



*Transportation Analysis*

# **Circle 75**

## **DRI #3169**

Cobb County, Georgia

*Report Prepared:*

November 2020

*Prepared for:*

SK Realty & Goldenrod Companies

*Prepared by:*

**Kimley»Horn**

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817 West Peachtree Street NW, The Biltmore, Suite 601  
Atlanta, Georgia 30308  
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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Circle 75* development located in the Cobb County, Georgia. The approximate 19-acre site is south of Circle 75 Parkway, east of Cobb Parkway, and north of I-285 in Cobb County, Georgia. The proposed *Circle 75* mixed-use development will consist of residential, hotel, office, and retail land uses. The site currently consists of office space, surface and structured parking, and undeveloped land. The 900 and 1100 Circle 75 Parkway office buildings will remain while the 1000 Circle 75 Parkway building will be demolished.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the submittal of the Rezoning Application with the Cobb County on October 1, 2020 combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Regional Employment Corridor". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1 & Form 2) on November 16, 2020 by Cobb County.

The project site is located within the Cumberland LCI (last update 2017). The site is generally consistent with the overall theme of the LCI, as it repurposes existing parking and office with higher-density, complimentary land uses. Therefore, 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)**.

The project site is currently zoned for O&I (Office and Institutional) according to the *Cobb County Zoning Map*. The project site has a future land use of RAC-office according to the *Cobb County Future Land Use Map*.

The Rezoning Application was submitted on October 1, 2020. The proposed new zoning is RRC (regional retail commercial) for the entirety of the site.

The proposed development will consist of the following land uses and densities contained in **Table 1**:

Table 1: Proposed Land Uses and Densities	
Existing Development	
Existing Office:	653,360 SF
Proposed Development	
Multifamily Residential	700 units
Hotel	300 keys
Office	400,000 SF (new construction) 557,360 SF (existing to remain as office) 96,000 SF (existing to be demolished)
Retail	16,500 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 reductions.

The proposed project is expected to be completed by 2026, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for the Estimated 2020 conditions, the Projected 2026 No-Build conditions, and the Projected 2026 Build conditions.

- Estimated 2020 conditions represent traffic volumes using the higher movement volume by comparing the SCATS detector data from September 2018 and turning movement counts from April 2015. The turning movements were grown for two (2) years at 2.0 percent per year throughout the study network
- Projected 2026 No-Build conditions represent the existing traffic volumes grown for six (6) years at 2.0 percent per year throughout the study network, plus project trips associated with the planned *2801 Windy Ridge Parkway* development and *Three Ballpark Center* development.
- Projected 2026 Build conditions represent the Projected 2026 No-Build conditions including the additional project trips that are anticipated to be generated by the *Circle 75* development.

Based on the **Estimated 2020** conditions, all existing study intersections currently operate at or above the acceptable overall LOS standard of E (due to the site's location in the Cumberland Regional Center, per GRTA Letter of Understanding (LOU)).

Based on the **Projected 2026 No-Build** conditions (excluding the *Circle 75* DRI traffic), all study intersections except one (1) are projected to operate at or above the acceptable overall LOS standard during both the AM and PM peak hours. The intersection of Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road is projected to operate at LOS F during the Projected 2026 No-Build conditions during the AM Peak Hour. Based on the Projected 2026 No-Build conditions, the following improvement is recommended:

- Intersection 3: Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road
  - Provide an additional eastbound right-turn lane along Spring Road, creating three (3) right-turn lanes.

Based on the **Projected 2026 Build** conditions (including the *Circle 75* DRI traffic), all study intersections except one (1) are projected to operate at or above their acceptable overall LOS standards during the AM and PM peak hours. The intersection of Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road is projected to operate at LOS F during the Projected 2026 Build conditions during the AM peak hour. It should be noted that with the improvements recommended under the Projected 2026 No-Build conditions, the intersection is projected to operate at acceptable LOS under the Projected 2026 Build conditions.

The following site access improvements are recommended to serve traffic associated with the full build-out of the Circle 75 development:

- Intersection 8: Circle 75 Parkway at Site Driveway D/Braves Service Driveway
  - Provide an additional northbound egress lane so that the approach consists of one (1) shared left/through lane and one right-turn lane.

## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Circle 75* development located in Cobb County, Georgia. The approximate 19-acre site is located south of Circle 75 Parkway, east of Cobb Parkway, and north of I-285. The proposed *Circle 75* development will consist of residential, hotel, office, and retail land uses. The site currently consists of office space, surface and structured parking, and undeveloped land. The 900 and 1100 Circle 75 Parkway office buildings will remain while the 1000 Circle 75 Parkway building will be demolished.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the submittal of the Rezoning Application with the Cobb County on October 1, 2020, combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Regional Employment Corridor". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1 & Form 2) on November 16, 2020 by the Cobb County.

The project site is located within the Cumberland LCI (last update 2017). The site is generally consistent with the overall theme of the LCI as it repurposes surface parking with higher-density, complimentary land uses.

Therefore, 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.*

**Figure 1** provides the site location of the *Circle 75* development. **Figure 2** provides an aerial image of the project site and surrounding area. The *Cobb County Zoning Map*, *Cobb County Future Land Use Map* and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2026, which will be considered the full build-out year in this analysis. A summary of the proposed land-use and density is shown in **Table 2**.

<b>Table 2: Proposed Land Uses and Densities</b>	
<b>Existing Development</b>	
Existing Office:	653,360 SF
<b>Proposed Development</b>	
Multifamily Residential	700 units
Hotel	300 keys
Office	400,000 SF (new construction) 557,360 SF (existing to remain as office) 96,000 SF (existing to be demolished)
Retail	16,500 SF

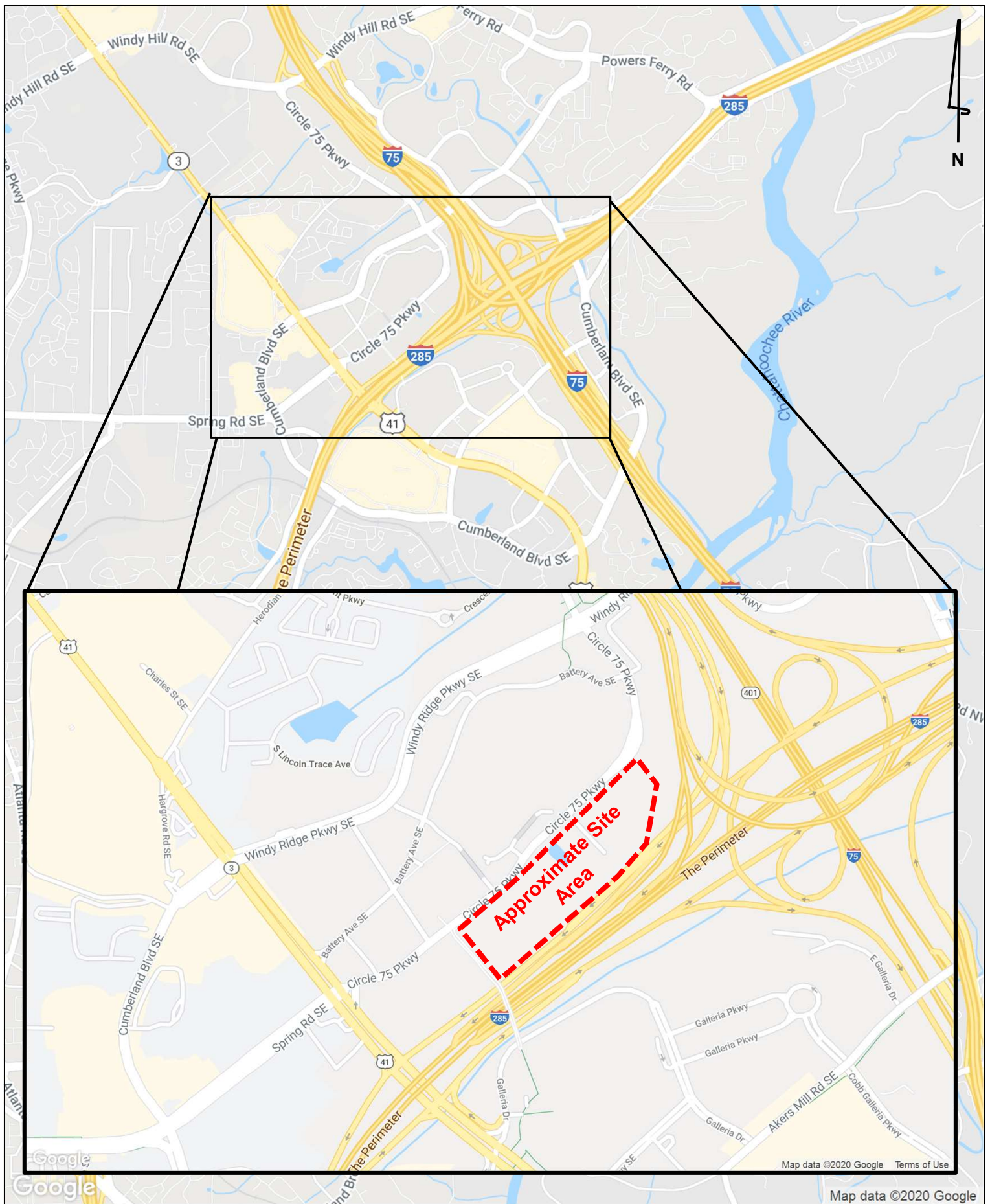
The proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

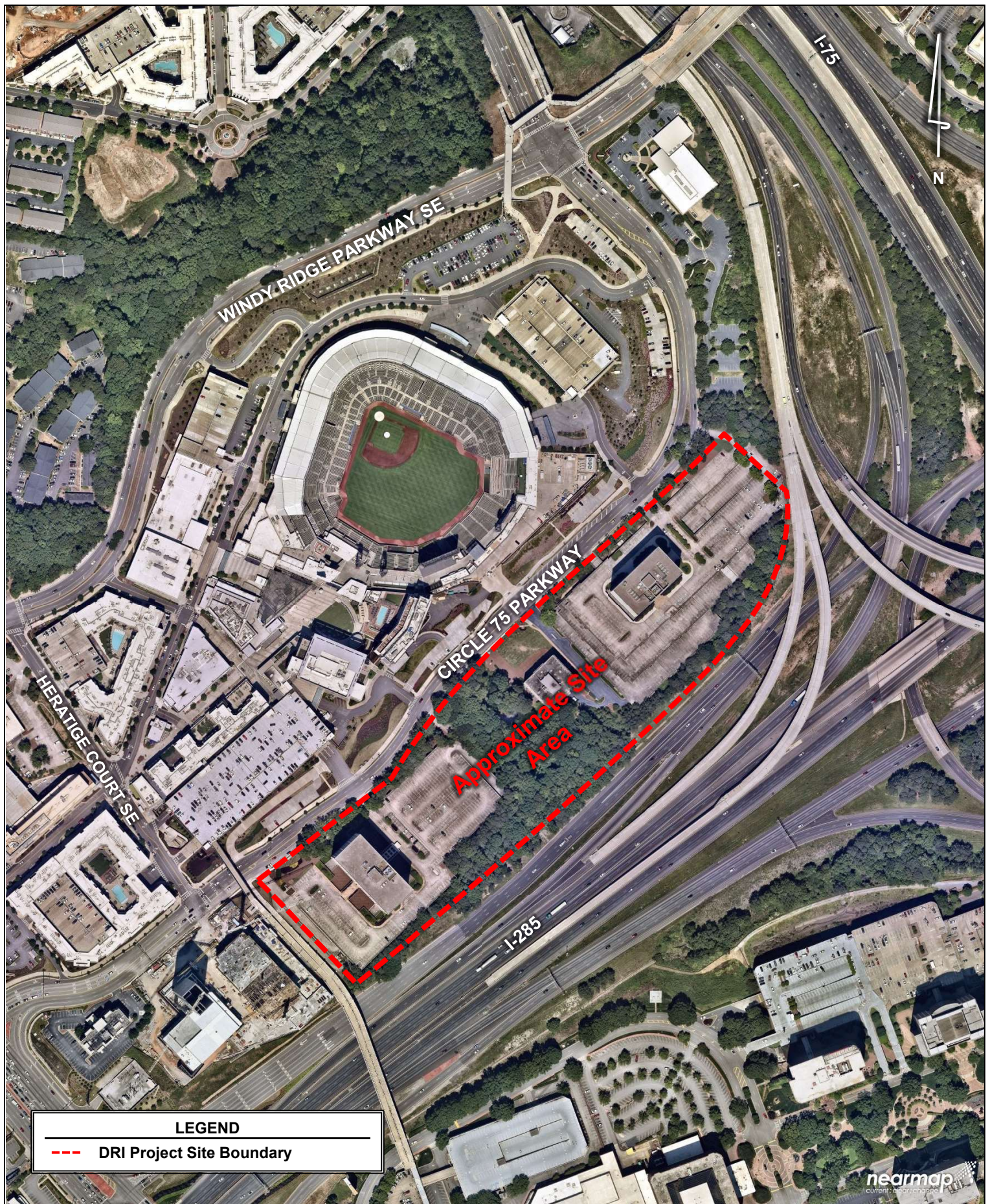
## 1.2 Site Access

As currently envisioned, the proposed *Circle 75* development will be accessible via seven (7) existing access points.

1. **Circle 75 Parkway at Site Driveway A (Intersection 5)** – An existing unsignalized, full movement intersection located approximately 850 feet east of the intersection of Circle 75 Parkway and Cobb Parkway.
2. **Circle 75 Parkway at Site Driveway B (Intersection 6)** – An existing unsignalized, full movement intersection located approximately 1,200 feet east of the intersection of Circle 75 Parkway and Cobb Parkway.
3. **Circle 75 Parkway at Site Driveway C (Intersection 7)** – An existing unsignalized, full movement intersection located approximately 1,500 feet east of the intersection of Circle 75 Parkway and Cobb Parkway.
4. **Circle 75 Parkway at Site Driveway D (Intersection 8)** – An existing unsignalized, full movement intersection located approximately 1,610 feet southwest of the intersection of Circle 75 Parkway and Windy Ridge Parkway SE.
5. **Circle 75 Parkway at Site Driveway E (Intersection 9)** – An existing unsignalized, full movement intersection located approximately 1,380 feet southwest of the intersection of Circle 75 Parkway and Windy Ridge Parkway SE.
6. **Circle 75 Parkway at Site Driveway F (Intersection 10)** – An existing unsignalized, full movement intersection located approximately 1,130 feet southwest of the intersection of Circle 75 Parkway and Windy Ridge Parkway SE.
7. **Circle 75 Parkway at Site Driveway G (Intersection 11)** – An existing unsignalized, right-in/right-out intersection located approximately 880 feet southwest of the intersection of Circle 75 Parkway and Windy Ridge Parkway SE.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses are reported in *Section 5.3* of this report.





### 1.3 Internal Circulation Analysis

The site driveways mentioned above provide access to all parking for the site through interconnected parking decks. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided in structured decks and surface lots on-site throughout the development. The current plan proposes 2,898 new parking spaces in addition to 2,822 existing parking spaces, for a total of 5,720 parking spaces. It should be noted that the master plan is still being developed and parking details are subject to change.

### 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Circle 75 Parkway. Additionally, an existing pedestrian bridge adjacent to the site provides access across Circle 75 Parkway to the Battery, and it provides access across I-285 to the Cobb Galleria Center. An additional existing pedestrian bridge provides access across Cobb Parkway (US 41/SR 3), from the Cobb Galleria Center to the Cumberland Mall.

### 1.5 Transit Facilities

The CobbLinc Green Circulator route stops directly in front of the site along Circle 75 Parkway. The Green Circulator route connects to the Blue Circulator route, which connects to the CobbLinc Cumberland Transfer Station. In addition, the Blue Circulator route has a stop located along Heritage Court, approximately 0.25 miles from the site.

CobbLinc Route 15 has four (4) stops (two (2) eastbound and two (2) westbound) along the proposed site frontage on Circle 75 Parkway.

The Cumberland Transfer Station is located approximately 1 mile from the *Circle 75* site. It is currently served by CobbLinc Bus Routes 10, R10, 15, 20, 25, 50, and the Blue Circulator, and MARTA Bus Route 12. These routes provide service to Kennesaw State University, Marietta, Austell, the Battery, Georgia Tech, West Midtown, and Midtown Atlanta. Connections to the Hamilton E Holmes MARTA Rail Station (Blue Line) and Arts Center MARTA Rail Station (Red/Gold Line) can be made via CobbLinc and MARTA bus routes. Additionally, accommodations will be made for future proposed Bus Rapid Transit (BRT) routes along I-285 and I-75. As noted in the Cumberland Mall DRI #3129, operations from the existing CobbLinc Cumberland Transfer Station will be relocated from 2996 Cumberland Boulevard SE to the adjacent Cumberland Mall facility in 2026.

## 2.0 METHODOLOGY AND ASSUMPTIONS

### 2.1 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. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and Cobb County staff, and includes the following twelve (12) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

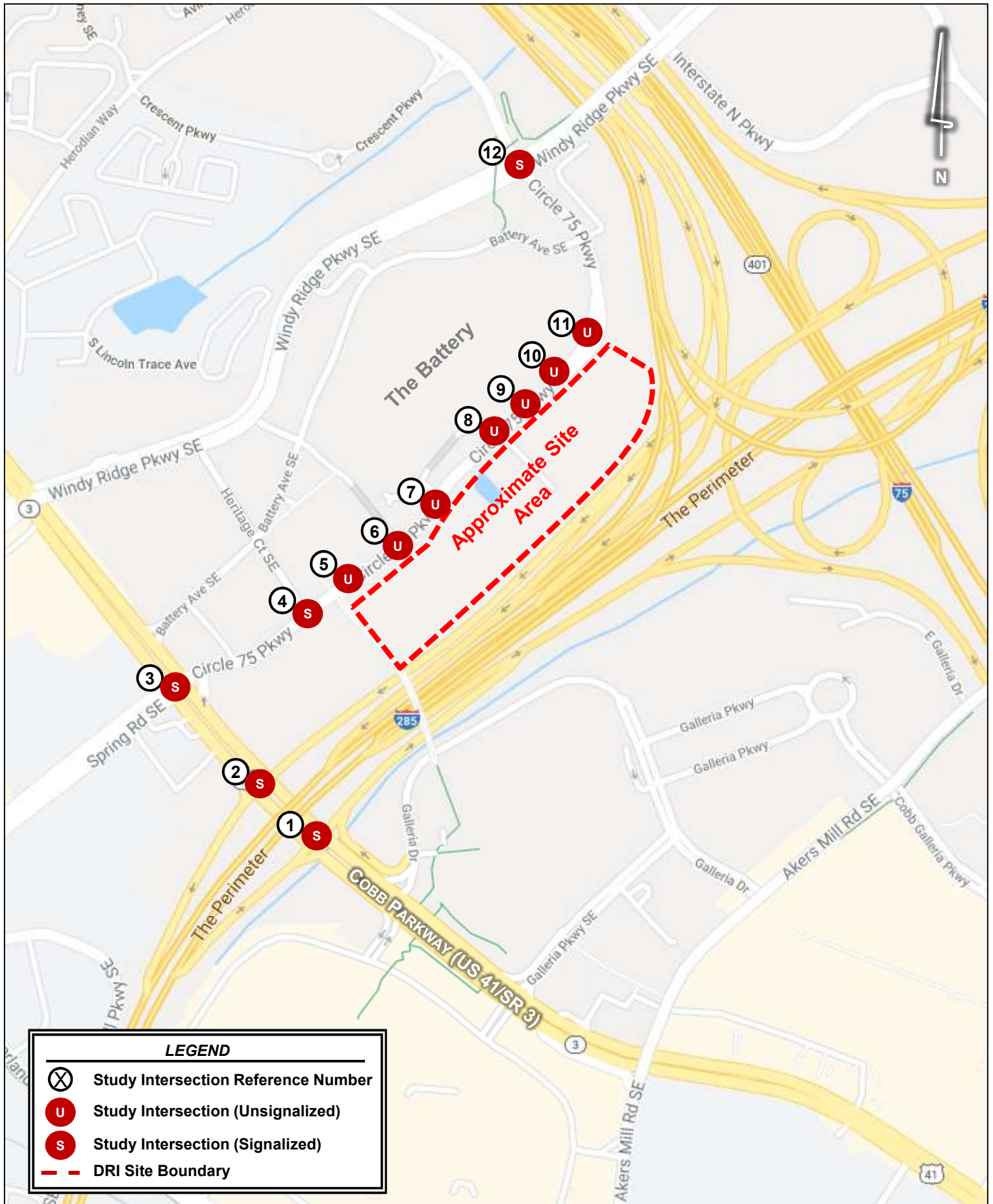
<b>Table 3: Intersection Control Summary</b>	
<b>Intersection</b>	<b>Control</b>
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal
4. Circle 75 Parkway at Heritage Ct SE	Signal
5. Circle 75 Parkway at Site Driveway A	Side-Street Stop Control
6. Circle 75 Parkway at Site Driveway B	Side-Street Stop Control
7. Circle 75 Parkway at Site Driveway C	Side-Street Stop Control
8. Circle 75 Parkway at Site Driveway D	Side-Street Stop Control
9. Circle 75 Parkway at Site Driveway E	Side-Street Stop Control
10. Circle 75 Parkway at Site Driveway F	Side-Street Stop Control
11. Circle 75 Parkway at Site Driveway G	Side-Street Stop Control
12. Circle 75 Parkway at Windy Ridge Parkway	Signal

Each of the intersections listed in **Table 3** were analyzed for Estimated 2020 conditions, Projected 2026 No-Build conditions, Projected 2026 Build conditions, Horizon Year 2036 No-Build conditions, and Horizon Year 2036 Build conditions.

## 2.2 Existing Roadway Facilities

Roadway classification descriptions and recent Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

<b>Table 4: Roadway Classifications</b>				
<b>Roadway</b>	<b>No. of Lanes</b>	<b>Average Daily Traffic (ADT)</b>	<b>GDOT Functional Classification</b>	<b>Cobb County Functional Classification</b>
<b>Circle 75 Parkway</b>	<b>4</b>	<b>12,400 (north of Herodian Way SE)</b>	<b>Local Road</b>	<b>Arterial</b>
Cobb Parkway	8	45,191 (north of Calibre Brooke Way SE)	Principal Arterial	Arterial
Spring Road SE	5	41,200 (west of Woodland Terrace)	Minor Arterial	Arterial
Windy Ridge Parkway	4	7,580 (west of Circle 75 Parkway)	Minor Arterial	Arterial
I-285 Westbound Exit Ramp	6	18,700 (east of Cobb Parkway)	Interstate	Interstate
I-285 Westbound Entrance Ramp	2	13,600 (west of Cobb Parkway)	Interstate	Interstate
I-285 Eastbound Exit Ramp	6	11,600 (west of Cobb Parkway)	Interstate	Interstate
I-285 Eastbound Entrance Ramp	3	24,500 (east of Cobb Parkway)	Interstate	Interstate



## 2.3 Traffic Data Collection

Due to COVID-19, turning movement counts were not collected. Per discussions at the Methodology Meeting on October 13, traffic volumes were estimated from Sydney Coordinated Adaptive Traffic System (SCATS) detector data from September 11, 2018, which were provided by Cobb County DOT. These counts demonstrated an AM peak hour from 8:00 AM – 9:00 AM and a PM peak hour from 5:00 PM – 6:00 PM. These peak hours were assumed for all study intersections. The SCATS detector data used to estimate the peak hour turning movement counts are available upon request.

