Transportation Analysis

Continuum Alpharetta
DRI #3508

City of Alpharetta, Georgia

December 2021

Prepared for:

Southwest Value Partners

Prepared by:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Continuum Alpharetta* development located in the City of Alpharetta, Georgia. The approximate 51.8-acre site is located south of Windward Parkway, west of SR 400 and east of Westside Parkway in the City of Alpharetta, Georgia. The site currently consists of 517,399 SF of existing office buildings and the associated surface parking, which will be renovated.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2027 (approximately 6 years).

Table 1: Proposed Land Use and Density

Land Use	Proposed
Townhomes	82 units
Multifamily Residential	488 units
Hotel	218 rooms
Office	1,545,899 SF total *517,399 SF to remain* *1,028,500 SF new construction*
Retail	38,800 SF
Restaurant	38,800 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and alternative transportation mode reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated November 8, 2021).

Capacity analyses were performed for the study intersections under the Estimated 2021 conditions, the Projected 2027 No-Build conditions, and the Projected 2027 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in October 2021 and calibrated based on available GDOT count station data to account for traffic impacts due to COVID. (Note: Traffic Count methodology was outlined in a memo approved by GRTA in November 2021). Additionally, traffic associated with the existing office was estimated using the ITE Trip Generation Manual.
- Projected 2027 No-Build conditions represent the Estimated 2021 traffic volumes grown for six (6) additional years at 1.5% per year throughout the study network.
- Projected 2027 Build conditions represent the Projected 2027 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Continuum Alpharetta* development.

The intersections of Windward Parkway at Westside Parkway/Deerfield Parkway (Intersection 3), Windward Parkway at Site Driveway A (Intersection 5), Windward Parkway at SR 400 SB Ramps (Intersection 6), and Windward Parkway at North Point Parkway (Intersection 8) contain approaches which currently operate at LOS F under the Estimated 2021 conditions.

The existing signal timings at Intersection 5 (provided by the City of Alpharetta in November 2021) allocates minimal green time to the sidestreet approaches due to the impacts of COVID (the existing office building is not generating traffic). The No-Build Improved condition reallocates green time to these approaches.

No-Build (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Estimated 2021 and Projected 2027 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**):

- Windward Parkway at Westside Parkway/Deerfield Parkway (Intersection 3)
    - Construct one (1) exclusive southbound right-turn lane along Deerfield Parkway
    - Construct one (1) additional northbound through lane along Westside Parkway. An additional receiving lane along Deerfield Parkway between Windward Parkway and Morris Road is required.
- Windward Parkway at SR 400 SB Ramps (Intersection 6)
    - Construct one (1) southbound right-turn lane along SR 400 SB Ramps, creating triple right-turns.
- Windward Parkway at North Point Parkway (Intersection 8)
    - Remove split phasing from the intersection by providing a protected-only northbound left-turn phase and a protected-permissive southbound left-turn phase.

Build (Site Access Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2027 Build conditions, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 9**):

- Westside Parkway at Site Driveway A (Intersection 2)
    - Construct one (1) exclusive westbound right-turn lane exiting Site Driveway A.
- Windward Parkway at Site Driveway B (Intersection 5)
    - Construct one (1) additional westbound left-turn lane along Windward Parkway entering the site, creating dual left-turns.
    - Construct one (1) additional northbound left-turn lane and one (1) additional northbound right-turn lane exiting Site Driveway B.
    - Provide a northbound right-turn overlap phase exiting the site.
- Windward Parkway at SR 400 SB Ramps (Intersection 6)
    - Restripe the outside eastbound through lane along Windward Parkway as a shared through/left-turn lane. Modify the channelizing island to allow two right-turn lanes onto the existing 2-lane SR 400 entrance ramp.

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

Windward Parkway at Westside Parkway/Deerfield Parkway (Intersection 3)

Overall LOS Standard: E
Approach LOS Standard: E

			Westside Parkway			Deerfield Parkway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (55.3)											
		Approach LOS	E (77.5)			E (66.8)			D (46.0)			D (48.5)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	167	129	79	238	299	0	66	563	186	221	261	2
		95th Queue	214	163	151	287	351	16	127	854	354	282	833	32
	PM	Overall LOS	E (58.4)											
		Approach LOS	E (68.9)			E (71.2)			C (32.3)			E (67.2)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	242	201	130	164	163	0	73	479	91	141	650	314
		95th Queue	291	238	367	212	215	52	130	623	192	187	757	416
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (62.1)											
		Approach LOS	E (79.5)			E (68.3)			E (59.2)			D (53.9)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	182	141	68	285	352	0	70	724	245	225	552	33
		95th Queue	220	165	121	361	430	16	123	913	407	295	865	49
	PM	Overall LOS	E (64.1)											
		Approach LOS	E (76.4)			E (75.5)			D (36.6)			E (71.6)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	297	243	209	184	190	0	73	507	93	140	687	338
		95th Queue	382	281	433	245	250	53	129	607	184	187	800	453

Windward Parkway at Site Driveway B (Intersection 5)

Overall LOS Standard: E
Approach LOS Standard: E

			Site Driveway B			Private Driveway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	A (7.9)											
		Approach LOS	F (82.8)			F (80.3)			A (1.1)			A (3.6)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	-	24	0	166	171	0	30	594	-	282	825	-
		95th Queue	-	56	0	291	302	0	53	767	-	546	875	-
	PM	Overall LOS	B (18.4)											
		Approach LOS	E (61.2)			E (73.5)			C (27.0)			A (1.9)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	-	82	0	132	134	0	27	424	-	43	353	88
		95th Queue	-	140	91	212	215	0	58	358	-	86	453	125
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (22.8)											
		Approach LOS	E (73.9)			E (77.0)			B (16.3)			B (19.7)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	35	35	0	165	170	0	35	765	-	414	708	52
		95th Queue	77	77	46	280	290	0	45	776	-	598	775	76
	PM	Overall LOS	C (32.1)											
		Approach LOS	E (59.1)			E (73.5)			D (41.1)			B (10.1)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	120	121	306	132	134	0	28	675	-	191	358	89
		95th Queue	193	194	367	212	215	0	43	761	-	236	467	131

Windward Parkway at SR 400 SB Ramps (Intersection 6)

Overall LOS Standard: E
Approach LOS Standard: E

			SR 400 SB Ramps			Windward Parkway			Windward Parkway			
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (52.8)											
		Approach LOS				E (62.5)			E (71.5)			C (30.2)		
		Storage				650		650		-	-	-	-	
		50th Queue				214		332		94	832	41	567	
		95th Queue				260		382		82	459	164	618	
	PM	Overall LOS	D (35.6)											
		Approach LOS				E (72.9)			D (54.0)			A (7.9)		
		Storage				650		650		-	-	-	-	
		50th Queue				73		175		104	713	192	135	
		95th Queue				109		225		170	733	233	143	
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (54.0)											
		Approach LOS				E (65.2)			E (65.1)			D (38.7)		
		Storage				650		650		-	-	-	-	
		50th Queue				204		398		254	150	34	782	
		95th Queue				260		492		301	262	38	812	
	PM	Overall LOS	C (25.4)											
		Approach LOS				E (76.7)			C (27.5)			B (10.4)		
		Storage				650		650		-	-	-	-	
		50th Queue				72		203		307	117	209	165	
		95th Queue				109		270		447	285	300	161	

Windward Parkway at North Point Parkway (Intersection 8)

Overall LOS Standard: E
Approach LOS Standard: E

			North Point Parkway			North Point Parkway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (55.8)											
		Approach LOS	E (69.9)			E (66.2)			E (55.4)			D (48.4)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	139	50	356	39	28	0	63	656	45	263	207	-
		95th Queue	182	92	493	73	64	0	86	716	79	384	295	-
	PM	Overall LOS	C (27.3)											
		Approach LOS	E (74.8)			E (77.6)			A (1.2)			C (28.7)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	163	16	85	19	42	0	18	411	98	145	287	-
		95th Queue	218	39	138	45	85	47	47	526	180	187	374	-
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (57.0)											
		Approach LOS	E (73.8)			E (68.7)			E (55.7)			D (49.8)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	170	49	360	38	28	0	73	711	97	271	277	-
		95th Queue	220	92	499	73	64	0	90	750	114	396	365	-
	PM	Overall LOS	C (27.4)											
		Approach LOS	E (77.5)			E (77.7)			A (1.3)			C (29.0)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	181	16	156	20	42	0	17	538	110	141	307	-
		95th Queue	263	38	195	45	85	47	37	624	274	187	393	-

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
3. Windward Parkway at Westside Parkway/Deerfield Parkway	SBL*	225	309 / 184 (50th) 464 / 245 (95th)	*No-Build (System Improvement):* Consider extending SBL lane storage.
	EBR*	200	233 / 117 (50th) 384 / 213 (95th)	*No-Build (System Improvement):* Consider extending EBR lane storage.
4. Deerfield Parkway at Morris Road	NBR	150	0 / 55 (50th) 55 / 205 (95th)	*With the widening along Deerfield Parkway for the system improvement, this storage will be extended.*
5. Windward Parkway at Site Driveway A	WBL*	150	1535 / 1679 (50th) 458 / 616 (95th)	Provide a second westbound left-turn lane, creating dual left-turns.
	NBR	100	48 / 174 (50th) 1122 / 1372 (95th)	Provide a second northbound right-turn lane, creating dual right-turns. Additionally, provide an overlap phase.
6. Windward Parkway at SR 400 SB Ramps	SBR	650	559 / 266 (50th) 709 / 396 (95th)	*No-Build (System Improvement):* Provide an additional southbound right-turn lane, creating triple right-turns.

** Exceeds available storage in Existing 2021 conditions*

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Continuum Alpharetta* development located in the City of Alpharetta, Georgia. The approximate 51.8-acre site is located south of Windward Parkway, west of SR 400, and east of Westside Parkway. The project site is currently zoned O-I (Office-Institutional). The site is proposed to be rezoned to MU (Mixed-Use), and the rezoning application was filed on November 2, 2021. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

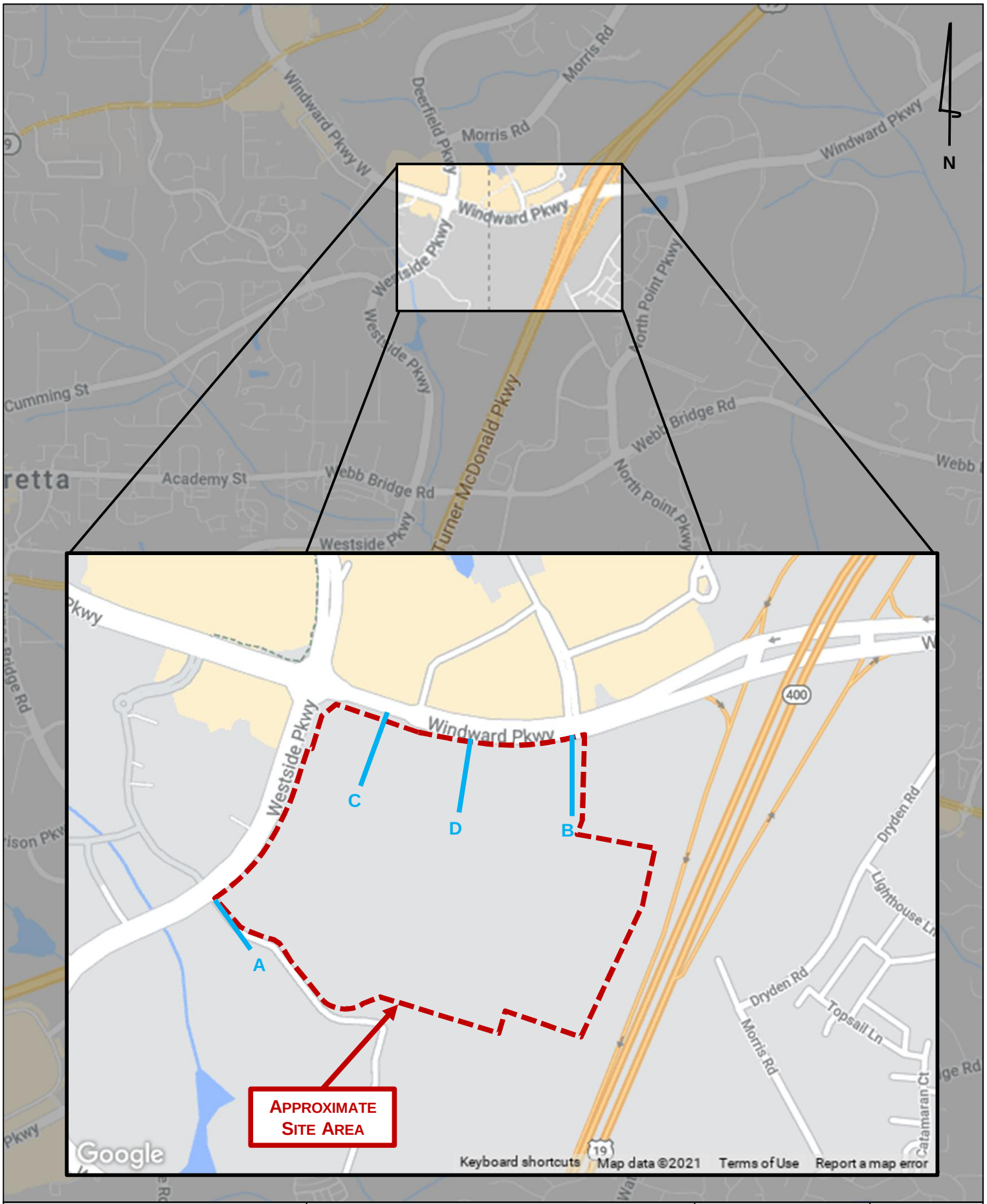
The site currently consists of 517,399 SF of existing office building, and its associated surface parking. The existing office space is proposed to be renovated and the surface parking is proposed to be demolished and redeveloped with a mix of land uses. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2027 (approximately 6 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
Townhomes	82 units
Multifamily Residential	488 units
Hotel	218 rooms
Office	1,545,899 SF total *517,399 SF to remain* *1,028,500 SF new construction*
Retail	38,800 SF
Restaurant	38,800 SF

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of new mixed-use development in a *Regional Center* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the rezoning application and the Initial DRI Information (Form 1) on November 2, 2021 by the City of Alpharetta. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).



Kimley»Horn	*Continuum Alpharetta* *DRI #3508* *Transportation Analysis*	Site Location	Figure 1
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Kimley»Horn	*Continuum Alpharetta* *DRI #3508* *Transportation Analysis*	Site Aerial	Figure 2
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1.2 Site Access

As currently envisioned, the proposed development will be accessible via four (4) total access points (2 existing, 2 proposed):

1. **Site Driveway A** – an existing, unsignalized, full-movement driveway located along Westside Parkway approximately 1,050 feet south of Windward Parkway and operates under side street stop control.
2. **Site Driveway B** – an existing, signalized, full-movement driveway located along Windward Parkway approximately 850 feet west of SR 400.
3. **Proposed Site Driveway C** – a proposed, right-in/right-out driveway located along Windward Parkway approximately 300 feet east of Westside Parkway and 500 feet west of Site Driveway D and is proposed to operate under side street stop control.
4. **Proposed Site Driveway D** – a proposed, right-in/right-out driveway located along Windward Parkway approximately 400 feet west of Site Driveway A and 500 feet east of Site Driveway C and is proposed to operate under side street stop control.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Pedestrian facilities will be provided between the various land uses. A trail system will be constructed on-site from Site Driveway A along the western edge of the property to Site Driveway B along the southern edge of the property.

1.4 Parking

Parking will be provided on-site in individual enclosed parking for the townhomes, and multiple new parking decks attached to the office and residential buildings.

The current number of total site parking spaces to be provided are listed below in **Table 3**. The site development is currently in progress and the number of parking provided is subject to change.

Table 3: Proposed Parking

Land Use	Minimum	Maximum
Office	6,184 *1 per 250 SF* (including existing office)	N/A
Retail	388 *1 per 250 SF*	N/A
Hotel	229 *1 per room, plus 1 per 20 rooms*	N/A
Residential	1,026 *2 per unit, plus 1 guest space per 20 units*	N/A
Total	**7,827 spaces** ***(5,906 spaces if shared parking is utilized)***	**N/A**

A total of 7,875 parking spaces are proposed, primarily in structured decks. 252 surface parking spaces will be provided, concentrated on the retail land-uses. Nearly all existing surface parking on site (1,977 existing spaces) will be demolished.

Per code, the required number of parking spaces may be reduced by 25% if shared parking is utilized. See site plan (last page) for parking details. Parking numbers are subject to change during site design.

In addition to standard vehicle parking, the proposed development will include a minimum of 1 bicycle space per 2 residential units and 1 bicycle space per 25 vehicle spaces for all other uses, dedicated parking for alternative charging vehicles, and dedicated loading/unloading spaces. Alternative parking will be designed in accordance with City of Alpharetta standards and will be coordinated with the City during the permitting process. Other alternative parking options will be considered as design advances.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along all site frontages. Pedestrian sidewalk and trail facilities are proposed to be provided through the development, connecting Westside Parkway and Windward Parkway.

The use of alternative transportation modes will be incentivized through dedicated parking for bicycles, vanpool, carpool, and car share. Also, showers and changing facilities will be provided with the office use for employees who walk or bike to work.

Additionally, the project site is served by two MARTA bus stops along its Windward Parkway frontage that are currently served by route 141 seven days a week and route 143 five days per week. The routes provide local service to the North Springs MARTA rail station and other local destinations nearby. The bus stop experienced an average of 95 boardings/ 103 alightings daily during pre-pandemic conditions in Fall 2019. The bus stop is projected to increase ridership by approximately 200 boardings/200 alightings daily (assumed 50% of daily alternative mode reduction).

