

Intuitive Surgical DRI #3720

City of Peachtree Corners, Georgia

August 2022

Prepared for:

Intuitive

Prepared by:

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Transportation Analysis – CONFIDENTIAL

Intuitive Surgical

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Available Upon Request

Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Intuitive Surgical* development located in the City of Peachtree Corners, Georgia. The approximate 32.34-acre site is located west of Peachtree Parkway (SR 141), north of Spalding Drive, and south of Peachtree Corners Circle in the City of Peachtree Corners, Georgia. The site currently consists of a total of 339,942 SF of existing office space in four (4) buildings and the associated surface parking. Three (3) buildings are planned to remain, while one (1) building (52,202 SF) will be demolished.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2027 (approximately 5 years).

| Table 1: Proposed Land Use and Density | |
|---|-----------------------------|
| Land Use | Proposed |
| Office | 387,000 SF new construction |
| Manufacturing/Assembly | 599,105 SF |

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Alternative transportation mode reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated June 30, 2022).

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2027 No-Build conditions, and the Projected 2027 Build conditions.

- Existing 2022 conditions represent traffic volumes that were collected in May 2022 and calibrated based on available GDOT count station data to account for traffic impacts due to COVID. (Note: Traffic Count methodology was outlined in the methodology meeting packet).
- Projected 2027 No-Build conditions represent the Existing 2022 traffic volumes grown for five (5) additional years at 1.0% per year throughout the study network.
- Projected 2027 Build conditions represent the Projected 2027 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Intuitive Surgical* development.

The intersections of Peachtree Parkway (SR 141) at Peachtree Corners Circle (Intersection 3), Peachtree Parkway (SR 141) at Triangle Drive (Intersection 5), and Peachtree Parkway (SR 141) at Spalding Drive (Intersection 8) contain approaches which currently operate at LOS F under the Existing 2022 conditions.

No-Build (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Existing 2022 and Projected 2027 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**):

- Peachtree Corners Circle at Triangle Parkway (Intersection 2)
 - Install a traffic signal, if and when warranted.
 - Construct an exclusive eastbound right-turn lane along Peachtree Corners Circle.
- Peachtree Parkway (SR 141) at Triangle Drive (Intersection 5)
 - Install a traffic signal, if and when warranted, and as approved by GDOT (full-movement intersection or signalized RCUT).
 - Provide an exclusive eastbound left-turn lane along Triangle Drive.
 - Provide an exclusive westbound left-turn lane along the Private Driveway.
- Peachtree Parkway (SR 141) at Spalding Drive (Intersection 8)
 - Restripe an exclusive left-turn lane as a through lane on the eastbound and westbound approaches of Spalding Drive, so that each approach consists of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane. Provide protected/permissive left-turn phasing.
 - Provide a second receiving lane along both the eastbound and westbound approaches of Spalding Drive.

Build (Site Access Improvements)

Although no site access improvements are needed to improve level-of-service (LOS) under the Projected 2027 Build conditions, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 9**):

- Spalding Drive at Data Drive (Driveway A) Drive (Intersection 6)
 - Construct an exclusive southbound right-turn lane along Data Drive (Site Driveway A).

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

Peachtree Corners Circle at Triangle Parkway (Intersection 2)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | Triangle Parkway | | | | | | Peachtree Corners Circle | | | Peachtree Corners Circle | | | |
|---|----|------------------|----------|---|------------|---|---|--------------------------|----------|-----|--------------------------|----------|---|--|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | B (10.9) | | | | | | | | | | | |
| | | Approach LOS | D (40.9) | | | | | | A (9.4) | | | A (6.3) | | |
| | | Storage | 370 | | | | | | | 150 | 200 | | | |
| | | 50th Queue | 50 | | 0 | | | | 258 | 15 | 16 | 135 | | |
| | | 95th Queue | 79 | | 27 | | | | 416 | 27 | 34 | 167 | | |
| | PM | Overall LOS | B (14.8) | | | | | | | | | | | |
| | | Approach LOS | D (38.2) | | | | | | B (12.3) | | | A (7.3) | | |
| | | Storage | 370 | | | | | | | 150 | 200 | | | |
| | | 50th Queue | 68 | | 0 | | | | 253 | 5 | 1 | 135 | | |
| | | 95th Queue | 116 | | 50 | | | | 419 | 14 | 5 | 344 | | |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | B (16.0) | | | | | | | | | | | |
| | | Approach LOS | D (41.2) | | | | | | B (15.5) | | | B (11.2) | | |
| | | Storage | 370 | | | | | | | 150 | 200 | | | |
| | | 50th Queue | 55 | | 2 | | | | 299 | 22 | 50 | 550 | | |
| | | 95th Queue | 75 | | 19 | | | | 358 | 11 | 86 | 524 | | |
| | PM | Overall LOS | C (21.6) | | | | | | | | | | | |
| | | Approach LOS | D (44.6) | | | | | | B (19.2) | | | B (10.5) | | |
| | | Storage | 370 | | | | | | | 150 | 200 | | | |
| | | 50th Queue | 86 | | 17 | | | | 402 | 6 | 3 | 544 | | |
| | | 95th Queue | 121 | | 56 | | | | 475 | 16 | 7 | 740 | | |

Peachtree Parkway (SR 141) at Triangle Drive (Intersection 5)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Triangle Drive | | | Private Driveway | | |
|---|----|--------------|-------------------------------|-----|-----|-------------------------------|------|-----|----------------|-----|-----|------------------|----|----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | A (8.4) | | | | | | | | | | | |
| | | Approach LOS | A (8.7) | | | A (8.0) | | | E (75.5) | | | E (75.2) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | 155 | 405 | 0 | 176 | 88 | 1 | | 4 | 1 | | 1 | 0 |
| | | 95th Queue | 172 | 501 | 0 | 173 | 131 | 0 | | 17 | 61 | | 8 | 0 |
| | PM | Overall LOS | A (8.6) | | | | | | | | | | | |
| | | Approach LOS | A (8.5) | | | A (7.7) | | | E (69.2) | | | E (66.9) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | 18 | 321 | 0 | 1 | 86 | 0 | | 19 | 3 | | 3 | 0 |
| | | 95th Queue | 29 | 478 | 0 | 2 | 54 | 0 | | 50 | 73 | | 15 | 14 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | B (15.0) | | | | | | | | | | | |
| | | Approach LOS | B (13.1) | | | B (16.6) | | | E (76.2) | | | E (75.2) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | 280 | 308 | 0 | 171 | 1334 | 1 | | 11 | 18 | | 1 | 0 |
| | | 95th Queue | 269 | 294 | 0 | 156 | 1154 | 0 | | 24 | 54 | | 8 | 0 |
| | PM | Overall LOS | B (10.5) | | | | | | | | | | | |
| | | Approach LOS | B (8.7) | | | A (7.9) | | | E (73.9) | | | E (66.9) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | 7 | 79 | 0 | 1 | 32 | 0 | | 55 | 44 | | 3 | 0 |
| | | 95th Queue | 8 | 88 | 0 | 4 | 292 | 1 | | 103 | 169 | | 15 | 14 |

Peachtree Parkway (SR 141) at Spalding Drive (Intersection 8)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Spalding Drive | | | Spalding Drive | | |
|----------------------------|----|----------------------------|----------|------|----------------------------|----------|------|----------------|----------|-----|----------------|----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (46.1) | | | | | | | | | | |
| | | Approach LOS | D (40.8) | | | D (38.0) | | | E (74.8) | | | E (72.8) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 181 | 936 | 0 | 101 | 918 | 16 | 239 | 176 | 1 | 78 | 154 |
| | | 95th Queue | 333 | 1227 | 29 | 109 | 1284 | 51 | 386 | 236 | 22 | 124 | 201 |
| | PM | Overall LOS | D (42.8) | | | | | | | | | | |
| | | Approach LOS | C (29.6) | | | D (44.4) | | | E (66.7) | | | E (66.7) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 104 | 758 | 0 | 96 | 168 | 2 | 77 | 213 | 0 | 79 | 171 |
| | | 95th Queue | 213 | 948 | 47 | 177 | 206 | 12 | 109 | 218 | 4 | 126 | 218 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | E (72.0) | | | | | | | | | | |
| | | Approach LOS | E (76.6) | | | E (64.0) | | | E (78.5) | | | E (79.3) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 297 | 1165 | 0 | 104 | 1228 | 90 | 255 | 190 | 8 | 74 | 228 |
| | | 95th Queue | 475 | 1343 | 29 | 104 | 1247 | 91 | 415 | 220 | 18 | 124 | 308 |
| | PM | Overall LOS | D (47.8) | | | | | | | | | | |
| | | Approach LOS | D (37.8) | | | D (45.5) | | | E (67.6) | | | E (66.7) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 134 | 863 | 7 | 97 | 193 | 1 | 138 | 280 | 3 | 74 | 190 |
| | | 95th Queue | 274 | 1130 | 59 | 165 | 274 | 8 | 215 | 307 | 34 | 117 | 236 |

Impacted Queue Lengths Exceeding Storage

| Intersection | Movement | Storage Length | Projected Build Queue Length (AM / PM) | Recommendation |
|---|----------|----------------|--|--|
| 1. Spalding Drive at Peachtree Corners Circle | EBL* | 120 | 154 / 276 (50 th) 246 / 377 (95 th) | No-Build (System Improvement): Consider extending EBL lane storage. |
| 3. Peachtree Parkway (SR 141) at Peachtree Corners Circle | EBL* | 180 | 187 / 273 (50 th) 291 / 334 (95 th) | No-Build (System Improvement): Consider extending EBL lane storage. |
| | WBL* | 170 | 124 / 131 (50 th) 198 / 211 (95 th) | No-Build (System Improvement): Consider extending WBL lane storage. |
| 5. Peachtree Parkway (SR 141) at Triangle Drive | SBL* | 370 | 575 / 20 (95 th) | No-Build (System Improvement): Install a traffic signal. |
| 8. Peachtree Parkway (SR 141) at Spalding Drive | EBL** | 190 | 149 / 106 (50 th) 220 / 142 (95 th) | No-Build (System Improvement): Provide protected/permissive left turn. Extend storage into center TWLTL. |
| | NBL | 420 | 297 / 141 (50 th) 475 / 286 (95 th) | Consider extending NBL lane storage. |

* Exceeds available storage in Existing 2022 conditions

** Exceeds available storage in No-Build 2027 conditions

1.0 PROJECT DESCRIPTION

1.1 Introduction

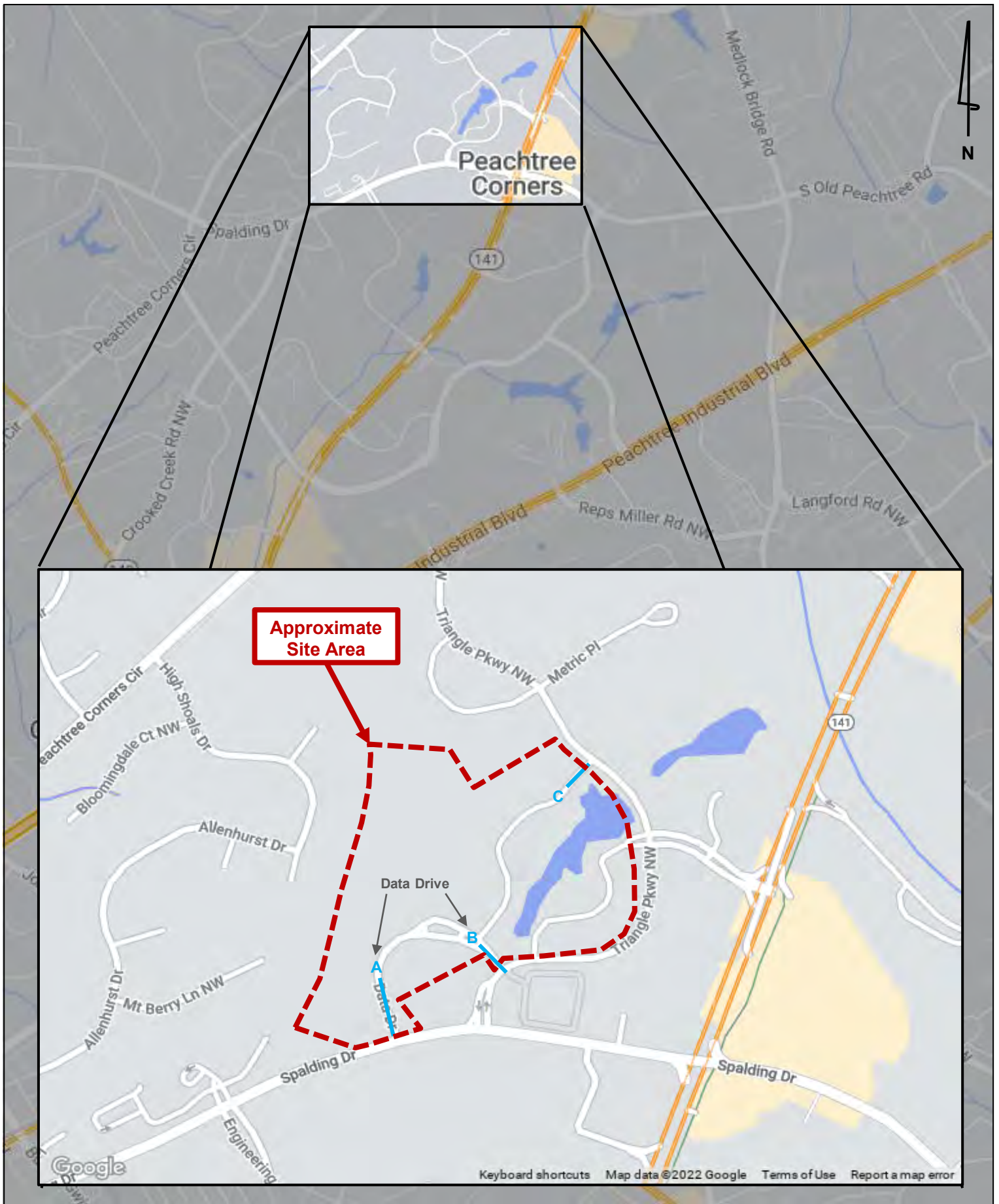
This report presents the analysis of the anticipated traffic impacts of the proposed *Intuitive Surgical* development located in the City of Peachtree Corners, Georgia. The approximate 32.34-acre site is located west of Peachtree Parkway (SR 141), north of Spalding Drive, and south of Peachtree Corners Circle. The project site is currently zoned M-1 (Light-Industrial). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of 339,942 SF of existing office space in four (4) buildings, and its associated surface parking. Three (3) buildings are proposed to remain, while one (1) building (52,202 SF) of existing office space and surface parking is proposed to be demolished and redeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2027 (approximately 5 years).

| Table 2: Proposed Land Use and Density | |
|--|-----------------------------|
| Land Use | Proposed |
| Office | 387,000 SF new construction |
| Manufacturing/Assembly | 599,105 SF |

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of new mixed-use development in a *Regional Center* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 8, 2022 by the City of Peachtree Corners. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated June 30, 2022.





1.2 Site Access

As currently envisioned, the proposed development will be accessible via three (3) total existing access points:

1. **Data Drive (Site Driveway A)** – an existing, signalized, full-movement driveway located along Spalding Drive approximately 1,500 feet west of Peachtree Parkway (SR 141).
2. **Data Drive (Site Driveway B)** – an existing, unsignalized, full-movement driveway located along Triangle Parkway approximately 350 feet north of Spalding Drive and operating under sidestreet stop control.
3. **Site Driveway C** – an existing, unsignalized, full-movement driveway located along Triangle Parkway approximately 2,100 feet north of Spalding Drive and operating under sidestreet stop control.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development. Site Driveway A and C provide access to the majority of parking facilities. Site Driveway B provides access to the main drop-off and Building G parking only. Additionally, the heavy vehicles entering/exiting the site will be served via Site Driveway A.

Pedestrian facilities will be provided along the site frontages. Pedestrian sidewalk and trail facilities are proposed to be provided through the development to connect the various land uses. Pedestrian bridges will also connect the proposed parking decks to the new land uses. Pedestrian facilities internal to the site to connect each land use to the greater transportation network are currently under consideration.

1.4 Parking

Parking will be provided on-site with multiple new parking decks attached to the office and manufacturing buildings.

The current number of total site parking spaces required by code is listed below in **Table 3**.

| Table 3: Proposed Parking | | |
|--|---------------------|---------------------|
| Land Use | Minimum | Maximum |
| Industrial/Manufacturing (Building B) | 475 | 1,004 |
| Office, business/professional (Building G) | 774 | 1,720 |
| Total | 1,249 spaces | 2,724 spaces |

A total of 2,425 parking spaces are proposed for the site, located in structured parking decks. The site development is currently in progress and the number of parking provided is subject to change.

Administrative variances may be granted by staff for a reduction or increase of not more than 30%, per the [City of Peachtree Corners code](#). Additionally, all developments exceeding 1,500 parking spaces are required to provide at least 25% of the available parking in a parking deck, per the [City of Peachtree Corners code](#).

1.5 *Alternative Transportation Facilities*

Pedestrian sidewalk facilities are currently provided along site frontages. Pedestrian sidewalk and trail facilities are proposed to be provided through the development to connect the various land uses. Pedestrian bridges will also connect the proposed parking decks to the new land uses.

Any alternative parking will be designed in accordance with City of Peachtree Corners standards and will be coordinated with the City during the permitting process. Other alternative parking options will be considered as design advances.

Additionally, the project site is served by one Gwinnett Transit bus stop along its Data Drive frontage that is currently served by Route 35 six days a week. The route provides local service to the Doraville MARTA Station, the Forum, Norcross High School, and other local destinations nearby.

1.6 *Enhanced Focus Area for Dense Urban Environments*

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Intuitive Surgical* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, as it is not located within the Buckhead CID, Midtown Alliance, or Atlanta Downtown Improvement District.

