 | |
| BUILD (SIGNAL) | AM | Overall LOS | B (13.0) | | | | | | | | | | |
| | | Approach LOS | C (31.5) | | | C (22.5) | | | B (10.6) | | | B (14.6) | |
| | | Storage | | | | | | | 250 | | 100 | 150 | 150 |
| | | 50th Queue | | 0 | | 14 | 14 | 0 | 51 | 83 | 0 | 1 | 157 |
| | | 95th Queue | | 0 | | 48 | 49 | 55 | 99 | 175 | 0 | 5 | 244 |
| | PM | Overall LOS | B (13.2) | | | | | | | | | | |
| | | Approach LOS | C (34.4) | | | B (19.5) | | | B (12.2) | | | B (14.3) | |
| | | Storage | | | | | | | 250 | | 100 | 150 | 150 |
| | | 50th Queue | | 0 | | 15 | 15 | 0 | 62 | 71 | 0 | 1 | 72 |
| | | 95th Queue | | 0 | | 62 | 62 | 58 | 149 | 281 | 0 | 4 | 169 |

*LOS improves due to increase of traffic on a through movement which experiences little delay

The intersection of Ronald Reagan Boulevard at Counselors Way/Site Driveway C (Intersection 21) is projected to operate at an acceptable overall LOS under all studied scenarios. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

5.22 Ronald Reagan Boulevard at Jamestown Drive/Site Driveway D (Intersection 22)

| Overall LOS Standard: E Approach LOS Standard: E | | | Jamestown Drive | | | Site Driveway D | | | Ronald Reagan Boulevard | | | Ronald Reagan Boulevard | | |
|---|----|--------------|-----------------|---|---|-----------------|----|----|-------------------------|-----|-----|-------------------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | A (4.6) | | | | | | | | | | | |
| | | Approach LOS | B (17.5) | | | | | | A (6.5) | | | A (3.3) | | |
| | | Storage | | | | | | | 225 | | 100 | 125 | | 125 |
| | | 50th Queue | | 0 | | | | | | 0 | 0 | 1 | 0 | |
| | | 95th Queue | | 0 | | | | | | 57 | 0 | 9 | 71 | |
| | PM | Overall LOS | A (6.8) | | | | | | | | | | | |
| | | Approach LOS | B (17.4) | | | | | | A (7.7) | | | A (3.3) | | |
| | | Storage | | | | | | | 225 | | 100 | 125 | | 125 |
| | | 50th Queue | | 0 | | | | | | 64 | 0 | 1 | 21 | |
| | | 95th Queue | | 0 | | | | | | 146 | 0 | 3 | 35 | |
| NO-BUILD (SIGNAL) | AM | Overall LOS | A (5.5) | | | | | | | | | | | |
| | | Approach LOS | B (18.1) | | | | | | A (7.4) | | | A (3.5) | | |
| | | Storage | | | | | | | 225 | | 100 | 125 | | 125 |
| | | 50th Queue | | 0 | | | | | | 0 | 0 | 1 | 0 | |
| | | 95th Queue | | 0 | | | | | | 110 | 0 | 9 | 82 | |
| | PM | Overall LOS | A (7.4) | | | | | | | | | | | |
| | | Approach LOS | B (19.9) | | | | | | A (8.2) | | | A (3.4) | | |
| | | Storage | | | | | | | 225 | | 100 | 125 | | 125 |
| | | 50th Queue | | 0 | | | | | | 106 | 0 | 1 | 25 | |
| | | 95th Queue | | 0 | | | | | | 227 | 0 | 3 | 38 | |
| BUILD (SIGNAL) | AM | Overall LOS | B (14.4) | | | | | | | | | | | |
| | | Approach LOS | D (35.0) | | | C (33.1) | | | B (12.4) | | | B (15.7) | | |
| | | Storage | | | | | | | 225 | | 100 | 125 | | 125 |
| | | 50th Queue | | 0 | | 6 | 6 | 0 | 33 | 54 | 0 | 2 | 160 | 0 |
| | | 95th Queue | | 0 | | 34 | 34 | 29 | 130 | 208 | 0 | 13 | 340 | 0 |
| | PM | Overall LOS | B (15.8) | | | | | | | | | | | |
| | | Approach LOS | D (35.4) | | | D (36.1) | | | B (15.1) | | | B (15.6) | | |
| | | Storage | | | | | | | 225 | | 100 | 125 | | 125 |
| | | 50th Queue | | 0 | | 9 | 10 | 0 | 75 | 217 | 0 | 1 | 181 | 0 |
| | | 95th Queue | | 0 | | 34 | 35 | 0 | 202 | 342 | 0 | 4 | 232 | 0 |

The intersection of Ronald Reagan Boulevard at Jamestown Drive/Site Driveway D (Intersection 22) is projected to operate at an acceptable overall LOS under all studied scenarios. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

In order to serve the proposed *The Gathering at South Forsyth* development traffic, Kimley-Horn recommends the following improvements are recommended to improve the existing signalized intersection (shown in blue on **Figure 12**):

- Restripe an existing eastbound left-turn lane as a third through lane along Ronald Reagan Boulevard. Modify the median to allow the third through lane to drop into the dual left-turn lane at Counselors Way/Site Driveway C (Intersection 21).

5.23 Union Hill Road at Windward Concourse/Site Driveway E (Intersection 23)

| Overall LOS Standard: E Approach LOS Standard: E | | | Union Hill Road | | | Union Hill Road | | | Windward Concourse | | | Site Driveway E | | |
|---|----|--------------|-----------------|-----|-----|-----------------|-----|-----|--------------------|-----|---|-----------------|----|----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (TWSC) | AM | Overall LOS | (0.6) | | | | | | | | | | | |
| | | Approach LOS | A (8.5) | | | (0.0) | | | B (11.1) | | | | | |
| | | Storage | 300 | | 300 | 300 | | 100 | 175 | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 3 | | | | | | 0 | 0 | | | | |
| | PM | Overall LOS | (0.8) | | | | | | | | | | | |
| | | Approach LOS | A (8.1) | | | (0.0) | | | B (12.8) | | | | | |
| | | Storage | 300 | | 300 | 300 | | 100 | 175 | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 0 | | | | | | 5 | 3 | | | | |
| NO-BUILD (TWSC) | AM | Overall LOS | (0.6) | | | | | | | | | | | |
| | | Approach LOS | A (9.2) | | | (0.0) | | | B (12.5) | | | | | |
| | | Storage | 300 | | 300 | 300 | | 100 | 175 | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 5 | | | | | | 0 | 0 | | | | |
| | PM | Overall LOS | (0.9) | | | | | | | | | | | |
| | | Approach LOS | A (8.8) | | | (0.0) | | | C (17.6) | | | | | |
| | | Storage | 300 | | 300 | 300 | | 100 | 175 | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 0 | | | | | | 13 | 3 | | | | |
| BUILD (SIGNAL) | AM | Overall LOS | B (19.7) | | | | | | | | | | | |
| | | Approach LOS | B (19.8) | | | B (17.1) | | | C (27.6) | | | C (26.7) | | |
| | | Storage | 300 | | 300 | 300 | | 100 | 175 | | | | | |
| | | 50th Queue | 13 | 100 | 0 | 65 | 153 | 0 | 0 | 43 | | 63 | 27 | 0 |
| | | 95th Queue | 37 | 175 | 46 | 131 | 247 | 0 | 5 | 105 | | 138 | 69 | 43 |
| | PM | Overall LOS | C (22.0) | | | | | | | | | | | |
| | | Approach LOS | C (22.4) | | | B (17.8) | | | C (29.5) | | | C (28.1) | | |
| | | Storage | 300 | | 300 | 300 | | 100 | 175 | | | | | |
| | | 50th Queue | 4 | 168 | 0 | 57 | 133 | 0 | 17 | 71 | | 124 | 37 | 0 |
| | | 95th Queue | 17 | 299 | 76 | 121 | 272 | 0 | 52 | 158 | | 244 | 89 | 47 |

The intersection of Union Hill Road at Windward Concourse/Site Driveway E (Intersection 23) is projected to operate at an acceptable overall LOS under all studied scenarios. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios. No improvements are recommended to be conditioned.

In order to serve the proposed *The Gathering at South Forsyth* development traffic, Kimley-Horn recommends the following improvements are recommended to improve the existing driveway stub (shown in blue on **Figure 12**):

- Install a traffic signal, if and when warranted.

5.24 Union Hill Road at SR 400 Express Lane Ramps/Site Driveway F (Intersection 24)

| | | Union Hill Road | | | Union Hill Road | | | SR 400 Express Lane Ramps | | | Site Driveway F | | |
|-------------------|----|-----------------|----------|-----|-----------------|----------|-----|---------------------------|----------|-----|-----------------|----------|---|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD (SIGNAL) | AM | Overall LOS | B (14.1) | | | | | | | | | | |
| | | Approach LOS | A (7.3) | | | B (13.5) | | | B (19.6) | | | | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 28 | 13 | | 71 | 0 | 80 | | 80 | | | |
| | | 95th Queue | 68 | 32 | | 145 | 91 | 192 | | 192 | | | |
| | PM | Overall LOS | B (15.5) | | | | | | | | | | |
| | | Approach LOS | A (9.4) | | | B (16.2) | | | C (20.0) | | | | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 42 | 42 | | 42 | 0 | 135 | | 135 | | | |
| | | 95th Queue | 93 | 81 | | 88 | 71 | 220 | | 220 | | | |
| BUILD (SIGNAL) | AM | Overall LOS | C (20.6) | | | | | | | | | | |
| | | Approach LOS | B (14.2) | | | C (20.7) | | | C (27.6) | | | C (32.5) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 86 | 61 | 0 | 17 | 182 | 75 | 133 | 133 | 17 | 17 | 0 |
| | | 95th Queue | 170 | 110 | 11 | 44 | 292 | 327 | 274 | 274 | 106 | 59 | 0 |
| | PM | Overall LOS | C (26.0) | | | | | | | | | | |
| | | Approach LOS | C (22.2) | | | C (27.8) | | | C (26.7) | | | D (40.2) | |
| | | Storage | | | | | | | | | | | |
| | | 50th Queue | 120 | 168 | 0 | 13 | 115 | 0 | 214 | 225 | 108 | 75 | 0 |
| | | 95th Queue | 203 | 246 | 32 | 35 | 186 | 90 | 408 | 423 | 267 | 153 | 5 |

GDOT has a programmed roadway project to construct a new south-facing (northbound exit, southbound entrance) express lanes access (PI#0001757) for the intersection of SR 400 at Union Hill Road (shown in green on **Figure 11** and **Figure 12**).

The intersection of Union Hill Road at SR 400 Express Lane Ramps/Site Driveway E (Intersection 24) is projected to operate at an acceptable overall LOS under the Projected 2033 No-Build and Projected 2033 Build conditions. Each approach of the intersection is projected to operate acceptably under the Projected 2033 No-Build and Projected 2033 Build scenarios.

In order to serve the proposed *The Gathering at South Forsyth* development traffic, Kimley-Horn recommends the following intersection improvements are recommended (shown in blue on **Figure 12**):

- Provide an exclusive northbound right-turn lane along Union Hill Road.
- Provide an exclusive southbound left-turn lane along Union Hill Road.
- Restripe the shared left/right-turn lane along the SR 400 Express Lanes Exit Ramp as a shared left-turn/through lane. Provide an exclusive westbound right-turn lane.
- Exiting the development, provide a shared westbound left-turn/through lane and an exclusive right-turn lane along Site Driveway F.

5.25 Union Hill Road at Site Driveway G (Intersection 25)

| | | | | | | | | | | | | | | |
|---|----|--------------|-----------------|---|---|-----------------|---|---|-----------|---|---|-----------------|---|----|
| Overall LOS Standard: E Approach LOS Standard: E | | | Union Hill Road | | | Union Hill Road | | | | | | Site Driveway G | | |
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD (RIRO) | AM | Overall LOS | (0.6) | | | | | | | | | | | |
| | | Approach LOS | (0.0) | | | | | | | | | B (10.6) | | |
| | | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | | | 10 |
| | PM | Overall LOS | (0.4) | | | | | | | | | | | |
| | | Approach LOS | (0.0) | | | | | | | | | B (12.4) | | |
| | | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | | | 8 |

The intersection of Union Hill Road at Site Driveway G (Intersection 25) is projected to operate at or above its overall and approach 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 westbound approach only. A right-turn deceleration lane along Union Hill Road is recommended. The recommended lane configuration for Site Driveway G is one lane entering the site and one lane exiting the site.

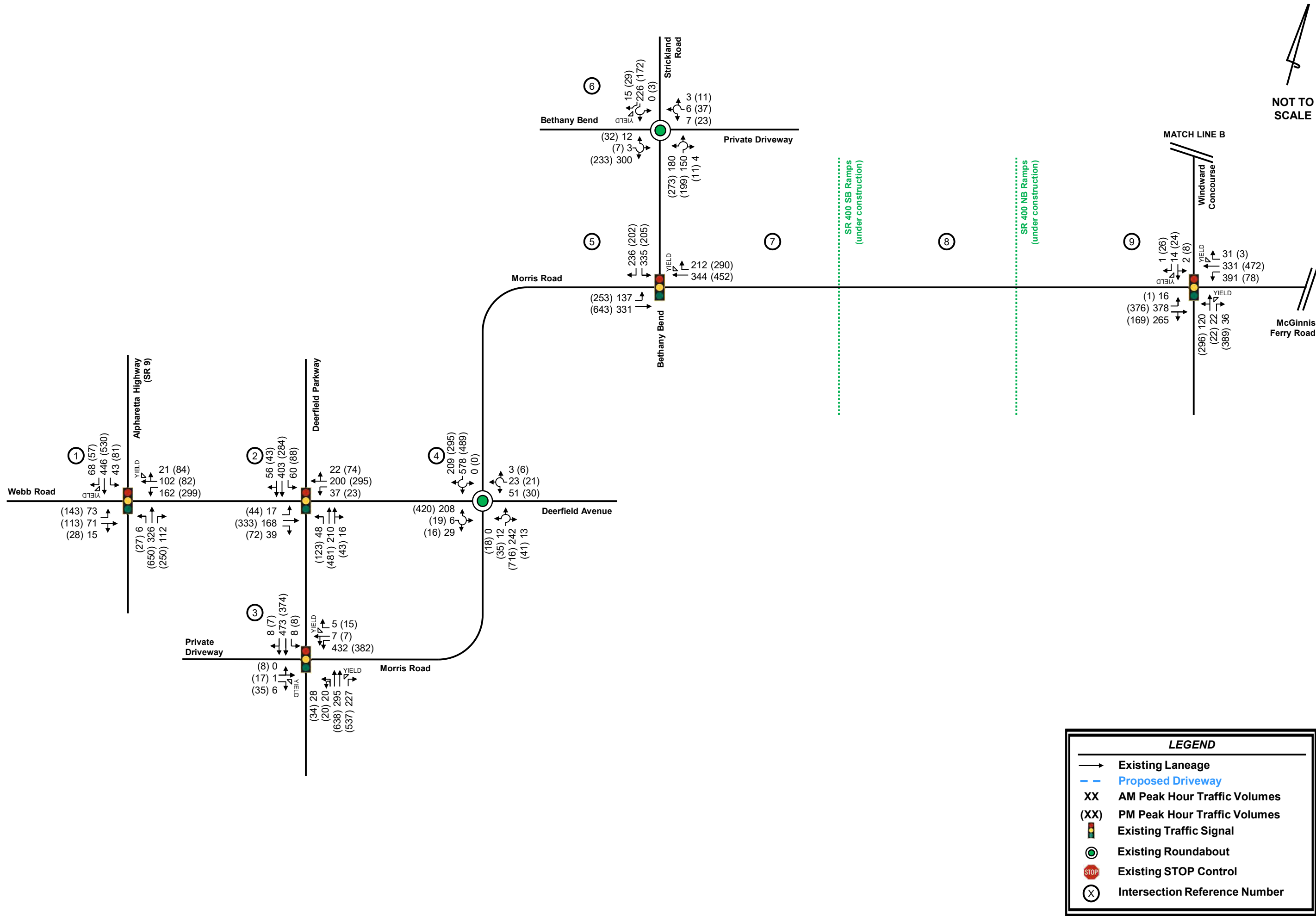
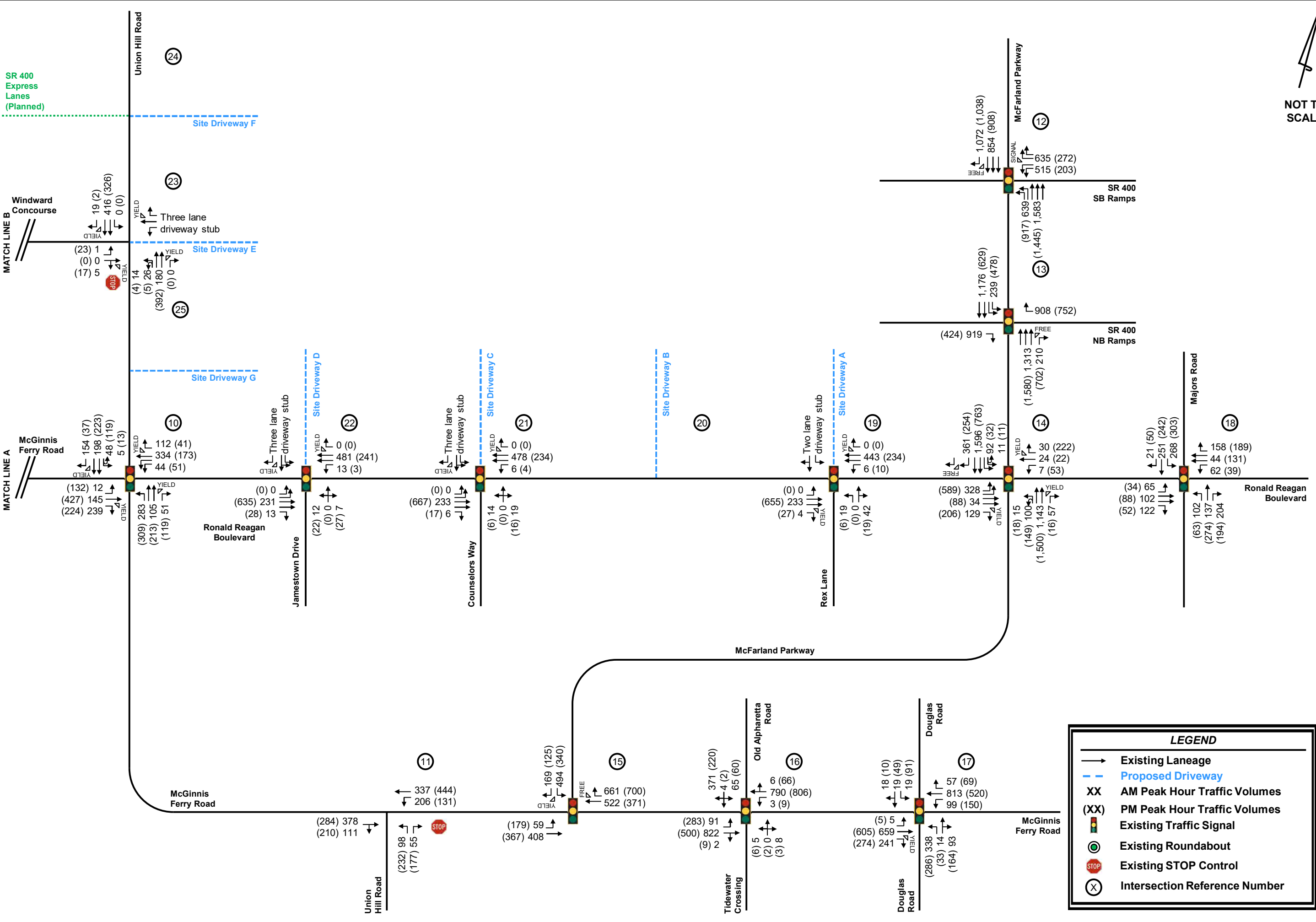


Figure 10a

Existing 2023 Conditions

The Gathering at South Forsyth DRI #3967 Transportation Analysis



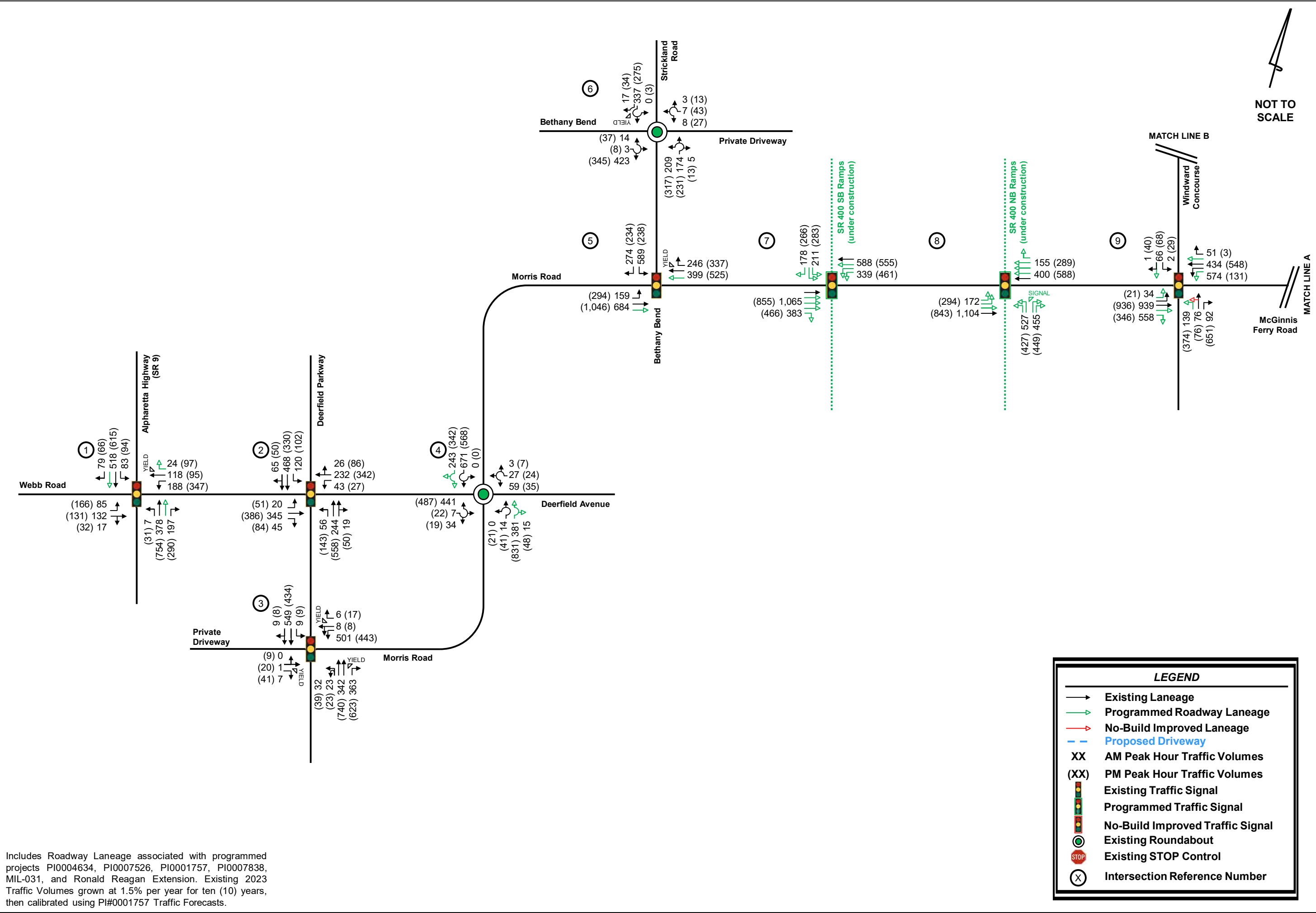
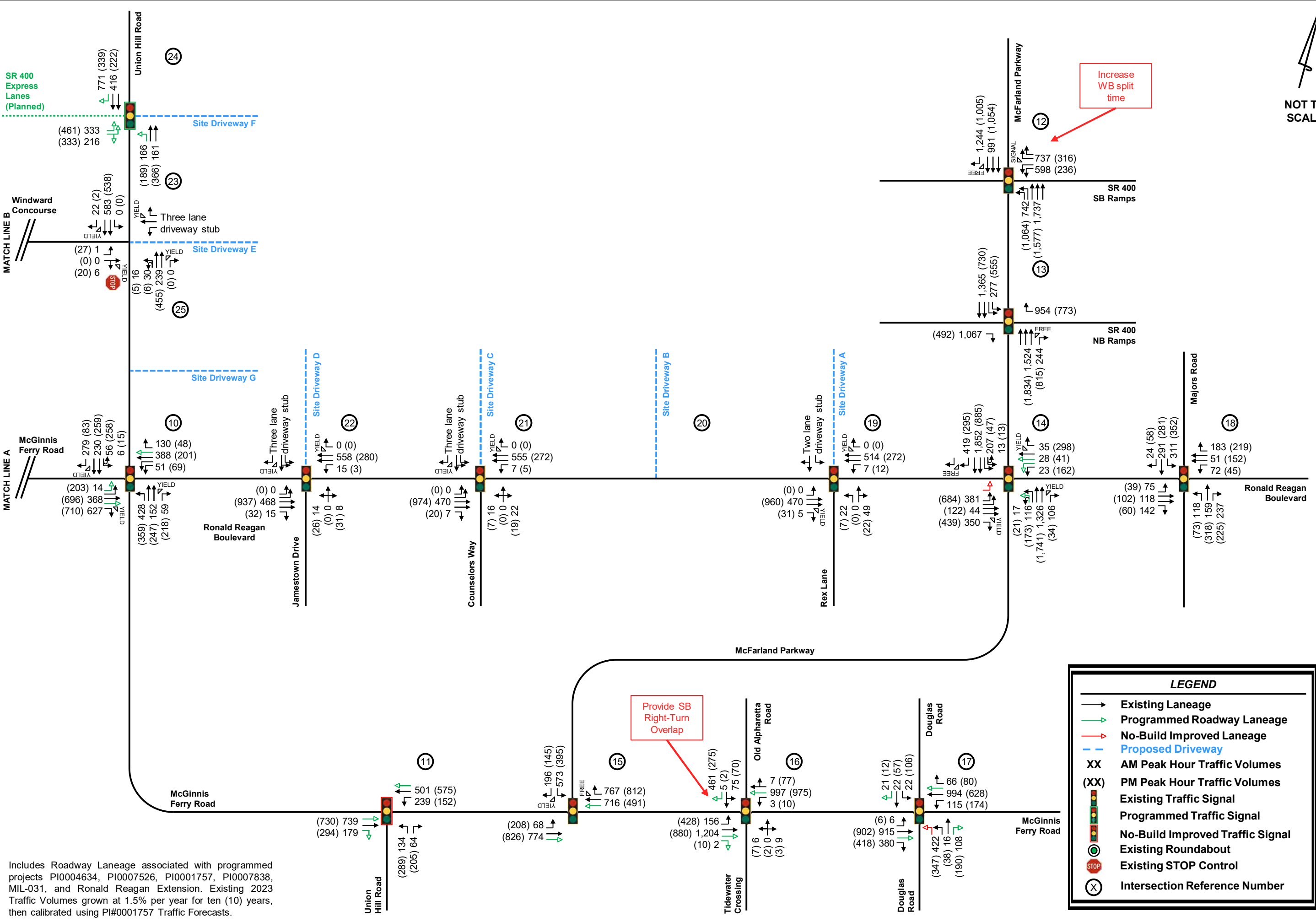


