Transportation Analysis

Peachtree Dunwoody Pavilion DRI #2590

City of Sandy Springs, Georgia

Report Prepared:

June 2016

Prepared for:

The Simpson Organization

Prepared by:

Kimley-Horn and Associates, Inc.
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Peachtree Corners, Georgia 30092
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the *Peachtree Dunwoody Pavilion* development located in the City of Sandy Springs, Georgia. The approximately 18.86-acre site is bordered by Peachtree Dunwoody Road to the west, Lake Hearn Drive to the north, and the Medical Center MARTA station to the south. The proposed development will be mixed-use, consisting of residential, office (some of which is existing to remain, including the nursing school), hotel, retail, and restaurant land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due the proposed development exceeding 600,000 SF of mixed-use development within a regional center. The DRI trigger for this development is the submittal of the Rezoning Application with the City of Sandy Springs. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 7, 2016 by the City of Sandy Springs.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies 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.*

The project site is located within the Perimeter LCI area and is consistent with the LCI plan. Additionally, the project is consistent with the City of Sandy Springs' recent interim development guidelines, and the Future Land Use category as identified in their Comprehensive Plan.

The proposed development is expected to be completed by 2020 (approximately 4 years), and this analysis will consider the full build-out of the proposed site in 2020. The proposed site consists of the following land uses and densities:

Residential:	335 multi-family apartment units (335,000 SF)
Office:	240,000 SF (new construction)
	343,487 SF (existing to remain as office)
	41,185 SF (existing to be demolished)
Hotel:	200 rooms (160,000 SF)
Retail:	10,000 SF
Restaurant:	20,000 SF
New Construction:	765,000 SF
Existing office to be demolished:	41,185 SF
Existing office to remain:	343,487 SF (includes 88,000 SF nursing school)
Total (existing plus proposed):	**1,108,487 SF**

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by trip reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Peachtree Dunwoody Pavilion* development – including residents and employees walking to the restaurant and retail land uses as well as residents working in the office development.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Peachtree Dunwoody Pavilion* development is located in a regional center with proximity to transit and increased pedestrian facilities, a 20% alternative mode reduction was taken. The project site is located adjacent to the Medical Center MARTA Station and a pedestrian bridge connection is proposed as part of the development. The Medical Center MARTA station is served by the MARTA Rail Red Line with service seven days a week from North Springs to Hartsfield-Jackson International Airport and the MARTA Bus Route 25 with service Monday through Friday along Johnson Ferry Road, which gives connections to Doraville Station, Brookhaven Station, and Lenox Station.

Note: While a 25% alternative mode reduction is typically used by GRTA for similar projects adjacent to MARTA stations, a 20% reduction is being used in this study per conversations between GRTA and Sandy Springs staff; thus resulting in a conservative (higher traffic volumes) analysis.

Pass-by reductions are taken for retail and restaurant trips only. Traffic normally travelling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. For the *Peachtree Dunwoody Pavilion* development, a percentage of the retail/restaurant trips will already be on the adjacent roadways. Therefore, a percentage of these will be considered pass-by. Pass-by reductions were taken for only the retail and restaurant land uses.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

- Existing 2016 conditions represent traffic volumes collected at thirteen (13) intersections during the AM and PM peak periods.
- Projected 2020 No-Build conditions represent the 2016 traffic volumes grown for four (4) years at 1.0 percent per year throughout the study network plus project trips from the following approved DRIs:
    - DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
    - DRI #2501 Park Center (under construction; approved in 2015)
    - DRI #2567 Crown Towers (DRI completed in 2016)
- Projected 2020 Build conditions represent the Projected 2020 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *Peachtree Dunwoody Pavilion* development (DRI #2590).

Based on the **Existing 2016** conditions (*present conditions; i.e. excludes background traffic growth; project trips from DRI #1152, DRI #2501, and DRI #2567; and the estimated project trips from the Peachtree Dunwoody Pavilion DRI*), all but one (1) study intersection operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for this intersection.

Based on the **Projected 2020 No-Build** conditions (*includes background traffic growth and project trips from DRI #1152, DRI #2501, and DRI #2567; but excludes estimated project trips from the Peachtree Dunwoody Pavilion DRI*), all but six (6) study intersections operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for this intersection*:*

The following recommended improvements result in the following five (5) study intersections operating at or above their level-of-service standard (LOS E) for the Projected 2020 No-Build conditions:

- Intersection #1: Peachtree Dunwoody Road at Johnson Ferry Road
  - Construct one (1) westbound right-turn lane.
  - Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.
- Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive*
  - Convert existing eastbound shared through/left/right-turn lane into a shared through/right-turn lane and construct one (1) eastbound left-turn lane.
  - Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
  - Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.

  **It should be noted that the above improvements for the Peachtree Dunwoody Road at Lake Hearn Drive intersection is included in the project by PCID and is included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

- Intersection #10: Peachtree Dunwoody Road at Hammond Drive
  - Construct one (1) additional left-turn lane to each approach (dual left-turn lanes on all four approaches).
  - Convert existing eastbound and westbound exclusive right-turn lane into a shared through/right-turn lane.
  - Convert the southbound channelized right-turn lane into a yield condition.

  **It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

- Intersection #12: Ashford Dunwoody Road at Perimeter Summit Parkway
    - Convert existing southbound exclusive right-turn lane into a shared through/right-turn lane and construct one (1) additional southbound receiving lane to support two through lanes.
- Intersection #13: Hammond Drive at Perimeter Parkway
    - Construct one (1) additional northbound left-turn lane (creating dual left-turn lanes).
    - Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
    - Construct one (1) additional eastbound through lane and construct one (1) additional eastbound receiving lane to support three through lanes.
    - Convert existing westbound exclusive right-turn lane into a shared through/right-turn lane, and construct one (1) additional westbound receiving lane to support the three through lanes.

    **It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

Based on the **Projected 2020 Build** conditions (*includes background traffic growth; project trips from DRI #1152, DRI #2501, and DRI #2567; and the estimated project trips from the Peachtree Dunwoody Pavilion DRI)* all but six (6) study intersections operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing.

The following recommended improvements, IN ADDITION TO the improvements associated with the Projected 2020 No-Build conditions, result in the following two (2) study intersections operating at or above their level-of-service standard (LOS E) and provide sufficient storage for the Projected 2020 Build conditions:

- Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive
    - Restripe the northbound left-turn lane to have 150 feet of full-width storage and 50 feet of taper.
- Intersection #7: Peachtree Dunwoody Road at Existing/Relocated Driveway 1
    - Control this intersection during the AM peak with a police officer (in addition to the PM peak) to aid in limiting delay and queuing.
    - Restripe the southbound left-turn lane to have 180 feet of full-width storage and 50 feet of taper upon relocation of Existing Driveway 1, approximately 115 feet farther north.
    - Construct one (1) northbound right-turn deceleration lane (ingress) with 100 feet of full-width storage and 50 feet of taper, per Sandy Springs Code of Ordinances, along Peachtree Dunwoody Road to serve traffic entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the *Peachtree Dunwoody Pavilion* development located in the City of Sandy Springs, Georgia. The approximately 18.86-acre site is bordered by Peachtree Dunwoody Road to the west, Lake Hearn Drive to the north, and the Medical Center MARTA station to the south.

The proposed development will be mixed-use, consisting of residential, office (some of which is existing to remain, including the nursing school), hotel, retail, and restaurant land uses to consist of approximately 1,108,487 square feet (765,000 SF new construction plus 343,487 SF to remain of existing). The project will exceed 600,000 square feet of mixed-use development in a regional center area type and therefore, 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.

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed DRI complies with the Expedited Review Criteria in ***Section 3-102, Part F – Livable Centers Initiative (LCI)***, which states:

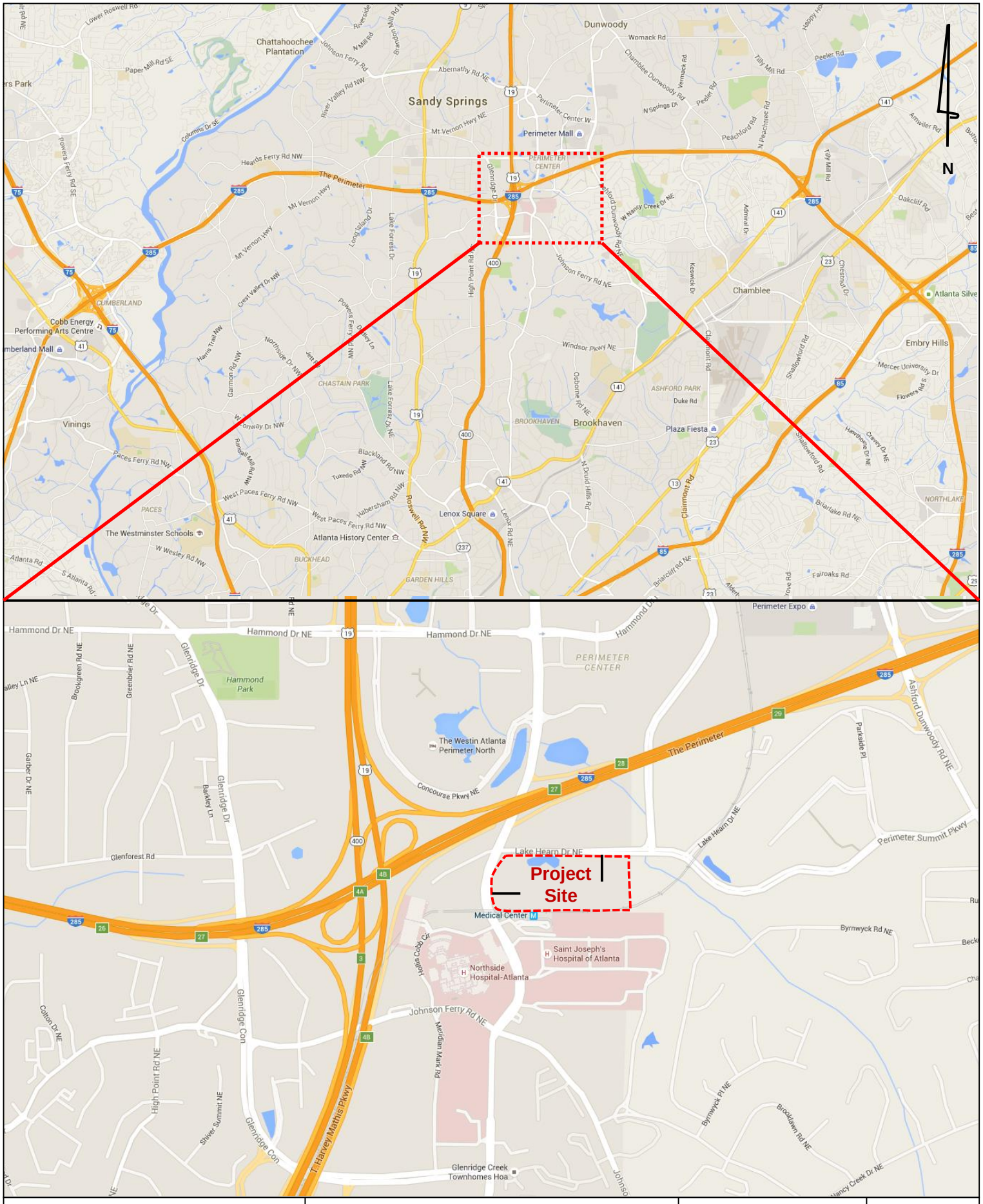
> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) 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.*

The project site is located within the Perimeter LCI area and is consistent with the LCI plan. Additionally, the project is consistent with the City of Sandy Springs' recent interim development guidelines, and the Future Land Use category as identified in their Comprehensive Plan.

Figure 1 provides the site location of the *Peachtree Dunwoody Pavilion* DRI project. **Figures 2** and **3** provide aerial views of the project site and surrounding area.

The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. A summary of the proposed land-use and density is shown below in **Table 1**.

Table 1: Proposed Land Uses	
Residential:	335 multi-family apartments (assume 335,000 SF)
Hotel:	200 rooms (assume 160,000 SF)
Office:	240,000 SF (new construction)
Retail	10,000 SF
Restaurant	20,000 SF
New Density:	**765,000 SF**
Existing office to be demolished:	*41,185 SF*
Existing office to remain:	***343,487 SF*** *(including 88,000 SF of nursing school)*
Total Density (existing plus proposed):	**1,108,487 SF**



Kimley»Horn	***Peachtree Dunwoody Pavilion*** ***DRI #2590*** ***Transportation Analysis***	**Site Location Map**	**Figure 1** **Page 7**

Kimley»Horn	***Peachtree Dunwoody Pavilion*** ***DRI #2590*** ***Transportation Analysis***	**Site** **Aerial-1**	**Figure 2** **Page 8**

Kimley»Horn	***Peachtree Dunwoody Pavilion*** ***DRI #2590*** ***Transportation Analysis***	**Site** **Aerial-2**	**Figure 3** **Page 9**

1.2 Site Plan Review

The proposed development is an approximately 18.86-acre site in City of Sandy Springs. The project site is bordered by Peachtree Dunwoody Road to the west, Lake Hearn Drive to the north, and the Medical Center MARTA station to the south. The proposed development will be mixed-use, consisting of approximately 765,000 square feet of residential, office (some of which is existing to remain, including the existing nursing school), hotel, retail, and restaurant land uses.

The property currently consists of 384,672 square feet of occupied office space. Approximately 41,185 square feet of the existing office building will be demolished and the remaining 343,487 square feet will remain as office space, which includes 88,000 square feet of nursing school that occupies an existing building. In total, the project site will consist of approximately 1,108,487 square feet of development.

The project site is currently zoned Office-Institutional (O-I) and is proposed to be zoned MIX. The site's future land use is designated Live-Work Regional (LWR), which allows for higher density. The project site is also located in a Regional Center area and a Regional Employment Corridor area according to ARC's *Unified Growth Policy Map*. Please refer to the Land Use and Zoning maps in Appendix B.

Additionally, the project site is within and adheres to the recommendations in the most recent Perimeter LCI, which qualifies the *Peachtree Dunwoody Pavilion* development for GRTA's expedited review. A reference of the proposed site plan is provided in Appendix C.

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

1.3 Site Access

The project site is currently served by one (1) unsignalized full-movement intersection along Peachtree Dunwoody Road and one (1) signalized full-movement intersection along Lake Hearn Drive. No new vehicular access is proposed.

1. Existing/Relocated Driveway 1 – an existing driveway, along Peachtree Dunwoody Road, located approximately 550 feet south of the intersection of Peachtree Dunwoody Road at Lake Hearn Drive. The driveway is currently a side-street stop controlled full-movement driveway. The driveway is proposed to be relocated approximately 115 feet farther north by build-out of the *Peachtree Dunwoody Pavilion* development for improved intersection spacing and is proposed to remain as a side-street stop controlled full-movement driveway. Note: This driveway operates with police officer control during the PM peak period.
2. Existing Driveway 2 – an existing driveway, along Lake Hearn Drive, located approximately 1,145 feet east of the intersection of Peachtree Dunwoody Road at Lake Hearn Drive. The driveway is currently a signalized full-movement driveway and is proposed to remain as a signalized full-movement driveway.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in Appendix C for a visual representation of vehicular access and circulation throughout the proposed development.

The site driveway and internal roadways mentioned above provide access to all parking on the site. Parking will be provided on-site to accommodate the 1,108,487 square feet development as follows:

Parking Required by Code:	2,986 spaces
Parking Provided:	2,999 spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage. Sidewalks currently exist along both sides of Peachtree Dunwoody Road and along the project site frontage on Lake Hearn Drive. Bicycle facilities do not currently exist along the project site frontage. According to the DRI site plan, bicycle lanes and sidewalks along the project site frontage on Peachtree Dunwoody Road are proposed.

1.5 Transit Facilities

The project site is located adjacent to the Medical Center MARTA Station and a pedestrian bridge connection is proposed as a part of the *Peachtree Dunwoody Pavilion* development. The Medical Center MARTA Station is served by the MARTA Rail Red Line with service seven days a week from North Springs to Hartsfield-Jackson International Airport and the MARTA Bus Route 25 with service Monday through Friday along Johnson Ferry Road, which gives connections to Doraville Station, Brookhaven Station, and Lenox 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. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate was used for all roadways.

In addition to the background traffic growth rate, the addition of the following developments was incorporated into the background traffic:

- DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
- DRI #2501 Park Center (under construction; approved in 2015)
- DRI #2567 Crown Towers (DRI completed in 2016)

2.2 Traffic Data Collection

Weekday peak hour turning movement counts at thirteen (13) intersections were collected during the AM and PM peak periods. The morning and afternoon peak hours varied some between the intersections. Peak hours and dates turning movement counts were collected for all intersections are shown in **Table 2**. Please refer to **Figure 4** for study intersections.

Table 2: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	8:00-9:00 AM	4:45-5:45 PM
2. Peachtree Dunwoody Road at Hollis Cobb Circle	7:30-8:30 AM	4:30-5:30 PM
3. Peachtree Dunwoody Road at Lake Hearn Drive	7:30-8:30 AM	4:30-5:30 PM
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	7:30-8:30 AM	5:30-6:30 PM
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	7:45-8:45 AM	5:30-6:30 PM
6. Lake Hearn Drive at Perimeter Center Parkway	7:45-8:45 AM	4:30-5:30 PM
7. Peachtree Dunwoody Road at Existing Driveway 1	7:30-8:30 AM	4:30-5:30 PM
8. Lake Hearn Drive at Existing Driveway 2	8:00-9:00 AM	4:45-5:45 PM
9. Peachtree Dunwoody Road at Concourse Parkway	8:00-9:00 AM	5:00-6:00 PM
10. Peachtree Dunwoody Road at Hammond Drive	8:00-9:00 AM	4:00-5:00 PM
11. Glenridge Connector at Johnson Ferry Road	7:30-8:30 AM	5:15-6:15 PM
12. Ashford Dunwoody Road at Perimeter Summit Parkway	7:45-8:45 AM	4:30-5:30 PM
13. Hammond Drive at Perimeter Center Parkway	7:45-8:45 AM	4:30-5:30 PM

The collected peak hour turning movement traffic counts are 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 9.0*.

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 and the major street left-turn movements. 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 estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Please refer to Appendix D for details. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation

Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Apartment (335 units)	*220*	2,154	1,077	1,077	34	134	131	71
Hotel (200 rooms)	*310*	1,417	708	709	63	43	61	59
General Office Building (240,000 SF)	*710*	2,554	1,277	1,277	339	46	59	288
Shopping Center (10,000 SF)	*820*	427	214	213	6	4	18	19
Quality Restaurant (8,000 SF)	*931*	720	360	360	3	3	40	20
High-Turnover (Sit-Down) Restaurant (12,000 SF)	*932*	1,526	763	763	72	58	71	47
Total Gross Trips		**8,798**	**4,399**	**4,399**	**517**	**288**	**380**	**504**

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, existing traffic count data, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and City of Sandy Springs. (See *Section 5.0* – Trip Distribution and Assignment).

