Transportation Analysis

Project Eco
DRI #3469

City of Alpharetta, Georgia

May 2022

Prepared for:

Trademark Property Company

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
014555001

Kimley»Horn

Transportation Analysis

Project Eco
DRI #3469

City of Alpharetta, Georgia

May 2022

Prepared for:

Trademark Property Company

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
014555001

Kimley»Horn

TABLE OF CONTENTS

Executive Summary 1

1.0 Project Description 3

1.1 Introduction 3
1.2 Site Access 6
1.3 Internal Circulation Analysis 6
1.4 Parking 7
1.5 Alternative Transportation Facilities 8
1.6 Enhanced Focus Area for Dense Urban Environments 8

2.0 Traffic Analyses, Methodology and Assumptions 9

2.1 Study Network Determination 9
2.2 Existing Roadway Facilities 9
2.3 Traffic Data Collection and Calibration 11
2.4 Background Growth 11
2.5 Programmed and Planned Projects 12
2.6 Level-of-Service Overview 13
2.7 Level-of-Service Standards 13

3.0 Trip Generation 14

4.0 Trip Distribution and Assignment 15

5.0 Traffic Analysis 15

5.1 Haynes Bridge Road at SR 400 NB Ramps (Intersection 1) 19
5.2 Haynes Bridge Road at North Point Drive (Intersection 2) 20
5.3 Haynes Bridge Road at North Point Parkway (Intersection 3) 22
5.4 North Point Parkway at North Point Mall Access (north) (Intersection 4) 23
5.5 North Point Parkway at Encore Parkway (Intersection 5) 24
5.6 Encore Parkway at North Point Center (Intersection 6) 25
5.7 Westside Parkway at Encore Parkway (Intersection 7) 26

LIST OF TABLES

Table 1: Proposed Land Use and Density 1
Table 2: Proposed Land Use and Density 3
Table 3: Proposed Parking 7
Table 4: Intersection Control Summary 9
Table 5: Roadway Classifications 9
Table 6: Traffic Count Summary 11
Table 7: Programmed Projects 12
Table 8: Planned Projects 12
Table 9: Trip Generation 14

LIST OF FIGURES

Figure 1: Site Location Map 4
Figure 2: Site Aerial 5
Figure 3: Study Intersections 10
Figure 4: Residential Trip Distribution & Assignment 16
Figure 5: Non-Residential Trip Distribution & Assignment 17
Figure 6: Project Trips 18
Figure 7: Existing 2022 Traffic Volumes 27
Figure 8: Projected 2030 No-Build Traffic Volume 28
Figure 9: Projected 2030 Build Traffic Volumes 29

LIST OF APPENDICES

Appendix A Proposed Site Plan
Appendix B Trip Generation Analysis
Appendix C Intersection Volume Worksheets
Appendix D Programmed Project Fact Sheets
Appendix E Site Photos

Available Upon Request
Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Project Eco* development located in the City of Alpharetta, Georgia. The approximate 83.67-acre site is located on the site of North Point Mall, bounded by SR 400 on the north, Haynes Bridge Road on the east, North Point Parkway on the south, and Encore Parkway on the west. The site currently consists of North Point Mall and its associated surface parking, which will be redeveloped. Approximately 512,000 SF of existing mall space will be demolished (235,000 SF occupied, 277,000 SF vacant).

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2030 (approximately 8 years).

Table 1: Proposed Land Use and Density

Land Use	Proposed
Townhomes	36 units
Multifamily Residential	900 units
Hotel	150 rooms
Office	120,000 SF
Retail	244,560 SF
Restaurant	71,140 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 April 12, 2022).

It should be noted that the proposed *Project Eco* development is projected to generate approximately 9,960 net daily trips. The vacant 277,000 SF of retail space within North Point Mall would be expected to generate 10,456 net daily trips, if reoccupied. **The proposed *Project Eco* development is expected to generate approximately 5% less traffic than the expected trip generation of the fully occupied mall.** This is primarily due to the mixed-use nature of the proposed *Project Eco* development, where residents and office workers will stay on site to utilize the retail and restaurant space.

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2030 No-Build conditions, and the Projected 2030 Build conditions.

- Existing 2022 conditions represent traffic volumes that were collected in April 2022 and calibrated compared to traffic volumes along North Point Parkway associated with PI#0017814, approved through the GDOT PDP process. (Note: Traffic Count methodology was outlined in a memo approved by GRTA in April 2022).
- Projected 2030 No-Build conditions represent the Existing 2022 traffic volumes grown for eight (8) additional years at 1.0% per year throughout the study network. Additionally, the programmed City of Alpharetta project to conduct a road diet along North Point Parkway (reducing from three travel lanes in each direction to two travel lanes in each direction) was included.
- Projected 2030 Build conditions represent the Projected 2030 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Project Eco* development.

All seven (7) intersection currently operate and are projected to operate at an acceptable overall LOS under Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions.

The intersections of Haynes Bridge Road at North Point Drive (Intersection 2), and Haynes Bridge Road at North Point Parkway (Intersection 3) contain approaches which currently operate at LOS F under the Existing 2022 conditions. It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably.

The intersection of Haynes Bridge Road at North Point Drive (Intersection 2) is projected to operate at an acceptable overall intersection LOS; however the eastbound and westbound approaches of North Point Drive are projected to operate at LOS F under the Existing 2022 and Projected 2030 No-Build Conditions. Due to the increase in volume on the eastbound left-turn movement during the AM and PM peak hours under Projected 2030 Build conditions, the split time for the left-turn phase was increased to accommodate for the additional demand, per the GRTA DRI review procedures. As a result, the eastbound approach operates at an acceptable LOS under the Projected 2030 Build conditions. Although the westbound approach operates at an unacceptable LOS, no feasible improvements exist, as the failing LOS is a result of existing signal timing (long cycle length). Haynes Bridge Road is a major arterial commuter corridor. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (Haynes Bridge Road) at the expense of sidestreet operations. Since a change in the signal timing would improve the eastbound approach to an acceptable LOS, no physical improvements are recommended.

The intersection of Haynes Bridge Road at North Point Parkway (Intersection 3) is projected to operate at an acceptable overall intersection LOS; however the eastbound and westbound approaches of North Point Parkway are projected to operate at LOS F under the Existing 2022 and Projected 2030 No-Build Conditions. Since the City of Alpharetta has a programmed road diet along North Point Parkway, which reduces the number of through lanes from three (3) through lanes to two (2) through lanes, no physical improvements are recommended to increase the capacity on these approaches. The goal of the road diet/streetscape project is to provide infrastructure for road users other than cars. In lieu of physical improvements, the City of Alpharetta should consider modifying the signal timing at the intersection to provide additional split time for North Point Parkway. The additional split time could improve the eastbound and westbound approaches of North Point Parkway to an acceptable LOS, without decreasing the overall intersection LOS.

No physical system or site access improvements are required to serve traffic with the proposed *Project Eco DRI #3469.* The roadway network in the area was built to accommodate traffic associated with a fully occupied mall. Since the mall is partially vacant, there is available capacity in the roadway network to accommodate the new trips associated with the development.

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. Haynes Bridge Road at SR 400 NB Ramps	NBR*	250	89 / 462 (50th) 108 / 599 (95th)	*No-Build (System Improvement):* Consider extending NBR lane storage through the intersection with Rock Mill Road.

** 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 *Project Eco* development located in the City of Alpharetta, Georgia. The approximate 83.67-acre site is located on the site of North Point Mall; bounded by SR 400 on the north, Haynes Bridge Road on the east, North Point Parkway on the south, and Encore Parkway on the west. The project site is currently zoned PSC (planned shopping center) and MU (mixed-use). The site is proposed to be rezoned entirely to MU (Mixed-Use), and the rezoning application was filed on March 1, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

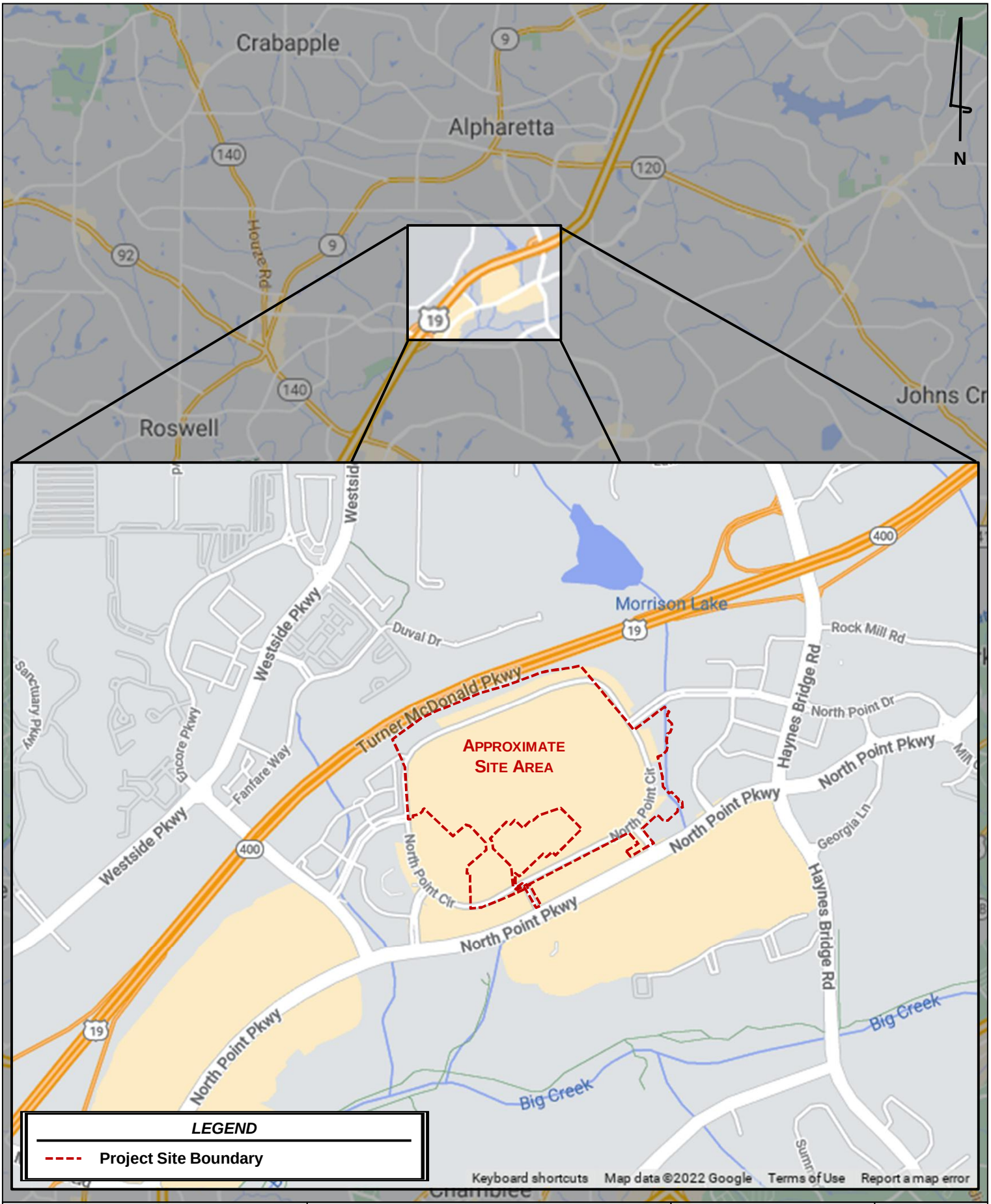
The site currently consists of North Point Mall and its associated surface parking, which will be redeveloped. Approximately 512,000 SF of existing mall space will be demolished (235,000 SF occupied, 277,000 SF vacant) and be redeveloped with a mix of land uses. As discussed in **Section 3.0**, the **proposed *Project Eco* development is projected to generate fewer net new trips than reoccupying the vacant retail space**. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2030 (approximately 8 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
Townhomes	36 units
Multifamily Residential	900 units
Hotel	150 rooms
Office	120,000 SF
Retail	244,560 SF
Restaurant	71,140 SF

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of new mixed-use development in a *Regional Center* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 17, 2021 by the City of Alpharetta. The rezoning application was filed with the City of Alpharetta on March 1, 2022. 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	***Project Eco*** ***DRI #3469*** ***Transportation Analysis***	**Site Location Map**	**Figure 1**
			Page 4

Kimley»Horn	*Project Eco* *DRI #3469* *Transportation Analysis*	Site Aerial	Figure 2
			Page 5

1.2 Site Access

As currently envisioned, the proposed development will be accessible via the existing mall access points. Three (3) total access points will be utilized:

1. **North Point Drive** – an existing, signalized, full-movement driveway located along Haynes Bridge Road approximately 1,050 feet south of SR 400. The site is located approximately 1,650 west of Haynes Bridge Road. (Intersection 2).
2. **North Point Mall Access (north)** – an existing, signalized, full-movement driveway located along North Point Parkway approximately 1,350 feet west of Haynes Bridge Road. The site is located approximately 350 feet north of North Point Parkway. (Intersection 4).
3. **North Point Center** – an existing, signalized, full-movement driveway located along Encore Parkway approximately 700 feet north of North Point Parkway. The site is located approximately 3,000 east of Encore Parkway. (Intersection 6).

