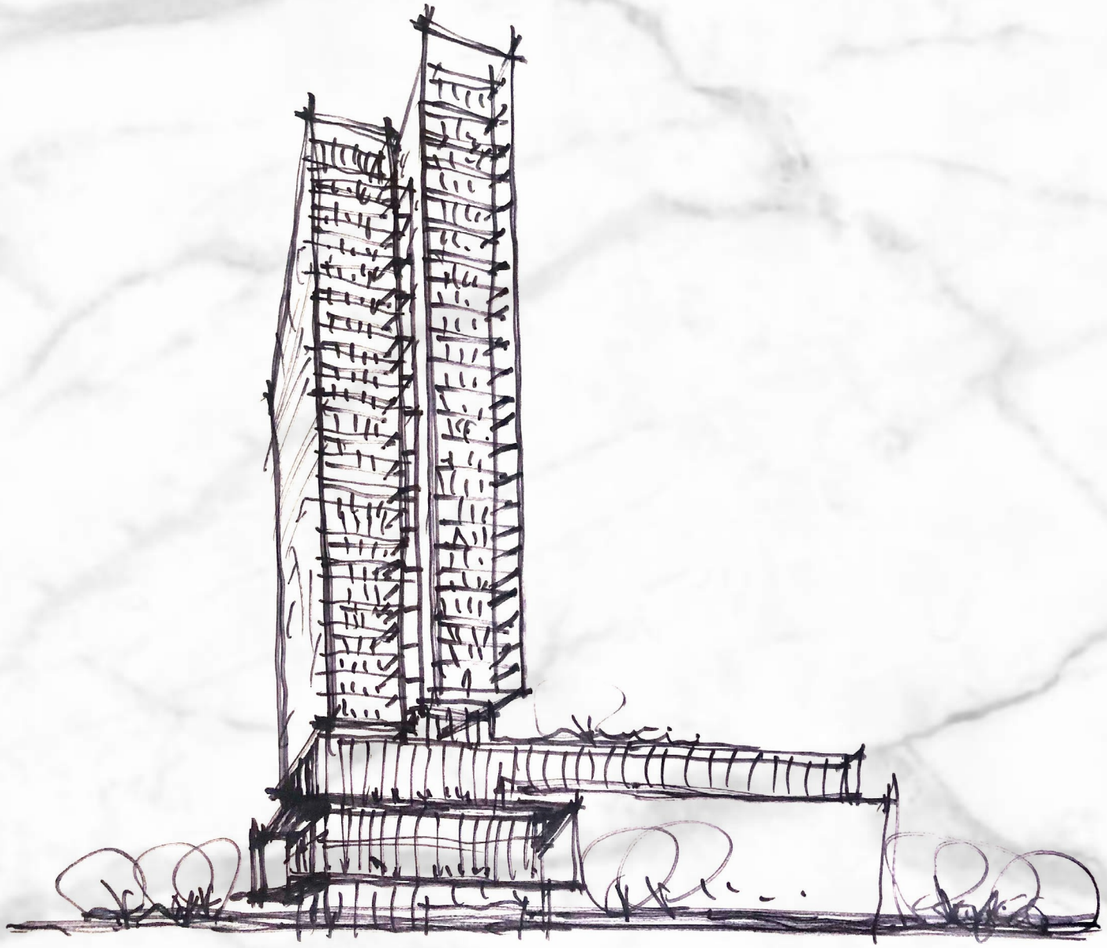


Buckhead Ritz-Carlton

HOTEL AND RESIDENCES

3650 PEACHTREE ROAD NE
DEVELOPMENT REVIEW COMMITTEE PRESENTATION
3630 NORTH LLC

Perkins&Will

Elevate The Exceptional

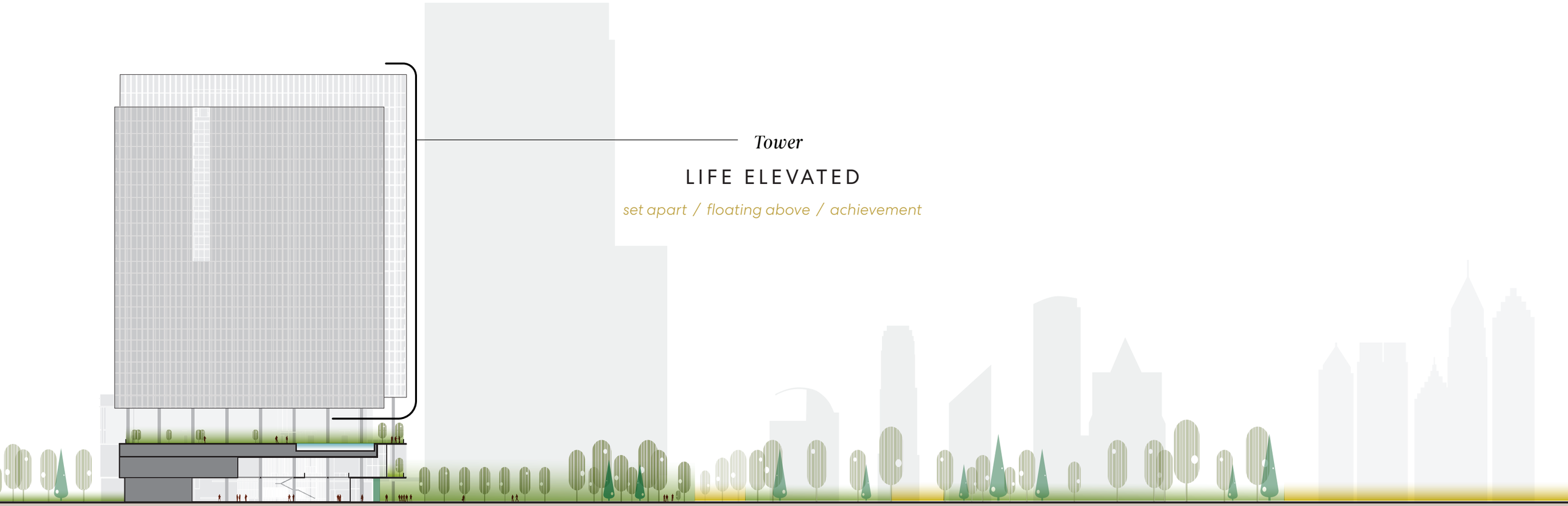
RISE THROUGH THE CANOPY

The Buckhead Ritz-Carlton Hotel and Residences is the epitome of an immersive escape--facilitating the departure from the hustle and bustle of Atlanta, through a garden of delight, and ultimately to a haven full of exceptionally imaginative experiences.

In an industrial journal of 1859, Atlanta was described as “The City in the Woods” that emerges out of a lush tree canopy. Since then, it has been know as a thriving and verdant city in the forest. As the city has become more and more urban, greenery and the natural serenity that it represents has remained an important pillar to the culture of Atlanta. In the early 20th century, Buckhead, north of the city, served as a destination of respite for Atlanta’s wealthy, home to many country estates, hunting land, and horse paths. Over the years, these country estates transformed from seasonal homes to a full-time community where Atlanta’s wealthy lived and socialized.

Referencing the local stories of Atlanta and specifically Buckhead, the Buckhead Ritz-Carlton Hotel and Residences crafts a meaningfully imaginative journey, bringing this heritage to life with modern design as you experience the building from the very beginning--arriving through a serene and delightful garden. Embark on this journey to both discover private, meaningful moments as well as to see and be seen in the vibrant social atmosphere.

PROGRESSION FROM CITY TO FOREST



Ritz-Carlton

ELEVATED LIFESTYLE

exclusive / protected / idealized

Buckhead

ESCAPE

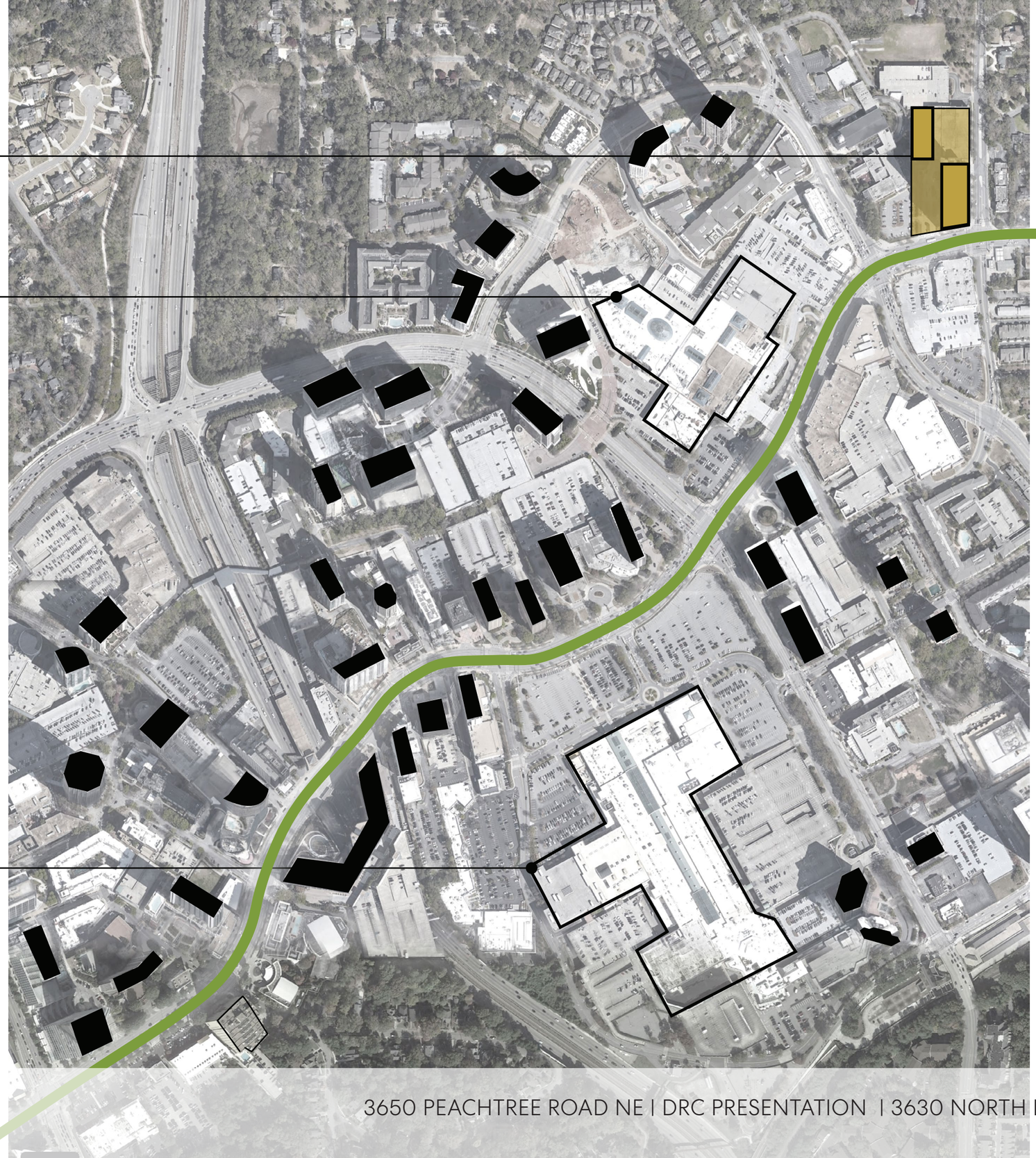
relief from the city / other worldly / amongst the forest

The City

BURDEN

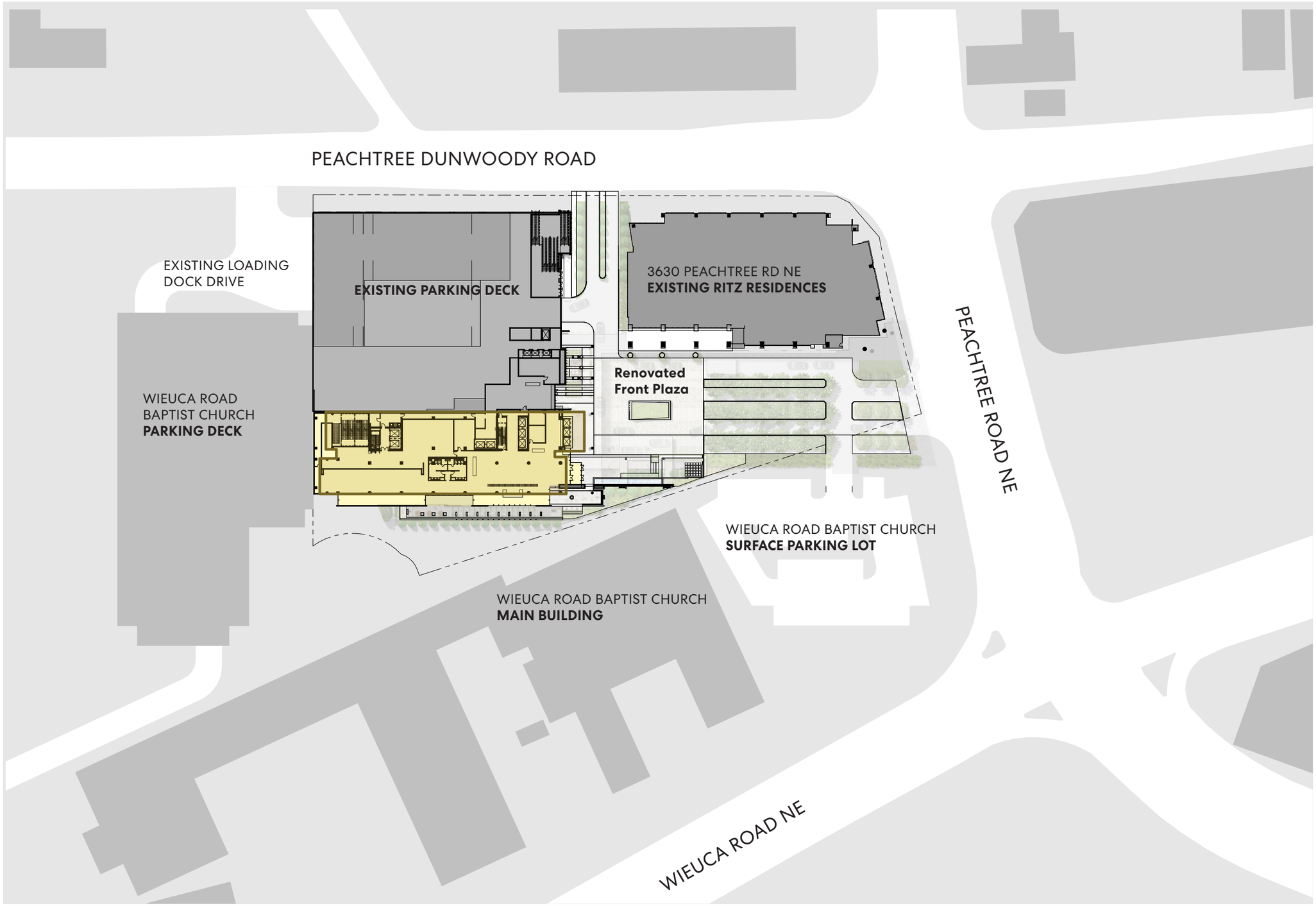
complexity / everyday / cacophony

BUCKHEAD CONTEXT



ARTISTIC INTERPRETATION OF ARCHITECTURAL CONCEPT

CONTEXT PLAN



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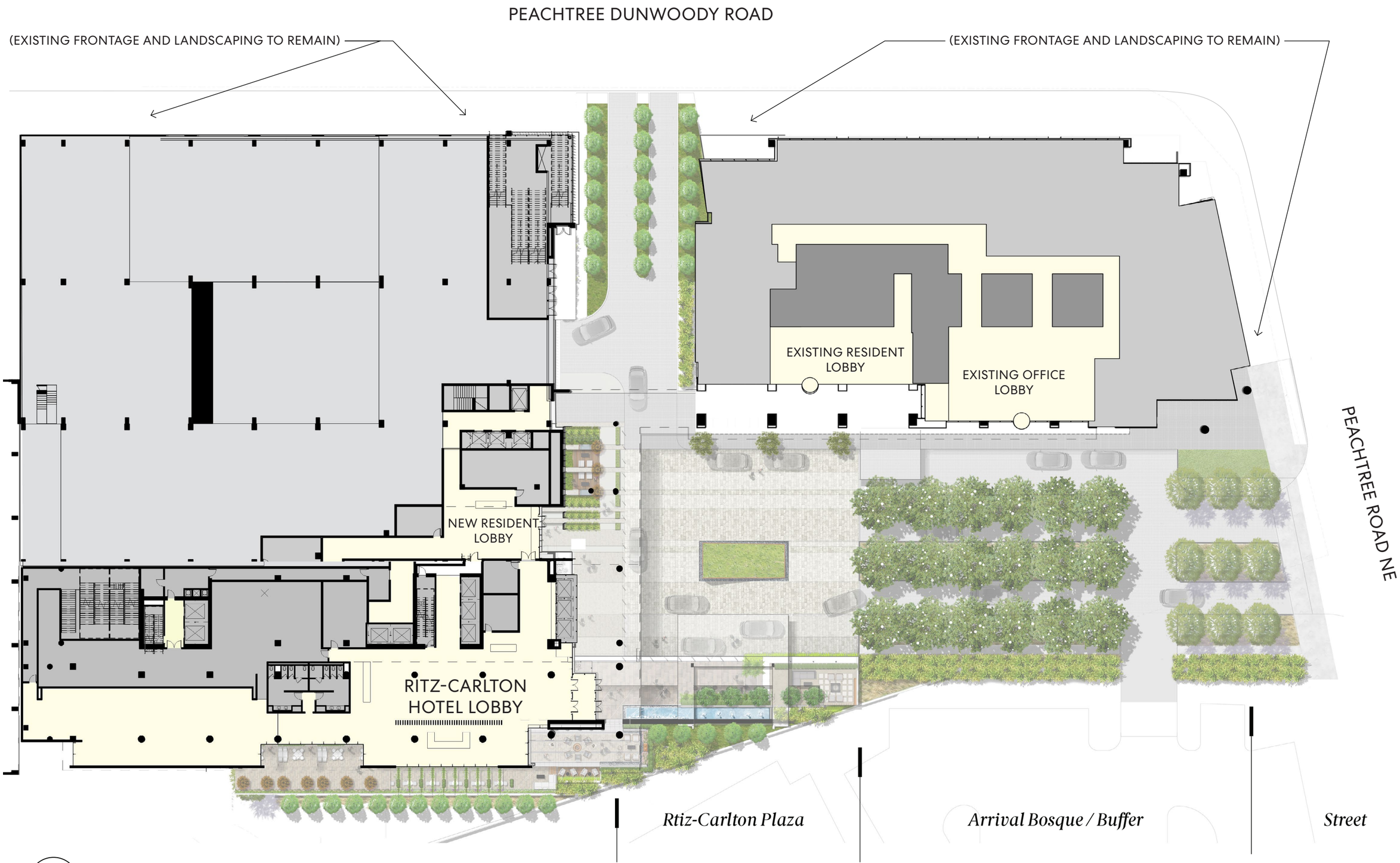
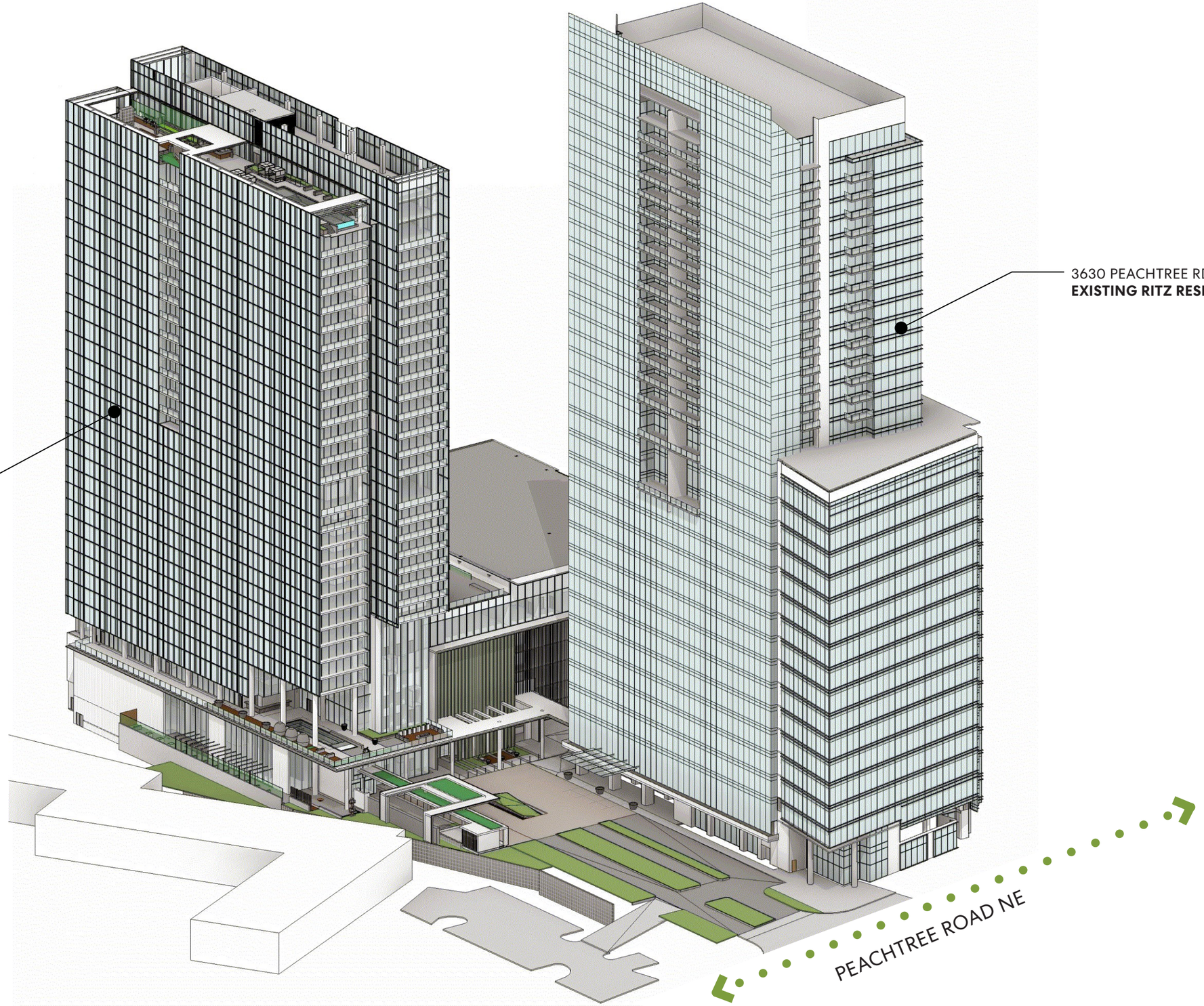
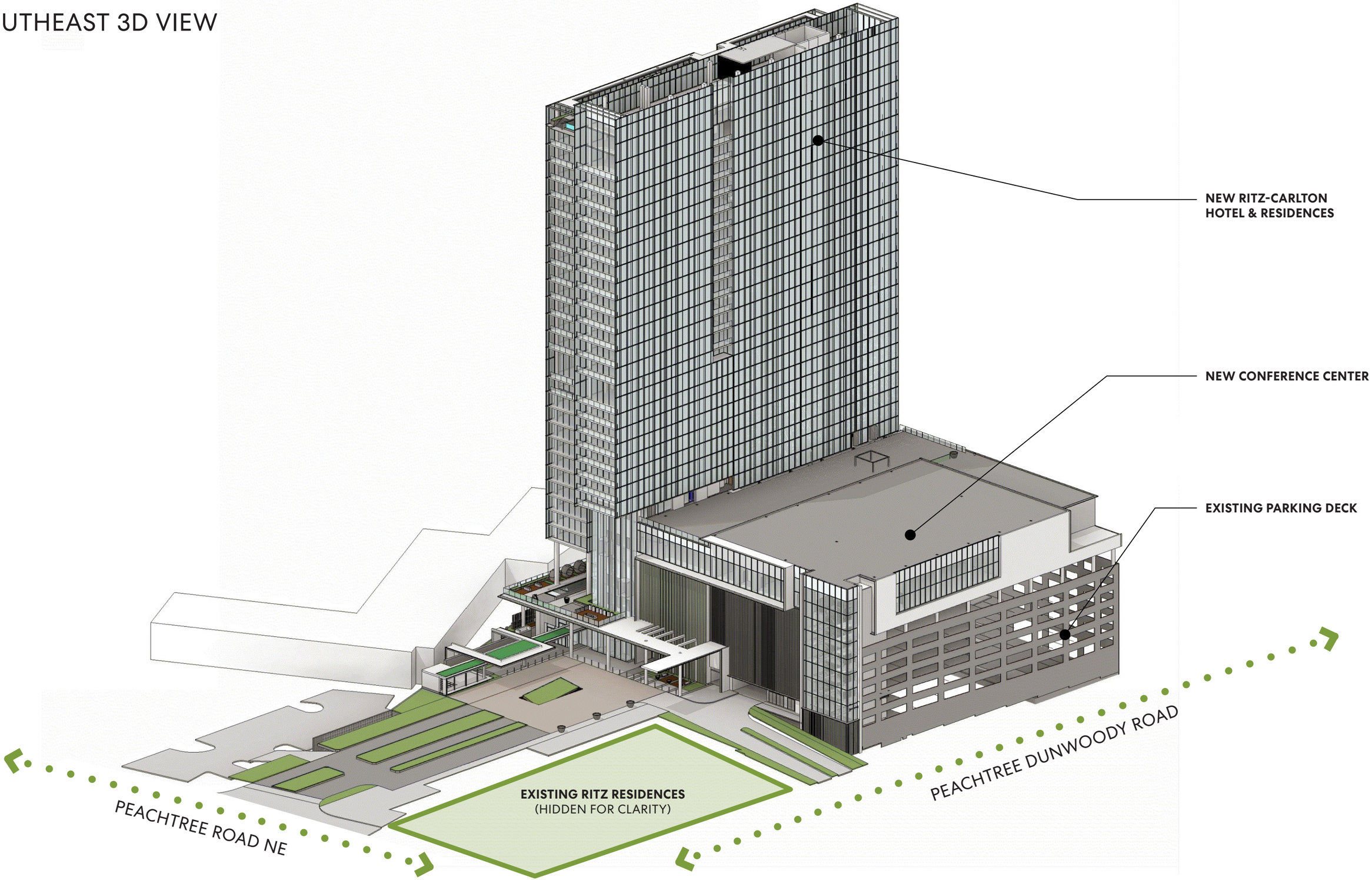
OVERALL SITEPLAN



SOUTHWEST 3D VIEW



SOUTHEAST 3D VIEW



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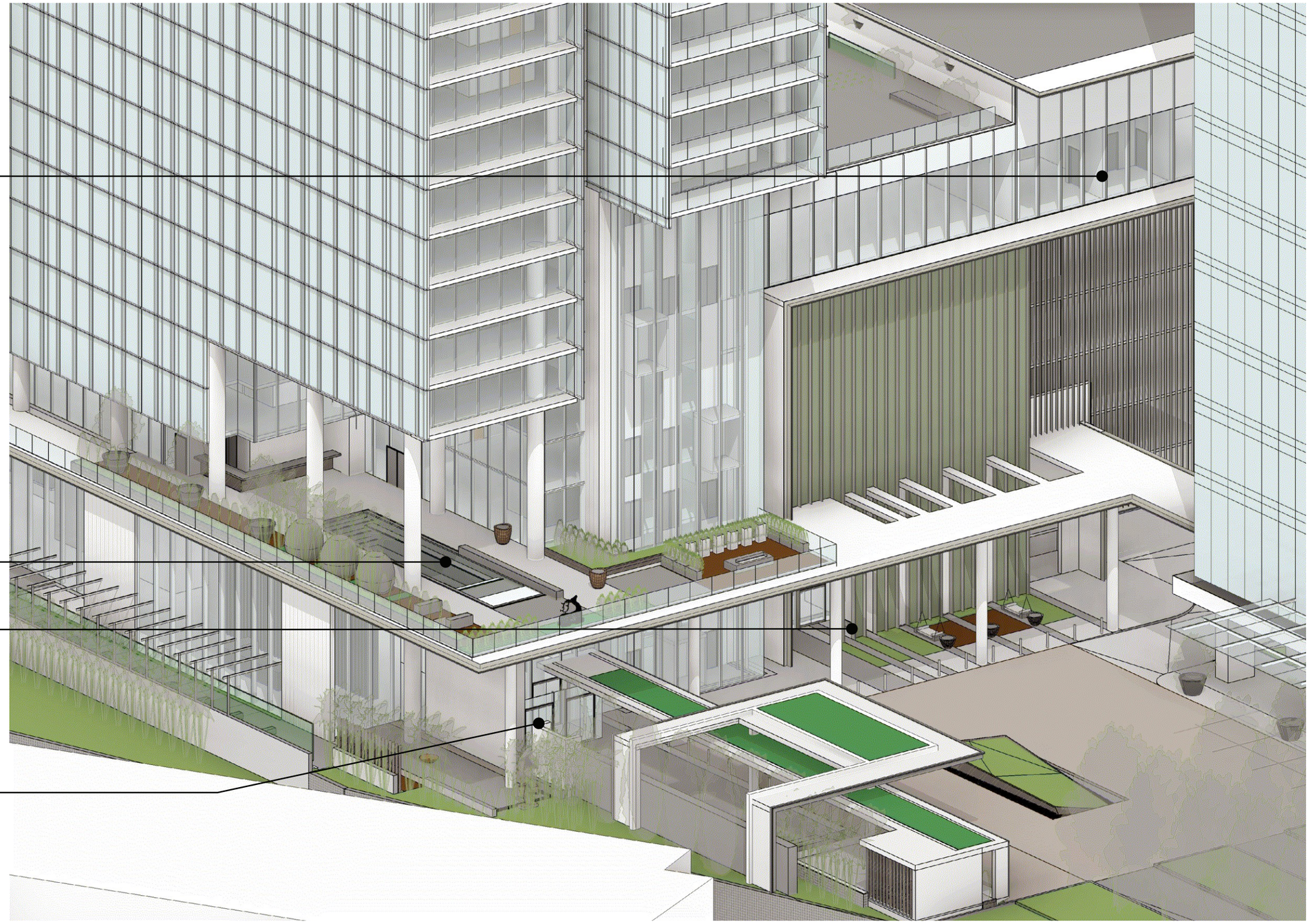
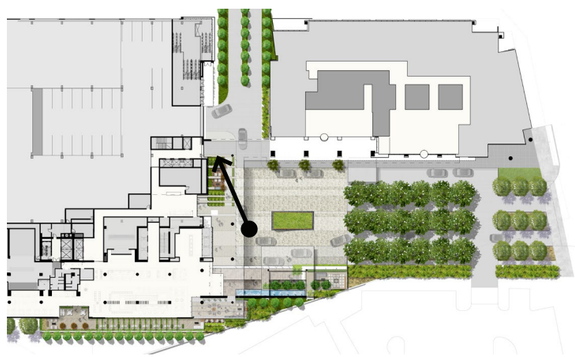
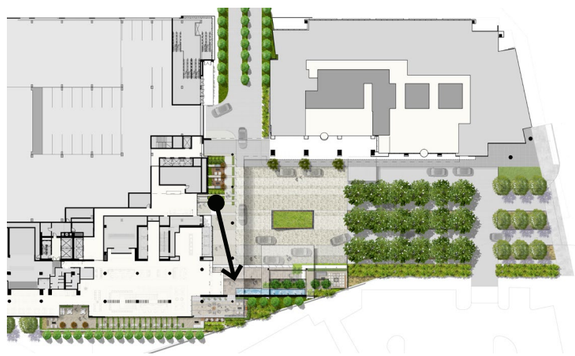
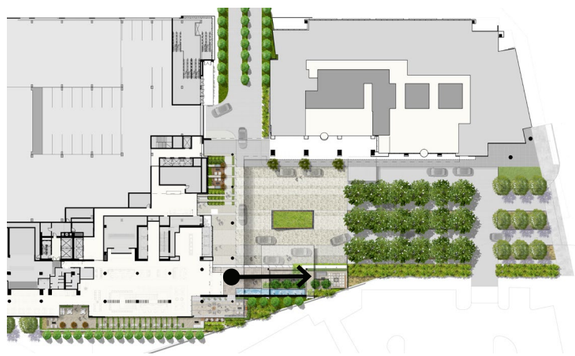