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of E was assumed for all intersections and segments within the study network, due to the DRI location adjacent to a fixed transit guideway facility and located in a major activity center (as defined by regional policies per *GRTA Technical Guidelines Section 3-102.E. Transportation Analysis*). Note: City of Sandy Springs may consider an intersection currently operating at LOS D or better, but operating at LOS E or below in the Projected 2020 Build conditions, as an impact and thus would require mitigation.

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area, as well as a review of peak hour traffic counts and engineering judgement. As the *Peachtree Dunwoody Pavilion* development is located in and is consistent with the Perimeter LCI, it qualifies for GRTA Expedited Review, consistent with the GRTA Letter of Understanding. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Sandy Springs staff, and includes the following thirteen (13) intersections in **Table 4**.

The study network includes twelve (12) signalized intersections and one (1) side-street stop controlled intersection as noted in **Table 4**. The site location and study intersections can be found in **Figure 4**.

Table 4: Intersection Control Summary

Intersection	Control
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal
6. Lake Hearn Drive at Perimeter Center Parkway	Signal
7. Peachtree Dunwoody Road at Existing Driveway 1	Side-Street Stop
8. Lake Hearn Drive at Existing Driveway 2	Signal
9. Peachtree Dunwoody Road at Concourse Parkway	Signal
10. Peachtree Dunwoody Road at Hammond Drive	Signal
11. Glenridge Connector at Johnson Ferry Road	Signal
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal
13. Hammond Drive at Perimeter Center Parkway	Signal

Each of the above listed intersections was analyzed for the Existing 2016 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions. The Projected 2020 No-Build conditions represent the Existing 2016 traffic volumes grown for four (4) years at 1.0 percent per year throughout the study network plus the addition of the following developments:

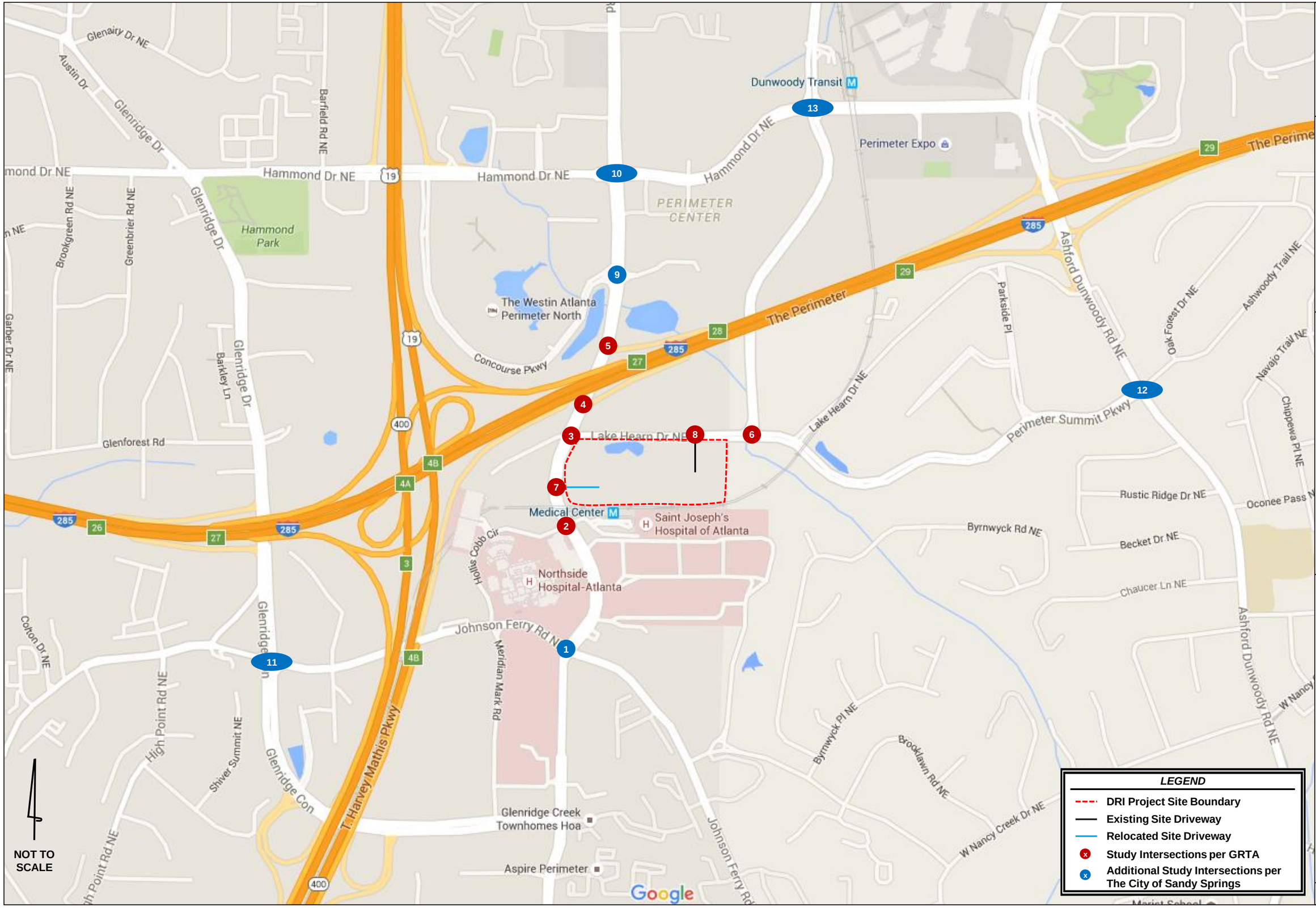
- DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
- DRI #2501 Park Center (under construction; approved in 2015)
- DRI #2567 Crown Towers (DRI completed in 2016)

The Projected 2020 Build conditions add the project trips associated with the proposed *Peachtree Dunwoody Pavilion* development to the Projected 2020 No-Build conditions.

Figure 4

Study Intersections

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis



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3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic for the entire study area are provided in **Table 5** (bolded roadways run adjacent to the site).

Table 5: Roadway Classifications and AADTs

Roadway	No. of Lanes	GDOT AADT (2015)	Posted Speed Limit (MPH)	GDOT Classification
Peachtree Dunwoody Road (north of I-285)	**4**	**31,000**	**35**	**Minor Arterial**
Lake Hearn Drive (east of Existing Driveway 2)	**2**	**7,800***	**35**	**Major Collector**
Hammond Drive (east of Perimeter Center Parkway)	4	16,300	35	Minor Arterial
Perimeter Center Parkway	4	5,000**	35	Local Road
Perimeter Summit Parkway	4	9,300*	35	Local Road
Johnson Ferry Road (west of Peachtree Dunwoody Road)	4	23,100	35	Major Collector
Glenridge Connector (north of Johnson Ferry Road)	6	25,200	35	Minor Arterial
Ashford Dunwoody Road (south of Perimeter Summit Parkway)	4	18,900	40	Principal Arterial

**Estimated by taking the ratio of the peak hour volumes between Peachtree Dunwoody Road and roadway.*
***Based off tube counts obtained from GRTA.*

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Apartment (Land Use 220), Hotel (Land Use 310), General Office Building (Land Use 710), Shopping Center (Land Use 820), Quality Restaurant (Land Use 931), and High-Turnover (Sit-Down) Restaurant (Land Use 932).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook, Second Edition, 2004*, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 25.1% daily, 19.4% for the AM peak hour, and 17.2% for the PM peak hour as a result of the anticipated interaction between the residential, office, hotel, retail, and restaurant land uses within the proposed development.

Due to the *Peachtree Dunwoody Pavilion* development being located in a regional center and the adjacent land uses in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the project trips. An alternative transportation mode reduction of 20%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

Note: While a 25% alternative mode reduction is typically used by GRTA for similar projects adjacent to MARTA stations, a 20% reduction is being used in this study per conversations between GRTA and Sandy Springs Staff, thus resulting in a conservative (higher traffic volumes) analysis.

Pass-by reductions were determined according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Per ITE guidance, the pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour and for the proposed restaurant land use is 43% for the PM peak hour. Per GRTA's DRI Technical Guidelines, the total pass-by trips associated with the development may be limited to 15% of the adjacent roadway's traffic volume. Based on traffic count data, 15% of the adjacent roadway's traffic volume is not the limiting factor for pass-by trip reduction (results in a pass-by trip reduction rate of 15% for the PM peak hour). It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

The total (net) trips generated and analyzed in this report associated with the *Peachtree Dunwoody Pavilion* development are listed in **Table 6**.

Table 6: Net Trip Generation

	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Gross Project Trips	**8,798**	**4,399**	**4,399**	**805**	**517**	**288**	**884**	**380**	**504**
Mixed-Use Reduction	*-2,210*	*-1,105*	*-1,105*	*-156*	*-78*	*-78*	*-152*	*-76*	*-76*
Alternative Mode Reduction	*-1,316*	*-658*	*-658*	*-130*	*-88*	*-42*	*-147*	*-61*	*-86*
Driveway Volumes	**5,272**	**2,636**	**2,636**	**519**	**351**	**168**	**585**	**243**	**342**
Pass-By Reduction	*-520*	*-260*	*-260*	*-0*	*-0*	*-0*	*-46*	*-23*	*-23*
Net New Trips	**4,752**	**2,376**	**2,376**	**519**	**351**	**168**	**539**	**220**	**319**

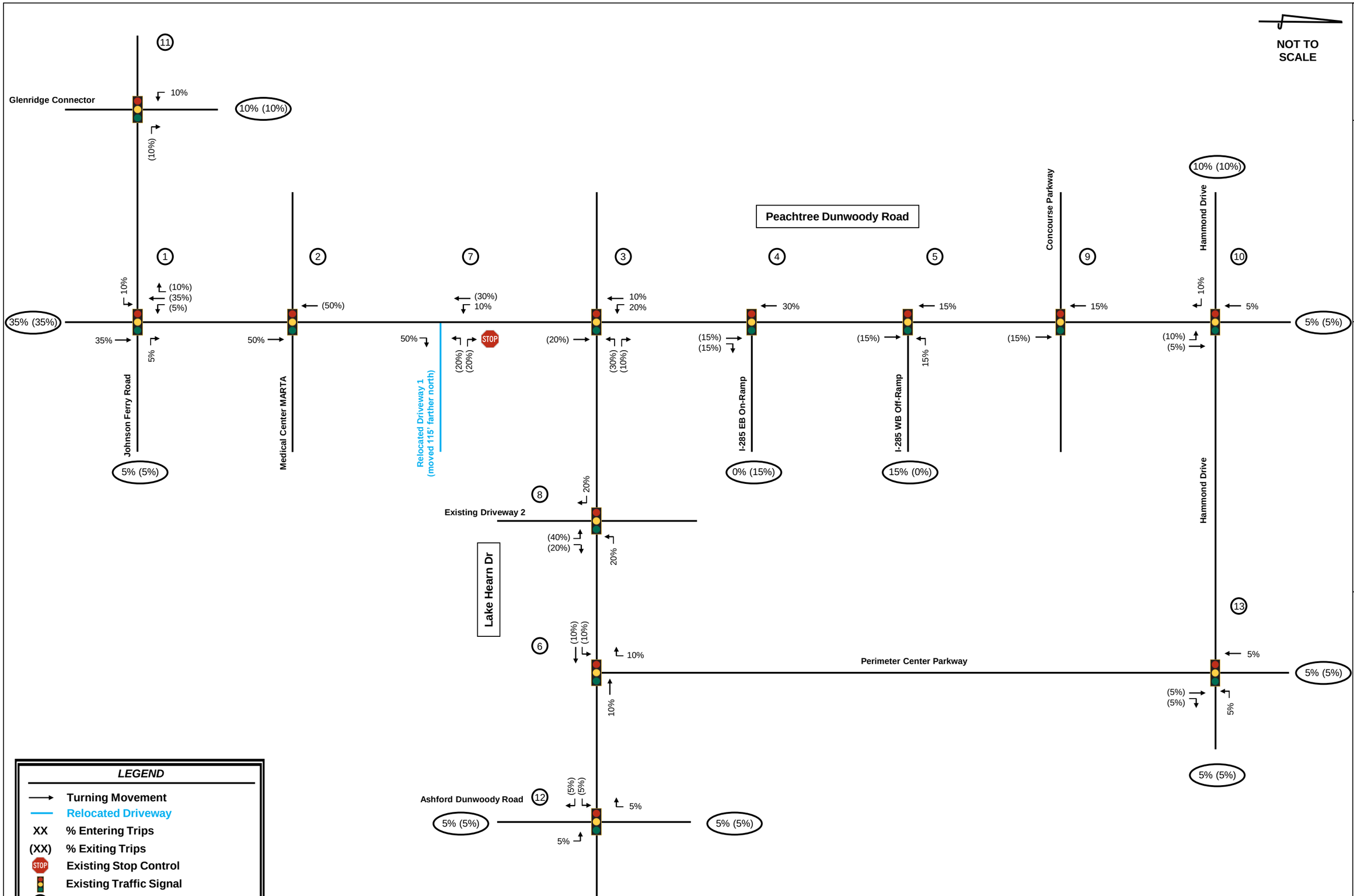
A more detailed trip generation analysis summary table is provided in Appendix D.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Sandy Springs staff.

Figure 5 and **Figure 6** display the anticipated projected trip distribution and assignment of residential and non-residential project trips, respectively, throughout the study roadway network. These percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The expected combined peak hour project trips by turning movement throughout the study network, generated by the proposed *Peachtree Dunwoody Pavilion* development, are shown in **Figure 7.**

Detailed intersection volume worksheets can also be found in Appendix E.



LEGEND

- Turning Movement
- Relocated Driveway
- XX % Entering Trips
- (XX) % Exiting Trips
- Existing Stop Control
- Existing Traffic Signal
- (X) Intersection Reference Number

Figure 5

Residential Trip Distribution and Assignment

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis

Kimley»Horn

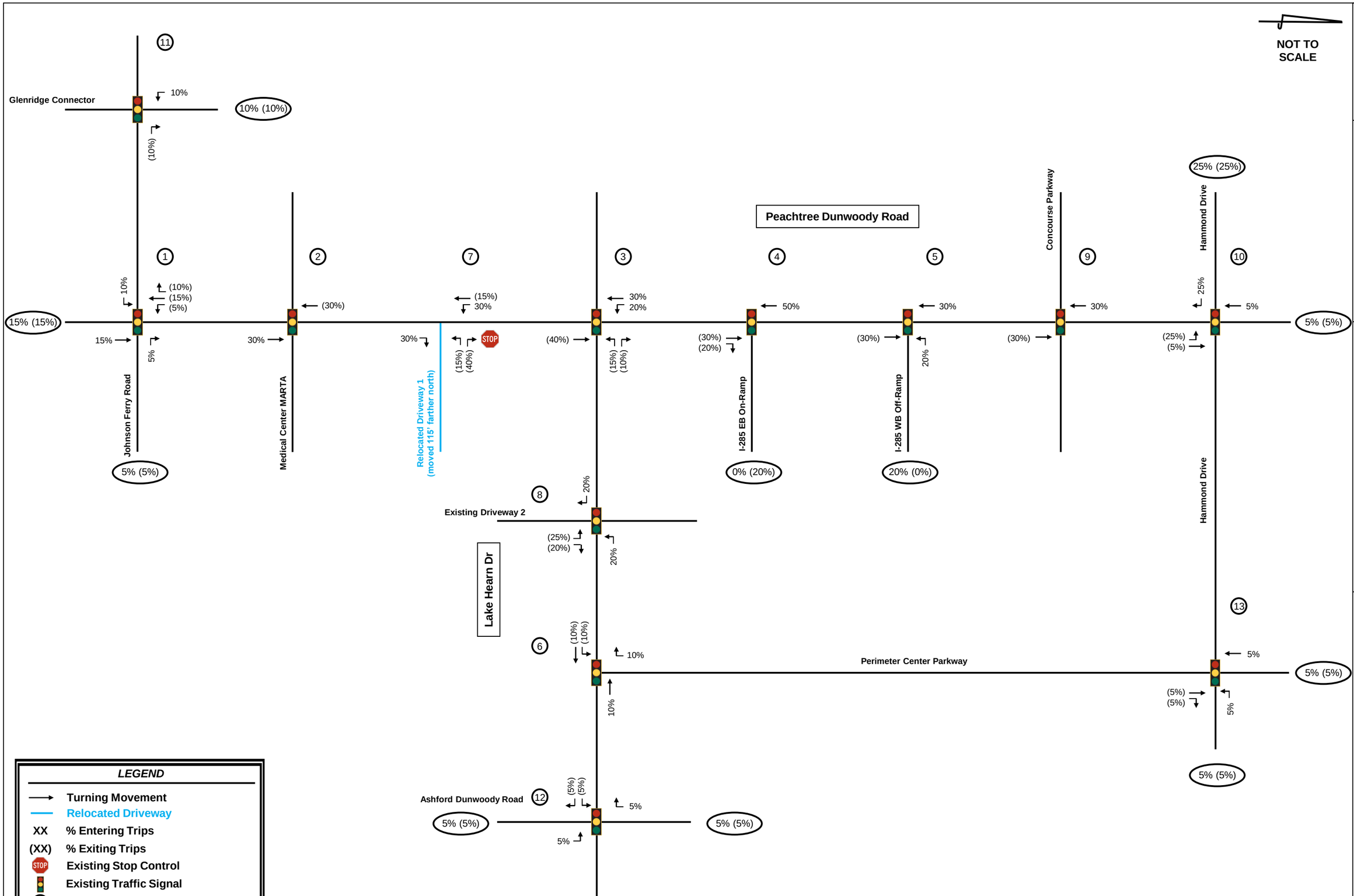


Figure 6

Non-Residential Trip Distribution and Assignment

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis

Kimley»Horn

NOT TO SCALE

Glenridge Connector

11

36 (22)

10% (10%)

(31) 16

1

36 (22)

16 (31)
48 (66)
9 (16)

15% (15%)

(58) 68

(10) 17

Johnson Ferry Road

5% (5%)

2

74 (112)

(93) 122

Medical Center MARTA

7

43 (60)
92 (43)

(107) 122

(55) 31
(126) 44

STOP

Relocated Driveway 1
(moved 115' farther north)

3

92 (41)
70 (44)

(112) 44

(62) 43
(31) 16

8

70 (50)

Existing Driveway 2

(94) 60
(70) 33

(45) 70

Lake Hearn Dr

6

16 (31)
16 (31)

36 (22)

(22) 36

Peachtree Dunwoody Road

4

162 (86)

(83) 33
(60) 27

I-285 EB On-Ramp

0% (20%)

5

95 (47)

(83) 33

(38) 66

I-285 WB Off-Ramp

20% (0%)

Concourse Parkway

9

95 (47)

(83) 33

Hammond Drive

10

25% (25%)

78 (36)

(68) 25
(16) 9

17 (10)

5% (5%)

Hammond Drive

13

5%

(5%)
(5%)

5%

5% (5%)

Perimeter Center Parkway

Ashford Dunwoody Road

12

9 (16)
9 (16)

17 (10)

5% (5%)

5% (5%)

(10) 17

LEGEND

- Turning Movement
- Relocated Driveway
- XX AM Peak Hour Trips
- (XX) PM Peak Hour Trips
- Existing Stop Control
- Existing Traffic Signal
- (X) Intersection Reference Number

Figure 7

Project Trips

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis

Kimley»Horn

6.0 TRAFFIC ANALYSIS

6.1 Existing 2016 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 8**. The results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**.