The mall is served by two other existing driveways (one signalized, one unsignalized) along North Point Parkway. These driveways are not likely to be utilized by the *Project Eco* development based on their proximity to site.

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 along all internal streets between the various land uses.

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 required by code is listed below in **Table 3**.

Table 3: Proposed Parking

Land Use	**Minimum** (20% reduction allowed in North Point Overlay District)	**Maximum**
Office	576 1 per 250 SF	N/A
Restaurant	570 1 per 100 SF	N/A
Retail	783 1 per 250 SF	N/A
Hotel	126 1 per room, plus 1 per 20 rooms	N/A
Multi-family Residential	1,116 1.15 per unit	N/A
Townhomes/Cottages	72 1 per bedroom	N/A
Remaining Mall Area	1,831 1 per 285 SF	N/A
Total	5,074 spaces	N/A

A total of 6,188 parking spaces are proposed for the site, located in a combination of existing surface lots (3,123 spaces), an existing parking deck (1,175 spaces), proposed parking decks (1,200 spaces), surface parking (170 spaces), townhome restricted spaces (120 spaces), and on-street parking (100 spaces). The site development is currently in progress and the number of parking provided is subject to change.

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 facilities are provided along one side of North Point Drive and each North Point Mall Access. No pedestrian facilities are provided along North Point Center between Encore Parkway and the mall.

The AlphaLoop trail is programmed to be extended from the Big Creek Greenway across SR 400 along Encore Parkway. The AlphaLoop is a multi-use trail system that will provide access to the Avalon and Downtown Alpharetta. Additionally, the Big Creek Greenway is a 12-foot multi-use path which runs parallel to North Point Parkway between Mansell Road and Windward Parkway. An access to the Big Creek Greenway is provided along North Point Parkway, approximately 1,100 feet north of Encore Parkway and 1,850 feet south of the North Point Mall Access (north).

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.

The project site is served by MARTA bus stops along the Haynes Bridge Road and North Point Mall frontage that are currently served by routes 140 and 141 seven days a 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 146 boardings/155 alightings daily during pre-pandemic conditions in Fall 2019. The bus stop is projected to increase ridership by approximately 400 boardings/400 alightings daily (assumed 50% of daily alternative mode reduction).

Additionally, several projects are currently planned which will enhance the Alternative Transportation Facilities in the area. The City of Alpharetta has a programmed road diet (FN-179, GDOT PI#0017814) along North Point Parkway which will remove a vehicular travel lane in each direction to provide 12-foot multi-use paths and bus pull-outs. The project is planned for design in 2023 and construction in 2025. With the construction of the proposed SR 400 Express Lanes project, a MARTA BRT station (AR-470) is planned for North Point Mall. The BRT station is planned to be located in the median of SR 400, and a pedestrian bridge will be constructed to provide access to the station from the mall property.

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 *Project Eco* 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

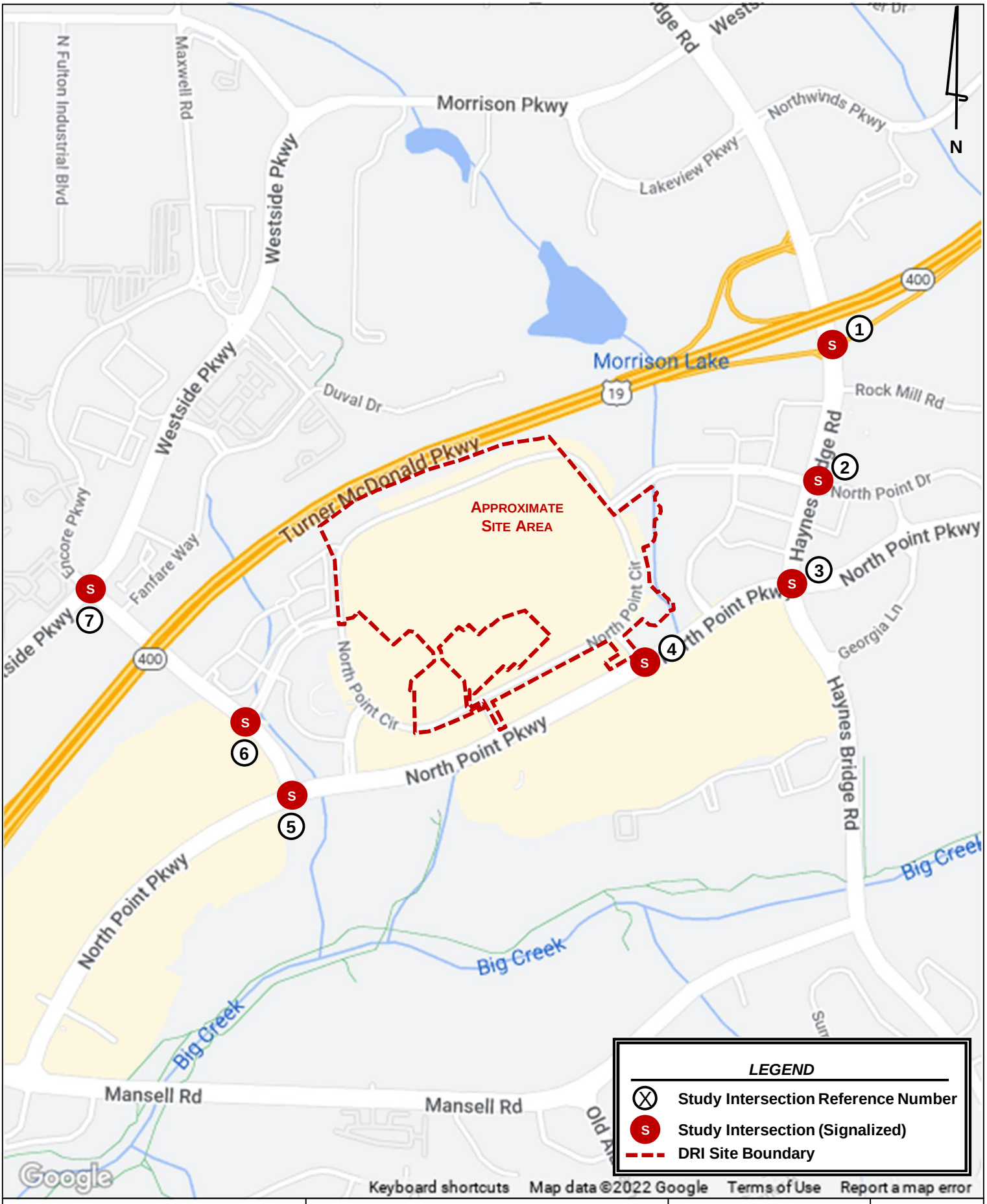
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following seven (7) off-site intersections plus existing site driveways described in **Table 4** and is shown visually in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Haynes Bridge Road at SR 400 NB Ramps	Alpharetta/GDOT	Signal
2. Haynes Bridge Road at North Point Drive	Alpharetta	Signal
3. Haynes Bridge Road at North Point Parkway	Alpharetta	Signal
4. North Point Parkway at North Point Mall Access (north)	Alpharetta	Signal
5. North Point Parkway at Encore Parkway	Alpharetta	Signal
6. Encore Parkway at North Point Center	Alpharetta	Signal
7. Westside Parkway at Encore 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**
Haynes Bridge Road (between North Point Parkway and SR 400)	**6**	**21,200**	Minor Arterial
North Point Parkway	6	N/A	Major Collector
Encore Parkway	2	N/A	Local Road
North Point Drive	**4**	**N/A**	**Local Road**
North Point Center	**4**	**N/A**	**Local Road**
SR 400	8	157,000	Principal Arterial - Expressway



Kimley»Horn	***Project Eco*** ***DRI #3469*** ***Transportation Analysis***	**Study Intersections**	**Figure 3**
			Page 10

2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, April 13, 2022. The newly collected counts were then compared to approved traffic volumes from GDOT PI#0017814 to determine 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 collected April 2022 traffic count data was within 1% of the approved GDOT PI#0017814 traffic volumes. No adjustment factors were required to adjust AM and PM peak hour traffic volumes.

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.	Haynes Bridge Road at SR 400 NB Ramps	4/2022	8:00 – 9:00 AM	4:45 – 5:45 PM
2.	Haynes Bridge Road at North Point Drive	4/2022	7:30 – 8:30 AM	5:00 – 6:00 PM
3.	Haynes Bridge Road at North Point Parkway	4/2022	7:30 – 8:30 AM	5:00 – 6:00 PM
4.	North Point Parkway at North Point Mall Access (north)	4/2022	7:45 – 8:45 AM	4:15 – 5:15 PM
5.	North Point Parkway at Encore Parkway	4/2022	7:30 – 8:30 AM	4:45 – 5:45 PM
6.	Encore Parkway at North Point Center	4/2022	7:30 – 8:30 AM	5:00 – 6:00 PM
7.	Westside Parkway at Encore Parkway	4/2022	8:00 – 9:00 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 *Project Eco* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from 2022 to 2030 (8 years) was used for all roadways. The Projected 2030 No-Build conditions represent the Existing 2022 traffic volumes grown for eight (8) years at 1.0% per year throughout the study network.

The Projected 2030 Build conditions represent the project trips generated by the *Project Eco* development (discussed in Section 3.0 and 4.0) added to the Projected 2030 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 City of Alpharetta has a programmed project to conduct a road diet along North Point Parkway, reducing the number of travel lanes from three (3) lanes in each direction to two (2) lanes in each direction to provide a 12-foot multi-use path and bus facilities. 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
Alpha Loop	Lakeview Parkway to North Point Parkway	City of Alpharetta	N/A	N/A	Ongoing	Ongoing	Ongoing
Trailhead Park	North Point Parkway at Encore Parkway	City of Alpharetta	N/A	N/A	Ongoing	Ongoing	Ongoing
North Point Parkway Streetscape	*Mansell Road to Haynes Bridge Road*	*City of Alpharetta*	*0017814*	*FN-179*	*2021*	*2023*	*2025*
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 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.

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 10% 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 *Project Eco* development.

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
220 – Multi-Family Housing (Low-Rise)	36 units	232	116	116	4	14	15	9
221 – Multi-Family Housing (Mid-Rise)	900 units	4,904	2,452	2,452	77	218	223	142
310 – Hotel	150 rooms	1,266	633	633	41	29	44	42
710 – General Office Building*	120,000 sf	1,266	633	633	120	19	22	113
820 – Shopping Center	244,560 sf	9,232	4,616	4,616	143	87	447	485
932 – High-Turnover (Sit-Down) Restaurant	71,140 sf	7,980	3,990	3,990	389	318	431	264
Gross Project Trips		**24,880**	**12,440**	**12,440**	**774**	**685**	**1,182**	**1,055**
Demolition of 235,000 SF of occupied Retail		*-8,872*	*-4,436*	*-4,436*	*-137*	*-84*	*-430*	*-465*
Mixed-Use Reductions		*-2,164*	*-1,082*	*-1,082*	*-140*	*-140*	*-289*	*-289*
Alternative Mode Reductions		*-1,386*	*-693*	*-693*	*-50*	*-46*	*-47*	*-31*
Pass-By Reductions		*-2,498*	*-1,249*	*-1,249*	*-0*	*-0*	*-63*	*-63*
Net New Trips		**9,960**	**4,980**	**4,980**	**447**	**415**	**353**	**207**

NOTE: If the 277,000 SF of vacant retail space in North Point Mall was occupied, approximately 10,456 net daily trips would be generated. The site is proposed to generate less traffic than the re-occupation of the retail space. **The proposed *Project Eco* development is expected to generate 5% less net traffic than the expected trip generation of the fully occupied mall.** This is primarily due to the mixed-use nature of the proposed *Project Eco* development, where residents and office workers will stay on site to utilize the retail and restaurant space. 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**.

