Transportation Analysis

Brookside Mixed Use DRI #4317

City of Alpharetta, Georgia

February 2025

Prepared for:

Portman Holdings

Prepared by:

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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 *Brookside Mixed Use* development. The development qualifies as a Development of Regional Impact (DRI) due to exceeding 500,000 SF of new development in an Established Suburbs Area and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed redevelopment will retain one existing office building and replace surface parking and a second office building with infill development including residential and commercial uses. The 19.68-acre site is located along the south side of Old Milton Parkway (SR 120) and west of Brookside Parkway in the City of Alpharetta. The site currently includes two office buildings totaling approximately 260,000 SF of office space. Approximately half of the office space is currently occupied and expected to remain with the redevelopment.

The proposed development will consist of the following land use and densities contained in **Table 1**. The project is expected to be completed by 2029.

Table 1: Proposed I	and Use and Density
Proposed New Land Use	New Density
Single Family Attached Housing	90 dwelling units
Multifamily Housing (Mid-Rise)	350 dwelling units
Shopping Plaza	60,000 SF
Existing Occupied Land Use	Existing Density to Remain
General Office Building	130,000 SF
Vacant Land Use to be Removed	Removed Vacant Density
General Office Building	130,000 SF

The DRI Transportation Impact Study (TIS) analysis includes an estimate of the overall vehicle trips projected to be generated by the infill development. In addition to existing office traffic on the site, the development is projected to generate 4,029 net new trips per day based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition,* methodologies contained in the ITE *Trip Generation Handbook, 3rd Edition,* and coordination with DRI stakeholders as documented in the GRTA Letter of Understanding (LOU). Land use codes (LUCs) for the net new project trips considered 215 – Single Family Attached Housing, 221 – Multifamily Residential, 710 – General Office Building, and 821 – Shopping Plaza.

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2029 No-Build conditions, and the Projected 2029 Build conditions.

- Existing 2024 conditions represent traffic volumes collected in November and December 2024.
- Projected 2029 No-Build conditions represent the Existing 2024 traffic volumes grown for five (5) years using a 1.0% per year growth rate. Additionally, background project trips from nearby developments included *Northwinds Summit DRI #2669, 3750 Brookside Parkway Townhouse* development and 3333 *Old Milton Parkway*.
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions plus the addition of the net new project trips that are anticipated to be generated by the *Brookside Mixed-Use* infill development.

Per the GRTA Letter of Understanding, existing and future traffic signal timings associated with the programmed SR 120 widening project (PI 0017187) were provided by the City of Alpharetta as discussed in **Section 2.6**.

A brief summary of system improvements (background/No-Build conditions) and development improvements (Build conditions) are discussed in the section below. Additional details follow.

2024 Existing and 2029 No-Build Conditions

Five study intersections reported levels-of-service for an approach or overall intersection that did not meet GRTA LOS standards under 2024 Existing or 2029 No-Build conditions based on current or programmed signal timings provided for the study. To mitigate low levels-of-service at study intersections identified in the 2024 Existing and/or 2029 No-Build conditions (existing and background traffic; without the development), the following intersections were considered for <u>2029 No-Build Improved</u> conditions with the incorporation of minor signal timing adjustments:

- Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)
- Old Milton Parkway (SR 120) at Morris Road (Intersection 3)
- Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)
- Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)
- Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)

Per GRTA *Development of Regional Impact Review Procedures* (March 2021), Section 3.2.3.1 (Traffic Signal Modeling: Modeling and Mitigation), as discussed further in **Section 2.6**, changes to signal timing splits or cycle lengths should not be considered mitigation. This provision considers that minor adjustments to signal timing are commonly implemented to respond to shifts in travel patterns and do not need to be listed as a required improvement in the GRTA Notice of Decision. For the purposes of documenting potential minor adjustments to signal timings, a general condition for the above intersections is listed in the System Improvements – Roadway Improvement Conditions section below for consideration in the GRTA Notice of Decision.

Proposed system/background conditions for Attachment C, Section 2 in the GRTA Notice of Decision are detailed below to serve background traffic at the listed study intersections.

SYSTEM IMPROVEMENTS – Roadway Improvement Conditions

Continue to monitor signal timings along Old Milton Parkway (SR 120) at the following intersections:

- Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)
- Old Milton Parkway (SR 120) at Morris Road (Intersection 3)
- Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)
- Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)
- Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)

2029 Build Conditions

Per GRTA *Development of Regional Impact Review Procedures* (March 2021) Section 3.2.3.1 (Traffic Signal Modeling: Modeling between <u>No-Build and Build Conditions</u>), changes to signal splits and offsets were considered to mitigate low LOS between No-Build and Build scenarios (see also **Section 2.6** and individual intersections within **Chapter 5**). With the implementation of minor changes to signal splits and offsets, and/or proposed <u>system improvements to signal timings</u> associated with the <u>2029 No-Build Improved</u> conditions (to mitigate low levels-of-service under the 2029 No-Build conditions), all study intersections are projected to operate at or above GRTA LOS standards under the 2029 Build or 2029 Build Improved conditions.

In order to serve the development, the following multimodal and site access conditions are recommended for incorporation in Attachment A – General Conditions, and Attachment C, Section 1 within the GRTA Notice of Decision.

BUILD IMPROVEMENTS – General Conditions of Approval

Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Coordinate with the City of Alpharetta to identify opportunities for future connections to the Big Creek Greenway and to existing and proposed Brookside Trail alignments.
- Coordinate with MARTA to identify opportunities to enhance existing or proposed bus stops adjacent to the project site.

Roadway Improvements

• Coordinate with the City of Alpharetta during permitting to identify wayfinding opportunities internal to the site directing vehicular traffic to efficient routes to/from SR 400.

Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)

• Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Brookside Parkway at Site Driveway B (Intersection 8)

• Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Brookside Parkway at Site Driveway C (Intersection 9)

• Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

Traffic Analysis Summary

Details related to studied improvements to serve background and Build conditions are discussed in the sections below for each intersection that required mitigation to meet GRTA LOS standards.

Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)

The signalized intersection of Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2) is located in a Regional Employment Corridor and therefore is subject to GRTA LOS standard of LOS E. Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 2 is not directly impacted by the widening.

Intersection 2 is not projected to meet GRTA's LOS standards for the <u>overall</u> intersection and the <u>northbound</u> <u>approach</u> under the 2024 Existing and 2029 No-Build AM and PM peak hour scenarios.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

It is notable that the <u>northbound approach</u> of the SR 400 exit ramp has dual (2) right-turn lanes that include a freeflow barrier-separated right-turn lane adjacent to a second signal-controlled right-turn lane. *Synchro 12* HCM methodology is limited in its ability to separate lanes that operate differently (free-flow vs. signal-controlled). It is <u>likely that the reported northbound delay is overstated for the northbound right-turn</u>.

In order to meet GRTA LOS standards for the 2029 No-Build condition (based on the conservative analysis of the northbound right-turn traffic), changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 2.

0	veral	ILOS	Standard: E	SR 400 NB Exit Ramp Northbound			SR 400 NB Entrance Ramp			Old Milton Parkway (SR120)			Old Milton Parkway (SR120)					
App	oroad	h LO	S Standard: E	N	lorthboun	nd	S	outhbour	nd	E	astboun	d	Westbound					
				L	Т	R	L	Т	R	L	Т	R	L	Т	R			
			Overall LOS						D (4	3.5)								
			Approach LOS		D (51.8)						D (38.6)		D (42.8)					
q		Σ	Storage	300		300												
15 8			50th Queue	92		568				176	754			469	189			
a S)-BU DVE nal)		95th Queue	118		639				196	884			499	316			
N N	Sig		Overall LOS						E (5	7.5)								
29 IMF	<u></u>		Approach LOS		E (64.6)						E (46.4)			E (61.7)				
20		Δ	Storage	300		300												
		_ ₽_	<u>م</u>		<u>م</u>	50th Queue	117		649				343	147			~799	146
			95th Queue	155		761				#447	118			#868	320			

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

Old Milton Parkway (SR 120) at Morris Road (Intersection 3)

The signalized intersection of Old Milton Parkway (SR 120) at Morris Road (Intersection 3) is located in a Regional Employment Corridor and therefore is subject to GRTA LOS standard of LOS E. Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 3 is not directly impacted by the widening.

Intersection 3 is projected to meet GRTA's LOS standards for the <u>overall</u> intersection under the 2024 Existing and 2029 No-Build conditions for both the AM and PM scenarios. However, the Southbound <u>approach</u> is projected to operate at LOS F under the 2024 Existing and 2029 No-Build conditions for the PM peak hour scenario.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below. Per GRTA Section 3.2.3.1, changes to signal timing splits and offsets shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards under the No-Build or Build conditions. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 3.

C	Overall	LOS	Standard: E	Ν	lorris Roa	ad	N	lorris Roa	ad	Old Milton Parkway (SR120)			Old Milton Parkway (SR120)		
Ap	proac	h LOS	S Standard: E	Ν	lorthboun	d	S	outhbour	nd	E	astbound	q	V	Vestboun	d
	-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						D (4	5.2)					
			Approach LOS		E (57.2)		E (71.3)			C (27.1)			E (65.7)		
<u> </u>		Δ	Storage	75			175			200			200		
I I II			50th Queue	23	14		204	10	0	249	424		13	668	
ā Z	nal		95th Queue	50	47		283	28	65	m276	583		m22	773	
N N	Sig		Overall LOS						C (3	31.3)					
MP 29	9		Approach LOS		E (63.2)			E (74.4)			C (26.5)			C (23.9)	
20		Σd	Storage	75			175			200			200		
		_	50th Queue	36	13		249	13	0	145	459		9	976	
			95th Queue	70	47		337	34	99	m152	684		m13	1175	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

 $m \quad \mbox{Volume for 95th percentile queue is metered by upstream signal.}$

Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)

The signalized intersection of Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4) located in a Regional Employment Corridor and therefore is subject to GRTA LOS standard of LOS E. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta and documented in the GRTA LOU. It is notable that future GDOT PI 0017187 timings provided by the City of Alpharetta included the following sequence changes at Intersection 4 in addition to modifications to splits:

- PM peak hour, Phase 1 (WBL) switched from lag to lead.
- PM peak hour, Phase 3 (NBL) switched from lead to lag.
- PM peak hour, Phase 5 (EBL) switched from lead to lag.
- AM peak hour, Phase 7 (SBL) switched from lead to lag.

Intersection 4 is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing AM and PM conditions. However, the southbound <u>approach</u> is projected to operate at an LOS F for both 2024 Existing condition peak hours, and the northbound <u>approach</u> is also projected to operate at an LOS F during the PM peak hour. The intersection is projected to operate at an acceptable <u>overall</u> LOS for the 2029 No-Build AM peak hour scenario however the northbound <u>approach</u> is projected to operate at an LOS F. Under the 2029 No-Build PM peak hour, the intersection is not projected to operate at an acceptable <u>overall</u> LOS and with the northbound, southbound, westbound <u>approaches</u> expected to operate at an LOS F.

Per GRTA section 3.2.3.1, changes to signal splits and sequences were considered to mitigate failing LOS between No-Build and Build. The noted reversed sequence changes identified below to low LOS in the 2029 No-Build Improved condition were applied to the 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits and sequences were incorporated for the 2029 No-Build Improved condition resulting in acceptable LOS as documented in the table below. The following sequence changes from the programmed No-Build signal timings included in the study:

- PM peak hour, Phase 3 (NBL) switched from lag to lead.
- PM peak hour, Phase 5 (EBL) switched from lag to lag.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 4.