Table 7: Existing 2016 Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	E (78.8)	E (68.6)
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal	Overall	E	B (18.0)	C (24.1)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (21.3)	D (46.7)
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal	Overall	E	A (3.7)	B (12.7)
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal	Overall	E	D (39.1)	B (13.0)
6. Lake Hearn Drive at Perimeter Center Parkway	Signal	Overall	E	B (13.3)	B (17.6)
7. Peachtree Dunwoody Road at Existing Driveway 1	Side-Street Stop	WB Stop	E	B (12.6)	F* (**)
		SB Left	E	C (15.8)	B* (12.2)
8. Lake Hearn Drive at Existing Driveway 2	Signal	Overall	E	A (6.8)	B (14.4)
9. Peachtree Dunwoody Road at Concourse Parkway	Signal	Overall	E	B (17.4)	D (37.1)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	D (45.1)	E (57.6)
11. Glenridge Connector at Johnson Ferry Road	Signal	Overall	E	E (57.5)	E (72.0)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (27.5)	E (58.3)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	C (34.0)	D (45.4)

** A police officer currently controls this intersection to aid in reducing delay and queuing.*
***It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 7**, all but one (1) study intersection operate within the acceptable level-of-service (LOS) standard of E. However, it should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for the Existing 2016 conditions scenario.

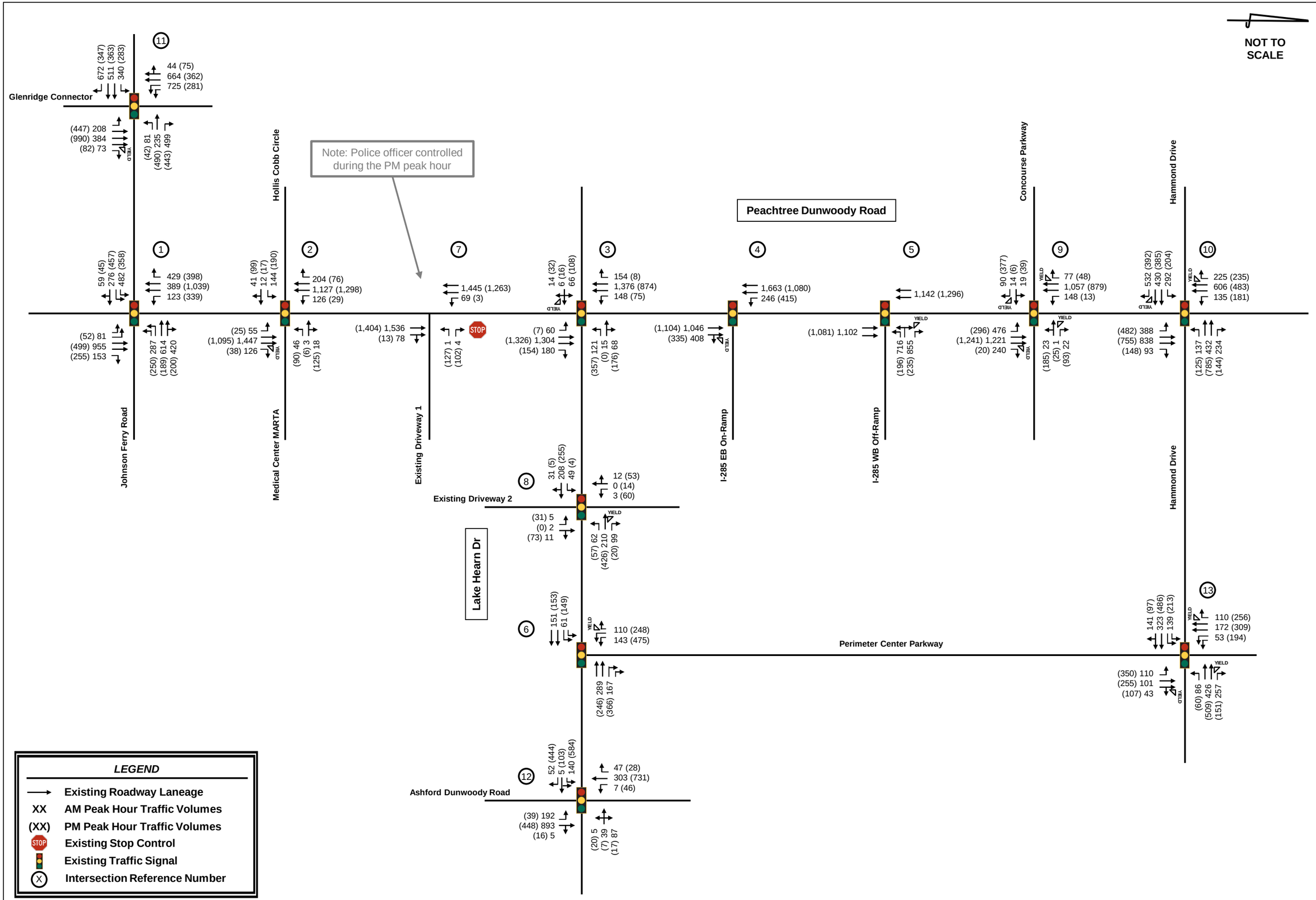


Figure 8

Existing 2016
Traffic Conditions

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis

Kimley»Horn

6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development for the Projected 2020 No-Build conditions, the existing traffic volumes were increased for four (4) years at 1.0 percent per year throughout the study network. The additional traffic associated with the following developments were incorporated:

- DRI #1152 Palisades (originally approved in 2006; revisions approved in 2015)
- DRI #2501 Park Center (under construction; approved in 2015)
- DRI #2567 Crown Towers (DRI completed in 2016)

These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2020 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2020 No-Build conditions are shown in **Table 8**.

Table 8: Projected 2020 No-Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	F (117.8)	F (81.7)
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal	Overall	E	C (22.8)	C (28.1)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (25.9)	F (99.6)
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal	Overall	E	A (7.7)	C (27.4)
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal	Overall	E	E (63.2)	B (15.5)
6. Lake Hearn Drive at Perimeter Center Parkway	Signal	Overall	E	C (20.4)	C (32.0)
7. Peachtree Dunwoody Road at Existing Driveway 1	Side-Street Stop	WB Stop	E	C (16.0)	F* (**)
		SB Left	E	C (24.1)	B* (14.2)
8. Lake Hearn Drive at Existing Driveway 2	Signal	Overall	E	A (7.6)	B (19.9)
9. Peachtree Dunwoody Road at Concourse Parkway	Signal	Overall	E	C (23.3)	D (49.2)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	E (61.7)	F (114.9)
11. Glenridge Connector at Johnson Ferry Road	Signal	Overall	E	E (59.3)	E (77.9)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (28.9)	F (118.8)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	F (83.7)	F (173.4)

** A police officer currently controls this intersection to aid in reducing delay and queuing.*
***It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 8**, Peachtree Dunwoody Road at Johnson Ferry Road (Intersection 1) and Hammond Drive at Perimeter Center Parkway (Intersection 13) are projected to operate at a level-of-service F during the AM and PM peak hours in the Projected 2020 No-Build condition. Peachtree Dunwoody Road at Lake Hearn Drive (Intersection 3), Peachtree Dunwoody Road at Hammond Drive (Intersection 10), and Ashford Dunwoody Road at Perimeter Summit Parkway (Intersection 12) are projected to operate at level-of-service F during the PM peak hour in the Projected 2020 No-Build condition.

It should be noted that at the intersection of Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7), a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing; thus, no improvements are recommended for this intersection.

Based on the Projected 2020 No-Build conditions, the following improvements are recommended:

- Intersection #1: Peachtree Dunwoody Road at Johnson Ferry Road
    - Construct one (1) westbound right-turn lane.
    - Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.
- Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive*
    - Convert existing eastbound shared through/left/right-turn lane into a shared through/right-turn lane and construct one (1) eastbound left-turn lane.
    - Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
    - Convert existing northbound exclusive right-turn lane into a shared through/right-turn lane.

    **It should be noted that the above improvements for the Peachtree Dunwoody Road at Lake Hearn Drive intersection is included in the project by PCID and is included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

- Intersection #10: Peachtree Dunwoody Road at Hammond Drive
    - Construct one (1) additional left-turn lane to each approach (dual left-turn lanes on all four approaches).
    - Convert existing eastbound and westbound exclusive right-turn lane into a shared through/right-turn lane.
    - Convert the southbound channelized right-turn lane into a yield condition.

    **It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

- Intersection #12: Ashford Dunwoody Road at Perimeter Summit Parkway
    - Convert existing southbound exclusive right-turn lane into a shared through/right-turn lane and construct one (1) additional southbound receiving lane to support two through lanes.

- Intersection #13: Hammond Drive at Perimeter Parkway
  - Construct one (1) additional northbound left-turn lane (creating dual left-turn lanes).
  - Construct one (1) additional westbound left-turn lane (creating dual left-turn lanes).
  - Construct one (1) additional eastbound through lane and construct one (1) additional eastbound receiving lane to support three through lanes.
  - Convert existing westbound exclusive right-turn lane into a shared through/right-turn lane, and construct one (1) additional westbound receiving lane to support the three through lanes.

**It should be noted that the above improvements, along Hammond Drive, are included in the Hammond Drive Corridor Study Concept Plan and are included in the No-Build Improved conditions. Please refer to Appendix F for the concept plan of the intersection improvement project.*

The results of the capacity analyses for the Projected 2020 No-Build Improved conditions are shown in **Table 9**.

Table 9: Projected 2020 No-Build Intersection Levels-of-Service - IMPROVED
LOS (delay in seconds)

Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	E (68.1)	E (77.5)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (20.9)	D (47.9)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	D (54.9)	E (61.6)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (30.8)	D (40.9)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	D (52.8)	E (63.3)

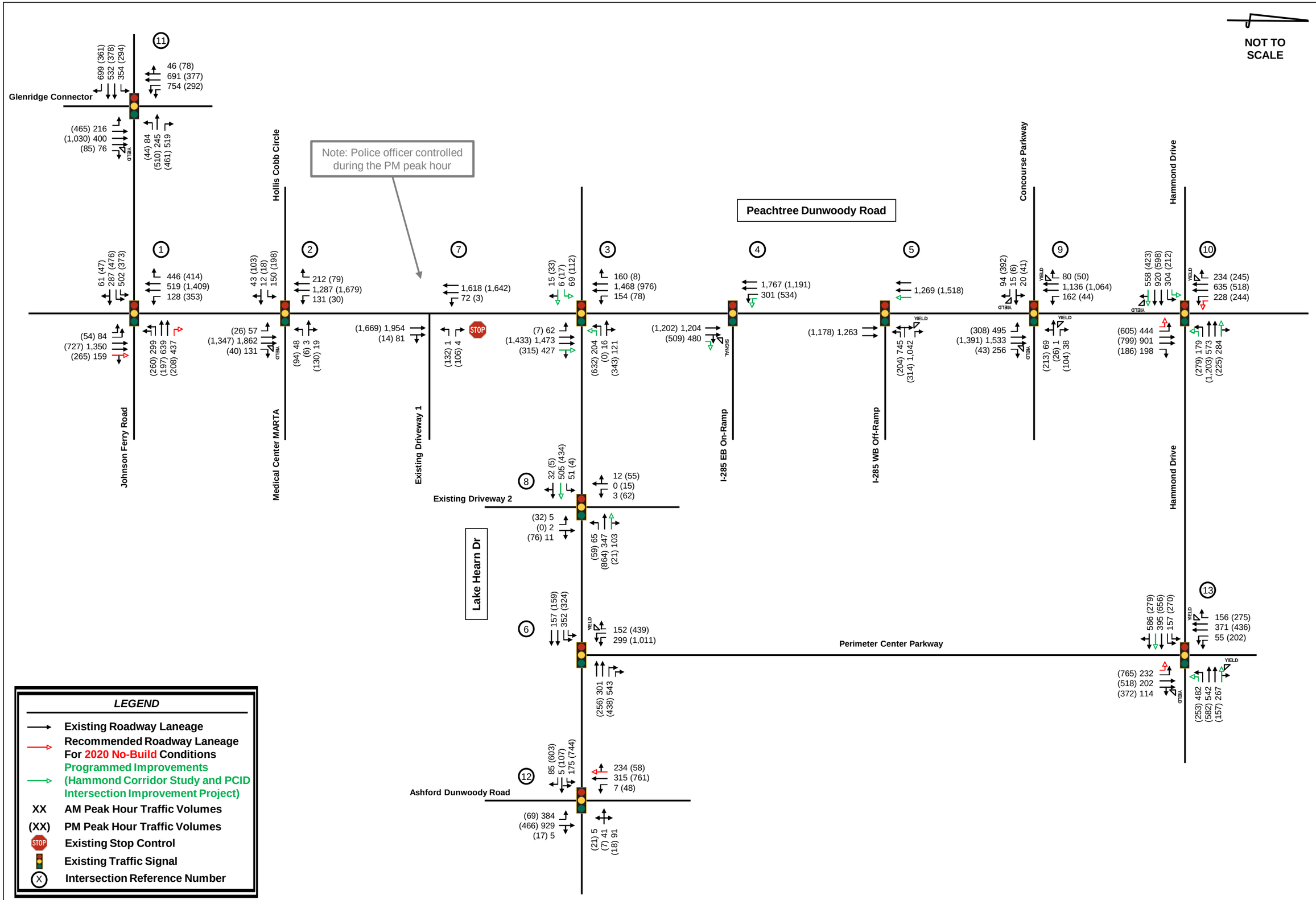


Figure 9

Projected
2020 No-Build
Traffic Conditions

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis

Kimley»Horn

6.3 Projected 2022 Build Conditions

The traffic associated with the proposed *Peachtree Dunwoody Pavilion* development was added to the Projected 2020 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 Build conditions were analyzed using existing roadway geometry, existing intersection control types, and proposed driveway laneage per the DRI site plan.

The intersection laneage and traffic volumes for the Projected 2020 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2020 Build conditions are displayed in **Table 10**.

Table 10: Projected 2020 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	F (131.4)	F (89.0)
2. Peachtree Dunwoody Road at Hollis Cobb Circle	Signal	Overall	E	C (33.0)	C (29.4)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (33.0)	F (119.5)
4. Peachtree Dunwoody Road at I-285 EB On-Ramp	Signal	Overall	E	A (8.2)	C (29.9)
5. Peachtree Dunwoody Road at I-285 WB Off-Ramp	Signal	Overall	E	E (70.9)	B (16.7)
6. Lake Hearn Drive at Perimeter Center Parkway	Signal	Overall	E	C (21.9)	C (36.3)
7. Peachtree Dunwoody Road at Existing/Relocated Driveway 1	Side-Street Stop	WB Stop	E	F (**)	F* (**)
		SB Left	E	F (**)	C* (16.8)
8. Lake Hearn Drive at Existing Driveway 2	Signal	Overall	E	B (14.2)	C (24.3)
9. Peachtree Dunwoody Road at Concourse Parkway	Signal	Overall	E	C (24.4)	D (50.1)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	E (64.4)	F (123.6)
11. Glenridge Connector at Johnson Ferry Road	Signal	Overall	E	E (59.6)	E (78.7)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (29.5)	F (125.8)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	F (91.4)	F (179.6)

** A police officer was seen at this intersection to aid in reducing delay and queuing.*
***It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 10**, Peachtree Dunwoody Road at Johnson Ferry Road (Intersection 1) and Hammond Drive at Perimeter Center Parkway (Intersection 13) are projected to operate at a level-of-service F during the AM and PM peak hours in the Projected 2020 Build condition. Peachtree Dunwoody Road at Lake Hearn Drive (Intersection 3), Peachtree Dunwoody Road at Hammond Drive (Intersection 10), and Ashford Dunwoody Road at Perimeter Summit Parkway (Intersection 12) are projected to operate at level-of-service F during the PM peak hour in the Projected 2020 Build condition.

In the case of Peachtree Dunwoody Road at Existing/Relocated Driveway 1 (Intersection 7), which is a side-street stop controlled intersection, it is not uncommon for the side street stop-controlled approaches to experience long delays when there is heavy main street volume. It should be noted that a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing. A police officer is recommended to control this intersection during the AM peak as well, to aid in limiting delay and queuing.

Based on the Projected 2020 Build conditions, the following improvements are recommended IN ADDITION to the improvements recommended in the Projected 2020 No-Build conditions:

- Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive
  - Restripe the northbound left-turn lane to have 150 feet of full-width storage and 50 feet of taper. Please see *Section 7.0* for the queuing analysis.
- Intersection #7: Peachtree Dunwoody Road at Existing/Relocated Driveway 1
  - Control this intersection during the AM peak with a police officer (in addition to the PM peak) to aid in limiting delay and queuing.
  - Restripe the southbound left-turn lane to have 180 feet of full-width storage and 50 feet of taper upon relocation of Existing Driveway 1, approximately 115 feet farther north. Please see *Section 7.0* for the queuing analysis.
  - Construct one (1) northbound right-turn deceleration lane (ingress) with 100 feet of full-width storage and 50 feet of taper, per Sandy Springs Code of Ordinances, along Peachtree Dunwoody Road to serve traffic entering the site.

The results of the capacity analyses for the Projected 2020 Build Improved conditions are shown in **Table 11**.

