

Transportation Analysis

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Buckhead, City of Atlanta, Georgia

July 2021

Prepared for:

Greenstone Properties

Prepared by:

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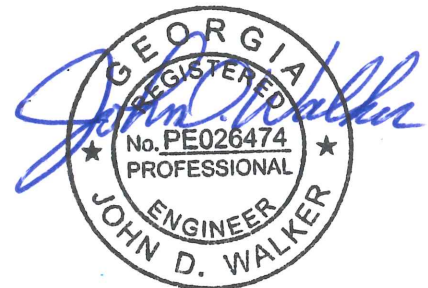
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7/14/2021

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TABLE OF CONTENTS

Executive Summary	1
1.0 Project Description	4
1.1 Introduction	4
1.2 Site Access	7
1.3 Internal Circulation Analysis	7
1.4 Parking	8
1.5 Alternative Transportation Facilities	8
1.6 Enhanced Focus Area for Dense Urban Environments	9
2.0 Traffic Analyses, Methodology and Assumptions	10
2.1 Study Network Determination	10
2.2 Existing Roadway Facilities	10
2.3 Traffic Data Collection and Calibration	12
2.4 Background Growth	12
2.5 Programmed and Planned Projects	13
2.6 Level-of-Service Overview	14
2.7 Level-of-Service Standards	14
3.0 Trip Generation	15
4.0 Trip Distribution and Assignment	16
5.0 Traffic Analysis	16
5.1 Wieuca Road at Old Ivy Road (Intersection 1)	21
5.2 Wieuca Road at Phipps Boulevard (Intersection 2)	22
5.3 Lenox Road (SR 141 Conn) at (Intersection 3)	23
5.4 Peachtree Road (SR 141) at Wieuca Road (Intersection 4)	24
5.5 Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 5)	25
5.6 Peachtree-Dunwoody Road at Site Driveway A (Intersection 6)	27
5.7 Peachtree-Dunwoody Road at Site Driveway B (Intersection 7)	28
5.8 Peachtree Road (SR 141) at Site Driveway C (Intersection 8)	29
5.9 Wieuca Road at Site Driveway D (Intersection 9)	30
5.10 Wieuca Road at Wieuca Baptist Driveway (to be closed) (Intersection 10)	31
5.11 Wieuca Road at Site Driveway E (Intersection 11)	32
5.12 Wieuca Road at Proposed Site Driveway F (Intersection 12)	33

LIST OF TABLES

Table 1: Proposed Land Use and Density..... 1
 Table 2: Proposed Land Use and Density..... 4
 Table 3: Proposed Parking 8
 Table 4: Intersection Control Summary..... 10
 Table 5: Roadway Classifications 10
 Table 6: Traffic Count Summary 12
 Table 7: Programmed Projects 13
 Table 8: Planned Projects..... 14
 Table 9: Trip Generation..... 15

LIST OF FIGURES

Figure 1: Site Location Map 5
 Figure 2: Site Aerial 6
 Figure 3: Study Intersections 11
 Figure 4: Office/Retail Trip Distribution & Assignment..... 17
 Figure 5: Residential Trip Distribution & Assignment..... 18
 Figure 6: Church Trip Distribution & Assignment..... 19
 Figure 7: Project Trips..... 20
 Figure 8: Estimated 2021 Traffic Volumes 34
 Figure 9: Projected 2025 No-Build Traffic Volumes..... 35
 Figure 10: Projected 2025 Build Traffic Volumes 36

LIST OF APPENDICES

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

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 *Mixed-Use Development at Peachtree/Wieuca* development located in Buckhead, City of Atlanta, Georgia. The approximate 12.5-acre site is located east of Wieuca Road, west of Peachtree-Dunwoody Road, and north of Peachtree Road (SR 141) in the City of Atlanta, Georgia. The site currently consists of the Wieuca Baptist Church. Some of the existing church is proposed to be demolished and redeveloped with a mix of land uses (approximately 140,000 SF of the existing church space is proposed to remain).

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

Table 1: Proposed Land Use and Density	
Land Use	Proposed
Office	500,000 SF
Retail	12,000 SF
Single-Family Residential	18 units
Townhomes	39 units
Multi-Family High-Rise Residential	400 units
Church	298,672 SF total 140,000 SF to remain 158,672 SF net new construction

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 and alternative transportation mode reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated June 4, 2021).

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

- Estimated 2021 conditions represent traffic volumes that were collected in May and June 2021 and calibrated based on available GDOT count station data to account for traffic impacts due to COVID, or collected in 2019 and grown to 2021 using a 0.5% per year growth rate. (Note: Traffic Count methodology was outlined in a memo circulated by GRTA in July 2021).
- Projected 2025 No-Build conditions represent the Estimated 2021 traffic volumes grown for four (4) additional years at 0.5% per year throughout the study network, plus project trips associated with the proposed *Ritz Carlton Hotel and Residences* development.
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Mixed-Use Development at Peachtree/Wieuca* development.

The intersections of Wieuca Road at Old Ivy Road (Intersection 1), Wieuca Road at Phipps Boulevard (Intersection 2), and Lenox Road (SR 141 Conn) at Phipps Boulevard (Intersection 3) all contain approaches which currently operate at LOS F under Estimated 2021 conditions. With the implementation of programmed roadway improvements by the Buckhead CID, these intersections and all intersection approaches are projected to operate at an acceptable LOS under Projected 2025 No-Build and Projected 2025 Build conditions.

The improvements programmed by the Buckhead CID are listed below, and are shown in green on **Figure 9** and **Figure 10**:

- Intersection 1 – Wieuca Road at Old Ivy Road
 - As part of the Wieuca Multi-lane Roundabout project, a traffic signal will be installed at the intersection of Wieuca Road at Old Ivy Road
 - The northbound left-turn lane along Wieuca Road will be extended back to the new roundabout.
 - An exclusive eastbound left-turn lane will be added along Old Ivy Road.
- Intersection 2 – Wieuca Road at Phipps Boulevard
 - A multilane roundabout will be constructed at the intersection of Wieuca Road at Phipps Boulevard.
- Intersection 3 – Lenox Road (SR 141 Conn) at Phipps Boulevard
 - Along the southbound approach of Phipps Boulevard, an exclusive through lane will be restriped as a shared through/right-turn lane.

The intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 4) is projected to operate at an acceptable overall intersection LOS; however, the southbound approach of Wieuca Road is projected to operate at LOS F under the Projected 2025 No-Build conditions. Due to the increase in volume along the southbound left-turn movement during the AM and PM peak hours, the split time for the left-turn phase was increased to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the southbound approach operates at an acceptable LOS under Projected 2025 Build conditions. Since a change in signal timing would improve the southbound approach to an acceptable LOS and physical improvements are not feasible due to right-of-way constraints, no physical improvements are recommended at this intersection.

The intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (Intersection 5) is projected to operate at an acceptable overall LOS under Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions; however, the northbound approach of Peachtree-Dunwoody Road is projected to operate at LOS F under Estimated 2021, Projected 2025 No-Build, AND Projected 2025 Build conditions.

All site driveways currently operate and are projected to operate at an acceptable LOS under Estimated 2021, Projected 2025 No-Build and Projected 2025 Build conditions.

Due to the low level-of-service (LOS) at the following intersections under Estimated 2021 conditions, Projected 2025 No-Build conditions, and/or Projected 2025 Build conditions as indicated, the following intersection improvements are recommended:

- Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (Intersection 5)
 - System Improvements (needed to serve background traffic, without the development)
 - Reconfigure the northbound approach along Roxboro Road to provide a new exclusive right-turn lane.
 - Approximately 50' of pavement width currently exists, therefore this improvement may be feasible to construct within the existing right-of-way.

*Peachtree Road (SR 141) at Peachtree-Dunwoody Road
(Intersection 5) LOS Summary*

Overall LOS Standard: E Approach LOS Standard: E			Roxboro Road			Peachtree-Dunwoody Road			Peachtree Road (SR 141)			Peachtree Road (SR 141)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	AM	Overall Std LOS	C (33.7)											
		Approach LOS	E (78.6)			D (41.5)			C (26.9)			C (28.1)		
	PM	Overall Std LOS	D (37.6)											
		Approach LOS	F (88.2)			D (52.2)			C (24.4)			D (41.0)		
NO-BUILD	AM	Overall Std LOS	D (43.7)											
		Approach LOS	F (80.7)			D (40.2)			D (50.8)			C (31.7)		
	PM	Overall Std LOS	D (40.1)											
		Approach LOS	F (89.6)			E (60.8)			C (26.6)			D (42.0)		
BUILD	AM	Overall Std LOS	D (53.8)											
		Approach LOS	F (80.7)			D (40.4)			E (74.4)			D (36.6)		
	PM	Overall Std LOS	D (44.6)											
		Approach LOS	F (166.8)			E (78.9)			B (17.7)			D (42.2)		
NO-BUILD IMPROVED	AM	Overall Std LOS	C (34.4)											
		Approach LOS	E (64.8)			D (46.3)			D (38.4)			C (24.3)		
	PM	Overall Std LOS	C (34.4)											
		Approach LOS	E (70.2)			E (64.5)			B (19.7)			D (41.7)		
BUILD IMPROVED	AM	Overall Std LOS	D (42.8)											
		Approach LOS	E (64.9)			D (45.9)			E (58.5)			C (27.6)		
	PM	Overall Std LOS	D (38.6)											
		Approach LOS	E (73.2)			E (67.2)			C (25.1)			D (42.5)		

With the improvements listed on the previous page, the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 5) is projected to operate at or above its overall LOS standard.

1.0 PROJECT DESCRIPTION

1.1 Introduction

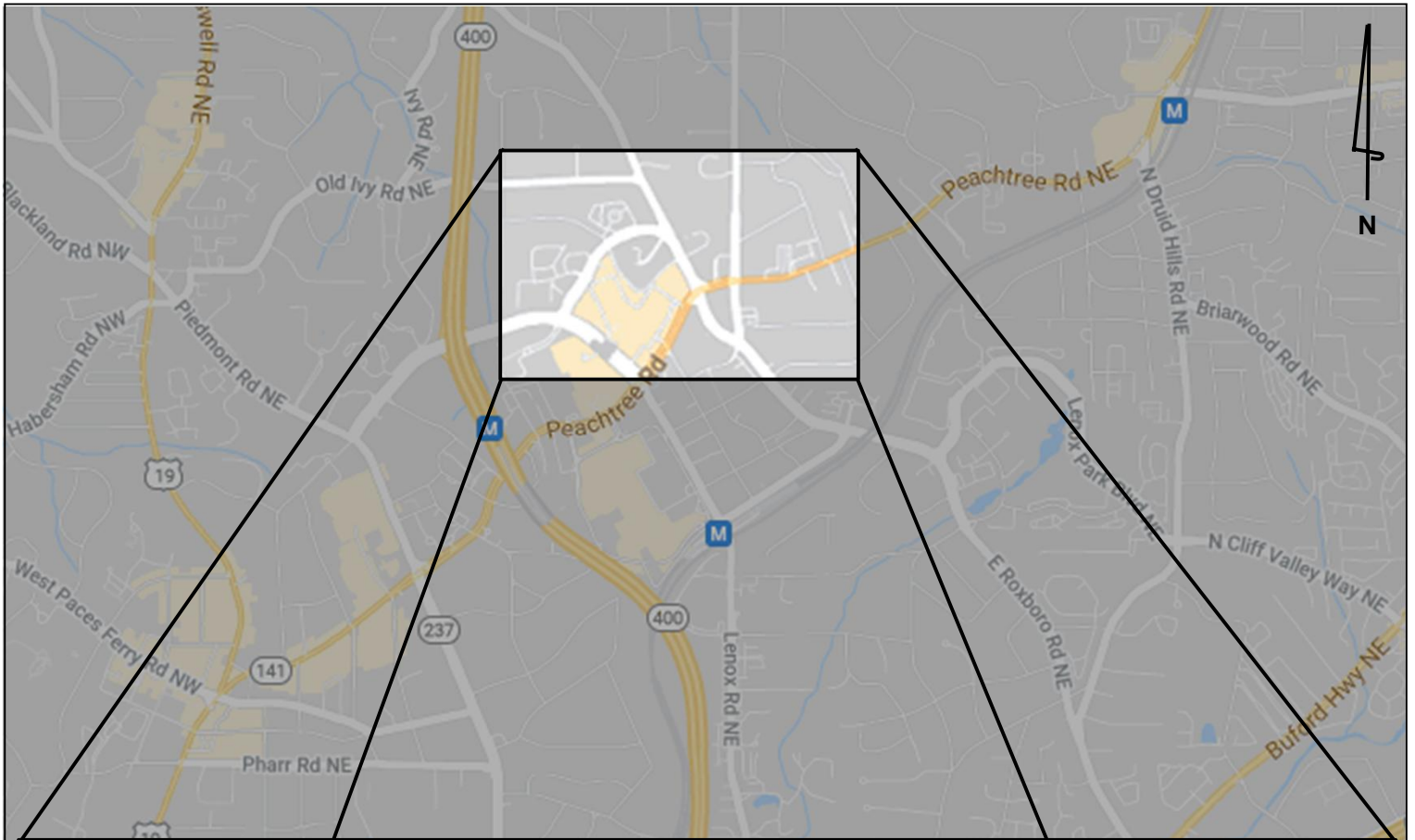
This report presents the analysis of the anticipated traffic impacts of the proposed *Mixed-Use Development at Peachtree/Wieuca* development located in Buckhead, City of Atlanta, Georgia. The approximate 12.5-acre site is located east of Wieuca Road, west of Peachtree-Dunwoody Road, and north of Peachtree Road (SR 141). The project site is currently zoned SPI-12 SA3 (Sub Area 3). The site is proposed to be rezoned to SPI-12 SA1 (Sub Area 1). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of the Wieuca Baptist Church. Some of the existing church is proposed to be demolished and redeveloped with a mix of land uses (approximately 140,000 SF of the existing church space is proposed to remain). The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2025 (approximately 4 years).

Table 2: Proposed Land Use and Density	
Land Use	Proposed
Office	500,000 SF
Retail	12,000 SF
Single-Family Residential	18 units
Townhomes	39 units
Multi-Family High-Rise Residential	400 units
Church	298,672 SF total 140,000 SF to remain 158,672 SF net new construction

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of new mixed-use development in a *Regional Center* area per the Atlanta Region’s Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on July 9, 2021 by the City of Atlanta. 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).



	<p align="center">Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis</p>	<p align="center">Site Location</p>	<p align="center">Figure 1</p> <hr/> <p align="center">Page 5</p>
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1.2 Site Access

As currently envisioned, the proposed development will be accessible via six (6) access points (5 existing, 1 proposed):

1. **Site Driveway A** – an existing, full-movement driveway located along Peachtree-Dunwoody Road approximately 600' north of Peachtree Road (SR 141) and operates under side street stop control. Site Driveway A will provide access to the church and single-family residential land uses.
2. **Site Driveway B** – an existing, full-movement driveway located along Peachtree-Dunwoody Road approximately 300 feet north of Peachtree Road (SR 141) and operates under side street stop control. Site Driveway B will provide access to the shared parking deck for the office/high-rise residential land uses. Site Driveway B is shared with the 3630 Peachtree development.
3. **Site Driveway C** – an existing, right-in/right-out driveway located along Peachtree Road (SR 141) approximately 200 feet east of Wieuca Road and 200 feet west of Peachtree-Dunwoody Road and operates under side street stop control. Site Driveway C will provide access to the shared parking deck for the office/high-rise residential land uses. Site Driveway C is shared with the 3630 Peachtree development.
4. **Site Driveway D** – an existing, RCUT (sidestreet left-turn restricted) driveway located along Wieuca Road that aligns with Longleaf Drive and operates under side street stop control. Site Driveway D currently operates as one-way ingress only and is proposed to be widened to allow two-way traffic flow. Site Driveway D will provide access to all land uses and parking areas on site, as well as the loading docks.
5. **Site Driveway E** – an existing, full-movement driveway located along Wieuca Road approximately 300' north of Phipps Boulevard and operates under side street stop control. Site Driveway E will provide access to the church and single-family residential land uses.
6. **Proposed Site Driveway F** – a proposed right-in/right-out driveway located along Wieuca Road approximately 300' north of Peachtree Road (SR 141) and operates under side street stop control. Proposed Site Driveway F will replace two existing curb-cuts along Wieuca Road which serve a drop-off loop. Proposed Site Driveway F will provide access to the shared parking deck for the office/high-rise residential land uses.

Also, an existing full-movement driveway along Wieuca Road that currently serves the church located approximately 150 feet south of Phipps Boulevard will be removed with the build-out of the proposed *Mixed-Use Development at Peachtree/Wieuca* development.

1.3 Internal Circulation Analysis

The site consists of three main areas: office/high-rise residential, church, and single-family residential.

The office/high-rise residential area is located in the southwest portion of the site and is anticipated to be accessed primarily through Site Driveway B, Site Driveway C, Site Driveway D, and Proposed Site Driveway F. The plaza for the adjacent 3630 Peachtree development will be shared with the proposed *Mixed-Use Development at Peachtree/Wieuca* development.

The single-family residential area is located in the northern portion of the site and is anticipated to be accessed primarily through Site Driveway A and Site Driveway E. Off-street pedestrian facilities will be provided between Wieuca Road and Peachtree-Dunwoody Road.

The church area is located in the center of the site and is anticipated to be accessed primarily through Site Driveway A, Site Driveway D, and Site Driveway E.

The proposed Wieuca Road cycle track corridor located along the western frontage of the site is an important feature that will have direct access to all three areas of the site.

1.4 Parking

Parking will be provided on-site in individual enclosed parking for the townhomes and single-family residential, a new parking deck for the high-rise office and residential, and an expansion of the existing parking deck for the church.

The current 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: Proposed Parking			
Land Use	Minimum	Maximum	Proposed
Office	N/A	1,280 <i>2.5 spaces per 1,000 SF</i>	1,280 new spaces
Church	N/A	1,280 <i>2.5 spaces per 1,000 SF</i>	213 net new spaces
Multi-family Residential	N/A	744 <i>1.25 spaces per 1-bed unit</i> <i>2.25 spaces per 2-bed unit</i>	744 new spaces
Townhomes/Cottages	N/A	114 <i>2 spaces per unit</i>	144 new spaces
Total			2,351 new spaces

In addition to standard vehicle parking, the proposed development will include a minimum of 50 bicycle parking spaces, dedicated parking for alternative charging vehicles, and dedicated loading/unloading spaces. Alternative parking will be designed in accordance with City of Atlanta standards and will be coordinated with the City 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 along all site frontages. Pedestrian sidewalk facilities are proposed to be provided through the development, connecting Wieuca Road and Peachtree-Dunwoody Road. Additionally, cycle lanes are currently provided along Peachtree Street (SR 141), and the proposed Wieuca Road cycle track will be located along the western frontage of the site.

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

Additionally, the project site is located approximately 500 feet north of a MARTA bus stop (with shelter) along Peachtree Road (SR 141) that is currently served by routes 110 and 27 seven days a week. The routes provide local service to the Arts Center, Buckhead, Brookhaven-Oglethorpe, and Lenox MARTA rail stations. The bus stop experienced an average of 9 boardings/13 alightings daily during pre-pandemic conditions in Fall 2019. The bus stop is projected to increase ridership by approximately 200 boardings/200 alightings daily (assumed 30% of daily alternative mode reduction). Additionally, the Buckhead MARTA rail station (Red Line) and Lenox MARTA rail station (Gold Line) are each approximately 0.7 miles from the site.

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Mixed-Use Development at Peachtree/Wieuca* development qualifies for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within the Buckhead CID. The Enhanced Focus Area documents the curbside management of the proposed development. No modeling adjustments are required, in accordance with the GRTA Letter of Understanding.