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Continuum Alpharetta* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within the City of Alpharetta and North Fulton CID.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

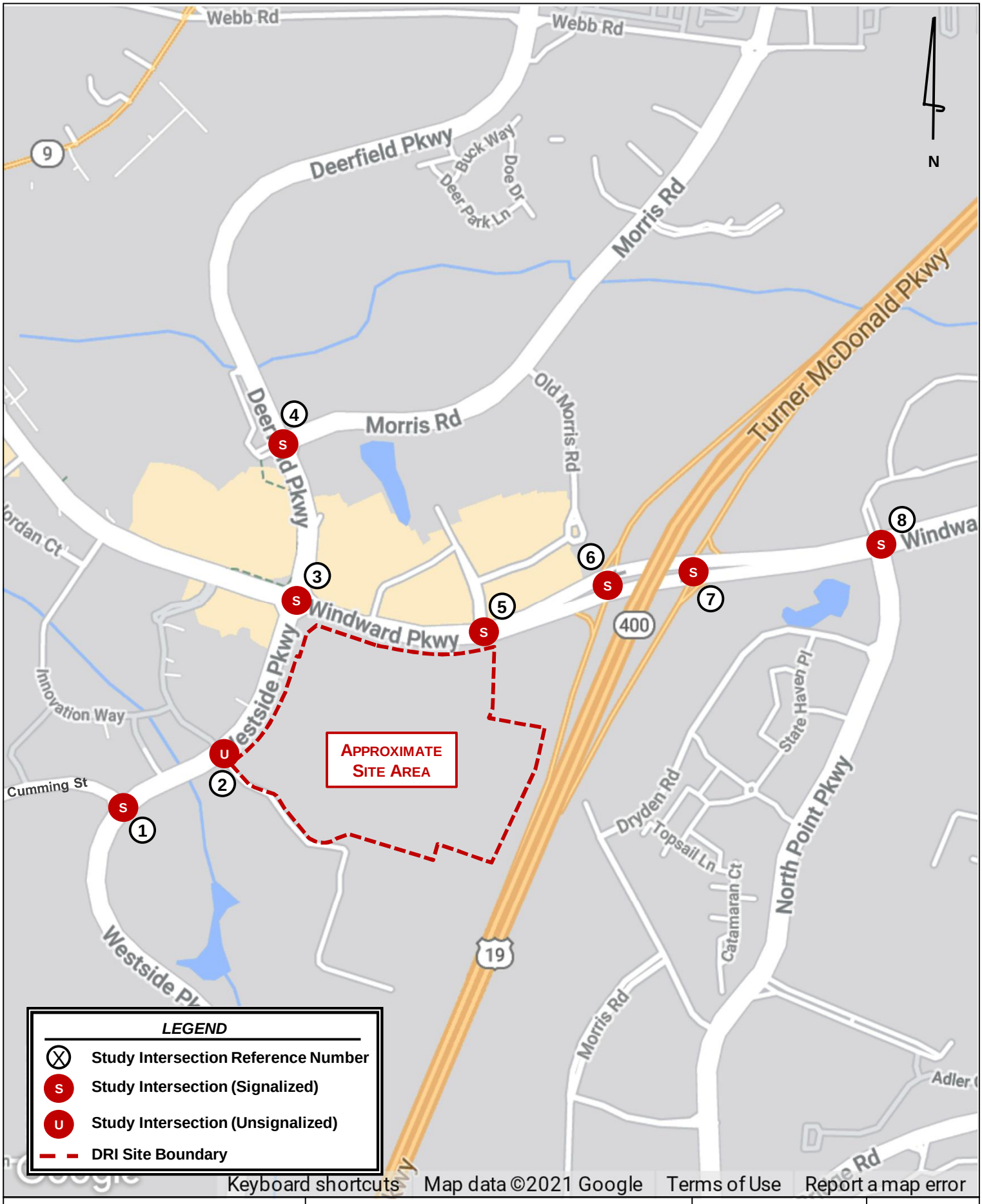
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following six (6) off-site intersections plus existing site driveways described in **Table 4** and is shown visually in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Westside Parkway at Cumming Street	Alpharetta	Signal
2. Westside Parkway at Site Driveway A/Private Driveway	Alpharetta	Unsignalized (TWSC)
3. Windward Parkway at Westside Parkway	Alpharetta	Signal
4. Deerfield Parkway at Morris Road	Milton	Signal
5. Windward Parkway at Site Driveway B/Private Driveway	Alpharetta	Signal
6. Windward Parkway at SR 400 SB Ramps	GDOT/Alpharetta	Signal
7. Windward Parkway at SR 400 NB Ramps	GDOT/Alpharetta	Signal
8. Windward Parkway at North Point Parkway	Alpharetta	Signal

2.2 Existing Roadway Facilities

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

Table 5: Roadway Classifications			
Roadway	**Lanes**	**AADT**	**GDOT Functional Classification**
Windward Parkway (between Westside Parkway and SR 400)	**6**	**48,300**	**Minor Arterial**
Windward Parkway (west of Westside Parkway and east of SR 400)	4	35,400	Minor Arterial
Westside Parkway	**4**	**N/A**	**Minor Arterial**
Deerfield Parkway	4	N/A	Local Road
North Point Parkway	4	N/A	Major Collector
Cumming Street	2	N/A	Local Road
Morris Road	4	10,700	Local Road
SR 400	8	143,000	Principal Arterial - Expressway



Kimley»Horn	*Continuum Alpharetta* *DRI #3508* *Transportation Analysis*	Study Intersections	Figure 3
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2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, October 20, 2021. The newly collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the AM and PM peak volumes at a newly collected average daily traffic (ADT) count to the AM and PM peak ADT volumes previously collected at GDOT count stations in the same location. The GDOT count station located along Windward Parkway adjacent to the site (Station #121-6363) was used in this comparison. The calibration factors used in this analysis were 1.37 for AM peak hour and 1.00 for PM peak hour.

Based on the collected traffic count data, the existing 517,399 SF of office space on-site is currently not generating the expected peak hour traffic. To estimate the existing peak hour traffic of this office space, the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 10th Edition, was used to estimate the peak hour traffic normally generated by the development. The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

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

Table 6: Traffic Count Summary

Intersection		Count Date	AM Peak Hour	PM Peak Hour
1.	Westside Parkway at Cumming Street	10/2021	7:15 – 8:15 AM	5:00 – 6:00 PM
2.	Westside Parkway at Site Driveway A	10/2021	8:00 – 9:00 AM	5:00 – 6:00 PM
3.	Windward Parkway at Westside Parkway	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM
4.	Deerfield Parkway at Morris Road	10/2021	7:15 – 8:15 AM	4:15 – 5:15 PM
5.	Windward Parkway at Site Driveway B	10/2021	7:45 – 8:45 AM	4:45 – 5:45 PM
6.	Windward Parkway at SR 400 SB Ramps	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM
7.	Windward Parkway at SR 400 NB Ramps	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM
8.	Windward Parkway at North Point Parkway	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM

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

2.4 Background Growth

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

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5% per year background traffic growth rate from 2021 to 2027 (6 years) was used for all roadways.

The Projected 2027 No-Build conditions represent the Estimated 2021 traffic volumes grown for six (6) years at 1.5% per year throughout the study network.

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

2.5 Programmed and Planned Projects

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

One project was identified (noted below in italics) to include in the capacity analyses. The ongoing Windward Parkway widening project will widen the eastbound direction of Windward Parkway from two lanes to three lanes between Westside Parkway and SR 400. The remaining projects shown in **Table 7** and **Table 8** are programmed or planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to affect the study network.

Table 7: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Windward Parkway EB widening	*Westside Parkway to North Point Parkway*	*City of Alpharetta*	*N/A*	*FN-301*	*2016*	*2018*	*2020*
SR 9 Widening	Academy Street to Windward Parkway	GDOT	721780-	FN-067A	2013	2016	2021
SR 9 Widening	Windward Parkway to Forsyth County	GDOT	0007838	FN-222	2013	2018	2023
McFarland Parkway Interchange	SR 400	Forsyth County	0007526	FT-324	2012	2017	2021
SR 400 Express Lanes	North Springs MARTA to Mcfarland Parkway	GDOT	0001757	AR-ML-300	2005	2019	2021

**Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC)*

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
GA 400 High Capacity Premium Transit	North Springs MARTA to Windward Parkway	MARTA	AR-470	2050	ARC Fact Sheet

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

2.6 Level-of-Service Overview

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

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

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

2.7 Level-of-Service Standards

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

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode 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.

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

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

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

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
210 – Single-Family Detached Housing	82 units	580	290	290	9	31	32	18
220 – Multi-Family Housing (Low-Rise)	488 units	2,658	1,329	1,329	42	120	124	79
222 – (Multi-Family Housing (High-Rise)	218 rooms	2,034	1,017	1,017	61	43	70	67
710 – General Office Building*	1,028,500 sf*	10,176	5,088	5,088	854	139	167	875
820 – Shopping Center	38,800 sf	1,464	732	732	22	14	71	77
932 – High-Turnover (Sit-Down) Restaurant	38,800 sf	4,352	2,176	2,176	212	174	235	144
Gross Project Trips		**21,264**	**10,632**	**10,632**	**1,200**	**521**	**699**	**1,260**
Mixed-Use Reductions		*-1,730*	*-865*	*-865*	*-190*	*-190*	*-187*	*-187*
Alternative Mode Reductions		*-976*	*-488*	*-488*	*-50*	*-17*	*-26*	*-53*
Pass-By Reductions		*-1,946*	*-973*	*-973*	*-0*	*-0*	*-58*	*-58*
Net New Trips		**16,612**	**8,306**	**8,306**	**960**	**314**	**428**	**962**

**Trip Generation for the existing 517,399 SF of office space (semi-occupied) was estimated and additional estimated office trips were included in the Estimated 2021 and No-Build 2027 conditions and is not included in this trip generation summary.*

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 4** and for non-residential uses in **Figure 5.** The peak hour project trips are shown by turning movement throughout the study network in **Figure 6**.

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

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Estimated 2021 conditions, Projected 2027 No-Build conditions, and Projected 2027 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted. Intersections 6 and 7 were analyzed using *HCM 2000* methodologies due to constraints in right-turn laneage and phasing.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Estimated 2021 conditions, **Figure 8** for Projected 2027 No-Build conditions, and **Figure 9** for Projected 2027 Build conditions.

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

Figure 4

Residential
Trip Distribution

Continuum Alpharetta
DRI #3508
Transportation Analysis

Kimley»Horn

Figure 5

Non-Residential Trip Distribution

Continuum Alpharetta
DRI #3508
Transportation Analysis

Kimley»Horn

Figure 6

Project Trips

Continuum Alpharetta
DRI #3508
Transportation Analysis

Kimley»Horn

5.1 Westside Parkway at Cumming Street (Intersection 1)

Overall LOS Standard: E Approach LOS Standard: E			Westside Parkway Northbound			Westside Parkway Southbound			Cumming Street Eastbound			Cumming Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (27.5)											
		Approach LOS	B (16.4)			C (20.4)			D (54.9)			E (76.4)		
		Storage	125	-	-	75	-	-	-	-	125	-	-	-
		50th Queue	190	127	-	14	577	-	-	384	89	2	-	-
		95th Queue	320	196	-	24	800	-	-	463	155	9	-	-
	PM	Overall LOS	C (21.3)											
		Approach LOS	B (10.6)			C (30.1)			C (29.7)			C (29.0)		
		Storage	125	-	-	75	-	-	-	-	125	-	-	-
		50th Queue	42	118	-	-	238	-	-	148	0	4	2	-
		95th Queue	82	176	-	-	300	-	-	242	47	14	19	-
NO-BUILD (SIGNAL)	AM	Overall LOS	D (52.6)											
		Approach LOS	C (33.6)			E (64.5)			E (55.9)			E (76.4)		
		Storage	125	-	-	75	-	-	-	-	125	-	-	-
		50th Queue	258	147	-	15	648	-	-	424	131	2	-	-
		95th Queue	475	200	-	23	790	-	-	560	216	10	-	-
	PM	Overall LOS	C (23.4)											
		Approach LOS	B (11.6)			C (32.8)			C (33.6)			C (29.5)		
		Storage	125	-	-	75	-	-	-	-	125	-	-	-
		50th Queue	44	125	-	-	265	-	-	173	0	4	3	-
		95th Queue	89	167	-	-	324	-	-	336	54	17	23	-
BUILD (SIGNAL)	AM	Overall LOS	E (59.4)											
		Approach LOS	D (37.9)			E (77.6)			E (57.1)			E (77.4)		
		Storage	125	-	-	75	-	-	-	-	125	-	-	-
		50th Queue	266	183	-	14	671	-	-	497	154	2	-	-
		95th Queue	465	224	-	20	778	-	-	740	254	10	-	-
	PM	Overall LOS	C (26.2)											
		Approach LOS	B (12.3)			D (36.8)			D (36.9)			C (30.0)		
		Storage	125	-	-	75	-	-	-	-	125	-	-	-
		50th Queue	45	133	-	-	298	-	-	191	1	4	3	-
		95th Queue	137	177	-	-	345	-	-	364	56	17	23	-

The intersection of Westside Parkway at Cumming Street (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.2 Westside Parkway at Site Driveway A (Intersection 2)

Overall LOS Standard: E Approach LOS Standard: E			Westside Parkway Northbound			Westside Parkway Southbound			Private Driveway Eastbound			Site Driveway A Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS	A (9.2)			A (8.9)			B (11.2)			B (12.2)		
		Storage	125			125			-	-	-	-	-	-
		50th Queue	-			-			-	-	-	-	-	-
		95th Queue	0			8			-	0	-	-	5	-
	PM	Overall LOS	(1.8)											
		Approach LOS	A (8.1)			A (9.1)			B (13.1)			C (19.1)		
		Storage	125			125			-	-	-	-	-	-
		50th Queue	-			-			-	-	-	-	-	-
		95th Queue	0			3			-	3	-	-	50	-
NO-BUILD (TWSC)	AM	Overall LOS	(0.7)											
		Approach LOS	A (9.6)			A (9.1)			B (11.7)			B (13.0)		
		Storage	125			125			-	-	-	-	-	-
		50th Queue	-			-			-	-	-	-	-	-
		95th Queue	0			10			-	0	-	-	5	-
	PM	Overall LOS	(2.1)											
		Approach LOS	A (8.2)			A (9.4)			B (14.0)			C (22.2)		
		Storage	125			125			-	-	-	-	-	-
		50th Queue	-			-			-	-	-	-	-	-
		95th Queue	0			3			-	5	-	-	65	-
BUILD (TWSC)	AM	Overall LOS	(2.1)											
		Approach LOS	A (9.6)			B (11.5)			B (11.7)			C (19.9)		
		Storage	125			125			-	-	-	-	-	-
		50th Queue	-			-			-	-	-	-	-	-
		95th Queue	0			38			-	0	-	-	35	-
	PM	Overall LOS	(8.3)											
		Approach LOS	A (8.2)			A (9.8)			C (22.8)			E (41.2)		
		Storage	125			125			-	-	-	-	-	-
		50th Queue	-			-			-	-	-	-	-	-
		95th Queue	0			10			-	10	-	-	198	-

The intersection of Westside Parkway at Site Driveway A (Intersection 2) is projected to operate at an acceptable LOS overall and for each approach under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. The intersection is proposed to continue to operate as a full movement driveway under two-way stop-control with stop control for the eastbound and westbound approaches only. The recommended lane configuration for Site Driveway A is one lane entering the site and two lanes exiting the site (a shared through/left-turn lane and an exclusive right-turn lane), shown in blue on **Figure 9**.

5.3 Windward Parkway at Westside Parkway/Deerfield Parkway (Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E			Westside Parkway			Deerfield Parkway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (48.9)											
		Approach LOS	F (102.7)			E (74.5)			D (39.0)			C (22.8)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	170	170	75	228	325	-	56	463	122	195	67	1
		95th Queue	272	220	145	291	383	-	107	610	252	248	65	2
	PM	Overall LOS	D (48.1)											
		Approach LOS	E (65.1)			F (88.5)			C (30.2)			D (35.8)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	222	272	163	148	203	-	66	420	69	129	398	172
		95th Queue	275	335	227	200	286	-	118	545	159	172	489	207
NO-BUILD (SIGNAL)	AM	Overall LOS	D (53.3)											
		Approach LOS	F (118.7)			E (76.0)			D (45.6)			C (23.4)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	200	186	79	249	353	-	65	556	165	221	43	0
		95th Queue	295	234	151	347	424	-	116	728	301	290	100	0
	PM	Overall LOS	D (51.8)											
		Approach LOS	E (66.0)			F (97.9)			C (34.3)			D (38.4)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	242	296	130	162	222	-	77	506	96	141	458	189
		95th Queue	286	353	325	217	350	-	130	623	192	183	557	258
BUILD (SIGNAL)	AM	Overall LOS	E (62.4)											
		Approach LOS	F (144.3)			F (81.1)			E (55.7)			C (24.9)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	234	203	68	309	415	-	66	645	233	225	44	0
		95th Queue	306	238	121	464	536	-	116	837	384	295	158	36
	PM	Overall LOS	E (62.2)											
		Approach LOS	E (69.2)			F (109.7)			D (46.4)			D (49.7)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	292	358	134	184	278	-	81	562	117	134	499	194
		95th Queue	343	448	311	245	412	-	137	656	213	164	554	242

The intersection of Windward Parkway at Westside Parkway/Deerfield Parkway (Intersection 3) currently operates and is projected to operate at an acceptable overall LOS standard under Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. The northbound approach of Westside Parkway at the intersection is projected to operate at LOS F during the AM Peak under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. The southbound approach of Deerfield Parkway at the intersection is projected to operate at LOS F during the AM Peak under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. Additionally, the southbound approach of Deerfield Parkway is projected to operate at LOS F during the AM Peak under the Projected 2027 Build conditions.

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

- Construct one (1) exclusive southbound right-turn lane along Deerfield Parkway
- Construct one (1) additional northbound through lane along Westside Parkway. An additional receiving lane along Deerfield Parkway between Windward Parkway and Morris Road is required.

Due to the increase in volume on the northbound left-turn and through movements during the AM peak hour, the split time for these left-turn phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

The analysis results for the improved conditions at Intersection 3 are shown in the table below.

