Transportation Analysis

100 Northpark DRI
City of Sandy Springs, Georgia

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Raw Traffic Counts (Peak Hour Turning Movements)
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the 100 Northpark DRI development located in Sandy Springs, Georgia. The approximate 14.3-acre redevelopment site is bounded by Abernathy Road to the north, Mt. Vernon Highway to the south, Georgia 400 to the west, and Peachtree-Dunwoody Road to the east. Because the mixed-use project will exceed 400,000 square feet, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The project site is within the bounds of two Livable Centers Initiatives (LCI) studies completed for the area. The *Perimeter Focus: Envisioning a New Atlanta Center – Livable Center Initiative Final Report, January, 8th 2002* identifies the area as a "Transit Village." The study highlights the proposed location of the 100 Northpark DRI project as an area of undeveloped land with significant development opportunities. According to the "Framework Plan Matrix" (from the 2002 study), future developments within a "Transit Village" should improve commuter access to transit stations, increase housing supply, create a "Town Center", increase the amount and variety of area amenities, and focus on improving pedestrian and transit facilities. Furthermore, the proposed 100 Northpark DRI also consistently follows the "Framework Plan" as envisioned in the *Sandy Springs MARTA Station Area Plan – LCI Implementation Study, December 2003*, which aims to support future developments that are transit-oriented and contain a mix of land uses. The proposed 100 Northpark DRI development will include offices, apartment, hotel, and retail locations as envisioned in both LCI plans.

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review,* the proposed changes to the DRI comply with the **Expedited Review Criteria** in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states *"the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan."* This development is located within and is consistent with the *Perimeter Focus: Envisioning a New Atlanta Center – Livable Center Initiative Final Report, January, 8th 2002* and the *Sandy Springs MARTA Station Area Plan – LCI Implementation Study, December 2003*. Therefore, this study is being submitted under expedited review.

The proposed redevelopment project is expected to be completed by 2017, and this analysis will consider the full build-out of the proposed site in 2017. The proposed site consists of the following land uses and densities:

Residential Apartment:	500 units
General Office Building:	1,500,000 SF
Retail:	150,000 SF
Hotel:	250 rooms

Capacity analyses were performed throughout the study network for the Existing 2012 conditions, the 2017 No-Build conditions, the 2017 Build conditions, the 2022 No-Build conditions, and the 2022 Build conditions (5 years beyond build-out).

- Existing 2012 conditions represent traffic volumes that were collected in April 2012 and January 2013 by performing AM and PM peak hour turning movement counts.
- Projected 2017 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0% per year throughout the study network.
- Projected 2017 Build conditions represent the 2017 No-Build conditions with the addition of the project trips that are anticipated to be generated by the 100 Northpark development.

- Projected 2022 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0% per year throughout the study network.
- Projected 2022 Build conditions represent the 2022 No-Build conditions with the addition of the project trips that are anticipated to be generated by the 100 Northpark development (additional analysis required by the City of Sandy Springs).
- The 100 Northpark development is projected to generate 24,591 gross daily trips and 15,563 net daily trips after mixed-use, alternate mode, and pass-by reductions.

Based on the 2012 Existing conditions (present conditions; i.e. excludes background traffic growth and the 100 Northpark DRI project traffic), all intersections within the study network currently operate at or above the acceptable Level-of-Service standard (LOS D).

Based on the 2017 No-Build conditions (includes background traffic growth plus but excludes the 100 Northpark DRI project traffic) no recommended improvements were identified in order to maintain an acceptable Level-of-Service (LOS D) at all intersections within the study network.

Based on the 2017 Build conditions (includes background traffic growth and the 100 Northpark DRI project traffic), the following intersection improvements are recommended:

- Abernathy Road at Peachtree-Dunwoody Road
  - Construct a northbound left-turn lane creating a triple left turn lanes.
  - Modify the existing eastbound right-turn lane into a free-flow right turn along Peachtree-Dunwoody Road.
- Mount Vernon Highway at Peachtree-Dunwoody Road
  - Construct a southbound left-turn lane and provide protected/permitted signal phasing.

Based on the 2022 No-Build conditions (includes background traffic growth plus but excludes the 100 Northpark DRI project traffic), the following intersection improvements are recommended:

- Abernathy Road at Barfield Road
  - Construct a southbound left-turn lane creating triple left turn lanes

Based on the 2022 Build conditions (includes background traffic growth, and the 100 Northpark DRI project traffic), no additional recommended improvements, aside from the listed 2017 Build conditions recommendations, were identified in order to maintain an acceptable Level-of-Service (LOS D) at all intersections within the study network.

The following intersection geometries and improvements are recommended at the project site driveways (Note: The attached site plan includes these improvements):

- Site Driveway #1 at Mt.Vernon Highway/Crestline Parkway
  - Modify the existing northbound right-turn lane to create a shared through/right-turn lane.
  - Provide an eastbound left-turn lane and provide protected/permitted signal phasing.
  - Provide a westbound right-turn lane.
  - Construct the southbound approach exiting the site with two left turn lanes and a shared through/right-turn lane.
- Site Driveway #2 at Mt.Vernon Highway
  - Provide a westbound right-turn lane entering the site.
  - Construct a southbound right-turn lane exiting the site onto Mt. Vernon Highway.
- Site Driveway #3 at Mt.Vernon Highway
  - Provide a westbound right-turn lane entering the site.
  - Construct a southbound right-turn lane exiting the site onto Mt. Vernon Highway.
- Site Driveway #4 at Peachtree-Dunwoody Road
  - Construct a southbound shared through/right-turn lane entering the site. (Note: This lane is a continuation of the proposed free-flow right-turn lane at the intersection of Peachtree-Dunwoody Road at Abernathy Road).
  - Construct an eastbound right-turn lane exiting the site onto Peachtree-Dunwoody Road.

1.0 PROJECT DESCRIPTION

1.1 Introduction

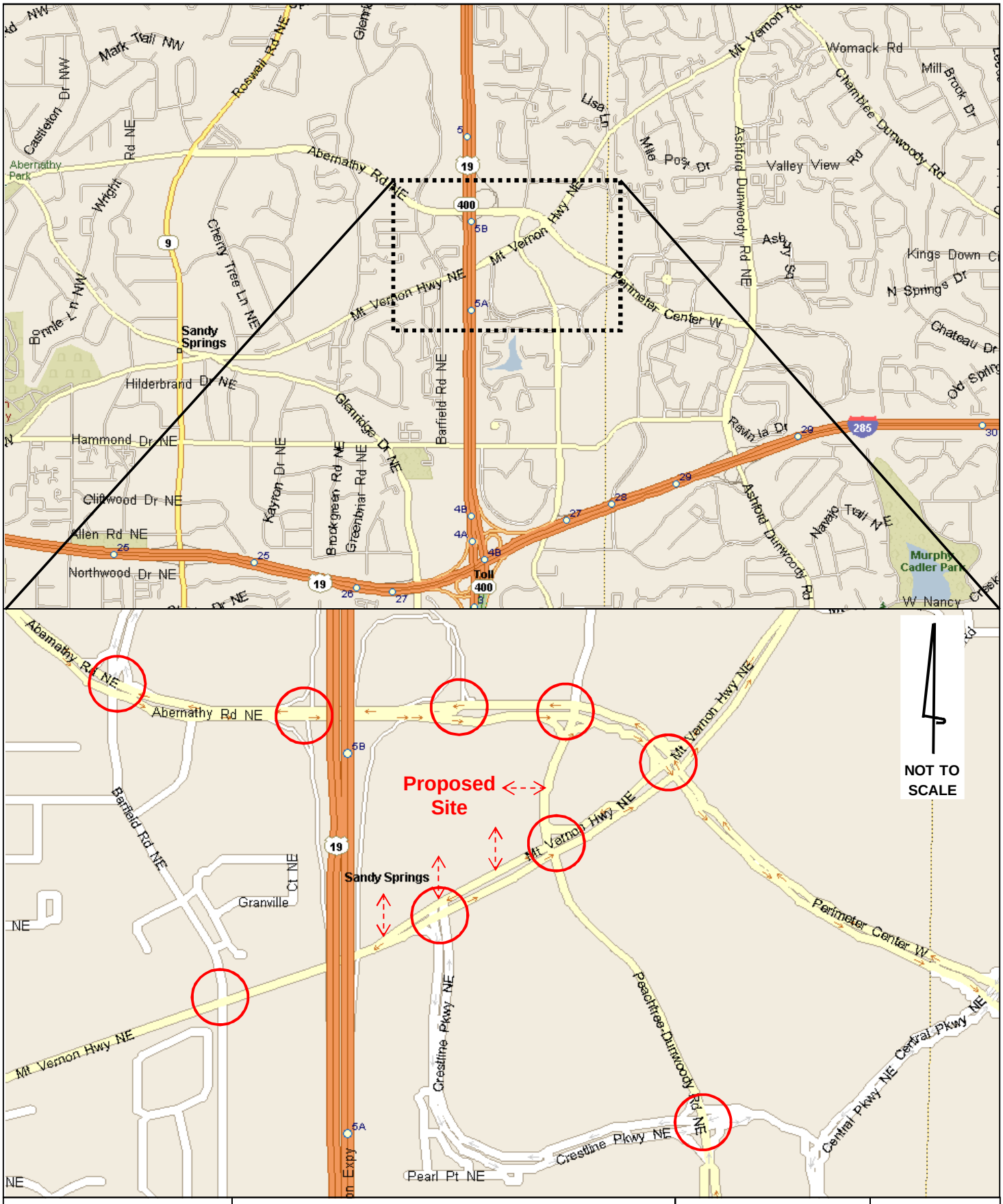
This report presents the analysis of the anticipated traffic impacts of the 100 Northpark DRI development located in Sandy Springs, Georgia. The approximate 14.3-acre redevelopment site is bounded by Abernathy Road to the north, Mt. Vernon Highway to the south, Georgia 400 to the west, and Peachtree-Dunwoody Road to the east. Because the mixed-use project will exceed 400,000 square feet, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The project site is within the bounds of two Livable Centers Initiatives (LCI) studies completed for the area. The *Perimeter Focus: Envisioning a New Atlanta Center – Livable Center Initiative Final Report, January, 8th 2002* identifies the area as a "Transit Village." The study highlights the proposed location of the 100 Northpark DRI project as an area of undeveloped land with significant development opportunities. According to the "Framework Plan Matrix" (from the 2002 study), future developments within a "Transit Village" should improve commuter access to transit stations, increase housing supply, create a "Town Center", increase the amount and variety of area amenities, and focus on improving pedestrian and transit facilities. Furthermore, the proposed 100 Northpark DRI also consistently follows the "Framework Plan" as envisioned in the *Sandy Springs MARTA Station Area Plan – LCI Implementation Study, December 2003*, which aims to support future developments that are transit-oriented and contain a mix of land uses. The proposed 100 Northpark DRI development will include offices, apartment, hotel, and retail locations as envisioned in both LCI plans.

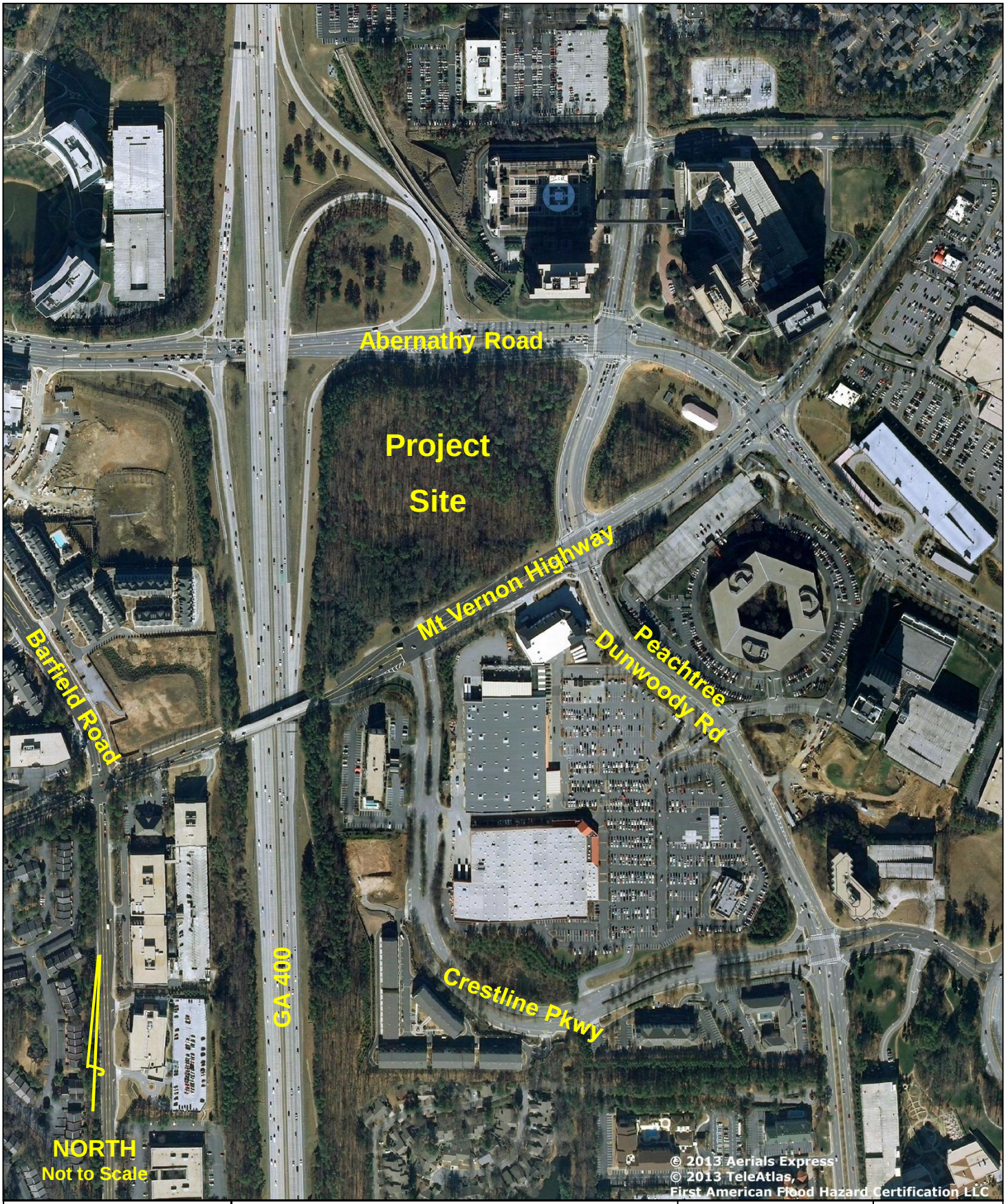
According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed changes to the DRI comply with the **Expedited Review Criteria** in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states *"the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan."* This development is located within and is consistent with the *Perimeter Focus: Envisioning a New Atlanta Center – Livable Center Initiative Final Report, January, 8th 2002* and the *Sandy Springs MARTA Station Area Plan – LCI Implementation Study, December 2003*. Therefore, this study is being submitted under expedited review.

Figure 1 is a location map of the 100 Northpark DRI project, and **Figure 2** provides aerial photographs of the site. The land use maps from the *Perimeter Focus: Envisioning a New Atlanta Center – Livable Center Initiative Final Report, January, 8th 2002, Sandy Springs MARTA Station Area Plan – LCI Implementation Study, December 2003,* and ARC's *Plan 2040* are included in **Appendix A**.

The proposed project is expected to be completed by 2017, and this analysis will consider the full build-out of the proposed site in 2017. Further, additional analysis will be completed for the year 2022. A summary of the proposed land-uses and densities can be found below in **Table 1.1.**



Kimley-Horn and Associates, Inc.	**100 Northpark DRI Transportation Analysis**	**Site Location**	**Figure 1**



Kimley-Horn and Associates, Inc.	**100 Northpark DRI Transportation Analysis**	**Site Aerial**	**Figure 2**

Table 1.1 100 Northpark DRI Proposed Land Uses	
Residential Apartments	500 units
General Office Building	1,500,000 SF
Retail	150,000 SF
Hotel	250 rooms

1.2 Site Plan Review

The project site is located within the "Transit Village" of the Perimeter LCI study and is bounded by Abernathy Road to the north, Mt. Vernon Highway to the south, Georgia 400 to the west, and Peachtree-Dunwoody Road to the east. The proposed development will include offices, apartment, hotel, and retail locations as envisioned in the LCI studies. The proposed development will require a rezoning with the City of Sandy Springs and is proposed to be changed to a mixed use with a residential component. The property is currently zoned for office and industrial use. It should be noted that a DRI was previously completed in August 1987 for the 14.3 acre site. The proposed densities for that DRI, named Northpark Town Center / Northpark Mixed-Use, was approved and are listed below in **Table 1.2**.