Table 11: Projected 2020 Build Intersection Levels-of-Service - IMPROVED
LOS (delay in seconds)

Intersection	Control	Approach	LOS Standard	AM Peak Hour	PM Peak Hour
1. Peachtree Dunwoody Road at Johnson Ferry Road	Signal	Overall	E	E (73.8)	E (79.6)
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	Overall	E	C (27.5)	D (54.9)
10. Peachtree Dunwoody Road at Hammond Drive	Signal	Overall	E	E (57.1)	E (71.3)
12. Ashford Dunwoody Road at Perimeter Summit Parkway	Signal	Overall	E	C (32.6)	D (43.1)
13. Hammond Drive at Perimeter Center Parkway	Signal	Overall	E	D (53.1)	E (73.3)

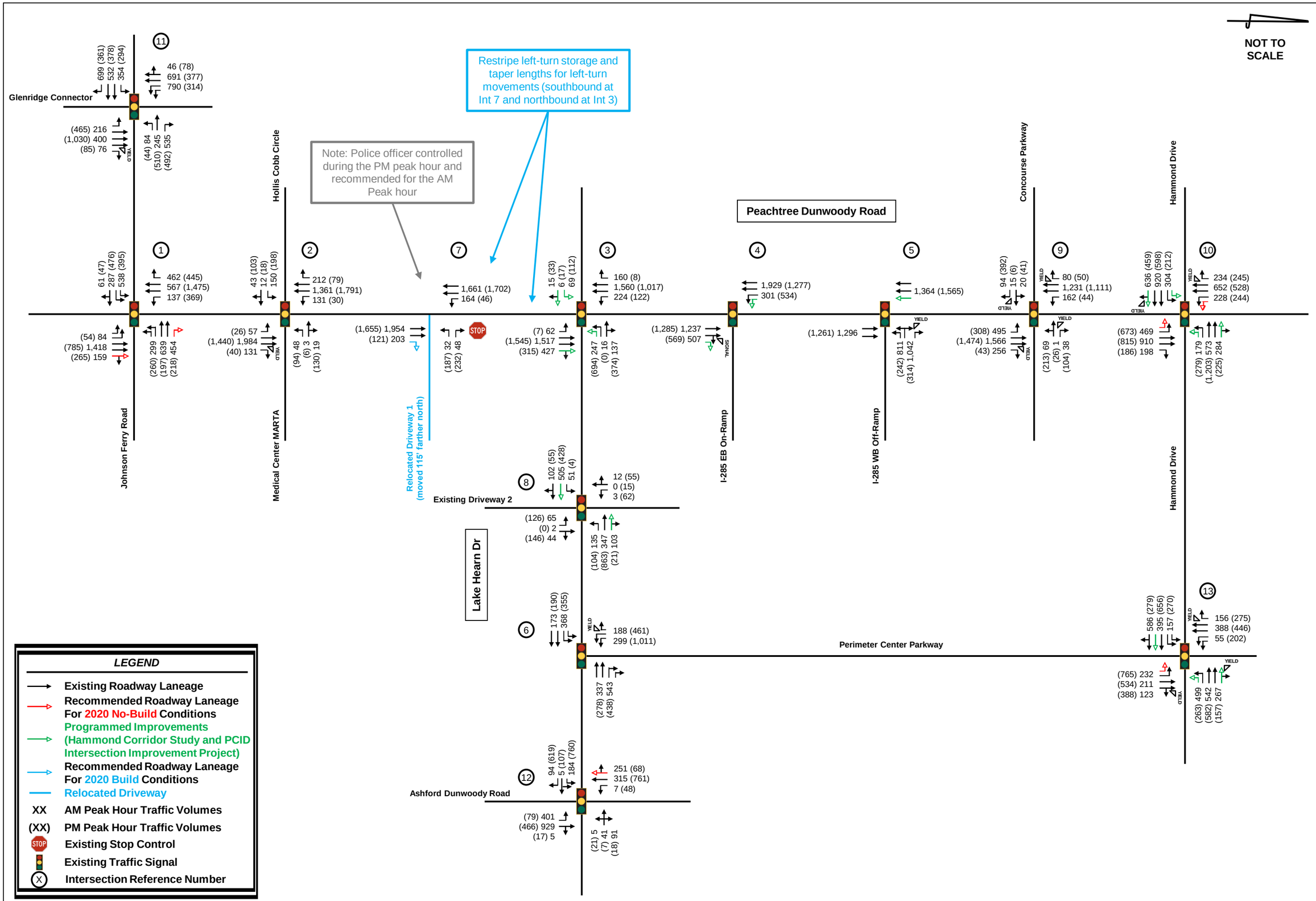


Figure 10

Projected 2020 Build Traffic Conditions

Peachtree Dunwoody Pavilion
DRI #2590
Transportation Analysis

Kimley»Horn

7.0 QUEUING ANALYSIS

A queuing analysis was performed for the weekday AM and PM peak hours for the intersections of Peachtree Dunwoody Road at Lake Hearn Drive (Intersection 3) and Peachtree Dunwoody Road at Existing Driveway 1 (Intersection 7) using *Synchro 9.0*. This queuing analysis focused on the southbound left-turn movement into the site along Peachtree Dunwoody Road under the Existing 2016 conditions, Projected 2020 No-Build Improved conditions, and the Projected 2020 Build Improved conditions. The 95th percentile queue lengths for the turning movements are summarized in **Table 12** below.

Table 12: Queuing Analysis
95th Percentile Queue Lengths, in feet

Intersection	Control	Approach	Storage Length	Taper Length	AM Peak Queue	PM Peak Queue
Existing 2016 Conditions						
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	NB Left	150’	100’	15’	5’
7. Peachtree Dunwoody Road at Existing Driveway 1	Stop	SB Left	205’	90’	20’	5’
2020 No-Build Conditions						
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	NB Left	150’	100’	10’	5’
7. Peachtree Dunwoody Road at Existing Driveway 1	Stop	SB Left	205’	90’	30’	5’
2020 Build Conditions						
3. Peachtree Dunwoody Road at Lake Hearn Drive	Signal	NB Left	150’	100’	20’	5’
7. Peachtree Dunwoody Road at Existing/Relocated Driveway 1	Stop	SB Left	120’	60’	175’	15’

**Note: Based on a site visit on 5/26/2016, where queues were observed during the AM peak hour, one or two cars were observed in the queue to make the southbound left-turn movement most of the time. It should be noted there was one occasion where seven cars were observed in the queue to make the southbound left-turn movement.*

From **Table 12**, the queuing of the southbound left-turn movement entering the site along Peachtree Dunwoody Road at Existing/Relocated Driveway 1 (Intersection 7) may not be sufficient during the AM peak under the 2020 Build conditions. To ensure sufficient storage is available for the southbound left-turn movement, Kimley-Horn recommends the following:

- Intersection #3: Peachtree Dunwoody Road at Lake Hearn Drive
  - Restripe the northbound left-turn lane to have 150 feet of full-width storage and 50 feet of taper.
- Intersection #7: Peachtree Dunwoody Road at Existing/Relocated Driveway 1
  - Control this intersection during the AM peak with a police officer (in addition to the PM peak) to allow vehicles to aid in limiting delay and queuing.
  - Restripe the southbound left-turn lane to have 180 feet of full-width storage and 50 feet of taper upon relocation of the Existing Driveway 1, approximately 115 feet farther north.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program (TIP), GDOT Statewide TIP (STIP), *Plan 2040* Regional Transportation Program (RTP), GDOT's Construction Work Program, and City of Sandy Springs's Comprehensive Transportation Plan (CTP) the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 13** below.

Table 13: Programmed Improvements

#	Year	Project ID	Project Description
1	2017	-	Hammond Drive Corridor Study – evaluate auto, pedestrian, bicycle, and transit accommodations along the Hammond Drive corridor.
2	2020	FN-282	SR 9 (Roswell Road) – ITS system expansion/congestion reduction and traffic flow improvements from Atlanta city limits to Abernathy Road.
3	2020	FN-298	Glenridge Drive, Hammond Drive, and Peachtree Dunwoody Road – upgrade ITS within the Perimeter Center area in the City of Sandy Springs.
4	2020	AR-957	I-285 Interchange @ SR 400 – interchange reconstruction along I-285.
5	2020	AR-957A	I-285 Interchange @ SR 400 – interchange reconstruction and collector-distributor construction phase along SR 400. This project includes the Abernathy Road Diverging Diamond Interchange at SR 400 and the Mount Vernon Highway Bridge widening over SR 400.
6	2020	-	Lake Hearn Drive at Peachtree Dunwoody Road – intersection improvements along Peachtree Dunwoody Road and Lake Hearn Drive to be more user friendly to pedestrians, cyclists, and vehicular traffic.
7	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.
8	2030	FN-267	Hammond Drive – widening of Hammond Drive from SR 9 (Roswell Road) to Glenridge Drive.
9	2030	AR-ML-200	Revive 285 (I-285) – install 4 managed lanes (2 in each direction) between I-75 and I-85 on I-285 North.
10	2030	DK-401	Revive 285 (I-295) – construct collector/distributor lanes along I-285 North from Ashford Dunwoody Road to SR 141 (Peachtree Industrial Boulevard).
11	2040	AR-ML-300	SR 400 – install 4 managed lanes (2 in each direction) between I-285 and Holcomb Bridge and install 2 managed lanes (1 in each direction) between Holcomb Bridge Road and McFarland Parkway.
12	2040	AR-409A	Revive 285 – set aside funds for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center.
13	*	-	Westside Connector – new off ramp between I-285 westbound off ramp on Ashford Dunwoody Road to Perimeter Center Parkway.

**** Completion date has yet to be determined.***

Fact sheets for projects can be found in Appendix F.

9.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Peachtree Dunwoody Pavilion* development is proposed at two (2) locations. Site driveway locations are discussed in *Section 1.3*. Driveway 1 is currently unsignalized and is proposed to be relocated approximately 115 feet farther north and to remain unsignalized in the Projected 2020 Build conditions. Driveway 2 is currently signalized and is proposed to remain signalized in the Projected 2020 Build conditions.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provides access to all buildings and parking facilities.

Capacity analyses were conducted for the site access intersections identified using *Synchro 9.0*. The results of the capacity analyses (LOS, delay, and recommended laneage) are reported in *Section 6.3*. Based on the Projected 2020 Build conditions, the signalized driveway is anticipated to operate at an acceptable level-of-service. In the case of the unsignalized driveway, which is a side-street stop controlled intersection, it is not uncommon for the side street stop-controlled approaches to experience long delays when there is heavy main street volume.

It should be noted that a police officer currently controls this intersection during the PM peak to aid in limiting delay and queuing. A police officer is recommended to control this intersection during the AM peak as well, to aid in limiting delay and queuing.

10.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all warehousing buildings and parking on the site. A detailed copy of the proposed site plan can be found in Appendix C and a full-sized site plan is attached to the report.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook, Second Edition, 2004* for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 25.1% daily, 19.4% for the AM peak hour, and 17.2% for the PM peak hour as a result of the anticipated interaction between the residential, office, hotel, retail, and restaurant land uses within the proposed development.

11.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of 384,672 square feet of occupied office space, which includes 88,000 square feet of nursing school. The project site is currently zoned Office-Institutional (O-I) and is proposed to be zoned MIX. The site's future land use is designated Live-Work Regional (LWR), which allows for higher density. The project site is also located in a Regional Center area and a Regional Employment Corridor area according to the ARC's *Unified Growth Policy Map*.

The most recent LCI study for *Perimeter CID, Perimeter @ The Center – Future Focus* focuses on creating high density mixed-use transit villages surrounding MARTA stations that promote connectivity, specifically via pedestrian walkways. The *Peachtree Dunwoody Pavilion* development is consistent with the goals of the LCI as it consists of approximately 765,000 square feet of mixed-use development and proposes a pedestrian bridge connection to the adjacent Medical Center MARTA station. The land use maps are provided in Appendix B.

This development is designed as a "Transit Village" as it provides a direct link between development and transit and encourages a balanced range of land uses that offer "live, work, play" options. These developments are intended to be within a half-mile radius of an existing MARTA station and vertically integrate residential, office, hotel, and retail land uses.

Appendix A
Site Photo Log

Kimley»Horn

City of Sandy Springs, GA

Photograph Sheet

KHA Job No.: 019122001
Date: May 2016
Page: 1 of 4

Peachtree Dunwoody Pavilion DRI

Photo No. 1

Comments: Peachtree Dunwoody Road at Existing Driveway 1. Photo looking south from Existing Driveway 1.

Photo No. 2

Comments: Peachtree Dunwoody Road at Existing Driveway 1. Photo looking north from Existing Driveway 1.

Peachtree Dunwoody Pavilion DRI

Photo No. 3

Comments: Peachtree Dunwoody Road at Existing Driveway 1. Photo looking east towards Existing Driveway 1.

Photo No. 4

Comments: Lake Hearn Drive at Existing Driveway 2. Photo looking west from Existing Driveway 2.

Kimley»Horn

City of Sandy Springs, GA

Photograph Sheet

KHA Job No.: 019122001
Date: May 2016
Page: 3 of 4

Peachtree Dunwoody Pavilion DRI

Photo No. 5

Comments: Lake Hearn Drive at Existing Driveway 2. Photo looking east from Existing Driveway 2.

Photo No. 6

Comments: Lake Hearn Drive at Existing Driveway 2. Photo looking south towards Existing Driveway 2.

Kimley»Horn

City of Sandy Springs, GA

Photograph Sheet

KHA Job No.: 019122001

Date: May 2016

Page: 4 of 4

Peachtree Dunwoody Pavilion DRI

Photo No. 7

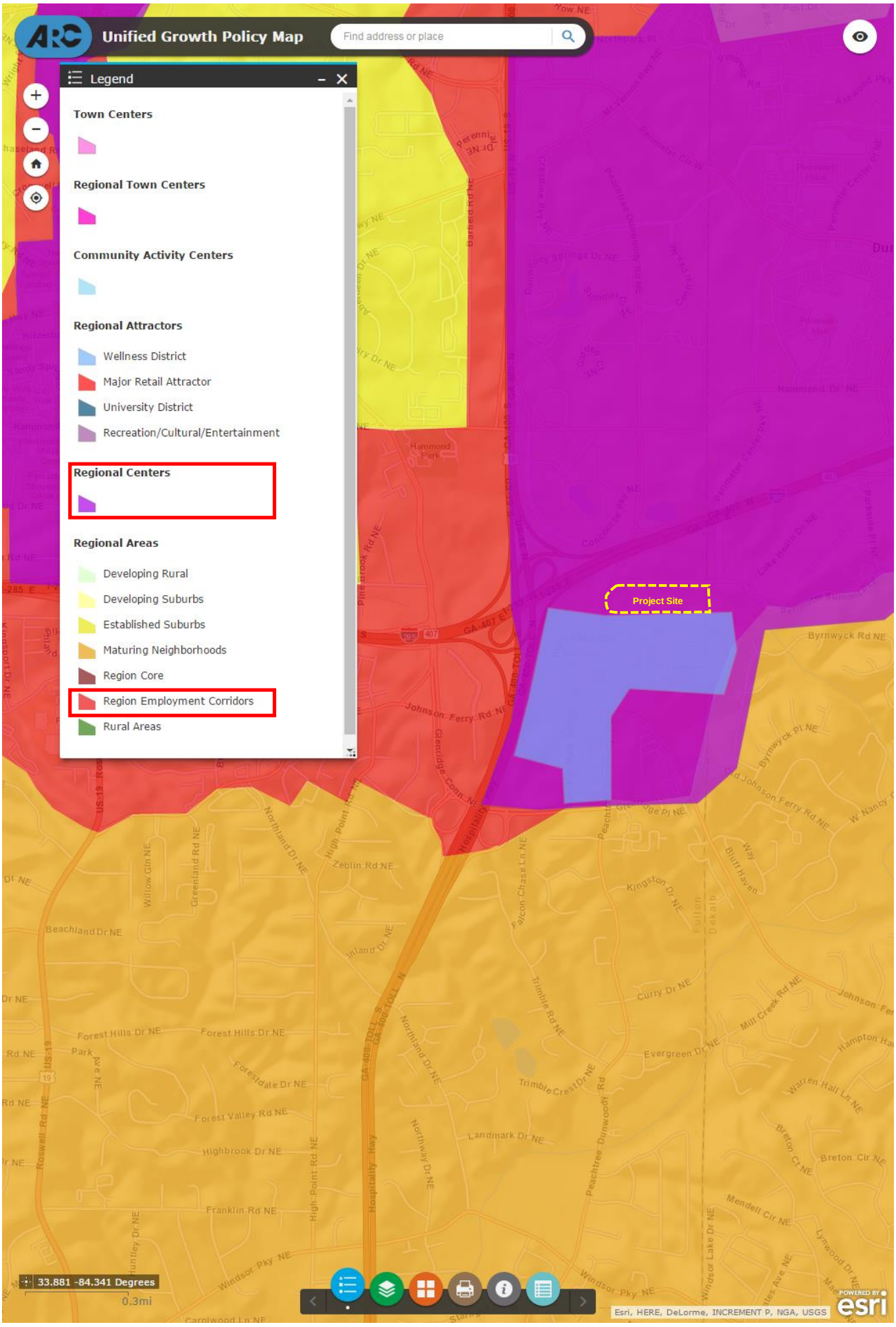
Comments: Peachtree Dunwoody Road at Existing Driveway 1. Observed southbound left-turn queue during AM peak. Photo looking north.

Photo No. 8

Comments: Peachtree Dunwoody Road at Existing Driveway 1. Observed southbound left-turn queue during AM peak. Photo looking north.