Overall LOS Standard: E Approach LOS Standard: E			Westside Parkway			Deerfield Parkway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (55.3)											
		Approach LOS	E (77.5)			E (66.8)			D (46.0)			D (48.5)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	167	129	79	238	299	0	66	563	186	221	261	2
		95th Queue	214	163	151	287	351	16	127	854	354	282	833	32
	PM	Overall LOS	E (58.4)											
		Approach LOS	E (68.9)			E (71.2)			C (32.3)			E (67.2)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	242	201	130	164	163	0	73	479	91	141	650	314
		95th Queue	291	238	367	212	215	52	130	623	192	187	757	416
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (62.1)											
		Approach LOS	E (79.5)			E (68.3)			E (59.2)			D (53.9)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	182	141	68	285	352	0	70	724	245	225	552	33
		95th Queue	220	165	121	361	430	16	123	913	407	295	865	49
	PM	Overall LOS	E (64.1)											
		Approach LOS	E (76.4)			E (75.5)			D (36.6)			E (71.6)		
		Storage	300	-	200	225	-	-	125	-	200	375	-	-
		50th Queue	297	243	209	184	190	0	73	507	93	140	687	338
		95th Queue	382	281	433	245	250	53	129	607	184	187	800	453

With the improvements listed above, the intersection of Windward Parkway at Westside Parkway/Deerfield Parkway (Intersection 3) is projected to operate at or above its overall and approach LOS standards. It should be noted that the Overall LOS decreases between the Projected No-Build and No-Build Improved scenarios. Signal timing adjustments to accommodate the additional through lane decrease the LOS along Windward Parkway EB/WB, however the approach LOS remains at an acceptable LOS.

5.4 Deerfield Parkway at Morris Road (Intersection 4)

Overall LOS Standard: E Approach LOS Standard: E			Deerfield Parkway			Deerfield Parkway			Private Driveway			Morris Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (18.8)											
		Approach LOS	B (13.0)			B (17.5)			C (34.8)			C (26.1)		
		Storage	150	-	150	125	-	-	-	-	-	-	-	-
		50th Queue	6	29	0	2	112	-	-	2	0	95	97	0
		95th Queue	29	105	56	12	247	-	-	14	0	235	238	0
	PM	Overall LOS	B (16.8)											
		Approach LOS	B (13.6)			B (14.6)			C (32.0)			C (26.8)		
		Storage	150	-	150	125	-	-	-	-	-	-	-	-
		50th Queue	13	92	22	2	73	-	-	7	0	71	73	0
		95th Queue	37	206	103	9	128	-	-	35	0	201	205	0
NO-BUILD (SIGNAL)	AM	Overall LOS	B (19.8)											
		Approach LOS	B (13.3)			B (18.3)			D (37.3)			C (27.8)		
		Storage	150	-	150	125	-	-	-	-	-	-	-	-
		50th Queue	8	36	0	2	136	-	-	2	0	114	115	0
		95th Queue	31	115	56	12	276	-	-	15	0	269	273	0
	PM	Overall LOS	B (17.4)											
		Approach LOS	B (14.0)			B (14.9)			C (34.3)			C (28.7)		
		Storage	150	-	150	125	-	-	-	-	-	-	-	-
		50th Queue	15	107	32	2	83	-	-	8	0	86	88	0
		95th Queue	41	235	130	10	145	-	-	37	0	221	224	0
BUILD (SIGNAL)	AM	Overall LOS	C (21.9)											
		Approach LOS	B (14.2)			C (20.1)			D (41.8)			C (30.7)		
		Storage	150	-	150	125	-	-	-	-	-	-	-	-
		50th Queue	10	56	0	3	204	-	-	2	0	157	158	0
		95th Queue	30	125	55	12	320	-	-	15	0	374	381	0
	PM	Overall LOS	B (18.3)											
		Approach LOS	B (14.7)			B (14.9)			D (38.4)			C (32.0)		
		Storage	150	-	150	125	-	-	-	-	-	-	-	-
		50th Queue	16	135	56	2	97	-	-	10	0	122	123	-
		95th Queue	42	285	205	10	166	-	-	37	0	243	244	-

The intersection of Deerfield Parkway at Morris Road (Intersection 4) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.5 *Windward Parkway at Site Driveway B (Intersection 5)*

Overall LOS Standard: E Approach LOS Standard: E			Site Driveway B			Private Driveway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	A (6.8)											
		Approach LOS	F (82.6)			E (76.9)			A (1.0)			A (2.0)		
		Storage	-	-	100	-	-	50	200	-	-	150	-	150
		50th Queue	-	22	0	154	152	0	18	427	-	203	706	48
		95th Queue	-	53	0	262	258	0	38	587	-	397	769	71
	PM	Overall LOS	C (23.7)											
		Approach LOS	F (332.3)			E (68.7)			A (1.0)			A (0.9)		
		Storage	-	-	100	-	-	50	200	-	-	150	-	150
		50th Queue	-	102	232	118	120	0	19	198	-	28	284	52
		95th Queue	-	219	425	192	195	0	25	230	-	40	304	70
NO-BUILD (SIGNAL)	AM	Overall LOS	A (7.8)											
		Approach LOS	F (82.8)			F (80.3)			A (1.1)			A (3.5)		
		Storage	-	-	100	-	-	50	200	-	-	150	-	150
		50th Queue	-	24	0	166	171	0	26	535	-	298	818	52
		95th Queue	-	56	0	291	302	0	40	641	-	507	870	75
	PM	Overall LOS	C (34.1)											
		Approach LOS	F (474.0)			E (69.8)			A (1.0)			A (1.0)		
		Storage	-	-	100	-	-	50	200	-	-	150	-	150
		50th Queue	-	120	310	130	132	0	17	224	-	31	322	62
		95th Queue	-	244	510	209	212	7	23	250	-	56	350	87
BUILD (SIGNAL)	AM	Overall LOS	F (99.7)											
		Approach LOS	F (100.7)			F (80.3)			A (2.9)			F (161.6)		
		Storage	-	-	100	-	-	50	200	-	-	150	-	150
		50th Queue	-	69	48	166	171	0	30	627	-	1535	737	44
		95th Queue	-	163	174	291	302	0	37	688	-	1679	663	64
	PM	Overall LOS	F (318.3)											
		Approach LOS	F (2049.2)			E (69.8)			A (1.9)			B (18.5)		
		Storage	-	-	100	-	-	50	200	-	-	150	-	150
		50th Queue	-	450	1122	130	132	0	17	264	-	458	332	69
		95th Queue	-	634	1372	209	212	7	22	290	-	616	346	97

The intersection of Windward Parkway at Site Driveway B (Intersection 5) currently operates and is projected to operate at an acceptable overall LOS standard under Estimated 2021 and Projected 2027 No-Build conditions. The northbound approach of Site Driveway B is projected to operate at LOS F during the AM and PM peak hours. Additionally, the southbound approach of the Private Driveway is projected to operate at LOS F during the PM peak under Projected 2027 No-Build conditions.

No feasible improvements are identified for the southbound approach due to right-of-way constraints. Limited green time is allocated to the northbound approach in Existing conditions, due to the impacts of COVID (the existing office building using this driveway is not currently generating traffic). Green time was reallocated to this approach under the improved conditions since volume has been projected for this approach.

The intersection is projected to operate at an unacceptable overall LOS under Projected 2027 Build conditions. Under this scenario, multiple approaches of the intersection are projected to operate at an unacceptable LOS.

Due to the increase in volume on the westbound left-turn and northbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

In order to improve the overall and approach LOS under the Projected 2027 Build conditions, Kimley-Horn recommends the following site access improvements (shown in blue on **Figure 9**):

- Construct one (1) additional westbound left-turn lane along Windward Parkway entering the site, creating dual left-turns.
- Construct one (1) additional northbound left-turn lane and one (1) additional northbound right-turn lane exiting Site Driveway B.
- Provide a northbound right-turn overlap phase exiting the site.

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

Overall LOS Standard: E Approach LOS Standard: E			Site Driveway B			Private Driveway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	A (7.9)											
		Approach LOS	F (82.8)			F (80.3)			A (1.1)			A (3.6)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	-	24	0	166	171	0	30	594	-	282	825	-
		95th Queue	-	56	0	291	302	0	53	767	-	546	875	-
	PM	Overall LOS	B (18.4)											
		Approach LOS	E (61.2)			E (73.5)			C (27.0)			A (1.9)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	-	82	0	132	134	0	27	424	-	43	353	88
		95th Queue	-	140	91	212	215	0	58	358	-	86	453	125
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (22.8)											
		Approach LOS	E (73.9)			E (77.0)			B (16.3)			B (19.7)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	35	35	0	165	170	0	35	765	-	414	708	52
		95th Queue	77	77	46	280	290	0	45	776	-	598	775	76
	PM	Overall LOS	C (32.1)											
		Approach LOS	E (59.1)			E (73.5)			D (41.1)			B (10.1)		
		Storage	-	-	100	-	-	-	100	-	-	-	100	-
		50th Queue	120	121	306	132	134	0	28	675	-	191	358	89
		95th Queue	193	194	367	212	215	0	43	761	-	236	467	131

With the improvements listed above, the intersection of Windward Parkway at Site Driveway B (Intersection 5) is projected to operate at or above its overall and approach LOS standards.

5.6 *Windward Parkway at SR 400 SB Ramps (Intersection 6)*

Overall LOS Standard: E Approach LOS Standard: E			SR 400 SB Ramps			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (46.6)											
		Approach LOS				E (65.3)			E (56.1)			C (27.5)		
		Storage				650		650		-	-	-	-	
		50th Queue				189		356		124	400	167	463	
		95th Queue				238		436		98	394	194	517	
	PM	Overall LOS	C (21.8)											
		Approach LOS				F (80.2)			C (21.1)			A (8.4)		
		Storage				650		650		-	-	-	-	
		50th Queue				69		134		89	585	166	53	
		95th Queue				105		213		137	969	181	0	
NO-BUILD (SIGNAL)	AM	Overall LOS	E (57.2)											
		Approach LOS				E (67.5)			E (77.4)			C (33.0)		
		Storage				650		650		-	-	-	-	
		50th Queue				204		395		113	436	174	575	
		95th Queue				260		526		106	553	164	618	
	PM	Overall LOS	C (29.8)											
		Approach LOS				F (91.3)			D (36.3)			A (8.4)		
		Storage				650		650		-	-	-	-	
		50th Queue				75		177		111	766	190	0	
		95th Queue				113		293		161	740	237	0	
BUILD (SIGNAL)	AM	Overall LOS	E (72.3)											
		Approach LOS				F (95.4)			F (95.9)			D (40.0)		
		Storage				650		650		-	-	-	-	
		50th Queue				204		559		112	484	34	782	
		95th Queue				260		709		118	666	38	812	
	PM	Overall LOS	D (44.4)											
		Approach LOS				F (145.6)			D (53.1)			A (9.6)		
		Storage				650		650		-	-	-	-	
		50th Queue				75		266		197	788	209	0	
		95th Queue				113		396		189	988	300	0	

*Note: Intersection modeled in HCM 2000 due to constraints in right-turn laneage and phasing.

The intersection of Windward Parkway at SR 400 SB Ramps (Intersection 6) is projected to operate at an acceptable LOS overall under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. The southbound approach of SR 400 Ramps is projected to operate at an unacceptable LOS during the PM peak hour under Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. Additionally, the southbound approach of SR 400 Ramps and the eastbound approach of Windward Parkway are also projected to operate at an unacceptable LOS during the AM peak under the Projected 2027 No-Build conditions.

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

- Construct one (1) southbound right-turn lane along SR 400 SB Ramps, creating triple right-turns.

In order to improve the approach LOS under the Build 2027 conditions**,** Kimley-Horn recommends the following system improvements (shown in blue on **Figure 9):**

- Restripe the outside eastbound through lane along Windward Parkway as a shared through/left-turn lane. Modify the channelizing island to allow two right-turn lanes onto the existing 2-lane SR 400 entrance ramp.

The analysis results for the improved conditions at Intersection 6 are shown in the table below.

Overall LOS Standard: E Approach LOS Standard: E			SR 400 SB Ramps			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (52.8)											
		Approach LOS				E (62.5)			E (71.5)			C (30.2)		
		Storage				650		650		-	-	-	-	
		50th Queue				214		332		94	832	41	567	
		95th Queue				260		382		82	459	164	618	
	PM	Overall LOS	D (35.6)											
		Approach LOS				E (72.9)			D (54.0)			A (7.9)		
		Storage				650		650		-	-	-	-	
		50th Queue				73		175		104	713	192	135	
		95th Queue				109		225		170	733	233	143	
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (54.0)											
		Approach LOS				E (65.2)			E (65.1)			D (38.7)		
		Storage				650		650		-	-	-	-	
		50th Queue				204		398		254	150	34	782	
		95th Queue				260		492		301	262	38	812	
	PM	Overall LOS	C (25.4)											
		Approach LOS				E (76.7)			C (27.5)			B (10.4)		
		Storage				650		650		-	-	-	-	
		50th Queue				72		203		307	117	209	165	
		95th Queue				109		270		447	285	300	161	

With the improvements listed above, the intersection of Windward Parkway at SR 400 SB Ramps (Intersection 6) is projected to operate at or above its overall and approach LOS standards.

5.7 Windward Parkway at SR 400 NB Ramps (Intersection 7)

Overall LOS Standard: E Approach LOS Standard: E			SR 400 NB Ramps						Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (46.1)											
		Approach LOS	E (59.4)						C (27.6)			D (40.9)		
		Storage	800		700				-	-			-	250
		50th Queue	365		517				124	323			178	22
		95th Queue	418		682				170	424			206	62
	PM	Overall LOS	D (38.4)											
		Approach LOS	D (53.9)						C (31.6)			C (26.1)		
		Storage	800		700				-	-			-	250
		50th Queue	368		19				245	197			142	29
		95th Queue	397		65				325	333			165	46
NO-BUILD (SIGNAL)	AM	Overall LOS	E (55.5)											
		Approach LOS	E (76.2)						C (29.6)			D (43.4)		
		Storage	800		700				-	-			-	250
		50th Queue	410		682				131	375			200	26
		95th Queue	466		835				181	453			230	64
	PM	Overall LOS	D (40.7)											
		Approach LOS	D (54.8)						D (37.1)			C (27.2)		
		Storage	800		700				-	-			-	250
		50th Queue	401		52				269	247			157	33
		95th Queue	452		112				401	360			178	47
BUILD (SIGNAL)	AM	Overall LOS	E (57.8)											
		Approach LOS	E (79.1)						C (31.3)			D (46.4)		
		Storage	800		700				-	-			-	250
		50th Queue	489		698				143	391			255	27
		95th Queue	550		852				198	455			287	54
	PM	Overall LOS	D (51.2)											
		Approach LOS	E (56.3)						E (67.9)			C (28.7)		
		Storage	800		700				-	-			-	250
		50th Queue	440		134				436	360			169	34
		95th Queue	500		202				567	440			189	53

*Note: Intersection modeled in HCM 2000 due to constraints in right-turn laneage and phasing.

The intersection of Windward Parkway at SR 400 NB Ramps (Intersection 7) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2027 No-Build, and Projected 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.8 Windward Parkway at North Point Parkway (Intersection 8)

Overall LOS Standard: E Approach LOS Standard: E			North Point Parkway			North Point Parkway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (51.3)											
		Approach LOS	E (72.3)			F (83.6)			D (48.5)			D (43.0)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	126	45	277	41	26	0	33	448	42	247	184	-
		95th Queue	173	88	459	84	59	0	46	554	46	331	235	-
	PM	Overall LOS	C (25.1)											
		Approach LOS	E (70.2)			F (82.5)			A (1.0)			C (27.6)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	148	14	21	22	39	0	18	294	84	134	247	-
		95th Queue	195	38	68	51	78	77	47	480	177	176	361	-
NO-BUILD (SIGNAL)	AM	Overall LOS	E (55.3)											
		Approach LOS	F (80.4)			F (85.6)			D (51.7)			D (46.5)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	139	50	325	46	28	0	40	553	45	276	208	-
		95th Queue	188	95	590	97	64	0	60	612	67	384	262	-
	PM	Overall LOS	C (26.6)											
		Approach LOS	E (70.7)			F (83.2)			A (1.2)			C (28.5)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	162	15	75	24	42	0	19	412	98	145	289	-
		95th Queue	211	39	144	56	87	92	33	520	158	196	377	-
BUILD (SIGNAL)	AM	Overall LOS	E (56.8)											
		Approach LOS	F (83.6)			F (85.6)			D (52.6)			D (48.0)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	172	50	325	46	28	0	59	623	65	278	267	-
		95th Queue	245	95	590	97	64	0	74	662	94	396	331	-
	PM	Overall LOS	C (27.2)											
		Approach LOS	E (76.3)			F (85.0)			A (1.2)			C (28.7)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	180	15	108	24	43	1	15	501	52	145	300	-
		95th Queue	250	40	189	57	99	111	31	583	80	196	361	-

The intersection of Windward Parkway at North Point Parkway (Intersection 8) is projected to operate at an acceptable overall LOS under the Estimated 2021 conditions. Each approach of the intersection is projected to operate acceptably under Estimated 2021 conditions.

The intersection is projected to operate at an acceptable overall LOS under the No-Build 2027 and Build 2027 conditions. Under these scenarios, the northbound and southbound approaches of North Point Parkway are projected to operate at an unacceptable LOS during the AM peak hour. The southbound approach of North Point Parkway is projected to operate an unacceptable LOS during the PM peak hour.

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

- Remove split phasing from the intersection by providing a protected-only northbound left-turn phase and a protected-permissive southbound left-turn phase.