Figure 11a

Projected 2033 No-Build Conditions

The Gathering at South Forsyth DRI #3967 Transportation Analysis



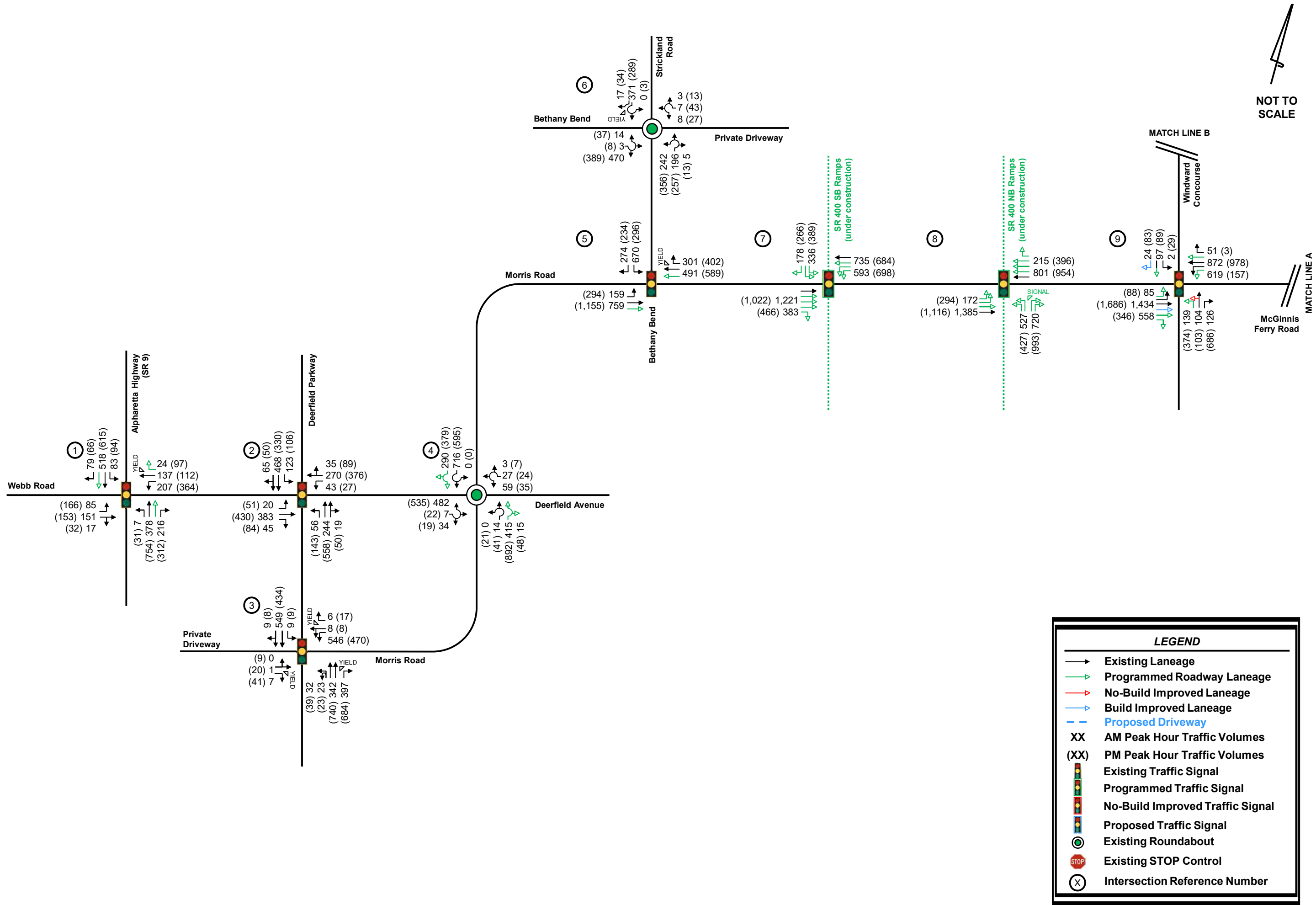
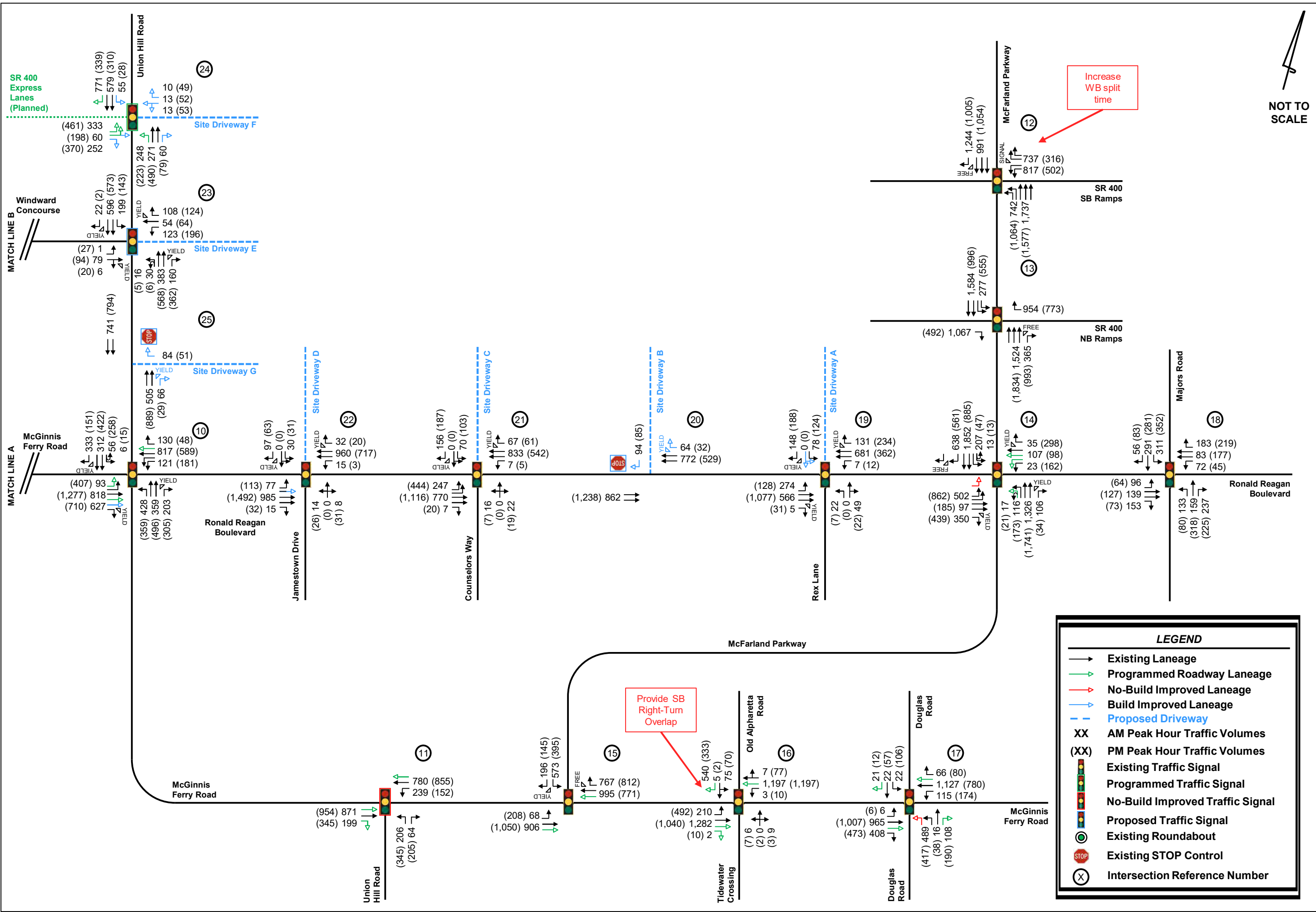


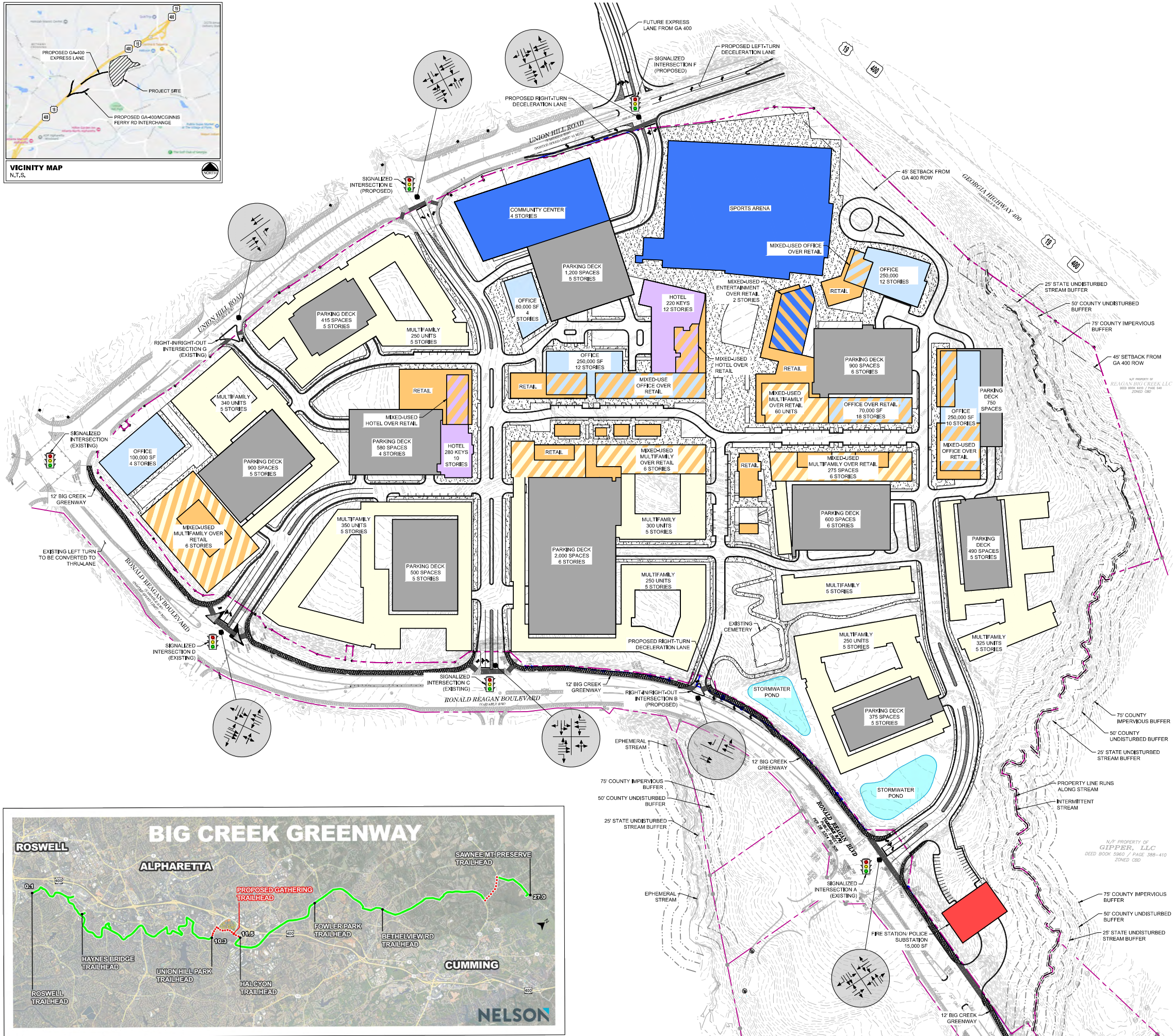
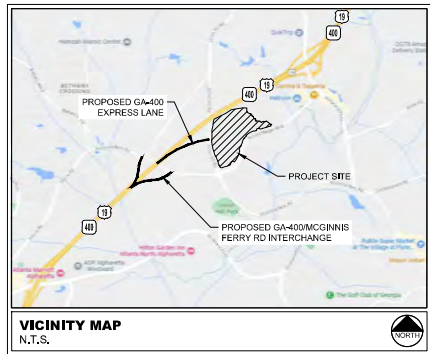
Figure 12a

Projected 2033 Build Conditions

The Gathering at South Forsyth DRI #3967 Transportation Analysis



Proposed Site Plan



SITE LEGEND

| | |
|--|---------------------------------|
| | PROPERTY LINE |
| | GA HWY 400 SETBACK |
| | ROW DEDICATION |
| | ENTERTAINMENT |
| | RETAIL |
| | HOTEL |
| | MULTIFAMILY |
| | OFFICE |
| | FIRE STATION/ POLICE SUBSTATION |
| | TOWNHOME |
| | PARKING DECK |
| | ENTERTAINMENT OVER RETAIL |
| | MULTIFAMILY OVER RETAIL |
| | OFFICE OVER RETAIL |
| | HOTEL OVER RETAIL |
| | 12' BIG CREEK GREENWAY |
| | SIDEWALK/HARDSCAPE |

SITE DEVELOPMENT SUMMARY

| | |
|--------------------|------------------------------------|
| CURRENT ZONING | CB0 - COMMERCIAL BUSINESS DISTRICT |
| PROPOSED ZONING | CB0 - COMMERCIAL BUSINESS DISTRICT |
| OVERLAY DISTRICT | RONALD REAGAN/UNION HILL |
| DRI CASE NUMBER | DRI 3967 |
| SITE AREA | 84.49 ACRES |
| ROW DEDICATION | 0.19 ACRES |
| SETBACKS: | |
| FRONT SETBACKS | 0 FT |
| SIDE SETBACKS | 0 FT |
| REAR SETBACKS | 0 FT |
| GA HWY 400 SETBACK | 45 FT |

LAND USES & DENSITIES

| | | |
|---|--------------------------|------------------|
| TOTAL RESIDENTIAL: 2,400 UNITS (28.39 UNITS/ACRE) | | |
| MULTIFAMILY | | |
| TOTAL NON-RESIDENTIAL: | | |
| LAND USE | AREA | FLOOR AREA RATIO |
| RETAIL | 600,000 SF | 0.163 |
| HOTEL | 500 KEYS | |
| SPORTS ARENA | 20,000 SEATS/ 700,000 SF | 0.190 |
| COMMUNITY CENTER | 90,000 SF | 0.024 |
| OFFICE | 1,000,000 SF | 0.272 |
| FIRE STATION | 15,000 SF | |

PARKING SUMMARY

| | |
|---|------------------------------|
| PROPOSED PARKING: | 8,780 SPACES (TOTAL) |
| COMMERCIAL PARKING DECKS | 5,430 SPACES (65 ADA 11 VAN) |
| MULTIFAMILY PARKING DECKS | 3,280 SPACES (43 ADA 8 VAN) |
| ON STREET PARKING | 70 SPACES (3 ADA 1 VAN) |
| EXACT NUMBER OF PARKING SPACES AND PARKING DISTRIBUTION WILL BE DETERMINED BASED ON RESULTS OF A FUTURE SHARED PARKING STUDY. | |

BUILDING SUMMARY

| | |
|---------------------------|--------|
| BUILDING HEIGHTS | |
| MAXIMUM ALLOWABLE | |
| COMMERCIAL | 200 FT |
| OFFICE | 200 FT |
| MULTIFAMILY | 200 FT |
| MIXED USE | 200 FT |
| ENTERTAINMENT | 200 FT |
| HOTELS | 200 FT |
| PROPOSED BUILDING HEIGHTS | |
| COMMERCIAL | 50 FT |
| OFFICE | 185 FT |
| MULTIFAMILY | 185 FT |
| MIXED USE | 185 FT |
| ENTERTAINMENT | 100 FT |
| HOTELS | 185 FT |

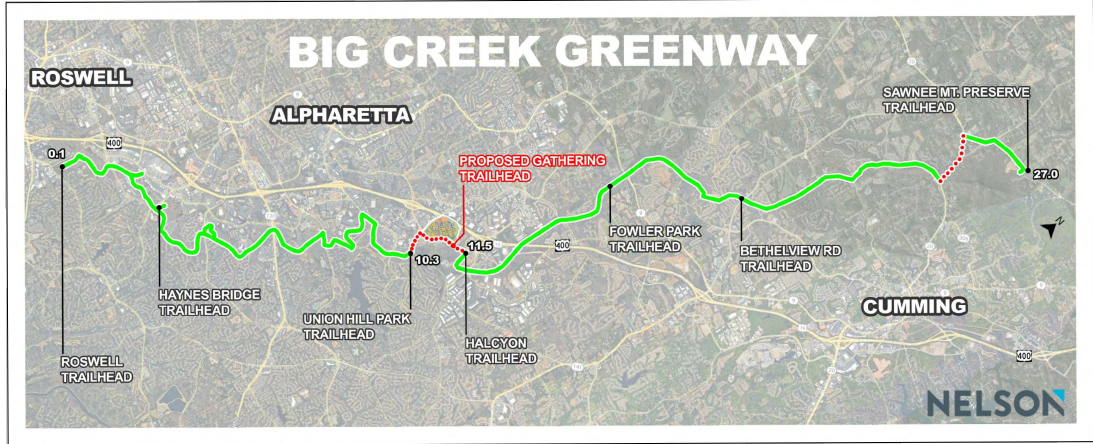
PROJECT NOTES

STORM WATER MANAGEMENT

THE SITE WILL CONTAIN ON-SITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN WET DETENTION PONDS STRATEGICALLY LOCATED THROUGHOUT THE SITE AND ALONG RONALD REAGAN BOULEVARD.

CONTACTS

| | |
|---|---|
| TRAFFIC CONSULTANT: HARRISON FORDER, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 770-616-4280 | APPLICANT CONSULTANT: VERNON KRAUSE GATHERING SOUTH FORSYTH, LLC P.O. BOX 1249 ALPHARETTA, GA 30009 470-222-0644 |
| CIVIL CONSULTANT: JIM HAMILTON, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 470-273-3299 | MASTER PLANNER/PROJECT ARCHITECT: LAMAR WAKEFIELD NELSON 5200 AVALON BOULEVARD ALPHARETTA, GA 30009 678-533-3002 |



Drawing name: K:\ALP_P\0114501000_The Gathering\CAD\DR\CH00 - DRI SITE PLAN.dwg Date: 04/21/2023 9:12am by: Steven Pate

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Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 616-4280
WWW.KIMLEY-HORN.COM

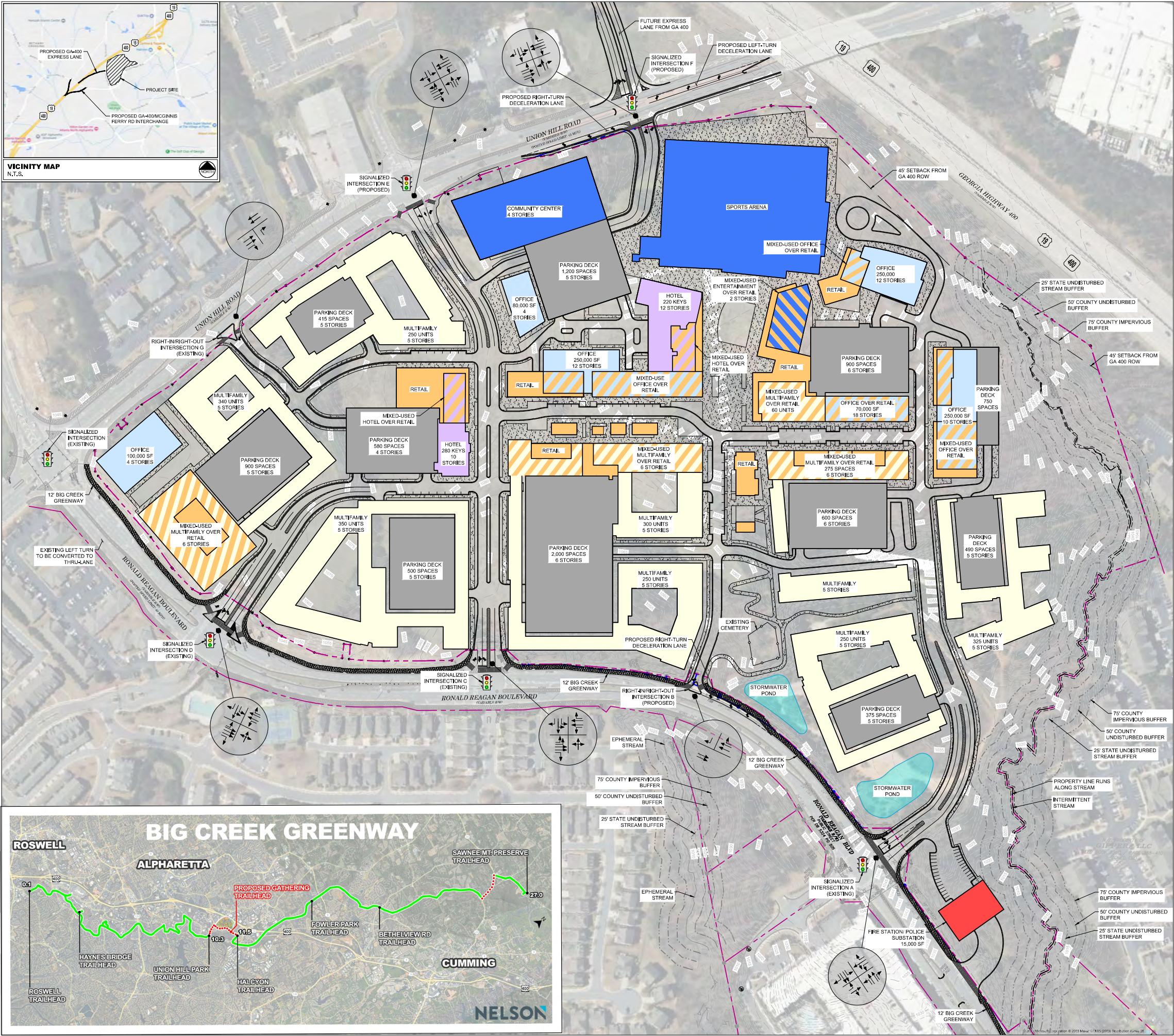
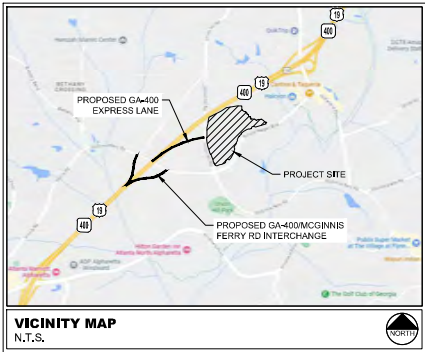
GATHERING SOUTH FORSYTH, LLC
P.O. BOX 1249 ALPHARETTA, GA 30009

The Gathering
AT SOUTH FORSYTH

RONALD REAGAN BLVD., ALPHARETTA, GA 30005
LAND LOT 965, 966, 979, 980, 2ND DISTRICT

PROHIBITED
Unauthorized Copying or Distribution

| | |
|--------------|---------------|
| DRAWN BY | SFP |
| DESIGNED BY | KL.S |
| REVIEWED BY | ADS |
| DATE | 7/21/2023 |
| PROJECT NO. | 014991000 |
| TITLE | DRI SITE PLAN |
| SHEET NUMBER | DRI.00 |