Table 1.2 Northpark Town Center DRI (14.3 acres) Previously Approved Land Uses Based on Current Zoning	
General Office Building	1,283,000 SF
Retail	50,000 SF
Hotel	600 rooms

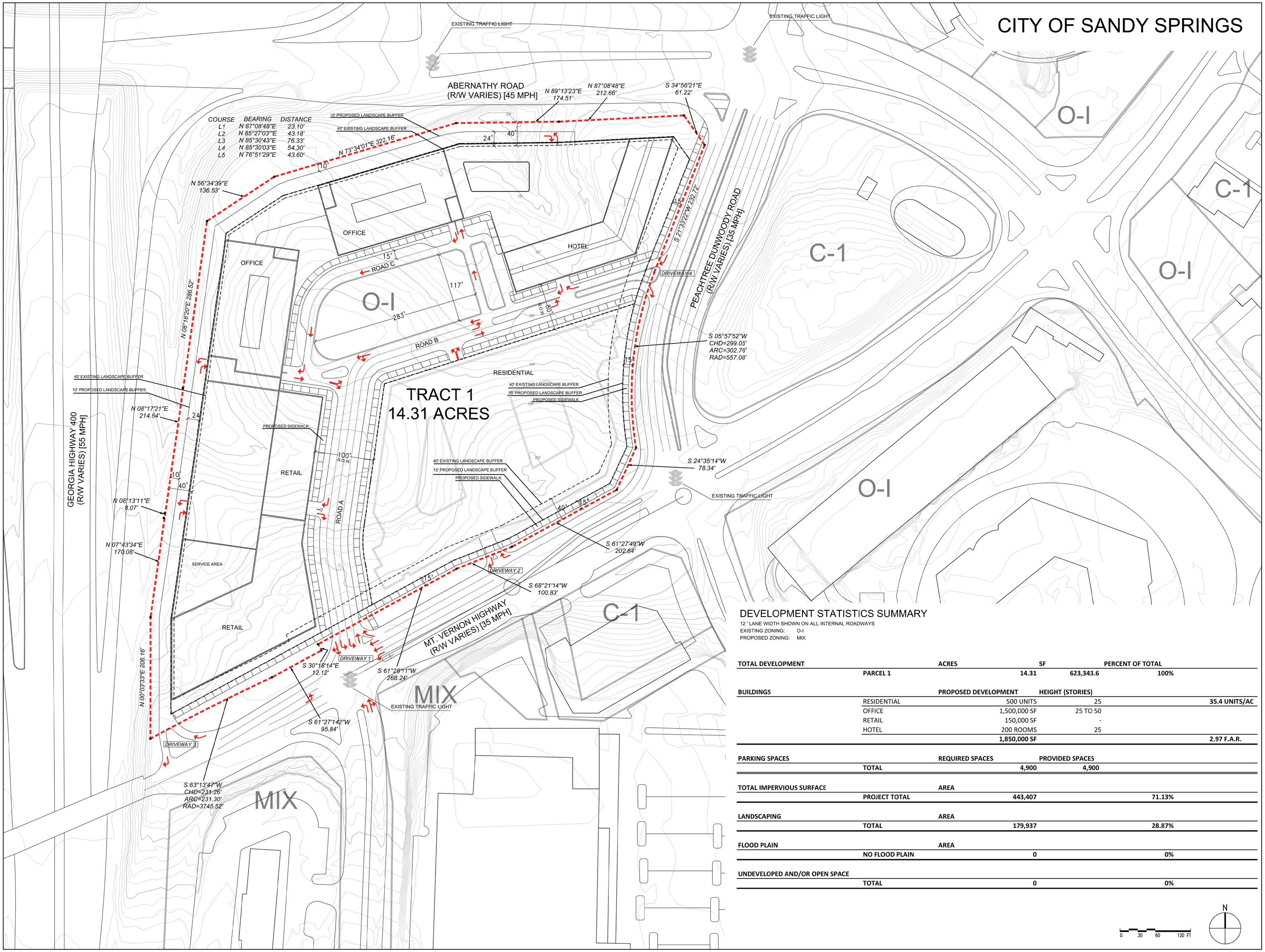
Figure 3 is a small-scale copy of the site plan. A full-size site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the Review Package.

1.3 Site Access

Vehicular access to the development is proposed at a total of four locations with three locations along Mt. Vernon Highway and one location along Peachtree-Dunwoody Road. One of the driveways along Mt. Vernon Highway, Driveway #1, is proposed to align with Crestline Parkway at the existing traffic signal. The other driveways along Mt. Vernon Highway, Driveway #2 and Driveway #3, are proposed as right-in/right-out accesses only. The proposed Driveway #4, along Peachtree-Dunwoody Road, is proposed as right-in/right-out accesses only.

The site driveways mentioned above provides access to all parking on the site. Parking will be provided throughout the development as follows:

Parking Provided: 4,900 spaces
Parking Required: 4,900 spaces



DEVELOPMENT STATISTICS SUMMARY

12 ' LANE WIDTH SHOWN ON ALL INTERNAL ROADWAYS
EXISTING ZONING: O-I
PROPOSED ZONING: MIX

TOTAL DEVELOPMENT		ACRES	SF	PERCENT OF TOTAL	
	PARCEL 1	14.31	623,343.6	100%	
BUILDINGS		**PROPOSED DEVELOPMENT**	**HEIGHT (STORIES)**		
	RESIDENTIAL	500 UNITS	25		35.4 UNITS/AC
	OFFICE	1,500,000 SF	25 TO 50		
	RETAIL	150,000 SF	-		
	HOTEL	200 ROOMS	25		
		1,850,000 SF			2.97 F.A.R.
PARKING SPACES		**REQUIRED SPACES**	**PROVIDED SPACES**		
	TOTAL	4,900	4,900		
TOTAL IMPERVIOUS SURFACE		**AREA**			
	PROJECT TOTAL	443,407		71.13%	
LANDSCAPING		**AREA**			
	TOTAL	179,937		28.87%	
FLOOD PLAIN		**AREA**			
	NO FLOOD PLAIN	0		0%	
UNDEVELOPED AND/OR OPEN SPACE					
	TOTAL	0		0%	

0 30 60 120 FT

N

Project
100 NorthPark
Sandy Springs, Georgia

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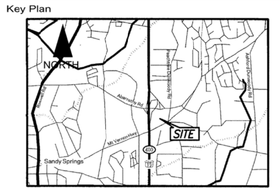
Key Plan



LOCATION MAP

Professional Seals

No.	Issue Description	
1	DRI SITE PLAN	2013-03-06

No.	Revision Description

Drawn by V. PUODZIUTE Reviewed by C. GREENE

Project No 12.14063.00

Sheet Title
GRTA DRI Site Plan
100 NORTHPARK

DRI Number: 2334

Original drawing is 42 x 30 Do not scale contents of this drawing

Sheet Number
SP01

W:\2012\12.14063.00 Hines Northpark - Atlanta\E-BIM\Software\AutoCAD\UrbanDesign\Sheets\Hines_Northpark_Sheet.dwg Mar 07, 2013 08:55am Viktoria.Puodziute

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the site frontage at Peachtree-Dunwoody Road. However, pedestrian and bicycle facilities do not currently exist along the property frontage on Mt. Vernon Highway. The proposed development will provide pedestrian facilities along Mt. Vernon Highway to tie into the existing sidewalk network and provide direct access to the Sandy Springs MARTA station.

1.5 Transit Facilities

Currently, the project site is not served directly by any bus service. However, the site is located approximately 225 yards from the entrance to the Sandy Springs MARTA station. With the proposed sidewalks to be installed along the project site's frontage on Mt. Vernon Highway, there will be continuous pedestrian accessibility from the project site to the MARTA station.

2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Historical traffic count data from GDOT's State Traffic and Report Statistics (STARS) database and population data from the 2010 U.S. Census as well as population forecasts from ARC and DCA were reviewed for the area surrounding the proposed development. As a result of this analysis, a growth rate of 1.0% per year along all roadways was assumed for both the 2017 build-out, five (5) years, and the 2022 build-out, ten (10) years.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in April 2012 and January 2013 at nine (9) intersections during the AM and PM peak periods. (Note: For the purposes of this study, all counts were considered to be year 2012.) The morning and afternoon peak hours varied some between the intersections and are shown in **Table 2**.

Table 2
100 Northpark DRI
Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Abernathy Road at Barfield Road / Glenlake Parkway	7:30-8:30	4:15-5:15
2. Abernathy Road at GA 400 SB Ramps	7:45-8:45	5:00-6:00
3. Abernathy Road at GA 400 NB Ramps	8:00-9:00	4:00-5:00
4. Abernathy Road at Peachtree-Dunwoody Road	8:00-9:00	5:00-6:00
5. Abernathy Road at Mount Vernon Highway	7:45-8:45	4:45-5:45
6. Mount Vernon Highway at Peachtree Dunwoody Road	7:30-8:30	4:45-5:45
7. Mount Vernon Highway at Crestline Parkway	7:30-8:30	5:00-6:00
8. Mount Vernon Highway at Barfield Road	7:30-8:30	4:45-5:45
9. Peachtree-Dunwoody Road at Crestline Parkway	8:00-9:00	5:00-6:00

All raw traffic count data is available upon request.

2.3 Detailed Intersection Analysis

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. Level-of-Service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 8.0*.

Levels-of-Service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low Level-of-Service, while the intersection as a whole may operate acceptably.

Levels-of-Service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches. Low Levels-of-Service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eighth Edition*. Average rates were used only when equations were not provided. Gross trips generated are displayed below in **Table 3**.

Table 3
100 Northpark DRI
Gross Trip Generation

Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Residential Apartments (500 Dwelling Units)	*220*	1,577	1,577	50	199	190	103
Hotel (250 Rooms)	*310*	932	932	77	50	78	70
General Office Building (1,500,000 Square Feet)	*710*	5,367	5,367	1,441	196	299	1,460
Retail/Shopping Center (150,000 Square Feet)	*820*	4,419	4,419	120	76	409	426
Total Gross Trips		**12,295**	**12,295**	**1,688**	**521**	**976**	**2,059**

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land use, a review of the land use densities and road facilities surrounding the site, and engineering judgment.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a Level-of-Service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E.

3.4 Study Network Determination

Per Expedited Review criteria, GRTA requires the evaluation of site driveways plus the adjacent intersections. This was confirmed with GRTA staff prior to starting this study. Therefore, this study includes all site driveways plus the following intersections:

- Mount Vernon Highway at Crestline Parkway
- Mount Vernon Highway at Barfield Road
- Mount Vernon Highway at Peachtree Dunwoody Road
- Abernathy Road at Peachtree Dunwoody Road

The City of Sandy Springs requires the analysis of each of the above listed intersections plus an additional five (5) intersections. Therefore, the study network includes all project access driveways as well as the nine (9) intersections listed in **Table 4**.

Table 4
100 Northpark DRI
Intersection Control Summary

Intersection	Control
1. Abernathy Road at Barfield Road / Glenlake Parkway	Signalized
2. Abernathy Road at GA 400 SB Ramps	Signalized
3. Abernathy Road at GA 400 NB Ramps	Signalized
4. Abernathy Road at Peachtree-Dunwoody Road	Signalized
5. Abernathy Road at Mount Vernon Highway	Signalized
6. Mount Vernon Highway at Peachtree Dunwoody Road	Signalized
7. Mount Vernon Highway at Crestline Parkway	Signalized
8. Mount Vernon Highway at Barfield Road	Signalized
9. Peachtree-Dunwoody Road at Crestline Parkway	Signalized

Each of the above listed intersections was analyzed for the Existing 2012 conditions, the 2017 No-Build conditions, the 2017 Build conditions, the 2022 No-Build conditions, and the 2022 Build conditions. The 2017 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0% per year throughout the study network. The 2017 Build conditions add the project trips associated with the 100 Northpark development to the 2017 No-Build conditions. The 2022 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0% per year throughout the study network. The 2022 Build conditions add the project trips associated with the 100 Northpark development to the 2022 No-Build conditions.

3.5 Existing Facilities

Roadway classification descriptions for the entire study area are provided in **Table 5** (bolded roadways run adjacent to the site).

Table 5
100 Northpark DRI
Roadway Classification

Roadway	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
Mount Vernon Highway	**4**	**35**	**Urban Collector**
Peachtree-Dunwoody Road	**4**	**35**	**Urban Minor Arterial**
Abernathy Road	**4-6**	**45**	**Urban Minor Arterial**
Barfield Road	4	35	Urban Collector
Crestline Parkway	4	35	Urban Local

4.0 TRIP GENERATION

As stated previously, trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eighth Edition, 2012*. Trip generation for this proposed development is calculated based upon the following land uses: apartment dwelling units (ITE Code 220), hotel rooms (ITE Code 310), general office building square footage (ITE Code 710), and shopping center square footage (ITE Code 820).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Second Edition, June 2004*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 10.32% for the weekday and 7.51% for the PM peak hour as a result of the anticipated interaction between all varying land uses within the proposed development. More detailed information for the internal capture analyses is provided in **Appendix C**.

Due to the accessibility of the MARTA rail system, an alternative transportation mode (walking, bicycle, and public transit) reduction was taken for the projected Northpark project trips. This is consistent with the Expedited Review criteria found in *Procedures and Principles for GRTA Development of Regional Impact Review* in **Section 3-102, Part E – Alternative Modes of Transportation**, which states "*as a result of the location, character or design of the proposed DRI, the DRI is reasonably anticipated to be served by modes of transportation other than single occupant vehicles, and: (1) at least twenty-five (25%) of the trips generated by the proposed DRI are likely to be by way of modes of transportation other than the single occupant vehicle*." According to sample data provided by the 2007-2011 American Community Survey (ACS) 5-Year Estimates (see attached Table 3), the census tract in which the proposed development is located (Census Tract 101.22, Fulton County, Georgia) has approximately 31.5% of people that work outside of the home travelling in modes other than single occupant vehicles. This includes carpooling, public transit, and walking. However, as a conservative (low) estimate, an alternative transportation mode reduction of 20.0% was applied to all land uses for this study.

Pass-by reductions were calculated for the proposed shopping center and quality restaurant according to the equations for Land Use 820 and Land Use 931, respectively, in the *ITE Trip Generation Handbook, Second Edition, June 2004*. For the proposed retail developments, a 34% pass-by reduction was applied for the Daily and PM peak hour pass-by reductions. Pass-by reductions were determined in accordance with to GRTA's 15% Rule. It should be noted that pass-by trips are not new trips to the roadway as they are vehicles already travelling along the existing roadway network that will stop and use the retail developments.

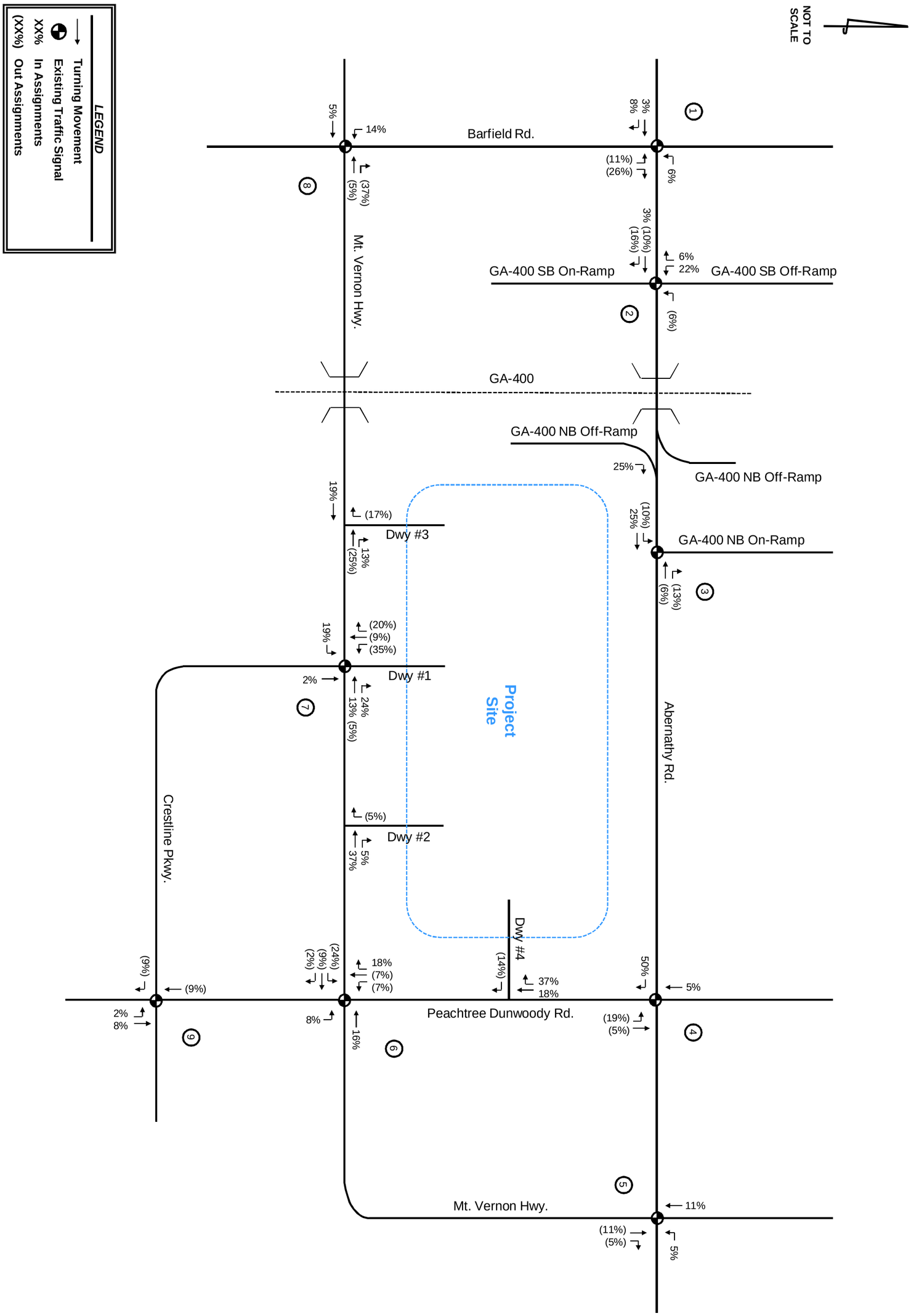
The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6 100 Northpark DRI Net Trip Generation						
	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips	**12,295**	**12,295**	**1,688**	**521**	**976**	**2,059**
Mixed-Use Reduction	*-1,269*	*-1,269*	*0*	*0*	*-114*	*-114*
Alternative Mode Reduction	*-2,205*	*-2,205*	*-337*	*-104*	*-172*	*-388*
Pass-By Reduction	*-1,040*	*-1,040*	*0*	*0*	*-99*	*-99*
Net New Trips	**7,781**	**7,781**	**1,351**	**417**	**591**	**1,458**