Additionally, per discussion with Cobb County DOT, the traffic volumes at the study intersections along Cobb Parkway (Intersection 1 – Intersection 3) were based on a combination of SCATS data from September 11, 2018 and turning movement counts collected on April 21, 2015. The SCATS data was compared to the turning movement count data, and the higher volume at each turning movement was used. The collected peak hour turning movement traffic counts are available upon request.

Traffic volumes at site driveways were estimated. Volumes along Circle 75 Parkway were based on the volumes at Circle 75 Parkway at Heritage Ct SE (Intersection 4). It should be noted that data for the unsignalized intersections were not available. However, volumes at site driveways were estimated using trip generation and assignment based on the existing site land use. Volumes at driveways to the stadium and the Battery were estimated based on turning movement data from the gameday volumes provided by Cobb County.

## 2.4 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *Circle 75* development. Background traffic includes 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 2.0 percent per year background traffic growth rate was used for all roadways.

Estimated 2020 conditions represent 2018 traffic volumes (see Section 2.3 for methodology) grown for two (2) years at 2.0 percent per year throughout the study network.

The Projected 2026 No-Build conditions represent the Estimated 2020 traffic volumes grown for six (6) years at 2.0 percent per year throughout the study network with the addition of the project trips associated with the *2801 Windy Ridge Parkway* and *Three Ballpark Center* developments. It should be noted that the *TK Tower* development is an elevator testing facility adjacent to the Three Ballpark Center development.

The Projected 2026 Build conditions represent the project trips generated by the *Circle 75* development (discussed in Section 3.0 and 4.0) added to the Projected 2026 No-Build Conditions. Horizon Year 2036 conditions represent an additional ten years of growth at 2.0 percent per year (see Section 8.0).

## 2.5 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. LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Existing traffic signal phasing and timing data was based on SCATS data, provided by Cobb County DOT.

LOS for signalized intersections and all-way stop controlled unsignalized 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.

LOS 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.

## 2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all intersections and segments within the study network due to their location within the Cumberland Regional Center, consistent with the GRTA LOU.

## 3.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*.

Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by 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 *Circle 75* development – including residents walking to the retail and office land uses.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Circle 75* development is located convenient to transit and as agreed upon in the GRTA LOU, a 10% alternative mode reduction was taken.

**Pass-by reductions** are considered for traffic normally traveling along a roadway which 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. The retail establishments proposed for the project are expected to generate pass-by trips.

Trip generation for this proposed development is calculated based upon the following land uses: Multi-Family Housing (High Rise) (ITE 222), Hotel (ITE 310), General Office Building (ITE 710), and Shopping Center (ITE 820).

The total (net) trips generated and analyzed in this report are listed in **Table 5**.

Table 5: Net New Trip Generation									
Code	Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
			Total	Enter	Exit	Enter	Exit	Enter	Exit
Existing Site Traffic									
710	General Office Building	653,360 SF	6,552	3,276	3,276	551	90	108	569
Proposed Site Traffic									
222	Multi-Family Housing (High-Rise)	700 units	2,970	1,485	1,485	50	159	151	96
310	Hotel	300 keys	2,960	1,480	1,480	86	59	101	98
710	General Office Building	957,360 SF	9,492	4,746	4,746	796	130	156	818
820	Shopping Center	16,500 SF	622	311	311	10	6	30	33
Gross New Project Trips (Difference)			9,492	4,746	4,746	391	264	330	476
Mixed-Use Reduction			-228	-114	-114	-18	-18	-30	-30
Alternative Mode Reduction			-926	-463	-463	-38	-24	-30	-45
Pass-by Reduction			-166	-83	-83	-0	-0	-7	-7
Net New Trips			8,172	4,086	4,086	335	222	263	394

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

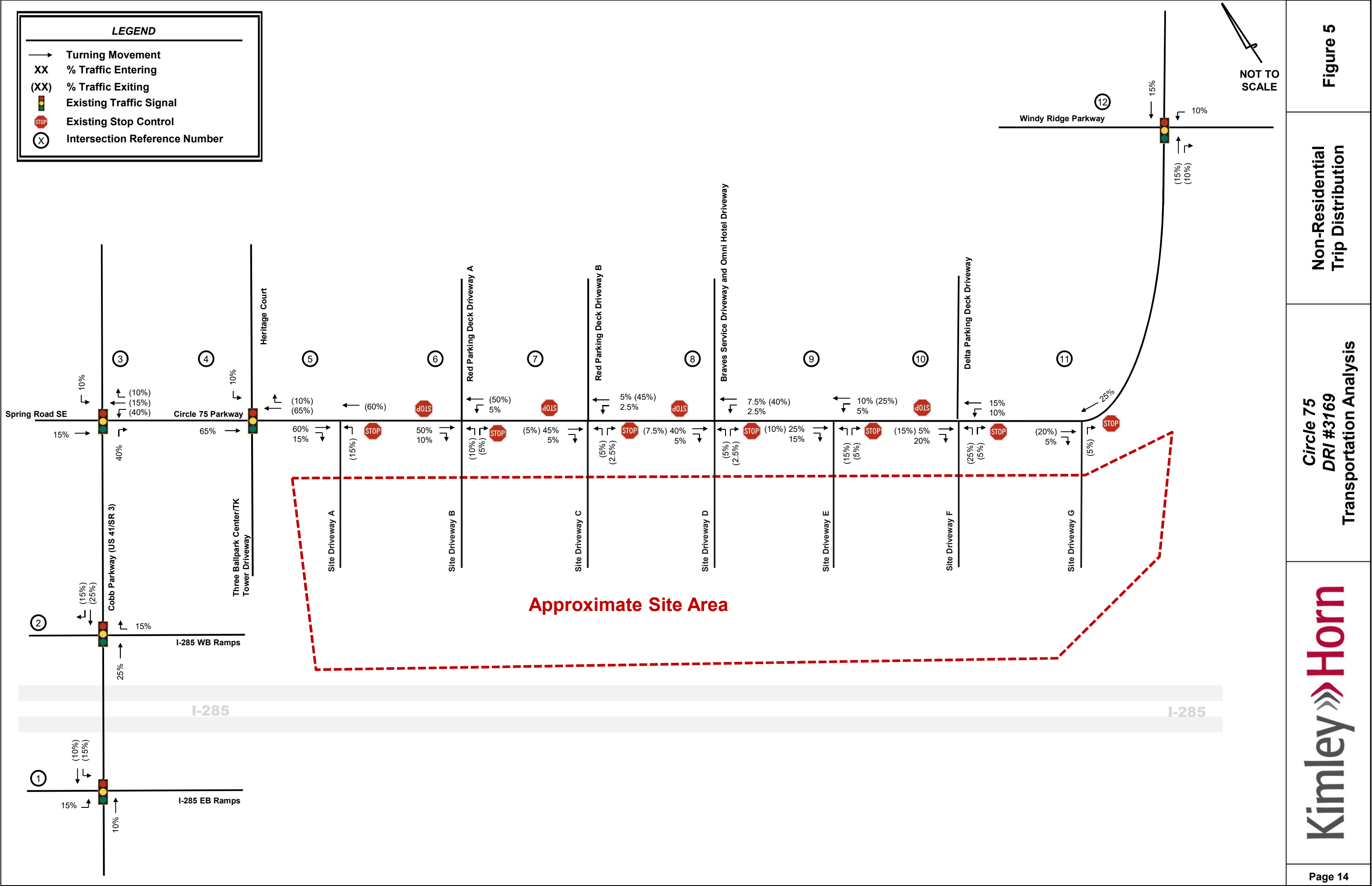
#### 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, and Cobb County staff.

**Figure 4** and **Figure 5** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study roadway network, respectively. These trip assignment 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 combined peak hour *Circle 75* development project trips anticipated at study intersections and driveways are shown in **Figure 6**.

The Projected 2026 Build conditions add the project trips associated with the *Circle 75* development to the Projected 2026 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.







## 5.0 TRAFFIC ANALYSIS

### 5.1 Estimated 2020 Conditions

The existing peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Estimated 2020 conditions are shown in **Table 6**.

Table 6: Estimated 2020 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	D (37.0)	D (36.0)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	D (45.2)	E (55.8)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	E (77.6)	D (50.7)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	C (23.0)	B (18.2)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	B (11.5)	A (8.4)
		NB	-	E (42.8)	D (33.9)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	B (10.6)	A (8.1)
		NB	-	F (51.5)	F (62.6)
		EBL	-	A (8.0)	A (9.8)
		SB	-	B (14.1)	C (18.2)
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL	-	B (10.0)	A (8.1)
		NB	-	D (29.2)	C (21.2)
		EBL	-	A (8.0)	A (9.4)
		SB	-	C (16.3)	C (24.4)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (10.1)	A (8.2)
		NB	-	D (25.9)	C (20.7)
		EBL	-	A (7.9)	A (9.0)
		SB	-	C (16.2)	C (19.1)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	A (10.0)	A (8.3)
		NB	-	C (21.1)	C (18.5)
10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	A (9.6)	A (8.3)
		NB	-	C (24.6)	C (21.5)
		EBL	-	A (0.0)	A (0.0)

**Table 6: Estimated 2020 Level-of-Service Summary**  
*LOS (delay in seconds)*

		SB	-	A (9.4)	A (9.9)
11. Circle 75 Parkway at Site Driveway G	TWSC	NB	-	B (10.9)	A (9.8)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (37.9)	E (59.7)

As shown in **Table 6**, all study intersections currently operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for the Estimated 2020 conditions.



## 5.2 Projected 2026 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for six (6) years at 2.0 percent per year throughout the study network with the addition of the project trips associated with the *2801 Windy Ridge Parkway* development and the *Three Ballpark Center* development. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2026 No-Build conditions were analyzed using existing roadway geometry and intersection control.

The intersection laneage and traffic volumes for the Projected 2026 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2026 No-Build are shown in **Table 7**.

Table 7: Projected 2026 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	D (45.5)	D (39.7)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	E (61.3)	E (70.6)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	F (85.5)	E (70.0)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	C (32.4)	D (46.3)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	B (12.6)	A (8.8)
		NB	-	F (64.4)	F (63.9)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	B (11.6)	A (8.5)
		NB	-	F (92.5)	F (168.5)
		EBL	-	A (8.3)	B (10.6)
		SB	-	C (18.0)	C (24.4)
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL	-	B (10.8)	A (8.4)
		NB	-	E (42.2)	D (30.9)
		EBL	-	A (8.3)	A (10.0)
		SB	-	C (22.1)	E (40.7)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (11.7)	A (8.6)
		NB	-	D (35.9)	D (31.0)
		EBL	-	A (8.2)	A (9.6)
		SB	-	C (20.7)	C (25.8)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	B (10.8)	A (8.7)
		NB	-	D (27.9)	D (26.3)
10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	B (10.4)	A (8.8)
		NB	-	D (34.9)	D (33.6)
		EBL	-	A (0.0)	A (0.0)

**Table 7: Projected 2026 No-Build Level-of-Service Summary**  
*LOS (delay in seconds)*

		SB	-	A (9.7)	B (10.5)
11. Circle 75 Parkway at Site Driveway G	TWSC	NB	-	B (11.7)	B (10.4)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (38.7)	E (62.3)

As shown in **Table 7**, all study intersections except one (1) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the 2026 No-Build conditions. The intersection of Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road is projected to operate at LOS F during the Projected 2026 No-Build conditions.

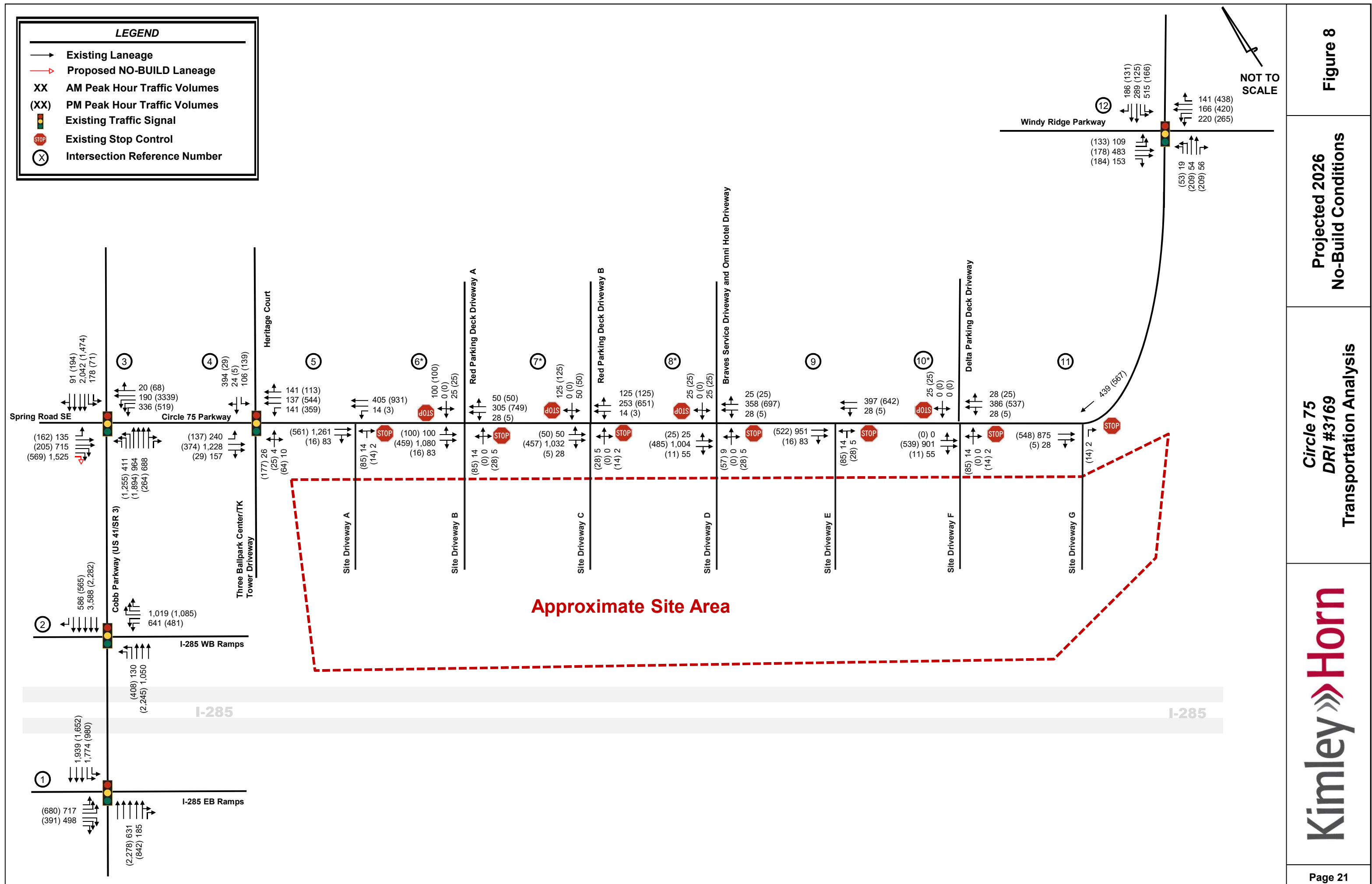
Based on the Projected 2026 No-Build conditions scenario, the following improvements should be considered:

- Intersection 3: Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road
  - Provide an additional eastbound right-turn lane along Spring Road, creating three (3) right-turn lanes.

The results of the capacity analysis for the Projected 2026 No-Build Improved conditions are shown in **Table 8**.

**Table 8: Projected 2026 No-Build IMPROVED Gameday Level-of-Service Summary**  
*LOS (delay in seconds)*

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/ Spring Road	Signal	Overall	E	E (70.1)	E (69.7)



### 5.3 Projected 2026 Build Conditions

The traffic associated with the proposed *Circle 75* development was added to the Projected 2026 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2026 Build conditions were analyzed using the Projected 2026 No-Build roadway geometry and intersection control. Additionally, the Projected 2026 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2026 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2026 Build conditions are shown in **Table 9**.

Table 9: Projected 2026 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	D (50.0)	D (41.1)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	E (63.3)	E (72.5)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	F (119.5)	E (70.6)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	D (40.6)	E (64.7)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	B (14.7)	A (9.7)
		NB	-	F (168.2)	F (*)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	B (13.4)	A (9.3)
		NB	-	F (*)	F (*)
		EBL	-	A (8.9)	B (12.3)
		SB	-	E (43.9)	F (58.4)
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL	-	B (12.1)	A (9.2)
		NB	-	F (*)	F (*)
		EBL	-	B (8.6)	B (11.0)
		SB	-	F (41.4)	F (142.0)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (12.3)	A (9.2)
		NB	-	F (299.0)	F (218.0)
		EBL	-	B (8.3)	B (10.1)
		SB	-	D (29.5)	E (44.1)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	B (11.7)	A (9.0)
		NB	-	E (38.6)	E (56.0)
10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	B (11.1)	A (9.1)
		NB	-	F (52.8)	F (117.4)
		EBL	-	A (0.0)	A (0.0)

**Table 9: Projected 2026 Build Level-of-Service Summary**  
*LOS (delay in seconds)*

		SB	-	A (9.9)	B (10.8)
11. Circle 75 Parkway at Site Driveway G	TWSC	NB	E	B (12.0)	B (10.9)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (39.0)	E (70.6)

\*Delay exceeds 300 seconds.

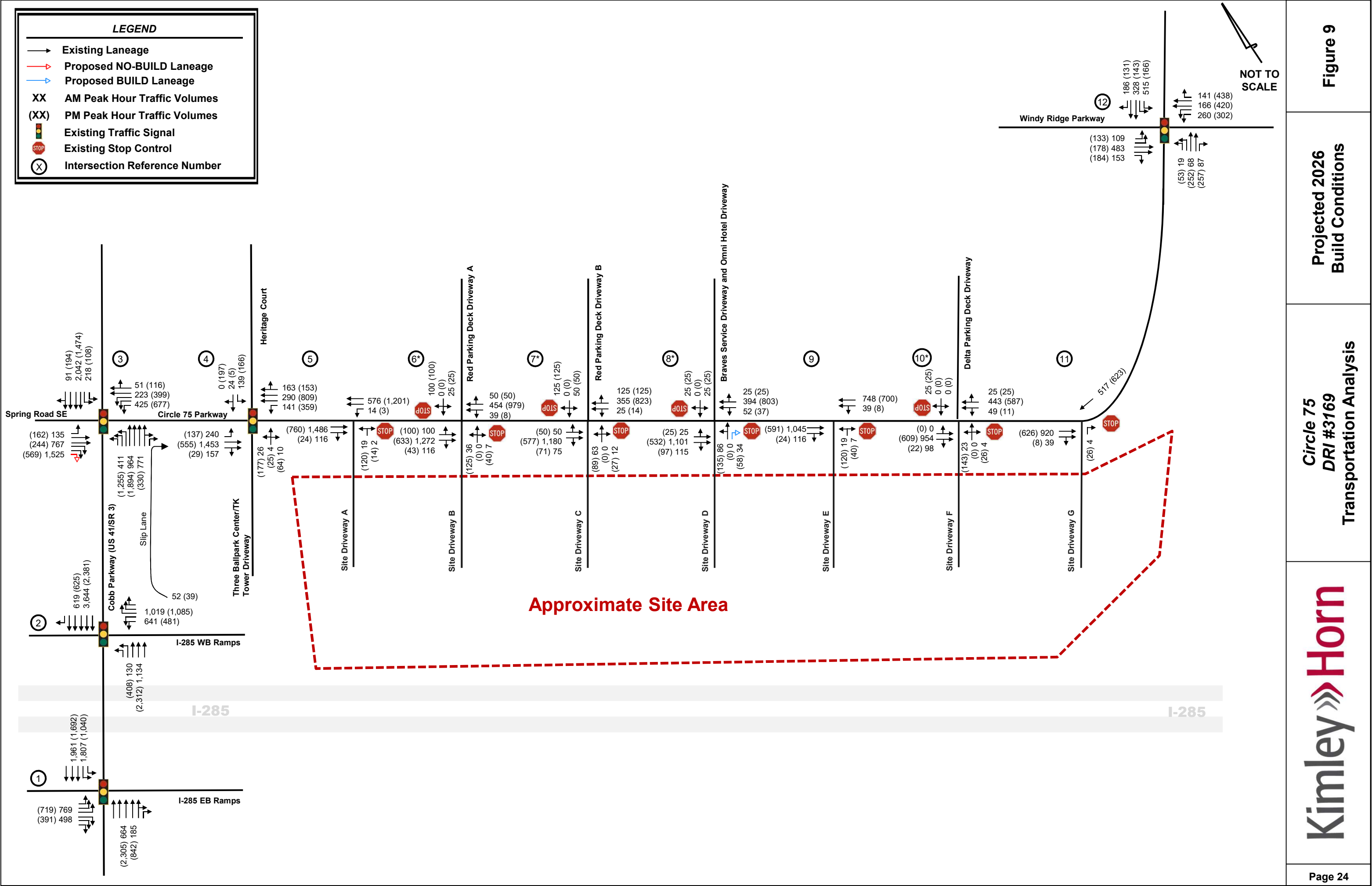
As shown in **Table 9** all study intersections except one (1) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the 2026 No-Build conditions. The intersection of Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road is projected to operate at LOS F during the Projected 2026 Build conditions.

It should be noted that with the improvements recommended under the Projected 2026 No-Build conditions, the intersection is projected to operate at acceptable LOS under the Projected 2026 Build conditions.

The results of the capacity analysis for the Projected 2026 No-Build Improved conditions are shown in **Table 10**.

**Table 10: Projected 2026 Build IMPROVED Level-of-Service Summary**  
*LOS (delay in seconds)*

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/ Spring Road	Signal	Overall	E	E (78.5)	D (44.9)



## 6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Cobb County's programmed projects, and the GA STIP, 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 11** below.

Table 11: Programmed Improvements			
#	Year	Project ID	Project Description
1	2024	AR-ML-200	Top End I-285 Express Lanes and Collector/Distributor Lane Improvements from I-75 to I-85 – Construction of 2 express lanes in each direction.
2	2030	AR-ML-210	I-285 West Express Lanes from I-20 to I-75 – Construction of 2 express lanes in each direction.
3	2040	R-521	Circle 75 Parkway Realignment: Operational improvements to including adding lanes, reassigning lanes, and adding channelized right turns.
4	2050	AR-475	Connect Cobb Bus Rapid Transit from Kennesaw State University to Midtown Atlanta – utilizing the Cumberland Transfer Center
5	2050	AR-409A	I-285 North Corridor High Capacity Transit Service from West Paces Ferry to North Lake Mall
6	Complete	N/A	Cobb SPLOST – Safety and Operational Improvements along Cumberland Boulevard from Akers Mill Road to Spring Road

Fact sheets for projects can be found in **Appendix E**.

## 7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is currently zoned RRC, CRC, PSC according to the Cobb County Zoning Ordinance Map. The project site is proposed to be rezoned to RRC (regional retail commercial). The Rezoning Application was submitted on June 4, 2020.