SITE LEGEND

| | |
|--|---------------------------------|
| | PROPERTY LINE |
| | GA HWY 400 SETBACK |
| | ROW DEDICATION |
| | ENTERTAINMENT |
| | RETAIL |
| | HOTEL |
| | MULTIFAMILY |
| | OFFICE |
| | FIRE STATION/ POLICE SUBSTATION |
| | TOWNHOME |
| | PARKING DECK |
| | ENTERTAINMENT OVER RETAIL |
| | MULTIFAMILY OVER RETAIL |
| | OFFICE OVER RETAIL |
| | HOTEL OVER RETAIL |
| | 12' BIG CREEK GREENWAY |
| | SIDEWALK/HARDSCAPE |

SITE DEVELOPMENT SUMMARY

| | |
|--------------------|------------------------------------|
| CURRENT ZONING | CB0 - COMMERCIAL BUSINESS DISTRICT |
| PROPOSED ZONING | CB0 - COMMERCIAL BUSINESS DISTRICT |
| OVERLAY DISTRICT | RONALD REAGAN/UNION HILL |
| DRI CASE NUMBER | DRI 3967 |
| SITE AREA: | 84.49 ACRES |
| ROW DEDICATION | 0.19 ACRES |
| SETBACKS: | |
| FRONT SETBACKS | 0 FT |
| SIDE SETBACKS | 0 FT |
| REAR SETBACKS | 0 FT |
| GA HWY 400 SETBACK | 45 FT |

LAND USES & DENSITIES

| | | |
|---|--------------------------|------------------|
| TOTAL RESIDENTIAL: 2,400 UNITS (28.39 UNITS/ACRE) | | |
| MULTIFAMILY | | |
| TOTAL NON-RESIDENTIAL: | | |
| LAND USE | AREA | FLOOR AREA RATIO |
| RETAIL | 600,000 SF | 0.163 |
| HOTEL | 500 KEYS | |
| SPORTS ARENA | 20,000 SEATS/ 700,000 SF | 0.190 |
| COMMUNITY CENTER | 90,000 SF | 0.024 |
| OFFICE | 1,000,000 SF | 0.272 |
| FIRE STATION | 15,000 SF | |

PARKING SUMMARY

| | |
|---|-------------------------------|
| PROPOSED PARKING: | 8,780 SPACES (TOTAL) |
| COMMERCIAL PARKING DECKS | 5,430 SPACES (65 ADA/ 11 VAN) |
| MULTIFAMILY PARKING DECKS | 3,280 SPACES (43 ADA/ 8 VAN) |
| ON STREET PARKING | 70 SPACES (3 ADA/ 1 VAN) |
| EXACT NUMBER OF PARKING SPACES AND PARKING DISTRIBUTION WILL BE DETERMINED BASED ON RESULTS OF A FUTURE SHARED PARKING STUDY. | |

BUILDING SUMMARY

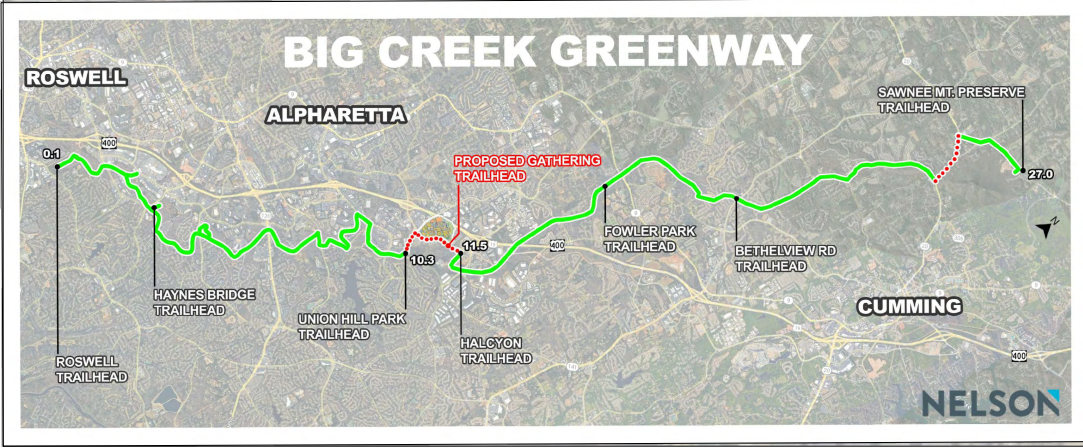
| | |
|---------------------------|--------|
| BUILDING HEIGHTS | |
| MAXIMUM ALLOWABLE | |
| COMMERCIAL | 200 FT |
| OFFICE | 200 FT |
| MULTIFAMILY | 200 FT |
| MIXED USE | 200 FT |
| ENTERTAINMENT | 200 FT |
| HOTELS | 200 FT |
| PROPOSED BUILDING HEIGHTS | |
| COMMERCIAL | 50 FT |
| OFFICE | 185 FT |
| MULTIFAMILY | 185 FT |
| MIXED USE | 185 FT |
| ENTERTAINMENT | 100 FT |
| HOTELS | 185 FT |

PROJECT NOTES

| |
|--|
| STORM WATER MANAGEMENT |
| THE SITE WILL CONTAIN ON-SITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN WET DETENTION PONDS STRATEGICALLY LOCATED THROUGHOUT THE SITE AND ALONG RONALD REAGAN BOULEVARD. |

CONTACTS

| | |
|---|---|
| TRAFFIC CONSULTANT: HARRISON FORDER, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 770-616-4280 | APPLICANT CONSULTANT: VERONICA KRAUSE GATHERING SOUTH FORSYTH, LLC P.O. BOX 1249 ALPHARETTA, GA 30009 470-222-0644 |
| CIVIL CONSULTANT: JIM HAMILTON, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 678-533-3299 | MASTER PLANNER/PROJECT ARCHITECT: LAWAN WAKEFIELD NELSON 5200 AVALON BOULEVARD ALPHARETTA, GA 30009 678-533-3002 |



Kimley»Horn
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11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 616-4280
WWW.KIMLEY-HORN.COM

**GATHERING SOUTH
FORSYTH, LLC**
P.O. BOX 1249 ALPHARETTA, GA 30009

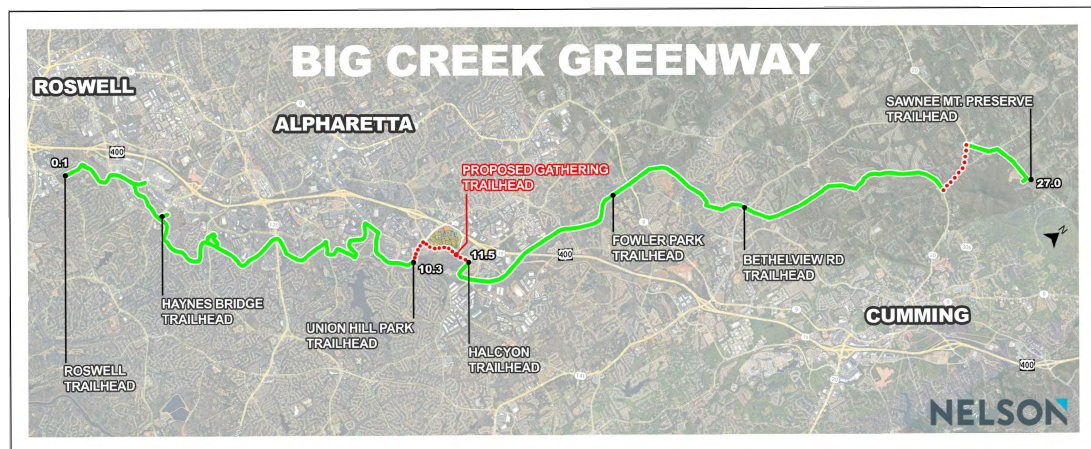
The Gathering
AT SOUTH FORSYTH
RONALD REAGAN BLVD., ALPHARETTA, GA 30005
LAND LOT 965, 966, 979, 980, 2ND DISTRICT

PROHIBITED
No Unauthorized Changes


| | |
|--------------|------------------------|
| DRAWN BY | SFP |
| DESIGNED BY | KL/S |
| REVIEWED BY | ADS |
| DATE | 7/21/2023 |
| PROJECT NO. | 014991000 |
| TITLE | DRI SITE PLAN - AERIAL |
| SHEET NUMBER | DRI.01 |

Drawing name: K:\ALP_P\014991000_The Gathering\CAD\Exhibits\2023-07-19 Aerial Exhibit.dwg DRI Site Plan - Aerial July 21, 2023 9:16am by Steven Price

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| CONTACTS | |
|---|---|
| TRAFFIC CONSULTANT HARRISON FORGER, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 770-619-4280 | APPLICANT CONSULTANT VERNON KRAUSE GATHERING SOUTH FORSTHY, LLC P.O. BOX 1240 ALPHARETTA, GA 30009 470-222-9944 |
| Civil CONSULTANT JIM HAMILTON, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 470-273-1288 | MASTER PLANNER/PROJECT ARCHITECT LAMAR WAKEFIELD NELSON 5200 AVANON BOULEVARD ALPHARETTA, GA 30009 678-653-1010 |

| | | | |
|---|--|---|--|
|  <p>© 2021 KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30005 PHONE (770) 519-4280 WWW.KIMLEY-HORN.COM</p> | | <p>GATHERING SOUTH FORSYTH, LLC P.O. BOX 1249 ALPHARETTA, GA 30008</p> | |
| <p>PROJECT</p> | | <p>CLIENT</p> | |
| <p>The Gathering AT SOUTH FORSYTH</p> <p>RONALD REGAN BLVD, ALPHARETTA, GA 30005 LAND LOT 965, 966, 975, 980, AND DISTRICT 10</p> | | <p>NO. REVISION DESCRIPTIONS</p> <p>DATE BY</p> | |
| <p>PRELIMINARY NOT FOR CONSTRUCTION</p> | | <p>DRAWN BY SFP</p> <p>DESIGNED BY KLS</p> <p>REVIEWED BY ADS</p> <p>DATE 7/21/2023</p> <p>PROJECT NO. 014991000</p> <p>TITLE</p> <p>DRI PEDESTRIAN ACCESS PLAN</p> | |
| <p>SHEET NUMBER</p> <p>DRI 02</p> | | | |

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
The Gathering at South Forsyth DRI #3967
Forsyth County, GA

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | Total | In | Out | Total | In | Out |
| Proposed Site Traffic | | | | | | | | |
| 221 Multi-Family Housing (Mid-Rise) | 2,400 d.u. | 11,402 | 1,044 | 240 | 804 | 936 | 571 | 365 |
| 310 Hotel | 500 rooms | 4,996 | 243 | 136 | 107 | 342 | 174 | 168 |
| 465 Ice Skating Rink | 90,000 s.f. | 676 | 15 | 6 | 9 | 120 | 66 | 54 |
| 575 Fire and Rescue Station | 15,000 s.f. | N/A | N/A | N/A | N/A | 7 | 2 | 5 |
| 710 General Office Building | 1,000,000 s.f. | 8,602 | 1,212 | 1,067 | 145 | 1,122 | 191 | 931 |
| 820 Shopping Center (>150k) | 600,000 s.f. gross leasable area | 22,206 | 504 | 312 | 192 | 2,040 | 979 | 1,061 |
| Arena | 20,000 seats | 16,286 | 0 | 0 | 0 | 1,951 | 1,916 | 36 |
| | | | | | | | | |
| Gross Trips | | 64,168 | 3,018 | 1,761 | 1,257 | 6,518 | 3,899 | 2,620 |
| Residential Trips | | 11,402 | 1,044 | 240 | 804 | 936 | 571 | 365 |
| Mixed-Use Reductions | | -1,604 | -29 | -5 | -24 | -406 | -282 | -124 |
| Internal Capture to Arena | | -64 | 0 | 0 | 0 | -16 | -9 | -7 |
| Alternative Mode Reductions | | -196 | -20 | -5 | -16 | -10 | -6 | -5 |
| Adjusted Residential Trips | | 9,538 | 995 | 230 | 764 | 504 | 274 | 229 |
| Hotel Trips | | 4,996 | 243 | 136 | 107 | 342 | 174 | 168 |
| Mixed-Use Reductions | | -702 | -44 | 0 | -44 | -61 | -41 | -20 |
| Internal Capture to Arena | | -280 | 0 | 0 | 0 | -70 | -33 | -37 |
| Alternative Mode Reductions | | -86 | -4 | -3 | -1 | -4 | -2 | -2 |
| Adjusted Hotel Trips | | 3,928 | 195 | 133 | 62 | 207 | 98 | 109 |
| Office Trips | | 8,602 | 1,212 | 1,067 | 145 | 1,122 | 191 | 931 |
| Mixed-Use Reductions | | -864 | -132 | -91 | -41 | -133 | -36 | -97 |
| Internal Capture to Arena | | -120 | 0 | 0 | 0 | -30 | -5 | -25 |
| Alternative Mode Reductions | | -154 | -22 | -20 | -2 | -19 | -3 | -16 |
| Adjusted Office Trips | | 7,464 | 1,058 | 956 | 102 | 940 | 147 | 793 |
| Retail Trips | | 22,206 | 504 | 312 | 192 | 2,040 | 979 | 1,061 |
| Mixed-Use Reductions | | -2,998 | -109 | -61 | -48 | -510 | -196 | -314 |
| Internal Capture to Arena | | -4,896 | 0 | 0 | 0 | -1,224 | -626 | -598 |
| Alternative Mode Reductions | | -384 | -8 | -5 | -3 | -6 | -3 | -3 |
| Pass By Reductions (Limited by GRTA 15% Rule) | | -1,500 | 0 | 0 | 0 | -150 | -75 | -75 |
| Adjusted Retail Trips | | 12,428 | 387 | 246 | 141 | 150 | 79 | 71 |
| Other Non-Residential Trips | | 676 | 15 | 6 | 9 | 127 | 68 | 59 |
| Mixed-Use Reductions | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternative Mode Reductions | | -14 | 0 | 0 | 0 | -3 | -1 | -1 |
| Adjusted Other Non-Residential Trips | | 662 | 15 | 6 | 9 | 124 | 67 | 58 |
| Arena Trips | | 16,286 | 0 | 0 | 0 | 1,951 | 1,916 | 36 |
| Mixed-Use Reductions | | -2,668 | 0 | 0 | 0 | -667 | -667 | 0 |
| Alternative Mode Reductions | | -272 | 0 | 0 | 0 | -26 | -25 | -1 |
| Adjusted Other Non-Residential Trips | | 13,346 | 0 | 0 | 0 | 1,258 | 1,224 | 35 |
| | | | | | | | | |
| Mixed-Use Reductions - TOTAL | | -6,168 | -314 | -157 | -157 | -1,110 | -555 | -555 |
| Internal Capture to Arena | | -8,028 | 0 | 0 | 0 | -2,007 | -1,340 | -667 |
| Alternative Mode Reductions - TOTAL | | -1,106 | -54 | -33 | -22 | -68 | -40 | -28 |
| Pass-By Reductions - TOTAL | | -1,500 | 0 | 0 | 0 | -150 | -75 | -75 |
| New Trips | | 47,366 | 2,650 | 1,571 | 1,078 | 3,183 | 1,889 | 1,295 |
| Driveway Volumes | | 48,866 | 2,650 | 1,571 | 1,078 | 3,333 | 1,964 | 1,370 |
| k:\alp_rpt\014991001_the gathering mixed-use dri - forsyth county - april 2023_dri phase 2\analysis\[the gathering.xls]trip generation | | | | | | | | |

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Alpharetta Highway (SR 9) @ Webb Road
AM PEAK HOUR

| Description | Alpharetta Highway (SR 9) Northbound | | | Alpharetta Highway (SR 9) Southbound | | | Webb Road Eastbound | | | Webb Road Westbound | | |
|--|---|------------|------------|---|------------|-----------|------------------------|------------|-----------|------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 6 | 326 | 112 | 43 | 446 | 68 | 73 | 71 | 15 | 162 | 102 | 21 |
| Pedestrians | 1 | | | 1 | | | 1 | | | 0 | | |
| Conflicting Pedestrians | 1 | | 0 | 0 | | 1 | 1 | | 1 | 1 | | 1 |
| Heavy Vehicles | 0 | 10 | 1 | 3 | 14 | 4 | 1 | 0 | 1 | 5 | 4 | 3 |
| Heavy Vehicle % | 2% | 3% | 2% | 7% | 3% | 6% | 2% | 2% | 7% | 3% | 4% | 14% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 6 | 326 | 112 | 43 | 446 | 68 | 73 | 71 | 15 | 162 | 102 | 21 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 7 | 378 | 130 | 50 | 518 | 79 | 85 | 82 | 17 | 188 | 118 | 24 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | 67 | | 33 | | | | 50 | | | |
| Projected 2023 No-Build Traffic Volumes | 7 | 378 | 197 | 83 | 518 | 79 | 85 | 132 | 17 | 188 | 118 | 24 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 2% | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | 2% | |
| Residential Trips | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 15 | 15 | 0 |
| Trip Distribution IN | | | 2% | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | 2% | |
| Hotel Trips | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Office Trips | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 1 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Retail Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | -1 | | | | | -1 | | 1 | 1 | |
| Total Project Trips | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 19 | 0 |
| 2033 Buildout Total | 7 | 378 | 216 | 83 | 518 | 79 | 85 | 151 | 17 | 207 | 137 | 24 |

PM PEAK HOUR

| Description | Alpharetta Highway (SR 9) Northbound | | | Alpharetta Highway (SR 9) Southbound | | | Webb Road Eastbound | | | Webb Road Westbound | | |
|--|---|------------|------------|---|------------|-----------|------------------------|------------|-----------|------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 27 | 650 | 250 | 81 | 530 | 57 | 143 | 113 | 28 | 299 | 82 | 84 |
| Pedestrians | 4 | | | 2 | | | 3 | | | 1 | | |
| Conflicting Pedestrians | 3 | | 1 | 1 | | 3 | 2 | | 4 | 4 | | 2 |
| Heavy Vehicles | 0 | 13 | 3 | 0 | 12 | 1 | 4 | 1 | 1 | 7 | 0 | 1 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 4% | 2% | 2% | 2% |
| Peak Hour Factor | 0.99 | | | 0.99 | | | 0.99 | | | 0.99 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 27 | 650 | 250 | 81 | 530 | 57 | 143 | 113 | 28 | 299 | 82 | 84 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 31 | 754 | 290 | 94 | 615 | 66 | 166 | 131 | 32 | 347 | 95 | 97 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 31 | 754 | 290 | 94 | 615 | 66 | 166 | 131 | 32 | 347 | 95 | 97 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 2% | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | 2% | |
| Residential Trips | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 | 0 |
| Trip Distribution IN | | | 2% | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | 2% | |
| Hotel Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Office Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 8 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Retail Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Non-Residential Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| Trip Distribution IN | | | 1% | | | | | 1% | | | | |
| Trip Distribution OUT | | | | | | | | | | 1% | 1% | |
| Arena Trips | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 22 | 0 | 17 | 17 | 0 |
| 2033 Buildout Total | 31 | 754 | 312 | 94 | 615 | 66 | 166 | 153 | 32 | 364 | 112 | 97 |

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7/6/2023 10:43

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Deerfield Parkway @ Webb Road
AM PEAK HOUR

| Description | Deerfield Parkway Northbound | | | Deerfield Parkway Southbound | | | Webb Road Eastbound | | | Webb Road Westbound | | |
|--|---------------------------------|------------|-----------|---------------------------------|------------|-----------|------------------------|------------|-----------|------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 48 | 210 | 16 | 60 | 403 | 56 | 17 | 168 | 39 | 37 | 200 | 22 |
| Pedestrians | | 8 | | | 6 | | | 3 | | | 3 | |
| Conflicting Pedestrians | 3 | | 3 | 3 | | 3 | 6 | | 8 | 8 | | 6 |
| Heavy Vehicles | 0 | 7 | 0 | 2 | 14 | 3 | 2 | 1 | 1 | 1 | 7 | 3 |
| Heavy Vehicle % | 2% | 3% | 2% | 3% | 3% | 5% | 12% | 2% | 3% | 3% | 4% | 14% |
| Peak Hour Factor | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 48 | 210 | 16 | 60 | 403 | 56 | 17 | 168 | 39 | 37 | 200 | 22 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 56 | 244 | 19 | 70 | 468 | 65 | 20 | 195 | 45 | 43 | 232 | 26 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | 50 | | | | 150 | | | | |
| Projected 2023 No-Build Traffic Volumes | 56 | 244 | 19 | 120 | 468 | 65 | 20 | 345 | 45 | 43 | 232 | 26 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 1% | | | | 4% | | | | |
| Trip Distribution OUT | | | | | | | | | | 4% | 1% | |
| Residential Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 31 | 8 |
| Trip Distribution IN | | | | 1% | | | | 4% | | | | |
| Trip Distribution OUT | | | | | | | | | | 4% | 1% | |
| Hotel Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 1 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 3 | 0 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 9 |
| 2033 Buildout Total | 56 | 244 | 19 | 123 | 468 | 65 | 20 | 383 | 45 | 43 | 270 | 35 |

PM PEAK HOUR

| Description | Deerfield Parkway Northbound | | | Deerfield Parkway Southbound | | | Webb Road Eastbound | | | Webb Road Westbound | | |
|--|---------------------------------|------------|-----------|---------------------------------|------------|-----------|------------------------|------------|-----------|------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 123 | 481 | 43 | 88 | 284 | 43 | 44 | 333 | 72 | 23 | 295 | 74 |
| Pedestrians | | 2 | | | 5 | | | 1 | | | 6 | |
| Conflicting Pedestrians | 1 | | 6 | 6 | | 1 | 5 | | 2 | 2 | | 5 |
| Heavy Vehicles | 6 | 9 | 0 | 4 | 4 | 2 | 0 | 5 | 0 | 3 | 5 | 1 |
| Heavy Vehicle % | 5% | 2% | 2% | 5% | 2% | 5% | 2% | 2% | 2% | 13% | 2% | 2% |
| Peak Hour Factor | | 0.96 | | | 0.96 | | | 0.96 | | | 0.96 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 123 | 481 | 43 | 88 | 284 | 43 | 44 | 333 | 72 | 23 | 295 | 74 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 143 | 558 | 50 | 102 | 330 | 50 | 51 | 386 | 84 | 27 | 342 | 86 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 143 | 558 | 50 | 102 | 330 | 50 | 51 | 386 | 84 | 27 | 342 | 86 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 1% | | | | 4% | | | | |
| Trip Distribution OUT | | | | | | | | | | 4% | 1% | |
| Residential Trips | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 9 | 2 |
| Trip Distribution IN | | | | 1% | | | | 4% | | | | |
| Trip Distribution OUT | | | | | | | | | | 4% | 1% | |
| Hotel Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 16 | 0 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | | | | | | | | 2% | | | | |
| Trip Distribution OUT | | | | | | | | | | 2% | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 1 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | -1 | | | 2 | |
| Total Project Trips | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 44 | 0 | 0 | 34 | 3 |
| 2033 Buildout Total | 143 | 558 | 50 | 106 | 330 | 50 | 51 | 430 | 84 | 27 | 376 | 89 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Deerfield Parkway @ Private Driveway / Morris Road
AM PEAK HOUR

| Description | Deerfield Parkway Northbound | | | | Deerfield Parkway Southbound | | | Private Driveway Eastbound | | | Morris Road Westbound | | |
|--|---------------------------------|-----------|------------|------------|---------------------------------|------------|----------|-------------------------------|----------|----------|--------------------------|----------|----------|
| | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 28 | 20 | 295 | 227 | 8 | 473 | 8 | 0 | 1 | 6 | 432 | 7 | 5 |
| Pedestrians | | | 0 | | | | 0 | | | 2 | | 0 | |
| Conflicting Pedestrians | 2 | | | 0 | 0 | | 2 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 1 | 8 | 7 | 0 | 13 | 1 | 0 | 0 | 0 | 22 | 0 | 0 |
| Heavy Vehicle % | 2% | 5% | 3% | 3% | 2% | 3% | 13% | 0% | 2% | 2% | 5% | 2% | 2% |
| Peak Hour Factor | | | 0.96 | | | | 0.96 | | | 0.96 | | 0.96 | |
| Adjustment | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 28 | 20 | 295 | 227 | 8 | 473 | 8 | 0 | 1 | 6 | 432 | 7 | 5 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2033 Background Traffic | 32 | 23 | 342 | 263 | 9 | 549 | 9 | 0 | 1 | 7 | 501 | 8 | 6 |
| 2033 PH#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PH#0001757 Volume Adjustments | | | | 100 | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 32 | 23 | 342 | 363 | 9 | 549 | 9 | 0 | 1 | 7 | 501 | 8 | 6 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 5% | | |
| Residential Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 |
| Trip Distribution IN | | | | 5% | | | | | | | 5% | | |
| Trip Distribution OUT | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Trip Distribution IN | | | | 1% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 1% | | |
| Office Trips | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 2% | | |
| Retail Trips | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Trip Distribution IN | | | | 1% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 1% | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 3% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 3% | | |
| Arena Trips | 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 |
| Project Trips Balancing | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 |
| 2033 Buildout Total | 32 | 23 | 342 | 397 | 9 | 549 | 9 | 0 | 1 | 7 | 546 | 8 | 6 |