- **Heavy Vehicle Deliveries:** The proposed development will receive heavy vehicle deliveries via Site Driveway D along Wieuca Road (Intersection 9). As shown on the site plan, the loading area is located under the east end of the high-rise multifamily residential building. A 24’ drive aisle is proposed on site, and 12’x35’ loading spaces will be provided. All heavy vehicle loading and unloading will be encouraged to take place on site.
- **Ride-Hail and Takeout Deliveries:** Ride-Hail and take-out deliveries will be encouraged to take place internally to the site. The proposed development shares access with the 3630 Peachtree building plaza, which provides an on-site drop-off point convenient to the high-rise office and multifamily.
- **Curbside Management Impact to Transit Vehicles:** No transit stops currently exist or are proposed along the site’s frontage. However, two transit stops currently exist along Peachtree Road (SR 141) in the vicinity of the proposed development. One stop is located across Peachtree-Dunwoody Road east of the site, and one stop is located across Wieuca Road west of the site. Additionally, since all heavy vehicle deliveries, ride-hail, and takeout deliveries are encouraged to take place on-site, there will be limited impact to ADA compliant transit access on the site.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

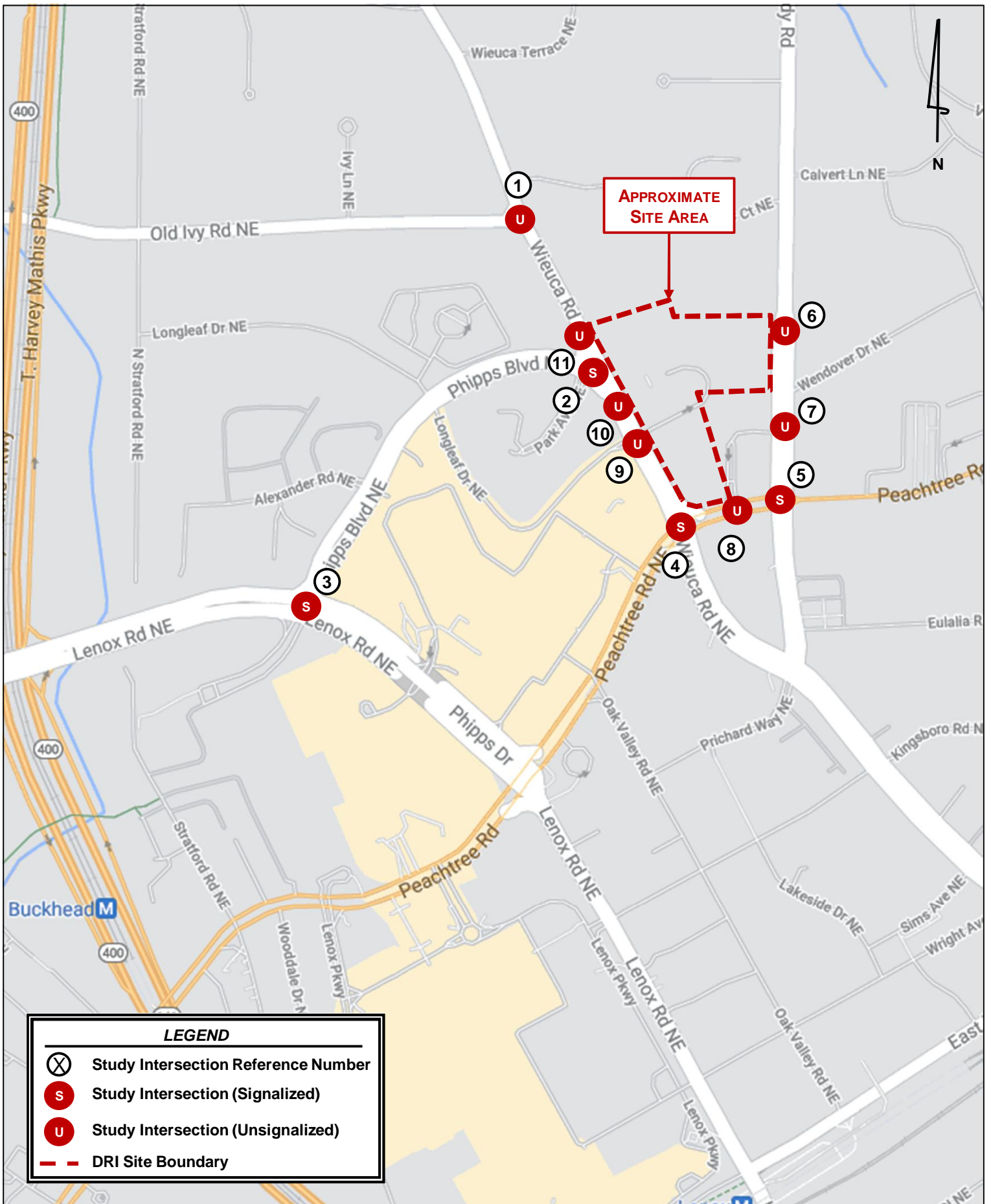
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections plus existing site driveways described in **Table 4** and is shown visually in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	Jurisdiction	Control
1. Wieuca Road at Old Ivy Road	City of Atlanta	TWSC (programmed signal)
2. Wieuca Road at Phipps Boulevard	City of Atlanta	Signal (programmed roundabout)
3. Lenox Road (SR 141 Conn) at Phipps Boulevard	GDOT	Signal
4. Peachtree Road (SR 141) at Wieuca Road	GDOT	Signal
5. Peachtree Road (SR 141) at Peachtree-Dunwoody Road	GDOT	Signal
6. Peachtree-Dunwoody Road at Site Driveway A	City of Atlanta	TWSC
7. Peachtree-Dunwoody Road at Site Driveway B	City of Atlanta	TWSC
8. Peachtree Road (SR 141) at Site Driveway C	GDOT	RIRO
9. Wieuca Road at Site Driveway D	City of Atlanta	RCUT
10. Wieuca Road at Wieuca Baptist Driveway (to be removed)	City of Atlanta	TWSC
11. Wieuca Road at Site Driveway E	City of Atlanta	TWSC

2.2 Existing Roadway Facilities

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

Table 5: Roadway Classifications			
Roadway	Lanes	AADT	GDOT Functional Classification
Wieuca Road (north of Phipps Boulevard)	2	12,100	Major Collector
Wieuca Road (south of Phipps Boulevard)	4	N/A	Major Collector
Peachtree Road (SR 141) (east of Club Drive)	6	33,900	Principal Arterial
Peachtree-Dunwoody Road	2	12,500	Minor Arterial
Phipps Boulevard	4	N/A	Local Road
Lenox Road (SR 141 Conn)	8	23,400	Minor Arterial
Old Ivy Road	2	N/A	Local Road



LEGEND

- Study Intersection Reference Number
- Study Intersection (Signalized)
- Study Intersection (Unsignalized)
- DRI Site Boundary

*Mixed-Use Development at
Peachtree/Wieuca
DRI #3383
Transportation Analysis*

**Study
Intersections**

**Figure
3**

2.3 Traffic Data Collection and Calibration

Historical traffic counts collected in 2019 were used for one (1) of the eleven (11) existing study intersections. These traffic counts were grown at 0.5% growth rate to account for background growth from 2019, when the counts were collected, to the current year 2021 as noted in the LOU.

New traffic counts were collected at all other study intersections on Thursday, May 6, 2021, Thursday, June 3, 2021, and Thursday, July 1, 2021. The newly collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the AM and PM peak volumes at a newly collected average daily traffic (ADT) count to the AM and PM peak ADT volumes previously collected at GDOT count stations in the same location. Four (4) GDOT count stations located along Wieuca Road (Station #121-0351), Roxboro Road (Station #121-5639), and Peachtree Road (SR 141) (Station #121-5434 & Station #121-5353) were used in this comparison. The calibration factors used in this analysis were 1.39 for AM peak hour and 1.04 for PM peak hour. Manual adjustments were made to balance through volumes between major intersections. Additionally, traffic volumes associated with Wieuca Baptist Church were grown by a factor of 1.2 to reflect COVID’s impact on the site operations. The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

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.	Wieuca Road at Old Ivy Road	5/2021	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
2.	Wieuca Road at Phipps Boulevard	3/2019	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
3.	Lenox Road (SR 141 Conn) at Phipps Boulevard	7/2021	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
4.	Peachtree Road (SR 141) at Wieuca Road	5/2021	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM
5.	Peachtree Road (SR 141) at Peachtree-Dunwoody Road	5/2021	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
6.	Peachtree-Dunwoody Road at Site Driveway A*	6/2021	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
7.	Peachtree-Dunwoody Road at Site Driveway B*	6/2021	8:00 AM – 9:00 AM	5:15 PM – 6:15 PM
8.	Peachtree Road (SR 141) at Site Driveway C*	6/2021	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
9.	Wieuca Road at Site Driveway D	6/2021	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
10.	Wieuca Road at Wieuca Baptist Driveway	6/2021	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM
11.	Wieuca Road at Site Driveway E	6/2021	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM

* Traffic Counts at the existing driveways used by the 3630 Peachtree Development were grown based on ITE Trip Generation to account for the impacts of COVID-19.

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 *Mixed-Use Development at Peachtree/Wieuca* 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 0.5% per year background traffic growth rate from 2021 to 2025 (4 years) was used for all roadways. Additionally, project trips associated with the following proposed developments were included in the background growth rate:

- *Ritz Carlton Hotel and Residences* – 82 multifamily residential units, 256-room hotel, 22,600 SF of event space. Located adjacent to the site along Peachtree-Dunwoody Road.

The Projected 2025 No-Build conditions represent the Estimated 2021 traffic volumes grown for four (4) years at 0.5% per year throughout the study network, plus project trips associated with the *Ritz Carlton Hotel and Residences* development.

The Projected 2025 Build conditions represent the project trips generated by the *Mixed-Use Development at Peachtree/Wieuca* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 No-Build Conditions.

2.5 Programmed and Planned Projects

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

Two projects were identified (noted below in italics) to include in the capacity analyses. The Wieuca Road Roundabout project is programmed to construct a multilane roundabout at the intersection of Wieuca Road at Phipps Boulevard (Intersection 2), install a traffic signal at the intersection of Wieuca Road at Old Ivy Road (Intersection 1), and construct a two-way cycle track along Wieuca Road. The Lenox at Phipps Intersection Improvement project is programmed to restripe Phipps Boulevard and modify the existing signal to provide an overlap phase. However, the remaining following projects shown in **Table 7** and **Table 8** are programmed or 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 7: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
<i>Wieuca Road Roundabout</i>	<i>Intersection at Phipps Boulevard</i>	<i>Buckhead CID</i>	N/A	N/A	2020	2021	Q4 2021
Lenox Road Corridor Trail	East Paces Ferry Road to SR 141	Buckhead CID, City of Atlanta	0015999	AT-316	2019	2022	2022
Peachtree Road Pedestrian Improvements	North Druid Hills Road to Ashford-Dunwoody Road	City of Brookhaven	0010326	DK-376	2011	2023	2023
PATH 400 Trail	Wieuca Road to Loridans Drive	City of Atlanta, Liveable Buckhead	0015997	AT-307A	2019	2022	2022
<i>Lenox at Phipps Intersection Improvements</i>	<i>Phipps Boulevard at Lenox Road</i>	<i>Buckhead CID</i>	N/A	N/A	2020	N/A	2021

*Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC)

Table 8: Planned Projects					
Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
North Druid Hills Widening	SR 13 to Lenox Park Road	City of Brookhaven	DK-241	2030	ARC Fact Sheet

Available fact sheets for projects listed in the tables above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists’ perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*. Existing traffic signal phasing and timing data were retrieved for available intersections. Roundabouts were analyzed using *SIDRA INTERSECTION 9.0*. *SIDRA* uses the gap acceptance methodology for the roundabout capacity model.

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

2.7 Level-of-Service Standards

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

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 10th Edition, 2017*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 15% per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle’s path. These trips were already on the road and would therefore only be new trips on the driveways. No pass-by trips were taken for the retail land-use based on the nature of the retail on site and to present a conservative analysis.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Mixed-Use Development at Peachtree/Wieuca* development.

Table 9: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
210 – Single-Family Detached Housing	18 units	214	107	107	5	13	13	7
220 – Multi-Family Housing (Low-Rise)	39 units	254	127	127	4	15	16	10
222 – (Multi-Family Housing (High-Rise)	400 units	1,788	894	894	30	95	88	57
560 – Church	158,672 sf	992	496	496	34	22	28	35
710 – General Office Building	500,000 sf	5,056	2,528	2,528	427	69	84	441
820 – Shopping Center	12,000 sf	454	227	227	7	4	22	24
Gross Project Trips		8,758	4,379	4,379	507	218	251	574
<i>Mixed-Use Reductions</i>		<i>-190</i>	<i>-95</i>	<i>-95</i>	<i>-7</i>	<i>-7</i>	<i>-18</i>	<i>-18</i>
<i>Alternative Mode Reductions</i>		<i>-1,286</i>	<i>-643</i>	<i>-643</i>	<i>-76</i>	<i>-31</i>	<i>-35</i>	<i>-83</i>
<i>Pass-By Reductions*</i>		<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>
Net New Trips		7,282	3,641	3,641	424	180	198	473

*No Pass-By reductions were taken for the retail land uses based on the nature of the retail on site and to present a conservative analysis.

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 office/retail land uses in **Figure 4**. The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 5**. The distribution and assignment for the church land use is shown for the study network in **Figure 6**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 7**.

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

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Estimated 2021 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6th Edition unless otherwise noted. Intersection 2 was analyzed using *HCM 2000* methodologies under Estimated 2021 conditions due to laneage constraints. Intersection 3 was analyzed using *HCM 2000* methodologies under Estimated 2021 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions due to laneage and signal phasing constraints.

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 8** for Estimated 2021 conditions, **Figure 9** for Projected 2025 No-Build conditions, and **Figure 10** for Projected 2025 Build conditions.

Sections 5.1 – 5.12 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.

NOT TO SCALE

LEGEND

- Turning Movement
- - - Proposed Driveway
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- 🚦 Existing Traffic Signal
- 🚦 Programmed Traffic Signal (by BCID)
- 🟢 Programmed Roundabout (by BCID)
- 🛑 Existing STOP Control
- 🛑 Proposed STOP Control
- Ⓧ Intersection Reference Number

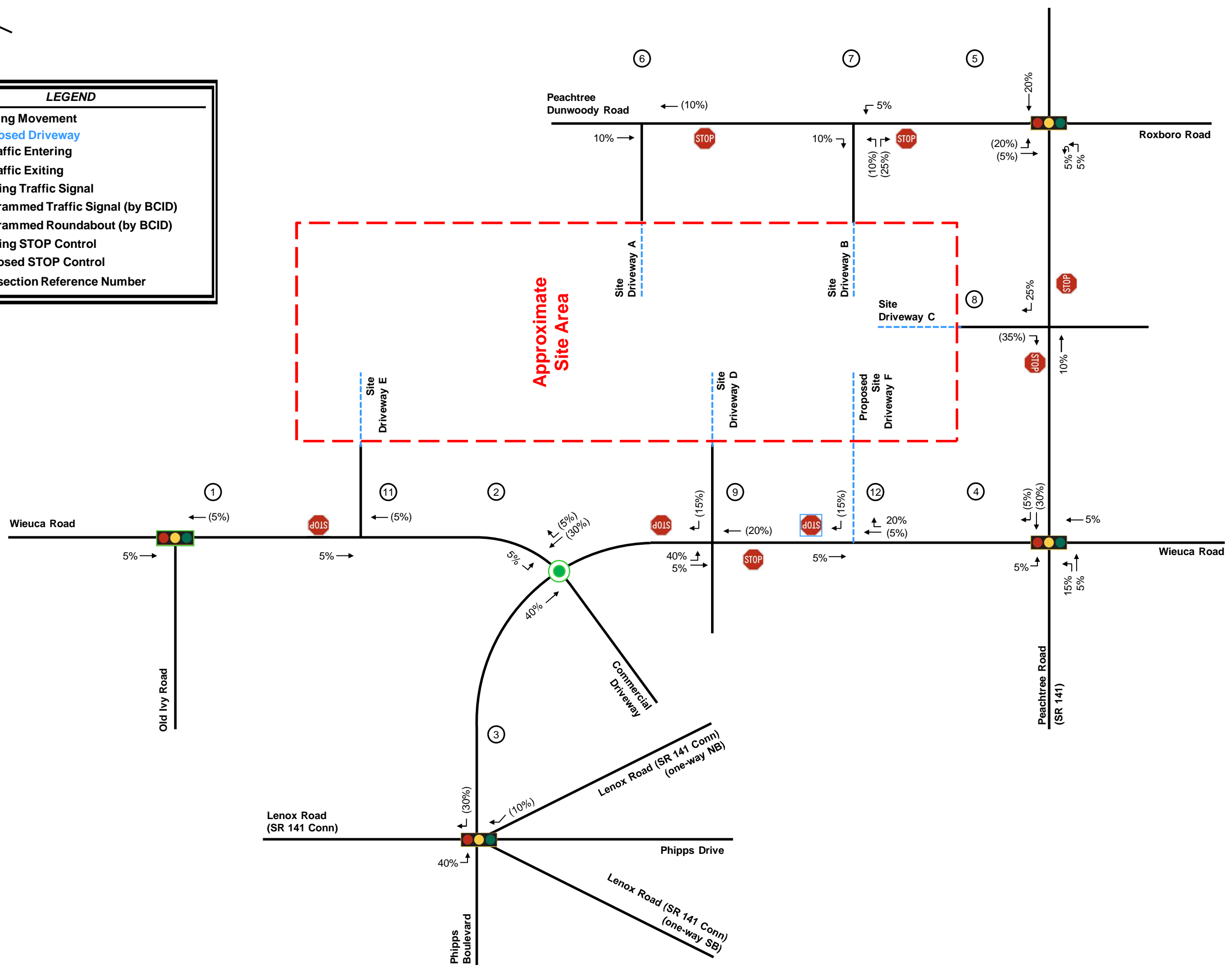


Figure 4

Office/Retail Trip Distribution

Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis



NOT TO SCALE

LEGEND

- Turning Movement
- - - Proposed Driveway
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- 🚦 Existing Traffic Signal
- 🚦 Programmed Traffic Signal (by BCID)
- 🟢 Programmed Roundabout (by BCID)
- 🛑 Existing STOP Control
- 🛑 Proposed STOP Control
- ⊗ Intersection Reference Number

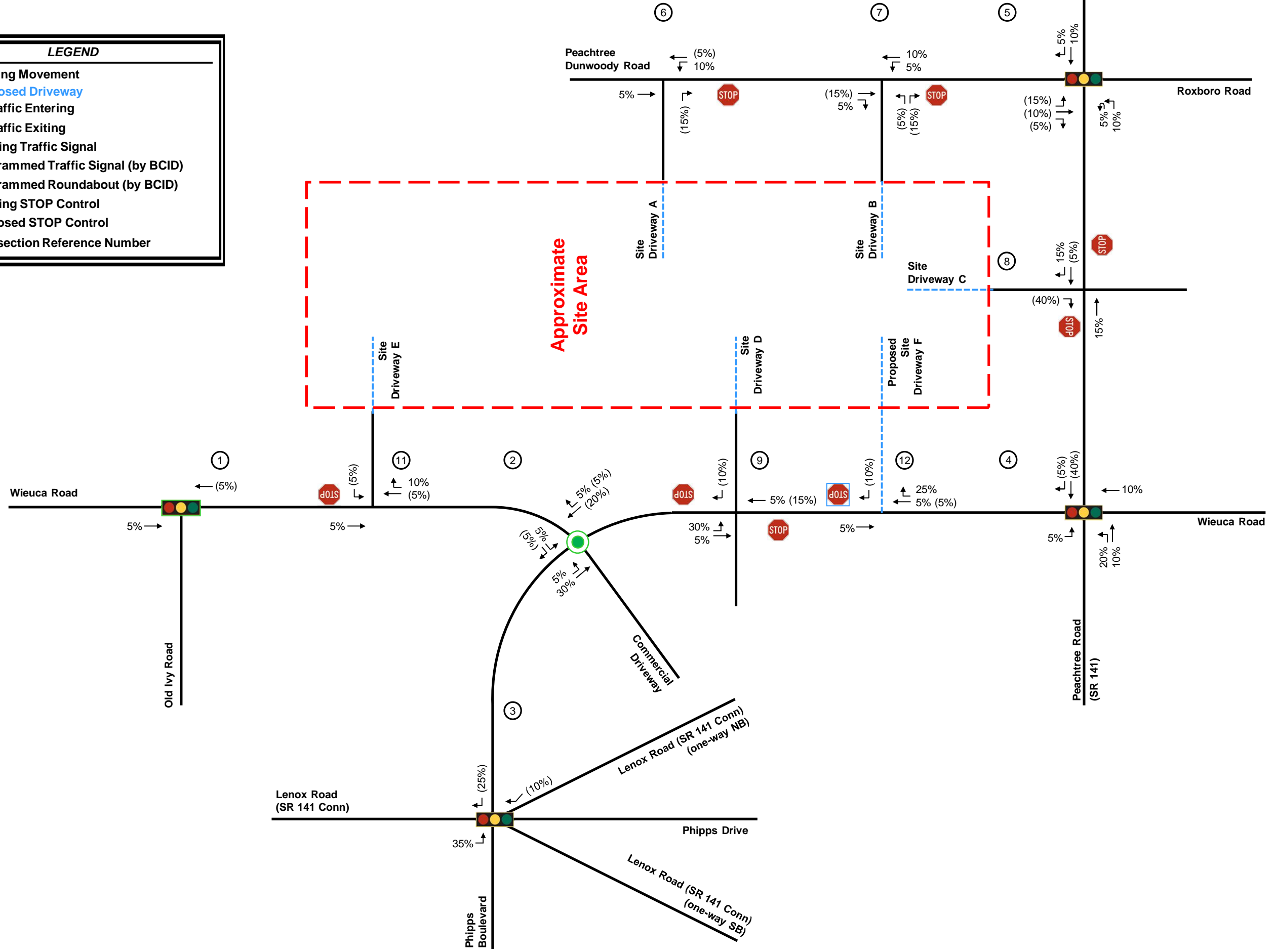
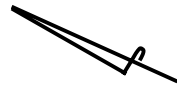