The *Circle 75* site is consistent with the vision of the LCI, as it densifies the site area by incorporating additional land uses to the site while increasing the amount of office space on the site. As stated in the LCI:

*...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.*

Per the ARC's Unified Growth Policy Map, the project site is located in a "Regional Employment Corridor" area type. The project site is within and adheres to the recommendations of the most recent Cumberland LCI (2017) program. The land use maps are provided in **Appendix B**.

## 8.0 ADDITIONAL CONSIDERATIONS

Analysis for Horizon Year 2036 conditions (10 years beyond the planned build-out) was prepared to satisfy the Cobb County Traffic Impact Study Guidelines.

- Horizon Year 2036 No-Build conditions represent the Estimated 2020 traffic volumes grown for sixteen (16) years at 2.0 percent per year throughout the study network with the addition of the project trips associated with the *2801 Windy Ridge Parkway* development and the *Three Ballpark Center* development.
- Horizon Year 2036 Build conditions represent the project trips generated by the *Circle 75* development (discussed in Section 3.0 and 4.0) added to the Horizon Year 2036 No-Build conditions.

It should be noted that the Horizon Year 2036 No-Build conditions assumes a conservative analysis. The background traffic was grown at 2% for 16 years and other developments in the area were added to the study network on top of the 16 years of growth. The volumes assumed for the analysis may be too conservative and further studies should be considered with actual counts in the future prior to making improvements at failing intersections with the conservative volumes used for this analysis.

### 8.1 Horizon Year 2036 No-Build Conditions

The horizon year peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The horizon year peak hour traffic volumes are displayed in **Figure 10**, and the results of the capacity analyses for the Horizon Year 2036 No-Build conditions are shown in **Table 12**.

Table 12: Horizon Year 2036 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	E (55.1)	E (77.5)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	F (83.3)	E (74.0)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	F (137.0)	E (72.9)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	E (66.9)	D (52.3)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	C (15.0)	A (9.3)
		NB	-	F (134.9)	F (169.3)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	B (13.7)	A (8.9)
		NB	-	F (*)	F (*)
		EBL	-	A (8.6)	B (12.2)
		SB	-	E (46.5)	E (47.1)

Table 12: Horizon Year 2036 No-Build Level-of-Service Summary					
LOS (delay in seconds)					
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL	-	B (12.7)	A (8.8)
		NB	-	F (85.3)	E (59.1)
		EBL	-	A (8.5)	B (11.3)
		SB	-	E (43.9)	F (142.0)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (12.9)	A (9.0)
		NB	-	F (69.7)	E (62.0)
		EBL	-	A (8.4)	B (10.7)
		SB	-	D (31.8)	E (46.8)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	B (12.7)	A (9.1)
		NB	-	E (47.2)	E (46.8)
10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	B (12.1)	A (9.2)
		NB	-	E (66.4)	F (74.3)
		EBL	-	A (0.0)	A (0.0)
		SB	-	B (10.0)	B (11.7)
11. Circle 75 Parkway at Site Driveway G	TWSC	NB	-	B (13.4)	B (10.9)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (45.4)	E (66.9)

\*Delay exceeds 300 seconds.

As shown in **Table 12**, all study intersections except two (2) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Horizon Year 2036 No-Build conditions. The intersection of Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps and the intersection of Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road are projected to operate at LOS F during the Projected 2036 No-Build conditions. In addition, the northbound approaches at Site Driveway A – Site Driveway D (Intersection 5 – Intersection 8) experience delay.

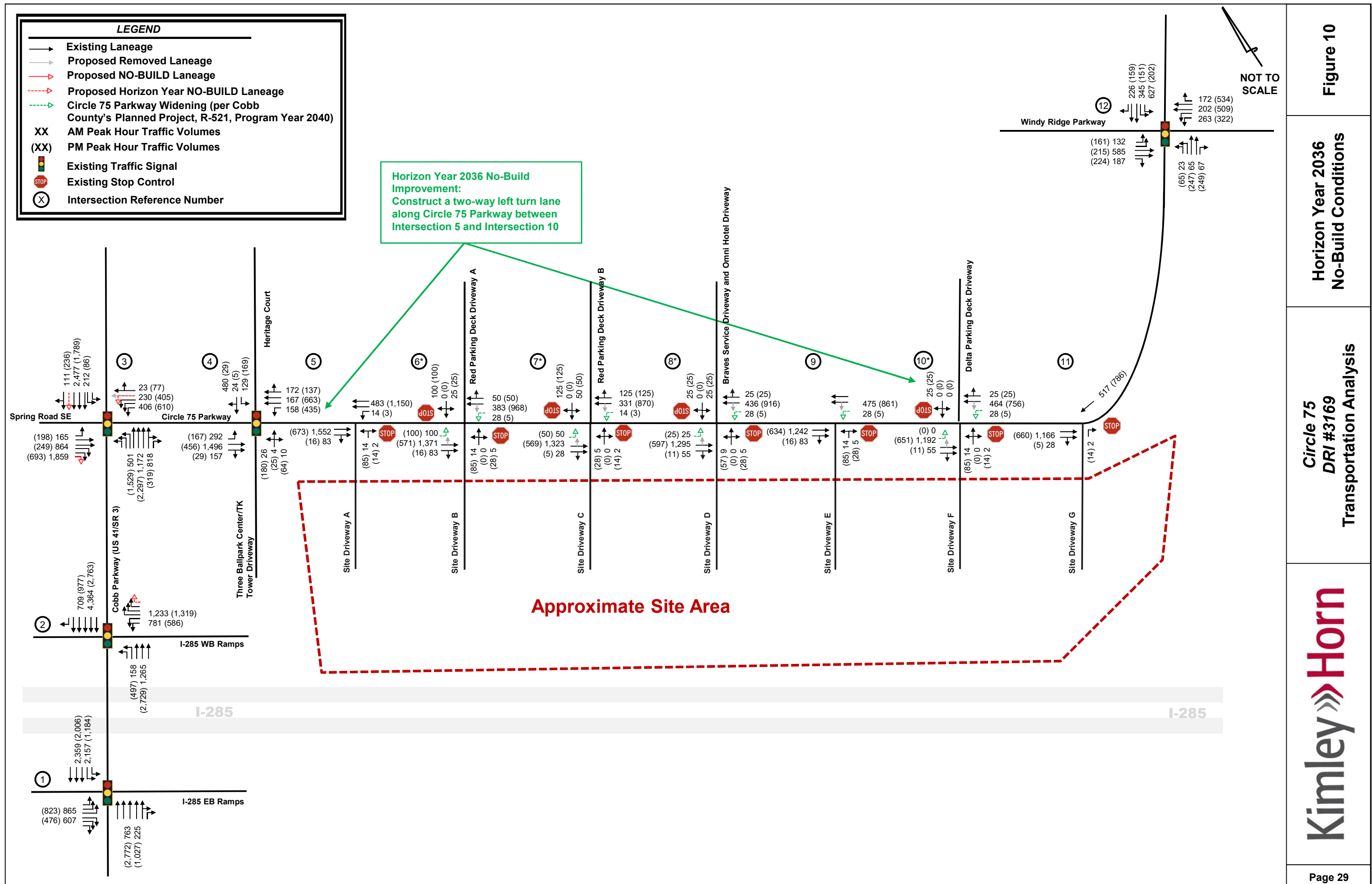
As noted earlier, the Horizon Year 2036 No-Build conditions assumes a conservative analysis. Further studies should be considered in the future with actual counts prior to making improvements at failing intersections with the conservative volumes used for this analysis. However, in order for the failing intersections to operate at acceptable LOS, the following improvements could be considered in addition to the recommendations under the Projected 2026 No-Build conditions:

- Intersection 2: Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps
  - Provide an additional westbound right-turn lane along Spring Road, creating four (4) right-turn lanes.
- Intersection 3: Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road
  - Provide an additional southbound-through lane along Cobb Parkway, creating two (2) exclusive left-turn lanes, five (5) through lanes, and one (1) shared through/right-turn lane.
  - Restripe the westbound approach along Circle 75 Parkway to consist of four (4) exclusive left-turn lanes and one (1) shared through/right-turn lane.

- **Intersection 5 – Intersection 10: Circle 75 Parkway at Site Driveway A – Site Driveway F**
    - Provide a center two-way left-turn lane to allow for two-stage left turns exiting the side streets.
- \*Per Cobb County's planned project to widen Circle 75 Parkway to provide a center two-way left-turn lane (R-521, Program Year 2040)*

The results of the capacity analysis for the Horizon Year 2036 No-Build Improved conditions are shown in **Table 13**.

<b>Table 13: Horizon Year 2036 No-Build IMPROVED Level-of-Service Summary</b> LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
2. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/ Spring Road	Signal	Overall	E	E (74.7)	E (62.4)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/ Spring Road	Signal	Overall	E	E (78.6)	E (77.8)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	C (15.0)	A (9.3)
		NB	-	F (134.9)	F (169.3)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	B (13.7)	A (8.9)
		NB	-	F (52.7)	F (66.7)
		EBL	-	A (8.6)	B (12.2)
		SB	-	C (14.2)	D (20.4)
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL		B (12.7)	A (8.8)
		NB	-	E (34.4)	C (23.3)
		EBL	-	A (8.5)	B (11.3)
		SB	-	C (18.1)	E (35.0)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (12.9)	A (9.0)
		NB	-	D (31.0)	C (22.9)
		EBL	-	A (8.4)	B (10.7)
		SB	-	C (16.9)	C (22.4)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	B (12.7)	A (9.1)
		NB	-	D (24.8)	C (21.1)
10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	B (12.1)	A (9.2)
		NB	-	F (66.4)	F (74.3)
		EBL	-	A (0.0)	A (0.0)
		SB	-	B (10.0)	B (11.7)



## 8.2 Horizon Year 2036 Build Conditions

As noted earlier, the Horizon Year 2036 No-Build conditions assumes a conservative analysis. The Horizon Year 2036 Build conditions add the Circle 75 development trips on top of the Horizon Year 2036 No-Build conditions. Further studies should be considered in the future with actual counts prior to making improvements at failing intersections with the conservative volumes used for this analysis. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Horizon Year 2036 Build conditions were analyzed using the Horizon Year 2036 No-Build roadway geometry and intersection control. Additionally, the Horizon Year 2036 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Horizon Year 2036 Build conditions are shown in **Figure 11**. The results of the capacity analyses for the Horizon Year 2036 Build conditions are shown in **Table 14**.

Table 14: Horizon Year 2036 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	E (89.0)	E (79.8)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	F (85.9)	E (77.7)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	F (142.5)	F (85.3)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	E (74.9)	E (65.0)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	C (18.0)	A (10.6)
		NB	-	F (*)	F (*)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	C (16.4)	A (9.8)
		NB	-	F (*)	F (*)
		EBL	-	A (9.2)	B (14.6)
		SB	-	F (*)	F (161.5)
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL	-	B (14.5)	A (9.7)
		NB	-	F (*)	F (*)
		EBL	-	A (8.9)	B (12.7)
		SB	-	F (*)	F (*)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (14.9)	A (9.7)
		NB	-	F (*)	F (*)
		EBL	-	A (8.6)	B (11.4)
		SB	-	F (61.2)	F (110.5)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	B (14.0)	A (9.5)
		NB	-	F (74.3)	F (153.7)

**Table 14: Horizon Year 2036 Build Level-of-Service Summary**  
LOS (delay in seconds)

10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	B (13.2)	A (9.6)
		NB	-	F (126.2)	F (*)
		EBL	-	A (0.0)	A (0.0)
		SB	-	B (10.3)	B (12.0)
11. Circle 75 Parkway at Site Driveway G	TWSC	NBR	E	B (13.8)	B (11.5)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (45.6)	E (74.0)

\*Delay exceeds 300 seconds.

As shown in **Table 14**, all study intersections except two (2) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Horizon Year 2036 No-Build conditions. The intersection of Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps and the intersection of Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road are projected to operate at LOS F during the Horizon Year 2036 Build conditions. In addition, the northbound approaches at Site Driveway A – Site Driveway D (Intersection 5 – Intersection 8) experience delay.

As noted earlier, the Horizon Year 2036 conditions assumes a conservative analysis. Further studies should be considered in the future with actual counts prior to making improvements at failing intersections with the conservative volumes used for this analysis. However, it should be noted that the failing study intersections operate at acceptable LOS with the improvements that could be considered for the Horizon 2036 No-Build conditions.

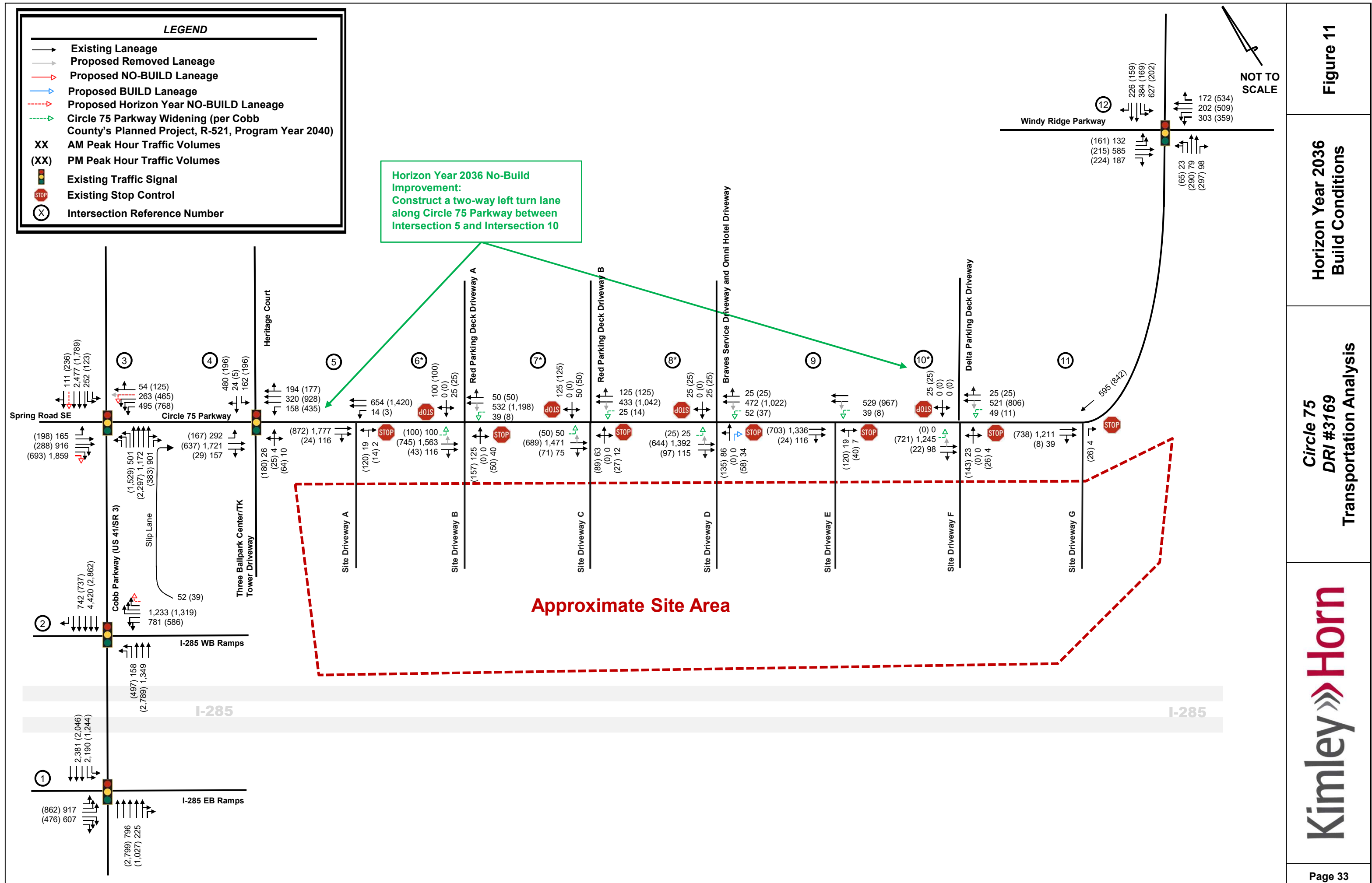
The results of the capacity analysis for the Horizon Year 2036 Build Improved conditions are shown in **Table 15**.

**Table 15: Horizon Year 2036 Build IMPROVED Level-of-Service Summary**  
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
2. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/ Spring Road	Signal	Overall	E	E (74.7)	E (68.9)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/ Spring Road	Signal	Overall	E	E (78.6)	E (79.8)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	C (15.0)	B (10.3)
		NB	-	F (134.9)	F (98.0)
6. Circle 75 Parkway at Site Driveway B	TWSC	WBL	-	C (13.7)	A (9.8)
		NB	-	F (52.7)	F (*)
		EBL	-	A (8.6)	B (14.6)
		SB	-	F (14.2)	D (28.4)
7. Circle 75 Parkway at Site Driveway C	TWSC	WBL		B (12.7)	A (9.7)
		NB	-	D (34.4)	F (87.4)

**Table 15: Horizon Year 2036 Build IMPROVED Level-of-Service Summary**  
*LOS (delay in seconds)*

		EBL	-	A (8.5)	B (12.7)
		SB	-	C (18.1)	F (64.1)
8. Circle 75 Parkway at Site Driveway D	TWSC	WBL	-	B (12.9)	A (9.7)
		NB	-	D (31.0)	F (60.0)
		EBL	-	A (8.4)	B (11.4)
		SB	-	C (16.9)	D (29.0)
9. Circle 75 Parkway at Site Driveway E	TWSC	WBL	-	B (12.7)	A (9.5)
		NB	-	C (24.8)	A (9.5)
10. Circle 75 Parkway at Site Driveway F	TWSC	WBL	-	B (12.1)	A (9.6)
		NB	-	F (66.4)	F (53.3)
		EBL	-	A (0.0)	A (0.0)
		SB	-	B (10.0)	B (12.0)



## 9.0 SUPPLEMENTAL GAMEDAY ANALYSIS

Per the request of and conversations with Cobb County DOT, analysis of the anticipated traffic impacts of the proposed *Circle 75* development during gameday ingress conditions for Estimated 2020 conditions, the Projected 2026 No-Build conditions, and Projected 2026 Build conditions was prepared.

- Estimated 2020 conditions represent traffic volumes using volume data from the provided gameday Synchro. Although event traffic is not projected to grow since the stadium is already built-out, the volume was grown for two (2) years at 2.0 percent per year throughout the study network. Per conversations with Cobb County DOT, this is to account for changes to off-site parking for special events between 2018 and 2020.
- Projected 2026 No-Build conditions represent the estimated 2020 traffic volumes grown for six (6) years at 2.0 percent per year throughout the study network except for traffic along Circle 75 Parkway, as event traffic is not projected to grow as the stadium is already built-out. Additionally, project trips associated with the planned *2801 Windy Ridge Parkway* development and *Three Ballpark Center* development were added to the network.
- Projected 2026 Build conditions represent the Projected 2026 No-Build conditions including the additional project trips that are anticipated to be generated by the *Circle 75* development. Additionally, an increase in shared parking spaces provided by the Circle 75 development to the Braves for special events was added to the network assuming similar rates to current agreement in place.

It should be noted that gameday peak ingress traffic is not typical.

### 9.1 Estimated 2020 Conditions – Gameday Analysis

Estimated 2020 conditions represent traffic volumes using volume data from the provided gameday Synchro from September 2018 and grown for two (2) years at 2.0 percent per year throughout the study network. Turning movement data was not provided for two study intersections: Circle 75 Parkway at Site Driveway E (Intersection 9) and Circle 75 Parkway at Site Driveway G (Intersection 11). For these two study intersections, volume balancing and engineering judgement were used to determine traffic volumes.

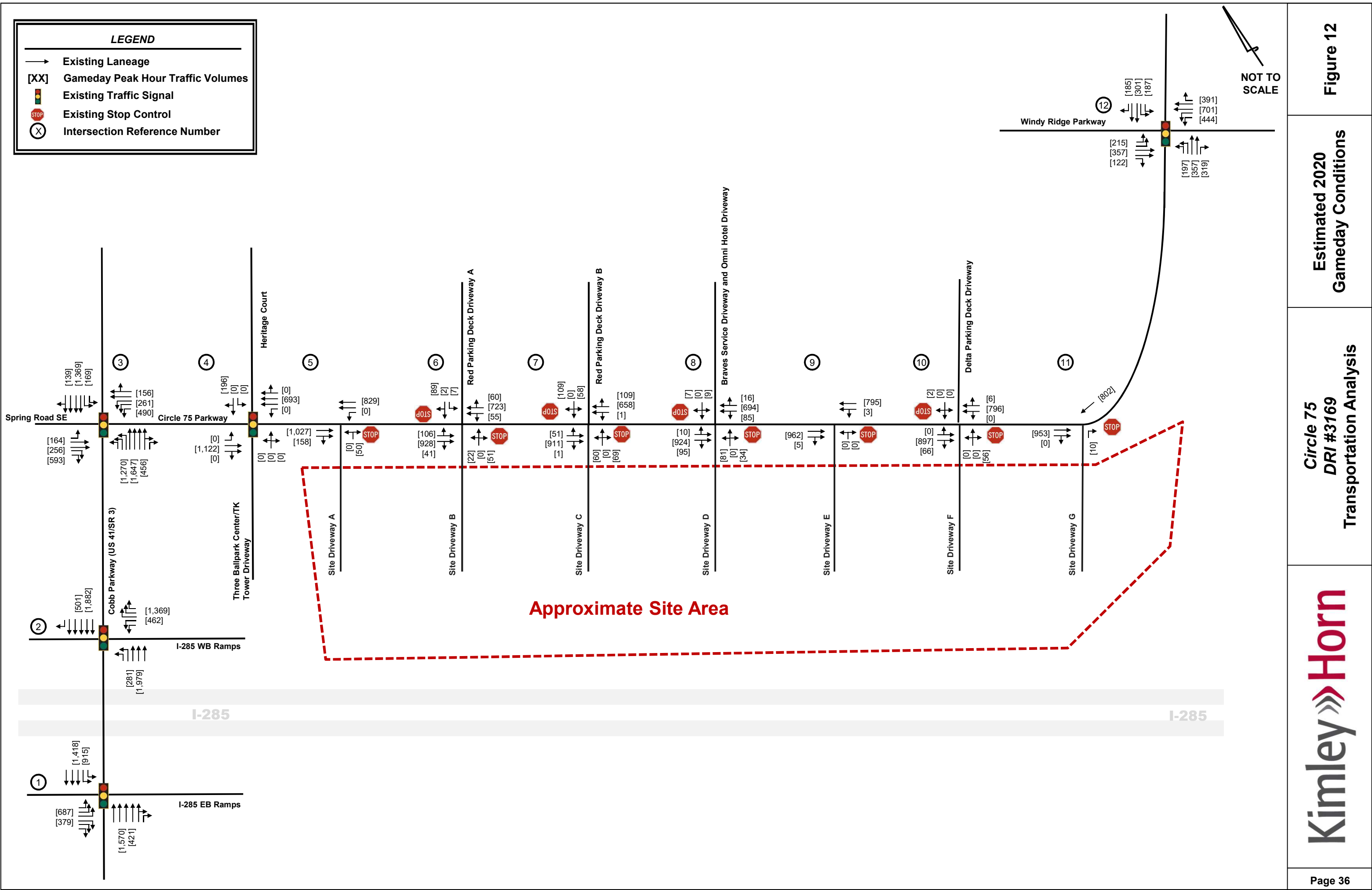
Link speeds were based on Cobb County's *Vissim* model for the Truist Park area. These link speeds were applied to Circle 75 Parkway and Windy Ridge Parkway. HCM 6<sup>th</sup> Edition methodology cannot analyze links speeds below 25 MPH. For the purposes of this study, link speeds less than 25 MPH in the *Vissim* model were analyzed at 25 MPH in *Synchro*.