1.7 *Enhanced Focus Area for Heavy Vehicles*

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, and the DRI methodology meeting, the *Intuitive Surgical* development does not qualify for a “Heavy Vehicle Enhanced Focus Area” review, as limited Heavy Vehicles will be generated by the development.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

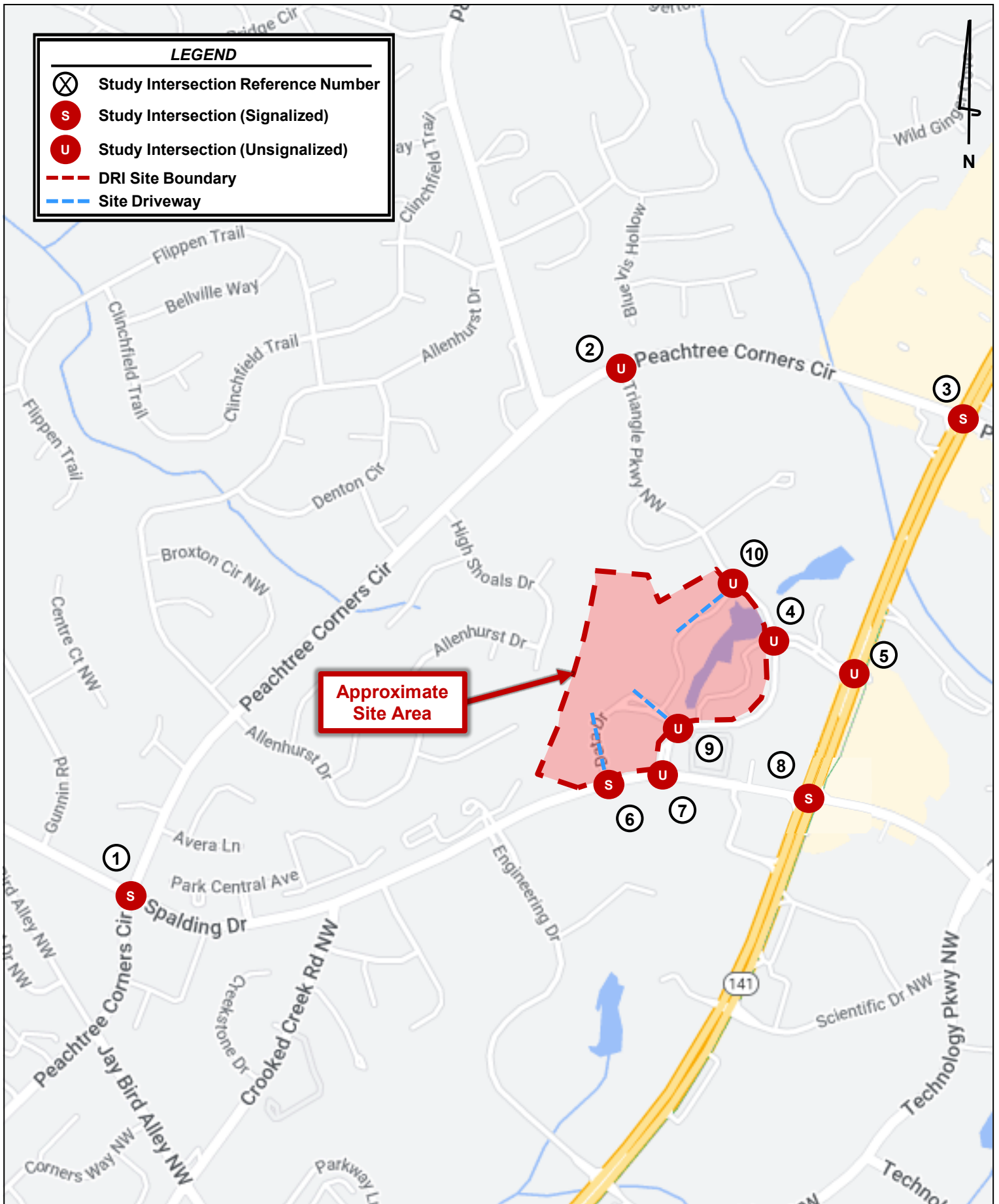
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following eight (8) off-site intersections plus existing site driveways described in **Table 4** and is shown visually in **Figure 3**.

| Table 4: Intersection Control Summary | | |
|---|---|---------------------|
| Intersection | Jurisdiction | Control |
| 1. Spalding Drive at Peachtree Corners Circle | Gwinnett DOT/ Peachtree Corners | Signalized |
| 2. Peachtree Corners Circle at Triangle Parkway | Peachtree Corners | Unsignalized (TWSC) |
| 3. Peachtree Parkway (SR 141) at Peachtree Corners Circle | GDOT/Gwinnett DOT/ Peachtree Corners | Signalized |
| 4. Triangle Parkway at Triangle Drive | Peachtree Corners | Unsignalized (TWSC) |
| 5. Peachtree Parkway (SR 141) at Triangle Drive | GDOT/ Peachtree Corners | Unsignalized (TWSC) |
| 6. Spalding Drive at Data Drive (Driveway A) | Gwinnett DOT/ Peachtree Corners | Signalized |
| 7. Spalding Drive at Triangle Parkway | Peachtree Corners | Unsignalized (TWSC) |
| 8. Peachtree Parkway (SR 141) at Spalding Drive | GDOT/Gwinnett DOT/Peachtree Corners | Signalized |

2.2 Existing Roadway Facilities

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

| Table 5: Roadway Classifications | | | |
|----------------------------------|-------|--------|-----------------------------------|
| Roadway | Lanes | AADT | GDOT Functional Classification |
| Peachtree Parkway (SR 141) | 4 | 43,900 | Principal Arterial |
| Spalding Drive | 2 | 14,500 | Minor Arterial |
| Peachtree Corners Circle | 2 | 15,300 | Major Collector |
| Triangle Parkway | 2 | N/A | Local Road |
| Triangle Drive | 2 | N/A | Local Road |



2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, May 18, 2022. The newly collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the AM and PM peak volumes at a newly collected average daily traffic (ADT) count to the AM and PM peak ADT volumes previously collected at GDOT count stations in the same location. The GDOT count stations located along Peachtree Parkway (SR 141) south of Engineering Drive (Station #135-0227), and along Spalding Drive west of Peachtree Corners Circle (Station #135-0436) were used in this comparison. The calibration factors used in this analysis were 1.10 for AM peak hour and 1.0 (no adjustment) for PM peak hour, per the methodology meeting packet.

The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

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

| Table 6: Traffic Count Summary | | | | |
|--------------------------------|--|------------|----------------|----------------|
| Intersection | | Count Date | AM Peak Hour | PM Peak Hour |
| 1. | Spalding Drive at Peachtree Corners Circle | 5/2022 | 7:45 – 8:45 AM | 4:15 – 5:15 PM |
| 2. | Peachtree Corners Circle at Triangle Parkway | 5/2022 | 8:00 – 9:00 AM | 5:00 – 6:00 PM |
| 3. | Peachtree Parkway (SR 141) at Peachtree Corners Circle | 5/2022 | 8:00 – 9:00 AM | 5:00 – 6:00 PM |
| 4. | Triangle Parkway at Triangle Drive | 5/2022 | 8:00 – 9:00 AM | 5:00 – 6:00 PM |
| 5. | Peachtree Parkway (SR 141) at Triangle Drive | 5/2022 | 8:00 – 9:00 AM | 5:00 – 6:00 PM |
| 6. | Spalding Drive at Data Drive (Driveway A) | 5/2022 | 8:00 – 9:00 AM | 4:45 – 5:45 PM |
| 7. | Spalding Drive at Triangle Parkway | 5/2022 | 8:00 – 9:00 AM | 4:45 – 5:45 PM |
| 8. | Peachtree Parkway (SR 141) at Spalding Drive | 5/2022 | 8:00 – 9:00 AM | 4:30 – 5:30 PM |

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Intuitive Surgical* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from 2022 to 2027 (5 years) was used for all roadways.

The Projected 2027 No-Build conditions represent the Existing 2022 traffic volumes grown for five (5) years at 1% per year throughout the study network.

The Projected 2027 Build conditions represent the project trips generated by the *Intuitive Surgical* development (discussed in Section 3.0 and 4.0) added to the Projected 2027 No-Build Conditions.

2.5 Programmed and Planned Projects

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

No projects were identified to include in the capacity analyses. The projects shown in **Table 7** and **Table 8** are programmed or planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to affect the study network.

Table 7: Programmed Projects

| Project Name | From / To Points: | Sponsor | GDOT PI # | ARC ID # (TIP) | Design FY | ROW / UTL FY | CST FY |
|-------------------------------|---------------------------|---------|-------------------------|----------------|-----------|--------------|--------|
| SR 141 at Medlock Bridge Road | Intersection Improvements | GDOT | 0016444 | N/A | 2019 | 2024 | 2026 |

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), Gwinnett County SPLOST list, Gwinnett County CTP, and Peachtree Corners Capital Improvement Program*

Table 8: Planned Projects

| Project Name | From / To Points: | Potential Sponsor | Project ID # | Project Timeline | Planning Document |
|---|--|---------------------------|-------------------------|------------------|--|
| Medlock Bridge Widening | Chattahoochee River to Old Alabama Road | City of Johns Creek | FN-178A | 2030 | ARC Fact Sheet |
| Peachtree Industrial Boulevard Widening | SR 141 to Medlock Bridge Road | Gwinnett County | GW-398 | 2030 | ARC Fact Sheet |
| Peachtree Corners LCI Trails | Spalding Drive to Peachtree Corners Circle | City of Peachtree Corners | TBD | TBD | Technology Park Trail Master Plan |
| Peachtree Parkway Capacity Improvements | Chattahoochee River to SR 140 | Gwinnett County | F-1055 / GCmri_024 | Mid-Range | Gwinnett SPLOST / Gwinnett CTP Level 2 Project |
| SR 141 at Spalding Drive | Intersection Improvements | Gwinnett County | ADJ_030 | Mid-Range | Gwinnett CTP Level 2 Project |
| SR 141 at Peachtree Corners Circle | Intersection Improvements | Gwinnett County | GCint_073 | Mid-Range | Gwinnett CTP Level 2 Project |
| SR 140 at Peachtree Corners Circle | Intersection Improvements | Gwinnett County | GCint_059 | Mid-Range | Gwinnett CTP Level 2 Project |
| Gunnin Road at Spalding Drive | Intersection Improvements | Gwinnett County | GCint_090 | Long-Range | Gwinnett CTP Level 3 Project |

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

2.6 Level-of-Service Overview

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

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

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

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for study intersections 3-8, due to their location within a *Regional Center* area per the ARC Unified Growth Policy Map, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*. A LOS standard of D was assumed for all other intersections.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021*, using equations where available. Reductions to gross trips are also considered in the analysis, including alternative transportation mode reductions. Based on the proposed mix of land uses, mixed-use and pass-by reductions to gross trips were not taken

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 5% per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Intuitive Surgical* development.

| Table 9: Trip Generation | | | | | | | | |
|---|------------|---------------|--------------|--------------|--------------|------------|--------------|------------|
| Land Use | Density | Daily Traffic | | | AM Peak Hour | | PM Peak Hour | |
| | | Total | Enter | Exit | Enter | Exit | Enter | Exit |
| 140 – Manufacturing | 599,105 SF | 2,460 | 1,230 | 1,230 | 285 | 90 | 156 | 348 |
| 710 – General Office Building | 387,000 SF | 3,766 | 1,883 | 1,883 | 472 | 64 | 82 | 429 |
| Gross Project Trips | | 6,226 | 3,113 | 3,113 | 757 | 154 | 238 | 777 |
| <i>Demolition of 52,202 SF of occupied Office</i> | | -660 | -330 | -330 | -84 | -12 | -16 | -81 |
| <i>Mixed-Use Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Alternative Mode Reductions</i> | | -264 | -132 | -132 | -33 | -7 | -10 | -34 |
| <i>Pass-By Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Net New Trips | | 5,302 | 2,651 | 2,651 | 640 | 135 | 212 | 662 |

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for employees (cars) in **Figure 4** and for heavy-vehicles (trucks) in **Figure 5**. The peak hour project trips are shown by turning movement throughout the study network in **Figure 6**.

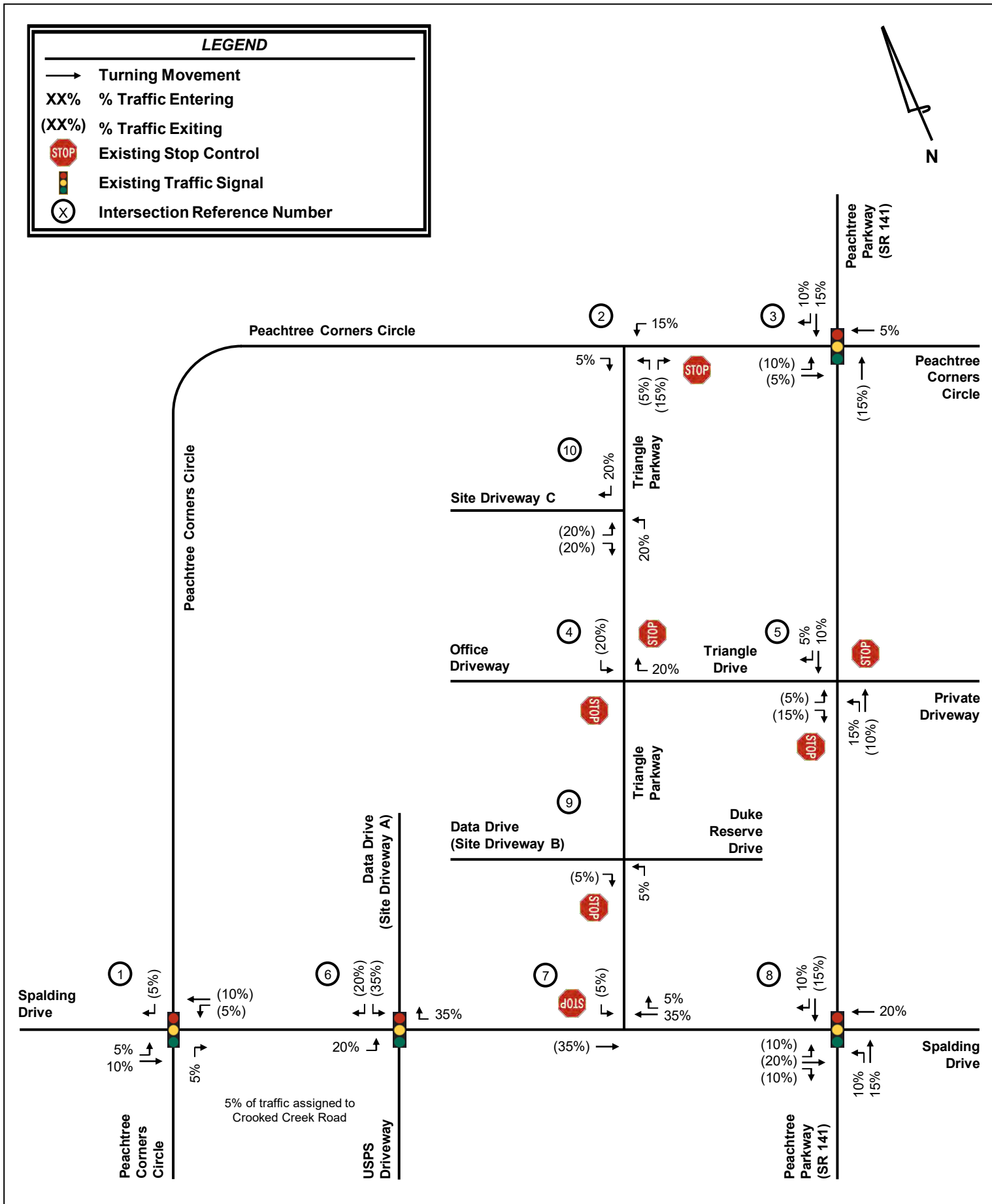
Detailed intersection volume worksheets are provided in **Appendix C**.

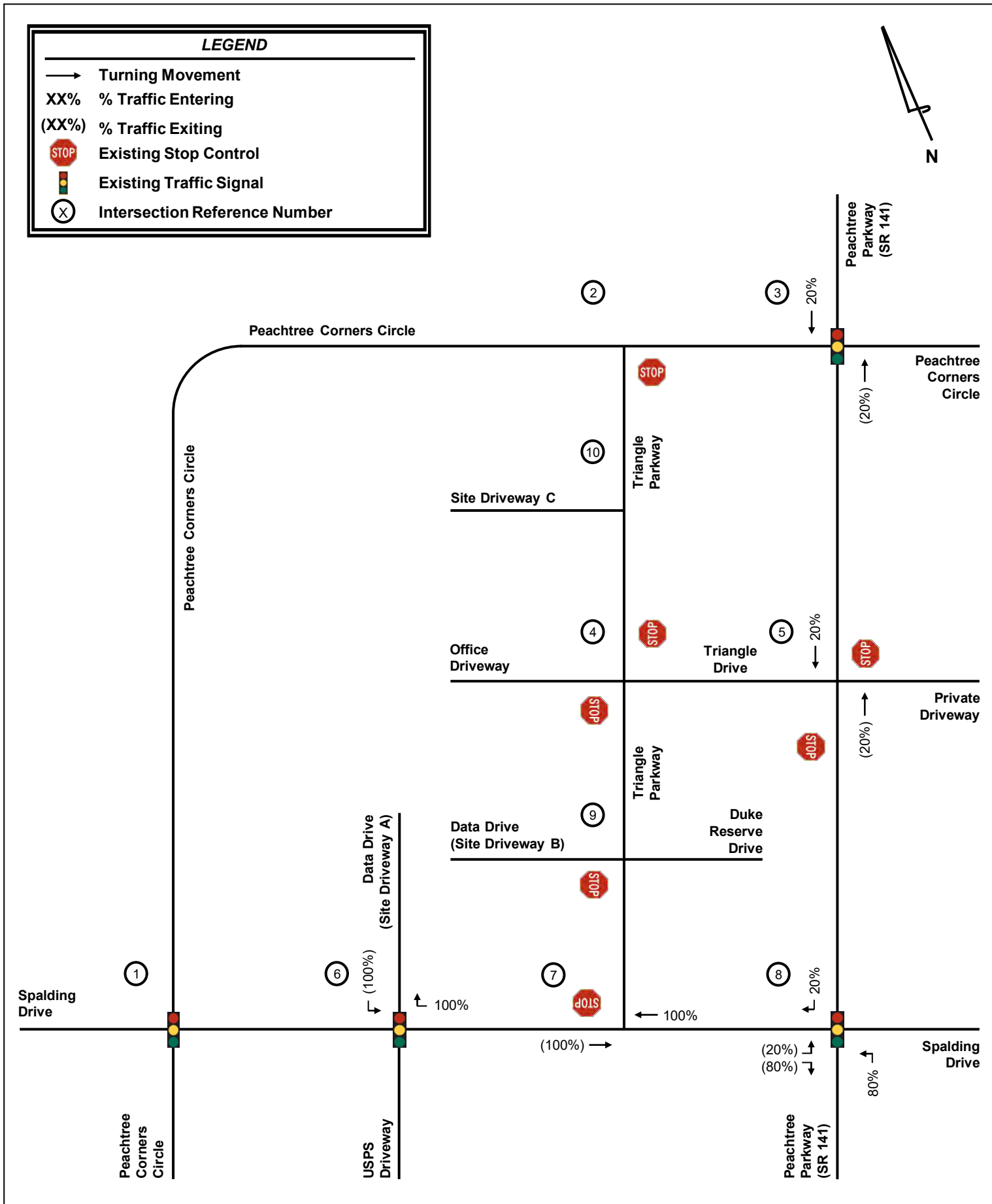
5.0 TRAFFIC ANALYSIS

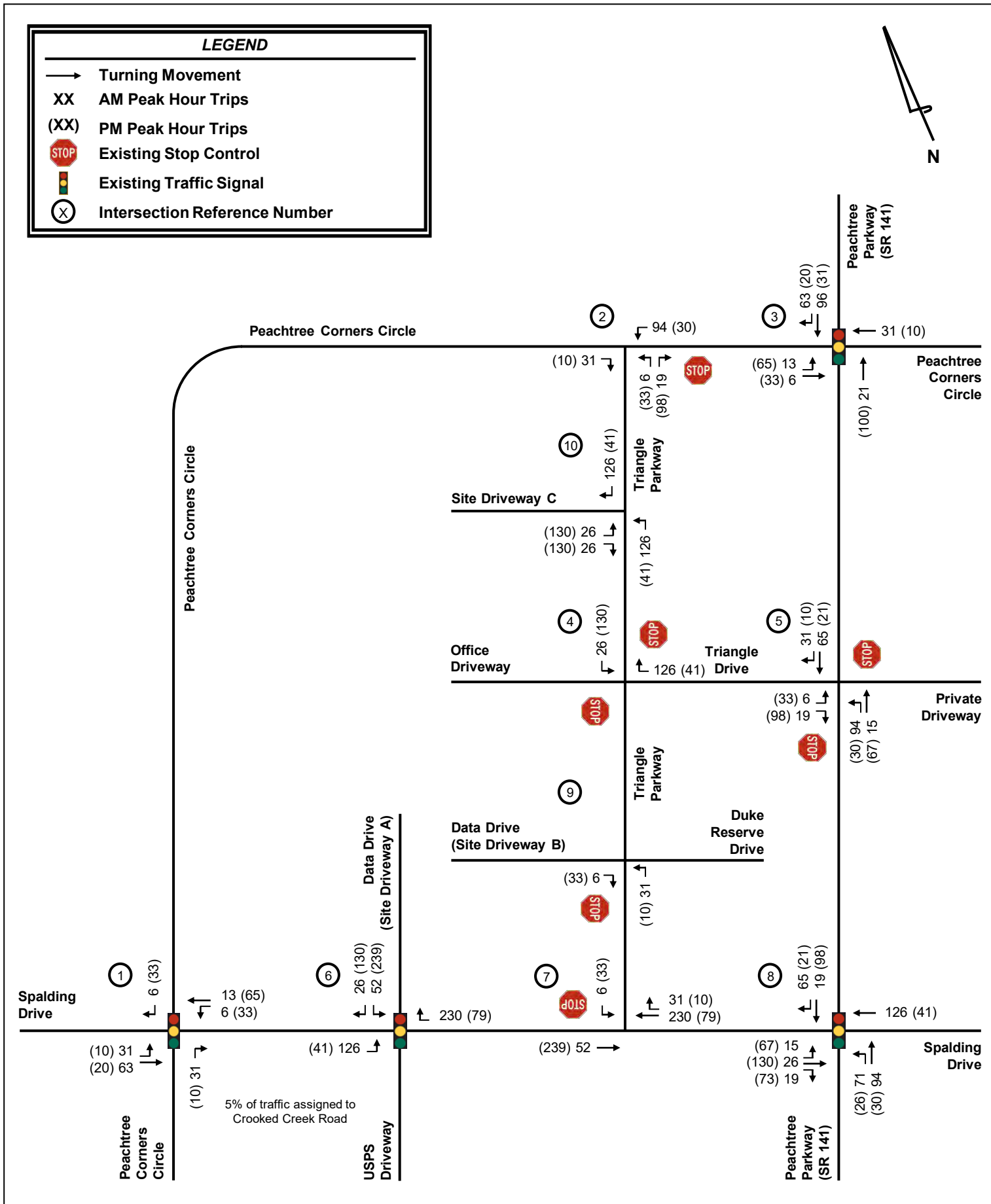
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Existing 2022 conditions, Projected 2027 No-Build conditions, and Projected 2027 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6th Edition unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Existing 2022 conditions, **Figure 8** for Projected 2027 No-Build conditions, and **Figure 9** for Projected 2027 Build conditions.