PM PEAK HOUR

| Description | Deerfield Parkway Northbound | | | | Deerfield Parkway Southbound | | | Private Driveway Eastbound | | | Morris Road Westbound | | |
|--|---------------------------------|-----------|------------|------------|---------------------------------|------------|----------|-------------------------------|-----------|-----------|--------------------------|----------|-----------|
| | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 34 | 20 | 638 | 537 | 8 | 374 | 7 | 8 | 17 | 35 | 382 | 7 | 15 |
| Pedestrians | | | 0 | | | | 0 | | | 0 | | 3 | |
| Conflicting Pedestrians | 0 | | | 3 | 3 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 1 | 9 | 15 | 1 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Heavy Vehicle % | 2% | 5% | 2% | 3% | 13% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% |
| Peak Hour Factor | | | 0.97 | | | | 0.97 | | | 0.97 | | 0.97 | |
| Adjustment | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 34 | 20 | 638 | 537 | 8 | 374 | 7 | 8 | 17 | 35 | 382 | 7 | 15 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2033 Background Traffic | 39 | 23 | 740 | 623 | 9 | 434 | 8 | 9 | 20 | 41 | 443 | 8 | 17 |
| 2033 PH#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PH#0001757 Volume Adjustments | | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 39 | 23 | 740 | 623 | 9 | 434 | 8 | 9 | 20 | 41 | 443 | 8 | 17 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 5% | | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| Trip Distribution IN | | | | 5% | | | | | | | 5% | | |
| Trip Distribution OUT | | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Trip Distribution IN | | | | 1% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 1% | | |
| Office Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 2% | | |
| Retail Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Trip Distribution IN | | | | 1% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 1% | | |
| Non-Residential Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Trip Distribution IN | | | | 3% | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | 3% | | |
| Arena Trips | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | 1 | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 |
| 2033 Buildout Total | 39 | 23 | 740 | 684 | 9 | 434 | 8 | 9 | 20 | 41 | 470 | 8 | 17 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Morris Road @ Webb Road / Deerfield Avenue
AM PEAK HOUR

| Description | Morris Road Northbound | | | | Morris Road Southbound | | | Webb Road Eastbound | | | Deerfield Avenue Westbound | | |
|--|---------------------------|-------|---------|-------|---------------------------|---------|-------|------------------------|---------|-------|-------------------------------|---------|-------|
| | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 12 | 242 | 13 | 0 | 578 | 209 | 208 | 6 | 29 | 51 | 23 | 3 |
| Pedestrians | | 5 | | | | 1 | | | 3 | | | 5 | |
| Conflicting Pedestrians | 3 | | | 5 | 5 | | 3 | 1 | | 8 | 8 | | 1 |
| Heavy Vehicles | 0 | 0 | 7 | 1 | 0 | 25 | 9 | 3 | 0 | 0 | 1 | 1 | 0 |
| Heavy Vehicle % | 0% | 2% | 3% | 8% | 0% | 4% | 4% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | | 0.94 | | | | 0.94 | | | 0.94 | | | 0.94 | |
| Adjustment | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 12 | 242 | 13 | 0 | 578 | 209 | 208 | 6 | 29 | 51 | 23 | 3 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 14 | 281 | 15 | 0 | 671 | 243 | 241 | 7 | 34 | 59 | 27 | 3 |
| 2033 Pl#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pl#0001757 Volume Adjustments | | | 100 | | | | | 200 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 14 | 381 | 15 | 0 | 671 | 243 | 441 | 7 | 34 | 59 | 27 | 3 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | | |
| Residential Trips | 0 | 0 | 12 | 0 | 0 | 38 | 38 | 12 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | | |
| Hotel Trips | 0 | 0 | 7 | 0 | 0 | 3 | 3 | 7 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 1% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 1% | 2% | | | | | | |
| Office Trips | 0 | 0 | 10 | 0 | 0 | 1 | 2 | 19 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 2% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 2% | 2% | | | | | | |
| Retail Trips | 0 | 0 | 5 | 0 | 0 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 1% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 1% | 2% | | | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 3% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 3% | 2% | | | | | | |
| Arena Trips | 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 |
| Project Trips Balancing | | | | | | | 1 | -2 | | | | | |
| Total Project Trips | 0 | 0 | 34 | 0 | 0 | 45 | 47 | 41 | 0 | 0 | 0 | 0 | 0 |
| 2033 Buildout Total | 0 | 14 | 415 | 15 | 0 | 716 | 290 | 482 | 7 | 34 | 59 | 27 | 3 |

PM PEAK HOUR

| Description | Morris Road Northbound | | | | Morris Road Southbound | | | Webb Road Eastbound | | | Deerfield Avenue Westbound | | |
|--|---------------------------|-------|---------|-------|---------------------------|---------|-------|------------------------|---------|-------|-------------------------------|---------|-------|
| | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 18 | 35 | 716 | 41 | 0 | 489 | 295 | 420 | 19 | 16 | 30 | 21 | 6 |
| Pedestrians | | 3 | | | | 0 | | | 0 | | | 3 | |
| Conflicting Pedestrians | 0 | | | 3 | 3 | | 0 | 0 | | 3 | 3 | | 0 |
| Heavy Vehicles | 0 | 0 | 21 | 0 | 0 | 3 | 4 | 3 | 0 | 1 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 3% | 2% | 0% | 2% | 2% | 2% | 2% | 6% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.96 | | | | 0.96 | | | 0.96 | | | 0.96 | |
| Adjustment | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 18 | 35 | 716 | 41 | 0 | 489 | 295 | 420 | 19 | 16 | 30 | 21 | 6 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2033 Background Traffic | 21 | 41 | 831 | 48 | 0 | 568 | 342 | 487 | 22 | 19 | 35 | 24 | 7 |
| 2033 Pl#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pl#0001757 Volume Adjustments | | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 21 | 41 | 831 | 48 | 0 | 568 | 342 | 487 | 22 | 19 | 35 | 24 | 7 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | | |
| Residential Trips | 0 | 0 | 14 | 0 | 0 | 11 | 11 | 14 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 5% | | | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | | |
| Hotel Trips | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 1% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 1% | 2% | | | | | | |
| Office Trips | 0 | 0 | 1 | 0 | 0 | 8 | 16 | 3 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 2% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 2% | 2% | | | | | | |
| Retail Trips | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 1% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 1% | 2% | | | | | | |
| Non-Residential Trips | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 3% | | | | | 2% | | | | | |
| Trip Distribution OUT | | | | | | 3% | 2% | | | | | | |
| Arena Trips | 0 | 0 | 37 | 0 | 0 | 1 | 1 | 24 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | 1 | | | | 2 | -1 | | | | | |
| Total Project Trips | 0 | 0 | 61 | 0 | 0 | 27 | 37 | 48 | 0 | 0 | 0 | 0 | 0 |
| 2033 Buildout Total | 21 | 41 | 892 | 48 | 0 | 595 | 379 | 535 | 22 | 19 | 35 | 24 | 7 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Morris Road / McGinnis Ferry Road @ Bethany Bend
AM PEAK HOUR

| Description | Northbound | | | Bethany Bend Southbound | | | Morris Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|------------|----------|----------|-------------------------|----------|------------|-----------------------|------------|----------|-------------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 335 | 0 | 236 | 137 | 331 | 0 | 0 | 344 | 212 |
| Pedestrians | 0 | | | 2 | | | 0 | | | 3 | | |
| Conflicting Pedestrians | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Heavy Vehicles | 0 | 0 | 0 | 15 | 0 | 6 | 4 | 6 | 0 | 0 | 24 | 15 |
| Heavy Vehicle % | 0% | 0% | 0% | 4% | 0% | 3% | 3% | 2% | 0% | 0% | 7% | 7% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 335 | 0 | 236 | 137 | 331 | 0 | 0 | 344 | 212 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 389 | 0 | 274 | 159 | 384 | 0 | 0 | 399 | 246 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 616 | 0 | 150 | 133 | 416 | 0 | 0 | 572 | 344 |
| PI#0001757 Volume Adjustments | | | | 200 | | | 300 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 589 | 0 | 274 | 159 | 684 | 0 | 0 | 399 | 246 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 10% | 5% | |
| Residential Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 0 | 76 | 38 |
| Trip Distribution IN | | | | 5% | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 10% | 5% | |
| Hotel Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 13 | 0 | 0 | 6 | 3 |
| Trip Distribution IN | | | | 5% | | | 3% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 3% | 5% | |
| Office Trips | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 29 | 0 | 0 | 3 | 5 |
| Trip Distribution IN | | | | 6% | | | 4% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 4% | 6% | |
| Retail Trips | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 10 | 0 | 0 | 6 | 8 |
| Trip Distribution IN | | | | 5% | | | 3% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 3% | 5% | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 5% | 2% | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | -1 | | | | | | | 1 | 1 |
| Total Project Trips | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 75 | 0 | 0 | 92 | 55 |
| 2033 Buildout Total | 0 | 0 | 0 | 670 | 0 | 274 | 159 | 759 | 0 | 0 | 491 | 301 |

PM PEAK HOUR

| Description | Northbound | | | Bethany Bend Southbound | | | Morris Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|------------|----------|----------|-------------------------|----------|------------|-----------------------|--------------|----------|-------------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 205 | 0 | 202 | 253 | 643 | 0 | 0 | 452 | 290 |
| Pedestrians | 0 | | | 2 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Heavy Vehicles | 0 | 0 | 0 | 7 | 0 | 0 | 11 | 7 | 0 | 0 | 4 | 2 |
| Heavy Vehicle % | 0% | 0% | 0% | 3% | 0% | 2% | 4% | 2% | 0% | 0% | 2% | 2% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 205 | 0 | 202 | 253 | 643 | 0 | 0 | 452 | 290 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 238 | 0 | 234 | 294 | 746 | 0 | 0 | 525 | 337 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 438 | 0 | 128 | 155 | 877 | 0 | 0 | 22 | 488 |
| PI#0001757 Volume Adjustments | | | | | | | 300 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 238 | 0 | 234 | 294 | 1,046 | 0 | 0 | 525 | 337 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 10% | 5% | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 27 | 0 | 0 | 23 | 11 |
| Trip Distribution IN | | | | 5% | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 10% | 5% | |
| Hotel Trips | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 11 | 5 |
| Trip Distribution IN | | | | 5% | | | 3% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 3% | 5% | |
| Office Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 24 | 40 |
| Trip Distribution IN | | | | 6% | | | 4% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 4% | 6% | |
| Retail Trips | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Trip Distribution IN | | | | 5% | | | 3% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 3% | 5% | |
| Non-Residential Trips | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| Trip Distribution IN | | | | 2% | | | 5% | | | | | |
| Trip Distribution OUT | | | | | | | | | | 5% | 2% | |
| Arena Trips | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 61 | 0 | 0 | 2 | 1 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | 2 | | | -1 | 1 | |
| Total Project Trips | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 109 | 0 | 0 | 64 | 65 |
| 2033 Buildout Total | 0 | 0 | 0 | 296 | 0 | 234 | 294 | 1,155 | 0 | 0 | 589 | 402 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Bethany Bend / Strickland Road @ Bethany Bend / Private Driveway
AM PEAK HOUR

| Description | Bethany Bend Northbound | | | Strickland Road Southbound | | | Bethany Bend Eastbound | | | Private Driveway Westbound | | |
|--|----------------------------|------------|----------|-------------------------------|------------|-----------|---------------------------|----------|------------|-------------------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 180 | 150 | 4 | 0 | 226 | 15 | 12 | 3 | 300 | 7 | 6 | 3 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 14 | 4 | 0 | 0 | 6 | 2 | 1 | 0 | 9 | 0 | 0 | 0 |
| Heavy Vehicle % | 8% | 3% | 2% | 0% | 3% | 13% | 8% | 2% | 3% | 2% | 2% | 2% |
| Peak Hour Factor | 0.96 | | | 0.96 | | | 0.96 | | | 0.96 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 180 | 150 | 4 | 0 | 226 | 15 | 12 | 3 | 300 | 7 | 6 | 3 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 209 | 174 | 5 | 0 | 262 | 17 | 14 | 3 | 348 | 8 | 7 | 3 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | 75 | | | 75 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 209 | 174 | 5 | 0 | 337 | 17 | 14 | 3 | 423 | 8 | 7 | 3 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Residential Trips | 23 | 15 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Hotel Trips | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Office Trips | 3 | 2 | 0 | 0 | 19 | 0 | 0 | 0 | 29 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 3% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 3% | | | | | | | | | | |
| Retail Trips | 4 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 2% | | |
| Trip Distribution OUT | 2% | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | 1 | | | | | | | | | | | |
| Total Project Trips | 33 | 22 | 0 | 0 | 34 | 0 | 0 | 0 | 47 | 0 | 0 | 0 |
| 2033 Buildout Total | 242 | 196 | 5 | 0 | 371 | 17 | 14 | 3 | 470 | 8 | 7 | 3 |

PM PEAK HOUR

| Description | Bethany Bend Northbound | | | Strickland Road Southbound | | | Bethany Bend Eastbound | | | Private Driveway Westbound | | |
|--|----------------------------|------------|-----------|-------------------------------|------------|-----------|---------------------------|----------|------------|-------------------------------|-----------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 273 | 199 | 11 | 3 | 172 | 29 | 32 | 7 | 233 | 23 | 37 | 11 |
| Pedestrians | 0 | | | 1 | | | 0 | | | 2 | | |
| Conflicting Pedestrians | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Heavy Vehicles | 2 | 10 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 5% | 2% | 33% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.88 | | | 0.88 | | | 0.88 | | | 0.88 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 273 | 199 | 11 | 3 | 172 | 29 | 32 | 7 | 233 | 23 | 37 | 11 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 317 | 231 | 13 | 3 | 200 | 34 | 37 | 8 | 270 | 27 | 43 | 13 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | 75 | | | 75 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 317 | 231 | 13 | 3 | 275 | 34 | 37 | 8 | 345 | 27 | 43 | 13 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Residential Trips | 7 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Hotel Trips | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Office Trips | 24 | 16 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 3% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 3% | | | | | | | | | | |
| Retail Trips | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 2% | | | | | | 3% | | |
| Trip Distribution OUT | 3% | 2% | | | | | | | | | | |
| Non-Residential Trips | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 2% | | |
| Trip Distribution OUT | 2% | | | | | | | | | | | |
| Arena Trips | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | 1 | | | 1 | | | | | |
| Total Project Trips | 39 | 26 | 0 | 0 | 14 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| 2033 Buildout Total | 356 | 257 | 13 | 3 | 289 | 34 | 37 | 8 | 389 | 27 | 43 | 13 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7: SR 400 SB Ramps @ McGinnis Ferry Road
AM PEAK HOUR

| Description | SR 400 SB Ramps Northbound | | | SR 400 SB Ramps Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|-------------------------------|----------|----------|-------------------------------|----------|------------|----------------------------------|--------------|------------|----------------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 211 | 0 | 178 | 0 | 1,065 | 383 | 339 | 588 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 211 | 0 | 178 | 0 | 1,065 | 383 | 339 | 588 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | | 15% | | | 27% | 15% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 35 | 0 | 206 | 115 | 0 |
| Trip Distribution IN | | | | 5% | | | 15% | | | 27% | 15% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 20 | 0 | 17 | 9 | 0 |
| Trip Distribution IN | | | | 10% | | | 8% | | | 15% | 8% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 76 | 0 | 15 | 8 | 0 |
| Trip Distribution IN | | | | 5% | | | 10% | | | 10% | 10% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 25 | 0 | 14 | 14 | 0 |
| Trip Distribution IN | | | | 10% | | | 8% | | | 15% | 8% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Trip Distribution IN | | | | 5% | | | 7% | | | 33% | 7% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | -3 | | | | | | 1 | | |
| Total Project Trips | 0 | 0 | 0 | 125 | 0 | 0 | 0 | 156 | 0 | 254 | 147 | 0 |
| 2033 Buildout Total | 0 | 0 | 0 | 336 | 0 | 178 | 0 | 1,221 | 383 | 593 | 735 | 0 |

PM PEAK HOUR

| Description | SR 400 SB Ramps Northbound | | | SR 400 SB Ramps Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|-------------------------------|----------|----------|-------------------------------|----------|------------|----------------------------------|--------------|------------|----------------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 283 | 0 | 266 | 0 | 855 | 466 | 461 | 555 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 283 | 0 | 266 | 0 | 855 | 466 | 461 | 555 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | | 15% | | | 27% | 15% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 41 | 0 | 62 | 34 | 0 |
| Trip Distribution IN | | | | 5% | | | 15% | | | 27% | 15% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 15 | 0 | 29 | 16 | 0 |
| Trip Distribution IN | | | | 10% | | | 8% | | | 15% | 8% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 12 | 0 | 119 | 63 | 0 |
| Trip Distribution IN | | | | 5% | | | 10% | | | 10% | 10% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 7 | 7 | 0 |
| Trip Distribution IN | | | | 10% | | | 8% | | | 15% | 8% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Non-Residential Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 5 | 0 | 9 | 5 | 0 |
| Trip Distribution IN | | | | 5% | | | 7% | | | 33% | 7% | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 86 | 0 | 11 | 2 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | 2 | | |
| Total Project Trips | 0 | 0 | 0 | 106 | 0 | 0 | 0 | 167 | 0 | 237 | 129 | 0 |
| 2033 Buildout Total | 0 | 0 | 0 | 389 | 0 | 266 | 0 | 1,022 | 466 | 698 | 684 | 0 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8: SR 400 NB Ramps @ McGinnis Ferry Road
AM PEAK HOUR

| Description | SR 400 NB Ramps Northbound | | | SR 400 NB Ramps Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|-------------------------------|----------|------------|-------------------------------|----------|----------|----------------------------------|--------------|----------|----------------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 PI#0001757 Volumes | 527 | 0 | 455 | 0 | 0 | 0 | 172 | 1,104 | 0 | 0 | 400 | 155 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 527 | 0 | 455 | 0 | 0 | 0 | 172 | 1,104 | 0 | 0 | 400 | 155 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 27% | | | | | 20% | | | 42% | 5% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 321 | 38 |
| Trip Distribution IN | | | 27% | | | | | 20% | | | 42% | 5% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 26 | 3 |
| Trip Distribution IN | | | 15% | | | | | 18% | | | | |
| Trip Distribution OUT | | | | | | | | | | | 23% | 10% |
| Office Trips | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 172 | 0 | 0 | 23 | 10 |
| Trip Distribution IN | | | 10% | | | | | 15% | | | | |
| Trip Distribution OUT | | | | | | | | | | | 20% | 5% |
| Retail Trips | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 28 | 7 |
| Trip Distribution IN | | | 15% | | | | | 18% | | | | |
| Trip Distribution OUT | | | | | | | | | | | 23% | 10% |
| Other Non-Residential Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 |
| Trip Distribution IN | | | 33% | | | | | 12% | | | 40% | 5% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | -2 | | | | | -2 | | | 1 | 1 |
| Total Project Trips | 0 | 0 | 265 | 0 | 0 | 0 | 0 | 281 | 0 | 0 | 401 | 60 |
| 2033 Buildout Total | 527 | 0 | 720 | 0 | 0 | 0 | 172 | 1,385 | 0 | 0 | 801 | 215 |

PM PEAK HOUR

| Description | SR 400 NB Ramps Northbound | | | SR 400 NB Ramps Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|-------------------------------|----------|------------|-------------------------------|----------|----------|----------------------------------|--------------|----------|----------------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 PI#0001757 Volumes | 427 | 0 | 449 | 0 | 0 | 0 | 294 | 843 | 0 | 0 | 588 | 289 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 427 | 0 | 449 | 0 | 0 | 0 | 294 | 843 | 0 | 0 | 588 | 289 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 27% | | | | | 20% | | | 42% | 5% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 96 | 11 |
| Trip Distribution IN | | | 27% | | | | | 20% | | | 42% | 5% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 46 | 5 |
| Trip Distribution IN | | | 15% | | | | | 18% | | | | |
| Trip Distribution OUT | | | | | | | | | | | 23% | 10% |
| Office Trips | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 182 | 79 |
| Trip Distribution IN | | | 10% | | | | | 15% | | | | |
| Trip Distribution OUT | | | | | | | | | | | 20% | 5% |
| Retail Trips | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 14 | 4 |
| Trip Distribution IN | | | 15% | | | | | 18% | | | | |
| Trip Distribution OUT | | | | | | | | | | | 23% | 10% |
| Non-Residential Trips | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 13 | 6 |
| Trip Distribution IN | | | 33% | | | | | 12% | | | 40% | 5% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 404 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 14 | 2 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | 1 | | | 1 | |
| Total Project Trips | 0 | 0 | 544 | 0 | 0 | 0 | 0 | 273 | 0 | 0 | 366 | 107 |
| 2033 Buildout Total | 427 | 0 | 993 | 0 | 0 | 0 | 294 | 1,116 | 0 | 0 | 954 | 396 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #9: McGinnis Ferry Road @ Windward Concourse
AM PEAK HOUR

| | Windward Concourse | | | Windward Concourse | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|---|--------------------|---------|-------|--------------------|---------|-------|---------------------|---------|-------|---------------------|---------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 120 | 22 | 36 | 2 | 14 | 1 | 16 | 378 | 265 | 391 | 331 | 31 |
| Pedestrians | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Conflicting Pedestrians | | | | | | | | | | | | |
| Heavy Vehicles | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 2 | 4 | 36 | 2 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 100% | 6% | 5% | 2% | 2% | 11% | 6% |
| Peak Hour Factor | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 120 | 22 | 36 | 2 | 14 | 1 | 16 | 378 | 265 | 391 | 331 | 31 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 139 | 26 | 42 | 2 | 16 | 1 | 19 | 439 | 308 | 454 | 384 | 36 |
| 2033 P#0001757 Volumes | 78 | 83 | 89 | 0 | 61 | 0 | 33 | 938 | 588 | 577 | 477 | 50 |
| P#0001757 Volume Adjustments | | 50 | 50 | | 50 | | 15 | 500 | 250 | 120 | 50 | 15 |
| Projected 2023 No-Build Traffic Volumes | 139 | 76 | 92 | 2 | 66 | 1 | 34 | 939 | 558 | 574 | 434 | 51 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | 3% | 5% | | | | 2% | 45% | | | | |
| Trip Distribution OUT | | | | 3% | 2% | | | | | 5% | 45% | |
| Residential Trips | 0 | 7 | 12 | 0 | 23 | 15 | 5 | 104 | 0 | 38 | 344 | 0 |
| Trip Distribution IN | | 3% | 5% | | | | 2% | 45% | | | | |
| Trip Distribution OUT | | | | 3% | 2% | | | | | 5% | 45% | |
| Hotel Trips | 0 | 4 | 7 | 0 | 2 | 1 | 3 | 60 | 0 | 3 | 28 | 0 |
| Trip Distribution IN | | 1% | 1% | | | | 4% | 29% | | | | |
| Trip Distribution OUT | | | | 1% | 4% | | | | | 1% | 29% | |
| Office Trips | 0 | 10 | 10 | 0 | 1 | 4 | 38 | 277 | 0 | 1 | 30 | 0 |
| Trip Distribution IN | | 3% | 2% | | | | 2% | 23% | | | | |
| Trip Distribution OUT | | | | 3% | 2% | | | | | 2% | 23% | |
| Retail Trips | 0 | 7 | 5 | 0 | 4 | 3 | 5 | 57 | 0 | 3 | 32 | 0 |
| Trip Distribution IN | | 1% | 1% | | | | 4% | 29% | | | | |
| Trip Distribution OUT | | | | 1% | 4% | | | | | 1% | 29% | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Trip Distribution IN | | 1% | 1% | | | | 4% | 41% | | | | |
| Trip Distribution OUT | | | | 1% | 4% | | | | | 1% | 41% | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | 1 | | | -5 | | | 1 | | |
| Total Project Trips | 0 | 28 | 34 | 0 | 31 | 23 | 51 | 495 | 0 | 45 | 438 | 0 |
| 2033 Buildout Total | 139 | 104 | 126 | 2 | 97 | 24 | 85 | 1,434 | 558 | 619 | 872 | 51 |