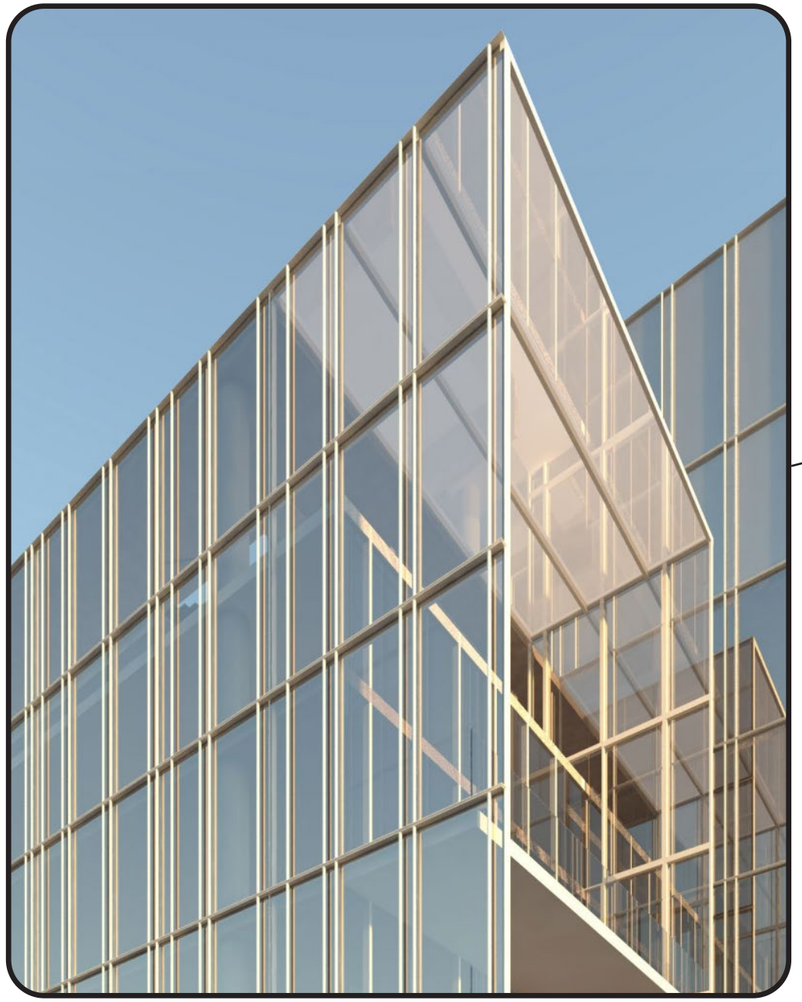


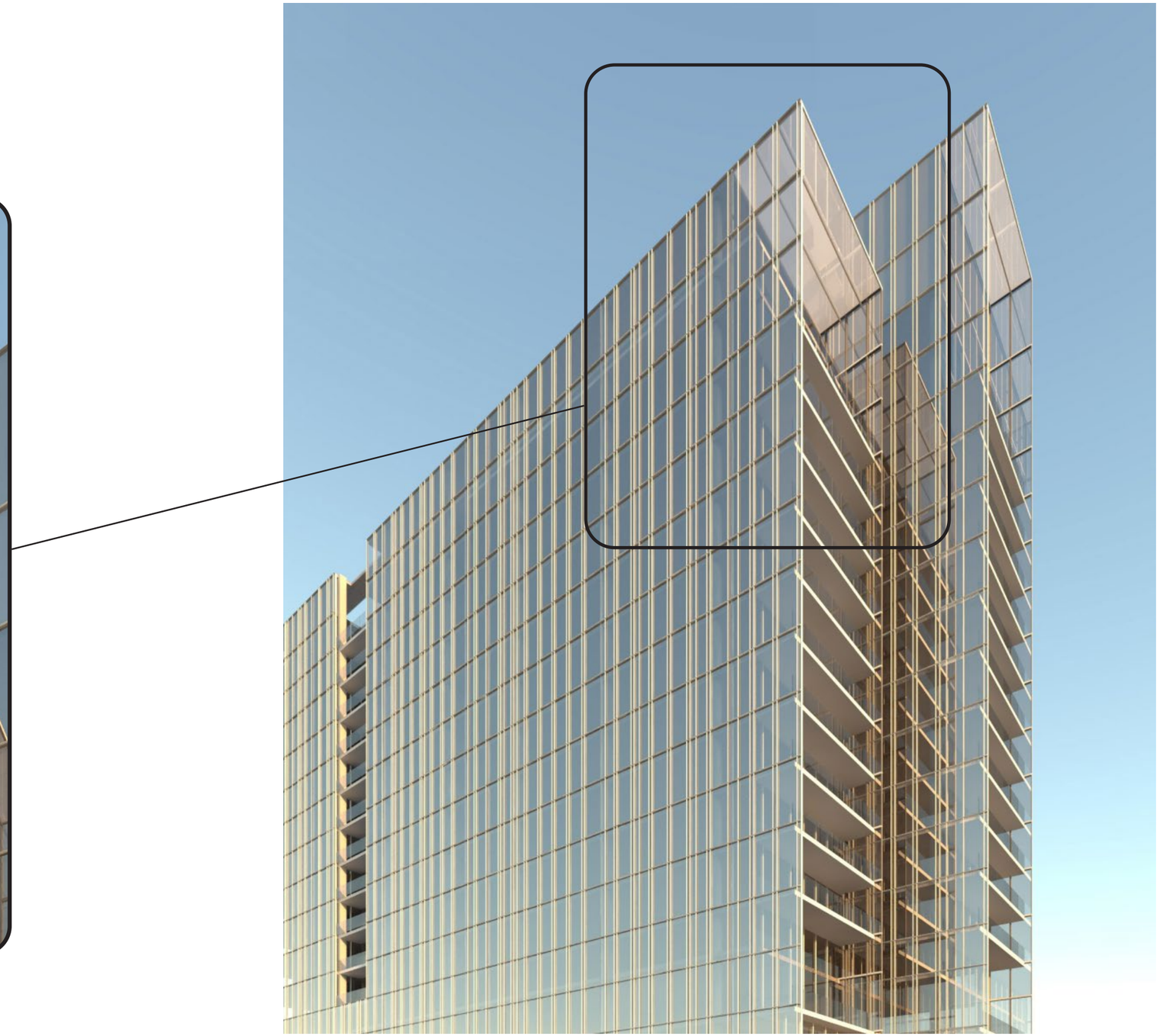




TOWER FACADE

Exquisite Curtain





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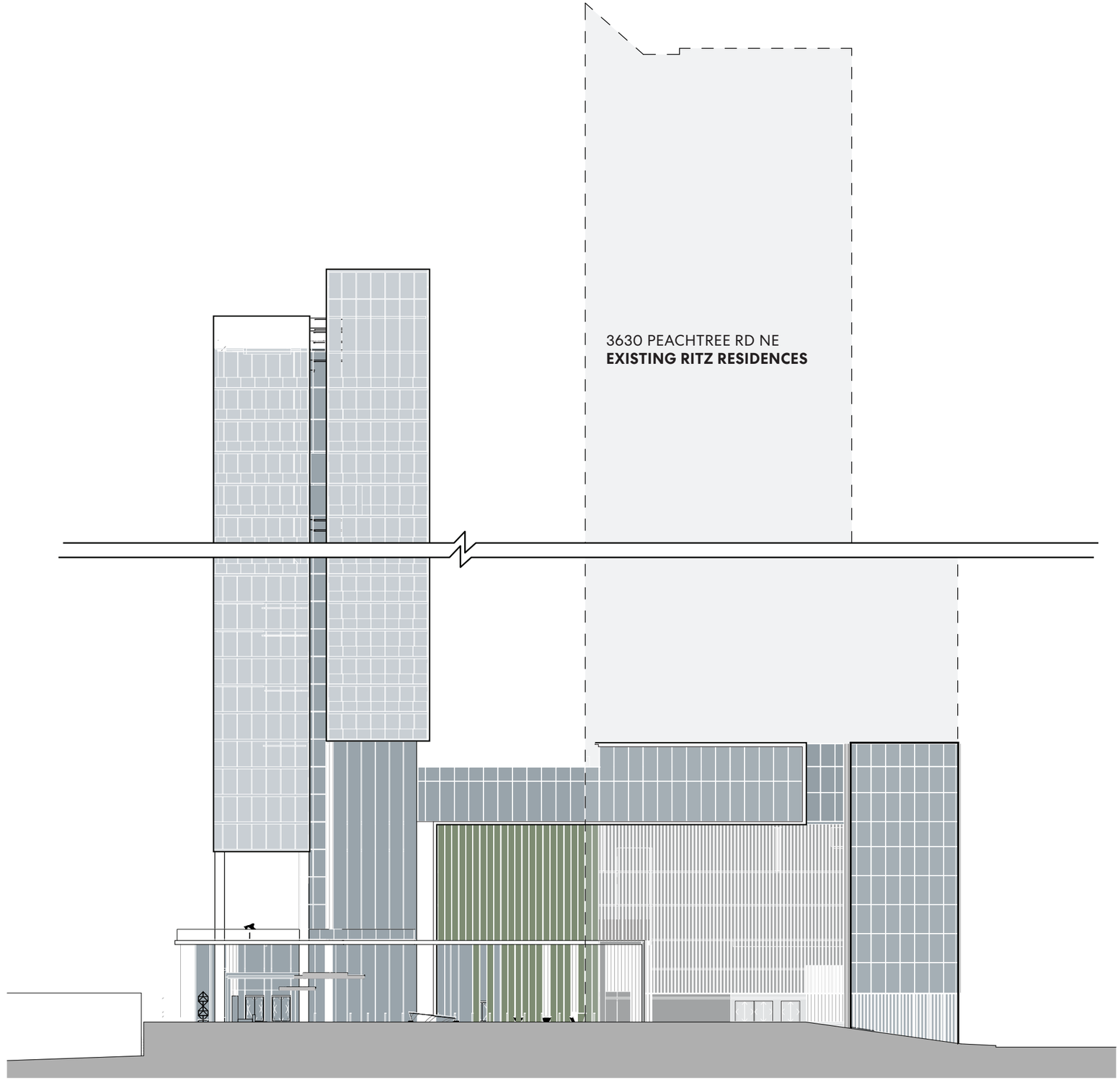
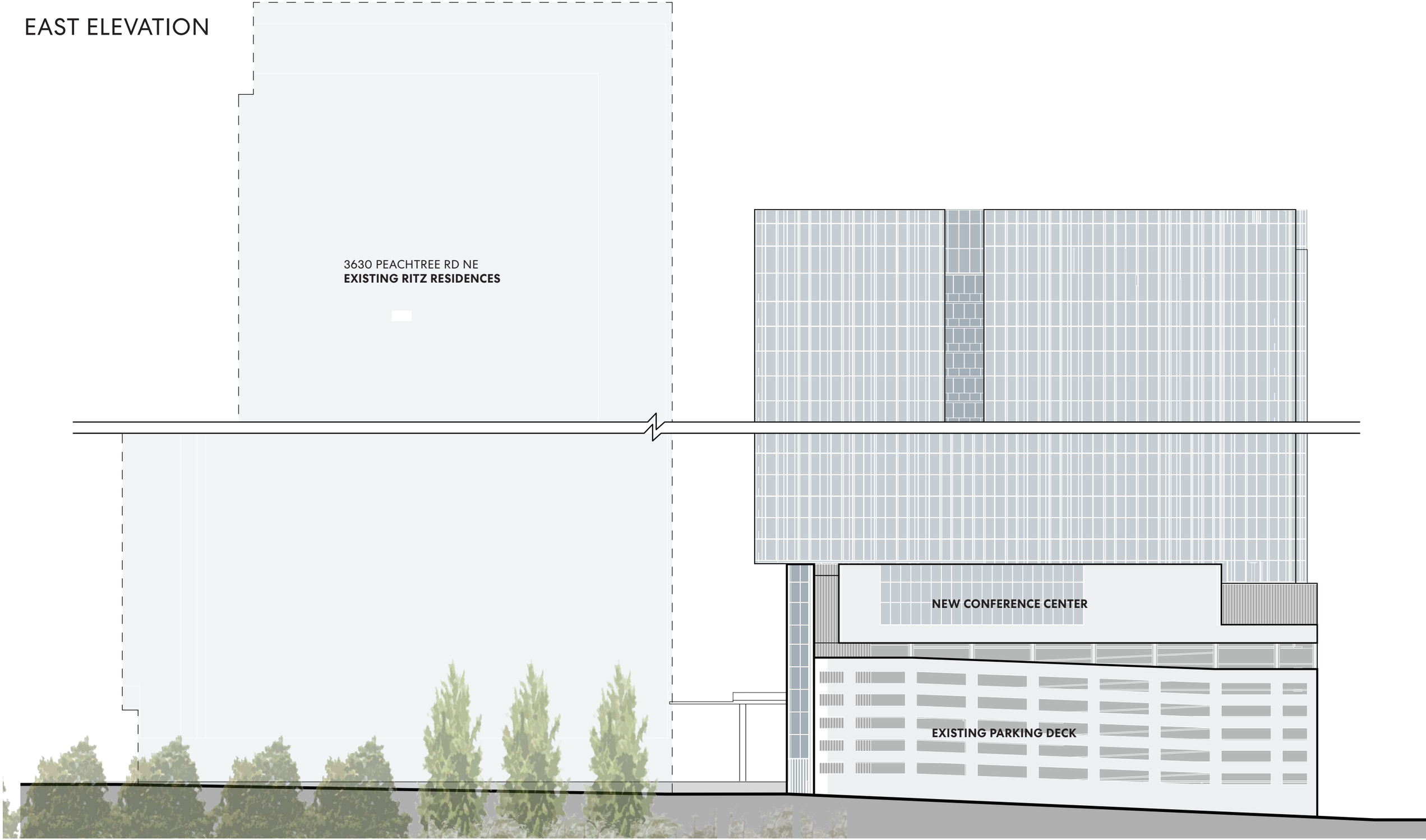


EAST ELEVATION



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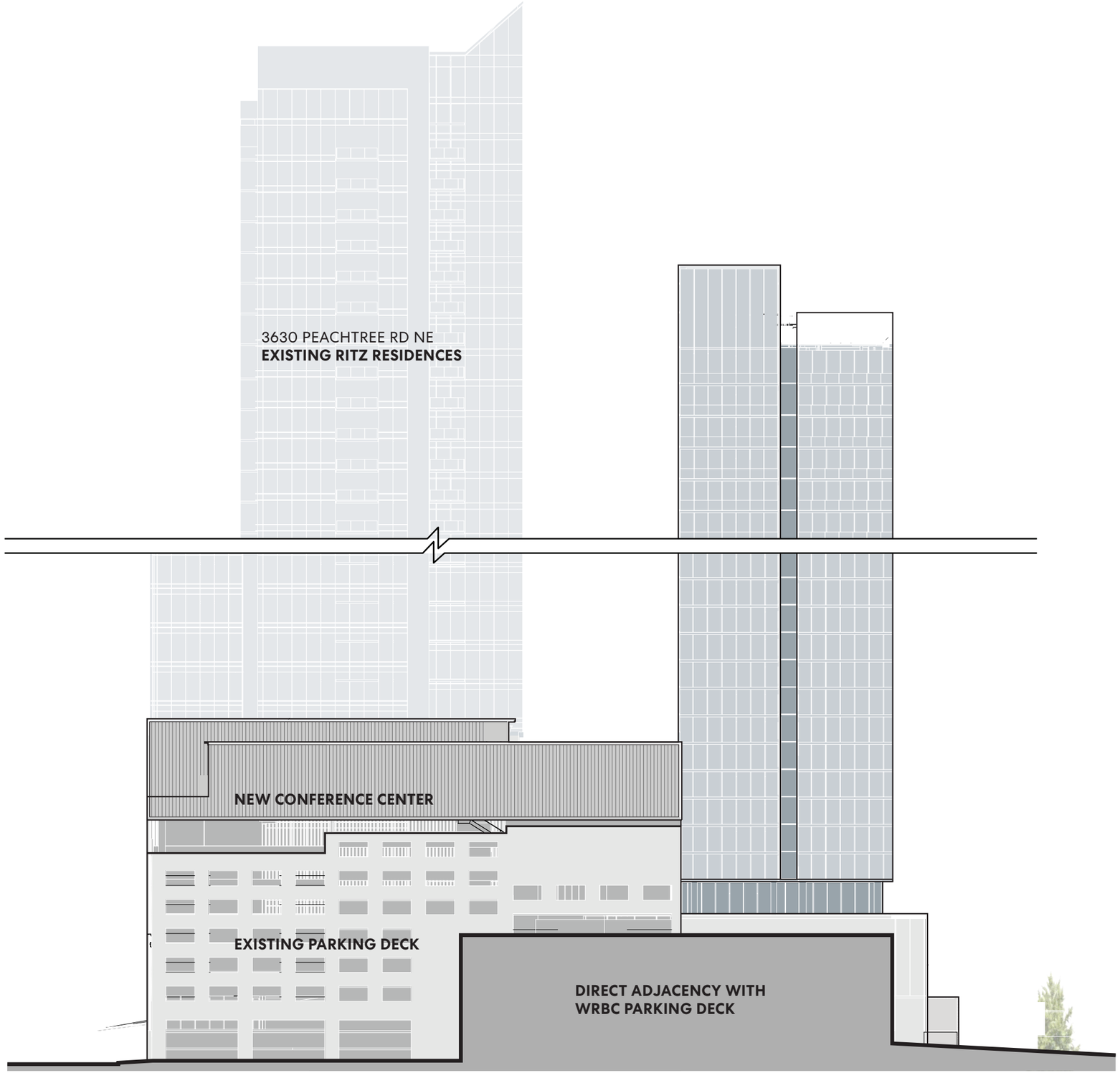

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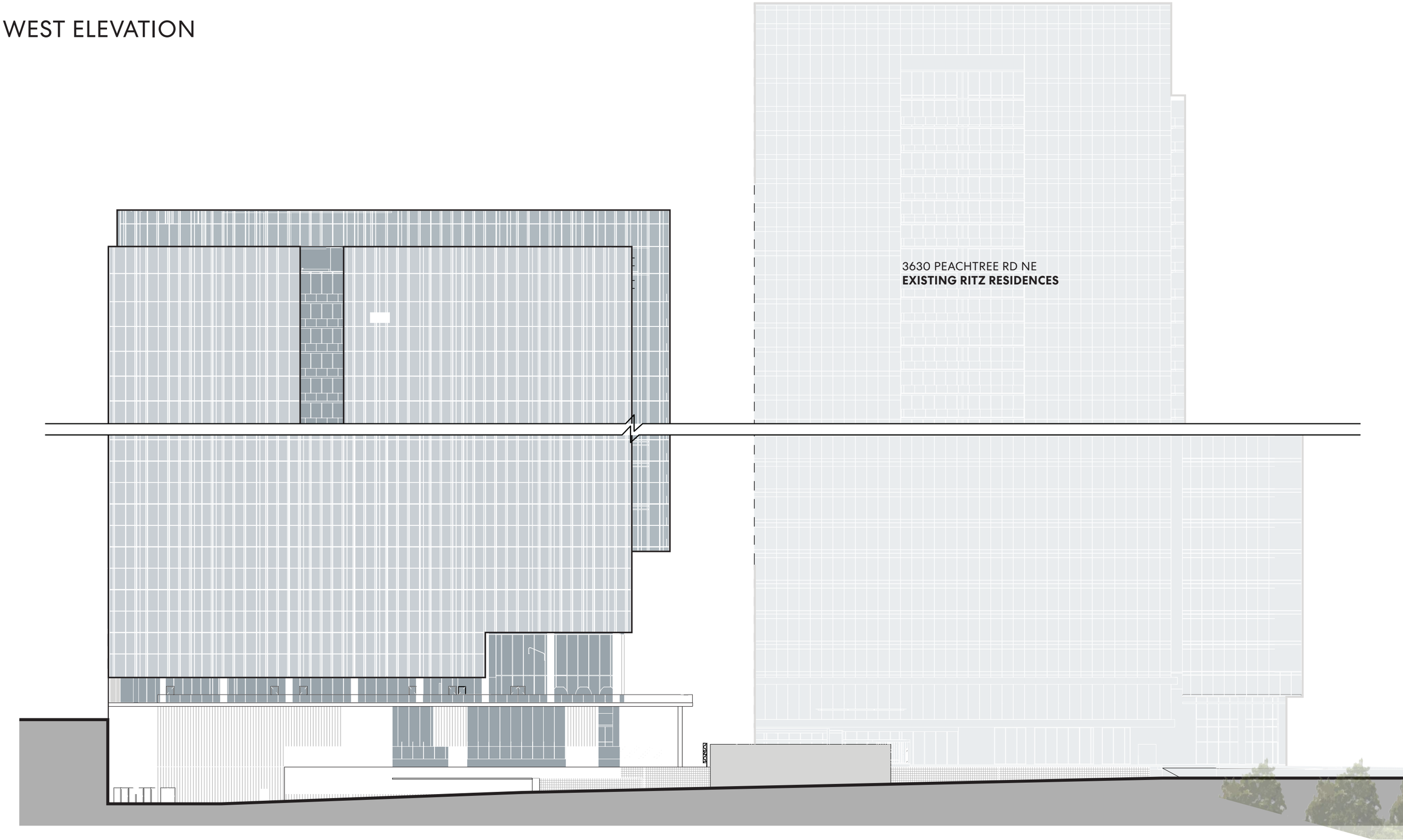
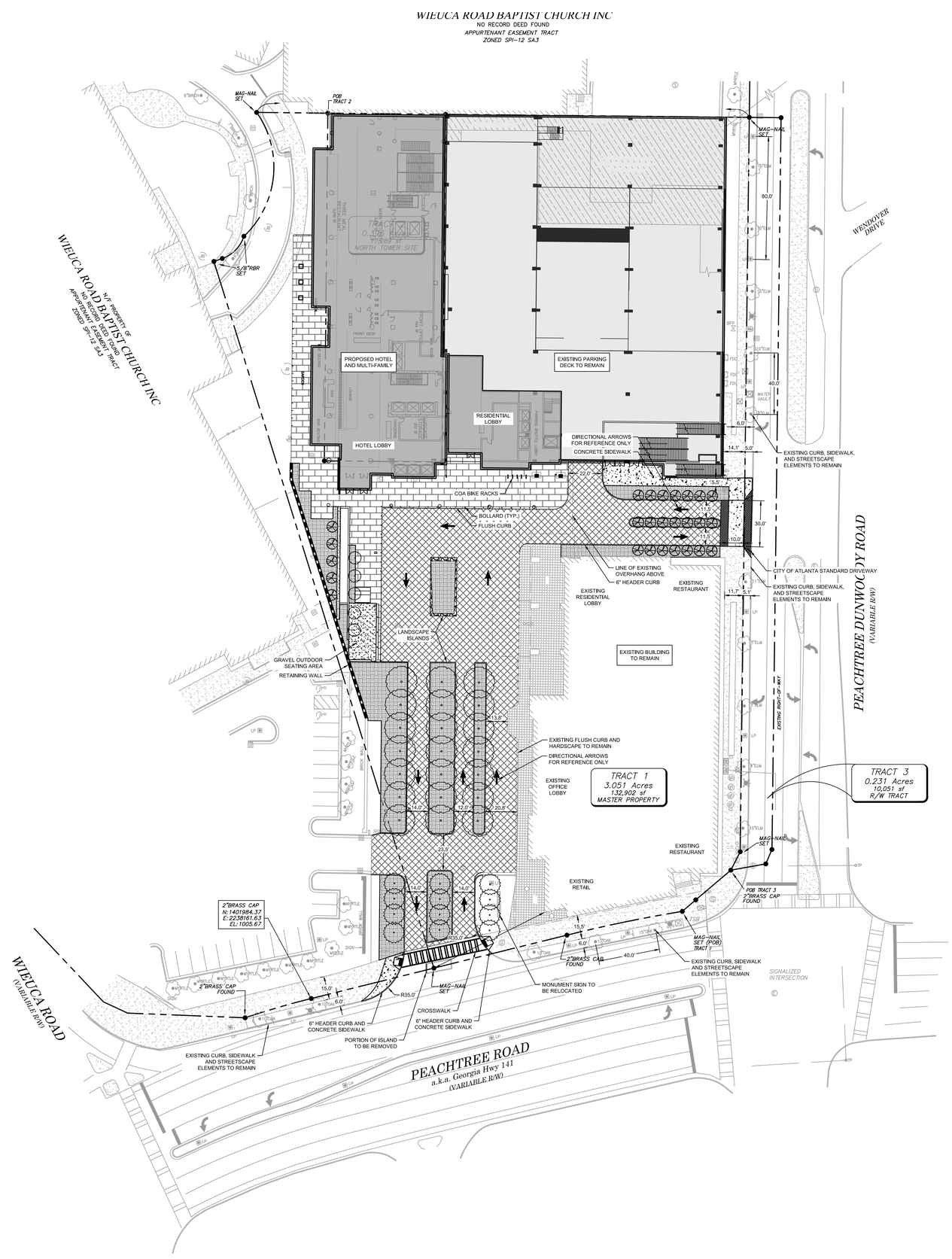


Thank You.



SAP FILE NUMBER:
SAP-20-162

ZONING CLASSIFICATION:
SPI-12, SUBAREA 1

ADJACENT STREETS:
PEACHTREE ROAD (STATE)
PEACHTREE DUNWOODY ROAD (LOCAL)

SAP SITE PLAN NOTES:

1. ADDRESS NUMBERS ARE TO BE PROVIDED ON BUILDING AND BE A MINIMUM OF 6" IN HEIGHT.
2. ALL LIGHTING THAT UP-LIGHTS TREES, BUILDINGS, OR OTHER ELEMENTS, SHALL BE LOCATED AT A MINIMUM HEIGHT OF EIGHT (8) FEET ABOVE THE SIDEWALK, DRIVEWAY, OR PEDESTRIAN AREA WHEN NOT LOCATED WITHIN COMPLETELY LANDSCAPED AREAS.
3. SUPPLEMENTAL ZONE SHALL HAVE A MAXIMUM ELEVATION OF 30 INCHES ABOVE SIDEWALK GRADE.

SITE PLAN LEGEND:

- PROPERTY LINE
- STANDARD DUTY CONCRETE SIDEWALK
- UNIT PAVERS
- HARDSCAPE
- STREET TREES VEGETATED AREA
- GRAVEL

DEVELOPMENT NOTES:

EXISTING DEVELOPMENT
OFFICE (APPROVED AS SAP-06-11)
PERMITTED 425,000 SF (RENTABLE)
ACTUAL 425,000 SF (RENTABLE)
RESIDENTIAL (APPROVED AS SAP-06-11)
PERMITTED 465,000 SF (SALEABLE)*
ACTUAL 250,000 SF (SALEABLE)

PROPOSED DEVELOPMENT
RESIDENTIAL
TO COMPLETE SAP-06-11 215,000 SF
AS PROPOSED SAP-20-162 62,816 SF
TOTAL 85 UNITS, 277,816 SF
HOTEL
AS PROPOSED SAP-20-162 256 KEYS, 352,036 SF

LOT SIZE:
NET LOT AREA (NLA) 3.45 ACRES (150,191 SF)
GROSS LOT AREA (GLA) 4.12 ACRES (179,541 SF)

MAX BUILDING HEIGHT
PER APPROVED SAP-06-11 340 FT
PROVIDED 340 FT

USABLE OPEN SPACE AND BUILDING COVERAGE:
REQUIRED USABLE OPEN SPACE: 20%, 30,038 SF
PROVIDED USABLE OPEN SPACE: 30% 45,057 SF

* PER ZONING CASE Z-05-044, 495,000 SF OF SALEABLE RESIDENTIAL USE WAS APPROVED.

PARKING NOTES:

VEHICLE PARKING NOTES:
MINIMUM REQUIRED PARKING:
RESIDENTIAL: 0 SPACES
HOTEL: 0 SPACES

MAXIMUM REQUIRED PARKING:
RESIDENTIAL: 174 SPACES (1.25 PER 1BR UNIT, 2.25 PER 2+BR UNIT)
HOTEL: 256 SPACES (1 PER UNIT)
TOTAL: 430 SPACES

PROVIDED PARKING: 430 SPACES (ALLOCATED IN EXISTING DECK)
RESIDENTIAL: 174 SPACES
HOTEL: 256 SPACES
*NO NEW PARKING SPACES WILL BE CONSTRUCTED AS PART OF THIS DEVELOPMENT

LOADING:
REQUIRED: 3 STANDARD SPACES (12' X 35')
PROVIDED: 3 STANDARD SPACES (12' X 35')

BIKE PARKING NOTES:
TOTAL BIKE PARKING REQUIRED: 50 SPACES
TOTAL BIKE PARKING PROVIDED: 50 SPACES
EXTERIOR SPACES: 10 SPACES
ENCLOSED SPACES: 40 SPACES

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

CLIENT
3630 NORTH LLC
3630 PEACHTREE RD. #2407
ATLANTA, GA 30326

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
BUCKHEAD RITZ CARLTON HOTEL AND RESIDENCES
3630 PEACHTREE RD, ATLANTA, GA 30326
LAND LOT 44, 17TH DISTRICT

GSWCC CERT. (LEVEL II)	00000XXXXX
DRAWN BY	ALB
DESIGNED BY	CAZ
REVIEWED BY	KRT
DATE	
PROJECT NO.	013577000
TITLE	SAP SITE PLAN
SHEET NUMBER	C0-20

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Drawing name: C:\Users\Abigail.Bruning\KHKRT Shared Library - 013577000_3630 Peachtree\CAD\PlanSheets\C0-20 - SAP SITE PLAN.dwg Oct 30, 2020 1:41pm by: Abigail Bruning

Traffic Impact Study

Ritz Carlton Hotel and Residences

City of Atlanta, Georgia

Report Prepared:

September 2020

Prepared for:

3630 North, LLC.

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
September 2020
013577001

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9/11/2020

Kimley»Horn

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Ritz Carlton Hotel and Residences* development. The approximate 3.45-acre site is bounded by an existing parking deck to the north, Peachtree-Dunwoody Road to the east, Wieuca Road Baptist Church to the west, and the existing 3630 Peachtree Building and Plaza to the south in the City of Atlanta (Buckhead Area), Georgia. The project site currently contains an existing 5 story parking deck with associated streetscape along Peachtree-Dunwoody Road. The proposed project (a tower consisting of hotel use on the lower floors and residential use on the upper floors) is expected to be completed by 2023, and this analysis will consider full build-out of the proposed site in 2023. This study evaluates the impact of developing 82 multi-family residential units, a 256-key hotel, and 22,600 SF of event space.

The proposed development will be served by two existing driveways that provide access to the hotel and residential parking deck. Existing Site Driveway A is an existing Right-In/Right-Out driveway along Peachtree Road (SR 141), Existing Site Driveway B is an existing full-movement driveway located along Peachtree-Dunwoody Road. The site driveways operate under side-street stop control.

The study area consists of the following existing intersections:

1. Wieuca Road at Phipps Boulevard (currently signalized, future roundabout)
2. Peachtree Road (SR 141) at Wieuca Road (signalized)
3. Peachtree Road (SR 141) at Existing Right-In/Right-Out Site Driveway A (unsignalized)
4. Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (signalized)
5. Peachtree-Dunwoody Road at Existing Site Driveway B (unsignalized)
6. Peachtree-Dunwoody Road at Existing Driveway C (unsignalized)

This report summarizes the analyses of the study intersections under the following three (3) scenarios:

1. Adjusted 2020 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions
3. Projected 2023 Build Traffic Conditions

The level-of-service (LOS) analysis indicated all but one (1) of the study intersections operate at LOS D or better under Adjusted 2020 conditions, Projected 2023 No-Build conditions, and Projected 2023 Build conditions. Under Adjusted 2020 conditions during the PM peak hour, the intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 2) operates at LOS E, therefore, based on guidelines from the Georgia Regional Transportation Authority the LOS standard for this intersection becomes LOS E for future No-Build and Build scenarios. This intersection is expected to continue operating at LOS E under Projected 2023 No-Build and Projected 2023 Build conditions. As a result of the traffic analysis presented in this report, the impact to the future programmed roundabout and other study intersections is negligible.

QUESTIONS & ANSWERS

The following information is provided to address the concerns from the Development Review Committee discussion on August 5, 2020.

- How does the development's projected traffic affect the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road?
    - Under Projected No-Build 2023 Conditions, this intersection operates acceptably at LOS D during the AM peak hour and LOS C during the PM peak hour.
    - Under Projected Build 2023 Conditions, this intersection will continue operating acceptably at LOS D during the AM and PM peak hours.

- How was event space of the projected development taken into consideration?
    - 22,600 SF of event space was analyzed (in addition to the hotel and residential units) in all Projected 2023 Build scenarios to project and analyze a typical weekday event during typical AM and PM peak hours. Additional peak hour arriving and departing trips were added to the traffic study to account for a possible event that would occur on a weekday.

- How does the development's projected traffic affect the future multimillion-dollar roundabout at Wieuca Road and Phipps Boulevard?
    - Under Projected 2023 Build conditions the roundabout is projected to operate acceptably at an overall LOS C during the AM peak hour and overall LOS A during the PM peak hour.
    - It may be noted that the southbound Wieuca Road approach is projected to operate at LOS E during the AM peak hour under both Projected 2023 No-Build and Build conditions.
    - The proposed development is projected to increase the entering traffic of the roundabout by a maximum of 1.82% during the peak hours.

- How will the left-turn queueing along eastbound Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road be affected by the projected development traffic?
    - It should be noted that the traffic signals along Peachtree Road (SR 141) are maintained through the RTOP program which actively manages the signal timings. If the left-turn volume increases in the future, the signal timings can be adjusted to account for that volume to help with vehicle queueing.
    - A comparison of 95th percentile queueing (in feet) for the AM (PM) peak hours is below:
        - Projected 2023 No-Build: 199' (210')
        - Projected 2023 Build: 310' (297')
    - While this is a slight increase in projected queue length, it should be noted that the queues under the Adjusted 2020 and Projected 2023 No-Build conditions already fill-up the left-turn storage lane and will occasionally exceed the provided storage lane.

- How will the left-turn queueing along northbound Peachtree-Dunwoody Road be affected by the projected development traffic?
    - A comparison of 95th percentile queueing (in feet) for the AM (PM) peak hours is below:
        - Projected 2023 No-Build: 25' (0')
        - Projected 2023 Build: 25' (25')
    - Vehicle queueing along Peachtree-Dunwoody Road for vehicles turning left into the site is projected to be minimal. The volume of southbound Peachtree-Dunwoody Road through traffic is light enough to provide easy left-turn access into the site.