Sections 5.1 – 5.10 provide the results of the capacity analyses for each intersection and include projected LOS, delay, and queue lengths.







5.1 Spalding Drive at Peachtree Corners Circle (Intersection 1)

| | | | | | | | | | | | | | |
|--------------------------|----|--------------------------|----------|-----|--------------------------|----------|-----|----------------|----------|-----|----------------|----------|-------|
| Overall LOS Standard: D | | Peachtree Corners Circle | | | Peachtree Corners Circle | | | Spalding Drive | | | Spalding Drive | | |
| Approach LOS Standard: D | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | D (35.7) | | | | | | | | | | |
| | | Approach LOS | E (72.9) | | | E (57.3) | | | B (15.7) | | | C (20.1) | |
| | | Storage | 180 | | | 90 | | 600 | 120 | | | 190 | |
| | | 50th Queue | 22 | 321 | | 21 | 167 | 38 | 112 | 265 | | 12 | 301 |
| | | 95th Queue | 43 | 409 | | 23 | 222 | 13 | 196 | 431 | | 49 | 369 |
| | PM | Overall LOS | D (41.5) | | | | | | | | | | |
| | | Approach LOS | E (75.0) | | | D (51.3) | | | C (21.8) | | | C (30.4) | |
| | | Storage | 180 | | | 90 | | 600 | 120 | | | 190 | |
| | | 50th Queue | 30 | 417 | | 37 | 249 | 168 | 151 | 215 | | 23 | 270 |
| | | 95th Queue | 56 | 530 | | 59 | 336 | 263 | 245 | 331 | | 58 | 821 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | D (36.8) | | | | | | | | | | |
| | | Approach LOS | E (73.3) | | | E (57.5) | | | B (17.0) | | | C (21.9) | |
| | | Storage | 180 | | | 90 | | 600 | 120 | | | 190 | |
| | | 50th Queue | 23 | 337 | | 23 | 174 | 33 | 122 | 290 | | 15 | 327 |
| | | 95th Queue | 44 | 427 | | 23 | 236 | 10 | 210 | 468 | | 51 | 398 |
| | PM | Overall LOS | D (43.5) | | | | | | | | | | |
| | | Approach LOS | E (75.5) | | | D (51.9) | | | C (24.3) | | | C (33.8) | |
| | | Storage | 180 | | | 90 | | 600 | 120 | | | 190 | |
| | | 50th Queue | 31 | 436 | | 38 | 260 | 173 | 183 | 238 | | 24 | 313 |
| | | 95th Queue | 57 | 564 | | 58 | 349 | 278 | 302 | 351 | | 65 | 908 |
| BUILD (SIGNAL) | AM | Overall LOS | D (38.2) | | | | | | | | | | |
| | | Approach LOS | E (73.9) | | | E (57.7) | | | B (19.6) | | | C (25.0) | |
| | | Storage | 180 | | | 90 | | 600 | 120 | | | 190 | |
| | | 50th Queue | 21 | 369 | | 18 | 148 | 15 | 154 | 379 | | 19 | 340 |
| | | 95th Queue | 43 | 462 | | 23 | 222 | 8 | 246 | 575 | | 54 | 424 |
| | PM | Overall LOS | D (45.8) | | | | | | | | | | |
| | | Approach LOS | E (79.2) | | | D (52.1) | | | C (28.1) | | | D (36.6) | |
| | | Storage | 180 | | | 90 | | 600 | 120 | | | 190 | |
| | | 50th Queue | 30 | 444 | | 37 | 257 | 177 | 276 | 264 | | 66 | 514 |
| | | 95th Queue | 57 | 611 | | 56 | 349 | 292 | 377 | 375 | | 112 | 1,056 |

The intersection of Spalding Drive at Peachtree Corners Circle (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. The northbound approach currently operates and is projected to operate at an unacceptable LOS during the AM and PM peak hours under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. The southbound approach currently operates and is projected to operate at an unacceptable LOS during the AM peak hour under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the northbound and southbound approaches currently operate and are projected to operate at a failing LOS, no feasible improvements exist, as the failing LOS is a result of existing signal timing. Spalding Drive is a connector between Holcomb Bridge Road (SR 140) and Peachtree Parkway (SR 141). The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (Spalding Drive) at the expense of sidestreet operations.

5.2 Peachtree Corners Circle at Triangle Parkway (Intersection 2)

Overall LOS Standard: D
Approach LOS Standard: D

| Overall LOS Standard: D Approach LOS Standard: D | | | Triangle Parkway | | | | | | Peachtree Corners Circle | | | Peachtree Corners Circle | | |
|---|----|--------------|------------------|---|-----|------------|---|---|--------------------------|---|---|--------------------------|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (TWSC) | AM | Overall LOS | (4.8) | | | | | | | | | | | |
| | | Approach LOS | E (40.9) | | | | | | A (0.0) | | | B (11) | | |
| | | Storage | 370 | | | | | | | | | 200 | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 90 | | 25 | | | | | | | 25 | | |
| | PM | Overall LOS | (4.3) | | | | | | | | | | | |
| | | Approach LOS | C (24.4) | | | | | | A (0.0) | | | A (9.3) | | |
| | | Storage | 370 | | | | | | | | | 200 | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 65 | | 50 | | | | | | | 0 | | |
| NO-BUILD (TWSC) | AM | Overall LOS | (5.9) | | | | | | | | | | | |
| | | Approach LOS | F (51.4) | | | | | | A (0.0) | | | B (11.5) | | |
| | | Storage | 370 | | | | | | | | | 200 | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 115 | | 25 | | | | | | | 25 | | |
| | PM | Overall LOS | (4.8) | | | | | | | | | | | |
| | | Approach LOS | D (27.4) | | | | | | A (0.0) | | | A (9.5) | | |
| | | Storage | 370 | | | | | | | | | 200 | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 75 | | 60 | | | | | | | 0 | | |
| BUILD (TWSC) | AM | Overall LOS | (15.9) | | | | | | | | | | | |
| | | Approach LOS | F (139.5) | | | | | | A (0.0) | | | B (13.7) | | |
| | | Storage | 370 | | | | | | | | | 200 | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 205 | | 35 | | | | | | | 55 | | |
| | PM | Overall LOS | (9.7) | | | | | | | | | | | |
| | | Approach LOS | E (42.1) | | | | | | A (0.0) | | | A (9.7) | | |
| | | Storage | 370 | | | | | | | | | 200 | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 130 | | 145 | | | | | | | 5 | | |

The intersection of Peachtree Corners Circle at Triangle Parkway (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. The northbound approach currently operates and is projected to operate at an unacceptable LOS during the AM peak hour under the Projected 2027 No-Build and Projected 2027 Build conditions. The approach is also projected to operate at LOS F during the PM peak hour under the Projected 2027 Build conditions.

In order to improve the approach LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**).

- Install a traffic signal, if and when warranted.
- Construct an exclusive eastbound right-turn lane along Peachtree Corners Circle.

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

| | | | | | | | | | | | | | |
|-------------------------------|----|------------------|----------|---|------------|---|---|--------------------------|----------|-----|--------------------------|----------|---|
| Overall LOS Standard: D | | Triangle Parkway | | | | | | Peachtree Corners Circle | | | Peachtree Corners Circle | | |
| Approach LOS Standard: D | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | B (10.9) | | | | | | | | | | |
| | | Approach LOS | D (40.9) | | | | | | A (9.4) | | | A (6.3) | |
| | | Storage | 370 | | | | | | | 150 | 200 | | |
| | | 50th Queue | 50 | | 0 | | | | 258 | 15 | 16 | 135 | |
| | | 95th Queue | 79 | | 27 | | | | 416 | 27 | 34 | 167 | |
| | PM | Overall LOS | B (14.8) | | | | | | | | | | |
| | | Approach LOS | D (38.2) | | | | | | B (12.3) | | | A (7.3) | |
| | | Storage | 370 | | | | | | | 150 | 200 | | |
| | | 50th Queue | 68 | | 0 | | | | 253 | 5 | 1 | 135 | |
| | | 95th Queue | 116 | | 50 | | | | 419 | 14 | 5 | 344 | |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | B (16.0) | | | | | | | | | | |
| | | Approach LOS | D (41.2) | | | | | | B (15.5) | | | B (11.2) | |
| | | Storage | 370 | | | | | | | 150 | 200 | | |
| | | 50th Queue | 55 | | 2 | | | | 299 | 22 | 50 | 550 | |
| | | 95th Queue | 75 | | 19 | | | | 358 | 11 | 86 | 524 | |
| | PM | Overall LOS | C (21.6) | | | | | | | | | | |
| | | Approach LOS | D (44.6) | | | | | | B (19.2) | | | B (10.5) | |
| | | Storage | 370 | | | | | | | 150 | 200 | | |
| | | 50th Queue | 86 | | 17 | | | | 402 | 6 | 3 | 544 | |
| | | 95th Queue | 121 | | 56 | | | | 475 | 16 | 7 | 740 | |

With the improvements listed on the previous page, the intersection of Peachtree Corners Circle at Triangle Parkway (Intersection 2) is projected to operate at or above its overall and approach LOS Standards.

5.3 Peachtree Parkway (SR 141) at Peachtree Corners Circle (Intersection 3)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Peachtree Corners Circle | | | Peachtree Corners Circle | | |
|-------------------|----|-------------------------------|----------|-----|-------------------------------|----------|------|-----------------------------|-----------|-----|-----------------------------|-----------|-----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | D (53.0) | | | | | | | | | | |
| | | Approach LOS | D (41.8) | | | D (46.8) | | | F (83.7) | | | F (91.6) | |
| | | Storage | 180 | | 370 | 170 | | 290 | 180 | | 620 | 170 | |
| | | 50th Queue | 115 | 718 | 21 | 22 | 1179 | 92 | 146 | 104 | 19 | 114 | 181 |
| | | 95th Queue | 145 | 787 | 24 | 44 | 1310 | 171 | 211 | 144 | 48 | 190 | 261 |
| | PM | Overall LOS | D (47.4) | | | | | | | | | | |
| | | Approach LOS | D (46.3) | | | C (23.7) | | | E (75.1) | | | F (85.7) | |
| | | Storage | 180 | | 370 | 170 | | 290 | 180 | | 620 | 170 | |
| | | 50th Queue | 79 | 811 | 26 | 32 | 454 | 25 | 223 | 157 | 4 | 128 | 138 |
| | | 95th Queue | 90 | 888 | 41 | 59 | 591 | 93 | 278 | 204 | 22 | 199 | 189 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | E (62.4) | | | | | | | | | | |
| | | Approach LOS | D (42.3) | | | E (65.8) | | | F (84.7) | | | F (93.9) | |
| | | Storage | 180 | | 370 | 170 | | 290 | 180 | | 620 | 170 | |
| | | 50th Queue | 128 | 772 | 20 | 24 | 1294 | 106 | 163 | 113 | 22 | 121 | 192 |
| | | 95th Queue | 144 | 796 | 23 | 46 | 1422 | 189 | 237 | 151 | 68 | 198 | 284 |
| | PM | Overall LOS | D (48.8) | | | | | | | | | | |
| | | Approach LOS | D (47.9) | | | C (25.6) | | | E (75.3) | | | F (86.9) | |
| | | Storage | 180 | | 370 | 170 | | 290 | 180 | | 620 | 170 | |
| | | 50th Queue | 83 | 854 | 28 | 34 | 502 | 34 | 235 | 165 | 4 | 133 | 146 |
| | | 95th Queue | 90 | 890 | 40 | 60 | 635 | 109 | 292 | 210 | 27 | 208 | 200 |
| BUILD (SIGNAL) | AM | Overall LOS | E (72.2) | | | | | | | | | | |
| | | Approach LOS | D (43.1) | | | E (78.2) | | | F (106.9) | | | F (104.8) | |
| | | Storage | 180 | | 370 | 170 | | 290 | 180 | | 620 | 170 | |
| | | 50th Queue | 125 | 805 | 20 | 23 | 1375 | 126 | 187 | 117 | 14 | 124 | 213 |
| | | 95th Queue | 131 | 757 | 21 | 45 | 1501 | 217 | 291 | 161 | 76 | 198 | 325 |
| | PM | Overall LOS | D (52.0) | | | | | | | | | | |
| | | Approach LOS | D (52.3) | | | C (28.3) | | | E (76.3) | | | F (87.0) | |
| | | Storage | 180 | | 370 | 170 | | 290 | 180 | | 620 | 170 | |
| | | 50th Queue | 84 | 916 | 29 | 34 | 546 | 43 | 273 | 185 | 5 | 131 | 151 |
| | | 95th Queue | 89 | 929 | 36 | 60 | 660 | 120 | 330 | 228 | 23 | 211 | 210 |

The intersection of Peachtree Parkway (SR 141) at Peachtree Corners Circle (Intersection 3) is projected to operate at an acceptable overall LOS standard under Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. The eastbound approach of Peachtree Corners Circle currently operates and is projected to operate at LOS F during the AM peak hour under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Additionally, the westbound approach of Peachtree Corners Circle currently operates and is projected to operate at a LOS F during the AM and PM peak hours under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions.

Due to the increase in volume on the southbound approach during the AM peak hour, the split time for the approach was increased to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the southbound approach operates at an acceptable LOS under Projected 2027 Build conditions. Since a change in signal timing would improve the southbound approach to an acceptable LOS, no physical improvements are recommended to be conditioned.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the eastbound and westbound approaches currently operate and are projected to operate at LOS F, no feasible improvements exist, as the failing LOS is a result of existing signal timing. Peachtree Parkway (SR 141) is a major arterial commuter corridor between I-285 and Johns Creek. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (Peachtree Parkway (SR 141)) at the expense of sidestreet operations.

5.4 Triangle Parkway at Triangle Drive (Intersection 4)

Overall LOS Standard: E
Approach LOS Standard: E

| | | Triangle Parkway | | | Triangle Parkway | | | Private Driveway | | | Triangle Drive | | |
|-----------------|----|------------------|---------|---|------------------|---------|---|------------------|----------|---|----------------|----------|----|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (TWSC) | AM | Overall LOS | (7.2) | | | | | | | | | | |
| | | Approach LOS | A (7.5) | | | A (7.6) | | | A (9.0) | | | B (12.4) | |
| | | Storage | 200 | | | 200 | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 5 | | | 0 | | 30 | | 20 |
| | PM | Overall LOS | (4.2) | | | | | | | | | | |
| | | Approach LOS | A (0.0) | | | A (7.8) | | | B (13.0) | | | B (10.1) | |
| | | Storage | 200 | | | 200 | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 5 | | | 5 | | 5 | | 10 |
| NO-BUILD (TWSC) | AM | Overall LOS | (7.4) | | | | | | | | | | |
| | | Approach LOS | A (7.5) | | | A (7.7) | | | A (9.0) | | | B (12.9) | |
| | | Storage | 200 | | | 200 | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 5 | | | 0 | | 35 | | 25 |
| | PM | Overall LOS | (4.2) | | | | | | | | | | |
| | | Approach LOS | A (0.0) | | | A (7.9) | | | B (13.5) | | | B (10.2) | |
| | | Storage | 200 | | | 200 | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 5 | | | 5 | | 5 | | 10 |
| BUILD (TWSC) | AM | Overall LOS | (9.1) | | | | | | | | | | |
| | | Approach LOS | A (7.5) | | | A (7.7) | | | A (9.0) | | | B (13.9) | |
| | | Storage | 200 | | | 200 | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 10 | | | 0 | | 45 | | 55 |
| | PM | Overall LOS | (6.0) | | | | | | | | | | |
| | | Approach LOS | A (0.0) | | | A (8.3) | | | C (21.9) | | | B (10.8) | |
| | | Storage | 200 | | | 200 | | | | | | | |
| | | 50th Queue | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 20 | | | 10 | | 5 | | 15 |

The intersection of Triangle Parkway at Triangle Drive (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.5 Peachtree Parkway (SR 141) at Triangle Drive (Intersection 5)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Triangle Drive | | | Private Driveway | | |
|---|----|--------------|-------------------------------|----|-----|-------------------------------|---|-----|----------------|-----|----|------------------|-----|----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (TWSC) | AM | Overall LOS | (36.9) | | | | | | | | | | | |
| | | Approach LOS | C (18.9) | | | F (\$) | | | F (\$) | | | F (\$) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 50 | | | 500 | | | | N/A | 35 | | N/A | 10 |
| | PM | Overall LOS | (2.8) | | | | | | | | | | | |
| | | Approach LOS | A (9.9) | | | C (19.8) | | | E (44.5) | | | C (21.0) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | | | | | | | | | | | | |
| 95th Queue | 10 | | | 15 | | | | 55 | 25 | | 5 | 10 | | |
| NO-BUILD (TWSC) | AM | Overall LOS | (49.2) | | | | | | | | | | | |
| | | Approach LOS | C (23.7) | | | F (\$) | | | F (\$) | | | F (\$) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 70 | | | 565 | | | | N/A | 45 | | N/A | 10 |
| | PM | Overall LOS | (9.5) | | | | | | | | | | | |
| | | Approach LOS | B (10.2) | | | C (21.6) | | | F (191.6) | | | C (22.4) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | | | | | | | | | | | | |
| 95th Queue | 10 | | | 20 | | | | 85 | 30 | | 5 | 10 | | |
| BUILD (TWSC) | AM | Overall LOS | (50.9) | | | | | | | | | | | |
| | | Approach LOS | F (50.6) | | | F (\$) | | | F (\$) | | | F (\$) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 190 | | | 575 | | | | N/A | 70 | | N/A | 10 |
| | PM | Overall LOS | (84.0) | | | | | | | | | | | |
| | | Approach LOS | B (10.4) | | | C (23.3) | | | F (\$) | | | C (24.4) | | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | | 20 |
| | | 50th Queue | | | | | | | | | | | | |
| 95th Queue | 15 | | | 20 | | | | 215 | 85 | | 5 | 10 | | |

\$ indicates that delay exceeds 300s

At the intersection of Peachtree Parkway (SR 141) at Triangle Drive (Intersection 5), the eastbound and westbound approaches, as well as the southbound left-turn, currently operate and are projected to operate at a LOS F during the AM peak hour under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. The eastbound approach is projected to operate at a LOS F during the PM peak hour under the Projected 2027 No-Build and Projected 2027 Build conditions. Additionally, the northbound left turn is projected to operate at a LOS F during the AM peak hour under the Projected 2027 Build condition.