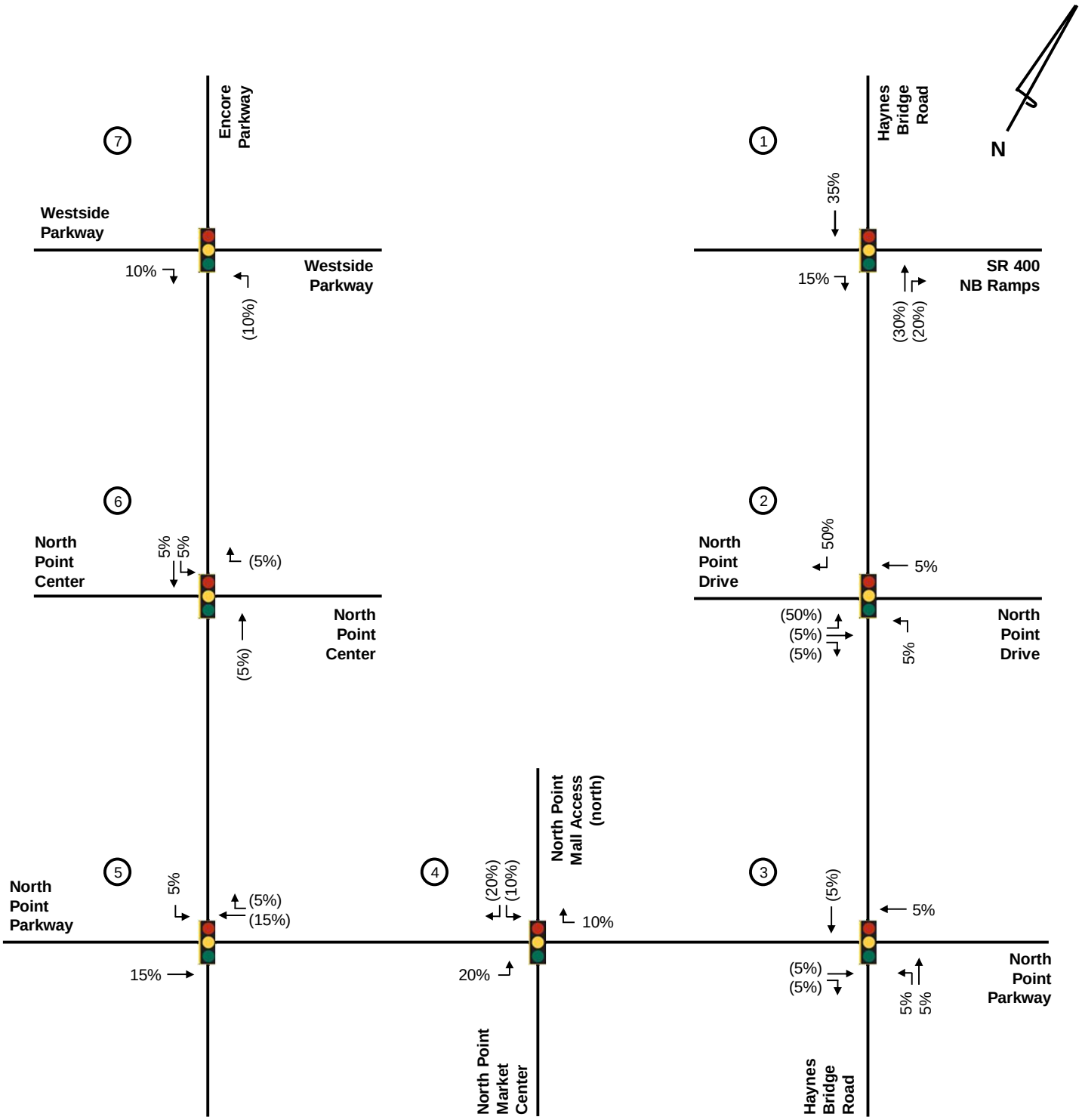
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Existing 2022 conditions, Projected 2030 No-Build conditions, and Projected 2030 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition*.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Existing 2022 conditions, **Figure 8** for Projected 2030 No-Build conditions, and **Figure 9** for Projected 2030 Build conditions.

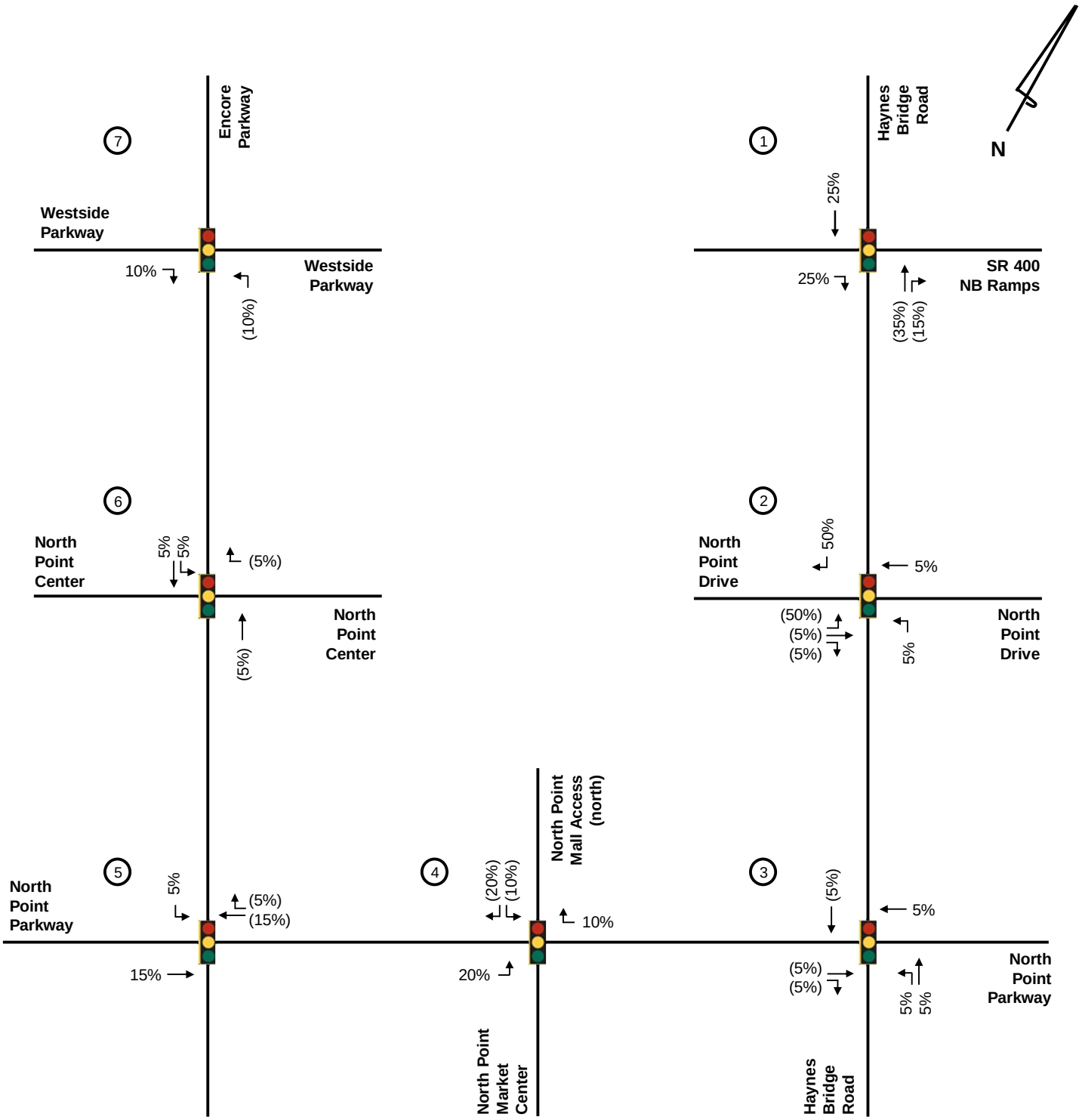
Sections 5.1 – 5.7 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.



LEGEND

- Turning Movement
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- Existing Traffic Signal
- (X) Intersection Reference Number

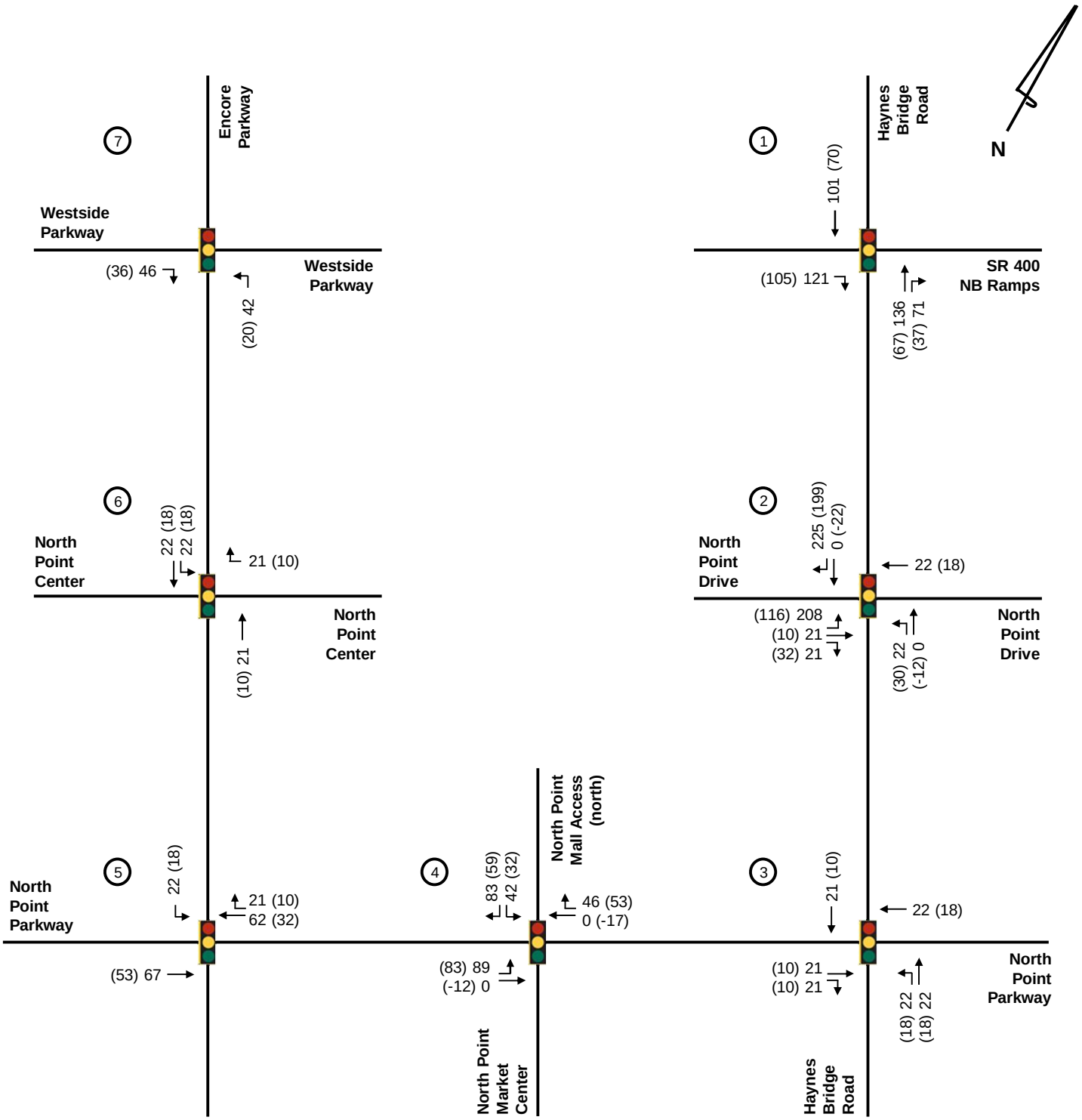
Kimley»Horn	***Project Eco DRI #3469 Transportation Analysis***	**Residential Trip Distribution and Assignment**	**Figure 4** **Page 16**



LEGEND

- Turning Movement
- XX% % Traffic Entering
- (XX%) % Traffic Exiting
- Existing Traffic Signal
- (X) Intersection Reference Number

Kimley»Horn	***Project Eco DRI #3469 Transportation Analysis***	**Non-Residential Trip Distribution and Assignment**	**Figure 5**
			Page 17



LEGEND

- → Turning Movement
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- Existing Traffic Signal
- (X) Intersection Reference Number