Appendix B
Land Use and Zoning Maps

ARC Unified Growth Policy Map



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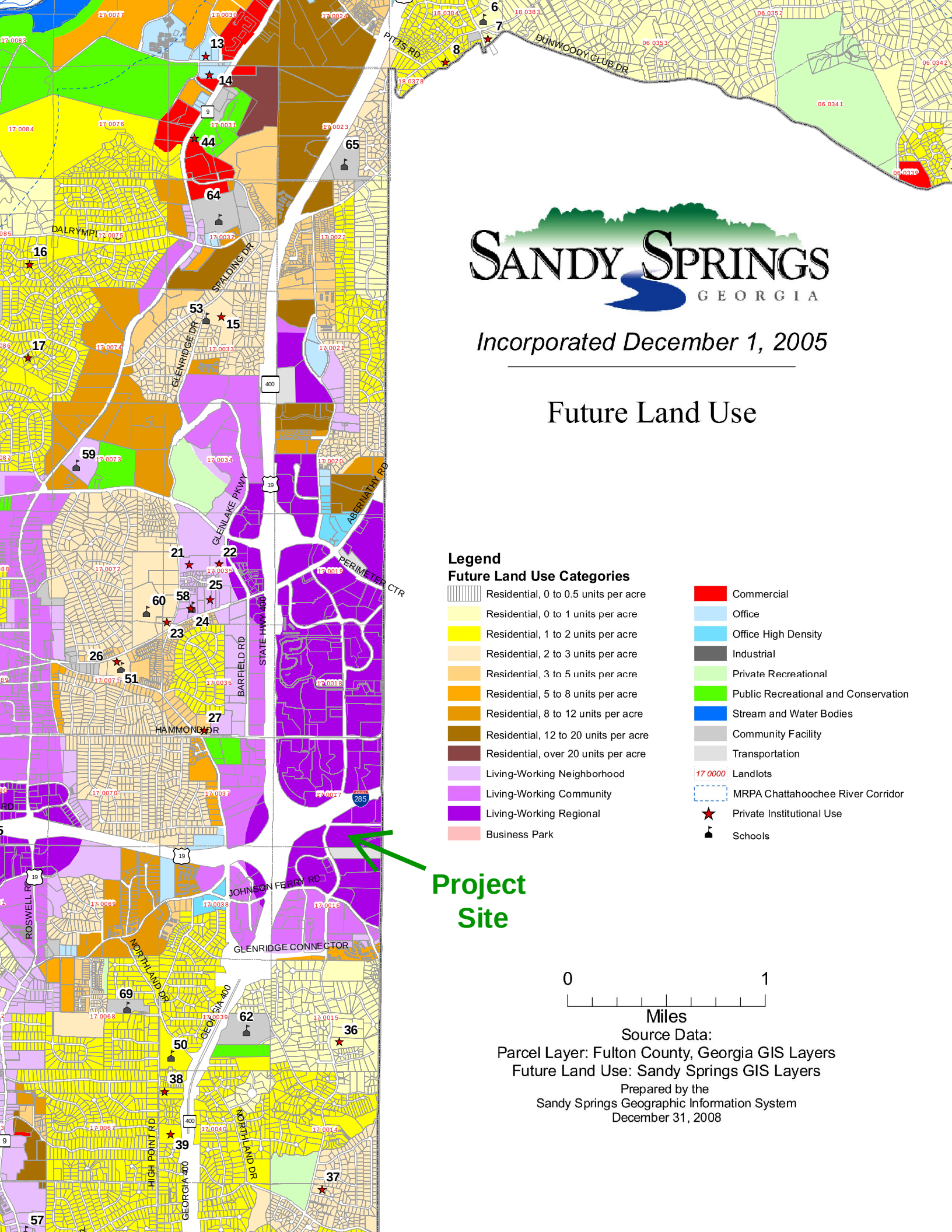
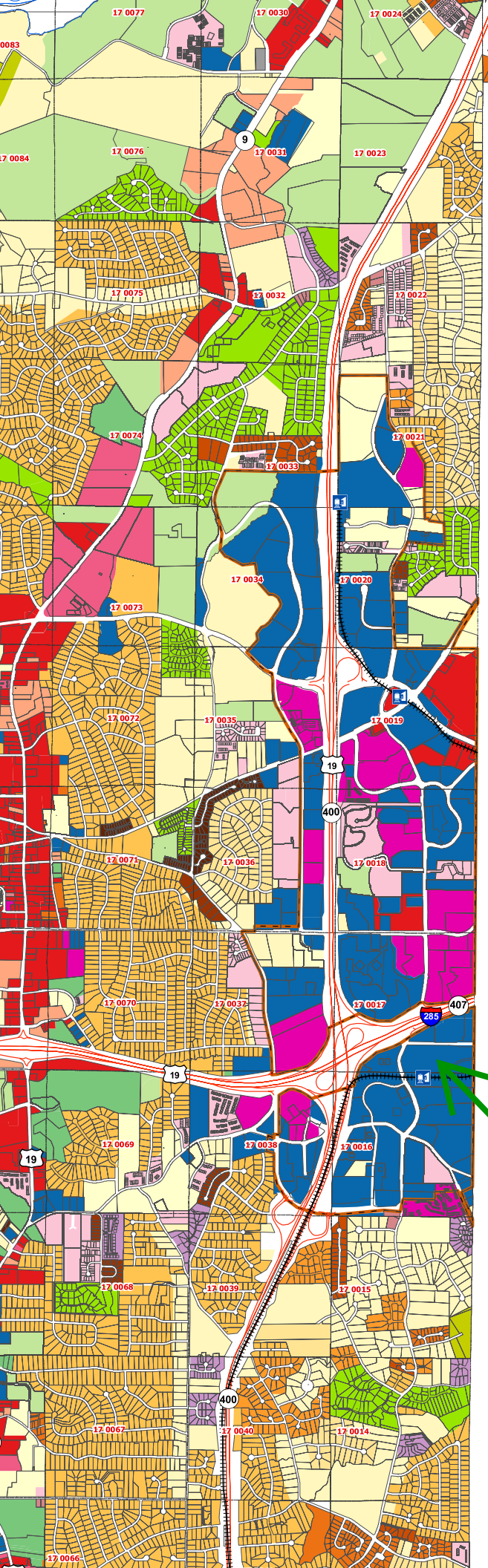

SANDY SPRINGS
GEORGIA
Incorporated December 1, 2005
Future Land Use
Legend
Future Land Use Categories
Residential, 0 to 0.5 units per acre
Residential, 0 to 1 units per acre
Residential, 1 to 2 units per acre
Residential, 2 to 3 units per acre
Residential, 3 to 5 units per acre
Residential, 5 to 8 units per acre
Residential, 8 to 12 units per acre
Residential, 12 to 20 units per acre
Residential, over 20 units per acre
Living-Working Neighborhood
Living-Working Community
Living-Working Regional
Business Park
Commercial
Office
Office High Density
Industrial
Private Recreational
Public Recreational and Conservation
Stream and Water Bodies
Community Facility
Transportation
17 0000 Landlots
MRPA Chattahoochee River Corridor
Private Institutional Use
Schools
Project Site
0
1
Miles
Source Data:
Parcel Layer: Fulton County, Georgia GIS Layers
Future Land Use: Sandy Springs GIS Layers
Prepared by the
Sandy Springs Geographic Information System
December 31, 2008
PITTS RD
DUNWOODY CLUB DR
DALRYMPLE
SPALDING DR
GLENRIDGE DR
GLENLAKE PKWY
ABERNATHY RD
PERIMETER CTR
STATE HWY 400
BARFIELD RD
HAMMOND DR
JOHNSON FERRY RD
GLENRIDGE CONNECTOR
NORTHLAND DR
GEORGIA 400
HIGH POINT RD
ROSWELL RD



SANDY SPRINGS
GEORGIA

Incorporated December 1, 2005

Zoning

N
W E
S

Zoning Districts

Adopted from Fulton County

- R-1 Single Family Dwelling District
- R-2 Single Family Dwelling District
- R-2A Single Family Dwelling District
- R-3 Single Family Dwelling District
- R-3A Single Family Dwelling District
- R-4 Single Family Dwelling District
- R-4A Single Family Dwelling District
- R-5 Single Family Dwelling District
- R-5A Single Family Dwelling District
- R-6 Two Family Dwelling District
- A - Medium Density Apartment District
- A-L Apartment Limited Dwelling District
- A-1 Apartment Dwelling District
- A-O Apartment Office District
- TR Townhouse Residential Districts
- O-I Office and Institutional District
- C-1 Community Business District
- C-2 Commercial District
- MIX Mixed Use District
- CUP Community Unit Plan District
- NUP Neighborhood Unit Plan District
- M-1 Light Industrial District
- AG-1 Agricultural District
- Sandy Springs Overlay District
- 06 0311 Landlots
- Highways
- MARTA Rail
- MARTA Stations

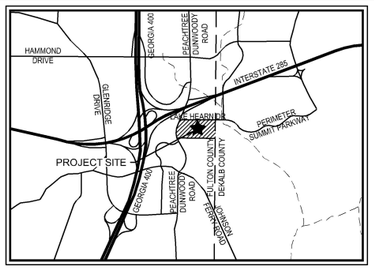
Project Site

0 0.5 1
Mile

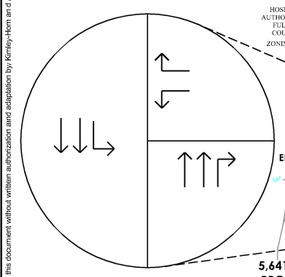
Prepared by the
Sandy Springs Geographic Information Systems
January 1, 2014

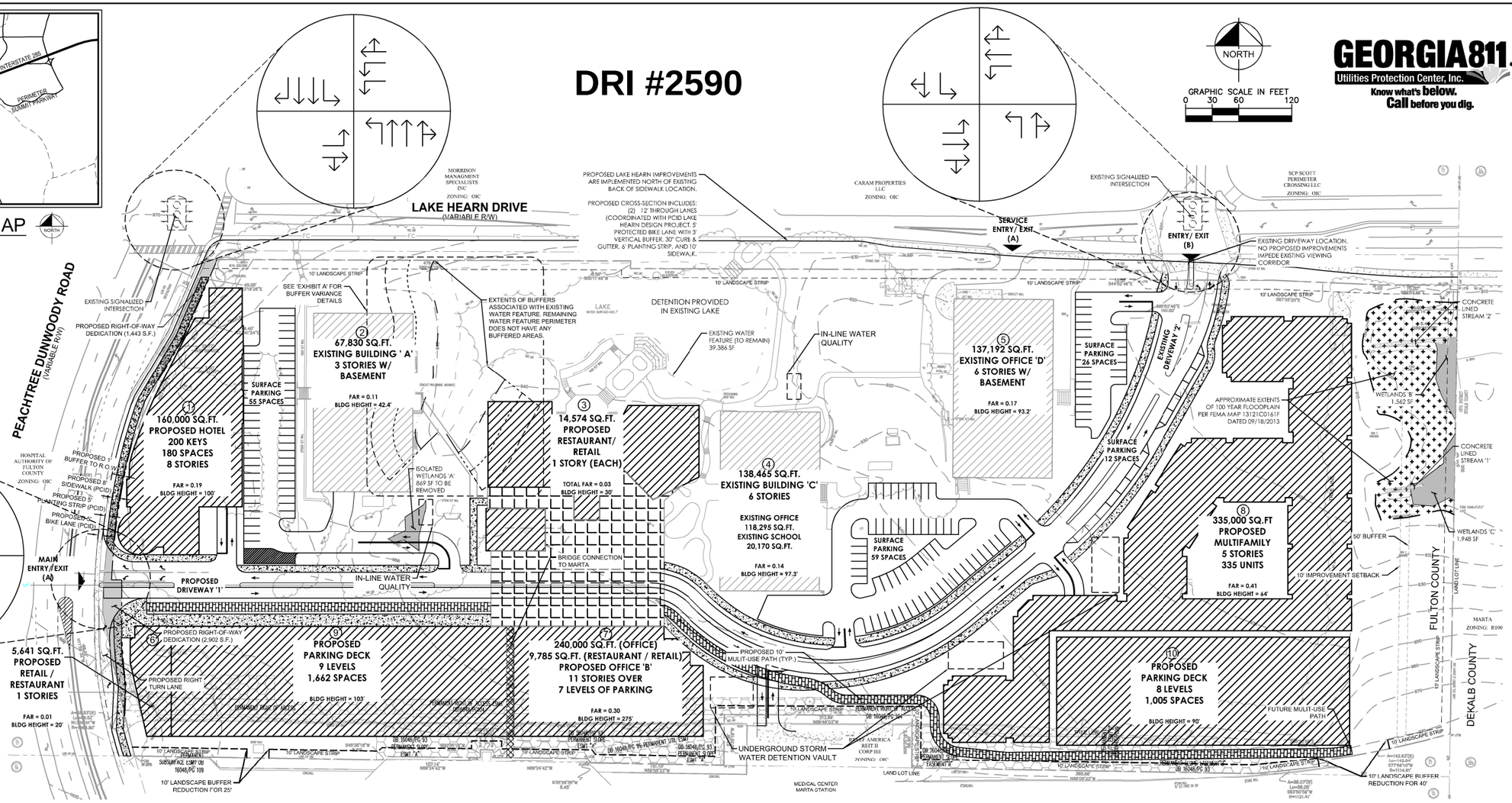
Appendix C
Proposed Site Plan

DRI #2590



VICINITY MAP





NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

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

PEACHTREE DUNWOODY PAVILION:

GROSS SITE AREA: 18.86 ACRES (821,542 SF)

BUILDING 1 - PROPOSED HOTEL (8 STORIES) (180 PARKING SPACES):
200 ROOMS (160,000 SQ. FT.)

BUILDING 2 - EXISTING BUILDING 'A' (3 STORIES W/ BASEMENT):
67,830 SQ. FT. (SCHOOL)

BUILDING 3 - PROPOSED RESTAURANT/RETAIL (1 STORY (EACH)):
14,574 SQ. FT.

BUILDING 4 - EXISTING BUILDING 'C' (6 STORIES):
118,295 SQ. FT. (OFFICE) + 20,170 (SCHOOL) = 138.465 SQ.FT.

BUILDING 5 - EXISTING OFFICE 'D' (6 STORIES W/ BASEMENT):
137,192 SQ. FT.

BUILDING 6 - PROPOSED RETAIL / RESTAURANT (1 STORIES):
5,641 SQ. FT.

BUILDING 7 - PROPOSED OFFICE 'B' (11 STORIES OVER 7 STORIES OF PARKING):
240,000 SQ.FT. (OFFICE) AND 9,785 SQ.FT. (RESTAURANT / RETAIL)

BUILDING 8 - PROPOSED MULTIFAMILY (5 STORIES):
335 UNITS (335,000 SQ.FT.)

TOTAL SITE DEVELOPMENT: 1,108,487 SQ. FT.

BUILDING 9 - PROPOSED PARKING DECK (9 LEVELS):
1,662 SPACES

BUILDING 10 - PROPOSED PARKING DECK (8 LEVELS):
1,005 SPACES

TOTAL STRUCTURED PARKING: 2,847 SPACES*

TOTAL SURFACE PARKING: 152 SPACES*

TOTAL PARKING PROVIDED: 2,999 SPACES*

* PARKING COUNTS MAY FLUCTUATE BASED ON ACTUAL MIXES OF USES AND SQUARE FOOTAGES.

TOTAL PARKING REQUIRED: 2,986 SPACES

DEVELOPMENT SUMMARY CHART:

PROPERTY SIZE:	18.86 ACRES (821,524 SF)		
LAND LOT:	17		
DISTRICT:	17th		
		SQUARE FEET:	SITE COVERAGE:
BUILDINGS:			
TOTAL (GROSS):	1,108,487 SF		
TOTAL SURFACE AREA:	306,885 SF		37.4%
		SQUARE FEET:	SITE COVERAGE:
PARKING SPACES:	QUANTITY:		
TOTAL SURFACE PRKG:	152	47,179 SF	5.7%
TOTAL STRUCTURED PRKG:	2,867	INCLUDED IN BUILDING COVERAGE	
		SQUARE FEET:	SITE COVERAGE:
TOTAL IMPERVIOUS SURFACE:		492,221 SF	59.9%
		SQUARE FEET:	SITE COVERAGE:
LANDSCAPING / GREEN SPACE:		37,663 SF	4.6%
UNDISTURBED AREA:		291,690 SF	35.5%
		SQUARE FEET:	SITE COVERAGE:
FLOOD PLAIN:		20,963 SF	2.5%
		SQUARE FEET:	SITE COVERAGE:
COMMON AREA:		177,455 SF	21.6%
GROSS RESIDENTIAL UNITS PER ACRE:	17.8 UNITS / ACRE		
TOTAL FLOOR AREA RATIO (FAR):	1.35		

DEVELOPMENT SUMMARY CHART:

ZONING:	
CURRENT:	O-I CONDITIONAL
PROPOSED:	MIX WITH CONCURRENT VARIANCES
BUILDING SETBACKS:	
FRONT YARD (PEACHTREE DUNWOODY ROAD):	PER SITE PLAN = 0'
SIDE YARD (LAKE HEARN DRIVE):	PER SITE PLAN = 30'
SIDE YARD (MARTA):	PER SITE PLAN = 10'
SIDE YARD (COUNTY LINE):	PER SITE PLAN = 50'
LANDSCAPE BUFFERS:	
FRONT YARD (PEACHTREE DUNWOODY ROAD):	PER SITE PLAN = 0'
SIDE YARD (LAKE HEARN DRIVE):	PER SITE PLAN = 10'
SIDE YARD (MARTA):	PER SITE PLAN = 10'
SIDE YARD (COUNTY LINE):	PER SITE PLAN = 10'
POSTED SPEED LIMITS:	
PEACHTREE DUNWOODY ROAD:	35 MPH
LAKE HEARN DRIVE:	35 MPH
MAJOR ELECTRICAL / PETROLEUM TRANSMISSION LINES:	
NONE	
STORMWATER MANAGEMENT FACILITIES:	
STORMWATER WILL BE HANDLED VIA A COMBINATION OF THE EXISTING STORMWATER DETENTION FACILITIES LOCATED BELOW GRADE.	
WETLANDS:	YES
FEMA FLOOD ZONE:	AE
STREAM BUFFERS:	SEE BUFFER VARIANCE EXHIBIT
DOMESTIC WATER PROVIDER:	CITY OF ATLANTA
SANITARY SEWER PROVIDER:	FULTON COUNTY
DRIVEWAY SIGHT DISTANCE:	SEE SIGHT DISTANCE EXHIBIT

EXISTING CONDITIONS SHOWN HEREON ARE FROM AN ELECTRONIC SURVEY FILE PROVIDED BY WATTS & BROWNING ENGINEERS, INC. DATED 01/14/2016.

SITE PLAN LEGEND:

- EXISTING PROPERTY LINE
- LANDSCAPE BUFFER LINE
- EXISTING CURB & GUTTER
- EXISTING FENCE
- EXISTING EASEMENT

APPLICANT NAME:

CLIENT:	THE SIMPSON ORGANIZATION PHONE: (404) 253-6363 CONTACT: SCOTT BRYANT
TRAFFIC ENGINEER:	KIMLEY-HORN PHONE: (404) 201-6157 CONTACT: JOHN WALKER, P.E.
CIVIL ENGINEER:	KIMLEY-HORN PHONE: (678) 333-3387 CONTACT: LAWSON FANNEY, P.E.