The existing gameday peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The existing gameday peak hour traffic volumes are displayed in **Figure 12**, and the results of the capacity analyses for the Estimated 2020 Gameday conditions are shown in **Table 16**.

<b>Table 16: Estimated 2020 Level-of-Service Summary – Gameday Analysis</b> <i>LOS (delay in seconds)</i>				
Intersection	Control	Approach/ Movement	LOS Std.	Gameday Peak
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	D (36.1)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	D (42.8)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	E (63.3)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	A (3.3)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	-	A (0.0)
		NB	-	F (205.0)
6. Circle 75 Parkway at Site Driveway B	Officer	Overall	E	C (25.3)
7. Circle 75 Parkway at Site Driveway C	Officer	Overall	E	C (27.4)
8. Circle 75 Parkway at Site Driveway D	Officer	Overall	E	B (18.8)
9. Circle 75 Parkway at Site Driveway E	Officer	Overall	E	B (12.4)
10. Circle 75 Parkway at Site Driveway F	Officer	Overall	E	A (9.5)
11. Circle 75 Parkway at Site Driveway G	Officer	Overall	E	A (4.5)
12. Circle 75 Parkway at Windy Ridge Parkway	Officer	Overall	E	D (51.1)

As shown in **Table 16**, all study intersections currently operate at or above their acceptable overall level-of-service standard of E during the gameday peak hours for the Estimated 2020 conditions.



## 9.2 Projected 2026 No-Build Conditions – Gameday Peak

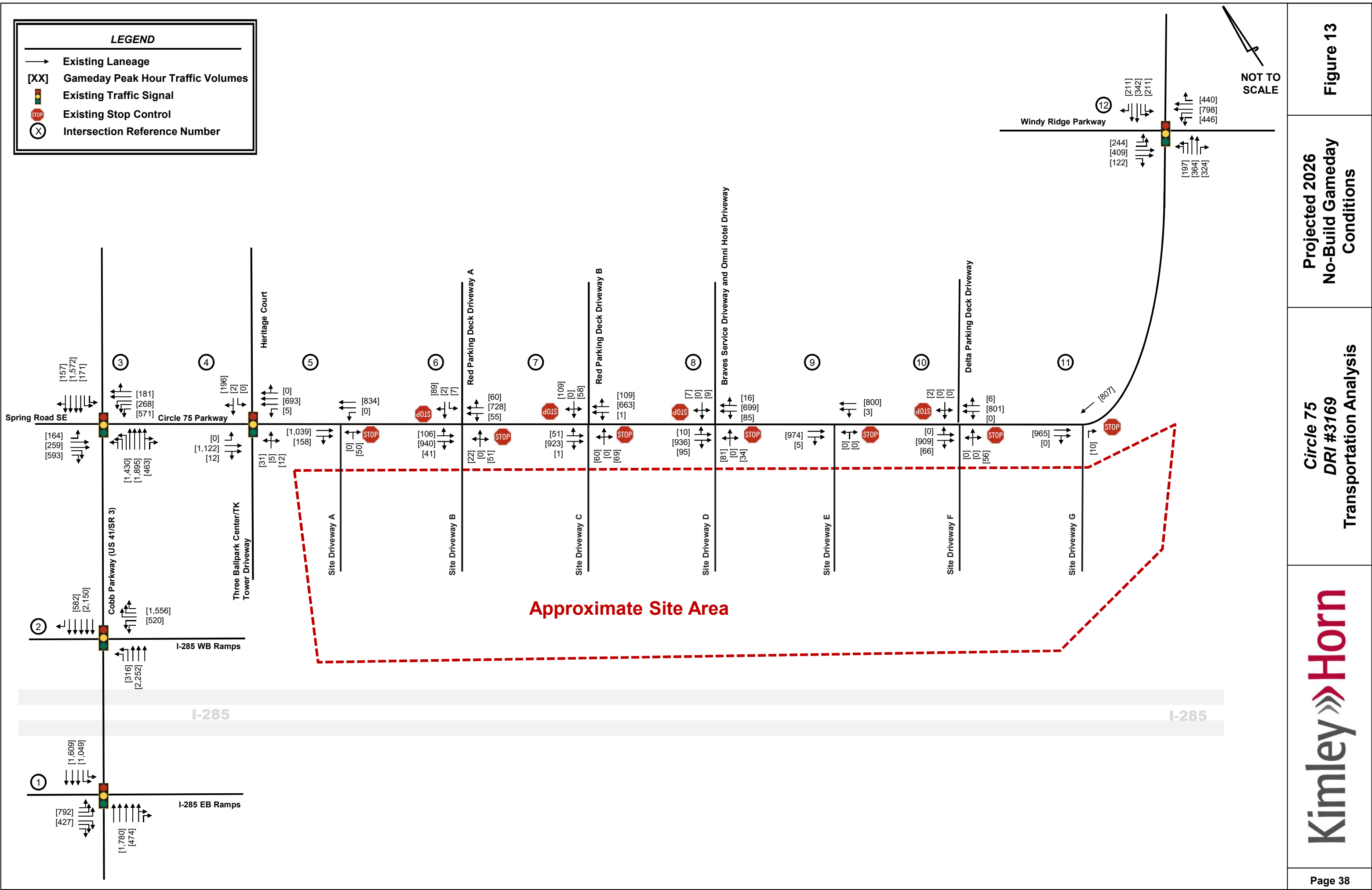
To account for growth in the vicinity of the proposed development, the existing gameday peak traffic volumes were increased for six (6) years at 2.0 percent per year throughout the study network, except for traffic along Circle 75 Parkway. Traffic volumes were not grown along Circle 75 Parkway due to capacity constraints at the stadium and the Battery. Additionally, project trips associated with the *2801 Windy Ridge Parkway* development and the *Three Ballpark Center* development were added to the network.

These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2026 No-Build Gameday conditions were analyzed using existing roadway geometry and intersection control.

The intersection laneage and traffic volumes for the Projected 2026 No-Build Gameday conditions are shown in **Figure 13**. The results of the capacity analyses for the Projected 2026 No-Build Gameday conditions are shown in **Table 17**.

Table 17: Projected 2026 No-Build Gameday Level-of-Service Summary LOS (delay in seconds)				
Intersection	Control	Approach/ Movement	LOS Std.	Gameday Peak
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	D (37.0)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	E (55.8)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	E (76.1)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	A (6.6)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	E	A (0.0)
		NB	E	F (205.0)
6. Circle 75 Parkway at Site Driveway B	Officer	Overall	E	D (42.8)
7. Circle 75 Parkway at Site Driveway C	Officer	Overall	E	C (27.6)
8. Circle 75 Parkway at Site Driveway D	Officer	Overall	E	B (18.6)
9. Circle 75 Parkway at Site Driveway E	Officer	Overall	E	B (12.5)
10. Circle 75 Parkway at Site Driveway F	Officer	Overall	E	A (9.5)
11. Circle 75 Parkway at Site Driveway G	Officer	Overall	E	A (4.5)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (50.7)

As shown in **Table 17**, all study intersections except are projected to operate at or above their acceptable overall level-of-service standard of E during the gameday peak hour for the No-Build 2020 conditions.



### 9.3 Projected 2026 Build Conditions – Gameday Peak

The project trips that are anticipated to be generated by the *Circle 75* development during the gameday ingress peak hour (6:00 PM to 7:00 PM) were estimated per ITE's directional time-of-day distribution. The project's external gameday traffic trip generation was based on the net increase in shared parking, calculated as the difference between the existing shared parking and the shared parking expected at the project's 2026 build out year. It should be noted that the shared parking spaces are an estimate and not finalized at this time. The Gameday traffic associated with the proposed Circle 75 development is shown in **Figure 14**.

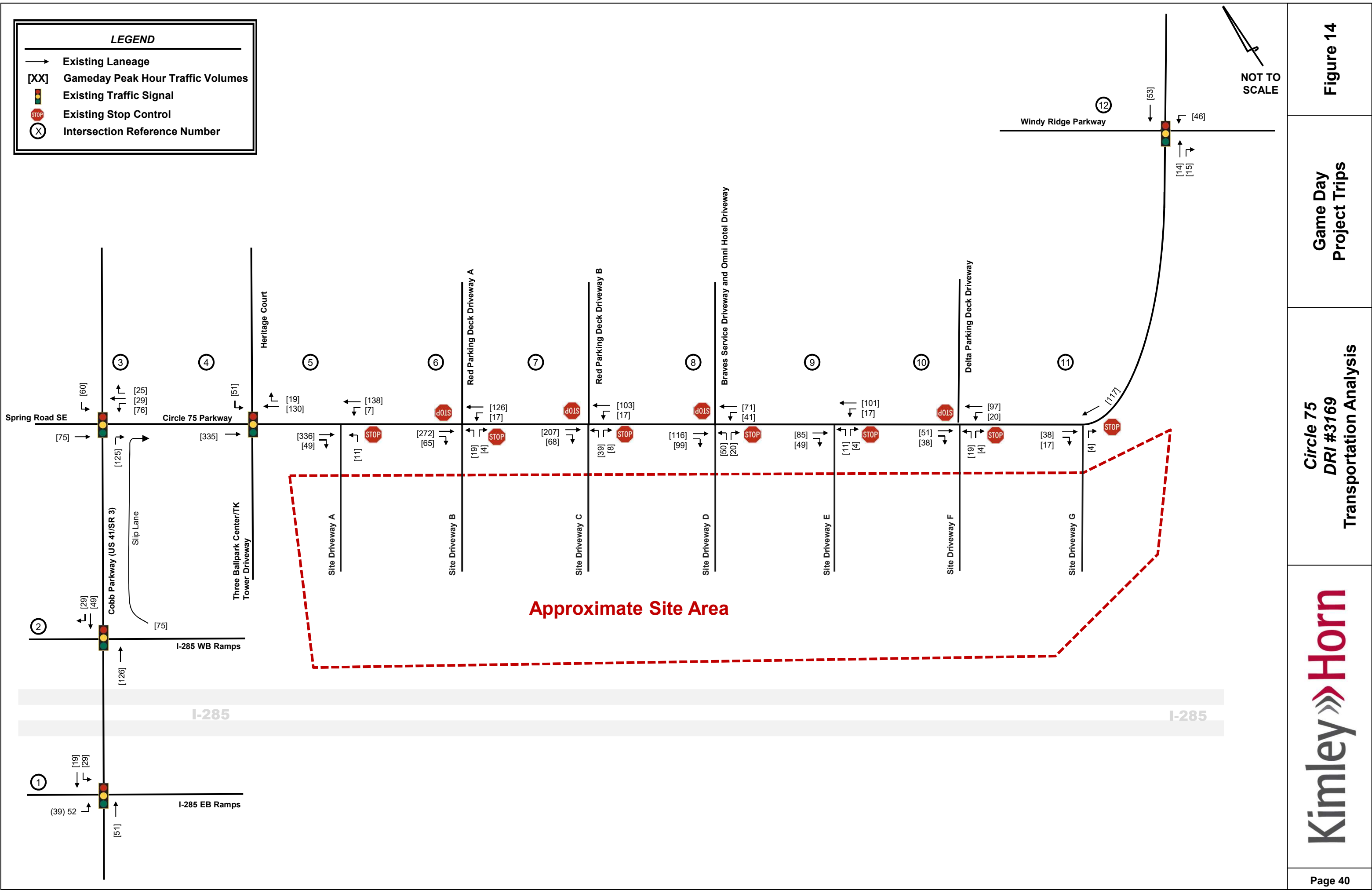
The Gameday project trips were then added to the Projected 2026 No-Build Gameday volumes. The Projected 2026 Build Gameday volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2026 Build Gameday conditions were analyzed using the Projected 2026 No-Build Gameday roadway geometry and intersection control. Additionally, the Projected 2026 Build Gameday conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2026 Build Gameday conditions are shown in **Figure 15**. The results of the capacity analyses for the Projected 2026 Build Gameday conditions are shown in **Table 18**.

Table 18: Projected 2026 Build Gameday Level-of-Service Summary LOS (delay in seconds)				
Intersection	Control	Approach/ Movement	LOS Std.	Gameday Peak
1. Cobb Parkway (US 41/SR 3) at Eastbound I-285 Ramps	Signal	Overall	E	D (37.6)
2. Cobb Parkway (US 41/SR 3) at Westbound I-285 Ramps	Signal	Overall	E	E (63.1)
3. Cobb Parkway (US 41/SR 3) at Circle 75 Parkway/Spring Road	Signal	Overall	E	E (78.7)
4. Circle 75 Parkway at Heritage Ct SE	Signal	Overall	E	A (8.8)
5. Circle 75 Parkway at Site Driveway A	TWSC	WBL	E	E (48.7)
		NB	E	F (*)
6. Circle 75 Parkway at Site Driveway B	Officer	Overall	E	D (52.6)
7. Circle 75 Parkway at Site Driveway C	Officer	Overall	E	C (34.7)
8. Circle 75 Parkway at Site Driveway D	Officer	Overall	E	B (18.7)
9. Circle 75 Parkway at Site Driveway E	Officer	Overall	E	C (31.3)
10. Circle 75 Parkway at Site Driveway F	Officer	Overall	E	B (10.5)
11. Circle 75 Parkway at Site Driveway G	Officer	Overall	E	A (5.1)
12. Circle 75 Parkway at Windy Ridge Parkway	Signal	Overall	E	D (51.6)

\* Delay exceeds 300 seconds.

As shown in **Table 18**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the gameday peak hour for the Projected 2026 Build Gameday conditions.





APPENDIX A

# Proposed Site Plan

<u>PROJECT CONTACTS</u>	
CLIENT:	SK REALTY 900 CIRCLE 75 PARKWAY, SUITE 720 ATLANTA, GA 30399 PHONE: 770.771.5525 CONTACT: HUGH SCOTT
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES, INC. 817 W PEACHTREE ST NW, SUITE 601 ATLANTA, GA 30308 PHONE: 470.299.7064 CONTACT: JIN SEO
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 404.419.8700 CONTACT: KATE TRIPLETT, P.E.



**SETBACK VARIANCES:**

- REDUCTION OF ALL PARCELS' FRONT BUILDING SETBACK FROM 50 FT TO 15 FT.
- REDUCTION OF ALL PARCELS' REAR BUILDING SETBACK FROM 50 FT TO 5 FT.
- REDUCTION OF ALL PARCELS' SOUTHERN SIDE BUILDING SETBACK FROM 50 FT TO 15 FT.
- REDUCTION OF MINOR SIDE BUILDING SETBACK BETWEEN PARCELS FROM 50 FT TO 0 FT.

**DESIGN VARIANCES:**

- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC. 403.1.2) TO 0 FT.
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACES OF 80% TO 90%.
- VARIATION FROM MAXIMUM FLOOR AREA RATIO OF 1.00 TO 2.65.

1. CONCEPTUAL SITE PLAN ONLY. FINAL SITE PLAN AS TO BUILDING/USE LOCATION TO BE APPROVED BY THE BOARD OF COMMISSIONERS VIA THE OTHER BUSINESS AGENDA.
2. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
3. IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
4. THE TOTAL PARKING REQUIREMENTS FOR THE PROJECT SITE SHALL BE DETERMINED AS SET FORTH IN SECTIONS 134-220 AND 134-272 OF THE COBB COUNTY CODE AND THE REZONING APPROVAL.
5. THIS SITE IS NOT IN A FLOODPLAIN.
6. THE SITE DOES CONTAIN STATE WATERS.
7. THIS SITE DOES NOT CONTAIN A CEMETERY.

**SITE SUMMARY:**

PARCELS:	17091500160 (900) 17091500180 (POND) 17094600030 (1000) 17094600050 (1100)
LAND LOT 815, 945 & 946 17TH DISTRICT	
CURRENT ZONING:	C-1
PROPOSED ZONING:	CONDITIONAL RRC
SITE AREA:	19.04 AC
PROPOSED BUILDING SETBACK:	
FRONT:	15 FT
SIDE:	15 FT
REAR:	5 FT
PROPOSED LANDSCAPE SETBACK:	
FRONT:	0 FT
SIDE:	0 FT
REAR:	0 FT

**EXISTING LAND USES & DENSITIES:**

<b>EXISTING TO REMAIN:</b>	
900 PARCEL OFFICE	303,000 SF
1100 PARCEL OFFICE	254,360 SF
<b>EXISTING TO BE REMOVED:</b>	
1000 PARCEL OFFICE	96,000 SF

**PROPOSED LAND USES & DENSITIES:**

MULTIFAMILY RESIDENTIAL	500 UNITS
CONDOMINIUM	200 UNITS
HOTEL	300 KEY'S (240,000 SF)
OFFICE	400,000 SF
RETAIL	16,500 SF

**POST-PROPOSED DENSITIES:**

RESIDENTIAL	700 UNITS (36.8 UNITS/ACRE)
NON-RESIDENTIAL	1,213,860 SF (1.46 ACR)

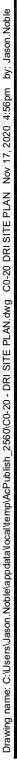
**PARKING SUMMARY:**

<b>REQUIRED PARKING:</b>	<b>5,029 SPACES (TOTAL)</b>
MULTIFAMILY (500 UNITS)	815 SPACES (1.75 UNITS)
HOTEL (200 UNITS)	310 SPACES (1.00 UNIT PLUS 10)
CONDOMINIUM (200 UNITS)	400 SPACES (2.00 UNIT)
OFFICE	2981 SPACES (1.00/285 SF)
RETAIL	183 SPACES (1.00/200 SF)

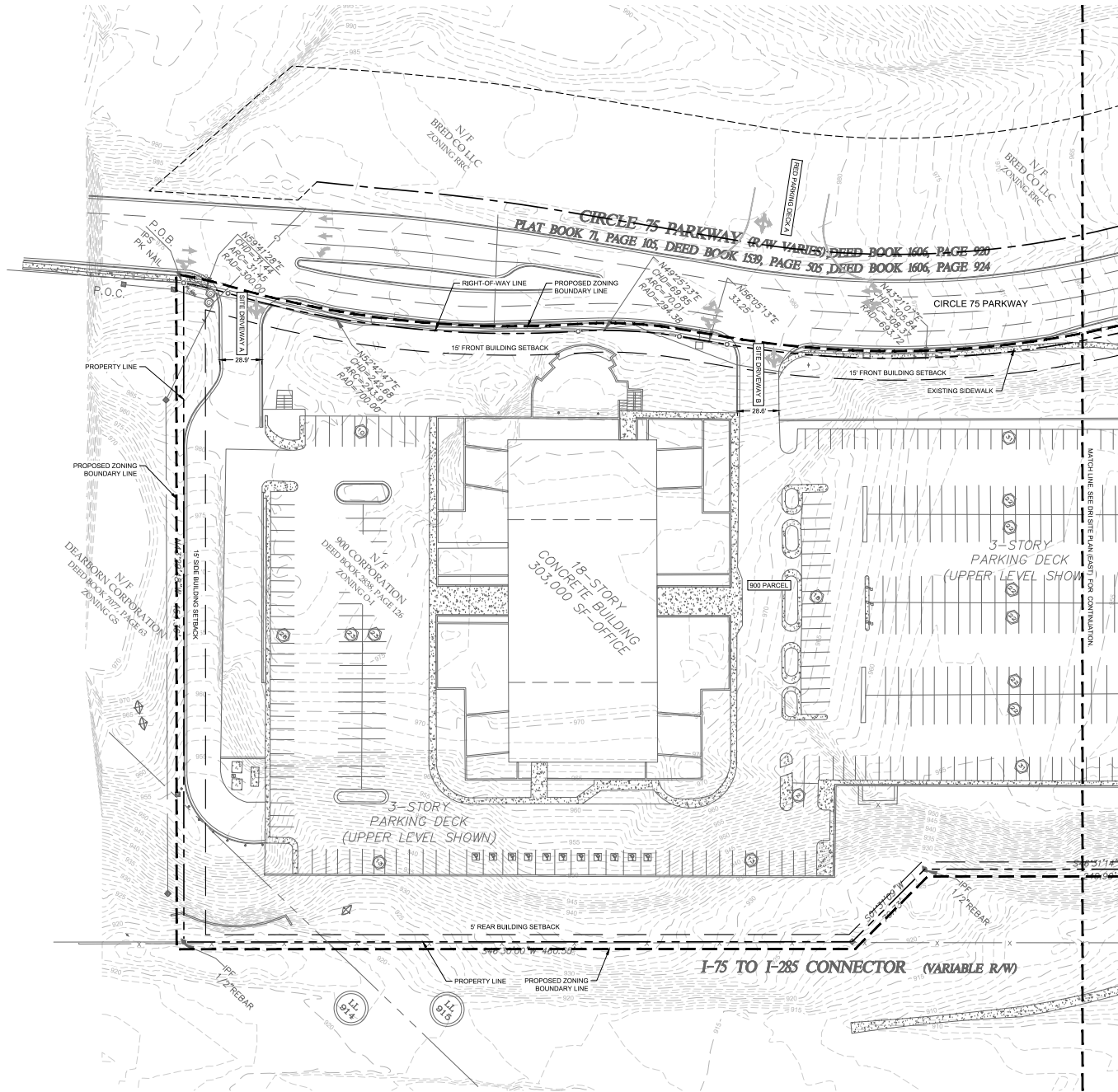
**PROPOSED PARKING:**

THE TOTAL PARKING REQUIREMENTS FOR THE PROJECT SITE SHALL BE DETERMINED AS SET FORTH IN SECTIONS 18-2-01 AND 18-2-02 OF THE COBB COUNTY CODE AND THE REZONING APPROVAL.

**GOLDENROD COMPANIES**  
10340 N 84TH STREET  
OMAHA, NE 68122  
PHONE: (402) 889-0678



Drawing name: C:\Users\Jason Noble\appdata\local\temp\A-P\atish\_2186(CO-20 - DRI) SITE PLAN.dwg CO-21 DRI SITE PLAN Nov 17, 2020 4:59pm By: Jason Noble



VARIANCE REQUEST SUMMARY:

SETBACK VARIANCES:

- REDUCTION OF ALL PARCELS' FRONT BUILDING SETBACK FROM 50 FT TO 15 FT.
- REDUCTION OF ALL PARCELS' REAR BUILDING SETBACK FROM 50 FT TO 5 FT.
- REDUCTION OF ALL PARCELS' SOUTHERN SIDE BUILDING SETBACK FROM 50 FT TO 15 FT.
- REDUCTION OF MINOR SIDE BUILDING SETBACK BETWEEN PARCELS FROM 50 FT TO 0 FT.