Kimley»Horn	***Project Eco DRI #3469 Transportation Analysis***	**Project Trips**	**Figure 6** **Page 18**

5.1 Haynes Bridge Road at SR 400 NB Ramps (Intersection 1)

Overall LOS Standard: E Approach LOS Standard: E			Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			SR 400 NB Ramps Eastbound			 Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (40.6)											
		Approach LOS	D (40.5)			C (24.2)			E (59.3)					
		Storage			250	300					525			
		50th Queue		88	14	166	139		377		24			
		95th Queue		237	224	244	201		454		57			
	PM	Overall LOS	D (51.1)											
		Approach LOS	E (62.2)			C (30.6)			E (70.8)					
		Storage			250	300					525			
		50th Queue		381	309	484	221		417		122			
		95th Queue		446	495	578	250		560		182			
NO-BUILD (SIGNAL)	AM	Overall LOS	D (42.3)											
		Approach LOS	D (43.2)			C (25.6)			E (59.7)					
		Storage			250	300					525			
		50th Queue		97	19	180	160		409		26			
		95th Queue		158	39	263	197		543		65			
	PM	Overall LOS	D (53.8)											
		Approach LOS	E (67.8)			C (31.5)			E (72.0)					
		Storage			250	300					525			
		50th Queue		421	399	524	238		471		161			
		95th Queue		487	592	627	266		677		226			
BUILD (SIGNAL)	AM	Overall LOS	D (42.4)											
		Approach LOS	D (45.5)			C (25.8)			E (56.6)*					
		Storage			250	300					525			
		50th Queue		253	89	180	187		406		119			
		95th Queue		255	108	273	231		531		170			
	PM	Overall LOS	D (54.4)											
		Approach LOS	E (70.2)			C (31.7)			E (69.3)*					
		Storage			250	300					525			
		50th Queue		463	462	526	266		463		251			
		95th Queue		523	599	644	296		654		655			

The intersection of Haynes Bridge Road at SR 400 NB Ramps (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2030 No-Build, and Projected 2030 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 Haynes Bridge Road at North Point Drive (Intersection 2)

Overall LOS Standard: E Approach LOS Standard: E			Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			North Point Drive Eastbound			North Point Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (12.5)											
		Approach LOS	A (8.7)			A (6.8)			F (81.1)			E (76.0)		
		Storage	175		125	175			450					100
		50th Queue	3	43	0	43	82	0	46	17		25	18	0
		95th Queue	7	50	0	71	108	1	76	54		56	46	3
	PM	Overall LOS	C (32.5)											
		Approach LOS	B (15.3)			C (26.4)			F (87.9)			F (91.1)		
		Storage	175		125	175			450					100
		50th Queue	14	164	0	179	154	5	136	103		73	62	0
		95th Queue	27	189	0	337	186	20	181	168		126	112	92
NO-BUILD (SIGNAL)	AM	Overall LOS	B (12.9)											
		Approach LOS	A (9.2)			A (7.1)			F (81.1)			E (76.3)		
		Storage	175		125	175			450					100
		50th Queue	3	46	0	47	91	0	50	18		27	19	0
		95th Queue	7	54	0	78	121	2	81	54		58	47	0
	PM	Overall LOS	C (34.4)											
		Approach LOS	B (17.1)			C (28.5)			F (88.5)			F (91.9)		
		Storage	175		125	175			450					100
		50th Queue	15	179	0	273	174	6	146	113		80	67	0
		95th Queue	27	204	0	406	208	21	193	179		136	119	95
BUILD (SIGNAL)	AM	Overall LOS	C (23.6)											
		Approach LOS	B (14.7)			B (11.9)			E (79.0)			E (77.3)		
		Storage	175		125	175			450					100
		50th Queue	6	47	0	71	133	15	168	53		24	44	0
		95th Queue	14	55	0	108	164	31	219	105		52	87	15
	PM	Overall LOS	D (43.0)											
		Approach LOS	C (27.1)			D (37.9)			E (76.6)			F (90.9)		
		Storage	175		125	175			450					100
		50th Queue	20	176	0	313	194	31	216	152		79	89	0
		95th Queue	28	397	0	390	224	35	278	237		135	147	94

The intersection of Haynes Bridge Road at North Point Drive (Intersection 2) is projected to operate at an acceptable LOS overall and for each approach under the Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions. The eastbound and westbound approaches of North Point Drive are projected to operate at LOS F under Existing 2022 and Projected 2030 No-Build Conditions.

Due to the increase in volume on the eastbound left-turn movement during the AM and PM peak hours under Projected 2030 Build conditions, the split time for the left-turn phase was increased to accommodate for the additional demand, per the GRTA DRI review procedures. As a result, the eastbound approach operates at an acceptable LOS under the Projected 2030 Build conditions. Since a change in the signal timing would improve the eastbound approach to an acceptable LOS, no physical improvements are recommended.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the westbound approach operates at an unacceptable LOS, no feasible improvements exist, as the failing LOS is a result of existing signal timing (long cycle length). Haynes Bridge Road is a major arterial commuter corridor. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (Haynes Bridge Road) at the expense of sidestreet operations.

5.3 Haynes Bridge Road at North Point Parkway (Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E			Haynes Bridge Road			Haynes Bridge Road			North Point Parkway			North Point Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (34.4)											
		Approach LOS	C (31.7)			B (16.1)			E (79.4)			E (78.5)		
		Storage	250			175			350		250	300		150
		50th Queue	60	128		62	120	5	12	64	0	41	75	0
		95th Queue	94	165		98	162	33	28	99	0	70	104	0
	PM	Overall LOS	D (50.7)											
		Approach LOS	D (47.0)			C (21.1)			F (80.7)			F (82.4)		
		Storage	250			175			350		250	300		150
		50th Queue	98	133		46	343	133	141	191	38	67	143	0
		95th Queue	142	184		77	443	265	187	241	92	107	178	0
NO-BUILD (SIGNAL)	AM	Overall LOS	D (35.5)											
		Approach LOS	C (32.0)			B (17.9)			E (79.6)			F (80.8)		
		Storage	250			175			350		250	300		150
		50th Queue	65	148		67	139	9	13	69	0	44	118	0
		95th Queue	100	193		105	388	41	30	105	0	74	164	0
	PM	Overall LOS	D (53.1)											
		Approach LOS	D (47.7)			C (25.4)			F (82.8)			F (82.7)		
		Storage	250			175			350		250	300		150
		50th Queue	107	158		50	396	188	154	206	49	70	222	0
		95th Queue	153	207		82	494	297	210	256	105	108	274	0
BUILD (SIGNAL)	AM	Overall LOS	D (37.3)											
		Approach LOS	C (33.1)			B (18.8)			E (79.9)			F (82.5)		
		Storage	250			175			350		250	300		150
		50th Queue	77	154		67	310	29	13	81	0	44	131	0
		95th Queue	114	205		105	434	71	30	118	0	74	177	0
	PM	Overall LOS	D (54.3)											
		Approach LOS	D (49.1)			C (26.7)			F (83.3)			F (83.2)		
		Storage	250			175			350		250	300		150
		50th Queue	119	166		50	421	199	155	212	56	70	231	0
		95th Queue	168	210		84	514	293	225	262	117	110	288	0

The intersection of Haynes Bridge Road at North Point Parkway (Intersection 3) is projected to operate at an acceptable LOS overall and for each approach under the Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions. The eastbound and westbound approaches of North Point Parkway are projected to operate at LOS F under Existing 2022 and Projected 2030 No-Build Conditions. Since the City of Alpharetta has a programmed road diet along North Point Parkway, which reduces the number of through lanes from three (3) through lanes to two (2) through lanes, no physical improvements are recommended to increase the capacity on this approach. The goal of the road diet/streetscape project is to provide infrastructure for road users other than cars. In lieu of physical improvements to reduce delay, the City of Alpharetta should consider modifying the signal timing at the intersection to provide additional split time for North Point Parkway. The additional split time could improve the eastbound and westbound approaches of North Point Parkway to an acceptable LOS, without decreasing the overall intersection LOS.

5.4 North Point Parkway at North Point Mall Access (north) (Intersection 4)

Overall LOS Standard: E Approach LOS Standard: E			North Point Market Center			North Point Mall Access (north)			North Point Parkway			North Point Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	A (4.9)											
		Approach LOS	E (59.5)			E (60.0)			A (3.5)			A (4.5)		
		Storage			75				300			300		
		50th Queue	5	0	0	1	0		2	0		13	0	
		95th Queue	19	0	0	6	0		12	17		37	49	
	PM	Overall LOS	C (22.2)											
		Approach LOS	D (53.5)			D (53.3)			A (9.4)			C (24.7)		
		Storage			75				300			300		
		50th Queue	38	9	0	43	12		14	31		67	42	
		95th Queue	75	29	2	82	47		33	41		118	95	
NO-BUILD (SIGNAL)	AM	Overall LOS	A (4.9)											
		Approach LOS	E (59.5)			E (60.0)			A (3.5)			A (4.6)		
		Storage			75				300			300		
		50th Queue	5	0	0	1	0		2	0		14	0	
		95th Queue	19	0	0	6	0		12	28		38	81	
	PM	Overall LOS	C (23.7)											
		Approach LOS	D (53.6)			D (53.6)			B (10.5)			C (26.7)		
		Storage			75				300			300		
		50th Queue	40	10	0	45	13		15	53		72	83	
		95th Queue	77	30	11	83	49		35	164		126	178	
BUILD (SIGNAL)	AM	Overall LOS	B (18.0)											
		Approach LOS	E (59.5)			E (60.2)			C (27.2)			A (7.0)		
		Storage			75				300			300		
		50th Queue	5	0	0	35	0		79	7		14	61	
		95th Queue	18	0		65	0		133	40		38	128	
	PM	Overall LOS	C (26.4)											
		Approach LOS	D (54.2)			D (54.0)			B (16.1)			C (27.5)		
		Storage			75				300			300		
		50th Queue	40	10	0	69	13		87	52		72	133	
		95th Queue	76	29	11	115	67		182	159		129	192	

The intersection of North Point Parkway at North Point Mall Access (north) (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

Note: The Projected 2030 No-Build and Projected 2030 Build conditions include the implementation of the programmed City of Alpharetta road diet and streetscape project, which reduces North Point Parkway from three (3) travel lanes in each direction to two (2) travel lanes in each direction to provide a multi-use path.

5.5 North Point Parkway at Encore Parkway (Intersection 5)

Overall LOS Standard: E Approach LOS Standard: E			Encore Parkway			Encore Parkway			North Point Parkway			North Point Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (10.1)											
		Approach LOS	A (0.0)			D (49.8)			A (4.2)			A (7.5)		
		Storage				225			150			75		
		50th Queue		0		31	32	0	55	8		0	13	
		95th Queue		0		77	80	64	80	13		0	2	
	PM	Overall LOS	B (15.6)											
		Approach LOS	E (68.4)			D (51.9)			A (7.1)			B (10.9)		
		Storage				225			150			75		
		50th Queue		4		86	84	24	33	23		0	53	
		95th Queue		21		150	146	112	84	68		3	74	
NO-BUILD (SIGNAL)	AM	Overall LOS	B (14.1)											
		Approach LOS	A (0.0)			D (50.7)			A (4.5)			B (19.4)		
		Storage				225			150			75		
		50th Queue		0		35	35	0	57	13		0	21	
		95th Queue		0		83	84	74	85	20		0	4	
	PM	Overall LOS	B (16.6)											
		Approach LOS	E (68.4)			D (52.9)			A (7.7)			B (12.4)		
		Storage				225			150			75		
		50th Queue		4		92	91	32	37	38		0	98	
		95th Queue		21		168	161	124	91	113		2	125	
BUILD (SIGNAL)	AM	Overall LOS	B (15.1)											
		Approach LOS	A (0.0)			D (51.0)			A (4.6)			C (20.5)		
		Storage				225			150			75		
		50th Queue		0		50	50	0	57	18		0	3	
		95th Queue		0		98	98	75	85	27		0	5	
	PM	Overall LOS	B (17.0)											
		Approach LOS	E (68.4)			D (54.2)			A (7.9)			B (12.7)		
		Storage				225			150			75		
		50th Queue		4		101	100	36	37	44		0	105	
		95th Queue		21		186	184	126	91	127		2	132	

The intersection of North Point Parkway at Encore Parkway (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

Note: The Projected 2030 No-Build and Projected 2030 Build conditions include the implementation of the programmed City of Alpharetta road diet and streetscape project, which reduces North Point Parkway from three (3) travel lanes in each direction to two (2) travel lanes in each direction to provide a multi-use path.