PM PEAK HOUR

| Description | Windward Concourse Northbound | | | Windward Concourse Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|---|----------------------------------|---------|-------|----------------------------------|---------|-------|----------------------------------|---------|-------|----------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 296 | 22 | 389 | 8 | 24 | 26 | 1 | 376 | 169 | 78 | 472 | 3 |
| Pedestrians | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 1 | 2 | 0 |
| Heavy Vehicles | 5 | 0 | 2 | 0 | 0 | 2 | 1 | 5 | 8 | 1 | 2 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 8% | 100% | 2% | 5% | 2% | 2% | 2% |
| Peak Hour Factor | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 296 | 22 | 389 | 8 | 24 | 26 | 1 | 376 | 169 | 78 | 472 | 3 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 344 | 26 | 451 | 9 | 28 | 30 | 1 | 436 | 196 | 91 | 548 | 3 |
| 2033 PH0001757 Volumes | 377 | 72 | 683 | 28 | 67 | 39 | 22 | 932 | 339 | 128 | 461 | 0 |
| PH0001757 Volume Adjustments | 30 | 50 | 200 | 20 | 40 | 10 | 20 | 500 | 150 | 40 | | |
| Projected 2023 No-Build Traffic Volumes | 374 | 76 | 651 | 29 | 68 | 40 | 21 | 936 | 346 | 131 | 548 | 3 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | 3% | 5% | | | | 2% | 45% | | | | |
| Trip Distribution OUT | | | | 3% | 2% | | | | | 5% | 45% | |
| Residential Trips | 0 | 8 | 14 | 0 | 7 | 5 | 5 | 123 | 0 | 11 | 103 | 0 |
| Trip Distribution IN | | 3% | 5% | | | | 2% | 45% | | | | |
| Trip Distribution OUT | | | | 3% | 2% | | | | | 5% | 45% | |
| Hotel Trips | 0 | 3 | 5 | 0 | 3 | 2 | 2 | 44 | 0 | 5 | 49 | 0 |
| Trip Distribution IN | | 1% | 1% | | | | 4% | 29% | | | | |
| Trip Distribution OUT | | | | 1% | 4% | | | | | 1% | 29% | |
| Office Trips | 0 | 1 | 1 | 0 | 8 | 32 | 6 | 43 | 0 | 8 | 230 | 0 |
| Trip Distribution IN | | 3% | 2% | | | | 2% | 23% | | | | |
| Trip Distribution OUT | | | | 3% | 2% | | | | | 2% | 23% | |
| Retail Trips | 0 | 2 | 2 | 0 | 2 | 1 | 2 | 18 | 0 | 1 | 16 | 0 |
| Trip Distribution IN | | 1% | 1% | | | | 4% | 29% | | | | |
| Trip Distribution OUT | | | | 1% | 4% | | | | | 1% | 29% | |
| Non-Residential Trips | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 19 | 0 | 1 | 17 | 0 |
| Trip Distribution IN | | 1% | 1% | | | | 4% | 41% | | | | |
| Trip Distribution OUT | | | | 1% | 4% | | | | | 1% | 41% | |
| Arena Trips | 0 | 12 | 12 | 0 | 0 | 1 | 49 | 502 | 0 | 0 | 14 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | 1 | | | 1 | | |
| Total Project Trips | 0 | 27 | 35 | 0 | 21 | 43 | 67 | 750 | 0 | 26 | 430 | 0 |
| 2033 Buildout Total | 374 | 103 | 686 | 29 | 89 | 83 | 88 | 1,686 | 346 | 157 | 978 | 3 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #10: McGinnis Ferry Road / Ronald Reagan Boulevard @ McGinnis Ferry Road / Union Hill Road
AM PEAK HOUR

| Description | McGinnis Ferry Road Northbound | | | U-Turn | Union Hill Road Southbound | | | U-Turn | McGinnis Ferry Road Eastbound | | | U-Turn | Ronald Reagan Boulevard Westbound | | |
|--|-----------------------------------|------------|------------|----------|-------------------------------|------------|------------|-----------|----------------------------------|------------|------------|------------|--------------------------------------|---------|-------|
| | Left | Through | Right | | Left | Through | Right | | Left | Through | Right | | Left | Through | Right |
| Observed 2023 Traffic Volumes | 283 | 105 | 51 | 5 | 48 | 198 | 154 | 12 | 145 | 239 | 44 | 334 | 112 | | |
| Pedestrians | | 2 | | | | | | | 0 | | | | 0 | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | | 0 | | 1 | 2 | | 2 | 2 | | 1 |
| Heavy Vehicles | 12 | 1 | 0 | 0 | 6 | 12 | 4 | 0 | 17 | 2 | 3 | 26 | 5 | | |
| Heavy Vehicle % | 4% | 2% | 2% | 2% | 13% | 6% | 3% | 2% | 12% | 2% | 7% | 8% | 4% | | |
| Peak Hour Factor | | 0.95 | | | | 0.95 | | | 0.95 | | | 0.95 | | | |
| Adjustment | | | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 283 | 105 | 51 | 5 | 48 | 198 | 154 | 12 | 145 | 239 | 44 | 334 | 112 | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | | |
| 2033 Background Traffic | 328 | 122 | 59 | 6 | 56 | 230 | 179 | 14 | 168 | 277 | 51 | 388 | 130 | | |
| 2033 PH#0001757 Volumes | 422 | 155 | 39 | 0 | 39 | 233 | 272 | 17 | 671 | 339 | 39 | 411 | 133 | | |
| PH#0001757 Volume Adjustments | 100 | 30 | | | | | 100 | | 200 | 350 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 428 | 152 | 59 | 6 | 56 | 230 | 279 | 14 | 368 | 627 | 51 | 388 | 130 | | |
| Project Trips | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | 5% | 45% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | 5% | 45% | | |
| Residential Trips | 0 | 12 | 12 | 0 | 0 | 38 | 38 | 12 | 104 | 0 | | 38 | 344 | 0 | |
| Trip Distribution IN | | 5% | 5% | | | | | | 5% | 45% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | 5% | 45% | | |
| Hotel Trips | 0 | 7 | 7 | 0 | 0 | 3 | 3 | 7 | 60 | 0 | | 3 | 28 | 0 | |
| Trip Distribution IN | | 15% | 10% | | | | | | 5% | 25% | | | | | |
| Trip Distribution OUT | | | | | | 15% | 5% | | | | | 10% | 25% | | |
| Office Trips | 0 | 143 | 96 | 0 | 0 | 15 | 5 | 48 | 239 | 0 | | 10 | 26 | 0 | |
| Trip Distribution IN | | 18% | 12% | | | | | | 5% | 20% | | | | | |
| Trip Distribution OUT | | | | | | 18% | 5% | | | | | 12% | 20% | | |
| Retail Trips | 0 | 44 | 30 | 0 | 0 | 25 | 7 | 12 | 49 | 0 | | 17 | 28 | 0 | |
| Trip Distribution IN | | 15% | 10% | | | | | | 5% | 25% | | | | | |
| Trip Distribution OUT | | | | | | 15% | 5% | | | | | 10% | 25% | | |
| Other Non-Residential Trips | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | | 1 | 2 | 0 | |
| Trip Distribution IN | | 15% | 3% | | | | | | 14% | 28% | | | | | |
| Trip Distribution OUT | | | | | | 15% | 14% | | | | | 3% | 28% | | |
| Arena Trips | 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 | |
| Project Trips Balancing | | | -2 | | | | 1 | | -4 | | | 1 | 1 | | |
| Total Project Trips | 0 | 207 | 144 | 0 | 0 | 82 | 54 | 79 | 450 | 0 | | 70 | 429 | 0 | |
| 2033 Buildout Total | 428 | 359 | 203 | 6 | 56 | 312 | 333 | 93 | 818 | 627 | 121 | 817 | 130 | | |

PM PEAK HOUR

| Description | McGinnis Ferry Road Northbound | | | U-Turn | Union Hill Road Southbound | | | U-Turn | McGinnis Ferry Road Eastbound | | | U-Turn | Ronald Reagan Boulevard Westbound | | |
|--|-----------------------------------|------------|------------|-----------|-------------------------------|------------|------------|------------|----------------------------------|------------|------------|------------|--------------------------------------|---------|-------|
| | Left | Through | Right | | Left | Through | Right | | Left | Through | Right | | Left | Through | Right |
| Observed 2023 Traffic Volumes | 309 | 213 | 119 | 13 | 119 | 223 | 37 | 132 | 427 | 224 | 51 | 173 | 41 | | |
| Pedestrians | | 1 | | | | | | | 2 | | | 2 | | | |
| Conflicting Pedestrians | 2 | | 2 | 2 | | | 2 | | 1 | 1 | | 1 | 1 | | 1 |
| Heavy Vehicles | 1 | 22 | 0 | 0 | 3 | 1 | 0 | 2 | 2 | 4 | 1 | 0 | 1 | | |
| Heavy Vehicle % | 2% | 10% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | | |
| Peak Hour Factor | | 0.92 | | | | 0.92 | | | 0.92 | | | 0.92 | | | |
| Adjustment | | | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 309 | 213 | 119 | 13 | 119 | 223 | 37 | 132 | 427 | 224 | 51 | 173 | 41 | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | | |
| 2033 Background Traffic | 359 | 247 | 138 | 15 | 138 | 259 | 43 | 153 | 496 | 260 | 59 | 201 | 48 | | |
| 2033 PH#0001757 Volumes | 294 | 200 | 216 | 11 | 255 | 194 | 78 | 200 | 1,038 | 405 | 72 | 216 | 39 | | |
| PH#0001757 Volume Adjustments | | | 80 | | 120 | | 40 | 50 | 200 | 450 | 10 | | | | |
| Projected 2023 No-Build Traffic Volumes | 359 | 247 | 218 | 15 | 258 | 259 | 83 | 203 | 696 | 710 | 69 | 201 | 48 | | |
| Project Trips | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | 5% | 45% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | 5% | 45% | | |
| Residential Trips | 0 | 14 | 14 | 0 | 0 | 11 | 11 | 14 | 123 | 0 | | 11 | 103 | 0 | |
| Trip Distribution IN | | 5% | 5% | | | | | | 5% | 45% | | | | | |
| Trip Distribution OUT | | | | | | 5% | 5% | | | | | 5% | 45% | | |
| Hotel Trips | 0 | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 44 | 0 | | 5 | 49 | 0 | |
| Trip Distribution IN | | 15% | 10% | | | | | | 5% | 25% | | | | | |
| Trip Distribution OUT | | | | | | 15% | 5% | | | | | 10% | 25% | | |
| Office Trips | 0 | 22 | 15 | 0 | 0 | 119 | 40 | 7 | 37 | 0 | | 79 | 198 | 0 | |
| Trip Distribution IN | | 18% | 12% | | | | | | 5% | 20% | | | | | |
| Trip Distribution OUT | | | | | | 18% | 5% | | | | | 12% | 20% | | |
| Retail Trips | 0 | 14 | 9 | 0 | 0 | 13 | 4 | 4 | 16 | 0 | | 9 | 14 | 0 | |
| Trip Distribution IN | | 15% | 10% | | | | | | 5% | 25% | | | | | |
| Trip Distribution OUT | | | | | | 15% | 5% | | | | | 10% | 25% | | |
| Non-Residential Trips | 0 | 10 | 7 | 0 | 0 | 9 | 3 | 3 | 17 | 0 | | 6 | 15 | 0 | |
| Trip Distribution IN | | 15% | 3% | | | | | | 14% | 28% | | | | | |
| Trip Distribution OUT | | | | | | 15% | 14% | | | | | 3% | 28% | | |
| Arena Trips | 0 | 184 | 37 | 0 | 0 | 5 | 5 | 171 | 343 | 0 | | 1 | 10 | 0 | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Project Trips Balancing | | | | | | 1 | | | 1 | | | 1 | -1 | | |
| Total Project Trips | 0 | 249 | 87 | 0 | 0 | 163 | 68 | 204 | 581 | 0 | | 112 | 388 | 0 | |
| 2033 Buildout Total | 359 | 496 | 305 | 15 | 258 | 422 | 151 | 407 | 1,277 | 710 | 181 | 589 | 48 | | |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #11: McGinnis Ferry Road @ Union Hill Road
AM PEAK HOUR

| Description | Union Hill Road Northbound | | | Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|-------------------------------|----------|-----------|------------|----------|----------|----------------------------------|------------|------------|----------------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 98 | 0 | 55 | 0 | 0 | 0 | 0 | 378 | 111 | 206 | 337 | 0 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 1 | 13 | 0 |
| Heavy Vehicle % | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 3% | 6% | 2% | 4% | 0% |
| Peak Hour Factor | 0.98 | | | 0.98 | | | 0.98 | | | 0.98 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 98 | 0 | 55 | 0 | 0 | 0 | 0 | 378 | 111 | 206 | 337 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 114 | 0 | 64 | 0 | 0 | 0 | 0 | 439 | 129 | 239 | 391 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | 20 | | | | | | | 300 | 50 | | 110 | |
| Projected 2023 No-Build Traffic Volumes | 134 | 0 | 64 | 0 | 0 | 0 | 0 | 739 | 179 | 239 | 501 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 23 | 0 |
| Trip Distribution IN | | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 13 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 20% | |
| Trip Distribution OUT | | | | | | | | 20% | 5% | | | |
| Office Trips | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 0 | 191 | 0 |
| Trip Distribution IN | 10% | | | | | | | | | | 20% | |
| Trip Distribution OUT | | | | | | | | 20% | 10% | | | |
| Retail Trips | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 14 | 0 | 49 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 20% | |
| Trip Distribution OUT | | | | | | | | 20% | 5% | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | 3% | | | | | | | | | | 15% | |
| Trip Distribution OUT | | | | | | | | 15% | 3% | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | -1 | | | | | | | | 1 | | 2 | |
| Total Project Trips | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 20 | 0 | 279 | 0 |
| 2033 Buildout Total | 206 | 0 | 64 | 0 | 0 | 0 | 0 | 871 | 199 | 239 | 780 | 0 |

PM PEAK HOUR

| Description | Union Hill Road Northbound | | | Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|-------------------------------|----------|------------|------------|----------|----------|----------------------------------|------------|------------|----------------------------------|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 232 | 0 | 177 | 0 | 0 | 0 | 0 | 284 | 210 | 131 | 444 | 0 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 13 | 0 |
| Heavy Vehicle % | 4% | 0% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 3% | 0% |
| Peak Hour Factor | 0.94 | | | 0.94 | | | 0.94 | | | 0.94 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 232 | 0 | 177 | 0 | 0 | 0 | 0 | 284 | 210 | 131 | 444 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 269 | 0 | 205 | 0 | 0 | 0 | 0 | 330 | 244 | 152 | 515 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | 20 | | | | | | | 400 | 50 | | 60 | |
| Projected 2023 No-Build Traffic Volumes | 289 | 0 | 205 | 0 | 0 | 0 | 0 | 730 | 294 | 152 | 575 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 27 | 0 |
| Trip Distribution IN | | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 10 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 20% | |
| Trip Distribution OUT | | | | | | | | 20% | 5% | | | |
| Office Trips | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 40 | 0 | 29 | 0 |
| Trip Distribution IN | 10% | | | | | | | | | | 20% | |
| Trip Distribution OUT | | | | | | | | 20% | 10% | | | |
| Retail Trips | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 0 | 16 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 20% | |
| Trip Distribution OUT | | | | | | | | 20% | 5% | | | |
| Non-Residential Trips | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 13 | 0 |
| Trip Distribution IN | 3% | | | | | | | | | | 15% | |
| Trip Distribution OUT | | | | | | | | 15% | 3% | | | |
| Arena Trips | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 184 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | 1 | | | | | | | | | | 1 | |
| Total Project Trips | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 51 | 0 | 280 | 0 |
| 2033 Buildout Total | 345 | 0 | 205 | 0 | 0 | 0 | 0 | 954 | 345 | 152 | 855 | 0 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #12: McFarland Parkway @ SR 400 SB Ramps
AM PEAK HOUR

| Description | McFarland Parkway Northbound | | | McFarland Parkway Southbound | | | SR 400 SB Ramps Eastbound | | | SR 400 SB Ramps Westbound | | |
|--|---------------------------------|--------------|----------|---------------------------------|------------|--------------|------------------------------|----------|----------|------------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 639 | 1,583 | 0 | 0 | 854 | 1,072 | 0 | 0 | 0 | 515 | 0 | 635 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 31 | 92 | 0 | 0 | 93 | 117 | 0 | 0 | 0 | 14 | 0 | 34 |
| Heavy Vehicle % | 5% | 6% | 0% | 0% | 11% | 11% | 0% | 0% | 0% | 3% | 0% | 5% |
| Peak Hour Factor | 0.98 | | | 0.98 | | | 0.98 | | | 0.98 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 639 | 1583 | 0 | 0 | 854 | 1072 | 0 | 0 | 0 | 515 | 0 | 635 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 742 | 1,837 | 0 | 0 | 991 | 1,244 | 0 | 0 | 0 | 598 | 0 | 737 |
| 2033 PI#0001757 Volumes | 843 | 1,598 | 0 | 0 | 810 | 1,210 | 0 | 0 | 0 | 394 | 0 | 361 |
| PI#0001757 Volume Adjustments | -100 | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 742 | 1,737 | 0 | 0 | 991 | 1,244 | 0 | 0 | 0 | 598 | 0 | 737 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | 2 | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 0 | 0 |
| 2033 Buildout Total | 742 | 1,737 | 0 | 0 | 991 | 1,244 | 0 | 0 | 0 | 817 | 0 | 737 |

PM PEAK HOUR

| Description | McFarland Parkway Northbound | | | McFarland Parkway Southbound | | | SR 400 SB Ramps Eastbound | | | SR 400 SB Ramps Westbound | | |
|--|---------------------------------|--------------|----------|---------------------------------|--------------|--------------|------------------------------|----------|----------|------------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 917 | 1,445 | 0 | 0 | 908 | 1,038 | 0 | 0 | 0 | 203 | 2 | 272 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 11 | 70 | 0 | 0 | 32 | 40 | 0 | 0 | 0 | 8 | 0 | 24 |
| Heavy Vehicle % | 2% | 5% | 0% | 0% | 4% | 4% | 0% | 0% | 0% | 4% | 2% | 9% |
| Peak Hour Factor | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 917 | 1445 | 0 | 0 | 908 | 1038 | 0 | 0 | 0 | 203 | 2 | 272 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 1,064 | 1,677 | 0 | 0 | 1,054 | 1,205 | 0 | 0 | 0 | 236 | 2 | 316 |
| 2033 PI#0001757 Volumes | 794 | 1,826 | 0 | 0 | 1,016 | 766 | 0 | 0 | 0 | 150 | 0 | 194 |
| PI#0001757 Volume Adjustments | -100 | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 1,064 | 1,577 | 0 | 0 | 1,054 | 1,005 | 0 | 0 | 0 | 236 | 2 | 316 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | 1 | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 0 | 0 |
| 2033 Buildout Total | 1,064 | 1,577 | 0 | 0 | 1,054 | 1,005 | 0 | 0 | 0 | 502 | 2 | 316 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #13: McFarland Parkway @ SR 400 NB Ramps
AM PEAK HOUR

| Description | McFarland Parkway Northbound | | | McFarland Parkway Southbound | | | SR 400 NB Ramps Eastbound | | | SR 400 NB Ramps Westbound | | |
|--|------------------------------|---------|-------|------------------------------|---------|-------|---------------------------|---------|-------|---------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 1,313 | 210 | 239 | 1,176 | 0 | 0 | 0 | 919 | 0 | 0 | 908 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 62 | 6 | 30 | 74 | 0 | 0 | 0 | 41 | 0 | 0 | 72 |
| Heavy Vehicle % | 0% | 5% | 3% | 13% | 6% | 0% | 0% | 0% | 4% | 0% | 0% | 8% |
| Peak Hour Factor | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 1313 | 210 | 239 | 1176 | 0 | 0 | 0 | 919 | 0 | 0 | 908 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 1,524 | 244 | 277 | 1,365 | 0 | 0 | 0 | 1,067 | 0 | 0 | 1,054 |
| 2033 PI#0001757 Volumes | 0 | 1,543 | 100 | 89 | 1,115 | 0 | 0 | 0 | 1,132 | 0 | 0 | 899 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 1,524 | 244 | 277 | 1,365 | 0 | 0 | 0 | 1,067 | 0 | 0 | 954 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 10% | | | | | | | | |
| Trip Distribution OUT | 10% | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 76 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 10% | | | | | | | | |
| Trip Distribution OUT | 10% | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Office Trips | 0 | 0 | 15 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 21 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Other Non-Residential Trips | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | 2 | | | 2 | | | | | | | | |
| Total Project Trips | 0 | 0 | 121 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 Buildout Total | 0 | 1,524 | 365 | 277 | 1,584 | 0 | 0 | 0 | 1,067 | 0 | 0 | 954 |

PM PEAK HOUR

| Description | McFarland Parkway Northbound | | | McFarland Parkway Southbound | | | SR 400 NB Ramps Eastbound | | | SR 400 NB Ramps Westbound | | |
|--|------------------------------|---------|-------|------------------------------|---------|-------|---------------------------|---------|-------|---------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 1,580 | 702 | 478 | 629 | 0 | 0 | 0 | 424 | 0 | 0 | 752 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 36 | 13 | 13 | 31 | 0 | 0 | 0 | 10 | 0 | 0 | 41 |
| Heavy Vehicle % | 0% | 2% | 2% | 3% | 5% | 0% | 0% | 0% | 2% | 0% | 0% | 5% |
| Peak Hour Factor | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 1580 | 702 | 478 | 629 | 0 | 0 | 0 | 424 | 0 | 0 | 752 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 1,834 | 815 | 555 | 730 | 0 | 0 | 0 | 492 | 0 | 0 | 873 |
| 2033 PI#0001757 Volumes | 0 | 1,937 | 289 | 255 | 910 | 0 | 0 | 0 | 538 | 0 | 0 | 683 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 1,834 | 815 | 555 | 730 | 0 | 0 | 0 | 492 | 0 | 0 | 773 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | 10% | | | | | | | | |
| Trip Distribution OUT | 10% | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 23 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 10% | | | | | | | | |
| Trip Distribution OUT | 10% | | | | | | | | | | | |
| Hotel Trips | 0 | 0 | 11 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Office Trips | 0 | 0 | 119 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Non-Residential Trips | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | 15% | | | | | | | | |
| Trip Distribution OUT | 15% | | | | | | | | | | | |
| Arena Trips | 0 | 0 | 5 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | 1 | | | 1 | | | | | | | | |
| Total Project Trips | 0 | 0 | 178 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 Buildout Total | 0 | 1,834 | 993 | 555 | 996 | 0 | 0 | 0 | 492 | 0 | 0 | 773 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #14: McFarland Parkway @ Ronald Reagan Boulevard **AM PEAK HOUR**

| Description | McFarland Parkway Northbound | | | | McFarland Parkway Southbound | | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|---------------------------------|-------|---------|-------|---------------------------------|-------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 15 | 100 | 1,143 | 57 | 11 | 92 | 1,596 | 361 | 328 | 34 | 129 | 7 | 24 | 30 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | | | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 2 | 65 | 1 | 0 | 3 | 99 | 20 | 6 | 1 | 1 | 0 | 1 | 2 |
| Heavy Vehicle % | 2% | 2% | 6% | 2% | 2% | 3% | 6% | 6% | 2% | 3% | 2% | 2% | 4% | 7% |
| Peak Hour Factor | 0.95 | | | | 0.95 | | | | 0.95 | | | 0.95 | | |
| Adjustment | | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 15 | 100 | 1143 | 57 | 11 | 92 | 1596 | 361 | 328 | 34 | 129 | 7 | 24 | 30 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | |
| 2033 Background Traffic | 17 | 116 | 1,326 | 66 | 13 | 107 | 1,852 | 419 | 381 | 39 | 150 | 8 | 28 | 35 |
| 2033 PH0001757 Volumes | 6 | 189 | 1,387 | 105 | 28 | 211 | 1,631 | 377 | 216 | 44 | 488 | 22 | 17 | 11 |
| PH0001757 Volume Adjustments | | | | 40 | | | 100 | | | 5 | 200 | 15 | | |
| Projected 2023 No-Build Traffic Volumes | 17 | 116 | 1,326 | 106 | 13 | 207 | 1,852 | 419 | 381 | 44 | 350 | 23 | 28 | 35 |
| Project Trips | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 10% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 10% | 5% | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 76 | 38 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | | | | | | | | 10% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 10% | 5% | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 3 | 0 | 0 | 7 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 15% | 5% | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 15 | 5 | 0 | 0 | 48 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 15% | 5% | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 21 | 7 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 15% | 5% | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | | | 15% | 2% | | | | |
| Arena 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 |
| Project Trips Balancing | | | | | | | | 2 | 2 | | | | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 121 | 53 | 0 | 0 | 79 | 0 |
| 2033 Buildout Total | 17 | 116 | 1,326 | 106 | 13 | 207 | 1,852 | 638 | 502 | 97 | 350 | 23 | 107 | 35 |