In order to improve the approach LOS under the Projected 2027 No-Build and Projected 2027 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

- Install a traffic signal, if and when warranted, and as approved by GDOT (full-movement intersection or signalized RCUT).
- Provide an exclusive eastbound left-turn lane along Triangle Drive.
- Provide an exclusive westbound left-turn lane along the Private Driveway.

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

| | | | | | | | | | | | | | |
|---|----|-------------------------------|----------|-----|-------------------------------|----------|------|----------------|----------|-----|------------------|----------|----|
| Overall LOS Standard: E Approach LOS Standard: E | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Triangle Drive | | | Private Driveway | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | A (8.4) | | | | | | | | | | |
| | | Approach LOS | A (8.7) | | | A (8.0) | | | E (75.5) | | | E (75.2) | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | 20 |
| | | 50th Queue | 155 | 405 | 0 | 176 | 88 | 1 | | 4 | 1 | | 0 |
| | | 95th Queue | 172 | 501 | 0 | 173 | 131 | 0 | | 17 | 61 | | 0 |
| | PM | Overall LOS | A (8.6) | | | | | | | | | | |
| | | Approach LOS | A (8.5) | | | A (7.7) | | | E (69.2) | | | E (66.9) | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | 20 |
| | | 50th Queue | 18 | 321 | 0 | 1 | 86 | 0 | | 19 | 3 | | 0 |
| | | 95th Queue | 29 | 478 | 0 | 2 | 54 | 0 | | 50 | 73 | | 14 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | B (15.0) | | | | | | | | | | |
| | | Approach LOS | B (13.1) | | | B (16.6) | | | E (76.2) | | | E (75.2) | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | 20 |
| | | 50th Queue | 280 | 308 | 0 | 171 | 1334 | 1 | | 11 | 18 | | 0 |
| | | 95th Queue | 269 | 294 | 0 | 156 | 1154 | 0 | | 24 | 54 | | 0 |
| | PM | Overall LOS | B (10.5) | | | | | | | | | | |
| | | Approach LOS | B (8.7) | | | A (7.9) | | | E (73.9) | | | E (66.9) | |
| | | Storage | 300 | | 290 | 370 | | 230 | | | | | 20 |
| | | 50th Queue | 7 | 79 | 0 | 1 | 32 | 0 | | 55 | 44 | | 0 |
| | | 95th Queue | 8 | 88 | 0 | 4 | 292 | 1 | | 103 | 169 | | 14 |

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

5.6 Spalding Drive at Data Drive (Driveway A) (Intersection 6)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Private Driveway | | | Driveway A (Data Drive) | | | Spalding Drive | | | Spalding Drive | | |
|---|----|--------------|------------------|----|---|-------------------------|-----|---|----------------|-----|---|----------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | A (4.5) | | | | | | | | | | | |
| | | Approach LOS | E (76.6) | | | E (76.4) | | | A (3.4) | | | A (1.6) | | |
| | | Storage | | | | | | | 200 | | | 180 | | 140 |
| | | 50th Queue | | 0 | | | 0 | | 4 | 414 | | 8 | 242 | 2 |
| | | 95th Queue | | 0 | | | 0 | | 1 | 444 | | 12 | 142 | 2 |
| | PM | Overall LOS | A (4.9) | | | | | | | | | | | |
| | | Approach LOS | D (37.4) | | | D (36.7) | | | A (4.7) | | | A (2.6) | | |
| | | Storage | | | | | | | 200 | | | 180 | | 140 |
| | | 50th Queue | | 15 | | | 5 | | 0 | 46 | | 1 | 36 | 0 |
| | | 95th Queue | | 43 | | | 24 | | 0 | 137 | | 2 | 433 | 0 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | A (4.6) | | | | | | | | | | | |
| | | Approach LOS | E (76.5)* | | | E (76.4)* | | | A (3.6) | | | A (1.7) | | |
| | | Storage | | | | | | | 200 | | | 180 | | 140 |
| | | 50th Queue | | 0 | | | 0 | | 4 | 447 | | 9 | 230 | 3 |
| | | 95th Queue | | 1 | | | 0 | | 1 | 516 | | 9 | 112 | 1 |
| | PM | Overall LOS | A (5.0) | | | | | | | | | | | |
| | | Approach LOS | D (37.3)* | | | D (36.6)* | | | A (5.0) | | | A (2.8) | | |
| | | Storage | | | | | | | 200 | | | 180 | | 140 |
| | | 50th Queue | | 16 | | | 6 | | 0 | 50 | | 1 | 38 | 0 |
| | | 95th Queue | | 44 | | | 25 | | 1 | 143 | | 2 | 454 | 0 |
| BUILD (SIGNAL) | AM | Overall LOS | A (7.2) | | | | | | | | | | | |
| | | Approach LOS | E (71.7)* | | | E (75.5)* | | | A (4.7) | | | A (2.3) | | |
| | | Storage | | | | | | | 200 | | | 180 | | 140 |
| | | 50th Queue | | 0 | | | 55 | | 73 | 469 | | 13 | 202 | 55 |
| | | 95th Queue | | 1 | | | 120 | | 135 | 678 | | 4 | 56 | 1 |
| | PM | Overall LOS | B (18.9) | | | | | | | | | | | |
| | | Approach LOS | C (21.6)* | | | D (35.2)* | | | B (17.0) | | | B (11.5) | | |
| | | Storage | | | | | | | 200 | | | 180 | | 140 |
| | | 50th Queue | | 12 | | | 185 | | 7 | 310 | | 9 | 383 | 19 |
| | | 95th Queue | | 35 | | | 366 | | 20 | 483 | | 12 | 430 | 25 |

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

The intersection of Spalding Drive at Data Drive (Driveway A) (Intersection 6) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios.

Although all approaches are projected to operate acceptably under all studied scenarios, Kimley-Horn recommends the following site access improvements in order to enhance site circulation under the Projected 2027 Build conditions (shown in blue on **Figure 9**):

- Construct an exclusive southbound right-turn lane along Data Drive (Site Driveway A).

5.7 Spalding Drive at Triangle Parkway (Intersection 7)

Overall LOS Standard: E
Approach LOS Standard: E

| | | | Triangle Parkway | | | Spalding Drive | | | Spalding Drive | | |
|-----------------|----|--------------|------------------|---|-----|----------------|----|-----|----------------|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | |
| | | | L | T | R | L | T | R | L | T | R |
| EXISTING (TWSC) | AM | Overall LOS | (2.1) | | | | | | | | |
| | | Approach LOS | C (16.3) | | | A (9.2) | | | A (0.0) | | |
| | | Storage | | | 200 | | | 180 | | | |
| | | 50th Queue | | | | | | | | | |
| | | 95th Queue | | | 20 | | 10 | 10 | | | |
| | PM | Overall LOS | (1.7) | | | | | | | | |
| | | Approach LOS | B (12.3) | | | A (8.8) | | | A (0.0) | | |
| | | Storage | | | 200 | | | 180 | | | |
| | | 50th Queue | | | | | | | | | |
| | | 95th Queue | | | 5 | | 15 | 5 | | | |
| NO-BUILD (TWSC) | AM | Overall LOS | (2.2) | | | | | | | | |
| | | Approach LOS | C (17.3) | | | A (9.4) | | | A (0.0) | | |
| | | Storage | | | 200 | | | 180 | | | |
| | | 50th Queue | | | | | | | | | |
| | | 95th Queue | | | 20 | | 10 | 15 | | | |
| | PM | Overall LOS | (1.7) | | | | | | | | |
| | | Approach LOS | B (12.6) | | | A (8.9) | | | A (0.0) | | |
| | | Storage | | | 200 | | | 180 | | | |
| | | 50th Queue | | | | | | | | | |
| | | 95th Queue | | | 10 | | 15 | 10 | | | |
| BUILD (TWSC) | AM | Overall LOS | (2.6) | | | | | | | | |
| | | Approach LOS | D (25.3) | | | B (12.0) | | | A (0.0) | | |
| | | Storage | | | 200 | | | 180 | | | |
| | | 50th Queue | | | | | | | | | |
| | | 95th Queue | | | 35 | | 15 | 20 | | | |
| | PM | Overall LOS | (2.2) | | | | | | | | |
| | | Approach LOS | C (18.1) | | | A (9.4) | | | A (0.0) | | |
| | | Storage | | | 200 | | | 180 | | | |
| | | 50th Queue | | | | | | | | | |
| | | 95th Queue | | | 30 | | 15 | 10 | | | |

The intersection of Spalding Drive at Triangle Parkway (Intersection 7) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.8 Peachtree Parkway (SR 141) at Spalding Drive (Intersection 8)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Spalding Drive | | | Spalding Drive | | |
|---|----|--------------|-------------------------------|------|-----|-------------------------------|------|-----|----------------|-----|-----|----------------|-----|-----|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING (SIGNAL) | AM | Overall LOS | E (57.0) | | | | | | | | | | | |
| | | Approach LOS | D (39.7) | | | D (50.8) | | | F (90.8) | | | F (124.9) | | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | | 230 |
| | | 50th Queue | 156 | 841 | 0 | 91 | 623 | 3 | 133 | 336 | 0 | 49 | 315 | 0 |
| | | 95th Queue | 306 | 1074 | 23 | 96 | 585 | 3 | 187 | 570 | 21 | 80 | 508 | 0 |
| | PM | Overall LOS | D (49.3) | | | | | | | | | | | |
| | | Approach LOS | D (38.2) | | | D (45.3) | | | F (85.1) | | | E (68.6) | | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | | 230 |
| | | 50th Queue | 99 | 834 | 0 | 82 | 418 | 1 | 57 | 402 | 1 | 47 | 294 | 0 |
| | | 95th Queue | 200 | 1006 | 51 | 153 | 189 | 4 | 97 | 565 | 4 | 80 | 420 | 0 |
| NO-BUILD (SIGNAL) | AM | Overall LOS | E (65.7) | | | | | | | | | | | |
| | | Approach LOS | D (46.2) | | | E (61.9) | | | F (95.8) | | | F (138.0) | | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | | 230 |
| | | 50th Queue | 169 | 936 | 0 | 96 | 1100 | 3 | 139 | 356 | 1 | 52 | 346 | 0 |
| | | 95th Queue | 321 | 1168 | 27 | 98 | 604 | 3 | 202 | 609 | 22 | 84 | 541 | 0 |
| | PM | Overall LOS | D (52.6) | | | | | | | | | | | |
| | | Approach LOS | D (45.0) | | | D (45.4) | | | F (86.7) | | | E (68.6) | | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | | 230 |
| | | 50th Queue | 104 | 922 | 0 | 90 | 321 | 1 | 63 | 422 | 0 | 50 | 313 | 0 |
| | | 95th Queue | 213 | 1097 | 51 | 151 | 200 | 3 | 101 | 601 | 4 | 83 | 471 | 0 |
| BUILD (SIGNAL) | AM | Overall LOS | F (99.0) | | | | | | | | | | | |
| | | Approach LOS | E (67.1) | | | E (76.8) | | | F (104.6) | | | F (315.8) | | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | | 230 |
| | | 50th Queue | 297 | 1104 | 0 | 97 | 1163 | 22 | 149 | 424 | 8 | 52 | 636 | 0 |
| | | 95th Queue | 475 | 1281 | 27 | 97 | 822 | 21 | 220 | 678 | 22 | 84 | 857 | 0 |
| | PM | Overall LOS | E (68.6) | | | | | | | | | | | |
| | | Approach LOS | D (51.1) | | | D (46.0) | | | F (152.8) | | | F (85.1) | | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | | 230 |
| | | 50th Queue | 141 | 995 | 10 | 94 | 201 | 2 | 106 | 691 | 4 | 50 | 374 | 0 |
| | | 95th Queue | 286 | 1131 | 63 | 144 | 234 | 5 | 142 | 875 | 27 | 83 | 577 | 0 |

The intersection of Peachtree Parkway (SR 141) at Spalding Drive (Intersection 8) is projected to operate at an acceptable overall LOS standard under Existing 2022 and Projected 2027 No-Build conditions. The intersection is projected to operate at an overall LOS F during the AM peak hour under Projected 2027 Build conditions. The eastbound approach of Spalding Drive currently operates and is projected to operate at a LOS F during the AM and PM peak hours under Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. The westbound approach of Spalding Drive currently operates and is projected to operate at a LOS F during the AM peak hour under Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Additionally, the westbound approach of Spalding Drive is projected to operate at a LOS F during the PM peak hour under Projected 2027 Build conditions.

Due to the increase in volume on the northbound approach during the AM peak hour, the split time for the northbound left-turn was increased to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the northbound approach operates at an acceptable LOS under Projected 2027 Build conditions. Since a change in signal timing would improve the northbound approach to an acceptable LOS, no physical improvements are recommended for that approach to be conditioned.

In order to improve the approach LOS under the Projected 2027 No-Build and Projected 2027 Build conditions, and the overall LOS under the Projected Build 2027 condition, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

- Restripe an exclusive left-turn lane as a through lane on the eastbound and westbound approaches of Spalding Drive, so that each approach consists of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane. Provide protected/permissive left-turn phasing.
- Provide a second receiving lane along both the eastbound and westbound approaches of Spalding Drive.

The analysis results for the improved conditions at Intersection 8 are shown in the table below.

| | | | | | | | | | | | | | |
|---|----|----------------------------|----------|------|----------------------------|----------|------|----------------|----------|-----|----------------|----------|-----|
| Overall LOS Standard: E Approach LOS Standard: E | | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | Spalding Drive | | | Spalding Drive | | |
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED (SIGNAL) | AM | Overall LOS | D (46.1) | | | | | | | | | | |
| | | Approach LOS | D (40.8) | | | D (38.0) | | | E (74.8) | | | E (72.8) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 181 | 936 | 0 | 101 | 918 | 16 | 239 | 176 | 1 | 78 | 154 |
| | | 95th Queue | 333 | 1227 | 29 | 109 | 1284 | 51 | 386 | 236 | 22 | 124 | 201 |
| | PM | Overall LOS | D (42.8) | | | | | | | | | | |
| | | Approach LOS | C (29.6) | | | D (44.4) | | | E (66.7) | | | E (66.7) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 104 | 758 | 0 | 96 | 168 | 2 | 77 | 213 | 0 | 79 | 171 |
| | | 95th Queue | 213 | 948 | 47 | 177 | 206 | 12 | 109 | 218 | 4 | 126 | 218 |
| BUILD IMPROVED (SIGNAL) | AM | Overall LOS | E (72.0) | | | | | | | | | | |
| | | Approach LOS | E (76.6) | | | E (64.0) | | | E (78.5) | | | E (79.3) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 297 | 1165 | 0 | 104 | 1228 | 90 | 255 | 190 | 8 | 74 | 228 |
| | | 95th Queue | 475 | 1343 | 29 | 104 | 1247 | 91 | 415 | 220 | 18 | 124 | 308 |
| | PM | Overall LOS | D (47.8) | | | | | | | | | | |
| | | Approach LOS | D (37.8) | | | D (45.5) | | | E (67.6) | | | E (66.7) | |
| | | Storage | 420 | | 530 | 390 | | 800 | 190 | | 450 | 220 | 230 |
| | | 50th Queue | 134 | 863 | 7 | 97 | 193 | 1 | 138 | 280 | 3 | 74 | 190 |
| | | 95th Queue | 274 | 1130 | 59 | 165 | 274 | 8 | 215 | 307 | 34 | 117 | 236 |

With the improvements listed above, the intersection of Peachtree Parkway (SR 141) at Spalding Drive (Intersection 8) is projected to operate at or above its overall and approach LOS standards.

5.9 Triangle Parkway at Data Drive (Driveway B) (Intersection 9)

Overall LOS Standard: E
Approach LOS Standard: E

| Overall LOS Standard: E Approach LOS Standard: E | | | Triangle Parkway | | | Triangle Parkway | | | Driveway B (Data Drive) | | | Private Driveway | | |
|---|----|--------------|------------------|---|---|------------------|---|---|-------------------------|---|---|------------------|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD (TWSC) | AM | Overall LOS | (1.5) | | | | | | | | | | | |
| | | Approach LOS | A (8.0) | | | A (7.8) | | | B (12.3) | | | B (12.8) | | |
| | | Storage | 50 | | | 200 | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 5 | | | 0 | | | | 5 | | | 0 | |
| | PM | Overall LOS | (1.7) | | | | | | | | | | | |
| | | Approach LOS | A (7.6) | | | A (8.0) | | | A (9.6) | | | A (0.0) | | |
| | | Storage | 50 | | | 200 | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 0 | | | 0 | | | | 5 | | | 0 | |

The intersection of Triangle Parkway at Data Drive (Driveway B) (Intersection 7) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The intersection is proposed to continue to operate as a full movement driveway under two-way stop-control with stop control for the eastbound and westbound approaches only. No changes are recommended at Site Driveway B.