	Overal	ILOS	Standard: E	North	Point Pa	rkway	North	Point Pa	rkway	Old N	Vilton Par (SR120)	kway	Old N	/lilton Par (SR120)	kway
A	pproad	ch LO	S Standard: E	Ν	lorthboun	d	S	Southboun	d		Eastbound	4	٧	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						D (3	85.5)					
			Approach LOS	E (78.4)			E (71.1)			D (40.8)			B (11.2)		
<u> </u>	Storag		Storage	225		275	150		75	375			475		
티릴문			50th Queue	48	192	0	129	175	0	60	865		232	449	
	nal		95th Queue	79	245	24	178	228	0	94	#932		278	475	
	Sig		Overall LOS						C (3	3.4)					
29 29	ŝ		Approach LOS		E (79.3)			E (76.8)			C (25.4)			A (9)	
20		PM	Storage	225		275	150		75	375			475		
			50th Queue	176	194	24	163	191	54	84	394		82	684	
			95th Queue	225	243	112	211	240	141	125	513		125	845	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is LOS D. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta and documented in the GRTA LOU.

Intersection 5 is projected to operate at an acceptable <u>overall</u> LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, under both the 2024 Existing conditions and 2029 No-Build Conditions the northbound <u>approach</u> operates at LOS F and southbound <u>approach</u> operates at LOS E below GRTA standard of LOS D. Per GRTA guidance, the LOS standard for the northbound approach becomes LOS E for future conditions due to the failing approach LOS under Existing conditions.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate low LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build PM peak hour conditions for each approach and the intersection overall. However, the southbound <u>approach</u> under the 2029 Build AM peak hour operates at LOS E and does not meet the approach standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 5 under the 2029 No-Build conditions, the following <u>system improvements to signal timings</u> are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds).
- PM peak hour: modify signal timing splits.

A cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 5 under No-Build conditions and is recommended for consideration by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed <u>system improvement to signal timings</u> noted above, Intersection 5 is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

C	Verall	LOS	Standard: D	Brool	kside Par	kway	Cotto	n Creek	Entry	Old Milton Parkway (SR120)			Old Milton Parkway (SR120)		
Арр	roach	LOS	Standard: D/E*	N	orthboun	d*	S	outhbour	nd	E	Eastbound	d	٧	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS				-		A (9	9.2)					
		_	Approach LOS		D (38.6)			C (32.8)			B (13.7)			A (4.3)	
2		AM	Storage			100			50	175		175	100		130
ЫÜ	(j		50th Queue		38	0		13	0	29	375	46	2	45	0
E S	Jna		95th Queue		62	m0		34	0	m43	434	m67	m3	53	m0
ЯZ	Siç		Overall LOS				-		C (26)					
IN 29)	_	Approach LOS		D (41.9)			C (31.3)			C (33.9)			B (15.3)	
50		РМ	Storage			100			50	175		175	100		130
			50th Queue		92	0		11	0	14	404	4	4	201	0
			95th Queue		114	m0		30	0	m27	550	m13	m15	314	m0
			Overall LOS						B (1	4.6)			-		
			Approach LOS		D (51.7)			C (28.5)			B (18.6)			A (8.1)	
		Σ	Storage			100			50	175		175	100		130
김요			50th Queue		96	0		12	0	39	383	55	3	45	0
BUII OVE		50th Queue 95th Queue			#183	m0		35	0	m47	m430	m71	m5	53	m0
PR 29	Siç		Overall LOS						C (2	24.8)					
M 20)		Approach LOS		E (79.4)			D (53.3)			B (18.8)			C (22.2)	
		M	Storage			100			50	175		175	100		130
		_	50th Queue		332	1		21	0	33	362	14	33	487	0
			95th Queue		421	17		44	0	m78	353	m23	0	756	m1

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

* Per GRTA rules, the northbound approach LOS standard is LOS E due to failing LOS in the Existing conditions.

Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is LOS D. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta and documented in the GRTA LOU.

Intersection 6 is projected to operate at an acceptable <u>overall</u> LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, the northbound and southbound side-street approaches do not meet GRTA standards of LOS D in any scenario or time period.

Per GRTA section 3.2.3.1, changes to signal splits, sequences, and offsets were considered to mitigate low LOS between No-Build and Build conditions. However, the northbound and southbound approaches continued to operate below the GRTA standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 6 under the 2029 No-Build conditions, the following <u>system improvements to signal timings</u> are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds) and change the sequence of Phase 5 (WBL) from lead to lag.
- PM peak hour: modify signal timing to operate at a half cycle length (90 seconds instead of 180 seconds).

A cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 6 under No-Build conditions and is recommended for consideration by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed <u>system improvement to signal timings</u> noted above, Intersection 6 is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

O	verall	LOSS	Standard: D	Brool	kside Par	kway	Vista	a Forest [Drive	Old N	/lilton Par (SR120)	kway	Old Milton Parkway (SR120)		
App	oroach	LOS	Standard: D	N	lorthboun	d	S	outhbour	nd	E	Eastbound	b	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (9	9.9)			-		
			Approach LOS		C (33)			C (34.7)			A (6.4)			B (10.5)	
q		AM	Storage			200				310		275	72		60
빌집	(50th Queue		15	0		12		3	39	0	28	280	0
B-B O ≥ B	nal		95th Queue		36	13		54		5	42	1	57	371	0
NC	Sig		Overall LOS						B (1	6.2)					
29 IMI	3		Approach LOS		D (42.7)			D (35.2)			B (18)			B (10.7)	
20	202 II		Storage			200				310		275	72		60
		_	50th Queue		57	9		14		12	314	0	14	205	0
			95th Queue		92	46		45		m46	443	m0	52	285	0
			Overall LOS						A (9	9.6)					
			Approach LOS		C (33.2)			C (34.7)			A (4.6)			B (10.8)	
		Σ	Storage			200				310		275	72		60
с П П	(50th Queue		14	1		12		3	39	0	32	287	0
BUI	Jnal		95th Queue		34	21		54		5	43	1	63	378	0
29 I PR	Sig		Overall LOS						В (17)					
20 IM)		Approach LOS		D (40.2)			D (35.2)			B (19.7)			B (10.9)	
		Β	Storage			200				310		275	72		60
			50th Queue		53	11		14		6	769	0	17	209	0
			95th Queue		81	46		45		m62	514	m0	68	290	0

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)

Site Driveway A is an existing right-in-right-out driveway along Old Milton Parkway (SR 120) serving the existing office on the site. With the proposed infill development Site Driveway A will be relocated to be approximately 450 feet west of Brookside Parkway and operates acceptably as a right-in-right-out driveway with one (1) lane entering and one (1) lane exiting.

(Overal	II LOS	Standard: D	Sit	e Drivewa	ay A	N/A			Old Milton Parkway (SR120)			Old Milton Parkway (SR120)		
A	pproad	ch LO	S Standard: D	1	Northbour	nd	S	outhbour	nd		Eastboun	d	٧	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(0	.1)					
		_	Approach LOS		C (22.5)						(0)			(0)	
_		AM	Storage												
	0		50th Queue									Ì	ĺ		
۳.	SC		95th Queue												
6	≥		Overall LOS						(0	.5)					
50	2029 (T		Approach LOS		C (39.1)						(0)			(0)	
		M	Storage												
		_	50th Queue												
			95th Queue												

Brookside Parkway at Site Driveway B (Intersection 8)

Site Driveway B is an existing right-in-right-out driveway along Brookside Parkway serving the existing office on the site. With the proposed infill development, Site Driveway B will be relocated to be approximately 420 feet south of Old Milton Parkway (SR 120) and operates acceptably as a full-movement driveway with one (1) lane entering and one (1) lane exiting.

	Overa	II LOS	Standard: E	Broo	kside Pai	·kway	Broo	kside Par	kway	Site	e Drivewa	у В	N/A		
A	pproa	ch LO	S Standard: E	Ν	lorthbour	nd	S	outhbour	nd	l	Eastbound	d	V	Vestboun	d
					Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(3	.1)					
			Approach LOS		(0.2)		(0)			B (12.7)					
_		AM	Storage												
	C)		50th Queue											Ì	Ì
l D	sc		95th Queue												
ы 6	≥		Overall LOS						(6	.4)					
50			Approach LOS		(0.4)			(0)			B (14.7)				
			Storage											Ì	Ì
		_	50th Queue												
			95th Queue												

Brookside Parkway at Site Driveway C (Intersection 9)

Site Driveway C is an existing full movement driveway along Brookside Parkway serving the existing office use and across from a Private Driveway on the east side of Brookside Parkway. With the proposed infill development Site Driveway C will be relocated to be approximately 775 feet south of Old Milton Parkway (SR 120). With the relocation of Site Driveway C, it will no longer be aligned with the Private Driveway and will operates acceptably as a three-legged full-movement driveway with one (1) lane entering and one (1) lane exiting.

	Overal	II LOS	Standard: E	Broo	kside Pa	kway	Brook	kside Par	kway	Sit	e Drivewa	y C	N/A		
A	pproa	ch LO	S Standard: E	Ν	Vorthbour	nd	S	outhbour	nd		Eastboun	d	٧	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(1	.4)					
			Approach LOS		(1.2)			(0)			B (10.6)				
_		AM	Storage												
2			50th Queue												
۳.	sc		95th Queue												
6	≥		Overall LOS						(1	.6)					
50			Approach LOS		(0.7)			(0)			B (9.9)				
		Σd	Storage						Ì	ĺ		Ì	ĺ		
			50th Queue												
			95th Queue												

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Brookside Mixed Use* development. The development qualifies as a Development of Regional Impact (DRI) due to exceeding 500,000 SF of new development in an Established Suburbs Area and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 9th, 2024, 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 held on December 16th, 2024. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated January 14th, 2025.

The 19.68-acre site is located along the south side of Old Milton Parkway (SR 120) and west of Brookside Parkway. The project site currently includes two office buildings totaling approximately 260,000 SF of office space and is currently zoned Office Institutional (O-I). A zoning application was filed on December 2nd, 2024, to rezone the site from Office Institutional (O-I) to Mixed Use (MU) with a proposed infill development program that retains one of the two office buildings and adds residential and commercial uses. Approximately half of the office space is currently occupied and expected to remain with the redevelopment.

Figure 1 Figure 1 provides a location map of the project site. Figure 2 provides an aerial view of the project site and surrounding area.

The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2029.

Table 2: Proposed La	nd Use and Density				
Proposed New Land Use	New Density				
Single Family Attached Housing	90 dwelling units				
Multifamily Housing (Mid-Rise)	350 dwelling units				
Shopping Plaza	60,000 SF				
Existing Occupied Land Use	Existing Density to Remain				
General Office Building	130,000 SF				
Vacant Land Use to be Removed	Removed Vacant Density				
General Office Building	130,000 SF				

The existing site includes 260,000 square feet of office space in two buildings. One of the two 130,000 squarefeet office buildings will remain in the mixed-use redevelopment of the site, and one will be demolished/replaced with mixed-use as noted. The office buildings today have an existing office tenant mix that occupies approximately 130,000 SF, while the other half is vacant. The traffic associated with the existing 130,000 SF of occupied office space is already on the road today and will be reflected in the traffic counts collected in November and December 2024. Additionally, based on traffic count data collected on Tuesday, December 3rd, 2024, and per the Methodology Meeting discussion, 20,000 SF of office was recommended to be added to the net new project trip generation to account for lower-than-expected existing volumes from the existing/occupied 130,000 SF office.