Due to the increase in volume on the northbound left-turn movement during the PM peak hour, the split time for these left-turn phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

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

Overall LOS Standard: E Approach LOS Standard: E			North Point Parkway			North Point Parkway			Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (55.8)											
		Approach LOS	E (69.9)			E (66.2)			E (55.4)			D (48.4)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	139	50	356	39	28	0	63	656	45	263	207	-
		95th Queue	182	92	493	73	64	0	86	716	79	384	295	-
	PM	Overall LOS	C (27.3)											
		Approach LOS	E (74.8)			E (77.6)			A (1.2)			C (28.7)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	163	16	85	19	42	0	18	411	98	145	287	-
		95th Queue	218	39	138	45	85	47	47	526	180	187	374	-
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (57.0)											
		Approach LOS	E (73.8)			E (68.7)			E (55.7)			D (49.8)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	170	49	360	38	28	0	73	711	97	271	277	-
		95th Queue	220	92	499	73	64	0	90	750	114	396	365	-
	PM	Overall LOS	C (27.4)											
		Approach LOS	E (77.5)			E (77.7)			A (1.3)			C (29.0)		
		Storage	-	-	200	150	-	-	350	-	-	800	-	-
		50th Queue	181	16	156	20	42	0	17	538	110	141	307	-
		95th Queue	263	38	195	45	85	47	37	624	274	187	393	-

With the improvements listed above, the intersection of Windward Parkway at North Point Parkway (Intersection 8) is projected to operate at or above its overall and approach LOS standards. It should be noted that the Overall LOS decreases between the Projected No-Build and No-Build Improved scenarios. Signal timing adjustments to accommodate removal of split phasing decrease the LOS along Windward Parkway EB/WB, however the approach LOS remains acceptable.

5.9 Windward Parkway at Site Driveway C (Intersection 9)

Overall LOS Standard: E Approach LOS Standard: E			Site Driveway C						Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (RIRO)	AM	Overall LOS	(0.0)											
		Approach LOS	B (12.9)						A (0.0)			A (0.0)		
		Storage			-					-	-		-	
		50th Queue			-					-	-		-	
		95th Queue			3					-	-		-	
	PM	Overall LOS	(0.2)											
		Approach LOS	B (13.1)						A (0.0)			A (0.0)		
		Storage			-					-	-		-	
		50th Queue			-					-	-		-	
		95th Queue			13					-	-		-	

The intersection of Windward Parkway at Site Driveway C (Intersection 9) is projected to operate at or above its overall and approach LOS standards. The intersection is proposed to operate as a right-in/right-out driveway under two-way stop-control with stop control for the northbound approach only. The recommended lane configuration for Proposed Site Driveway C is one lane entering the site and one lane exiting the site.

5.10 Windward Parkway at Site Driveway D (Intersection 10)

Overall LOS Standard: E Approach LOS Standard: E			Site Driveway D						Windward Parkway			Windward Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (RIRO)	AM	Overall LOS	(0.1)											
		Approach LOS	B (13.0)						A (0.0)			A (0.0)		
		Storage			-					-	-		-	
		50th Queue			-					-	-		-	
		95th Queue			5					-	-		-	
	PM	Overall LOS	(0.4)											
		Approach LOS	B (13.9)						A (0.0)			A (0.0)		
		Storage			-					-	-		-	
		50th Queue			-					-	-		-	
		95th Queue			20					-	-		-	

The intersection of Windward Parkway at Site Driveway D (Intersection 10) is projected to operate at or above its overall and approach LOS standards. The intersection is proposed to operate as a right-in/right-out driveway under two-way stop-control with stop control for the northbound approach only. The recommended lane configuration for Proposed Site Driveway D is one lane entering the site and one lane exiting the site.

Figure 7

Estimated 2021
Traffic Conditions

Continuum Alpharetta
DRI #3508
Transportation Analysis

Kimley»Horn

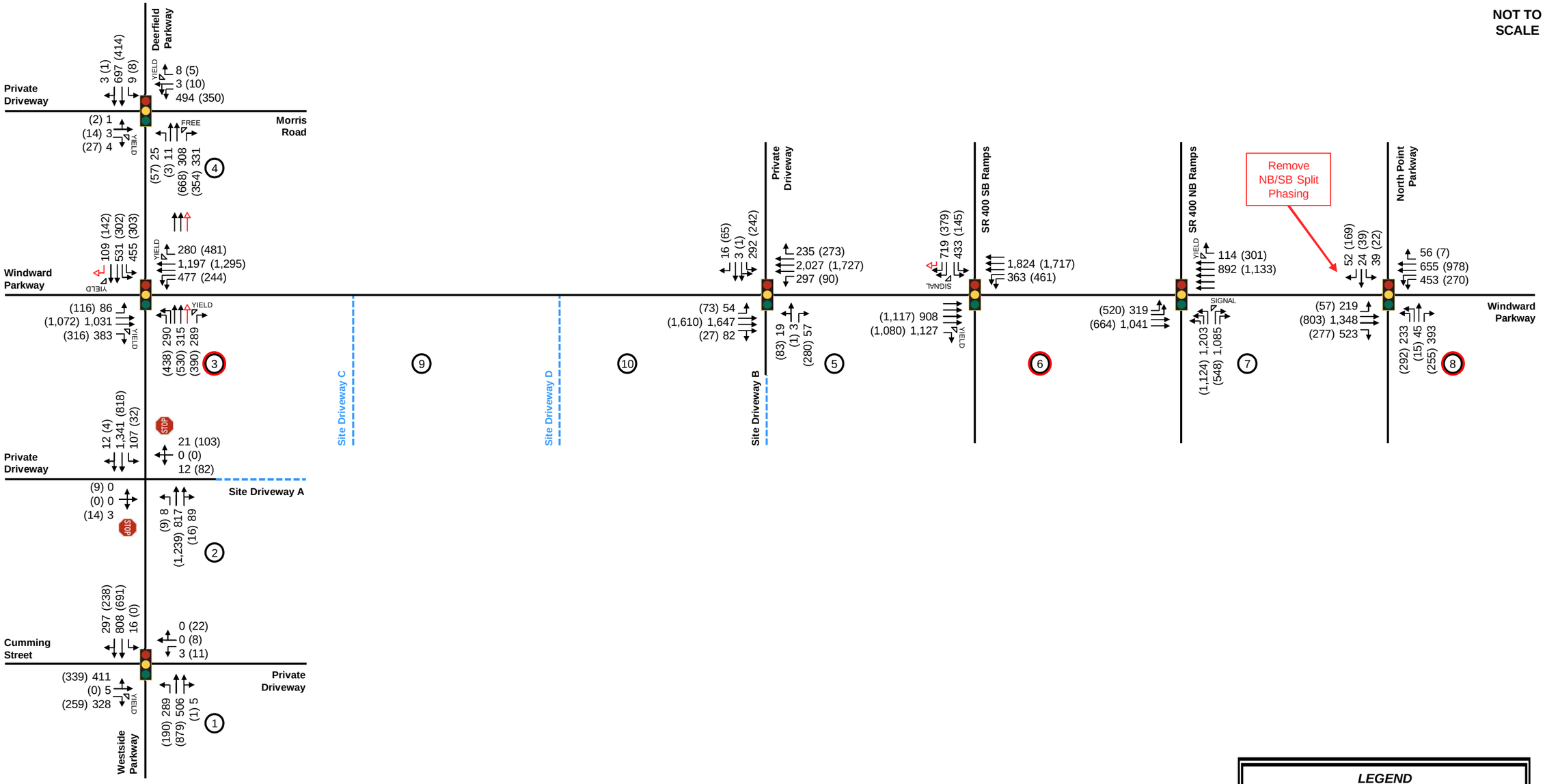

Figure 8

Projected 2027 No-Build Traffic Conditions

Continuum Alpharetta DRI #3508

Transportation Analysis

Kimley»Horn

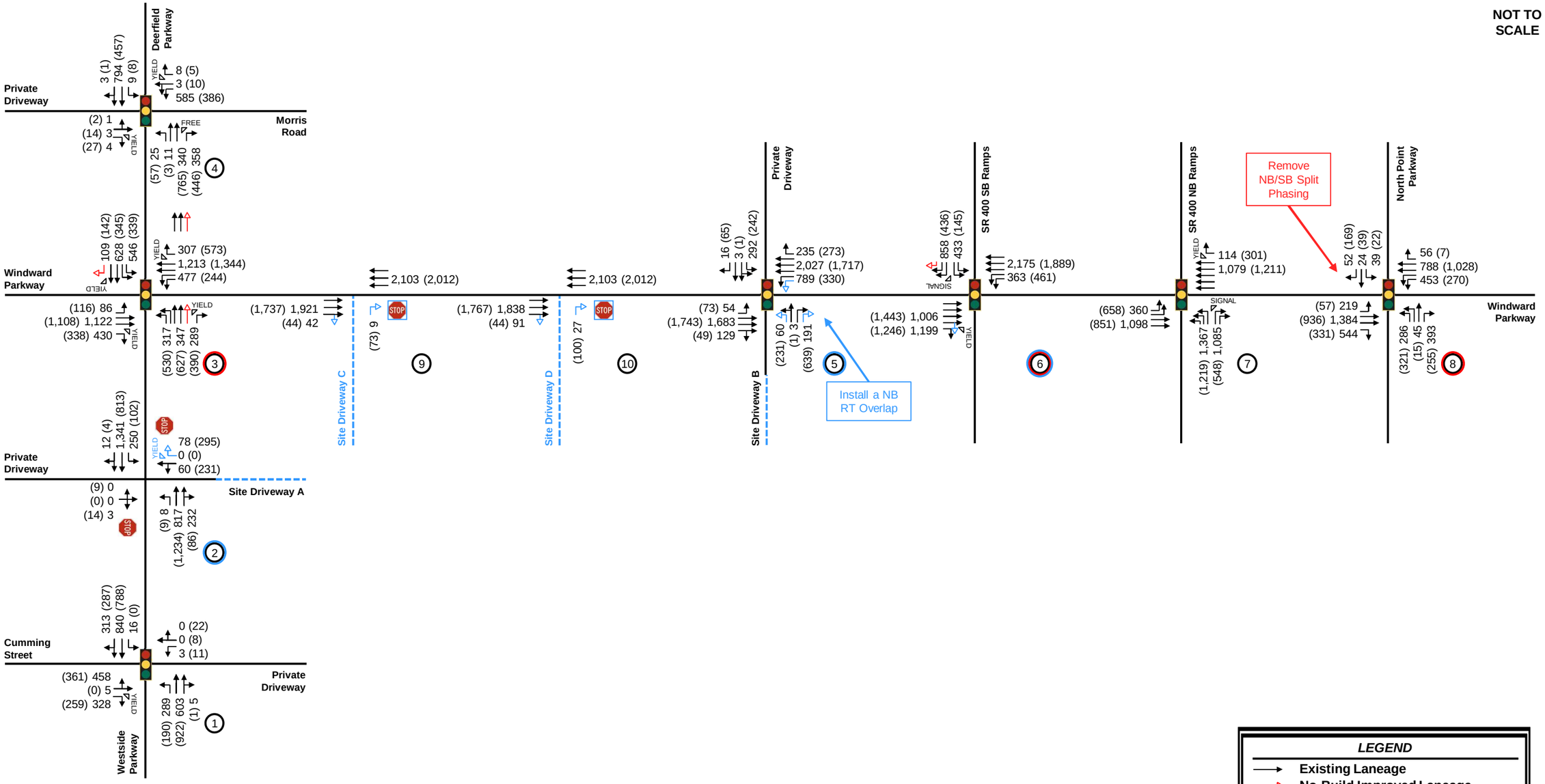

Figure 9

Projected 2027 Build Traffic Conditions

Continuum Alpharetta DRI #3508
Transportation Analysis

Kimley»Horn

Proposed Site Plan

TRAFFIC ENGINEERING CONTACT:

HARRISON FORDER, P.E. & JOHN WALKER, P.E., PTOE
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770-619-4280

SITE PLANNER CONTACT:

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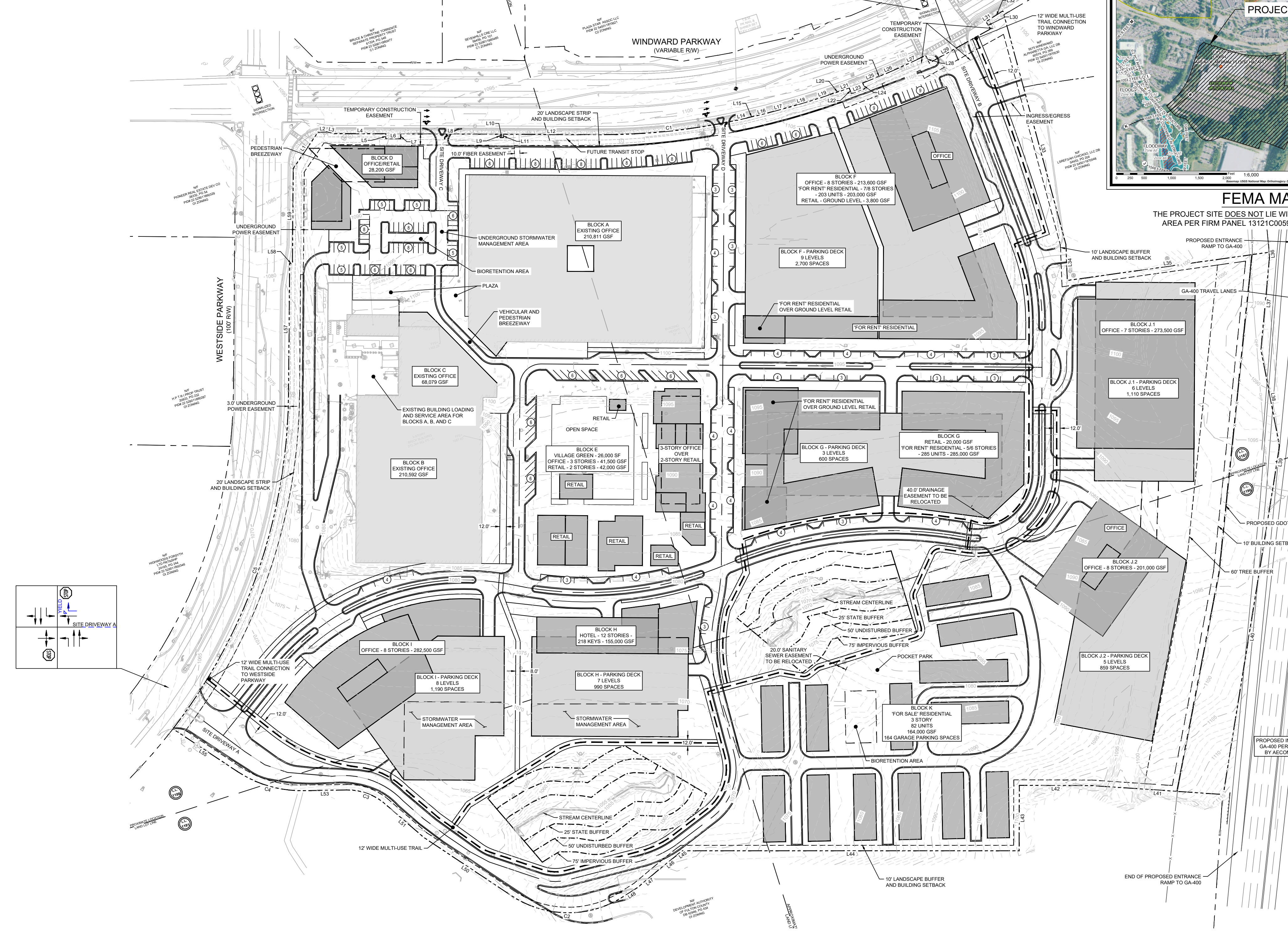
770-619-4280

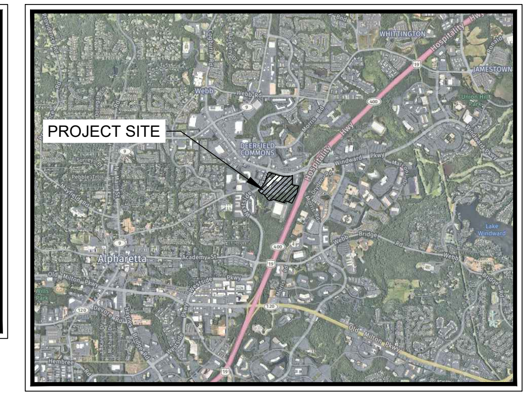
CLIENT CONTACT:

JOE BUCHER
SOUTHWEST VALUE PARTNERS
161 ROSA L. PARKS BLVD
NASHVILLE, TN 37203
901-619-0165

LEGEND:

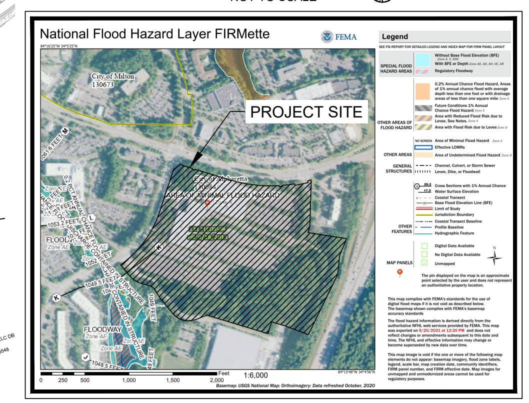
- PROPERTY LINE
- BUILDING SETBACK
- LANDSCAPE BUFFER
- 12' WIDE MULTI-USE TRAIL
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED PARKING DECK
- (10) PARKING COUNT





VICINITY MAP

NOT TO SCALE



FEMA MAP

THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING: O-I (OFFICE INSTITUTIONAL)
PROPOSED ZONING: MU (MIXED USE)

SITE AREA: 51.86 ACRES

PROPOSED BUILDING SETBACK:
FRONT (WINDWARD PKWY): 20 FT
FRONT (WESTSIDE PKWY): 20 FT
SIDE: 10 FT

PROPOSED LANDSCAPE SETBACK:
FRONT (WINDWARD PKWY): 20 FT (OFF R/W LINE)
FRONT (WESTSIDE PKWY): 20 FT (OFF R/W LINE)
SIDE: 10 FT

PROPOSED LAND USES & DENSITIES:

'FOR RENT' RESIDENTIAL 488 UNITS
'FOR SALE' RESIDENTIAL 82 UNITS
RESIDENTIAL DENSITY 11 UNITS/ACRE
RETAIL 77,600 GSF
HOTEL 218 KEYS
OFFICE 1,545,899 GSF
COMMERCIAL DENSITY 0.79 FAR

PARKING SUMMARY:

REQUIRED PARKING: **7,665 SPACES** (TOTAL)
'FOR RENT' RESIDENTIAL (488 UNITS) 782 SPACES (1.5/UNIT FOR 1 BR, 1.0/BEDROOM FOR 2+ BR)
'FOR SALE' RESIDENTIAL (82 UNITS) 82 SPACES (1.0/BEDROOM FOR 2+BR
RETAIL (77,600 GSF) 388 SPACES (1.0/200 GSF RETAIL)
HOTEL (218 ROOMS) 229 SPACES (1.0/RM + 1.0/20 RMS)
OFFICE (1,545,899 GSF) 6,184 SPACES (1.0/250 GSF)

PROPOSED PARKING: **7,875 SPACES** (TOTAL)
STRUCTURE PARKING 7,623 SPACES
ON STREET PARKING 252 SPACES

OPEN SPACE REQUIREMENTS:

CIVIC SPACE: **5.19 ACRES (10% SITE AREA)**
AMENITY SPACE: **2.59 ACRES (5% SITE AREA)**

PROPOSED OPEN SPACE:

CIVIC SPACE: **5.93 ACRES (238,363 SF)**
SQUARE: 1.76 ACRES (76,717 SF)
PLAZA: 0.69 ACRES (29,962 SF)
POCKET PARK: 0.77 ACRES (33,475 SF)
MULTI-USE TRAIL: 2.71 ACRES (98,209 SF)

AMENITY SPACE: **2.98 ACRES (129,939 SF)**
YARDS AND LAWNS: 0.85 ACRES (37,215 SF)
STREAM BUFFERS: 2.13 ACRES (92,724 SF)

SITE PLAN NOTE:

THE BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY THE SITE DATA TABLE AND THE MU REGULATIONS.