5.6 Encore Parkway at North Point Center (Intersection 6)

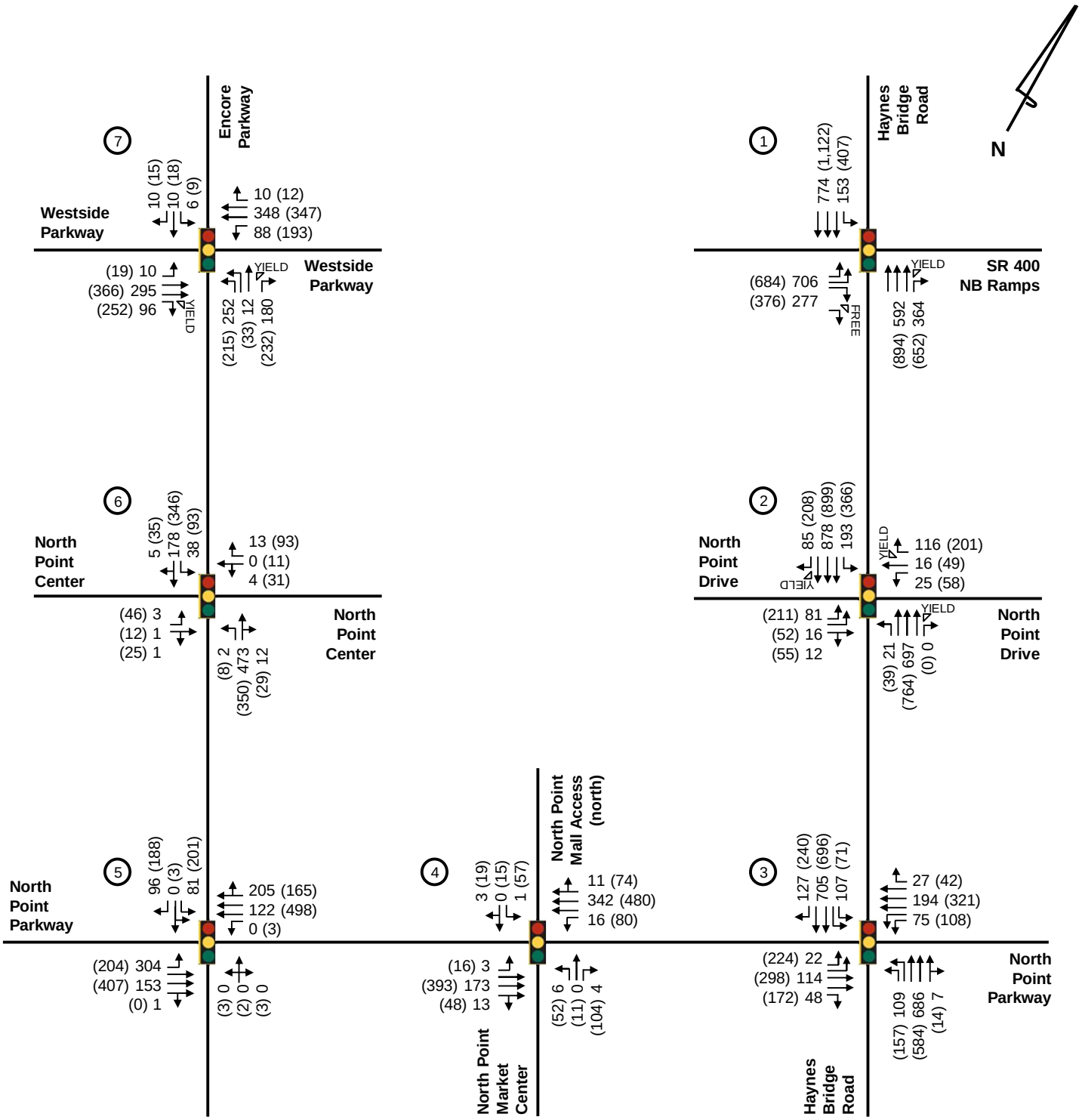
Overall LOS Standard: E Approach LOS Standard: E			Encore Parkway			Encore Parkway			North Point Center			North Point Center		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (11.7)											
		Approach LOS	B (14.2)			A (4.1)			E (65.4)			E (68.6)		
		Storage	225			225								
		50th Queue	0	67		0	0		2	1			4	0
		95th Queue	1	149		17	89		13	9			17	0
	PM	Overall LOS	B (13.5)											
		Approach LOS	A (8.5)			A (7.0)			E (60.9)			E (64.6)		
		Storage	225			225								
		50th Queue	2	172		21	102		36	10			34	0
		95th Queue	5	245		45	237		75	45			72	9
NO-BUILD (SIGNAL)	AM	Overall LOS	B (12.3)											
		Approach LOS	B (15.0)			A (4.3)			E (65.4)			E (68.6)		
		Storage	225			225								
		50th Queue	0	75		0	0		2	1			4	0
		95th Queue	1	161		18	96		13	9			17	0
	PM	Overall LOS	B (14.6)											
		Approach LOS	A (9.2)			A (7.5)			E (63.7)			E (68.9)		
		Storage	225			225								
		50th Queue	2	192		24	120		40	10			37	0
		95th Queue	5	272		51	273		81	46			76	17
BUILD (SIGNAL)	AM	Overall LOS	B (12.5)											
		Approach LOS	B (15.6)			A (4.6)			E (65.4)			E (68.6)		
		Storage	225			225								
		50th Queue	0	126		6	25		2	1			4	0
		95th Queue	1	186		24	106		13	9			17	0
	PM	Overall LOS	B (14.8)											
		Approach LOS	A (9.5)			A (7.7)			E (65.9)			E (72.3)		
		Storage	225			225								
		50th Queue	2	186		29	131		40	10			37	0
		95th Queue	4	291		60	292		80	46			76	26

The intersection of Encore Parkway at North Point Center (Intersection 6) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.7 Westside Parkway at Encore Parkway (Intersection 7)

Overall LOS Standard: E Approach LOS Standard: E			Encore Parkway			Encore Parkway			Westside Parkway			Westside Parkway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (16.2)											
		Approach LOS	B (19.4)			C (21.5)			B (16.1)			B (14.0)		
		Storage	250		350	425			250		200	275		175
		50th Queue	32	3	0	2	3	0	1	38	0	11	26	0
		95th Queue	91	18	47	9	19	0	11	103	5	51	112	0
	PM	Overall LOS	B (16.8)											
		Approach LOS	C (21.3)			C (22.5)			B (18.2)			B (13.2)		
		Storage	250		350	425			250		200	275		175
		50th Queue	32	9	0	3	5	0	2	53	0	26	25	0
		95th Queue	88	38	58	13	29	0	15	131	56	97	107	0
NO-BUILD (SIGNAL)	AM	Overall LOS	B (16.7)											
		Approach LOS	B (19.6)			C (21.9)			B (16.8)			B (14.5)		
		Storage	250		350	425			250		200	275		175
		50th Queue	39	3	0	2	3	0	1	463	0	14	32	0
		95th Queue	101	20	49	9	20	0	11	114	9	55	123	0
	PM	Overall LOS	B (17.5)											
		Approach LOS	C (21.7)			C (23.1)			B (19.1)			B (13.6)		
		Storage	250		350	425			250		200	275		175
		50th Queue	50	11	0	3	8	0	5	83	0	53	51	0
		95th Queue	98	43	61	14	32	0	17	146	59	107	118	0
BUILD (SIGNAL)	AM	Overall LOS	B (17.2)											
		Approach LOS	B (19.6)			C (22.3)			B (17.4)			B (15.0)		
		Storage	250		350	425			250		200	275		175
		50th Queue	46	3	0	2	3	0	2	47	0	14	33	0
		95th Queue	117	20	49	9	21	0	12	117	36	57	126	0
	PM	Overall LOS	B (17.7)											
		Approach LOS	C (21.8)			C (23.4)			B (19.3)			B (13.8)		
		Storage	250		350	425			250		200	275		175
		50th Queue	55	11	0	3	8	0	5	84	0	54	52	0
		95th Queue	107	44	61	15	32	0	17	148	62	109	120	0

The intersection of North Point Parkway at Encore Parkway (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2030 No-Build, and Projected 2030 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

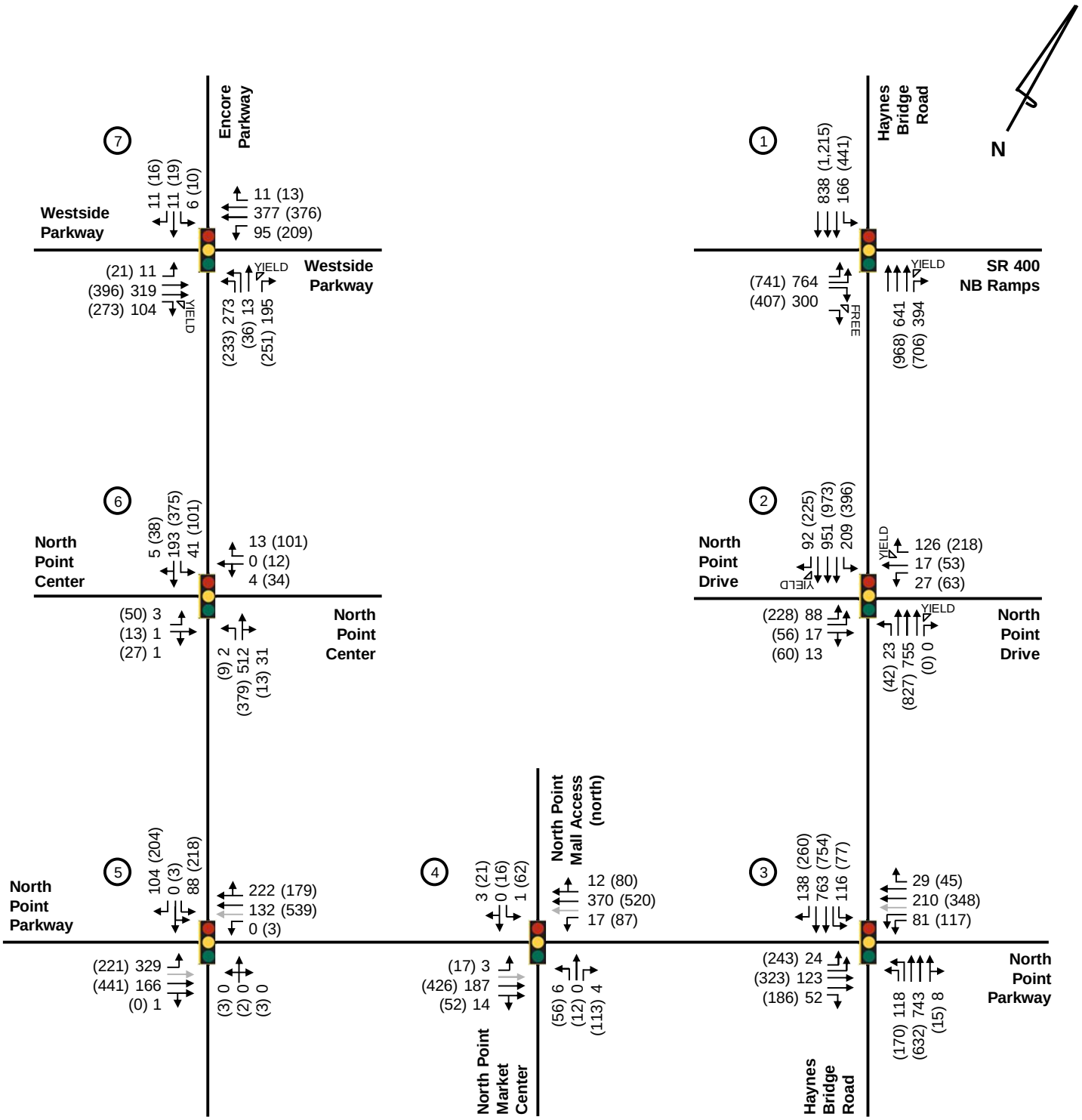


LEGEND

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

Collected traffic counts in April 2022 were within 1% of approved Traffic Volumes for GDOT PI#0017814, therefore no adjustment factor was needed to account for variations in traffic due to COVID-19.