5.10 Triangle Parkway at Driveway C (Intersection 10)

Overall LOS Standard: E
Approach LOS Standard: E

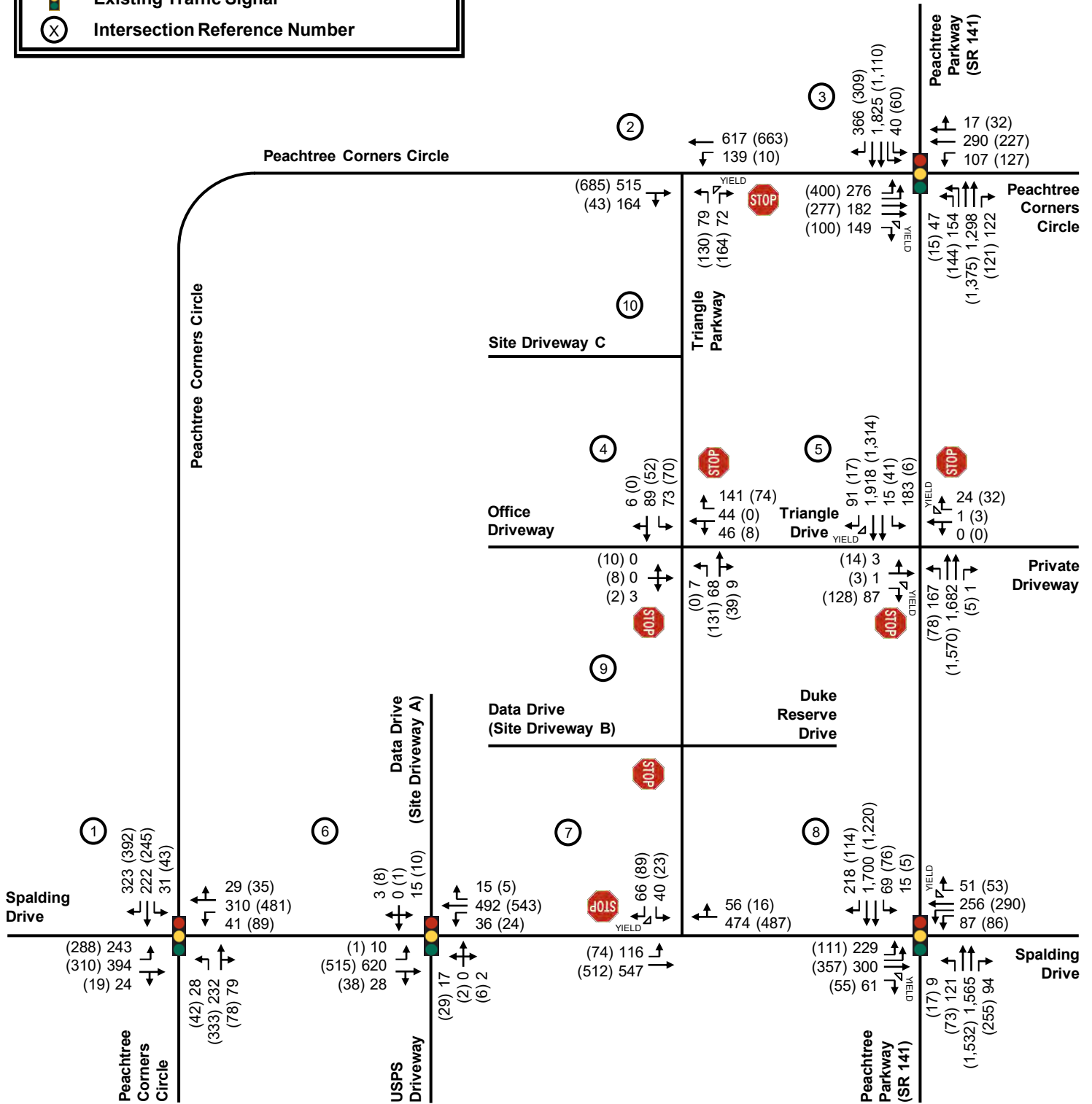
| Overall LOS Standard: E Approach LOS Standard: E | | Triangle Parkway | | | Triangle Parkway | | | Driveway C | | | | | | |
|---|----|------------------|---------|---|------------------|---------|---|------------|----------|---|-----------|---|---|--|
| | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| BUILD (TWSC) | AM | Overall LOS | (2.6) | | | | | | | | | | | |
| | | Approach LOS | A (8.9) | | | A (0.0) | | | B (14.4) | | | | | |
| | | Storage | 200 | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 15 | | | | | | 15 | | | | | |
| | PM | Overall LOS | (6.1) | | | | | | | | | | | |
| | | Approach LOS | A (7.7) | | | A (0.0) | | | C (15.2) | | | | | |
| | | Storage | 200 | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 5 | | | | | | 65 | | | | | |

The intersection of Triangle Parkway at Driveway C (Intersection 10) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned. The intersection is proposed to continue to operate as a full movement driveway under two-way stop-control with stop control for the eastbound approach only. No changes are recommended at Site Driveway C.

LEGEND

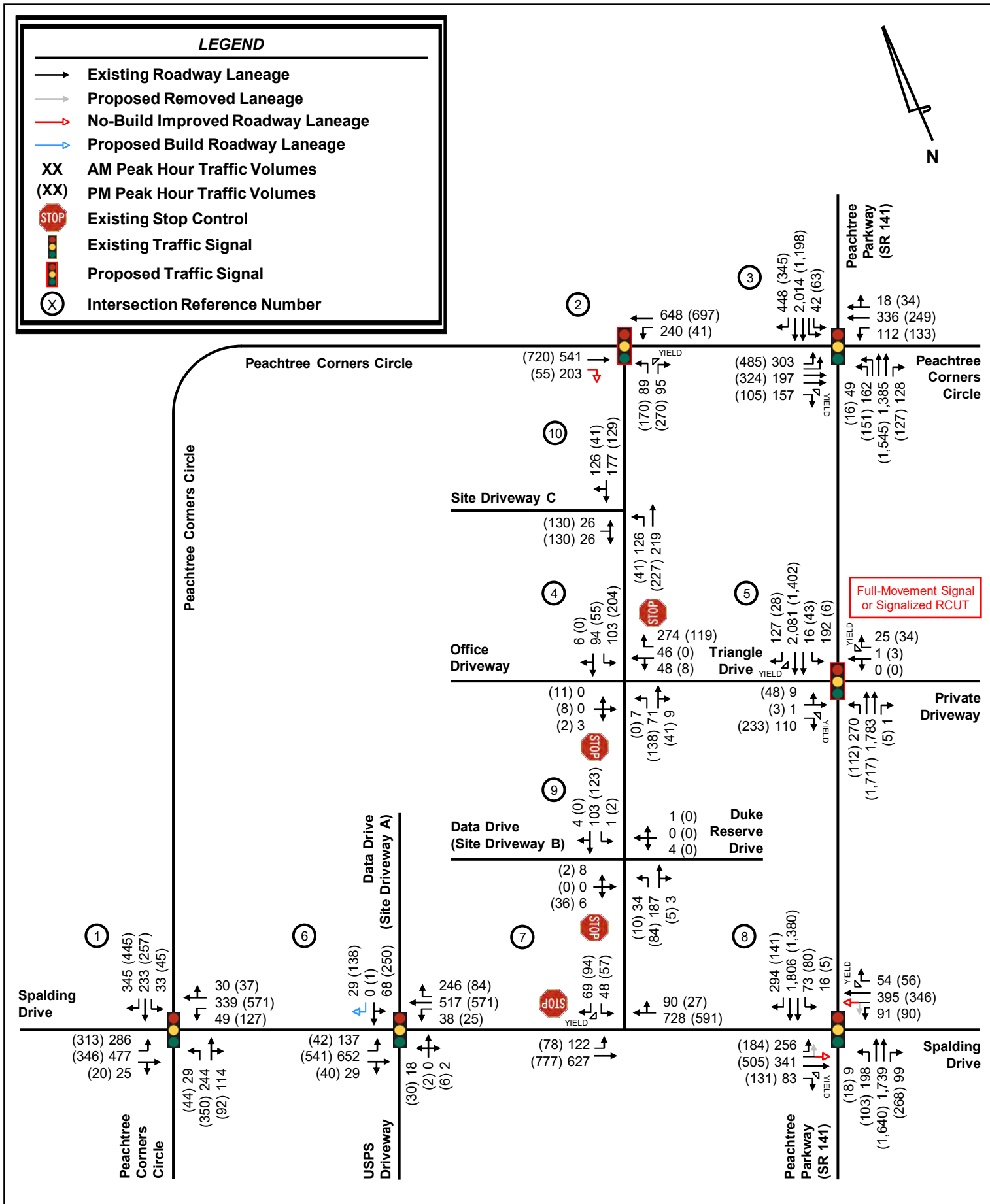
- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- STOP Existing Stop Control
- Existing Traffic Signal
- (X) Intersection Reference Number

Collected traffic counts were adjusted by a growth factor of 1.1 during the AM Peak and 1.0 (no adjustment) during the PM Peak to account for fluctuations in normal traffic patterns due to COVID-19.



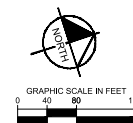
A hand-drawn diagram of a triangle. A line segment extends from one of the vertices, and the letter 'N' is written next to it.

- [illegible]



Proposed Site Plan

| Proposed Building | Quantity | Unit | Use |
|---|----------|--------|-----------------------------|
| Building B | 599,105 | SF | Manufacturing Facility |
| Existing Building D (3795 Data Drive) | 78,000 | SF | Existing Office to Remain |
| Building G | 387,000 | SF | Office and Training Center |
| Building G - Parking | 75 | Spaces | Parking Deck Below Building |
| Building J | 1,500 | Spaces | Parking Deck |
| Building A | 850 | Spaces | Parking Deck |
| Existing Building I (5445 Triangle Parkway) | 125,000 | SF | Existing Office to Remain |
| Existing Building K (5555 Triangle Parkway) | 85,000 | SF | Existing Office to Remain |
| Total Known Proposed SF | 986,105 | SF | |
| Existing SF to Remain | 288,000 | SF | |
| Total Parking Spaces Proposed | 2,425 | Spaces | |



Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)

Intuitive DRI #3720

City of Peachtree Corners, GA

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|--------------|--------------|--------------|------------|------------|--------------|------------|------------|
| | | | Total | In | Out | Total | In | Out |
| Proposed Site Traffic | | | | | | | | |
| 140 Manufacturing | 599,105 s.f. | 2,460 | 375 | 285 | 90 | 504 | 156 | 348 |
| 710 General Office Building | 387,000 s.f. | 3,766 | 536 | 472 | 64 | 511 | 82 | 429 |
| 710 General Office Building - To Be Removed | 52,202 s.f. | -660 | -96 | -84 | -12 | -97 | -16 | -81 |
| | | | | | | | | |
| Gross Trips (new development) | | 6,226 | 911 | 757 | 154 | 1,015 | 238 | 777 |
| Gross Trips (reduced by demolished office area) | | 5,566 | 815 | 673 | 142 | 918 | 222 | 696 |
| Office Trips | | 3,106 | 440 | 388 | 52 | 414 | 66 | 348 |
| Mixed-Use Reductions | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternative Mode Reductions | | -156 | -22 | -19 | -3 | -21 | -3 | -17 |
| Adjusted Office Trips | | 2,950 | 418 | 369 | 49 | 393 | 63 | 331 |
| | | | | | | | | |
| Manufacturing Truck Trips (per ITE 10th Edition Supplement) | | 282 | 18 | 10 | 8 | 18 | 7 | 11 |
| Mixed-Use Reductions | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternative Mode Reductions | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted Other Non-Residential Trips | | 282 | 18 | 10 | 8 | 18 | 7 | 11 |
| | | | | | | | | |
| Manufacturing Car Trips (per ITE 10th Edition Supplement) | | 2,178 | 357 | 275 | 82 | 486 | 149 | 337 |
| Mixed-Use Reductions | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternative Mode Reductions | | -108 | -18 | -14 | -4 | -24 | -7 | -17 |
| Adjusted Other Non-Residential Trips | | 2,070 | 339 | 261 | 78 | 462 | 142 | 320 |
| | | | | | | | | |
| Mixed-Use Reductions - TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alternative Mode Reductions - TOTAL | | -264 | -40 | -33 | -7 | -45 | -10 | -34 |
| Pass-By Reductions - TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Trips | | 5,302 | 775 | 640 | 135 | 873 | 212 | 662 |
| Driveway Volumes | | 5,302 | 775 | 640 | 135 | 873 | 212 | 662 |
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CONFIDENTIAL

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Spalding Drive @ Peachtree Corners Circle AM PEAK HOUR

| Description | Peachtree Corners Circle <u>Northbound</u> | | | Peachtree Corners Circle <u>Southbound</u> | | | Spalding Drive <u>Eastbound</u> | | | Spalding Drive <u>Westbound</u> | | |
|-------------------------------|---|------------|------------|---|------------|------------|------------------------------------|------------|-----------|------------------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 25 | 211 | 72 | 28 | 202 | 294 | 221 | 358 | 22 | 37 | 282 | 26 |
| Pedestrians | | 0 | | | 2 | | | 0 | | | 3 | |
| Conflicting Pedestrians | 0 | | 3 | 3 | | 0 | 2 | | 0 | 0 | | 2 |
| Heavy Vehicles | 2 | 19 | 3 | 1 | 19 | 6 | 5 | 5 | 2 | 1 | 15 | 1 |
| Heavy Vehicle % | 8% | 9% | 4% | 4% | 9% | 2% | 2% | 2% | 9% | 3% | 5% | 4% |
| Peak Hour Factor | | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 28 | 232 | 79 | 31 | 222 | 323 | 243 | 394 | 24 | 41 | 310 | 29 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 29 | 244 | 83 | 33 | 233 | 339 | 255 | 414 | 25 | 43 | 326 | 30 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | 5% | 10% | | | | |
| Trip Distribution OUT | | | | | | 5% | | | | 5% | 10% | |
| Office Trips | 0 | 0 | 18 | 0 | 0 | 2 | 18 | 37 | 0 | 2 | 5 | 0 |
| Trip Distribution IN | | | 5% | | | | 5% | 10% | | | | |
| Trip Distribution OUT | | | | | | 5% | | | | 5% | 10% | |
| Manufacturing Car Trips | 0 | 0 | 13 | 0 | 0 | 4 | 13 | 26 | 0 | 4 | 8 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 31 | 0 | 0 | 6 | 31 | 63 | 0 | 6 | 13 | 0 |
| 2027 Buildout Total | 29 | 244 | 114 | 33 | 233 | 345 | 286 | 477 | 25 | 49 | 339 | 30 |

PM PEAK HOUR

| Description | Peachtree Corners Circle <u>Northbound</u> | | | Peachtree Corners Circle <u>Southbound</u> | | | Spalding Drive <u>Eastbound</u> | | | Spalding Drive <u>Westbound</u> | | |
|-------------------------------|---|------------|-----------|---|------------|------------|------------------------------------|------------|-----------|------------------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 42 | 333 | 78 | 43 | 245 | 392 | 288 | 310 | 19 | 89 | 481 | 35 |
| Pedestrians | | 1 | | | 2 | | | 13 | | | 4 | |
| Conflicting Pedestrians | 13 | | 4 | 4 | | 13 | 2 | | 1 | 1 | | 2 |
| Heavy Vehicles | 0 | 9 | 5 | 0 | 2 | 5 | 10 | 12 | 2 | 3 | 6 | 0 |
| Heavy Vehicle % | 2% | 3% | 6% | 2% | 2% | 2% | 3% | 4% | 11% | 3% | 2% | 2% |
| Peak Hour Factor | | 0.98 | | | 0.98 | | | 0.98 | | | 0.98 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 42 | 333 | 78 | 43 | 245 | 392 | 288 | 310 | 19 | 89 | 481 | 35 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 44 | 350 | 82 | 45 | 257 | 412 | 303 | 326 | 20 | 94 | 506 | 37 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | 5% | 10% | | | | |
| Trip Distribution OUT | | | | | | 5% | | | | 5% | 10% | |
| Office Trips | 0 | 0 | 3 | 0 | 0 | 17 | 3 | 6 | 0 | 17 | 33 | 0 |
| Trip Distribution IN | | | 5% | | | | 5% | 10% | | | | |
| Trip Distribution OUT | | | | | | 5% | | | | 5% | 10% | |
| Manufacturing Car Trips | 0 | 0 | 7 | 0 | 0 | 16 | 7 | 14 | 0 | 16 | 32 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 10 | 0 | 0 | 33 | 10 | 20 | 0 | 33 | 65 | 0 |
| 2027 Buildout Total | 44 | 350 | 92 | 45 | 257 | 445 | 313 | 346 | 20 | 127 | 571 | 37 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Peachtree Corners Circle @ Triangle Parkway AM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | <u>Southbound</u> | | | Peachtree Corners Circle <u>Eastbound</u> | | | Peachtree Corners Circle <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|----------|-----------|-------------------|----------|----------|--|------------|------------|--|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 72 | 0 | 65 | 0 | 0 | 0 | 0 | 468 | 149 | 126 | 561 | 0 |
| Pedestrians | | 1 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 1 | 1 | | 0 |
| Heavy Vehicles | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 15 | 0 | 19 | 0 |
| Heavy Vehicle % | 13% | 0% | 2% | 0% | 0% | 0% | 0% | 2% | 10% | 2% | 3% | 0% |
| Peak Hour Factor | | 0.78 | | | 0.78 | | | 0.78 | | | 0.78 | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 79 | 0 | 72 | 0 | 0 | 0 | 0 | 515 | 164 | 139 | 617 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 83 | 0 | 76 | 0 | 0 | 0 | 0 | 541 | 172 | 146 | 648 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | 5% | 15% | | |
| Trip Distribution OUT | 5% | | 15% | | | | | | | | | |
| Office Trips | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 18 | 55 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | 5% | 15% | | |
| Trip Distribution OUT | 5% | | 15% | | | | | | | | | |
| Manufacturing Car Trips | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 13 | 39 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 31 | 94 | 0 | 0 |
| 2027 Buildout Total | 89 | 0 | 95 | 0 | 0 | 0 | 0 | 541 | 203 | 240 | 648 | 0 |

PM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | <u>Southbound</u> | | | Peachtree Corners Circle <u>Eastbound</u> | | | Peachtree Corners Circle <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|----------|------------|-------------------|----------|----------|--|------------|-----------|--|------------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 130 | 0 | 164 | 0 | 0 | 0 | 0 | 685 | 43 | 10 | 663 | 0 |
| Pedestrians | | 3 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 3 | 3 | | 0 |
| Heavy Vehicles | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 4 | 0 |
| Heavy Vehicle % | 3% | 0% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| Peak Hour Factor | | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 130 | 0 | 164 | 0 | 0 | 0 | 0 | 685 | 43 | 10 | 663 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 137 | 0 | 172 | 0 | 0 | 0 | 0 | 720 | 45 | 11 | 697 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | 5% | 15% | | |
| Trip Distribution OUT | 5% | | 15% | | | | | | | | | |
| Office Trips | 17 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | 5% | 15% | | |
| Trip Distribution OUT | 5% | | 15% | | | | | | | | | |
| Manufacturing Car Trips | 16 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 33 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 0 |
| 2027 Buildout Total | 170 | 0 | 270 | 0 | 0 | 0 | 0 | 720 | 55 | 41 | 697 | 0 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Peachtree Parkway (SR 141) @ Peachtree Corners Circle AM PEAK HOUR

| Description | Peachtree Parkway (SR 141) Northbound | | | | Peachtree Parkway (SR 141) Southbound | | | Peachtree Corners Circle Eastbound | | | Peachtree Corners Circle Westbound | | |
|-------------------------------|--|------------|--------------|------------|--|--------------|------------|---------------------------------------|------------|------------|---------------------------------------|------------|-----------|
| | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 43 | 140 | 1,180 | 111 | 36 | 1,659 | 333 | 251 | 165 | 135 | 97 | 264 | 15 |
| Pedestrians | | 1 | | | | 0 | | | 1 | | | 0 | |
| Conflicting Pedestrians | | 1 | | 0 | 0 | | 1 | 0 | | 1 | 1 | | 0 |
| Heavy Vehicles | 1 | 5 | 72 | 0 | 1 | 35 | 7 | 5 | 6 | 1 | 5 | 8 | 0 |
| Heavy Vehicle % | 2% | 4% | 6% | 2% | 3% | 2% | 2% | 2% | 4% | 2% | 5% | 3% | 2% |
| Peak Hour Factor | | 0.92 | | | | 0.92 | | | 0.92 | | | 0.92 | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 47 | 154 | 1298 | 122 | 40 | 1825 | 366 | 276 | 182 | 149 | 107 | 290 | 17 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2027 Background Traffic | 49 | 162 | 1,364 | 128 | 42 | 1,918 | 385 | 290 | 191 | 157 | 112 | 305 | 18 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 15% | 10% | | | | | 5% | |
| Trip Distribution OUT | | | 15% | | | | | 10% | 5% | | | | |
| Office Trips | 0 | 0 | 7 | 0 | 0 | 55 | 37 | 5 | 2 | 0 | 0 | 18 | 0 |
| Trip Distribution IN | | | | | | 15% | 10% | | | | | 5% | |
| Trip Distribution OUT | | | 15% | | | | | 10% | 5% | | | | |
| Manufacturing Car Trips | 0 | 0 | 12 | 0 | 0 | 39 | 26 | 8 | 4 | 0 | 0 | 13 | 0 |
| Trip Distribution IN | | | | | | 20% | | | | | | | |
| Trip Distribution OUT | | | 20% | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 21 | 0 | 0 | 96 | 63 | 13 | 6 | 0 | 0 | 31 | 0 |
| 2027 Buildout Total | 49 | 162 | 1,385 | 128 | 42 | 2,014 | 448 | 303 | 197 | 157 | 112 | 336 | 18 |