STORMWATER MANAGEMENT NOTE:

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS PROVIDING RUNOFF REDUCTION, CHANNEL PROTECTION, OVERBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

EXISTING CONDITIONS AND TREE SURVEY NOTE:

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY LECRAW ENGINEERING, DATED 06/29/2021.

A TREE EXHIBIT PROVIDED BY LECRAW ENGINEERING, DATED 10/22/2021, AND AN ARBORIST REPORT PROVIDED BY OUTDOOR SPACES, DATED 09/15/2021, ARE PROVIDED AS SEPARATE DOCUMENTS.

VARIANCES:

1. REDUCE 5' LANDSCAPE STRIP TO 0' ALONG SOUTHERN PROPERTY BOUNDARY

LINE TABLE

LINE	LENGTH	BEARING
L1	79.53	N51°34'15.82"E
L2	17.07	S74°44'09.25"E
L3	13.02	S58°39'05.25"E
L4	93.41	S72°22'56.25"E
L5	9.00	S17°48'10.75"W
L6	27.00	S72°22'56.25"E
L7	9.00	N17°48'10.75"E
L8	180.06	S72°22'52.25"E
L9	5.99	S17°36'59.75"W
L10	6.00	S72°23'00.25"E
L11	5.99	N17°36'59.75"E
L12	174.17	S72°23'00.25"E
L14	15.46	S85°16'04.25"E
L15	20.73	S86°16'29.25"E
L16	19.34	S85°51'38.25"E
L17	43.26	S87°50'24.25"E
L18	43.27	S89°01'50.25"E
L19	37.64	N88°57'02.75"E

LINE TABLE

LINE	LENGTH	BEARING
L20	16.52	N88°49'07.75"E
L21	14.32	N87°15'38.75"E
L22	11.54	S2°47'32.02"E
L23	26.22	N86°42'27.98"E
L24	11.21	N3°47'32.02"W
L25	33.92	N85°29'52.75"E
L26	36.62	N84°25'02.75"E
L27	54.04	N82°26'44.75"E
L28	15.03	S7°52'15.25"E
L29	126.82	N78°19'53.75"E
L30	15.92	N13°44'12.25"W
L31	9.00	N76°15'47.75"E
L32	27.27	N75°26'01.75"E
L33	438.39	S2°16'15.60"W
L34	65.05	S15°10'19.60"W
L35	369.37	S80°34'40.40"E
L36	7.26	S10°57'21.03"W
L37	169.68	S22°40'41.38"W

LINE TABLE

LINE	LENGTH	BEARING
L38	177.44	S6°29'37.59"W
L39	59.49	S26°02'42.90"W
L40	580.61	S26°34'58.22"W
L41	238.17	N68°45'09.49"W
L42	131.91	N72°25'58.07"W
L43	118.55	S17°34'01.93"W
L44	609.99	N72°37'28.07"W
L45	7.46	S71°32'48.90"W
L46	50.00	S68°19'12.89"W
L47	48.11	S67°25'25.89"W
L48	31.10	S74°58'48.89"W
L50	191.60	N38°59'58.11"W
L51	91.35	N31°39'08.25"W
L53	79.12	N73°32'37.25"W
L55	139.63	N39°05'57.25"W
L57	238.01	N17°52'52.34"E
L58	5.00	S72°07'09.18"E
L59	172.02	N17°52'50.82"E

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	1149.01'	252.43'	S78°40'38"E	251.92'	12°35'15"	126.72'
C2	185.69'	213.96'	N72°00'35"W	202.32'	66°01'09"	120.63'
C3	104.08'	76.09'	N52°35'52"W	74.41'	41°53'21"	39.84'
C4	209.99'	126.24'	N56°19'17"W	124.35'	34°26'43"	65.09'
C5	1004.93'	651.71'	N36°27'35"E	640.35'	37°09'26"	337.78'

GEORGIA811 Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley-Horn
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11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: 770-619-4280
WWW.KIMLEY-HORN.COM

CLIENT
SWVP ALPHARETTA, LLC.
161 ROSA L. PARKS BOULEVARD,
NASHVILLE, TN 37203
PHONE: 838.489.2900

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
DRI #3508
CONTINUUM ALPHARETTA
5555 WINDWARD PARKWAY, ALPHARETTA, GA 30004
LAND LOT 1186, 1187, 1190 & 1191
2ND DISTRICT, 2ND SECTION

GEORGIA REGISTERED No. PE04... PROFESSIONAL ENGINEER JORDAN TAYLOR CORBITT
12/13/2021

GSWCC CERT. (LEVEL II)	0000076489
DRAWN BY	MCL
DESIGNED BY	JTC
REVIEWED BY	KRT
DATE	12/13/2021
PROJECT NO.	014502000

TITLE
DRI SITE PLAN

SHEET NUMBER
DRI-1

Drawing name: K:\AMT_Civil\014502000_5555 Windward Parkway\CAD\Exhibits_DRI Site Plan\DRI SITE PLAN.dwg Zoning Site Plan Dec 13, 2021 2:21pm by: Monica Lester

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
5555 Windward DRI #3508
City of Alpharetta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Multi-Family Housing (Low-Rise)	82 d.u.	580	40	9	31	50	32	18
221 Multi-Family Housing (Mid-Rise)	488 d.u.	2,658	162	42	120	203	124	79
310 Hotel	218 rooms	2,034	104	61	43	137	70	67
710 General Office Building	1,028,500 s.f.	10,176	993	854	139	1,042	167	875
820 Shopping Center	38,800 s.f. gross leasable area	1,464	36	22	14	148	71	77
932 High-Turnover (Sit-Down) Restaurant	38,800 s.f.	4,352	386	212	174	379	235	144
Gross Trips (new development)		**21,264**	**1,721**	**1,200**	**521**	**1,959**	**699**	**1,260**
Residential Trips		3,238	202	51	151	253	156	97
Mixed-Use Reductions		*-406*	*-39*	*-4*	*-35*	*-85*	*-51*	*-34*
Alternative Mode Reductions		*-142*	*-8*	*-2*	*-6*	*-8*	*-5*	*-3*
Adjusted Residential Trips		2,690	155	45	110	160	100	60
Hotel Trips		2,034	104	61	43	137	70	67
Mixed-Use Reductions		*-256*	*-33*	*-2*	*-31*	*-30*	*-17*	*-13*
Alternative Mode Reductions		*-88*	*-4*	*-3*	*-1*	*-5*	*-3*	*-3*
Adjusted Hotel Trips		1,690	67	56	11	102	50	51
Office Trips		10,176	993	854	139	1,042	167	875
Mixed-Use Reductions		*-282*	*-143*	*-87*	*-56*	*-27*	*-10*	*-17*
Alternative Mode Reductions		*-494*	*-43*	*-38*	*-4*	*-51*	*-8*	*-43*
Adjusted Office Trips		9,400	807	729	79	964	149	815
Retail Trips		1,464	36	22	14	148	71	77
Mixed-Use Reductions		*-198*	*-19*	*-12*	*-7*	*-98*	*-50*	*-48*
Alternative Mode Reductions		*-64*	*-1*	*-1*	*0*	*-3*	*-1*	*-1*
Pass By Reductions (Based on ITE Rates)		*-408*	*0*	*0*	*0*	*-16*	*-8*	*-8*
Adjusted Retail Trips		794	16	9	7	31	12	20
Restaurant Trips		4,352	386	212	174	379	235	144
Mixed-Use Reductions		*-588*	*-146*	*-85*	*-61*	*-134*	*-59*	*-75*
Alternative Mode Reductions		*-188*	*-12*	*-6*	*-6*	*-12*	*-9*	*-3*
Pass By Reductions (Based on ITE Rates)		*-1,538*	*0*	*0*	*0*	*-100*	*-50*	*-50*
Adjusted Restaurant Trips		2,038	228	121	107	133	117	16
Mixed-Use Reductions - TOTAL		*-1,730*	*-380*	*-190*	*-190*	*-374*	*-187*	*-187*
Alternative Mode Reductions - TOTAL		*-976*	*-68*	*-50*	*-17*	*-79*	*-26*	*-53*
Pass-By Reductions - TOTAL		*-1,946*	*0*	*0*	*0*	*-116*	*-58*	*-58*
New Trips		**16,612**	**1,273**	**960**	**314**	**1,390**	**428**	**962**
Driveway Volumes		**18,558**	**1,273**	**960**	**314**	**1,506**	**486**	**1,020**

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APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Westside Parkway @ Cumming Street / Private Driveway

AM PEAK HOUR

Description	Westside Parkway Northbound			Westside Parkway Southbound			Cumming Street Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	193	307	4	11	534	196	259	4	219	2	0	0
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	1	13	0	0	17	3	7	0	6	0	0	0
Heavy Vehicle %	2%	4%	2%	2%	3%	2%	3%	2%	3%	2%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN		10%					5%					
Existing Office Distribution OUT					10%	5%						
Existing Office Project Trips	0	42	0	0	7	3	21	0	0	0	0	0
Adjusted 2021 Volumes	**264**	**463**	**5**	**15**	**739**	**272**	**376**	**5**	**300**	**3**	**0**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**289**	**506**	**5**	**16**	**808**	**297**	**411**	**5**	**328**	**3**	**0**	**0**
Project Trips												
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Residential Trips	0	5	0	0	11	6	2	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Hotel Trips	0	6	0	0	1	1	3	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Office Trips	0	73	0	0	8	4	36	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Restaurant Trips	0	12	0	0	11	5	6	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	97	0	0	32	16	47	0	0	0	0	0
2027 Buildout Total	289	603	5	16	840	313	458	5	328	3	0	0

PM PEAK HOUR

Description	Westside Parkway Northbound			Westside Parkway Southbound			Cumming Street Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	174	796	1	0	589	196	306	0	237	10	7	20
Pedestrians		0			1			4			5	
Conflicting Pedestrians	4		5	5		4	1		0	0		1
Heavy Vehicles	1	9	0	0	7	0	3	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN		10%					5%					
Existing Office Distribution OUT					10%	5%						
Existing Office Project Trips	0	8	0	0	43	22	4	0	0	0	0	0
Adjusted 2021 Volumes	**174**	**804**	**1**	**0**	**632**	**218**	**310**	**0**	**237**	**10**	**7**	**20**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**190**	**879**	**1**	**0**	**691**	**238**	**339**	**0**	**259**	**11**	**8**	**22**
Project Trips												
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Residential Trips	0	10	0	0	6	3	5	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Hotel Trips	0	5	0	0	5	3	3	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Office Trips	0	15	0	0	82	41	7	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Retail Trips	0	1	0	0	2	1	1	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Restaurant Trips	0	12	0	0	2	1	6	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	43	0	0	97	49	22	0	0	0	0	0
2027 Buildout Total	190	922	1	0	788	287	361	0	259	11	8	22

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Westside Parkway @ Private Driveway / Site Driveway B

AM PEAK HOUR

Description	Westside Parkway Northbound			Westside Parkway Southbound			Private Driveway Eastbound			Site Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	5	545	13	10	895	8	0	0	2	1	0	4
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	0	20	0	0	36	0	0	0	0	0	0	0
Heavy Vehicle %	2%	4%	2%	2%	4%	2%	0%	0%	2%	2%	0%	2%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN			15%	20%								
Existing Office Distribution OUT										15%		20%
Existing Office Project Trips	0	0	63	84	0	0	0	0	0	10	0	14
Adjusted 2021 Volumes	**7**	**747**	**81**	**98**	**1226**	**11**	**0**	**0**	**3**	**11**	**0**	**19**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**8**	**817**	**89**	**107**	**1,341**	**12**	**0**	**0**	**3**	**12**	**0**	**21**
Project Trips												
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		15%
Residential Trips	0	0	7	7	0	0	0	0	0	17	0	17
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		15%
Hotel Trips	0	0	8	8	0	0	0	0	0	2	0	2
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		20%
Office Trips	0	0	109	109	0	0	0	0	0	12	0	16
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		20%
Retail Trips	0	0	1	1	0	0	0	0	0	1	0	1
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		20%
Restaurant Trips	0	0	18	18	0	0	0	0	0	16	0	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	143	143	0	0	0	0	0	48	0	57
2027 Buildout Total	8	817	232	250	1,341	12	0	0	3	60	0	78

PM PEAK HOUR

Description	Westside Parkway Northbound			Westside Parkway Southbound			Private Driveway Eastbound			Site Driveway B Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	8	1,133	3	12	748	4	8	0	13	10	0	7
Pedestrians		0			0			4			5	
Conflicting Pedestrians	4		5	5		4	0		0	0		0
Heavy Vehicles	0	14	0	0	7	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN			15%	20%								
Existing Office Distribution OUT										15%		20%
Existing Office Project Trips	0	0	12	17	0	0	0	0	0	65	0	87
Adjusted 2021 Volumes	**8**	**1133**	**15**	**29**	**748**	**4**	**8**	**0**	**13**	**75**	**0**	**94**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**9**	**1,239**	**16**	**32**	**818**	**4**	**9**	**0**	**14**	**82**	**0**	**103**
Project Trips												
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		15%
Residential Trips	0	0	15	15	0	0	0	0	0	9	0	9
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		15%
Hotel Trips	0	0	8	8	0	0	0	0	0	8	0	8
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		20%
Office Trips	0	0	22	22	0	0	0	0	0	122	0	163
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		20%
Retail Trips	0	0	2	2	0	0	0	0	0	3	0	4
Trip Distribution IN			15%	15%								
Trip Distribution OUT										15%		20%
Restaurant Trips	0	0	18	18	0	0	0	0	0	2	0	3
Pass-By Trips	0	-5	5	5	-5	0	0	0	0	5	0	5
Total Project Trips	0	-5	70	70	-5	0	0	0	0	149	0	192
2027 Buildout Total	9	1,234	86	102	813	4	9	0	14	231	0	295

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Windward Parkway @ Westside Parkway / Deerfield Parkway

AM PEAK HOUR

Description	Westside Parkway Northbound			Deerfield Parkway Southbound			Windward Parkway Eastbound			Windward Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	188	205	193	273	324	73	58	673	225	318	797	182
Pedestrians		2			2			4			4	
Conflicting Pedestrians	4		4	4		4	2		2	2		2
Heavy Vehicles	15	3	4	8	7	3	2	13	13	13	18	7
Heavy Vehicle %	8%	2%	2%	3%	2%	4%	3%	2%	6%	4%	2%	4%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN				10%	10%			5%	10%			
Existing Office Distribution OUT	10%	10%									5%	10%
Existing Office Project Trips	7	7	0	42	42	0	0	21	42	0	3	7
Adjusted 2021 Volumes	**265**	**288**	**264**	**416**	**486**	**100**	**79**	**943**	**350**	**436**	**1095**	**256**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**290**	**315**	**289**	**455**	**531**	**109**	**86**	**1,031**	**383**	**477**	**1,197**	**280**
Project Trips												
Trip Distribution IN				5%	10%			5%	5%			
Trip Distribution OUT	5%	10%									5%	5%
Residential Trips	6	11	0	2	5	0	0	2	2	0	6	6
Trip Distribution IN				5%	10%			5%	5%			
Trip Distribution OUT	5%	10%									5%	5%
Hotel Trips	1	1	0	3	6	0	0	3	3	0	1	1
Trip Distribution IN				10%	10%			10%	5%			
Trip Distribution OUT	10%	10%									5%	10%
Office Trips	8	8	0	73	73	0	0	73	36	0	4	8
Trip Distribution IN				10%	10%			10%	5%			
Trip Distribution OUT	10%	10%									5%	10%
Retail Trips	1	1	0	1	1	0	0	1	0	0	0	1
Trip Distribution IN				10%	10%			10%	5%			
Trip Distribution OUT	10%	10%									5%	10%
Restaurant Trips	11	11	0	12	12	0	0	12	6	0	5	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	27	32	0	91	97	0	0	91	47	0	16	27
2027 Buildout Total	317	347	289	546	628	109	86	1,122	430	477	1,213	307