PM PEAK HOUR

| Description | McFarland Parkway Northbound | | | | McFarland Parkway Southbound | | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|---------------------------------|-------|---------|-------|---------------------------------|-------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 18 | 149 | 1,500 | 16 | 11 | 32 | 763 | 254 | 589 | 88 | 206 | 53 | 22 | 222 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | | | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 2 | 1 | 33 | 2 | 0 | 0 | 28 | 6 | 9 | 0 | 8 | 3 | 1 | 1 |
| Heavy Vehicle % | 11% | 2% | 2% | 13% | 2% | 2% | 4% | 2% | 2% | 2% | 4% | 6% | 5% | 2% |
| Peak Hour Factor | 0.94 | | | | 0.94 | | | | 0.94 | | | 0.94 | | |
| Adjustment | | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 18 | 149 | 1500 | 16 | 11 | 32 | 763 | 254 | 589 | 88 | 206 | 53 | 22 | 222 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | |
| 2033 Background Traffic | 21 | 173 | 1,741 | 19 | 13 | 37 | 885 | 295 | 684 | 102 | 239 | 62 | 26 | 258 |
| 2033 PH0001757 Volumes | 39 | 100 | 1,287 | 33 | 11 | 44 | 1,204 | 189 | 627 | 128 | 755 | 155 | 39 | 300 |
| PH0001757 Volume Adjustments | | | | 15 | | | 10 | | | 20 | 200 | 100 | 15 | 40 |
| Projected 2023 No-Build Traffic Volumes | 21 | 173 | 1,741 | 34 | 13 | 47 | 885 | 295 | 684 | 122 | 439 | 162 | 41 | 298 |
| Project Trips | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 10% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 10% | 5% | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 23 | 11 | 0 | 0 | 14 | 0 |
| Trip Distribution IN | | | | | | | | 10% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 10% | 5% | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 5 | 0 | 0 | 5 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 15% | 5% | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 119 | 40 | 0 | 0 | 7 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 15% | 5% | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 11 | 4 | 0 | 0 | 4 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 5% | |
| Trip Distribution OUT | | | | | | | | | 15% | 5% | | | | |
| Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 3 | 0 | 0 | 3 | 0 |
| Trip Distribution IN | | | | | | | | 15% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | | | 15% | 2% | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 5 | 1 | 0 | 0 | 24 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | 1 | -1 | | | | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 178 | 63 | 0 | 0 | 57 | 0 |
| 2033 Buildout Total | 21 | 173 | 1,741 | 34 | 13 | 47 | 885 | 561 | 863 | 185 | 439 | 162 | 98 | 298 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #15: McGinnis Ferry Road @ McFarland Parkway
AM PEAK HOUR

| Description | Northbound | | | McFarland Parkway Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|------------|---------|-------|------------------------------|---------|-------|-------------------------------|---------|-------|-------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 494 | 0 | 169 | 59 | 408 | 0 | 0 | 522 | 661 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 76 | 0 | 7 | 0 | 11 | 0 | 0 | 10 | 54 |
| Heavy Vehicle % | 0% | 0% | 0% | 15% | 0% | 4% | 2% | 3% | 0% | 0% | 2% | 8% |
| Peak Hour Factor | 0.99 | | | 0.99 | | | 0.99 | | | 0.99 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 494 | 0 | 169 | 59 | 408 | 0 | 0 | 522 | 661 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 573 | 0 | 196 | 68 | 474 | 0 | 0 | 606 | 767 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | 300 | | | 110 | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 573 | 0 | 196 | 68 | 774 | 0 | 0 | 716 | 767 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | 10% | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 23 | 0 |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | 10% | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 13 | 0 |
| Trip Distribution IN | | | | | | | | | | 20% | | |
| Trip Distribution OUT | | | | | | | 20% | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 191 | 0 |
| Trip Distribution IN | | | | | | | | | | 20% | | |
| Trip Distribution OUT | | | | | | | 20% | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 49 | 0 |
| Trip Distribution IN | | | | | | | | | | 20% | | |
| Trip Distribution OUT | | | | | | | 20% | | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | 15% | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | 2 | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 279 | 0 |
| 2033 Buildout Total | 0 | 0 | 0 | 573 | 0 | 196 | 68 | 906 | 0 | 0 | 995 | 767 |

PM PEAK HOUR

| Description | Northbound | | | McFarland Parkway Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|--|------------|---------|-------|------------------------------|---------|-------|-------------------------------|---------|-------|-------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 340 | 0 | 125 | 179 | 367 | 0 | 0 | 371 | 700 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 26 | 0 | 6 | 2 | 10 | 0 | 0 | 12 | 24 |
| Heavy Vehicle % | 0% | 0% | 0% | 8% | 0% | 5% | 2% | 3% | 0% | 0% | 3% | 3% |
| Peak Hour Factor | 0.91 | | | 0.91 | | | 0.91 | | | 0.91 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 340 | 0 | 125 | 179 | 367 | 0 | 0 | 371 | 700 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 395 | 0 | 145 | 208 | 426 | 0 | 0 | 431 | 812 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | 400 | | | 60 | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 395 | 0 | 145 | 208 | 826 | 0 | 0 | 491 | 812 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | 10% | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 27 | 0 |
| Trip Distribution IN | | | | | | | | | | 10% | | |
| Trip Distribution OUT | | | | | | | 10% | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 10 | 0 |
| Trip Distribution IN | | | | | | | | | | 20% | | |
| Trip Distribution OUT | | | | | | | 20% | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 0 | 29 | 0 |
| Trip Distribution IN | | | | | | | | | | 20% | | |
| Trip Distribution OUT | | | | | | | 20% | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 16 | 0 |
| Trip Distribution IN | | | | | | | | | | 20% | | |
| Trip Distribution OUT | | | | | | | 20% | | | | | |
| Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 13 | 0 |
| Trip Distribution IN | | | | | | | | | | 15% | | |
| Trip Distribution OUT | | | | | | | 15% | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 184 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | 1 | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 0 | 0 | 280 | 0 |
| 2033 Buildout Total | 0 | 0 | 0 | 395 | 0 | 145 | 208 | 1,050 | 0 | 0 | 771 | 812 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #16: McGinnis Ferry Road @ Tidewater Crossing / Old Alpharetta Road
AM PEAK HOUR

| Description | Tidewater Crossing | | | Old Alpharetta Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|--|--------------------|----------|----------|---------------------|----------|------------|---------------------|--------------|----------|---------------------|--------------|----------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 5 | 0 | 8 | 65 | 4 | 371 | 91 | 822 | 2 | 3 | 790 | 6 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 2 | 2 | 10 | 7 | 81 | 0 | 1 | 60 | 0 |
| Heavy Vehicle % | 2% | 0% | 13% | 3% | 50% | 3% | 8% | 10% | 2% | 33% | 8% | 2% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 5 | 0 | 8 | 65 | 4 | 371 | 91 | 822 | 2 | 3 | 790 | 6 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 6 | 0 | 9 | 75 | 5 | 431 | 106 | 954 | 2 | 3 | 917 | 7 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | 30 | 50 | 250 | | | |
| Projected 2023 No-Build Traffic Volumes | 6 | 0 | 9 | 75 | 5 | 461 | 156 | 1,204 | 2 | 3 | 997 | 7 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | | | 5% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 5% | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 12 | 38 | 38 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 5% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 5% | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 3 | 0 | 0 | 7 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 15% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 15% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 15 | 0 | 0 | 143 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 15% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 15% | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 21 | 0 | 0 | 37 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 15% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 15% | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | | | | | | | 2% | | | 13% | | |
| Trip Distribution OUT | | | | | | | 2% | | | 13% | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | 1 | | | | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 79 | 54 | 78 | 0 | 0 | 200 | 0 |
| 2033 Buildout Total | 6 | 0 | 9 | 75 | 5 | 540 | 210 | 1,282 | 2 | 3 | 1,197 | 7 |

PM PEAK HOUR

| Description | Tidewater Crossing | | | Old Alpharetta Road | | | McGinnis Ferry Road | | | McGinnis Ferry Road | | |
|--|--------------------|----------|----------|---------------------|----------|------------|---------------------|--------------|-----------|---------------------|--------------|-----------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 6 | 2 | 3 | 60 | 2 | 220 | 283 | 500 | 9 | 9 | 806 | 66 |
| Pedestrians | 0 | | | 2 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Heavy Vehicles | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 25 | 0 | 0 | 14 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 6 | 2 | 3 | 60 | 2 | 220 | 283 | 500 | 9 | 9 | 806 | 66 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 7 | 2 | 3 | 70 | 2 | 255 | 328 | 580 | 10 | 10 | 935 | 77 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | 20 | 100 | 300 | | | |
| Projected 2023 No-Build Traffic Volumes | 7 | 2 | 3 | 70 | 2 | 275 | 428 | 880 | 10 | 10 | 975 | 77 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 5% | | | 5% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 5% | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 14 | 11 | 11 | 0 | 0 | 14 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 5% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 5% | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 0 | 0 | 5 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 15% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 15% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 7 | 40 | 119 | 0 | 0 | 22 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 15% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 15% | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 11 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | | | | | | | 5% | | | 15% | | |
| Trip Distribution OUT | | | | | | | 5% | | | 15% | | |
| Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 9 | 0 | 0 | 10 | 0 |
| Trip Distribution IN | | | | | | | 2% | | | 13% | | |
| Trip Distribution OUT | | | | | | | 2% | | | 13% | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 5 | 0 | 0 | 159 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | 1 | | | | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 58 | 64 | 160 | 0 | 0 | 222 | 0 |
| 2033 Buildout Total | 7 | 2 | 3 | 70 | 2 | 333 | 492 | 1,040 | 10 | 10 | 1,197 | 77 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #17: McGinnis Ferry Road @ Douglas Road
AM PEAK HOUR

| | Douglas Road Northbound | | | Douglas Road Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|---|----------------------------|---------|-------|----------------------------|---------|-------|----------------------------------|---------|-------|----------------------------------|---------|-------|
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 338 | 14 | 93 | 19 | 19 | 18 | 5 | 659 | 241 | 99 | 813 | 57 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Pedestrians | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 68 | 18 | 2 | 61 | 0 |
| Heavy Vehicles % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 10% | 7% | 2% | 8% | 2% |
| Peak Hour Factor | 0.98 | | | 0.98 | | | 0.98 | | | 0.98 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 338 | 14 | 93 | 19 | 19 | 18 | 5 | 659 | 241 | 99 | 813 | 57 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 392 | 16 | 108 | 22 | 22 | 21 | 6 | 765 | 280 | 115 | 944 | 66 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | 30 | | | | | | | 150 | 100 | | 50 | |
| Projected 2023 No-Build Traffic Volumes | 422 | 16 | 108 | 22 | 22 | 21 | 6 | 915 | 380 | 115 | 994 | 66 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 2% | | | | | | | | | | 3% | |
| Trip Distribution OUT | | | | | | | | 3% | 2% | | | |
| Residential Trips | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 15 | 0 | 7 | 0 |
| Trip Distribution IN | 2% | | | | | | | | | | 3% | |
| Trip Distribution OUT | | | | | | | | 3% | 2% | | | |
| Hotel Trips | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | 5% | | | |
| Office Trips | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 96 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | 5% | | | |
| Retail Trips | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 0 | 25 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | 10% | |
| Trip Distribution OUT | | | | | | | | 10% | 5% | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | 4% | | | | | | | | | | 9% | |
| Trip Distribution OUT | | | | | | | | 9% | 4% | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | -1 | | | | | | | | | | | |
| Total Project Trips | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 28 | 0 | 133 | 0 |
| 2033 Buildout Total | 489 | 16 | 108 | 22 | 22 | 21 | 6 | 965 | 408 | 115 | 1,127 | 66 |

PM PEAK HOUR

| Description | Douglas Road Northbound | | | Douglas Road Southbound | | | McGinnis Ferry Road Eastbound | | | McGinnis Ferry Road Westbound | | |
|---|----------------------------|---------|-------|----------------------------|---------|-------|----------------------------------|---------|-------|----------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 286 | 33 | 164 | 91 | 49 | 10 | 5 | 605 | 274 | 150 | 520 | 69 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 32 | 1 | 4 | 11 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 3% | 2% | 2% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 286 | 33 | 164 | 91 | 49 | 10 | 5 | 605 | 274 | 150 | 520 | 69 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 332 | 38 | 190 | 106 | 57 | 12 | 6 | 702 | 318 | 174 | 603 | 80 |
| 2033 PH0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PH0001757 Volume Adjustments | 15 | | | | | | | 200 | 100 | | 25 | |
| Projected 2023 No-Build Traffic Volumes | 347 | 38 | 190 | 106 | 57 | 12 | 6 | 902 | 418 | 174 | 628 | 80 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 2% | | | | | | | | | | | 3% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Residential Trips | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 8 | 0 |
| Trip Distribution IN | 2% | | | | | | | | | | | 3% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Hotel Trips | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | | 10% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Office Trips | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 40 | 0 | 15 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | | 10% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Retail Trips | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 8 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | | 10% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Non-Residential Trips | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 7 | 0 |
| Trip Distribution IN | 4% | | | | | | | | | | | 9% |
| Trip Distribution OUT | | | | | | | | | | | | |
| Arena Trips | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 110 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | |
| Total Project Trips | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 55 | 0 | 152 | 0 |
| 2033 Buildout Total | 417 | 38 | 190 | 106 | 57 | 12 | 6 | 1,007 | 473 | 174 | 780 | 80 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #18: Majors Road @ Ronald Reagan Boulevard
AM PEAK HOUR

| | Majors Road Northbound | | | Majors Road Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|---|---------------------------|---------|-------|---------------------------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| Description | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 102 | 137 | 204 | 268 | 251 | 21 | 65 | 102 | 122 | 62 | 44 | 158 |
| Pedestrians | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| Conflicting Pedestrians | 1 | 5 | 7 | 7 | 10 | 3 | 2 | 6 | 2 | 2 | 10 | 4 |
| Heavy Vehicles | 2% | 4% | 3% | 3% | 4% | 14% | 3% | 6% | 2% | 3% | 23% | 3% |
| Heavy Vehicle % | 0.88 | | | 0.88 | | | 0.88 | | | 0.88 | | |
| Peak Hour Factor | 0.88 | | | 0.88 | | | 0.88 | | | 0.88 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 102 | 137 | 204 | 268 | 251 | 21 | 65 | 102 | 122 | 62 | 44 | 158 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 118 | 159 | 237 | 311 | 291 | 24 | 75 | 118 | 142 | 72 | 51 | 183 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 118 | 159 | 237 | 311 | 291 | 24 | 75 | 118 | 142 | 72 | 51 | 183 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Residential Trips | 2 | 0 | 0 | 0 | 0 | 5 | 15 | 15 | 8 | 0 | 5 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Hotel Trips | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Office Trips | 10 | 0 | 0 | 0 | 0 | 19 | 2 | 2 | 1 | 0 | 19 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Retail Trips | 2 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 1 | 0 | 5 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | 1% | | | | | 1% | |
| Trip Distribution OUT | | | | | | | 1% | 1% | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | | | |
| Total Project Trips | 15 | 0 | 0 | 0 | 0 | 32 | 21 | 21 | 11 | 0 | 32 | 0 |
| 2033 Buildout Total | 133 | 159 | 237 | 311 | 291 | 56 | 96 | 139 | 153 | 72 | 83 | 183 |

PM PEAK HOUR

| Description | Majors Road Northbound | | | Majors Road Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|---|---------------------------|---------|-------|---------------------------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 63 | 274 | 194 | 303 | 242 | 50 | 34 | 88 | 52 | 39 | 131 | 189 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 1 | | |
| Conflicting Pedestrians | 0 | | 9 | | 0 | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 3 | 8 | 8 | 6 | 8 | 1 | 1 | 6 | 3 | 0 | 12 | 1 |
| Heavy Vehicle % | 5% | 3% | 4% | 2% | 3% | 2% | 3% | 7% | 6% | 2% | 9% | 2% |
| Peak Hour Factor | 0.89 | | | 0.89 | | | 0.89 | | | 0.89 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 63 | 274 | 194 | 303 | 242 | 50 | 34 | 88 | 52 | 39 | 131 | 189 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 73 | 318 | 225 | 352 | 281 | 58 | 39 | 102 | 60 | 45 | 152 | 219 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 73 | 318 | 225 | 352 | 281 | 58 | 39 | 102 | 60 | 45 | 152 | 219 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Residential Trips | 3 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 2 | 0 | 5 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Hotel Trips | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 2 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Office Trips | 1 | 0 | 0 | 0 | 0 | 3 | 16 | 16 | 8 | 0 | 3 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Retail Trips | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 2 | 0 |
| Trip Distribution IN | 1% | | | | | 2% | | | | | 2% | |
| Trip Distribution OUT | | | | | | | 2% | 2% | 1% | | | |
| Non-Residential Trips | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 |
| Trip Distribution IN | | | | | | 1% | | | | | 1% | |
| Trip Distribution OUT | | | | | | | 1% | 1% | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | | | |
| Total Project Trips | 7 | 0 | 0 | 0 | 0 | 25 | 25 | 25 | 13 | 0 | 25 | 0 |
| 2033 Buildout Total | 80 | 318 | 225 | 352 | 281 | 83 | 64 | 127 | 73 | 45 | 177 | 219 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #19: Ronald Reagan Boulevard @ Rex Lane / Site Driveway A
AM PEAK HOUR

| Description | Rex Lane Northbound | | | Site Driveway A Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|------------------------|----------|-----------|-------------------------------|----------|------------|--------------------------------------|------------|----------|--------------------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 19 | 0 | 42 | 0 | 0 | 0 | 0 | 233 | 4 | 6 | 443 | 0 |
| Pedestrians | | 9 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 9 | 9 | | 0 |
| Heavy Vehicles | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 16 | 0 |
| Heavy Vehicle % | 2% | 0% | 5% | 0% | 0% | 0% | 0% | 3% | 50% | 2% | 4% | 0% |
| Peak Hour Factor | | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 19 | 0 | 42 | 0 | 0 | 0 | 0 | 233 | 4 | 6 | 443 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 22 | 0 | 49 | 0 | 0 | 0 | 0 | 270 | 5 | 7 | 514 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | 200 | | | | |
| Projected 2023 No-Build Traffic Volumes | 22 | 0 | 49 | 0 | 0 | 0 | 0 | 470 | 5 | 7 | 514 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | | | | 11% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 9% | | | | |
| Residential Trips | 0 | 0 | 0 | 46 | 0 | 115 | 46 | 69 | 0 | 0 | 25 | 9 |
| Trip Distribution IN | | | | | | | 20% | | | | 11% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 9% | | | | |
| Hotel Trips | 0 | 0 | 0 | 4 | 0 | 9 | 27 | 6 | 0 | 0 | 15 | 5 |
| Trip Distribution IN | | | | | | | 19% | | | | 10% | 10% |
| Trip Distribution OUT | | | | 10% | | 15% | | 10% | | | | |
| Office Trips | 0 | 0 | 0 | 10 | 0 | 15 | 182 | 10 | 0 | 0 | 96 | 96 |
| Trip Distribution IN | | | | | | | 7% | | | | 12% | 8% |
| Trip Distribution OUT | | | | 11% | | 5% | | 9% | | | | |
| Retail Trips | 0 | 0 | 0 | 16 | 0 | 7 | 17 | 13 | 0 | 0 | 30 | 20 |
| Trip Distribution IN | | | | | | | 19% | | | | 10% | 10% |
| Trip Distribution OUT | | | | 10% | | 15% | | 10% | | | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| Trip Distribution IN | | | | | | | | | | | 2% | 15% |
| Trip Distribution OUT | | | | 15% | | | | 2% | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | 1 | | 1 | 1 | -3 | | | | |
| Total Project Trips | 0 | 0 | 0 | 78 | 0 | 148 | 274 | 96 | 0 | 0 | 167 | 131 |
| 2033 Buildout Total | 22 | 0 | 49 | 78 | 0 | 148 | 274 | 566 | 5 | 7 | 681 | 131 |

PM PEAK HOUR

| Description | Rex Lane Northbound | | | Site Driveway A Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|------------------------|----------|-----------|-------------------------------|----------|------------|--------------------------------------|--------------|-----------|--------------------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 655 | 27 | 10 | 234 | 1 |
| Pedestrians | | 4 | | | 0 | | | 0 | | | 1 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 9 | 9 | | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 3 | 0 |
| Heavy Vehicle % | 2% | 0% | 5% | 0% | 0% | 0% | 0% | 2% | 4% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.96 | | | 0.96 | | | 0.96 | | | 0.96 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 655 | 27 | 10 | 234 | 1 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 760 | 31 | 12 | 272 | 1 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | 200 | | | | |
| Projected 2023 No-Build Traffic Volumes | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 960 | 31 | 12 | 272 | 1 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | | | | 11% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 9% | | | | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 34 | 55 | 21 | 0 | 0 | 30 | 11 |
| Trip Distribution IN | | | | | | | 20% | | | | 11% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 9% | | | | |
| Hotel Trips | 0 | 0 | 0 | 7 | 0 | 16 | 20 | 10 | 0 | 0 | 11 | 4 |
| Trip Distribution IN | | | | | | | 19% | | | | 10% | 10% |
| Trip Distribution OUT | | | | 10% | | 15% | | 10% | | | | |
| Office Trips | 0 | 0 | 0 | 79 | 0 | 119 | 28 | 79 | 0 | 0 | 15 | 15 |
| Trip Distribution IN | | | | | | | 7% | | | | 12% | 8% |
| Trip Distribution OUT | | | | 11% | | 5% | | 9% | | | | |
| Retail Trips | 0 | 0 | 0 | 8 | 0 | 4 | 6 | 6 | 0 | 0 | 9 | 6 |
| Trip Distribution IN | | | | | | | 19% | | | | 10% | 10% |
| Trip Distribution OUT | | | | 10% | | 15% | | 10% | | | | |
| Non-Residential Trips | 0 | 0 | 0 | 6 | 0 | 9 | 13 | 6 | 0 | 0 | 7 | 7 |
| Trip Distribution IN | | | | | | | | | | | 2% | 15% |
| Trip Distribution OUT | | | | 15% | | | | 2% | | | | |
| Arena Trips | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 24 | 184 |
| Pass-By Trips | 0 | 0 | 0 | 6 | 0 | 6 | 6 | -6 | 0 | 0 | -6 | 6 |
| Project Trips Balancing | | | | -1 | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 124 | 0 | 188 | 128 | 117 | 0 | 0 | 90 | 233 |
| 2033 Buildout Total | 7 | 0 | 22 | 124 | 0 | 188 | 128 | 1,077 | 31 | 12 | 362 | 234 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #20: Ronald Reagan Boulevard @ Site Driveway B
AM PEAK HOUR

| Description | Northbound | | | Site Driveway B Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|------------|---------|-------|----------------------------|---------|-------|-----------------------------------|---------|-------|-----------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 0 | 0 | 449 | 0 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 16 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 4% | 0% |
| Peak Hour Factor | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 0 | 0 | 449 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 | 0 | 0 | 521 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | 200 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 492 | 0 | 0 | 521 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | | | 7% | | 4% |
| Trip Distribution OUT | | | | 10% | | | 9% | | | 15% | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 115 | 0 | 0 | 131 | 9 |
| Trip Distribution IN | | | | | | | 20% | | | 7% | | 4% |
| Trip Distribution OUT | | | | 10% | | | 9% | | | 15% | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 33 | 0 | 0 | 18 | 5 |
| Trip Distribution IN | | | | | | | 19% | | | 6% | | 4% |
| Trip Distribution OUT | | | | 5% | | | 10% | | | 15% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 192 | 0 | 0 | 72 | 38 |
| Trip Distribution IN | | | | | | | 7% | | | 7% | | 5% |
| Trip Distribution OUT | | | | 5% | | | 9% | | | 5% | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 30 | 0 | 0 | 24 | 12 |
| Trip Distribution IN | | | | | | | 19% | | | 6% | | 4% |
| Trip Distribution OUT | | | | 5% | | | 10% | | | 15% | | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| Trip Distribution IN | | | | | | | | | | 2% | | |
| Trip Distribution OUT | | | | | | | 2% | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | -2 | | | 5 | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 370 | 0 | 0 | 251 | 64 |
| 2033 Buildout Total | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 862 | 0 | 0 | 772 | 64 |

PM PEAK HOUR

| Description | Northbound | | | Site Driveway B Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|------------|---------|-------|----------------------------|---------|-------|-----------------------------------|---------|-------|-----------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 683 | 0 | 0 | 244 | 0 |
| Pedestrians | 0 | | | 0 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 3 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Peak Hour Factor | 0.94 | | | 0.94 | | | 0.94 | | | 0.94 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 683 | 0 | 0 | 244 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 793 | 0 | 0 | 283 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | 200 | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 993 | 0 | 0 | 283 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | | | 7% | | 4% |
| Trip Distribution OUT | | | | 10% | | | 9% | | | 15% | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 76 | 0 | 0 | 53 | 11 |
| Trip Distribution IN | | | | | | | 20% | | | 7% | | 4% |
| Trip Distribution OUT | | | | 10% | | | 9% | | | 15% | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 30 | 0 | 0 | 23 | 4 |
| Trip Distribution IN | | | | | | | 19% | | | 6% | | 4% |
| Trip Distribution OUT | | | | 5% | | | 10% | | | 15% | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 107 | 0 | 0 | 128 | 6 |
| Trip Distribution IN | | | | | | | 7% | | | 7% | | 5% |
| Trip Distribution OUT | | | | 5% | | | 9% | | | 5% | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 0 | 10 | 4 |
| Trip Distribution IN | | | | | | | 19% | | | 6% | | 4% |
| Trip Distribution OUT | | | | 5% | | | 10% | | | 15% | | |
| Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 13 | 3 |
| Trip Distribution IN | | | | | | | | | | 2% | | |
| Trip Distribution OUT | | | | | | | 2% | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 24 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | -4 | 4 |
| Project Trips Balancing | | | | | | | | | | -1 | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 245 | 0 | 0 | 246 | 32 |
| 2033 Buildout Total | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 1,238 | 0 | 0 | 529 | 32 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #21: Ronald Reagan Boulevard @ Counselors Way / Site Driveway C
AM PEAK HOUR

| Description | Counselors Way Northbound | | | Site Driveway C Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|------------------------------|---------|-------|-------------------------------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 14 | 0 | 19 | 0 | 0 | 0 | 0 | 233 | 6 | 6 | 478 | 0 |
| Pedestrians | | 7 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 15 | 0 |
| Heavy Vehicle % | 2% | 0% | 5% | 0% | 0% | 0% | 0% | 3% | 2% | 17% | 3% | 0% |
| Peak Hour Factor | | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 14 | 0 | 19 | 0 | 0 | 0 | 0 | 233 | 6 | 6 | 478 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 16 | 0 | 22 | 0 | 0 | 0 | 0 | 270 | 7 | 7 | 555 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | 200 | | | | |
| Projected 2023 No-Build Traffic Volumes | 16 | 0 | 22 | 0 | 0 | 0 | 0 | 470 | 7 | 7 | 555 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | 20% | | | 3% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 3% | | | 25% | |
| Residential Trips | 0 | 0 | 0 | 46 | 0 | 115 | 46 | 69 | 0 | 0 | 198 | 9 |
| Trip Distribution IN | | | | | | | 20% | 20% | | | 3% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 3% | | | 25% | |
| Hotel Trips | 0 | 0 | 0 | 4 | 0 | 9 | 27 | 29 | 0 | 0 | 20 | 5 |
| Trip Distribution IN | | | | | | | 14% | 19% | | | 2% | 4% |
| Trip Distribution OUT | | | | 8% | | 13% | | 2% | | | 20% | |
| Office Trips | 0 | 0 | 0 | 8 | 0 | 13 | 134 | 184 | 0 | 0 | 39 | 38 |
| Trip Distribution IN | | | | | | | 16% | 7% | | | 1% | 6% |
| Trip Distribution OUT | | | | 8% | | 13% | | 1% | | | 10% | |
| Retail Trips | 0 | 0 | 0 | 11 | 0 | 18 | 39 | 18 | 0 | 0 | 16 | 15 |
| Trip Distribution IN | | | | | | | 14% | 19% | | | 2% | 4% |
| Trip Distribution OUT | | | | 8% | | 13% | | 2% | | | 20% | |
| Other Non-Residential Trips | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 |
| Trip Distribution IN | | | | | | | 26% | | | | 2% | |
| Trip Distribution OUT | | | | 2% | | 26% | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | -1 | | | 3 | |
| Total Project Trips | 0 | 0 | 0 | 70 | 0 | 156 | 247 | 300 | 0 | 0 | 278 | 67 |
| 2033 Buildout Total | 16 | 0 | 22 | 70 | 0 | 156 | 247 | 770 | 7 | 7 | 833 | 67 |