DESIGN VARIANCES:

- VARIATION FROM MINIMUM 20 FT DRIVEWAY OFFSET FROM THE PROPERTY LINE (DEVELOPMENT STD SEC. 403.1.2) TO 0 FT.
- VARIATION FROM MAXIMUM IMPERVIOUS SURFACES OF 80% TO 90%.
- VARIATION FROM MAXIMUM FLOOR AREA RATIO OF 1.00 TO 2.65.

REZONING NOTES (CONT):

- CONCEPTUAL SITE PLAN ONLY. FINAL SITE PLAN AS TO BUILDING USE LOCATION TO BE APPROVED BY THE BOARD OF COMMISSIONERS VIA THE OTHER BUSINESS AGENDA.
- THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN DEVELOPS.
- IT IS UNDERSTOOD THAT THE SITE MUST COMPLY WITH ALL APPLICABLE ADA STANDARDS, INCLUDING PARKING AND CONNECTIVITY, AND WILL BE DESIGNED AND DETAILED AS SUCH.
- THE TOTAL PARKING REQUIREMENTS FOR THE PROJECT SITE SHALL BE DETERMINED AS SET FORTH IN SECTIONS 134-220 AND 134-272 OF THE COBB COUNTY CODE AND THE REZONING APPROVAL.
- THIS SITE IS NOT IN A FLOODPLAIN.
- THE SITE DOES CONTAIN STATE WATERS.
- THIS SITE DOES NOT CONTAIN A CEMETERY.

REZONING NOTES:

SITE SUMMARY:

PARCELS: 17091500160 (900)  
17091500180 (POND)  
17094600030 (1000)  
17094600050 (1100)

LAND LOT 915, 945 & 946  
17TH DISTRICT

CURRENT ZONING: O-1  
PROPOSED ZONING: CONDITIONAL RRC

SITE AREA: 19.04 AC

PROPOSED BUILDING SETBACK:  
FRONT: 15 FT  
SIDE: 15 FT  
REAR: 5 FT

PROPOSED LANDSCAPE SETBACK:  
FRONT: 0 FT  
SIDE: 0 FT  
REAR: 0 FT

EXISTING LAND USES & DENSITIES:

EXISTING TO REMAIN:  
900 PARCEL OFFICE 303,000 SF  
1100 PARCEL OFFICE 254,360 SF

EXISTING TO BE REMOVED:  
1000 PARCEL OFFICE 96,000 SF

PROPOSED LAND USES & DENSITIES:

MULTIFAMILY RESIDENTIAL 500 UNITS  
CONDOMINIUM 200 UNITS  
HOTEL 300 KEYS (240,000 SF)  
OFFICE 400,000 SF  
RETAIL 16,500 SF

POST-DEVELOPMENT DENSITIES:

RESIDENTIAL 700 UNITS (36.8 UNITS/ACRE)  
NON-RESIDENTIAL 1,213,860 SF (1.46 FAR)

PARKING SUMMARY:

REQUIRED PARKING:  
MULTIFAMILY (500 UNITS) 875 SPACES (1.75/UNIT)  
HOTEL (300 UNITS) 310 SPACES (1.00/UNIT PLUS 10)  
CONDOMINIUM (200 UNITS) 400 SPACES (2.00/UNIT)  
OFFICE 3881 SPACES (1.00/2000 SF)  
RETAIL 83 SPACES (1.00/2000 SF)

PROPOSED PARKING:

THE TOTAL PARKING REQUIREMENTS FOR THE PROJECT SITE SHALL BE DETERMINED AS SET FORTH IN SECTIONS 134-220 AND 134-272 OF THE COBB COUNTY CODE AND THE REZONING APPROVAL.

Kimley»Horn

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WWW.KIMLEY-HORN.COM

GOLDENROD COMPANIES

10340 N. 84TH STREET  
OMAHA, NE 68122  
PHONE (402) 886-5678

CIRCLE 75 PARKWAY

900, 1000, 1100 CIRCLE 75 PARKWAY, COBB  
COUNTY, GA 30339  
LAND LOT 915, 945 & 946, 17TH DISTRICT



11/16/2020

GSWCC CERT.

LEVEL III

DRAWN BY JRN

DESIGNED BY MJL

REVIEWED BY KRT

DATE 11/13/2020

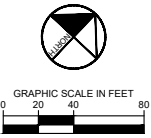
PROJECT NO. 013714000

TITLE

DRI SITE PLAN  
(WEST)

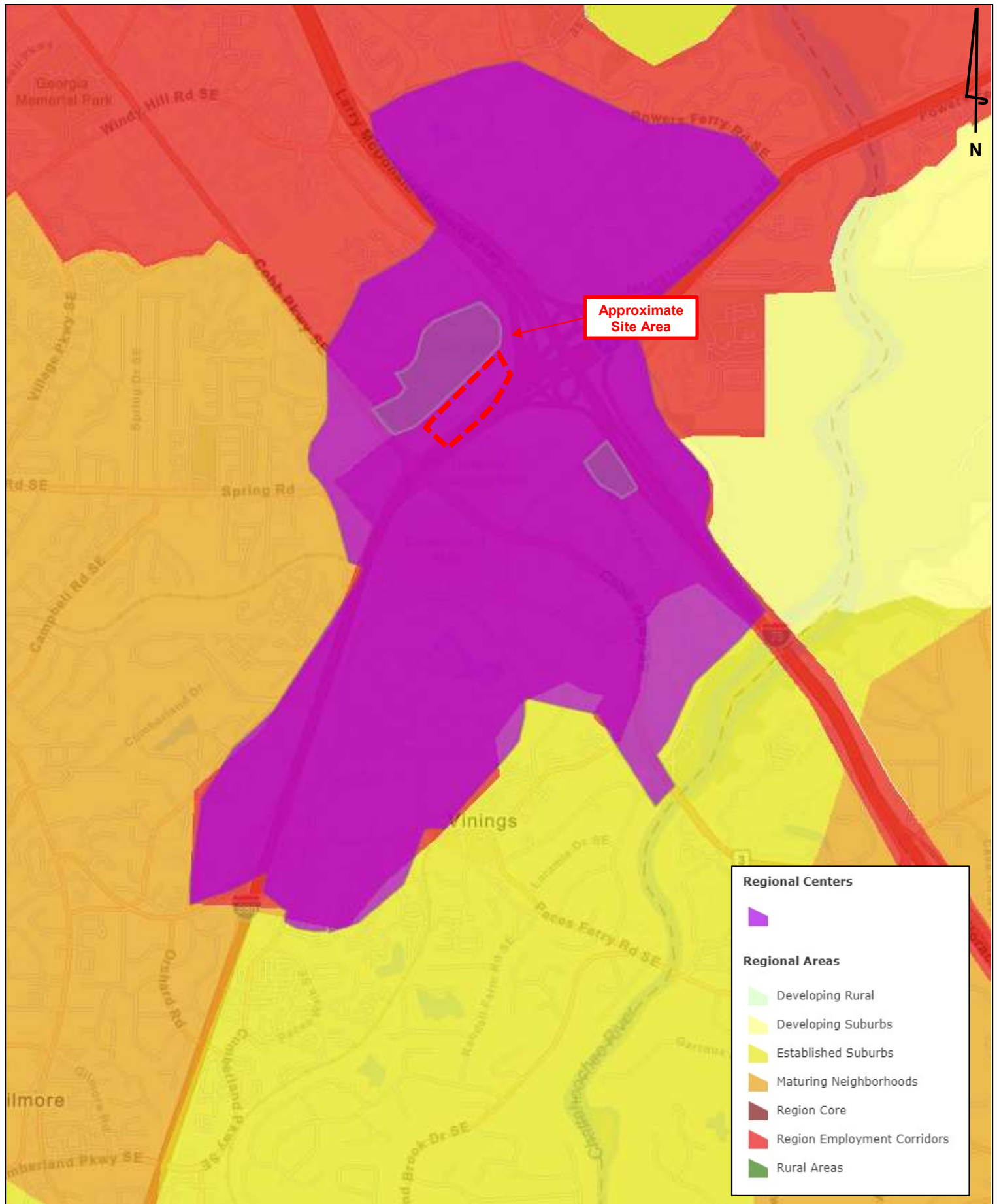
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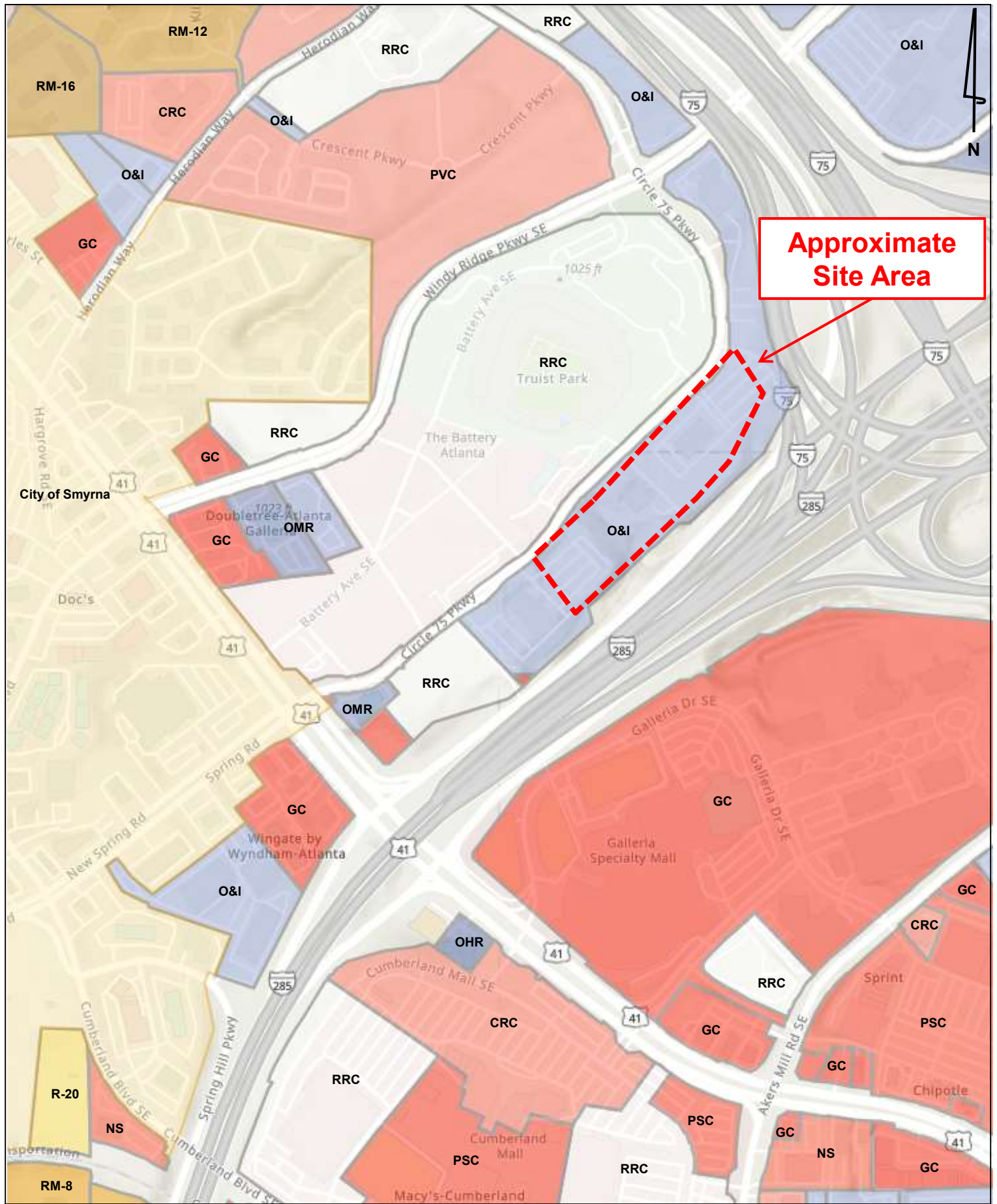
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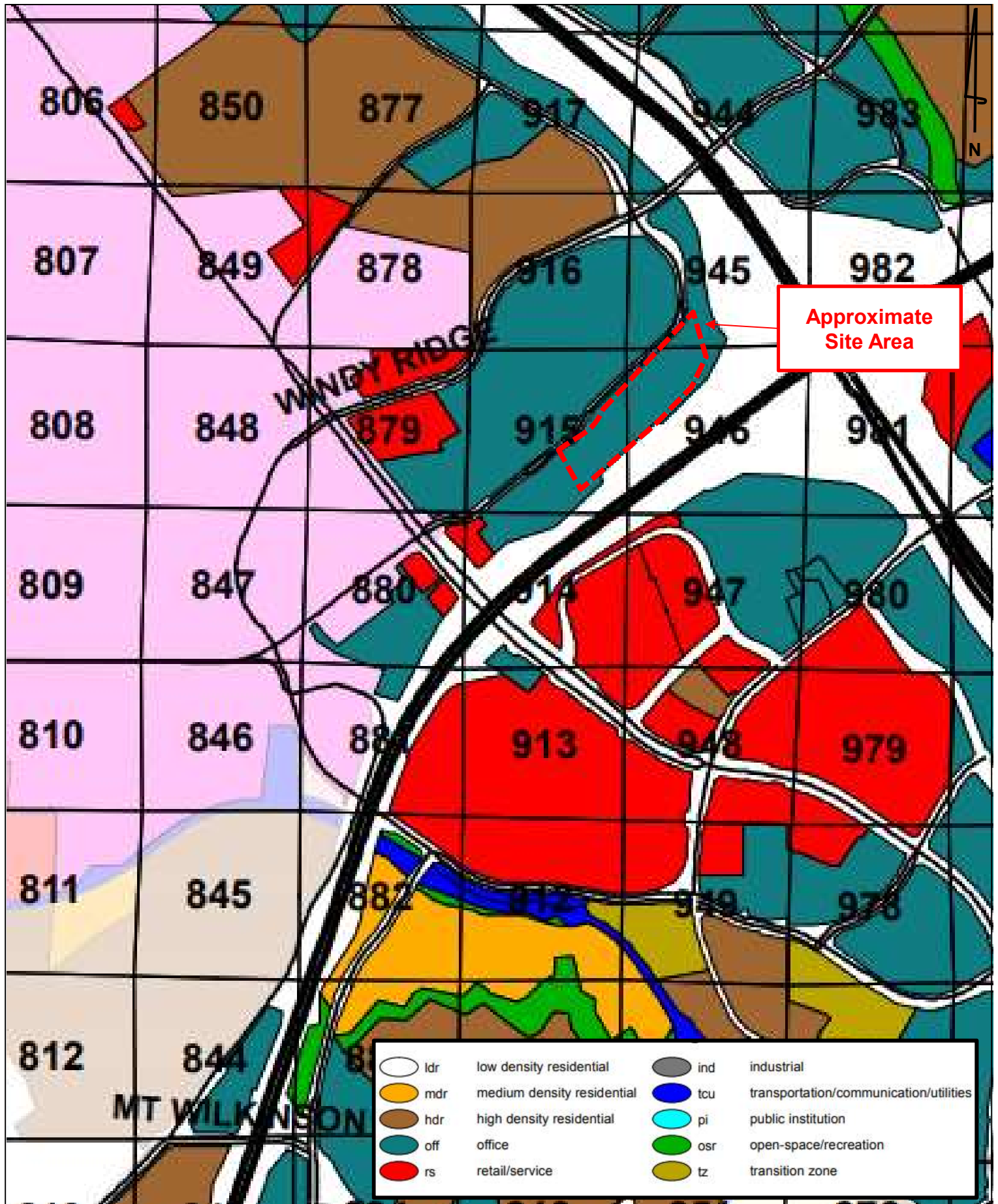


APPENDIX B

# Land Use and Zoning Maps







APPENDIX C

# Trip Generation Analysis

**Trip Generation Analysis (10th Ed.)**  
**Circle 75 DRI #3196**  
**Cobb County, GA**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			Gameday Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
<b><u>Existing Site Traffic</u></b>											
710 General Office Building	653,360 s.f.	6,552	641	551	90	677	108	569	150	44	106
<b><u>Proposed Site Traffic</u></b>											
222 Multi-Family Housing (High-Rise)	700 d.u.	2,970	209	50	159	247	151	96	193	111	82
310 Hotel	300 rooms	2,960	145	86	59	199	101	98	152	94	58
710 General Office Building	957,360 s.f.	9,492	926	796	130	974	156	818	215	63	152
820 Shopping Center	16,500 s.f. gross leasable area	622	16	10	6	63	30	33	55	25	30
<b>Gross New Trips (Difference)</b>		<b>9,492</b>	<b>655</b>	<b>391</b>	<b>264</b>	<b>806</b>	<b>330</b>	<b>476</b>	<b>465</b>	<b>249</b>	<b>216</b>
Residential Trips		2,970	209	50	159	247	151	96	193	111	82
Mixed-Use Reductions		-46	-6	-1	-5	-24	-14	-10	-19	-10	-9
Alternative Mode Reductions		-292	-20	-5	-15	-22	-14	-9	-17	-10	-7
Adjusted Residential Trips		2,632	183	44	139	201	123	77	157	91	66
Hotel Trips		2,960	145	86	59	199	101	98	152	94	58
Mixed-Use Reductions		-46	-7	0	-7	-6	-5	-1	-6	-5	-1
Alternative Mode Reductions		-292	-14	-9	-5	-19	-10	-10	-15	-9	-6
Adjusted Hotel Trips		2,622	124	77	47	174	86	87	131	80	51
Office Trips (Difference)		2,940	285	245	40	297	48	249	65	19	46
Mixed-Use Reductions		-52	-15	-12	-3	-12	-5	-7	-3	-2	-1
Alternative Mode Reductions		-288	-27	-23	-4	-29	-4	-24	-6	-2	-5
Adjusted Office Trips		2,600	243	210	33	256	39	218	56	15	40
Retail Trips		622	16	10	6	63	30	33	55	25	30
Mixed-Use Reductions		-84	-8	-5	-3	-18	-6	-12	-16	-5	-11
Alternative Mode Reductions		-54	-1	-1	0	-5	-2	-2	0	-2	-2
Pass By Reductions (Based on ITE Rates)		-166	0	0	0	-14	-7	-7	39	18	17
Adjusted Retail Trips		318	7	4	3	26	15	12	78	36	34
Braves Shared Parking		0	0	0	0	0	0	0	280	280	
Mixed-Use Reductions		0	0	0	0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0	0	0	0
Adjusted Braves Shared Parking Trips		0	0	0	0	0	0	0	280	280	0
Mixed-Use Reductions - TOTAL		-228	-36	-18	-18	-60	-30	-30	-44	-22	-22
Alternative Mode Reductions - TOTAL		-926	-62	-38	-24	-75	-30	-45	-38	-23	-20
Pass-By Reductions - TOTAL		-166	0	0	0	-14	-7	-7	39	18	17
<b>Net New Trips</b>		<b>8,172</b>	<b>557</b>	<b>335</b>	<b>222</b>	<b>657</b>	<b>263</b>	<b>394</b>	<b>702</b>	<b>502</b>	<b>191</b>
<b>Driveway Volumes</b>		<b>8,338</b>	<b>557</b>	<b>335</b>	<b>222</b>	<b>671</b>	<b>270</b>	<b>401</b>	<b>663</b>	<b>484</b>	<b>174</b>

APPENDIX D

# Intersection Volume Worksheets

Intersection #1  
Cobb Parkway at I-285 EB Ramps  
AM PEAK HOUR

Description	Cobb Parkway			Cobb Parkway			6-255 EB Exit Ramp			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2013 Traffic Volumes	0	560	158	1,492	1,460	0	576	0	425	0	0	0
Observed 2013 Traffic Volumes	0	514	0	1,114	1,580	0	568	0	192	0	0	0
Maximum Observed Traffic Volumes	0	514	158	1,492	1,640	0	576	0	425	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	2%	2%	0%	2%	0%	2%	0%	0%	0%
Park Hour Flow	0	0	0	0	0	0	0	0	0	0	0	0
Admitted	1,04	1,04	1,04	1,04	1,04	1,04	1,04	1,04	1,04	1,04	1,04	1,04
Adjusted 2008 Volumes	0	535	164	1,552	1,706	0	590	0	442	0	0	0
Annual Growth Rate	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%
2008 Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Historic Year Growth Factor	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173
New Road Adjustment	0	4	20	14	6	0	0	0	0	0	0	0
Other Development Trips - 2011 Study Notes	0	24	0	0	4	0	36	0	0	0	0	0
Other Development Trips - Three Bypass Center	0	0	0	0	0	0	0	0	0	0	0	0
2006 Background Traffic	0	831	185	1,774	1,939	0	717	0	498	0	0	0
2016 Background Traffic	0	761	225	2,157	2,359	0	865	0	607	0	0	0
Existing Trips												
Tip Distribution IN	10%			15%	10%		15%					
Tip Distribution OUT												
Office Trips	0	55	0	14	9	0	83	0	0	0	0	0
Project Trips												
Tip Distribution IN	10%			15%	10%		15%					
Tip Distribution OUT												
Residential Trips	0	4	0	21	14	0	7	0	0	0	0	0
Tip Distribution IN	10%			15%	10%		15%					
Tip Distribution OUT												
Hotel Trips	0	8	0	7	5	0	12	0	0	0	0	0
Tip Distribution IN	10%			15%	10%		15%					
Tip Distribution OUT												
Office Trips	0	21	0	5	3	0	32	0	0	0	0	0
Tip Distribution IN	10%			15%	10%		15%					
Tip Distribution OUT												
Recur Trips	0	0	0	0	0	0	1	0	0	0	0	0
Pay-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	33	22	0	52	0	0	0	0	0
2024 Buildout Total												
2024 Buildout Total	0	664	185	2,407	2,681	0	791	0	498	0	0	0
2016 Background Total	0	761	225	2,157	2,359	0	865	0	607	0	0	0

## PM PEAK HOUR

Description	Cobb Parkway			Cobb Parkway			1-285 EB Exit Ramp			Westchase		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2013 Traffic Volumes	0	1,763	719	0	791	1,381	0	401	0	334	0	0
Observed 2013 Traffic Volumes	0	1,929	0	625	1,061	0	557	0	185	0	0	0
Maximum Observed Traffic Volumes	0	2,928	719	791	1,381	0	557	0	334	0	0	0
Collecting	0	0	0	0	0	0	0	0	0	0	0	0
Confluent	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	2%	2%	0%	3%	0%	2%	0%	0%	0%
Park Bay Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2008 Volumes	0	2,006	748	825	1,437	0	580	0	347	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Heavy Vehicle Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Heavy Vehicle Growth Factor	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173
New Road Adjustment	14	13	9	20	20	20	20	20	20	20	20	20
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN - Three Bulbark Center	0	0	0	15%	10%	10%	15%	10%	10%	0	0	0
Top Distribution OUT - Three Bulbark Center	0	0	0	15%	10%	10%	15%	10%	10%	0	0	0
Other Development Trips - Three Bulbark Center	0	5	0	38	25	0	7	0	0	0	0	0
2010 Background Traffic	0	2,278	842	980	1,652	0	680	0	391	0	0	0
2016 Background Traffic	0	2,772	1,037	1,184	2,066	0	827	0	476	0	0	0
Existing Trips	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN	0	10%	10%	15%	10%	10%	15%	10%	10%	0	0	0
Top Distribution OUT	0	11	0	85	57	0	16	0	0	0	0	0
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN	0	10%	10%	15%	10%	10%	15%	10%	10%	0	0	0
Top Distribution OUT	0	12	0	12	8	0	18	0	0	0	0	0
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN	0	10%	10%	15%	10%	10%	15%	10%	10%	0	0	0
Top Distribution OUT	0	9	0	11	9	0	11	0	0	0	0	0
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN	0	10%	10%	15%	10%	10%	15%	10%	10%	0	0	0
Top Distribution OUT	0	4	0	33	22	0	6	0	0	0	0	0
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN	0	10%	10%	15%	10%	10%	15%	10%	10%	0	0	0
Top Distribution OUT	0	2	0	2	1	0	2	0	0	0	0	0
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Top Distribution IN	0	27	0	60	40	0	39	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2015 Background Total	0	2,805	842	1,040	1,692	0	719	0	391	0	0	0
2016 Background Total	0	3,399	1,037	1,212	2,066	0	827	0	476	0	0	0