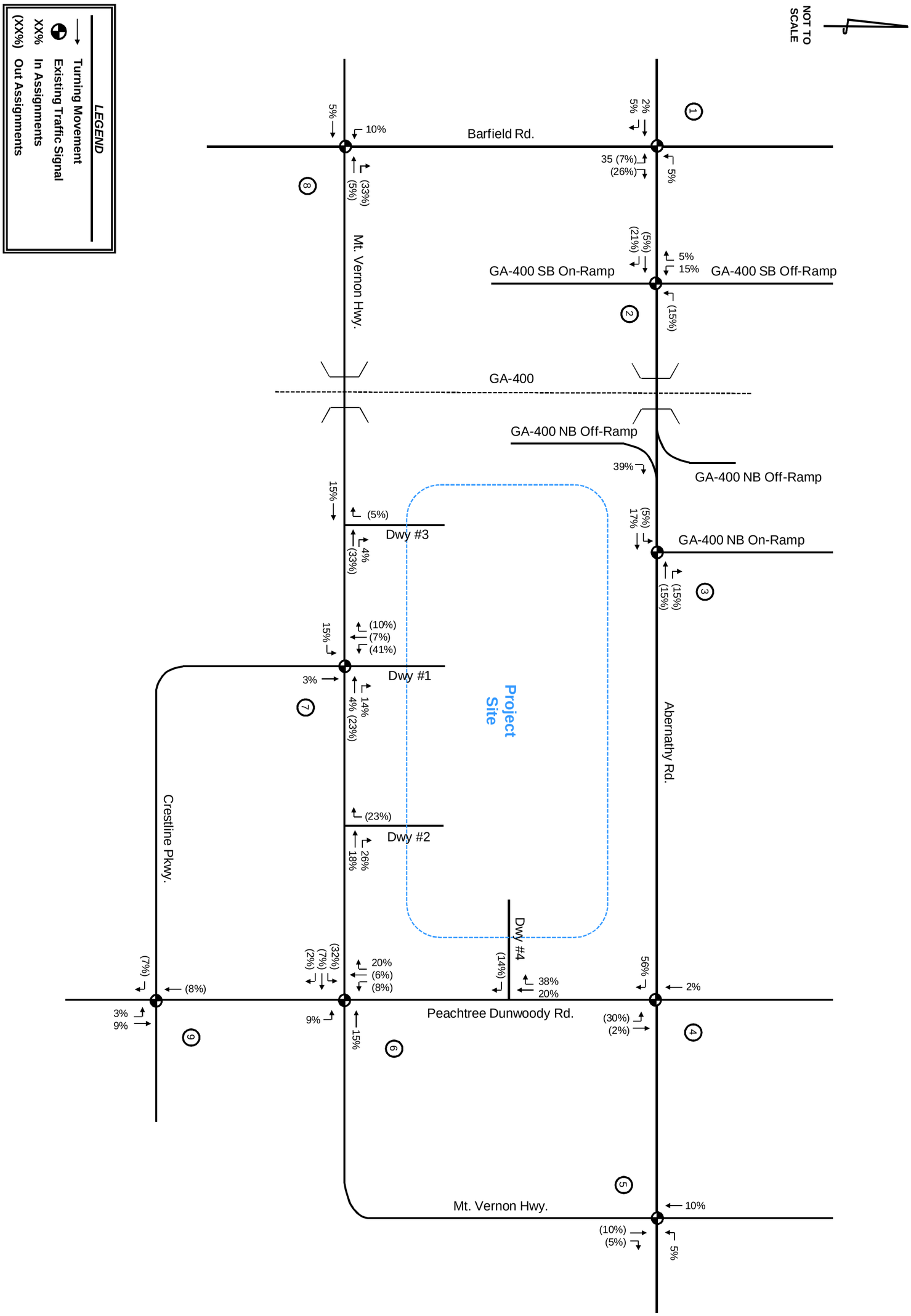
A more detailed trip generation analysis summary table is provided in **Appendix C**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network based on the project land use, a review of the land use densities and road facilities surrounding the site, and engineering judgment. **Figure 4A** displays the expected trip percentages for the residential/office project trips of the development throughout the roadway network, and **Figure 4B** displays the expected trip percentages for the public use project trips of the development throughout the roadway network. These percentages were applied to the new trips generated by the development, and the volumes were assigned to the roadway network. The expected peak hour turning movements generated by the proposed 100 Northpark development are shown in **Figure 5**.



Kimley-Horn and Associates, Inc.	**100 Northpark DRI Transportation Analysis**	**Non-Residential Trip Distribution & Assignment**	**Figure 4A**



Kimley-Horn and Associates, Inc.	100 Northpark DRI Transportation Analysis	Residential Trip Distribution & Assignment	Figure 4B

NOT TO SCALE

Barfield Rd.

GA-400 SB On-Ramp

GA-400 SB Off-Ramp

GA-400

GA-400 NB Off-Ramp

GA-400 NB On-Ramp

Abernathy Rd.

Project Site

Dwy #4

Peachtree Dunwoody Rd.

Mt. Vernon Hwy.

Dwy #3

Dwy #1

Dwy #2

Crestline Pkwy.

1 39 (15) 102 (39) 77 (32) 35 (148) 98 (368)

2 77 (32) 281 (110) 37 (90) 69 (153) 68 (230)

3 52 (186) 37 (90) 30 (138) 319 (125) 328 (152)

4 64 (23) 647 (278) 90 (256) 14 (69) 478 (236) 233 (66) 53 (232) 104 (345)

5 142 (58) 65 (27) 40 (155) 19 (71)

6 233 (100) 25 (98) 28 (99) 205 (86) 104 (33)

7 45 (242) 164 (70) 106 (349) 59 (311) 30 (126) 141 (520) 306 (152) 212 (109) 48 (83) 73 (52) 470 (178) 243 (98) 243 (119) 26 (13) 141 (499) 104 (345) 30 (126) 7 (28)

8 178 (71) 133 (520) 19 (71) 65 (27)

9 32 (126) 30 (126) 26 (9) 104 (44)

LEGEND

- Turning Movement
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 5

Project Trips

100 Northpark DRI
Transportation Analysis

Kimley-Horn and Associates, Inc.

6.0 TRAFFIC ANALYSIS

6.1 Existing Traffic

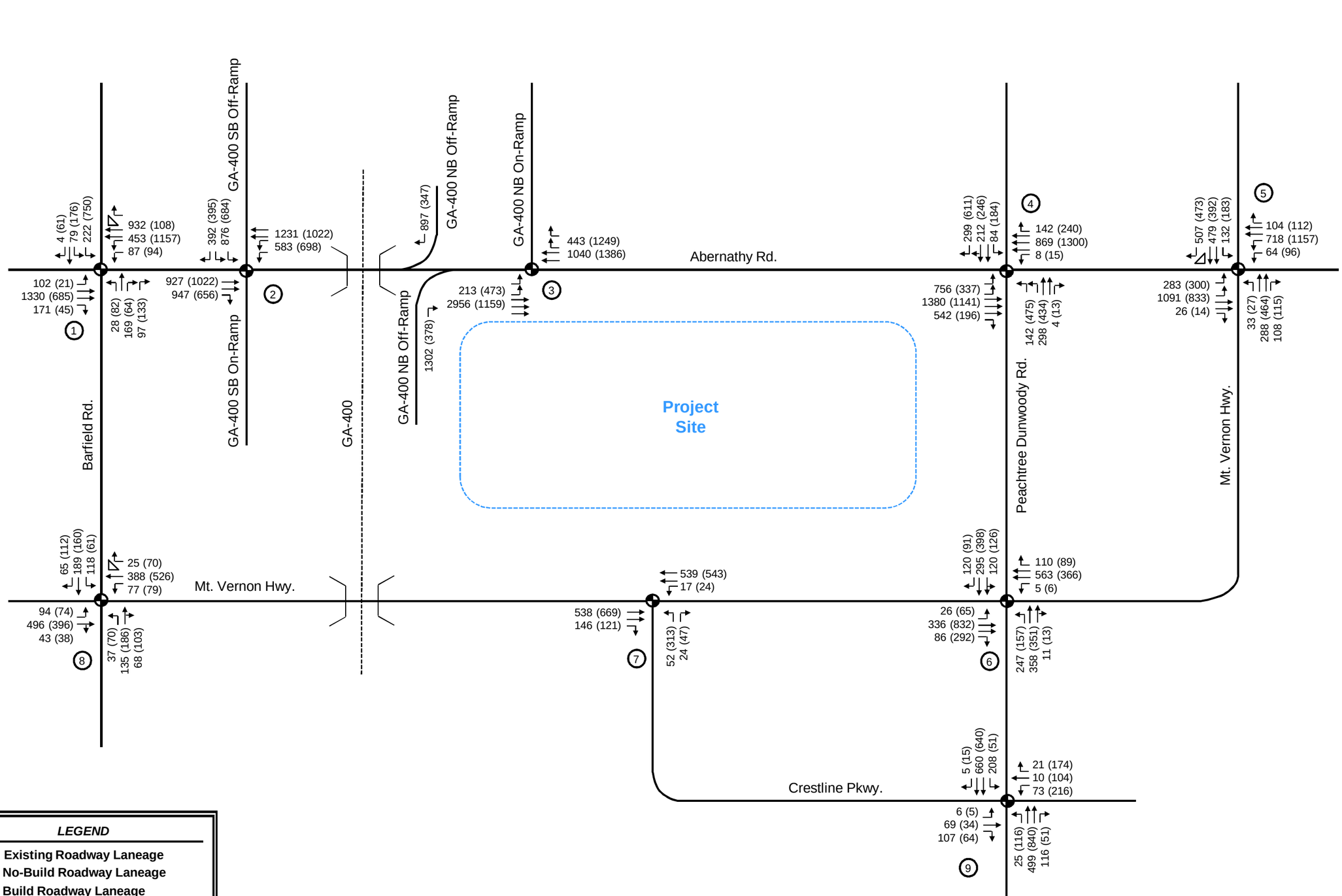
The observed existing peak hour traffic volumes were entered into *Synchro 8.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 6**, and the results of the capacity analyses for the 2012 Existing conditions are shown in **Table 7**.

Table 7
100 Northpark DRI
2012 Existing Intersection Levels-of-Service
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Abernathy Road at Barfield Road / Glenlake Parkway	Signal	D	C (27.6)	D (44.8)
2	Abernathy Road at GA 400 SB Ramps	Signal	D	D (35.3)	D (35.9)
3	Abernathy Road at GA 400 NB Ramps	Signal	D	A (3.8)	B (11.8)
4	Abernathy Road at Peachtree-Dunwoody Road	Signal	D	C (34.5)	D (47.1)
5	Abernathy Road at Mount Vernon Highway	Signal	D	C (29.4)	D (36.4)
6	Mount Vernon Highway at Peachtree Dunwoody Road	Signal	D	C (33.7)	C (32.9)
7	Mount Vernon Highway at Crestline Parkway	Signal	D	A (3.8)	B (10.2)
8	Mount Vernon Highway at Barfield Road	Signal	D	C (31.7)	C (32.9)
9	Peachtree-Dunwoody Road at Crestline Parkway	Signal	D	B (15.8)	C (20.5)

As shown in **Table 7**, all intersections within the study network currently operate at or above the acceptable Level-of-Service standard during both the AM and PM peak hours. Therefore, no recommended improvements were required for the 2012 Existing conditions.

NOT TO SCALE



LEGEND

- Existing Roadway Laneage
- No-Build Roadway Laneage
- Build Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Note: Existing volume data recorded in April 2012 for 7 intersections and in January 2013 for 2 intersections.

Figure 6

Existing 2012 Conditions

100 Northpark DRI Transportation Analysis

Kimley-Horn and Associates, Inc.

6.2 2017 No-Build Traffic

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at 1.0% per year throughout the study network. These volumes were entered into *Synchro 8.0*, and capacity analyses were performed. The intersection laneage and traffic volumes for the 2017 No-Build conditions are shown in **Figure 7**, and the results of the capacity analyses are shown in **Table 8**.

Table 8
100 Northpark DRI
2017 No-Build Intersection Levels-of-Service
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Abernathy Road at Barfield Road / Glenlake Parkway	Signal	D	C (29.2)	D (50.1)
2	Abernathy Road at GA 400 SB Ramps	Signal	D	D (36.3)	D (38.2)
3	Abernathy Road at GA 400 NB Ramps	Signal	D	A (3.9)	B (12.4)
4	Abernathy Road at Peachtree-Dunwoody Road	Signal	D	C (35.9)	D (50.7)
5	Abernathy Road at Mount Vernon Highway	Signal	D	C (30.2)	D (38.2)
6	Mount Vernon Highway at Peachtree Dunwoody Road	Signal	D	C (35.2)	C (33.9)
7	Mount Vernon Highway at Crestline Parkway	Signal	D	A (3.9)	B (10.6)
8	Mount Vernon Highway at Barfield Road	Signal	D	C (32.6)	C (34.9)
9	Peachtree-Dunwoody Road at Crestline Parkway	Signal	D	B (16.2)	C (26.4)

As shown in **Table 8**, all intersections within the study network currently operate at or above the acceptable Level-of-Service standard during both the AM and PM peak hours. Therefore, no recommended improvements were required for the 2017 No-Build conditions.

NOT TO SCALE

Abernathy Rd.

Barfield Rd.

GA-400

GA-400 SB Off-Ramp

GA-400 SB On-Ramp

GA-400 NB Off-Ramp

GA-400 NB On-Ramp

Peachtree Dunwoody Rd.

Mt. Vernon Hwy.

Crestline Pkwy.

Project Site

4 (64)
83 (185)
233 (788)
980 (114)
476 (1216)
91 (99)
107 (22)
1398 (720)
180 (47)
1
29 (86)
178 (67)
102 (140)
412 (415)
921 (719)
1294 (1074)
613 (734)
974 (1074)
995 (689)
2
943 (365)
1368 (397)
224 (497)
3107 (1218)
3
466 (1313)
1093 (1457)
314 (642)
223 (259)
88 (193)
795 (354)
1450 (1199)
570 (206)
4
149 (252)
913 (1366)
8 (16)
149 (499)
313 (456)
4 (14)
533 (497)
503 (412)
139 (192)
297 (315)
1147 (875)
27 (15)
5
109 (118)
755 (1216)
67 (101)
35 (28)
303 (488)
114 (121)
68 (118)
199 (168)
124 (64)
26 (74)
408 (553)
81 (83)
99 (78)
521 (416)
45 (40)
8
39 (74)
142 (195)
71 (108)
566 (571)
18 (25)
565 (703)
153 (127)
7
55 (329)
25 (49)
126 (96)
310 (418)
126 (132)
116 (94)
592 (385)
5 (6)
27 (68)
353 (874)
90 (307)
6
260 (165)
376 (369)
12 (14)
5 (16)
694 (673)
219 (54)
22 (183)
11 (109)
77 (227)
6 (5)
73 (36)
112 (67)
9
26 (122)
524 (883)
122 (54)

LEGEND

- Existing Roadway Laneage
- No-Build Roadway Laneage
- Build Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 7

Projected 2017 No-Build Conditions

100 Northpark DRI Transportation Analysis

Kimley-Horn and Associates, Inc.

6.3 2017 Build Traffic

The traffic associated with the proposed 100 Northpark development was added to the 2017 No-Build volumes, and these volumes were then entered into the 2017 No-Build roadway network and analyzed with *Synchro 8.0*. The intersection laneage and traffic volumes for the 2017 Build conditions are shown in **Figure 8,** and the results of the capacity analyses are shown in **Table 9**.