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 included in the review package.





1.2 Site Access

As currently envisioned, the proposed development will be accessible via three (3) existing points to be relocated:

- Site Driveway A an existing right-in-right-out driveway (to be relocated) located along Old Milton Parkway (SR 120). The proposed driveway will be relocated to be approximately 450 feet west of Brookside Pkwy to serve the infill development. It is proposed to operate under driveway stop-control.
- Site Driveway B an existing right-in-right-out driveway (to be relocated and reconfigured) along Brookside Parkway. With the proposed infill development, Site Driveway B will be relocated to be approximately 420 feet south of Old Milton Parkway (SR 120). It is proposed to operate as full-movement under driveway stop-control.
- 3. Site Driveway C an existing full-movement driveway (to be relocated) along Brookside Parkway across from an existing Private Driveway on the east side of Brookside Parkway. With the proposed infill development Site Driveway C will be relocated to be approximately 775 feet south of Old Milton Parkway (SR 120). With the relocation of Site Driveway C, it will no longer be aligned with the Private Driveway. It is proposed to operate as full-movement under driveway stop-control.

1.3 Internal Circulation Analysis

Internal private roadways and pedestrian facilities throughout the site will provide access to all of the buildings and parking facilities. See referenced site plan in **Appendix A** for a visual representation of vehicular and pedestrian connectivity on the site.

1.4 Parking

Table 3: Proposed Parking												
l and llso	Min	Currently Proposed										
Lanu USe	(Unified Development Code)	Currentity Proposed										
Multifamily	718	510 spaces + shared spaces										
Muthanniy	2 spaces per unit + 1 guest space per 20 units	5 To spaces + shalled spaces										
Office*	520	300 spaces + shared spaces										
Onice	1 space per 250 SF of GFA	390 spaces + shaled spaces										
Commercial /	240	03 spaces										
Semipublic	1 space per 250 SF	so spaces										
Townhomos	315	180 spaces										
rownnomes	1 space per bedroom	Too spaces										
Existing Off-Site	N/A	42 spaces										
TOTAL	Min: 1,793	1,345*										

The current projected number of total site parking spaces to be provided are listed below in **Table 3**.

Final parking provided will be based on the final density built. Additional parking details are provided on the proposed site plan in **Appendix A**.

The development proposes to implement shared parking. Per code requirements, shared parking is anticipated to be utilized through common off-street parking areas, where two or more principal uses meet the off-street parking requirements collectively. Per code requirements, the total number of individual spaces in these common areas equals or exceeds the sum of the spaces required for each use separately, as per ordinance provisions. In cases where it is demonstrated that the principal uses do not operate concurrently, a 25% reduction in the required number of parking spaces is permitted in the shared area.

The site intends to follow code requirements for electric vehicle charging stations (EVCS). Per the code, nonresidential and 'For-Rent' dwelling developments with 100 or more vehicle parking spaces must provide one Level 2 EVCS for every 25 parking spaces or one Level 3 EVCS for every 100 parking spaces. Bicycle parking requirements include one bicycle space for every two units for residential 'For-Rent' developments, and one bicycle space for every 25 vehicle parking spaces for business uses such as retail, office, hotel, places of assembly, and entertainment.

1.5 Alternative Transportation Facilities

There are existing bicycle and pedestrian facilities in the vicinity of the site including nearby Big Creek Greenway across Big Creek and existing Brookside Trail facilities surrounding the greater Brookside Parkway area. Additionally sidewalks exist on both sides of Brookside Parkway and Old Milton Parkway (SR 120) which also serve pedestrians. Proposed Brookside Outer Loop Trail improvements are expected to enhance the primary loop around Brookside Parkway including a portion along the northwestern edge of the development site. The site plan includes an alignment of a 12-ft wide sidewalk concurrent with vehicular-rated fire access (vehicular access limited to fire/safety) connecting existing sidewalks and the nearby trailhead of the Brookside Trail along Old Milton Parkway (SR 120) into the western portion of the site and the trailhead of the Brookside Trail adjacent to the existing (to remain) office building and existing amphitheater (to remain). The southern area of the development with the proposed townhome portion of the development will tie pedestrian walkways directly into a third trailhead of the Brookside Trail and the trailhead of the Brookside Trail adjacent to the development with the proposed townhome portion of the development will tie pedestrian walkways directly into a third trailhead of the Brookside Trail on the southwest corner of the site.

MARTA Route 185 currently serves Old Milton Parkway at Brookside Parkway. There are two stops adjacent to the project site, with additional stops nearby. MARTA Route 185 connects to the North Springs Marta Rail station. As discussed during the methodology meeting, MARTA route planning is considering a new Route 144 serving the area in a similar route pattern as existing Route 185. Further coordination with MARTA was requested for future bus stop enhancements for the stops located along site frontages.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *Brookside Mixed-Use* development is not located in dense urban environment. A Dense Urban Environment Area is defined as areas within the Midtown Community Improvement District (CID), the Central Atlanta Progress CID, or the Buckhead CID, or additional area meeting the criteria as determined by the Regional Commission or Local Government.

1.7 Heavy Vehicle Enhanced Focus Area

As discussed in Methodology Meeting, the proposed use for *Brookside Mixed Use* development does not contain industrial land uses and does not generate significant heavy vehicles and therefore does not require "Heavy Vehicle Enhanced Focus Area" review.

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 nine (9) off-site intersections described in **Table 4** and shown in **Figure 3**.

	Table 4: Intersection Contro	ol Summary	
	Intersection	Jurisdiction	Control
1.	Old Milton Parkway (SR 120) at SR 400 SB Ramps	GDOT	Signalized
2.	Old Milton Parkway (SR 120) at SR 400 NB Ramps	GDOT	Signalized
3.	Old Milton Parkway (SR 120) at Morris Road	City of Alpharetta	Signalized
4.	Old Milton Parkway (SR 120) at North Point Parkway	City of Alpharetta	Signalized
5.	Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry	City of Alpharetta	Signalized
6.	Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive	City of Alpharetta	Signalized
7.	Old Milton Parkway (SR 120) at Site Driveway A	City of Alpharetta	Two way stop control (TWSC)
8.	Brookside Parkway at Site Driveway B	City of Alpharetta	Two way stop control (TWSC)
9.	Brookside Parkway at Site Driveway C	City of Alpharetta	Two way stop control (TWSC)

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	Posted Speed Limit	AADT (GDOT, 2023)	GDOT Functional Classification								
Old Milton Parkway (SR 120)	6	45 mph	48,400	Principal Arterial								
SR 400 NB Ramp	4	Unposted	15,000	Principal Arterial								
SR 400 SB Ramp	4	Unposted	11,800	Principal Arterial								
Morris Rd	2	30	Unavailable	Local Road								
North Point Parkway	4	40	Unavailable	Major Collector								
Brookside Parkway	4	35	Unavailable	Local Road								
Cotton Creek Entry	4	Unposted, Assumed 25	Unavailable	Local Road								
Vista Forest Drive	2	25	Unavailable	Local Road								



2.3 Traffic Data Collection

Traffic counts were collected at the nine (9) existing study intersections on Thursday, November 14, 2024, and December 3rd, 2024.

Table 6: Traffic Count Summary													
Intersection	Count Date	AM Peak Hour	PM Peak Hour										
1. Old Milton Parkway (SR 120) at SR 400 SB Ramps	11/14/2024	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM										
2. Old Milton Parkway (SR 120) at SR 400 NB Ramps	11/14/2024	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM										
3. Old Milton Parkway (SR 120) at Morris Road	11/14/2024	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM										
4. Old Milton Parkway (SR 120) at North Point Parkway	11/14/2024	7:45 AM – 8:45 AM	4:45 AM – 5:45 PM										
 Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry 	11/14/2024	7:45 AM – 8:45 AM	4:00 PM – 5:00 PM										
 Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive 	11/14/2024	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM										
7. Old Milton Parkway (SR 120) at Site Driveway A	12/3/2024	7:30 AM – 8:30 AM	4:15 PM – 5:15 PM										
8. Brookside Parkway at Site Driveway B	12/3/2024	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM										
9. Brookside Parkway at Site Driveway C	12/3/2024	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM										

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

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

2.4 Background Traffic and Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Brookside Mixed-Use* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include 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 2024 to 2029 (5 years) was used for all roadways. Additionally, 90% of the development traffic studied from the *Northwinds Summit DRI #2669* were included as background traffic in anticipation of the full build-out of the site (approximately 10% of the density is open today). Lastly, the trip generation will include additional project trips for rezoning applications with the City of Alpharetta associated with 160 townhomes from the *3750 Brookside Parkway* project as well as trips from *3333 Old Milton Parkway* residential development.

The Projected 2029 No-Build conditions represent the Existing 2024 traffic volumes grown for five (5) years at 1.0% per year throughout the study network, plus nearby development traffic listed above.

The Projected 2029 Build conditions represent the net new project trips generated by the *Brookside Mixed-Use DRI #4317* development along with the existing office traffic associated with the site (discussed in **Section 3.0** and **Section 4.0**) added to the Projected 2029 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 expected 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.

Table 7: Programmed Projects												
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY					
SR 120 (Old Milton Parkway) Widening	North Point Parkway / Kimball Bridge Road	City of Alpharetta	Dity of 0017187 FN-176 2020				2028					
Brookside Parkway Road Diet	Old Milton Parkway at Brookside Parkway (Northwest and Southeast)	City of Alpharetta	N/A	N/A	Ongoing	-	By 2029					
Alpha Loop Multiuse Path Phase 2	Chelsea Walk Neighborhood / Thompson Street	City of Alpharetta	N/A	N/A	Ongoing	-	-					
Alpha Loop Multiuse Path Phase 3	Atley Neighborhood / Westside Parkway	City of Alpharetta	N/A	N/A	Ongoing	-	-					
CS 9216/North Point Parkway Streetscape Enhancements	S 9216/North Point Mansell Road / Parkway Streetscape Haynes Bridge nhancements Road		<u>0017814</u>	<u>FN-179</u>	2021	2025	2027					
SR 141 Lane Additions	Old Alabama Road / State Bridge Road	City of Johns Creek	<u>0020927</u>	N/A	2025	2026	2027					
SR 9 Widening	Windward Parkway / Forsyth County Line	GDOT	<u>0007838</u>	<u>FN-222</u>	2013- 2020	2018	2024					
North Point Alpha Link Trail - LCI	Encore Parkway / Haynes Bridge Road	City of Alpharetta	<u>0019211</u>	<u>FN-350</u>	2022	2026 / 2028	2028					
State Bridge Road Widening	Kimball Bridge Road / Medlock Bridge Road	City of Johns Creek	N/A	<u>FN-220</u>	2029- 2030	2029-2030	2029- 2030					
SR 400 Flex Lanes Construction	CR 209/Spalding Drive / CR 458/McFarland Road	GDOT	<u>0008444</u>	N/A	-	2052	2052					
SR 400 Express Lanes Construction	North Springs MARTA Station / McFarland Road	GDOT	<u>0001757</u>	<u>AR-ML-300</u>	2005- 2023	2019-2027	2022- 2031					

The following projects shown in Table 7 are programmed to occur near the development.

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and the City of Alpharetta.