### GAMEDAY INGRESS PEAK HOUR

Description	Cobb Parkway			Cobb Parkway			I-285 EB Exit Ramp			Westwood		
	Left	Northbound Through	Right	Left	Northbound Through	Right	Left	Eastbound Through	Right	Left	Westbound Through	Right
Observed 2016 Traffic Volumes	0	3,509	405	879	1,363	0	660	0	361	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	1	0	1	1	1	1	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0%	2%	2%	11%	2%	0%	0%	0%	2%	0%	0%	0
Peak Hour Factor	0.85	0.95	0.86	0.93	0.97	0.97	0.91	0.84	0.80			
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2030 Volumes		1731	421	913	1418	0	487	0	379	0	0	0
Adjusted Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	10			11	8	15						
Top Distribution IN - Three Bullock Center	10%						15%					
Top Distribution OUT - Three Bullock Center								15%				
Top Distribution Trips - Three Bullock Center	0	2	0				3	0	0	0	0	0
2026 Background Traffic	0	1,780	474	1,049	1,609	0	702	0	427	0	0	0
<b>Existing Trips</b>												
Top Distribution IN	10%						15%					
Top Distribution OUT								15%				
Office Trips	0	4	0	16	11	0	7	0	0	0	0	0
<b>Project Trips</b>												
Top Distribution IN	10%						15%					
Top Distribution OUT								15%				
Residential Trips	0	9	0	10	7	0	14	0	0	0	0	0
Top Distribution IN	10%						15%					
Top Distribution OUT								15%				
Hotel Trips	0	8	0	8	5	0	12	0	0	0	0	0
Top Distribution IN	10%						15%					
Top Distribution OUT								15%				
Office Trips	0	2	0	6	4	0	2	0	0	0	0	0
Top Distribution IN	10%						15%					
Top Distribution OUT								15%				
Retail Trips	0	4	0	5	3	0	5	0	0	0	0	0
Top Distribution IN	10%						15%					
Top Distribution OUT								15%				
Busses Shared Parking	0	28	0	0	0	0	42	0	0	0	0	0
Pass-By Trips	0	51	0	29	39	0	75	0	0	0	0	0
Total Project Trips	0	51	0	29	39	0	75	0	0	0	0	0
<b>2026 Buildout Total</b>	0	1,831	474	1,078	1,628	0	867	0	427	0	0	0

**INTERSECTION VOLUME DEVELOPMENT**

Intersection #2  
Cubb Parkway at I-285 WB Exit Ramp  
AM PEAK HOUR

Description	Cubb Parkway			Cubb Parkway			Eastbound			I-285 WB Exit Ramp		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	111	877	0	0	3,623	478	0	0	0	547	0	833
Observed 2018 Traffic Volumes	94	835	0	0	3,024	45	0	0	0	292	0	370
Maximum Observed Traffic Volumes	111	877	0	0	3,623	478	0	0	0	547	0	833
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	115	869	0	0	3,147	497	0	0	0	569	0	867
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Horizon Year Growth Factor	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	11	0	0	34	20	0	0	0	0	0	6
Other Development Trips - Three Ballpark Center	0	61	0	0	10	6	0	0	0	0	0	36
2020 Background Traffic	130	1,020	0	0	3,268	536	0	0	0	641	0	1,020
2030 Background Traffic	158	1,265	0	0	4,364	599	0	0	0	781	0	1,233
Existing Trips												
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Office Trips	0	138	0	0	23	14	0	0	0	0	0	83
Project Trips												
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Residential Trips	0	11	0	0	35	21	0	0	0	0	0	7
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Hotel Trips	0	19	0	0	12	7	0	0	0	0	0	12
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Office Trips	0	53	0	0	8	5	0	0	0	0	0	32
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Retail Trips	0	1	0	0	1	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	84	0	0	56	33	0	0	0	0	0	52*
2025 Buildout Total	130	1,134	0	0	3,644	619	0	0	0	641	0	1,072
2030 Buildout Total	158	1,269	0	0	4,430	742	0	0	0	781	0	1,233

**PM PEAK HOUR**

Description	Cubb Parkway			Cubb Parkway			Eastbound			I-285 WB Exit Ramp		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	348	1,838	0	0	1,719	438	0	0	0	410	0	909
Observed 2018 Traffic Volumes	273	1,583	0	0	1,574	9	0	0	0	120	0	652
Maximum Observed Traffic Volumes	348	1,838	0	0	1,719	438	0	0	0	410	0	909
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	362	1,868	0	0	1,809	458	0	0	0	427	0	948
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Horizon Year Growth Factor	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373	1.373
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	22	0	0	22	13	0	0	0	0	0	13
Trips Distribution IN - Three Ballpark Center		25%			25%	15%						15%
Other Development Trips - Three Ballpark Center	0	11	0	0	64	38	0	0	0	0	0	7
2020 Background Traffic	408	2,244	0	0	2,282	568	0	0	0	481	0	1,081
2030 Background Traffic	497	2,729	0	0	2,763	677	0	0	0	586	0	1,318
Existing Trips												
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Office Trips	0	27	0	0	142	85	0	0	0	0	0	16
Project Trips												
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Residential Trips	0	31	0	0	19	12	0	0	0	0	0	18
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Hotel Trips	0	22	0	0	22	13	0	0	0	0	0	13
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Office Trips	0	10	0	0	55	33	0	0	0	0	0	6
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Retail Trips	0	4	0	0	3	2	0	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	67	0	0	99	60	0	0	0	0	0	39*
2025 Buildout Total	408	2,312	0	0	2,381	628	0	0	0	481	0	1,081
2030 Buildout Total	497	2,798	0	0	2,862	717	0	0	0	586	0	1,318

**GAMEDAY INGRESS PEAK HOUR**

Description	Cubb Parkway			Cubb Parkway			Eastbound			I-285 WB Exit Ramp		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	270	1,902	0	0	1,809	452	0	0	0	444	0	1,316
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.97			0.99			0.97			0.99		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	281	1,979	0	0	1,882	501	0	0	0	462	0	1,369
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
New Road Adjustment												
Trips Distribution IN - Three Ballpark Center		25%			25%	15%						15%
Trips Distribution OUT - Three Ballpark Center					25%	15%						
Other Development Trips - Three Ballpark Center	0	5	0	0	12	7	0	0	0	0	0	3
2020 Background Traffic	316	2,252	0	0	2,150	582	0	0	0	520	0	1,526
Existing Trips												
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Office Trips	0	11	0	0	27	16	0	0	0	0	0	7
Project Trips												
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Residential Trips	0	23	0	0	17	10	0	0	0	0	0	14
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Hotel Trips	0	20	0	0	13	8	0	0	0	0	0	12
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Office Trips	0	4	0	0	30	8	0	0	0	0	0	2
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Retail Trips	0	9	0	0	9	5	0	0	0	0	0	5
Trips Distribution IN		25%			25%	15%						15%
Trips Distribution OUT					25%	15%						
Event Shared Parking	0	70	0	0	0	0	0	0	0	0	0	42
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	126	0	0	49	29	0	0	0	0	0	75*
2025 Buildout Total	316	2,378	0	0	2,199	611	0	0	0	520	0	1,546
2030 Buildout Total	397	2,770	0	0	2,619	711	0	0	0	640	0	1,741

\*Vehicles are using the slip lane, which includes WBRT at Intersection 2 and NBR at Intersection 3

1/15/2020 10:46

**INTERSECTION VOLUME DEVELOPMENT**

Intersection #3  
Cobb Parkway at Circle 75 Parkway/Spring Road  
AM PEAK HOUR

Description	Cobb Parkway Northbound			Cobb Parkway Southbound			Spring Road Eastbound			Circle 75 Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	331	808	505	137	1,696	78	115	341	1,301	107	62	13
Observed 2018 Traffic Volumes	282	618	0	61	1,345	0	72	580	626	273	157	0
Maximum Observed Traffic Volumes	331	808	505	137	1,696	78	115	580	1,301	273	157	13
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	365	841	525	137	1,765	81	120	603	1,254	284	163	14
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Horizon Year Growth Factor	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	17			54								
Other Development Trips - Three Bullock Center	411			964			771			218		
2026 Background Traffic	501	1,172	818	212	2,477	111	165	864	1,839	406	230	23
Existing Trips												
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT							83			36		
Office Trips	0	0	230	55	0	0	0	83	0	36	14	0
Project Trips												
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Residential Trips	0	0	18	7	0	0	0	7	0	36	21	21
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Head Trips	0	0	31	12	0	0	0	12	0	19	7	7
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Office Trips	0	0	84	21	0	0	0	32	0	11	5	3
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Residential Trips	0	0	2	0	0	0	0	1	0	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Slp Lane Trips*	52			52			52			52		
Total Project Trips	0	0	83	40	0	0	0	52	0	89	33	31
2026 Buildout Total	411	964	771	218	2,042	91	135	767	1,525	425	223	51
2016 Buildout Total	501	1,172	801	212	2,477	111	165	816	1,839	495	261	52

**PM PEAK HOUR**

Description	Cobb Parkway Northbound			Cobb Parkway Southbound			Spring Road Eastbound			Circle 75 Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	1,071	1,571	210	57	1,228	165	138	154	485	356	251	27
Observed 2018 Traffic Volumes	496	872	0	46	914	0	89	169	438	263	162	0
Maximum Observed Traffic Volumes	1,071	1,571	210	57	1,228	165	138	169	485	356	251	27
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	1,114	1,634	218	59	1,278	172	144	176	505	370	267	30
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Horizon Year Growth Factor	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273	1.273
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	54			33								
Trp Distribution IN - Three Bullock Center				40%			15%			40%		
Trp Distribution OUT - Three Bullock Center										40%		
Other Development Trips - Three Bullock Center	0	0	18	5	0	0	0	7	0	82	38	25
2026 Background Traffic	1,255	1,894	264	71	1,474	194	162	205	569	519	339	68
2016 Background Traffic	1,529	2,297	317	86	1,789	236	198	249	691	610	405	77
Existing Trips												
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Office Trips	0	0	43	11	0	0	0	16	0	228	85	57
Project Trips												
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Residential Trips	0	0	49	18	0	0	0	18	0	31	12	12
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Head Trips	0	0	34	13	0	0	0	13	0	35	13	13
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Office Trips	0	0	16	4	0	0	0	6	0	87	33	22
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Residential Trips	0	0	6	2	0	0	0	2	0	5	2	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Slp Lane Trips*	39			39			39			39		
Total Project Trips	0	0	66	37	0	0	0	39	0	158	60	48
2026 Buildout Total	1,255	1,894	330	108	1,474	194	162	244	569	677	399	118
2016 Buildout Total	1,529	2,297	381	123	1,789	236	198	288	691	768	463	122

**GAMEDAY INGRESS PEAK HOUR**

Description	Cobb Parkway			Cobb Parkway			Spring Road			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	1,221	1,533	438	162	1,316	134	158	246	570	471	251	150
Pedestrians	0	0	0	0	0	34	0	0	0	0	0	29
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	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	0.82	0.88	0.89	0.74	0.92	0.78	0.74	0.91	0.88	0.91	0.75	0.81
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	1,270	1,617	456	169	1,389	139	164	256	593	490	267	156
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.000	1.000	1.126	1.126	1.000	1.000	1.000	1.126	1.000	1.126
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	40			30								
Trp Distribution IN - Three Bullock Center				40%			15%			40%		
Trp Distribution OUT - Three Bullock Center										40%		
Other Development Trips - Three Bullock Center	0	0	7	2	0	0	0	3	0	19	7	5
2016 Observed Traffic	1,430	1,895	463	171	1,572	157	164	259	593	571	268	151
Existing Trips												
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Office Trips	0	0	18	4	0	0	0	7	0	42	16	10
Project Trips												
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Residential Trips	0	0	36	14	0	0	0	14	0	26	10	10
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Hotel Trips	0	0	32	12	0	0	0	12	0	20	8	8
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Office Trips	0	0	6	2	0	0	0	2	0	16	6	4
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Retail Trips	0	0	14	4	0	0	0	5	0	14	5	3
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Boxes Shared Parking	0	0	112	28	0	0	0	42	0	0	0	0
Trp Distribution IN				40%			15%			40%		
Trp Distribution OUT										40%		
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Stop Lane Trips**				75								
Total Project Trips	0	0	125	60	0	0	0	75	0	76	29	25
2026 Boulevard Total	1,430	1,895	588	231	1,572	157	164	334	593	647	297	176

# INTERSECTION VOLUME DEVELOPMENT

Intersection #4  
Circle 75 Parkway at Heritage Court SE  
AM PEAK HOUR

Description	Northbound			Heritage Court SE			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes*	1	0	0	90	0	0	205	1,048	0	68	117	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	65%	0%	0%	2%	0%	0%	2%	2%	0%	2%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	1	0	0	94	0	350	213	1090	0	71	122	128
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136
Heritage Court Growth Factor	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge												
Other Development Trips - Three Ballpark Center	25	4	10	0	24	0	0	0	157	61	0	0
2024 Background Traffic	26	4	10	106	24	394	240	1,278	157	141	117	141
2014 Background Traffic	26	4	10	120	24	480	292	1,486	157	158	167	173
Existing Trips												
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Office Trips	0	0	0	55	0	0	0	358	0	0	59	9
Project Trips												
Trips Distribution IN				10%				70%			70%	10%
Trips Distribution OUT												
Residential Trips	0	0	0	4	0	0	0	31	0	0	97	14
Trips Distribution IN				10%				70%			70%	10%
Trips Distribution OUT												
Hand Trips	0	0	0	8	0	0	0	54	0	0	33	5
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Office Trips	0	0	0	21	0	0	0	137	0	0	21	3
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	3	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	33	0	0	0	225	0	0	153	22
2024 Buildout Total	26	4	10	139	24	394	240	1,453	157	141	290	163
2014 Buildout Total	26	4	10	162	24	480	292	1,721	157	158	320	192

## PM PEAK HOUR

Description	Northbound			Heritage Court SE			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes*	11	0	0	115	0	0	117	319	0	297	464	94
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	1	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	25%	0%	0%	25%	0%	0%	25%	25%	0%	25%	25%	25%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	11	0	0	123	0	175	122	332	0	309	483	100
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136	1.136
Heritage Court Growth Factor	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272	1.272
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge												
Trips Distribution IN - Three Ballpark Center				10%				65%			25%	
Trips Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	65%	10%	25%									
2024 Background Traffic	165	25	64	0	5	0	0	0	29	11	0	0
2014 Background Traffic	177	25	64	130	5	197	137	374	29	350	544	113
2014 Background Traffic	180	25	64	169	5	240	167	456	29	435	663	137
Existing Trips												
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Office Trips	0	0	0	11	0	0	0	70	0	0	370	57
Project Trips												
Trips Distribution IN				10%				70%			70%	10%
Trips Distribution OUT												
Residential Trips	0	0	0	12	0	0	0	86	0	0	54	8
Trips Distribution IN				10%				70%			70%	10%
Trips Distribution OUT												
Hand Trips	0	0	0	9	0	0	0	60	0	0	61	9
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Office Trips	0	0	0	4	0	0	0	25	0	0	142	22
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Retail Trips	0	0	0	2	0	0	0	10	0	0	8	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	27	0	0	0	181	0	0	265	40
2024 Buildout Total	177	25	64	166	5	197	137	555	29	350	809	153
2014 Buildout Total	180	25	64	196	5	240	167	637	29	435	928	177

## GAMEDAY INGRESS PEAK HOUR

Description	Northbound			Heritage Court SE			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	0	0	0	0	135	0	1,078	0	0	666	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	0	0	0	0	0	138	0	1,122	0	0	693	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge												
Trips Distribution IN - Three Ballpark Center				10%				65%			25%	
Trips Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	65%	10%	25%									
2024 Background Traffic	31	5	12	0	2	0	0	0	12	5	0	0
2014 Background Traffic	31	5	12	0	2	196	0	1,122	12	5	693	0
Existing Trips												
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Office Trips	0	0	0	4	0	0	0	29	0	0	69	11
Project Trips												
Trips Distribution IN				10%				70%			70%	10%
Trips Distribution OUT												
Residential Trips	0	0	0	9	0	0	0	64	0	0	46	7
Trips Distribution IN				10%				70%			70%	10%
Trips Distribution OUT												
Hand Trips	0	0	0	8	0	0	0	56	0	0	36	5
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Office Trips	0	0	0	2	0	0	0	10	0	0	26	4
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Retail Trips	0	0	0	4	0	0	0	23	0	0	22	3
Trips Distribution IN				10%				65%			65%	10%
Trips Distribution OUT												
Buses Shared Parking	0	0	0	28	0	0	0	182	0	0	8	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	51	0	0	0	335	0	0	130	19
2024 Buildout Total	31	5	12	51	2	196	0	1,457	12	5	823	19

\*AM and PM southbound volumes are based on October 2020 SCATS data. Adjustments account for COVID-19 traffic.

**Intersection #5**  
**Circle 75 Parkway at Site Driveway A**  
**AM PEAK HOUR**

Description	Site Driveway A						Circle 75 Parkway						Circle 75 Parkway					
	Northbound			Southbound			Northbound			Southbound			Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right			
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Cyclists/Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Heavy Vehicles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Peak Hour Factor	0.95			0.95			0.95			0.95			0.95					
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04			
Adjusted Peak Volumes	14	0	2	0	0	0	1,261	83	14	364	0	14	364	0	0			
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%			
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000	1.126	1.000	1.000			
Horizon Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.123	1.000	1.000	1.123	1.000	1.123	1.000	1.000			
New Road Adjustment																		
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	0	0	61	0	0			
Other Development Trips - Three Bullock Center																		
2026 Background Traffic	14	0	2	0	0	0	0	1,261	83	14	364	0	14	364	0			
2016 Background Traffic	14	0	2	0	0	0	0	1,552	83	14	451	0	14	451	0			
Existing Trips																		
Top Distribution IN							60%						15%			25%		
Top Distribution OUT	15%												60%					
Office Trips	14	0	2	0	0	0	0	0	331	83	14	54	0	14	54	0		
Project Trips																		
Top Distribution IN							80%											
Top Distribution OUT													80%					
Residential Trips	0	0	0	0	0	0	0	0	35	0	0	111	0	0	111	0		
Top Distribution IN							80%											
Top Distribution OUT													80%					
Hotel Trips	0	0	0	0	0	0	0	0	62	0	0	38	0	0	38	0		
Top Distribution IN							60%						15%					
Top Distribution OUT	15%												60%					
Office Trips	5	0	0	0	0	0	0	0	126	32	0	20	0	126	32	0		
Top Distribution IN							60%						15%					
Top Distribution OUT	15%												60%					
Retail Trips	0	0	0	0	0	0	0	0	2	1	0	2	0	2	0	0		
Hotel Trips	0	0	0	0	0	0	0	0	62	0	0	38	0	0	38	0		
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Project Trips	5	0	0	0	0	0	0	0	225	33	0	171	0	225	33	0		
2026 Background Total	19	0	2	0	0	0	0	0	1,486	116	14	476	0	1,486	116	0		
2016 Background Total	19	0	2	0	0	0	0	0	1,777	116	14	564	0	1,777	116	0		

## PM PEAK HOUR

Description	Site Driveway A			Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88			0.88	
Adjusted 2020 Volumes	85	0	14	0	0	0	0	439	16	3	807	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000	1.126	1.000	1.126
Horizon Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.373	1.000	1.000	1.373	1.000	1.373	1.000	1.373
New Road Adjustment															
Other Development Trips - 2081 Wandy Ridge															
Trips Distribution IN - Three Halfpark Center														25%	
Trips Distribution OUT - Three Halfpark Center									25%						
Other Development Trips - Three Halfpark Center	0	0	0	0	0	0	0	64	0	0	0	0	11	0	0
2026 Background Traffic	85	0	14	0	0	0	0	561	16	3	931	0	0	0	0
2036 Background Traffic	85	0	14	0	0	0	0	673	16	3	1,150	0	0	0	0
Existing Trips															
Trips Distribution IN	15%		25%					60%	15%		25%		60%		
Trips Distribution OUT	85	0	14	0	0	0	0	65	16	3	841	0	0	0	0
Office Trips															
Project Trips															
Trips Distribution IN								80%							
Trips Distribution OUT													80%		
Residential Trips	0	0	0	0	0	0	0	98	0	0	62	0	0	0	0
Trips Distribution IN								80%							
Trips Distribution OUT													80%		
Head Trips	0	0	0	0	0	0	0	69	0	0	70	0	0	0	0
Trips Distribution IN								60%	15%						
Trips Distribution OUT	15%												60%		
Office Trips	33	0	0	0	0	0	0	23	6	0	131	0	0	0	0
Trips Distribution IN								60%	15%						
Trips Distribution OUT	15%												60%		
Rental Trips	2	0	0	0	0	0	0	9	2	0	7	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	35	0	0	0	0	0	0	199	5	0	270	0	0	0	0
2026 Buildout Total	120	0	14	0	0	0	0	760	24	3	1,201	0	0	0	0

### GAMEDAY INGRESS PEAK HOUR

Description	Site Driveway A			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed 2016 Traffic Volumes	0	0	48	0	0	0	0	987	152	0	797	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	1	0	0	0	0	0	626	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	41	0	0	0	0
Adjusted 2020 Volumes	0%	0%	2%	0%	0%	0%	0%	10%	2%	0%	2%	0%
Peak Hour Factor	0.62	0.92	0.77	0.92	0.92	0.92	0.92	0.96	0.87	0.92	0.95	0.92
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	0	0	50	0	0	0	0	1027	158	0	834	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Five Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Other Development Trips - Three Railroad Center								25%				
Tip Distribution OUT - Three Railroad Center												
Other Development Trips - Three Railroad Center	0	0	0	0	0	0	0	12	0	0	0	5
2026 Background Traffic	0	0	50	0	0	0	0	1,029	158	0	834	0
Tip Distribution IN	15%		2.5%					60%	15%	2.5%		
Tip Distribution OUT												
Office Trips	16	0	3	0	0	0	0	26	7	1	64	0
<b>Project Trips</b>												
Tip Distribution IN								80%				
Tip Distribution OUT											80%	
Residential Trips	0	0	0	0	0	0	0	73	0	0	53	0
Tip Distribution IN								80%			80%	
Tip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	64	0	0	41	0
Tip Distribution IN								60%	15%			
Tip Distribution OUT	15%										60%	
Office Trips	6	0	0	0	0	0	0	9	2	0	24	0
Tip Distribution IN								60%	15%			
Tip Distribution OUT	15%										60%	
Retail Trips	5	0	0	0	0	0	0	22	5	0	28	0
Tip Distribution IN								60%	15%	2.5%		
Tip Distribution OUT	15%		2.5%								60%	
Buyers Shared Parking	0	0	0	0	0	0	0	168	42	7	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	0	0	0	0	0	0	336	49	7	138	0
<b>2026 Background Total</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,375</b>	<b>207</b>	<b>7</b>	<b>972</b>	<b>0</b>