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

Kimley»Horn
© 2015 KIMLEY-HORN AND ASSOCIATES, INC.
10 ROSWELL STREET, SUITE 210
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

SCALE:
DRAWN BY: DMZ
DESIGNED BY: DMZ
CHECKED BY: LHF

CLIENT:
THE SIMPSON ORGANIZATION
1401 PEACHTREE STREET, SUITE 400
ATLANTA, GA 30309
PHONE: 404-253-6363 FAX: 404-875-7636

PROJECT:
PEACHTREE DUNWOODY PAVILION
5775 PEACHTREE DUNWOODY ROAD
SANDY SPRINGS, FULTON COUNTY, GA

TITLE:
DRI SITE PLAN

DATE
06/03/2016

PROJECT NO.
019122001

SHEET NUMBER
1 OF 1

Appendix D
Trip Generation Analysis

Trip Generation Analysis (9th Ed.)
Peachtree Dunwoody Pavilion DRI
City of Sandy Springs, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Apartment	335 d.u.	2,154	168	34	134	202	131	71
310 Hotel	200 rooms	1,417	106	63	43	120	61	59
710 General Office Building	240,000 s.f.	2,554	385	339	46	347	59	288
820 Shopping Center	10,000 s.f. gross leasable area	427	10	6	4	37	18	19
931 Quality Restaurant	8,000 s.f.	720	6	3	3	60	40	20
932 High-Turnover (Sit-Down) Restaurant	12,000 s.f.	1,526	130	72	58	118	71	47
Gross Trips		**8,798**	**805**	**517**	**288**	**884**	**380**	**504**
Residential Trips		2,154	168	34	134	202	131	71
Mixed-Use Reductions		*-443*	*-22*	*-3*	*-19*	*-44*	*-22*	*-22*
Alternative Mode Reductions		*-342*	*-29*	*-6*	*-23*	*-32*	*-22*	*-10*
Adjusted Residential Trips		1,369	117	25	92	126	87	39
Hotel Trips		1,417	106	63	43	120	61	59
Mixed-Use Reductions		*-164*	*-16*	*-2*	*-14*	*-14*	*-8*	*-6*
Alternative Mode Reductions		*-250*	*-18*	*-12*	*-6*	*-21*	*-11*	*-11*
Adjusted Hotel Trips		1,003	72	49	23	85	42	42
Office Trips		2,554	385	339	46	347	59	288
Mixed-Use Reductions		*-477*	*-52*	*-33*	*-19*	*-13*	*-5*	*-8*
Alternative Mode Reductions		*-415*	*-67*	*-61*	*-5*	*-67*	*-11*	*-56*
Adjusted Office Trips		1,662	266	245	22	267	43	224
Retail Trips		427	10	6	4	37	18	19
Mixed-Use Reductions		*-266*	*-6*	*-3*	*-3*	*-24*	*-12*	*-12*
Alternative Mode Reductions		*-32*	*-1*	*-1*	*0*	*-3*	*-1*	*-1*
Pass By Reductions (Based on ITE Rates)		*-44*	*0*	*0*	*0*	*-4*	*-2*	*-2*
Adjusted Retail Trips		85	3	2	1	6	3	4
Restaurant Trips		2,246	136	75	61	178	111	67
Mixed-Use Reductions		*-860*	*-60*	*-37*	*-23*	*-57*	*-29*	*-28*
Alternative Mode Reductions		*-277*	*-15*	*-8*	*-8*	*-24*	*-16*	*-8*
Pass By Reductions (Based on ITE Rates)		*-476*	*0*	*0*	*0*	*-42*	*-21*	*-21*
Adjusted Restaurant Trips		633	61	30	30	55	45	10
Mixed-Use Reductions - TOTAL		*-2,210*	*-156*	*-78*	*-78*	*-152*	*-76*	*-76*
Alternative Mode Reductions - TOTAL		*-1,316*	*-130*	*-88*	*-42*	*-147*	*-61*	*-86*
Pass-By Reductions - TOTAL		*-520*	*0*	*0*	*0*	*-46*	*-23*	*-23*
New Trips		**4,752**	**519**	**351**	**168**	**539**	**220**	**319**
Driveway Volumes		**5,272**	**519**	**351**	**168**	**585**	**243**	**342**

k:\alp_prj\019122001_pd pavilion\eng\traffic_dri phase ii\analysis\[peachtreedunwoody pavilion analysis.xls]trip generation

Appendix E
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Peachtree Dunwoody Road @ Johnson Ferry Road

AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	81	955	153	123	389	429	482	276	59	287	614	420
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	1	0	0	0	1	1	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.86			0.90			0.98	
Adjustment												
Adjusted 2016 Volumes	81	955	153	123	389	429	482	276	59	287	614	420
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			36							
Crown Towers Project Trips		240			55							
2020 Background Traffic	84	1,350	159	128	519	446	502	287	61	299	639	437
Project Trips												
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Residential Trips	0	9	0	5	32	9	3	0	0	0	0	1
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Hotel Trips	0	17	0	1	8	2	5	0	0	0	0	2
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Office Trips	0	37	0	1	3	2	25	0	0	0	0	12
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Restaurant Trips	0	5	0	2	5	3	3	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	68	0	9	48	16	36	0	0	0	0	17
2020 Buildout Total	84	1,418	159	137	567	462	538	287	61	299	639	454

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	52	499	255	339	1,039	398	358	457	45	250	189	200
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.83			0.96			0.96			0.78	
Adjustment												
Adjusted 2016 Volumes	52	499	255	339	1039	398	358	457	45	250	189	200
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			153							
Crown Towers Project Trips		155			165							
2020 Background Traffic	54	727	265	353	1,409	414	373	476	47	260	197	208
Project Trips												
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Residential Trips	0	30	0	2	14	4	9	0	0	0	0	4
Trip Distribution IN		35%					10%					5%
Trip Distribution OUT				5%	35%	10%						
Hotel Trips	0	15	0	2	15	4	4	0	0	0	0	2
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Office Trips	0	6	0	11	34	22	4	0	0	0	0	2
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		15%					10%					5%
Trip Distribution OUT				5%	15%	10%						
Restaurant Trips	0	7	0	1	2	1	5	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	58	0	16	66	31	22	0	0	0	0	10
2020 Buildout Total	54	785	265	369	1,475	445	395	476	47	260	197	218

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Peachtree Dunwoody Road @ Hollis Cobb Circle
AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hollis Cobb Circle Eastbound			Hollis Cobb Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	55	1,447	126	126	1,127	204	144	12	41	46	3	18
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	4	2	1	0	2	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%
Peak Hour Factor		0.89			0.91			0.66			0.84	
Adjustment												
Adjusted 2016 Volumes	55	1447	126	126	1127	204	144	12	41	46	3	18
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			36							
Crown Towers Project Trips		240			55							
2020 Background Traffic	57	1,862	131	131	1,287	212	150	12	43	48	3	19
Project Trips												
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Residential Trips	0	13	0	0	46	0	0	0	0	0	0	0
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Hotel Trips	0	25	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Office Trips	0	74	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Retail Trips	0	1	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Restaurant Trips	0	9	0	0	9	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	122	0	0	74	0	0	0	0	0	0	0
2020 Buildout Total	57	1,984	131	131	1,361	212	150	12	43	48	3	19

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hollis Cobb Circle Eastbound			Hollis Cobb Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	25	1,095	38	29	1,298	76	190	17	99	90	6	125
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	1	0	0	0	0	0	1	0	0	1
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.91			0.85			0.89	
Adjustment												
Adjusted 2016 Volumes	25	1095	38	29	1298	76	190	17	99	90	6	125
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			153							
Crown Towers Project Trips		155			165							
2020 Background Traffic	26	1,347	40	30	1,679	79	198	18	103	94	6	130
Project Trips												
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Residential Trips	0	44	0	0	20	0	0	0	0	0	0	0
Trip Distribution IN		50%										
Trip Distribution OUT					50%							
Hotel Trips	0	21	0	0	21	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Office Trips	0	13	0	0	67	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Restaurant Trips	0	14	0	0	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	93	0	0	112	0	0	0	0	0	0	0
2020 Buildout Total	26	1,440	40	30	1,791	79	198	18	103	94	6	130

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Peachtree Dunwoody Road @ Lake Hearn Dr
AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Lake Hearn Dr Eastbound			Lake Hearn Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	60	1,304	180	148	1,376	154	66	6	14	121	15	68
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	8	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.92			0.72			0.81	
Adjustment												
Adjusted 2016 Volumes	60	1304	180	148	1376	154	66	6	14	121	15	68
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			13					23		
Crown Towers Project Trips			240							55		50
2020 Background Traffic	62	1,473	427	154	1,468	160	69	6	15	204	16	121
Project Trips												
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Residential Trips	0	18	0	5	3	0	0	0	0	28	0	9
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Hotel Trips	0	5	0	10	5	0	0	0	0	7	0	2
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Office Trips	0	9	0	49	74	0	0	0	0	3	0	2
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Restaurant Trips	0	12	0	6	9	0	0	0	0	5	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	44	0	70	92	0	0	0	0	43	0	16
2020 Buildout Total	62	1,517	427	224	1,560	160	69	6	15	247	16	137

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Lake Hearn Dr Eastbound			Lake Hearn Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	7	1,326	154	75	874	8	108	16	32	357	0	176
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor		0.96			0.87			0.75			0.93	
Adjustment												
Adjusted 2016 Volumes	7	1326	154	75	874	8	108	16	32	357	0	176
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			57					96		
Crown Towers Project Trips			155							165		160
2020 Background Traffic	7	1,433	315	78	976	8	112	17	33	632	0	343
Project Trips												
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Residential Trips	0	8	0	17	9	0	0	0	0	12	0	4
Trip Distribution IN				20%	10%							
Trip Distribution OUT		20%								30%		10%
Hotel Trips	0	8	0	8	4	0	0	0	0	13	0	4
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Office Trips	0	90	0	9	13	0	0	0	0	34	0	22
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Retail Trips	0	2	0	1	1	0	0	0	0	1	0	0
Trip Distribution IN				20%	30%							
Trip Distribution OUT		40%								15%		10%
Restaurant Trips	0	4	0	9	14	0	0	0	0	2	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	112	0	44	41	0	0	0	0	62	0	31
2020 Buildout Total	7	1,545	315	122	1,017	8	112	17	33	694	0	374

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Peachtree Dunwoody Road @ I-285 EB On-Ramp
AM PEAK HOUR

	Peachtree Dunwoody Rd			Peachtree Dunwoody Rd			I-285 EB On-Ramp			N/A		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,046	408	246	1,663							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1	1	0	7							
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.91							
Adjustment												
Adjusted 2016 Volumes	0	1046	408	246	1663	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6		22	23							
Park Center Project Trips		110		13	13							
Crown Towers Project Trips			55	10								
2020 Background Traffic	0	1,204	480	301	1,767	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Residential Trips	0	14	14	0	8	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Hotel Trips	0	3	3	0	15	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Office Trips	0	7	4	0	123	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Restaurant Trips	0	9	6	0	15	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	27	0	162	0	0	0	0	0	0	0
2020 Buildout Total	0	1,237	507	301	1,929	0	0	0	0	0	0	0

PM PEAK HOUR

	Peachtree Dunwoody Rd			Peachtree Dunwoody Rd			I-285 EB On-Ramp			N/A		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,104	335	415	1,080							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1	0	1	1							
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.87							
Adjustment												
Adjusted 2016 Volumes	0	1104	335	415	1080	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22		10	10							
Park Center Project Trips		31		57	57							
Crown Towers Project Trips			160	35								
2020 Background Traffic	0	1,202	509	534	1,191	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Residential Trips	0	6	6	0	26	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		15%	15%									
Hotel Trips	0	6	6	0	13	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Office Trips	0	67	45	0	22	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Retail Trips	0	1	1	0	2	0	0	0	0	0	0	0
Trip Distribution IN					50%							
Trip Distribution OUT		30%	20%									
Restaurant Trips	0	3	2	0	23	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	83	60	0	86	0	0	0	0	0	0	0
2020 Buildout Total	0	1,285	569	534	1,277	0	0	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Peachtree Dunwoody Road @ I-285 WB Off-Ramp
AM PEAK HOUR

	Peachtree Dunwoody Rd			Peachtree Dunwoody Rd			N/A			I-285 WB Off-Ramp		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,102			1,142					716		855
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		1			3					4		4
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.94			0.95						0.89	
Adjustment												
Adjusted 2016 Volumes	0	1102	0	0	1142	0	0	0	0	716	0	855
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			45							6
Park Center Project Trips		110			26							111
Crown Towers Project Trips					10							35
2020 Background Traffic	0	1,263	0	0	1,269	0	0	0	0	745	0	1,042
Project Trips												
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Residential Trips	0	14	0	0	4	0	0	0	0	4	0	0
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Hotel Trips	0	3	0	0	7	0	0	0	0	7	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Office Trips	0	7	0	0	74	0	0	0	0	49	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Restaurant Trips	0	9	0	0	9	0	0	0	0	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	0	95	0	0	0	0	66	0	0
2020 Buildout Total	0	1,296	0	0	1,364	0	0	0	0	811	0	1,042

PM PEAK HOUR

	Peachtree Dunwoody Rd			Peachtree Dunwoody Rd			N/A			I-285 WB Off-Ramp		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,081			1,296					196		235
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		0			1					1		0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.89			0.90						0.84	
Adjustment												
Adjusted 2016 Volumes	0	1081	0	0	1296	0	0	0	0	196	0	235
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			20							22
Park Center Project Trips		31			114							32
Crown Towers Project Trips					35							15
2020 Background Traffic	0	1,178	0	0	1,518	0	0	0	0	204	0	314
Project Trips												
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Residential Trips	0	6	0	0	13	0	0	0	0	13	0	0
Trip Distribution IN					15%					15%		
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	6	0	0	0	0	6	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Office Trips	0	67	0	0	13	0	0	0	0	9	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Retail Trips	0	1	0	0	1	0	0	0	0	1	0	0
Trip Distribution IN					30%					20%		
Trip Distribution OUT		30%										
Restaurant Trips	0	3	0	0	14	0	0	0	0	9	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	83	0	0	47	0	0	0	0	38	0	0
2020 Buildout Total	0	1,261	0	0	1,565	0	0	0	0	242	0	314

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Lake Hearn Drive @ Perimeter Center Parkway
AM PEAK HOUR

Description	N/A Northbound Left	N/A Northbound Through	N/A Northbound Right	Perimeter Center Pkwy Southbound Left	Perimeter Center Pkwy Southbound Through	Perimeter Center Pkwy Southbound Right	Lake Hearn Dr Eastbound Left	Lake Hearn Dr Eastbound Through	Lake Hearn Dr Eastbound Right	Lake Hearn Dr Westbound Left	Lake Hearn Dr Westbound Through	Lake Hearn Dr Westbound Right
Observed 2016 Traffic Volumes				143		110	61	151			289	167
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				0		1	0	0			1	2
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor					0.80			0.91			0.91	
Adjustment												
Adjusted 2016 Volumes	0	0	0	143	0	110	61	151	0	0	289	167
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips				45		23	49					99
Crown Towers Project Trips				105		15	240					270
2020 Background Traffic	0	0	0	299	0	152	352	157	0	0	301	543
Project Trips												
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Residential Trips	0	0	0	0	0	3	9	9	0	0	3	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Hotel Trips	0	0	0	0	0	5	2	2	0	0	5	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Office Trips	0	0	0	0	0	25	2	2	0	0	25	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Restaurant Trips	0	0	0	0	0	3	3	3	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	36	16	16	0	0	36	0
2020 Buildout Total	0	0	0	299	0	188	368	173	0	0	337	543

PM PEAK HOUR

Description	N/A Northbound Left	N/A Northbound Through	N/A Northbound Right	Perimeter Center Pkwy Southbound Left	Perimeter Center Pkwy Southbound Through	Perimeter Center Pkwy Southbound Right	Lake Hearn Dr Eastbound Left	Lake Hearn Dr Eastbound Through	Lake Hearn Dr Eastbound Right	Lake Hearn Dr Westbound Left	Lake Hearn Dr Westbound Through	Lake Hearn Dr Westbound Right
Observed 2016 Traffic Volumes				475		248	149	153			246	366
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				1		2	0	0			0	1
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor					0.80			0.91			0.91	
Adjustment												
Adjusted 2016 Volumes	0	0	0	475	0	248	149	153	0	0	246	366
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips				192		96	14					27
Crown Towers Project Trips				325		85	155					30
2020 Background Traffic	0	0	0	1,011	0	439	324	159	0	0	256	438
Project Trips												
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Residential Trips	0	0	0	0	0	9	4	4	0	0	9	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Hotel Trips	0	0	0	0	0	4	4	4	0	0	4	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Office Trips	0	0	0	0	0	4	22	22	0	0	4	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						10%					10%	
Trip Distribution OUT							10%	10%				
Restaurant Trips	0	0	0	0	0	5	1	1	0	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	22	31	31	0	0	22	0
2020 Buildout Total	0	0	0	1,011	0	461	355	190	0	0	278	438

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Peachtree Dunwoody Road @ Existing/Relocated Driveway #1
AM PEAK HOUR

	Peachtree Dunwoody Rd			Peachtree Dunwoody Rd			N/A			Existing/Relocated Dwy 1		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,536	78	69	1,445					1		4
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		3	0	0	7					0		0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.92			0.93						0.42	
Adjustment												
Adjusted 2016 Volumes	0	1536	78	69	1445	0	0	0	0	1	0	4
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6			23							
Park Center Project Trips		110			36							
Crown Towers Project Trips		240			55							
2020 Background Traffic	0	1,954	81	72	1,618	0	0	0	0	1	0	4
Project Trips												
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Residential Trips	0	0	13	3	28	0	0	0	0	18	0	18
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Hotel Trips	0	0	25	5	7	0	0	0	0	5	0	5
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Office Trips	0	0	74	74	3	0	0	0	0	3	0	9
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Retail Trips	0	0	1	1	0	0	0	0	0	0	0	0
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Restaurant Trips	0	0	9	9	5	0	0	0	0	5	0	12
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	122	92	43	0	0	0	0	31	0	44
2020 Buildout Total	0	1,954	203	164	1,661	0	0	0	0	32	0	48

PM PEAK HOUR

	Peachtree Dunwoody Rd			Peachtree Dunwoody Rd			N/A			Existing/Relocated Dwy 1		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes		1,404	13	3	1,263					127		102
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		4	0	0	0					0		0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.97			0.88						0.82	
Adjustment												
Adjusted 2016 Volumes	0	1404	13	3	1263	0	0	0	0	127	0	102
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22			10							
Park Center Project Trips		31			153							
Crown Towers Project Trips		155			165							
2020 Background Traffic	0	1,669	14	3	1,642	0	0	0	0	132	0	106
Project Trips												
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Residential Trips	0	0	44	9	12	0	0	0	0	8	0	8
Trip Distribution IN			50%	10%								
Trip Distribution OUT					30%					20%		20%
Hotel Trips	0	0	21	4	13	0	0	0	0	8	0	8
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Office Trips	0	0	13	13	34	0	0	0	0	34	0	90
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Retail Trips	0	0	1	1	1	0	0	0	0	1	0	2
Trip Distribution IN			30%	30%								
Trip Distribution OUT					15%					15%		40%
Restaurant Trips	0	0	14	14	2	0	0	0	0	2	0	4
Pass-By Trips	0	-14	14	2	-2	0	0	0	0	2	0	14
Total Project Trips	0	-14	107	43	60	0	0	0	0	55	0	126
2020 Buildout Total	0	1,655	121	46	1,702	0	0	0	0	187	0	232

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Lake Hearn Drive @ Existing Driveway #2
AM PEAK HOUR