The following projects are projected to be built-out prior to the 2029 Build year for the proposed development and <u>are included in the No-Build and Build scenarios</u> as follows per the GRTA LOU:

- SR 120 (Old Milton Parkway) Widening (GDOT PI 0017187)
 - Widen from four to six-lanes between North Point Parkway and Kimball Bridge Road (impacting roadway laneage at intersections 4 through 6) as shown in the GDOT PI 0017187 Concept Report (2022).
 - Incorporate future traffic signal timings/phasing provided by Alpharetta City staff from the GDOT PI 0017187 project (assumed to be associated with the study/analysis of 2020 traffic forecasted data referenced in the 2022 Concept Report).
- Brookside Parkway Road Diet
 - Proposed road diet to reduce from four to two lanes along Brookside Parkway south of site driveways (note that Brookside Parkway at Old Milton Parkway is not expected to be modified due to the Road Diet project).

Available fact sheets for projects listed in the table above can be found in **Appendix D**. Additionally, raw traffic signal timings for the Future Conditions provided by City of Alpharetta Staff are included in **Appendix D**.

The following projects shown in **Table 8** are planned to occur near the development in the future with timelines and funding sources yet to be determined.

	Table 8: Planned Projects													
Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document								
Streetscape Upgrades: Existing Roadways "Streetscape A", "Streetscape B", & "Streetscape C"	Old Milton Parkway at Brookside Park Entrance / Old Milton Parkway at Brookside Parkway/Vista Forest Drive	City of Alpharetta	N/A	N/A	-	Brookside Small Area Plan 2.1, 2.2, and 2.3								
Intersection Upgrades: Old Milton Parkway at Brookside Parkway (Northwest and Southeast)	Old Milton Parkway at Brookside Parkway/Cotton Creek Entry & Old Milton Parkway at Brookside Parkway/ Vista Forest Drive	City of Alpharetta	N/A	N/A	-	Brookside Small Area Plan 3.1								
Intersection Upgrades: Old Milton Parkway at Brookside Parkway (Southeast)	Old Milton Parkway at Brookside Parkway/Vista Forest Drive	City of Alpharetta	N/A	N/A	-	Brookside Small Area Plan 3.2								
Brookside Parallel Trail Pathway	Old Milton Parkway / Brookside Parkway / Alexander Drive	City of Alpharetta	N/A	N/A	-	Brookside Small Area Plan 4.1								
Brookside Park Gateway	Brookside Park Access on Old Milton Parkway	City of Alpharetta	N/A	N/A	-	Brookside Small Area Plan 5.1								
Alpha Loop Extension (Kimball Bridge Road / Encore Parkway)	Kimball Bridge Road / Encore Parkway	City of Alpharetta	N/A	N/A	-	N/A								
Alpha Loop Extension (Encore Parkway / Big Creek Greenway)	Encore Parkway / Big Creek Greenway	City of Alpharetta	N/A	N/A	-	N/A								
Alpha Loop Extension (Webb Bridge Road / Academy Street)	Webb Bridge Road / Academy Street	City of Alpharetta	N/A	N/A	-	N/A								

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC) and the City of Alpharetta.

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

2.6 Future Traffic Signal Modeling

Traffic signal timings were provided by City of Alpharetta staff for the existing condition and future conditions associated with the programmed GDOT SR 120 widening project (PI 0017187) for use in the study. Existing timings were additional reviewed/confirmed with current GDOT signal timing databases.

Per GRTA *Development of Regional Impact Review Procedures* (March 2021), Section 3.2.3.1 (Traffic Signal Modeling: Modeling between <u>Existing and No-Build Condition</u>s):

Changes to signal timing (sequences, splits, offsets, phases, cycles) shall not be made in LOS modeling between existing and no-build conditions, unless modifications are required to accurately model a programmed transportation project.

Per the GRTA LOU dated January 14, 2025, traffic signal timings provided by City Staff were used to model the future No-Build scenario based on the programmed GDOT SR 120 widening project (PI 0017187). Full signal timings provided by Alpharetta City Staff were incorporated into the No-Build scenario for the following intersections associated with the GDOT programmed project extents:

- 4. Old Milton Parkway (SR 120) at North Point Parkway
- 5. Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry
- 6. Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive

Offsets provided by the Alpharetta were considered for Intersections 1-3 in order to reflect changes in travel progression along the corridor associated with the programmed GDOT PI 0017187 widening project without modifying the base timings (splits, sequences). Provided timings are included in **Appendix D**.

Per Section 3.2.3.1 (Traffic Signal Modeling: Modeling between No-Build and Build Conditions):

Changes to signal sequences, splits and offsets are allowed to LOS modeling between the no-build and build phase. Changes to signal cycles shall not be allowed unless approved by GRTA at the Methodology Meeting. The Traffic Engineer shall include in the TIS an explanation of all signal timing changes between the no-build and build conditions.

For the Build condition, signal timing changes to splits, offsets, and sequences were considered to better reflect Build traffic conditions for this study as indicated in individual intersection analysis results detailed in Chapter 5.

While GRTA rules indicate that cycle lengths should not be changed between No-Build and Build conditions (noted above), a cycle length improvement to mitigate the background/No-Build condition may provide "the minimum improvement needed" to operate at the GRTA LOS standards for an intersection that has failing or LOS E under Existing or No-Build conditions. Changes to cycle lengths to mitigate low approach LOS for the No-Build condition were considered for Intersection 5 and Intersection 6 in this report. This recommendation, as a system improvement based on background traffic is feasible, low-cost timing-only improvement (cycle length adjustment) to serve existing/background traffic conditions (without the proposed development) and is recommended for consideration by GDOT and the City of Alpharetta.

Per Section 3.2.3.1 (Traffic Signal Modeling: Modeling and Mitigation):

Changes to signal timing splits or cycle lengths should not be considered mitigation. Changes to phasing, except in cases where there is a new approach to an intersection, can be considered toward mitigation.

Per GRTA, these minor signal timing adjustments are not considered mitigation. It is notable that changes to signal timing splits or cycle lengths are commonly implemented to respond to shifts in travel patterns that occur over time. This provision considers that minor adjustments to signal timing do not need to be listed as a required improvement in the GRTA Notice of Decision. Many intersections in this study required no addition mitigation beyond minor signal timing adjustments in order to operate at GRTA LOS standards under the No-Build conditions. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings along the corridor associated with general growth and shifts in travel, as well as associated with the programmed GDOT PI 0017187 widening project.

2.7 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 12*.

LOS for signalized intersections and all-way stop controlled 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.

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 delays in turning onto a major roadway.

2.8 Level-of-Service Standards

Per Section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*, the overall LOS standard is generally LOS D. However, the overall LOS standard is LOS E for the following intersections based on their location within the Regional Employment Corridor along SR 400 according to the ARC UGPM:

- 1. Old Milton Parkway (SR 120) at SR 400 SB Ramps
- 2. Old Milton Parkway (SR 120) at SR 400 NB Ramps
- 3. Old Milton Parkway (SR 120) at Morris Road
- 4. Old Milton Parkway (SR 120) at North Point Parkway

Additionally, per GRTA, if an intersection overall or approach LOS is failing under Existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers'* (*ITE*) *Trip Generation Manual*, 11th *Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and pass-by reductions are applicable for the site and based on the ITE *Trip Generation Handbook*, 3rd *Edition*, and an alternative mode reduction of 5% was taken in this analysis as outlined in the GRTA Letter of Understanding (LOU).

Per discussions in the Methodology Meeting, approximately 130,000 SF of office is existing, will remain, and accounts for traffic to and from the development accounted for in traffic count data collected for the project. However, an additional 20,000 SF of office has been included in the trip generation projections for the new infill development to augment existing driveway count data that identified lower volumes than traditional ITE projections for the existing 130,000 SF of office on-site.

Table 9 summarizes the trip generation for the proposed infill development including traffic associated the proposed development program of 90 townhomes, 350 multi-family units, 60,000 SF of commercial, and the additional augmentation of trips associated with 20,000 SF of office.

	Table 9: Trip Generation												
		Density	Daily Trips			AM	Peak H	lour	PM Peak Hour				
	Land Use	Density	Total	In	Out	Total	In	Out	Total	In	Out		
215	Single-Family Attached Housing	636	318	318	41	13	28	50	29	21			
221	Multifamily Housing (Mid-Rise)	1,624	812	812	142	33	109	137	84	53			
710	General Office Building*	286	143	143	42	37	5	44	7	37			
821	Shopping Plaza (40-150k) - No Supermarket	4,052	2,026	2,026	104	64	40	311	152	159			
	Mi	ixed-Use Reductions	-920	-460	-460	-10	-5	-5	-138	-69	-69		
	Alternative Mo	ode Reductions (5%)	-285	-143	-142	-16	-7	-9	-20	-11	-10		
	Pass-by I	Reductions (per ITE)	-1,364	-682	-682	-	I	-	-94	-47	-47		
	Net New Infill Develop	pment Trips	4,029	2,014	2,015	303	135	168	290	145	144		
Exist	ing Office Traffic (drive	way traffic counts)				138	123	15	144	15	129		
	Total Master Plar	Traffic				441	258	183	434	160	273		
Mast Devel	er Plan Driveway Volur lopment + Existing Offic	nes (Net New Infill ce + Pass-by Trips)				441	258	183	528	207	320		

The trip generation summary above presents the net new trips associated with the infill development, lists the driveway traffic count data collected for the study, and presents the summed total master plan traffic associated with the existing and infill development master plan program.

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 use, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, City of Alpharetta and other local stakeholders.

The anticipated distribution and assignment of the residential trips throughout the study roadway network is shown for in the development in **Figure 4** and non-residential distribution and assignment in **Figure 5**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour new project trips are shown by turning movement throughout the study network in **Figure 6**.

Additionally, existing office trips were adjusted to consider the future layout of the redevelopment master plan. Adjusted existing office trips are shown in **Figure 7**.

Detailed intersection volume worksheets are provided in Appendix C.









5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2025 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* and *HCM 2000* Edition as noted.

These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 8** for Existing 2024 conditions, **Figure 9** for Projected 2029 No-Build conditions, and **Figure 10** for Projected 2029 Build conditions.

Sections 5.1 – 5.9 provide the results of the capacity analyses for each study intersection and include projected LOS, delay, and queue lengths.

5.1 Old Milton Parkway (SR 120) at SR 400 SB Ramps (Intersection 1)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at SR 400 SB Ramps (Intersection 1) is LOS E. The intersection was modeled using HCM 2000 methodology due to limitations with the existing non-NEMA signal phasing (double-served westbound left-turn) for HCM 6th.

As noted in **Section 2.6**, Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 1 is not directly impacted by the widening.