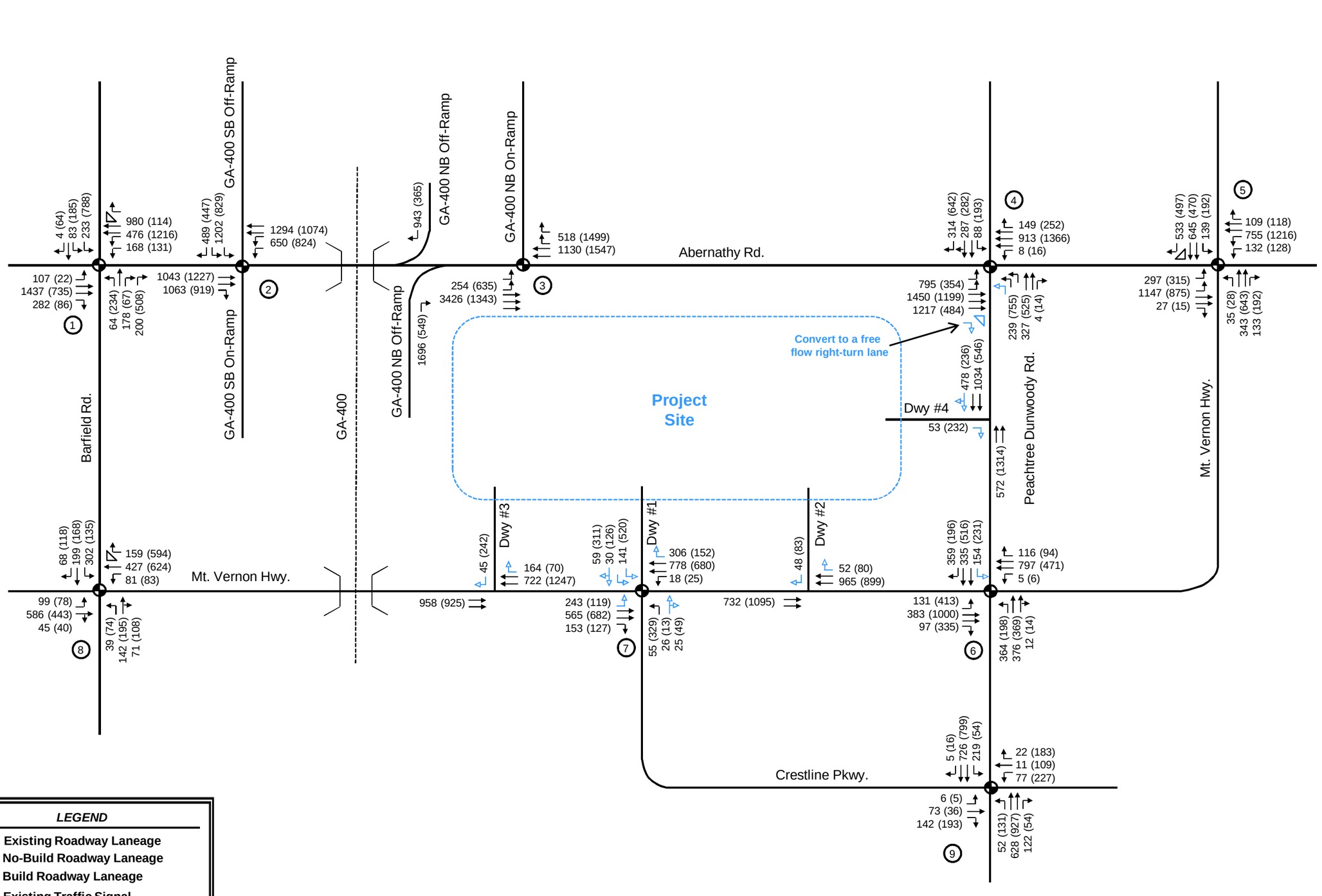
Table 9
100 Northpark DRI
2017 Build Intersection Levels-of-Service
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Abernathy Road at Barfield Road / Glenlake Parkway	Signal	D	C (30.3)	D (54.5)
2	Abernathy Road at GA 400 SB Ramps	Signal	D	D (44.1)	D (47.8)
3	Abernathy Road at GA 400 NB Ramps	Signal	D	A (4.3)	B (16.5)
4	Abernathy Road at Peachtree-Dunwoody Road	Signal	D	E (57.4)	E (62.4)
5	Abernathy Road at Mount Vernon Highway	Signal	D	C (34.5)	D (43.5)
6	Mount Vernon Highway at Peachtree Dunwoody Road	Signal	D	D (53.0)	E (55.2)
7	Mount Vernon Highway at Crestline Parkway	Signal	D	C (21.0)	D (50.5)
8	Mount Vernon Highway at Barfield Road	Signal	D	D (40.7)	D (37.0)
9	Peachtree-Dunwoody Road at Crestline Parkway	Signal	D	B (16.9)	C (27.4)

As shown in **Table 9**, all intersections within the study network currently operate at or above the acceptable Level-of-Service standard during both the AM and PM peak hours with the exception of Abernathy Road at Peachtree-Dunwoody Road. Based on the Build 2017 conditions, the following improvements are recommended and the resulting capacity analysis is shown below in **Table 10**:

- Abernathy Road at Peachtree-Dunwoody Road
  - Construct a northbound left-turn lane creating triple left turn lanes.
  - Modify the existing eastbound right-turn lane into a free-flow right turn along Peachtree-Dunwoody Road.
- Mount Vernon Highway at Peachtree-Dunwoody Road
  - Construct a southbound left-turn lane and provide protected/permitted signal phasing.

NOT TO SCALE



LEGEND

- Existing Roadway Laneage
- No-Build Roadway Laneage
- Build Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 8

Projected 2017 Build Conditions

100 Northpark DRI Transportation Analysis

Kimley-Horn and Associates, Inc.

Table 10 100 Northpark DRI 2017 Build Intersection Levels-of-Service - IMPROVED (delay in seconds)					
	Intersection	**Control**	**LOS Std.**	**AM Peak Hour**	**PM Peak Hour**
4	Abernathy Road at Peachtree-Dunwoody Road	Signal	D	C (32.1)	D (49.4)
6	Mount Vernon Highway at Peachtree Dunwoody Road	Signal	D	D (50.1)	D (41.7)

6.4 2022 No-Build Traffic

To account for growth in the vicinity of the proposed development, the 2017 No-Build traffic volumes were increased for five (5) years at 1.0% per year throughout the study network to create the 2022 No-Build traffic volumes. These volumes were entered into *Synchro 8.0*, and capacity analyses were performed. The intersection laneage and traffic volumes for the 2022 No-Build conditions are shown in **Figure 9**, and the results of the capacity analyses are shown in **Table 11**.

Table 11 100 Northpark DRI 2022 No-Build Intersection Levels-of-Service (delay in seconds)					
	Intersection	**Control**	**LOS Std.**	**AM Peak Hour**	**PM Peak Hour**
1	Abernathy Road at Barfield Road / Glenlake Parkway	Signal	D	C (31.8)	E (59.1)
2	Abernathy Road at GA 400 SB Ramps	Signal	D	D (41.7)	D (41.5)
3	Abernathy Road at GA 400 NB Ramps	Signal	D	A (4.1)	B (13.2)
4	Abernathy Road at Peachtree-Dunwoody Road	Signal	D	C (37.4)	D (54.2)
5	Abernathy Road at Mount Vernon Highway	Signal	D	C (31.3)	D (40.6)
6	Mount Vernon Highway at Peachtree Dunwoody Road	Signal	D	D (36.9)	C (36.5)
7	Mount Vernon Highway at Crestline Parkway	Signal	D	A (3.9)	B (10.9)
8	Mount Vernon Highway at Barfield Road	Signal	D	C (33.8)	D (36.4)
9	Peachtree-Dunwoody Road at Crestline Parkway	Signal	D	B (16.6)	C (27.5)

NOT TO SCALE

Abernathy Rd.

Barfield Rd.

GA-400

GA-400 SB Off-Ramp

GA-400 SB On-Ramp

GA-400 NB Off-Ramp

GA-400 NB On-Ramp

Peachtree Dunwoody Rd.

Mt. Vernon Hwy.

Project Site

Mt. Vernon Hwy.

Crestline Pkwy.

1: 112 (23), 1469 (757), 189 (49) | 4 (67), 87 (194), 245 (828) | 30 (90), 187 (70), 107 (147) | 1030 (120), 500 (1278), 96 (104)

2: 433 (436), 968 (756) | 1360 (1129), 644 (771) | 1024 (1129), 1046 (724)

3: 991 (384) | 1438 (417) | 235 (522), 3265 (1280) | 490 (1380), 1149 (1531)

4: 330 (675), 234 (272), 92 (203) | 836 (372), 1524 (1260), 599 (217) | 157 (524), 329 (479), 4 (15) | 157 (265), 960 (1436), 8 (17)

5: 560 (522), 529 (433), 146 (202) | 312 (331), 1206 (920), 28 (16) | 37 (29), 318 (513), 120 (127) | 115 (124), 794 (1278), 70 (106)

6: 132 (101), 326 (439), 132 (139) | 28 (71), 371 (919), 95 (323) | 273 (173), 395 (388), 13 (15) | 122 (99), 622 (405), 5 (6)

7: 595 (600), 19 (26) | 594 (739), 161 (133) | 58 (346), 26 (51)

8: 71 (124), 209 (177), 130 (67) | 27 (78), 429 (581), 85 (87) | 104 (82), 548 (437), 47 (42) | 41 (78), 149 (205), 75 (114)

9: 5 (17), 729 (707), 230 (57) | 23 (192), 12 (115), 81 (239) | 6 (5), 77 (38), 118 (70) | 27 (128), 551 (928), 128 (57)

LEGEND

- Existing Roadway Laneage
- No-Build Roadway Laneage
- Build Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 9

Projected 2022 No-Build Conditions

100 Northpark DRI Transportation Analysis

Kimley-Horn and Associates, Inc.

As shown in **Table 11**, all intersections within the study network currently operate at or above the acceptable Level-of-Service standard during both the AM and PM peak hours with the exception of Abernathy Road at Barfield Road. Based on the Build 2017 conditions, the following improvements are recommended and the resulting capacity analysis is shown below in **Table 12**:

- Abernathy Road at Barfield Road
  - Construct a southbound left-turn lane creating triple left turn lanes.

Table 12
100 Northpark DRI
2022 No-Build Intersection Levels-of-Service - IMPROVED
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Abernathy Road at Barfield Road / Glenlake Parkway	Signal	D	C (31.0)	D (40.4)

6.5 2022 Build Traffic

The traffic associated with the proposed 100 Northpark development was added to the 2022 No-Build volumes, and these volumes were then entered into the 2022No-Build roadway network and analyzed with *Synchro 8.0*. The intersection laneage and traffic volumes for the 2022 Build conditions are shown in **Figure 10,** and the results of the capacity analyses are shown in **Table 13**. (Note: Analysis includes the improvements recommended for the 2017 Build conditions).

Table 13
100 Northpark DRI
2022 Build Intersection Levels-of-Service
(delay in seconds)

	Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1	Abernathy Road at Barfield Road / Glenlake Parkway	Signal	D	C (31.2)	D (46.3)
2	Abernathy Road at GA 400 SB Ramps	Signal	D	D (53.9)	D (54.5)
3	Abernathy Road at GA 400 NB Ramps	Signal	D	A (4.4)	B (17.5)
4	Abernathy Road at Peachtree-Dunwoody Road	Signal	D	C (33.8)	D (51.1)
5	Abernathy Road at Mount Vernon Highway	Signal	D	D (35.8)	D (46.1)
6	Mount Vernon Highway at Peachtree Dunwoody Road	Signal	D	D (52.2)	D (41.2)
7	Mount Vernon Highway at Crestline Parkway	Signal	D	C (20.1)	D (50.9)
8	Mount Vernon Highway at Barfield Road	Signal	D	D (43.0)	D (38.0)
9	Peachtree-Dunwoody Road at Crestline Parkway	Signal	D	B (17.4)	C (28.4)

As shown in **Table 13**, all intersections within the study network currently operate at or above the acceptable Level-of-Service standard during both the AM and PM peak hours with the incorporated improvements from the 2017 Build conditions.

7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

The ARC's Transportation Improvement Plan (TIP), GDOT's Statewide TIP (STIP), *Plan 2040* Regional Transportation Plan (RTP), GDOT's Construction Work Program, Fulton County Comprehensive Transportation Plan, and City of Sandy Springs's Comprehensive Transportation Plan, were researched for currently programmed transportation projects within the vicinity of the proposed development. Several projects are programmed for the area surrounding the study network. The identified projects are listed in **Table 14**, and a map with fact sheets identifying these projects has been included in **Appendix B**.

NOT TO SCALE

Abernathy Rd.

Barfield Rd.

GA-400

GA-400 SB Off-Ramp

GA-400 SB On-Ramp

GA-400 NB Off-Ramp

GA-400 NB On-Ramp

Project Site

Convert to a free flow right-turn lane

Dwy #4

Peachtree Dunwoody Rd.

Mt. Vernon Hwy.

Dwy #3

Dwy #1

Dwy #2

Crestline Pkwy.

4 (67) 87 (194) 245 (828)
1030 (120) 500 (1278) 173 (136)
510 (468) 1249 (866)
1360 (1129) 681 (861)
991 (384)
542 (1566) 1186 (1621)
330 (675) 298 (295) 92 (203)
157 (265) 960 (1436) 8 (17)
560 (522) 671 (491) 146 (202)
115 (124) 794 (1278) 135 (133)
112 (23) 1508 (772) 291 (88)
65 (238) 187 (70) 205 (515)
1093 (1282) 1114 (954)
265 (660) 3584 (1405)
1766 (569)
836 (372) 1524 (1260) 1246 (495)
247 (780) 343 (548) 4 (15)
478 (236) 1075 (570)
53 (232)
596 (1363)
312 (331) 1206 (920) 28 (16)
37 (29) 358 (668) 139 (198)
71 (124) 209 (177) 308 (138)
160 (598) 448 (652) 85 (87)
45 (242)
164 (70) 753 (1293)
59 (311) 30 (126) 141 (520)
306 (152) 807 (709) 19 (26)
48 (83)
73 (52) 1075 (965)
365 (201) 351 (537) 160 (238)
122 (99) 827 (491) 5 (6)
104 (82) 613 (464) 47 (42)
41 (78) 149 (205) 75 (114)
994 (967)
243 (119) 594 (718) 161 (133)
58 (346) 26 (13) 26 (51)
762 (1125)
132 (416) 401 (1045) 102 (351)
377 (206) 395 (388) 13 (15)
5 (17) 761 (833) 230 (57)
23 (192) 12 (115) 81 (239)
6 (5) 77 (38) 148 (196)
53 (137) 655 (972) 128 (57)

1 2 3 4 5 6 7 8 9

LEGEND

- Existing Roadway Laneage
- No-Build Roadway Laneage
- Build Roadway Laneage
- Existing Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Figure 10

Projected 2022 Build Conditions

100 Northpark DRI Transportation Analysis

Kimley-Horn and Associates, Inc.

Table 14
100 Northpark DRI
Programmed Improvements

No.	Year	Project Number	Project Description
1	2013	City of Sandy Springs CIP #T-0001	Johnson Ferry Road and Abernathy Road – widening of Johnson Ferry Road from the Chattahoochee River to Abernathy Road and Abernathy Road from Johnson Ferry Road to Roswell Road (see also GA STIP #751310).
2	Short-Range	City of Sandy Springs CTP #B6	Peachtree Dunwoody Road and Abernathy Road – intersection capacity/operational improvements such as geometrics, turn lanes, and/or implementation of signals or roundabouts (see also City of Sandy Springs CTP #A11 and CIP #T-7119).
3	Short-Range	City of Sandy Springs CTP #C10	Hammond Drive – widening of Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.
4	2019	TIA-DK-069	Mount Vernon Road – corridor improvements from Fulton County Line to Dunwoody Club Drive to relieve congestion, improve safety, and provide multi-modal transportation options.
5	2022	TIA-AR-030	I-285 North @ SR 400 – interchange reconstruction and HOV system (see also AR-ML-200 and GA STIP #0000784).
6	Mid-Range	City of Sandy Springs CTP #C13	Mount Vernon Highway – improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks, and bicycle lanes.
7	2030	FN-267	Hammond Drive – widening of Hammond Drive from SR 9 (Roswell Road) to Glenridge Drive (see also TIA-FN-013 and City of Sandy Springs CIP #T-0024).
8	2030	FN-AR-100A	SR 400 – addition of 4-lane collector/distributor system from vicinity of Hammond Drive and Abernathy Road to north of Spalding Drive (see also TIA-FN-014).
9	Long-Range	City of Sandy Springs CTP #D6	Peachtree Dunwoody Road – improve Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the development is proposed at a total of four locations with three locations along Mt. Vernon Highway and one location along Peachtree-Dunwoody Road. One of the driveways along Mt. Vernon Highway, Driveway #1, is proposed to align with Crestline Parkway at the existing traffic signal. The other driveways along Mt. Vernon Highway, Driveway #2 and Driveway #3, are proposed as right-in/right-out accesses only. The proposed Driveway #4, along Peachtree-Dunwoody Road, is proposed as right-in/right-out accesses only.