PM PEAK HOUR

| Description | Counselors Way Northbound | | | Site Driveway C Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|------------------------------|---------|-------|-------------------------------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 667 | 17 | 4 | 234 | 0 |
| Pedestrians | | 4 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 0 | 0 |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 2 | 0 |
| Heavy Vehicle % | 2% | 0% | 6% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| Peak Hour Factor | | 0.94 | | | 0.94 | | | 0.94 | | | 0.94 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 667 | 17 | 4 | 234 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 774 | 20 | 5 | 272 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | 200 | | | | |
| Projected 2023 No-Build Traffic Volumes | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 974 | 20 | 5 | 272 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | 20% | | | 3% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 3% | | | 25% | |
| Residential Trips | 0 | 0 | 0 | 14 | 0 | 34 | 55 | 62 | 0 | 0 | 65 | 11 |
| Trip Distribution IN | | | | | | | 20% | 20% | | | 3% | 4% |
| Trip Distribution OUT | | | | 6% | | 15% | | 3% | | | 25% | |
| Hotel Trips | 0 | 0 | 0 | 7 | 0 | 16 | 20 | 23 | 0 | 0 | 30 | 4 |
| Trip Distribution IN | | | | | | | 14% | 19% | | | 2% | 4% |
| Trip Distribution OUT | | | | 8% | | 13% | | 2% | | | 20% | |
| Office Trips | 0 | 0 | 0 | 63 | 0 | 103 | 21 | 44 | 0 | 0 | 162 | 6 |
| Trip Distribution IN | | | | | | | 16% | 7% | | | 1% | 6% |
| Trip Distribution OUT | | | | 8% | | 13% | | 1% | | | 10% | |
| Retail Trips | 0 | 0 | 0 | 6 | 0 | 9 | 13 | 7 | 0 | 0 | 8 | 5 |
| Trip Distribution IN | | | | | | | 14% | 19% | | | 2% | 4% |
| Trip Distribution OUT | | | | 8% | | 13% | | 2% | | | 20% | |
| Non-Residential Trips | 0 | 0 | 0 | 5 | 0 | 8 | 9 | 14 | 0 | 0 | 13 | 3 |
| Trip Distribution IN | | | | | | | 26% | | | | 2% | |
| Trip Distribution OUT | | | | 2% | | 26% | | | | | | |
| Arena Trips | 0 | 0 | 0 | 1 | 0 | 9 | 318 | 0 | 0 | 0 | 0 | 24 |
| Pass-By Trips | 0 | 0 | 0 | 8 | 0 | 8 | 8 | -8 | 0 | 0 | -8 | 8 |
| Project Trips Balancing | | | | | -1 | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 103 | 0 | 187 | 444 | 142 | 0 | 0 | 270 | 61 |
| 2033 Buildout Total | 7 | 0 | 19 | 103 | 0 | 187 | 444 | 1,116 | 20 | 5 | 542 | 61 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #22: Ronald Reagan Boulevard @ Jamestown Drive / Site Driveway D
AM PEAK HOUR

| Description | Jamestown Drive Northbound | | | Site Driveway D Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|-------------------------------|---------|-------|-------------------------------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 231 | 13 | 13 | 481 | 0 |
| Pedestrians | | 1 | | | 0 | | | 0 | | | 1 | |
| Conflicting Pedestrians | 0 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 14 | 0 |
| Heavy Vehicle % | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 3% | 2% | 8% | 3% | 0% |
| Peak Hour Factor | | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 231 | 13 | 13 | 481 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 268 | 15 | 15 | 558 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | 200 | | | | |
| Projected 2023 No-Build Traffic Volumes | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 468 | 15 | 15 | 558 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 40% | | | | 3% |
| Trip Distribution OUT | | | | 3% | | 10% | | | | | 40% | |
| Residential Trips | 0 | 0 | 0 | 23 | 0 | 76 | 23 | 92 | 0 | 0 | 306 | 7 |
| Trip Distribution IN | | | | | | | 10% | 40% | | | | 3% |
| Trip Distribution OUT | | | | 3% | | 10% | | | | | 40% | |
| Hotel Trips | 0 | 0 | 0 | 2 | 0 | 6 | 13 | 53 | 0 | 0 | 25 | 4 |
| Trip Distribution IN | | | | | | | 2% | 33% | | | | 2% |
| Trip Distribution OUT | | | | 2% | | 2% | | | | | 33% | |
| Office Trips | 0 | 0 | 0 | 2 | 0 | 2 | 19 | 315 | 0 | 0 | 34 | 19 |
| Trip Distribution IN | | | | | | | 9% | 23% | | | | 1% |
| Trip Distribution OUT | | | | 1% | | 9% | | | | | 23% | |
| Retail Trips | 0 | 0 | 0 | 1 | 0 | 13 | 22 | 57 | 0 | 0 | 32 | 2 |
| Trip Distribution IN | | | | | | | 2% | 33% | | | | 2% |
| Trip Distribution OUT | | | | 2% | | 2% | | | | | 33% | |
| Other Non-Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Trip Distribution IN | | | | | | | 5% | 26% | | | | |
| Trip Distribution OUT | | | | | | 5% | | | | | 26% | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | 2 | | | | -2 | | | 2 | |
| Total Project Trips | 0 | 0 | 0 | 30 | 0 | 97 | 77 | 517 | 0 | 0 | 402 | 32 |
| 2033 Buildout Total | 14 | 0 | 8 | 30 | 0 | 97 | 77 | 985 | 15 | 15 | 960 | 32 |

PM PEAK HOUR

| Description | Jamestown Drive Northbound | | | Site Driveway D Southbound | | | Ronald Reagan Boulevard Eastbound | | | Ronald Reagan Boulevard Westbound | | |
|--|-------------------------------|---------|-------|-------------------------------|---------|-------|--------------------------------------|---------|-------|--------------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 22 | 0 | 27 | 0 | 0 | 0 | 0 | 635 | 28 | 3 | 241 | 0 |
| Pedestrians | | 1 | | | 0 | | | 0 | | | 1 | |
| Conflicting Pedestrians | 0 | | 1 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 |
| Heavy Vehicle % | 2% | 0% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| Peak Hour Factor | | 0.94 | | | 0.94 | | | 0.94 | | | 0.94 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 22 | 0 | 27 | 0 | 0 | 0 | 0 | 635 | 28 | 3 | 241 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 26 | 0 | 31 | 0 | 0 | 0 | 0 | 737 | 32 | 3 | 280 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | | | | 200 | | | | |
| Projected 2023 No-Build Traffic Volumes | 26 | 0 | 31 | 0 | 0 | 0 | 0 | 937 | 32 | 3 | 280 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 40% | | | | 3% |
| Trip Distribution OUT | | | | 3% | | 10% | | | | | 40% | |
| Residential Trips | 0 | 0 | 0 | 7 | 0 | 23 | 27 | 110 | 0 | 0 | 92 | 8 |
| Trip Distribution IN | | | | | | | 10% | 40% | | | | 3% |
| Trip Distribution OUT | | | | 3% | | 10% | | | | | 40% | |
| Hotel Trips | 0 | 0 | 0 | 3 | 0 | 11 | 10 | 39 | 0 | 0 | 44 | 3 |
| Trip Distribution IN | | | | | | | 2% | 33% | | | | 2% |
| Trip Distribution OUT | | | | 2% | | 2% | | | | | 33% | |
| Office Trips | 0 | 0 | 0 | 16 | 0 | 16 | 3 | 49 | 0 | 0 | 262 | 3 |
| Trip Distribution IN | | | | | | | 9% | 23% | | | | 1% |
| Trip Distribution OUT | | | | 1% | | 9% | | | | | 23% | |
| Retail Trips | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 18 | 0 | 0 | 16 | 1 |
| Trip Distribution IN | | | | | | | 2% | 33% | | | | 2% |
| Trip Distribution OUT | | | | 2% | | 2% | | | | | 33% | |
| Non-Residential Trips | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 22 | 0 | 0 | 19 | 1 |
| Trip Distribution IN | | | | | | | 5% | 26% | | | | |
| Trip Distribution OUT | | | | | | 5% | | | | | 26% | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 2 | 61 | 318 | 0 | 0 | 9 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 4 | 0 | 4 | 4 | -4 | 0 | 0 | -4 | 4 |
| Project Trips Balancing | | | | -1 | | | | 3 | | | -1 | |
| Total Project Trips | 0 | 0 | 0 | 31 | 0 | 63 | 113 | 555 | 0 | 0 | 437 | 20 |
| 2033 Buildout Total | 26 | 0 | 31 | 31 | 0 | 63 | 113 | 1,492 | 32 | 3 | 717 | 20 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #23: Union Hill Road @ Windward Concourse / Site Driveway E
AM PEAK HOUR

| Description | Union Hill Road Northbound | | | | Union Hill Road Southbound | | | | Windward Concourse Eastbound | | | | Site Driveway E Westbound | | | |
|--|----------------------------|-------|---------|-------|----------------------------|---------|-------|--|------------------------------|---------|-------|--|---------------------------|---------|-------|--|
| | U-Turn | Left | Through | Right | Left | Through | Right | | Left | Through | Right | | Left | Through | Right | |
| Observed 2023 Traffic Volumes | 14 | 26 | 180 | 0 | 0 | 416 | 19 | | 1 | 0 | 5 | | 0 | 0 | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| Conflicting Pedestrians | 0 | | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Heavy Vehicles | 0 | 0 | 5 | 0 | 0 | 20 | 0 | | 0 | 0 | 1 | | 0 | 0 | 0 | |
| Heavy Vehicle % | 2% | 2% | 3% | 0% | 0% | 5% | 2% | | 2% | 0% | 20% | | 0% | 0% | 0% | |
| Peak Hour Factor | | 0.86 | | | | 0.86 | | | | 0.86 | | | | 0.86 | | |
| Adjustment | | | | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 14 | 26 | 180 | 0 | 0 | 416 | 19 | | 1 | 0 | 5 | | 0 | 0 | 0 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | | 1.5% | 1.5% | 1.5% | | 1.5% | 1.5% | 1.5% | |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | | 1.161 | 1.161 | 1.161 | | 1.161 | 1.161 | 1.161 | |
| New Road Adjustment | | | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | | | |
| 2033 Background Traffic | 16 | 30 | 209 | 0 | 0 | 483 | 22 | | 1 | 0 | 6 | | 0 | 0 | 0 | |
| 2033 P#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| P#0001757 Volume Adjustments | | | 30 | | | 100 | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 16 | 30 | 239 | 0 | 0 | 583 | 22 | | 1 | 0 | 6 | | 0 | 0 | 0 | |
| Project Trips | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | 20% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | 10% | 5% | 10% | |
| Residential Trips | 0 | 0 | 76 | 12 | 46 | 0 | 0 | | 0 | 12 | 0 | | 76 | 38 | 76 | |
| Trip Distribution IN | | | | 5% | 20% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | 10% | 5% | 10% | |
| Hotel Trips | 0 | 0 | 6 | 7 | 27 | 0 | 0 | | 0 | 7 | 0 | | 6 | 3 | 6 | |
| Trip Distribution IN | | | 5% | 10% | 10% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 2% | | 5% | | | | | | | | 15% | 5% | 8% | |
| Office Trips | 0 | 0 | 50 | 96 | 96 | 5 | 0 | | 0 | 48 | 0 | | 15 | 5 | 8 | |
| Trip Distribution IN | | | 5% | 18% | 12% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | | | 5% | | | | | | | | 18% | 5% | 12% | |
| Retail Trips | 0 | 0 | 12 | 44 | 30 | 7 | 0 | | 0 | 12 | 0 | | 25 | 7 | 17 | |
| Trip Distribution IN | | | 5% | 10% | 10% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 2% | | 5% | | | | | | | | 15% | 5% | 8% | |
| Other Non-Residential Trips | 0 | 0 | 0 | 1 | 1 | 0 | 0 | | 0 | 0 | 0 | | 1 | 0 | 1 | |
| Trip Distribution IN | | | 5% | 24% | 2% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | | | 5% | | | | | | | | 24% | 5% | 2% | |
| Arena Trips | 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 | |
| Project Trips Balancing | | | | | -1 | 1 | | | | | | | 1 | | | |
| Total Project Trips | 0 | 0 | 144 | 160 | 199 | 13 | 0 | | 0 | 79 | 0 | | 123 | 54 | 108 | |
| 2033 Buildout Total | 16 | 30 | 383 | 160 | 199 | 596 | 22 | | 1 | 79 | 6 | | 123 | 54 | 108 | |

PM PEAK HOUR

| Description | Union Hill Road Northbound | | | | Union Hill Road Southbound | | | | Windward Concourse Eastbound | | | | Site Driveway E Westbound | | | |
|--|----------------------------|-------|---------|-------|----------------------------|---------|-------|--|------------------------------|---------|-------|--|---------------------------|---------|-------|--|
| | U-Turn | Left | Through | Right | Left | Through | Right | | Left | Through | Right | | Left | Through | Right | |
| Observed 2023 Traffic Volumes | 4 | 5 | 392 | 0 | 0 | 326 | 2 | | 23 | 0 | 17 | | 0 | 0 | 0 | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| Conflicting Pedestrians | 0 | | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Heavy Vehicles | 0 | 0 | 21 | 0 | 0 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Heavy Vehicle % | 2% | 2% | 5% | 0% | 0% | 2% | 2% | | 2% | 0% | 2% | | 0% | 0% | 0% | |
| Peak Hour Factor | | 0.93 | | | | 0.86 | | | | 0.86 | | | | 0.86 | | |
| Adjustment | | | | | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 4 | 5 | 392 | 0 | 0 | 326 | 2 | | 23 | 0 | 17 | | 0 | 0 | 0 | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | | 1.5% | 1.5% | 1.5% | | 1.5% | 1.5% | 1.5% | |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | | 1.161 | 1.161 | 1.161 | | 1.161 | 1.161 | 1.161 | |
| New Road Adjustment | | | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | | | |
| 2033 Background Traffic | 5 | 6 | 455 | 0 | 0 | 378 | 2 | | 27 | 0 | 20 | | 0 | 0 | 0 | |
| 2033 P#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| P#0001757 Volume Adjustments | | | | | | 160 | | | | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 5 | 6 | 455 | 0 | 0 | 538 | 2 | | 27 | 0 | 20 | | 0 | 0 | 0 | |
| Project Trips | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | 20% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | 10% | 5% | 10% | |
| Residential Trips | 0 | 0 | 23 | 14 | 55 | 0 | 0 | | 0 | 14 | 0 | | 23 | 11 | 23 | |
| Trip Distribution IN | | | | 5% | 20% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | 10% | 5% | 10% | |
| Hotel Trips | 0 | 0 | 11 | 5 | 20 | 0 | 0 | | 0 | 5 | 0 | | 11 | 5 | 11 | |
| Trip Distribution IN | | | 5% | 10% | 10% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 2% | | 5% | | | | | | | | 15% | 5% | 8% | |
| Office Trips | 0 | 0 | 23 | 15 | 15 | 40 | 0 | | 0 | 7 | 0 | | 119 | 40 | 63 | |
| Trip Distribution IN | | | 5% | 18% | 12% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | | | 5% | | | | | | | | 18% | 5% | 12% | |
| Retail Trips | 0 | 0 | 4 | 14 | 9 | 4 | 0 | | 0 | 4 | 0 | | 13 | 4 | 9 | |
| Trip Distribution IN | | | 5% | 10% | 10% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | 2% | | 5% | | | | | | | | 15% | 5% | 8% | |
| Non-Residential Trips | 0 | 0 | 4 | 7 | 7 | 3 | 0 | | 0 | 3 | 0 | | 9 | 3 | 5 | |
| Trip Distribution IN | | | 5% | 24% | 2% | | | | 5% | | | | | | | |
| Trip Distribution OUT | | | | | 5% | | | | | | | | 24% | 5% | | |
| Arena Trips | 0 | 0 | 61 | 294 | 24 | 2 | 0 | | 0 | 61 | 0 | | 8 | 2 | 0 | |
| Pass-By Trips | 0 | 0 | -13 | 13 | 13 | -13 | 0 | | 0 | 0 | 0 | | 13 | 0 | 13 | |
| Project Trips Balancing | | | | | -1 | | | | | | | | -1 | | | |
| Total Project Trips | 0 | 0 | 113 | 362 | 143 | 35 | 0 | | 0 | 94 | 0 | | 196 | 64 | 124 | |
| 2033 Buildout Total | 5 | 6 | 568 | 362 | 143 | 573 | 2 | | 27 | 94 | 20 | | 196 | 64 | 124 | |

\\cpl-2023-09-01\01-the gathering mind-aw det - jerry county - april 2023_det phase 2\m01\the gathering_m01\det #23

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Intersection #24: Union Hill Road @ SR 400 Express Lanes / Site Driveway F
AM PEAK HOUR

PM PEAK HOUR

k:\alp_gso\014991001_the_gathering_mixed-use_dri - forryth county - april 2023_dri phase 2\analysis\the_gathering.xls\list #24

INTERSECTION VOLUME DEVELOPMENT

Intersection #25: Union Hill Road @ Site Driveway G
AM PEAK HOUR

| Description | Union Hill Road Northbound | | | Union Hill Road Southbound | | | Eastbound | | | Site Driveway G Westbound | | |
|--|-------------------------------|---------|-------|-------------------------------|---------|-------|-----------|---------|-------|------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 220 | 0 | 0 | 435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 5 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 220 | 0 | 0 | 435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 255 | 0 | 0 | 505 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | 30 | | | 100 | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 285 | 0 | 0 | 605 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 10% | | | | | | | 10% |
| Residential Trips | 0 | 12 | 12 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 10% | | | | | | | 10% |
| Hotel Trips | 0 | 7 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Trip Distribution IN | | 15% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | 2% |
| Office Trips | 0 | 143 | 48 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Trip Distribution IN | | 23% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 23% | | | | | | | |
| Retail Trips | 0 | 57 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 15% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | 2% |
| Other Non-Residential Trips | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 29% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 29% | | | | | | | |
| Arena Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | 0 | -1 | | | | | | | | | |
| Total Project Trips | 0 | 220 | 66 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 2033 Buildout Total | 0 | 505 | 66 | 0 | 741 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |

PM PEAK HOUR

| Description | Union Hill Road Northbound | | | Union Hill Road Southbound | | | Eastbound | | | Site Driveway G Westbound | | |
|--|-------------------------------|---------|-------|-------------------------------|---------|-------|-----------|---------|-------|------------------------------|---------|-------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2023 Traffic Volumes | 0 | 401 | 0 | 0 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 21 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 5% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2023 Volumes | 0 | 401 | 0 | 0 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 | 1.161 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2033 Background Traffic | 0 | 465 | 0 | 0 | 403 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2033 PI#0001757 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PI#0001757 Volume Adjustments | | | | | 160 | | | | | | | |
| Projected 2023 No-Build Traffic Volumes | 0 | 465 | 0 | 0 | 563 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 10% | | | | | | | 10% |
| Residential Trips | 0 | 14 | 14 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Trip Distribution IN | | 5% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 10% | | | | | | | 10% |
| Hotel Trips | 0 | 5 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Trip Distribution IN | | 15% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | 2% |
| Office Trips | 0 | 22 | 7 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Trip Distribution IN | | 23% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 23% | | | | | | | |
| Retail Trips | 0 | 18 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | 15% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | 2% |
| Non-Residential Trips | 0 | 10 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Trip Distribution IN | | 29% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 29% | | | | | | | |
| Arena Trips | 0 | 355 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips Balancing | | | | | | | | | | | | |
| Total Project Trips | 0 | 424 | 29 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 2033 Buildout Total | 0 | 889 | 29 | 0 | 794 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |

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Programmed Project Fact Sheets



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MCGINNIS FERRY ROAD FROM SARGENT ROAD TO UNION HILL ROAD

Project ID: **0004634**

Notice to Proceed Date:

Project Manager: Kesha Wynn

Construction Percent Complete: %

Office: Program Delivery

Current Completion Date:

County: Forsyth, Fulton

Work Completion Date:

Congressional District: 006, 007

Construction Contract Amount:

State Senate District.: 021, 027, 048

Construction Contractor:

State House District: 024, 025, 047, 050

[Preconstruction Status Report](#)

Project Type: Reconstruction/Rehabilitation

[Construction Status Report](#)

Project Status: Construction Work Program

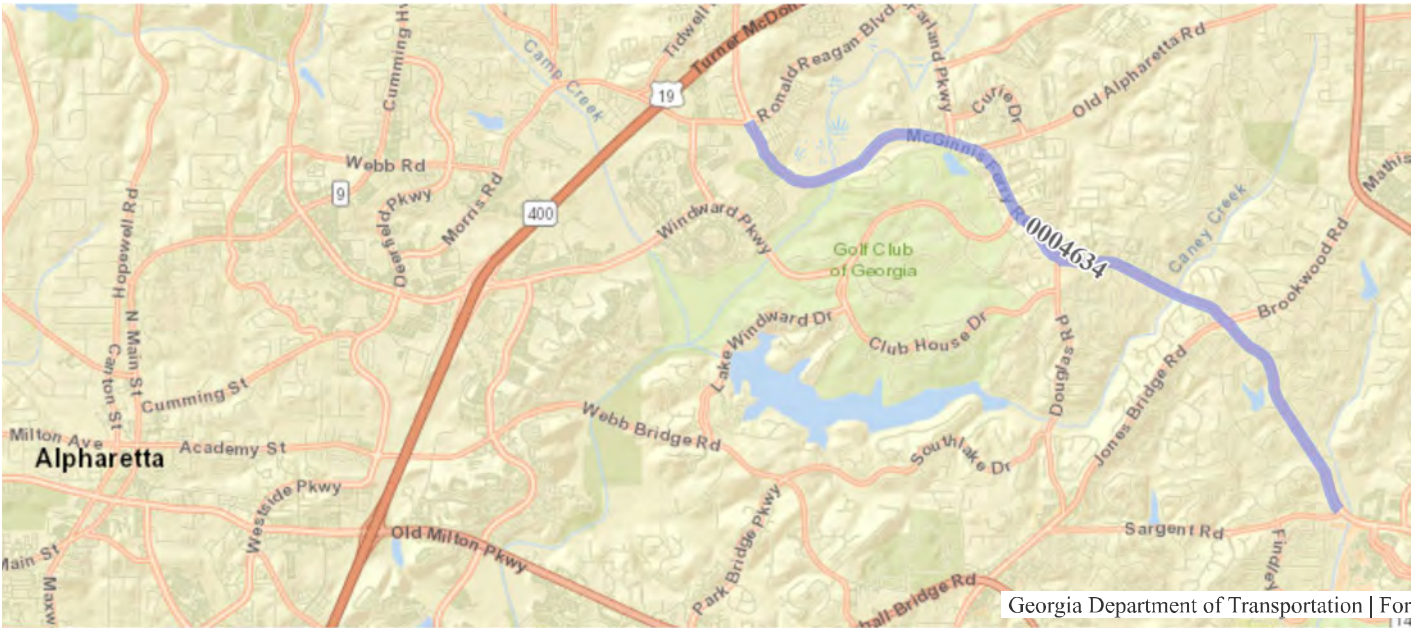
Right of Way Authorization: 5/13/2019

[Contact Us](#)

Project Description:

The proposed project would consist of the widening of McGinnis Ferry Road from Seven Oaks Parkway terminating approximately 1000 feet east of the Big Creek Bridge. The length of the proposed project is approximately 2.86 miles. The proposed design includes two lanes in each direction with a 20-foot raised median. The design speed is 45 mph. The proposed outside shoulder would be a 16-foot urban shoulder on the north side containing curb and gutter with a 10-foot multi-used path and on the south side would be a 12 foot-urban shoulder containing curb and gutter with 5-foot sidewalks.