				5	SR 400 SI	В	SR 400 SB			Old Milton Parkway			Old Milton Parkway		kway	
	Overa	II LOS	Standard: E	Entrance Ramp		Exit Ramp		(SR120)			(SR120)					
A	pproa	ch LO	S Standard: E	Northbound			Southbound			Eastbound			V	Westbound		
				L	Т	R	L	Т	R	L	Т	R	L	Т	R	
			Overall LOS		B (16.9)											
			Approach LOS					C (20.2)		·	B (14.9)			B (15.1)		
U		M	Storage				350					400				
Ž	-	`	50th Queue				225		0		286	0	93	183		
ST	lal)		95th Queue				277		0		374	17	132	147		
Ξ	igr		Overall LOS						C (2	9.5)						
24	(S		Approach LOS					C (21.0)	•	·	D (45.5)			B (20.0)		
20;		Σ	Storage				350					400				
			50th Queue				126		~1153		557	50	486	17		
			95th Queue				173		#1413		613	141	576	22		
			Overall LOS		C (21)											
			Approach LOS					C (21.4)	- (/	B (17.9)			C (23.7)		
		Σ	Storage				350					400				
			۹	50th Queue				241		0		341	0	168	245	
ā	nal		95th Queue				293		0		443	21	221	261		
2 Z	Sig		Overall LOS	C (35.7)												
29	Ű		Approach LOS				C (22.1)			D (49.3)						
20		Σ	Storage				350	- (400		- ()		
		ш	50th Queue				149		0		650	69	640	15		
			95th Queue				196		0		709	168	703	57		
			Overall LOS						C (2	3.7)						
			Approach LOS					C (21.3)	- \		C 20.5)			C (29.3)		
		Σ	Storage				350				Í	400				
9		٩	50th Queue				248		0		371	0	210	332		
Ŭ	nal		95th Queue				298		0		481	23	265	488		
6	Sign		Overall LOS						D (4	4.5)						
02	3		Approach LOS					C (23.1)	,	C (33.5)			E (61.4)			
~		Σ	Storage				350					400				
		-	50th Queue				160		0		530	60	~838	381		
			95th Queue				207		0		609	146	m#792	m378		

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at SR 400 SB Ramps (Intersection 1) is projected to operate at an acceptable <u>overall</u> intersection and <u>approach</u> LOS under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for the AM and PM peak hour scenarios.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were implemented in No-Build and Build to consider future shifts in travel. Per GRTA Section 3.2.3.1, changes to signal timing splits and offsets shall not be considered mitigation. No mitigation beyond minor signal timing adjustments were needed for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 1.

5.2 Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2) is LOS E. The intersection was modeled using HCM 2000 methodology due to limitations with the existing non-NEMA signal phasing (double-served eastbound left-turn) for HCM 6th.

As noted in **Section 2.6**, Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 2 is not directly impacted by the widening.

Overall LOS Standard: E		Standard: E	SR 400 NB Exit Ramp			SR 40	SR 400 NB Entrance Ramp			Old Milton Parkway (SR120)			Old Milton Parkway (SR120)				
A	oproad	h LO	S Standard: E	Northbound			Southbound			Eastbound			Westbound				
				L	Т	R	L	Т	R	L	Т	R	L	Т	R		
			Overall LOS						F (1	55.9)							
		_	Approach LOS		F (539.7)						C (22.2)			A (2.7)			
G		AN	Storage	300		300											
II N	<u> </u>		50th Queue	126		~853				211	152			29	1		
IS.	nal		95th Queue	174		#1005				240	281			41	1		
Ě	Sig		Overall LOS						F (12	29.3)			1				
24	Ű		Approach LOS		F (503.9)						C (27.5)			B (10.6)			
20		Σ	Storage	300		300											
		_	50th Queue	161		~764				228	7			96	6		
			95th Queue	215		#919				294	30			109	m0		
			Overall LOS		F (186.0)												
			Approach LOS		F (633.2)						C (30.1)			C (21.3)			
<u> </u>		Σ	Storage	300		300											
	<u> </u>	4	50th Queue	133		~976				221	168			29	0		
-B	na		95th Queue	182		#1130				273	245			42	1		
ž	Sig		Overall LOS		F (176.7)												
29	<u> </u>		Approach LOS		F (691.3)						D (42.0)			B (11.4)			
20		Σ	Storage	300		300											
		_	50th Queue	170		~1002				252	12			365	25		
			95th Queue	225		#1156				327	42			116	1		
			Overall LOS						D (4	6.3)							
		_	Approach LOS		D (52.3)				r		D (40.0)			D (48.5)			
		AN	Storage	300		300											
	Ê		50th Queue	90		598				162	793			497	205		
BU	na		95th Queue	119		689				197	908			526	335		
59	Sig		Overall LOS						E (5	6.9)							
20;	0	_	Approach LOS		E (68.1)						D (53.7)			D (53.4)			
		PZ	Storage	300		300											
			50th Queue	117		709				295	762			~877	272		
		-	95th Queue	155		#874				#399	826			#917	169		

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at SR 400 NB Ramps (Intersection 2) is not projected to meet GRTA's LOS standards for the <u>overall</u> intersection and the <u>northbound approach</u> under the 2024 Existing and 2029 No-Build AM and PM peak hour scenarios.

It is notable that the <u>northbound approach</u> of the SR 400 exit ramp has dual (2) right-turn lanes that include a freeflow barrier-separated right-turn lane adjacent to a second signal-controlled right-turn lane. *Synchro 12* HCM methodology is limited in its ability to separate lanes that operate differently (free-flow vs. signal-controlled). It is <u>likely that the reported northbound delay is overstated for the northbound right-turn</u>. Conservatively, all rightturning traffic was considered in the analysis. However, based on additional traffic count data requested, approximately 70%-85% of the right-turning volume routes through the free-flow right-turn lane. Additional free-flow traffic volume detail is included in the Raw Traffic Count Data provided with the submittal package.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition (based on the conservative analysis of the northbound right-turn traffic), changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 2.

Overall LOS Standard: E			5	SR 400 N Exit Ram	B D	S Ent	SR 400 NB Entrance Ramp			Old Milton Parkway (SR120)			Old Milton Parkway (SR120)			
App	oroad	ch LO	S Standard: E	Ν	lorthboun	d	S	Southbound			Eastbound			Westbound		
				L	Т	R	L	Т	R	L	Т	R	L	Т	R	
			Overall LOS		D (43.5)											
		٩M	Approach LOS	D (51.8)							D (38.6)		D (42.8)			
Ą	_		Storage	300		300										
릴끔			50th Queue	92		568				176	754			469	189	
a N	nal		95th Queue	118		639				196	884			499	316	
N R	Sig		Overall LOS						E (5	7.5)						
MF 29	÷		Approach LOS		E (64.6)	_				E (46.4)			E (61.7)			
2		M	Storage	300		300										
		_	50th Queue	117		649				343	147			~799	146	
			95th Queue	155		761				#447	118			#868	320	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.
5.3 Old Milton Parkway (SR 120) at Morris Road (Intersection 3)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at Morris Road (Intersection 3) is LOS E. The intersection was modeled using HCM 2000 methodology due to limitations with the existing non-NEMA signal phasing (double-served eastbound left-turn) for HCM 6th.

As noted in **Section 2.6**, Existing signal timings (splits, sequences) provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing, No-Build, and Build conditions. Signal offsets provided by City of Alpharetta staff associated with GDOT PI 0017187 were incorporated into No-Build and Build conditions to account for changes in traffic progression associated with the programmed widening project, though Intersection 3 is not directly impacted by the widening.

			r				1					-			
				Ν	/orris Roa	h	N	lorris Roa	hd	Old N	lilton Par	kway	Old N	Ailton Par	kway
(Overal	ILOS	Standard: E								(SR120)			(SR120)	
A	pproad	ch LO	S Standard: E	<u>۲</u>	Northbour	nd E	S	outhboun		<u> </u>	astbound	3	. V	Vestboun	d
				L		R	L	I	R			R	L	I	R
			Overall LOS		_ /				D (2	12.9)					
		L.	Approach LOS		E (59.1)			E (76.1)			C (23.9)			E (64.4)	
<u>0</u>		AN	Storage	75			175			200			200		
Ĩ	<u> </u>		50th Queue	22	14		193	9	0	157	481		17	573	
S	na		95th Queue	52	48		#308	29	66	m123	m475		m26	656	
Ш	Sig		Overall LOS						C (3	32.3)					
24	Ű		Approach LOS		E (64.4)			F (80.9)			B (17.1)			C (33.1)	
20		M	Storage	75			175			200			200		
		-	50th Queue	34	12		232	12	174	~327	126		19	513	
			95th Queue	67	45		313	31	292	m#329	m279		m29	778	
			Overall LOS					1	D (4	(2.9)					
			Approach LOS		E (58.5)			E (78.2)	(- /	C (21.3)			E (66.4)	
		Σ	Storage	75	1		175			200	- (-/		200		
UL	~	A	50th Queue	23	14		203	10	0	262	182		18	715	
-B	nal		95th Queue	54	50		#334	30	70	m197	m227		m27	766	
ž	Sig		Overall LOS						D (3	39.0)					
29	Ű		Approach LOS		E (62.9)			F (81.7)	,	Ĺ	B (14.5)			E (51.6)	
20		M	Storage	75			175			200			200		
		-	50th Queue	36	13		249	13	204	135	406		22	1072	
			95th Queue	69	46		332	34	324	m110	m328		m23	m976	
			Overall LOS						D (4	4.1)					
			Approach LOS		E (57.2)			E (71.3)		ĺ ĺ	C (27.7)			E (61.4)	
		M	Storage	75			175			200			200		
2	~	4	50th Queue	23	14		204	10	0	249	424		17	661	
٦.	าล		95th Queue	50	47		283	28	65	m276	583		m25	767	
9 B	igr		Overall LOS						C (3	32.8)					
02	S		Approach LOS		E (63.2)			E (74.4)	- (-	-,	C (22.8)			C (31.6)	
2		Σ	Storage	75			175			200	- (=:•)		200		
		ц	50th Queue	36	13		249	13	0	146	446		23	976	
			95th Queue	69	47		335	34	98	m152	684		m34	1176	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at Morris Road (Intersection 3) is projected to meet GRTA's LOS standards for the <u>overall</u> intersection under the 2024 Existing, 2029 No-Build, and 2029 Build conditions for both the AM and PM scenarios. However, the Southbound <u>approach</u> is projected to operate at LOS F under the 2024 Existing and 2029 No-Build conditions for the PM peak hour scenario.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate failing LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits were incorporated for the 2029 No-Build Improved condition documented in the table below.

Per GRTA Section 3.2.3.1, changes to signal timing splits and offsets shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards under the No-Build or Build conditions. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 3.

(Overall LOS Standard: E Approach LOS Standard: E		Standard: E	Ν	lorris Roa	ad	Μ	lorris Roa	ad	Old N	/lilton Par (SR120)	kway	Old N	/lilton Par (SR120)	kway
Ap	proac	h LOS	S Standard: E	Ν	lorthbour	nd	S	outhbour	nd	E	astboun	d	V	Vestboun	d
-	-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						D (4	5.2)					
			Approach LOS		E (57.2)			E (71.3)			C (27.1)			E (65.7)	
-BUILD DVED		Σ	Storage	75			175			200			200		
	~		50th Queue	23	14		204	10	0	249	424		13	668	
	nal		95th Queue	50	47		283	28	65	m276	583		m22	773	
N N	igi		Overall LOS						C (3	31.3)					
MP 29	S		Approach LOS		E (63.2)			E (74.4)			C (26.5)			C (23.9)	
202		Σd	Storage	75			175			200			200		
		_	50th Queue	36	13		249	13	0	145	459		9	976	
			95th Queue	70	47		337	34	99	m152	684		m13	1175	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

5.4 Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4)

Per its location in a Regional Employment Corridor, the LOS standard for Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4) is LOS E. The intersection was modeled using HCM 6th methodology.

As noted in **Section 2.6**, Existing signal timings provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing conditions. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta (included in **Appendix D**) and documented in the GRTA LOU. It is notable that future GDOT PI 0017187 timings provided by the City of Alpharetta included the following sequence changes at Intersection 4 in addition to modifications to splits:

- PM peak hour, Phase 1 (WBL) switched from lag to lead.
- PM peak hour, Phase 3 (NBL) switched from lead to lag.
- PM peak hour, Phase 5 (EBL) switched from lead to lag.
- AM peak hour, Phase 7 (SBL) switched from lead to lag.