Figure 5

Residential Trip Distribution

Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis





NOT TO SCALE

LEGEND

- Turning Movement
- - - Proposed Driveway
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- 🚦 Existing Traffic Signal
- 🚦 Programmed Traffic Signal (by BCID)
- 🟢 Programmed Roundabout (by BCID)
- 🛑 Existing STOP Control
- 🛑 Proposed STOP Control
- Ⓧ Intersection Reference Number

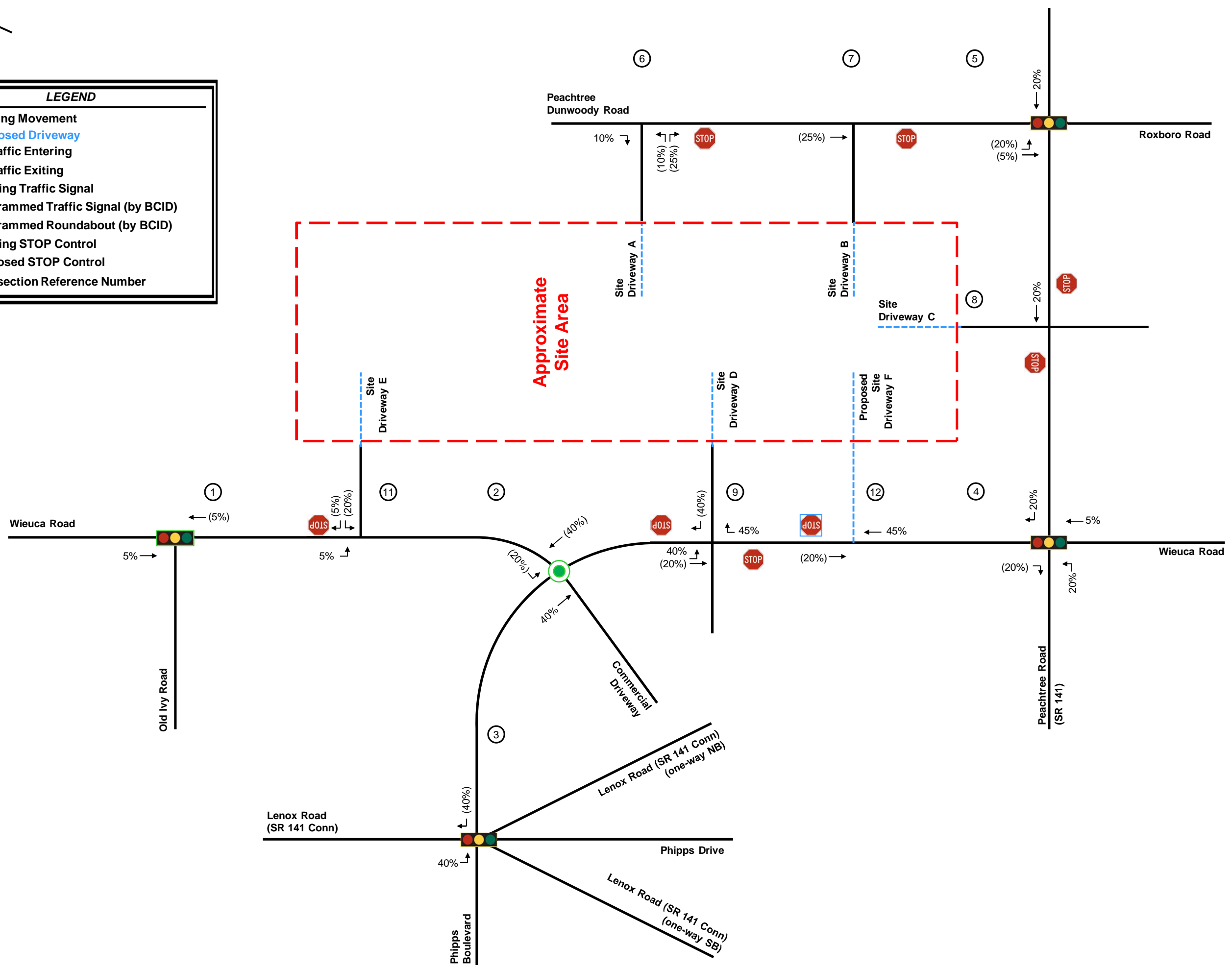
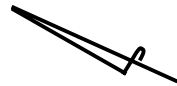


Figure 6

Church Trip Distribution

Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis





NOT TO SCALE

LEGEND

- Turning Movement
- - - Proposed Driveway
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- 🚦 Existing Traffic Signal
- 🚦 Programmed Traffic Signal (by BCID)
- 🟢 Programmed Roundabout (by BCID)
- STOP Existing STOP Control
- STOP Proposed STOP Control
- (X) Intersection Reference Number

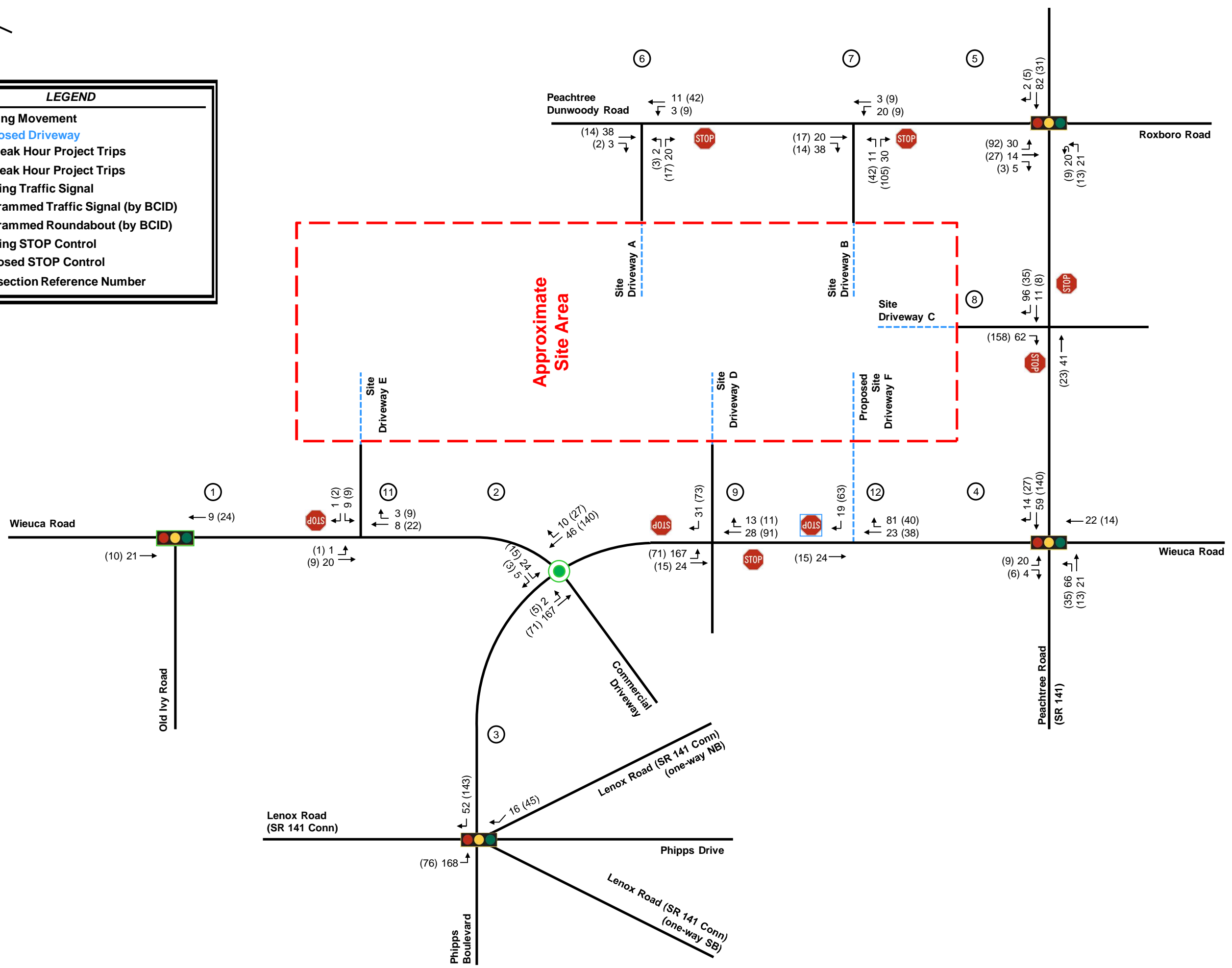


Figure 7

Project Trips

Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis



5.1 Wieuca Road at Old Ivy Road (Intersection 1)

Overall LOS Standard: E
 Approach LOS Standard: E

		Wieuca Road			Wieuca Road			Old Ivy Road						
		Northbound			Southbound			Eastbound						
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (TWSC)	AM	Overall LOS	(3.4)											
		Approach LOS	B (10.7)			A (0.0)			C (17.4)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	25	-			-	-	53		-			
	PM	Overall LOS	(93.0)											
		Approach LOS	B (11.7)			A (0.0)			F (>150)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	65	-			-	-	583		-			
NO-BUILD (SIGNAL) (IMPROVED BY BCID)	AM	Overall LOS	A (8.6)											
		Approach LOS	A (4.8)			B (11.8)			C (27.4)					
		Storage	-	-			-	-	75		-			
		50th Queue	22	76			292	-	12		0			
		95th Queue	107	163			515	-	46		63			
	PM	Overall LOS	A (9.3)											
		Approach LOS	A (7.2)			B (14.3)			C (26.9)					
		Storage	-	-			-	-	75		-			
		50th Queue	93	235			180	-	14		0			
		95th Queue	279	542			392	-	54		69			
BUILD (SIGNAL) (IMPROVED BY BCID)	AM	Overall LOS	A (8.6)											
		Approach LOS	A (4.9)			B (11.8)			C (28.9)					
		Storage	-	-			-	-	75		-			
		50th Queue	24	79			312	-	13		0			
		95th Queue	115	166			540	-	47		65			
	PM	Overall LOS	A (9.2)											
		Approach LOS	A (7.2)			B (13.7)			C (28.0)					
		Storage	-	-			-	-	75		-			
		50th Queue	138	386			217	-	15		0			
		95th Queue	300	571			392	-	57		72			

The intersection of Wieuca Road at Old Ivy Road (Intersection 1) currently operates and is projected to operate at LOS F for the stop-controlled westbound approach of Old Ivy Road. However, as a part of the Wieuca Roundabout project by Buckhead CID, a traffic signal and westbound exclusive left-turn lane along Old Ivy Road will be constructed at the intersection (programmed 2022). With the programmed improvements included (shown in green on **Figure 9** and **Figure 10**) the intersection is projected to operate at an acceptable LOS under Projected 2025 No-Build and Projected 2025 Build conditions.

5.2 Wieuca Road at Phipps Boulevard (Intersection 2)

Overall LOS Standard: E
Approach LOS Standard: E

		Private Driveway			Wieuca Road			Phipps Boulevard			Wieuca Road			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (SIGNAL)	AM	Overall LOS	D (38.3)											
		Approach LOS	B (15.0)			E (73.9)			C (25.6)			B (18.7)		
		Storage	-	-	-	400	-	-	175	-	-	75	-	175
		50th Queue	-	4	0	284	10	-	80	66	-	2	129	16
		95th Queue	-	4	0	462	62	-	116	97	-	4	162	44
	PM	Overall LOS	E (77.0)											
		Approach LOS	C (29.8)			E (67.6)			C (34.2)			F (119.3)		
		Storage	-	-	-	400	-	-	175	-	-	75	-	175
		50th Queue	-	11	0	516	5	-	345	99	-	14	100	160
		95th Queue	-	29	0	754	45	-	396	104	-	23	135	220
NO-BUILD (ROUNDAABOUT) (IMPROVED BY BCID)	AM	Overall LOS	A (8.2)											
		Approach LOS	A (5.5)			C (16.1)			A (6.9)			A (3.6)		
		Storage	-	-	-	600	-	-	-	-	-	-	-	175
		50th Queue	-	1	1	49	50	-	8	-	8	25	25	25
		95th Queue	-	2	2	121	125	-	19	-	19	63	63	63
	PM	Overall LOS	A (9.0)											
		Approach LOS	A (8.4)			A (7.2)			C (15.9)			A (4.2)		
		Storage	-	-	-	600	-	-	-	-	-	-	-	175
		50th Queue	-	2	2	18	18	-	64	-	64	21	22	22
		95th Queue	-	3	3	44	44	-	159	-	159	51	53	53
BUILD (ROUNDAABOUT) (IMPROVED BY BCID)	AM	Overall LOS	A (9.3)											
		Approach LOS	A (6.2)			C (18.5)			A (9.0)			A (6.2)		
		Storage	-	-	-	600	-	-	-	-	-	-	-	175
		50th Queue	-	27	27	55	58	-	15	-	15	27	27	27
		95th Queue	-	67	68	137	143	-	37	-	37	67	68	68
	PM	Overall LOS	B (10.5)											
		Approach LOS	A (9.1)			A (8.7)			C (19.3)			A (4.7)		
		Storage	-	-	-	600	-	-	-	-	-	-	-	175
		50th Queue	-	2	2	21	21	-	83	-	84	27	27	27
		95th Queue	-	4	4	51	51	-	206	-	207	67	68	68

The intersection of Wieuca Road at Phipps Boulevard (Intersection 2) currently operates and is projected to operate at an acceptable overall LOS under existing and future scenarios. However, the westbound approach of Wieuca Road currently operates at LOS F under Estimated 2021 conditions. A project is currently programmed by Buckhead CID to construct a multilane roundabout at this location (programmed 2022). With the programmed improvements included (shown in green on **Figure 9** and **Figure 10**) the westbound approach is projected to operate at an acceptable LOS under Projected 2025 No-Build and Projected 2025 Build conditions.

5.3 Lenox Road (SR 141 Conn) at (Intersection 3)

Overall LOS Standard: E
Approach LOS Standard: E

		Alliance Center Drive			Phipps Boulevard			Lenox Road (SR 141 Conn)				Phipps Drive		Lenox Road (SR 141 Conn)		
		Northbound			Southbound			Eastbound				Westbound		Southwest (WB)		
		L	T	R/R2	L2/L	T	R	L	T	R	R2	L	T	T	R	
EXISTING (SIGNAL)	AM	Overall LOS	E (69.6)													
		Approach LOS	E (57.8)			F (99.4)			E (56.4)				E (66.9)		E (67.1)	
		Storage	150	-	150	150	-	-	325	-	-	200	100	-	-	-
		50th Queue	22	9	8	70	108	474	163	568	357	79	43	20	253	-
		95th Queue	44	26	23	149	157	1142	219	823	428	231	92	48	319	-
	PM	Overall LOS	D (42.2)													
		Approach LOS	E (69.4)			F (84.3)			C (30.8)				C (30.4)		D (35.4)	
		Storage	150	-	150	150	-	-	325	-	-	200	100	-	-	-
		50th Queue	151	129	98	53	26	170	267	231	261	0	11	86	325	-
		95th Queue	194	172	139	95	52	214	376	527	526	0	34	168	489	-
NO-BUILD (SIGNAL) (IMPROVED BY BCID)	AM	Overall LOS	E (56.4)													
		Approach LOS	E (57.8)			D (43.4)			E (58.4)				E (67.8)		E (69.7)	
		Storage	150	-	150	150	-	-	325	-	-	200	100	-	-	-
		50th Queue	23	9	8	68	551	232	179	585	366	92	43	21	261	-
		95th Queue	45	26	23	158	851	343	238	845	439	248	94	48	328	-
	PM	Overall LOS	D (38.4)													
		Approach LOS	E (73.7)			E (63.9)			C (29.4)				C (26.6)		C (30.2)	
		Storage	150	-	150	150	-	-	325	-	-	200	100	-	-	-
		50th Queue	154	139	106	52	27	66	300	197	222	0	11	79	300	-
		95th Queue	198	195	158	96	123	113	413	457	456	0	34	149	435	-
BUILD (SIGNAL) (IMPROVED BY BCID)	AM	Overall LOS	E (63.3)													
		Approach LOS	E (57.8)			D (48.1)			E (67.9)				E (67.7)		E (72.7)	
		Storage	150	-	150	150	-	-	325	-	-	200	100	-	-	-
		50th Queue	23	9	8	68	623	260	319	585	366	92	43	21	270	-
		95th Queue	45	26	23	158	898	382	438	845	439	248	94	48	338	-
	PM	Overall LOS	D (44.2)													
		Approach LOS	E (72.8)			E (65.4)			D (39.1)				C (27.1)		C (31.6)	
		Storage	150	-	150	150	-	-	325	-	-	200	100	-	-	-
		50th Queue	154	139	106	52	27	143	396	198	223	0	11	79	323	-
		95th Queue	198	191	155	96	134	187	512	475	475	0	34	154	482	-

The intersection of Lenox Road (SR 141 Conn) at Phipps Boulevard (Intersection 3) currently operates and is projected to operate at an acceptable overall LOS under existing and future scenarios. However, the southbound approach of Phipps Boulevard currently operates at LOS F under Estimated 2021 conditions. A project is currently programmed by Buckhead CID to restripe the exclusive southbound through lane along Phipps Boulevard as a shared through/right-turn lane (programmed 2021). Additionally, a right-turn overlap phase will be installed for the southbound right-turn as a part of the project. With the programmed improvements included (shown in green on **Figure 9** and **Figure 10**) the southbound approach is projected to operate at an acceptable LOS under Projected 2025 No-Build and Projected 2025 Build conditions.