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|-----------------|-----------------------|
| PE (Preliminary Engineering) | 2018 | \$1,981,261.12 | 8/7/2020 |
| ROW (Right of Way) | 2019 | \$22,351,000.00 | 2/28/2020 |
| PE (Preliminary Engineering) | 2021 | \$50,000.00 | 8/7/2020 |
| CST (Construction) | 2022 | \$47,832,445.28 | 5/12/2021 |



Georgia Department of Transportation | For

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



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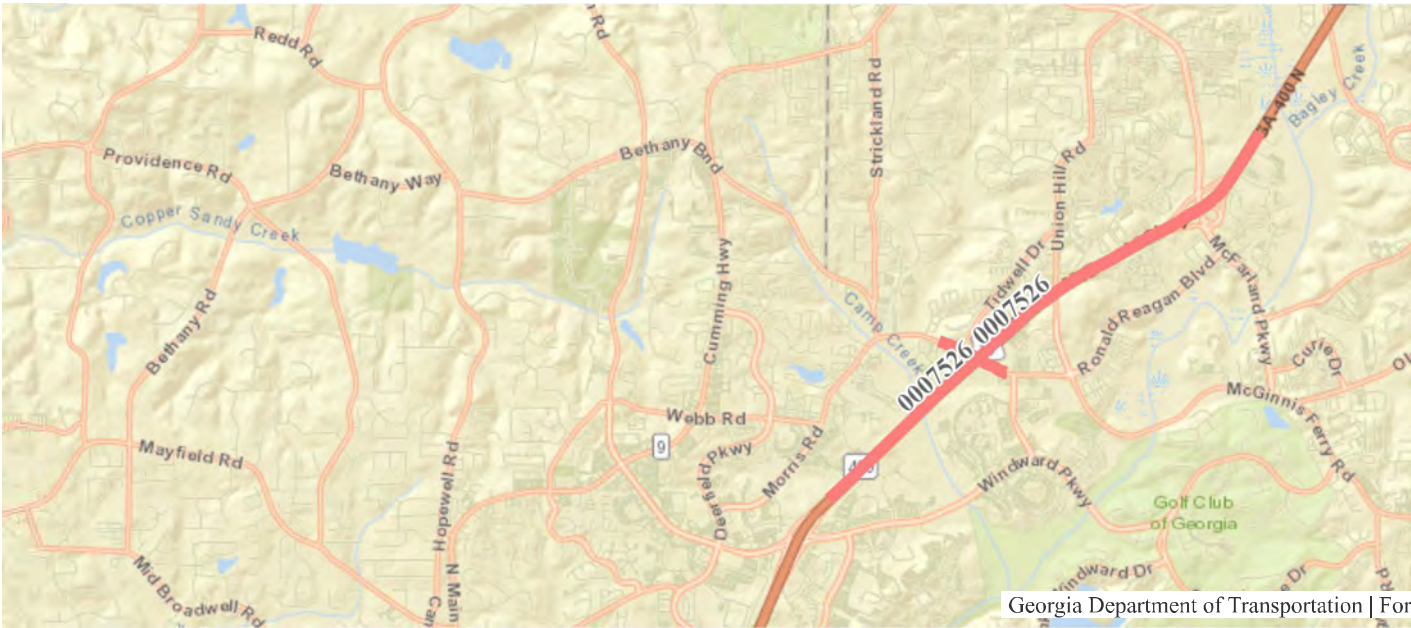
SR 400 @ MCGINNIS FERRY RD; INC WIDENING & AUXILIARY LANES

| | | | |
|-----------------------------|---------------------------------|---|--------------------------------------|
| Project ID: | 0007526 | Notice to Proceed Date: | 9/7/2021 |
| Project Manager: | Oluchukwu Eziogonnaya Anyaebosi | Construction Percent Complete: | 37.51% |
| Office: | Program Delivery | Current Completion Date: | 3/9/2024 |
| County: | Forsyth, Fulton | Work Completion Date: | |
| Congressional District: | 006, 007 | Construction Contract Amount: | |
| State Senate District.: | 021, 027 | Construction Contractor: | C. W. MATTHEWS CONTRACTING CO., INC. |
| State House District: | 024, 047 | Preconstruction Status Report | |
| Project Type: | New Construction | Construction Status Report | |
| Project Status: | Under Construction | | |
| Right of Way Authorization: | | Contact Us | |

Project Description:

This project will consist of construction a full diamond interchange on SR 400 at McGinnis Ferry Road. The project would add northbound and southbound auxiliary lanes on SR 400 south to Windward Parkway ramps and north to McFarland Parkway ramps of the existing McGinnis Ferry Road bridge, which would be replaced. McGinnis Ferry Road would be widened to 4 lanes on the Fulton County side of SR 400 and to six lanes on the Forsyth side of 400 with a typical that would include curb and gutter with 5 foot sidewalks and/or a multi-use path. Right and Left turn lanes would be added and proposed bridge would be designed to span the future managed lanes on SR 400.

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|-----------------|-----------------------|
| PE (Preliminary Engineering) | 2012 | \$51,328.00 | 7/13/2009 |
| SCP (Scoping) | 2013 | \$2,612,422.00 | |
| ROW (Right of Way) | 2017 | \$15,046,500.00 | |
| ROW (Right of Way) | 2018 | \$4,330,000.00 | |
| CST (Construction) | 2021 | \$60,111,792.39 | 6/12/2019 |



| |
|--|
| Project Documents |
| Approved Concept Reports |
| 0007526_CR_NOV2014.pdf |
| 0007526_L&D_MAY2017.pdf |
| 0007526_L&D_Ad_JUN2017.pdf |
| Project Outreach Archive |
| SR400 @McGinnis Ferry_Public Involvement Letter and Handout for PHOH.pdf |
| SR400 @McGinnis Ferry_Public Involvement Letter and Handout for PHOH (Spanish).pdf |
| 0007526_NEPA_PIOHHandoutMcGinnisFerryRoadGA400_2015.09.09.pdf |
| SR400 @McGinnis Ferry Interchange Display.pdf |
| 0007526_NEPA_PIOHDisplayMcGinnisFerryRoadGA400_2015.09.09.pdf |



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SR 400 Express Lanes

A Major Mobility Project — P.I. Number: 0001757

Fact Sheet

What is the Project?

State Route 400 (SR 400) is a vital north-south transportation corridor in metro Atlanta that connects people, jobs, and freight. To improve mobility, Georgia Department of Transportation (DOT) plans to add new, optional express lanes from the North Springs MARTA Station to McFarland Parkway. The project will add:

- Two buffer-separated express lanes in each direction between the North Springs MARTA Station and McGinnis Ferry Road
- One buffer-separated express lane in each direction from McGinnis Ferry Road to McFarland Parkway

5 Things You Need to Know

1. The express lanes will be managed by market-based pricing, meaning variable toll rates will be adjusted for more reliable trips times for vehicles including transit.
2. The SR 400 Express Lanes will be delivered through the P3 private revenue model, where a private sector partner will design, construct, finance, operate, and maintain the express lanes in exchange for future toll revenue.
3. A bus rapid transit (BRT) system is planned to run along this project corridor. Once completed by MARTA, transit providers will have access to the express lanes at multiple access points along the corridor.
4. Transit riders and registered vanpools can use the express lanes without paying any additional fees.
5. One of the large-scale Major Mobility Investment Program projects to improve transportation in Georgia's metro areas.

What's Next?



Environmental
Process
2017-2021



Project
Developer
Selection
Q2 2024

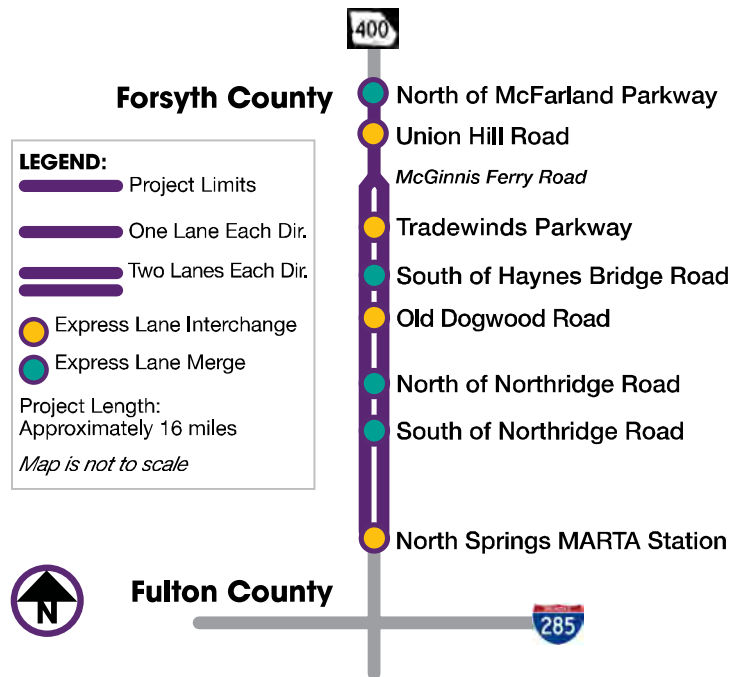


Construction
Begins
2025



Substantial
Completion
2031

Where is the Project?



What's the Project Status?

Procurement activities for the project restarted in March 2022. The project is in active procurement. A developer is anticipated to be announced in early 2024. Construction is expected to start in 2025. Substantial completion is anticipated in 2031. Project schedule is subject to change.

Stay Connected

All current project layouts and alignments are available in the Document Library on the project webpage:

<https://majormobilityga.com/projects/sr400>

400expresslanes@dot.ga.gov (sign up for updates)

404-556-9816 (voicemail)

Georgia Department of Transportation

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GEORGIA
Express Lanes
SR 400



06/16/2023

Morris Rd Widening

MIL-031

Project Description

Proposed widening tying into McGinnis Ferry Rd widening at Bethany Bend consisting of 4 lane divided roadway with landscaped median/ turn lanes and multiuse trail on both sides and including intersection improvement at Webb Rd

Project Details

| | |
|----------------|-------------------------------|
| TYPE | Roadway Corridor (Multimodal) |
| MAIN ROUTE | Morris Rd |
| EXTENTS | From Bethany Bend to Webb Rd |
| LOCATION | Milton |
| LENGTH (miles) | 0.6 |
| GDOT/ ARC ID | |

Project Cost Estimate

| | |
|---------------------------|--------------------|
| ENGINEERING COST | \$315,000 |
| RIGHT-OF-WAY COST | \$1,065,000 |
| CONSTRUCTION COST | \$3,130,000 |
| OTHER COSTS | \$930,000 |
| TOTAL CAPITAL COST | \$5,440,000 |
| CITY TSPLOST FUNDS | Milton \$5,440,000 |

Project Implementation

| | |
|------------|--------|
| LOCAL LEAD | Milton |
|------------|--------|

Funding Partners

| | |
|--------------|-------|
| DESIGN | None |
| RIGHT-OF-WAY | None |
| CONSTRUCTION | State |
| None | |

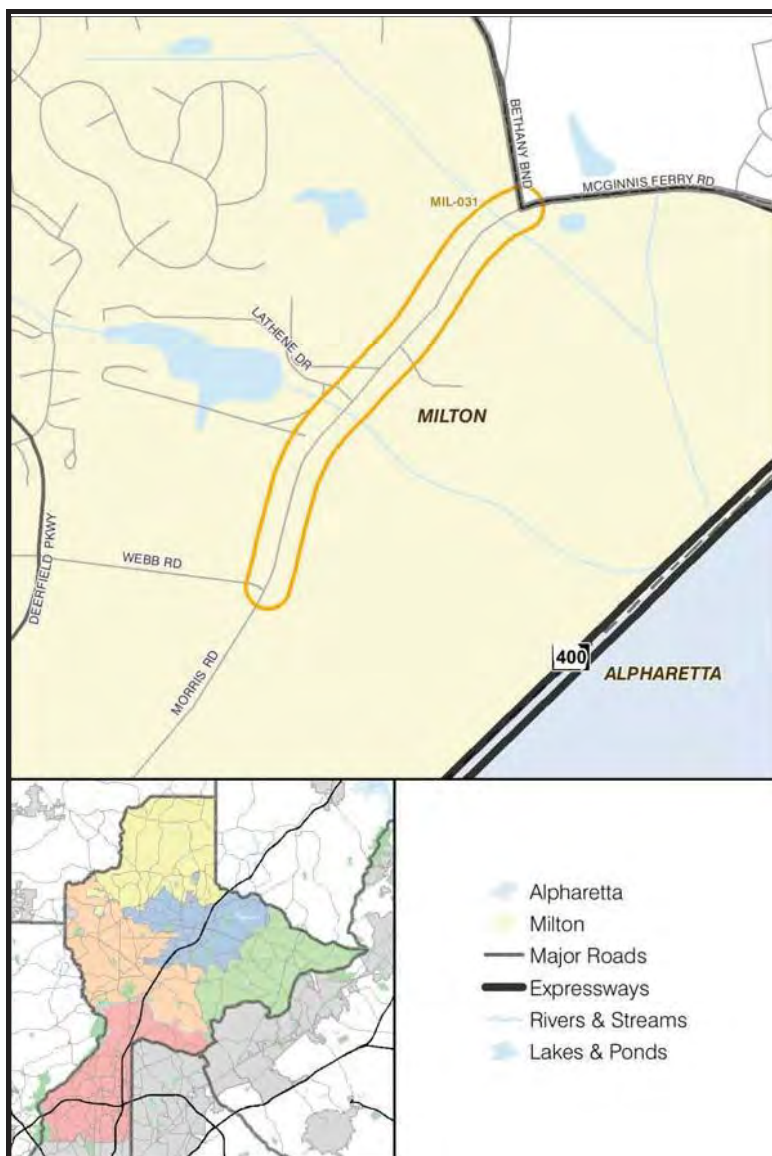
Project Status

| | |
|---------------|-------------------------------------|
| DESIGN | |
| ROW | |
| CONSTRUCTION | |
| ENVIRONMENTAL | Not needed unless state funds are a |

Project Timeline

| | |
|------------------------------------|--------|
| READY FOR CONSTRUCTION | 18 mo. |
| ANTICIPATED LENGTH OF CONSTRUCTION | 12 mo. |

Notes:





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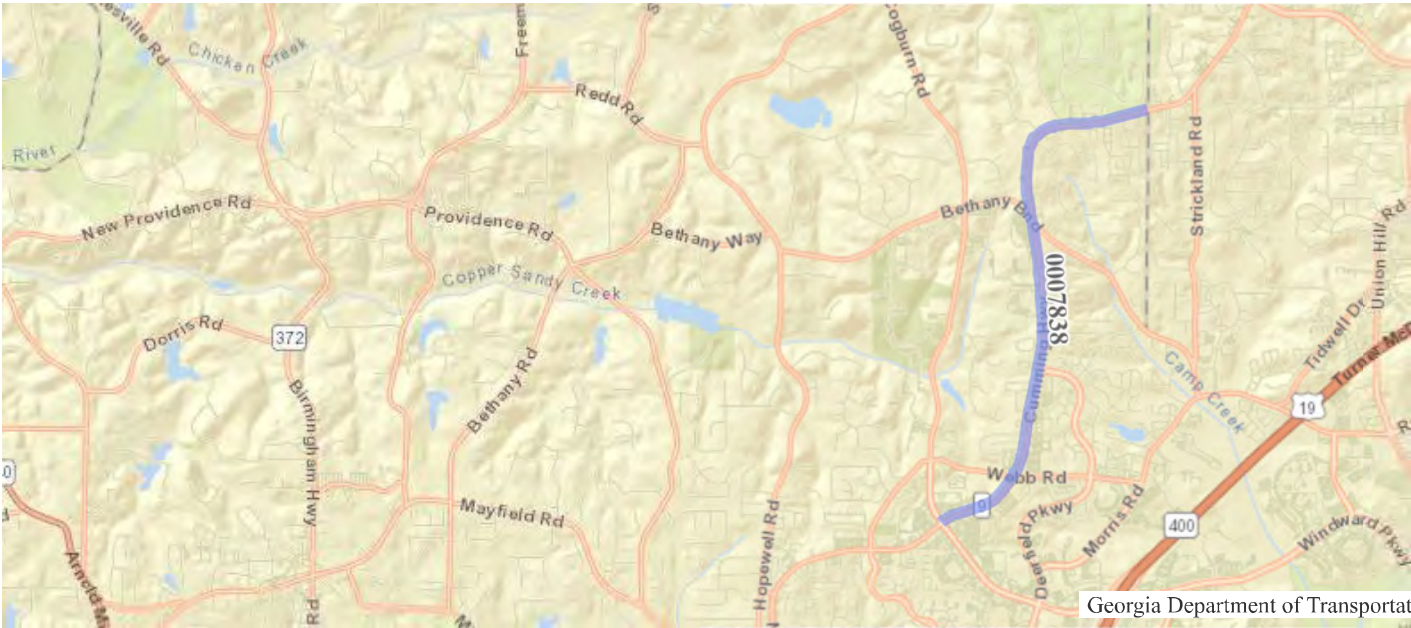
SR 9 FROM WINDWARD PKWY TO FORSYTH COUNTY LINE

| | | |
|-----------------------------|-------------------------------|---|
| Project ID: | 0007838 | Notice to Proceed Date: |
| Project Manager: | Eka Okonmkpaeto | Construction Percent Complete: % |
| Office: | Program Delivery | Current Completion Date: |
| County: | Fulton | Work Completion Date: |
| Congressional District: | 006 | Construction Contract Amount: |
| State Senate District.: | 021 | Construction Contractor: |
| State House District: | 024, 047 | Preconstruction Status Report |
| Project Type: | Reconstruction/Rehabilitation | Construction Status Report |
| Project Status: | Construction Work Program | |
| Right of Way Authorization: | 7/10/2017 | Contact Us |

Project Description:

The project proposes to widen SR 9 from Windward Pkwy to the Fulton/Forsyth Co. Line in Fulton Co. to a continuous four lane urban roadway with a raised median. The raised median ranges from 16 to 28 feet. Also, the proposed project consists of the reconfiguration of side roads, addition of pedestrian and bicycle facilities, traffic and operational improvements, and signal upgrades. The intersection at Bethany Bend will be re-aligned into two ninety degree intersections. Left & right turn lanes will be provided at all major intersections. The length of the proposed project is 3.04 miles.

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|-----------------|-----------------------|
| PE (Preliminary Engineering) | 2013 | \$3,262,353.00 | 5/1/2019 |
| ROW (Right of Way) | 2018 | \$15,710,000.00 | 10/20/2016 |
| PE (Preliminary Engineering) | 2019 | \$300,000.00 | 5/1/2019 |
| PE (Preliminary Engineering) | 2020 | \$1,743,605.00 | 5/1/2019 |
| UTL (Utilities) | 2024 | \$2,685,704.70 | 4/15/2023 |
| CST (Construction) | 2024 | \$44,904,569.74 | 11/8/2022 |



| |
|-----------------------------|
| Project Documents |
| Approved Concept Reports |
| 0007838_CR_SEP2014.pdf |
| 0007838_L&D_Ads_OCT2016.pdf |
| 0007838_L&D_SEP2016.pdf |
| Project Outreach Archive |
| Handout.pdf |
| Display1.pdf |
| Display2.pdf |
| Display3.pdf |



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SR 9 FROM FULTON COUNTY LINE TO CR 458/MCFARLAND ROAD

| | | | |
|-----------------------------|-------------------------------|---|-----------------------------|
| Project ID: | 0007843 | Notice to Proceed Date: | 4/11/2023 |
| Project Manager: | Eka Okonmkpaeto | Construction Percent Complete: | 0.00% |
| Office: | Program Delivery | Current Completion Date: | |
| County: | Forsyth | Work Completion Date: | |
| Congressional District: | 007 | Construction Contract Amount: | |
| State Senate District.: | 027 | Construction Contractor: | VERTICAL EARTH INCORPORATED |
| State House District: | 024 | Preconstruction Status Report | |
| Project Type: | Reconstruction/Rehabilitation | Construction Status Report | |
| Project Status: | Under Construction | | |
| Right of Way Authorization: | 1/17/2017 | Contact Us | |

SR 9 FROM FULTON COUNTY LINE TO CR 458/MCFARLAND ROAD

| | | | |
|-----------------------------|-------------------------------|---|-----------------------------|
| Project ID: | 0007843 | Notice to Proceed Date: | 4/11/2023 |
| Project Manager: | Eka Okonmkpaeto | Construction Percent Complete: | 0.00% |
| Office: | Program Delivery | Current Completion Date: | |
| County: | Forsyth | Work Completion Date: | |
| Congressional District: | 007 | Construction Contract Amount: | |
| State Senate District.: | 027 | Construction Contractor: | VERTICAL EARTH INCORPORATED |
| State House District: | 024 | Preconstruction Status Report | |
| Project Type: | Reconstruction/Rehabilitation | Construction Status Report | |
| Project Status: | Under Construction | More Information... | |
| Right of Way Authorization: | 1/17/2017 | Contact Us | |

Project Description:

Project CSSTP-0007-00(843) is located in southwest Forsyth County and includes the widening of SR 9/Atlanta Highway from existing two lanes to four lanes with raised median and urban shoulders. Project begins at Fulton/Forsyth County line and e

just past the intersection with CR 458/McFarland Road for a total length of 0.98 miles.

Project Description:

Project CSSTP-0007-00(843) is located in southwest Forsyth County and includes the widening of SR 9/Atlanta Highway from existing two lanes to four lanes with raised median and urban shoulders. Project begins at Fulton/Forsyth County line and ends just past the intersection with CR 458/McFarland Road for a total length of 0.98 miles.

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|-----------------|-----------------------|
| PE (Preliminary Engineering) | 2011 | \$776,041.27 | 10/19/2018 |
| PE (Preliminary Engineering) | 2016 | \$1,505,000.00 | 10/19/2018 |
| ROW (Right of Way) | 2017 | \$11,940,000.00 | 10/20/2016 |
| PE (Preliminary Engineering) | 2019 | \$300,000.00 | 10/19/2018 |
| CST (Construction) | 2022 | \$18,878,016.54 | 6/15/2020 |



Forsyth County GIS, Esri, HERE, Garmin,

| |
|---------------------------------------|
| Project Documents |
| Approved Concept Reports |
| 0007843_L&D_NOV2016.pdf |
| 0007843_CR_MAY2015.pdf |
| 0007843_L&D_Ads_NOV2016.pdf |
| Project Outreach Archive |
| 0007838_PIOH_Display 3.pdf |
| 0007843_0007844_0008357_Display 2.pdf |
| Hand-out.pdf |
| 0007838_PIOH_Display 1.pdf |
| 0007843_0007844_0008357_Display 3.pdf |
| 0007843_0007844_0008357_Display 1.pdf |
| SR 9 Detour OH Postcard.pdf |
| 121690_PIOH Display.pdf |
| Display 1.pdf |
| Display 3.pdf |

| |
|---|
| Project Documents |
| 0007838_PIOH_Display 2.pdf |
| Display 2.pdf |
| SR 9 Widening Detour OH Handout_Espanol.pdf |
| SR 9 Widening Detour OH Handout.pdf |



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

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SR 9 FROM MCFARLAND ROAD TO POST ROAD

| | | | |
|-----------------------------|-------------------------------|---|-----------------------------|
| Project ID: | 0007844 | Notice to Proceed Date: | 3/7/2023 |
| Project Manager: | Eka Okonmkpaeto | Construction Percent Complete: | 6.98% |
| Office: | Program Delivery | Current Completion Date: | |
| County: | Forsyth | Work Completion Date: | |
| Congressional District: | 007 | Construction Contract Amount: | |
| State Senate District.: | 027 | Construction Contractor: | VERTICAL EARTH INCORPORATED |
| State House District: | 024 | Preconstruction Status Report | |
| Project Type: | Reconstruction/Rehabilitation | Construction Status Report | |
| Project Status: | Under Construction | | |
| Right of Way Authorization: | 12/20/2016 | Contact Us | |

Project Description:

Project CSSTP-0007-00(844) is located in southwest Forsyth County and includes the widening of SR 9/ Atlanta Highway from existing two lanes to four lanes with raised median and urban shoulders. Project begins north of the intersection with CR 458/McFarland Parkway and ends just past the intersection with SR 371/Post Road/Mullinax Road for a total project length of 2.4 miles. Horizontal and vertical geometry will meet a 45-mph design speed and normal right-of-way will be set at the shoulder break for an 84-foot minimum right-of-way corridor. Proposed roadway will be an urban section with two (2) 11-foot travel lanes in each direction and separated by a 16-foot raised median. There will be a 12-foot shoulder on each side with a 5-foot sidewalk.

| Activity | Program Year | Cost Estimate | Date of Last Estimate |
|------------------------------|--------------|-----------------|-----------------------|
| PE (Preliminary Engineering) | 2007 | \$1,117,119.93 | 10/19/2018 |
| PE (Preliminary Engineering) | 2016 | \$2,070,000.00 | 10/19/2018 |
| ROW (Right of Way) | 2017 | \$20,870,000.00 | 11/28/2016 |
| PE (Preliminary Engineering) | 2019 | \$390,000.00 | 10/19/2018 |
| CST (Construction) | 2022 | \$41,958,408.91 | 7/22/2021 |



| |
|-----------------------------|
| Project Documents |
| Approved Concept Reports |
| 0007844_L&D_NOV2016.pdf |
| 0007844_CR_MAY2015.pdf |
| 0007844_DET_ADs_JAN2019.pdf |
| 0007844_L&D_Ads_NOV2016.pdf |
| 0007844_DET_DEC2018.pdf |
| Project Outreach Archive |
| Hand-out.pdf |
| Display 3.pdf |
| Display 2.pdf |
| Display 1.pdf |



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