(Overal	ILOS	Standard: E	North	Point Pa	rkway	North	Point Pa	rkway	Old N	/lilton Par (SR120)	kway	Old N	/lilton Par (SR120)	kway
A	oproad	ch LO	S Standard: E	Ν	lorthboun	d	S	outhboun	d	E	Eastbound	d	V	Vestboun	d
	•			L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						C (2	28.8)					
		_	Approach LOS		E (71.5)			F (106.2)			B (18.8)			A (8.9)	
G		AM	Storage	225		275	150		75	375			280		575
E	(50th Queue	44	182	0	~135	169	0	53	860	175	211	315	40
IS.	nal		95th Queue	74	239	20	#228	227	0	m84	939	246	252	294	86
Ш	Sig		Overall LOS						D (4	8.1)					
24	3)		Approach LOS		F (118.7)			F (91.9)			A (8.6)			D (46.3)	
20		Σd	Storage	225		275	150		75	375			280		575
		_	50th Queue	162	186	51	155	181	12	77	590	0	79	1087	64
			95th Queue	211	240	147	209	240	94	117	210	1	121	1190	148
			Overall LOS						C (3	84.8)					
			Approach LOS		F (85.8)			E (72.1)			D (36.9)			B (11.1)	
Ą		N	Storage	225		275	150		75	375			280		575
	(4	50th Queue	50	193	0	130	173	0	66	815		226	465	
-B	nal		95th Queue	#86	253	25	179	227	0	m106	#895		256	499	
ž	Sig		Overall LOS						F (9	5.2)	-				
29	0		Approach LOS		F (135)			F (137.2)			C (26.4)			F (131.9)	
20		PM	Storage	225		275	150		75	375			280		575
		_	50th Queue	178	201	78	164	196	40	47	481		77	~1068	
			95th Queue	#255	#277	184	#222	#278	133	87	661		127	#1120	
			Overall LOS						D (4	4.7)					
		_	Approach LOS		E (79.4)			E (70.4)			D (50.2)			C (25.2)	
_		AM	Storage	225		275	150		75	375			280		575
	(50th Queue	48	192	0	133	174	0	59	898		241	344	
3U	na		95th Queue	78	245	33	182	226	0	95	#991		m#289	454	
591	Sig		Overall LOS						D (4	3.7)					
202	0	_	Approach LOS		E (79.5)			E (76)			D (54)			B (10.1)	
		PR	Storage	225		275	150		75	375			280		575
			50th Queue	176	194	43	168	191	58	77	574		91	790	
			95th Queue	225	244	136	216	240	146	124	813		133	715	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at North Point Parkway (Intersection 4) is projected to operate at an acceptable <u>overall</u> LOS under the 2024 Existing AM and PM conditions. However, the southbound <u>approach</u> is projected to operate at an LOS F for both 2024 Existing condition peak hours, and the northbound <u>approach</u> is also projected to operate at an LOS F during the PM peak hour. The intersection is projected to operate at an acceptable <u>overall</u> LOS for the 2029 No-Build AM peak hour scenario however the northbound

<u>approach</u> is projected to operate at an LOS F. Under the 2029 No-Build PM peak hour, the intersection is not projected to operate at an acceptable <u>overall</u> LOS and with the northbound, southbound, westbound <u>approaches</u> expected to operate at an LOS F.

Per GRTA section 3.2.3.1, changes to signal splits and sequences were considered to mitigate failing LOS between No-Build and Build. The noted reversed sequence changes identified below to low LOS in the 2029 No-Build Improved condition were applied to the 2029 Build conditions.

In order to meet GRTA LOS standards for the 2029 No-Build condition, changes to splits and sequences were incorporated for the 2029 No-Build Improved condition resulting in acceptable LOS as documented in the table below. The following sequence changes from the programmed No-Build signal timings included in the study:

- PM peak hour, Phase 3 (NBL) switched from lag to lead.
- PM peak hour, Phase 5 (EBL) switched from lag to lag.

Per GRTA Section 3.2.3.1, changes to signal timing splits shall not be considered mitigation. No mitigation beyond minor signal timing adjustments is required for the intersection to operate at GRTA LOS standards. It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 4.

(Overall LOS Standard: E Approach LOS Standard: E		North	Point Pa	rkway	North	Point Pa	rkway	Old I	Vilton Par (SR120)	kway	Old N	/lilton Par (SR120)	kway	
A	pproad	ch LO	S Standard: E	Ν	Vorthbour	d	S	outhboun	d		Eastbound	ц с	٧	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						D (3	35.5)					
			Approach LOS		E (78.4)			E (71.1)			D (40.8)			B (11.2)	
-BUILD VED		ΔA	Storage	225		275	150		75	375			475		
	~		50th Queue	48	192	0	129	175	0	60	865		232	449	
	nal		95th Queue	79	245	24	178	228	0	94	#932		278	475	
N N N	Sig		Overall LOS						C (3	3.4)					
29 29	S		Approach LOS		E (79.3)			E (76.8)			C (25.4)			A (9)	
20		ΡZ	Storage	225		275	150		75	375			475		
			50th Queue	176	194	24	163	191	54	84	394		82	684	
			95th Queue	225	243	112	211	240	141	125	513		125	845	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

5.5 Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5)

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is LOS D. However, per GRTA guidance, the LOS standard may be LOS E for future No-Build and Build conditions if an intersection overall or approach LOS is failing under Existing conditions. The intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry experiences a considerable volume of U-turning vehicles on the eastbound and westbound movements. Due to the high volume, U-turning movements were studied separately from left turning vehicles. The intersection was modeled using HCM 2000 methodology due to HCM 6th's limitations on modeling U-turn delay.

As noted in **Section 2.6**, Existing signal timings provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing conditions. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta (included in **Appendix D**) and documented in the GRTA LOU.

(Overal	LOS	Standard: D	Broo	kside Par	kway	Cotto	on Creek	Entry	Old N	lilton Par (SR120)	kway	Old N	vilton Par (SR120)	kway
Арр	broach	LOS	Standard: D/E*	N	orthbound	d*	S	outhboun	ıd	E	astbound	d	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						Α (5.5)					
			Approach LOS		F (80.3)			E (74.1)			A (4.0)			A (3.7)	-
Q		AM	Storage						50	175		175	150		130
Ē	(50th Queue		43	0		28	0	45	18	0	1	50	0
(IS	na		95th Queue		86	m0		62	0	m64	93	m4	m2	96	m0
Ω	Sig		Overall LOS						B (1	8.9)					
024	0		Approach LOS		F (100.4)			E (69.7)			C (20.4)			A (9)	
30		РМ	Storage						50	175		175	150		130
		_	50th Queue		177	0		22	0	14	1094	6	5	302	0
			95th Queue		264	1		53	0	m17	1142	m8	m10	323	m0
			Overall LOS				1		Α(7.1)					
			Approach LOS		F (107.1)			E (70.7)			A (2.2)			A (6.2)	
<u> </u>		M	Storage						50	175		175	150		130
n L	Ê	`	50th Queue		86	0		28	0	45	16	1	4	221	0
Ë	gna		95th Queue		#178	m0		64	0	m60	m16	m1	m8	233	m0
ž	Sig		Overall LOS						B (1	5.7)					
029	Ŭ	_	Approach LOS		F (90)	1		E (65.5)			B (15.7)			A (7.4)	
50		РΝ	Storage						50	175		175	150		130
			50th Queue		208	0		23	0	14	506	1	4	112	0
			95th Queue		287	m0		51	0	m47	719	m28	9	436	m0
			Overall LOS				1		B (1	2.3)					
		L.	Approach LOS		E (79)			E (56.1)	-		A (6)			B (10.5)	-
		AN	Storage						50	175		175	150		130
Ē	Ê		50th Queue		200	0		25	0	69	20	0	14	224	0
BU	ang		95th Queue		276	m0		53	0	m#101	m36	m1	26	240	m0
29	Sić		Overall LOS						C (3	30.1)					
20	Ŭ	-	Approach LOS		E (79.2)			D (52.3)			C (33.2)			B (18)	r
		Р	Storage						50	175		175	150		130
			50th Queue		329	0		20	0	40	708	27	13	518	0
			95th Queue		418	22		43	0	m102	898	m92	72	681	m3

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

* Per GRTA rules, the northbound approach LOS standard is LOS E due to failing LOS in the Existing conditions.

The signalized intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is projected to operate at an acceptable <u>overall</u> LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, under both the 2024 Existing conditions and 2029 No-Build Conditions the northbound <u>approach</u> operates at LOS F and southbound <u>approach</u> operates at LOS F and southbound <u>approach</u> operates at LOS E and do not meet the GRTA standard of LOS D. Per GRTA guidance, the LOS standard for the

northbound approach becomes LOS E for future No-Build and Build conditions due to the failing approach LOS under Existing conditions.

Per GRTA section 3.2.3.1, changes to signal splits and offsets were considered to mitigate low LOS between No-Build and Build, resulting in acceptable LOS under 2029 Build <u>PM peak</u> hour conditions for each approach and the intersection overall. However, the southbound <u>approach</u> under the 2029 Build AM peak hour operates at LOS E and does not meet the approach standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 5 under the 2029 No-Build conditions, the following <u>system improvements to signal timings</u> are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds).
- PM peak hour: modify signal timing splits.

While GRTA rules indicate that cycle lengths should not be changed <u>between No-Build and Build conditions</u> (unless approved by GRTA at the Methodology Meeting), a cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 5 under No-Build conditions. The proposed <u>system improvement to signal timings (cycle length and splits adjustment) is recommended for consideration</u> by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed <u>system improvement to signal timings</u> noted above, the intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

C	Verall	LOS	Standard: D	Brook	kside Par	kway	Cotto	on Creek	Entry	Old N	/lilton Par (SR120)	kway	Old N	lilton Par (SR120)	kway
Арр	roach	LOS	Standard: D/E*	N	orthbound	d*	S	outhbour	nd	E	Eastboun	d	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (9	9.2)					
			Approach LOS		D (38.6)			C (32.8)			B (13.7)			A (4.3)	
2		AM	Storage			100			50	175		175	100		130
5.6	()		50th Queue		38	0		13	0	29	375	46	2	45	0
E S	Jna		95th Queue		62	m0		34	0	m43	434	m67	m3	53	m0
ХK	Siç		Overall LOS				1		C (26)			-		
129 IM)	_	Approach LOS		D (41.9)			C (31.3)			C (33.9)			B (15.3)	
20		РМ	Storage			100			50	175		175	100		130
7			50th Queue		92	0		11	0	14	404	4	4	201	0
			95th Queue		114	m0		30	0	m27	550	m13	m15	314	m0
			Overall LOS						B (1	4.6)					
			Approach LOS		D (51.7)			C (28.5)			B (18.6)			A (8.1)	
		٩M	Storage			100			50	175		175	100		130
	(50th Queue		96	0		12	0	39	383	55	3	45	0
ΒŊ	gna		95th Queue		#183	m0		35	0	m47	m430	m71	m5	53	m0
29 PR	Sic		Overall LOS						C (2	24.8)					
I¥ 20	<u> </u>	_	Approach LOS		E (79.4)			D (53.3)			B (18.8)			C (22.2)	
		PΝ	Storage			100			50	175		175	100		130
			50th Queue		332	1		21	0	33	362	14	33	487	0
			95th Queue		421	17		44	0	m78	353	m23	0	756	m1

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

* Per GRTA rules, the northbound approach LOS standard is LOS E due to failing LOS in the Existing conditions.