5.4 Peachtree Road (SR 141) at Wieuca Road (Intersection 4)

Overall LOS Standard: E
 Approach LOS Standard: E

		Wieuca Road			Wieuca Road			Peachtree Road (SR 141)			Peachtree Road (SR 141)			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (SIGNAL)	AM	Overall LOS	C (32.3)											
		Approach LOS	E (56.9)			E (67.3)			C (28.0)			B (16.3)		
		Storage	200	-	-	250	-	-	325	-	-	100	-	-
		50th Queue	79	222	-	143	140	-	96	235	-	11	147	-
		95th Queue	118	271	-	145	118	-	260	309	-	18	825	-
	PM	Overall LOS	D (39.0)											
		Approach LOS	E (69.3)			E (78.1)			C (30.2)			A (9.4)		
		Storage	200	-	-	250	-	-	325	-	-	100	-	-
		50th Queue	125	256	-	196	316	-	182	407	-	11	87	-
		95th Queue	172	309	-	244	364	-	285	503	-	88	637	-
NO-BUILD (SIGNAL)	AM	Overall LOS	D (38.2)											
		Approach LOS	E (57.0)			E (72.8)			C (34.1)			C (23.8)		
		Storage	200	-	-	250	-	-	325	-	-	100	-	-
		50th Queue	81	227	-	168	157	-	103	251	-	11	165	-
		95th Queue	121	276	-	263	208	-	267	329	-	18	871	-
	PM	Overall LOS	D (41.0)											
		Approach LOS	E (69.2)			F (80.3)			C (32.6)			B (12.3)		
		Storage	200	-	-	250	-	-	325	-	-	100	-	-
		50th Queue	127	261	-	223	296	-	208	439	-	15	350	-
		95th Queue	175	315	-	301	363	-	305	503	-	94	710	-
BUILD (SIGNAL)	AM	Overall LOS	D (46.0)											
		Approach LOS	E (75.1)			E (61.4)			E (61.4)			C (22.7)		
		Storage	200	-	-	250	-	-	325	-	-	100	-	-
		50th Queue	79	243	-	172	158	-	238	268	-	12	804	-
		95th Queue	120	340	-	220	209	-	423	343	-	21	932	-
	PM	Overall LOS	D (42.1)											
		Approach LOS	E (77.3)			E (77.7)			C (33.9)			B (14.8)		
		Storage	200	-	-	250	-	-	325	-	-	100	-	-
		50th Queue	125	268	-	227	298	-	247	454	-	19	617	-
		95th Queue	175	338	-	282	366	-	351	536	-	87	872	-

The intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 4) currently operates and is projected to operate at an acceptable overall LOS under existing and future scenarios. The southbound approach of Wieuca Road is projected to operate at LOS F under Projected 2025 No-Build conditions.

Due to the increase in volume on the southbound left-turn movement during the AM and PM peak hours, the split time for the left-turn phase was increased to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result the southbound approach operates at an acceptable LOS under Projected 2025 Build conditions. Since a change in signal timing would improve the southbound approach to an acceptable LOS and physical improvements are not feasible due to right-of-way constraints, no physical improvements are recommended to be conditioned.

5.5 Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 5)

Overall LOS Standard: E
Approach LOS Standard: E

		Roxboro Road			Peachtree-Dunwoody Road			Peachtree Road (SR 141)			Peachtree Road (SR 141)			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (SIGNAL)	AM	Overall LOS	C (33.7)											
		Approach LOS	E (78.6)			D (41.5)			C (26.9)			C (28.1)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	47	282	-	42	82	82	228	128	-	36	486	-
		95th Queue	91	463	-	79	135	171	389	144	-	63	547	-
	PM	Overall LOS	D (37.6)											
		Approach LOS	F (88.2)			D (52.2)			C (24.4)			D (41.0)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	48	250	-	82	120	0	89	383	-	76	390	-
		95th Queue	94	405	-	135	186	63	148	251	-	179	442	-
NO-BUILD (SIGNAL)	AM	Overall LOS	D (43.7)											
		Approach LOS	F (80.7)			D (40.2)			D (50.8)			C (31.7)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	52	305	-	56	92	97	342	134	-	37	514	-
		95th Queue	99	502	-	100	148	190	499	149	-	63	578	-
	PM	Overall LOS	D (40.1)											
		Approach LOS	F (89.6)			E (60.8)			C (26.6)			D (42.0)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	55	272	-	110	138	0	135	357	-	77	412	-
		95th Queue	103	447	-	202	209	65	213	248	-	185	466	-
BUILD (SIGNAL)	AM	Overall LOS	D (53.8)											
		Approach LOS	F (80.7)			D (40.4)			E (74.4)			D (36.6)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	52	305	-	77	102	97	409	136	-	37	561	-
		95th Queue	99	502	-	133	162	192	611	152	-	63	629	-
	PM	Overall LOS	D (44.6)											
		Approach LOS	F (166.8)			E (78.9)			B (17.7)			D (42.2)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	58	340	-	205	166	0	158	306	-	77	428	-
		95th Queue	110	540	-	385	246	65	258	275	-	182	483	-

The intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 5) currently operates and is projected to operate at an acceptable overall LOS standard under Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions. The northbound approach of Roxboro Road at the intersection is projected to operate at LOS F during the Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions.

Due to the increase in volume on the eastbound left-turn movement during the AM peak hour and the southbound left-turn movement during the PM peak hour, the split time for these left-turn phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

In order to improve the LOS of the northbound approach (Roxboro Road), an exclusive northbound right-turn lane should be considered (shown in red on **Figure 9** and **Figure 10**) as a system improvement (needed to serve background traffic, without the development). Approximately 50’ of pavement currently exists, therefore this improvement may be feasible to construct within the existing right-of-way. With this improvement, the approach is projected to operate acceptably.

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

Overall LOS Standard: E
 Approach LOS Standard: E

		Roxboro Road*			Peachtree-Dunwoody Road			Peachtree Road (SR 141)			Peachtree Road (SR 141)			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (34.4)											
		Approach LOS	E (64.8)			D (46.3)			D (38.4)			C (24.3)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	55	198	0	60	99	105	337	133	-	32	463	-
		95th Queue	99	276	55	100	148	190	504	149	-	63	578	-
	PM	Overall LOS	C (34.4)											
		Approach LOS	E (70.2)			E (64.5)			B (19.7)			D (41.7)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		95th Queue	107	208	77	181	219	69	189	132	-	168	441	-
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (42.8)											
		Approach LOS	E (64.9)			D (45.9)			E (58.5)			C (27.6)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		50th Queue	55	198	0	83	110	105	407	135	-	32	506	-
		95th Queue	99	276	55	128	162	192	620	152	-	63	628	-
	PM	Overall LOS	D (38.6)											
		Approach LOS	E (73.2)			E (67.2)			C (25.1)			D (42.5)		
		Storage	175	-	-	150	-	700	200	-	-	50	-	-
		95th Queue	110	213	79	334	246	65	249	275	-	190	483	-

* - Includes a new NB right-turn lane along Roxboro Road

With the improvements listed above, the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 5) is projected to operate at or above its overall and approach LOS standards.

5.6 Peachtree-Dunwoody Road at Site Driveway A (Intersection 6)

Overall LOS Standard: E
Approach LOS Standard: E

		Peachtree-Dunwoody Road			Peachtree-Dunwoody Road			Site Driveway A						
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (TWSC)	AM	Overall LOS	(0.9)											
		Approach LOS	A (8.9)			A (0.0)			C (15.0)					
		Storage	225	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	8	-			-	-	0		0			
	PM	Overall LOS	(2.5)											
		Approach LOS	A (7.9)			A (0.0)			B (13.1)					
		Storage	225	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	0	-			-	-	15		8			
NO-BUILD (TWSC)	AM	Overall LOS	(0.9)											
		Approach LOS	A (9.0)			A (0.0)			C (15.5)					
		Storage	225	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	8	-			-	-	0		0			
	PM	Overall LOS	(2.4)											
		Approach LOS	A (8.0)			A (0.0)			B (13.4)					
		Storage	225	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	0	-			-	-	18		10			
BUILD (TWSC)	AM	Overall LOS	(1.1)											
		Approach LOS	A (9.2)			A (0.0)			B (14.3)					
		Storage	225	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	8	-			-	-	3		5			
	PM	Overall LOS	(2.7)											
		Approach LOS	A (8.0)			A (0.0)			B (14.1)					
		Storage	225	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	0	-			-	-	20		13			

The intersection of Peachtree-Dunwoody Road at Site Driveway A (Intersection 6) is projected to operate at an acceptable LOS overall and for each approach under the Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the eastbound approach. No changes to the existing laneage are recommended.

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

5.7 Peachtree-Dunwoody Road at Site Driveway B (Intersection 7)

Overall LOS Standard: E
Approach LOS Standard: E

		Peachtree-Dunwoody Road			Peachtree-Dunwoody Road			Site Driveway B						
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (TWSC)	AM	Overall LOS	(1.4)											
		Approach LOS	A (8.9)			A (0.0)			C (16.0)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	10	-			-	-	5		3			
	PM	Overall LOS	(2.4)											
		Approach LOS	A (8.0)			A (0.0)			B (12.2)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	8	-			-	-	10		13			
NO-BUILD (TWSC)	AM	Overall LOS	(2.5)											
		Approach LOS	A (9.3)			A (0.0)			C (16.4)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	18	-			-	-	10		8			
	PM	Overall LOS	(3.8)											
		Approach LOS	A (8.2)			A (0.0)			B (13.5)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	5	-			-	-	18		23			
BUILD (TWSC)	AM	Overall LOS	(3.2)											
		Approach LOS	A (9.8)			A (0.0)			C (18.9)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	20	-			-	-	20		13			
	PM	Overall LOS	(5.9)											
		Approach LOS	A (8.5)			A (0.0)			C (16.4)					
		Storage	150	-			-	-	-		-			
		50th Queue	-	-			-	-	-		-			
		95th Queue	10	-			-	-	38		50			

The intersection of Peachtree-Dunwoody Road at Site Driveway B (Intersection 7) is projected to operate at an acceptable LOS overall and for each approach under the Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the eastbound approach. No changes to the existing laneage are recommended.

5.8 Peachtree Road (SR 141) at Site Driveway C (Intersection 8)

Overall LOS Standard: E
 Approach LOS Standard: E

		Private Driveway			Site Driveway C			Peachtree Road (SR 141)			Peachtree Road (SR 141)			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (RIRO)	AM	Overall LOS	(0.2)											
		Approach LOS	C (16.5)			B (14.0)			A (0.0)			A (0.0)		
		Storage			-			-		-	-		-	-
		50th Queue			-			-		-	-		-	-
		95th Queue			3			13		-	-		-	-
	PM	Overall LOS	(0.9)											
		Approach LOS	C (23.3)			B (12.0)			A (0.0)			A (0.0)		
		Storage			-			-		-	-		-	-
		50th Queue			-			-		-	-		-	-
		95th Queue			25			15		-	-		-	-
NO-BUILD (RIRO)	AM	Overall LOS	(0.3)											
		Approach LOS	C (16.9)			C (15.2)			A (0.0)			A (0.0)		
		Storage			-			-		-	-		-	-
		50th Queue			-			-		-	-		-	-
		95th Queue			3			15		-	-		-	-
	PM	Overall LOS	(1.0)											
		Approach LOS	C (24.4)			B (12.8)			A (0.0)			A (0.0)		
		Storage			-			-		-	-		-	-
		50th Queue			-			-		-	-		-	-
		95th Queue			28			23		-	-		-	-
BUILD (RIRO)	AM	Overall LOS	(0.7)											
		Approach LOS	C (17.4)			C (17.5)			A (0.0)			A (0.0)		
		Storage			-			-		-	-		-	-
		50th Queue			-			-		-	-		-	-
		95th Queue			5			35		-	-		-	-
	PM	Overall LOS	(1.9)											
		Approach LOS	D (25.0)			C (16.9)			A (0.0)			A (0.0)		
		Storage			-			-		-	-		-	-
		50th Queue			-			-		-	-		-	-
		95th Queue			28			70		-	-		-	-

The intersection of Peachtree Road (SR 141) at Site Driveway C (Intersection 8) is projected to operate at an acceptable LOS overall and for each approach under the Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the northbound and southbound approaches. No changes to the existing laneage are recommended.

5.9 Wieuca Road at Site Driveway D (Intersection 9)

Overall LOS Standard: E
Approach LOS Standard: E

		Wieuca Road			Wieuca Road			Longleaf Drive			Site Driveway D			
		Northbound			Southbound			Eastbound			Westbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
EXISTING (RCUT)	AM	Overall LOS	(0.6)											
		Approach LOS	A (9.7)			B (12.3)			B (11.7)					
		Storage	100	-	-	175	-	-	-					
		50th Queue	-	-	-	-	-	-	-					
		95th Queue	5	-	-	3	-	-	8					
	PM	Overall LOS	(0.6)											
		Approach LOS	B (10.7)			B (10.8)			B (13.4)					
		Storage	100	-	-	175	-	-	-					
		50th Queue	-	-	-	-	-	-	-					
		95th Queue	5	-	-	0	-	-	13					
NO-BUILD (RCUT)	AM	Overall LOS	(0.6)											
		Approach LOS	A (9.9)			B (12.6)			B (11.9)					
		Storage	100	-	-	175	-	-	-					
		50th Queue	-	-	-	-	-	-	-					
		95th Queue	5	-	-	3	-	-	8					
	PM	Overall LOS	(0.6)											
		Approach LOS	B (11.0)			B (11.0)			B (13.8)			B (11.0)		
		Storage	100	-	-	175	-	-	-					
		50th Queue	-	-	-	-	-	-	-					
		95th Queue	5	-	-	0	-	-	13					
BUILD (RCUT)	AM	Overall LOS	(2.1)											
		Approach LOS	B (10.0)			C (18.3)			B (12.1)			C (16.4)		
		Storage	100	-	-	175	-	-	-			-		
		50th Queue	-	-	-	-	-	-	-			-		
		95th Queue	5	-	-	50	-	-	8			10		
	PM	Overall LOS	(1.5)											
		Approach LOS	B (11.1)			B (12.8)			B (13.9)			C (15.8)		
		Storage	100	-	-	175	-	-	-			-		
		50th Queue	-	-	-	-	-	-	-			-		
		95th Queue	5	-	-	13	-	-	13			18		

The intersection of Wieuca Road at Site Driveway D (Intersection 9) is projected to operate at an acceptable LOS overall and for each approach under the Estimated 2021, Projected 2025 No-Build, and Projected 2025 Build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the eastbound and westbound approaches. The recommended lane configuration for Site Driveway D is one lane entering the site and one lane exiting the site. The proposed *Mixed-Use Development at Peachtree/Wieuca* development will widen Site Driveway D from ingress-only (existing) to two-way traffic flow. Only right-turns will be permitted from the eastbound and westbound approaches.

5.10 Wieuca Road at Wieuca Baptist Driveway (to be closed) (Intersection 10)

Overall LOS Standard: E
 Approach LOS Standard: E

		Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Wieuca Baptist Driveway Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R		
EXISTING (TWSC)	AM	Overall LOS	(0.7)												
		Approach LOS	A (0.0)			B (12.0)						E (44.1)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	0	-					25		-	
	PM	Overall LOS	(0.3)												
		Approach LOS	A (0.0)			B (10.7)						D (34.1)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	0	-					10		-	
NO-BUILD (TWSC)	AM	Overall LOS	(0.8)												
		Approach LOS	A (0.0)			B (12.3)						E (49.3)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	-	-					28		-	
	PM	Overall LOS	F (111.3)												
		Approach LOS	A (0.0)			B (11.0)						E (37.8)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	-	-					13		-	

The intersection of Wieuca Road at Wieuca Baptist Driveway (Intersection 10) is projected to operate at an acceptable LOS overall and for each approach under the Estimated 2021 and Projected 2025 No-Build conditions. The intersection will be removed with the construction of the *Mixed-Use Development at Peachtree/Wieuca* development.

5.11 Wieuca Road at Site Driveway E (Intersection 11)

Overall LOS Standard: E
Approach LOS Standard: E

		Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Wieuca Baptist Driveway Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R		
EXISTING (TWSC)	AM	Overall LOS	(0.3)												
		Approach LOS	A (0.0)			B (10.2)						C (19.0)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	3	-					0		3	
	PM	Overall LOS	(0.4)												
		Approach LOS	A (0.0)			B (12.5)						D (30.7)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	0	-					3		5	
NO-BUILD (TWSC)	AM	Overall LOS	(0.3)												
		Approach LOS	A (0.0)			B (10.3)						C (15.8)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	3	-					0		0	
	PM	Overall LOS	(0.3)												
		Approach LOS	A (0.0)			B (12.7)						C (19.3)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	0	-					3		5	
BUILD (TWSC)	AM	Overall LOS	(1.1)												
		Approach LOS	A (0.0)			B (10.3)						E (40.9)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	3	-					25		-	
	PM	Overall LOS	F (141.8)												
		Approach LOS	A (0.0)			B (13.0)						F (50.6)			
		Storage		-	-	-	-						-		-
		50th Queue		-	-	-	-					-		-	
		95th Queue		-	-	0	-					38		10	

The intersection of Wieuca Road at Site Driveway E (Intersection 11) is projected to operate at an acceptable LOS overall and for each approach under the build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the westbound approach only. The recommended lane configuration for Driveway E is one lane entering the site and one lane exiting the site.

5.12 Wieuca Road at Proposed Site Driveway F (Intersection 12)

Overall LOS Standard: E
 Approach LOS Standard: E

		Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Proposed Site Driveway F Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R		
BUILD (RIRO)	AM	Overall LOS	(0.1)												
		Approach LOS	A (0.0)			A (0.0)						C (15.7)			
		Storage		-	-		-								-
		50th Queue		-	-		-								-
		95th Queue		-	-		-								5
	PM	Overall LOS	(0.4)												
		Approach LOS	A (0.0)			A (0.0)						B (14.7)			
		Storage		-	-		-								-
		50th Queue		-	-		-								-
		95th Queue		-	-		-								13

The intersection of Wieuca Road at Proposed Site Driveway F (Intersection 12) is projected to operate at an acceptable LOS overall and for each approach under the build conditions. 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. The recommended lane configuration for Proposed Site Driveway F is one lane entering the site and one lane exiting the site.

NOT TO SCALE

LEGEND

- Existing Roadway Laneage
- - - Proposed Driveway
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- 🚦 Existing Traffic Signal
- 🛑 Existing STOP Control
- ⊙ Intersection Reference Number

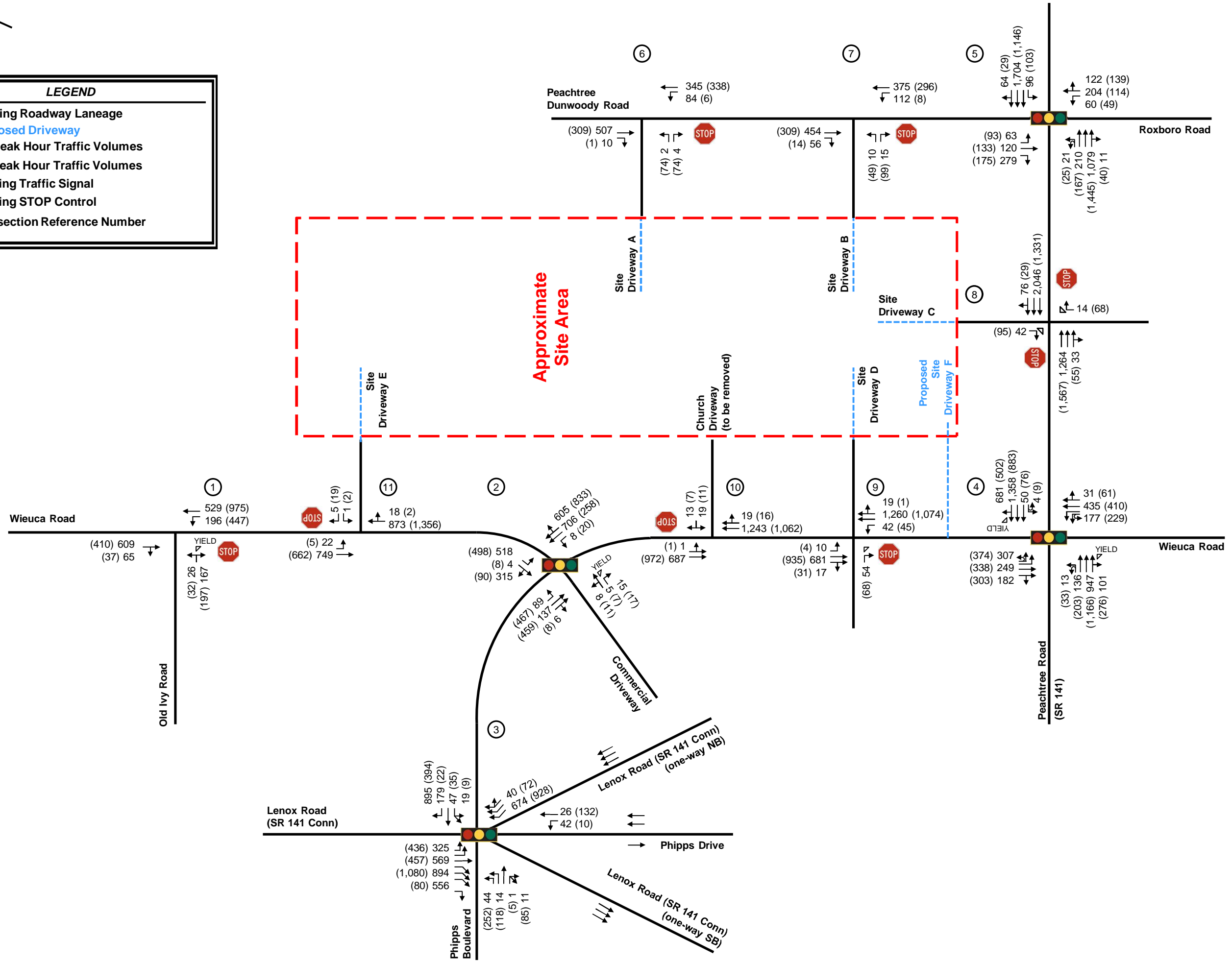


Figure 8

Estimated 2021 Conditions

Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis



NOT TO SCALE

LEGEND

- Existing Roadway Laneage
- No-Build Improved Roadway Laneage
- Programmed Roadway Laneage (by others)
- - - Proposed Driveway
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Programmed Traffic Signal (By BCID)
- Programmed Roundabout (By BCID)
- Existing STOP Control
- Intersection Reference Number