PM PEAK HOUR

| Description | Peachtree Parkway (SR 141) Northbound | | | | Peachtree Parkway (SR 141) Southbound | | | Peachtree Corners Circle Eastbound | | | Peachtree Corners Circle Westbound | | |
|-------------------------------|--|------------|--------------|------------|--|--------------|------------|---------------------------------------|------------|------------|---------------------------------------|------------|-----------|
| | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 15 | 144 | 1,375 | 121 | 60 | 1,110 | 309 | 400 | 277 | 100 | 127 | 227 | 32 |
| Pedestrians | | 1 | | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | | 0 | | 0 | 0 | | 0 | 0 | | 1 | 1 | | 0 |
| Heavy Vehicles | 0 | 0 | 5 | 0 | 0 | 18 | 3 | 0 | 4 | 1 | 2 | 1 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.98 | | | | 0.98 | | | 0.98 | | | 0.98 | |
| Adjustment | | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 15 | 144 | 1375 | 121 | 60 | 1110 | 309 | 400 | 277 | 100 | 127 | 227 | 32 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2027 Background Traffic | 16 | 151 | 1,445 | 127 | 63 | 1,167 | 325 | 420 | 291 | 105 | 133 | 239 | 34 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 15% | 10% | | | | | 5% | |
| Trip Distribution OUT | | | 15% | | | | | 10% | 5% | | | | |
| Office Trips | 0 | 0 | 50 | 0 | 0 | 9 | 6 | 33 | 17 | 0 | 0 | 3 | 0 |
| Trip Distribution IN | | | | | | 15% | 10% | | | | | 5% | |
| Trip Distribution OUT | | | 15% | | | | | 10% | 5% | | | | |
| Manufacturing Car Trips | 0 | 0 | 48 | 0 | 0 | 21 | 14 | 32 | 16 | 0 | 0 | 7 | 0 |
| Trip Distribution IN | | | | | | 20% | | | | | | | |
| Trip Distribution OUT | | | 20% | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 100 | 0 | 0 | 31 | 20 | 65 | 33 | 0 | 0 | 10 | 0 |
| 2027 Buildout Total | 16 | 151 | 1,545 | 127 | 63 | 1,198 | 345 | 485 | 324 | 105 | 133 | 249 | 34 |

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Triangle Parkway @ Triangle Drive AM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | Triangle Parkway <u>Southbound</u> | | | Office Driveway <u>Eastbound</u> | | | Triangle Drive <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|-----------|----------|---------------------------------------|-----------|----------|-------------------------------------|----------|----------|------------------------------------|-----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 6 | 62 | 8 | 66 | 81 | 5 | 0 | 0 | 3 | 42 | 40 | 128 |
| Pedestrians | 0 | | | 1 | | | 0 | | | 1 | | |
| Conflicting Pedestrians | 0 | | 1 | 1 | | 0 | 1 | | 0 | 0 | | 1 |
| Heavy Vehicles | 0 | 5 | 1 | 1 | 12 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| Heavy Vehicle % | 2% | 8% | 13% | 2% | 15% | 2% | 0% | 0% | 2% | 14% | 2% | 5% |
| Peak Hour Factor | 0.68 | | | 0.68 | | | 0.68 | | | 0.68 | | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 7 | 68 | 9 | 73 | 89 | 6 | 0 | 0 | 3 | 46 | 44 | 141 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 7 | 71 | 9 | 77 | 94 | 6 | 0 | 0 | 3 | 48 | 46 | 148 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 20% |
| Trip Distribution OUT | | | | 20% | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Trip Distribution IN | | | | | | | | | | | | 20% |
| Trip Distribution OUT | | | | 20% | | | | | | | | |
| Manufacturing Car Trips | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 2027 Buildout Total | 7 | 71 | 9 | 103 | 94 | 6 | 0 | 0 | 3 | 48 | 46 | 274 |

PM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | Triangle Parkway <u>Southbound</u> | | | Office Driveway <u>Eastbound</u> | | | Triangle Drive <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|------------|-----------|---------------------------------------|-----------|----------|-------------------------------------|----------|----------|------------------------------------|----------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 0 | 131 | 39 | 70 | 52 | 0 | 10 | 8 | 2 | 8 | 0 | 74 |
| Pedestrians | 0 | | | 1 | | | 0 | | | 3 | | |
| Conflicting Pedestrians | 0 | | 3 | 3 | | 0 | 1 | | 0 | 0 | | 1 |
| Heavy Vehicles | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Heavy Vehicle % | 0% | 2% | 2% | 2% | 2% | 0% | 2% | 2% | 2% | 13% | 0% | 2% |
| Peak Hour Factor | 0.81 | | | 0.81 | | | 0.81 | | | 0.81 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 0 | 131 | 39 | 70 | 52 | 0 | 10 | 8 | 2 | 8 | 0 | 74 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 0 | 138 | 41 | 74 | 55 | 0 | 11 | 8 | 2 | 8 | 0 | 78 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 20% |
| Trip Distribution OUT | | | | 20% | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Trip Distribution IN | | | | | | | | | | | | 20% |
| Trip Distribution OUT | | | | 20% | | | | | | | | |
| Manufacturing Car Trips | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 2027 Buildout Total | 0 | 138 | 41 | 204 | 55 | 0 | 11 | 8 | 2 | 8 | 0 | 119 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Peachtree Parkway (SR 141) @ Triangle Drive AM PEAK HOUR

| Description | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | | Triangle Drive | | | Strip Mall Driveway | | |
|-------------------------------|----------------------------|--------------|----------|----------------------------|-----------|--------------|------------|------------------|----------|------------|---------------------|----------|-----------|
| | <u>Northbound</u> | | | <u>Southbound</u> | | | | <u>Eastbound</u> | | | <u>Westbound</u> | | |
| | Left | Through | Right | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 152 | 1,529 | 1 | 166 | 14 | 1,744 | 83 | 3 | 1 | 79 | 0 | 1 | 22 |
| Pedestrians | 0 | | | 0 | | | | 1 | | | 0 | | |
| Conflicting Pedestrians | 1 | | 0 | | 0 | | 1 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 3 | 82 | 0 | 0 | 0 | 34 | 9 | 0 | 0 | 2 | 0 | 0 | 1 |
| Heavy Vehicle % | 2% | 5% | 2% | 2% | 2% | 2% | 11% | 2% | 2% | 3% | 0% | 2% | 5% |
| Peak Hour Factor | 0.91 | | | 0.91 | | | | 0.91 | | | 0.91 | | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 167 | 1682 | 1 | 183 | 15 | 1918 | 91 | 3 | 1 | 87 | 0 | 1 | 24 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2027 Background Traffic | 176 | 1,768 | 1 | 192 | 16 | 2,016 | 96 | 3 | 1 | 91 | 0 | 1 | 25 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | 15% | | | | | 10% | 5% | | | | | | |
| Trip Distribution OUT | | 10% | | | | | | 5% | | 15% | | | |
| Office Trips | 55 | 5 | 0 | 0 | 0 | 37 | 18 | 2 | 0 | 7 | 0 | 0 | 0 |
| Trip Distribution IN | 15% | | | | | 10% | 5% | | | | | | |
| Trip Distribution OUT | | 10% | | | | | | 5% | | 15% | | | |
| Manufacturing Car Trips | 39 | 8 | 0 | 0 | 0 | 26 | 13 | 4 | 0 | 12 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | 20% | | | | | | | |
| Trip Distribution OUT | | 20% | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 94 | 15 | 0 | 0 | 0 | 65 | 31 | 6 | 0 | 19 | 0 | 0 | 0 |
| 2027 Buildout Total | 270 | 1,783 | 1 | 192 | 16 | 2,081 | 127 | 9 | 1 | 110 | 0 | 1 | 25 |

PM PEAK HOUR

| Description | Peachtree Parkway (SR 141) | | | Peachtree Parkway (SR 141) | | | | Triangle Drive | | | Strip Mall Driveway | | |
|-------------------------------|----------------------------|--------------|----------|----------------------------|-----------|--------------|-----------|------------------|----------|------------|---------------------|----------|-----------|
| | <u>Northbound</u> | | | <u>Southbound</u> | | | | <u>Eastbound</u> | | | <u>Westbound</u> | | |
| | Left | Through | Right | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 78 | 1,570 | 5 | 6 | 41 | 1,314 | 17 | 14 | 3 | 128 | 0 | 3 | 32 |
| Pedestrians | 0 | | | 0 | | | | 0 | | | 3 | | |
| Conflicting Pedestrians | 0 | | 3 | | 3 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 1 | 4 | 0 | 0 | 0 | 21 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 6% | 2% | 67% | 2% | 0% | 2% | 2% |
| Peak Hour Factor | 0.95 | | | 0.95 | | | | 0.95 | | | 0.95 | | |
| Adjustment | | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 78 | 1570 | 5 | 6 | 41 | 1314 | 17 | 14 | 3 | 128 | 0 | 3 | 32 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | |
| 2027 Background Traffic | 82 | 1,650 | 5 | 6 | 43 | 1,381 | 18 | 15 | 3 | 135 | 0 | 3 | 34 |
| Project Trips | | | | | | | | | | | | | |
| Trip Distribution IN | 15% | | | | | 10% | 5% | | | | | | |
| Trip Distribution OUT | | 10% | | | | | | 5% | | 15% | | | |
| Office Trips | 9 | 33 | 0 | 0 | 0 | 6 | 3 | 17 | 0 | 50 | 0 | 0 | 0 |
| Trip Distribution IN | 15% | | | | | 10% | 5% | | | | | | |
| Trip Distribution OUT | | 10% | | | | | | 5% | | 15% | | | |
| Manufacturing Car Trips | 21 | 32 | 0 | 0 | 0 | 14 | 7 | 16 | 0 | 48 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | 20% | | | | | | | |
| Trip Distribution OUT | | 20% | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 30 | 67 | 0 | 0 | 0 | 21 | 10 | 33 | 0 | 98 | 0 | 0 | 0 |
| 2027 Buildout Total | 112 | 1,717 | 5 | 6 | 43 | 1,402 | 28 | 48 | 3 | 233 | 0 | 3 | 34 |

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Spalding Drive @ Data Drive (Driveway A) / USPS Driveway AM PEAK HOUR

| Description | USPS Driveway Northbound | | | Data Drive (Driveway A) Southbound | | | Spalding Drive Eastbound | | | Spalding Drive Westbound | | |
|-------------------------------|-----------------------------|----------|----------|---------------------------------------|----------|-----------|-----------------------------|------------|-----------|-----------------------------|------------|------------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 15 | 0 | 2 | 14 | 0 | 3 | 9 | 564 | 25 | 33 | 447 | 14 |
| Pedestrians | | 0 | | | 3 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 3 | | 0 | 0 | | 3 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 17 | 0 |
| Heavy Vehicle % | 2% | 0% | 2% | 2% | 0% | 2% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | | 0.94 | | | 0.94 | | | 0.94 | | | 0.94 | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 17 | 0 | 2 | 15 | 0 | 3 | 10 | 620 | 28 | 36 | 492 | 15 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 18 | 0 | 2 | 16 | 0 | 3 | 11 | 652 | 29 | 38 | 517 | 16 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | | | | | 35% |
| Trip Distribution OUT | | | | 35% | | 20% | | | | | | |
| Office Trips | 0 | 0 | 0 | 17 | 0 | 10 | 74 | 0 | 0 | 0 | 0 | 129 |
| Trip Distribution IN | | | | | | | 20% | | | | | 35% |
| Trip Distribution OUT | | | | 35% | | 20% | | | | | | |
| Manufacturing Car Trips | 0 | 0 | 0 | 27 | 0 | 16 | 52 | 0 | 0 | 0 | 0 | 91 |
| Trip Distribution IN | | | | | | | | | | | | 100% |
| Trip Distribution OUT | | | | 100% | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total Project Trips | 0 | 0 | 0 | 52 | 0 | 26 | 126 | 0 | 0 | 0 | 0 | 230 |
| 2027 Buildout Total | 18 | 0 | 2 | 68 | 0 | 29 | 137 | 652 | 29 | 38 | 517 | 246 |

PM PEAK HOUR

| Description | USPS Driveway Northbound | | | Data Drive (Driveway A) Southbound | | | Spalding Drive Eastbound | | | Spalding Drive Westbound | | |
|-------------------------------|-----------------------------|----------|----------|---------------------------------------|----------|------------|-----------------------------|------------|-----------|-----------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 29 | 2 | 6 | 10 | 1 | 8 | 1 | 515 | 38 | 24 | 543 | 5 |
| Pedestrians | | 2 | | | 2 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 2 | | 2 | 2 | | 2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 4 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.96 | | | 0.96 | | | 0.96 | | | 0.96 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 29 | 2 | 6 | 10 | 1 | 8 | 1 | 515 | 38 | 24 | 543 | 5 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 30 | 2 | 6 | 11 | 1 | 8 | 1 | 541 | 40 | 25 | 571 | 5 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 20% | | | | | 35% |
| Trip Distribution OUT | | | | 35% | | 20% | | | | | | |
| Office Trips | 0 | 0 | 0 | 116 | 0 | 66 | 13 | 0 | 0 | 0 | 0 | 22 |
| Trip Distribution IN | | | | | | | 20% | | | | | 35% |
| Trip Distribution OUT | | | | 35% | | 20% | | | | | | |
| Manufacturing Car Trips | 0 | 0 | 0 | 112 | 0 | 64 | 28 | 0 | 0 | 0 | 0 | 50 |
| Trip Distribution IN | | | | | | | | | | | | 100% |
| Trip Distribution OUT | | | | 100% | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total Project Trips | 0 | 0 | 0 | 239 | 0 | 130 | 41 | 0 | 0 | 0 | 0 | 79 |
| 2027 Buildout Total | 30 | 2 | 6 | 250 | 1 | 138 | 42 | 541 | 40 | 25 | 571 | 84 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Spalding Drive @ Triangle Parkway AM PEAK HOUR

| Description | Northbound | | | Triangle Parkway Southbound | | | Spalding Drive Eastbound | | | Spalding Drive Westbound | | |
|-------------------------------|------------|----------|----------|-----------------------------|----------|-----------|--------------------------|------------|----------|--------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 0 | 0 | 0 | 36 | 0 | 60 | 105 | 497 | 0 | 0 | 431 | 51 |
| Pedestrians | 0 | | | 2 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 2 | | 0 | 0 | | 2 |
| Heavy Vehicles | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 7 | 0 | 0 | 17 | 10 |
| Heavy Vehicle % | 0% | 0% | 0% | 47% | 0% | 2% | 2% | 2% | 0% | 0% | 4% | 20% |
| Peak Hour Factor | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 40 | 0 | 66 | 116 | 547 | 0 | 0 | 474 | 56 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 0 | 0 | 0 | 42 | 0 | 69 | 122 | 575 | 0 | 0 | 498 | 59 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 35% | 5% |
| Trip Distribution OUT | | | | 5% | | | | 35% | | | | |
| Office Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 17 | 0 | 0 | 129 | 18 |
| Trip Distribution IN | | | | | | | | | | | 35% | 5% |
| Trip Distribution OUT | | | | 5% | | | | 35% | | | | |
| Manufacturing Car Trips | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 27 | 0 | 0 | 91 | 13 |
| Trip Distribution IN | | | | | | | | | | | 100% | |
| Trip Distribution OUT | | | | | | | | 100% | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 10 | 0 |
| Total Project Trips | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 52 | 0 | 0 | 230 | 31 |
| 2027 Buildout Total | 0 | 0 | 0 | 48 | 0 | 69 | 122 | 627 | 0 | 0 | 728 | 90 |

PM PEAK HOUR

| Description | Northbound | | | Triangle Parkway Southbound | | | Spalding Drive Eastbound | | | Spalding Drive Westbound | | |
|-------------------------------|------------|----------|----------|-----------------------------|----------|-----------|--------------------------|------------|----------|--------------------------|------------|-----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 0 | 0 | 0 | 23 | 0 | 89 | 74 | 512 | 0 | 0 | 487 | 16 |
| Pedestrians | 0 | | | 2 | | | 0 | | | 0 | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 2 | | | | | 2 |
| Heavy Vehicles | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 | 0 | 0 | 4 | 0 |
| Heavy Vehicle % | 0% | 0% | 0% | 9% | 0% | 2% | 3% | 2% | 0% | 0% | 2% | 2% |
| Peak Hour Factor | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 23 | 0 | 89 | 74 | 512 | 0 | 0 | 487 | 16 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 0 | 0 | 0 | 24 | 0 | 94 | 78 | 538 | 0 | 0 | 512 | 17 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 35% | 5% |
| Trip Distribution OUT | | | | 5% | | | | 35% | | | | |
| Office Trips | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 116 | 0 | 0 | 22 | 3 |
| Trip Distribution IN | | | | | | | | | | | 35% | 5% |
| Trip Distribution OUT | | | | 5% | | | | 35% | | | | |
| Manufacturing Car Trips | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 112 | 0 | 0 | 50 | 7 |
| Trip Distribution IN | | | | | | | | | | | 100% | |
| Trip Distribution OUT | | | | | | | | 100% | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 7 | 0 |
| Total Project Trips | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 239 | 0 | 0 | 79 | 10 |
| 2027 Buildout Total | 0 | 0 | 0 | 57 | 0 | 94 | 78 | 777 | 0 | 0 | 591 | 27 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Peachtree Parkway (SR 141) @ Spalding Drive AM PEAK HOUR

| Description | Peachtree Parkway (SR 141) Northbound | | | | Peachtree Parkway (SR 141) Southbound | | | | Spalding Drive Eastbound | | | Spalding Drive Westbound | | |
|-------------------------------|--|------------|--------------|-----------|--|-----------|--------------|------------|-----------------------------|------------|-----------|-----------------------------|------------|-----------|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 8 | 110 | 1,423 | 85 | 14 | 63 | 1,545 | 198 | 208 | 273 | 55 | 79 | 233 | 46 |
| Pedestrians | 0 | | | | 0 | | | | 0 | | | 0 | | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 2 | 2 | 71 | 5 | 2 | 2 | 24 | 10 | 13 | 7 | 4 | 1 | 16 | 1 |
| Heavy Vehicle % | 25% | 2% | 5% | 6% | 14% | 3% | 2% | 5% | 6% | 3% | 7% | 2% | 7% | 2% |
| Peak Hour Factor | 0.94 | | | | 0.94 | | | | 0.94 | | | 0.94 | | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 9 | 121 | 1565 | 94 | 15 | 69 | 1700 | 218 | 229 | 300 | 61 | 87 | 256 | 51 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | |
| 2027 Background Traffic | 9 | 127 | 1,645 | 99 | 16 | 73 | 1,787 | 229 | 241 | 315 | 64 | 91 | 269 | 54 |
| Project Trips | | | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | 15% | | | | | 10% | | | | | 20% | |
| Trip Distribution OUT | | | | | | | 15% | | 10% | 20% | 10% | | | |
| Office Trips | 0 | 37 | 55 | 0 | 0 | 0 | 7 | 37 | 5 | 10 | 5 | 0 | 74 | 0 |
| | | | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | 15% | | | | | 10% | | | | | 20% | |
| Trip Distribution OUT | | | | | | | 15% | | 10% | 20% | 10% | | | |
| Manufacturing Car Trips | 0 | 26 | 39 | 0 | 0 | 0 | 12 | 26 | 8 | 16 | 8 | 0 | 52 | 0 |
| | | | | | | | | | | | | | | |
| Trip Distribution IN | | 80% | | | | | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | | | 20% | | 80% | | | |
| Manufacturing Truck Trips | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 6 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 71 | 94 | 0 | 0 | 0 | 19 | 65 | 15 | 26 | 19 | 0 | 126 | 0 |
| | | | | | | | | | | | | | | |
| 2027 Buildout Total | 9 | 198 | 1,739 | 99 | 16 | 73 | 1,806 | 294 | 256 | 341 | 83 | 91 | 395 | 54 |