Kimley»Horn	***Project Eco DRI #3469 Transportation Analysis***	**Existing 2022 Conditions**	**Figure 7**
			Page 27

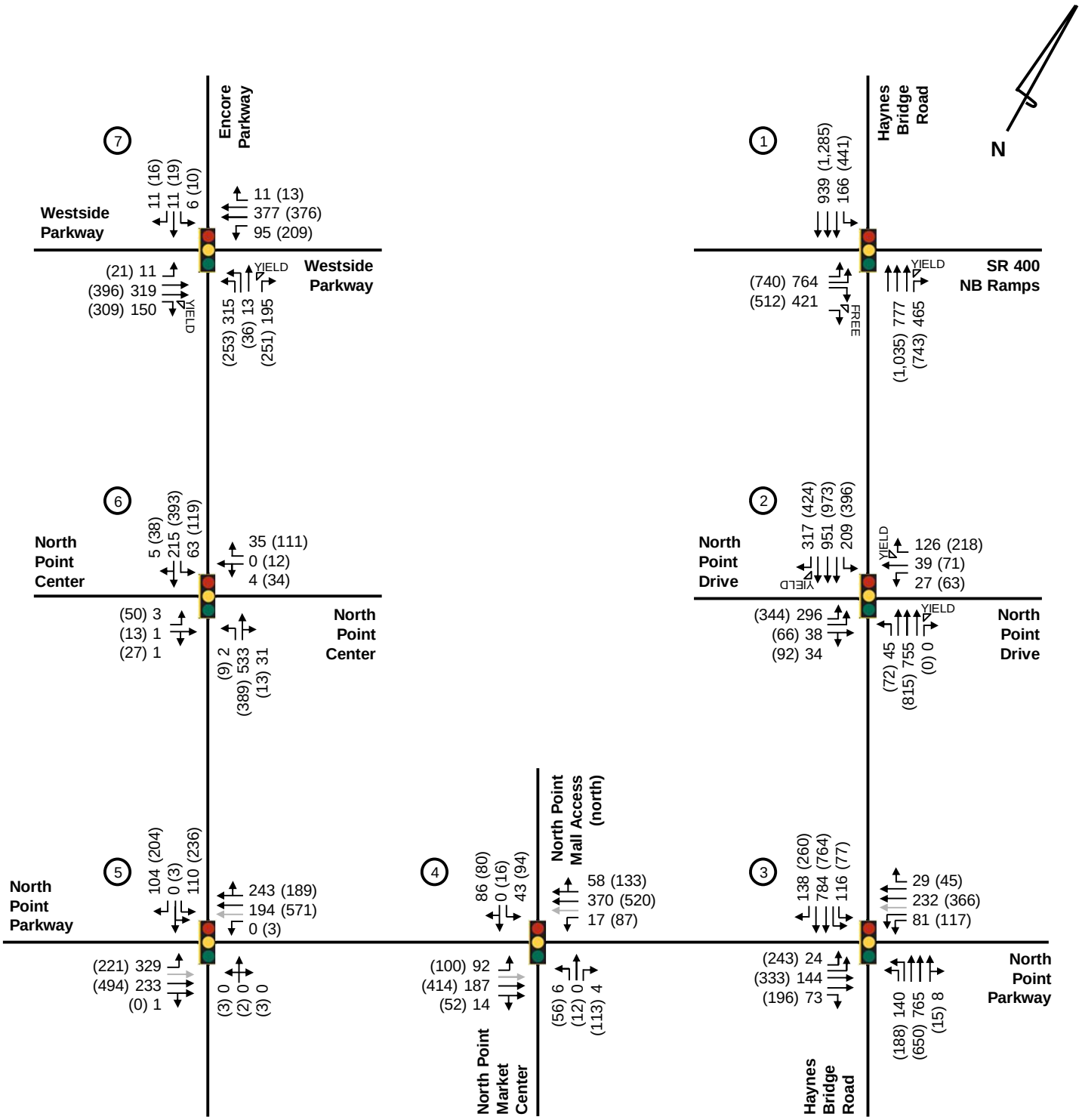


LEGEND

- Existing Roadway Laneage
- Removed Roadway Laneage (Road Diet)
- XX — AM Peak Hour Traffic Volumes
- (XX) — PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- (X) — Intersection Reference Number

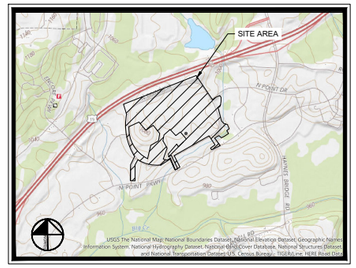
Existing 2022 Traffic Volumes grown at 1.0% per year for eight (8) years, per GRTA LOU.

Kimley»Horn	***Project Eco DRI #3469 Transportation Analysis***	**Projected 2030 No-Build Conditions**	**Figure 8**
			Page 28



Kimley»Horn	*Project Eco* *DRI #3469* *Transportation Analysis*	**Projected 2030 Build Conditions**	**Figure 9**
			Page 29

Proposed Site Plan



VICINITY MAP
N.T.S

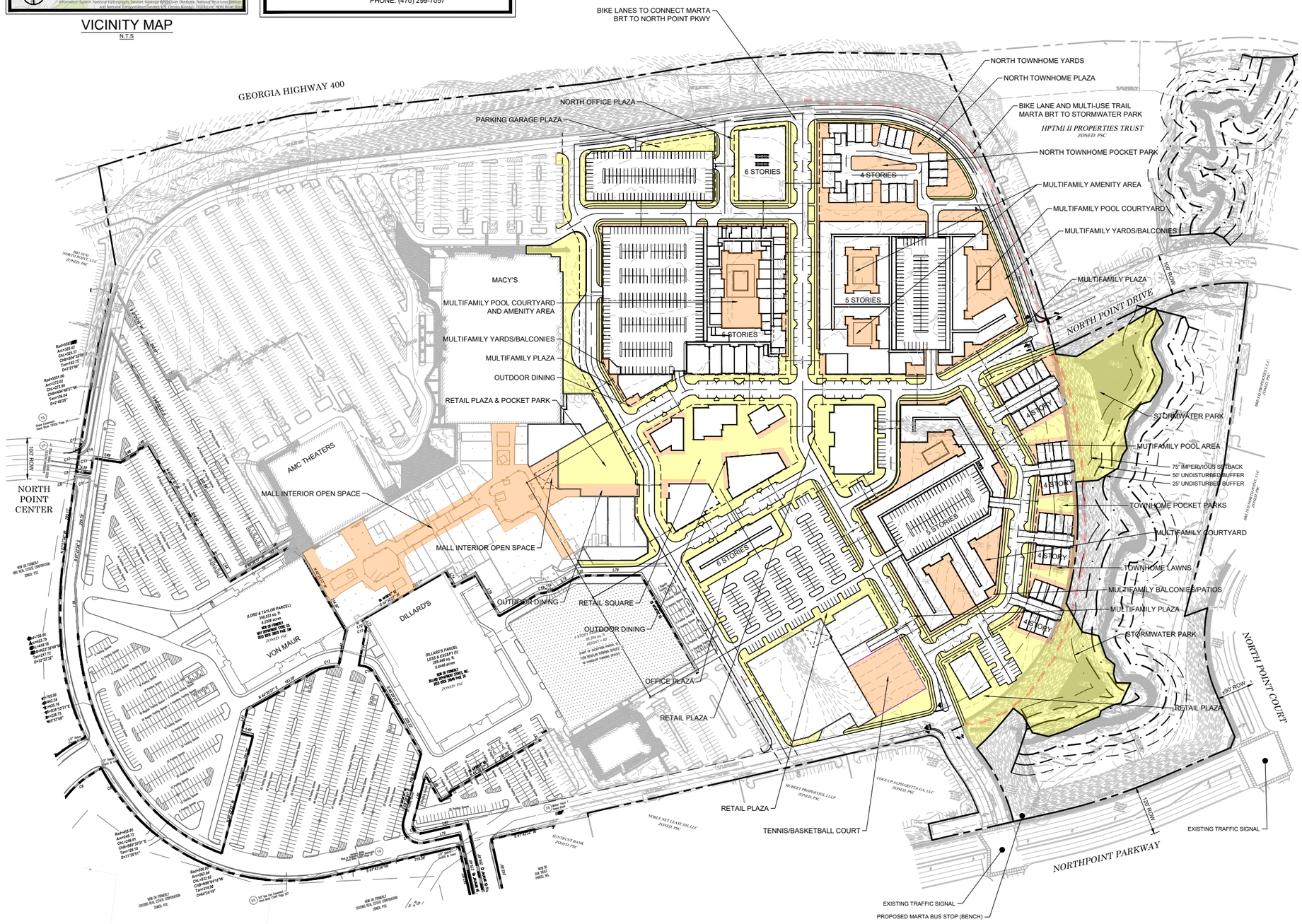
CONTACTS:

APPLICANT	TRADEMARK PROPERTY COMPANY 1701 RIVER RUN, SUITE 500 FORT WORTH, TX 76107 CONTACT: WESTON GRAVES PHONE: 817-810-5319
TRAFFIC CONSULTANT	KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 CONTACT: JOHN WALKER, PE PHONE: (404) 201-6155
CIVIL ENGINEER	KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 CONTACT: TYLER ROSSER, PE PHONE: (470) 299-7057

OPEN SPACE LEGEND

CIVIC SPACE

AMENITY SPACE



DEVELOPMENT SUMMARY:

DRI NUMBER: **DRI#3469**

SITE SUMMARY:

CURRENT ZONING:	PSD/MU
PROPOSED ZONING:	MU
OVERLAY DISTRICT:	NORTH POINT OVERLAY
SITE AREA:	
Existing Mall Total Area	98.57 ACRES
Proposed Area to be Rezoned	83.67 ACRES (Excludes Dillard's / Von Maur)
SETBACKS & BUFFERS:	
BUILDING SETBACKS	NONE
LANDSCAPE SETBACKS	NONE
UNDISTURBED BUFFERS	120' GA 400 BUFFER *

LAND USES & DENSITIES:

Note: Areas exclude Dillard's and Von Maur. All areas are gross areas.

EXISTING	
MALL INTERIOR AREA	1,151,800 SF
RESTAURANT (Cheesecake Factory)	10,300 SF
PROPOSED	
REMAINING MALL INTERIOR AREA	653,700 SF (7,812 SF/ACRE)
EXISTING RESTAURANT (Cheesecake Factory)	10,300 SF (123 SF/ACRE)
PROPOSED RESTAURANT	71,140 SF (50 SF/ACRE)
PROPOSED RETAIL	244,560 SF (2,923 SF/ACRE)
OFFICE	120,000 SF (1,434 SF/ACRE)
MULTIFAMILY	900 UNITS (10.8 UNITS/ACRE)
TOWNHOMES	36 UNITS (0.43 UNITS/ACRE)
HOTEL	150 KEYS (1.8 KEYS/ACRE)

BUILDING HEIGHTS:

MAXIMUM ALLOWABLE	
COMMERCIAL	4 STORIES
OFFICE	4 STORIES OR 60'
MULTIFAMILY	4 STORIES OR 60'
TOWNHOME	4 STORIES OR 60'
HOTEL	4 STORIES OR 60'
PROPOSED MAXIMUM	
COMMERCIAL	4 STORIES OR 60'
OFFICE	6 STORIES OR 85' *
MULTIFAMILY	5 STORIES OR 85' *
TOWNHOME	4 STORIES OR 60'
HOTEL	6 STORIES OR 85' *

PARKING SUMMARY:

Note: Parking calculations include the 20% reduction allowed for the North Point Overlay.
Note: Excludes Dillard's and Von Maur parking lots.

REQUIRED PARKING:	**5,074 SPACES** (TOTAL)
REMAINING MALL AREA	1,831 SPACES (1 / 285 SF*0.80)
RETAIL (244,560 SF)	783 SPACES (1 / 250 SF*0.80)
RESTAURANT (71,140 SF)	570 SPACES (1 / 100 SF*0.80)
OFFICE (180,000 SF)	576 SPACES (1 / 250 SF*0.80)
MULTIFAMILY (900 UNITS)	1,116 SPACES (1.55 / UNIT*0.80) *
TOWNHOMES (36 UNITS) (ASSUMES ALL 3 BEDROOM TOWNHOMES)	72 SPACES (2 / UNIT)
HOTEL (150 KEYS)	126 SPACES (1.05 / UNIT*0.80)
PROPOSED PARKING:	**6,188 SPACES** (TOTAL)
REMAINING SURFACE PARKING	3,123 SPACES
EXISTING PARKING DECK	1,175 SPACES
MULTIFAMILY PARKING DECKS	1,200 SPACES
TOWNHOMES	120 SPACES
SURFACE PARKING	170 SPACES
ON STREET PARKING	100 SPACES

OPEN SPACE REQUIREMENTS

CIVIL SPACE:	**10.71 ACRES** (12.8% SITE AREA)
AMENITY SPACE:	**4.18 ACRES** (5% SITE AREA)

PROPOSED OPEN SPACE

CIVIC SPACE:	**10.85 ACRES** (472,565 SF)
SQUARE	1.20 ACRES (52,225 SF)
PLAZA	5.52 ACRES (240,360 SF)
POCKET PARKS	1.28 ACRES (55,730 SF)
PARK	2.49 ACRES (108,250 SF)
MULTI-USE TRAILS	0.37 ACRES (16,000 SF)
AMENITY SPACE:	**6.98 ACRES** (304,140 SF)
OUTDOOR DINING	0.33 ACRES (14,240 SF)
PATIOS AND PORCHES	0.24 ACRES (10,650 SF)
YARDS AND LAWNS	1.38 ACRES (60,300 SF)
ENHANCE HARDSCAPE	3.51 ACRES (153,050 SF)
BALCONIES	0.16 ACRES (6,800 SF)
POOL AREA	0.91 ACRES (39,500 SF)
SPORTS COURTS	0.45 ACRES (19,800 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, MU REGULATIONS, AND THE NORTH POINT OVERLAY.