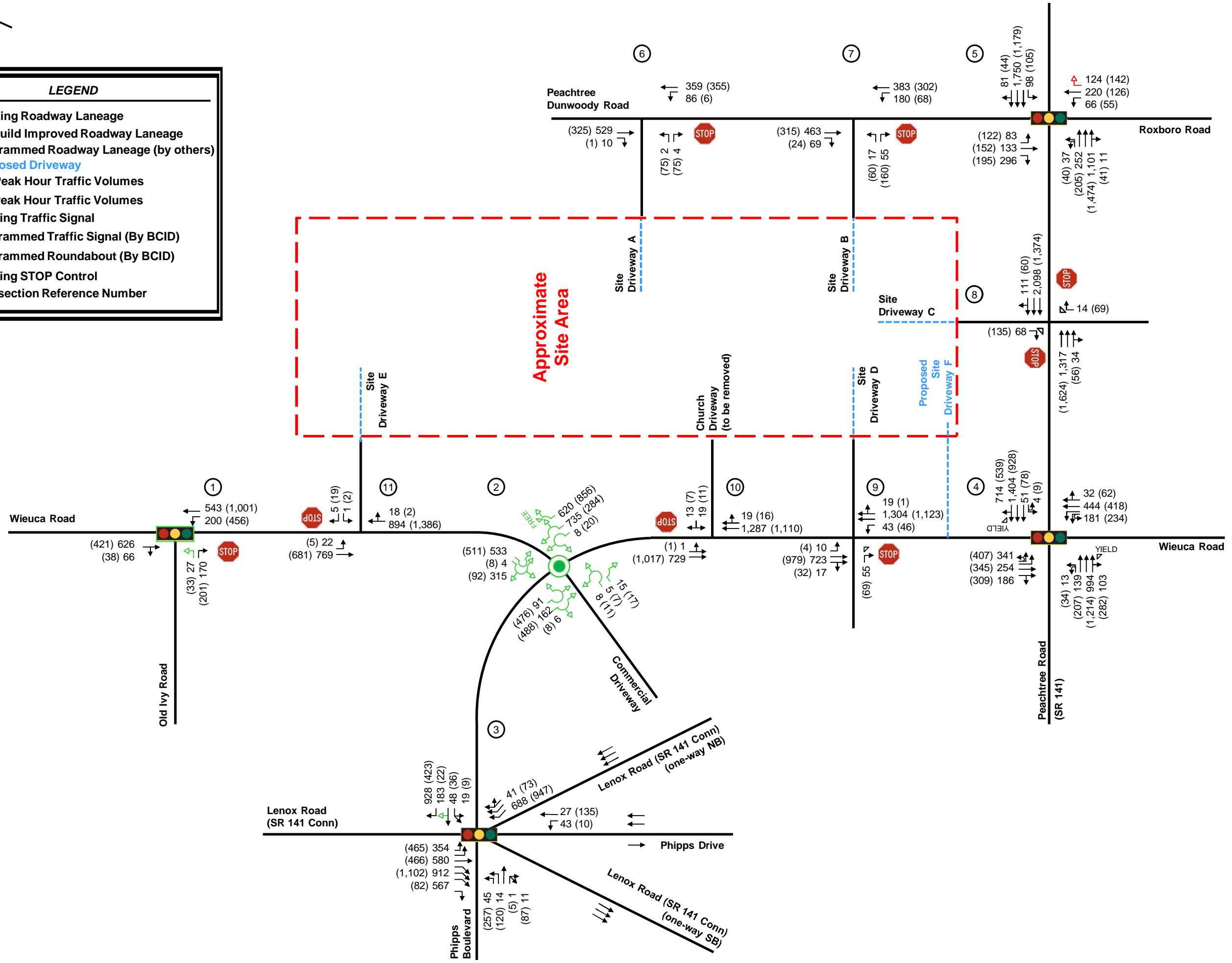


Figure 9

Projected 2025 No-Build Conditions

Mixed-Use Development at Peachtree/Wieuca DRI #3383 Transportation Analysis



NOT TO SCALE

LEGEND

- Existing Roadway Laneage
- No-Build Improved Roadway Laneage
- Programmed Roadway Laneage (by others)
- Build Improved Roadway Laneage
- Proposed Driveway
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Programmed Traffic Signal (By BCID)
- Programmed Roundabout (By BCID)
- Existing STOP Control
- Intersection Reference Number

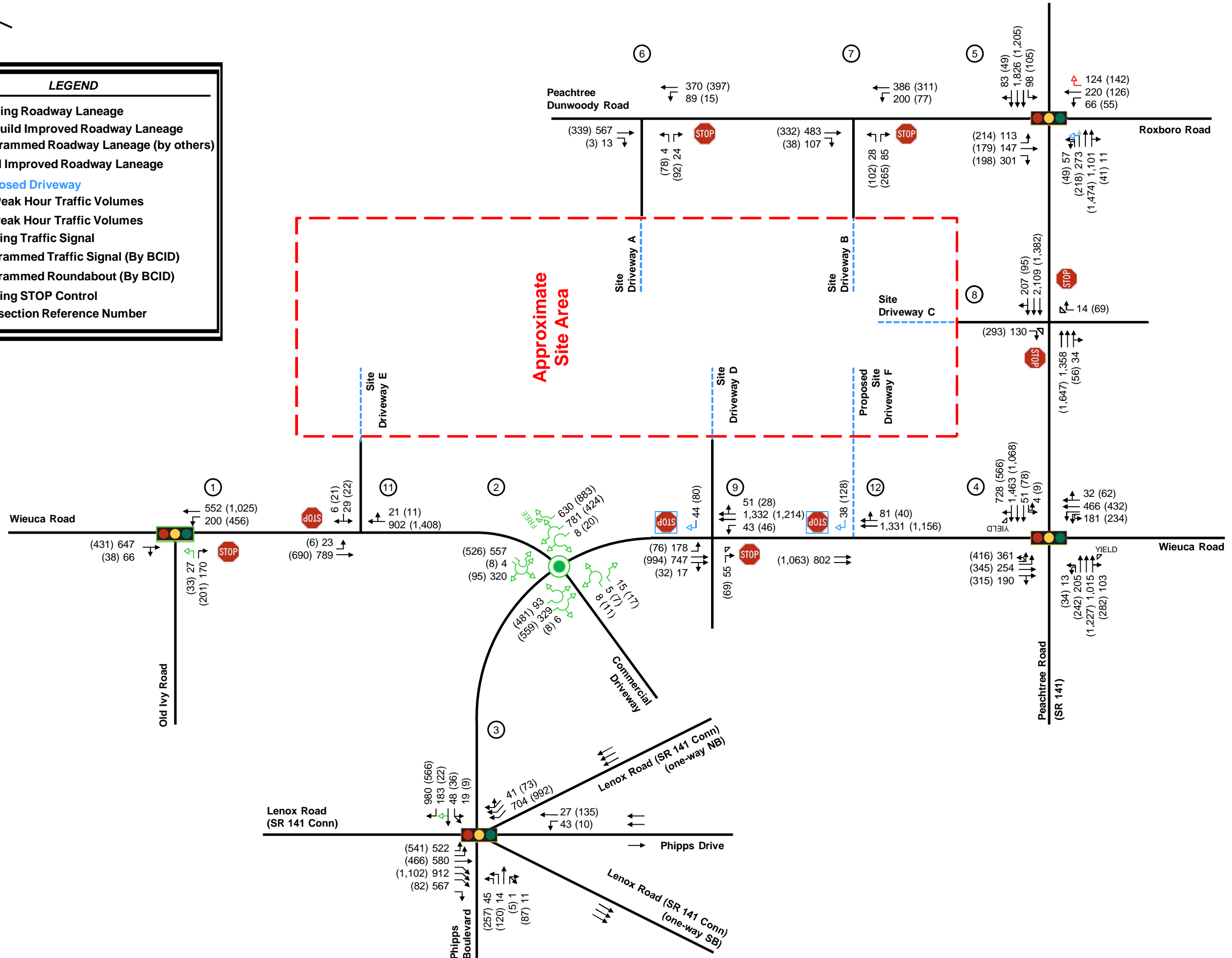


Figure 10

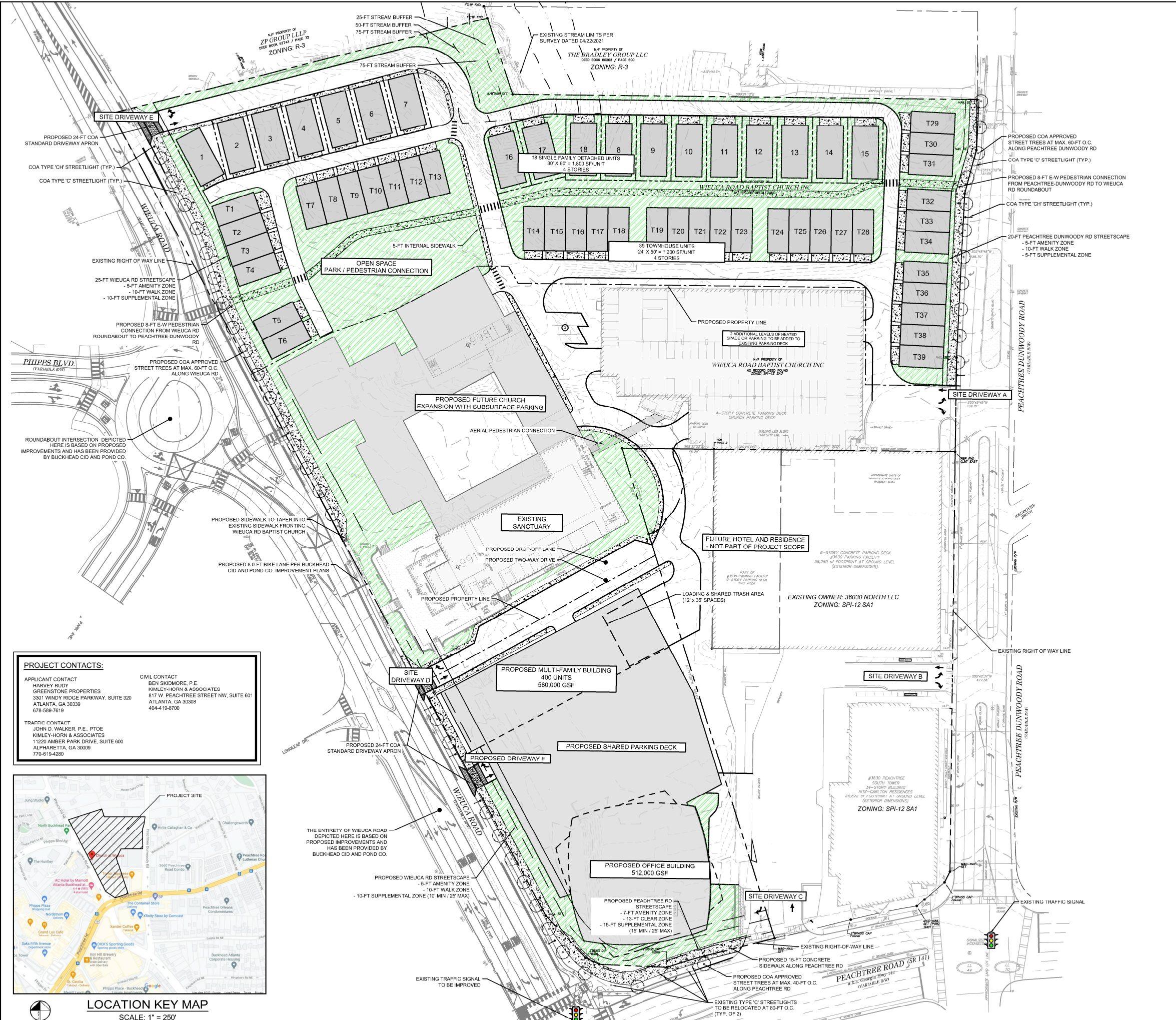
Projected 2025
Build Conditions

Mixed-Use Development at
Peachtree/Wieuca
DRI #3383
Transportation Analysis



Proposed Site Plan

Drawing name: K:\MT_CIVIL\12226043_Wieuca Rd BaptistCAD\Drawings\DR1-DRI SITE PLAN.dwg DR1-1 - DRI SITE PLAN Jul 12, 2021 6:19pm by: Aimee Brennan

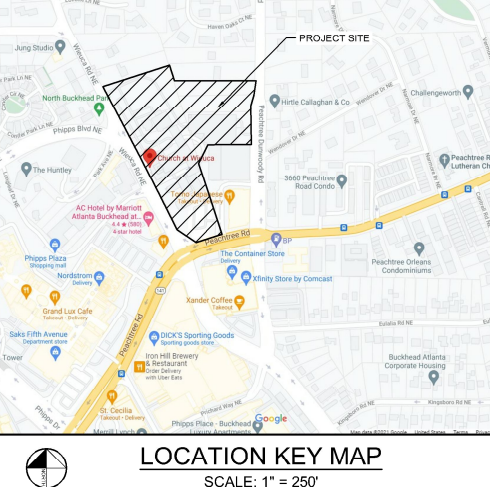


PROJECT CONTACTS:

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 ATLANTA, GA 30339
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 ALPHARETTA, GA 30009
 770-619-4280



SITE PLAN SPECIFICATIONS:

- DRI NUMBER: #3383
- CURRENT ZONING: SPI-12 SA3
 PROPOSED ZONING: SPI-12 SA1
- TOTAL NET LOT AREA (NLA): 545,176 SF (12.5 AC)
 GROSS LOT AREA (GLA): 579,983 SF (13.3 AC)
*NLA INCLUDES TRACTS 3 & 4 ONLY
 **GLA ASSUMES 40-FT ROW FOR ALL FRONTAGES. ACTUAL ROW VARIES
- TOTAL FAR ALLOWED: *N/A (PER SPI-12 SA-1)
 FAR PROVIDED:
 - RESIDENTIAL: 1.57 NLA
 - NON-RESIDENTIAL: 36.6 UNITS PER ACRE
 1.66 NLA
- EXISTING LAND USE: CHURCH/DAY SCHOOL AND PARKING
- PROPOSED LAND USES:
 - SINGLE-FAMILY COTTAGE HOMES: 18 UNITS = 113,400 SF (40'x70' LOTS)
 - 24' x 50' TOWNHOMES: 39 UNITS = 163,800 SF
 - PROPOSED CHURCH/DAY SCHOOL: 298,672 GSF
 EXISTING CHURCH/DAY SCHOOL: 140,000 GSF
 NET NEW CHURCH/DAY SCHOOL: 158,672 GSF
 - OFFICE / ACCESSORY RETAIL: 512,000 GSF
 - MULTIFAMILY RESIDENTIAL: 400 UNITS = 580,000 GSF
 PARKING DECK EXPANSION: +2 ADDITIONAL LEVELS
 95,278 SF
- OPEN SPACE REQUIRED:
 RESIDENTIAL: 20% NLA
 NON-RESIDENTIAL: 10% NLA
 TOTAL OPEN SPACE PROVIDED: 22% NLA
- OFFICE/MULTI-FAMILY BUILDING HEIGHT: 415-FT
 CHURCH EXPANSION HEIGHT: 75-FT
- SETBACKS:
 PEACHTREE DUNWOODY RD: 20-FT FROM BACK OF CURB
 - 5-FT AMENITY ZONE
 - 10-FT WALK ZONE
 - 5-FT SUPPLEMENTAL ZONE (0' MIN / 25' MAX)
 WIEUCA RD: 25-FT FROM FUTURE BACK OF CURB
 - 5-FT AMENITY ZONE
 - 10-FT WALK ZONE
 - 10-FT SUPPLEMENTAL ZONE (10' MIN / 25' MAX)
 PEACHTREE RD:
 - 5-FT AMENITY ZONE
 - 15-FT WALK ZONE
 - 15' MIN / 25' MAX FT SUPPLEMENTAL ZONE

PARKING CALCULATIONS	MAXIMUM ALLOWED PER BUCKHEAD PARKING OVERLAY	PARKING PROVIDED
OFFICE (512,000 SF)	2.5 / 1,000 SF = 1,280 SPACES	2,024 SPACES
MULTI-FAMILY APARTMENTS (400 UNITS)	1.25 / 1-BR UNIT = 195 SPACES 2.25 / 2-BR UNIT = 549 SPACES	IN PROPOSED PARKING DECK W/ 35% OF SPACES SHARED FOR OFFICE & MF USE
TOTAL MAXIMUM ALLOWED = 2,024 SPACES	TOTAL PROVIDED = 2,024 SPACES	
CHURCH / DAY SCHOOL (298,672 SF)	155 SUBSURFACE SPACES + 240 DECK SPACES TO BE ADDED 182 EXISTING SURFACE SPACES TO BE REMOVED	
EXISTING DECK	685 SPACES IN EXISTING DECK DEDICATED TO USE BY 3630 OFFICE TO REMAIN	
SINGLE-FAMILY COTTAGE HOMES (18 UNITS)	2 PER UNIT = 36 SPACES PROVIDED WITHIN UNITS	
TOWNHOMES (39 UNITS)	2 PER UNIT = 78 SPACES PROVIDED WITHIN UNITS	
NET NEW SPACES FOR OVERALL DEVELOPMENT = 2,351 SPACES		(2,024 + 213 + 36 + 78 SPACES)

SITE NOTES:

- THE PROPOSED OFFICE & MULTIFAMILY BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY HKS, DATED 04/09/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
- EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY GEOSURVEY, DATED 02/12/2021.
- THE PROPOSED ROADWAY IMPROVEMENTS FOR WIEUCA ROAD AND PEACHTREE ROAD SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY BUCKHEAD CID & POND CO. DATED 05/25/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ROADWAY PLANS FOR EXACT INFORMATION.
- ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.