Capacity analyses were performed for the site driveways for the year 2017 Build conditions. The intersection laneage and traffic volumes for the 2017 Build conditions are shown in **Figure 8**, and the following improvements are the recommended driveway configurations (Note: The attached site plan includes these improvements):

- Site Driveway #1 at Mt.Vernon Highway/Crestline Parkway
  - Modify the existing northbound right-turn lane to create a shared through/right-turn lane.
  - Provide an eastbound left-turn lane and provide protected/permitted signal phasing.
  - Provide a westbound right-turn lane.
  - Construct the southbound approach exiting the site with two left turn lanes and a shared through/right-turn lane.

- Site Driveway #2 at Mt.Vernon Highway
  - Provide a westbound right-turn lane entering the site.
  - Construct a southbound right-turn lane exiting the site onto Mt. Vernon Highway.
- Site Driveway #3 at Mt.Vernon Highway
  - Provide a westbound right-turn lane entering the site.
  - Construct a southbound right-turn lane exiting the site onto Mt. Vernon Highway.
- Site Driveway #4 at Peachtree-Dunwoody Road
  - Construct a southbound shared through/right-turn lane entering the site. (Note: This lane is a continuation of the proposed free-flow right-turn lane at the intersection of Peachtree-Dunwoody Road at Abernathy Road).
  - Construct an eastbound right-turn lane exiting the site onto Peachtree-Dunwoody Road.

The Levels-of-Service for the site driveways with the intersection geometries stated above are shown in **Table 15**.

Table 15
100 Northpark DRI
2017 and 2022 Build Intersection Levels-of-Service for Site Driveways
(delay in seconds)

Intersection	Control	LOS Std.	2017 Build Conditions		2022 Build Conditions	
			AM Peak	PM Peak	AM Peak	PM Peak
Site Driveway #1 at Mt. Vernon Highway / Crestline Parkway	Signal	D	C (20.5)	D (50.5)	C (20.1)	D (50.9)
Site Driveway #2 at Mt. Vernon Highway	SB Stop	D	B (10.4)	B (13.9)	B (10.3)	B (14.5)
Site Driveway #3 at Mt. Vernon Highway	SB Stop	D	A (9.1)	B (13.7)	A (9.1)	B (13.4)
Site Driveway #4 at Peachtree-Dunwoody Road	EB Stop	D	B (13.7)	B (13.0)	B (14.1)	B (13.3)

As shown in **Table 11**, all intersections within the study network currently operate at or above the acceptable Level-of-Service standard (LOS D) during both the AM and PM peak hours once all recommended improvements are installed at each site access location.

9.0 INTERNAL CIRCULATION ANALYSIS

Vehicular access to the development is proposed at a total of four locations with three locations along Mt. Vernon Highway and one location along Peachtree-Dunwoody Road. One of the driveways along Mt. Vernon Highway, Driveway #1, is proposed to align with Crestline Parkway at the existing traffic signal. The other driveways along Mt. Vernon Highway, Driveway #2 and Driveway #3, are proposed as right-in/right-out accesses only. The proposed Driveway #4, along Peachtree-Dunwoody Road, is proposed as right-in/right-out accesses only.

Driveway #1 and Driveway #4 create an internal site road bisecting the development around the site's center. Driveway #2 primarily provides access to the parking structure serving residential and retail uses while Driveway #3 primarily serves the parking structures for office and retail uses. It should be noted that all parking structures can be accessed by any of the site driveways due to the internal circulation on the site.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, an ITE Proposed Recommended Practice, Second Edition, June 2004*. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 10.32% for the weekday and 7.51% for the PM peak hour as a result of the anticipated interaction between all varying land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The proposed development is mixed-use in nature with general office, retail, residential apartment, and hotel components. The *Perimeter Focus: Envisioning a New Atlanta Center – Livable Center Initiative Final Report, January, 8th 2002* identifies the area as a "Transit Village." Furthermore, the *Sandy Springs MARTA Station Area Plan – LCI Implementation Study, December 2003*, identifies developments in this area to be transit-oriented and contain a mix of land uses. The ARC Plan 2040 Unified Growth Policy Map identifies the proposed project site as being in a Regional Center and Station Community. As such, the proposed Northpark redevelopment project fulfills the need for a mixed-use development in this region as directly stated in the LCI studies

Appendices

Appendix A
Land Use Maps

PLAN 2040 Unified Growth Policy Map

Airport Investment Area

Region Core

Regional Employment Corridors

Maturing Neighborhoods

Established Suburbs

Developing Suburbs

Developing Rural

Rural / Undeveloped Areas

Developed

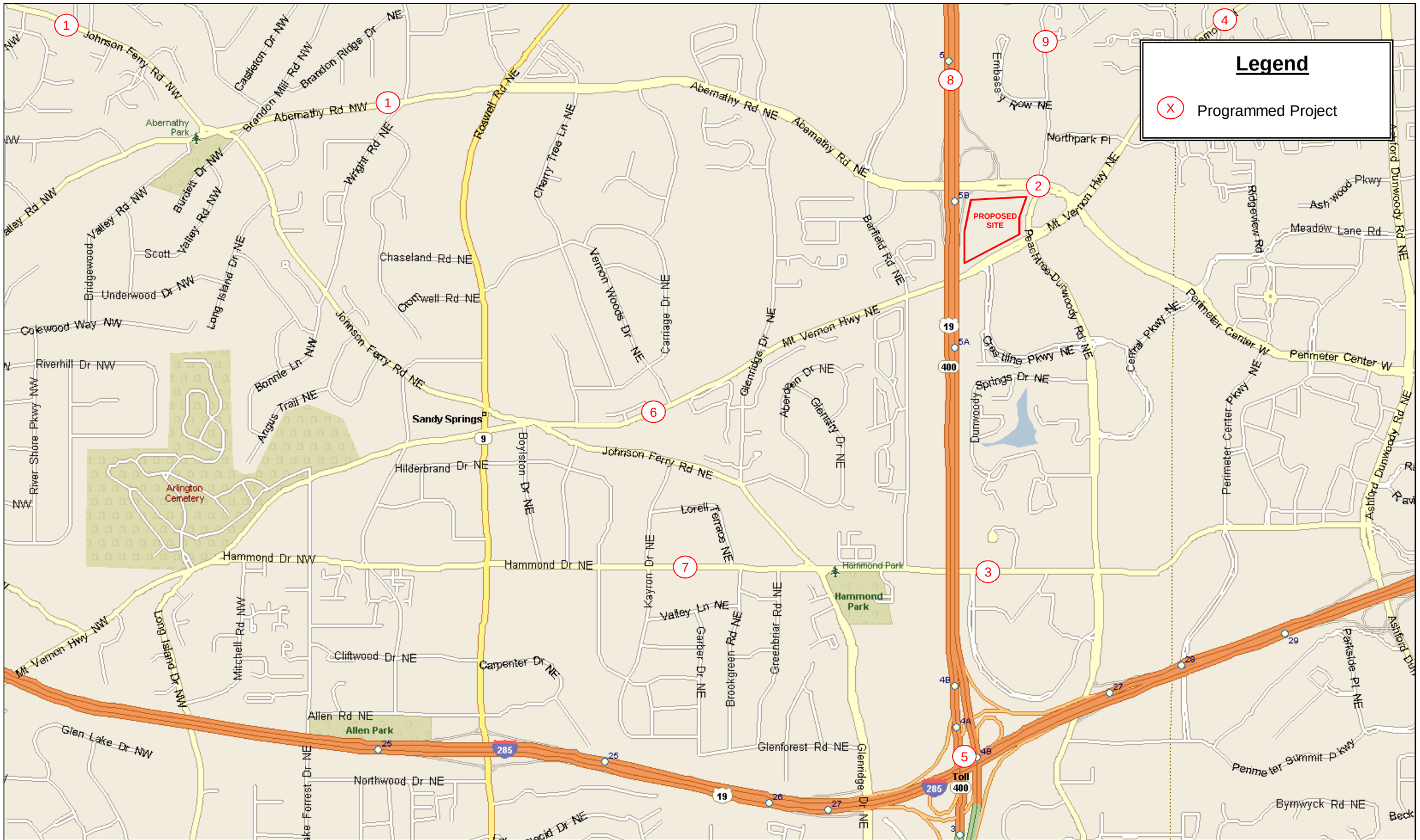
Developing

Project Site

- Interstates & Ltd Access Facilities
- Regional Strategic Facilities
- Strategic New Alignments
- MARTA Rail
- Station Communities
- Regional Centers
- Community Activity Centers
- Regional Town Centers
- Town Centers
- Crossroad Communities
- Village Centers
- Recreation Districts
- Major Retail Districts
- University Districts
- Wellness Districts
- Redevelopment Corridors
- Industrial/Logistics Areas
- Lakes & Ponds
- Counties

Adopted July 28, 2011

Appendix B
Programmed Transportation Improvements



Kimley-Horn and Associates, Inc.	**100 Northpark DRI Transportation Analysis**	**Programmed Projects**	**Appendix B**

PI#	Primary County	Work Type	Description
631570-	GORDON	Bridges	SR 225 @ NEW TOWN CREEK & COOSAWATTEE RIVER NE OF CALHOUN
650540-	FLOYD	Widening	SR 1/SR 101 FROM OOSTANAULA RIVER TO N OF SR 20
662420-	FLOYD	Roadway Project	SE ROME BYP FM SR 101 NE ON NEW LOC TO US 411; INC INTCH
721308-	CHEROKEE	Bridges	SR 140/HOUZE RD OVER LITTLE RIVER @ FULTON/CHEROKEE CO LINE
731770-	DEKALB	Miscellaneous Improvements	SR 13 FROM CS 434/LENOX ROAD TO CR 1645/AFTON LANE - PH I
742976-	FULTON	Bridges	CR 1385/BUFFINGTON ROAD @ MORNING CREEK TRIB E OF UNION CITY
751300-	COBB	Widening	JOHNSON FERRY RD FM COLUMNS DR TO ABERNATHY & BRIDGE
751310-	FULTON	Widening	ABERNATHY RD FM JOHNSON FERRY RD TO ROSWELL RD - GRTA
752086-	FULTON	Bridges	SR 999/CS 3586/SPRING STREET OVER CSX RAILROAD
752630-	COBB	Bridges	CR 4455/CANTON ROAD & RR BR OVER SR 3/US 41 N OF MARIETTA
752970-	FULTON	Bridges	CR 1332/OLD ROSWELL RD FM .20 MI W OF MANSELL RD TO PR 9517
M002824	DEKALB	Interchange	I-285 INTERCHANGE @ GLENWOOD RD
M003374	ALL	Miscellaneous Improvements	FORCE ACCOUNT MAINTENANCE ACTIVITIES FOR FY 2012
M003895	TIFT	Resurface & Maintenance	SR 520 FM E OF CS 607/RAILRD ST TO W OF CR 340/SPRINGHILL RD
M004186	ALL	Signing	I-85 @ 13 LOCS BETWEEN BARROW COUNTY & HART COUNTY
M004206	RABUN	Bridges	SR 11 @ 1 LOC; SR 53 @ 1 LOC & SR 246 @ 1 LOC - DECK REHAB
M004223	CHATHAM	Resurface & Maintenance	SR 25 FROM SR 307 TO SOUTH CAROLINA STATE LINE
M004224	TATTNALL	Resurface & Maintenance	SR 57 FROM EMANUEL COUNTY LINE TO 0.06 MI N OF SR 23/SR 121
M004225	BACON	Resurface & Maintenance	SR 19 FROM SR 4/US 1 TO APPLING COUNTY LINE
M004229	TURNER	Resurface & Maintenance	SR 32 FM SR 7/US 41 TO IRWIN CO LINE; EXC I-75 INTERCHANGE
M004231	LEE	Resurface & Maintenance	SR 32 FROM TERRELL COUNTY LINE TO 0.16 MI W OF SR 3/US 19
M004241	EVANS	Resurface & Maintenance	SR 73 FROM CS 627/PINE STREET TO CANOOCHEE RIVER OVERFLOW
M004245	WARE	Resurface & Maintenance	SR 122 FROM CLINCH COUNTY LINE TO SR 520/US 82
M004250	FULTON	Resurface & Maintenance	SR 9 FROM I-285 TO CR 1426/ABERNATHY ROAD
M004258	WILCOX	Resurface & Maintenance	SR 11 FROM BEN HILL COUNTY LINE TO PULASKI COUNTY LINE
M004266	FULTON	Resurface & Maintenance	SR 14 FROM S OF CS 2005/GRIFFITH DRIVE TO SR 74
M004288	HALL	Resurface & Maintenance	SR 53 FROM FORSYTH COUNTY LINE TO CHATTAHOOCHEE RIVER
M004292	GWINNETT	Resurface & Maintenance	SR 20 FM E OF CR 1940/HURRICANE SHOALS TO W OF CR 959/PK PL
M004299	BARROW	Resurface & Maintenance	SR 53 FROM JACKSON COUNTY LINE TO SR 11
M004301	BARROW	Resurface & Maintenance	SR 82 FROM SR 11 TO CR 324/PLEASANT HILL CHURCH ROAD
M004306	FRANKLIN	Resurface & Maintenance	SR 174 FROM SR 8 TO SR 51
M004307	RICHMOND	Resurface & Maintenance	SR 223 FROM SR 388/COLUMBIA TO SR 10/RICHMOND
M004324	GORDON	Resurface & Maintenance	I-75 FROM SR 61/BARTOW TO SR 156/GORDON
M004329	TALIAFERRO	Resurface & Maintenance	SR 44 FROM SR 77 TO TALIAFERRO COUNTY LINE
M004331	WILKES	Resurface & Maintenance	SR 17 FROM CR 242/COUNTY FARM ROAD TO ELBERT COUNTY LINE

Table B1.B
Improve Congestion Bottlenecks / "Hot Spots"
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No.[1]	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
B1	Reconstruct Roswell Road at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)	GDOT[2]	$0	Short
B2	Reconstruct Northridge Road at SR 400 interchange (coordinate with GDOT's SR 400 improvements)	GDOT[2]	$0	Long
B3	Reconstruct Riverside Drive at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)	GDOT[2]	$0	Short
B4	Construct collector/distributor road system including Hammond Drive ramps at SR 400 (coordinate with GDOT's SR 400 improvements)	GDOT/RTP[3]	$0	Short
B5	Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.	City of Sandy Springs	$10,700,000	Short
B6	Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, Spalding Drive at Jett Ferry Road, Peachtree-Dunwoody Road at Spalding Drive, and Peachtree-Dunwoody Road at Abernathy Drive (see project A11).	City of Sandy Springs	$12,000,000	Short
B7	Provide geometric/operational improvements to Roswell Road intersections with Johnson Ferry Road and Mount Vernon Highway	City of Sandy Springs	$3,600,000	Mid
B8	Provide geometric/operational improvements to Sandy Springs Circle intersections with Johnson Ferry Road and Mount Vernon Highway	City of Sandy Springs	$3,600,000	Mid

[1] Project ID number is for reference only and does not reflect project prioritization or preference.
[2] Complete project funding by GDOT
[3] Funding by GDOT and Perimeter CID

Table B1.C
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No.[1]	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
C1	Align Carpenter Drive and Cliftwood Drive and modify traffic signal	City of Sandy Springs/ GDOT	$300,000	Short
C2	Provide wide sidewalk connections for east-west movement across downtown Sandy Springs between Sandy Springs Circle and Boylston Drive to include Sandy Springs Place/new connector road, Hilderbrand Drive, Hammond Drive, and Cliftwood Drive/Carpenter Drive	City of Sandy Springs	$3,400,000	Short
C3	Provide wide sidewalk connections for north-south movement in downtown Sandy Springs along Sandy Springs Circle, Boylston Drive, Blue Stone Road, and Sandy Springs Place	City of Sandy Springs	$5,300,000	Short
C4	Prepare design and implementation plan for transit circulator in downtown Sandy Springs, express bus service to Perimeter Center, and express bus service to Sandy Springs MARTA Rail Station	City of Sandy Springs	$300,000	Short
C5	Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliffwood Drive, and from I-285 to the City of Atlanta	City of Sandy Springs	$5,000,000	Short
C6	Provide streetscape improvements along Sandy Springs Circle from Roswell Road to Hammond Drive	City of Sandy Springs/ GDOT[3]	$2,600,000	Short
C7	Complete concept design, planning/engineering, and construction of Sandy Springs Circle under I-285 to Kingsport Drive.	GDOT[4]	$6,200,000	Short
C8	Prepare design for improvement of Johnson Ferry Road between Abernathy and Sandy Springs Circle, Johnson Ferry Road between Mount Vernon Highway and Glenridge Road, and Glenridge Road between Mount Vernon Highway and Hammond Drive to improve traffic capacity/operations and add sidewalk/bicycle facilities.	City of Sandy Springs	$1,500,000	Short
C9	Prepare concept design for completion of grid system in the Sandy Springs Town Center to include: Improvement of Boylston Road from Mt. Vernon Highway to Hammond Drive, extension of Boylston Road from Hammond Drive to Carpenter Road, construction of a new roadway and pedestrian connection from Sandy Springs Place to Boylston Road.	City of Sandy Springs	$300,000	Short
C10	Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.	City of Sandy Springs	$900,000	Short
C11	Extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide two through lanes with sidewalks and bike lanes.	City of Sandy Springs	$4,800,000	Short

[1] Project ID number is for reference only and does not reflect project prioritization or preference.
[2] GDOT Funding participation anticipated following 2009 concept development
[3] GDOT Transportation Enhancement Funding applied to help offset construction costs
[4] Concepts developed in 2007 and construction in 2008. Construction costs are based on $20 million total cost with 20 percent local match

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet

Identification TIA DK 069 **On Final Investment List?** Yes

Location: North Subregion

Project Name
Mt Vernon Road from Fulton County Line to Dunwoody Club Drive - Corridor Improvements

Project Type
Roadway

- [x] Roadway Capital
- [ ] Asset Management
- [x] Safety / Traffic Operations
- [ ] Freight / Logistics
- [ ] Aviation
- [x] Bicycle / Pedestrian
- [ ] Transit Capital
- [ ] Transit Operations / Maint.