- What are the recommendations of the Traffic Study?
    - Based on the Projected 2023 Build traffic conditions, no offsite or site access improvements are recommended at this time.

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Ritz Carlton Hotel and Residences* development. The approximate 3.45-acre site is bounded by an existing parking deck to the north, Peachtree-Dunwoody Road to the east, Wieuca Road Baptist Church to the west, and the existing 3630 Peachtree Building and Plaza to the south in the City of Atlanta (Buckhead Area), Georgia. The project site currently contains an existing 5 story parking deck with associated streetscape along Peachtree-Dunwoody Road. The proposed project (a tower consisting of hotel use on the lower floors and residential use on the upper floors) is expected to be completed by 2023, and this analysis will consider full build-out of the proposed site in 2023. This study evaluates the impact of developing 82 multi-family residential units, a 256-key hotel, and 22,600 SF of event space.

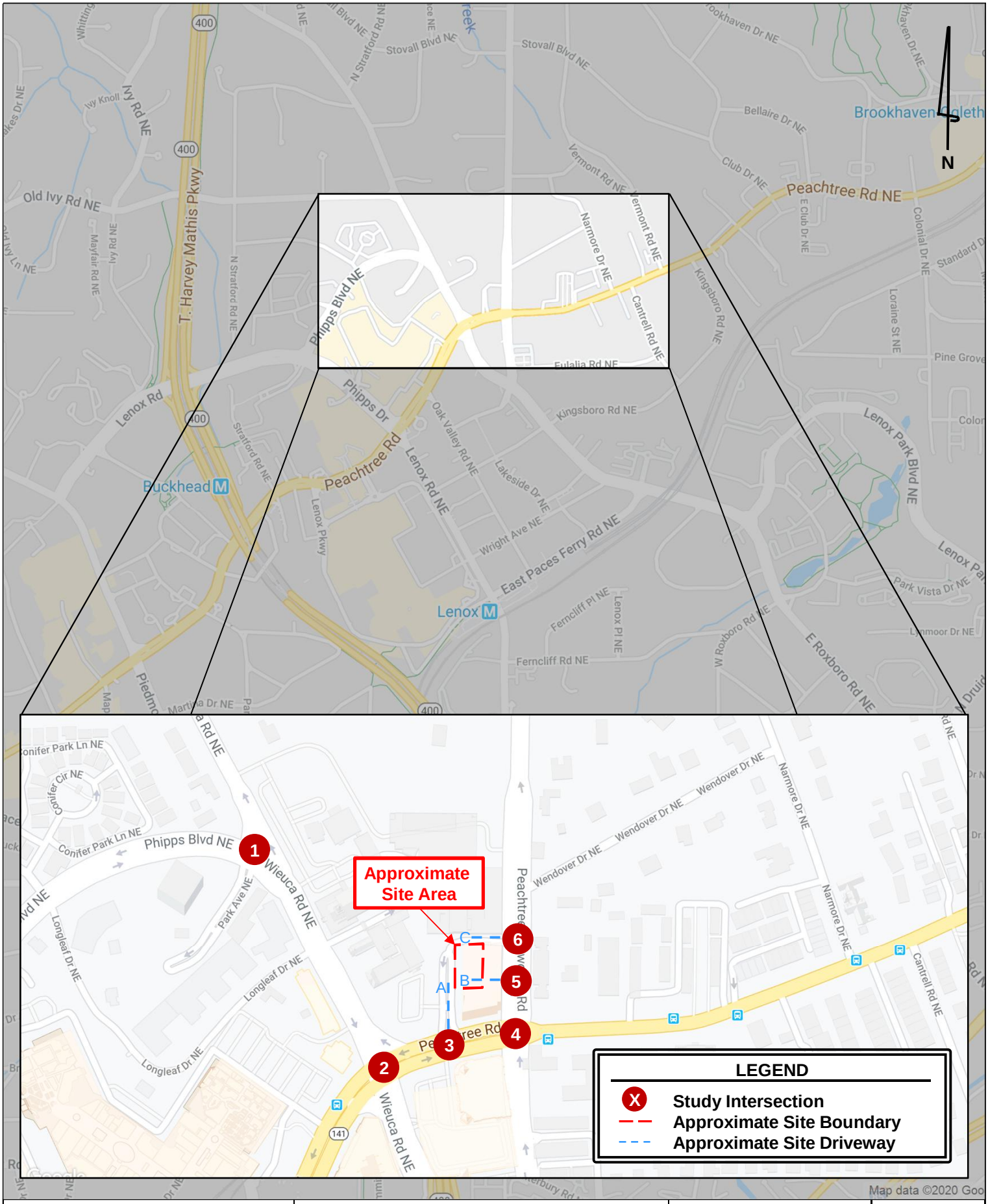
The proposed development will be served by two existing driveways that provide access to the hotel and residential parking deck. Existing Site Driveway A is an existing Right-In/Right-Out driveway along Peachtree Road (SR 141), Existing Site Driveway B is an existing full-movement driveway located along Peachtree-Dunwoody Road. The site driveways operate under side-street stop control.

This report will summarize the analyses of the following three (3) scenarios:

4. Adjusted 2020 Traffic Conditions
5. Projected 2023 No-Build Traffic Conditions
6. Projected 2023 Build Traffic Conditions

It is important to note that the currently signalized intersection of Wieuca Road at Phipps Boulevard will be modified to operate as a multi-lane roundabout and is expected to be open to the public prior to full build-out of the proposed *Ritz Carlton Hotel and Residences* development. For this reason, this intersection will be analyzed as a roundabout under all future scenarios based on the most recent concept plan.

Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.



Kimley»Horn	*Ritz Carlton Hotel and Residences Traffic Impact Study*	Site Location Map	Figure 1
			Page 5

Kimley»Horn

Ritz Carlton Hotel and Residences
Traffic Impact Study

Site Aerial

Figure 2

2.0 STUDY AREA DETERMINATION

The study area consists of the following existing intersections:

7. Wieuca Road at Phipps Boulevard (currently signalized, future roundabout)
8. Peachtree Road (SR 141) at Wieuca Road (signalized)
9. Peachtree Road (SR 141) at Existing Right-In/Right-Out Site Driveway A (unsignalized)
10. Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (signalized)
11. Peachtree-Dunwoody Road at Existing Site Driveway B (unsignalized)
12. Peachtree-Dunwoody Road at Existing Driveway C (unsignalized)

Along Peachtree Road (SR 141), there is one (1) existing, unsignalized Right-In/Right-Out (RIRO) driveway (Existing Site Driveway A) proposed to serve the development. Additionally, along Peachtree-Dunwoody Road, there are two (2) existing full-movement driveways under side-street stop control. Existing Site Driveway B is approximately 250 feet north of Peachtree Road (SR 141) and Existing Site Driveway C is approximately 300 feet north of Existing Site Driveway B and approximately 550 feet north of Peachtree Road (SR 141).

This analysis considers Wieuca Road, Peachtree-Dunwoody Road/Roxboro Road, and Existing Site Driveway A as having a north-south orientation and Peachtree Road (SR 141) and Existing Site Driveways B and C as having an east-west orientation.

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CONDITIONS

The roadways within the study network have the following characteristics:

Peachtree Road (SR 141) is currently a 6-lane divided principal arterial. The posted speed limit along Peachtree Road (SR 141) is 45 MPH. The 2019 AADT of Peachtree Road (SR 141) just west of Club Drive is 33,900 vehicles per day according to GDOT's historical traffic count database. Counts collected by Kimley-Horn indicate an adjusted 2020 ADT of 35,430 vehicles per day west of Club Drive and 37,440 vehicles per day between Wieuca Road and Peachtree-Dunwoody Road.

Peachtree-Dunwoody Road/Roxboro Road is currently a 2-lane divided minor arterial with a posted speed limit of 35 MPH. The 2019 AADT of Roxboro Road south of Peachtree Road (SR 141) is 20,200 vehicles per day according to GDOT's historical traffic count database. Counts collected by Kimley-Horn indicate an adjusted 2020 ADT of 7,815 vehicles per day along Peachtree-Dunwoody Road north of Peachtree Road (SR 141).

Wieuca Road is currently a 4-lane divided major collector (north of Peachtree Road (SR 141)) and a 4-lane divided local roadway (south of Peachtree Road (SR 141)) with a posted speed limit of 30 MPH. There are no GDOT count stations along Wieuca Road.

Phipps Boulevard is currently a 4-lane divided local roadway with a posted speed limit of 30 MPH. There are no GDOT count stations along Phipps Boulevard.

3.2 VEHICULAR VOLUMES

Historical data performed within the past two (2) years was utilized for three (3) of the study intersections. Turning Movement Counts were collected on March 26, 2019 for the AM and PM peak hours at the study intersections of Wieuca Road at Phipps Boulevard (Intersection 1) and Peachtree Road (SR 141) at Wieuca Road (Intersection 2). Similarly, turning movement counts were collected on September 20, 2018 for the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 4).

Vehicle peak hour turning movement counts were performed at the following study intersections:

3. Peachtree Road (SR 141) at Existing Right-In/Right-Out Site Driveway A (unsignalized)

5. Peachtree-Dunwoody Road at Existing Site Driveway B (unsignalized)
6. Peachtree-Dunwoody Road at Existing Driveway C (unsignalized)

Vehicle peak hour turning movement counts during the AM period (7:15 AM to 9:15 AM) and the PM period (4:00 PM to 6:00 PM) were performed on Thursday, August 13, 2020.

Additionally, 24-hour bi-directional tube counts were collected along Peachtree Road (SR 141) between Wieuca Road and Peachtree-Dunwoody Road and also along Peachtree Road (SR 141) west of Club Drive. Tube counts were also collected along Peachtree-Dunwoody Road between Existing Site Driveway B and Existing Site Driveway C. Raw traffic counts are provided in **Appendix D**.

Peak hours for all study intersections are shown in **Table 1**. **Figure 5** illustrates the Adjusted 2020 traffic conditions for the AM and PM peak hours.

Table 1: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Wieuca Road at Phipps Boulevard (currently signalized, future roundabout)	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
2. Peachtree Road (SR 141) at Wieuca Road (signalized)	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
3. Peachtree Road (SR 141) at Existing Right-In/Right-Out Site Driveway A (unsignalized)	7:45 AM – 8:45 AM	4:15 PM – 5:15 PM
4. Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (signalized)	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
5. Peachtree-Dunwoody Road at Existing Site Driveway B (unsignalized)	8:15 AM – 9:15 AM	4:45 PM – 5:45 PM

Table 1: Peak Hour Summary		
Intersection	**AM Peak Hour**	**PM Peak Hour**
6. Peachtree-Dunwoody Road at Existing Driveway C (unsignalized)	8:15 AM – 9:15 AM	4:45 PM – 5:45 PM

3.3 EXISTING VOLUME ADJUSTMENT

Due to COVID-19, the data collected in August 2020 (turning movement counts and ADT tube counts) was adjusted based on historical data (pre-COVID) and engineering judgement.

Average Daily Traffic (ADT) volumes and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site to the ADT volumes collected by Kimley-Horn. After comparison, growth factors were determined for the AM and PM peak hours and applied to the existing turning movement counts (counts collected in 2020) to use in the analysis. The volume comparison is shown in tabular format in **Table 2** and graphically in **Figure 3**.

Table 2: Traffic Count Comparison and Adjustment Calculations

Count Station	Location	GDOT					Collected		
		2019 AADT	ADT Date	ADT	AM Peak	PM Peak	2020 ADT	AM Peak	PM Peak
121-5354	Peachtree Road (SR 141) (w/o Club Drive)	33,900	July 2019	35,434	2,502	2,630	28,830	1,299	2,202

Difference Calculations		ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	Factor
121-5354	Peachtree Road (SR 141) (w/o Club Drive)	-6,604	-19%	1.2	-1,203	-48%	1.9	-428	-16%	1.2

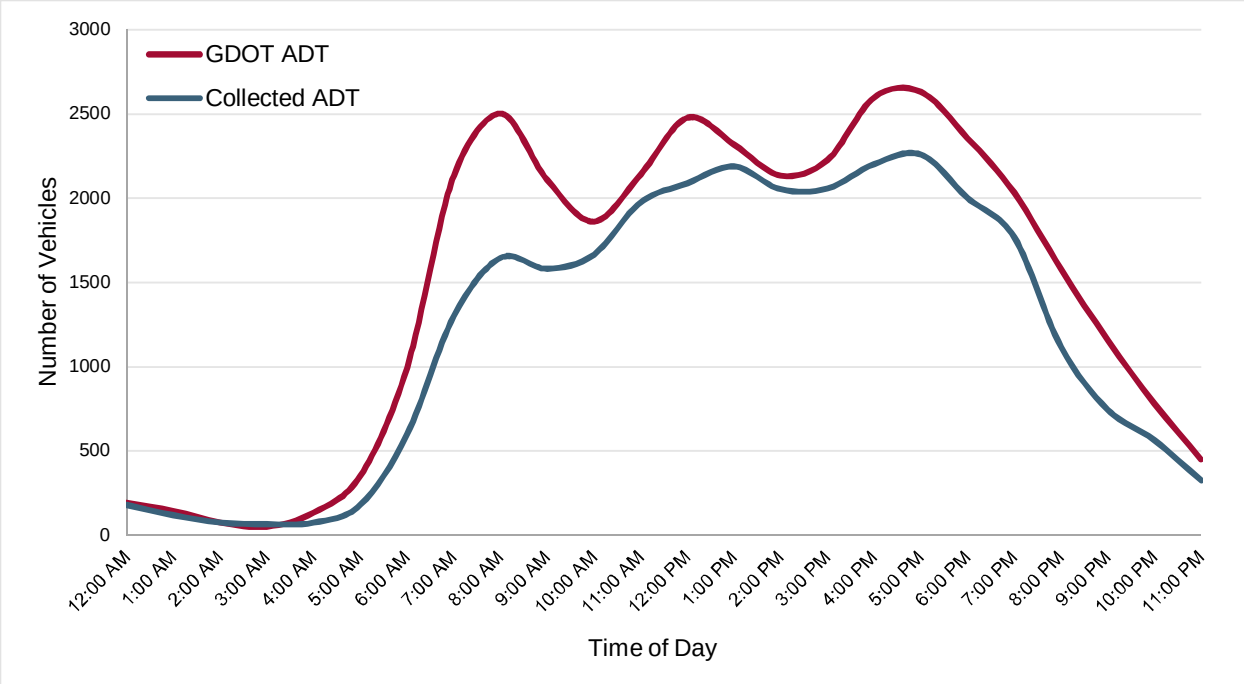


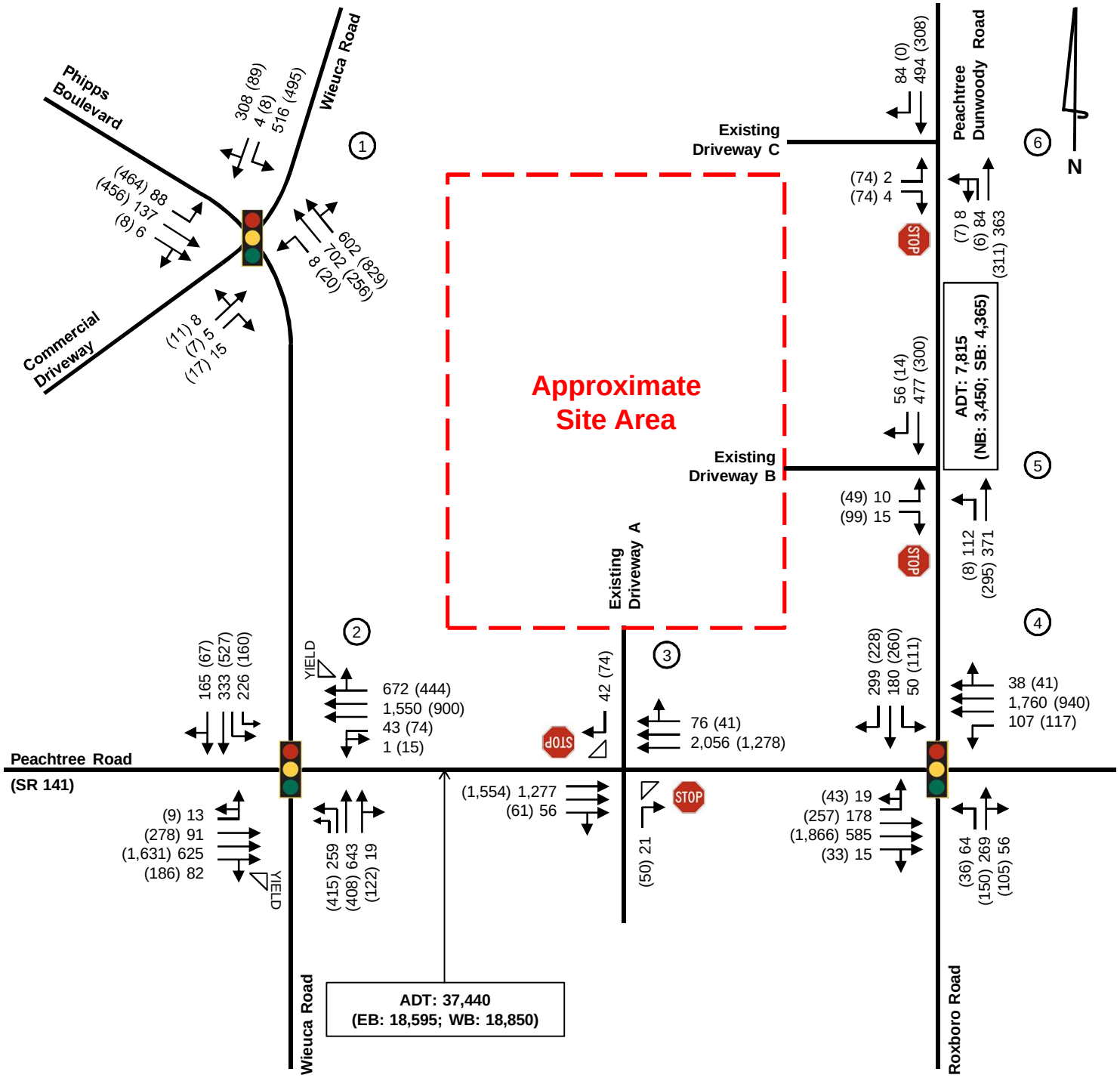
Figure 3: ADT Along Peachtree Road (SR 141), West of Club Drive

The figure above indicates that the collected AM and PM peak volumes are currently lower than historical volumes during the AM and PM time periods. The collected mid-day peak volumes are lower but generally similar, when compared to historical volumes during the mid-day time period.

Based on comparisons to historical data, a growth factor of 1.9 and 1.2 were used to adjust the existing AM and PM peak hour turning movement counts, respectively. Additionally, volumes were estimated to account for traffic volumes associated with the existing office building on site. The growth factors take into account schools not being in session (physically) and the potential impacts of COVID-19 to typical traffic patterns.

Note: the adjustment factors were applied to only the 2020 data that was collected. The counts from 2018 and 2019 were not COVID-adjusted. Instead, a background growth rate was applied to obtain the adjusted 2020 volumes.

Furthermore, the traffic volumes using the three existing site driveways were adjusted upward based on ITE trip generation rates for a full office building. **Figure 4** illustrates the Adjusted 2020 adjusted peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



Intersection Peak Hours

1	AM	8:00 AM – 9:00 AM	4	AM	7:45 AM – 8:45 AM
	PM	5:00 PM – 6:00 PM		PM	5:00 PM – 6:00 PM
2	AM	7:45 AM – 8:45 AM	5	AM	8:15 AM – 9:15 AM
	PM	5:00 PM – 6:00 PM		PM	4:45 PM – 5:45 PM
3	AM	7:45 AM – 8:45 AM	6	AM	8:15 AM – 9:15 AM
	PM	4:15 PM – 5:15 PM		PM	4:45 PM – 5:45 PM

LEGEND

- Existing Roadway Laneage
- (X) Intersection Reference Number
- STOP Existing Stop Control
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- [XX] Average Daily Traffic Volumes

Kimley»Horn	*Ritz Carlton Hotel and Residences Traffic Impact Study*	Adjusted 2020 Conditions	Figure 4
			Page 11

3.4 CRASH HISTORY DATA

Crash data within the study network was obtained from GDOT's Georgia Electronic Accident Reporting System (GEARS) for the years 2017-2019. **Table 3** summarizes the number of crashes, injuries, fatalities, and number by type of crash at all study intersections.

Table 3: Three-Year Crash History (2016-2018)

Year	Total Crashes	Injuries	Fatalities	Angle	Head-On	Rear-End	Sideswipe Same Direction	Sideswipe Opposite Direction	Other
2017	84	12	0	31	2	31	18	0	2
2018	83	11	0	24	2	25	24	4	4
2019	87	7	0	30	3	20	25	1	8
Total	**254**	**30**	**0**	**85**	**7**	**76**	**67**	**5**	**14**

During the three-year period, the majority of the crashes reported in the study network were angle and rear-end crashes. Thirty (30) crashes with injuries and zero (0) crashes with fatalities have been reported within the study limits of the project during the three-year period. The crash data, as provided by GEARS, is included in **Appendix F**. **Table 4** summarizes the total reported crashes at each study intersection.

Table 4: Total Crashes by Intersection

Intersection	Total Crashes	Total Injuries
1. Wieuca Road at Phipps Boulevard	55	6
2. Peachtree Road (SR 141) at Wieuca Road	107	11
3. Peachtree Road (SR 141) at Driveway A	1	0
4. Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road	88	13
5. Peachtree Road (SR 141) at Driveway B/C	1	0

During the three-year period, the intersection of Peachtree Road (SR 141) at Wieuca Road experienced the highest number of crashes. Forty (40) angle crashes and thirty-seven (37) rear-end crashes were reported at the intersection of Peachtree Road (SR 141) at Wieuca Road. Additionally, twenty-six sideswipe crashes (same direction) were reported at both the intersections of Peachtree Road (SR 141) at Wieuca Road and Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road.

4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *Ritz Carlton Hotel and Residences* development. The Adjusted 2020 peak hour traffic volumes were increased by 0.5% per year for three (3) years to account for the expected background growth to 2023. **Figure 5** illustrates the Projected 2023 No-Build traffic conditions.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

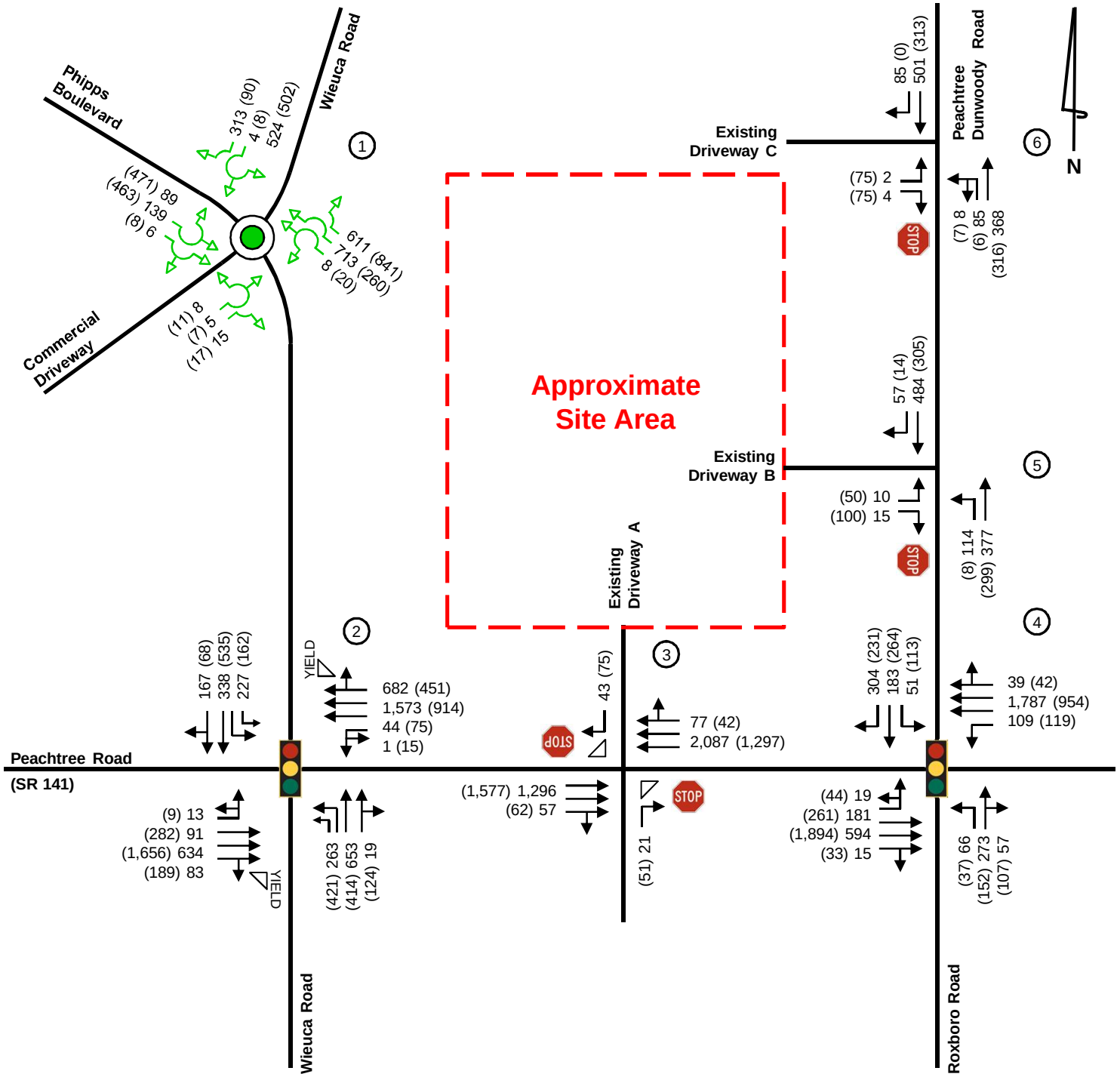
The Atlanta Regional Commission's "Atlanta Region's Plan," GDOT GeoPI system, and the Buckhead Community Improvement District were researched for currently programmed/aspiration transportation projects within the vicinity of the proposed development. Three (3) major projects were identified:

1. ***PI #0015625****:* Connected vehicle pilot program to install roadside units for broadcasting SPaT information. Projects runs from Roswell Road (SR 9) to I-285 Westbound Ramp.

2. ***AT*-316**: Lenox Road Corridor pedestrian improvements (multi-use trail) between Peachtree Road (SR 141) and East Paces Ferry Road.

3. ***Wieuca Road Roundabout:*** Construction of a multi-lane roundabout at the currently signalized intersection of Wieuca Road at Phipps Boulevard. Construction Start Date: 2021.

It is important to note that the intersection of Wieuca Road at Phipps Boulevard will be analyzed as a multilane roundabout under all future scenarios. Fact sheets for the future roadway/intersection projects are included in **Appendix E**.



LEGEND

- Existing Roadway Laneage
- Intersection Reference Number
- Existing Stop Control
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Programmed Multi-lane Roundabout
- Programmed Roadway Laneage

Kimley»Horn	*Ritz Carlton Hotel and Residences Traffic Impact Study*	Projected 2023 No-Build Conditions	Figure 5
			Page 14

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Ritz Carlton Hotel and Residences* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing a 256-key hotel, 82 multi-family units, and 22,600 SF of event space.

5.1 PROJECT SITE ACCESS

Access to the proposed *Ritz Carlton Hotel and Residences* development will be provided at two (2) existing locations that provide access to the hotel and residential parking deck, which are shown on the site plan in **Appendix A**. A brief description of each vehicle access locations follows:

1. Existing Site Driveway A (located along Peachtree Road (SR 141)) – an existing driveway located approximately 200 feet east of the intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 2) and approximately 150 feet west of the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 4). This access operates as an unsignalized Right-In/Right-Out Driveway.

2. Existing Site Driveway B (located along Peachtree-Dunwoody Road) – an existing driveway located approximately 250 feet north of the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road (Intersection 4). This access operates as a full-movement side-street stop controlled intersection.

Note: Residential access may be allowed via the existing driveways along Wieuca Road at Wieuca Baptist Church. To present a conservative analysis, this was not included the traffic study. See the referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed site.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition, 2017. The trip generation was calculated assuming 82 Multi-Family (High-Rise) units (Land Use 222), 256-key hotel (Land Use 310), and 22,600 SF of event space. **Table 5** summarizes the trip generation for the proposed development under full build-out (Year 2023).

Table 5: Project Trip Generation Summary								
Land Use	**Density**	**ITE Code**	**Daily Traffic**		**AM Peak Hour**		**PM Peak Hour**	
			Enter	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Multi-Family Housing (High-Rise)	82 units	*222*	267	267	9	27	22	14
Hotel *	256 keys	*310*	1,232	1,232	73	50	85	81
Event Space **	22,600 SF	-	125	125	41	7	4	24
Total Gross Trips			**1,624**	**1,624**	**123**	**84**	**111**	**119**
Mixed-Use Reductions			*-2*	*-2*	*-2*	*-2*	*-1*	*-1*
Alternative Modes Reductions			*-162*	*-162*	*-12*	*-9*	*-11*	*-11*
Total Net New Trips			**1,460**	**1,460**	**109**	**73**	**99**	**107**

** ITE Trip Generation Manual assumes that the hotel land uses include a restaurant.*
*** ITE Trip Generation Manual does not estimate event space. The 22,600 SF associated with event space use was analyzed as office space (Land Use 710) to represent a conservative trip generation analysis that consideres traffic due to events.*
Note: No reductions for pass-by were assumed.

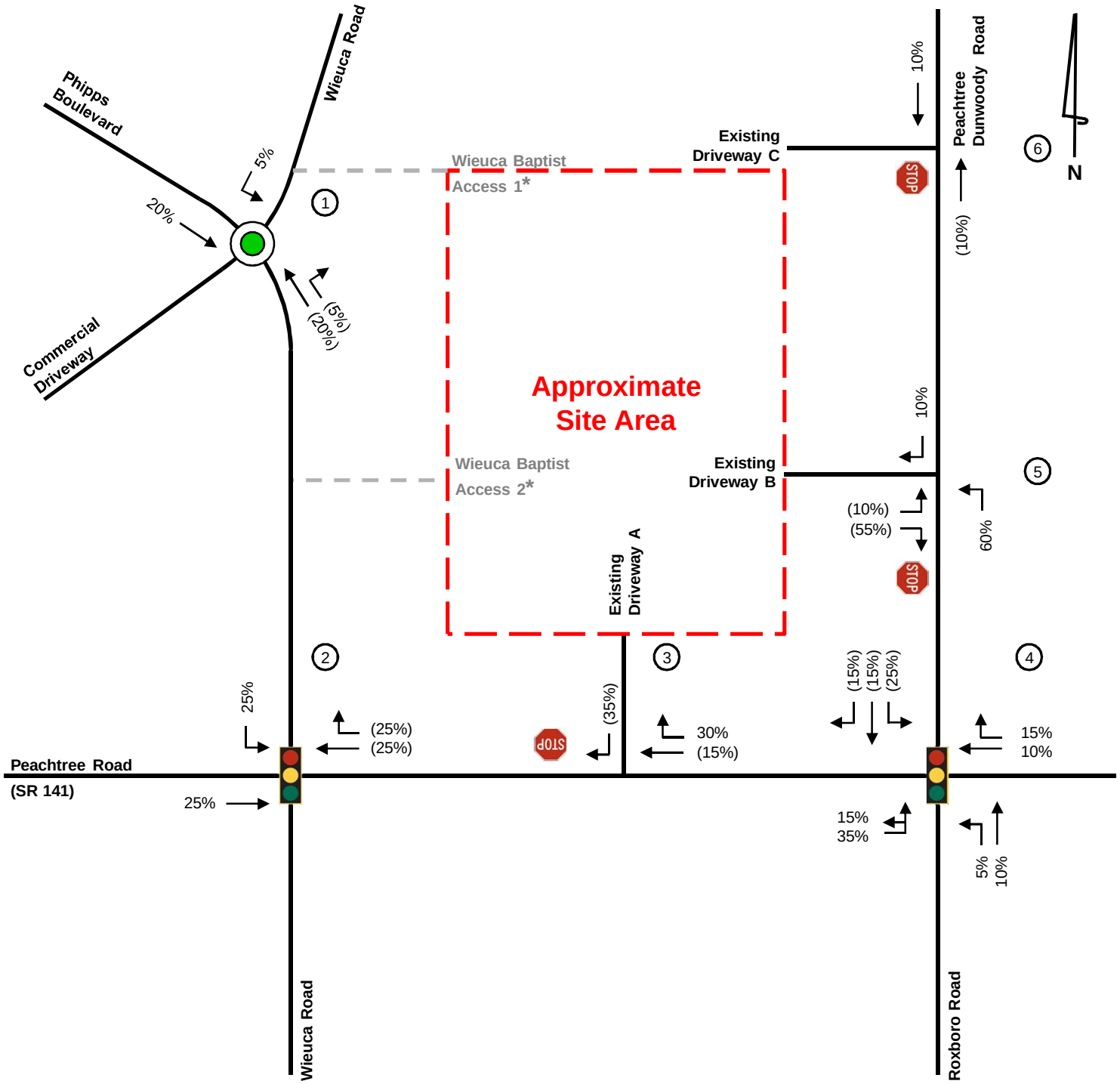
Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Ritz Carlton Hotel and Residences* – including hotel guests utilizing the in-house event space.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, rideshare, etc.). Due to the nature of the site and as the *Ritz Carlton Hotel and Residences* development is located convenient to transit (within 0.7 miles of the Buckhead MARTA Station and adjacent to three MARTA bus stops for Route 110) and rideshare expected, a 10% alternative mode reduction was taken for all land uses.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts. Detailed trip distributions for all land uses are illustrated in **Figure 6**.