SITE PLAN LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- LOT LINE
- EXISTING STREAM BUFFER
- CONCRETE SIDEWALK
- OPEN SPACE

GEORGIA811.
 Utility Protection Center, Inc.
 Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET
 0 25 50 100

Kimley-Horn & Associates, Inc.
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 ATLANTA, GEORGIA 30339
 PHONE: 678.589.7608
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GREENSTONE VENTURES INC.
 3301 WINDY RIDGE PARKWAY, SUITE 320
 ATLANTA, GA 30339
 PHONE: 678.589.7608

WIEUCA
 3630, 3663, & 3715 WIEUCA ROAD & 3714 PEACHTREE DUNWOODY ROAD.
 LAND LOT 44, 17TH DISTRICT

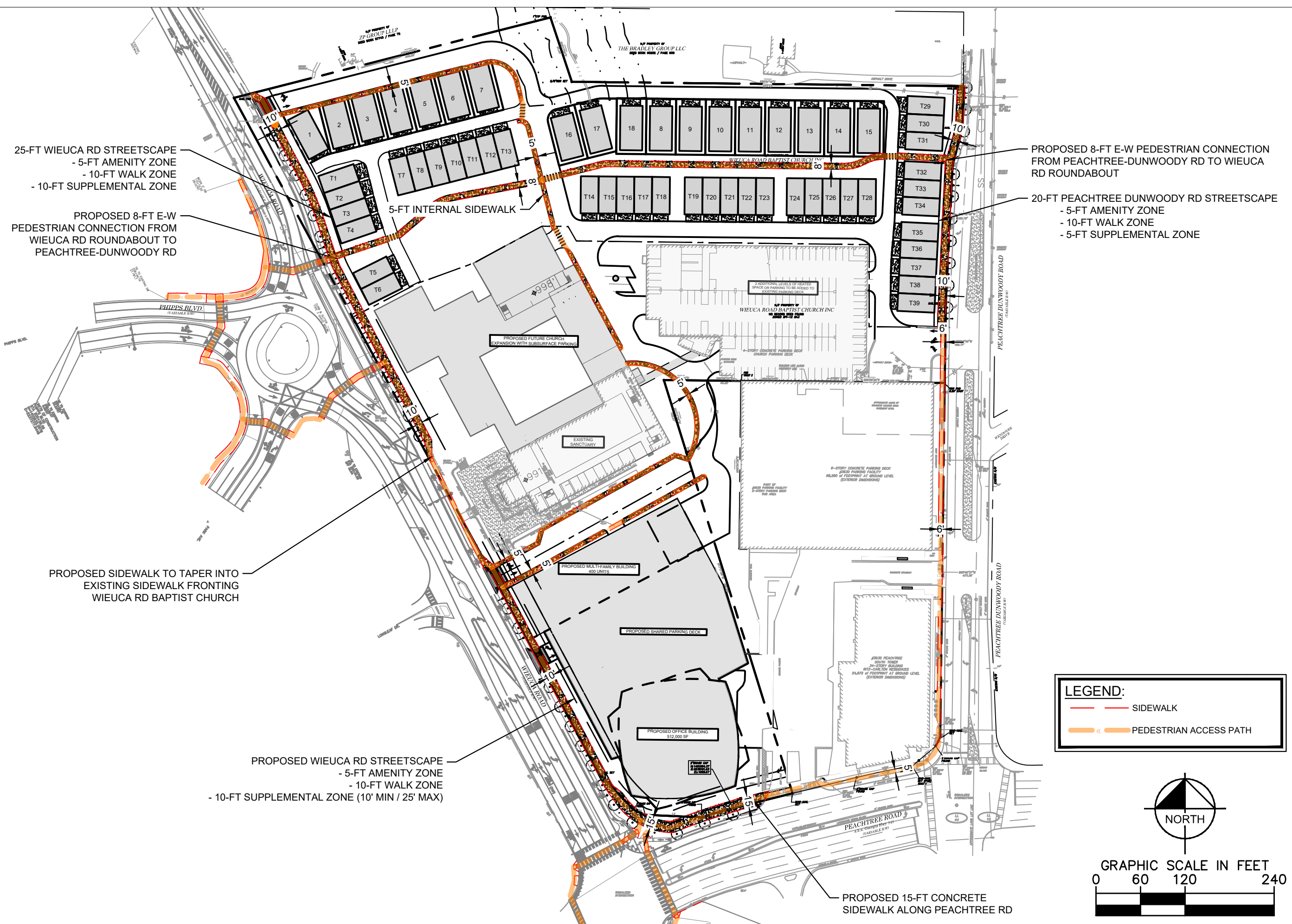
GEORGIA REGISTERED PROFESSIONAL ENGINEER
 BENJAMIN W. SKIDMORE
 07/12/2021

GSWCC NO. (LEVEL II) 0000068765
 DRAWN BY ATB
 DESIGNED BY IDK
 REVIEWED BY BWS
 DATE 07/12/2021
 PROJECT NO. 012826043
 TITLE **DRI SITE PLAN**
 SHEET NUMBER **DRI-1**

ISSUED FOR CONSTRUCTION

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\AMT_CIVIL\012826043_ Wieuca Rd Baptist\CAD\Exhibits\2021-07-12 Pedestrian Access\Pedestrian Access Exhibit.dwg PEDESTRIAN ACCESS EXHIBIT Jul 12, 2021 6:32pm by: JP_Navarro



25-FT WIEUCA RD STREETSCAPE
 - 5-FT AMENITY ZONE
 - 10-FT WALK ZONE
 - 10-FT SUPPLEMENTAL ZONE

PROPOSED 8-FT E-W
 PEDESTRIAN CONNECTION FROM
 WIEUCA RD ROUNDABOUT TO
 PEACHTREE-DUNWOODY RD

PROPOSED SIDEWALK TO TAPER INTO
 EXISTING SIDEWALK FRONTING
 WIEUCA RD BAPTIST CHURCH

PROPOSED WIEUCA RD STREETSCAPE
 - 5-FT AMENITY ZONE
 - 10-FT WALK ZONE
 - 10-FT SUPPLEMENTAL ZONE (10' MIN / 25' MAX)

PROPOSED 8-FT E-W PEDESTRIAN CONNECTION
 FROM PEACHTREE-DUNWOODY RD TO WIEUCA
 RD ROUNDABOUT

20-FT PEACHTREE DUNWOODY RD STREETSCAPE
 - 5-FT AMENITY ZONE
 - 10-FT WALK ZONE
 - 5-FT SUPPLEMENTAL ZONE

PROPOSED 15-FT CONCRETE
 SIDEWALK ALONG PEACHTREE RD

LEGEND:

- SIDEWALK
- PEDESTRIAN ACCESS PATH

NORTH

GRAPHIC SCALE IN FEET

0 60 120 240

Kimley»Horn
 817 W. PEACHTREE STREET, NW
 THE BILTMORE, SUITE 601
 ATLANTA, GEORGIA 30308
 PHONE: (404) 419-8700 | www.kimley-horn.com

CLIENT:
**GREENSTONE
 VENTURES INC.**

TITLE:
**PEDESTRIAN ACCESS
 EXHIBIT**

PROJECT:
WIEUCA

JOB NO.: 012826043
 SCALE: 1" = 120'
 DATE: 07/12/2021

SHEET:
EXHIBIT A

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)

**Mixed-Use Development at Peachtree/Wieuca DRI
Buckhead, City of Atlanta, GA**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
210 Single-Family Detached Housing	18 d.u.	214	18	5	13	20	13	7
220 Multi-Family Housing (Low-Rise)	39 d.u.	254	19	4	15	26	16	10
222 Multi-Family Housing (High-Rise)	400 d.u.	1,788	125	30	95	145	88	57
560 Church	158,672 s.f.	992	56	34	22	63	28	35
710 General Office Building	500,000 s.f.	5,056	496	427	69	525	84	441
820 Shopping Center	12,000 s.f. gross leasable area	454	11	7	4	46	22	24
Gross Trips		8,758	725	507	218	825	251	574
Residential Trips		2,256	162	39	123	191	117	74
<i>Mixed-Use Reductions</i>		-79	-4	-1	-3	-16	-11	-5
<i>Alternative Mode Reductions</i>		-327	-24	-6	-18	-26	-16	-10
Adjusted Residential Trips		1,850	134	32	102	149	90	59
Office Trips		5,056	496	427	69	525	84	441
<i>Mixed-Use Reductions</i>		-50	-5	-3	-2	-10	-3	-7
<i>Alternative Mode Reductions</i>		-751	-74	-64	-10	-77	-12	-65
Adjusted Office Trips		4,255	417	360	57	438	69	369
Retail Trips		454	11	7	4	46	22	24
<i>Mixed-Use Reductions</i>		-61	-5	-3	-2	-10	-4	-6
<i>Alternative Mode Reductions</i>		-59	-1	-1	0	-5	-3	-3
<i>Pass By Reductions (Based on ITE Rates)</i>		0	0	0	0	0	0	0
Adjusted Retail Trips		334	5	3	2	31	15	15
Other Non-Residential Trips		992	56	34	22	63	28	35
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		-149	-8	-5	-3	-9	-4	-5
Adjusted Other Non-Residential Trips		843	48	29	19	54	24	30
<i>Mixed-Use Reductions - TOTAL</i>		-190	-14	-7	-7	-36	-18	-18
<i>Alternative Mode Reductions - TOTAL</i>		-1,286	-107	-76	-31	-117	-35	-83
<i>Pass-By Reductions - TOTAL</i>		0	0	0	0	0	0	0
New Trips		7,282	604	424	180	672	198	473
Driveway Volumes		7,282	604	424	180	672	198	473

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

**Intersection #1: Wieuca Road @ Old Ivy Road
AM PEAK HOUR**

Description	Wieuca Road <u>Northbound</u>			Wieuca Road <u>Southbound</u>			Old Ivy Road <u>Eastbound</u>			Old Ivy Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	170	460	0	0	438	47	19	0	120	0	0	0
Pedestrians	0			0			9			0		
Conflicting Pedestrians	9	0	0	0	9	0	0	0	0	0	0	0
Heavy Vehicles	9	14	0	0	8	0	0	0	3	0	0	0
Heavy Vehicle %	5%	3%	0%	0%	2%	2%	2%	0%	3%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.15	1.15	1.15	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2021 Volumes	196	529	0	0	609	65	26	0	167	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		3			5							
2025 Background Traffic	200	543	0	0	626	66	27	0	170	0	0	0
Project Trips												
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Residential Trips	0	5	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Office Trips	0	3	0	0	18	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Church Trips	0	1	0	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	0	0	21	0	0	0	0	0	0	0
2025 Buildout Total	200	552	0	0	647	66	27	0	170	0	0	0

PM PEAK HOUR

Description	Wieuca Road <u>Northbound</u>			Wieuca Road <u>Southbound</u>			Old Ivy Road <u>Eastbound</u>			Old Ivy Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	430	650	0	0	394	36	31	0	189	0	0	0
Pedestrians	0			0			28			0		
Conflicting Pedestrians	28	0	0	0	28	0	0	0	0	0	0	0
Heavy Vehicles	13	3	0	0	3	0	0	0	1	0	0	0
Heavy Vehicle %	3%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.04	1.5	1.5	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2021 Volumes	447	975	0	0	410	37	32	0	197	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		6			3							
2025 Background Traffic	456	1,001	0	0	421	38	33	0	201	0	0	0
Project Trips												
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Residential Trips	0	3	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Office Trips	0	18	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Church Trips	0	2	0	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	10	0	0	0	0	0	0	0
2025 Buildout Total	456	1,025	0	0	431	38	33	0	201	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Intersection #2: Phipps Boulevard / Wieuca Road @ Park Avenue / Wieuca Road
AM PEAK HOUR**

Description	Park Avenue <u>Northbound</u>			Wieuca Road <u>Southbound</u>			Phipps Boulevard <u>Eastbound</u>			Wieuca Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	8	5	15	513	4	306	88	136	6	8	699	599
Pedestrians	0			4			1			0		
Conflicting Pedestrians	1	0	0	0	0	1	4	0	0	0	0	4
Heavy Vehicles	0	0	0	4	0	0	5	2	0	0	12	17
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%	3%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	8	5	15	518	4	309	89	137	6	8	706	605
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips				5				22			15	3
2025 Background Traffic	8	5	15	533	4	315	91	162	6	8	735	620
Project Trips												
Trip Distribution IN				5%			5%	30%				5%
Trip Distribution OUT						5%				20%		5%
Residential Trips	0	0	0	2	0	5	2	10	0	0	20	7
Trip Distribution IN				5%				40%				
Trip Distribution OUT										30%		5%
Office Trips	0	0	0	18	0	0	0	144	0	0	17	3
Trip Distribution IN				5%				40%				
Trip Distribution OUT										30%		5%
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN								40%				
Trip Distribution OUT				20%						40%		
Church Trips	0	0	0	4	0	0	0	12	0	0	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	24	0	5	2	167	0	0	46	10
2025 Buildout Total	8	5	15	557	4	320	93	329	6	8	781	630

PM PEAK HOUR

Description	Park Avenue <u>Northbound</u>			Wieuca Road <u>Southbound</u>			Phipps Boulevard <u>Eastbound</u>			Wieuca Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	11	7	17	493	8	89	462	454	8	20	255	825
Pedestrians	0			9			4			0		
Conflicting Pedestrians	4	0	0	0	0	4	9	0	0	0	0	9
Heavy Vehicles	0	0	0	4	0	1	0	4	0	0	4	5
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Adjusted 2021 Volumes	11	7	17	498	8	90	467	459	8	20	258	833
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips				3				20			21	6
2025 Background Traffic	11	7	17	511	8	92	476	488	8	20	284	856
Project Trips												
Trip Distribution IN				5%			5%	30%				5%
Trip Distribution OUT						5%				20%		5%
Residential Trips	0	0	0	5	0	3	5	27	0	0	12	8
Trip Distribution IN				5%				40%				
Trip Distribution OUT										30%		5%
Office Trips	0	0	0	3	0	0	0	28	0	0	111	18
Trip Distribution IN				5%				40%				
Trip Distribution OUT										30%		5%
Retail Trips	0	0	0	1	0	0	0	6	0	0	5	1
Trip Distribution IN								40%				
Trip Distribution OUT				20%						40%		
Church Trips	0	0	0	6	0	0	0	10	0	0	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	15	0	3	5	71	0	0	140	27
2025 Buildout Total	11	7	17	526	8	95	481	559	8	20	424	883

INTERSECTION VOLUME DEVELOPMENT

**Intersection #3: Phipps Drive / Lenox Road (SR 141 Conn) @ Alliance Center Drive / Phipps Boulevard
AM PEAK HOUR**

Description	Alliance Center Drive				Phipps Boulevard				Lenox Road (SR 141 Conn)				Phipps Drive				Lenox Road (SR 141 Conn)			
	Northbound		Right2		Southbound		Right		Eastbound		Right2		Westbound		Right		Southwestbound		Right	
	Left	Through	Right	Right2	Left2	Left	Through	Right	Left	Through	Right	Right2	Left2	Left	Through	Right	Left2	Left	Through	Right
Observed 2021 Traffic Volumes	32	10	1	8	14	34	129	644	234	409	643	400	0	30	19	0	0	0	485	29
Pedestrians	0				0				0				0				0			
Conflicting Pedestrians	0		0	0	0	0	0	0						0	0	0		0	0	0
Heavy Vehicles	1	0	0	0	0	2	0	5	2	10	14	1	0	0	0	0	0	0	13	2
Heavy Vehicle %	3%	2%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	0%	0%	3%	7%
Peak Hour Factor	0.90				0.90				0.90				0.90				0.90			
Adjustment	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2021 Volumes	44	14	1	11	19	47	179	895	325	569	894	556	0	42	26	0	0	0	674	40
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment																				
Ritz-Carlton Project Trips								15	22											
2025 Background Traffic	45	14	1	11	19	48	183	928	354	580	912	567	0	43	27	0	0	0	688	41
Project Trips																				
Trip Distribution IN									35%											
Trip Distribution OUT								25%											10%	
Residential Trips	0	0	0	0	0	0	0	26	11	0	0	0	0	0	0	0	0	0	10	0
Trip Distribution IN									40%											
Trip Distribution OUT								30%											10%	
Office Trips	0	0	0	0	0	0	0	17	144	0	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN									40%											
Trip Distribution OUT								30%											10%	
Retail Trips	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									40%											
Trip Distribution OUT								40%											10%	
Church Trips	0	0	0	0	0	0	0	8	12	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	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	52	168	0	0	0	0	0	0	0	0	0	16	0
2025 Buildout Total	45	14	1	11	19	48	183	980	522	580	912	567	0	43	27	0	0	0	704	41

PM PEAK HOUR

Description	Alliance Center Drive				Phipps Boulevard				Lenox Road (SR 141 Conn)				Lenox Road (SR 141 Conn)				Lenox Road (SR 141 Conn)			
	Northbound		Right2		Southbound		Right		Eastbound		Right2		Westbound		Right		Southwestbound		Right	
	Left	Through	Right	Right2	Left2	Left	Through	Right	Left	Through	Right	Right2	Left2	Left	Through	Right	Left2	Left	Through	Right
Observed 2021 Traffic Volumes	242	113	5	82	9	34	21	379	419	439	1,038	77	7	10	127	0	0	0	892	69
Pedestrians	0				0				0				0				0			
Conflicting Pedestrians	0		0	0	0	0	0	0						0	0	0		0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	10	6	1	9	0	0	0	0	0	0	0	8	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%
Peak Hour Factor	0.89				0.89				0.89				0.89				0.89			
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2021 Volumes	252	118	5	85	9	35	22	394	436	457	1080	80	7	10	132	0	0	0	928	72
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment																				
Ritz-Carlton Project Trips								21	20											
2025 Background Traffic	257	120	5	87	9	36	22	423	465	466	1,102	82	7	10	135	0	0	0	947	73
Project Trips																				
Trip Distribution IN									35%											
Trip Distribution OUT								25%											10%	
Residential Trips	0	0	0	0	0	0	0	15	32	0	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN									40%											
Trip Distribution OUT								30%											10%	
Office Trips	0	0	0	0	0	0	0	111	28	0	0	0	0	0	0	0	0	0	37	0
Trip Distribution IN									40%											
Trip Distribution OUT								30%											10%	
Retail Trips	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN									40%											
Trip Distribution OUT								40%											10%	
Church Trips	0	0	0	0	0	0	0	12	10	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	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	143	76	0	0	0	0	0	0	0	0	0	45	0
2025 Buildout Total	257	120	5	87	9	36	22	566	541	466	1,102	82	7	10	135	0	0	0	992	73

INTERSECTION VOLUME DEVELOPMENT

**Intersection #4: Peachtree Road (SR 141) @ Wieuca Road
AM PEAK HOUR**

Description	Wieuca Road Northbound			Wieuca Road Southbound			Peachtree Road (SR 141) Eastbound				Peachtree Road (SR 141) Westbound			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	127	313	22	221	179	131	9	98	681	73	3	36	977	490
Pedestrians	15			15			15				4			
Conflicting Pedestrians	15	4	4	4	15	15		15	15			15	15	
Heavy Vehicles	2	8	0	4	1	3	1	1	21	1	0	0	31	8
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	11%	2%	3%	2%	2%	2%	3%	2%
Peak Hour Factor	0.96			0.96			0.96				0.96			
Adjustment	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2021 Volumes	177	435	31	307	249	182	13	136	947	101	4	50	1358	681
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment														
Ritz-Carlton Project Trips				28					28				19	19
2025 Background Traffic	181	444	32	341	254	186	13	139	994	103	4	51	1,404	714
Project Trips														
Trip Distribution IN		10%		5%				20%	10%					
Trip Distribution OUT													40%	5%
Residential Trips	0	3	0	2	0	0	0	6	3	0	0	0	41	5
Trip Distribution IN		5%		5%				15%	5%					
Trip Distribution OUT													30%	5%
Office Trips	0	18	0	18	0	0	0	54	18	0	0	0	17	3
Trip Distribution IN		5%		5%				15%	5%					
Trip Distribution OUT													30%	5%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN		5%						20%						20%
Trip Distribution OUT						20%								
Church Trips	0	1	0	0	0	4	0	6	0	0	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	0	20	0	4	0	66	21	0	0	0	59	14
2025 Buildout Total	181	466	32	361	254	190	13	205	1,015	103	4	51	1,463	728

PM PEAK HOUR

Description	Wieuca Road Northbound			Wieuca Road Southbound			Peachtree Road (SR 141) Eastbound				Peachtree Road (SR 141) Westbound			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	220	394	59	360	325	291	32	195	1,121	265	9	73	849	483
Pedestrians	16			17			19				6			
Conflicting Pedestrians	19	6	6	6	19	19		17	16			16	17	
Heavy Vehicles	10	4	1	4	7	6	0	5	20	3	0	0	8	7
Heavy Vehicle %	5%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97				0.97			
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2021 Volumes	229	410	61	374	338	303	33	203	1,166	276	9	76	883	502
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment														
Ritz-Carlton Project Trips				25					25				27	27
2025 Background Traffic	234	418	62	407	345	309	34	207	1,214	282	9	78	928	539
Project Trips														
Trip Distribution IN		10%		5%				20%	10%					
Trip Distribution OUT													40%	5%
Residential Trips	0	9	0	5	0	0	0	18	9	0	0	0	24	3
Trip Distribution IN		5%		5%				15%	5%					
Trip Distribution OUT													30%	5%
Office Trips	0	3	0	3	0	0	0	10	3	0	0	0	111	18
Trip Distribution IN		5%		5%				15%	5%					
Trip Distribution OUT													30%	5%
Retail Trips	0	1	0	1	0	0	0	2	1	0	0	0	5	1
Trip Distribution IN		5%						20%						20%
Trip Distribution OUT						20%								
Church Trips	0	1	0	0	0	6	0	5	0	0	0	0	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	0	9	0	6	0	35	13	0	0	0	140	27
2025 Buildout Total	234	432	62	416	345	315	34	242	1,227	282	9	78	1,068	566