PLAN 2040 Status
Not identified as a line item in PLAN 2040, but consistent with plan emphasis on system preservation

Related Project Numbers: N/A

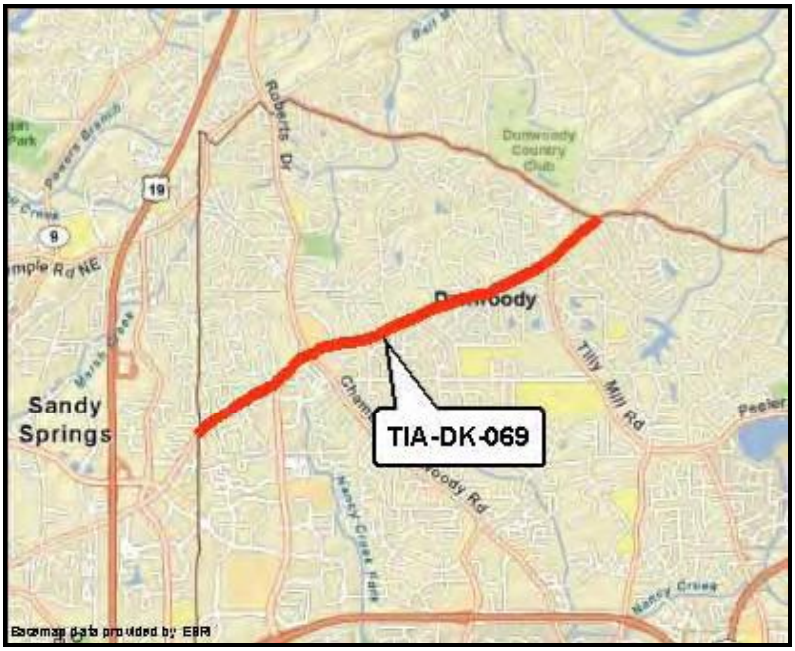
Description, Purpose and Benefits

The Mount Vernon Road corridor improvement project will relieve congestion, improve safety and provide multi-modal transportation options along a heavily traveled commuter corridor. Most of the Mount Vernon corridor, which is a major east west connection between the Peachtree Corners area of Gwinnett County and the Central Perimeter business center, currently consists of two lanes that carry over 19,000 vehicles per day. Several signalized intersections lack basic operational improvements such as left turn lanes. Sidewalks are present on only one side of the street despite bus service along the corridor. The Mount Vernon Road corridor improvement project includes center turn lanes, bike lanes and sidewalks between Ashford Dunwoody Road and Mount Vernon Place. Intersection improvements will occur at Vermack Road and Tilly Mill Road. The proposed project can be constructed within the existing right of way over most of the corridor. Where additional right of way is needed (mostly at intersections) very few parcels will be involved. The project is identified in City of Dunwoody's recently adopted transportation plan.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	$12,000,000
Federal Funds	$0
*Local Funds**	$0
Total Funding	$12,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*



Implementation Band
Construction likely to occur in Band 2 (2016-2019)

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet

Identification TIA AR 030 **On Final Investment List?** Yes

Location: I-285 Corridor

Project Name
I-285 North at SR 400 - Interchange Improvements

Project Type
Roadway

- [x] Roadway Capital
- [ ] Asset Management
- [ ] Safety / Traffic Operations
- [ ] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Capital
- [ ] Transit Operations / Maint.

PLAN 2040 Status
Not identified as a separate line item in PLAN 2040 because it is integrated into broader managed lanes project

Related Project Numbers: AR-ML-200

Description, Purpose and Benefits
The I-285 North at SR 400 interchange is one of the most congested interchanges in the entire region and southeast. Both freeways carry large volumes of traffic and serve major employment centers. This project would reconstruct the interchange to facilitate the flow of traffic. This project serves as a companion project to Project ID TIA-FN-014.

Funding Commitments
(all amounts shown in current year 2011 dollars)

TIA Funds	$112,500,000
Federal Funds	$337,500,000
*Local Funds**	$0
Total Funding	$450,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band
Construction likely to occur in Band 3 (2020-2022)

Table B1.C (Continued)
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No.[1]	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
C12	Construct new roadway and pedestrian connection from Sandy Springs Place to Boylston Road and relocate signal from Sandy Springs Place to new location	City of Sandy Springs	$6,900,000	Mid
C13	Improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes [2]	City of Sandy Springs	$33,800,000	Mid
C14	Improve Johnson Ferry Road corridor between Abernathy Road and Sandy Springs Circle to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes [2]	City of Sandy Springs	$6,300,000	Mid
C15	Improve Johnson Ferry Road between Mount Vernon Road and Glenridge Drive to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes	City of Sandy Springs	$4,700,000	Mid
C16	Provide transit circulator with short headways along regular route in downtown Sandy Springs (service to parking facilities)	City of Sandy Springs	$23,300,000	Mid
C17	Provide interparcel pedestrian connections at key locations in downtown Sandy Springs, including: Boylston Drive to Sandy Springs Circle, Sandy Springs Place to Hammond Drive, and Boylston Drive to Sandy Springs Circle south of Hammond Drive)	City of Sandy Springs	$4,200,000	Mid
C18	Provide express transit service between downtown Sandy Springs and Perimeter Center via Hammond Drive (include one intercept parking structure as anchor point for service)	City of Sandy Springs	$16,900,000	Mid
C19	Construct centralized parking structures to provide shared parking supply as redevelopment occurs; potential intercept locations include north (in vicinity of Roswell Road at Johnson Ferry Road) and middle (in vicinity of Roswell Road at Hammond Drive) OR south (in vicinity of Roswell Road at Carpenter Drive)[3]	City of Sandy Springs	$6,100,000	Mid
C20	Provide express transit service between downtown Sandy Springs and MARTA Sandy Springs Station via Mount Vernon Road (include one intercept parking structure as anchor point for service)[4]	City of Sandy Springs	$2,400,000	Long

[1] Project ID number is for reference only and does not reflect project prioritization or preference.
[2] Estimated ROW costs constitute 40 percent of the total cost for thes projects. Therefore, project costs are subject to change according to variability in availability and cost of ROW. Projects were assumed to require a width of 12 feet of ROW.
[3] Parking deck cost assumes two decks with 600 spaces each to be funded 25% by City and $75% by development contributions in lieu of parking supply.
[4] Cost estimate assumes 10% funding by City. Additional funding to be provided by MARTA or other funding source

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet

Identification TIA FN 013 **On Final Investment List?** Yes

Location: North Subregion

Project Name Hammond Drive from SR 9 (Roswell Road) to SR 400 - Widening

Project Type Roadway

- [x] Roadway Capital
- [ ] Asset Management
- [x] Safety / Traffic Operations
- [ ] Freight / Logistics
- [ ] Aviation
- [x] Bicycle / Pedestrian
- [x] Transit Capital
- [ ] Transit Operations / Maint.

PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-267

Description, Purpose and Benefits

Hammond Drive (CR 262) is a major east-west roadway of the City of Sandy Springs within the Perimeter Community Improvement District (PCID) that runs between Mt. Vernon Highway and Ashford-Dunwoody Road in Fulton and DeKalb Counties. The total length of this roadway is approximately 3.0 miles. Hammond Drive is primarily a four-lane roadway with a two-lane section between Roswell Road (SR 9) and Glenridge Drive and a six-lane section from east of Turner McDonald Parkway (SR 400) to Ashford-Dunwoody Road. The desired project, to be constructed if additional funding above the TIA commitment can be secured, would widen the existing typical section of Hammond Drive between Roswell Road (SR 9) and Barfield Road at the interchange of Hammond Drive and SR 400 (under construction). Between Roswell Road (SR 9) and Glenridge Drive the typical section would consist of four travel lanes. Between Glenridge Drive and SR 400, the typical section would consist of six travel lanes. The total length of the proposed project is 1.2 miles. The typical section would include a 20 to 44-foot grassed or raised median with median breaks provided for vehicle turning at key intersections. The project would also include 10-16-foot shoulders and possible multi-use paths along both sides of the roadway. In addition to the roadway widening, a linear park is proposed from the City of Sandy Spring's downtown at Roswell Road (SR 9) along Hammond Drive to Hammond Park, located at the southeast corner of Hammond Drive and Glenridge Drive. This project will provide a benefit to the region by connecting the business centers of the City of Sandy Springs and the Perimeter Center Improvement District as well as improving the connection to the newly constructed interchange at State Route 400. TIA funds committed to this project will advance it to the extent possible and, in the meantime, the City of Sandy Springs, will explore all possible opportunities to identify other revenue sources to complete the project within the timeframe of the sales tax collection. Should additional funding not be available, the project may be converted to operational and safety improvements.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	$10,000,000
Federal Funds	$0
*Local Funds**	$23,500,000
Total Funding	$33,500,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

N/A (not recommended for constrained list)

Transportation Investment Act of 2010
Final Investment List
Project Fact Sheet

Identification TIA FN 014 **On Final Investment List?** Yes

Location: North Subregion

Project Name SR 400 from I-285 North to Spalding Drive - Collector Distributor Lanes

Project Type Roadway

- [x] Roadway Capital
- [ ] Asset Management
- [x] Safety / Traffic Operations
- [x] Freight / Logistics
- [ ] Aviation
- [ ] Bicycle / Pedestrian
- [ ] Transit Capital
- [ ] Transit Operations / Maint.

PLAN 2040 Status

Project identified as line item in PLAN 2040 with construction planned for 2018-2030 timeframe

Related Project Numbers: FN-AR-100A

Description, Purpose and Benefits

GA 400 CD system from south of I-285 to Spalding Drive in Sandy Springs roadway system potentially would include two lanes in each direction parallel to GA 400. This additional access to Sandy Springs would allow vehicles to access the southern portion of North Fulton without having to directly use GA 400. This CD system has the potential to reduce delay by approximately 400,000 person-hours per day according to preliminary modeling.

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	$160,000,000
Federal Funds	$30,000,000
*Local Funds**	$0
Total Funding	$190,000,000

** Additional local funds used to deliver some projects within that jurisdiction may not be reflected in TIA documentation yet. These commitments will be formalized in detailed project concept documents or Intergovernmental Agreements to be developing beginning in 2012 between the state (GDOT or GRTA) and that local government.*

Implementation Band

Construction likely to occur in Band 2 (2016-2019)

Table B1.D
Provide for Future Travel Demand
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No.[1]	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
D1	Improve Johnson Ferry Road from the Chattahoochee River to Abernathy Road and widen Abernathy Road from Johnson Ferry Road to Roswell Road to provide 4 through lanes with bike lanes and 8-foot sidewalk	GDOT[2]	$0	Short
D2	Complete concept design for improvement of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.	City of Sandy Springs	$400,000	Short
D3	Complete concept design and continue planning/engineering for improvement of Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	$400,000	Short
D4	Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	$400,000	Short
D5	Widen Abernathy Road from Roswell Road to SR 400 to 6 lanes with multiuse trail	GDOT[3]	$7,800,000	Long
D6	Improve Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	$16,300,000	Long
D7	Improve Dunwoody Place from Northridge Road to Roswell Road to eliminate capacity bottleneck	City of Sandy Springs	$4,900,000	Mid
D8	Improve Hammond Drive corridor between Glenridge Drive and Roswell Road to provide 4 through lanes as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	$11,200,000	Mid
D9	Widen Glenridge Drive from Roswell Road to Glenridge Connector to 4-lane divided section	City of Sandy Springs	$23,600,000	Long
D10	Widen Barfield Road from Hammond Drive to Mount Vernon Highway to provide 4 through lanes with bicycle/pedestrian accommodation	City of Sandy Springs	$16,900,000	Long

[1] Project ID number is for reference only and does not reflect project prioritization or preference.

[2] Complete project funding by GDOT.

[3] City construction costs are based on $23,782,000 construction cost with a 20 percent local match - this project is included only to show what is in GDOT's long range plan

The Mayor and City Council wish to include as legislative intent that with adoption of the Transportation Master Plan, they have significant concerns about this Guiding Principle and the improvement projects based upon it. Any capacity improvement project that would add through lanes, i.e. a road widening, should only be considered as an improvement of last resort.

Appendix C
Trip Generation Analyses

TABLE 1
Northpark DRI
TRIP GENERATION 8th Edition

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Apartment	500 d.u.	3,154	249	50	199	293	190	103
310 Hotel	250 rooms	1,864	127	77	50	148	78	70
710 General Office Building	1,500,000 s.f.	10,734	1,637	1,441	196	1,759	299	1,460
820 Shopping Center	150,000 s.f. gross l	8,839	196	120	76	835	409	426
Gross Trips		**24,591**	**2,209**	**1,688**	**521**	**3,035**	**976**	**2,059**
Residential Trips		3,154	249	50	199	293	190	103
Mixed-Use Reductions		*-603*				*-62*	*-40*	*-22*
Alternative Mode Reductions		*-510*	*-50*	*-10*	*-40*	*-46*	*-30*	*-16*
Adjusted Residential Trips		2,041	199	40	159	185	120	65
Hotel Trips		1,864	127	77	50	148	78	70
Mixed-Use Reductions		*-356*				*-31*	*-16*	*-15*
Alternative Mode Reductions		*-302*	*-25*	*-15*	*-10*	*-23*	*-12*	*-11*
Adjusted Hotel Trips		1,206	102	62	40	94	50	44
Office Trips		10,734	1,637	1,441	196	1,759	299	1,460
Mixed-Use Reductions		*-385*				*-26*	*-13*	*-13*
Alternative Mode Reductions		*-2,070*	*-327*	*-288*	*-39*	*-347*	*-57*	*-289*
Adjusted Office Trips		8,279	1,310	1,153	157	1,386	229	1,158
Retail Trips		8,839	196	120	76	835	409	426
Mixed-Use Reductions		*-1,194*				*-109*	*-45*	*-64*
Alternative Mode Reductions		*-1,529*	*-39*	*-24*	*-15*	*-145*	*-73*	*-72*
Pass By Reductions (Based on ITE Rates)		*-2,079*	*0*	*0*	*0*	*-198*	*-99*	*-99*
Adjusted Retail Trips		4,037	157	96	61	383	192	191
Mixed-Use Reductions - TOTAL		*-2,538*	*0*	*0*	*0*	*-228*	*-114*	*-114*
Alternative Mode Reductions - TOTAL		*-4,411*	*-441*	*-337*	*-104*	*-561*	*-172*	*-388*
Pass-By Reductions - TOTAL		*-2,079*	*0*	*0*	*0*	*-198*	*-99*	*-99*
New Trips		**15,563**	**1,768**	**1,351**	**417**	**2,048**	**591**	**1,458**
Driveway Volumes		**17,642**	**1,768**	**1,351**	**417**	**2,246**	**690**	**1,557**

Appendix D
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Abernathy Road at Barfield Road
AM PEAK HOUR

Description	Barfield Road Northbound			Barfield Road Southbound			Abernathy Road Eastbound			Abernathy Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes	28	169	97	222	79	4	102	1,330	171	87	453	932
Heavy Vehicles	1	1	2	2	1	0	1	14	0	1	11	3
Heavy Vehicle %	4%	1%	2%	1%	1%	0%	1%	1%	0%	1%	2%	0%
Peak Hour Factor		0.86			0.95			0.86			0.94	
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												
2017 Background Traffic	29	178	102	233	83	4	107	1,398	180	91	476	980
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	30	187	107	245	87	4	112	1,469	189	96	500	1,030
Project Trips												
Trip Distribution IN								2%	5%	5%		
Trip Distribution OUT	7%		26%									
Residential Trips	11	0	41	0	0	0	0	1	2	2	0	0
Trip Distribution IN								2%	5%	5%		
Trip Distribution OUT	7%		26%									
Hotel Trips	3	0	10	0	0	0	0	1	3	3	0	0
Trip Distribution IN								3%	8%	6%		
Trip Distribution OUT	11%		26%									
Office Trips	17	0	41	0	0	0	0	35	92	69	0	0
Trip Distribution IN								3%	8%	6%		
Trip Distribution OUT	11%		26%									
Retail Trips	7	0	16	0	0	0	0	3	8	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	35	0	98	0	0	0	0	39	102	77	0	0
2017 Buildout Total	64	178	200	233	83	4	107	1,437	282	168	476	980
2022 Buildout Total	65	187	205	245	87	4	112	1,508	291	173	500	1,030