Based on the trip generation from **Table 5** and the anticipated trip distribution, net new project trips were assigned to the study roadway network shown in **Figure 7**. **Figure 8** illustrates the Projected 2023 Build conditions for the AM and PM peak hours. It should be noted that existing office traffic flow at Driveways B and C will be modified following the construction of the *Ritz Carlton Hotel and Residences* development; therefore, a portion of the existing office trips were redistributed across the driveways. **Appendix B** provides intersection volume worksheets for all intersections and driveways within the study network.

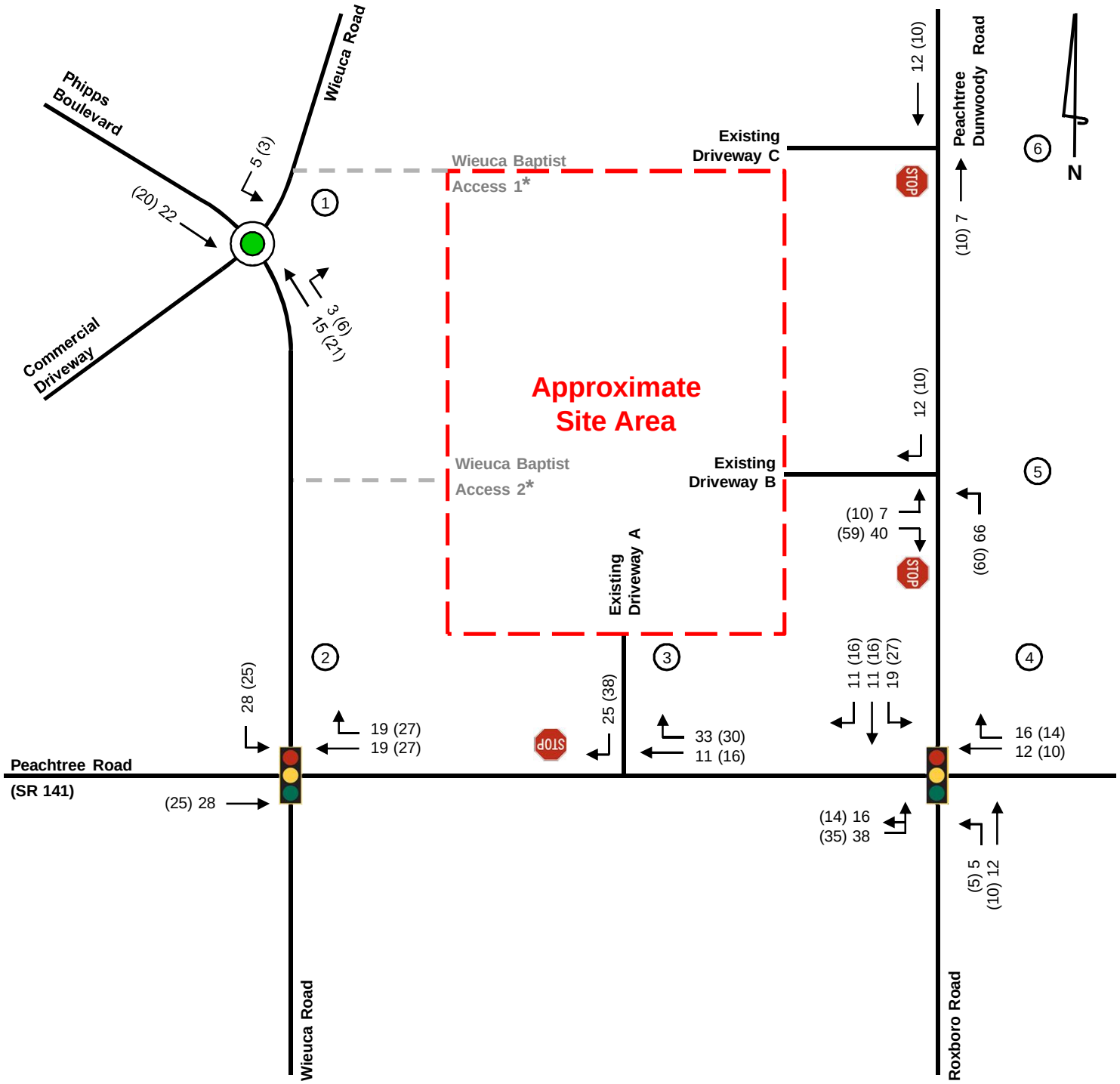


*Note: Residential access may be allowed via the existing driveways along Wiueca Road at Wieuca Baptist Church. To present a conservative analysis, these intersections were not studied.

LEGEND

- Existing Turning Movement
- Intersection Reference Number
- Existing Stop Control
- Existing Traffic Signal
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Programmed Multi-lane Roundabout

Kimley»Horn	*Ritz Carlton Hotel and Residences Traffic Impact Study*	Trip Distribution and Assignment	Figure 6
			Page 17

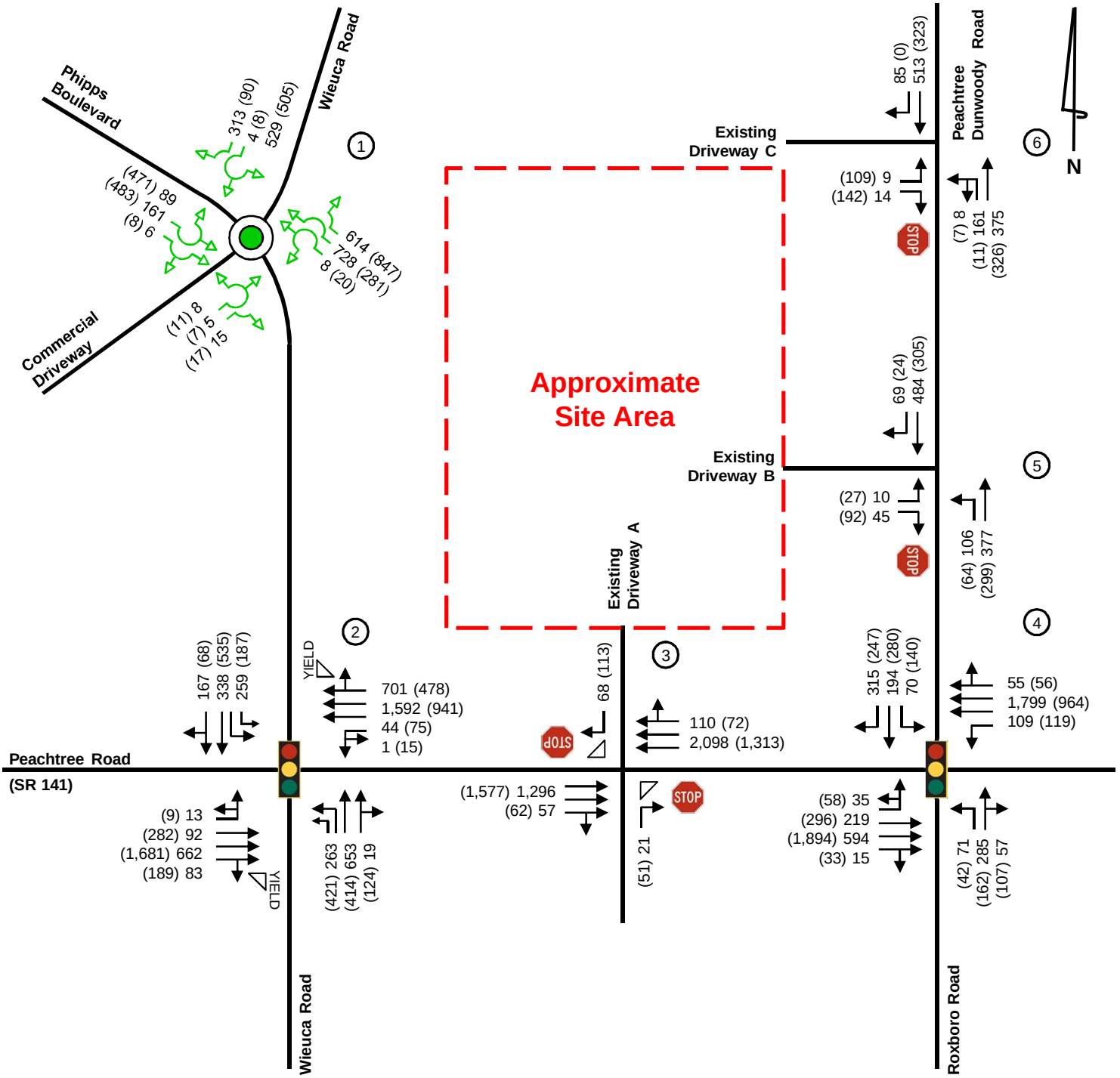


*Note: Residential access may be allowed via the existing driveways along Wiueca Road at Wieuca Baptist Church. To present a conservative analysis, these intersections were not studied.

LEGEND

- Existing Turning Movement
- Intersection Reference Number
- Existing Stop Control
- Existing Traffic Signal
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Programmed Multi-lane Roundabout

Kimley»Horn	***Ritz Carlton Hotel and Residences Traffic Impact Study***	**Project Trips**	**Figure 7**
			Page 18



Kimley»Horn

Ritz Carlton Hotel and Residences
Traffic Impact Study

Projected 2023 Build Conditions

Figure 8

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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 of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

LOS for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches. Low LOS for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway.

LOS for signalized intersections and roundabouts is reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

In addition to the Adjusted 2020 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions. The results of the LOS analysis for the Adjusted 2020, Projected 2023 No-Build, and Projected 2023 Build traffic conditions are summarized in **Table 6**.

Table 6: Level-of-Service Summary
LOS (Delay in Seconds)

#	Intersection	Control	Approach	Adjusted 2020		Projected 2023 No-Build		Projected 2023 Build	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	Wieuca Road at Phipps Boulevard	Existing: Signal	Overall*	E (62.7)	E (79.7)	N/A	N/A	N/A	N/A
		Future: Roundabout	Overall	N/A	N/A	C (15.5)	A (7.7)	C (16.9)	A (8.1)
			Approach	N/A	N/A	SB / E (38.1)	EB / B (13.8)	SB / E (42.2)	EB / B (14.3)
2	Peachtree Road (SR 141) at Wieuca Road	Signal	Overall	D (37.2)	E (63.0)	D (38.9)	E (65.5)	D (41.5)	E (68.1)
3	Peachtree Road (SR 141) at Existing Site Driveway A	TWSC (RIRO)	SB	D (31.0)	C (19.5)	D (32.1)	C (19.9)	E (39.7)	C (23.8)
4	Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road	Signal	Overall	D (35.4)	C (31.2)	D (35.6)	C (31.1)	D (45.7)	D (35.7)
5	Peachtree-Dunwoody Road at Existing Site Driveway B	TWSC	NBL	A (9.2)	A (8.4)	A (9.3)	A (8.4)	A (9.3)	A (8.3)
			EB	C (17.0)	B (12.2)	C (17.3)	B (12.3)	B (13.6)	B (12.1)
6	Peachtree-Dunwoody Road at Existing Driveway C	TWSC	NBL	A (9.8)	A (9.5)	A (9.8)	A (9.6)	B (10.2)	A (9.4)
			EB	C (16.7)	B (13.4)	C (16.9)	B (13.5)	C (21.2)	B (14.6)

**Due to limitations in HCM 6th Edition software HCM 2000 analysis used*
Note: TWSC = Two-Way Stop-Control, RIRO = Right-in/Right-out, SB = Southbound Approach, EB = Eastbound Approach, NBL = Northbound Left-Turn.

As shown in **Table 6**, all but one (1) of the study intersections operate at LOS D or better under Adjusted 2020 conditions, Projected 2023 No-Build conditions, and Projected 2023 Build conditions. Under Adjusted 2020 conditions during the PM peak hour, the intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 2) operates at LOS E, therefore, based on guidelines from the Georgia Regional Transportation Authority the LOS standard for this intersection becomes LOS E for future No-Build and Build scenarios. This intersection is expected to continue operating at LOS E under Projected 2023 No-Build and Projected 2023 Build conditions.

Under Projected 2023 Build conditions, during the AM peak hour, the southbound approach of the intersection of Existing Site Driveway A at Peachtree Road (SR 141) is projected to operate at LOS E. Low LOS for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway. A detailed set of analyses from Synchro is available in **Appendix C**.

7.0 ADDITIONAL CONSIDERATIONS

The following additional considerations are provided to address Development Review Committee discussion on August 5, 2020.

7.1 MAINLINE QUEUEING

Table 7 shows the results of the 95th percentile queueing analysis for Projected 2023 No-Build and Projected 2023 Build conditions for the eastbound U-turn/left-turn movement at the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (Intersection 4).

Table 7: Peachtree Road (SR 141) Queue Length Summary
(in feet)

Intersection	Approach	Projected 2023 No-Build		Projected 2023 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
4. Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road	EBU/EBL	199	210	310	297

Note: EBU = Eastbound U-Turn, EBL = Eastbound Left, The length of 1 car is approximated to be 25 feet.

Under Projected 2023 No-Build conditions, the 95th percentile queue length analysis of the intersection of the eastbound U-turn/left-turn movement at Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (Intersection 4) is projected to exceed the storage length provided (approximately 175 feet) during the AM and PM peak hour. It is important to note that the queueing at this intersection is metered by the signalized intersection to the west (Peachtree Road (SR 141) at Wieuca Road (Intersection 2)).

Under Projected 2023 Build conditions, the 95th percentile queue for the eastbound U-turn/left-turn movement is 310 feet in the AM peak hour and 297 feet in the PM peak hour. While this is a slight increase in projected queue length, it should be noted that the queues under the Adjusted 2020 and Projected 2023 No-Build conditions already already fill-up the left-turn storage lane and will occasionally exceed the provided storage lane. It should be noted that the traffic signals along Peachtree Road (SR 141) are maintained through the RTOP program which actively manages the signal timings. If the left-turn volume increases in the future, the signal timings can be adjusted to account for that volume to help with vehicle queueing.

7.2 SITE DRIVEWAY QUEUEING

Table 8 shows the results of the 95th percentile queueing analysis for Projected 2023 No-Build and Projected 2023 Build conditions for the northbound left-turn movement at the intersection of Peachtree-Dunwoody Road at Existing Site Driveway B (Intersection 5).

Table 8: Existing Site Driveway B Queue Length Summary (in feet)					
Intersection	Approach	Projected 2023 No-Build		Projected 2023 Build	
		AM Peak	PM Peak	AM Peak	PM Peak
5. Peachtree-Dunwoody Road at Existing Site Driveway B	NBL	25	0	25	25

Note: NBL = Northbound Left, The length of 1 car is approximated to be 25 feet.

Under Projected 2023 Build conditions, the 95th percentile queue length analysis of the intersection of the northbound left-turn movement at Peachtree-Dunwoody Road at Existing Site Driveway B is 25 feet in the AM peak hour and 25 feet in the PM peak hour. The projected queue lengths do not present an issue with the existing geometry.

Currently, the northbound left-turn lane along Peachtree-Dunwoody Road entering the site at Existing Site Driveway B provides approximately 150 feet of storage. As previously reported in **Section 6.0**, there are no projected delay concerns for the northbound left-turn movement.

7.3 FUTURE ROUNDABOUT IMPACTS

Additional consideration was given to the future impacts the proposed *Ritz Carlton Hotel and Residences* development would have on the programmed multi-lane roundabout at the intersection of Wieuca Road at Phipps Boulevard (Intersection 1). **Table 9** summarizes the projected increase in traffic entering the roundabout during the AM and PM peak hours, and the associated percent change.

Table 9: Future Traffic Impacts to Multi-lane Roundabout			
Peak Hour	**2023 No-Build**	**2023 Build**	**% Traffic Increase**
AM Entering Volume	2,435	2,480	1.81%
PM Entering Volume	2,698	2,748	1.82%

As shown in **Table 9**, the peak hour percent increase of traffic entering the roundabout, due to the proposed development, is less than 2.0% of the total peak hour traffic projected. As summarized in **Section 6.0**, this increase is projected to minimally impact the operations of the roundabout.

8.0 CONCLUSION

As currently envisioned, the proposed *Ritz Carlton Hotel and Residences* development (a tower consisting of hotel use on the lower floors and residential use on the upper floors) is expected to be completed in 2023. The approximate 3.45-acre site is bounded by an existing parking deck to the north, Peachtree-Dunwoody Road to the east, Wieuca Road Baptist Church to the west, and the existing 3630 Peachtree Building and Plaza to the south in the City of Atlanta (Buckhead Area), Georgia. This study evaluated the impact of developing 82 multi-family residential units, a 256-key hotel, and 22,600 SF of event space.

The proposed development will be served by two existing driveways that provide access to the hotel and residential parking decks. Existing Site Driveway A is an existing Right-In/Right-Out driveway along Peachtree Road (SR 141), Existing Site Driveway B is an existing full-movement driveway located along Peachtree-Dunwoody Road. Note: Residential access may be allowed via the existing driveways along Wieuca Road at Wieuca Baptist Church. To present a conservative analysis, this was not included the traffic study. The site driveways operate under side-street stop control.

This report considered the analyses of the following three (3) scenarios:

1. Adjusted 2020 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions
3. Projected 2023 Build Traffic Conditions

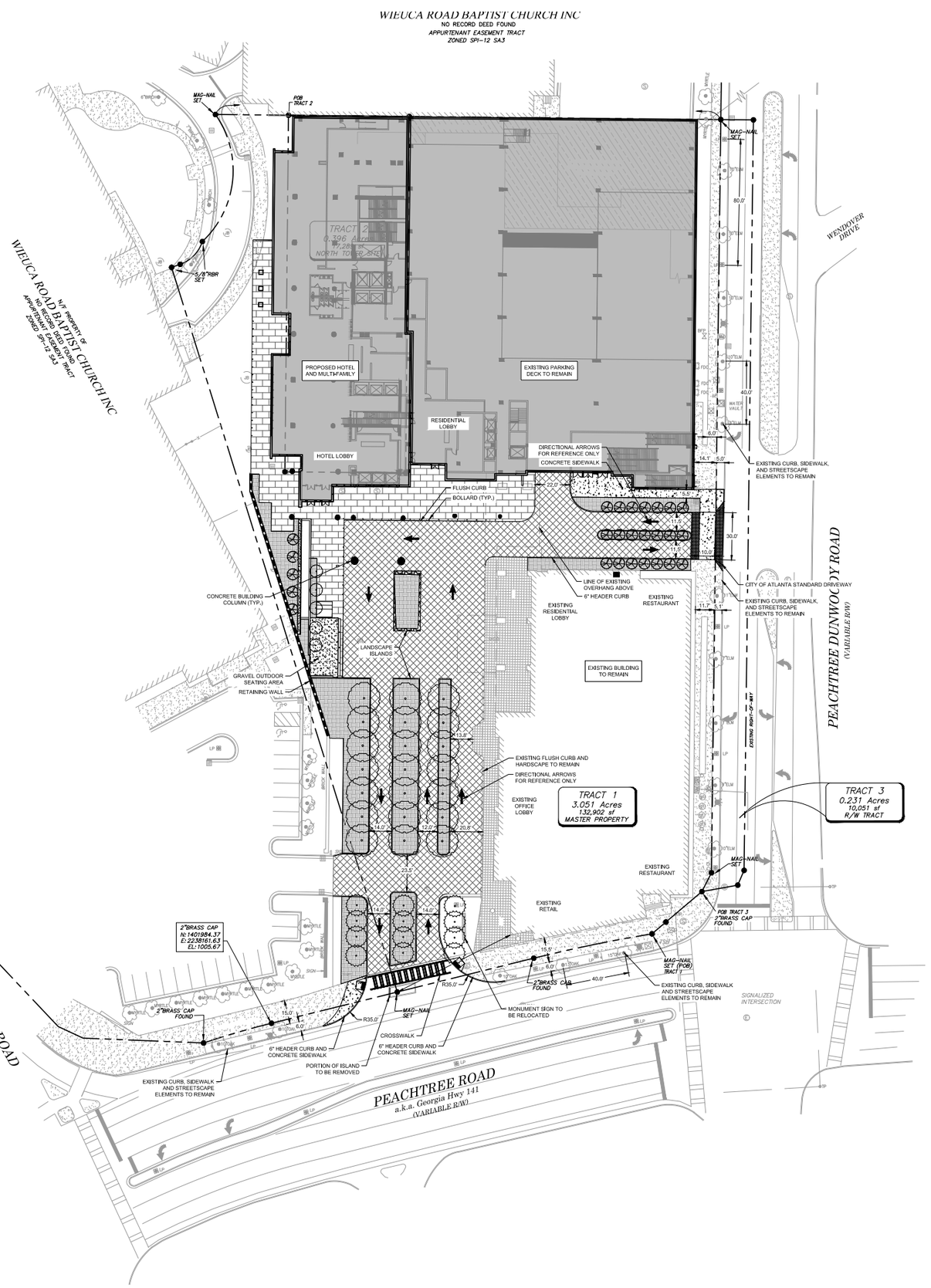
The level-of-service (LOS) analysis indicated all but one (1) of the study intersections operate at LOS D or better under Adjusted 2020 conditions, Projected 2023 No-Build conditions, and Projected 2023 Build conditions. Under Adjusted 2020 conditions during the PM peak hour, the intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 2) operates at LOS E, therefore, based on guidelines from the Georgia Regional Transportation Authority the LOS standard for this intersection becomes LOS E for future No-Build and Build scenarios. This intersection is expected to continue operating at LOS E under Projected 2023 No-Build and Projected 2023 Build conditions. As a result of the traffic analysis presented in this report, the impact to the future programmed roundabout and other study intersections is negligible.

8.1 RECOMMENDATIONS

Based on the Projected 2023 Build traffic conditions, no offsite or site access improvements are recommended at this time.

APPENDIX A

Site Plan



SAP FILE NUMBER:
SAP-20-XXX

ZONING CLASSIFICATION:
SPI-12, SUBAREA 1

ADJACENT STREETS:
PEACHTREE ROAD (STATE)
PEACHTREE DUNWOODY ROAD (LOCAL)

SAP SITE PLAN NOTES:

1. ADDRESS NUMBERS ARE TO BE PROVIDED ON BUILDING AND BE A MINIMUM OF 6" IN HEIGHT.
2. A REASONABLE ATTEMPT WILL BE MADE TO BURY EXISTING OVERHEAD POWER/UTILITIES.
3. ALL LIGHTING THAT UP-LIGHTS TREES, BUILDINGS, OR OTHER ELEMENTS, SHALL BE LOCATED AT A MINIMUM HEIGHT OF EIGHT (8) FEET ABOVE THE SIDEWALK, DRIVEWAY, OR PEDESTRIAN AREA WHEN NOT LOCATED WITHIN COMPLETELY LANDSCAPED AREAS.
4. SUPPLEMENTAL ZONE SHALL HAVE A MAXIMUM ELEVATION OF 30 INCHES ABOVE SIDEWALK GRADE.

SITE PLAN LEGEND:

- PROPERTY LINE
- STANDARD DUTY CONCRETE SIDEWALK
- UNIT PAVERS
- HARDSCAPE
- STREET TREES VEGETATED AREA
- GRAVEL

DEVELOPMENT NOTES:

PROPOSED DEVELOPMENT

HOTEL:	256 KEYS	352,036 SF
RESIDENTIAL:	85 UNITS	277,816 SF

LOT SIZE:

NET LOT AREA (NLA)	3.45 ACRES (150,191 SF)
GROSS LOT AREA (GLA)	4.12 ACRES (179,541 SF)

MAX BUILDING HEIGHT

PER APPROVED SAP-06-11	340 FT
PROVIDED	340 FT

USABLE OPEN SPACE AND BUILDING COVERAGE:

REQUIRED USABLE OPEN SPACE:	20%	30,038 SF
PROVIDED USABLE OPEN SPACE:	31%	47,360 SF

PARKING NOTES:

VEHICLE PARKING NOTES:

MINIMUM REQUIRED PARKING:
RESIDENTIAL: 0 SPACES
HOTEL: 0 SPACES

MAXIMUM REQUIRED PARKING:
RESIDENTIAL: 174 SPACES (1.25 PER 1BR UNIT, 2.25 PER 2+BR UNIT)
HOTEL: 256 SPACES (1 PER UNIT)
TOTAL: 430 SPACES

PROVIDED PARKING: 430 SPACES (ALLOCATED IN EXISTING DECK)
RESIDENTIAL: 174 SPACES
HOTEL: 256 SPACES
*NO NEW PARKING SPACES WILL BE CONSTRUCTED AS PART OF THIS DEVELOPMENT

LOADING:
REQUIRED: 3 STANDARD SPACES (12' X 35')
PROVIDED: 3 STANDARD SPACES (12' X 35')

BIKE PARKING NOTES:
TOTAL BIKE PARKING REQUIRED:
EXTERIOR SPACES: 41 SPACES
ENCLOSED SPACES: 9 SPACES
TOTAL BIKE PARKING PROVIDED:
EXTERIOR SPACES: 41 SPACES
ENCLOSED SPACES: 9 SPACES

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
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817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
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CLIENT
3630 NORTH LLC
3630 PEACHTREE RD. #2407
ATLANTA, GA 30326

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
BUCKHEAD RITZ CARLTON HOTEL AND RESIDENCES
3630 PEACHTREE RD, ATLANTA, GA 30326
LAND LOT 44, 17TH DISTRICT

GSWCC CERT. (LEVEL II)	00000XXXXX
DRAWN BY	ABC
DESIGNED BY	XYZ
REVIEWED BY	PDQ
DATE	
PROJECT NO.	013577000

TITLE
SAP SITE PLAN

SHEET NUMBER
C0-20

Drawing name: C:\SubDrives\KDrive\013577000_3630 Peachtree\CAD\PlanSheets\C0-20 - SAP SITE PLAN.dwg C-20 OVERALL SAP SITE PLAN Aug 04, 2020 5:02pm by Abigail Bruning

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APPENDIX B

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1

/Wieuca Rd at Phipps Blvd/Wieuca Rd

AM PEAK HOUR

					Wieuca Rd				Phipps Blvd				Wieuca Rd			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	0	8	5	15	0	513	4	306	0	88	136	6	0	8	699	599
Pedestrians	0				4				1				0			
Conflicting Pedestrians	1			0	0			0	4			0	0			0
Heavy Vehicles	0	0	0	0	0	0	4	0	0	5	0	2	0	11	17	0
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	100%	2%	0%	6%	2%	33%	0%	138%	2%	2%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2019 Volumes	0	8	5	15	0	513	4	306	0	88	136	6	0	8	699	599
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%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Annual Growth Rate (Adj.2020)	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 (Adj. 2020)	1.015	1.015	1.015	1.015	1.005	1.005	1.015	1.005	1.005	1.005	1.005	1.015	1.005	1.015	1.005	1.005
New Road Adjustment																
2020 Adjusted Traffic Volumes	**0**	**8**	**5**	**15**	**0**	**516**	**4**	**308**	**0**	**88**	**137**	**6**	**0**	**8**	**702**	**602**
2023 Background Traffic	**0**	**8**	**5**	**15**	**0**	**524**	**4**	**313**	**0**	**89**	**139**	**6**	**0**	**8**	**713**	**611**
Project Trips																
Trip Distribution IN						5%					20%					
Trip Distribution OUT															20%	5%
Residential Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	1
Trip Distribution IN						5%					20%					
Trip Distribution OUT															20%	5%
Hotel Trips	0	0	0	0	0	3	0	0	0	0	13	0	0	0	9	2
Trip Distribution IN						5%					20%					
Trip Distribution OUT															20%	5%
Office Trips	0	0	0	0	0	2	0	0	0	0	7	0	0	0	1	0
Total Project Trips	0	0	0	0	0	5	0	0	0	0	22	0	0	0	15	3
2023 Buildout Total	0	8	5	15	0	529	4	313	0	89	161	6	0	8	728	614

PM PEAK HOUR

					Wieuca Rd				Phipps Blvd				Wieuca Rd			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	0	11	7	17	0	493	8	89	1	461	454	8	0	20	255	825
Pedestrians	0				9				4				0			
Conflicting Pedestrians	4			0	0			0	9			0	0			0
Heavy Vehicles	0	0	0	0	0	0	4	1	0	0	0	4	0	4	5	0
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	50%	2%	2%	2%	2%	50%	0%	20%	2%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment																
Adjusted 2019 Volumes	0	11	7	17	0	493	8	89	1	461	454	8	0	20	255	825
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Annual Growth Rate (Adj.2020)	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 (Adj. 2020)	1.015	1.015	1.015	1.015	1.005	1.005	1.015	1.005	1.005	1.005	1.005	1.015	1.005	1.015	1.005	1.005
New Road Adjustment																
2020 Adjusted Traffic Volumes	**0**	**11**	**7**	**17**	**0**	**495**	**8**	**89**	**1**	**463**	**456**	**8**	**0**	**20**	**256**	**829**
2023 Background Traffic	**0**	**11**	**7**	**17**	**0**	**502**	**8**	**90**	**1**	**470**	**463**	**8**	**0**	**20**	**260**	**841**
Project Trips																
Trip Distribution IN						3%					20%					
Trip Distribution OUT															20%	5%
Residential Trips	0	0	0	0	0	1	0	0	0	0	4	0	0	0	2	1
Trip Distribution IN						3%					20%					
Trip Distribution OUT															20%	5%
Hotel Trips	0	0	0	0	0	2	0	0	0	0	15	0	0	0	15	4
Trip Distribution IN						3%					20%					
Trip Distribution OUT															20%	5%
Office Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1
Total Project Trips	0	0	0	0	0	3	0	0	0	0	20	0	0	0	21	6
2023 Buildout Total	0	11	7	17	0	505	8	90	1	470	483	8	0	20	281	847

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2
SR 141 at Wieuca Road
AM PEAK HOUR

Description	Wieuca Road Northbound U-Turn	Left	Through	Right	Wieuca Road Southbound U-Turn	Left	Through	Right	SR 141 Eastbound U-Turn	Left	Through	Right	SR 141 Westbound U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	256	637	19	2	221	330	163	13	90	619	81	1	43	1,535	665
Pedestrians	5				68				3				6			
Conflicting Pedestrians	3			0	6			0	68			0	5			0
Heavy Vehicles	0	1	8	0	0	4	2	3	0	1	16	0	0	0	27	11
Heavy Vehicle %	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2018 Volumes	0	256	637	19	2	221	330	163	13	90	619	81	1	43	1535	665
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%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Annual Growth Rate (Adj.2020)	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 (Adj. 2020)	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
New Road Adjustment																
2020 Adjusted Traffic Volumes	**0**	**259**	**643**	**19**	**2**	**226**	**333**	**165**	**13**	**110**	**625**	**82**	**1**	**43**	**1,550**	**672**
2023 Background Traffic	**0**	**263**	**653**	**19**	**2**	**229**	**338**	**167**	**13**	**112**	**634**	**83**	**1**	**44**	**1,573**	**682**
Project Trips																
Trip Distribution IN						25%					25%					
Trip Distribution OUT															25%	25%
Residential Trips	0	0	0	0	0	2	0	0	0	0	2	0	0	0	6	6
Trip Distribution IN						25%					25%					
Trip Distribution OUT															25%	25%
Hotel Trips	0	0	0	0	0	17	0	0	0	0	17	0	0	0	11	11
Trip Distribution IN						25%					25%					
Trip Distribution OUT															25%	25%
Office Trips	0	0	0	0	0	9	0	0	0	0	9	0	0	0	2	2
Total Project Trips	0	0	0	0	0	28	0	0	0	0	28	0	0	0	19	19
2023 Buildout Total	0	263	653	19	2	257	338	167	13	112	662	83	1	44	1,592	701

PM PEAK HOUR

Description	Wieuca Road Northbound U-Turn	Left	Through	Right	Wieuca Road Southbound U-Turn	Left	Through	Right	SR 141 Eastbound U-Turn	Left	Through	Right	SR 141 Westbound U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	411	404	121	0	158	522	66	9	275	1,615	184	15	73	891	440
Pedestrians	108				19				7				19			
Conflicting Pedestrians	7			0	19			0	19			0	108			0
Heavy Vehicles	0	7	1	1	0	1	2	2	0	0	11	1	0	1	14	5
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2018 Volumes	0	411	404	121	0	158	522	66	9	275	1615	184	15	73	891	440
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Annual Growth Rate (Adj.2020)	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 (Adj. 2020)	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
New Road Adjustment																
2020 Adjusted Traffic Volumes	**0**	**415**	**408**	**122**	**0**	**160**	**527**	**67**	**9**	**291**	**1,631**	**186**	**15**	**96**	**900**	**444**
2023 Background Traffic	**0**	**421**	**414**	**124**	**0**	**162**	**535**	**68**	**9**	**295**	**1,656**	**189**	**15**	**97**	**914**	**451**
Project Trips																
Trip Distribution IN						25%					25%					
Trip Distribution OUT															25%	25%
Residential Trips	0	0	0	0	0	5	0	0	0	0	5	0	0	0	3	3
Trip Distribution IN						25%					25%					
Trip Distribution OUT															25%	25%
Hotel Trips	0	0	0	0	0	19	0	0	0	0	19	0	0	0	18	18
Trip Distribution IN						25%					25%					
Trip Distribution OUT															25%	25%
Office Trips	0	0	0	0	0	1	0	0	0	0	1	0	0	0	6	6
Total Project Trips	0	0	0	0	0	25	0	0	0	0	25	0	0	0	27	27
2023 Buildout Total	0	421	414	124	0	187	535	68	9	295	1,681	189	15	97	941	478