INTERSECTION VOLUME DEVELOPMENT

**Intersection #5: Peachtree Road (SR 141) @ Roxboro Road / Peachtree-Dunwoody Road
AM PEAK HOUR**

Description	Roxboro Road			Peachtree-Dunwoody Road			Peachtree Road (SR 141)				Peachtree Road (SR 141)			
	Northbound			Southbound			Eastbound				Westbound			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	43	147	88	45	86	201	15	151	776	8	0	69	1,226	46
Pedestrians	2			7			8				2			
Conflicting Pedestrians	8	2	2	2	1	8		7		2		2		7
Heavy Vehicles	1	5	6	2	1	7	3	7	24	0	3	3	36	1
Heavy Vehicle %	2%	3%	7%	4%	2%	3%	20%	5%	3%	2%	0%	4%	3%	2%
Peak Hour Factor	0.98			0.98			0.98				0.98			
Adjustment	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Adjusted 2021 Volumes	60	204	122	63	120	279	21	210	1079	11	0	96	1704	64
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment														
Ritz-Carlton Project Trips	5	12		19	11	11	16	38					12	16
2025 Background Traffic	66	220	124	83	133	296	37	252	1,101	11	0	98	1,750	81
Project Trips														
Trip Distribution IN							5%	10%					10%	5%
Trip Distribution OUT				15%	10%	5%								
Residential Trips	0	0	0	15	10	5	2	3	0	0	0	0	3	2
Trip Distribution IN							5%	5%					20%	
Trip Distribution OUT				20%	5%									
Office Trips	0	0	0	11	3	0	18	18	0	0	0	0	72	0
Trip Distribution IN							5%	5%					20%	
Trip Distribution OUT				20%	5%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN													20%	
Trip Distribution OUT				20%	5%									
Church Trips	0	0	0	4	1	0	0	0	0	0	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	30	14	5	20	21	0	0	0	0	82	2
2025 Buildout Total	66	220	124	113	147	301	57	273	1,101	11	0	98	1,832	83

PM PEAK HOUR

Description	Roxboro Road			Peachtree-Dunwoody Road			Peachtree Road (SR 141)				Peachtree Road (SR 141)			
	Northbound			Southbound			Eastbound				Westbound			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	47	110	134	89	128	168	24	161	1,389	38	1	99	1,102	28
Pedestrians	0			10			6				7			
Conflicting Pedestrians	6		7	7		6		10		0		0		10
Heavy Vehicles	0	3	5	3	1	4	1	1	28	1	1	3	11	1
Heavy Vehicle %	2%	3%	4%	3%	2%	2%	4%	2%	2%	3%	100%	3%	2%	4%
Peak Hour Factor	0.92			0.92			0.92				0.92			
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2021 Volumes	49	114	139	93	133	175	25	167	1,445	40	1	103	1,146	29
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment														
Ritz-Carlton Project Trips	5	10		27	16	16	14	35					10	14
2025 Background Traffic	55	126	142	122	152	195	40	205	1,474	41	1	105	1,179	44
Project Trips														
Trip Distribution IN							5%	10%					10%	5%
Trip Distribution OUT				15%	10%	5%								
Residential Trips	0	0	0	9	6	3	5	9	0	0	0	0	9	5
Trip Distribution IN							5%	5%					20%	
Trip Distribution OUT				20%	5%									
Office Trips	0	0	0	74	18	0	3	3	0	0	0	0	14	0
Trip Distribution IN							5%	5%					20%	
Trip Distribution OUT				20%	5%									
Retail Trips	0	0	0	3	1	0	1	1	0	0	0	0	3	0
Trip Distribution IN													20%	
Trip Distribution OUT				20%	5%									
Church Trips	0	0	0	6	2	0	0	0	0	0	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	92	27	3	9	13	0	0	0	0	31	5
2025 Buildout Total	55	126	142	214	179	198	49	218	1,474	41	1	105	1,210	49

INTERSECTION VOLUME DEVELOPMENT

**Intersection #6: Peachtree-Dunwoody Road @ Site Driveway A
AM PEAK HOUR**

Description	Peachtree-Dunwoody Road Northbound			Peachtree-Dunwoody Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	84	248	0	0	318	7	2	0	4	0	0	0
Pedestrians		0			0			5			0	0
Conflicting Pedestrians	5		0	0		5	0		0	0		0
Heavy Vehicles	1	9	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	2%	4%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1	1.39	1.39	1.39	1.39	1.39	1	1	1	1.39	1.39	1.39
Through Movement Balancing					65							
Adjusted 2021 Volumes	84	345	0	0	507	10	2	0	4	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		7			12							
2025 Background Traffic	86	359	0	0	529	10	2	0	4	0	0	0
Project Trips												
Trip Distribution IN	10%				5%							
Trip Distribution OUT		5%							15%			
Residential Trips	3	5	0	0	2	0	0	0	15	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Office Trips	0	6	0	0	36	0	0	0	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%		25%			
Church Trips	0	0	0	0	0	3	2	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	11	0	0	38	3	2	0	20	0	0	0
2025 Buildout Total	89	370	0	0	567	13	4	0	24	0	0	0

PM PEAK HOUR

Description	Peachtree-Dunwoody Road Northbound			Peachtree-Dunwoody Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	6	287	0	0	297	1	74	0	74	0	0	0
Pedestrians		1			0			3			0	0
Conflicting Pedestrians	3		0	0		3	0		1	1		0
Heavy Vehicles	0	4	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1	1	1	1.04	1.04	1.04
Through Movement Balancing					40							
Adjusted 2021 Volumes	6	338	0	0	309	1	74	0	74	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		10			10							
2025 Background Traffic	6	355	0	0	325	1	75	0	75	0	0	0
Project Trips												
Trip Distribution IN	10%				5%							
Trip Distribution OUT		5%							15%			
Residential Trips	9	3	0	0	5	0	0	0	9	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Office Trips	0	37	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Retail Trips	0	2	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN						10%						
Trip Distribution OUT							10%		25%			
Church Trips	0	0	0	0	0	2	3	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	42	0	0	14	2	3	0	17	0	0	0
2025 Buildout Total	15	397	0	0	339	3	78	0	92	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

**Intersection #7: Peachtree-Dunwoody Road @ Site Driveway B
AM PEAK HOUR**

Description	Peachtree-Dunwoody Road Northbound			Peachtree-Dunwoody Road Southbound			Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	112	270	0	0	312	56	10	0	15	0	0	0
Pedestrians		0			0			4			0	
Conflicting Pedestrians	4		0	0		4	0		0	0		0
Heavy Vehicles	0	10	0	0	5	0	0	0	0	0	0	0
Heavy Vehicle %	2%	4%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1.39	1.39	1.39	1.39	1	1	1	1	1.39	1.39	1.39
Through Movement Balancing					20							
Adjusted 2021 Volumes	112	375	0	0	454	56	10	0	15	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips	66					12	7		40			
2025 Background Traffic	180	383	0	0	463	69	17	0	55	0	0	0
Project Trips												
Trip Distribution IN	5%	10%				5%						
Trip Distribution OUT					15%		5%		15%			
Residential Trips	2	3	0	0	15	2	5	0	15	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		25%			
Office Trips	18	0	0	0	0	36	6	0	14	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		25%			
Retail Trips	0	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN												
Trip Distribution OUT					25%							
Church Trips	0	0	0	0	5	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	3	0	0	20	38	11	0	30	0	0	0
2025 Buildout Total	200	386	0	0	483	107	28	0	85	0	0	0

PM PEAK HOUR

Description	Peachtree-Dunwoody Road Northbound			Peachtree-Dunwoody Road Southbound			Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	8	285	0	0	297	14	49	0	99	0	0	0
Pedestrians		1			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		1	1		0
Heavy Vehicles	0	3	5	3	1	4	1	28	1	3	11	1
Heavy Vehicle %	2%	2%	0%	0%	2%	29%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1	1.04	1.04	1.04	1.04	1	1	1	1	1.04	1.04	1.04
Through Movement Balancing												
Adjusted 2021 Volumes	8	296	0	0	309	14	49	0	99	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips	60					10	10		59			
2025 Background Traffic	68	302	0	0	315	24	60	0	160	0	0	0
Project Trips												
Trip Distribution IN	5%	10%				5%						
Trip Distribution OUT					15%		5%		15%			
Residential Trips	5	9	0	0	9	5	3	0	9	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		25%			
Office Trips	3	0	0	0	0	7	37	0	92	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		25%			
Retail Trips	1	0	0	0	0	2	2	0	4	0	0	0
Trip Distribution IN												
Trip Distribution OUT					25%							
Church Trips	0	0	0	0	8	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	9	0	0	17	14	42	0	105	0	0	0
2025 Buildout Total	77	311	0	0	332	38	102	0	265	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

**Intersection #8: Peachtree Road (SR 141) @ Private Drive / Site Driveway C
AM PEAK HOUR**

Description	Private Drive Northbound			Site Driveway C Southbound			Peachtree Road (SR 141) Eastbound			Peachtree Road (SR 141) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	10	0	0	42	0	909	24	0	1,515	55
Pedestrians	8			13			0			0		
Conflicting Pedestrians	0		0	0		0	13		8	8		13
Heavy Vehicles	0	0	0	0	0	0	0	27	0	0	49	0
Heavy Vehicle %	0%	0%	2%	0%	0%	2%	0%	3%	2%	0%	3%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.39	1.39	1.39	1.39	1.39	1	1.39	1.39	1.39	1.39	1.39	1.39
Through Movement Balancing											-60	
Adjusted 2021 Volumes	0	0	14	0	0	42	0	1264	33	0	2046	76
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips						25		28			11	33
2025 Background Traffic	0	0	14	0	0	68	0	1,317	34	0	2,098	111
Project Trips												
Trip Distribution IN								15%				15%
Trip Distribution OUT						40%					5%	
Residential Trips	0	0	0	0	0	41	0	5	0	0	5	5
Trip Distribution IN								10%				25%
Trip Distribution OUT						35%						
Office Trips	0	0	0	0	0	20	0	36	0	0	0	90
Trip Distribution IN								10%				25%
Trip Distribution OUT						35%						
Retail Trips	0	0	0	0	0	1	0	0	0	0	0	1
Trip Distribution IN											20%	
Trip Distribution OUT												
Church Trips	0	0	0	0	0	0	0	0	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	62	0	41	0	0	11	96
2025 Buildout Total	0	0	14	0	0	130	0	1,358	34	0	2,109	207

PM PEAK HOUR

Description	Private Drive Northbound			Site Driveway C Southbound			Peachtree Road (SR 141) Eastbound			Peachtree Road (SR 141) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	65	0	0	91	0	1,603	53	0	1,280	28
Pedestrians	4			8			2			2		
Conflicting Pedestrians	2		2	2		2	8		4	4		8
Heavy Vehicles	0	0	0	0	0	0	0	29	0	0	13	0
Heavy Vehicle %	0%	0%	2%	0%	0%	2%	0%	2%	2%	0%	2%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Through Movement Balancing											-100	
Adjusted 2021 Volumes	0	0	68	0	0	95	0	1567	55	0	1331	29
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips						38		25			16	30
2025 Background Traffic	0	0	69	0	0	135	0	1,624	56	0	1,374	60
Project Trips												
Trip Distribution IN								15%				15%
Trip Distribution OUT						40%					5%	
Residential Trips	0	0	0	0	0	24	0	14	0	0	3	14
Trip Distribution IN								10%				25%
Trip Distribution OUT						35%						
Office Trips	0	0	0	0	0	129	0	7	0	0	0	17
Trip Distribution IN								10%				25%
Trip Distribution OUT						35%						
Retail Trips	0	0	0	0	0	5	0	2	0	0	0	4
Trip Distribution IN											20%	
Trip Distribution OUT												
Church Trips	0	0	0	0	0	0	0	0	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	158	0	23	0	0	8	35
2025 Buildout Total	0	0	69	0	0	293	0	1,647	56	0	1,382	95

INTERSECTION VOLUME DEVELOPMENT

**Intersection #9: Wieuca Road @ Longmire Drive / Site Driveway D
AM PEAK HOUR**

Description	Wieuca Road Northbound			Wieuca Road Southbound			Longmire Drive Eastbound			Site Driveway D Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	30	842	16	8	382	12	0	0	39	0	0	0
Pedestrians		1			1			15			5	
Conflicting Pedestrians	15		5	5		15	1		1	1		1
Heavy Vehicles	2	25	0	0	4	1	0	0	2	0	0	0
Heavy Vehicle %	7%	3%	2%	2%	2%	8%	0%	0%	5%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.39	1.39	1.2	1.2	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Through Movement Balancing		90			150							
Adjusted 2021 Volumes	42	1260	19	10	681	17	0	0	54	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		19			28							
2025 Background Traffic	43	1,304	19	10	723	17	0	0	55	0	0	0
Project Trips												
Trip Distribution IN		5%		30%	5%							
Trip Distribution OUT		15%										10%
Residential Trips	0	17	0	10	2	0	0	0	0	0	0	10
Trip Distribution IN				40%	5%							
Trip Distribution OUT		20%										15%
Office Trips	0	11	0	144	18	0	0	0	0	0	0	9
Trip Distribution IN				40%	5%							
Trip Distribution OUT		20%										15%
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	0
Trip Distribution IN			45%	40%								40%
Trip Distribution OUT					20%							
Church Trips	0	0	13	12	4	0	0	0	0	0	0	12
Re-Routed Wieuca Baptist Church Trips	0	0	19	1	0	0	0	0	0	0	0	13
Total Project Trips	0	28	32	168	24	0	0	0	0	0	0	44
2025 Buildout Total	43	1,332	51	178	747	17	0	0	55	0	0	44

PM PEAK HOUR

Description	Wieuca Road Northbound			Wieuca Road Southbound			Longmire Drive Eastbound			Site Driveway D Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	43	840	1	3	803	30	1	0	65	0	0	0
Pedestrians		0			0			19			8	
Conflicting Pedestrians	19		8	8		19	0		0	0		0
Heavy Vehicles	1	9	0	0	12	0	0	0	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.04	1.04	1.2	1.2	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Through Movement Balancing		200			100							
Adjusted 2021 Volumes	45	1074	1	4	935	31	1	0	68	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		27			25							
2025 Background Traffic	46	1,123	1	4	979	32	1	0	69	0	0	0
Project Trips												
Trip Distribution IN		5%		30%	5%							
Trip Distribution OUT		15%										10%
Residential Trips	0	14	0	27	5	0	0	0	0	0	0	6
Trip Distribution IN				40%	5%							
Trip Distribution OUT		20%										15%
Office Trips	0	74	0	28	3	0	0	0	0	0	0	55
Trip Distribution IN				40%	5%							
Trip Distribution OUT		20%										15%
Retail Trips	0	3	0	6	1	0	0	0	0	0	0	2
Trip Distribution IN			45%	40%								40%
Trip Distribution OUT					20%							
Church Trips	0	0	11	10	6	0	0	0	0	0	0	10
Re-Routed Wieuca Baptist Church Trips	0	0	16	1	0	0	0	0	0	0	0	7
Total Project Trips	0	91	27	72	15	0	0	0	0	0	0	80
2025 Buildout Total	46	1,214	28	76	994	32	1	0	69	0	0	80

INTERSECTION VOLUME DEVELOPMENT

**Intersection #7: Wieuca Road @ Wieuca Baptist Driveway (to be removed)
AM PEAK HOUR**

Description	Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Wieuca Baptist Driveway (to be removed) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	822	16	1	386	0	0	0	0	16	0	11
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	25	0	0	5	0	0	29	0	0	0	0
Heavy Vehicle %	0%	3%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.39	1.39	1.2	1.2	1.39	1.39	1.39	1.39	1.39	1.2	1.2	1.2
Through Movement Balancing		100			150							
Adjusted 2021 Volumes	0	1243	19	1	687	0	0	0	0	19	0	13
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		19			28							
2025 Background Traffic	0	1,287	19	1	729	0	0	0	0	19	0	13
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Church Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2025 Buildout Total	0	1,287	19	1	729	0	0	0	0	19	0	13

PM PEAK HOUR

Description	Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Wieuca Baptist Driveway (to be removed) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	829	13	1	838	0	0	0	0	9	0	6
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	8	0	0	13	0	0	29	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.04	1.04	1.2	1.2	1.04	1.04	1.04	1.04	1.04	1.2	1.2	1.2
Through Movement Balancing		200			100							
Adjusted 2021 Volumes	0	1062	16	1	972	0	0	0	0	11	0	7
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		27			25							
2025 Background Traffic	0	1,110	16	1	1,017	0	0	0	0	11	0	7
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Church Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2025 Buildout Total	0	1,110	16	1	1,017	0	0	0	0	11	0	7

INTERSECTION VOLUME DEVELOPMENT

**Intersection #11: Wieuca Road @ Site Driveway E
AM PEAK HOUR**

Description	Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Site Driveway E Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	484	15	18	431	0	0	0	0	1	0	4
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	23	0	0	11	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	2%	2%	3%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1.39	1.39	1.2	1.2	1.39	1.39	1.39	1.39	1.39	1.2	1.2	1.2
Through Movement Balancing		200			150							
Adjusted 2021 Volumes	0	873	18	22	749	0	0	0	0	1	0	5
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		3			5							
2025 Background Traffic	0	894	18	22	769	0	0	0	0	1	0	5
Project Trips												
Trip Distribution IN			10%		5%							
Trip Distribution OUT		5%								5%		
Residential Trips	0	5	3	0	2	0	0	0	0	5	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Office Trips	0	3	0	0	18	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT										20%		5%
Church Trips	0	0	0	1	0	0	0	0	0	4	0	1
Re-Routed Wieuca Baptist Church Trips	0	0	0	0	0	0	0	0	0	19	0	0
Total Project Trips	0	8	3	1	20	0	0	0	0	28	0	1
2025 Buildout Total	0	902	21	23	789	0	0	0	0	29	0	6

PM PEAK HOUR

Description	Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Site Driveway E Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	754	2	4	637	0	0	0	0	2	0	16
Pedestrians		2			3			0			0	
Conflicting Pedestrians	0		0	0		0	3		2	2		3
Heavy Vehicles	0	16	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.04	1.5	1.2	1.2	1.04	1.04	1.04	1.04	1.04	1.2	1.2	1.2
Through Movement Balancing		225										
Adjusted 2021 Volumes	0	1356	2	5	662	0	0	0	0	2	0	19
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		3			6							
2025 Background Traffic	0	1,386	2	5	681	0	0	0	0	2	0	19
Project Trips												
Trip Distribution IN			10%		5%							
Trip Distribution OUT		5%								5%		
Residential Trips	0	3	9	0	5	0	0	0	0	3	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Office Trips	0	18	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT		5%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT										20%		5%
Church Trips	0	0	0	1	0	0	0	0	0	6	0	2
Re-Routed Wieuca Baptist Church Trips	0	0	0	0	0	0	0	0	0	11	0	0
Total Project Trips	0	22	9	1	9	0	0	0	0	20	0	2
2025 Buildout Total	0	1,408	11	6	690	0	0	0	0	22	0	21