VARIANCES:

Note: An asterisk (*) in the notes above denotes a variance is required

1. BUILDING HEIGHT VARIANCE (UDC SEC 2.10.3.D).
2. ENCROACHMENT INTO THE GA 400 120' BUFFER FOR THE MARTA BRT R/W ACQUISITION AND THE MULTI-USE TRAIL.
3. CONDITIONAL USE TO INCREASE MULTIFAMILY RESIDENTIAL DENSITY FROM 8 UNIT/ACRE TO 10.8 UNITS/ACRE (UDC SEC 2.10.2.B.3.C).

GRAPHIC SCALE IN FEET
0 60 120 240

PREPARED BY:
Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

PREPARED FOR:
TRADEMARK PROPERTY COMPANY
1701 RIVER RUN, SUITE 500
FORT WORTH, TX 76107
PHONE: 817-810-5319

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PROJECT
NORTH POINT
6000 NORTH POINT CIRCLE, ALPHARETTA, GA 30022
DRI #3469

GEORGIA REGISTERED PROFESSIONAL ENGINEER TYLER ROSSER
02/15/2022

GSWCC NO. (LEVEL II)	0000072899
DRAWN BY	SPG
DESIGNED BY	JTR
REVIEWED BY	JTR
DATE	11/15/2021
PROJECT NO.	014555000

TITLE
DRI SITE PLAN

SHEET NUMBER
DRI #3469

Drawing name: K:\ATL_Civil\014555000_NPM Project Eco\CAD\Exhibits\2022-05-16 DRI Site Plan Update\220516_NP-Eco_DRI-Site-Plan.dwg ZONING SITE PLAN May 16, 2022 1:44pm by: tyler.rosser

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Project Eco DRI #3469
City of Alpharetta, GA

Land Use		Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic										
220	Multi-Family Housing (Low-Rise)	36	d.u.	232	18	4	14	24	15	9
221	Multi-Family Housing (Mid-Rise)	900	d.u.	4,904	295	77	218	365	223	142
310	Hotel	150	rooms	1,266	70	41	29	86	44	42
710	General Office Building	120,000	s.f.	1,266	139	120	19	135	22	113
720	Medical-Dental Office Building	0	s.f.	0	0	0	0	0	0	0
820	Shopping Center	244,560	s.f. gross leasable area	9,232	230	143	87	932	447	485
820	Shopping Center (Existing to be demolished)	*-235,000*	*s.f. gross leasable area*	*-8,872*	*-221*	*-137*	*-84*	*-895*	*-430*	*-465*
932	High-Turnover (Sit-Down) Restaurant	71,140	s.f.	7,980	707	389	318	695	431	264
Gross Trips (new development)				**24,880**	**1,459**	**774**	**685**	**2,237**	**1,182**	**1,055**
Gross Trips (reduced by demolished mall area)				**16,008**	**1,238**	**637**	**601**	**1,342**	**752**	**590**
Residential Trips				5,136	313	81	232	389	238	151
	Mixed-Use Reductions			*-680*	*-49*	*-6*	*-43*	*-130*	*-66*	*-64*
	Alternative Mode Reductions			*-446*	*-26*	*-8*	*-19*	*-26*	*-17*	*-9*
	Adjusted Residential Trips			4,010	238	67	170	233	155	78
Hotel Trips				1,266	70	41	29	86	44	42
	Mixed-Use Reductions			*-168*	*-13*	*-2*	*-11*	*-36*	*-21*	*-15*
	Alternative Mode Reductions			*-110*	*-6*	*-4*	*-2*	*-5*	*-3*	*-3*
	Adjusted Hotel Trips			988	51	35	16	45	20	24
Office Trips				1,266	139	120	19	135	22	113
	Mixed-Use Reductions			*-248*	*-47*	*-30*	*-17*	*-38*	*-13*	*-25*
	Alternative Mode Reductions			*-102*	*-9*	*-9*	*0*	*-10*	*-1*	*-9*
	Adjusted Office Trips			916	83	81	2	87	8	79
Retail Trips				4,474	384	212	172	393	240	152
	Mixed-Use Reductions			*-572*	*-57*	*-28*	*-29*	*-196*	*-102*	*-94*
	Alternative Mode Reductions			*-390*	*-33*	*-18*	*-14*	*-20*	*-14*	*-6*
	Pass By Reductions (Based on ITE Rates)			*-1,194*	*0*	*0*	*0*	*-61*	*-31*	*-31*
	Adjusted Retail Trips			2,318	294	166	129	116	93	21
Restaurant Trips				3,866	332	183	149	339	208	132
	Mixed-Use Reductions			*-496*	*-114*	*-74*	*-40*	*-178*	*-87*	*-91*
	Alternative Mode Reductions			*-338*	*-22*	*-11*	*-11*	*-16*	*-12*	*-4*
	Pass By Reductions (Based on ITE Rates)			*-1,304*	*0*	*0*	*0*	*-63*	*-32*	*-32*
	Adjusted Restaurant Trips			1,728	196	98	98	82	77	5
Mixed-Use Reductions - TOTAL				*-2,164*	*-280*	*-140*	*-140*	*-578*	*-289*	*-289*
Alternative Mode Reductions - TOTAL				*-1,386*	*-96*	*-50*	*-46*	*-77*	*-47*	*-31*
Pass-By Reductions - TOTAL				*-2,498*	*0*	*0*	*0*	*-124*	*-63*	*-63*
Existing Development Trips										
New Trips				**9,960**	**862**	**447**	**415**	**563**	**353**	**207**
Driveway Volumes				**12,458**	**862**	**447**	**415**	**687**	**416**	**270**

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Haynes Bridge Road @ SR 400 NB Ramps

AM PEAK HOUR

Description	Haynes Bridge Road Northbound Left	Through	Right	Haynes Bridge Road Southbound Left	Through	Right	SR 400 NB Ramps Eastbound Left	Through	Right	SR 400 NB Ramps Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	592	364	153	774	0	706	0	277	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	41	9	15	35	0	40	0	5	0	0	0
Heavy Vehicle %	0%	7%	2%	10%	5%	0%	6%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2022 Volumes	0	592	364	153	774	0	706	0	277	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	0	641	394	166	838	0	764	0	300	0	0	0
Project Trips												
Trip Distribution IN					15%				35%			
Trip Distribution OUT		30%	20%									
Residential Trips	0	51	34	0	10	0	0	0	23	0	0	0
Trip Distribution IN					15%				35%			
Trip Distribution OUT		30%	20%									
Hotel Trips	0	5	3	0	5	0	0	0	12	0	0	0
Trip Distribution IN					25%				25%			
Trip Distribution OUT		35%	15%									
Office Trips	0	1	0	0	20	0	0	0	20	0	0	0
Trip Distribution IN					25%				25%			
Trip Distribution OUT		35%	15%									
Retail Trips	0	45	19	0	41	0	0	0	41	0	0	0
Trip Distribution IN					25%				25%			
Trip Distribution OUT		35%	15%									
Restaurant Trips	0	34	15	0	25	0	0	0	25	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	136	71	0	101	0	0	0	121	0	0	0
2030 Buildout Total	0	777	465	166	939	0	764	0	421	0	0	0

PM PEAK HOUR

Description	Haynes Bridge Road Northbound Left	Through	Right	Haynes Bridge Road Southbound Left	Through	Right	SR 400 NB Ramps Eastbound Left	Through	Right	SR 400 NB Ramps Westbound Left	Through	Right
Observed 2022 Traffic Volumes	0	894	652	407	1,122	0	683	1	376	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	28	12	11	4	0	26	0	3	0	0	0
Heavy Vehicle %	0%	3%	2%	3%	2%	0%	4%	2%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	0	894	652	407	1122	0	683	1	376	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	0	968	706	441	1,215	0	740	1	407	0	0	0
Project Trips												
Trip Distribution IN					15%				35%			
Trip Distribution OUT		30%	20%									
Residential Trips	0	23	16	0	23	0	0	0	54	0	0	0
Trip Distribution IN					15%				35%			
Trip Distribution OUT		30%	20%									
Hotel Trips	0	7	5	0	3	0	0	0	7	0	0	0
Trip Distribution IN					25%				25%			
Trip Distribution OUT		35%	15%									
Office Trips	0	28	12	0	2	0	0	0	2	0	0	0
Trip Distribution IN					25%				25%			
Trip Distribution OUT		35%	15%									
Retail Trips	0	7	3	0	23	0	0	0	23	0	0	0
Trip Distribution IN					25%				25%			
Trip Distribution OUT		35%	15%									
Restaurant Trips	0	2	1	0	19	0	0	0	19	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	67	37	0	70	0	0	0	105	0	0	0
2030 Buildout Total	0	1,035	743	441	1,285	0	740	1	512	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Haynes Bridge Road @ North Point Drive

AM PEAK HOUR

Description	Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			North Point Drive Eastbound			North Point Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	21	697	4	193	878	85	81	16	12	25	16	116
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	14	0	4	34	3	1	1	0	0	1	0
Heavy Vehicle %	5%	2%	2%	2%	4%	4%	2%	6%	2%	2%	6%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2022 Volumes	21	697	4	193	878	85	81	16	12	25	16	116
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	23	755	4	209	951	92	88	17	13	27	17	126
Project Trips												
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Residential Trips	3	0	0	0	0	34	85	9	9	0	3	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Hotel Trips	2	0	0	0	0	18	8	1	1	0	2	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Office Trips	4	0	0	0	0	41	1	0	0	0	4	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Retail Trips	8	0	0	0	0	83	65	6	6	0	8	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Restaurant Trips	5	0	0	0	0	49	49	5	5	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	0	0	0	0	225	208	21	21	0	22	0
2030 Buildout Total	45	755	4	209	951	317	296	38	34	27	39	126

PM PEAK HOUR

Description	Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			North Point Drive Eastbound			North Point Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	39	764	22	366	899	208	211	52	55	58	49	201
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	20	0	2	11	1	2	0	0	0	0	0
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2022 Volumes	39	764	22	366	899	208	211	52	55	58	49	201
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	42	827	24	396	973	225	228	56	60	63	53	218
Project Trips												
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Residential Trips	8	0	0	0	0	78	39	4	4	0	8	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Hotel Trips	1	0	0	0	0	10	12	1	1	0	1	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Office Trips	0	0	0	0	0	4	40	4	4	0	0	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Retail Trips	5	0	0	0	0	47	11	1	1	0	5	0
Trip Distribution IN	5%					50%					5%	
Trip Distribution OUT							50%	5%	5%			
Restaurant Trips	4	0	0	0	0	38	2	0	0	0	4	0
Pass-By Trips	12	-12	0	0	-22	22	12	0	22	0	0	0
Total Project Trips	30	-12	0	0	-22	199	116	10	32	0	18	0
2030 Buildout Total	72	815	24	396	951	424	344	66	92	63	71	218

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Haynes Bridge Road @ North Point Parkway

AM PEAK HOUR

Description	Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			North Point Parkway Eastbound			North Point Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	109	686	7	107	705	127	22	114	48	75	194	27
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	30	3	3	14	1	2	4	1	6	4	1
Heavy Vehicle %	2%	4%	43%	3%	2%	2%	9%	4%	2%	8%	2%	4%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	109	686	7	107	705	127	22	114	48	75	194	27
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	118	743	8	116	763	138	24	123	52	81	210	29
Project Trips												
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Residential Trips	3	3	0	0	9	0	0	9	9	0	3	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Hotel Trips	2	2	0	0	1	0	0	1	1	0	2	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Office Trips	4	4	0	0	0	0	0	0	0	0	4	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Retail Trips	8	8	0	0	6	0	0	6	6	0	8	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Restaurant Trips	5	5	0	0	5	0	0	5	5	0	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	22	0	0	21	0	0	21	21	0	22	0
2030 Buildout Total	140	765	8	116	784	138	24	144	73	81	232	29