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3

SR 141 at Shopping Center Driveway/BB&T Driveway

AM PEAK HOUR

	Shopping Center Driveway				BB&T Driveway				SR 141				SR 141			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	11	0	0	0	22	0	0	672	56		0	1,082	40
Pedestrians	26				14				0				0			
Conflicting Pedestrians	0			0	0			0	14			0	26			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	20	0	0	0	36	0
Heavy Vehicle %	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	3%	2%	0%	0%	3%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9		1.9	1.9	1.9	1.9
Adjusted 2020 Volumes	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**42**	**0**	**0**	**1277**	**56**	**0**	**0**	**2056**	**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%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2023 Background Traffic	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**43**	**0**	**0**	**1,296**	**57**	**0**	**0**	**2,087**	**77**
Project Trips																
Trip Distribution IN																30%
Trip Distribution OUT								35%							15%	
Residential Trips	0	0	0	0	0	0	0	8	0	0	0	0	0	0	3	2
Trip Distribution IN																30%
Trip Distribution OUT								35%							15%	
Hotel Trips	0	0	0	0	0	0	0	15	0	0	0	0	0	0	7	20
Trip Distribution IN																30%
Trip Distribution OUT								35%							15%	
Office Trips	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	11
Total Project Trips	0	0	0	0	0	0	0	25	0	0	0	0	0	0	11	33
2023 Buildout Total	0	0	0	21	0	0	0	68	0	0	1,296	57	0	0	2,098	110

PM PEAK HOUR

	Shopping Center Driveway				BB&T Driveway				SR 141				SR 141			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	42	0	0	0	74	0	0	1,295	51	0	0	1,065	34
Pedestrians	3				6				0				0			
Conflicting Pedestrians	0			0	0			0	6			0	3			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	24	0	0	0	14	0
Heavy Vehicle %	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Adjusted 2020 Volumes	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**74**	**0**	**0**	**1554**	**61**	**0**	**0**	**1278**	**41**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2023 Background Traffic	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**75**	**0**	**0**	**1,577**	**62**	**0**	**0**	**1,297**	**42**
Project Trips																
Trip Distribution IN																30%
Trip Distribution OUT								35%							15%	
Residential Trips	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	6
Trip Distribution IN																30%
Trip Distribution OUT								35%							15%	
Hotel Trips	0	0	0	0	0	0	0	26	0	0	0	0	0	0	11	23
Trip Distribution IN																30%
Trip Distribution OUT								35%							15%	
Office Trips	0	0	0	0	0	0	0	8	0	0	0	0	0	0	3	1
Total Project Trips	0	0	0	0	0	0	0	38	0	0	0	0	0	0	16	30
2023 Buildout Total	0	0	0	51	0	0	0	113	0	0	1,577	62	0	0	1,313	72

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4

Peachtree Rd at Roxboro Rd/Peachtree Dunwoody Rd

AM PEAK HOUR

	Roxboro Rd				Peachtree Dunwoody Rd				Peachtree Rd				Peachtree Rd			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	1	63	268	56	0	50	179	298	19	177	582	15	0	106	1,751	38
Pedestrians	6				8				2				3			
Conflicting Pedestrians	2			0	3			0	8			0	6			0
Heavy Vehicles	0	0	2	5	0	0	0	4	0	0	17	0	0	1	35	0
Heavy Vehicle %	2%	2%	2%	9%	0%	2%	2%	2%	2%	2%	3%	2%	0%	2%	2%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment																
Adjusted 2019 Volumes	1	63	268	56	0	50	179	298	19	177	582	15	0	106	1751	38
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%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Annual Growth Rate (Adj. 2020)	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 (Adj. 2020)	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
New Road Adjustment																
Adjusted 2020 Traffic Volumes	**1**	**65**	**269**	**56**	**0**	**50**	**180**	**299**	**19**	**206**	**585**	**15**	**0**	**107**	**1,760**	**38**
2023 Background Traffic	**1**	**66**	**273**	**57**	**0**	**51**	**183**	**304**	**19**	**209**	**594**	**15**	**0**	**109**	**1,787**	**39**
Project Trips																
Trip Distribution IN		5%	10%						15%	35%					10%	15%
Trip Distribution OUT						25%	15%	15%								
Residential Trips	0	0	1	0	0	6	3	3	1	3	0	0	0	0	1	1
Trip Distribution IN		5%	10%						15%	35%					10%	15%
Trip Distribution OUT						25%	15%	15%								
Hotel Trips	0	3	7	0	0	11	7	7	10	23	0	0	0	0	7	10
Trip Distribution IN		5%	10%						15%	35%					10%	15%
Trip Distribution OUT						25%	15%	15%								
Office Trips	0	2	4	0	0	2	1	1	5	12	0	0	0	0	4	5
Total Project Trips	0	5	12	0	0	19	11	11	16	38	0	0	0	0	12	16
2023 Buildout Total	1	71	285	57	0	70	194	315	35	300	594	15	0	109	1,799	55

PM PEAK HOUR

	Roxboro Rd				Peachtree Dunwoody Rd				Peachtree Rd				Peachtree Rd			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2019 Traffic Volumes	3	33	149	104	0	110	259	227	43	256	1,857	33	0	116	935	41
Pedestrians	12				8				8				5			
Conflicting Pedestrians	8			0	5			0	8			0	12			0
Heavy Vehicles	0	1	1	1	0	0	0	0	0	1	16	1	0	1	9	1
Heavy Vehicle %	2%	3%	2%	2%	0%	2%	2%	2%	2%	2%	2%	3%	0%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2019 Volumes	3	33	149	104	0	110	259	227	43	256	1857	33	0	116	935	41
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Annual Growth Rate (Adj. 2020)	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 (Adj. 2020)	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005	1.005
New Road Adjustment																
Adjusted 2020 Traffic Volumes	**3**	**38**	**150**	**105**	**0**	**111**	**260**	**228**	**43**	**322**	**1,866**	**33**	**0**	**117**	**940**	**41**
2023 Background Traffic	**3**	**39**	**152**	**107**	**0**	**113**	**264**	**231**	**44**	**327**	**1,894**	**33**	**0**	**119**	**954**	**42**
Project Trips																
Trip Distribution IN		5%	10%						15%	35%					10%	15%
Trip Distribution OUT						25%	15%	15%								
Residential Trips	0	1	2	0	0	3	2	2	3	7	0	0	0	0	2	3
Trip Distribution IN		5%	10%						15%	35%					10%	15%
Trip Distribution OUT						25%	15%	15%								
Hotel Trips	0	4	8	0	0	18	11	11	11	27	0	0	0	0	8	11
Trip Distribution IN		5%	10%						15%	35%					10%	15%
Trip Distribution OUT						25%	15%	15%								
Office Trips	0	0	0	0	0	6	3	3	0	1	0	0	0	0	0	0
Total Project Trips	0	5	10	0	0	27	16	16	14	35	0	0	0	0	10	14
2023 Buildout Total	3	44	162	107	0	140	280	247	58	449	1,894	33	0	119	964	56

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5

Peachtree Dunwoody Road at Driveway South

AM PEAK HOUR

	Peachtree Dunwoody Road				Peachtree Dunwoody Road				Driveway South				Driveway South			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2020 Traffic Volumes	1	112	195	0	0	0	251	56	0	5	0	8	0	0	0	0
Pedestrians	3				0				4				0			
Conflicting Pedestrians	4			0	0			0	0			0	3			0
Heavy Vehicles	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	0%	0%	0%	2%	2%	0%	2%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment	1.9		1.9	1.9	1.9	1.9	1.9		1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Adjusted 2020 Volumes	**2**	**112**	**371**	**0**	**0**	**0**	**477**	**56**	**0**	**10**	**0**	**15**	**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%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2023 Background Traffic	**2**	**114**	**377**	**0**	**0**	**0**	**484**	**57**	**0**	**10**	**0**	**15**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN		60%						10%								
Trip Distribution OUT										10%		55%				
Residential Trips	0	5	0	0	0	0	0	1	0	2	0	13	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										10%		55%				
Hotel Trips	0	40	0	0	0	0	0	7	0	4	0	24	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										10%		55%				
Office Trips	0	21	0	0	0	0	0	4	0	1	0	3	0	0	0	0
Total Project Trips	0	66	0	0	0	0	0	12	0	7	0	40	0	0	0	0
2023 Buildout Total	2	104	377	0	0	0	484	69	0	10	0	45	0	0	0	0

PM PEAK HOUR

	Peachtree Dunwoody Road				Peachtree Dunwoody Road				Driveway South				Driveway South			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2020 Traffic Volumes	1	7	246	0	2	0	250	12	0	49	0	99	0	0	0	0
Pedestrians	0				4				6				0			
Conflicting Pedestrians	6			0	0			0	4			0	0			0
Heavy Vehicles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	0%	2%	2%	0%	2%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.88				0.88				0.88				0.88			
Adjustment	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2		1.2	1.2	1.2	1.2
Adjusted 2020 Volumes	**1**	**8**	**295**	**0**	**2**	**0**	**300**	**14**	**0**	**49**	**0**	**99**	**0**	**0**	**0**	**0**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2023 Background Traffic	**1**	**8**	**299**	**0**	**2**	**0**	**305**	**14**	**0**	**50**	**0**	**100**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN		60%						10%								
Trip Distribution OUT										10%		55%				
Residential Trips	0	12	0	0	0	0	0	2	0	1	0	7	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										10%		55%				
Hotel Trips	0	46	0	0	0	0	0	8	0	7	0	40	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										10%		55%				
Office Trips	0	2	0	0	0	0	0	0	0	2	0	12	0	0	0	0
Total Project Trips	0	60	0	0	0	0	0	10	0	10	0	59	0	0	0	0
2023 Buildout Total	1	63	299	0	2	0	305	24	0	27	0	92	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6

Peachtree Dunwoody Road at Driveway North

AM PEAK HOUR

	Peachtree Dunwoody Road				Peachtree Dunwoody Road				Driveway North				Driveway North			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2020 Traffic Volumes	4	84	191	0	0	0	260	84	0	1	0	2	0	0	0	0
Pedestrians	0				0				3				0			
Conflicting Pedestrians	3			0	0			0	0			0	0			0
Heavy Vehicles	0	4	3	0	0	0	4	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	2%	5%	2%	0%	0%	0%	2%	2%	0%	2%	0%	100%	0%	0%	0%	0%
Peak Hour Factor	0.93				0.93				0.93				0.93			
Adjustment	1.9		1.9	1.9	1.9	1.9	1.9		1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Adjusted 2020 Volumes	**8**	**84**	**363**	**0**	**0**	**0**	**494**	**84**	**0**	**2**	**0**	**4**	**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%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2023 Background Traffic	**8**	**85**	**368**	**0**	**0**	**0**	**501**	**85**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN							10%									
Trip Distribution OUT			10%													
Residential Trips	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%									
Trip Distribution OUT			10%													
Hotel Trips	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%									
Trip Distribution OUT			10%													
Office Trips	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0
2023 Buildout Total	8	161	375	0	0	0	513	85	0	9	0	14	0	0	0	0

PM PEAK HOUR

	Peachtree Dunwoody Road				Peachtree Dunwoody Road				Driveway North				Driveway North			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2020 Traffic Volumes	6	5	259	0	1	0	257	0	0	74	0	74	0	0	0	0
Pedestrians	0				0				2				0			
Conflicting Pedestrians	2			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	0%	2%	0%	0%	2%	0%	2%	0%	0%	0%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		1.2		1.2	1.2	1.2	1.2
Adjusted 2020 Volumes	**7**	**6**	**311**	**0**	**1**	**0**	**308**	**0**	**0**	**74**	**0**	**74**	**0**	**0**	**0**	**0**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2023 Background Traffic	**7**	**6**	**316**	**0**	**1**	**0**	**313**	**0**	**0**	**75**	**0**	**75**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN							10%									
Trip Distribution OUT			10%													
Residential Trips	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%									
Trip Distribution OUT			10%													
Hotel Trips	0	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%									
Trip Distribution OUT			10%													
Office Trips	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0
2023 Buildout Total	7	11	326	0	1	0	323	0	0	109	0	142	0	0	0	0

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APPENDIX C

Synchro Analysis Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	137	6	8	702	602	8	5	15	516	4	308
Future Volume (vph)	88	137	6	8	702	602	8	5	15	516	4	308
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.1		6.1	6.1	6.1		5.7	5.7	5.7	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1703	3477		758	3539	1583		1804	1583	1770	1569	
Flt Permitted	0.13	1.00		0.66	1.00	1.00		0.84	1.00	0.75	1.00	
Satd. Flow (perm)	239	3477		523	3539	1583		1562	1583	1394	1569	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	94	146	6	9	747	640	9	5	16	549	4	328
RTOR Reduction (vph)	0	2	0	0	0	249	0	0	6	0	114	0
Lane Group Flow (vph)	94	150	0	9	747	391	0	14	10	549	218	0
Confl. Peds. (#/hr)	4						1					
Heavy Vehicles (%)	6%	2%	33%	138%	2%	2%	2%	2%	2%	2%	100%	2%
Turn Type	D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	2			2		2	4		4	8		
Actuated Green, G (s)	38.9	43.9		30.0	30.0	30.0		84.3	84.3	84.3	84.3	
Effective Green, g (s)	38.9	43.9		30.0	30.0	30.0		84.3	84.3	84.3	84.3	
Actuated g/C Ratio	0.28	0.31		0.21	0.21	0.21		0.60	0.60	0.60	0.60	
Clearance Time (s)	5.0	6.1		6.1	6.1	6.1		5.7	5.7	5.7	5.7	
Vehicle Extension (s)	2.0	5.0		5.0	5.0	5.0		2.5	2.5	4.5	4.5	
Lane Grp Cap (vph)	159	1090		112	758	339		940	953	839	944	
v/s Ratio Prot	c0.04	0.04			0.21						0.14	
v/s Ratio Perm	0.13			0.02		c0.25		0.01	0.01	c0.39		
v/c Ratio	0.59	0.14		0.08	0.99	1.15		0.01	0.01	0.65	0.23	
Uniform Delay, d1	41.0	34.5		44.0	54.8	55.0		11.2	11.1	18.3	12.9	
Progression Factor	1.00	1.00		0.89	0.89	0.88		1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.9	0.3		0.6	18.1	83.0		0.0	0.0	2.2	0.2	
Delay (s)	44.8	34.7		39.7	67.1	131.6		11.2	11.2	20.5	13.1	
Level of Service	D	C		D	E	F		B	B	C	B	
Approach Delay (s)		38.6			96.5			11.2			17.7	
Approach LOS		D			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	62.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	625	82	43	1550	672	259	643	19	226	333	165
Future Volume (veh/h)	110	625	82	43	1550	672	259	643	19	226	333	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	644	75	44	1598	638	267	663	18	233	343	123
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	2218	255	393	1693	651	313	776	21	281	537	189
Arrive On Green	0.05	0.48	0.48	0.06	0.93	0.93	0.09	0.22	0.22	0.08	0.21	0.21
Sat Flow, veh/h	1781	4583	527	1781	3624	1394	3456	3534	96	3456	2569	905
Grp Volume(v), veh/h	113	472	247	44	1497	739	267	333	348	233	235	231
Grp Sat Flow(s),veh/h/ln	1781	1689	1733	1781	1702	1614	1728	1777	1853	1728	1777	1698
Q Serve(g_s), s	4.6	11.8	12.0	1.7	33.7	49.7	10.7	25.2	25.2	9.3	16.9	17.4
Cycle Q Clear(g_c), s	4.6	11.8	12.0	1.7	33.7	49.7	10.7	25.2	25.2	9.3	16.9	17.4
Prop In Lane	1.00		0.30	1.00		0.86	1.00		0.05	1.00		0.53
Lane Grp Cap(c), veh/h	154	1634	839	393	1590	754	313	390	407	281	371	355
V/C Ratio(X)	0.73	0.29	0.29	0.11	0.94	0.98	0.85	0.85	0.85	0.83	0.63	0.65
Avail Cap(c_a), veh/h	172	1634	839	543	1590	754	328	452	471	333	452	432
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	31.6	21.7	21.7	17.0	3.6	4.1	62.7	52.5	52.5	63.3	50.5	50.7
Incr Delay (d2), s/veh	10.9	0.4	0.9	0.0	12.4	28.2	17.2	13.2	12.8	10.1	1.7	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.6	5.0	0.7	4.4	7.6	5.4	12.7	13.2	4.5	7.7	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	22.1	22.6	17.1	16.0	32.3	79.9	65.6	65.3	73.4	52.2	52.8
LnGrp LOS	D	C	C	B	B	C	E	E	E	E	D	D
Approach Vol, veh/h		832			2280			948			699	
Approach Delay, s/veh		25.0			21.3			69.5			59.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	71.4	19.4	35.7	11.2	73.7	17.9	37.2
Change Period (Y+Rc), s	7.0	6.0	* 6.7	6.4	7.1	6.0	6.5	6.4
Max Green Setting (Gmax), s	8.0	57.0	* 13	35.6	15.9	49.0	13.5	35.6
Max Q Clear Time (g_c+I1), s	6.6	51.7	12.7	19.4	3.7	14.0	11.3	27.2
Green Ext Time (p_c), s	0.0	5.2	0.0	2.6	0.0	9.5	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1277	56	0	2056	76	0	0	21	0	0	42
Future Vol, veh/h	0	1277	56	0	2056	76	0	0	21	0	0	42
Conflicting Peds, #/hr	14	0	0	26	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	3	2	0	3	2	0	0	2	0	0	2
Mvmt Flow	0	1303	57	0	2098	78	0	0	21	0	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	680	-	-	1088
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	337	0	0	181
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	337	-	-	181
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.4	31
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	337	-	-	-	-	181
HCM Lane V/C Ratio	0.064	-	-	-	-	0.237
HCM Control Delay (s)	16.4	-	-	-	-	31
HCM Lane LOS	C	-	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	585	15	107	1760	38	65	269	56	50	180	299
Future Volume (veh/h)	206	585	15	107	1760	38	65	269	56	50	180	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	609	14	111	1833	38	68	280	52	52	188	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	2786	64	514	2647	55	179	301	56	129	298	264
Arrive On Green	0.07	0.55	0.55	0.04	0.51	0.51	0.07	0.20	0.20	0.04	0.17	0.17
Sat Flow, veh/h	1781	5094	117	1781	5148	107	1781	1533	285	1781	1777	1577
Grp Volume(v), veh/h	215	403	220	111	1212	659	68	0	332	52	188	188
Grp Sat Flow(s),veh/h/ln	1781	1689	1834	1781	1702	1851	1781	0	1818	1781	1777	1577
Q Serve(g_s), s	8.0	8.6	8.6	3.8	37.6	37.6	5.8	0.0	25.1	2.7	13.8	15.8
Cycle Q Clear(g_c), s	8.0	8.6	8.6	3.8	37.6	37.6	5.8	0.0	25.1	2.7	13.8	15.8
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	239	1847	1003	514	1751	952	0	0	357	129	298	264
V/C Ratio(X)	0.90	0.22	0.22	0.22	0.69	0.69	0.00	0.00	0.93	0.40	0.63	0.71
Avail Cap(c_a), veh/h	258	1847	1003	591	1751	952	0	0	377	167	558	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	16.3	16.3	12.9	25.6	25.7	0.0	0.0	55.3	36.7	54.2	55.1
Incr Delay (d2), s/veh	29.9	0.1	0.2	0.2	2.3	4.1	0.0	0.0	28.6	2.0	2.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.3	3.6	1.5	15.0	16.8	0.0	0.0	14.3	1.2	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	16.4	16.6	13.1	27.9	29.8	0.0	0.0	83.9	38.7	56.5	58.6
LnGrp LOS	E	B	B	B	C	C	A	A	F	D	E	E
Approach Vol, veh/h		838			1982			400			428	
Approach Delay, s/veh		26.9			27.7			69.7			55.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	78.0	16.0	29.5	12.0	82.6	12.0	33.5
Change Period (Y+Rc), s	6.5	6.0	6.0	6.0	6.1	6.0	5.9	6.0
Max Green Setting (Gmax), s	11.5	66.0	44.0	44.0	11.9	66.0	9.1	29.0
Max Q Clear Time (g_c+I1), s	10.0	39.6	7.8	17.8	5.8	10.6	4.7	27.1
Green Ext Time (p_c), s	0.1	21.9	0.2	2.3	0.1	8.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	15	2	112	371	477	56
Future Vol, veh/h	10	15	2	112	371	477	56
Conflicting Peds, #/hr	0	0	4	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	3	2	2
Mvmt Flow	11	16	2	119	395	507	60

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1174	288	567	571	0	-	0
Stage 1	541	-	-	-	-	-	-
Stage 2	633	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-
Pot Cap-1 Maneuver	198	709	490	1000	-	-	-
Stage 1	548	-	-	-	-	-	-
Stage 2	528	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	172	706	978	978	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-	-
Stage 1	478	-	-	-	-	-	-
Stage 2	526	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	2.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	978	-	172	706	-	-
HCM Lane V/C Ratio	0.124	-	0.062	0.023	-	-
HCM Control Delay (s)	9.2	-	27.3	10.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	2	4	8	84	363	494	84
Future Vol, veh/h	2	4	8	84	363	494	84
Conflicting Peds, #/hr	0	0	3	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	2	100	2	5	2	2	2
Mvmt Flow	2	4	9	90	390	531	90

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1149	314	622	624	0	-	0
Stage 1	579	-	-	-	-	-	-
Stage 2	570	-	-	-	-	-	-
Critical Hdwy	6.63	8.4	6.93	4.175	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.25	3.119	2.2475	-	-	-
Pot Cap-1 Maneuver	205	487	451	938	-	-	-
Stage 1	525	-	-	-	-	-	-
Stage 2	565	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	180	486	854	854	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-	-
Stage 1	463	-	-	-	-	-	-
Stage 2	563	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	854	-	180	486	-	-
HCM Lane V/C Ratio	0.116	-	0.012	0.009	-	-
HCM Control Delay (s)	9.8	-	25.2	12.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	463	456	8	20	256	829	11	7	17	495	8	89
Future Volume (vph)	463	456	8	20	256	829	11	7	17	495	8	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.1		6.1	6.1	6.1		5.7	5.7	5.7	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1747	3503		1504	3539	1583		1801	1583	1770	1548	
Flt Permitted	0.57	1.00		0.48	1.00	1.00		0.87	1.00	0.75	1.00	
Satd. Flow (perm)	1045	3503		754	3539	1583		1624	1583	1389	1548	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	482	475	8	21	267	864	11	7	18	516	8	93
RTOR Reduction (vph)	0	1	0	0	0	519	0	0	11	0	56	0
Lane Group Flow (vph)	482	482	0	21	267	345	0	18	7	516	45	0
Confl. Peds. (#/hr)	9						4					
Heavy Vehicles (%)	2%	2%	50%	20%	2%	2%	2%	2%	2%	2%	50%	2%
Turn Type	D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	2			2		2	4		4	8		
Actuated Green, G (s)	78.9	83.9		63.9	63.9	63.9		64.3	64.3	64.3	64.3	
Effective Green, g (s)	78.9	83.9		63.9	63.9	63.9		64.3	64.3	64.3	64.3	
Actuated g/C Ratio	0.49	0.52		0.40	0.40	0.40		0.40	0.40	0.40	0.40	
Clearance Time (s)	5.0	6.1		6.1	6.1	6.1		5.7	5.7	5.7	5.7	
Vehicle Extension (s)	2.0	5.0		5.0	5.0	5.0		2.5	2.5	4.5	4.5	
Lane Grp Cap (vph)	581	1836		301	1413	632		652	636	558	622	
v/s Ratio Prot	c0.08	0.14			0.08						0.03	
v/s Ratio Perm	c0.33			0.03		0.22		0.01	0.00	c0.37		
v/c Ratio	0.83	0.26		0.07	0.19	0.55		0.03	0.01	0.92	0.07	
Uniform Delay, d1	31.7	21.0		29.7	31.2	36.9		28.9	28.8	45.5	29.5	
Progression Factor	1.00	1.00		1.08	1.08	4.41		1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.1	0.3		0.3	0.2	2.0		0.1	0.0	21.8	0.1	
Delay (s)	40.8	21.3		32.2	33.8	164.6		29.0	28.8	67.3	29.6	
Level of Service	D	C		C	C	F		C	C	E	C	
Approach Delay (s)		31.1			131.9			28.9			61.2	
Approach LOS		C			F			C			E	

Intersection Summary			
HCM 2000 Control Delay	79.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	1631	186	96	900	444	415	408	122	160	527	67
Future Volume (veh/h)	291	1631	186	96	900	444	415	408	122	160	527	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.92	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	1681	184	99	928	403	428	421	106	165	543	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	2193	239	159	1308	558	395	541	135	464	675	78
Arrive On Green	0.13	0.47	0.47	0.01	0.13	0.13	0.11	0.19	0.19	0.13	0.21	0.21
Sat Flow, veh/h	1781	4666	509	1781	3404	1451	3456	2811	701	3456	3199	370
Grp Volume(v), veh/h	300	1225	640	99	928	403	428	265	262	165	301	305
Grp Sat Flow(s),veh/h/ln	1781	1702	1771	1781	1702	1451	1728	1777	1735	1728	1777	1792
Q Serve(g_s), s	18.2	47.7	48.0	4.6	41.9	42.7	18.3	22.6	23.0	6.9	25.7	25.9
Cycle Q Clear(g_c), s	18.2	47.7	48.0	4.6	41.9	42.7	18.3	22.6	23.0	6.9	25.7	25.9
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.40	1.00		0.21
Lane Grp Cap(c), veh/h	320	1600	832	159	1308	558	395	342	334	464	375	378
V/C Ratio(X)	0.94	0.77	0.77	0.62	0.71	0.72	1.08	0.77	0.79	0.36	0.80	0.81
Avail Cap(c_a), veh/h	349	1600	832	230	1308	558	395	395	386	464	429	432
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	40.3	35.1	35.2	33.3	61.3	61.7	70.9	61.3	61.5	63.0	59.9	60.0
Incr Delay (d2), s/veh	30.3	3.6	6.8	1.5	3.3	7.9	69.3	8.0	9.0	1.6	7.4	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	19.9	21.6	2.0	19.8	17.9	11.9	11.0	11.0	3.2	12.4	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	38.7	41.9	34.7	64.6	69.6	140.2	69.4	70.5	64.6	67.3	67.6
LnGrp LOS	E	D	D	C	E	E	F	E	E	E	E	E
Approach Vol, veh/h		2165			1430			955			771	
Approach Delay, s/veh		44.1			63.9			101.4			66.8	
Approach LOS		D			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.3	67.5	25.0	40.2	13.6	81.2	28.0	37.2
Change Period (Y+Rc), s	7.0	6.0	* 6.7	6.4	7.1	6.0	6.5	6.4
Max Green Setting (Gmax), s	23.0	54.0	* 18	38.6	12.9	64.0	21.5	35.6
Max Q Clear Time (g_c+I1), s	20.2	44.7	20.3	27.9	6.6	50.0	8.9	25.0
Green Ext Time (p_c), s	0.1	7.4	0.0	2.8	0.0	12.5	0.2	2.4

Intersection Summary	
HCM 6th Ctrl Delay	63.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1554	61	0	1278	41	0	0	50	0	0	74
Future Vol, veh/h	0	1554	61	0	1278	41	0	0	50	0	0	74
Conflicting Peds, #/hr	6	0	0	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	2	2	0	0	2	0	0	2
Mvmt Flow	0	1653	65	0	1360	44	0	0	53	0	0	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	859	-	-	702
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	257	0	0	326
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	257	-	-	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	22.6	19.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	-	326
HCM Lane V/C Ratio	0.207	-	-	-	-	0.241
HCM Control Delay (s)	22.6	-	-	-	-	19.5
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	1866	33	117	940	41	38	150	105	111	260	228
Future Volume (veh/h)	322	1866	33	117	940	41	38	150	105	111	260	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	1904	33	119	959	40	39	153	91	113	265	130
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	459	3065	53	196	2660	111	155	176	105	146	361	171
Arrive On Green	0.10	0.59	0.59	0.04	0.53	0.53	0.06	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1781	5168	90	1781	5026	209	1767	1092	650	1781	2328	1107
Grp Volume(v), veh/h	329	1254	683	119	649	350	39	0	244	113	200	195
Grp Sat Flow(s),veh/h/ln	1781	1702	1854	1781	1702	1831	1767	0	1742	1781	1777	1658
Q Serve(g_s), s	13.4	38.0	38.0	4.2	17.7	17.8	3.7	0.0	21.9	7.2	17.2	18.0
Cycle Q Clear(g_c), s	13.4	38.0	38.0	4.2	17.7	17.8	3.7	0.0	21.9	7.2	17.2	18.0
Prop In Lane	1.00		0.05	1.00		0.11	1.00		0.37	1.00		0.67
Lane Grp Cap(c), veh/h	459	2019	1099	196	1801	969	0	0	281	146	275	257
V/C Ratio(X)	0.72	0.62	0.62	0.61	0.36	0.36	0.00	0.00	0.87	0.77	0.73	0.76
Avail Cap(c_a), veh/h	542	2019	1099	225	1801	969	0	0	316	146	489	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	21.0	21.0	21.0	21.9	21.9	0.0	0.0	65.5	44.2	64.4	64.7
Incr Delay (d2), s/veh	3.7	0.9	1.6	3.6	0.6	1.0	0.0	0.0	20.4	22.1	3.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	14.7	16.2	1.9	7.1	7.8	0.0	0.0	11.3	4.1	8.1	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	21.8	22.6	24.6	22.5	23.0	0.0	0.0	85.9	66.3	68.1	69.3
LnGrp LOS	B	C	C	C	C	C	A	A	F	E	E	E
Approach Vol, veh/h		2266			1118			283			508	
Approach Delay, s/veh		21.7			22.9			74.0			68.1	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.5	90.7	16.0	30.8	12.3	100.9	15.0	31.8
Change Period (Y+Rc), s	6.5	6.0	6.0	6.0	6.1	6.0	5.9	6.0
Max Green Setting (Gmax), s	23.5	74.0	44.0	44.0	8.9	89.0	9.1	29.0
Max Q Clear Time (g_c+I1), s	15.4	19.8	5.7	20.0	6.2	40.0	9.2	23.9
Green Ext Time (p_c), s	0.6	16.1	0.1	2.3	0.1	37.2	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	49	99	1	8	295	2	300	14
Future Vol, veh/h	49	99	1	8	295	2	300	14
Conflicting Peds, #/hr	4	0	6	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	150	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	56	113	1	9	335	2	341	16

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	716	185	357	363	0	-	-	0
Stage 1	359	-	-	-	-	-	-	-
Stage 2	357	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-	-
Pot Cap-1 Maneuver	381	826	675	1194	-	-	-	-
Stage 1	678	-	-	-	-	-	-	-
Stage 2	707	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	373	821	1068	1068	-	-	-	-
Mov Cap-2 Maneuver	373	-	-	-	-	-	-	-
Stage 1	668	-	-	-	-	-	-	-
Stage 2	703	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.2	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1068	-	373	821	-	-
HCM Lane V/C Ratio	0.01	-	0.149	0.137	-	-
HCM Control Delay (s)	8.4	-	16.3	10.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.5	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	74	74	7	6	311	1	308	0
Future Vol, veh/h	74	74	7	6	311	1	308	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	0
Mvmt Flow	81	81	8	7	342	1	338	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	698	171	338	340	0	-	-	0
Stage 1	342	-	-	-	-	-	-	-
Stage 2	356	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-	-
Pot Cap-1 Maneuver	390	844	695	1217	-	-	-	-
Stage 1	692	-	-	-	-	-	-	-
Stage 2	708	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	382	842	814	814	-	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-	-	-
Stage 1	679	-	-	-	-	-	-	-
Stage 2	707	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.4	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	814	-	382	842	-	-
HCM Lane V/C Ratio	0.018	-	0.213	0.097	-	-
HCM Control Delay (s)	9.5	-	17	9.7	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.3	-	-

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	249	1418	30	894
Demand Flow Rate, veh/h	260	1458	30	916
Vehicles Circulating, veh/h	597	115	820	804
Vehicles Exiting, veh/h	783	719	37	106
Ped Vol Crossing Leg, #/h	4	0	1	4
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	6.2	3.1	6.0	38.1
Approach LOS	A	A	A	E