**INTERSECTION VOLUME DEVELOPMENT**

Intersection #6  
Circle 75 Parkway at Sity Driveway B  
AM PEAK HOUR

Description	Site Driveway B			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	14	0	5	25	0	100	100	820	83	28	204	50
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	61	0
Other Development Trips - Three Ballpark Center	14	0	5	25	0	100	100	1,080	83	28	305	50
2024 Background Traffic	14	0	5	25	0	100	100	1,171	83	28	383	50
2019 Background Traffic												
Existing Trips												
Trips Distribution IN								45%	15%		5%	2.5%
Trips Distribution OUT	15%		5%					2.5%			45%	
Office Trips	14	0	5	0	0	0	0	250	83	28	55	0
Project Trips												
Trips Distribution IN								70%	10%			
Trips Distribution OUT	10%										70%	
Residential Trips	14	0	0	0	0	0	0	31	4	0	97	0
Trips Distribution IN								70%	10%			
Trips Distribution OUT	10%										70%	
Hotel Trips	5	0	0	0	0	0	0	54	8	0	33	0
Trips Distribution IN								50%	10%		5%	
Trips Distribution OUT	10%		5%								50%	
Office Trips	3	0	2	0	0	0	0	105	21	11	17	0
Trips Distribution IN								50%	10%		5%	
Trips Distribution OUT	10%		5%								50%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	0	2	0	0	0	0	192	33	11	149	0
2024 Buildout Total	36	0	7	25	0	100	100	1,272	116	39	454	50
2019 Buildout Total	36	0	7	25	0	100	100	1,563	116	39	532	50

**PM PEAK HOUR**

Description	Site Driveway B			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	83	0	28	25	0	100	100	327	18	5	625	50
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center								25%				
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	64	0	0	11	0
2024 Background Traffic	83	0	28	25	0	100	100	450	18	5	740	50
2019 Background Traffic	83	0	28	25	0	100	100	571	18	5	968	50
Existing Trips												
Trips Distribution IN								45%	15%		5%	2.5%
Trips Distribution OUT	15%		5%					2.5%			45%	
Office Trips	85	0	28	0	0	0	0	63	16	5	239	0
Project Trips												
Trips Distribution IN								70%	10%			
Trips Distribution OUT	10%										70%	
Residential Trips	8	0	0	0	0	0	0	86	12	0	54	0
Trips Distribution IN								70%	10%			
Trips Distribution OUT	10%										70%	
Hotel Trips	8	0	0	0	0	0	0	60	9	0	61	0
Trips Distribution IN								50%	10%		5%	
Trips Distribution OUT	10%		5%								50%	
Office Trips	22	0	11	0	0	0	0	20	4	2	109	0
Trips Distribution IN								50%	10%		5%	
Trips Distribution OUT	10%		5%								50%	
Retail Trips	1	0	1	0	0	0	0	8	2	1	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	40	0	12	0	0	0	0	174	27	3	230	0
2024 Buildout Total	123	0	40	25	0	100	100	631	43	8	979	50
2019 Buildout Total	123	0	40	25	0	100	100	742	43	8	1,108	50

**GAMEDAY INGRESS PEAK HOUR**

Description	Site Driveway B			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	21	0	49	7	2	86	102	892	39	53	695	53
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.33	0.02	0.65	0.33	0.30	0.38	0.33	0.38	0.33	0.43	0.32	0.33
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	22	0	51	7	2	89	106	938	41	55	731	60
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center								25%				
Trips Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	12	0	0	5	0
2024 Background Traffic	22	0	51	7	2	89	106	940	41	55	738	60
Existing Trips												
Trips Distribution IN								45%	15%		5%	2.5%
Trips Distribution OUT	15%		5%					2.5%			45%	
Office Trips	16	0	5	0	0	0	0	23	7	2	49	0
Project Trips												
Trips Distribution IN								70%	10%			
Trips Distribution OUT	10%										70%	
Residential Trips	7	0	0	0	0	0	0	64	9	0	46	0
Trips Distribution IN								70%	10%			
Trips Distribution OUT	10%										70%	
Hotel Trips	5	0	0	0	0	0	0	56	8	0	36	0
Trips Distribution IN								50%	10%		5%	
Trips Distribution OUT	10%		5%								50%	
Office Trips	4	0	2	0	0	0	0	8	2	1	20	0
Trips Distribution IN								50%	10%		5%	
Trips Distribution OUT	10%		5%								50%	
Retail Trips	3	0	2	0	0	0	0	18	4	2	17	0
Trips Distribution IN								45%	15%		5%	2.5%
Trips Distribution OUT	15%		5%					2.5%			45%	
Events Shared Parking	0	0	0	0	0	0	0	126	42	14	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	0	4	0	0	0	0	272	65	17	126	0
2024 Buildout Total	41	0	55	7	2	89	106	1,212	106	72	854	60

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# INTERSECTION VOLUME DEVELOPMENT

Intersection #7  
Circle 75 Parkway at Sity Driveway C  
AM PEAK HOUR

Description	Site Driveway C			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	5	0	2	50	0	125	50	872	28	14	152	125
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	61	0
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	5	0	2	50	0	125	50	1,012	28	14	253	125
2024 Background Traffic	5	0	2	50	0	125	50	1,323	28	14	311	125
Existing Trips												
Trips Distribution IN								40%	5%	2.5%	7.5%	
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Office Trips	5	0	2	0	0	0	0	227	28	14	77	0
Project Trips												
Trips Distribution IN								40%	30%	5%		
Trips Distribution OUT	30%	5%									40%	
Residential Trips	42	0	7	0	0	0	0	18	13	2	56	0
Trips Distribution IN								40%	30%	5%		
Trips Distribution OUT	30%	5%									40%	
Hotel Trips	14	0	2	0	0	0	0	31	23	4	19	0
Trips Distribution IN								45%	5%	2.5%	5%	
Trips Distribution OUT	5%	2.5%						5%			45%	
Office Trips	2	0	1	0	0	0	0	97	11	5	26	0
Trips Distribution IN								45%	5%	2.5%	5%	
Trips Distribution OUT	5%	2.5%									45%	
Retail Trips	0	0	0	0	0	0	0	2	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	58	0	10	0	0	0	0	148	47	11	102	0
2024 Buildout Total	63	0	12	50	0	125	50	1,180	75	25	355	125
2024 Buildout Total	63	0	12	50	0	125	50	1,471	75	25	411	125

## PM PEAK HOUR

Description	Site Driveway C			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	28	0	14	50	0	125	50	325	5	3	527	125
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center								25%				
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	64	0	0	11	0
2024 Background Traffic	28	0	14	50	0	125	50	457	5	3	651	125
2024 Background Traffic	28	0	14	50	0	125	50	569	5	3	870	125
Existing Trips												
Trips Distribution IN								40%	5%	2.5%	7.5%	
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Office Trips	28	0	14	0	0	0	0	36	5	3	236	0
Project Trips												
Trips Distribution IN								40%	30%	5%		
Trips Distribution OUT	30%	5%									40%	
Residential Trips	22	0	4	0	0	0	0	49	37	6	31	0
Trips Distribution IN								40%	30%	5%		
Trips Distribution OUT	30%	5%									40%	
Hotel Trips	26	0	4	0	0	0	0	34	26	4	31	0
Trips Distribution IN								45%	5%	2.5%	5%	
Trips Distribution OUT	5%	2.5%						5%			45%	
Office Trips	11	0	5	0	0	0	0	29	2	1	100	0
Trips Distribution IN								45%	5%	2.5%	5%	
Trips Distribution OUT	5%	2.5%						5%			45%	
Retail Trips	1	0	0	0	0	0	0	8	1	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	61	0	13	0	0	0	0	120	66	11	172	0
2024 Buildout Total	89	0	27	50	0	125	50	577	71	14	821	125
2024 Buildout Total	89	0	27	50	0	125	50	699	71	14	1,042	125

## GAMEDAY INGRESS PEAK HOUR

Description	Site Driveway C			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	55	0	66	55	0	105	49	876	1	1	632	105
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.73	0.92	0.93	0.74	0.92	0.93	0.67	0.88	0.92	0.92	0.88	0.88
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	60	0	69	58	0	109	51	911	1	1	658	109
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center								25%				
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	12	0	0	5	0
2024 Background Traffic	60	0	69	58	0	109	51	923	1	1	663	109
Existing Trips												
Trips Distribution IN								40%	5%	2.5%	7.5%	
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Office Trips	5	0	3	0	0	0	0	26	2	1	45	0
Project Trips												
Trips Distribution IN								40%	30%	5%		
Trips Distribution OUT	30%	5%									40%	
Residential Trips	20	0	3	0	0	0	0	36	27	5	26	0
Trips Distribution IN								40%	30%	5%		
Trips Distribution OUT	30%	5%									40%	
Hotel Trips	15	0	3	0	0	0	0	32	24	4	20	0
Trips Distribution IN								45%	5%	2.5%	5%	
Trips Distribution OUT	5%	2.5%						5%			45%	
Retail Trips	2	0	1	0	0	0	0	18	2	1	17	0
Trips Distribution IN								40%	5%	2.5%	7.5%	
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Trucks Shared Parking	0	0	0	0	0	0	0	112	14	7	21	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	39	0	8	0	0	0	0	207	68	17	103	0
2024 Buildout Total	99	0	77	58	0	109	51	1,120	69	18	766	109

Source: California Statewide - 05/17/2020 - 05/17/2020 - 05/17/2020 - 05/17/2020 - 05/17/2020

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# INTERSECTION VOLUME DEVELOPMENT

Intersection #8  
Circle 75 Parkway at Sity Driveway D  
AM PEAK HOUR

Description	Site Driveway D			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Northbound			Through			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	9	0	5	25	0	25	25	864	55	28	257	25
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Basic Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	61	0
Other Development Trips - Three Ballpark Center	0	0	5	25	0	25	25	1,004	55	28	358	25
2024 Background Traffic	9	0	5	25	0	25	25	1,265	55	28	436	25
2019 Background Traffic	9	0	5	25	0	25	25	1,265	55	28	436	25
Existing Trips												
Trips Distribution IN								30%	10%	5%	10%	
Trips Distribution OUT	10%	5%						10%			30%	
Office Trips	9	0	5	0	0	0	0	174	55	28	82	0
Project Trips												
Trips Distribution IN									40%	15%	5%	
Trips Distribution OUT	40%	15%						5%				
Residential Trips	56	0	21	0	0	0	0	7	18	7	2	0
Trips Distribution IN									40%	15%	5%	
Trips Distribution OUT	40%	15%						5%				
Hotel Trips	19	0	7	0	0	0	0	2	31	12	4	0
Trips Distribution IN									40%	5%	7.5%	
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Office Trips	2	0	1	0	0	0	0	86	11	5	29	0
Trips Distribution IN									40%	5%	2.5%	7.5%
Trips Distribution OUT	5%	2.5%						7.5%				40%
Retail Trips	0	0	0	0	0	0	0	2	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	77	0	29	0	0	0	0	97	60	24	36	0
2024 Buildout Total	86	0	34	25	0	25	25	1,101	115	52	394	25
2019 Buildout Total	86	0	34	25	0	25	25	1,102	115	52	472	25

## PM PEAK HOUR

Description	Site Driveway D			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Northbound			Through			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	9	0	5	25	0	25	25	864	55	28	257	25
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Basic Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	61	0
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	64	0	0	11	0
2024 Background Traffic	9	0	5	25	0	25	25	868	11	4	697	25
2019 Background Traffic	9	0	5	25	0	25	25	868	11	4	697	25
Existing Trips												
Trips Distribution IN								30%	10%	5%	10%	
Trips Distribution OUT	10%	5%						10%			30%	
Office Trips	9	0	5	0	0	0	0	89	11	5	182	0
Project Trips												
Trips Distribution IN									40%	15%	5%	
Trips Distribution OUT	40%	15%						5%				
Residential Trips	31	0	12	0	0	0	0	4	49	18	6	0
Trips Distribution IN									40%	15%	5%	
Trips Distribution OUT	40%	15%						5%				
Hotel Trips	38	0	13	0	0	0	0	4	34	13	4	0
Trips Distribution IN									40%	5%	2.5%	7.5%
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Office Trips	11	0	5	0	0	0	0	32	2	1	90	0
Trips Distribution IN									40%	5%	2.5%	7.5%
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Retail Trips	1	0	0	0	0	0	0	7	1	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	78	0	30	0	0	0	0	47	86	32	106	0
2024 Buildout Total	118	0	58	25	0	25	25	532	97	37	801	25
2019 Buildout Total	118	0	58	25	0	25	25	532	97	37	802	25

## GAMEDAY INGRESS PEAK HOUR

Description	Site Driveway D			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Northbound			Through			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	75	0	33	0	0	7	10	658	91	82	667	15
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	81	0	34	0	0	7	10	924	95	85	694	16
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Basic Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	12	0	0	5	0
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	12	0	0	5	0
2024 Background Traffic	81	0	34	0	0	7	10	936	95	85	699	16
Trips Distribution IN									30%	10%	5%	10%
Trips Distribution OUT	10%	5%						10%			30%	
Office Trips	11	0	5	0	0	0	0	24	4	2	36	0
Project Trips												
Trips Distribution IN									40%	15%	5%	
Trips Distribution OUT	40%	15%						5%				
Residential Trips	26	0	10	0	0	0	0	3	36	14	5	0
Trips Distribution IN									40%	15%	5%	
Trips Distribution OUT	40%	15%						5%				
Hotel Trips	20	0	8	0	0	0	0	3	32	12	4	0
Trips Distribution IN									40%	5%	2.5%	7.5%
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Office Trips	2	0	1	0	0	0	0	9	1	0	17	0
Trips Distribution IN									40%	5%	2.5%	7.5%
Trips Distribution OUT	5%	2.5%						7.5%			40%	
Retail Trips	2	0	1	0	0	0	0	17	2	1	17	0
Trips Distribution IN									30%	10%	5.0%	10.0%
Trips Distribution OUT	10%	5.0%						10.0%			30%	
Trucks Shared Parking	0	0	0	0	0	0	0	84	28	14	28	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	50	0	20	0	0	0	0	116	99	41	71	0
2024 Buildout Total	131	0	54	0	0	7	10	1,052	191	126	770	16

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**Intersection #9**  
**Circle 75 Parkway at Site Driveway E**  
**AM PEAK HOUR**

Existing Trips											
Tip Distribution IN								15%	15%	3%	10%
Tip Distribution OUT	15%	5%									
Office Trips	14	0	5	0	0	0	0	97	83	28	97
Project Trips											
Tip Distribution IN											
Tip Distribution OUT								20%			20%
Residential Trips	0	0	0	0	0	0	0	28	0	9	4
Tip Distribution IN											
Tip Distribution OUT								20%			20%
Hotel Trips	0	0	0	0	0	0	0	9	0	0	15
Tip Distribution IN								25%	15%	5%	10%
Tip Distribution OUT	15%	5%						10%			25%
Office Trips	5	0	2	0	0	0	0	56	32	11	29
Tip Distribution IN								25%	15%	5%	10%
Tip Distribution OUT	15%	5%						10%			25%
Rental Trips	0	0	0	0	0	0	0	1	1	0	1
Pan-bus Trips	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	2	0	0	0	0	94	33	11	54
2026 Budget Total											
2026 Budget Total	19	0	7	0	0	0	0	1,045	116	39	451
2026 Budget Total	19	0	7	0	0	0	0	1,161	116	39	451

## PM PEAK HOUR

2016 Background Traffic	85	0	28	0	0	0	0	0	0	634	16	5	861	0
<b>Existing Trips</b>														
Tip Distribution IN										15%	15%	5%	15%	
Tip Distribution OUT	15%		5%							15%			15%	
Office Trips	85	0	28	0	0	0	0	0	0	101	16	5	101	0
<b>Project Trips</b>														
Tip Distribution IN														
Tip Distribution OUT										20%			20%	
Residential Trips	0	0	0	0	0	0	0	0	0	15	0	0	25	0
Tip Distribution IN														
Tip Distribution OUT										20%			20%	
Hotel Trips	0	0	0	0	0	0	0	0	0	17	0	0	17	0
Tip Distribution IN														
Tip Distribution OUT	15%		5%							25%	15%	5%	10%	
Office Trips	33	0	11	0	0	0	0	0	0	32	6	2	39	0
Tip Distribution IN										25%	15%	5%	10%	
Tip Distribution OUT	15%		5%							10%			25%	
Retail Trips	2	0	1	0	0	0	0	0	0	5	2	1	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	35	0	12	0	0	0	0	0	0	69	8	3	106	0
<b>2016 Buildout Total</b>	<b>120</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>391</b>	<b>24</b>	<b>8</b>	<b>248</b>	<b>0</b>

### GAMEDAY INGRESS PEAK HOUR

Top management teams	M	M	M	O	O	O	O	S	S	S	S	TOTAL
Tip Distribution IN								15%	15%	5%	15%	
Tip Distribution OUT	15%		5%					15%			15%	
Office Trips	16	0	5	0	0	0	0	21	7	2	21	0
<b>Project Trips</b>												
Tip Distribution IN								20%			20%	
Tip Distribution OUT												
Roadshow Trips	0	0	0	0	0	0	0	13	0	0	13	0
Tip Distribution IN								20%			20%	
Tip Distribution OUT								20%				
Hunt Trips	0	0	0	0	0	0	0	10	0	0	10	0
Tip Distribution IN								25%	15%	5%	10%	
Tip Distribution OUT	15%		5%					10%			25%	
Office Trips	6	0	2	0	0	0	0	8	2	1	12	0
Tip Distribution IN								25%	15%	5%	10%	
Tip Distribution OUT	15%		5%					10%			25%	
Rental Trips	5	0	2	0	0	0	0	12	5	2	13	0
Tip Distribution IN								15%	15%	5%	15%	
Tip Distribution OUT	15%		5%					15%			15%	
Buses Shared Parking								42	42	14	42	0
Fuel-In Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	0	4	0	0	0	0	85	49	17	101	0
<b>2024 Budget Total</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,059</b>	<b>54</b>	<b>20</b>	<b>901</b>	<b>0</b>

# INTERSECTION VOLUME DEVELOPMENT

Intersection #10  
Circle 75 Parkway at Site Driveway F  
AM PEAK HOUR

Description	Site Driveway F			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	14	0	2	0	0	25	0	751	55	28	285	25
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Illustration Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.272	1.000	1.000	1.272	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	61	0
Other Development Trips - Three Ballpark Center	14	0	2	0	0	25	0	901	55	28	386	25
2024 Background Traffic	14	0	2	0	0	25	0	1,192	55	28	447	25
2024 Background Traffic	14	0	2	0	0	25	0	1,192	55	28	447	25
Existing Trips												
Trips Distribution IN								8%	10%	5%	20%	
Trips Distribution OUT	15%	2.5%						20%				
Office Trips	14	0	2	0	0	0	0	46	55	28	110	0
Project Trips												
Trips Distribution IN											20%	
Trips Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	28	0	0	9	0
Trips Distribution IN											20%	
Trips Distribution OUT												
Hand Trips	0	0	0	0	0	0	0	9	0	0	15	0
Trips Distribution IN									5%	20%	10%	15%
Trips Distribution OUT	25%		5%					15%				
Office Trips	8	0	2	0	0	0	0	16	42	21	32	0
Trips Distribution IN									5%	20%	10%	15%
Trips Distribution OUT	25%		5%					15%				
Retail Trips	1	0	0	0	0	0	0	0	1	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	2	0	0	0	0	53	43	21	57	0
2024 Buildout Total	23	0	4	0	0	25	0	954	98	49	443	25
2024 Buildout Total	23	0	4	0	0	25	0	1,245	98	49	571	25

## PM PEAK HOUR

Description	Site Driveway F			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	8	0	14	0	0	25	0	417	11	5	413	25
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Illustration Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.272	1.000	1.000	1.272	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	64	0	0	11	0
2024 Background Traffic	85	0	14	0	0	25	0	539	11	5	537	25
2024 Background Traffic	85	0	14	0	0	25	0	651	11	5	756	25
Existing Trips												
Trips Distribution IN								5%	10%	5%	20%	
Trips Distribution OUT	15%	2.5%						20%				
Office Trips	85	0	14	0	0	0	0	119	11	5	22	0
Project Trips												
Trips Distribution IN											20%	
Trips Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	15	0	0	25	0
Trips Distribution IN											20%	
Trips Distribution OUT												
Hand Trips	0	0	0	0	0	0	0	17	0	0	17	0
Trips Distribution IN									5%	20%	10%	15%
Trips Distribution OUT	25%		5%					15%				
Office Trips	55	0	11	0	0	0	0	35	8	4	6	0
Trips Distribution IN									5%	20%	10%	15%
Trips Distribution OUT	25%		5%					15%				
Retail Trips	3	0	1	0	0	0	0	3	3	2	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	58	0	12	0	0	0	0	70	11	6	50	0
2024 Buildout Total	143	0	26	0	0	25	0	609	22	11	587	25
2024 Buildout Total	143	0	26	0	0	25	0	727	22	11	696	25

## GAMEDAY INGRESS PEAK HOUR

Description	Site Driveway F			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	54	0	0	25	0	862	63	0	765	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	2	0	0	275	0	0	7	0	0	11
Heavy Vehicle %	0%	0%	2%	0%	0%	2%	0%	2%	2%	0%	2%	2%
Peak Hour Factor	0.92	0.92	0.48	0.92	0.92	0.25	0.92	0.92	0.39	0.92	0.92	0.39
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	0	0	56	0	0	25	0	897	66	0	796	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center												
Trips Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	12	0	0	5	0
2024 Background Traffic	0	0	56	0	0	25	0	909	66	0	801	0
Existing Trips												
Trips Distribution IN								5%	10%	5%	20%	
Trips Distribution OUT	15%	2.5%						20%				
Office Trips	16	0	3	0	0	0	0	23	4	2	9	0
Project Trips												
Trips Distribution IN											20%	
Trips Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	13	0	0	18	0
Trips Distribution IN											20%	
Trips Distribution OUT												
Hand Trips	0	0	0	0	0	0	0	10	0	0	16	0
Trips Distribution IN									5%	20%	10%	15%
Trips Distribution OUT	25%		5%					15%				
Office Trips	10	0	2	0	0	0	0	7	3	2	2	0
Trips Distribution IN									5%	20%	10%	15%
Trips Distribution OUT	25%		5%					15%				
Retail Trips	9	0	2	0	0	0	0	7	7	4	5	0
Trips Distribution IN									5%	10%	5%	20%
Trips Distribution OUT	15%	2.5%						20%				
Trucks Shared Parking	0	0	0	0	0	0	0	14	28	14	56	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	0	4	0	0	0	0	51	38	20	97	0
2024 Buildout Total	12	0	60	0	0	25	0	960	104	20	898	0