PM PEAK HOUR

| Description | Peachtree Parkway (SR 141) Northbound | | | | Peachtree Parkway (SR 141) Southbound | | | | Spalding Drive Eastbound | | | Spalding Drive Westbound | | |
|-------------------------------|--|------------|--------------|------------|--|-----------|--------------|------------|-----------------------------|------------|------------|-----------------------------|------------|-----------|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 17 | 73 | 1,532 | 255 | 5 | 76 | 1,220 | 114 | 111 | 357 | 55 | 86 | 290 | 53 |
| Pedestrians | 0 | | | | 1 | | | | 1 | | | 0 | | |
| Conflicting Pedestrians | | 1 | | 0 | | 0 | | 1 | 1 | | 0 | 0 | | 1 |
| Heavy Vehicles | 2 | 2 | 10 | 7 | 0 | 0 | 24 | 2 | 0 | 20 | 1 | 1 | 2 | 0 |
| Heavy Vehicle % | 12% | 3% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 6% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.96 | | | | 0.96 | | | | 0.96 | | | 0.96 | | |
| Adjustment | | | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 17 | 73 | 1532 | 255 | 5 | 76 | 1220 | 114 | 111 | 357 | 55 | 86 | 290 | 53 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | | | |
| 2027 Background Traffic | 18 | 77 | 1,610 | 268 | 5 | 80 | 1,282 | 120 | 117 | 375 | 58 | 90 | 305 | 56 |
| Project Trips | | | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | 15% | | | | | 10% | | | | | 20% | |
| Trip Distribution OUT | | | | | | | 15% | | 10% | 20% | 10% | | | |
| Office Trips | 0 | 6 | 9 | 0 | 0 | 0 | 50 | 6 | 33 | 66 | 33 | 0 | 13 | 0 |
| | | | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | 15% | | | | | 10% | | | | | 20% | |
| Trip Distribution OUT | | | | | | | 15% | | 10% | 20% | 10% | | | |
| Manufacturing Car Trips | 0 | 14 | 21 | 0 | 0 | 0 | 48 | 14 | 32 | 64 | 32 | 0 | 28 | 0 |
| | | | | | | | | | | | | | | |
| Trip Distribution IN | | 80% | | | | | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | | | 20% | | 80% | | | |
| Manufacturing Truck Trips | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 8 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 26 | 30 | 0 | 0 | 0 | 98 | 21 | 67 | 130 | 73 | 0 | 41 | 0 |
| | | | | | | | | | | | | | | |
| 2027 Buildout Total | 18 | 103 | 1,640 | 268 | 5 | 80 | 1,380 | 141 | 184 | 505 | 131 | 90 | 346 | 56 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Triangle Parkway @ Data Drive (Driveway B) / Duke Reserve Drive AM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | Triangle Parkway <u>Southbound</u> | | | Data Drive (Driveway B) <u>Eastbound</u> | | | Duke Reserve Drive <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|------------|----------|---------------------------------------|------------|----------|---|----------|----------|--|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 3 | 162 | 3 | 1 | 89 | 4 | 7 | 0 | 0 | 4 | 0 | 1 |
| Pedestrians | | 0 | | | 0 | | | 3 | | | 3 | |
| Conflicting Pedestrians | 3 | | 3 | 3 | | 3 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 1 | 6 | 3 | 0 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 33% | 4% | 100% | 2% | 18% | 25% | 29% | 0% | 0% | 2% | 0% | 2% |
| Peak Hour Factor | | 0.67 | | | 0.67 | | | 0.67 | | | 0.67 | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 3 | 178 | 3 | 1 | 98 | 4 | 8 | 0 | 0 | 4 | 0 | 1 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 3 | 187 | 3 | 1 | 103 | 4 | 8 | 0 | 0 | 4 | 0 | 1 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 5% | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | 5% | | | |
| Office Trips | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | 5% | | | |
| Manufacturing Car Trips | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 2027 Buildout Total | 34 | 187 | 3 | 1 | 103 | 4 | 8 | 0 | 6 | 4 | 0 | 1 |

PM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | Triangle Parkway <u>Southbound</u> | | | Data Drive (Driveway B) <u>Eastbound</u> | | | Duke Reserve Drive <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|-----------|----------|---------------------------------------|------------|----------|---|----------|-----------|--|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | 0 | 80 | 5 | 2 | 117 | 0 | 2 | 0 | 3 | 0 | 0 | 0 |
| Pedestrians | | 5 | | | 1 | | | 1 | | | 2 | |
| Conflicting Pedestrians | 1 | | 2 | 2 | | 1 | 1 | | 5 | 5 | | 1 |
| Heavy Vehicles | 0 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 40% | 50% | 3% | 0% | 2% | 0% | 2% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.70 | | | 0.70 | | | 0.70 | | | 0.70 | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 0 | 80 | 5 | 2 | 117 | 0 | 2 | 0 | 3 | 0 | 0 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 0 | 84 | 5 | 2 | 123 | 0 | 2 | 0 | 3 | 0 | 0 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 5% | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | 5% | | | |
| Office Trips | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| Trip Distribution IN | 5% | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | 5% | | | |
| Manufacturing Car Trips | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| 2027 Buildout Total | 10 | 84 | 5 | 2 | 123 | 0 | 2 | 0 | 36 | 0 | 0 | 0 |

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INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Triangle Parkway @ Driveway C AM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | Triangle Parkway <u>Southbound</u> | | | Driveway C <u>Eastbound</u> | | | <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|------------|----------|---------------------------------------|------------|------------|--------------------------------|----------|-----------|------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | | | | | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.68 | | | 0.68 | | | 0.68 | | | 0.68 | | |
| Adjustment | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 20% | | | | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | 20% | | 20% | | | |
| Office Trips | 74 | 0 | 0 | 0 | 0 | 74 | 10 | 0 | 10 | 0 | 0 | 0 |
| Trip Distribution IN | 20% | | | | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | 20% | | 20% | | | |
| Manufacturing Car Trips | 52 | 0 | 0 | 0 | 0 | 52 | 16 | 0 | 16 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 126 | 0 | 0 | 0 | 0 | 126 | 26 | 0 | 26 | 0 | 0 | 0 |
| 2027 Buildout Total | 126 | 219 | 0 | 0 | 177 | 126 | 26 | 0 | 26 | 0 | 0 | 0 |

PM PEAK HOUR

| Description | Triangle Parkway <u>Northbound</u> | | | Triangle Parkway <u>Southbound</u> | | | Driveway C <u>Eastbound</u> | | | <u>Westbound</u> | | |
|-------------------------------|---------------------------------------|------------|----------|---------------------------------------|------------|-----------|--------------------------------|----------|------------|------------------|----------|----------|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2022 Traffic Volumes | | | | | | | | | | | | |
| Pedestrians | | | | | | | | | | | | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | | | | | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.81 | | | 0.81 | | | 0.81 | | | 0.81 | | |
| Adjustment | | | | | | | | | | | | |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Growth Rate | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Growth Factor | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 | 1.051 |
| New Road Adjustment | | | | | | | | | | | | |
| Other Proposed Developments | | | | | | | | | | | | |
| 2027 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips | | | | | | | | | | | | |
| Trip Distribution IN | 20% | | | | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | 20% | | 20% | | | |
| Office Trips | 13 | 0 | 0 | 0 | 0 | 13 | 66 | 0 | 66 | 0 | 0 | 0 |
| Trip Distribution IN | 20% | | | | | 20% | | | | | | |
| Trip Distribution OUT | | | | | | | 20% | | 20% | | | |
| Manufacturing Car Trips | 28 | 0 | 0 | 0 | 0 | 28 | 64 | 0 | 64 | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | |
| Manufacturing Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 41 | 0 | 0 | 0 | 0 | 41 | 130 | 0 | 130 | 0 | 0 | 0 |
| 2027 Buildout Total | 41 | 227 | 0 | 0 | 129 | 41 | 130 | 0 | 130 | 0 | 0 | 0 |

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Programmed Project Fact Sheets

Short Title

SR 141 (MEDLOCK BRIDGE ROAD) WIDENING (PHASE 1) FROM CHATTAHOOCHEE RIVER TO OLD ALABAMA ROAD

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / General Purpose Capacity

Sponsor

City of Johns Creek

Jurisdiction

Fulton County (North)

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

4

LCI

☐

Network Year

2030

Planned Thru Lane

6

Flex

☐

Corridor Length

1.1 miles

Detailed Description and Justification

This project will overlay, widen and restripe Medlock Bridge Road to increase vehicle capacity from 4 lanes to 6 lanes from the Chattahoochee River to McGinnis Ferry Road.



| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|------------------------------------|---------------------------------------|--------|-------------|------------------|---|---------|---------|---------------|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Local Jurisdiction/Municipality Funds | | 2023 | \$250,000 | \$0,000 | \$0,000 | \$0,000 | \$250,000 |
| ROW | Local Jurisdiction/Municipality Funds | | 2024 | \$200,000 | \$0,000 | \$0,000 | \$0,000 | \$200,000 |
| CST | Local Jurisdiction/Municipality Funds | | 2025 | \$1,800,000 | \$0,000 | \$0,000 | \$0,000 | \$1,800,000 |
| | | | | \$2,250,000 | \$0,000 | \$0,000 | \$0,000 | \$2,250,000 |

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

Short Title

PEACHTREE INDUSTRIAL BOULEVARD WIDENING FROM SR 141 (PEACHTREE PARKWAY) TO MEDLOCK BRIDGE ROAD (NORTHBOUND ONLY)

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Roadway / General Purpose Capacity

Sponsor

Gwinnett County

Jurisdiction

Gwinnett County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

2

LCI

☐

Planned Thru Lane

3

Flex

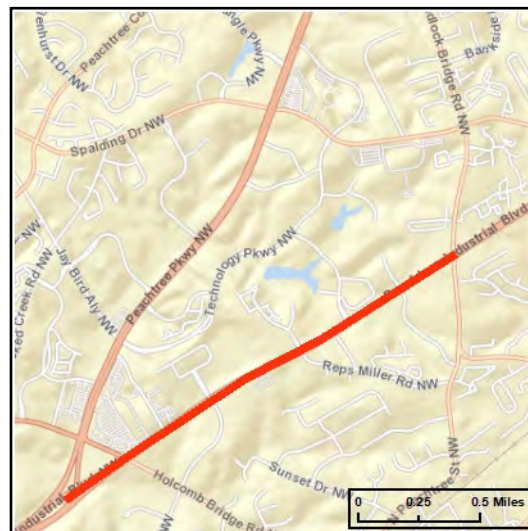
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Network Year

2030

Corridor Length

2 miles



Detailed Description and Justification

This project will widen Peachtree Industrial Boulevard from SR 141 (Peachtree Parkway) to Medlock Bridge Road (Northbound Only). The project will add one lane; widening the road from two travel lanes to three travel lanes.

| 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 | 2017 | \$1,000,000 | \$0,000 | \$0,000 | \$0,000 | \$1,000,000 |
| ROW | Local Jurisdiction/Municipality Funds | | LR 2026-2030 | \$500,000 | \$0,000 | \$0,000 | \$0,000 | \$500,000 |
| CST | Local Jurisdiction/Municipality Funds | | LR 2026-2030 | \$4,960,000 | \$0,000 | \$0,000 | \$0,000 | \$4,960,000 |
| | | | | \$6,460,000 | \$0,000 | \$0,000 | \$0,000 | \$6,460,000 |

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



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



RECOMMENDATIONS REPORT

LEVEL 2 (MID-RANGE) PRIORITY PROJECTS

Mid-Range, or Level 2 projects, include projects that are anticipated to be high priority after the first six-year project list is nearly complete. These projects anticipate the availability of future funding sources which may include local funding through future Gwinnett County SPLOST programs plus leveraged funding at the state and federal level. Similar to the Level 1 project list, there is a list of planned projects for the nine-year mid-range funding period, plus funds identified for specific programs for projects that have yet to be identified. Programmed set-aside funding enables the County to be nimble with needs or opportunities that are not clearly on the horizon with today's information, but which may be very important at a future date. The map, funding program, and project lists on the following pages represent the Mid-Range project priorities.

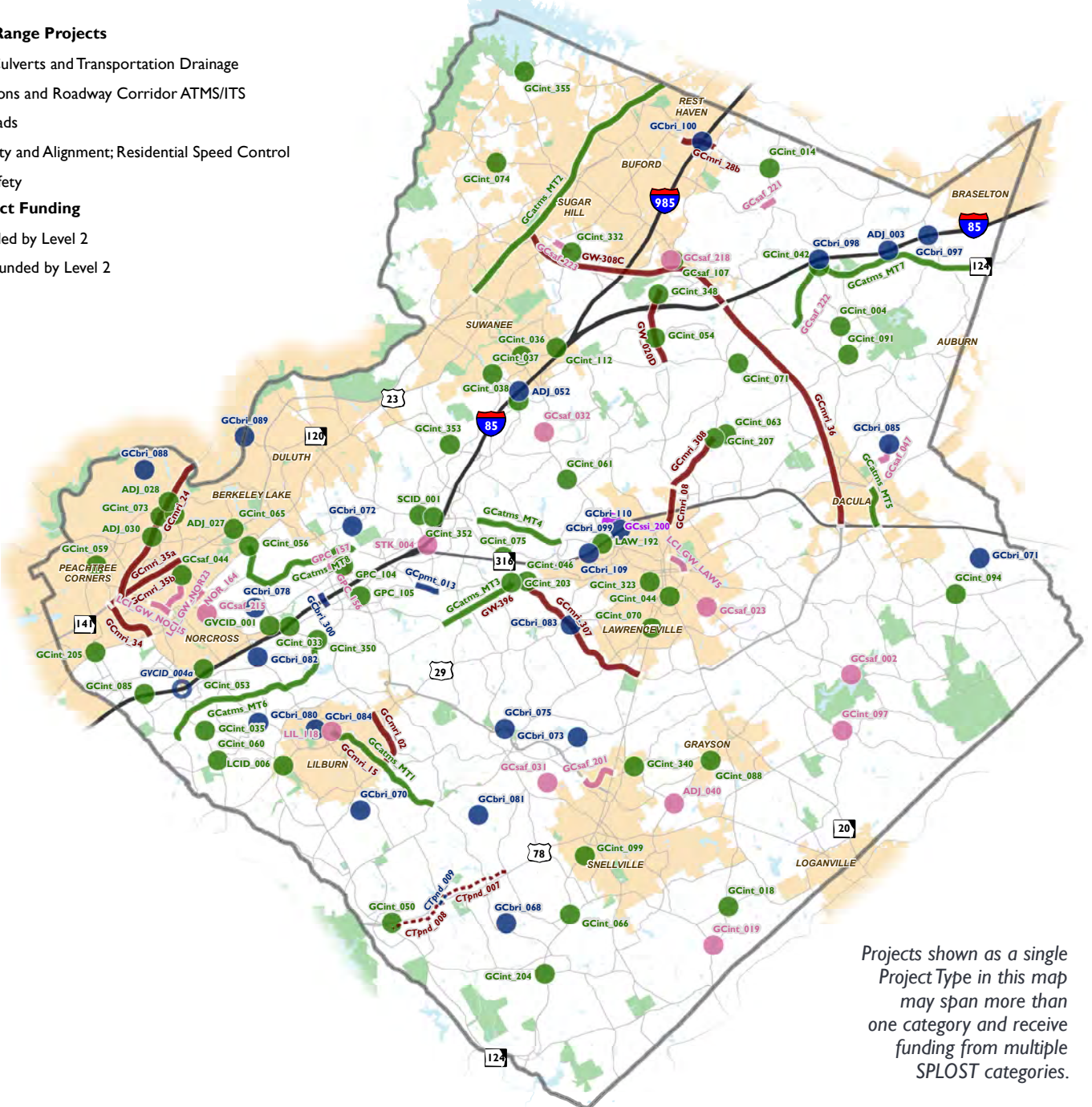
Mid-Range Projects - Level 2

Level 2 Mid-Range Projects

- Bridges, Culverts and Transportation Drainage
- Intersections and Roadway Corridor ATMS/ITS
- Major Roads
- Road Safety and Alignment; Residential Speed Control
- School Safety

Level 2 Project Funding

- Fully Funded by Level 2
- Partially Funded by Level 2



Level 2 Projects

| BRIDGES, CULVERTS, & TRANSPORTATION DRAINAGE | PROJECT ID | PROJECT NAME/DESCRIPTION |
|--|------------|--|
| | GCbri_068 | Brannon Road at Jacks Creek Bridge Replacement |
| | GCbri_073 | Bridgewater Walk at Lake Matthews Tributary Bridge Replacement |
| | GCbri_072 | Cardinal Lake Drive at Sweetwater Creek (Lake) Bridge Replacement |
| | GCbri_071 | Drowning Creek Road at Apalachee River Tributary Bridge Replacement |
| | GCbri_088 | E Jones Bridge Road at Chattahoochee River Tributary Bridge Replacement |
| | GCbri_097 | Flowery Branch Road at I-85 New Interchange (Alt. Spout Springs at I-85) |
| | GCbri_098 | Hamilton Mill Road at I-85 Bridge Reconstruction |
| | GCbri_084 | Hillcrest Drive at Jackson Creek Bridge Replacement |
| | GCbri_082 | Indian Trail Road at Beaver Ruin Creek Bridge Replacement |
| | GCbri_078 | Ingram Road at Bromelow Creek Tributary Bridge Replacement |
| | GCbri_070 | Lake Front Drive at Hale Creek Bridge Replacement |
| | ADJ_052 | New I-85 at McGinnis Ferry Road Interchange |
| | GCbri_085 | Old Auburn Road at Apalachee River Bridge Replacement |
| | GCpmt_013 | Old Norcross Road at Sweetwater Creek Bridge from Boggs Road to Sweetwater Creek |
| | GCbri_089 | Pleasant Hill Road Widening at Chattahoochee River Bridge Replacement |
| | GCbri_081 | River Mist Drive at Turkey Creek Bridge Replacement |
| | GCbri_075 | Ronald Reagan Parkway at Yellow River Tributary Bridge Replacement |
| | ADJ_003 | Spout Springs Road at I-85 New Interchange (Alt. Flowery Branch at I-85) |
| | GCbri_099 | SR 120 at SR 316 Bridge Widening |
| | GCbri_109 | SR 316 at Lawrenceville Suwanee Road Partial Access (Concept) |
| | GCbri_110 | SR 316 at Walther Boulevard Partial Access |
| | GCbri_083 | Sugarloaf Parkway at CSX Railroad Bridge Replacement |
| | GCbri_100 | Thompson Mill Road at I-985 New Interchange |
| | GCbri_300 | West Liddell Road/Club Drive Connector from Venture Drive to Club Drive |
| | GCbri_080 | Williams Road at Jackson Creek Tributary Bridge Replacement |

| INTERSECTIONS AND CORRIDOR ATMS/ITS | PROJECT ID | PROJECT NAME/DESCRIPTION |
|-------------------------------------|------------|--|
| | GCint_053 | Brook Hollow Parkway at Center Way |
| | GCint_355 | Buford Dam Road at Sycamore Road |
| | GCint_085 | Crescent Drive at Nancy Hanks Drive |
| | GCint_203 | Cruse Road at Old Norcross Road |
| | GCint_004 | Hamilton Mill Parkway at Hog Mountain Road |
| | GCint_091 | Hamilton Mill Parkway at Jim Moore Road |
| | GCint_033 | I-85 at Beaver Ruin Road (dual lefts from Beaver Ruin to I-85) |
| | GCatms_MT3 | ITS Expansion on Cruse Road |
| | GCatms_MT5 | ITS Expansion on Harbins Road |
| | GCatms_MT1 | ITS Expansion on Killian Hill Road |
| | GCatms_MT8 | ITS Expansion on Old Norcross Road |
| | GCatms_MT2 | ITS Expansion on Peachtree Industrial Boulevard (Phase 2) |
| | GCatms_MT6 | ITS Expansion on Singleton Road/Norcross Tucker Road |