Lane	Left	Right	Left	Right	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	TR	LT	TR	R	LT	R	LT	R
Assumed Moves	LT	TR	LT	TR	R	LT	R	LT	R
RT Channelized					Free		Yield		Yield
Lane Util	0.469	0.531	0.470	0.530		1.000		1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535		2.609		2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	663	4.976	16	4.976	340
Entry Flow, veh/h	122	138	374	421	1938	14	663	576	621
Cap Entry Lane, veh/h	825	825	1279	1279	0.980	598	0.980	608	0.980
Entry HV Adj Factor	0.959	0.956	0.965	0.967	650	0.993	16	0.974	333
Flow Entry, veh/h	117	132	361	407	1900	14	650	561	608
Cap Entry, veh/h	790	787	1234	1236	0.342	594	0.025	592	0.547
V/C Ratio	0.148	0.168	0.292	0.329	0.0	0.023	5.8	0.948	15.6
Control Delay, s/veh	6.1	6.3	5.6	6.0	A	6.3	A	51.5	C
LOS	A	A	A	A	2	A	0	F	3
95th %tile Queue, veh	1	1	1	1		0		13	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	634	83	44	1573	682	263	653	19	229	338	167
Future Volume (veh/h)	112	634	83	44	1573	682	263	653	19	229	338	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	654	76	45	1622	648	271	673	18	236	348	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	2221	255	390	1711	657	294	786	21	269	548	195
Arrive On Green	0.04	0.48	0.48	0.06	0.94	0.94	0.08	0.22	0.22	0.08	0.21	0.21
Sat Flow, veh/h	1781	4584	526	1781	3627	1392	3456	3535	95	3456	2562	912
Grp Volume(v), veh/h	115	480	250	45	1518	752	271	338	353	236	240	234
Grp Sat Flow(s),veh/h/ln	1781	1689	1734	1781	1702	1615	1728	1777	1853	1728	1777	1697
Q Serve(g_s), s	4.7	11.9	12.2	1.8	32.6	53.4	10.9	25.6	25.6	9.5	17.1	17.6
Cycle Q Clear(g_c), s	4.7	11.9	12.2	1.8	32.6	53.4	10.9	25.6	25.6	9.5	17.1	17.6
Prop In Lane	1.00		0.30	1.00		0.86	1.00		0.05	1.00		0.54
Lane Grp Cap(c), veh/h	143	1636	840	390	1606	762	294	395	412	269	380	363
V/C Ratio(X)	0.81	0.29	0.30	0.12	0.95	0.99	0.92	0.86	0.86	0.88	0.63	0.65
Avail Cap(c_a), veh/h	143	1636	840	402	1606	762	294	459	479	269	444	424
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	32.4	21.7	21.7	17.0	3.0	3.6	63.6	52.3	52.3	63.9	50.0	50.2
Incr Delay (d2), s/veh	26.0	0.5	0.9	0.0	12.7	29.6	32.4	13.1	12.7	19.2	1.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	8.3	8.7	1.2	7.7	12.2	10.2	18.7	19.4	7.9	11.7	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	22.1	22.7	17.0	15.7	33.2	96.0	65.4	65.0	83.1	51.6	52.1
LnGrp LOS	E	C	C	B	B	C	F	E	E	F	D	D
Approach Vol, veh/h		845			2315			962			710	
Approach Delay, s/veh		27.2			21.4			73.9			62.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	72.1	18.6	36.3	11.2	73.8	17.4	37.5
Change Period (Y+Rc), s	7.0	6.0	* 6.7	6.4	7.1	6.0	6.5	6.4
Max Green Setting (Gmax), s	6.0	61.0	* 12	35.0	5.1	61.8	10.9	36.2
Max Q Clear Time (g_c+I1), s	6.7	55.4	12.9	19.6	3.8	14.2	11.5	27.6
Green Ext Time (p_c), s	0.0	5.4	0.0	2.6	0.0	10.4	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1296	57	0	2087	77	0	0	21	0	0	43
Future Vol, veh/h	0	1296	57	0	2087	77	0	0	21	0	0	43
Conflicting Peds, #/hr	14	0	0	26	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	3	2	0	3	2	0	0	2	0	0	2
Mvmt Flow	0	1322	58	0	2130	79	0	0	21	0	0	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	690	-	-	1105
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	332	0	0	176
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	332	-	-	176
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.6	32.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	332	-	-	-	-	176
HCM Lane V/C Ratio	0.065	-	-	-	-	0.249
HCM Control Delay (s)	16.6	-	-	-	-	32.1
HCM Lane LOS	C	-	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	594	15	109	1787	39	66	273	57	51	183	304
Future Volume (veh/h)	209	594	15	109	1787	39	66	273	57	51	183	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	619	14	114	1861	39	69	284	53	53	191	194
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	2761	62	506	2586	54	179	307	57	129	306	271
Arrive On Green	0.08	0.54	0.54	0.04	0.50	0.50	0.07	0.20	0.20	0.04	0.17	0.17
Sat Flow, veh/h	1781	5096	115	1781	5147	108	1781	1532	286	1781	1777	1577
Grp Volume(v), veh/h	218	410	223	114	1230	670	69	0	337	53	191	194
Grp Sat Flow(s),veh/h/ln	1781	1689	1834	1781	1702	1851	1781	0	1818	1781	1777	1577
Q Serve(g_s), s	8.7	8.9	8.9	4.0	39.4	39.5	5.9	0.0	25.5	2.8	14.0	16.3
Cycle Q Clear(g_c), s	8.7	8.9	8.9	4.0	39.4	39.5	5.9	0.0	25.5	2.8	14.0	16.3
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	244	1830	994	506	1711	930	0	0	365	129	306	271
V/C Ratio(X)	0.89	0.22	0.22	0.23	0.72	0.72	0.00	0.00	0.92	0.41	0.62	0.71
Avail Cap(c_a), veh/h	344	1830	994	522	1711	930	0	0	403	142	558	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	16.7	16.7	13.3	27.1	27.1	0.0	0.0	54.9	36.7	53.7	54.7
Incr Delay (d2), s/veh	18.7	0.1	0.2	0.2	2.6	4.8	0.0	0.0	25.5	2.1	2.1	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	6.0	6.7	2.8	22.4	24.7	0.0	0.0	20.3	2.3	10.5	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	16.9	17.0	13.5	29.8	31.9	0.0	0.0	80.4	38.7	55.8	58.2
LnGrp LOS	D	B	B	B	C	C	A	A	F	D	E	E
Approach Vol, veh/h		851			2014			406			438	
Approach Delay, s/veh		25.0			29.6			66.8			54.8	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	76.3	16.0	30.1	12.0	81.9	12.0	34.1
Change Period (Y+Rc), s	6.5	6.0	6.0	6.0	6.1	6.0	5.9	6.0
Max Green Setting (Gmax), s	18.9	58.6	44.0	44.0	7.2	70.7	7.1	31.0
Max Q Clear Time (g_c+I1), s	10.7	41.5	7.9	18.3	6.0	10.9	4.8	27.5
Green Ext Time (p_c), s	0.4	15.1	0.2	2.3	0.0	8.8	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	15	2	114	377	484	57
Future Vol, veh/h	10	15	2	114	377	484	57
Conflicting Peds, #/hr	0	0	4	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	3	2	2
Mvmt Flow	11	16	2	121	401	515	61

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1193	292	576	580	0	-	0
Stage 1	550	-	-	-	-	-	-
Stage 2	643	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-
Pot Cap-1 Maneuver	193	705	484	992	-	-	-
Stage 1	543	-	-	-	-	-	-
Stage 2	522	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	167	702	970	970	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-	-
Stage 1	472	-	-	-	-	-	-
Stage 2	520	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.3	2.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	970	-	167	702	-	-
HCM Lane V/C Ratio	0.127	-	0.064	0.023	-	-
HCM Control Delay (s)	9.3	-	28	10.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	2	4	8	85	368	501	85
Future Vol, veh/h	2	4	8	85	368	501	85
Conflicting Peds, #/hr	0	0	3	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	2	100	2	5	2	2	2
Mvmt Flow	2	4	9	91	396	539	91

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1166	318	630	633	0	-	0
Stage 1	588	-	-	-	-	-	-
Stage 2	578	-	-	-	-	-	-
Critical Hdwy	6.63	8.4	6.93	4.175	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.25	3.119	2.2475	-	-	-
Pot Cap-1 Maneuver	200	484	445	931	-	-	-
Stage 1	519	-	-	-	-	-	-
Stage 2	560	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	175	483	847	847	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-	-
Stage 1	456	-	-	-	-	-	-
Stage 2	558	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	847	-	175	483	-	-
HCM Lane V/C Ratio	0.118	-	0.012	0.009	-	-
HCM Control Delay (s)	9.8	-	25.8	12.5	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0	0	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	980	1168	36	625
Demand Flow Rate, veh/h	1004	1195	36	641
Vehicles Circulating, veh/h	570	518	1525	312
Vehicles Exiting, veh/h	287	1025	49	507
Ped Vol Crossing Leg, #/h	9	0	4	9
Ped Cap Adj	0.995	1.000	1.000	0.999
Approach Delay, s/veh	13.8	1.5	10.8	9.8
Approach LOS	B	A	B	A

Lane	Left	Right	Left	Right	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	TR	LT	TR	R	LT	R	LT	R
Assumed Moves	LT	TR	LT	TR	R	LT	R	LT	R
RT Channelized					Free		Yield		Yield
Lane Util	0.470	0.530	0.468	0.532		1.000		1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535		2.609		2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	894	4.976	18	4.976	96
Entry Flow, veh/h	472	532	141	160	1938	18	485	545	1030
Cap Entry Lane, veh/h	845	845	886	886	0.980	291	0.980	1004	0.980
Entry HV Adj Factor	0.976	0.977	0.972	0.966	876	0.992	18	0.974	94
Flow Entry, veh/h	461	520	137	155	1900	18	476	531	1008
Cap Entry, veh/h	821	822	861	856	0.461	289	0.038	977	0.093
V/C Ratio	0.561	0.632	0.159	0.181	0.0	0.062	8.1	0.544	4.4
Control Delay, s/veh	12.6	14.8	5.8	6.0	A	13.6	A	10.7	A
LOS	B	B	A	A	3	B	0	B	0
95th %tile Queue, veh	4	5	1	1		0		3	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	1656	189	97	914	451	421	414	124	162	535	68
Future Volume (veh/h)	295	1656	189	97	914	451	421	414	124	162	535	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.89	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	1707	187	100	942	410	434	427	108	167	552	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	1881	205	139	1000	414	486	522	131	702	791	91
Arrive On Green	0.16	0.40	0.40	0.06	0.39	0.39	0.14	0.19	0.19	0.20	0.25	0.25
Sat Flow, veh/h	1781	4665	509	1781	3404	1410	3456	2808	703	3456	3200	370
Grp Volume(v), veh/h	304	1244	650	100	942	410	434	269	266	167	306	310
Grp Sat Flow(s),veh/h/ln	1781	1702	1770	1781	1702	1410	1728	1777	1734	1728	1777	1793
Q Serve(g_s), s	22.7	55.0	55.4	5.3	42.7	46.2	19.7	23.2	23.6	6.5	25.0	25.2
Cycle Q Clear(g_c), s	22.7	55.0	55.4	5.3	42.7	46.2	19.7	23.2	23.6	6.5	25.0	25.2
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.41	1.00		0.21
Lane Grp Cap(c), veh/h	324	1373	714	139	1000	414	486	330	323	702	439	443
V/C Ratio(X)	0.94	0.91	0.91	0.72	0.94	0.99	0.89	0.81	0.83	0.24	0.70	0.70
Avail Cap(c_a), veh/h	348	1373	714	202	1000	414	762	362	353	702	439	443
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	51.3	44.9	45.0	37.6	47.4	48.5	67.6	62.5	62.6	53.4	54.7	54.8
Incr Delay (d2), s/veh	31.1	10.2	17.8	2.6	17.5	41.7	5.8	12.3	13.8	0.6	3.7	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.1	32.6	35.7	4.1	26.2	27.0	14.1	17.3	17.3	5.2	16.7	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.4	55.1	62.8	40.2	64.9	90.2	73.3	74.8	76.4	54.0	58.5	58.6
LnGrp LOS	F	E	E	D	E	F	E	E	E	D	E	E
Approach Vol, veh/h		2198			1452			969			783	
Approach Delay, s/veh		61.2			70.4			74.6			57.6	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.8	53.0	29.2	46.0	14.3	70.5	39.0	36.2
Change Period (Y+Rc), s	7.0	6.0	* 6.7	6.4	7.1	6.0	6.5	6.4
Max Green Setting (Gmax), s	27.0	42.0	* 35	29.6	12.9	56.0	32.5	32.6
Max Q Clear Time (g_c+I1), s	24.7	48.2	21.7	27.2	7.3	57.4	8.5	25.6
Green Ext Time (p_c), s	0.1	0.0	0.7	0.9	0.0	0.0	0.3	1.9

Intersection Summary	
HCM 6th Ctrl Delay	65.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1577	62	0	1297	42	0	0	51	0	0	75
Future Vol, veh/h	0	1577	62	0	1297	42	0	0	51	0	0	75
Conflicting Peds, #/hr	6	0	0	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	2	2	0	0	2	0	0	2
Mvmt Flow	0	1678	66	0	1380	45	0	0	54	0	0	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	872	-	-	713
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	252	0	0	321
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	252	-	-	321
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.2	19.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	252	-	-	-	-	321
HCM Lane V/C Ratio	0.215	-	-	-	-	0.249
HCM Control Delay (s)	23.2	-	-	-	-	19.9
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	1894	33	119	954	42	39	152	107	113	264	231
Future Volume (veh/h)	327	1894	33	119	954	42	39	152	107	113	264	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	1933	33	121	973	41	40	155	93	115	269	132
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	458	3048	52	194	2628	111	155	179	108	143	365	174
Arrive On Green	0.10	0.59	0.59	0.04	0.52	0.52	0.06	0.16	0.16	0.06	0.16	0.16
Sat Flow, veh/h	1781	5170	88	1781	5023	211	1767	1088	653	1781	2327	1108
Grp Volume(v), veh/h	334	1272	694	121	659	355	40	0	248	115	203	198
Grp Sat Flow(s),veh/h/ln	1781	1702	1854	1781	1702	1831	1767	0	1741	1781	1777	1658
Q Serve(g_s), s	13.8	39.2	39.3	4.3	18.3	18.4	3.8	0.0	22.2	6.8	17.4	18.2
Cycle Q Clear(g_c), s	13.8	39.2	39.3	4.3	18.3	18.4	3.8	0.0	22.2	6.8	17.4	18.2
Prop In Lane	1.00		0.05	1.00		0.12	1.00		0.38	1.00		0.67
Lane Grp Cap(c), veh/h	458	2007	1093	194	1781	958	0	0	287	143	279	260
V/C Ratio(X)	0.73	0.63	0.63	0.62	0.37	0.37	0.00	0.00	0.86	0.80	0.73	0.76
Avail Cap(c_a), veh/h	691	2007	1093	305	1781	958	0	0	370	183	581	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	21.5	21.5	22.3	22.5	22.6	0.0	0.0	65.1	41.2	64.2	64.6
Incr Delay (d2), s/veh	2.3	0.9	1.7	3.3	0.6	1.1	0.0	0.0	15.4	17.6	3.7	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	21.5	23.5	3.8	11.8	12.7	0.0	0.0	16.5	6.6	12.9	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	22.5	23.3	25.6	23.1	23.7	0.0	0.0	80.5	58.8	67.9	69.1
LnGrp LOS	B	C	C	C	C	C	A	A	F	E	E	E
Approach Vol, veh/h		2300			1135			288			516	
Approach Delay, s/veh		22.1			23.6			69.3			66.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	89.7	16.0	31.1	12.6	100.3	14.7	32.4
Change Period (Y+Rc), s	6.5	6.0	6.0	6.0	6.1	6.0	5.9	6.0
Max Green Setting (Gmax), s	37.6	51.6	52.3	52.3	16.5	73.1	12.4	34.0
Max Q Clear Time (g_c+I1), s	15.8	20.4	5.8	20.2	6.3	41.3	8.8	24.2
Green Ext Time (p_c), s	0.9	13.5	0.1	2.5	0.2	26.5	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	50	100	1	8	299	2	305	14
Future Vol, veh/h	50	100	1	8	299	2	305	14
Conflicting Peds, #/hr	4	0	6	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	150	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	57	114	1	9	340	2	347	16

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	727	188	363	369	0	-	-	0
Stage 1	365	-	-	-	-	-	-	-
Stage 2	362	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-	-
Pot Cap-1 Maneuver	375	823	669	1188	-	-	-	-
Stage 1	674	-	-	-	-	-	-	-
Stage 2	704	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	367	818	1062	1062	-	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-	-	-
Stage 1	664	-	-	-	-	-	-	-
Stage 2	700	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.2	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1062	-	367	818	-	-
HCM Lane V/C Ratio	0.01	-	0.155	0.139	-	-
HCM Control Delay (s)	8.4	-	16.6	10.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.5	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	75	75	7	6	316	1	313	0
Future Vol, veh/h	75	75	7	6	316	1	313	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	0
Mvmt Flow	82	82	8	7	347	1	344	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	709	174	344	346	0	-	-	0
Stage 1	348	-	-	-	-	-	-	-
Stage 2	361	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-	-
Pot Cap-1 Maneuver	384	840	688	1211	-	-	-	-
Stage 1	687	-	-	-	-	-	-	-
Stage 2	704	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	376	838	805	805	-	-	-	-
Mov Cap-2 Maneuver	376	-	-	-	-	-	-	-
Stage 1	674	-	-	-	-	-	-	-
Stage 2	703	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.4	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	805	-	376	838	-	-
HCM Lane V/C Ratio	0.018	-	0.219	0.098	-	-
HCM Control Delay (s)	9.6	-	17.2	9.8	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.3	-	-

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	272	1436	30	900
Demand Flow Rate, veh/h	283	1477	30	922
Vehicles Circulating, veh/h	604	115	849	820
Vehicles Exiting, veh/h	798	748	38	106
Ped Vol Crossing Leg, #/h	4	0	1	4
Ped Cap Adj	0.998	1.000	1.000	0.999
Approach Delay, s/veh	6.4	3.2	6.2	42.2
Approach LOS	A	A	A	E

Lane	Left	Right	Left	Right	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	TR	LT	TR	R	LT	R	LT	R
Assumed Moves	LT	TR	LT	TR	R	LT	R	LT	R
RT Channelized					Free		Yield		Yield
Lane Util	0.470	0.530	0.470	0.530		1.000		1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535		2.609		2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	666	4.976	16	4.976	340
Entry Flow, veh/h	133	150	381	430	1938	14	643	582	611
Cap Entry Lane, veh/h	820	820	1279	1279	0.980	580	0.980	598	0.980
Entry HV Adj Factor	0.960	0.960	0.965	0.965	653	0.993	16	0.974	333
Flow Entry, veh/h	128	144	368	415	1900	14	631	567	599
Cap Entry, veh/h	785	785	1235	1234	0.344	576	0.025	582	0.556
V/C Ratio	0.163	0.183	0.298	0.336	0.0	0.024	6.0	0.974	16.0
Control Delay, s/veh	6.3	6.5	5.6	6.1	A	6.5	A	57.6	C
LOS	A	A	A	A	2	A	0	F	3
95th %tile Queue, veh	1	1	1	1		0		14	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	662	83	44	1592	701	263	653	19	257	338	167
Future Volume (veh/h)	112	662	83	44	1592	701	263	653	19	257	338	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	682	77	45	1641	668	271	673	18	265	348	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2238	250	379	1723	670	281	783	21	279	562	200
Arrive On Green	0.04	0.48	0.48	0.06	0.95	0.95	0.08	0.22	0.22	0.08	0.22	0.22
Sat Flow, veh/h	1781	4636	518	1781	3611	1405	3456	3535	95	3456	2562	912
Grp Volume(v), veh/h	115	499	260	45	1543	766	271	338	353	265	240	234
Grp Sat Flow(s),veh/h/ln	1781	1702	1750	1781	1702	1612	1728	1777	1853	1728	1777	1697
Q Serve(g_s), s	4.7	12.4	12.7	1.8	31.0	61.8	10.9	25.6	25.6	10.7	17.0	17.5
Cycle Q Clear(g_c), s	4.7	12.4	12.7	1.8	31.0	61.8	10.9	25.6	25.6	10.7	17.0	17.5
Prop In Lane	1.00		0.30	1.00		0.87	1.00		0.05	1.00		0.54
Lane Grp Cap(c), veh/h	121	1643	845	379	1624	769	281	393	410	279	390	372
V/C Ratio(X)	0.95	0.30	0.31	0.12	0.95	1.00	0.96	0.86	0.86	0.95	0.61	0.63
Avail Cap(c_a), veh/h	121	1643	845	391	1624	769	281	448	467	279	444	424
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	33.6	22.0	22.0	17.2	2.4	3.1	64.1	52.4	52.4	64.1	49.3	49.5
Incr Delay (d2), s/veh	66.5	0.5	0.9	0.1	13.2	31.6	43.2	14.1	13.7	32.4	1.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	8.6	9.1	1.2	7.5	12.5	10.7	18.9	19.5	9.3	11.6	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	22.4	23.0	17.2	15.6	34.7	107.3	66.5	66.1	96.5	50.8	51.2
LnGrp LOS	F	C	C	B	B	C	F	E	E	F	D	D
Approach Vol, veh/h		874			2354			962			739	
Approach Delay, s/veh		32.8			21.8			77.8			67.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	72.8	18.1	37.1	11.2	73.6	17.8	37.4
Change Period (Y+Rc), s	7.0	6.0	* 6.7	6.4	7.1	6.0	6.5	6.4
Max Green Setting (Gmax), s	5.0	62.5	* 11	35.0	5.1	62.3	11.3	35.3
Max Q Clear Time (g_c+I1), s	6.7	63.8	12.9	19.5	3.8	14.7	12.7	27.6
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	10.9	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1296	57	0	2098	110	0	0	21	0	0	68
Future Vol, veh/h	0	1296	57	0	2098	110	0	0	21	0	0	68
Conflicting Peds, #/hr	14	0	0	26	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1322	58	0	2141	112	0	0	21	0	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	690	-	-	1127
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	332	0	0	171
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	332	-	-	171
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.6	39.7
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	332	-	-	-	-	171
HCM Lane V/C Ratio	0.065	-	-	-	-	0.406
HCM Control Delay (s)	16.6	-	-	-	-	39.7
HCM Lane LOS	C	-	-	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	594	15	109	1799	55	71	285	57	70	194	315
Future Volume (veh/h)	300	594	15	109	1799	55	71	285	57	70	194	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	619	14	114	1874	55	74	297	53	73	202	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	2722	61	500	2173	64	179	316	56	135	319	283
Arrive On Green	0.15	0.53	0.53	0.04	0.43	0.43	0.07	0.20	0.20	0.05	0.18	0.18
Sat Flow, veh/h	1781	5096	115	1781	5097	149	1781	1544	276	1781	1777	1577
Grp Volume(v), veh/h	312	410	223	114	1251	678	74	0	350	73	202	206
Grp Sat Flow(s),veh/h/ln	1781	1689	1834	1781	1702	1843	1781	0	1820	1781	1777	1577
Q Serve(g_s), s	18.4	9.0	9.0	4.0	46.7	46.8	6.3	0.0	26.5	3.9	14.7	17.3
Cycle Q Clear(g_c), s	18.4	9.0	9.0	4.0	46.7	46.8	6.3	0.0	26.5	3.9	14.7	17.3
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	336	1804	980	500	1451	786	0	0	372	135	319	283
V/C Ratio(X)	0.93	0.23	0.23	0.23	0.86	0.86	0.00	0.00	0.94	0.54	0.63	0.73
Avail Cap(c_a), veh/h	372	1804	980	513	1451	786	0	0	377	142	533	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	17.3	17.3	13.7	36.4	36.4	0.0	0.0	54.9	37.4	53.2	54.2
Incr Delay (d2), s/veh	27.9	0.1	0.3	0.2	7.0	12.1	0.0	0.0	31.3	3.7	2.1	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.2	6.2	6.8	2.9	27.3	30.6	0.0	0.0	21.7	3.3	11.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	17.4	17.5	14.0	43.4	48.5	0.0	0.0	86.2	41.1	55.3	57.8
LnGrp LOS	E	B	B	B	D	D	A	A	F	D	E	E
Approach Vol, veh/h		945			2043			424			481	
Approach Delay, s/veh		34.8			43.4			71.1			54.2	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.2	65.7	16.0	31.1	12.1	80.8	12.5	34.6
Change Period (Y+Rc), s	6.5	6.0	6.0	6.0	6.1	6.0	5.9	6.0
Max Green Setting (Gmax), s	23.5	56.0	42.0	42.0	7.0	72.9	7.1	29.0
Max Q Clear Time (g_c+I1), s	20.4	48.8	8.3	19.3	6.0	11.0	5.9	28.5
Green Ext Time (p_c), s	0.3	6.8	0.2	2.4	0.0	8.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	45	2	104	377	484	69
Future Vol, veh/h	10	45	2	104	377	484	69
Conflicting Peds, #/hr	0	0	4	4	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	48	2	111	401	515	73

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1179	298	588	592	0	-	0
Stage 1	556	-	-	-	-	-	-
Stage 2	623	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-
Pot Cap-1 Maneuver	197	699	475	982	-	-	-
Stage 1	539	-	-	-	-	-	-
Stage 2	534	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	172	696	956	956	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-	-
Stage 1	473	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	956	-	172	696	-	-
HCM Lane V/C Ratio	0.118	-	0.062	0.069	-	-
HCM Control Delay (s)	9.3	-	27.3	10.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	9	14	8	161	375	513	85
Future Vol, veh/h	9	14	8	161	375	513	85
Conflicting Peds, #/hr	0	0	3	3	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	2	14	2	3	2	2	2
Mvmt Flow	10	15	9	173	403	552	91

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1350	325	643	646	0	-	0
Stage 1	601	-	-	-	-	-	-
Stage 2	749	-	-	-	-	-	-
Critical Hdwy	6.63	7.11	6.93	4.145	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.433	3.119	2.2285	-	-	-
Pot Cap-1 Maneuver	153	642	437	932	-	-	-
Stage 1	511	-	-	-	-	-	-
Stage 2	466	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	121	640	880	880	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-	-
Stage 1	404	-	-	-	-	-	-
Stage 2	465	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	3.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	880	-	121	640	-	-
HCM Lane V/C Ratio	0.207	-	0.08	0.024	-	-
HCM Control Delay (s)	10.2	-	37.3	10.8	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.3	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1001	1196	36	628
Demand Flow Rate, veh/h	1025	1224	36	645
Vehicles Circulating, veh/h	574	518	1550	335
Vehicles Exiting, veh/h	310	1050	49	507
Ped Vol Crossing Leg, #/h	9	0	4	9
Ped Cap Adj	0.995	1.000	1.000	0.999
Approach Delay, s/veh	14.3	1.6	11.1	10.3
Approach LOS	B	A	B	B

Lane	Left	Right	Left	Right	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	TR	LT	TR	R	LT	R	LT	R
Assumed Moves	LT	TR	LT	TR	R	LT	R	LT	R
RT Channelized					Free		Yield		Yield
Lane Util	0.470	0.530	0.469	0.531		1.000		1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535		2.609		2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	900	4.976	18	4.976	96
Entry Flow, veh/h	482	543	152	172	1938	18	473	549	1006
Cap Entry Lane, veh/h	842	842	886	886	0.980	284	0.980	981	0.980
Entry HV Adj Factor	0.976	0.977	0.971	0.968	882	0.992	18	0.973	94
Flow Entry, veh/h	470	530	148	166	1900	18	464	534	985
Cap Entry, veh/h	818	819	861	858	0.464	282	0.039	952	0.095
V/C Ratio	0.575	0.648	0.172	0.194	0.0	0.063	8.3	0.561	4.5
Control Delay, s/veh	13.1	15.3	5.9	6.2	A	14.0	A	11.3	A
LOS	B	C	A	A	3	B	0	B	0
95th %tile Queue, veh	4	5	1	1		0		4	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	1681	189	97	941	478	421	414	124	187	535	68
Future Volume (veh/h)	295	1681	189	97	941	478	421	414	124	187	535	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.89	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	1733	187	100	970	438	434	427	108	193	552	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	326	1963	211	142	1047	436	485	494	124	680	741	86
Arrive On Green	0.16	0.42	0.42	0.03	0.21	0.21	0.14	0.18	0.18	0.20	0.23	0.23
Sat Flow, veh/h	1781	4673	502	1781	3404	1418	3456	2807	703	3456	3200	370
Grp Volume(v), veh/h	304	1260	660	100	970	438	434	269	266	193	306	310
Grp Sat Flow(s),veh/h/ln	1781	1702	1772	1781	1702	1418	1728	1777	1734	1728	1777	1793
Q Serve(g_s), s	22.9	54.6	55.0	5.1	44.7	49.2	19.8	23.5	23.9	7.6	25.6	25.7
Cycle Q Clear(g_c), s	22.9	54.6	55.0	5.1	44.7	49.2	19.8	23.5	23.9	7.6	25.6	25.7
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.41	1.00		0.21
Lane Grp Cap(c), veh/h	326	1430	744	142	1047	436	485	313	305	680	411	415
V/C Ratio(X)	0.93	0.88	0.89	0.70	0.93	1.00	0.90	0.86	0.87	0.28	0.74	0.75
Avail Cap(c_a), veh/h	501	1430	744	518	1047	436	698	329	321	680	411	415
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	52.0	42.7	42.9	37.9	61.8	63.5	67.6	64.0	64.1	54.7	57.1	57.1
Incr Delay (d2), s/veh	14.4	8.1	14.6	2.4	15.0	44.3	8.3	19.2	21.4	0.8	5.6	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.3	31.8	34.8	4.1	29.6	31.5	14.3	18.1	18.2	6.1	17.3	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	50.9	57.5	40.3	76.7	107.8	75.9	83.2	85.6	55.5	62.7	62.9
LnGrp LOS	E	D	E	D	E	F	E	F	F	E	E	E
Approach Vol, veh/h		2224			1508			969			809	
Approach Delay, s/veh		55.0			83.3			80.6			61.0	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.2	55.2	29.1	43.4	14.2	73.2	38.0	34.6
Change Period (Y+Rc), s	7.0	6.0	* 6.7	6.4	7.1	6.0	6.5	6.4
Max Green Setting (Gmax), s	41.0	32.0	* 32	28.6	40.9	32.0	31.5	29.6
Max Q Clear Time (g_c+I1), s	24.9	51.2	21.8	27.7	7.1	57.0	9.6	25.9
Green Ext Time (p_c), s	0.4	0.0	0.7	0.4	0.1	0.0	0.3	1.1

Intersection Summary	
HCM 6th Ctrl Delay	68.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1577	62	0	1313	72	0	0	51	0	0	113
Future Vol, veh/h	0	1577	62	0	1313	72	0	0	51	0	0	113
Conflicting Peds, #/hr	6	0	0	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1678	66	0	1397	77	0	0	54	0	0	120

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	872	-	-	737
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	252	0	0	310
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	252	-	-	310
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.2	23.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	252	-	-	-	-	310
HCM Lane V/C Ratio	0.215	-	-	-	-	0.388
HCM Control Delay (s)	23.2	-	-	-	-	23.8
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	449	1894	33	119	964	56	44	162	107	140	280	247
Future Volume (veh/h)	449	1894	33	119	964	56	44	162	107	140	280	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	458	1933	33	121	984	53	45	165	93	143	286	151
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	499	2997	51	191	2305	124	156	181	102	164	376	193
Arrive On Green	0.15	0.58	0.58	0.04	0.46	0.46	0.06	0.16	0.16	0.07	0.17	0.17
Sat Flow, veh/h	1781	5170	88	1781	4957	267	1781	1117	629	1781	2264	1162
Grp Volume(v), veh/h	458	1272	694	121	675	362	45	0	258	143	223	214
Grp Sat Flow(s),veh/h/ln	1781	1702	1854	1781	1702	1820	1781	0	1746	1781	1777	1649
Q Serve(g_s), s	21.1	40.1	40.2	4.4	21.2	21.2	4.3	0.0	23.2	8.6	19.1	19.9
Cycle Q Clear(g_c), s	21.1	40.1	40.2	4.4	21.2	21.2	4.3	0.0	23.2	8.6	19.1	19.9
Prop In Lane	1.00		0.05	1.00		0.15	1.00		0.36	1.00		0.70
Lane Grp Cap(c), veh/h	499	1974	1075	191	1582	846	0	0	284	164	295	274
V/C Ratio(X)	0.92	0.64	0.65	0.63	0.43	0.43	0.00	0.00	0.91	0.87	0.75	0.78
Avail Cap(c_a), veh/h	766	1974	1075	273	1582	846	0	0	349	191	566	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	22.6	22.6	23.4	28.6	28.6	0.0	0.0	65.8	41.4	63.6	63.9
Incr Delay (d2), s/veh	11.5	1.0	1.9	3.5	0.8	1.6	0.0	0.0	23.8	29.8	3.9	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.0	22.1	24.1	4.0	13.5	14.6	0.0	0.0	17.9	8.8	13.9	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	23.6	24.4	26.9	29.4	30.2	0.0	0.0	89.6	71.2	67.5	68.8
LnGrp LOS	C	C	C	C	C	C	A	A	F	E	E	E
Approach Vol, veh/h		2424			1158			303			580	
Approach Delay, s/veh		25.8			29.4			76.3			68.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	80.4	16.0	32.6	12.6	98.8	16.6	32.0
Change Period (Y+Rc), s	6.5	6.0	6.0	6.0	6.1	6.0	5.9	6.0
Max Green Setting (Gmax), s	48.5	42.0	51.0	51.0	13.9	77.0	13.1	32.0
Max Q Clear Time (g_c+I1), s	23.1	23.2	6.3	21.9	6.4	42.2	10.6	25.2
Green Ext Time (p_c), s	1.4	10.4	0.1	2.7	0.1	28.6	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	27	92	1	63	299	2	305	24
Future Vol, veh/h	27	92	1	63	299	2	305	24
Conflicting Peds, #/hr	4	0	6	6	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	150	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	31	105	1	72	340	2	347	27