PM PEAK HOUR

Description	Westside Parkway Northbound			Deerfield Parkway Southbound			Windward Parkway Eastbound			Windward Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	358	442	357	269	268	130	106	976	281	223	1,162	397
Pedestrians		2			4			5			4	
Conflicting Pedestrians	5		4	4		5	4		2	2		4
Heavy Vehicles	3	8	2	3	3	0	1	15	3	4	10	5
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN				10%	10%			5%	10%			
Existing Office Distribution OUT	10%	10%									5%	10%
Existing Office Project Trips	43	43	0	8	8	0	0	4	8	0	22	43
Adjusted 2021 Volumes	**401**	**485**	**357**	**277**	**276**	**130**	**106**	**980**	**289**	**223**	**1184**	**440**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**438**	**530**	**390**	**303**	**302**	**142**	**116**	**1,072**	**316**	**244**	**1,295**	**481**
Project Trips												
Trip Distribution IN				5%	10%			5%	5%			
Trip Distribution OUT	5%	10%									5%	5%
Residential Trips	3	6	0	5	10	0	0	5	5	0	3	3
Trip Distribution IN				5%	10%			5%	5%			
Trip Distribution OUT	5%	10%									5%	5%
Hotel Trips	3	5	0	3	5	0	0	3	3	0	3	3
Trip Distribution IN				10%	10%			10%	5%			
Trip Distribution OUT	10%	10%									5%	10%
Office Trips	82	82	0	15	15	0	0	15	7	0	41	82
Trip Distribution IN				10%	10%			10%	5%			
Trip Distribution OUT	10%	10%									5%	10%
Retail Trips	2	2	0	1	1	0	0	1	1	0	1	2
Trip Distribution IN				10%	10%			10%	5%			
Trip Distribution OUT	10%	10%									5%	10%
Restaurant Trips	2	2	0	12	12	0	0	12	6	0	1	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	92	97	0	36	43	0	0	36	22	0	49	92
2027 Buildout Total	530	627	390	339	345	142	116	1,108	338	244	1,344	573

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Deerfield Parkway @ Morris Road
AM PEAK HOUR

Description	Deerfield Parkway Northbound U-Turn	Left	Through	Right	Deerfield Parkway Southbound Left	Through	Right	Morris Road Eastbound Left	Through	Right	Morris Road Westbound Left	Through	Right
Observed 2021 Traffic Volumes	17	7	201	216	6	434	2	1	2	3	299	2	5
Pedestrians		0				1			1			2	
Conflicting Pedestrians	0	1		2	2		1	1		0	0		1
Heavy Vehicles	0	0	9	7	1	4	1	0	0	0	10	0	1
Heavy Vehicle %	2%	2%	4%	3%	17%	2%	50%	2%	2%	2%	3%	2%	20%
Peak Hour Factor		0.92				0.92			0.92			0.92	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN						10%					10%		
Existing Office Distribution OUT			10%	10%									
Existing Office Project Trips	0	0	7	7	0	42	0	0	0	0	42	0	0
Adjusted 2021 Volumes	**23**	**10**	**282**	**303**	**8**	**637**	**3**	**1**	**3**	**4**	**452**	**3**	7
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09344	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment													
Other Proposed Developments													
2027 Background Traffic	**25**	**11**	**308**	**331**	**9**	**697**	**3**	**1**	**3**	**4**	**494**	**3**	8
Project Trips													
Trip Distribution IN						10%					5%		
Trip Distribution OUT			10%	5%									
Residential Trips	0	0	11	6	0	5	0	0	0	0	2	0	0
Trip Distribution IN						10%					5%		
Trip Distribution OUT			10%	5%									
Hotel Trips	0	0	1	1	0	6	0	0	0	0	3	0	0
Trip Distribution IN						10%					10%		
Trip Distribution OUT			10%	10%									
Office Trips	0	0	8	8	0	73	0	0	0	0	73	0	0
Trip Distribution IN						10%					10%		
Trip Distribution OUT			10%	10%									
Retail Trips	0	0	1	1	0	1	0	0	0	0	1	0	0
Trip Distribution IN						10%					10%		
Trip Distribution OUT			10%	10%									
Restaurant Trips	0	0	11	11	0	12	0	0	0	0	12	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	32	27	0	97	0	0	0	0	91	0	0
2027 Buildout Total	25	11	340	358	9	794	3	1	3	4	585	3	8

PM PEAK HOUR

Description	Deerfield Parkway Northbound U-Turn	Left	Through	Right	Deerfield Parkway Southbound Left	Through	Right	Morris Road Eastbound Left	Through	Right	Morris Road Westbound Left	Through	Right
Observed 2021 Traffic Volumes	52	3	568	281	7	371	1	2	13	25	312	9	5
Pedestrians		2				1			3			1	
Conflicting Pedestrians	0	3		1	1		3	1		2	2		1
Heavy Vehicles	0	0	5	10	4	0	0	0	0	0	7	1	0
Heavy Vehicle %	2%	2%	2%	4%	57%	2%	2%	2%	2%	2%	2%	11%	2%
Peak Hour Factor		0.93				0.93			0.93			0.93	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN						10%					10%		
Existing Office Distribution OUT			10%	10%									
Existing Office Project Trips	0	0	43	43	0	8	0	0	0	0	8	0	0
Adjusted 2021 Volumes	**52**	**3**	**611**	**324**	**7**	**379**	**1**	**2**	**13**	**25**	**320**	**9**	5
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.09344	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment													
Other Proposed Developments													
2027 Background Traffic	**57**	**3**	**668**	**354**	**8**	**414**	**1**	**2**	**14**	**27**	**350**	**10**	5
Project Trips													
Trip Distribution IN						10%					5%		
Trip Distribution OUT			10%	5%									
Residential Trips	0	0	6	3	0	10	0	0	0	0	5	0	0
Trip Distribution IN						10%					5%		
Trip Distribution OUT			10%	5%									
Hotel Trips	0	0	5	3	0	5	0	0	0	0	3	0	0
Trip Distribution IN						10%					10%		
Trip Distribution OUT			10%	10%									
Office Trips	0	0	82	82	0	15	0	0	0	0	15	0	0
Trip Distribution IN						10%					10%		
Trip Distribution OUT			10%	10%									
Retail Trips	0	0	2	2	0	1	0	0	0	0	1	0	0
Trip Distribution IN						10%					10%		
Trip Distribution OUT			10%	10%									
Restaurant Trips	0	0	2	2	0	12	0	0	0	0	12	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	97	92	0	43	0	0	0	0	36	0	0
2027 Buildout Total	57	3	765	446	8	457	1	2	14	27	386	10	5

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Windward Parkway @ Site Driveway A / Private Driveway

AM PEAK HOUR

Description	Site Driveway A Northbound Left	Through	Right	Private Driveway Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	5	2	13	195	2	11	36	1,099	9	45	1,353	157
Pedestrians		0			5			1			1	
Conflicting Pedestrians	1		1	1		1	5		0	0		5
Heavy Vehicles	0	1	0	1	0	0	1	35	0	0	39	3
Heavy Vehicle %	2%	50%	2%	2%	2%	2%	3%	3%	2%	2%	3%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN									15%	50%		
Existing Office Distribution OUT	15%		50%									
Existing Office Project Trips	10	0	34	0	0	0	0	0	63	210	0	0
Adjusted 2021 Volumes	**17**	**3**	**52**	**267**	**3**	**15**	**49**	**1506**	**75**	**272**	**1854**	**215**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**19**	**3**	**57**	**292**	**3**	**16**	**54**	**1,647**	**82**	**297**	**2,027**	**235**
Project Trips												
Trip Distribution IN									5%	60%		
Trip Distribution OUT	10%		55%					5%				
Residential Trips	11	0	61	0	0	0	0	6	2	27	0	0
Trip Distribution IN									5%	60%		
Trip Distribution OUT	10%		55%					5%				
Hotel Trips	1	0	6	0	0	0	0	1	3	34	0	0
Trip Distribution IN									5%	50%		
Trip Distribution OUT	15%		35%					15%				
Office Trips	12	0	28	0	0	0	0	12	36	365	0	0
Trip Distribution IN									5%	50%		
Trip Distribution OUT	15%		35%					15%				
Retail Trips	1	0	2	0	0	0	0	1	0	5	0	0
Trip Distribution IN									5%	50%		
Trip Distribution OUT	15%		35%					15%				
Restaurant Trips	16	0	37	0	0	0	0	16	6	61	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	41	0	134	0	0	0	0	36	47	492	0	0
2027 Buildout Total	60	3	191	292	3	16	54	1,683	129	789	2,027	235

PM PEAK HOUR

Description	Site Driveway A Northbound Left	Through	Right	Private Driveway Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	11	1	39	221	1	59	67	1,472	13	40	1,579	250
Pedestrians		2			0			2			2	
Conflicting Pedestrians	2		2	2		2	0		2	2		0
Heavy Vehicles	0	0	0	4	0	3	1	28	0	0	22	7
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	3%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN									15%	50%		
Existing Office Distribution OUT	15%		50%									
Existing Office Project Trips	65	0	217	0	0	0	0	0	12	42	0	0
Adjusted 2021 Volumes	**76**	**1**	**256**	**221**	**1**	**59**	**67**	**1472**	**25**	**82**	**1579**	**250**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**83**	**1**	**280**	**242**	**1**	**65**	**73**	**1,610**	**27**	**90**	**1,727**	**273**
Project Trips												
Trip Distribution IN									5%	60%		
Trip Distribution OUT	10%		55%					5%				
Residential Trips	6	0	33	0	0	0	0	3	5	60	0	0
Trip Distribution IN									5%	60%		
Trip Distribution OUT	10%		55%					5%				
Hotel Trips	5	0	28	0	0	0	0	3	3	30	0	0
Trip Distribution IN									5%	50%		
Trip Distribution OUT	15%		35%					15%				
Office Trips	122	0	285	0	0	0	0	122	7	75	0	0
Trip Distribution IN									5%	50%		
Trip Distribution OUT	15%		35%					15%				
Retail Trips	3	0	7	0	0	0	0	3	1	6	0	0
Trip Distribution IN									5%	50%		
Trip Distribution OUT	15%		35%					15%				
Restaurant Trips	2	0	6	0	0	0	0	2	6	59	0	0
Pass-By Trips	10	0	0	0	0	0	0	0	0	10	-10	0
Total Project Trips	148	0	359	0	0	0	0	133	22	240	-10	0
2027 Buildout Total	231	1	639	242	1	65	73	1,743	49	330	1,717	273

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Windward Parkway @ SR 400 SB Ramps

AM PEAK HOUR

Description	SR 400 SB Ramps Northbound Left	Through	Right	SR 400 SB Ramps Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	289	0	434	0	588	745	242	1,110	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	4	0	6	0	12	11	8	36	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	2%	3%	3%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN						15%					35%	
Existing Office Distribution OUT								35%	15%			
Existing Office Project Trips	0	0	0	0	0	63	0	24	10	0	147	0
Adjusted 2021 Volumes	**0**	**0**	**0**	**396**	**0**	**658**	**0**	**830**	**1031**	**332**	**1668**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**0**	**0**	**0**	**433**	**0**	**719**	**0**	**908**	**1,127**	**363**	**1,824**	**0**
Project Trips												
Trip Distribution IN						10%					50%	
Trip Distribution OUT								25%	35%			
Residential Trips	0	0	0	0	0	5	0	28	39	0	23	0
Trip Distribution IN						10%					50%	
Trip Distribution OUT								25%	35%			
Hotel Trips	0	0	0	0	0	6	0	3	4	0	28	0
Trip Distribution IN						15%					35%	
Trip Distribution OUT								35%	15%			
Office Trips	0	0	0	0	0	109	0	28	12	0	255	0
Trip Distribution IN						15%					35%	
Trip Distribution OUT								35%	15%			
Retail Trips	0	0	0	0	0	1	0	2	1	0	3	0
Trip Distribution IN						15%					35%	
Trip Distribution OUT								35%	15%			
Restaurant Trips	0	0	0	0	0	18	0	37	16	0	42	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	139	0	98	72	0	351	0
2027 Buildout Total	0	0	0	433	0	858	0	1,006	1,199	363	2,175	0

PM PEAK HOUR

Description	SR 400 SB Ramps Northbound Left	Through	Right	SR 400 SB Ramps Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	133	0	335	0	870	923	422	1,541	0
Pedestrians		0			0			3			0	
Conflicting Pedestrians	3		0	0		3	0		0	0		0
Heavy Vehicles	0	0	0	1	0	9	0	14	12	1	13	0
Heavy Vehicle %	0%	0%	0%	2%	0%	3%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN						15%					35%	
Existing Office Distribution OUT								35%	15%			
Existing Office Project Trips	0	0	0	0	0	12	0	152	65	0	29	0
Adjusted 2021 Volumes	**0**	**0**	**0**	**133**	**0**	**347**	**0**	**1022**	**988**	**422**	**1570**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**0**	**0**	**0**	**145**	**0**	**379**	**0**	**1,117**	**1,080**	**461**	**1,717**	**0**
Project Trips												
Trip Distribution IN						10%					50%	
Trip Distribution OUT								25%	35%			
Residential Trips	0	0	0	0	0	10	0	15	21	0	50	0
Trip Distribution IN						10%					50%	
Trip Distribution OUT								25%	35%			
Hotel Trips	0	0	0	0	0	5	0	13	18	0	25	0
Trip Distribution IN						15%					35%	
Trip Distribution OUT								35%	15%			
Office Trips	0	0	0	0	0	22	0	285	122	0	52	0
Trip Distribution IN						15%					35%	
Trip Distribution OUT								35%	15%			
Retail Trips	0	0	0	0	0	2	0	7	3	0	4	0
Trip Distribution IN						15%					35%	
Trip Distribution OUT								35%	15%			
Restaurant Trips	0	0	0	0	0	18	0	6	2	0	41	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	57	0	326	166	0	172	0
2027 Buildout Total	0	0	0	145	0	436	0	1,443	1,246	461	1,889	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Windward Parkway @ SR 400 NB Ramps

AM PEAK HOUR

Description	SR 400 NB Ramps Northbound Left	Through	Right	SR 400 NB Ramps Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	757	0	724	0	0	0	206	685	0	0	534	76
Pedestrians		0			1			0			1	
Conflicting Pedestrians	0		1	1		0	1		0	0		1
Heavy Vehicles	24	0	13	0	0	0	7	12	0	0	18	3
Heavy Vehicle %	3%	0%	2%	0%	0%	0%	3%	2%	0%	0%	3%	4%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN	15%										20%	
Existing Office Distribution OUT							15%	20%				
Existing Office Project Trips	63	0	0	0	0	0	10	14	0	0	84	0
Adjusted 2021 Volumes	**1100**	**0**	**992**	**0**	**0**	**0**	**292**	**952**	**0**	**0**	**816**	**104**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**1,203**	**0**	**1,085**	**0**	**0**	**0**	**319**	**1,041**	**0**	**0**	**892**	**114**
Project Trips												
Trip Distribution IN	35%										15%	
Trip Distribution OUT							10%	15%				
Residential Trips	16	0	0	0	0	0	11	17	0	0	7	0
Trip Distribution IN	35%										15%	
Trip Distribution OUT							10%	15%				
Hotel Trips	20	0	0	0	0	0	1	2	0	0	8	0
Trip Distribution IN	15%										20%	
Trip Distribution OUT							15%	20%				
Office Trips	109	0	0	0	0	0	12	16	0	0	146	0
Trip Distribution IN	15%										20%	
Trip Distribution OUT							15%	20%				
Retail Trips	1	0	0	0	0	0	1	1	0	0	2	0
Trip Distribution IN	15%										20%	
Trip Distribution OUT							15%	20%				
Restaurant Trips	18	0	0	0	0	0	16	21	0	0	24	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	164	0	0	0	0	0	41	57	0	0	187	0
2027 Buildout Total	1,367	0	1,085	0	0	0	360	1,098	0	0	1,079	114

PM PEAK HOUR

Description	SR 400 NB Ramps Northbound Left	Through	Right	SR 400 NB Ramps Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	1,016	0	501	0	0	0	411	520	0	0	1,019	275
Pedestrians		0			1			0			0	
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	10	0	9	0	0	0	10	5	0	0	10	6
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN	15%										20%	
Existing Office Distribution OUT							15%	20%				
Existing Office Project Trips	12	0	0	0	0	0	65	87	0	0	17	0
Adjusted 2021 Volumes	**1028**	**0**	**501**	**0**	**0**	**0**	**476**	**607**	**0**	**0**	**1036**	**275**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**1,124**	**0**	**548**	**0**	**0**	**0**	**520**	**664**	**0**	**0**	**1,133**	**301**
Project Trips												
Trip Distribution IN	35%										15%	
Trip Distribution OUT							10%	15%				
Residential Trips	35	0	0	0	0	0	6	9	0	0	15	0
Trip Distribution IN	35%										15%	
Trip Distribution OUT							10%	15%				
Hotel Trips	18	0	0	0	0	0	5	8	0	0	8	0
Trip Distribution IN	15%										20%	
Trip Distribution OUT							15%	20%				
Office Trips	22	0	0	0	0	0	122	163	0	0	30	0
Trip Distribution IN	15%										20%	
Trip Distribution OUT							15%	20%				
Retail Trips	2	0	0	0	0	0	3	4	0	0	2	0
Trip Distribution IN	15%										20%	
Trip Distribution OUT							15%	20%				
Restaurant Trips	18	0	0	0	0	0	2	3	0	0	23	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	95	0	0	0	0	0	138	187	0	0	78	0
2027 Buildout Total	1,219	0	548	0	0	0	658	851	0	0	1,211	301

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Windward Parkway @ North Point Parkway