INTERSECTION VOLUME DEVELOPMENT

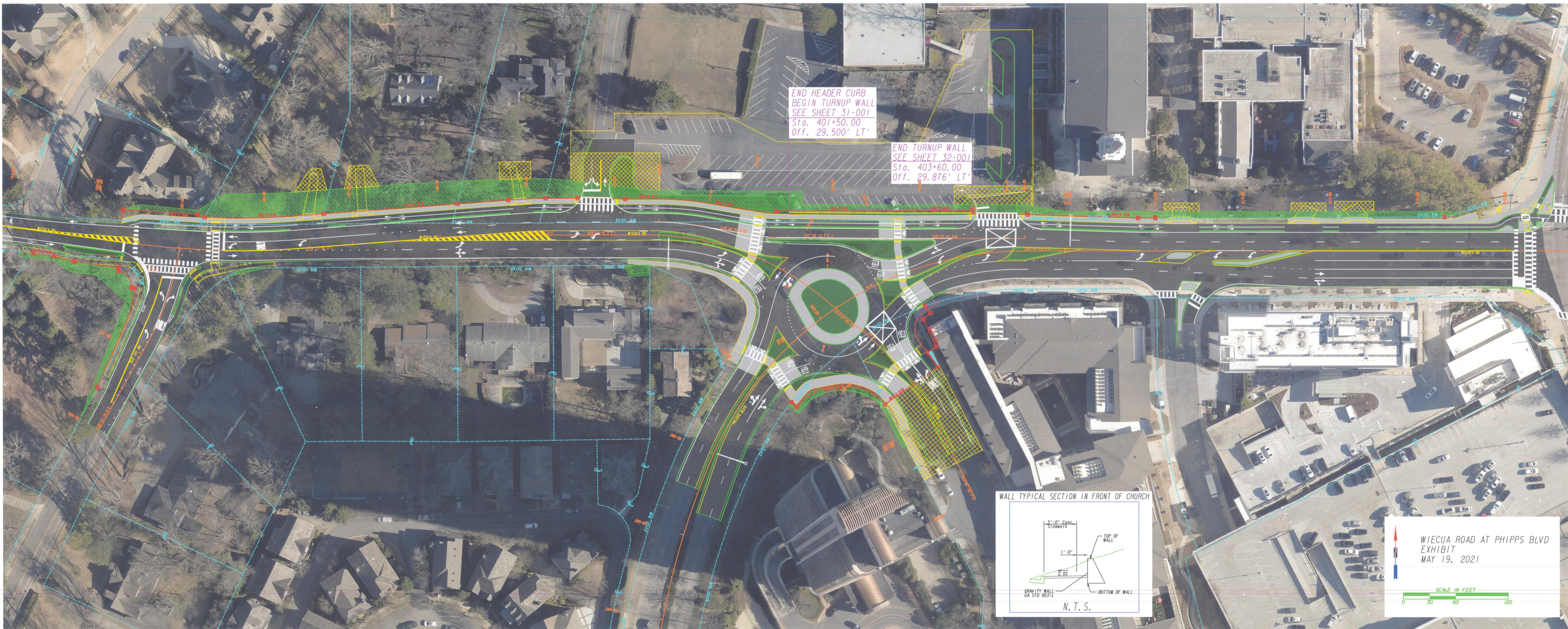
**Intersection #11: Wieuca Road @ Site Driveway F
AM PEAK HOUR**

Description	Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Site Driveway F Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	888	0	0	421	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	27	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39	1.39
Through Movement Balancing		30			150							
Adjusted 2021 Volumes	0	1264	0	0	735	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		19			28							
2025 Background Traffic	0	1,308	0	0	778	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		5%	25%		5%							
Trip Distribution OUT		5%									10%	
Residential Trips	0	7	8	0	2	0	0	0	0	0	0	10
Trip Distribution IN			20%		5%							
Trip Distribution OUT		5%									15%	
Office Trips	0	3	72	0	18	0	0	0	0	0	0	9
Trip Distribution IN			20%		5%							
Trip Distribution OUT		5%									15%	
Retail Trips	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN		45%										
Trip Distribution OUT					20%							
Church Trips	0	13	0	0	4	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	23	81	0	24	0	0	0	0	0	0	19
2025 Buildout Total	0	1,331	81	0	802	0	0	0	0	0	0	19

PM PEAK HOUR

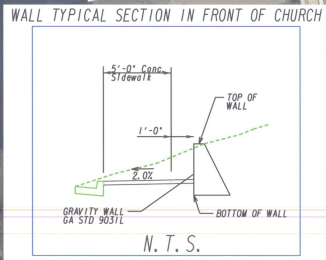
Description	Wieuca Road Northbound			Wieuca Road Southbound			Eastbound			Site Driveway F Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	884	0	0	868	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	10	0	0	13	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Through Movement Balancing		150			100							
Adjusted 2021 Volumes	0	1069	0	0	1003	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
Ritz-Carlton Project Trips		27			25							
2025 Background Traffic	0	1,118	0	0	1,048	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		5%	25%		5%							
Trip Distribution OUT		5%									10%	
Residential Trips	0	8	23	0	5	0	0	0	0	0	0	6
Trip Distribution IN			20%		5%							
Trip Distribution OUT		5%									15%	
Office Trips	0	18	14	0	3	0	0	0	0	0	0	55
Trip Distribution IN			20%		5%							
Trip Distribution OUT		5%									15%	
Retail Trips	0	1	3	0	1	0	0	0	0	0	0	2
Trip Distribution IN		45%										
Trip Distribution OUT					20%							
Church Trips	0	11	0	0	6	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	38	40	0	15	0	0	0	0	0	0	63
2025 Buildout Total	0	1,156	40	0	1,063	0	0	0	0	0	0	63

Programmed Project Fact Sheets



END HEADER CURB
 BEGIN TURNUP WALL
 SEE SHEET 31-001
 Sta. 401+50.00
 Off. 29.500' LT'

END TURNUP WALL
 SEE SHEET 32-001
 Sta. 403+60.00
 Off. 29.876' LT'

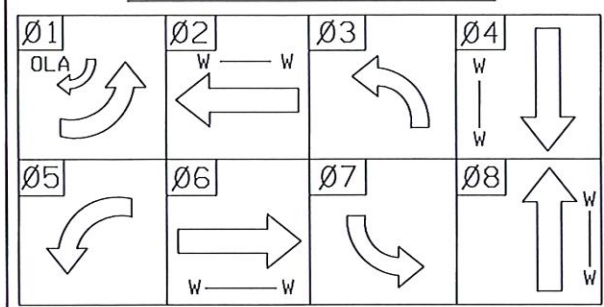


WICUA ROAD AT PHIPPS BLVD
 EXHIBIT
 MAY 19, 2021



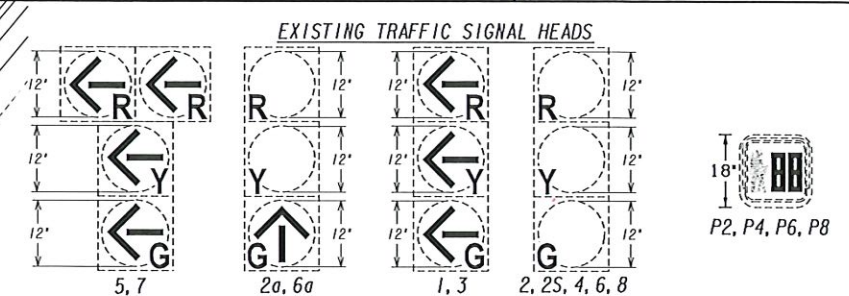
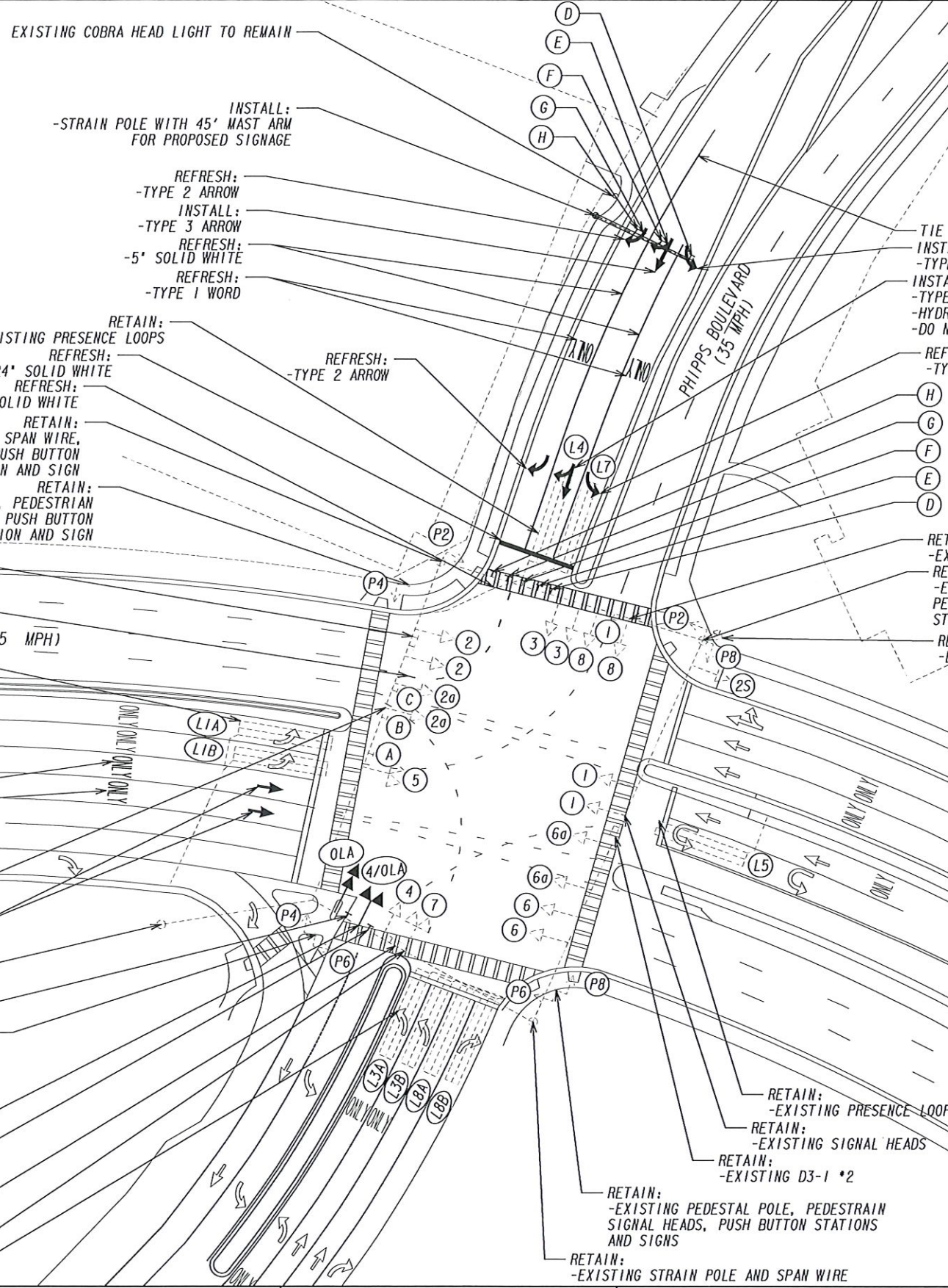
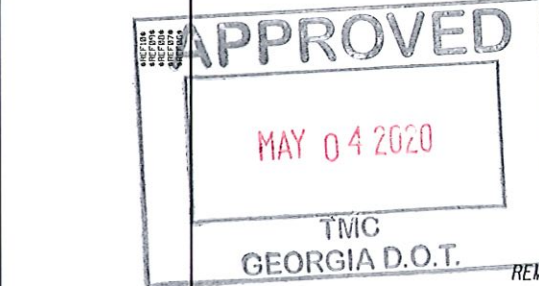
Mr. Mr.
 Mr. Mr.
 Mr. Mr.

PHASING DIAGRAM

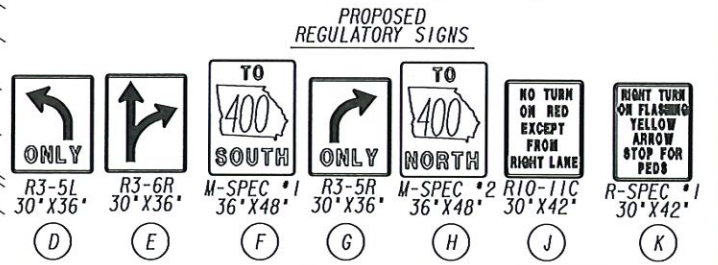
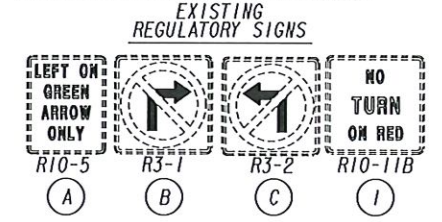
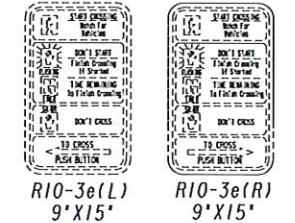
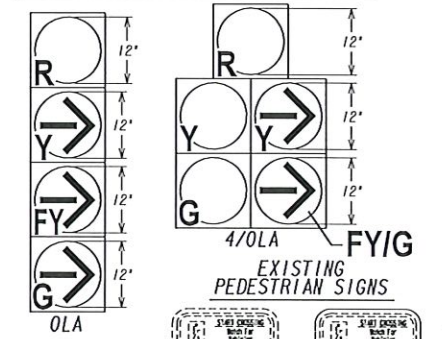


OLA = 1 (+ 4 IF NO PEDESTRIAN P4 ACTIVATION)
 IMPLEMENT LEADING PEDESTRIAN INTERVAL FOR PHASE 4 PEDESTRIAN CROSSING.
 GREEN ARROW SHALL BE ACTIVE FOR 4/OLA AND OLA SIGNAL HEADS ON PHASE 4 IF NO PEDESTRIAN PUSH BUTTON ACTIVATED FOR P4
 FLASHING YELLOW ARROW BE ACTIVE FOR 4/OLA AND OLA SIGNAL HEADS ON PHASE 4 WHEN PEDESTRIAN P4 ACTIVATED

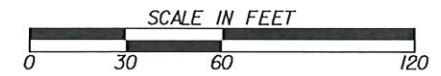
NOT TO SCALE
 NORTH
 EAST
 WEST
 SOUTH



LED INCANDESCENT LOOK SIGNAL HEADS WITH TP 1X RETROREFLECTIVE TAPE ON BACKPLATES



Kimley»Horn
 Engineering, Planning, and Environmental Consultants
 Suite 601, 817 West Peachtree Street, NW
 Atlanta, GA 30308



REVISION DATES		SIGNAL PLANS	
		PHIPPS BLVD. AT LENOX RD. DUAL RIGHT TURN LANE	
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	27-0001	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

Short Title LENOX ROAD CORRIDOR TRAIL AND SAFETY IMPROVEMENTS FROM EAST PACES FERRY ROAD TO SR 141 (PEACHTREE ROAD)

GDOT Project No. 0015999

Federal ID No. N/A

Status Programmed

Service Type Last Mile Connectivity / Pedestrian Facility

Sponsor Buckhead CID, City of Atlanta

Jurisdiction City of Atlanta

Analysis Level Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project would provide pedestrian safety improvements and a multiuse trail on Lenox Road between SR 141 (Peachtree Road) and East Paces Ferry Road, near the Lenox MARTA rail station. The need for these improvements has been previously documented in the City of Atlanta Comprehensive Transportation Plan (CTP) and the Buckhead LCI study update.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2019	\$300,000	\$0,000	\$0,000	\$0,000	\$300,000
ROW	Local Jurisdiction/Municipality Funds		2021	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
UTL	Local Jurisdiction/Municipality Funds		2022	\$250,000	\$0,000	\$0,000	\$0,000	\$250,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2022	\$3,000,000	\$2,400,000	\$0,000	\$0,000	\$600,000
				\$4,550,000	\$2,400,000	\$0,000	\$0,000	\$2,150,000

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

Short Title SR 141 (PEACHTREE ROAD) PEDESTRIAN IMPROVEMENTS FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD

GDOT Project No. 0010326

Federal ID No. N/A

Status Delete

Service Type Last Mile Connectivity / Pedestrian Facility

Sponsor City of Brookhaven

Jurisdiction DeKalb County

Analysis Level Exempt from Air Quality Analysis (40 CFR 93)



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Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

The proposed project consists of approximately 1.38 miles of concrete sidewalk including curb cut ramps, ADA compliant driveways, and crosswalks along Peachtree Road corridor from North Druid Hills Road to Ashford Dunwoody Road. The existing sidewalk along the west side of the corridor is to be removed and replaced. Minimal work including spot specific sidewalk and curb cut ramps and landscaping is proposed along the east side. The proposed sidewalk has a nominal width of 8 feet with a 6 foot sidewalk width proposed in areas with narrower existing right-of-way. Additional improvements along the project corridor includes landscaping strips, decorative brick paver strips, benches, trash receptacles, bus shelters, and pedestrian/street lighting.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	\$500,000	\$400,000	\$0,000	\$0,000	\$100,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2020	\$3,951,000	\$0,000	\$0,000	\$0,000	\$3,951,000
UTL	Local Jurisdiction/Municipality Funds		2023	\$748,000	\$0,000	\$0,000	\$0,000	\$748,000
CST	Local Jurisdiction/Municipality Funds		2023	\$8,345,443	\$0,000	\$0,000	\$0,000	\$8,345,443
				\$13,544,443	\$400,000	\$0,000	\$0,000	\$13,144,443

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

Short Title	PATH 400 TRAIL FROM WIEUCA ROAD TO LORIDANS DRIVE
GDOT Project No.	0015997
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	City of Atlanta, Livable Buckhead
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	<input type="text" value="N/A"/>	LCI	<input type="checkbox"/>	Network Year	<input type="text" value="TBD"/>
Planned Thru Lane	<input type="text" value="N/A"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="N/A"/> miles

Detailed Description and Justification

The regional trail vision seeks to develop a connected regional trail network - including providing the opportunity to provide access to major employment centers. PATH400 provides a critical link in the region's trail network, opening the entire north metro area to access the system and the Atlanta Beltline. PATH400 provides critical intermodal connectivity with direct access to Lindbergh, Lenox and Buckhead MARTA stations. The expansion of the PATH400 network is a high regional priority to provide alternative transportation in the GA 400 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	\$790,000	\$632,000	\$0,000	\$0,000	\$158,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2021	\$100,000	\$80,000	\$0,000	\$0,000	\$20,000
UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2022	\$300,000	\$240,000	\$0,000	\$0,000	\$60,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2022	\$10,503,717	\$6,768,000	\$0,000	\$0,000	\$3,735,717
				\$11,693,717	\$7,720,000	\$0,000	\$0,000	\$3,973,717

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

Short Title NORTH DRUID HILLS ROAD WIDENING FROM FROM SR 13 (BUFORD HIGHWAY) TO LENOX PARK ROAD

GDOT Project No. N/A

Federal ID No. N/A

Status Long Range

Service Type Roadway / General Purpose Capacity

Sponsor City of Brookhaven

Jurisdiction DeKalb County

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project will widen North Druid Hills Road from SR 13 to Lenox Park Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2026-2030	\$15,000,000	\$0,000	\$0,000	\$0,000	\$15,000,000
				\$15,000,000	\$0,000	\$0,000	\$0,000	\$15,000,000

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

Site Photo Log

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 1



Comments: Site Driveway A looking north (Intersection 6).

Photo No. 2



Comments: Site Driveway A looking south (Intersection 6).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 3



Comments: Site Driveway B looking north (Intersection 7).

Photo No. 4



Comments: Site Driveway B looking south (Intersection 7).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 5



Comments: Site Driveway C looking east (Intesection 8).

Photo No. 6



Comments: Site Driveway C looking west (Intesection 8).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 7



Comments: Site Driveway D looking south (Intersection 9).

Photo No. 8



Comments: Site Driveway D looking north (Intersection 9).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 9



Comments: Site Driveway D looking west (Intersection 9).

Photo No. 10



Comments: Site Driveway D looking east onto the site (Intersection 9).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 11



Comments: Wieuca Baptist Driveway (to be closed) looking north (Intersection 10).

Photo No. 12



Comments: Wieuca Baptist Driveway (to be closed) looking south (Intersection 10).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 13



Comments: Site Driveway E looking north (Intersection 11).

Photo No. 14



Comments: Site Driveway E looking south (Intersection 11).

Mixed-Use Development at Peachtree/Wieuca DRI #3383

Photo No. 15



Comments: Proposed Site Driveway F looking north (Intersection 12).

Photo No. 16



Comments: Proposed Site Driveway F looking south (Intersection 12).