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	859	193	374	380	0	-	-	0
Stage 1	371	-	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-	-
Pot Cap-1 Maneuver	311	817	658	1177	-	-	-	-
Stage 1	669	-	-	-	-	-	-	-
Stage 2	616	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	288	812	1152	1152	-	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-	-	-
Stage 1	623	-	-	-	-	-	-	-
Stage 2	612	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	1.5	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1152	-	288	812	-	-
HCM Lane V/C Ratio	0.063	-	0.107	0.129	-	-
HCM Control Delay (s)	8.3	-	19	10.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	109	142	7	11	326	1	323	0
Future Vol, veh/h	109	142	7	11	326	1	323	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	120	156	8	12	358	1	355	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	741	180	355	357	0	-	-	0
Stage 1	359	-	-	-	-	-	-	-
Stage 2	382	-	-	-	-	-	-	-
Critical Hdwy	6.63	6.93	6.93	4.13	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	3.119	2.219	-	-	-	-
Pot Cap-1 Maneuver	367	832	677	1200	-	-	-	-
Stage 1	678	-	-	-	-	-	-	-
Stage 2	689	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	357	830	831	831	-	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-	-	-
Stage 1	660	-	-	-	-	-	-	-
Stage 2	688	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0.5	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	831	-	357	830	-	-
HCM Lane V/C Ratio	0.024	-	0.336	0.188	-	-
HCM Control Delay (s)	9.4	-	20.1	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	0.7	-	-

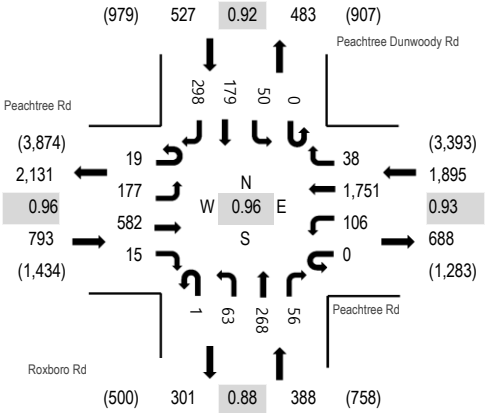
APPENDIX D

Raw Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

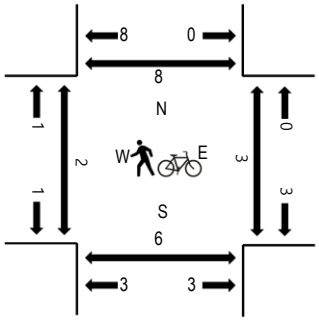
Location: #28 Roxboro Rd & Peachtree Rd AM
Date and Start Time: Tuesday, March 26, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Peachtree Rd Eastbound				Peachtree Rd Westbound				Roxboro Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	4	14	124	0	1	12	238	8	0	12	32	16	0	8	20	57	546	2,998	0	0	3	0
7:15 AM	3	38	113	0	0	15	399	15	0	11	67	11	0	10	23	57	762	3,352	0	0	1	0
7:30 AM	7	36	130	1	0	20	377	11	0	16	81	10	0	13	42	75	819	3,488	1	0	1	1
7:45 AM	4	45	146	3	0	28	423	7	0	14	66	21	0	16	39	59	871	3,603	0	0	0	0
8:00 AM	3	36	146	5	0	35	466	8	0	13	58	14	0	10	48	58	900	3,566	2	2	2	5
8:15 AM	9	47	142	1	0	19	410	12	1	17	74	13	0	16	46	91	898		0	1	2	2
8:30 AM	3	49	148	6	0	24	452	11	0	19	70	8	0	8	46	90	934		0	0	2	1
8:45 AM	7	33	128	3	0	22	372	8	0	22	81	11	0	20	41	86	834		0	1	1	2

Peak Rolling Hour Flow Rates

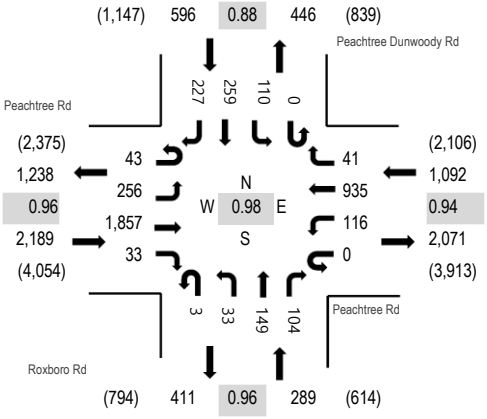
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Lights	19	177	565	15	0	104	1,714	38	1	63	266	51	0	50	179	294	3,536
Mediums	0	0	17	0	0	1	35	0	0	0	2	5	0	0	0	4	64
Total	19	177	582	15	0	106	1,751	38	1	63	268	56	0	50	179	298	3,603

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

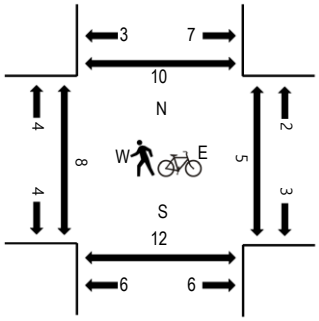
Location: #28 Roxboro Rd & Peachtree Rd PM
Date and Start Time: Tuesday, March 26, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Peachtree Rd Eastbound				Peachtree Rd Westbound				Roxboro Rd Northbound				Peachtree Dunwoody Rd Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	5	39	322	8	0	15	222	7	2	14	36	26	0	30	55	47	828	3,755	1	0	4	0
4:15 PM	7	53	366	10	0	31	216	15	2	10	34	34	0	33	78	42	931	3,969	1	1	3	1
4:30 PM	3	50	474	5	0	19	228	8	0	13	38	34	0	21	52	41	986	4,065	0	3	3	6
4:45 PM	15	65	438	5	0	22	218	13	2	13	35	32	0	32	77	43	1,010	4,116	5	0	3	0
5:00 PM	4	62	480	11	0	22	253	14	1	3	34	20	0	38	53	47	1,042	4,166	2	2	1	3
5:15 PM	21	61	458	5	0	30	222	10	1	11	28	38	0	24	67	51	1,027		2	2	6	2
5:30 PM	11	58	444	6	0	32	223	10	0	13	49	19	0	30	77	65	1,037		3	1	3	2
5:45 PM	7	75	475	11	0	32	237	7	1	6	38	27	0	18	62	64	1,060		1	0	2	1

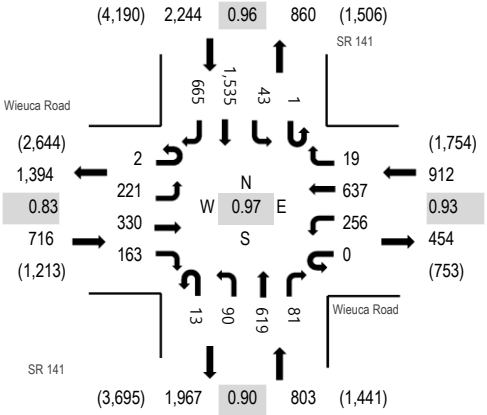
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3
Lights	43	255	1,839	32	0	115	926	40	3	32	148	103	0	109	259	227	4,131
Mediums	0	1	16	1	0	1	9	1	0	1	1	1	0	0	0	0	32
Total	43	256	1,857	33	0	116	935	41	3	33	149	104	0	110	259	227	4,166

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

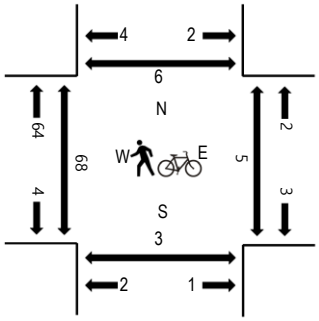
Location: #15 SR 141 & Wieuca Road AM
Date and Start Time: Thursday, September 20, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Wieuca Road Eastbound				Wieuca Road Westbound				SR 141 Northbound				SR 141 Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	32	31	21	0	48	101	2	2	19	100	7	0	6	275	115	759	3,962	6	0	0	2
7:15 AM	0	31	41	26	0	62	100	5	2	21	109	15	0	5	354	155	926	4,363	9	6	3	3
7:30 AM	0	35	57	39	0	90	170	1	0	28	123	13	0	2	364	147	1,069	4,621	9	3	1	1
7:45 AM	0	50	74	43	0	75	155	2	1	24	178	19	0	6	426	155	1,208	4,675	17	3	2	2
8:00 AM	0	57	114	49	0	54	170	5	3	19	146	18	1	13	356	155	1,160	4,636	14	1	0	1
8:15 AM	1	50	64	45	0	79	158	7	7	31	151	22	0	15	380	174	1,184		12	1	0	3
8:30 AM	1	64	78	26	0	48	154	5	2	16	144	22	0	9	373	181	1,123		25	0	1	0
8:45 AM	1	52	98	33	0	64	199	0	0	31	155	13	1	11	348	163	1,169		19	1	0	0

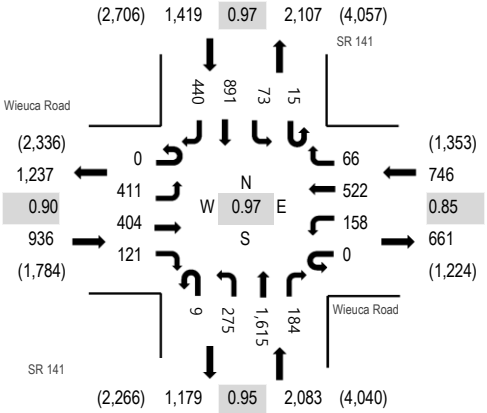
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	1	9
Lights	2	217	328	160	0	255	629	19	13	89	601	79	1	43	1,504	653	4,593
Mediums	0	4	2	3	0	1	8	0	0	1	16	0	0	0	27	11	73
Total	2	221	330	163	0	256	637	19	13	90	619	81	1	43	1,535	665	4,675

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

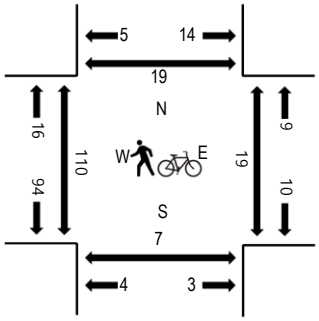
Location: #15 SR 141 & Wieuca Road PM
Date and Start Time: Thursday, September 20, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Wieuca Road Eastbound				Wieuca Road Westbound				SR 141 Northbound				SR 141 Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	97	82	31	0	31	101	14	4	76	351	52	0	11	209	89	1,148	4,699	16	5	2	3
4:15 PM	0	109	106	25	0	34	110	10	3	74	355	28	6	16	194	83	1,153	4,875	6	3	2	1
4:30 PM	0	85	75	31	0	38	111	11	5	65	405	40	4	18	207	106	1,201	5,031	19	3	2	0
4:45 PM	0	95	85	27	0	33	98	16	5	73	392	29	0	21	210	113	1,197	5,168	14	4	3	1
5:00 PM	0	113	106	40	0	40	134	17	4	57	428	31	5	20	218	111	1,324	5,184	33	0	2	3
5:15 PM	0	86	89	24	0	40	137	17	1	79	424	48	5	25	237	97	1,309		29	3	3	4
5:30 PM	0	118	111	25	0	50	157	14	1	77	387	51	4	15	220	108	1,338		22	12	0	7
5:45 PM	0	94	98	32	0	28	94	18	3	62	376	54	1	13	216	124	1,213		24	4	2	5

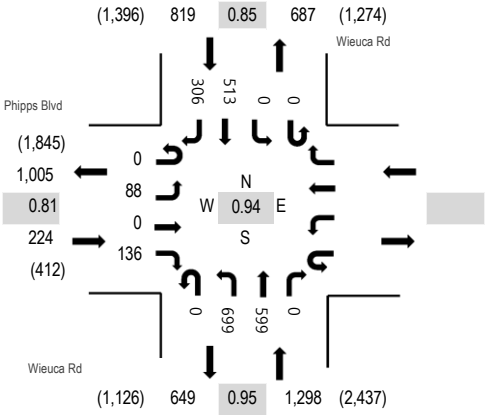
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
Lights	0	404	403	120	0	157	520	64	9	275	1,601	183	15	72	876	435	5,134
Mediums	0	7	1	1	0	1	2	2	0	0	11	1	0	1	14	5	46
Total	0	411	404	121	0	158	522	66	9	275	1,615	184	15	73	891	440	5,184

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

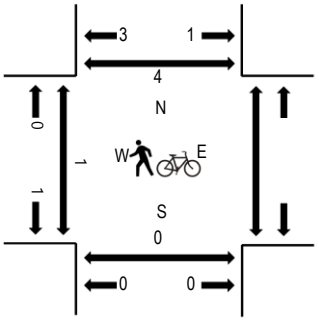
Location: #44 Wieuca Rd & Phipps Blvd AM
Date and Start Time: Tuesday, March 26, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Phipps Blvd Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Wieuca Rd Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Wieuca Rd Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:00 AM	0	11	0	35					0	131	90	0	0	0	54	49	402	2,002	0		0	0
7:15 AM	0	23	0	20					0	155	122	0	0	0	60	58	457	2,125	0		0	1
7:30 AM	0	29	0	19					0	164	157	0	0	0	107	46	542	2,316	0		0	0
7:45 AM	1	18	0	32					0	183	137	0	0	0	150	53	601	2,429	1		0	1
8:00 AM	0	17	0	21					0	174	126	0	0	0	109	52	525	2,455	0		0	0
8:15 AM	0	24	0	46					0	181	156	0	0	0	136	77	648		0		0	2
8:30 AM	0	25	0	33					0	172	149	0	0	0	138	105	655		1		0	2
8:45 AM	0	22	0	36					0	172	168	0	0	0	130	72	627		0		0	0

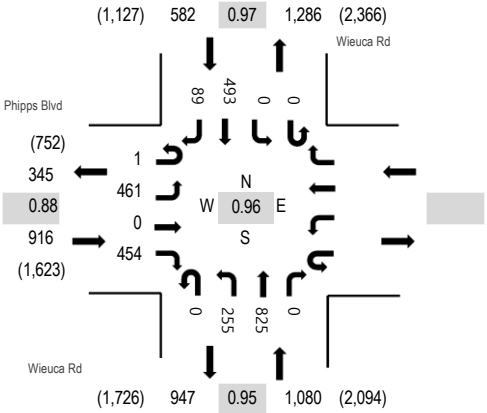
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	1	0	0	0	0	0	0	1
Lights	0	83	0	134					0	687	582	0	0	0	509	306	2,411
Mediums	0	5	0	2					0	11	17	0	0	0	4	0	43
Total	0	88	0	136					0	699	599	0	0	0	513	306	2,455

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

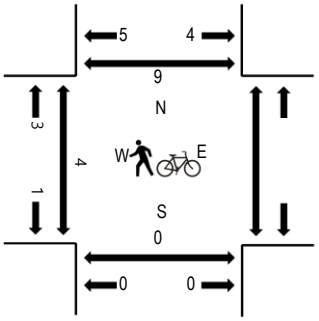
Location: #44 Wieuca Rd & Phipps Blvd PM
Date and Start Time: Tuesday, March 26, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Phipps Blvd Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Wieuca Rd Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Wieuca Rd Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
4:00 PM	0	76	0	83					0	84	177	0	0	0	109	35	602	2,379	1		1	1
4:15 PM	1	90	0	74					0	56	150	0	0	0	129	33	554	2,433	1		0	2
4:30 PM	0	82	0	94					0	72	193	0	0	0	107	23	594	2,584	2		0	0
4:45 PM	2	108	0	97					0	78	204	0	0	0	86	23	629	2,692	0		0	4
5:00 PM	0	112	0	110					0	60	194	0	0	0	117	19	656	2,720	0		0	2
5:15 PM	1	145	0	114					0	70	199	0	0	0	121	22	705		1		0	3
5:30 PM	0	109	0	115					0	68	219	0	0	0	131	20	702		2		0	3
5:45 PM	0	95	0	115					0	57	213	0	0	0	124	28	657		1		0	1

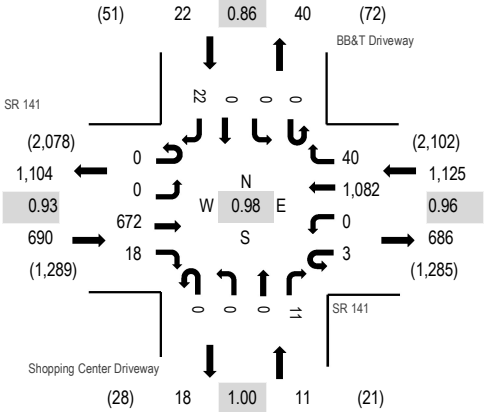
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	1	1
Lights	1	461	0	450					0	251	820	0	0	0	489	87	2,701
Mediums	0	0	0	4					0	4	5	0	0	0	4	1	18
Total	1	461	0	454					0	255	825	0	0	0	493	89	2,720

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

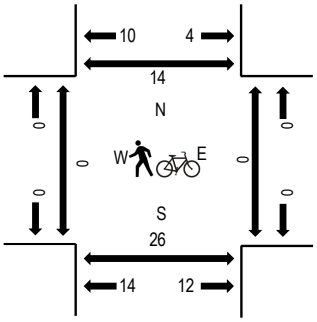
Location: 1 Shopping Center Driveway & SR 141 AM
Date: Thursday, August 13, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SR 141 Eastbound				SR 141 Westbound				Shopping Center Driveway Northbound				BB&T Driveway Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	107	1	0	0	217	4	0	0	0	0	0	0	0	2	331	1,616	0	0	2	2
7:30 AM	0	0	114	1	0	0	244	11	0	0	0	2	0	0	0	6	378	1,758	0	0	4	6
7:45 AM	0	0	178	6	0	0	271	10	0	0	0	1	0	0	0	7	473	1,848	0	0	6	2
8:00 AM	0	0	164	5	3	0	250	7	0	0	0	2	0	0	0	3	434	1,803	0	0	4	6
8:15 AM	0	0	172	3	0	0	283	7	0	0	0	3	0	0	0	5	473	1,847	0	0	6	3
8:30 AM	0	0	158	4	0	0	278	16	0	0	0	5	0	0	0	7	468		0	0	10	3
8:45 AM	0	0	178	3	0	0	225	9	0	0	0	3	0	0	0	10	428		0	0	6	6
9:00 AM	0	0	190	5	0	0	259	8	0	0	0	5	0	0	0	11	478		0	0	3	3

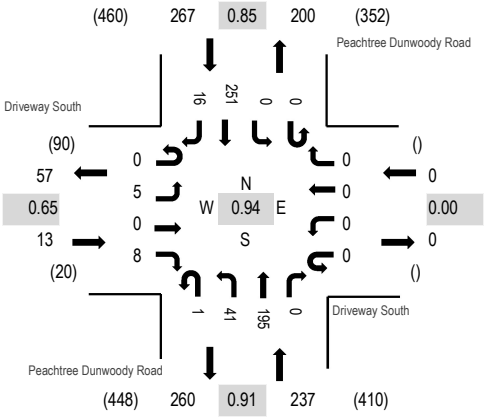
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Lights	0	0	648	18	3	0	1,044	40	0	0	0	11	0	0	0	22	1,786
Mediums	0	0	20	0	0	0	36	0	0	0	0	0	0	0	0	0	56
Total	0	0	672	18	3	0	1,082	40	0	0	0	11	0	0	0	22	1,848

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

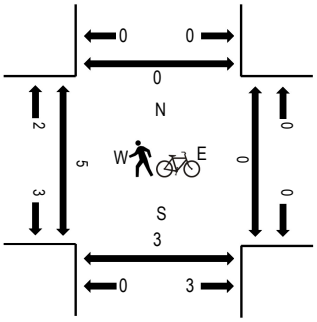
Location: 2 Peachtree Dunwoody Road & Driveway South AM
Date: Thursday, August 13, 2020
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Driveway South Eastbound				Driveway South Westbound				Peachtree Dunwoody Road Northbound				Peachtree Dunwoody Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	0	1	0	0	0	0	0	6	31	0	0	0	41	1	80	373	0	0	0	0
7:30 AM	0	1	0	1	0	0	0	0	0	5	24	0	0	0	51	1	83	422	2	0	0	1
7:45 AM	0	1	0	2	0	0	0	0	0	5	45	0	0	0	46	4	103	473	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	8	49	0	0	0	46	3	107	507	2	0	0	0
8:15 AM	0	1	0	4	0	0	0	0	0	9	56	0	0	0	54	5	129	517	4	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1	11	40	0	0	0	75	6	134		0	0	0	0
8:45 AM	0	2	0	3	0	0	0	0	0	13	46	0	0	0	70	3	137		0	0	3	0
9:00 AM	0	2	0	0	0	0	0	0	0	8	53	0	0	0	52	2	117		0	0	0	0

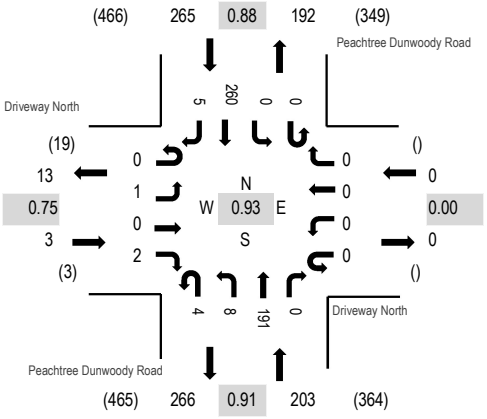
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	5	0	8	0	0	0	0	1	41	189	0	0	0	246	16	506
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	11
Total	0	5	0	8	0	0	0	0	1	41	195	0	0	0	251	16	517

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

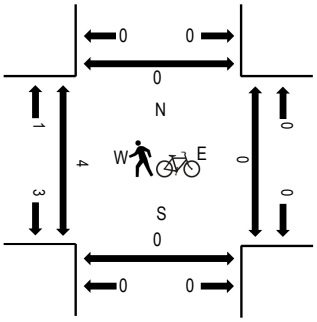
Location: 3 Peachtree Dunwoody Road & Driveway North AM
Date: Thursday, August 13, 2020
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Driveway North Eastbound				Driveway North Westbound				Peachtree Dunwoody Road Northbound				Peachtree Dunwoody Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:15 AM	0	0	0	0	0	0	0	0	1	0	32	0	1	0	42	1	77	362	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	29	0	0	0	54	2	86	411	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	43	0	0	0	50	0	94	441	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	1	52	0	0	0	50	1	105	468	2	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	2	2	52	0	0	0	65	4	126	471	2	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	1	39	0	0	0	75	0	116		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	2	49	0	0	0	68	1	121		0	0	0	0
9:00 AM	0	0	0	1	0	0	0	0	1	3	51	0	0	0	52	0	108		1	0	0	0

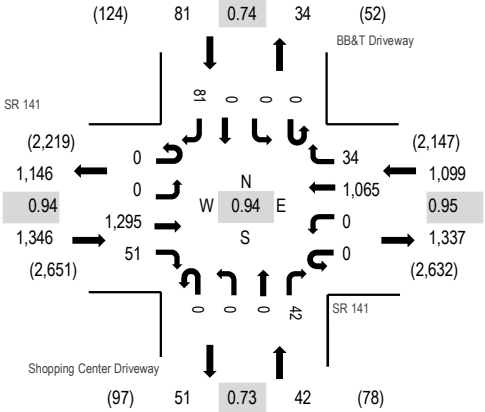
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	0	0	0	0	0	4	4	188	0	0	0	256	5	458
Mediums	0	0	0	2	0	0	0	0	0	4	3	0	0	0	4	0	13
Total	0	1	0	2	0	0	0	0	4	8	191	0	0	0	260	5	471

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

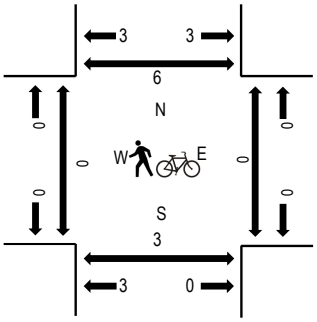
Location: 1 Shopping Center Driveway & SR 141 PM
Date: Thursday, August 13, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SR 141 Eastbound				SR 141 Westbound				Shopping Center Driveway Northbound				BB&T Driveway Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	272	11	0	0	237	6	0	0	0	16	0	0	0	15	557	2,442	0	0	2	2
4:15 PM	0	0	314	19	0	0	275	11	0	0	0	10	0	0	0	11	640	2,568	0	0	2	2
4:30 PM	0	0	303	10	0	0	263	12	0	0	0	11	0	0	0	28	627	2,531	0	0	0	0
4:45 PM	0	0	322	10	0	0	243	9	0	0	0	10	0	0	0	24	618	2,540	0	0	0	2
5:00 PM	0	0	356	12	0	0	284	2	0	0	0	11	0	0	0	18	683	2,558	0	0	1	2
5:15 PM	0	0	338	15	0	0	221	3	0	0	0	13	0	0	0	13	603		0	0	1	2
5:30 PM	0	0	325	12	0	0	283	4	0	0	0	5	0	0	0	7	636		0	0	2	6
5:45 PM	0	0	324	8	0	0	289	5	0	0	0	2	0	0	0	8	636		0	0	5	4

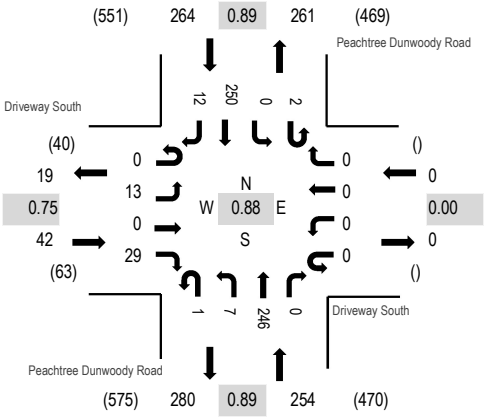
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	1,269	51	0	0	1,050	34	0	0	0	42	0	0	0	81	2,527
Mediums	0	0	24	0	0	0	14	0	0	0	0	0	0	0	0	0	38
Total	0	0	1,295	51	0	0	1,065	34	0	0	0	42	0	0	0	81	2,568

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

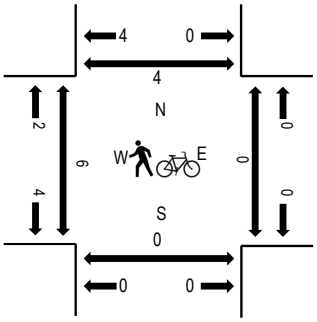
Location: 2 Peachtree Dunwoody Road & Driveway South PM
Date: Thursday, August 13, 2020
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Driveway South Eastbound				Driveway South Westbound				Peachtree Dunwoody Road Northbound				Peachtree Dunwoody Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	0	4	0	0	0	0	0	4	49	0	0	0	63	2	124	532	0	0	0	0
4:15 PM	0	2	0	4	0	0	0	0	0	3	53	0	0	0	79	1	142	555	1	0	0	0
4:30 PM	0	1	0	6	0	0	0	0	1	3	52	0	0	0	75	3	141	541	0	0	0	0
4:45 PM	0	3	0	7	0	0	0	0	0	4	52	0	1	0	55	3	125	560	0	0	0	0
5:00 PM	0	5	0	9	0	0	0	0	0	1	64	0	1	0	64	3	147	552	0	0	0	0
5:15 PM	0	2	0	6	0	0	0	0	0	1	61	0	0	0	56	2	128		4	0	0	4
5:30 PM	0	3	0	7	0	0	0	0	1	1	69	0	0	0	75	4	160		2	0	0	0
5:45 PM	0	0	0	2	0	0	0	0	0	3	48	0	1	0	61	2	117		2	0	0	0

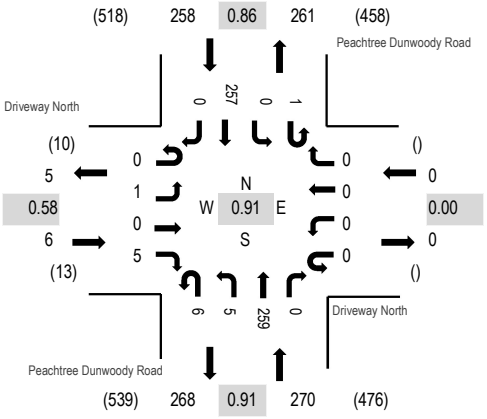
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	13	0	29	0	0	0	0	1	7	246	0	2	0	246	12	556
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	13	0	29	0	0	0	0	1	7	246	0	2	0	250	12	560

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

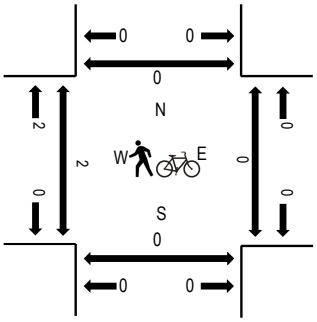
Location: 3 Peachtree Dunwoody Road & Driveway North PM
Date: Thursday, August 13, 2020
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Driveway North Eastbound				Driveway North Westbound				Peachtree Dunwoody Road Northbound				Peachtree Dunwoody Road Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	0	0	0	0	0	55	0	0	0	65	0	121	497	2	0	0	0
4:15 PM	0	0	0	3	0	0	0	0	5	0	50	0	0	0	80	0	138	512	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	52	0	0	0	66	1	120	508	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	2	0	53	0	0	0	62	0	118	534	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	2	1	71	0	1	0	61	0	136	510	0	0	0	0
5:15 PM	0	1	0	2	0	0	0	0	0	1	70	0	0	0	60	0	134		0	0	0	0
5:30 PM	0	0	0	2	0	0	0	0	2	3	65	0	0	0	74	0	146		2	0	0	0
5:45 PM	0	0	0	2	0	0	0	0	1	3	40	0	0	0	47	1	94		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	5	0	0	0	0	6	5	259	0	1	0	253	0	530
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	1	0	5	0	0	0	0	6	5	259	0	1	0	257	0	534

All Traffic Data Services

www.alltrafficdata.net

Site Code: A
Station ID: A
PEACHTREE ROAD WEST OF ROXBORO ROAD

Latitude: 0' 0.0000 Undefined

Start Time	13-Aug-20 Thu	EB	WB							Total
12:00 AM		33	22							55
12:15		42	22							64
12:30		25	21							46
12:45		22	20							42
01:00		31	17							48
01:15		20	16							36
01:30		17	14							31
01:45		16	8							24
02:00		8	9							17
02:15		11	10							21
02:30		13	14							27
02:45		9	5							14
03:00		13	8							21
03:15		9	11							20
03:30		12	4							16
03:45		11	10							21
04:00		8	7							15
04:15		10	10							20
04:30		13	15							28
04:45		19	17							36
05:00		20	14							34
05:15		21	26							47
05:30		27	23							50
05:45		33	37							70
06:00		36	44							80
06:15		44	78							122
06:30		84	98							182
06:45		90	146							236
07:00		103	118							221
07:15		107	221							328
07:30		116	255							371
07:45		179	**281**							460
08:00		169	**260**							429
08:15		175	**290**							465
08:30		163	**294**							457
08:45		181	234							415
09:00		195	267							462
09:15		174	209							383
09:30		161	251							412
09:45		199	246							445
10:00		194	254							448
10:15		238	220							458
10:30		177	272							449
10:45		228	260							488
11:00		**220**	238							**458**
11:15		**251**	282							**533**
11:30		**256**	252							**508**
11:45		**259**	314							**573**
Total		4442	5744							10186
Percent		43.6%	56.4%							
Peak	-	11:00	07:45	-	-	-	-	-	-	11:00
Vol.	-	986	1125	-	-	-	-	-	-	2072
P.H.F.		0.952	0.957							0.904

All Traffic Data Services

www.alltrafficdata.net

Site Code: A
Station ID: A
PEACHTREE ROAD WEST OF ROXBORO ROAD

Latitude: 0' 0.0000 Undefined

Start Time	13-Aug-20 Thu	EB	WB						Total
12:00 PM		278	247						525
12:15		312	**305**						617
12:30		238	**283**						521
12:45		274	**298**						572
01:00		315	**298**						613
01:15		304	272						576
01:30		264	269						533
01:45		293	289						582
02:00		238	286						524
02:15		286	295						581
02:30		283	256						539
02:45		293	274						567
03:00		288	278						566
03:15		283	253						536
03:30		286	296						582
03:45		266	268						534
04:00		288	243						531
04:15		324	286						610
04:30		314	275						589
04:45		**332**	252						584
05:00		**367**	286						**653**
05:15		**351**	224						**575**
05:30		**330**	287						**617**
05:45		326	294						**620**
06:00		295	256						551
06:15		330	279						609
06:30		279	254						533
06:45		275	209						484
07:00		312	278						590
07:15		262	253						515
07:30		235	209						444
07:45		202	197						399
08:00		185	171						356
08:15		148	139						287
08:30		153	128						281
08:45		141	140						281
09:00		136	116						252
09:15		138	111						249
09:30		98	98						196
09:45		126	83						209
10:00		105	82						187
10:15		101	52						153
10:30		89	67						156
10:45		86	55						141
11:00		61	44						105
11:15		56	42						98
11:30		57	50						107
11:45		50	34						84
Total		11053	9961						21014
Percent		52.6%	47.4%						
Peak	-	16:45	12:15	-	-	-	-	-	-	17:00
Vol.	-	1380	1184	-	-	-	-	-	-	2465
P.H.F.		0.940	0.970							0.944
Grand Total		15495	15705							31200
Percent		49.7%	50.3%							