No mitigation beyond the proposed <u>system improvement to signal timings (splits and AM peak hour cycle length)</u> is required for the intersection to operate at GRTA LOS standards under the <u>2029 No-Build Improved</u> and the <u>2029 Build Improved</u> conditions.

It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 5. Per GRTA Section 3.2.3.1, changes to signal timing splits and cycle lengths shall not be considered mitigation. This provision considers that traffic patterns may shift over time and may be mitigated by minor adjustments to signal timing that does not need to be listed as a required improvement in the GRTA Notice of Decision.

Additionally, per GRTA Section 3.2.3.3 (*GDOT Intersection Control Evaluation Analysis*), the GDOT Intersection Control Evaluation (ICE) Stage 1 tool shall be used for intersections along a state route with a failing approach that does not meet GRTA LOS standards if the Project is increasing trips by 20 percent or more. It is notable that signal timing alone mitigates the low side-street levels-of-service at Intersection 5, as shown in the preferred modeled <u>system improvement to signal timings</u> included in this TIS. However, potential intersection alternatives (geometric changes) are indicated in the ICE Stage 1 in **Appendix E**.

5.6 Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6)

The LOS standard for Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is LOS D. However, per GRTA guidance, the LOS standard may be LOS E for future No-Build and Build conditions if an intersection overall or approach LOS is failing under Existing conditions. The intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive experiences a considerable volume of U-turning vehicles on the eastbound and westbound movements. Due to the high volume, U-turning movements were studied separately from left turning vehicles. The intersection was modeled using HCM 2000 methodology due to HCM 6th's limitations on modeling U-turn delay.

As noted in **Section 2.6**, Existing signal timings provided by the City of Alpharetta and confirmed with current GDOT databases were used for the Existing conditions. Future traffic signal modeling for the No-Build and Build scenarios incorporated timings associated with the programmed GDOT PI 0017187 widening project provided by the City of Alpharetta (included in **Appendix D**) and documented in the GRTA LOU.

(Overal	LOS	Standard: D	Broo	kside Par	kway	Vista	a Forest [Drive	Old N	/lilton Par (SR120)	kway	Old I	vilton Par (SR120)	kway
A	oproac	h LO	S Standard: D	١	Northboun	d	S	outhbour	nd	E	Eastboun	d	\	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						B (1	4.7)					
			Approach LOS		E (73.7)			E (73.6)			B (17.9)	-		A (9.2)	-
U		AM	Storage							310		200	72		60
	<u> </u>	-	50th Queue		15	0		26		5	663	0	13	489	0
.S	na		95th Queue		42	0		87		17	680	12	30	698	0
Ш Ш	Sig		Overall LOS						B (1	1.8)					
24	<u> </u>		Approach LOS		E (78.7)			E (77.6)			A (6.2)			A (9.2)	
20		PM	Storage							310		200	72		60
		_	50th Queue		107	7		34		10	201	0	9	390	0
			95th Queue		171	65		79		m17	225	m0	22	530	0
			Overall LOS						B (1	2.2)					
			Approach LOS		F (125.3)			E (73.7)			B (12.3)			A (6.4)	
<u>o</u>		M	Storage							310		200	72		60
	_	1	50th Queue		22	12		29		9	290	5	17	283	0
- B	na		95th Queue		50	43		91		34	323	25	35	385	0
ž	Sig		Overall LOS						B (1	0.3)					
29	0		Approach LOS		E (72.7)			E (75.9)			A (4.3)			A (8.3)	
20		M	Storage							310		200	72		60
		_	50th Queue		112	9		31		2	330	0	18	254	0
			95th Queue		176	68		78		27	297	m3	61	361	0
			Overall LOS						B (1	3.2)					
		_	Approach LOS		F (122.1)			E (73.6)			B (12.9)			A (6.5)	
		AN	Storage							310		200	72		60
	(50th Queue		22	19		27		8	283	5	19	287	0
BU	Jna		95th Queue		51	57		89		34	327	26	39	397	0
29	Sic		Overall LOS						B (1	3.9)			1		
20:	<u> </u>	-	Approach LOS		E (62.9)			E (75.9)			B (11.7)			A (8.8)	
		PΝ	Storage							310		200	72		60
			50th Queue		112	23		31		3	299	0	23	261	0
			95th Queue		178	69		78		m64	587	m6	99	370	0

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The signalized intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is projected to operate at an acceptable <u>overall</u> LOS for the 2024 Existing, 2029 No-Build, and 2029 Build conditions under both the AM and PM peak hour scenarios. However, the northbound and southbound side-street approaches do not meet GRTA standards of LOS D in any scenario or time period. Both approaches operate at LOS E under 2024 Existing conditions and LOS E or F under 2029 No-Build and 2029 Build conditions. Because

the approaches do not operate at LOS F under 2024 Existing conditions, the LOS standard for the northbound and southbound approaches remain LOS D.

Per GRTA section 3.2.3.1, changes to signal splits, sequences, and offsets were considered to mitigate low LOS between No-Build and Build conditions. However, the northbound and southbound approaches continued to operate below the GRTA standard of LOS D.

In order to mitigate low LOS for the side-street approaches of Intersection 6 under the 2029 No-Build conditions, the following <u>system improvements to signal timings</u> are needed to meet GRTA LOS standards:

- AM peak hour: modify signal timing to operate at a half cycle length (80 seconds instead of 160 seconds) and change the sequence of Phase 5 (WBL) from lead to lag.
- PM peak hour: modify signal timing to operate at a half cycle length (90 seconds instead of 180 seconds).

While GRTA rules indicate that cycle lengths should not be changed <u>between No-Build and Build conditions</u> (unless approved by GRTA at the Methodology Meeting), a cycle length improvement to mitigate the background/No-Build conditions provides a feasible, low-cost, minimum improvement to mitigate low LOS for the side-street approaches at Intersection 6 under No-Build conditions. The proposed <u>system improvement to signal</u> <u>timings (cycle length, splits, and sequence adjustment) is recommended for consideration</u> by GDOT and the City of Alpharetta in lieu of more costly geometric improvements to serve background traffic (without the proposed development).

With the implementation of the proposed <u>system improvement to signal timings</u> noted above, the intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Vista Forest Drive (Intersection 6) is projected to operate at or above GRTA LOS standards for the 2029 No-Build Improved condition and continue to operate at acceptable LOS under 2029 Build Improved conditions as shown in the table below.

O	verall	LOSS	Standard: D	Brool	kside Par	kway	Vista	a Forest [Drive	Old N	/lilton Par (SR120)	kway	Old N	/lilton Par (SR120)	kway
App	broach	LOS	Standard: D	N	orthbour	ld	S	outhbour	nd	E	astbound	Ł	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						A (9	9.9)					
			Approach LOS		C (33)			C (34.7)			A (6.4)			B (10.5)	
9		AM	Storage			200				310		275	72		60
50	(50th Queue		15	0		12		3	39	0	28	280	0
a >	na		95th Queue		36	13		54		5	42	1	57	371	0
N N	Sig		Overall LOS						B (1	6.2)					
29 IMI	3		Approach LOS		D (42.7)			D (35.2)			B (18)			B (10.7)	
20		Σ	Storage			200				310		275	72		60
		_	50th Queue		57	9		14		12	314	0	14	205	0
			95th Queue		92	46		45		m46	443	m0	52	285	0
			Overall LOS						A (9	9.6)					
			Approach LOS		C (33.2)			C (34.7)			A (4.6)			B (10.8)	
		Σ	Storage			200				310		275	72		60
28	<u> </u>	-	50th Queue		14	1		12		3	39	0	32	287	0
BUI	Inal		95th Queue		34	21		54		5	43	1	63	378	0
PR 29	Siç		Overall LOS						В (17)					
20: IM)	_	Approach LOS		D (40.2)			D (35.2)			B (19.7)			B (10.9)	
		Σ	Storage			200				310		275	72		60
		_	50th Queue		53	11		14		6	769	0	17	209	0
			95th Queue		81	46		45		m62	514	m0	68	290	0

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

No mitigation beyond the proposed <u>system improvement to signal timings (cycle lengths, splits, and sequence adjustment)</u> is required for the intersection to operate at GRTA LOS standards under the <u>2029 No-Build Improved</u> and the <u>2029 Build Improved</u> conditions.

It is recommended that GDOT and the City of Alpharetta continue to monitor signal timings at Intersection 6. Per GRTA Section 3.2.3.1, changes to signal timing splits and cycle lengths shall not be considered mitigation. This provision considers that traffic patterns may shift over time and may be mitigated by minor adjustments to signal timing that does not need to be listed as a required improvement in the GRTA Notice of Decision.

Additionally, per GRTA Section 3.2.3.3 (*GDOT Intersection Control Evaluation Analysis*), the GDOT Intersection Control Evaluation (ICE) Stage 1 tool shall be used for intersections along a state route with a failing approach that does not meet GRTA LOS standards if the Project is increasing trips by 20 percent or more. It is notable that signal timing alone mitigates the low side-street levels-of-service at Intersection 6, as shown in the preferred modeled <u>system improvement to signal timings</u> included in this TIS. However, potential intersection alternatives (geometric changes) are indicated in the ICE Stage 1 in **Appendix E**.

5.7 Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7)

The LOS standard for Old Milton Parkway (SR 120) at Site Driveway A (Intersection 7) is LOS D. The intersection was modeled using HCM 6th methodology for two-way stop-controlled intersections. The Brookside Parkway Road Diet project was considered based on the most conservative lane configuration presented – a single lane northbound and a single lane southbound with no central left-turn lane. If the road diet incorporated with a central left-turn lane LOS would be likely to improve beyond the conditions reported.

Site Driveway A is an existing right-in-right-out driveway along Old Milton Parkway (SR 120) serving the existing office on the site. With the proposed infill development Site Driveway A will be relocated to be approximately 450 feet west of Brookside Parkway with the following configuration:

• Reconstruct Driveway A to operate as a right-in-right-out driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

	Overal		Standard: D	Sit	e Drivewa	уA		N/A		Old N	lilton Pai (SR120)	rkway	Old N	lilton Par	kway
A	pproad	ch LO	S Standard: D	1	Northbour	d	S	outhboun	d	F	Eastboun	d	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(()					
			Approach LOS		C (17.5)						(0)			(0)	
G		AM	Storage												
	~		50th Queue												
<u>is</u>	sc		95th Queue												
Ш Ш	≥		Overall LOS						(0	D)					
24			Approach LOS		C (22.4)						(0)			(0)	
20		Σd	Storage												
		_	50th Queue												
			95th Queue												
			Overall LOS						((D)					
			Approach LOS		C (21.1)						(0)			(0)	
Ą		AM	Storage												
5	~		50th Queue												
ä	sc		95th Queue												
2	≥		Overall LOS						(0	.1)					
33			Approach LOS		D (30.3)						(0)			(0)	
20		Σd	Storage												Ì
		_	50th Queue												
			95th Queue												
			Overall LOS						(0	.1)					
		_	Approach LOS		C (22.5)						(0)			(0)	
_		AM	Storage												
			50th Queue												
۳.	sc		95th Queue												
6	≥		Overall LOS						(0	.5)					
502	5	_	Approach LOS		C (39.1)						(0)			(0)	
		PM	Storage												
			50th Queue												
			95th Queue												

The driveway stop-controlled intersection of Old Milton Parkway (SR 120) at Site Driveway A is projected to operate at acceptable approach LOS under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for both the AM and PM peak hour scenarios.