	Existing Dwy 2			Business Dwy			Lake Hearn Dr			Lake Hearn Dr		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	5	2	11	3	0	12	49	208	31	62	210	99
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.64			0.75			0.95			0.89	
Adjustment												
Adjusted 2016 Volumes	5	2	11	3	0	12	49	208	31	62	210	99
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips								49			23	
Crown Towers Project Trips								240			105	
2020 Background Traffic	5	2	11	3	0	12	51	505	32	65	347	103
Project Trips												
Trip Distribution IN									20%	20%		
Trip Distribution OUT	40%		20%									
Residential Trips	37	0	18	0	0	0	0	0	5	5	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	40%		20%									
Hotel Trips	9	0	5	0	0	0	0	0	10	10	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	25%		20%									
Office Trips	6	0	4	0	0	0	0	0	49	49	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	25%		20%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	25%		20%									
Restaurant Trips	8	0	6	0	0	0	0	0	6	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	60	0	33	0	0	0	0	0	70	70	0	0
2020 Buildout Total	65	2	44	3	0	12	51	505	102	135	347	103

PM PEAK HOUR

	Existing Dwy 2			Business Dwy			Lake Hearn Dr			Lake Hearn Dr		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	31	0	73	60	14	53	4	255	5	57	426	20
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.74			0.64			0.89			0.93	
Adjustment												
Adjusted 2016 Volumes	31	0	73	60	14	53	4	255	5	57	426	20
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips								14			96	
Crown Towers Project Trips								155			325	
2020 Background Traffic	32	0	76	62	15	55	4	434	5	59	864	21
Project Trips												
Trip Distribution IN									20%	20%		
Trip Distribution OUT	40%		20%									
Residential Trips	16	0	8	0	0	0	0	0	17	17	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	40%		20%									
Hotel Trips	17	0	8	0	0	0	0	0	8	8	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	25%		20%									
Office Trips	56	0	45	0	0	0	0	0	9	9	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	25%		20%									
Retail Trips	1	0	1	0	0	0	0	0	1	1	0	0
Trip Distribution IN									20%	20%		
Trip Distribution OUT	25%		20%									
Restaurant Trips	3	0	2	0	0	0	0	0	9	9	0	0
Pass-By Trips	1	0	6	0	0	0	0	-6	6	1	-1	0
Total Project Trips	94	0	70	0	0	0	0	-6	50	45	-1	0
2020 Buildout Total	126	0	146	62	15	55	4	428	55	104	863	21

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Peachtree Dunwoody Road @ Concourse Parkway
AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Concourse Pkwy Eastbound			Concourse Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	476	1,221	240	148	1,057	77	19	14	90	23	1	22
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.96			0.88			0.82	
Adjustment												
Adjusted 2016 Volumes	476	1221	240	148	1057	77	19	14	90	23	1	22
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		6	6	8						45		15
Park Center Project Trips		221			26							
Crown Towers Project Trips		35			10							
2020 Background Traffic	495	1,533	256	162	1,136	80	20	15	94	69	1	38
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	14	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	3	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Office Trips	0	7	0	0	74	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Restaurant Trips	0	9	0	0	9	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	0	95	0	0	0	0	0	0	0
2020 Buildout Total	495	1,566	256	162	1,231	80	20	15	94	69	1	38

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Concourse Pkwy Eastbound			Concourse Pkwy Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	296	1,241	20	13	879	48	39	6	377	185	25	93
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.88			0.93			0.74	
Adjustment												
Adjusted 2016 Volumes	296	1241	20	13	879	48	39	6	377	185	25	93
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips		22	22	30						20		7
Park Center Project Trips		63			114							
Crown Towers Project Trips		15			35							
2020 Background Traffic	308	1,391	43	44	1,064	50	41	6	392	213	26	104
Project Trips												
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Residential Trips	0	6	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN					15%							
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Office Trips	0	67	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					30%							
Trip Distribution OUT		30%										
Restaurant Trips	0	3	0	0	14	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	83	0	0	47	0	0	0	0	0	0	0
2020 Buildout Total	308	1,474	43	44	1,111	50	41	6	392	213	26	104

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Peachtree Dunwoody Road @ Hammond Drive
AM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	388	838	93	135	606	225	292	430	532	137	432	234
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	2	0	1	1	1	0	2	0	1	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.97			0.96			0.90	
Adjustment												
Adjusted 2016 Volumes	388	838	93	135	606	225	292	430	532	137	432	234
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips	23	23		6	4			6	4		15	15
Park Center Project Trips	17	6	66	47				197		26	28	15
Crown Towers Project Trips			35	35				270		10	80	10
2020 Background Traffic	444	901	198	228	635	234	304	920	558	179	573	284
Project Trips												
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Residential Trips	9	5	0	0	1	0	0	0	3	0	0	0
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Hotel Trips	2	1	0	0	2	0	0	0	5	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Office Trips	6	1	0	0	12	0	0	0	61	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Retail Trips	0	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Restaurant Trips	8	2	0	0	2	0	0	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	9	0	0	17	0	0	0	78	0	0	0
2020 Buildout Total	469	910	198	228	652	234	304	920	636	179	573	284

PM PEAK HOUR

Description	Peachtree Dunwoody Rd Northbound			Peachtree Dunwoody Rd Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	482	755	148	181	483	235	204	385	392	125	785	144
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	0	0	0	0	1	1	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.90			0.86			0.91	
Adjustment												
Adjusted 2016 Volumes	482	755	148	181	483	235	204	385	392	125	785	144
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips	10	10		22	15			22	15		7	7
Park Center Project Trips	93	3	17	19				55		114	99	33
Crown Towers Project Trips			15	15				120		35	280	35
2020 Background Traffic	605	799	186	244	518	245	212	598	423	279	1,203	225
Project Trips												
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Residential Trips	4	2	0	0	4	0	0	0	9	0	0	0
Trip Distribution IN					5%				10%			
Trip Distribution OUT	10%	5%										
Hotel Trips	4	2	0	0	2	0	0	0	4	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Office Trips	56	11	0	0	2	0	0	0	11	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Retail Trips	1	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN					5%				25%			
Trip Distribution OUT	25%	5%										
Restaurant Trips	3	1	0	0	2	0	0	0	11	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	68	16	0	0	10	0	0	0	36	0	0	0
2020 Buildout Total	673	815	186	244	528	245	212	598	459	279	1,203	225

INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Glenridge Connector at Johnson Ferry Road

AM PEAK HOUR

	Glenridge Connector Northbound			Glenridge Connector Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	208	384	73	725	664	44	340	511	672	81	235	499
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	2	2	1	1	1	2	2	1	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.91			0.94			0.91	
Adjustment												
Adjusted 2016 Volumes	208	384	73	725	664	44	340	511	672	81	235	499
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips												
Crown Towers Project Trips												
2020 Background Traffic	216	400	76	754	691	46	354	532	699	84	245	519
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	3	0	0	0	0	0	0	0	9
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Hotel Trips	0	0	0	5	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	25	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	3	0	0	0	0	0	0	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	36	0	0	0	0	0	0	0	16
2020 Buildout Total	216	400	76	790	691	46	354	532	699	84	245	535

PM PEAK HOUR

	Glenridge Connector Northbound			Glenridge Connector Southbound			Johnson Ferry Rd Eastbound			Johnson Ferry Rd Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	447	990	82	281	362	75	283	363	347	42	490	443
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	1	0	0	0	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.91			0.93			0.87	
Adjustment												
Adjusted 2016 Volumes	447	990	82	281	362	75	283	363	347	42	490	443
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips												
Crown Towers Project Trips												
2020 Background Traffic	465	1,030	85	292	377	78	294	378	361	44	510	461
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	9	0	0	0	0	0	0	0	4
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Hotel Trips	0	0	0	4	0	0	0	0	0	0	0	4
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	4	0	0	0	0	0	0	0	22
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	5	0	0	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	22	0	0	0	0	0	0	0	31
2020 Buildout Total	465	1,030	85	314	377	78	294	378	361	44	510	492

INTERSECTION VOLUME DEVELOPMENT

Intersection #12: Ashford Dunwoody Road @ Perimeter Summit Parkway
AM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound			Ashford Dunwoody Rd Southbound			Perimeter Summit Pkwy Eastbound			Oak Forest Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	192	893	5	7	303	47	140	5	52	5	39	87
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	2	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.72			0.91			0.82	
Adjustment												
Adjusted 2016 Volumes	192	893	5	7	303	47	140	5	52	5	39	87
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips	49					50	22		23			
Crown Towers Project Trips	135					135	7		8			
2020 Background Traffic	384	929	5	7	315	234	175	5	85	5	41	91
Project Trips												
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Residential Trips	1	0	0	0	0	1	5	0	5	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Hotel Trips	2	0	0	0	0	2	1	0	1	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Office Trips	12	0	0	0	0	12	1	0	1	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Restaurant Trips	2	0	0	0	0	2	2	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	0	0	0	0	17	9	0	9	0	0	0
2020 Buildout Total	401	929	5	7	315	251	184	5	94	5	41	91

PM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound			Ashford Dunwoody Rd Southbound			Perimeter Summit Pkwy Eastbound			Oak Forest Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	39	448	16	46	731	28	584	103	444	20	7	17
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.94			0.89			0.65	
Adjustment												
Adjusted 2016 Volumes	39	448	16	46	731	28	584	103	444	20	7	17
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips												
Park Center Project Trips	13					14	96		96			
Crown Towers Project Trips	15					15	40		45			
2020 Background Traffic	69	466	17	48	761	58	744	107	603	21	7	18
Project Trips												
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Residential Trips	4	0	0	0	0	4	2	0	2	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Hotel Trips	2	0	0	0	0	2	2	0	2	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Office Trips	2	0	0	0	0	2	11	0	11	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Restaurant Trips	2	0	0	0	0	2	1	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	0	0	0	0	10	16	0	16	0	0	0
2020 Buildout Total	79	466	17	48	761	68	760	107	619	21	7	18

INTERSECTION VOLUME DEVELOPMENT

Intersection #13: Hammond Drive @ Perimeter Center Parkway
AM PEAK HOUR

Description	Perimeter Center Pkwy Northbound			Perimeter Center Pkwy Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	110	101	43	53	172	110	139	323	141	86	426	257
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	1	2	0	0	0	1	1	0	0
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.92			0.87			0.85	
Adjustment												
Adjusted 2016 Volumes	110	101	43	53	172	110	139	323	141	86	426	257
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips								42			8	
Park Center Project Trips	18	12	29		57	42	12	17	99	183	91	
Crown Towers Project Trips	100	85	40		135				340	210		
2020 Background Traffic	232	202	114	55	371	156	157	395	586	482	542	267
Project Trips												
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Residential Trips	0	5	5	0	1	0	0	0	0	1	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Hotel Trips	0	1	1	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Office Trips	0	1	1	0	12	0	0	0	0	12	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Restaurant Trips	0	2	2	0	2	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	9	0	17	0	0	0	0	17	0	0
2020 Buildout Total	232	211	123	55	388	156	157	395	586	499	542	267

PM PEAK HOUR

Description	Perimeter Center Pkwy Northbound			Perimeter Center Pkwy Southbound			Hammond Dr Eastbound			Hammond Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	350	255	107	194	309	256	213	486	97	60	509	151
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.89			0.86			0.82			0.89	
Adjustment												
Adjusted 2016 Volumes	350	255	107	194	309	256	213	486	97	60	509	151
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Palisades Apartments Project Trips								57			30	
Park Center Project Trips	51	48	141		19	9	48	93	28	46	22	
Crown Towers Project Trips	350	205	120		95				150	145		
2020 Background Traffic	765	518	372	202	436	275	270	656	279	253	582	157
Project Trips												
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Residential Trips	0	2	2	0	4	0	0	0	0	4	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Hotel Trips	0	2	2	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Office Trips	0	11	11	0	2	0	0	0	0	2	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%					5%		
Trip Distribution OUT		5%	5%									
Restaurant Trips	0	1	1	0	2	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	16	16	0	10	0	0	0	0	10	0	0
2020 Buildout Total	765	534	388	202	446	275	270	656	279	263	582	157

Appendix F
Programmed Project Fact Sheets

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

WWW.PERIMETERCID.ORG

CITY OF DUNWOODY GEORGIA Established 2008

HAMMOND DRIVE CORRIDOR STUDY

SANDY SPRINGS GEORGIA

GS&P GRESHAM SMITH AND PARTNERS

HAMMOND DRIVE CORRIDOR STUDY

CONTEXT

The Perimeter area, including both the Cities of Dunwoody and Sandy Springs, is one of the premier business districts in the Southeast, with more than 123,000 employees and 29 million square feet of office space and mixed-use development. The area is home to several Fortune 500 companies, corporate headquarters, residences, and transportation infrastructure that is critical to the Atlanta region, including Georgia 400, I-285, local corridors, and MARTA stations. The area has experienced significant population and job growth and development in recent years.

OVERVIEW

Hammond Drive is an important artery in the Perimeter area. Average daily traffic volumes range from 16,000 to 27,000 vehicles and the corridor is home to several new and planned developments. One of the main visions for the area is to establish a walkable and livable center for employees, residents, patrons, and visitors.

In light of new and proposed development, the Cities of Dunwoody and Sandy Springs, in collaboration with the Perimeter Community Improvement Districts (PCIDs), have partnered to evaluate auto, pedestrian, bicycle, and transit accommodations along the Hammond Drive corridor. The primary objectives of the study are to:

- Evaluate traffic impacts along Hammond Drive and adjacent intersections and develop alternatives and recommendations for improvements to mitigate these impacts.
- Evaluate proposed adjacent projects for potential to provide traffic relief along Hammond Drive.
- Develop streetscape recommendations.
- Develop alternatives that promote all transportation modes, including biking and walking, along the corridor.

ACTIVITIES AND SCHEDULE

Key project activities include but are not limited to:

- Review and analyze available traffic and crash data.
- Prepare an existing conditions report describing current roadways, sidewalks, planned developments, and planned transportation projects.
- Develop alternative improvement options to accommodate all modes of transportation, including a streetscape plan.
- Meet with the Cities and PCIDs to review alternatives and refine them.
- Conduct a public information open house to solicit input and feedback from stakeholders.
- Prepare a final report.

The project began in July 2015 and is planned to conclude in April of 2016.

WANT TO LEARN MORE?

For additional information, please contact the project managers:

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City of Dunwoody
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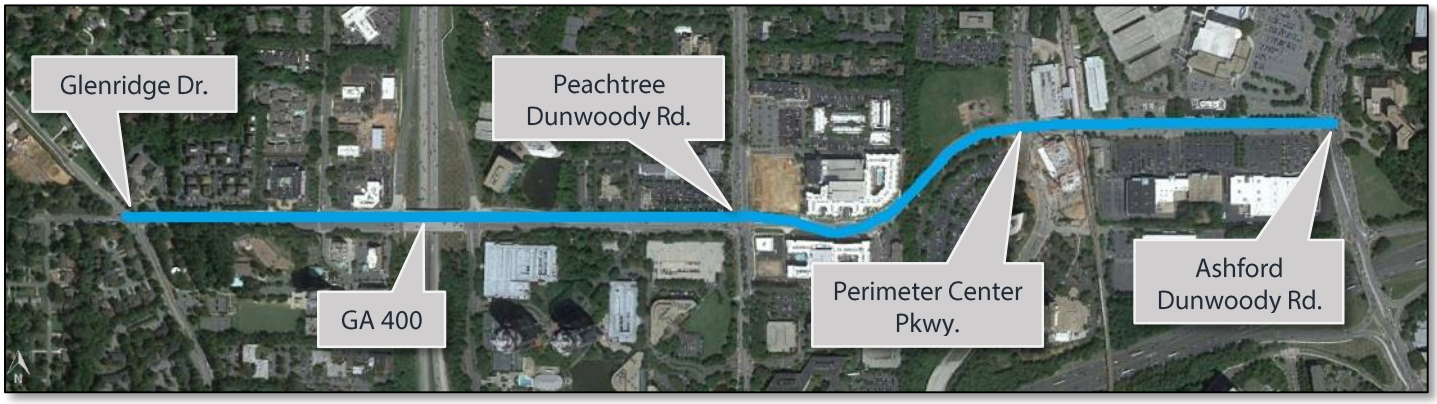
michael.smith@dunwoodyga.gov

Malaika Faciane
City of Sandy Springs
[770-730-5600]
mfaciane@sandyspringsga.gov



Dunwoody Smart people – Smart city

SANDY SPRINGS GEORGIA

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

FN-282

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 9 (ROSWELL ROAD) - ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS FROM NEAR THE ATLANTA CITY LIMITS TO ABERNATHY ROAD
GDOT Project No.	0012629
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	4
Planned Thru Lane	4

Network Year	TBD
Corridor Length	4.3 miles

Detailed Description and Justification

This project extends along SR 9 (Roswell Road) from City of Atlanta limits to Vernon Woods Drive and will install traffic adaptive signal management, enhanced vehicle counting stations and provide additional system vehicle detection as required. Intersection upgrades will be limited to components necessary to operate the traffic adaptive application. This project was identified in the adopted 2008 Sandy Springs Transportation Master Plan as projects A2, A3, and A4. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. Roswell Road is designated as a Level 1 Regional Thoroughfare.