AM PEAK HOUR

Description	North Point Parkway Northbound			North Point Parkway Southbound			Windward Parkway Eastbound			Windward Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	140	30	262	26	16	35	146	893	347	302	391	37
Pedestrians		4			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		4	4		0
Heavy Vehicles	6	0	13	0	0	1	2	11	9	10	11	0
Heavy Vehicle %	4%	2%	5%	2%	2%	3%	2%	2%	3%	3%	3%	2%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN	5%										15%	
Existing Office Distribution OUT								15%	5%			
Existing Office Project Trips	21	0	0	0	0	0	0	10	3	0	63	0
Adjusted 2021 Volumes	**213**	**41**	**359**	**36**	**22**	**48**	**200**	**1233**	**478**	**414**	**599**	**51**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**233**	**45**	**393**	**39**	**24**	**52**	**219**	**1,348**	**523**	**453**	**655**	**56**
Project Trips												
Trip Distribution IN	10%										5%	
Trip Distribution OUT								5%	10%			
Residential Trips	5	0	0	0	0	0	0	6	11	0	2	0
Trip Distribution IN	10%										5%	
Trip Distribution OUT								5%	10%			
Hotel Trips	6	0	0	0	0	0	0	1	1	0	3	0
Trip Distribution IN	5%										15%	
Trip Distribution OUT								15%	5%			
Office Trips	36	0	0	0	0	0	0	12	4	0	109	0
Trip Distribution IN	5%										15%	
Trip Distribution OUT								15%	5%			
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN	5%										15%	
Trip Distribution OUT								15%	5%			
Restaurant Trips	6	0	0	0	0	0	0	16	5	0	18	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	53	0	0	0	0	0	0	36	21	0	133	0
2027 Buildout Total	286	45	393	39	24	52	219	1,384	544	453	788	56

PM PEAK HOUR

Description	North Point Parkway Northbound			North Point Parkway Southbound			Windward Parkway Eastbound			Windward Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	263	14	233	20	36	155	52	669	231	247	882	6
Pedestrians		1			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		1	1		0
Heavy Vehicles	7	0	4	0	1	1	0	9	5	2	7	0
Heavy Vehicle %	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN	5%										15%	
Existing Office Distribution OUT								15%	5%			
Existing Office Project Trips	4	0	0	0	0	0	0	65	22	0	12	0
Adjusted 2021 Volumes	**267**	**14**	**233**	**20**	**36**	**155**	**52**	**734**	**253**	**247**	**894**	**6**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**292**	**15**	**255**	**22**	**39**	**169**	**57**	**803**	**277**	**270**	**978**	**7**
Project Trips												
Trip Distribution IN	10%										5%	
Trip Distribution OUT								5%	10%			
Residential Trips	10	0	0	0	0	0	0	3	6	0	5	0
Trip Distribution IN	10%										5%	
Trip Distribution OUT								5%	10%			
Hotel Trips	5	0	0	0	0	0	0	3	5	0	3	0
Trip Distribution IN	5%										15%	
Trip Distribution OUT								15%	5%			
Office Trips	7	0	0	0	0	0	0	122	41	0	22	0
Trip Distribution IN	5%										15%	
Trip Distribution OUT								15%	5%			
Retail Trips	1	0	0	0	0	0	0	3	1	0	2	0
Trip Distribution IN	5%										15%	
Trip Distribution OUT								15%	5%			
Restaurant Trips	6	0	0	0	0	0	0	2	1	0	18	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	29	0	0	0	0	0	0	133	54	0	50	0
2027 Buildout Total	321	15	255	22	39	169	57	936	331	270	1,028	7

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Windward Parkway @ Site Driveway C

AM PEAK HOUR

Description	Site Driveway C Northbound Left	Through	Right	Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	0	0	1,144	0	0	1,369	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	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%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN								15%				
Existing Office Distribution OUT											15%	
Existing Office Project Trips	0	0	0	0	0	0	0	63	0	0	10	0
Adjusted 2021 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1630**	**0**	**0**	**1886**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,782**	**0**	**0**	**2,062**	**0**
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	5	0	0	11	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Hotel Trips	0	0	0	0	0	0	0	6	0	0	1	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT			5%								15%	
Office Trips	0	0	4	0	0	0	0	109	36	0	12	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT			5%								15%	
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT			5%								15%	
Restaurant Trips	0	0	5	0	0	0	0	18	6	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	9	0	0	0	0	139	42	0	41	0
2027 Buildout Total	0	0	9	0	0	0	0	1,921	42	0	2,103	0

PM PEAK HOUR

Description	Site Driveway C Northbound Left	Through	Right	Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	0	0	1,552	0	0	1,649	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	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%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN								15%				
Existing Office Distribution OUT											15%	
Existing Office Project Trips	0	0	0	0	0	0	0	12	0	0	65	0
Adjusted 2021 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1564**	**0**	**0**	**1714**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,710**	**0**	**0**	**1,874**	**0**
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	10	0	0	6	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Hotel Trips	0	0	0	0	0	0	0	5	0	0	5	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT			5%								15%	
Office Trips	0	0	41	0	0	0	0	22	7	0	122	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT			5%								15%	
Retail Trips	0	0	1	0	0	0	0	2	1	0	3	0
Trip Distribution IN								15%	5%			
Trip Distribution OUT			5%								15%	
Restaurant Trips	0	0	1	0	0	0	0	18	6	0	2	0
Pass-By Trips	0	0	30	0	0	0	0	-30	30	0	0	0
Total Project Trips	0	0	73	0	0	0	0	27	44	0	138	0
2027 Buildout Total	0	0	73	0	0	0	0	1,737	44	0	2,012	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Windward Parkway @ Site Driveway D

AM PEAK HOUR

Description	Site Driveway D Northbound Left	Through	Right	Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	0	0	1,144	0	0	1,369	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	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%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37	1.37
Existing Office Distribution IN								15%				
Existing Office Distribution OUT											15%	
Existing Office Project Trips	0	0	0	0	0	0	0	63	0	0	10	0
Adjusted 2021 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1630**	**0**	**0**	**1886**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,782**	**0**	**0**	**2,062**	**0**
Project Trips												
Trip Distribution IN								5%	5%			
Trip Distribution OUT			5%								10%	
Residential Trips	0	0	6	0	0	0	0	2	2	0	11	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT			5%								10%	
Hotel Trips	0	0	1	0	0	0	0	3	3	0	1	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT			10%					5%			15%	
Office Trips	0	0	8	0	0	0	0	40	73	0	12	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT			10%					5%			15%	
Retail Trips	0	0	1	0	0	0	0	0	1	0	1	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT			10%					5%			15%	
Restaurant Trips	0	0	11	0	0	0	0	11	12	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	27	0	0	0	0	56	91	0	41	0
2027 Buildout Total	0	0	27	0	0	0	0	1,838	91	0	2,103	0

PM PEAK HOUR

Description	Site Driveway D Northbound Left	Through	Right	Southbound Left	Through	Right	Windward Parkway Eastbound Left	Through	Right	Windward Parkway Westbound Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	0	0	1,552	0	0	1,649	0
Pedestrians		1			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		1	1		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1	1	1	1	1	1	1	1	1	1	1	1
Existing Office Distribution IN								15%				
Existing Office Distribution OUT											15%	
Existing Office Project Trips	0	0	0	0	0	0	0	12	0	0	65	0
Adjusted 2021 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1564**	**0**	**0**	**1714**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,710**	**0**	**0**	**1,874**	**0**
Project Trips												
Trip Distribution IN								5%	5%			
Trip Distribution OUT			5%								10%	
Residential Trips	0	0	3	0	0	0	0	5	5	0	6	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT			5%								10%	
Hotel Trips	0	0	3	0	0	0	0	3	3	0	5	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT			10%					5%			15%	
Office Trips	0	0	82	0	0	0	0	48	15	0	122	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT			10%					5%			15%	
Retail Trips	0	0	2	0	0	0	0	2	1	0	3	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT			10%					5%			15%	
Restaurant Trips	0	0	2	0	0	0	0	7	12	0	2	0
Pass-By Trips	0	0	8	0	0	0	0	-8	8	0	0	0
Total Project Trips	0	0	100	0	0	0	0	57	44	0	138	0
2027 Buildout Total	0	0	100	0	0	0	0	1,767	44	0	2,012	0

Programmed Project Fact Sheets

FN-301

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

Short Title	WINDWARD PARKWAY WIDENING AND COMPLETE STREETS FROM SR 400 INTERCHANGE TO SR 9
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Interchange Capacity
Sponsor	City of Alpharetta
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	4	**LCI**		**Network Year**	2030
Planned Thru Lane	6	**Flex**		**Corridor Length**	1.1 miles

Detailed Description and Justification

The Windward Parkway Improvements Project will add two through lanes and complete street features to a 5,700 linear foot stretch of Windward Parkway between State Routes 9 and 400. The four lane parkway will be expanded to six through lanes, with three 11 foot lanes in each direction. Existing sidewalks are five feet and the only designated bike lane is between Westside Parkway and SR 400. Improvements will include 12 foot sidewalks and 4 foot bike lanes on each side of the roadway. Landscaping will be included in keeping with the current look of the corridor. PI #0010768 is currently under design and will add similar features to the westbound side of Windward Parkway between Deerfield Parkway and SR 400. This project request will enhance the eastbound side of Windward between Deerfield and SR 400, and then continue the project along both sides of the roadway from Westside Parkway/Deerfield to SR 9.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	**$1,000,000**	~~$800,000~~	~~$0,000~~	~~$0,000~~	~~$200,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2018	**$1,000,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$1,000,000~~
CST	Local Jurisdiction/Municipality Funds	AUTH	2020	**$6,000,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$6,000,000~~
				$8,000,000	**$800,000**	**$0,000**	**$0,000**	**$7,200,000**

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

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

Report Generated: 8/25/2021

N/F
PLAZA OUTPARCEL II LLC
D.B. 40767, PG. 636
TAX ID.
22-529-1186-477

N/F
PLAZA OUTPARCEL I LLC
D.B. 39854, PG. 647
TAX ID.
22-529-1186-485

NORTH

DEERFIELD PKWY

WINDWARD PKWY

WESTSIDE PKWY

M.H.

140+00 140+50 141+00 141+50 142+00 142+50 143+00 143+50 144+00 144+50 145+00 145+50 146+00

8" SOLID WHITE (TYP)

5" SKIP WHITE (TYP)
2' SEG. W/ 6' GAP

11.0'
11.0'
11.0'

5" SKIP WHITE (TYP)
2' SEG. W/ 6' GAP

5" SOLID YELLOW (TYP)

5" SKIP WHITE (TYP)
WITH TP 3 C/R RPMS
@ 40' SPACING

5" SOLID WHITE (TYP)

1 NT
2 NT
3 NT

R1-2
"YIELD" SIGN
142+00.10/51.37'R

EXISTING SIGNAL
POLE TO REMAIN

R3-17
"BIKE LANE" SIGN
142+42.88/46.62'R

TYPE 4 SYMBOL, BICYCLE LANE,
THERMO (GDOT STD. T-16)

EXISTING MARTA SIGN TO
BE REMOVED AND RESET
NEAR NEW BUS PAD
(CONTRACTOR TO COORDINATE
SIGN LOCATION WITH MARTA)

R560-5
"STATE LAW STOP FOR
PEDESTRIAN IN CROSSWALK" SIGN
141+67.25/85.98'R

#1
N/F
HEWLETT PACKARD
ENTERPRISE COMPANY
D.B. 55201, PG. 296
TAX ID.
22-529-1191-520

STA. 145+45 OVERHEAD SPAN WIRE (EXTEND TO 135' SPAN AND ADD SIGNS OVER EASTBOUND LANES)

EXISTING SIGNS FOR
WESTBOUND LANES TO REMAIN

R3-5TA
(30"x 36")
LN 1

R3-5TA
(30"x 36")
LN 2

M1-5(400)
(30"x 36")
LN 3

PLOT DATE: 04/02/20 4:03 PM
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Rochester & Associates, Inc.
286 Highway 314, Suite A • Fayetteville, Georgia 30214
(770)716.8123 (770)716.8124 Fax • www.rochester-assoc.com

TETRA TECH

SIGNING AND MARKING PLANS
FOR:
WINDWARD PKWY WIDENING EB
WESTSIDE/DEERFIELD PARKWAY TO SR-400
LAND LOTS 1186, 1187, & 1188
2ND DISTRICT/2ND SECTION, ALPHARETTA
FULTON COUNTY,, GEORGIA

REVISIONS

REV	DATE	DESCRIPTION

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN APPROVAL OF ROCHESTER & ASSOCIATES INC. VOIDS THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED THEREWITH. A PROJECT ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
10' 0' 20' 40'

GEORGIA
REGISTERED
03/25/20
PROFESSIONAL
ENGINEER
JEFFREY N. COLLINS

SHEET
26-0001

DATE:12/30/19
SCALE:1"=20'
JOB NO.:F216011.T11
REV'D BY:JRS
DRAWN BY:BLP

PLOT DATE: 04/02/20 4:03 PM
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TETRA TECH

SIGNING AND MARKING PLANS
FOR:

WINDWARD PKWY WIDENING EB
WESTSIDE/DEERFIELD PARKWAY TO SR-400

LAND LOTS 1186, 1187, & 1188
2ND DISTRICT/2ND SECTION, ALPHARETTA
FULTON COUNTY,, GEORGIA

REVISIONS

REV	DATE	DESCRIPTION

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GRAPHIC SCALE
10' 0' 20' 40'

GEORGIA
REGISTERED
03/25/20
PE031074
PROFESSIONAL
ENGINEER
JEFFREY N. COLLINS

SHEET
26-0002

DATE:12/30/19
SCALE:1"=20'
JOB NO.:P216011.T11
REV'D BY:JRS
DRAWN BY:BLP

N/F
INLAND DIVERSIFIED
ALPHARETTA WINDWARD LLC
D.B. 51232, PG. 506
TAX ID.
22-545-1187-639

SSMH
TOP=1066.46

TP 2 ARROW (TYP)
PREFORMED PLASTIC

5" SOLID YELLOW (TYP)

5" SKIP WHITE (TYP)
WITH TP 3 C/R RPMS
@ 40' SPACING

5" SOLID WHITE (TYP)
WITH TP 3 C/R RPMS
@ 20' SPACING

5" SKIP WHITE (TYP)
2' SEG. W/ 6' GAP

24" SOLID WHITE (TYP)

5" SOLID WHITE (TYP)

TYPE 2 WORD,
"TO", THERMO

STATE ROUTE MARKER,
GA-400, THERMO

TYPE 4 WORD,
"SOUTH", THERMO

W11-1, W16-1P
BIKE WARNING SIGN
"SHARE THE ROAD" PLAQUE
152+83.62/48.91'R

EXISTING SIGNAL
POLE TO REMAIN

R4-7
KEEP RIGHT SIGN
153+58.96/60.45'R

8" SOLID WHITE (TYP)

24" PREFORMED PLASTIC
SOLID WHITE (STOP BAR)

8" PREFORMED PLASTIC
SOLID WHITE (CROSSWALK)

PROPOSED PEDESTRIAN POLE

PROPOSED SIGNAL POLE

5" SOLID YELLOW (TYP)

5" SKIP WHITE (TYP)
WITH TP 3 C/R RPMS
@ 40' SPACING

TYPE 4 SYMBOL, BICYCLE LANE,
THERMO (GDOT STD. T-16)

TP 10 ONE SIDED RPMS
@ 10' SPACING (TYP)

8" SOLID WHITE (TYP)

5" SKIP WHITE (TYP)
2' SEG. W/ 6' GAP

5" SOLID WHITE (TYP)

+10.71
40.48'R

8" SOLID WHITE (TYP)

5" SKIP WHITE (TYP)
2' SEG. W/ 6' GAP

R4-4
"BEGIN TURN LANE
YIELD TO BIKES" SIGN
154+48.37/50.34'R

W11-1, W16-1P
BIKE WARNING SIGN
"SHARE THE ROAD" PLAQUE
154+26.81/49.62'R

TP 2 ARROW (TYP)
THERMO

2
N/F
BD FAMILY HOLDINGS LLC
D.B. 53515, PG. 515
TAX ID.
22-545-1187-530

151+00.00
151+50
152+00
152+50
153+00
153+50
154+00
154+50
155+00
155+50
156+00
156+50

RED LINE MARK-UPS MADE BY CITY OF ALPHARETTA DEPARTMENT OF PUBLIC WORKS
AND REFLECT INFORMATION PROVIDED DURING THE BID PROCESS IN ADDENDUM #2.