PM PEAK HOUR

Description	Haynes Bridge Road Northbound			Haynes Bridge Road Southbound			North Point Parkway Eastbound			North Point Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	157	584	14	71	696	240	224	298	172	108	321	42
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	17	0	1	5	5	2	2	2	2	2	0
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	157	584	14	71	696	240	224	298	172	108	321	42
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	170	632	15	77	754	260	243	323	186	117	348	45
Project Trips												
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Residential Trips	8	8	0	0	4	0	0	4	4	0	8	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Hotel Trips	1	1	0	0	1	0	0	1	1	0	1	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Office Trips	0	0	0	0	4	0	0	4	4	0	0	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Retail Trips	5	5	0	0	1	0	0	1	1	0	5	0
Trip Distribution IN	5%	5%									5%	
Trip Distribution OUT					5%			5%	5%			
Restaurant Trips	4	4	0	0	0	0	0	0	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	18	0	0	10	0	0	10	10	0	18	0
2030 Buildout Total	188	650	15	77	764	260	243	333	196	117	366	45

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: North Point Parkway @ North Point Market Center / North Point Mall Access

AM PEAK HOUR

Description	North Point Market Center Northbound Left	Through	Right	North Point Mall Access Southbound Left	Through	Right	North Point Parkway Eastbound Left	Through	Right	North Point Parkway Westbound Left	Through	Right
Observed 2022 Traffic Volumes	6	0	4	1	0	3	3	173	13	16	342	11
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	0	1	9	0	0	12	0
Heavy Vehicle %	2%	0%	2%	100%	0%	2%	33%	5%	2%	2%	4%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	6	0	4	1	0	3	3	173	13	16	342	11
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	6	0	4	1	0	3	3	187	14	17	370	12
Project Trips												
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Residential Trips	0	0	0	17	0	34	13	0	0	0	0	7
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Hotel Trips	0	0	0	2	0	3	7	0	0	0	0	4
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Office Trips	0	0	0	0	0	0	16	0	0	0	0	8
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Retail Trips	0	0	0	13	0	26	33	0	0	0	0	17
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Restaurant Trips	0	0	0	10	0	20	20	0	0	0	0	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	42	0	83	89	0	0	0	0	46
2030 Buildout Total	6	0	4	43	0	86	92	187	14	17	370	58

PM PEAK HOUR

Description	North Point Market Center Northbound Left	Through	Right	North Point Mall Access Southbound Left	Through	Right	North Point Parkway Eastbound Left	Through	Right	North Point Parkway Westbound Left	Through	Right
Observed 2022 Traffic Volumes	52	11	104	57	15	19	16	393	48	80	480	74
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	0	0	6	0	0	7	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2022 Volumes	52	11	104	57	15	19	16	393	48	80	480	74
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	56	12	113	62	16	21	17	426	52	87	520	80
Project Trips												
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Residential Trips	0	0	0	8	0	16	31	0	0	0	0	16
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Hotel Trips	0	0	0	2	0	5	4	0	0	0	0	2
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Office Trips	0	0	0	8	0	16	2	0	0	0	0	1
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Retail Trips	0	0	0	2	0	4	19	0	0	0	0	9
Trip Distribution IN							20%					10%
Trip Distribution OUT				10%		20%						
Restaurant Trips	0	0	0	0	0	1	15	0	0	0	0	8
Pass-By Trips	0	0	0	12	0	17	12	-12	0	0	-17	17
Total Project Trips	0	0	0	32	0	59	83	-12	0	0	-17	53
2030 Buildout Total	56	12	113	94	16	80	100	414	52	87	503	133

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: North Point Parkway @ Encore Parkway

AM PEAK HOUR

	Encore Parkway			Encore Parkway			North Point Parkway			North Point Parkway		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	81	0	96	304	153	1	0	122	205
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	6	3	7	0	0	8	4
Heavy Vehicle %	0%	0%	0%	2%	0%	6%	2%	5%	2%	0%	7%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2022 Volumes	0	0	0	81	0	96	304	153	1	0	122	205
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	0	0	0	88	0	104	329	166	1	0	132	222
Project Trips												
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Residential Trips	0	0	0	3	0	0	0	10	0	0	26	9
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Hotel Trips	0	0	0	2	0	0	0	5	0	0	2	1
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Office Trips	0	0	0	4	0	0	0	12	0	0	0	0
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Retail Trips	0	0	0	8	0	0	0	25	0	0	19	6
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Restaurant Trips	0	0	0	5	0	0	0	15	0	0	15	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	22	0	0	0	67	0	0	62	21
2030 Buildout Total	0	0	0	110	0	104	329	233	1	0	194	243

PM PEAK HOUR

	Encore Parkway			Encore Parkway			North Point Parkway			North Point Parkway		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	3	2	3	201	3	188	204	407	0	3	498	165
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	1	16	4	0	0	6	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	8%	2%	0%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2022 Volumes	3	2	3	201	3	188	204	407	0	3	498	165
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	3	2	3	218	3	204	221	441	0	3	539	179
Project Trips												
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Residential Trips	0	0	0	8	0	0	0	23	0	0	12	4
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Hotel Trips	0	0	0	1	0	0	0	3	0	0	4	1
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Office Trips	0	0	0	0	0	0	0	1	0	0	12	4
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Retail Trips	0	0	0	5	0	0	0	14	0	0	3	1
Trip Distribution IN				5%				15%				
Trip Distribution OUT											15%	5%
Restaurant Trips	0	0	0	4	0	0	0	12	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	18	0	0	0	53	0	0	32	10
2030 Buildout Total	3	2	3	236	3	204	221	494	0	3	571	189

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Encore Parkway @ North Point Center

AM PEAK HOUR

Description	Encore Parkway Northbound Left	Through	Right	Encore Parkway Southbound Left	Through	Right	North Point Center Eastbound Left	Through	Right	North Point Center Westbound Left	Through	Right
Observed 2022 Traffic Volumes	2	473	29	38	178	5	3	1	1	4	0	13
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	7	0	1	8	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	3%	4%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2022 Volumes	2	473	29	38	178	5	3	1	1	4	0	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	2	512	31	41	193	5	3	1	1	4	0	14
Project Trips												
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Residential Trips	0	9	0	3	3	0	0	0	0	0	0	9
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Hotel Trips	0	1	0	2	2	0	0	0	0	0	0	1
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Office Trips	0	0	0	4	4	0	0	0	0	0	0	0
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Retail Trips	0	6	0	8	8	0	0	0	0	0	0	6
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Restaurant Trips	0	5	0	5	5	0	0	0	0	0	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	0	22	22	0	0	0	0	0	0	21
2030 Buildout Total	2	533	31	63	215	5	3	1	1	4	0	35

PM PEAK HOUR

Description	Encore Parkway Northbound Left	Through	Right	Encore Parkway Southbound Left	Through	Right	North Point Center Eastbound Left	Through	Right	North Point Center Westbound Left	Through	Right
Observed 2022 Traffic Volumes	8	350	12	93	346	35	46	12	25	31	11	93
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	4	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	13%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	8	350	12	93	346	35	46	12	25	31	11	93
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	9	379	13	101	375	38	50	13	27	34	12	101
Project Trips												
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Residential Trips	0	4	0	8	8	0	0	0	0	0	0	4
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Hotel Trips	0	1	0	1	1	0	0	0	0	0	0	1
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Office Trips	0	4	0	0	0	0	0	0	0	0	0	4
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Retail Trips	0	1	0	5	5	0	0	0	0	0	0	1
Trip Distribution IN				5%	5%							
Trip Distribution OUT		5%										5%
Restaurant Trips	0	0	0	4	4	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	0	18	18	0	0	0	0	0	0	10
2030 Buildout Total	9	389	13	119	393	38	50	13	27	34	12	111

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Westside Parkway @ Encore Parkway

AM PEAK HOUR

Description	Encore Parkway Northbound			Encore Parkway Southbound			Westside Parkway Eastbound			Westside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	252	12	180	6	10	10	10	295	96	88	348	10
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	2	22	1	0	0	0	18	3	4	8	0
Heavy Vehicle %	2%	17%	12%	17%	2%	2%	2%	6%	3%	5%	2%	2%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2022 Volumes	252	12	180	6	10	10	10	295	96	88	348	10
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	273	13	195	6	11	11	11	319	104	95	377	11
Project Trips												
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Residential Trips	17	0	0	0	0	0	0	0	7	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Hotel Trips	2	0	0	0	0	0	0	0	4	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Office Trips	0	0	0	0	0	0	0	0	8	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Retail Trips	13	0	0	0	0	0	0	0	17	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Restaurant Trips	10	0	0	0	0	0	0	0	10	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	42	0	0	0	0	0	0	0	46	0	0	0
2030 Buildout Total	315	13	195	6	11	11	11	319	150	95	377	11

PM PEAK HOUR

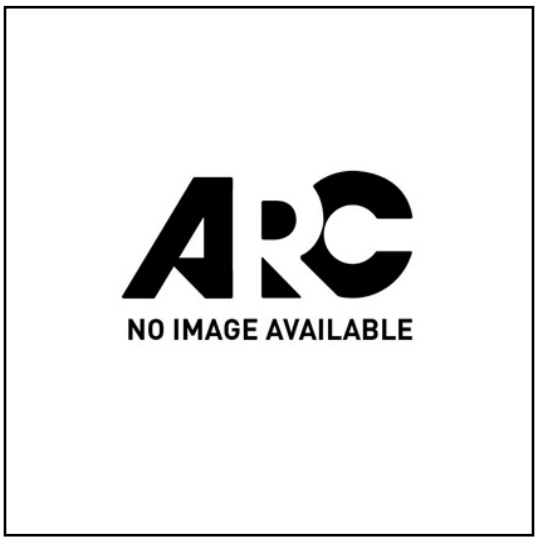
Description	Encore Parkway Northbound			Encore Parkway Southbound			Westside Parkway Eastbound			Westside Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	215	33	232	9	18	15	19	366	252	193	347	12
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	2	12	0	1	0	0	6	3	1	2	1
Heavy Vehicle %	2%	6%	5%	2%	6%	2%	2%	2%	2%	2%	2%	8%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2022 Volumes	215	33	232	9	18	15	19	366	252	193	347	12
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083	1.083
New Road Adjustment												
Other Proposed Developments												
2030 Background Traffic	233	36	251	10	19	16	21	396	273	209	376	13
Project Trips												
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Residential Trips	8	0	0	0	0	0	0	0	16	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Hotel Trips	2	0	0	0	0	0	0	0	2	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Office Trips	8	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Retail Trips	2	0	0	0	0	0	0	0	9	0	0	0
Trip Distribution IN									10%			
Trip Distribution OUT	10%											
Restaurant Trips	0	0	0	0	0	0	0	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	0	0	0	0	0	0	0	36	0	0	0
2030 Buildout Total	253	36	251	10	19	16	21	396	309	209	376	13

Programmed Project Fact Sheets

FN-179

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

Short Title	NORTH POINT PARKWAY LID STREETSCAPE ENHANCEMENTS AND COMPLETE STREETS UPGRADE FROM MANSELL ROAD TO HAYNES BRIDGE ROAD
GDOT Project No.	0017814
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	City of Alpharetta
Jurisdiction	Fulton County (North)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	6	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	6	**Flex**		**Corridor Length**	1.4 miles

Detailed Description and Justification

This project proposes corridor enhancements along North Point Parkway, including pedestrian sidewalk widening, installation of pedestrian lighting, street trees, LID/stormwater management, smart technologies, and bicycle side paths to form a cohesive streetscape

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) - LCI Setaside for Implementation	AUTH	2021	**$2,000,000**	~~$1,600,000~~	~~$0,000~~	~~$0,000~~	~~$400,000~~
ROW	Local Jurisdiction/Municipality Funds		2024	**$100,000**	$0,000	$0,000	$0,000	$100,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2025	**$17,900,000**	$5,000,000	$0,000	$0,000	$12,900,000
				$20,000,000	**$6,600,000**	**$0,000**	**$0,000**	**$13,400,000**

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

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: 4/28/2022

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.

Report Generated: 4/28/2022

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
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: 4/28/2022