RECOMMENDATIONS REPORT

| PROJECT ID | PROJECT NAME/DESCRIPTION |
|------------|--|
| GCatms_MT4 | ITS Expansion on SR 120/Duluth Highway Phase I |
| GCatms_MT7 | ITS Expansion on SR 124/Braselton Highway Phase I |
| GCint_060 | Jimmy Carter Boulevard at Britt Road/Williams Road |
| GCint_035 | Jimmy Carter Boulevard at Rockbridge Road |
| GCint_323 | Langley Drive at Constitution Boulevard |
| LCID_006 | Lawrenceville Highway at Rockbridge Road |
| GCint_061 | Lawrenceville Suwanee Road at McKendree Church Road |
| GCint_037 | McGinnis Ferry Road at Satellite Boulevard |
| GCint_094 | New Hope Road at Harbins Road |
| GCsaf_044 | North Peachtree Street at Medlock Bridge Road/Langford Road |
| GCint_063 | Old Fountain Road at Cedars Road |
| GCint_353 | Old Peachtree Road at Meadow Church Road |
| GCint_038 | Old Peachtree Road at Northbrook Parkway |
| GCint_332 | Old Suwanee Road at Woodward Mill Road |
| ADJ_027 | Peachtree Corners Circle at Medlock Bridge |
| GCint_065 | Peachtree Industrial Boulevard at South Berkeley Lake Road |
| GPC_105 | Pleasant Hill Road at Crestwood Parkway/Koger Boulevard - Right Turn Lane |
| GPC_104 | Pleasant Hill Road at Satellite Boulevard - Major Intersection Capacity Improvement |
| GCint_014 | Ridge Road at Thompson Mill Road |
| GCint_340 | Ridgedale Road at Pharrs Road |
| GCint_018 | Rosebud Road at Old Loganville Road |
| GVCID_001 | Satellite Boulevard at Beaver Ruin Road |
| GCint_112 | Satellite Boulevard at Smithtown Road (Westbound) |
| SCID_001 | SR 120/Duluth Highway at Boggs Road/Meadow Church Road |
| GCint_352 | SR 120/Duluth Hwy at Satellite Boulevard |
| GCint_042 | SR 124/Braselton Highway at Hamilton Mill Road |
| GCint_207 | SR 124/Braselton Highway at Old Fountain Road |
| GCint_204 | SR 124/Centerville Highway at Annistown Road/Centerville Rosebud Road |
| GCint_099 | SR 124/Scenic Highway at Ashworth Lake Road |
| GCint_066 | SR 124/Scenic Highway at Everson Road |
| GCint_070 | SR 124/Scenic Highway at Longleaf Drive |
| GCint_071 | SR 124 at Old Peachtree Road |
| GCint_059 | SR 140/Holcomb Bridge Road at Peachtree Corners Circle |
| GCint_073 | SR 141/Peachtree Parkway at Peachtree Corners Circle |
| ADJ_028 | SR 141 at Medlock Bridge Road |
| ADJ_030 | SR 141 at Spalding Road |
| GCsaf_107 | SR 20/Buford Drive at Gravel Springs Road Extension Intersection Improvement |
| GCint_348 | SR 20/Buford Drive at Mall of Georgia Boulevard |
| GCint_054 | SR 20/Buford Drive at Rock Springs Road |
| GCint_074 | SR 20/Cumming Highway at Old Cumming Road (new location/relocation per SR 20 widening project) |
| GCint_044 | SR 20/Grayson Highway at SR 124/Scenic Highway |
| LAW_192 | SR 316 at SR 120/Duluth Highway Interchange Improvements |
| GCint_036 | SR 317/Lawrenceville Suwanee Road at Satellite Boulevard |



| INTERSECTIONS AND CORRIDOR ATMS/ITS | PROJECT ID | PROJECT NAME/DESCRIPTION |
|-------------------------------------|------------|---|
| | GCint_350 | SR 378/Beaver Ruin Road at Steve Reynolds Boulevard |
| | GCint_088 | SR 84/Grayson Parkway at Lakeview Road |
| | GCint_075 | Sugarloaf Parkway at Lakes Parkway |
| | GCint_046 | Sugarloaf Parkway at Old Norcross Road (PE seed funding for now - may be part of widening or completed outside of that project) |
| | GCint_205 | US 23/SR 13/Buford Highway at Jones Mill Road |
| | GCint_056 | US 23/SR 13/Buford Highway at South Berkeley Lake Road/Simpson Circle (EB Left Turns) |
| | GCint_050 | US 78 at East Park Place |

| MAJOR ROADS | PROJECT ID | PROJECT NAME/DESCRIPTION |
|-------------|------------|---|
| | GCmri_02 | Arcado Road Widening from Killian Hill Road to Lawrenceville Highway/US 29 |
| | GW-396 | Cruse Road Widening from Old Norcross Road to Paden Drive |
| | GCmri_15 | Killian Hill Road Widening from Church Street to Arcado Road |
| | GCmri_35a | Peachtree Industrial Boulevard Widening (Northbound Only) from Medlock Bridge Road to Peachtree Parkway - Tier 1A |
| | GCmri_35b | Peachtree Industrial Boulevard Widening (Southbound Only) from Medlock Bridge Road to SR 141/ Peachtree Parkway |
| | GCmri_308 | SR 124/Braselton Highway Widening from SR 20/Buford Drive to Old Fountain Road |
| | GCmri_34 | SR 140/Jimmy Carter Boulevard Widening from US 23/SR 13 Buford Highway to SR 141/Peachtree Industrial Boulevard |
| | GCmri_24 | SR 141/Peachtree Parkway Capacity Improvements from Jimmy Carter Boulevard to the Chattahoochee River |
| | CTpnd_002 | SR 141/Peachtree Parkway Capacity Improvements - Freeway Section from End of freeway section immediately north of Jimmy Carter Blvd to Northwestern County line |
| | GW_020D | SR 20/Buford Drive Widening from Old Peachtree Road to north of I-85 interchange |
| | GCmri_08 | SR 20/Buford Drive Widening from SR 124/Braselton Highway to Hurricane Shoals Road |
| | GCmri_36 | Sugarloaf Parkway Extension - Phase 2 from I-85 to SR 316 |
| | GW-308C | Sugarloaf Parkway Extension - Phase 3 New Alignment from I-85 to Peachtree Industrial Boulevard |
| | GCmri_307 | Sugarloaf Parkway Widening from SR 124/Scenic Highway to Old Norcross Road |
| | GCmri_28b | Thompson Mill Road Widening from Faith Industrial Boulevard to North Bogan Road |

| ROAD SAFETY AND ALIGNMENT | PROJECT ID | PROJECT NAME/DESCRIPTION |
|---------------------------|--------------|--|
| | LCI_GW_NOR23 | Peachtree Street Traffic Calming from Cochran Drive to Holcomb Bridge Road |
| | STK_004 | Boggs Road at I-85 - Left turn lanes on to Boggs Road |
| | GPC_156 | Gwinnett Place Drive - Satellite Boulevard Connector |
| | GCsaf_031 | Highpoint Road at Holly Brook Road Intersection Improvement |
| | LCI_GW_NOR25 | Holcomb Bridge Road Traffic Calming from Peachtree Street to Queens Court |
| | LIL_118 | Killian Hill Road Northbound Right Turn Lane |
| | GCsaf_032 | Lawrenceville Suwanee Road at Whitehead Place Drive Intersection Improvement |
| | GCsaf_023 | New Hope Road at Corley Brook Way Vertical Alignment |



RECOMMENDATIONS REPORT

| ROAD SAFETY AND ALIGNMENT | PROJECT ID | PROJECT NAME/DESCRIPTION |
|---------------------------|-------------|--|
| | GCsaf_002 | New Hope Road at Tribble Walk Drive Alignment |
| | GCsaf_047 | Old Auburn Road Alignment from Bridge/Culvert to Fairmont Park Court |
| | GCint_097 | Ozora Road at Chandler Road |
| | LCI_GW_LAW5 | Park Boulevard Scenic Extension and Rhodes Jordan Edge Trail from SR 20/Buford Drive to Railroad |
| | GPC_157 | Pleasant Hill Road - Steve Reynolds Boulevard Connector |
| | GCint_019 | Rosebud Road at Pate Road/Knight Circle |
| | ADJ_040 | Signal Installation Grayson Parkway at Ridgedale Drive |
| | GCsaf_221 | South Pucketts Mill Road from Hamilton Mill Road to Ridge Road |
| | GCsaf_218 | SR 20/Buford Drive Intersection Improvement at Financial Center Way |
| | GCsaf_222 | SR 124/Braselton Highway from SR 324 to Hog Mountain Church Road |
| | GCsaf_215 | SR 378/Beaver Ruin Road at Wynthollow Trace |
| | GCsaf_201 | Tree Lane Alignment from Ronald Reagan Parkway to SR 124/Scenic Highway |
| | NOR_164 | US 23/SR 13/Buford Highway Capacity Improvements from Beaver Ruin Road to Langford Road |
| | GCsaf_223 | Woodward Mill Road from Buford Highway to Old Suwanee Road |

| SCHOOL SAFETY | PROJECT ID | PROJECT NAME/DESCRIPTION |
|---------------|------------|--|
| | GCssi_200 | Walther Boulevard at Tree Creek Boulevard - Georgia Gwinnett College |

Level 2 Projects - Partial Funding

| MAJOR ROADS | PROJECT ID | PROJECT NAME/DESCRIPTION |
|-------------|------------|---|
| | CTpnd_007 | US 78/SR 10/Stone Mountain Highway Parallel Road - South Side from Hewatt Road to Lake Lucerne Road/CD Connecting Bridge |
| | CTpnd_008 | US 78/SR 10/Stone Mountain Highway Parallel Road - North Side from Lake Lucerne Road/CD Connecting Bridge to Rockbridge Road/Park Place Boulevard |

| BRIDGES | PROJECT ID | PROJECT NAME/DESCRIPTION |
|---------|------------|---|
| | GVCID_004a | Jimmy Carter Boulevard at I-85 Bridge Improvement (Tier 2 PE - Tier 3 ROW/Construction) |
| | CTpnd_009 | US 78/SR 10/Stone Mountain Highway Parallel Road Connecting Bridge |



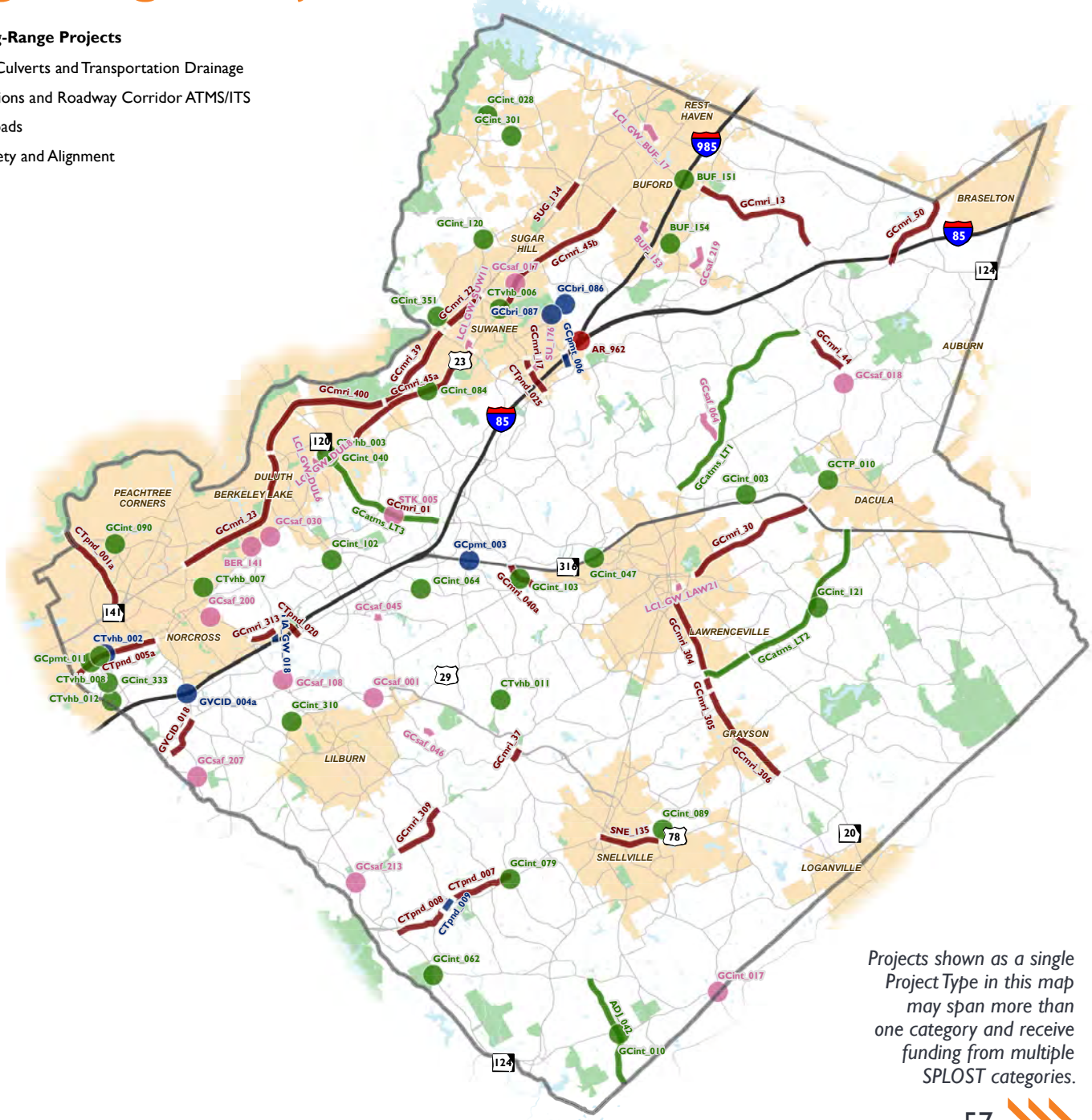
LEVEL 3 (LONG-RANGE) PRIORITY PROJECTS

Long-Range, or Level 3 projects, include projects that have been identified for 15 years from this CTP or later. Looking ahead for long-range planning enables funding set-asides for large projects that may require many years to collect appropriate funding levels for project implementation. Infrastructure needs and opportunities for the long-range program will be refined and updated in the future. Set-aside funding programs listed by SPLOST category are larger to accommodate the anticipated future needs. Funding for future projects, similar to in Level 2, represent possible funding sources at the local, state, and federal levels. The map, funding program and project lists on the following pages represent the Long-Range project priorities.

Long-Range Projects - Level 3

Level 3 Long-Range Projects

- Bridges, Culverts and Transportation Drainage
- Intersections and Roadway Corridor ATMS/ITS
- Major Roads
- Road Safety and Alignment



RECOMMENDATIONS REPORT

Level 3 Projects

| BRIDGES, CULVERTS, & TRANSPORTATION DRAINAGE | PROJECT ID | PROJECT NAME/DESCRIPTION |
|--|------------|---|
| | GCpmt_003 | Herrington Road at SR 316 Bridge |
| | GVCID_004a | Jimmy Carter Boulevard at I-85 Bridge Improvement (Tier 2 PE - Tier 3 ROW/Construction) |
| | TIA_GW_018 | Satellite Boulevard/Hillcrest Road Connector |
| | GCpmt_006 | Smithtown Road/Old Peachtree Road Connector from Old Peachtree Road to Sawmill Drive |
| | CTvhb_002 | US 23/SR 13/Buford Highway at Norfolk Southern Railroad - Eliminate at-grade Rail Crossing near Button Gwinnett Drive |
| | CTpnd_009 | US 78/SR 10/Stone Mountain Highway Parallel Road Connecting Bridge |
| | GCbri_086 | Westbrook Road at Ivy Creek (North) Bridge Replacement |
| | GCbri_087 | Westbrook Road at Ivy Creek (South) Bridge Replacement |

| INTERSECTIONS AND CORRIDOR ATMS/ITS | PROJECT ID | PROJECT NAME/DESCRIPTION |
|-------------------------------------|------------|--|
| | CTvhb_008 | Amwiler Road at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing |
| | GCint_301 | Austin Garner Road at Riverside Road |
| | CTvhb_012 | Best Friend Road at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing |
| | GCint_121 | Brooks Road at Bramlett Shoals Road |
| | GCint_310 | Burns Road at Dickens Road |
| | GCint_003 | Cedars Road at Hurricane Shoals Road |
| | CTvhb_003 | Duluth Highway at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing |
| | GCTP_010 | Fence Road at Circle Road |
| | GCint_090 | Gunnin Road at Spalding Drive |
| | BUF_151 | Hamilton Mill Road at I-985 New Interchange |
| | GCatms_LT3 | ITS Expansion on SR 120/Duluth Highway Phase 2 |
| | GCatms_LT1 | ITS Expansion on SR 124/Braselton Highway Phase 2 |
| | GCatms_LT2 | ITS Expansion on Sugarloaf Parkway |
| | GCpmt_011 | Jones Mill Road at Norfolk Southern Railroad |
| | CTvhb_007 | Langford Road at Norfolk Southern Railroad - Improve safety of at-grade Rail Crossing |
| | GCint_010 | Lee Road at Mink Livsey Road |
| | ADJ_042 | Mink Livsey Road Spot Intersection Improvements from Centerville Rosebud Road to County Line |
| | GCint_351 | Moore Road at Lansfaire Road |
| | CTvhb_011 | Oak Road at CSX Railroad - Improve safety of at-grade Rail Crossing |
| | GCint_064 | Old Norcross Road at Sweetwater Road |
| | GCint_333 | Pleasantdale Road at Mimms Drive |
| | GCint_062 | Rockbridge Road at North Deshong Road |
| | GCint_040 | SR 120/Duluth Highway at US 23/Buford Highway |
| | BUF_154 | SR 20/Buford Drive at Plunketts Road Intersection Improvements |
| | GCint_089 | SR 84/Grayson Parkway at Three Bars Drive |
| | GCint_102 | Steve Reynolds Boulevard at Old Norcross Road |
| | GCint_103 | Sugarloaf Parkway at Cruse Road |
| | GCint_028 | Suwanee Dam Road at Austin Garner Road |
| | GCint_120 | Suwanee Dam Road at Moore Road |