Phase Status & Funding Information		**Status**	**FISCAL YEAR**	**TOTAL PHASE COST**	**BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE**			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2013	**$150,000**	~~$120,000~~	~~$0,000~~	~~$0,000~~	~~$30,000~~
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	**$1,628,339**	$1,302,671	$0,000	$0,000	$325,668
				$1,778,339	**$1,422,671**	**$0,000**	**$0,000**	**$355,668**

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

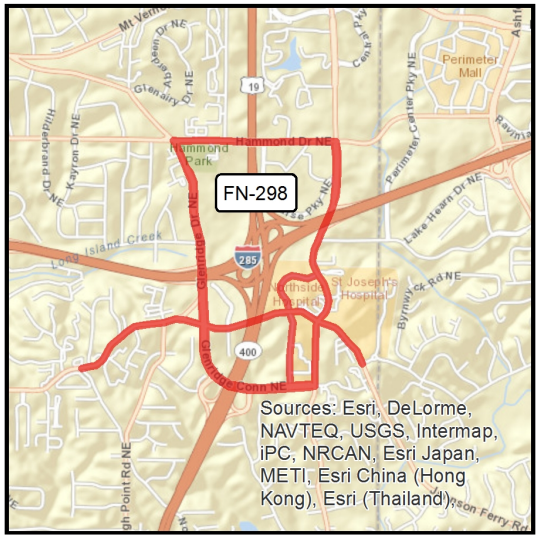
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

FN-298

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION
GDOT Project No.	0013141
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	TBD miles

Detailed Description and Justification

The Glenridge-Hammond-Peachtree Dunwoody ATMS project includes adding system detection and installing a traffic adaptive system for approximately 29 inter-connected signals along the following corridors: Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2015	**$225,000**	~~$180,000~~	~~$0,000~~	~~$0,000~~	~~$45,000~~
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	**$1,363,691**	$1,090,953	$0,000	$0,000	$272,738
				$1,588,691	**$1,270,953**	**$0,000**	**$0,000**	**$317,738**

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

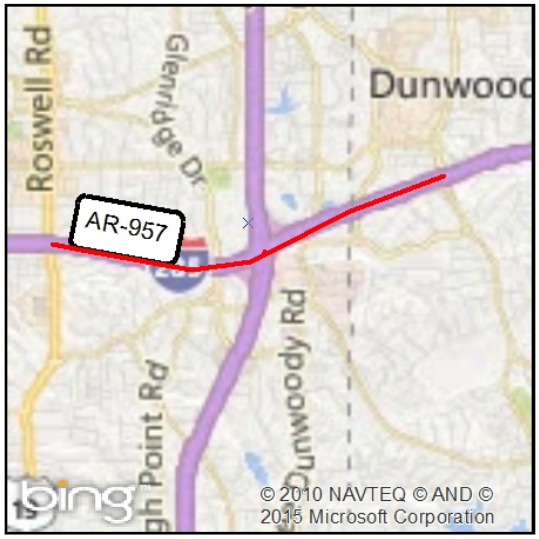
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AR-957

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	I-285 INTERCHANGE RECONSTRUCTION AT SR 400
GDOT Project No.	0000784
Federal ID No.	NHS00-0000-00(784)
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2020
Corridor Length	N/A miles

Detailed Description and Justification

This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north. The project does not preclude the addition of managed lane connections between I-285 and SR 400 in the future. Funding for this project is a mixture. GDOT will make payment to a private firm to cover Construction (CST). The funding noted in the RTP/TIP, labeled P3 Repayment (Private Public Partnership) indicated the funding (a mixture of federal and state sources) that GDOT will us to re-pay the private firm's initial financing of the project. The project is also included within the scope of revive285 top end. Revive 285 top end is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 serves as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2013	**$2,000,000**	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2006	**$189,460**	~~$151,568~~	~~$37,892~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2014	**$7,197,211**	~~$5,757,769~~	~~$1,439,442~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark Funding	AUTH	2015	**$556,451**	~~$445,161~~	~~$111,290~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2015	**$24,503,549**	~~$19,602,839~~	~~$4,900,710~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)	AUTH	2015	**$25,000,000**	~~$20,000,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)		2017	**$105,213,000**	$84,170,400	$21,042,600	$0,000	$0,000
				$164,659,671	**$131,727,737**	**$32,931,934**	**$0,000**	**$0,000**

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

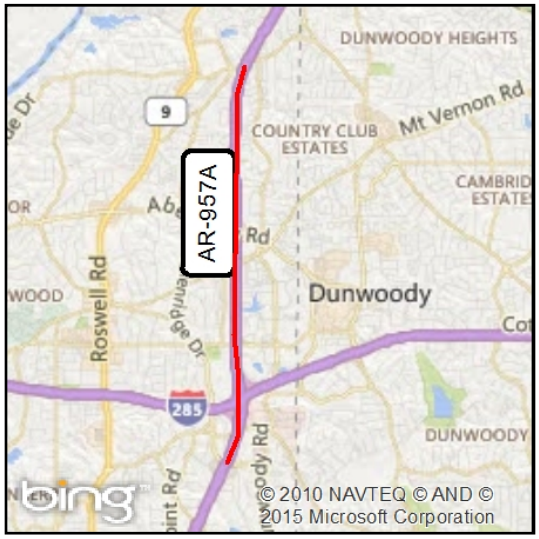
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AR-957A

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR AT SR 400
GDOT Project No.	0013546
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2020
Corridor Length	N/A miles

Detailed Description and Justification

This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north. The project does not preclude the addition of managed lane connections between I-285 and SR 400 in the future. Funding for this project is a mixture. GDOT will make payment to a private firm to cover Construction (CST). The funding noted in the RTP/TIP, labeled P3 Repayment (Private Public Partnership) indicated the funding (a mixture of federal and state sources) that GDOT will us to re-pay the private firm's initial financing of the project. The project is also included within the scope of revive285 top end. Revive 285 top end is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 serves as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	National Highway Performance Program (NHPP)		2016	**$39,420,000**	$17,568,160	$21,851,840	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2017	**$2,000,000**	$0,000	$0,000	$0,000	$2,000,000
CST	National Highway Performance Program (NHPP)		2017	**$6,910,000**	$5,528,000	$1,382,000	$0,000	$0,000
CST	State of Georgia		2017	**$12,750,000**	$0,000	$12,750,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2018	**$112,280,000**	$82,833,579	$29,446,421	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2019	**$10,000,000**	$0,000	$0,000	$0,000	$10,000,000
CST	National Highway Performance Program (NHPP)		2019	**$91,660,000**	$51,818,478	$39,841,522	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2020	**$100,800,000**	$80,640,000	$20,160,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2021	**$100,000,000**	$80,000,000	$20,000,000	$0,000	$0,000
CST	General Federal Aid 2022-2040		LR 2022-2030	**$22,949,588**	$18,359,670	$4,589,918	$0,000	$0,000
				$498,769,588	**$336,747,887**	**$150,021,701**	**$0,000**	**$12,000,000**

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

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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

FN-267

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	HAMMOND DRIVE WIDENING FROM SR 9 (ROSWELL ROAD) TO GLENRIDGE DRIVE
GDOT Project No.	0009981
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	2
Planned Thru Lane	4

Network Year	2040
Corridor Length	0.9 miles

Detailed Description and Justification

This project will widen Hammond drive from 2 to 4 lanes from SR 9 (Roswell Road) to Glenridge Drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2031-2040	**$15,000,000**	$12,000,000	$0,000	$0,000	$3,000,000
				$15,000,000	**$12,000,000**	**$0,000**	**$0,000**	**$3,000,000**

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

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

Report Generated: 2/24/2016

AR-ML-200

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	REVIVE 285 - I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH
GDOT Project No.	0001758
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Managed Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	4

Network Year	2030
Corridor Length	13.1 miles

Detailed Description and Justification

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	**$1,000,000**	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2006	**$19,933,151**	~~$15,946,521~~	~~$3,986,630~~	~~$0,000~~	~~$0,000~~
PE	Interstate Maintenance	AUTH	2007	**$1,250,000**	~~$1,125,000~~	~~$125,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2015	**$5,000,000**	~~$4,500,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~
PE	General Federal Aid 2022-2040		LR 2022-2030	**$38,000,000**	$30,400,000	$7,600,000	$0,000	$0,000
ALL	General Federal Aid 2022-2040		LR 2022-2030	**$888,280,000**	$799,452,000	$88,828,000	$0,000	$0,000
ALL	Toll Revenue Bonds		LR 2022-2030	**$733,320,000**	$0,000	$0,000	$733,320,000	$0,000
				$1,686,783,151	**$852,223,521**	**$101,239,630**	**$733,320,000**	**$0,000**

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

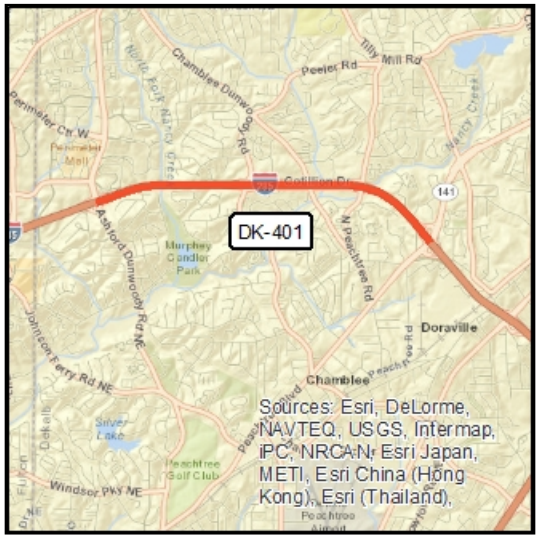
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

DK-401

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES FROM ASHFORD DUNWOODY ROAD TO SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)
GDOT Project No.	0013255
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	2



Network Year	2030		
Corridor Length	3.2	miles	

Detailed Description and Justification

This project will construct collector/distributor lanes along I-285 North from Ashford Dunwoody Road to SR 141 (Peachtree Industrial Boulevard).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2022-2030	**$128,900,000**	$103,120,000	$25,780,000	$0,000	$0,000
				$128,900,000	**$103,120,000**	**$25,780,000**	**$0,000**	**$0,000**

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

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

Report Generated: 2/24/2016

AR-ML-300

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 400 MANAGED LANES FROM I-285 NORTH TO MCFARLAND ROAD
GDOT Project No.	0001757/0008445
Federal ID No.	MSL00-0001-00(757)
Status	Long Range
Service Type	Roadway / Managed Lanes
Sponsor	GDOT
Jurisdiction	Regional - North
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	4

Network Year	2040
Corridor Length	16.5 miles

Detailed Description and Justification

Project includes preliminary design of managed lanes along SR 400 between I-285 and SR 20. In this case, managed lanes means high occupancy toll lanes. Passenger vehicles not meeting an occupancy requirement use these lanes by paying a variable toll. Meanwhile, transit vehicles and passenger vehicles meeting the occupancy requirement can use the lanes for free. Two managed lanes in each direction (four total) are proposed between I-285 and Holcomb Bridge Road and one managed lane in each direction (two total) between Holcomb Bridge Road and McFarland Parkway. Managed lanes are designed to provide a reliable trip option for those that carpool, use a vanpool, take transit, or wish to pay to use the lane.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	SRTA - Toll Revenue	AUTH	2011	**$8,000,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$8,000,000~~
ALL	General Federal Aid 2022-2040		LR 2031-2040	**$429,000,000**	$343,200,000	$85,800,000	$0,000	$0,000
ALL	Toll Revenue Bonds		LR 2031-2040	**$351,000,000**	$0,000	$0,000	$351,000,000	$0,000
				$788,000,000	**$343,200,000**	**$85,800,000**	**$351,000,000**	**$8,000,000**

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

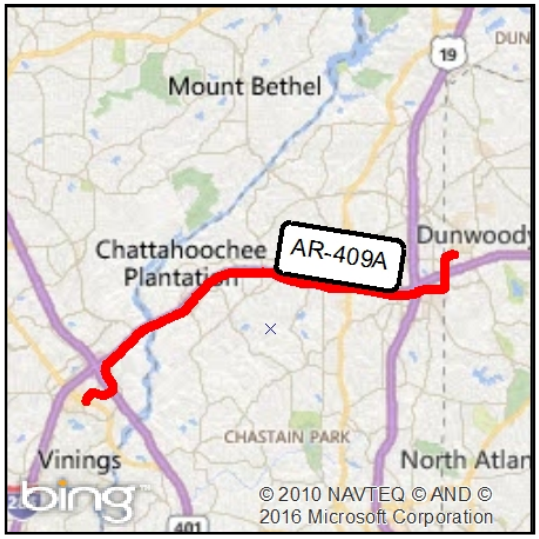
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AR-409A

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER
GDOT Project No.	0003534
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Facilities Capital
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2040
Corridor Length	8.8 miles

Detailed Description and Justification

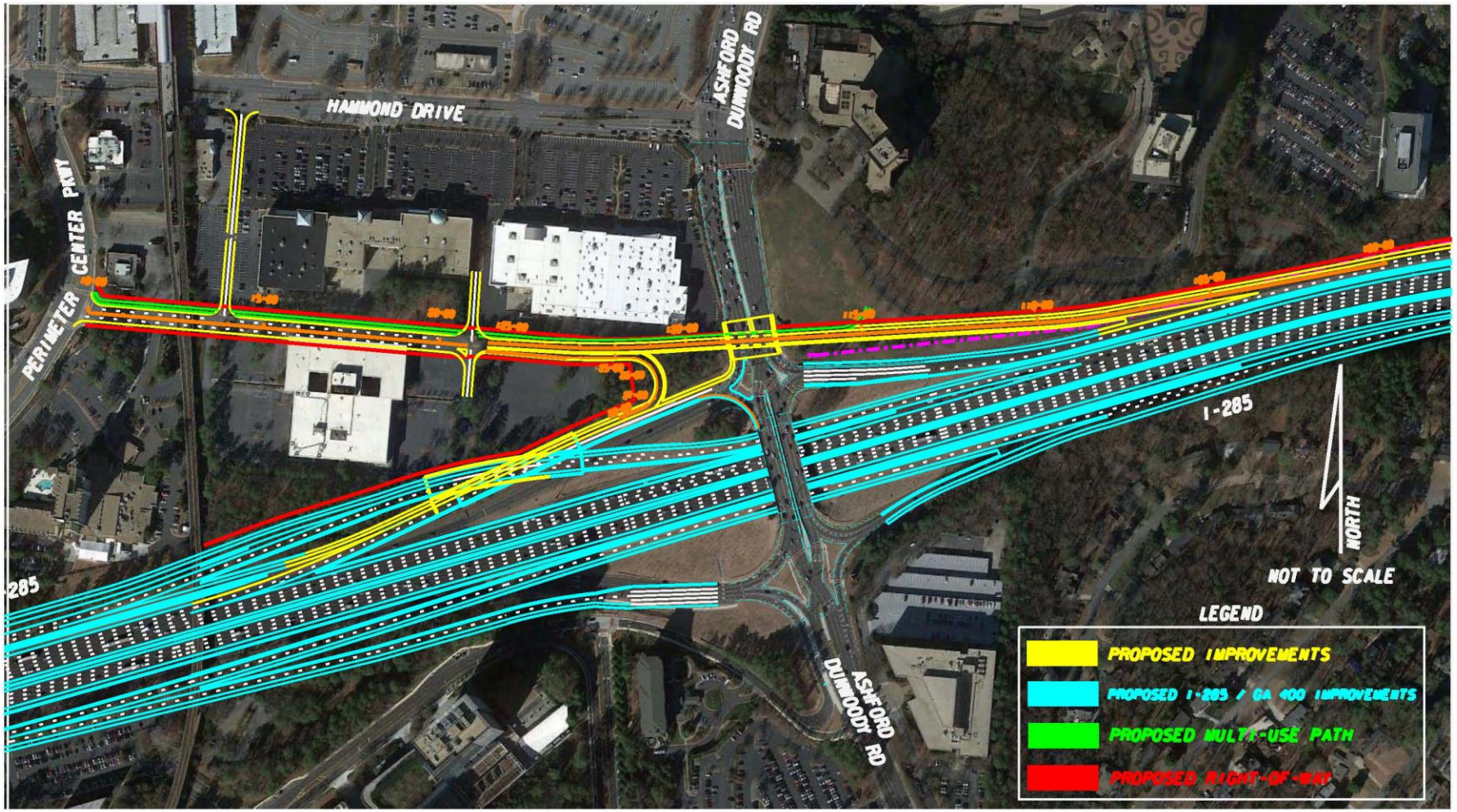
This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor which will include transit. Build alternatives for light rail transit (LRT), bus rapid tranist (BRT), and express buss from Cumberland/Galleria area to Perimeter Center.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	State of Georgia		LR 2031-2040	**$147,000,000**	$0,000	$147,000,000	$0,000	$0,000
				$147,000,000	**$0,000**	**$147,000,000**	**$0,000**	**$0,000**

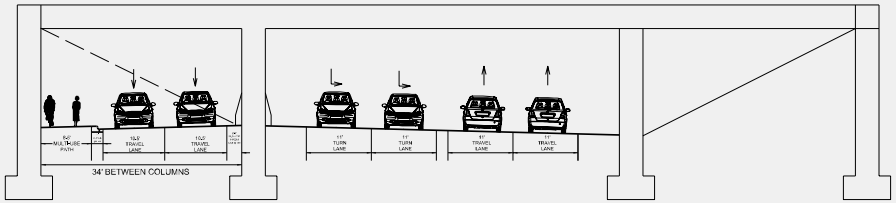
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

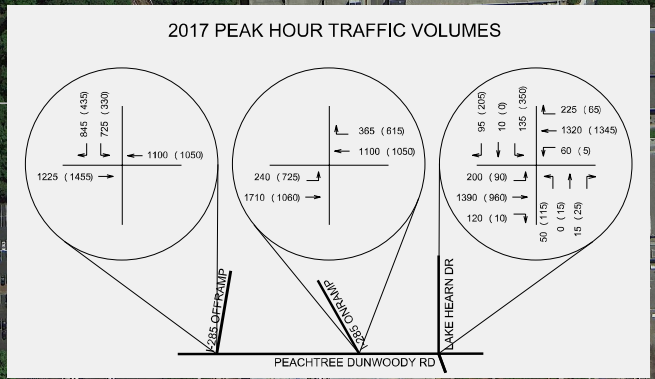
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016


HAMMOND DRIVE
ASHFORD DUNWOODY RD
PERIMETER CENTER PKWY
I-285
285
NORTH
NOT TO SCALE
LEGEND
PROPOSED IMPROVEMENTS
PROPOSED I-285 / GA 400 IMPROVEMENTS
PROPOSED MULTI-USE PATH
PROPOSED RIGHT-OF-WAY

CONCEPT A
PEACHTREE DUNWOODY ROAD
UNDER I-285 BRIDGE, LOOKING NORTH





END PROJECT

RESTRIPE TO ADD BIKE LANES

NEXTRAQ
1200 LAKE HEARN DRIVE

1150 LAKE HEARN DRIVE

1100 LAKE HEARN DRIVE

PALISADES OFFICE PARK

Interstate 285

WIDEN I-285 EASTBOUND ON-RAMP TO 2 LANES

5801 PEACHTREE DUNWOODY RD

LAKE HEARN DR

PEACHTREE DUNWOODY PAVILION

ST. JOSEPH'S HOSPITAL

MEDICAL CENTER MARTA STATION

WIDEN LAKE HEARN DRIVE TO 4-LANES WITH BIKE LANES AND 5' SIDEWALKS

5775 PEACHTREE DUNWOODY RD

END PROJECT

BEGIN PROJECT

CONCOURSE PKWY

2-WAY 10' CYCLE TRACK WITH 3' BUFFER

SIDEWALK

PEACHTREE DUNWOODY RD

DUAL SOUTHBOUND LEFT-TURN LANES TO I-285 EASTBOUND

MODIFY EXISTING BRIDGE ABUTMENT TO ACCOMODATE MULTI-USE PATH

DUAL NORTHBOUND RIGHT-TURN LANES TO I-285 EASTBOUND

RESTRIPE PEACHTREE DUNWOODY ROAD TO INCLUDE BIKE LANES TO HOLLIS COBB CIRCLE

2 CONCOURSE PARKWAY

4 CONCOURSE PARKWAY

NORTHSIDE HOSPITAL

BIKE LANE

SIDEWALK

PARSONS BRINCKERHOFF

SANDY SPRINGS GEORGIA

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

PROPOSED BUILD CONCEPT A

LEGEND
→ Lane Use Arrow

LAKE HEARN DRIVE AT PEACHTREE DUNWOODY ROAD INTERSECTION IMPROVEMENTS

DRAWING NOT TO SCALE
Date: 12/18/2014

Available Upon Request

Raw Traffic Count Data

***Synchro* Capacity Analyses**