PM PEAK HOUR

Description	Barfield Road Northbound			Barfield Road Southbound			Abernathy Road Eastbound			Abernathy Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes	82	64	133	750	176	61	21	685	45	94	1,157	108
Heavy Vehicles	0	4	3	3	0	2	2	17	0	1	12	3
Heavy Vehicle %	0%	6%	2%	0%	0%	3%	10%	2%	0%	1%	1%	3%
Peak Hour Factor		0.95			0.78			0.85			0.88	
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												
2017 Background Traffic	86	67	140	788	185	64	22	720	47	99	1,216	114
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	90	70	147	828	194	67	23	757	49	104	1,278	120
Project Trips												
Trip Distribution IN								2%	5%	5%		
Trip Distribution OUT			26%									
Residential Trips	0	0	17	0	0	0	0	2	6	6	0	0
Trip Distribution IN								2%	5%	5%		
Trip Distribution OUT	7%		26%									
Hotel Trips	3	0	11	0	0	0	0	1	3	3	0	0
Trip Distribution IN								3%	8%	6%		
Trip Distribution OUT	11%		26%									
Office Trips	127	0	301	0	0	0	0	7	18	14	0	0
Trip Distribution IN								3%	8%	6%		
Trip Distribution OUT	11%		26%									
Retail Trips	21	0	50	0	0	0	0	6	15	12	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	148	0	368	0	0	0	0	15	39	32	0	0
2017 Buildout Total	234	67	508	788	185	64	22	735	86	131	1,216	114
2022 Buildout Total	238	70	515	828	194	67	23	772	88	136	1,278	120

INTERSECTION VOLUME DEVELOPMENT

Abernathy Road at GA 400 SB
AM PEAK HOUR

Description	- Northbound			GA 400 SB Ramps Southbound			Abernathy Road Eastbound			Abernathy Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes				876		392		927	947	583	1,231	
Heavy Vehicles				3		6		15	7	7	14	
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	2%	1%	1%	1%	0%
Peak Hour Factor					0.94			0.96			0.96	
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												
2017 Background Traffic	0	0	0	921	0	412	0	974	995	613	1,294	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	0	968	0	433	0	1,024	1,046	644	1,360	0
Project Trips												
Trip Distribution IN				15%		5%		2%				
Trip Distribution OUT								5%	21%	15%		
Residential Trips	0	0	0	6	0	2	0	9	33	24	0	0
Trip Distribution IN				15%		5%		2%				
Trip Distribution OUT								5%	21%	15%		
Hotel Trips	0	0	0	9	0	3	0	3	8	6	0	0
Trip Distribution IN				22%		6%		3%				
Trip Distribution OUT								10%	16%	6%		
Office Trips	0	0	0	254	0	69	0	51	25	9	0	0
Trip Distribution IN				22%		6%		3%				
Trip Distribution OUT								10%	16%	6%		
Retail Trips	0	0	0	21	0	6	0	9	10	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	281	0	77	0	69	68	37	0	0
2017 Buildout Total	0	0	0	1,202	0	489	0	1,043	1,063	650	1,294	0
2022 Buildout Total	0	0	0	1,249	0	510	0	1,093	1,114	681	1,360	0

PM PEAK HOUR

Description	- Northbound			GA 400 SB Ramps Southbound			Abernathy Road Eastbound			Abernathy Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes				684		395		1,022	656	698	1,022	
Heavy Vehicles				4		3		13	10	5	9	
Heavy Vehicle %	0%	0%	0%	1%	0%	1%	0%	1%	2%	1%	1%	0%
Peak Hour Factor					0.89			0.95			0.95	
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												
2017 Background Traffic	0	0	0	719	0	415	0	1,074	689	734	1,074	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	0	756	0	436	0	1,129	724	771	1,129	0
Project Trips												
Trip Distribution IN				15%		5%		2%				
Trip Distribution OUT								5%	21%	15%		
Residential Trips	0	0	0	18	0	6	0	5	14	10	0	0
Trip Distribution IN				15%		5%		2%				
Trip Distribution OUT								5%	21%	15%		
Hotel Trips	0	0	0	8	0	3	0	3	9	7	0	0
Trip Distribution IN				22%		6%		3%				
Trip Distribution OUT								10%	16%	6%		
Office Trips	0	0	0	50	0	14	0	123	185	69	0	0
Trip Distribution IN				22%		6%		3%				
Trip Distribution OUT								10%	16%	6%		
Retail Trips	0	0	0	42	0	12	0	25	31	11	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	110	0	32	0	153	230	90	0	0
2017 Buildout Total	0	0	0	829	0	447	0	1,227	919	824	1,074	0
2022 Buildout Total	0	0	0	866	0	468	0	1,282	954	861	1,129	0

INTERSECTION VOLUME DEVELOPMENT

Abernathy Road at GA 400 NB
AM PEAK HOUR

Description	GA 400 NB Ramps Northbound Left	Through	Right	GA 400 NB Ramps Southbound Left	Through	Right	Abernathy Road Eastbound Left	Through	Right	Abernathy Road Westbound Left	Through	Right
Observed 2012 AM Volumes			1,302			897	213	2,956			1,040	443
Heavy Vehicles						10	9	24			12	5
Heavy Vehicle %	0%	0%	0%	0%	0%	1%	4%	1%	0%	0%	1%	1%
Peak Hour Factor					0.86			0.96			0.95	
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												
2017 Background Traffic	0	0	1,368	0	0	943	224	3,107	0	0	1,093	466
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	1,438	0	0	991	235	3,265	0	0	1,149	490
Project Trips												
Trip Distribution IN			39%					17%				
Trip Distribution OUT							5%				15%	15%
Residential Trips	0	0	16	0	0	0	8	7	0	0	24	24
Trip Distribution IN			39%					17%				
Trip Distribution OUT							5%				15%	15%
Hotel Trips	0	0	24	0	0	0	2	11	0	0	6	6
Trip Distribution IN			25%					25%				
Trip Distribution OUT							10%				6%	13%
Office Trips	0	0	288	0	0	0	16	288	0	0	9	20
Trip Distribution IN			25%					25%				
Trip Distribution OUT							10%				6%	13%
Retail Trips	0	0	24	0	0	0	6	24	0	0	4	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	328	0	0	0	30	319	0	0	37	52
2017 Buildout Total	0	0	1,696	0	0	943	254	3,426	0	0	1,130	518
2022 Buildout Total	0	0	1,766	0	0	991	265	3,584	0	0	1,186	542

PM PEAK HOUR

Description	GA 400 NB Ramps Northbound Left	Through	Right	GA 400 NB Ramps Southbound Left	Through	Right	Abernathy Road Eastbound Left	Through	Right	Abernathy Road Westbound Left	Through	Right
Observed 2012 PM Volumes			378			347	473	1,159			1,386	1,249
Heavy Vehicles						2	3	12			6	2
Heavy Vehicle %	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%
Peak Hour Factor					0.79			0.92			0.95	
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												
2017 Background Traffic	0	0	397	0	0	365	497	1,218	0	0	1,457	1,313
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	417	0	0	384	522	1,280	0	0	1,531	1,380
Project Trips												
Trip Distribution IN			39%					17%				
Trip Distribution OUT							5%				15%	15%
Residential Trips	0	0	47	0	0	0	3	20	0	0	10	10
Trip Distribution IN			39%					17%				
Trip Distribution OUT							5%				15%	15%
Hotel Trips	0	0	20	0	0	0	2	9	0	0	7	7
Trip Distribution IN			25%					25%				
Trip Distribution OUT							10%				6%	13%
Office Trips	0	0	57	0	0	0	116	57	0	0	69	151
Trip Distribution IN			25%					25%				
Trip Distribution OUT							10%				6%	13%
Retail Trips	0	0	48	0	0	0	19	48	0	0	11	25
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	152	0	0	0	138	125	0	0	90	186
2017 Buildout Total	0	0	549	0	0	365	635	1,343	0	0	1,547	1,499
2022 Buildout Total	0	0	569	0	0	384	660	1,405	0	0	1,621	1,566

INTERSECTION VOLUME DEVELOPMENT

Abernathy Road at Peachtree Dunwoody Road
AM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Abernathy Road Eastbound			Abernathy Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes	142	298	4	84	212	299	756	1,380	542	8	869	142
Heavy Vehicles	5	4	0	5	4	6	3	10	9	0	10	0
Heavy Vehicle %	4%	1%	0%	6%	2%	2%	0%	1%	2%	0%	1%	0%
Peak Hour Factor		0.90			0.97			0.98			0.97	
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												
2017 Background Traffic	149	313	4	88	223	314	795	1,450	570	8	913	149
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	157	329	4	92	234	330	836	1,524	599	8	960	157
Project Trips												
Trip Distribution IN					2%				56%			
Trip Distribution OUT	30%	2%										
Residential Trips	48	3	0	0	1	0	0	0	22	0	0	0
Trip Distribution IN					2%				56%			
Trip Distribution OUT	30%	2%										
Hotel Trips	12	1	0	0	1	0	0	0	35	0	0	0
Trip Distribution IN					5%				50%			
Trip Distribution OUT	19%	5%										
Office Trips	30	8	0	0	58	0	0	0	577	0	0	0
Trip Distribution IN					5%				50%			
Trip Distribution OUT	19%	5%										
Retail Trips	12	3	0	0	5	0	0	0	48	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	90	14	0	0	64	0	0	0	647	0	0	0
2017 Buildout Total	239	327	4	88	287	314	795	1,450	1,217	8	913	149
2022 Buildout Total	247	343	4	92	298	330	836	1,524	1,246	8	960	157

PM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Abernathy Road Eastbound			Abernathy Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes	475	434	13	184	246	611	337	1,141	196	15	1,300	240
Heavy Vehicles	5	6	0	7	1	3	4	8	3	0	7	4
Heavy Vehicle %	1%	1%	0%	4%	0%	0%	1%	1%	2%	0%	1%	2%
Peak Hour Factor		0.89			0.96			0.88			0.97	
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												
2017 Background Traffic	499	456	14	193	259	642	354	1,199	206	16	1,366	252
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	524	479	15	203	272	675	372	1,260	217	17	1,436	265
Project Trips												
Trip Distribution IN					2%				56%			
Trip Distribution OUT		2%										
Residential Trips	0	1	0	0	2	0	0	0	67	0	0	0
Trip Distribution IN					2%				56%			
Trip Distribution OUT	30%	2%										
Hotel Trips	13	1	0	0	1	0	0	0	28	0	0	0
Trip Distribution IN					5%				50%			
Trip Distribution OUT	19%	5%										
Office Trips	220	58	0	0	11	0	0	0	115	0	0	0
Trip Distribution IN					5%				50%			
Trip Distribution OUT	19%	5%										
Retail Trips	36	10	0	0	10	0	0	0	96	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	256	69	0	0	23	0	0	0	278	0	0	0
2017 Buildout Total	755	525	14	193	282	642	354	1,199	484	16	1,366	252
2022 Buildout Total	780	548	15	203	295	675	372	1,260	495	17	1,436	265

INTERSECTION VOLUME DEVELOPMENT

Abernathy Road at Mount Vernon Highway
AM PEAK HOUR

Description	Mt. Vernon Highway Northbound Left	Through	Right	Mt. Vernon Highway Southbound Left	Through	Right	Abernathy Road Eastbound Left	Through	Right	Abernathy Road Westbound Left	Through	Right
Observed 2012 AM Volumes	33	288	108	132	479	507	283	1,091	26	64	718	104
Heavy Vehicles	0	4	1	3	2	4	4	7	2	1	9	4
Heavy Vehicle %	0%	1%	1%	2%	0%	1%	1%	1%	8%	2%	1%	4%
Peak Hour Factor		0.91			0.86			0.94			0.96	
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												
2017 Background Traffic	35	303	114	139	503	533	297	1,147	27	67	755	109
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	37	318	120	146	529	560	312	1,206	28	70	794	115
Project Trips												
Trip Distribution IN					10%					5%		
Trip Distribution OUT		10%	5%									
Residential Trips	0	16	8	0	4	0	0	0	0	2	0	0
Trip Distribution IN					10%					5%		
Trip Distribution OUT		10%	5%									
Hotel Trips	0	4	2	0	6	0	0	0	0	3	0	0
Trip Distribution IN					11%					5%		
Trip Distribution OUT		11%	5%									
Office Trips	0	17	8	0	127	0	0	0	0	58	0	0
Trip Distribution IN					11%					5%		
Trip Distribution OUT		11%	5%									
Retail Trips	0	7	3	0	11	0	0	0	0	5	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	40	19	0	142	0	0	0	0	65	0	0
2017 Buildout Total	35	343	133	139	645	533	297	1,147	27	132	755	109
2022 Buildout Total	37	358	139	146	671	560	312	1,206	28	135	794	115

PM PEAK HOUR

Description	Mt. Vernon Highway Northbound Left	Through	Right	Mt. Vernon Highway Southbound Left	Through	Right	Abernathy Road Eastbound Left	Through	Right	Abernathy Road Westbound Left	Through	Right
Observed 2012 PM Volumes	27	464	115	183	392	473	300	833	14	96	1,157	112
Heavy Vehicles	0	2	0	1	0	0	1	7	2	0	8	0
Heavy Vehicle %	0%	0%	0%	1%	0%	0%	0%	1%	14%	0%	1%	0%
Peak Hour Factor		0.80			0.96			0.91			0.94	
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												
2017 Background Traffic	28	488	121	192	412	497	315	875	15	101	1,216	118
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	29	513	127	202	433	522	331	920	16	106	1,278	124
Project Trips												
Trip Distribution IN					10%					5%		
Trip Distribution OUT		10%	5%									
Residential Trips	0	7	3	0	12	0	0	0	0	6	0	0
Trip Distribution IN					10%					5%		
Trip Distribution OUT		10%	5%									
Hotel Trips	0	4	2	0	5	0	0	0	0	3	0	0
Trip Distribution IN					11%					5%		
Trip Distribution OUT		11%	5%									
Office Trips	0	127	58	0	25	0	0	0	0	11	0	0
Trip Distribution IN					11%					5%		
Trip Distribution OUT		11%	5%									
Retail Trips	0	21	10	0	21	0	0	0	0	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	155	71	0	58	0	0	0	0	27	0	0
2017 Buildout Total	28	643	192	192	470	497	315	875	15	128	1,216	118
2022 Buildout Total	29	668	198	202	491	522	331	920	16	133	1,278	124

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Mount Vernon Highway
AM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Mt. Vernon Highway Eastbound			Mt. Vernon Highway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes	247	358	11	120	295	120	26	336	86	5	563	110
Heavy Vehicles	3	5	2	1	0	1	2	6	0	0	10	3
Heavy Vehicle %	1%	1%	18%	1%	0%	1%	8%	2%	0%	0%	2%	3%
Peak Hour Factor		0.83			0.90			0.94			0.88	
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												
2017 Background Traffic	260	376	12	126	310	126	27	353	90	5	592	116
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	273	395	13	132	326	132	28	371	95	5	622	122
Project Trips												
Trip Distribution IN	9%					20%					15%	
Trip Distribution OUT				8%	6%		32%	7%	2%			
Residential Trips	4	0	0	13	10	8	51	11	3	0	6	0
Trip Distribution IN	9%					20%					15%	
Trip Distribution OUT				8%	6%		32%	7%	2%			
Hotel Trips	6	0	0	3	2	12	13	3	1	0	9	0
Trip Distribution IN	8%					18%					16%	
Trip Distribution OUT				7%	7%		24%	9%	2%			
Office Trips	92	0	0	11	11	208	38	14	3	0	184	0
Trip Distribution IN	8%					18%					16%	
Trip Distribution OUT				7%	7%		24%	9%	2%			
Retail Trips	8	0	0	4	4	17	15	5	1	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	104	0	0	28	25	233	104	30	7	0	205	0
2017 Buildout Total	364	376	12	154	335	359	131	383	97	5	797	116
2022 Buildout Total	377	395	13	160	351	365	132	401	102	5	827	122

PM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Mt. Vernon Highway Eastbound			Mt. Vernon Highway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes	157	351	13	126	398	91	65	832	292	6	366	89
Heavy Vehicles	1	1	1	2	3	0	0	5	0	1	3	0
Heavy Vehicle %	1%	0%	8%	2%	1%	0%	0%	1%	0%	17%	1%	0%
Peak Hour Factor		0.89			0.90			0.96			0.91	
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												
2017 Background Traffic	165	369	14	132	418	96	68	874	307	6	385	94
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	173	388	15	139	439	101	71	919	323	6	405	99
Project Trips												
Trip Distribution IN						20%					15%	
Trip Distribution OUT				8%	6%		32%	7%	2%			
Residential Trips	0	0	0	5	4	24	21	5	1	0	18	0
Trip Distribution IN	9%					20%					15%	
Trip Distribution OUT				8%	6%		32%	7%	2%			
Hotel Trips	5	0	0	4	3	10	14	3	1	0	8	0
Trip Distribution IN	8%					18%					16%	
Trip Distribution OUT				7%	7%		24%	9%	2%			
Office Trips	18	0	0	81	81	41	278	104	23	0	37	0
Trip Distribution IN	8%					18%					16%	
Trip Distribution OUT				7%	7%		24%	9%	2%			
Retail Trips	15	0	0	13	13	35	46	17	4	0	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	33	0	0	99	98	100	345	126	28	0	86	0
2017 Buildout Total	198	369	14	231	516	196	413	1,000	335	6	471	94
2022 Buildout Total	206	388	15	238	537	201	416	1,045	351	6	491	99