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**INTERSECTION VOLUME DEVELOPMENT**

Intersection #11  
Circle 75 Parkway at Site Driveway G  
AM PEAK HOUR

Description	Site Driveway G			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Northbound			Through			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0			0			0			0		
Heavy Vehicles	0			0			0			0		
Heavy Vehicle %	0%			0%			0%			0%		
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	0	0	2	0	0	0	0	715	28	0	338	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	0	0	10	0	0	61	0
Other Development Trips - Three Ballpark Center	0	0	2	0	0	0	0	875	28	0	439	0
2024 Background Traffic	0	0	2	0	0	0	0	1,166	28	0	517	0
2019 Background Traffic												
Existing Trips												
Trips Distribution IN										5%	25%	
Trips Distribution OUT			2.5%					22.9%				
Office Trips	0	0	2	0	0	0	0	20	28	0	138	0
Project Trips												
Trips Distribution IN										20%		
Trips Distribution OUT								20%				
Residential Trips	0	0	0	0	0	0	0	28	0	0	9	0
Trips Distribution IN										20%		
Trips Distribution OUT								20%				
Hotel Trips	0	0	0	0	0	0	0	9	0	0	15	0
Trips Distribution IN										5%	25%	
Trips Distribution OUT			5%					20%				
Office Trips	0	0	2	0	0	0	0	7	11	0	53	0
Trips Distribution IN										5%	25%	
Trips Distribution OUT								20%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	2	0	0	0	0	45	11	0	78	0
2024 Buildout Total	0	0	4	0	0	0	0	920	39	0	517	0
2019 Buildout Total	0	0	2	0	0	0	0	1,211	39	0	592	0

**PM PEAK HOUR**

Description	Site Driveway G			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Northbound			Through			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0			0			0			0		
Heavy Vehicles	0			0			0			0		
Heavy Vehicle %	0%			0%			0%			0%		
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	0	0	14	0	0	0	0	426	5	0	443	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.126	1.000	1.000	1.126	1.000
Effective Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.273	1.000	1.000	1.273	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge										25%		
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	64	0	0	11	0
2024 Background Traffic	0	0	14	0	0	0	0	548	5	0	567	0
2019 Background Traffic	0	0	14	0	0	0	0	660	5	0	786	0
Existing Trips												
Trips Distribution IN										5%	25%	
Trips Distribution OUT			2.5%					22.9%				
Office Trips	0	0	14	0	0	0	0	128	5	0	27	0
Project Trips												
Trips Distribution IN										20%		
Trips Distribution OUT								20%				
Residential Trips	0	0	0	0	0	0	0	15	0	0	25	0
Trips Distribution IN										20%		
Trips Distribution OUT								20%				
Hotel Trips	0	0	0	0	0	0	0	17	0	0	17	0
Trips Distribution IN										5%	25%	
Trips Distribution OUT			5%					20%				
Office Trips	0	0	11	0	0	0	0	44	2	0	10	0
Trips Distribution IN										5%	25%	
Trips Distribution OUT								20%				
Retail Trips	0	0	1	0	0	0	0	2	1	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	12	0	0	0	0	78	3	0	56	0
2024 Buildout Total	0	0	26	0	0	0	0	626	8	0	623	0
2019 Buildout Total	0	0	29	0	0	0	0	738	8	0	847	0

**GAMEDAY INGRESS PEAK HOUR**

Description	Site Driveway G			Southbound			Circle 75 Parkway			Circle 75 Parkway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	10	0	0	0	0	916	0	0	771	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	2	0	0	275	0	0	7	0	0	11
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	0%	0%	2%	0%	0%	2%	0%	0%	0%
Peak Hour Factor	0.92	0.92	0.48	0.92	0.92	0.25	0.92	0.92	0.39	0.92	0.92	0.38
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	0	0	10	0	0	0	0	951	0	0	802	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge											25%	
Trips Distribution IN - Three Ballpark Center												
Trips Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	0	0	0	0	0	0	12	0	0	5	0
2026 Background Traffic	0	0	10	0	0	0	0	965	0	0	807	0
Existing Trips												
Trips Distribution IN										5%		25%
Trips Distribution OUT			2.5%					22.9%				
Office Trips	0	0	3	0	0	0	0	24	2	0	11	0
Project Trips												
Trips Distribution IN											20%	
Trips Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	13	0	0	18	0
Existing Trips												
Trips Distribution IN										20%		20%
Trips Distribution OUT											10	0
House Trips	0	0	0	0	0	0	0	10	0	0	16	0
Trips Distribution IN												
Trips Distribution OUT										5%		25%
Office Trips	0	0	2	0	0	0	0	8	1	0	4	0
Trips Distribution IN												
Trips Distribution OUT											5%	25%
Retail Trips	0	0	2	0	0	0	0	7	2	0	9	0
Existing Trips												
Trips Distribution IN												
Trips Distribution OUT												
Business Shaded Parking	0	0	0	0	0	0	0	0	14	0	70	0
Pass-by Trips												
Total Project Trips	0	0	4	0	0	0	0	38	17	0	117	0
2026 Boulevard Total	0	0	14	0	0	0	0	1,003	17	0	924	0

# INTERSECTION VOLUME DEVELOPMENT

Intersection #12  
Circle 75 Parkway at Windy Ridge Parkway  
AM PEAK HOUR

Description	Circle 75 Parkway			Circle 75 Parkway			Windy Ridge Parkway			Windy Ridge Parkway		
	Northbound	Through	Right	Southbound	Through	Right	Eastbound	Through	Right	Westbound	Through	Right
Observed 2018 Traffic Volumes	16	41	45	439	216	158	89	401	131	167	139	120
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	1	0	0	1	0	0	0	0	0	0	0	0
Heavy Vehicle %	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjusted 2020 Volumes	16	41	45	439	216	158	89	401	131	167	139	120
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Horizon Year Growth Factor	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	1	4	13	0	0	4	0
Trp Distribution IN - Three Ballpark Center		15%	10%		15%					10%		
Trp Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	0	4	0	36	0	0	0	0	24	0	0
2026 Background Traffic	18	66	85	494	229	178	104	465	148	252	161	135
2034 Background Traffic	22	82	66	603	333	218	126	563	180	253	195	165
Existing Trips												
Trp Distribution IN		15%	10%		15%					10%		
Trp Distribution OUT												
Office Trips	0	14	9	0	83	0	0	0	0	55	0	0
Project Trips												
Trp Distribution IN					5%					15%		
Trp Distribution OUT		5%	15%									
Residential Trips	0	7	21	0	2	0	0	0	0	7	0	0
Trp Distribution IN					5%					15%		
Trp Distribution OUT		5%	15%									
Head Trips	0	2	7	0	4	0	0	0	0	12	0	0
Trp Distribution IN					15%					10%		
Trp Distribution OUT		15%	10%									
Office Trips	0	5	3	0	32	0	0	0	0	21	0	0
Trp Distribution IN					15%					10%		
Trp Distribution OUT		15%	10%									
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	31	0	39	0	0	0	0	40	0	0
2026 Buildout Total	18	66	85	494	318	179	104	465	148	252	161	135
2034 Buildout Total	22	79	92	603	372	218	126	563	180	293	195	165

## PM PEAK HOUR

Description	Circle 75 Parkway			Circle 75 Parkway			Windy Ridge Parkway			Windy Ridge Parkway		
	Northbound	Through	Right	Southbound	Through	Right	Eastbound	Through	Right	Westbound	Through	Right
Observed 2018 Traffic Volumes	45	146	157	141	101	108	111	145	157	222	347	374
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	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			0.91			0.91			0.91		
Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjusted 2020 Volumes	45	146	157	141	101	108	111	145	157	222	347	374
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Horizon Year Growth Factor	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173	1.173
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	4	3	8	0	0	13	0
Trp Distribution IN - Three Ballpark Center		15%	10%		15%					10%		
Trp Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	38	25	0	7	0	0	0	0	5	0	0
2026 Background Traffic	51	202	202	159	121	126	128	171	177	255	404	421
2034 Background Traffic	62	238	241	194	146	152	155	207	216	310	489	513
Existing Trips												
Trp Distribution IN		15%	10%		15%					10%		
Trp Distribution OUT												
Office Trips	0	85	57	0	16	0	0	0	0	11	0	0
Project Trips												
Trp Distribution IN					5%					15%		
Trp Distribution OUT		5%	15%									
Residential Trips	0	4	12	0	6	0	0	0	0	18	0	0
Trp Distribution IN					5%					15%		
Trp Distribution OUT		5%	15%									
Head Trips	0	4	11	0	4	0	0	0	0	13	0	0
Trp Distribution IN					15%					10%		
Trp Distribution OUT		15%	10%									
Office Trips	0	33	22	0	6	0	0	0	0	4	0	0
Trp Distribution IN					15%					10%		
Trp Distribution OUT		15%	10%									
Retail Trips	0	2	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	43	48	0	18	0	0	0	0	37	0	0
2026 Buildout Total	51	245	250	159	139	136	128	171	177	290	404	421
2034 Buildout Total	62	281	289	194	164	152	155	207	216	347	489	513

## GAMEDAY INGRESS PEAK HOUR

Description	Circle 75 Parkway			Circle 75 Parkway			Windy Ridge Parkway			Windy Ridge Parkway		
	Northbound	Through	Right	Southbound	Through	Right	Eastbound	Through	Right	Westbound	Through	Right
Observed 2018 Traffic Volumes	180	343	367	180	280	178	207	343	117	427	674	376
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	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	0.76	0.79	0.88	0.90	0.78	0.75	0.93	0.85	0.75	0.84	0.95	0.76
Adjustment	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Adjusted 2020 Volumes	187	357	379	187	301	185	215	357	122	444	701	391
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Base Year Growth Factor	1.000	1.000	1.000	1.126	1.126	1.126	1.126	1.126	1.000	1.000	1.126	1.126
New Road Adjustment												
Other Development Trips - 2081 Windy Ridge	0	0	0	0	0	3	2	7	0	0	9	0
Trp Distribution IN - Three Ballpark Center		15%	10%		15%					10%		
Trp Distribution OUT - Three Ballpark Center												
Other Development Trips - Three Ballpark Center	0	7	5	0	3	0	0	0	0	2	0	0
2026 Background Traffic	197	364	323	211	342	211	244	409	122	446	798	440
2034 Background Traffic												
Trp Distribution IN		15%	10%		15%					10%		
Trp Distribution OUT												
Office Trips	0	16	11	0	7	0	0	0	0	4	0	0
Project Trips												
Trp Distribution IN		5%	15%		5%					15%		
Trp Distribution OUT												
Residential Trips	0	3	10	0	5	0	0	0	0	14	0	0
Trp Distribution IN					5%					15%		
Trp Distribution OUT		5%	15%									
Head Trips	0	3	8	0	4	0	0	0	0	12	0	0
Trp Distribution IN					15%					10%		
Trp Distribution OUT		15%	10%									
Office Trips	0	6	4	0	2	0	0	0	0	2	0	0
Trp Distribution IN					15%					10%		
Trp Distribution OUT		15%	10%									
Retail Trips	0	5	3	0	5	0	0	0	0	4	0	0
Trp Distribution IN		15%	10%		15%					10%		
Trp Distribution OUT												
Buses Shared Parking	0	0	0	0	42	0	0	0	0	28	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	15	0	53	0	0	0	0	46	0	0
2026 Buildout Total	197	378	339	211	395	211	244	409	122	492	798	440

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APPENDIX E

# Programmed Project Fact Sheets

## Short Title

I-285 NORTH CORRIDOR PREMIUM HIGH CAPACITY TRANSIT SERVICE FROM WEST PACES FERRY ROAD TO NORTHLAKE MALL AREA

## GDOT Project No.

TBD

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / Bus Capital

## Sponsor

TBD

## Jurisdiction

Regional - Perimeter

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☐

## Network Year

2050

## Corridor Length

TBD miles



## Detailed Description and Justification

This project will provide high capacity premium transit service on the I-285 corridor between the Northlake Mall and West Paces Ferry Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	\$400,000,000	\$140,000,000	\$0,000	\$0,000	\$260,000,000
				\$400,000,000	\$140,000,000	\$0,000	\$0,000	\$260,000,000

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



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



<b>Short Title</b>	CONNECT COBB / NORTHWEST ATLANTA HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM KENNESAW STATE UNIVERSITY TO MIDTOWN ATLANTA
<b>GDOT Project No.</b>	N/A
<b>Federal ID No.</b>	N/A
<b>Status</b>	Long Range
<b>Service Type</b>	Transit / BRT Capital
<b>Sponsor</b>	Cobb County
<b>Jurisdiction</b>	Regional - Northwest
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	N/A	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	2050
<b>Planned Thru Lane</b>	N/A	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	25.3 miles

#### Detailed Description and Justification

This project connects Kennesaw University in Cobb County to midtown Atlanta via BRT on a 25 mile corridor. The first phase of the project will include the construction of dedicated guideway on US 41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta and Arts Center MARTA station to accommodate the new BRT vehicles and service.

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	2012	\$1,700,000	\$1,266,667	\$0,000	\$0,000	\$433,333
ALL	New Starts		LR 2041-2050	\$491,000,000	\$171,850,000	\$0,000	\$0,000	\$319,150,000
				\$492,700,000	\$173,116,667	\$0,000	\$0,000	\$319,583,333

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



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



## Short Title

TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION

## GDOT Project No.

0001758

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Roadway / Express Lanes

## Sponsor

GDOT

## Jurisdiction

Regional - Perimeter

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

0

LCI

☐

## Planned Thru Lane

4

Flex

☐

## Network Year

2030

## Corridor Length

15.79 miles



## Detailed Description and Justification

This project provides travel options and more reliable trip times by adding two new Express Lanes in each direction across the top end of I-285.

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	\$21,192,897	\$16,954,318	\$4,238,579	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$2,701,631	\$2,161,305	\$540,326	\$0,000	\$0,000
PE	Transit Project Bond (2007) - State	AUTH	2007	\$217,190	\$0,000	\$217,190	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$9,000,000	\$0,000	\$9,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$2,678,210	\$2,142,568	\$535,642	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$2,021,790	\$1,617,432	\$404,358	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2019	\$4,400,000	\$0,000	\$4,400,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$26,200,000	\$0,000	\$26,200,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)		2021	\$19,500,000	\$0,000	\$19,500,000	\$0,000	\$0,000



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PE	National Highway Performance Program (NHPP)		2022	<b>\$2,000,000</b>	\$1,600,000	\$400,000	\$0,000	\$0,000
ROW	GARVEE Bonds	AUTH	2018	<b>\$49,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$49,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds		2021	<b>\$60,000,000</b>	\$0,000	\$0,000	\$60,000,000	\$0,000
ROW	GARVEE Bonds		2022	<b>\$98,000,000</b>	\$0,000	\$0,000	\$98,000,000	\$0,000
ROW	GARVEE Bonds		2023	<b>\$135,000,000</b>	\$0,000	\$0,000	\$135,000,000	\$0,000
ROW	GARVEE Bonds		2024	<b>\$110,000,000</b>	\$0,000	\$0,000	\$110,000,000	\$0,000
ROW	GARVEE Bonds		2025	<b>\$48,000,000</b>	\$0,000	\$0,000	\$48,000,000	\$0,000
CST	Transportation Funding Act (HB 170)		2023	<b>\$49,700,000</b>	\$0,000	\$49,700,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	<b>\$66,500,000</b>	\$53,200,000	\$13,300,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2025	<b>\$74,900,000</b>	\$0,000	\$74,900,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	<b>\$851,300,000</b>	\$681,040,000	\$170,260,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2026-2030	<b>\$88,100,000</b>	\$0,000	\$88,100,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2031-2040	<b>\$2,885,000,000</b>	\$2,308,000,000	\$577,000,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2031-2040	<b>\$100,000,000</b>	\$0,000	\$100,000,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2041-2050	<b>\$3,200,000,000</b>	\$2,560,000,000	\$640,000,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2041-2050	<b>\$100,000,000</b>	\$0,000	\$100,000,000	\$0,000	\$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	<b>\$4,320,000,000</b>	\$3,456,000,000	\$864,000,000	\$0,000	\$0,000
CST	Design Build Finance (DBF) Repayment - State		LR 2051+	<b>\$120,000,000</b>	\$0,000	\$120,000,000	\$0,000	\$0,000
				<b>\$12,447,661,718</b>	<b>\$9,084,640,623</b>	<b>\$2,863,021,095</b>	<b>\$500,000,000</b>	<b>\$0,000</b>

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



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<b>Short Title</b>	I-285 WEST EXPRESS LANES FROM I-20 WEST TO I-75 NORTH
<b>GDOT Project No.</b>	0013917
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Express Lanes
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Perimeter
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	<input type="text" value="0"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="2030"/>
<b>Planned Thru Lane</b>	<input type="text" value="2"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="9.6"/> miles

#### Detailed Description and Justification

This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-75.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,035,523	\$0,000	\$1,035,523	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2018	\$2,753,499	\$2,202,799	\$550,700	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2018	\$159,559	\$127,647	\$31,912	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2019	\$4,000,000	\$3,200,000	\$800,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	\$2,125,000	\$1,700,000	\$425,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z005)		2020	\$7,000,000	\$5,600,000	\$1,400,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)		2021	\$7,000,000	\$5,600,000	\$1,400,000	\$0,000	\$0,000



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PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)		2022	<b>\$2,800,000</b>	\$2,240,000	\$560,000	\$0,000	\$0,000
ROW	Transportation Funding Act (HB 170)		2025	<b>\$10,000,000</b>	\$0,000	\$10,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2023	<b>\$59,700,000</b>	\$47,760,000	\$11,940,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	<b>\$64,600,000</b>	\$51,680,000	\$12,920,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		2025	<b>\$62,100,000</b>	\$0,000	\$62,100,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	<b>\$180,000,000</b>	\$144,000,000	\$36,000,000	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2026-2030	<b>\$52,400,000</b>	\$0,000	\$52,400,000	\$0,000	\$0,000
				<b>\$455,673,581</b>	<b>\$264,110,446</b>	<b>\$191,563,135</b>	<b>\$0,000</b>	<b>\$0,000</b>

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



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## TIER 1

### ROADWAY IMPROVEMENTS

Project	Description	From	To	Commission District	Estimated Project Cost
Beech Road/Westside Drive	Operational and pedestrian improvements for improved access to Chattahoochee Tech	South Cobb Drive	Sandtown Road	1	\$2,250,000
Canton Road Corridor	Improvements including turn lanes and sidewalks	Canton Road Connector	Cherokee County Line	3	\$3,000,000
Cherokee Street (Joint project with Kennesaw)	Extend right turn lane	Jiles Road	I-75	1	\$2,400,000
Cumberland Blvd	Safety and operational improvements, turn lanes, sidewalks	Akers Mill Road	Spring Road	2	\$5,500,000
Inclement Weather Equipment and Supply Storage	Salt storage barns, street sweeper, sprayer, storage tanks, tailgate spreaders, plow attachments, spreader, spreader hoppers, chippers, and other related equipment	n/a	n/a	All	\$1,018,000
Mack Dobbs Road (Joint project with Kennesaw)	Safety and operational improvements, turn lanes, sidewalks	Cobb Parkway	Kennesaw City Limits	1	\$1,000,000
Main Street (Joint project with Acworth)	Safety and operational roadway improvements	Nance Road	Nowlin Road	1	\$1,500,000
New Macland Road	Safety and operational improvements, turn lanes, sidewalks	Macland Road	Arapaho Drive	4	\$2,500,000
Old 41 Highway	Convert existing intersections to roundabouts or relocate White Rd to align with Kennesaw Ave	Kennesaw Ave.	Stilesboro Road	3	\$4,300,000
Safety and Operational Roadway Improvements	Corridor safety and operational roadway improvements - Specific locations to be determined from future analysis	n/a	n/a	All	\$6,000,000
Sandtown Road (Joint project with Marietta)	Safety and operational improvements, turn lanes, sidewalks	Powder Springs Street	Austell Road	1	\$1,700,000
Six Flags Parkway Gateway Improvements	Enhancements in the Six Flags Parkway Corridor with hardscaping, landscaping, monuments, and signage	n/a	n/a	4	\$100,000
<b>Roadway Improvements Estimated Total Cost</b>					<b>\$31,268,000</b>

APPENDIX F

# Site Photo Log

**Intersection 5: Circle 75 Pkwy at Site Driveway A**

Photo No. 1



Comments: Intersection 5: Circle 75 Parkway at Site Driveway A - looking south towards driveway

Photo No. 2



Comments: Intersection 5: Circle 75 Parkway at Site Driveway A - looking west

**Intersection 6: Circle 75 Parkway at Site Driveway B**

Photo No. 3



Comments: Intersection 6: Circle 75 Parkway at Site Driveway B - looking east

Photo No. 4



Comments: Intersection 6: Circle 75 Parkway at Site Driveway B - looking west

Intersection 7: Circle 75 Parkway at Site Driveway C

Photo No. 5



Comments: Intersection 7: Circle 75 Parkway at Site Driveway C - looking south down driveway

Photo No. 6



Comments: Intersection 7: Circle 75 Parkway at Site Driveway C - looking east

**Intersection 7: Circle 75 Parkway at Site Driveway C**  
**Intersection 8: Circle 75 Parkway at Site Driveway D**

Photo No. 7



Comments: Intersection 7: Circle 75 Parkway at Site Driveway C - looking west

Photo No. 8



Comments: Intersection 8: Circle 75 Parkway at Site Driveway D - looking south down driveway

Intersection 8: Circle 75 Parkway at Site Driveway D

Photo No. 9



Comments: Intersection 8: Circle 75 Parkway at Site Driveway D - looking west

Photo No. 10



Comments: Intersection 8: Circle 75 Parkway at Site Driveway D - looking east

Intersection 9: Circle 75 Parkway at Site Driveway E

Photo No. 11



Comments: Intersection 9: Circle 75 Parkway at Site Driveway E - looking south towards driveway

Photo No. 12



Comments: Intersection 9: Circle 75 Parkway at Site Driveway E - looking west

**Intersection 9: Circle 75 Parkway at Site Driveway E**  
**Intersection 10: Circle 75 Parkway at Site Driveway F**

Photo No. 13



Comments: Intersection 9: Circle 75 Parkway at Site Driveway E - looking east

Photo No. 14



Comments: Intersection 10: Circle 75 Parkway at Site Driveway F - looking south down driveway

Intersection 10: Circle 75 Parkway at Site Driveway F

Photo No. 15



Comments: Intersection 10: Circle 75 Parkway at Site Driveway F - looking west

Photo No. 16



Comments: Intersection 10: Circle 75 Parkway at Site Driveway F - looking east

Intersection 11: Circle 75 Parkway at Site Driveway G

Photo No. 17



Comments: Intersection 11: Circle 75 Parkway at Site Driveway G - looking east down driveway

Photo No. 18



Comments: Intersection 11: Circle 75 Parkway at Site Driveway G - looking east toward driveway from southbound lane

**Intersection 11: Circle 75 Parkway at Site Driveway G**

Photo No. 20



Comments: Intersection 11: Circle 75 Parkway at Site Driveway G - looking south

Photo No. 21



Comments: Intersection 11: Circle 75 Parkway at Site Driveway G - looking north