PLOT DATE: 04/02/20 4:03 PM
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NORTH

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TETRA TECH

SIGNING AND MARKING PLANS
FOR:

WINDWARD PKWY WIDENING EB
WESTSIDE/DEERFIELD PARKWAY TO SR-400

LAND LOTS 1186, 1187, & 1188
2ND DISTRICT/2ND SECTION, ALPHARETTA
FULTON COUNTY,, GEORGIA

REVISIONS

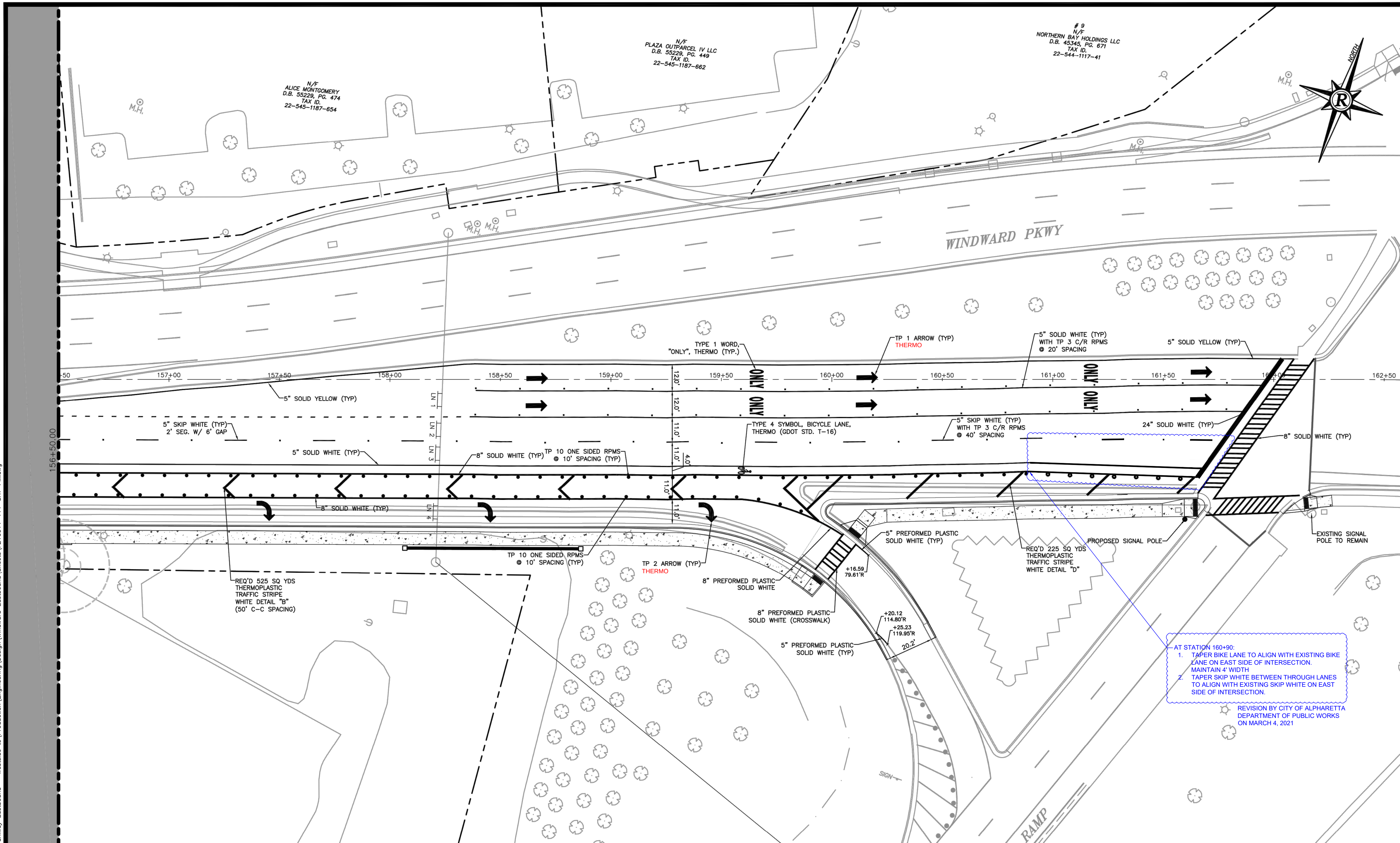
REV	DATE	DESCRIPTION

GRAPHIC SCALE
10' 0' 20' 40'

GEORGIA
REGISTERED
03/25/20
PE031074
PROFESSIONAL
ENGINEER
JEFFREY N. COLLINS

SHEET
26-0003

DATE:12/30/19
SCALE:1"=20'
JOB NO.:F216011.T11
REVD BY:JRS
DRAWN BY:BLP



STA. 158+20 OVERHEAD SPAN WIRE (REPLACE EXISTING WIRE AND SIGNS, ARRANGE SIGNS AS SHOWN)

NO SIGNS OVER WESTBOUND LANES

R3-5TA (30"x 36") LN 1	M1-5(400) (30"x 36") LN 1	R3-5TA (30"x 36") LN 2	R3-5TA (30"x 36") LN 3	R3-5TA (30"x 36") LN 4	M1-5(400) (30"x 36") LN 4

RED LINE MARK-UPS MADE BY CITY OF ALPHARETTA DEPARTMENT OF PUBLIC WORKS AND REFLECT INFORMATION PROVIDED DURING THE BID PROCESS IN ADDENDUM #2.

PLOT DATE: 04/02/20 4:04 PM
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(770)716.8123 (770)716.8124 Fax • www.rochester-assoc.com
TETRA TECH

SIGNING AND MARKING PLANS
FOR:
WINDWARD PKWY WIDENING EB
WESTSIDE/DEERFIELD PARKWAY TO SR-400
LAND LOTS 1186, 1187, & 1188
2ND DISTRICT/2ND SECTION, ALPHARETTA
FULTON COUNTY, GEORGIA

REVISIONS

REV	DATE	DESCRIPTION

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GRAPHIC SCALE 10' 0' 20' 40'

GEORGIA REGISTERED PE031074 PROFESSIONAL ENGINEER JEFFREY N. COLLINS 03/25/20

SHEET
26-0004
DATE:12/30/19
SCALE:1"=20'
JOB NO.:F216011.T11
REV'D BY:JRS
DRAWN BY:BLP

FN-067A

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

Short Title	SR 9 (NORTH MAIN STREET / CUMMING HIGHWAY) WIDENING FROM ACADEMY STREET TO WINDWARD PARKWAY
GDOT Project No.	721780-
Federal ID No.	STP00-0114-01(084)
Status	Completed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	2	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	2 miles

Detailed Description and Justification

The four-lane context sensitive urban design would widen and reconstruct SR 9 from Upper Hembree Road to Windward Parkway. The improvement consist of side roads reconfiguration, signal upgrades, multi-use path, on-street parking, brick pavers sidewalk, raised and flush medians, ornament landscape trees and pedestrian lighting. Twinned with FN-067B/PI#721790, this project begins at the intersection of Main Street/Academy Street and ends at the intersection of North Main Street/Windward Parkway. This portion of the project would increase the existing two-lane urban roadway to a four lane context sensitive roadway.

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 - Statewide Flexible (GDOT)	AUTH	1993	**$1,520,000**	~~$816,000~~	~~$204,000~~	~~$0,000~~	~~$500,000~~
PE	STP - Urban (>200K) (ARC)	AUTH	2007	**$925,080**	~~$740,064~~	~~$185,016~~	~~$0,000~~	~~$0,000~~
PE	STP - Statewide Flexible (GDOT)	AUTH	2013	**$2,000,000**	~~$1,600,000~~	~~$400,000~~	~~$0,000~~	~~$0,000~~
ROW	Transportation Funding Act (HB 170)	AUTH	2016	**$23,330,000**	~~$0,000~~	~~$23,330,000~~	~~$0,000~~	~~$0,000~~
CST	Transportation Funding Act (HB 170)	AUTH	2021	**$22,411,072**	~~$0,000~~	~~$22,411,072~~	~~$0,000~~	~~$0,000~~
				$50,186,152	**$3,156,064**	**$46,530,088**	**$0,000**	**$500,000**

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

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

Report Generated: 8/25/2021

FN-222

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

Short Title	SR 9 (CUMMING HIGHWAY) WIDENING FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE
GDOT Project No.	0007838
Federal ID No.	CSSTP-0007-00(838)
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	2	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	3 miles

Detailed Description and Justification

This project involves adding one general purpose lane in each direction along SR 9 (Cumming Highway) between Windward Parkway and the Forsyth County line.

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 - Statewide Flexible (GDOT)	AUTH	2013	**$3,262,353**	~~$2,609,882~~	~~$652,471~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2019	**$300,000**	~~$0,000~~	~~$300,000~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2020	**$200,000**	~~$0,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~
ROW	Transportation Funding Act (HB 170)	AUTH	2018	**$15,710,000**	~~$0,000~~	~~$15,710,000~~	~~$0,000~~	~~$0,000~~
UTL	Transportation Funding Act (HB 170)		2023	**$934,352**	$0,000	$934,352	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		2023	**$30,083,039**	$0,000	$30,083,039	$0,000	$0,000
				$50,489,744	**$2,609,882**	**$47,879,862**	**$0,000**	**$0,000**

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

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

Report Generated: 8/25/2021

FT-324

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

Short Title	SR 400 - NEW INTERCHANGE INCLUDING WIDENING AND AUXILIARY LANES AT MCGINNIS FERRY ROAD
GDOT Project No.	0007526
Federal ID No.	CSHPP-0007-00(526)
Status	Completed
Service Type	Roadway / Interchange Capacity
Sponsor	Forsyth County
Jurisdiction	Forsyth County
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	Var	**LCI**		**Network Year**	2030
Planned Thru Lane	Var	**Flex**		**Corridor Length**	4.5 miles

Detailed Description and Justification

This project will consist of construction a full diamond interchange on SR 400 at Mcginnis Ferry Road. The project would add northbound and southbound auxiliary lanes on SR 400 south to Windward Parkway ramps and north to McFarland Parkway ramps of the existing McGinnis Ferry Road bridge, which would be replaced. McGinnis Ferry Road would be widened to 4 lanes on the Fulton County side of SR 400 and to six lanes on the Forsyth side of 400 with a typical that would include curb and gutter with 5 foot sidewalks and/or a multi-use path. Right and Left turn lanes would be added and proposed bridge would be designed to span the future managed lanes on SR 400.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Federal Earmark Funding	AUTH	2013	**$2,612,422**	~~$2,089,938~~	~~$0,000~~	~~$0,000~~	~~$522,484~~
PE	Federal Earmark	AUTH	2012	**$312,500**	~~$250,000~~	~~$0,000~~	~~$0,000~~	~~$62,500~~
ROW	National Highway Performance Program (NHPP)	AUTH	2017	**$5,900,000**	~~$4,720,000~~	~~$0,000~~	~~$0,000~~	~~$1,180,000~~
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	**$5,000,000**	~~$4,000,000~~	~~$74,000~~	~~$0,000~~	~~$926,000~~
ROW	Transportation Funding Act (HB 170)	AUTH	2018	**$4,330,000**	~~$0,000~~	~~$4,330,000~~	~~$0,000~~	~~$0,000~~
CST	National Highway Performance Program (NHPP)	AUTH	2021	**$4,506,881**	~~$3,605,505~~	~~$901,376~~	~~$0,000~~	~~$0,000~~
CST	National Highway Performance Program (NHPP) Exempt	AUTH	2021	**$49,347,747**	~~$39,478,198~~	~~$9,869,549~~	~~$0,000~~	~~$0,000~~
				$72,009,550	**$54,143,641**	**$15,174,925**	**$0,000**	**$2,690,984**

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

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

Report Generated: 8/25/2021

AR-ML-300

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

Short Title	SR 400 EXPRESS LANES FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD
GDOT Project No.	0001757
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - North
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	0	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	15.6 miles

Detailed Description and Justification

Project provides travel options and more reliable trip times by adding two new Express lanes in each direction on SR 400 between the North Springs MARTA station and McGinnis Ferry Road and one Express lane in each direction from McGinnis Ferry Road to McFarland Parkway.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Interstate Maintenance	AUTH	2005	**$8,538,782**	~~$7,684,904~~	~~$853,878~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2005	**$461,218**	~~$368,974~~	~~$92,244~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark	AUTH	2010	**$171,095**	~~$136,876~~	~~$34,219~~	~~$0,000~~	~~$0,000~~
PE	Federal Earmark Funding	AUTH	2010	**$728,806**	~~$583,045~~	~~$145,761~~	~~$0,000~~	~~$0,000~~
PE	SRTA Funds (44220)	AUTH	2011	**$2,060,253**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$2,060,253~~
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$5,000,000**	~~$0,000~~	~~$5,000,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2018	**$9,400,000**	~~$7,520,000~~	~~$1,880,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2019	**$17,400,000**	~~$13,920,000~~	~~$3,480,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2020	**$2,400,000**	~~$1,920,000~~	~~$480,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2021	**$4,250,000**	~~$3,400,000~~	~~$850,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)		2022	**$4,000,000**	$3,200,000	$800,000	$0,000	$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2019	**$19,820,000**	~~$15,856,000~~	~~$3,964,000~~	~~$0,000~~	~~$0,000~~

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

Report Generated: 8/25/2021

ROW	GARVEE Bonds (GRV-1)	AUTH	2020	**$26,000,000**	~~$0,000~~	~~$0,000~~	~~$26,000,000~~	~~$0,000~~
ROW	Bus Rapid Transit	AUTH	2021	**$19,250,000**	~~$0,000~~	~~$0,000~~	~~$19,250,000~~	~~$0,000~~
ROW	GARVEE Bonds (GRV-2)	AUTH	2021	**$12,000,000**	~~$0,000~~	~~$0,000~~	~~$12,000,000~~	~~$0,000~~
ROW	GARVEE Bonds (GRV-2)		2022	**$18,500,000**	$0,000	$0,000	$18,500,000	$0,000
ROW	GARVEE Bonds (GRV-2)		2023	**$38,000,000**	$0,000	$0,000	$38,000,000	$0,000
ROW	GARVEE Bonds (GRV-2)		2024	**$22,981,110**	$0,000	$0,000	$22,981,110	$0,000
UTL	Transportation Funding Act (HB 170)	AUTH	2021	**$25,650,000**	~~$0,000~~	~~$25,650,000~~	~~$0,000~~	~~$0,000~~
CST	Local Jurisdiction/Municipality Funds	AUTH	2021	**$214,286**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$214,286~~
CST	Bus Rapid Transit		2022	**$2,010,000**	$0,000	$0,000	$2,010,000	$0,000
CST	INFRA Discretionary Grants		2022	**$7,020,000**	$7,020,000	$0,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2022	**$12,075,226**	$0,000	$0,000	$0,000	$12,075,226
CST	National Highway Performance Program (NHPP)		2022	**$12,864,502**	$10,291,602	$2,572,900	$0,000	$0,000
CST	Bus Rapid Transit		2023	**$12,700,000**	$0,000	$0,000	$12,700,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2023	**$3,194,286**	$0,000	$0,000	$0,000	$3,194,286
CST	National Highway Performance Program (NHPP)		2023	**$30,894,100**	$24,715,280	$6,178,820	$0,000	$0,000
CST	Bus Rapid Transit		2024	**$27,050,000**	$0,000	$0,000	$27,050,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2024	**$2,502,695**	$0,000	$0,000	$0,000	$2,502,695
CST	National Highway Performance Program (NHPP)		2024	**$30,049,528**	$24,039,622	$6,009,906	$0,000	$0,000
CST	Bus Rapid Transit		2025	**$26,240,000**	$0,000	$0,000	$26,240,000	$0,000
CST	GRB BONDS (Guaranteed Revenue)		2025	**$24,257,200**	$0,000	$0,000	$24,257,200	$0,000
CST	INFRA Discretionary Grants		2025	**$57,142,800**	$57,142,800	$0,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2025	**$324,954**	$0,000	$0,000	$0,000	$324,954
CST	National Highway Performance Program (NHPP)		2025	**$27,149,528**	$21,719,622	$5,429,906	$0,000	$0,000
CST	Bus Rapid Transit		LR 2026-2030	**$12,750,000**	$0,000	$0,000	$12,750,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	**$279,249,528**	$147,643,922	$131,605,606	$0,000	$0,000
CST	GRB BONDS (Guaranteed Revenue)		LR 2026-2030	**$35,742,800**	$0,000	$0,000	$35,742,800	$0,000
CST	INFRA Discretionary Grants		LR 2026-2030	**$119,961,647**	$119,961,647	$0,000	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		LR 2026-2030	**$9,949,494**	$0,000	$0,000	$0,000	$9,949,494
CST	Transportation Funding Act (HB 170)		LR 2026-2030	**$29,883,767**	$0,000	$29,883,767	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2031-2040	**$850,000,000**	$432,951,186	$417,048,814	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2041-2050	**$900,000,000**	$320,760,596	$579,239,404	$0,000	$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	**$1,120,000,000**	$430,051,378	$689,948,622	$0,000	$0,000
CST-SRTA	National Highway Performance Program (NHPP)		2022	**$2,162,058**	$1,729,646	$432,412	$0,000	$0,000
CST-SRTA	National Highway Performance Program (NHPP)		2023	**$20,323,346**	$16,258,677	$4,064,669	$0,000	$0,000
CST-SRTA	National Highway Performance Program (NHPP)		2024	**$13,404,760**	$10,723,808	$2,680,952	$0,000	$0,000
CST-SRTA	National Highway Performance Program (NHPP)		2025	**$7,350,997**	$5,880,798	$1,470,199	$0,000	$0,000
				$3,913,078,766	**$1,685,480,383**	**$1,919,796,079**	**$277,481,110**	**$30,321,194**

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

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

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AR-470

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

Short Title	GA 400 HIGH CAPACITY PREMIUM TRANSIT SERVICE - PHASE 1 FROM NORTH SPRINGS MARTA STATION TO WINDWARD PARKWAY
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Bus Capital
Sponsor	MARTA
Jurisdiction	Regional - North
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	5.5 miles

Detailed Description and Justification

This project will provide high capacity premium transit service on the SR 400 corridor between the MARTA North Springs heavy rail station and Windward Parkway in Alpharetta.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	**$4,216,560**	~~$763,203~~	~~$0,000~~	~~$0,000~~	~~$3,453,357~~
ALL	New Starts		LR 2041-2050	**$335,000,000**	$117,250,000	$0,000	$0,000	$217,750,000
				$339,216,560	**$118,013,203**	**$0,000**	**$0,000**	**$221,203,357**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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Site Photo Log

Kimley»Horn

Alpharetta, GA

Photograph Sheet

KHA Job No.: 019368013
Date: December 2021
Page: 1 of 6

Continuum Alpharetta DRI #3508

Photo No. 1

Comments: Site Driveway A looking west (Intersection 2).

Photo No. 2

Comments: Site Driveway A looking south (Intersection 2).

Continuum Alpharetta DRI #3508

Photo No. 3

Comments: Site Driveway A looking north (Intersection 2).

Photo No. 4

Comments: Site Driveway B looking north (Intersection 5).

Continuum Alpharetta DRI #3508

Photo No. 5

Comments: Site Driveway B looking west (Intesection 5).

Photo No. 6

Comments: Site Driveway B looking east (Intesection 5).

Continuum Alpharetta DRI #3508

Photo No. 7

Comments: Site Driveway C looking north (Intersection 9).

Photo No. 8

Comments: Site Driveway C looking west (Intersection 9).

Continuum Alpharetta DRI #3508

Photo No. 9

Comments: Site Driveway C looking east (Intersection 9).

Photo No. 10

Comments: Site Driveway D looking north (Intersection 10).

Continuum Alpharetta DRI #3508

Photo No. 11

Comments: Site Driveway D looking west (Intersection 10).

Photo No. 12

Comments: Site Driveway D looking east (Intersection 10).