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Crestline Parkway
AM PEAK HOUR

Description	Crestline Parkway Northbound Left	Through	Right	Site Driveway #1 Southbound Left	Through	Right	Mt. Vernon Highway Eastbound Left	Through	Right	Mt. Vernon Highway Westbound Left	Through	Right
Observed 2012 AM Volumes	52		24					538	146	17	539	
Heavy Vehicles	0		0					4	0	0	0	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Peak Hour Factor		0.69						0.77			0.80	
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												
2017 Background Traffic	55	0	25	0	0	0	0	565	153	18	566	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	58	0	26	0	0	0	0	594	161	19	595	0
Project Trips												
Trip Distribution IN		3%					15%				4%	14%
Trip Distribution OUT				41%	7%	10%					23%	
Residential Trips	0	1	0	65	11	16	6	0	0	0	39	6
Trip Distribution IN		3%					15%				4%	14%
Trip Distribution OUT				41%	7%	10%					23%	
Hotel Trips	0	2	0	16	3	4	9	0	0	0	11	9
Trip Distribution IN		2%					19%				13%	24%
Trip Distribution OUT				35%	9%	20%					5%	
Office Trips	0	23	0	55	14	31	219	0	0	0	158	277
Trip Distribution IN		2%					19%				13%	24%
Trip Distribution OUT				35%	9%	20%					5%	
Retail Trips	0	2	0	21	5	12	18	0	0	0	15	23
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	26	0	141	30	59	243	0	0	0	212	306
2017 Buildout Total	55	26	25	141	30	59	243	565	153	18	778	306
2022 Buildout Total	58	26	26	141	30	59	243	594	161	19	807	306

PM PEAK HOUR

Description	Crestline Parkway Northbound Left	Through	Right	Site Driveway #1 Southbound Left	Through	Right	Mt. Vernon Highway Eastbound Left	Through	Right	Mt. Vernon Highway Westbound Left	Through	Right
Observed 2012 PM Volumes	313		47					669	121	24	543	
Heavy Vehicles	0		2					3	0	0	2	
Heavy Vehicle %	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.83						0.89			0.94	
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												
2017 Background Traffic	329	0	49	0	0	0	0	703	127	25	571	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	346	0	51	0	0	0	0	739	133	26	600	0
Project Trips												
Trip Distribution IN		3%					15%				4%	14%
Trip Distribution OUT				41%	7%	10%					23%	
Residential Trips	0	4	0	27	5	7	18	0	0	0	20	17
Trip Distribution IN		3%					15%				4%	14%
Trip Distribution OUT				41%	7%	10%					23%	
Hotel Trips	0	2	0	18	3	4	8	0	0	0	12	7
Trip Distribution IN		2%					19%				13%	24%
Trip Distribution OUT				35%	9%	20%					5%	
Office Trips	0	5	0	405	104	232	44	0	0	0	88	55
Trip Distribution IN		2%					19%				13%	24%
Trip Distribution OUT				35%	9%	20%					5%	
Retail Trips	0	4	0	67	17	38	36	0	0	0	35	46
Pass-By Trips	0	0	0	21	0	34	21	-21	0	0	-34	34
Total Project Trips	0	13	0	520	126	311	119	-21	0	0	109	152
2017 Buildout Total	329	13	49	520	126	311	119	682	127	25	680	152
2022 Buildout Total	346	13	51	520	126	311	119	718	133	26	709	152

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Barfield Road
AM PEAK HOUR

Description	Barfield Road Northbound			Barfield Road Southbound			Mt. Vernon Highway Eastbound			Mt. Vernon Highway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes	37	135	68	118	189	65	94	496	43	77	388	25
Heavy Vehicles	0	2	1	0	1	1	2	6	3	3	2	1
Heavy Vehicle %	0%	1%	1%	0%	1%	2%	2%	1%	7%	4%	1%	4%
Peak Hour Factor		0.87			0.90			0.94			0.86	
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												
2017 Background Traffic	39	142	71	124	199	68	99	521	45	81	408	26
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	41	149	75	130	209	71	104	548	47	85	429	27
Project Trips												
Trip Distribution IN				10%				5%				
Trip Distribution OUT											5%	33%
Residential Trips	0	0	0	4	0	0	0	2	0	0	8	52
Trip Distribution IN				10%				5%				
Trip Distribution OUT											5%	33%
Hotel Trips	0	0	0	6	0	0	0	3	0	0	2	13
Trip Distribution IN				14%				5%				
Trip Distribution OUT											5%	37%
Office Trips	0	0	0	161	0	0	0	58	0	0	8	58
Trip Distribution IN				14%				5%				
Trip Distribution OUT											5%	37%
Retail Trips	0	0	0	13	0	0	0	5	0	0	3	23
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	178	0	0	0	65	0	0	19	133
2017 Buildout Total	39	142	71	302	199	68	99	586	45	81	427	159
2022 Buildout Total	41	149	75	308	209	71	104	613	47	85	448	160

PM PEAK HOUR

Description	Barfield Road Northbound			Barfield Road Southbound			Mt. Vernon Highway Eastbound			Mt. Vernon Highway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes	70	186	103	61	160	112	74	396	38	79	526	70
Heavy Vehicles	0	0	0	0	0	0	1	4	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%
Peak Hour Factor		0.85			0.91			0.86			0.96	
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												
2017 Background Traffic	74	195	108	64	168	118	78	416	40	83	553	74
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	78	205	114	67	177	124	82	437	42	87	581	78
Project Trips												
Trip Distribution IN				10%				5%				
Trip Distribution OUT											5%	33%
Residential Trips	0	0	0	12	0	0	0	6	0	0	3	21
Trip Distribution IN				10%				5%				
Trip Distribution OUT											5%	33%
Hotel Trips	0	0	0	5	0	0	0	3	0	0	2	15
Trip Distribution IN				14%				5%				
Trip Distribution OUT											5%	37%
Office Trips	0	0	0	32	0	0	0	11	0	0	58	428
Trip Distribution IN				14%				5%				
Trip Distribution OUT											5%	37%
Retail Trips	0	0	0	27	0	0	0	10	0	0	10	71
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	71	0	0	0	27	0	0	71	520
2017 Buildout Total	74	195	108	135	168	118	78	443	40	83	624	594
2022 Buildout Total	78	205	114	138	177	124	82	464	42	87	652	598

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Crestline Parkway
AM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Crestline Parkway Eastbound			Crestline Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes	25	499	116	208	660	5	6	69	107	73	10	21
Heavy Vehicles	1	1	1	2	8	0	1	1	1	0	1	2
Heavy Vehicle %	4%	0%	1%	1%	1%	0%	17%	1%	1%	0%	10%	10%
Peak Hour Factor		0.84			0.95			0.85			0.78	
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												
2017 Background Traffic	26	524	122	219	694	5	6	73	112	77	11	22
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	27	551	128	230	729	5	6	77	118	81	12	23
Project Trips												
Trip Distribution IN	3%	9%										
Trip Distribution OUT					8%				7%			
Residential Trips	1	4	0	0	13	0	0	0	11	0	0	0
Trip Distribution IN	3%	9%										
Trip Distribution OUT					8%				7%			
Hotel Trips	2	6	0	0	3	0	0	0	3	0	0	0
Trip Distribution IN	2%	8%										
Trip Distribution OUT					9%				9%			
Office Trips	23	92	0	0	14	0	0	0	14	0	0	0
Trip Distribution IN	2%	8%										
Trip Distribution OUT					9%				9%			
Retail Trips	2	8	0	0	5	0	0	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	26	104	0	0	32	0	0	0	30	0	0	0
2017 Buildout Total	52	628	122	219	726	5	6	73	142	77	11	22
2022 Buildout Total	53	655	128	230	761	5	6	77	148	81	12	23

PM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Crestline Parkway Eastbound			Crestline Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes	116	840	51	51	640	15	5	34	64	216	104	174
Heavy Vehicles	1	8	0	1	4	1	0	0	0	1	0	2
Heavy Vehicle %	1%	1%	0%	2%	1%	7%	0%	0%	0%	0%	0%	1%
Peak Hour Factor		0.96			0.94			0.82			0.84	
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												
2017 Background Traffic	122	883	54	54	673	16	5	36	67	227	109	183
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	128	928	57	57	707	17	5	38	70	239	115	192
Project Trips												
Trip Distribution IN		9%										
Trip Distribution OUT					8%				7%			
Residential Trips	0	11	0	0	5	0	0	0	5	0	0	0
Trip Distribution IN	3%	9%										
Trip Distribution OUT					8%				7%			
Hotel Trips	2	5	0	0	4	0	0	0	3	0	0	0
Trip Distribution IN	2%	8%										
Trip Distribution OUT					9%				9%			
Office Trips	5	18	0	0	104	0	0	0	104	0	0	0
Trip Distribution IN	2%	8%										
Trip Distribution OUT					9%				9%			
Retail Trips	4	15	0	0	17	0	0	0	17	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	44	0	0	126	0	0	0	126	0	0	0
2017 Buildout Total	131	927	54	54	799	16	5	36	193	227	109	183
2022 Buildout Total	137	972	57	57	833	17	5	38	196	239	115	192

INTERSECTION VOLUME DEVELOPMENT

Peachtree Dunwoody Road at Site Driveway #4
AM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Site Driveway #4 Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes		445			762							
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92				
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												
2017 Background Traffic	0	468	0	0	801	0	0	0	0	0	0	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	492	0	0	842	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					20%	38%						
Trip Distribution OUT		32%							14%			
Residential Trips	0	51	0	0	8	15	0	0	22	0	0	0
Trip Distribution IN					20%	38%						
Trip Distribution OUT		32%							14%			
Hotel Trips	0	13	0	0	12	24	0	0	6	0	0	0
Trip Distribution IN					18%	37%						
Trip Distribution OUT		24%							14%			
Office Trips	0	38	0	0	208	427	0	0	22	0	0	0
Trip Distribution IN					18%	37%						
Trip Distribution OUT		24%							14%			
Retail Trips	0	15	0	0	17	36	0	0	9	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	104	0	0	233	478	0	0	53	0	0	0
2017 Buildout Total	0	572	0	0	1,034	478	0	0	53	0	0	0
2022 Buildout Total	0	596	0	0	1,075	478	0	0	53	0	0	0

PM PEAK HOUR

Description	Peachtree Dunwoody Road Northbound			Peachtree Dunwoody Road Southbound			Site Driveway #4 Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes		922			457							
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92				
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												
2017 Background Traffic	0	969	0	0	480	0	0	0	0	0	0	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	1,018	0	0	504	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					20%	38%						
Trip Distribution OUT		32%							14%			
Residential Trips	0	21	0	0	24	46	0	0	9	0	0	0
Trip Distribution IN					20%	38%						
Trip Distribution OUT		32%							14%			
Hotel Trips	0	14	0	0	10	19	0	0	6	0	0	0
Trip Distribution IN					18%	37%						
Trip Distribution OUT		24%							14%			
Office Trips	0	278	0	0	41	85	0	0	162	0	0	0
Trip Distribution IN					18%	37%						
Trip Distribution OUT		24%							14%			
Retail Trips	0	46	0	0	35	71	0	0	27	0	0	0
Pass-By Trips	0	0	0	0	-34	34	0	0	34	0	0	0
Total Project Trips	0	345	0	0	66	236	0	0	232	0	0	0
2017 Buildout Total	0	1,314	0	0	546	236	0	0	232	0	0	0
2022 Buildout Total	0	1,363	0	0	570	236	0	0	232	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Site Driveway #2
AM PEAK HOUR

	-			Site Driveway #2			Mt. Vernon Highway			Mt. Vernon Highway		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes								562			548	
Heavy Vehicles								4			3	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Peak Hour Factor								0.92			0.92	
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												
2017 Background Traffic	0	0	0	0	0	0	0	591	0	0	576	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	0	0	0	0	0	621	0	0	605	0
Project Trips												
Trip Distribution IN											18%	26%
Trip Distribution OUT						23%		41%				
Residential Trips	0	0	0	0	0	37	0	65	0	0	7	10
Trip Distribution IN											18%	26%
Trip Distribution OUT						23%		41%				
Hotel Trips	0	0	0	0	0	9	0	16	0	0	11	16
Trip Distribution IN											37%	5%
Trip Distribution OUT						5%		35%				
Office Trips	0	0	0	0	0	8	0	55	0	0	427	58
Trip Distribution IN											37%	5%
Trip Distribution OUT						5%		35%				
Retail Trips	0	0	0	0	0	3	0	21	0	0	36	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	48	0	141	0	0	470	73
2017 Buildout Total	0	0	0	0	0	48	0	732	0	0	1,046	73
2022 Buildout Total	0	0	0	0	0	48	0	762	0	0	1,075	73

PM PEAK HOUR

	-			Site Driveway #2			Mt. Vernon Highway			Mt. Vernon Highway		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes								567			713	
Heavy Vehicles								4			5	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Peak Hour Factor		0.83						0.92			0.92	
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												
2017 Background Traffic	0	0	0	0	0	0	0	596	0	0	749	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	0	0	0	0	0	626	0	0	787	0
Project Trips												
Trip Distribution IN											18%	26%
Trip Distribution OUT						23%		41%				
Residential Trips	0	0	0	0	0	15	0	27	0	0	22	31
Trip Distribution IN											18%	26%
Trip Distribution OUT						23%		41%				
Hotel Trips	0	0	0	0	0	10	0	18	0	0	9	13
Trip Distribution IN											37%	5%
Trip Distribution OUT						5%		35%				
Office Trips	0	0	0	0	0	58	0	405	0	0	85	11
Trip Distribution IN											37%	5%
Trip Distribution OUT						5%		35%				
Retail Trips	0	0	0	0	0	10	0	67	0	0	71	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	83	0	499	0	0	178	52
2017 Buildout Total	0	0	0	0	0	83	0	1,095	0	0	927	52
2022 Buildout Total	0	0	0	0	0	83	0	1,125	0	0	965	52

INTERSECTION VOLUME DEVELOPMENT

Mount Vernon Highway at Site Driveway #3
AM PEAK HOUR

Description	- Northbound			Site Driveway #3 Southbound			Mt. Vernon Highway Eastbound			Mt. Vernon Highway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 AM Volumes								680			586	
Heavy Vehicles								4			3	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Peak Hour Factor					0.92			0.92			0.92	
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												
2017 Background Traffic	0	0	0	0	0	0	0	715	0	0	616	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	0	0	0	0	0	751	0	0	647	0
Project Trips												
Trip Distribution IN								15%				4%
Trip Distribution OUT						5%					33%	
Residential Trips	0	0	0	0	0	8	0	6	0	0	52	2
Trip Distribution IN								15%				4%
Trip Distribution OUT						5%					33%	
Hotel Trips	0	0	0	0	0	2	0	9	0	0	13	2
Trip Distribution IN								19%				13%
Trip Distribution OUT						17%					25%	
Office Trips	0	0	0	0	0	27	0	219	0	0	39	150
Trip Distribution IN								19%				13%
Trip Distribution OUT						17%					25%	
Retail Trips	0	0	0	0	0	10	0	18	0	0	15	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	45	0	243	0	0	106	164
2017 Buildout Total	0	0	0	0	0	45	0	958	0	0	722	164
2022 Buildout Total	0	0	0	0	0	45	0	994	0	0	753	164

PM PEAK HOUR

Description	- Northbound			Site Driveway #3 Southbound			Mt. Vernon Highway Eastbound			Mt. Vernon Highway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2012 PM Volumes								787			854	
Heavy Vehicles								4			5	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Peak Hour Factor					0.92			0.89			0.94	
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												
2017 Background Traffic	0	0	0	0	0	0	0	827	0	0	898	0
2017 to 2022 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%
2017 to 2022 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
2022 Background Traffic	0	0	0	0	0	0	0	869	0	0	944	0
Project Trips												
Trip Distribution IN								15%				4%
Trip Distribution OUT						5%					33%	
Residential Trips	0	0	0	0	0	3	0	18	0	0	21	5
Trip Distribution IN								15%				4%
Trip Distribution OUT						5%					33%	
Hotel Trips	0	0	0	0	0	2	0	8	0	0	15	2
Trip Distribution IN								19%				13%
Trip Distribution OUT						17%					25%	
Office Trips	0	0	0	0	0	197	0	44	0	0	290	30
Trip Distribution IN								19%				13%
Trip Distribution OUT						17%					25%	
Retail Trips	0	0	0	0	0	32	0	36	0	0	48	25
Pass-By Trips	0	0	0	0	0	10	0	0	0	0	-10	10
Total Project Trips	0	0	0	0	0	242	0	98	0	0	349	70
2017 Buildout Total	0	0	0	0	0	242	0	925	0	0	1,247	70
2022 Buildout Total	0	0	0	0	0	242	0	967	0	0	1,293	70

Available Upon Request

Raw Traffic Counts (Peak Hour Turning Movements)

Synchro Capacity Analyses