ADT ADT 31,200 AADT 31,200

All Traffic Data Services

www.alltrafficdata.net

Site Code: B
Station ID: B
PEACHTREE DUNWOODY ROAD NORTH OF
PEACHTREE ROAD
Latitude: 0' 0.0000 Undefined

Start Time	13-Aug-20 Thu	NB	SB							Total
12:00 AM		2	4							6
12:15		7	6							13
12:30		1	4							5
12:45		3	3							6
01:00		3	1							4
01:15		2	1							3
01:30		1	1							2
01:45		1	4							5
02:00		1	0							1
02:15		0	2							2
02:30		0	0							0
02:45		0	1							1
03:00		2	1							3
03:15		0	1							1
03:30		0	1							1
03:45		1	0							1
04:00		1	0							1
04:15		2	2							4
04:30		2	2							4
04:45		2	2							4
05:00		4	3							7
05:15		1	3							4
05:30		4	2							6
05:45		2	4							6
06:00		8	11							19
06:15		16	9							25
06:30		11	13							24
06:45		18	19							37
07:00		27	16							43
07:15		31	42							73
07:30		25	52							77
07:45		46	50							96
08:00		50	49							99
08:15		**57**	59							116
08:30		**40**	**81**							**121**
08:45		**48**	**73**							**121**
09:00		**55**	**54**							**109**
09:15		55	**67**							**122**
09:30		37	59							96
09:45		51	58							109
10:00		40	55							95
10:15		52	49							101
10:30		37	71							108
10:45		57	66							123
11:00		54	59							113
11:15		35	56							91
11:30		49	53							102
11:45		36	81							117
Total		977	1250							2227
Percent		43.9%	56.1%							
Peak	-	08:15	08:30	-	-	-	-	-	-	08:30
Vol.	-	200	275	-	-	-	-	-	-	473
P.H.F.		0.877	0.849							0.969

All Traffic Data Services

www.alltrafficdata.net

Site Code: B
Station ID: B
PEACHTREE DUNWOODY ROAD NORTH OF
PEACHTREE ROAD
Latitude: 0' 0.0000 Undefined

Start Time	13-Aug-20 Thu	NB	SB							Total
12:00 PM		50	**72**							122
12:15		51	**92**							**143**
12:30		55	**79**							**134**
12:45		61	**75**							**136**
01:00		57	67							**124**
01:15		51	69							120
01:30		40	61							101
01:45		46	64							110
02:00		44	66							110
02:15		49	74							123
02:30		37	72							109
02:45		58	74							132
03:00		52	72							124
03:15		59	50							109
03:30		54	80							134
03:45		50	59							109
04:00		51	65							116
04:15		55	80							135
04:30		53	78							131
04:45		**56**	59							115
05:00		**70**	68							138
05:15		**63**	58							121
05:30		**72**	79							151
05:45		49	64							113
06:00		57	49							106
06:15		37	62							99
06:30		45	52							97
06:45		49	53							102
07:00		51	50							101
07:15		57	73							130
07:30		38	53							91
07:45		32	57							89
08:00		30	37							67
08:15		24	34							58
08:30		18	20							38
08:45		20	29							49
09:00		22	20							42
09:15		34	19							53
09:30		17	20							37
09:45		16	21							37
10:00		17	11							28
10:15		7	13							20
10:30		9	11							20
10:45		14	3							17
11:00		9	9							18
11:15		2	6							8
11:30		5	3							8
11:45		4	6							10
Total		1897	2388							4285
Percent		44.3%	55.7%							
Peak	-	16:45	12:00	-	-	-	-	-	-	12:15
Vol.	-	261	318	-	-	-	-	-	-	537
P.H.F.		0.906	0.864							0.939
Grand Total		2874	3638							6512
Percent		44.1%	55.9%							

ADT	ADT 6,512	AADT 6,512

All Traffic Data Services

www.alltrafficdata.net

Site Code: C
Station ID: C
PEACHTREE ROAD WEST OF CLUB DRIVE

Start Time	13-Aug-20 Thu	EB	WB							Total
12:00 AM		33	21							54
12:15		30	18							48
12:30		26	14							40
12:45		21	17							38
01:00		28	15							43
01:15		14	16							30
01:30		17	10							27
01:45		15	4							19
02:00		8	7							15
02:15		10	12							22
02:30		11	11							22
02:45		10	6							16
03:00		10	5							15
03:15		8	8							16
03:30		12	8							20
03:45		7	8							15
04:00		7	5							12
04:15		7	10							17
04:30		11	12							23
04:45		13	10							23
05:00		17	13							30
05:15		20	22							42
05:30		23	25							48
05:45		22	38							60
06:00		35	49							84
06:15		42	79							121
06:30		86	112							198
06:45		64	132							196
07:00		91	142							233
07:15		105	210							315
07:30		90	**253**							343
07:45		164	**244**							408
08:00		161	**260**							421
08:15		145	**272**							417
08:30		164	240							404
08:45		166	238							404
09:00		170	219							389
09:15		175	187							362
09:30		138	237							375
09:45		220	235							455
10:00		191	219							410
10:15		185	203							388
10:30		185	234							419
10:45		192	257							449
11:00		**229**	228							**457**
11:15		**212**	265							**477**
11:30		**258**	248							**506**
11:45		**260**	275							**535**
Total		4108	5353							9461
Percent		43.4%	56.6%							
Peak	-	11:00	07:30	-	-	-	-	-	-	11:00
Vol.	-	959	1029	-	-	-	-	-	-	1975
P.H.F.		0.922	0.946							0.923

All Traffic Data Services

www.alltrafficdata.net

Site Code: C
Station ID: C
PEACHTREE ROAD WEST OF CLUB DRIVE

Start Time	13-Aug-20 Thu	EB	WB							Total
12:00 PM		266	216							482
12:15		291	**284**							575
12:30		256	**253**							509
12:45		251	**271**							522
01:00		299	**304**							603
01:15		274	240							514
01:30		263	259							522
01:45		271	278							549
02:00		236	257							493
02:15		258	260							518
02:30		272	256							528
02:45		261	252							513
03:00		292	236							528
03:15		272	230							502
03:30		275	266							541
03:45		249	238							487
04:00		262	248							510
04:15		313	275							**588**
04:30		315	241							**556**
04:45		294	254							**548**
05:00		**347**	231							**578**
05:15		**325**	211							536
05:30		**305**	265							570
05:45		**319**	256							575
06:00		272	241							513
06:15		303	244							547
06:30		282	224							506
06:45		240	196							436
07:00		287	247							534
07:15		238	209							447
07:30		229	190							419
07:45		196	171							367
08:00		161	136							297
08:15		158	142							300
08:30		144	134							278
08:45		125	118							243
09:00		113	113							226
09:15		93	91							184
09:30		84	84							168
09:45		110	58							168
10:00		102	79							181
10:15		83	41							124
10:30		86	58							144
10:45		71	44							115
11:00		60	35							95
11:15		52	31							83
11:30		47	43							90
11:45		33	24							57
Total		10335	9034							19369
Percent		53.4%	46.6%							
Peak	-	17:00	12:15	-	-	-	-	-	-	16:15
Vol.	-	1296	1112	-	-	-	-	-	-	2270
P.H.F.		0.934	0.914							0.941
Grand Total		14443	14387							28830
Percent		50.1%	49.9%							
ADT		ADT 28,830		AADT 28,830						

APPENDIX E

Project Fact Sheets

Search... ployment News Contact Us Site Map

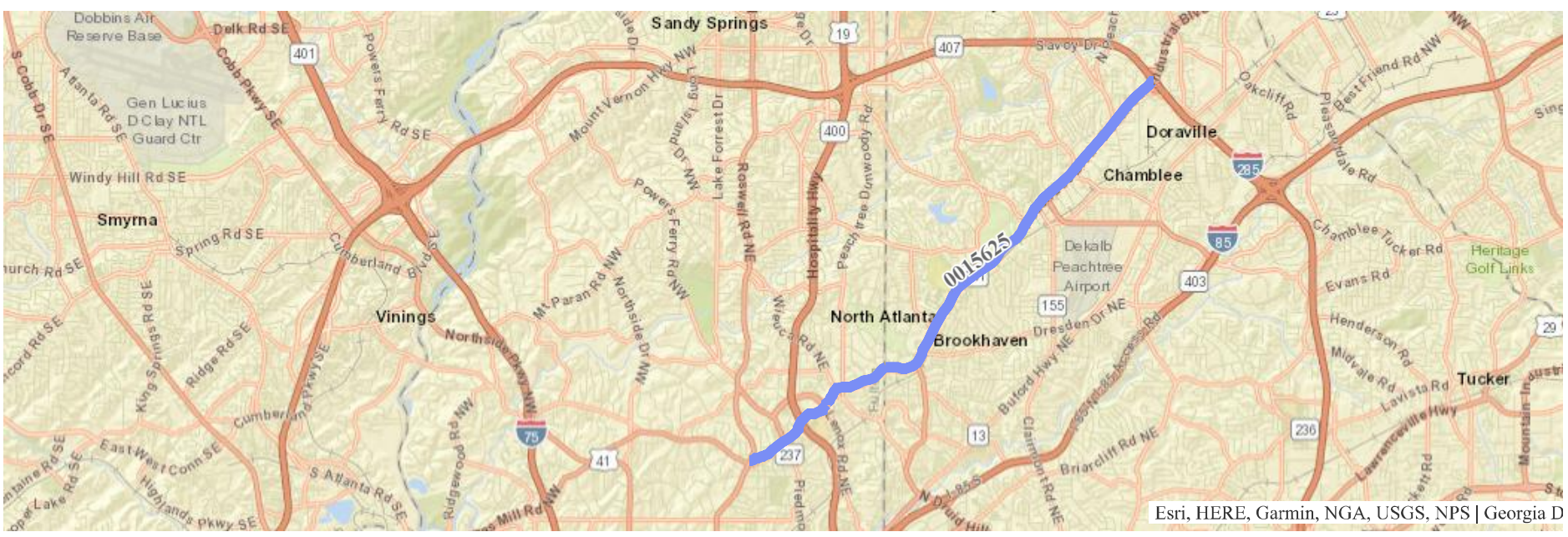
SR 8 @1 LOC & SR 141 @1 LOC-CONNECTED VEHICLE PILOT PROGRAM

Project ID:	**0015625**	Notice to Proceed Date:	
Project Manager:	Alan Sanford Davis	Construction Percent Complete:	%
Office:	Traffic Operations	Current Completion Date:	
County:	DeKalb, Fulton	Work Completion Date:	
Congressional District:	005, 006, 011	Construction Contract Amount:	
State Senate District.:	36, 39, 40, 42, 6	Construction Contractor:	
State House District:	54, 57, 58, 59, 79, 80, 81, 83, 89	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

This project will install roadside units for broadcasting Signal Phase and Timing (SPaT) information to be received by vehicles for connected vehicle applications. The information received by these units will provide the driver with feedback about the signal status. On SR 141, the project will run from SR 9 (Roswell Road) to I-285 Westbound Ramp. On SR 8 (Ponce de Leon Avenue) from Juniper Street to East Lake Road.

Activity	Program Year	Cost Estimate	Date of Last Estimate
CST (Construction)	2017	$1,000,000.00	



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

Most Visited

Transform 285/400 Project
Crash Reporting
Maps
Contractors
Road & Traffic Data

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

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AT-316

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

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	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	N/A 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		2020	**$1,000,000**	$0,000	$0,000	$0,000	$1,000,000
UTL	Local Jurisdiction/Municipality Funds		2021	**$250,000**	$0,000	$0,000	$0,000	$250,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2021	**$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 Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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

Report Generated: 10/16/2019

Wieuca Road Roundabout

Current as of 5/22/20

About the Project

In 2015, the Buckhead CID hired consultants to study the traffic impacts of new development around the intersection of Wieuca Road and Phipps Boulevard where traffic regularly backs up every rush hour. The goal was to identify possible traffic and safety improvements for drivers and alternative travel modes. The results of this analysis included recommendations for improvements to roadway turning movements, the intersection design of Wieuca Road at Phipps Boulevard and improved pedestrian crosswalks. The best application to address all of these recommendations was a roundabout.

Project Status

The engineering design is 50% complete. The right of way acquisition is scheduled to begin in November 2021 and construction is scheduled to begin in Q4 of 2021.

BUCKHEAD
Community Improvement District

CLICK HERE TO VIEW A DOWNLOADABLE VERSION OF THE IMAGE.

In 2015, the Buckhead CID hired consultants to study the traffic impacts of new development around the intersection of Wieuca Road and Phipps Boulevard where traffic regularly backs up every rush hour. The goal was to identify possible traffic and safety improvements for drivers and alternative travel modes. The results of this analysis included recommendations for improvements to roadway turning movements, the intersection design of Wieuca Road at Phipps Boulevard and improved pedestrian crosswalks. The best application to address all of these recommendations was a roundabout.

In 2017, the Buckhead CID held two public information meetings regarding the project. On June 7, the CID along with the City of Atlanta's initiative, Renew Atlanta and Pond and Company Engineers gave a presentation about the project's goals and plans during a second public information meeting. Click here to view the presentation.

APPENDIX F

Crash History Data

AccidentNo	Year	Route	IntersectingRoute	CrashSeverity	Injuries	Injuries Y/N	Fatalities	Fatalities Y/N	MannerOfCollision	LocationOfImpact	Light	Surface
6066379	2017	3500 PEACHTREE RD NE	WIEUCA RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Wet
6086400	2017	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6086406	2017	PEACHTREE DUNWOODY RD NE	ROXBORO RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6104306	2017	PEACHTREE DUNWOODY DR	PEACHTREE RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6104361	2017	PEACHTREE RD NE	WIEUCA RD NE	C	1	Y	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6104449	2017	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6110741	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Wet
6115874	2017	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6132481	2017	PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry
6166418	2017	WIEUCA RD NE PEACHTREE RD NE	PEACHTREE RD NE	O	1	Y	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6169933	2017	PEACHTREE RD NE	WIEUCA RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Wet
6173967	2017	WIEUCA RD NE PEACHTREE RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6179665	2017	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6184218	2017	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	C	2	Y	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6186108	2017	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Wet
6213242	2017	PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6213245	2017	WIEUCA RD NE	PEACHTREE RD NE	C	3	Y	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6214645	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6215024	2017	PEACHTREE RD NE	WIEUCA RD	C	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6216526	2017	WIEUCA RD	PHIPPS BLVD NE	B	1	Y	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6220842	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet
6222808	2017	WIEUCA RD NE	PEACHTREE RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Wet
6229491	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6233292	2017	3639 PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6239574	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6240583	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6251211	2017	3725 PEACHTREE DUNWOODY RD NE		O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Wet
6258092	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet
6267664	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6272476	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6275833	2017	PEACHTREE DUNWOODY RD NE	PEACHTREE RD NE	O	0	N	0	N		On Roadway - Roadway Intersection		Dry
6289413	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6299741	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6300144	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6308690	2017	3637 WIEUCA RD NE	PEACHTREE RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6308788	2017	ROXBORO RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6308820	2017	3639 PEACHTREE RD NE	PEACHTREE DUNWOODY DR NE	O	0	N	0	N	Rear End	Off Roadway	Dusk	Dry
6312033	2017	3500 PEACHTREE RD NE PHIPPS PLAZA	WIEUCA ROAD	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Wet
6317353	2017	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6331142	2017	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLighted	Dry
6356043	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6362814	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6363135	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6363166	2017	ROXBORO RD NE	PEACHTREE RD NE	O	1	Y	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6363243	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6376262	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6390085	2017	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6390805	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6402911	2017	WIEUCA RD	PHIPS BLVD	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6405103	2017	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Rear End	Off Roadway	DarkLighted	Dry
6414638	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6416080	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6417145	2017	WIEUCA RD	LONGLEAF DR	O	0	N	0	N	Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	DarkLighted	Dry
6422183	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6426951	2017	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6433727	2017	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6441788	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet
6449723	2017	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6449960	2017	PEACHTREE RD NE	WIEUCA RD NE	C	1	Y	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6450096	2017	ROXBORO RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry
6450959	2017	WIEUCA RD NE	PEACHTREE RD NE	C	1	Y	0	N	Angle	On Roadway - Roadway Intersection	Dusk	Dry
6465878	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Wet
6467249	2017	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6475129	2017	PEACHTREE RD	PEACHTREE DUNWOODY	O	1	Y	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6482200	2017	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6483492	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6484944	2017	PEACHTREE ROAD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6488943	2017	PHIPPS BLVD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6489304	2017	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6500568	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6501790	2017	3724 WIEUCA RD	PHIPPS BLVD	O	1	Y	0	N	Head On	On Roadway - Roadway Intersection	Daylight	Dry

AccidentNo	Year	Route	IntersectingRoute	CrashSeverity	Injuries	Injuries Y/N	Fatalities	Fatalities Y/N	MannerOfCollision	LocationOfImpact	Light	Surface
6502336	2017	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6510278	2017	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection		Wet
6511985	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6518096	2017	PEACHTREE RD NE	WIEUCA RD NE	C	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6518493	2017	3639 PEACHTREE RD NE	WEIUCA RD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry
6518499	2017	PEACHTREE RD NE	WIEUCA RD NE	C	1	Y	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6519999	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6522388	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6522390	2017	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6529116	2017	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Head On	On Roadway - Roadway Intersection	DarkLighted	Wet
6531340	2017	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6534714	2017	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6545561	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6547658	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
6549271	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Wet
6557676	2017	PHIPPS BLVD NE WIEUCA RD NE;	WIEUCA RD NE;	O	3	Y	0	N	Rear End	On Roadway - Non-Intersection	Dawn	Dry
6558539	2018	PEACHTREE DUNWOODY RD NE	PEACTREE RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	DarkLighted	Dry
6565751	2018	WIEUCA RD NE PEACHTREE RD NE	PEACHTREE RD NE	C	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Snow
6567137	2018	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6570477	2018	PARK BLVD	PHIPPS BLVD	O	0	N	0	N	Head On	On Roadway - Roadway Intersection	Daylight	Dry
6570514	2018	PEACHTREE DUNWOODY RD NE PEACHTREE RD N	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6584997	2018	PEACHTREE RD NE	ROXBORO RD NE	A	1	Y	0	N	Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	DarkLighted	Dry
6594056	2018	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Not A Collision with Motor Vehicle	Off Roadway	Daylight	Dry
6600039	2018	WIEUCA RD NE	PHIPPS BLVD NE	C	1	Y	0	N	Angle	On Roadway - Non-Intersection	DarkLighted	Dry
6606540	2018	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6611365	2018	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6625208	2018	PHIPPS BLVD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
6625210	2018	3535 PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	Private Property	Daylight	
6629188	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	Private Property	Daylight	Wet
6631252	2018	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6631255	2018	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6635575	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
6635582	2018	PEACHTREE RD	WIEUCA RD	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6635721	2018	PEACHTREE RD NE	ROXBORO RD NE	C	1	Y	0	N	Angle	On Roadway - Non-Intersection	DarkLighted	Dry
6640002	2018	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6640011	2018	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6641599	2018	3630 PEACHTREE RD NE		O	0	N	0	N	Sideswipe-Opposite Direction	Private Property	DarkLighted	Dry
6752047	2018	3600 WIEUCA RD NE		C	1	Y	0	N	Rear End	On Roadway - Non-Intersection	DarkLighted	Dry
6754912	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
6755175	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6755438	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6755942	2018	PEACHTREE RD	PEACHTREE DUNWOODY RD	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
6756282	2018	3639 PEACHTREE ROAD	ROXBORO	O	0	N	0	N	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Daylight	
6756741	2018	ROXBORO RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6757332	2018	PEACHTREE DUNWOODY RD NE PEACHTREE RD N	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6757353	2018	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6757814	2018	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Sideswipe-Opposite Direction	Off Roadway	Daylight	Dry
6758194	2018	PEACHTREE DUNWOODY RD NE	ROXBORO RD NE	O	0	N	0	N		On Roadway - Non-Intersection	Daylight	Dry
6758714	2018	ROXBORO RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Dry
6773198	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Wet
6774276	2018	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6778500	2018	ROXBORO RD	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6779649	2018	3637 PEACHTREE RD NE	WIEUCA RD	C	1	Y	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6784658	2018	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6788026	2018	WIEUCA RD		O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6792913	2018	WIEUCA	PHIPPS BLVD	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
6809239	2018	3637 PEACHTREE RD NE	WIEUCA RD	O	0	N	0	N	Angle	Private Property	Daylight	Dry
6814910	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	DarkLighted	Wet
6820089	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Wet
6825224	2018	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6829443	2018	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6836082	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6867021	2018	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
6870347	2018	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6881063	2018	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6889745	2018	PEACHTREE RD NE PEACHTREE DUNWOODY RD N	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6890860	2018	WIEUCA RD NE	PEACHTREE RD NE	B	2	Y	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6894880	2018	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	C	2	Y	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6905379	2018	3639 PEACHTREE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	Private Property	Daylight	Dry
6909704	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6909927	2018	WIEUCA RD	PHIPPS BLVD	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Wet

AccidentNo	Year	Route	IntersectingRoute	CrashSeverity	Injuries	Injuries Y/N	Fatalities	Fatalities Y/N	MannerOfCollision	LocationOfImpact	Light	Surface
6909962	2018	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
6916447	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Dry
6918023	2018	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry
6924038	2018	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6925539	2018	3639 PEACHTREE RD NE	ROXBORO RD NE	C	1	Y	0	N	Angle	On Roadway - Non-Intersection	DarkLighted	Dry
6934776	2018	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	Daylight	Dry
6938807	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6945178	2018	PEACHTREE RD NE	ROXBORO RD	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
6946751	2018	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Wet
6950394	2018	WIEUCA	PHIPPS BLVD. NE.	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Wet
6965252	2018	PEACHTREE RD NE	PEACHTREE DUNWOODY	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
6977533	2018	ROXBORO RD NE PEACHTREE RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6984536	2018	ROXBORO RD NE	PEACHTREE DUNWOODY RD NE	C	1	Y	0	N	Rear End	On Roadway - Non-Intersection	DarkLighted	Dry
6990931	2018	PEACHTREE RD NE PEACHTREE DUNWOODY RD N	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
6995418	2018	750 PARK AVE NE	WIEUCA ROAD NE	O	0	N	0	N	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Daylight	Dry
6995435	2018	ROXBORO RD NE	PEACHTREE RD NE	O	1	Y	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
6999359	2018	3639 PEACHTREE RD NE		O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Wet
7000245	2018	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
7000568	2018	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	DarkLighted	Wet
7024758	2018	PEACHTREE DUNWOODY RD NE	PEACHTREE RD NE	O	2	Y	0	N	Head On	On Roadway - Roadway Intersection	Daylight	Dry
7024818	2018	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Wet
7025151	2018	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Wet
7025582	2018	3630 PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7025837	2018	PEACHTREE DUNWOODY RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7032576	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
7033647	2018	PEACHTREE RD NE ROXBORO RD NE	ROXBORO RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	DarkLighted	Wet
7036792	2019	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7050173	2019	3630 PEACHTREE	PEACHTREE DUNWOODY RD	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7060818	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
7071827	2019	PEACHTREE RD NE	PEACHTREE DUNWODY RD NE	O	0	N	0	N	Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	DarkLighted	Dry
7071920	2019	ROXBORO RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7078245	2019	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N				
7079854	2019	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLighted	Dry
7084170	2019	PEACHTREE DUNWOODY	PEACHTREE RD	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7086313	2019	PEACHTREE DUNWOODY RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7091627	2019	PARK AVE NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	DarkLighted	Wet
7096759	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Wet
7115595	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7122549	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7125845	2019	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7130092	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7134468	2019	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	Daylight	Dry
7134588	2019	PHIPPS BLVD NE	PARK AVE NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7134607	2019	180 SOUTHSIDE INDUSTRIAL PKWY SE	ROXBORO RD NE	O	0	N	0	N	Rear End			
7134642	2019	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7134679	2019	PHIPPS BLVD NE	WIEUCA RD NE	B	1	Y	0	N	Head On	On Roadway - Roadway Intersection	Daylight	Dry
7143848	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
7146137	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7150461	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	DarkLighted	Dry
7166833	2019	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7167312	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7177049	2019	PEACHTREE RD NE ROXBORO RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection		
7192252	2019	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7194570	2019	3637 PEACHTREE ROAD NE	WIEUCA ROAD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7200755	2019	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7210082	2019	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7224892	2019	ROXBORO RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7228424	2019	PHIPPS BLVD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7230531	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7241384	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Daylight	Dry
7254852	2019	PHIPPS BLVD	PARK AVE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7275684	2019	PEACHTREE DUNWOODY RD NE	PEACHTREE RD NE	A	1	Y	0	N	Head On	On Roadway - Roadway Intersection	DarkLighted	Dry
7276923	2019	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	C	1	Y	0	N	Angle	On Roadway - Driveway Intersection	Daylight	Dry
7277544	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7289669	2019	PHIPPS BLVD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7305802	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Wet
7312162	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7312290	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Wet
7312342	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7316595	2019	PEACHTREE RD	WIEUCA RD	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7318303	2019	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	B	1	Y	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry

AccidentNo	Year	Route	IntersectingRoute	CrashSeverity	Injuries	Injuries Y/N	Fatalities	Fatalities Y/N	MannerOfCollision	LocationOfImpact	Light	Surface
7321708	2019	WIUECA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7331174	2019	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7335541	2019	PEACHTREE RD NE PEACHTREE DUNWOODY RD N	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7341581	2019	PEACHTREE DUNWOODY RD NE PEACHTREE RD N	PEACHTREE RD NE	C	1	Y	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
7341737	2019	WIEUCA RD NE PEACHTREE RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7341895	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7343426	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkNot Lighted	Dry
7354878	2019	3639 PEACHTREE RD NE	ROXBORO RD	O	0	N	0	N	Not A Collision with Motor Vehicle	Private Property	Daylight	Dry
7357089	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7357971	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	Daylight	Dry
7360040	2019	WIEUCA RD NE	PHIPPS BLVD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
7370092	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	C	3	Y	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry
7370782	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	Daylight	Dry
7372722	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7376069	2019	PEACHTREE RD NE ROXBORO RD NE	ROXBORO RD NE	C	1	Y	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7379225	2019	WIEUCA RD NE	PEACHTREE RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7385646	2019	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7385656	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N		On Roadway - Non-Intersection		Dry
7394117	2019	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7395034	2019	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Daylight	Dry
7395091	2019	PEACHTREE RD NE ROXBORO RD NE	ROXBORO RD NE	O	0	N	0	N		Private Property	Daylight	Dry
7398331	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7404310	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Dry
7408006	2019	ROXBORO RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7419637	2019	3535 PEACHTREE RD NE TARGET - PEACHTREE	WEIUCA RD	O	0	N	0	N	Angle	On Roadway - Non-Intersection	DarkLighted	Dry
7421061	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7422551	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Wet
7425017	2019	PHIPPS BLVD	WIEUCA RD	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7430933	2019	PEACHTREE DUNWOODY RD NE PEACHTREE RD N	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Dry
7435132	2019	PEACHTREE RD NE	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Angle	On Roadway - Roadway Intersection	DarkLighted	Dry
7437842	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Wet
7450297	2019	PEACHTREE RD NE WIEUCA RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Wet
7467450	2019	PEACTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7467557	2019	PEACHTREE RD NE PEACHTREE DUNWOODY RD N	PEACHTREE DUNWOODY RD NE	O	0	N	0	N	Rear End	On Roadway - Roadway Intersection	Daylight	Dry
7467586	2019	WIEUCA RD NE PHIPPS BLVD NE	PHIPPS BLVD NE	C	0	N	0	N	Head On	On Roadway - Non-Intersection	Daylight	Dry
7468364	2019	PHIPPS BLVD NE	PARK AVE NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet
7479264	2019	PEACHTREE RD NE	ROXBORO RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Dry
7485660	2019	WIEUCA RD	PEACHTREE RD	O	0	N	0	N	Rear End	On Roadway - Non-Intersection	Dusk	Dry
7490983	2019	ROXBORO RD NE PEACHTREE RD NE	PEACHTREE RD NE	O	0	N	0	N	Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry
7493836	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	DarkLighted	Dry
7502217	2019	PEACHTREE RD NE	WIEUCA RD NE	O	0	N	0	N	Angle	On Roadway - Non-Intersection	Daylight	Wet

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Ritz Carlton Hotel and Residences* development. The approximate 3.45-acre site is bounded by an existing parking deck to the north, Peachtree-Dunwoody Road to the east, Wieuca Road Baptist Church to the west, and the existing 3630 Peachtree Building and Plaza to the south in the City of Atlanta (Buckhead Area), Georgia. The project site currently contains an existing 5 story parking deck with associated streetscape along Peachtree-Dunwoody Road. The proposed project (a tower consisting of hotel use on the lower floors and residential use on the upper floors) is expected to be completed by 2023, and this analysis will consider full build-out of the proposed site in 2023. This study evaluates the impact of developing 82 multi-family residential units, a 256-key hotel, and 22,600 SF of event space.

The proposed development will be served by two existing driveways that provide access to the hotel and residential parking deck. Existing Site Driveway A is an existing Right-In/Right-Out driveway along Peachtree Road (SR 141), Existing Site Driveway B is an existing full-movement driveway located along Peachtree-Dunwoody Road. The site driveways operate under side-street stop control.

The study area consists of the following existing intersections:

1. Wieuca Road at Phipps Boulevard (currently signalized, future roundabout)
2. Peachtree Road (SR 141) at Wieuca Road (signalized)
3. Peachtree Road (SR 141) at Existing Right-In/Right-Out Site Driveway A (unsignalized)
4. Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road (signalized)
5. Peachtree-Dunwoody Road at Existing Site Driveway B (unsignalized)
6. Peachtree-Dunwoody Road at Existing Driveway C (unsignalized)

This report summarizes the analyses of the study intersections under the following three (3) scenarios:

1. Adjusted 2020 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions
3. Projected 2023 Build Traffic Conditions

The level-of-service (LOS) analysis indicated all but one (1) of the study intersections operate at LOS D or better under Adjusted 2020 conditions, Projected 2023 No-Build conditions, and Projected 2023 Build conditions. Under Adjusted 2020 conditions during the PM peak hour, the intersection of Peachtree Road (SR 141) at Wieuca Road (Intersection 2) operates at LOS E, therefore, based on guidelines from the Georgia Regional Transportation Authority the LOS standard for this intersection becomes LOS E for future No-Build and Build scenarios. This intersection is expected to continue operating at LOS E under Projected 2023 No-Build and Projected 2023 Build conditions. As a result of the traffic analysis presented in this report, the impact to the future programmed roundabout and other study intersections is negligible.

QUESTIONS & ANSWERS

The following information is provided to address the concerns from the Development Review Committee discussion on August 5, 2020.

- How does the development's projected traffic affect the intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road?
    - Under Projected No-Build 2023 Conditions, this intersection operates acceptably at LOS D during the AM peak hour and LOS C during the PM peak hour.
    - Under Projected Build 2023 Conditions, this intersection will continue operating acceptably at LOS D during the AM and PM peak hours.

- How was event space of the projected development taken into consideration?
    - 22,600 SF of event space was analyzed (in addition to the hotel and residential units) in all Projected 2023 Build scenarios to project and analyze a typical weekday event during typical AM and PM peak hours. Additional peak hour arriving and departing trips were added to the traffic study to account for a possible event that would occur on a weekday.

- How does the development's projected traffic affect the future multimillion-dollar roundabout at Wieuca Road and Phipps Boulevard?
    - Under Projected 2023 Build conditions the roundabout is projected to operate acceptably at an overall LOS C during the AM peak hour and overall LOS A during the PM peak hour.
    - It may be noted that the southbound Wieuca Road approach is projected to operate at LOS E during the AM peak hour under both Projected 2023 No-Build and Build conditions.
    - The proposed development is projected to increase the entering traffic of the roundabout by a maximum of 1.82% during the peak hours.

- How will the left-turn queueing along eastbound Peachtree Road (SR 141) at Peachtree-Dunwoody Road/Roxboro Road be affected by the projected development traffic?
    - It should be noted that the traffic signals along Peachtree Road (SR 141) are maintained through the RTOP program which actively manages the signal timings. If the left-turn volume increases in the future, the signal timings can be adjusted to account for that volume to help with vehicle queueing.
    - A comparison of 95th percentile queueing (in feet) for the AM (PM) peak hours is below:
        - Projected 2023 No-Build: 199' (210')
        - Projected 2023 Build: 310' (297')
    - While this is a slight increase in projected queue length, it should be noted that the queues under the Adjusted 2020 and Projected 2023 No-Build conditions already fill-up the left-turn storage lane and will occasionally exceed the provided storage lane.

- How will the left-turn queueing along northbound Peachtree-Dunwoody Road be affected by the projected development traffic?
    - A comparison of 95th percentile queueing (in feet) for the AM (PM) peak hours is below:
        - Projected 2023 No-Build: 25' (0')
        - Projected 2023 Build: 25' (25')
    - Vehicle queueing along Peachtree-Dunwoody Road for vehicles turning left into the site is projected to be minimal. The volume of southbound Peachtree-Dunwoody Road through traffic is light enough to provide easy left-turn access into the site.

- What are the recommendations of the Traffic Study?
    - Based on the Projected 2023 Build traffic conditions, no offsite or site access improvements are recommended at this time.