It is notable that there is a high volume of U-turning traffic at the nearby downstream intersection of Old Milton Parkway (SR 120) at Brookside Parkway/Cotton Creek Entry (Intersection 5) and that per discussions in the Methodology Meeting, U-turning traffic was requested to be studied for some new project trips exiting northbound right from Site Driveway A with the intention to U-turn and head westbound towards SR 400. Per additional conversations with the City of Alpharetta, wayfinding opportunities directing traffic to efficient routes to/from SR 400 is recommended to encourage westbound travel from the site to use the signalized left turn at Intersection 5.

5.8 Brookside Parkway at Site Driveway B (Intersection 8)

The LOS standard for Brookside Parkway at Site Driveway B (Intersection 8) is LOS D. The intersection was modeled using HCM 6th methodology for two-way stop-controlled intersections. The Brookside Parkway Road Diet project was considered based on the most conservative lane configuration presented – a single lane northbound and a single lane southbound with no central left-turn lane. If the road diet incorporated with a central left-turn lane LOS would be likely to improve beyond the conditions reported.

Site Driveway B is an existing right-in-right-out driveway along Brookside Parkway serving the existing office on the site. With the proposed infill development, Site Driveway B will be relocated to be approximately 420 feet south of Old Milton Parkway (SR 120) with the following configuration:

• Reconstruct Driveway B to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

(Overal	II LOS	Standard: E	Broo	kside Par	kway	Broo	kside Par	kway	Site	e Drivewa	у В		N/A	
A	pproad	ch LO	S Standard: E	Ν	lorthbour	nd	S	outhbour	nd		Eastbound	b	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(0.	.1)					
		_	Approach LOS		(0.2)			(0)			A (9.1)				
0		AN	Storage												
I €	ŝ		50th Queue												
(IS)	SC		95th Queue												
ŵ	≧		Overall LOS						(0.	.8)					
24			Approach LOS		(0)			(0)			A (8.7)			-	
20		Σ	Storage												
		_	50th Queue												
			95th Queue												
			Overall LOS						(0.	.1)					
			Approach LOS		(0.2)			(0)			A (9.7)				
Ą		AM	Storage												
II.	0		50th Queue												ĺ
B	SC		95th Queue												
N N	≥		Overall LOS						(0.	.8)					
29			Approach LOS		(0)			(0)			A (9)	-		-	
20		PM	Storage												
		_	50th Queue												
			95th Queue												
			Overall LOS						(3.	.1)					
		_	Approach LOS		(1)			(0)			B (12.7)				
		AN	Storage												
	ŝ		50th Queue												
SU	sc		95th Queue												
16	≧		Overall LOS						(6.	.4)					
202			Approach LOS		(0.4)			(0)			B (14.7)			-	
		PM	Storage												
		_	50th Queue												
			95th Queue												

The driveway stop-controlled intersection of Old Milton Parkway (SR 120) at Site Driveway B is projected to operate at acceptable approach LOS under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for both the AM and PM peak hour scenarios.

5.9 Brookside Parkway at Site Driveway C (Intersection 9)

The LOS standard for Brookside Parkway at Site Driveway C (Intersection 9) is LOS D. The intersection was modeled using HCM 6th methodology for two-way stop-controlled intersections. The Brookside Parkway Road Diet project was considered based on the most conservative lane configuration presented – a single lane northbound and a single lane southbound with no central left-turn lane. If the road diet incorporated with a central left-turn lane LOS would be likely to improve beyond the conditions reported.

Site Driveway C is an existing full movement driveway along Brookside Parkway serving the existing office use and across from a Private Driveway on the east side of Brookside Parkway. With the proposed infill development Site Driveway C will be relocated to be approximately 775 feet south of Old Milton Parkway (SR 120). With the relocation of Site Driveway C, it will no longer be aligned with the Private Driveway and will operate as a threelegged intersection with the following configuration:

• Reconstruct Driveway C to operate as a full movement driveway under driveway stop control including one (1) lane entering and one (1) lane exiting.

	Overal	LOS	Standard: E	Broo	kside Par	kway	Broo	kside Par	kway	Site	e Drivewa	y C	Priva	ate Drivev	way*
A	pproad	ch LO	S Standard: E	Ν	lorthboun	ld	S	outhbour	nd	E	Eastbound	b	V	Vestboun	d
				L	Т	R	L	Т	R	L	Т	R	L	Т	R
			Overall LOS						(0	.9)					
			Approach LOS		(1.5)			(0.2)			B (10.1)			A (9.6)	
Q		AN	Storage												
É			50th Queue												
is i	sc		95th Queue												
Ξ.	≥		Overall LOS						(3	.7)					
24	C		Approach LOS		(0.1)			(1.1)			B (10.4)			A (9.2)	
20		Σ	Storage												
		_	50th Queue							[
			95th Queue												
			Overall LOS						(0	.8)					
			Approach LOS		(1.1)			(0.2)			B (10.8)			A (9.9)	
Ą		AM	Storage												
5	~		50th Queue												
ä	sc		95th Queue							Ī					
2	≥		Overall LOS						(3	.7)					
53			Approach LOS		(0.1)			(1)			B (11.7)			A (9.8)	
20		Σ	Storage			ĺ		Ì		ľ.					
		_	50th Queue												
			95th Queue												
			Overall LOS						(1	.4)					
			Approach LOS		(1.2)			(0)			B (10.6)				
_	Stor														
2	~		50th Queue												
۳.	sc		95th Queue												
6	≥		Overall LOS						(1	.6)					
502			Approach LOS		(0.7)			(0)			B (9.9)				
		PM	Storage												
		_	50th Queue												
			95th Queue												

*The realignment of Site Driveway C shifts its location to no longer be aligned with the Private Driveway (Westbound approach) in the 2029 Build condition.

The two way stop controlled intersection of Old Milton Parkway at Site Driveway C is projected to operate at an acceptable <u>overall</u> intersection under the 2024 Existing conditions, 2029 No-Build Conditions, and 2029 Build Conditions for both the AM and PM peak hour scenarios.







Proposed Site Plan





Trip Generation Analysis

	Trip	Generation Analysis (11th I	nd Edition Hand	book Daily	IC & 3rd	Edition A	M/PM IC)						
		ыоо	Alpharetta.	Fulton County. (Georgia	'							
		0.11			E C	aily Trips		AM	Peak Hou	r	PM	Peak Hou	r
Land Use	2	Setting	L	Density	Total	În	Out	Total	In	Out	Total	In	Out
Propose	d Project Trips												
215	Single-Family Attached Housing	General Urban/Suburban	90	dwelling units	636	318	318	41	13	28	50	29	21
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	350	dwelling units	1,624	812	812	142	33	109	137	84	53
710	General Office Building	General Urban/Suburban	20,000	Sq. Ft. GFA	286	143	143	42	37	5	44	7	37
821	Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	60,000	Sq. Ft. GFA	4,052	2,026	2,026	104	64	40	311	152	159
Groce B	roloot Tripo				6 509	2 200	2 200	220	147	100	E42	272	270
Bosido					2,390	1 1 2 0	1 1 2 0	193	147	137	197	112	270
Reside	Mixed-Use Poductions				-406	-202	-202	-2	-1	-2	-60	-12	-19
	Alternative Mode Reductions				-400	-203	-205	-0	-7	-2	-6	-42	-70
	Adjusted Residential Trins				1 761	880	881	171	43	128	-0 121	67	-5
	najusica nesidentia mps		1,701	000	001	171	-10	120	121	01	00		
Office T	rips				286	143	143	42	37	5	44	7	37
	Mixed-Use Reductions				-56	-28	-28	-3	-2	-1	-13	-5	-8
	Alternative Mode Reductions				-12	-6	-6	-2	-2	0	-2	0	-1
	Adjusted Office Trips				218	109	109	37	33	4	29	2	28
Retail T	rins				4 052	2 026	2 026	104	64	40	311	152	159
rtetair i	Mixed-Lise Reductions				-458	-229	-229	-4	-2	-2	-65	-22	-43
	Alternative Mode Reductions				-180	-90	-90	-5	-3	-2	-12	-7	-6
	Pass By Reductions (Based on ITE Rates)				-1.364	-682	-682	0	0	0	-94	-47	-47
	Adjusted Retail Trips				2,050	1,025	1,025	95	59	36	140	76	63
Mixed-U	se Reductions - TOTAL				-920	-460	-460	-10	-5	-5	-138	-69	-69
Alternati	ve Mode Reductions - TOTAL				-285	-143	-142	-16	-7	-9	-20	-11	-10
Pass-By	Reductions - TOTAL				-1,364	-682	-682	0	0	0	-94	-47	-47
Net New	Infill Development Trips				4,029	2,014	2,015	303	135	168	290	145	144
Existing	Office Traffic Counts (Existing/Occupied 130,000					138	123	15	144	15	129		
Net Mas	ter Plan Development Traffic (Net New Infill Tr					441	258	183	434	160	273		
Master P	lan Driveway Volumes (Net New Infill Developme					441	258	183	528	207	320		

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT INTERSECTION ≢1 GA-120 Old Milton Pkwy at SR 400 Southbound Entrance Ramp/SR 400 Southbound Exit Ramp

	_						AM PEAK	HOUR								
	SR 4	400 Southbou	ind Entrance F	Ramp	S	R 400 Southb	ound Exit Rar	np		GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	nbound			South	nbound			East	bound			West	lbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	408	0	1,341	0	0	1,481	55	0	206	1,261	0
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	6	0	36	0	0	31	2	0	2	42	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	4%	2%	2%	3%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	408	0	1,341	0	0	1,481	55	0	206	1,261	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	21	0	68	0	0	76	3	0	11	64	0
Northwinds Summit DRI #2669											18				81	
3750 Brookside Pkwy (160 TH)						2					1			32	4	
3333 Old Milton Pkwy TIA						5					1			32	3	
Total Approved Development Tri	0	0	0	0	0	7	0	0	0	0	20	0	0	64	88	0
2029 No-Build Traffic	0	0	0	0	0	436	0	1,409	0	0	1,577	58	0	281	1,413	0
					-								-			
Trip Distribution IN						15%					5%					
Trip Distribution OUT														(45%)	(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	6	0	0	0	0	2	0	0	58	6	0
Trip Distribution IN						10%					10%					
Trip Distribution OUT														(35%)	(10%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	3	0	0	0	0	3	0	0	1	0	0
								r				r				
Trip Distribution IN						10%					10%					
Trip Distribution OUT														(35%)	(10%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	6	0	0	0	0	6	0	0	13	4	0
Total New Vehicular Project Trips	0	0	0	0	0	15	0	0	0	0	11	0	0	72	10	0
												-				
Adjusted Existing Office Trips														1		
2029 Build Traffic	0	0	0	0	0	451	0	1,409	0	0	1,588	58	0	353	1,423	0

							PM PEAK H	IOUR								
	SR 4	00 Southbou	nd Entrance R	amp	SI	R 400 Southb	ound Exit Ram	пp		GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	210	1	654	0	0	1,431	362	0	983	1,265	0
Pedestrians			0				1				0				0	
Conflicting Pedestrians		0		0		0		0		1		0		0		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	6	0	6	0	0	23	1	0	7	30	0
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	0	0	210	1	654	0	0	1,431	362	0	983	1,265	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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	11	0	33	0	0	73	18	0	50	65	0
Northwinds Summit DRI #2669											81				25	
3/50 Brookside Pkwy (160 TH)						5					9			10	3	
3333 Old Million Pkwy HA	0	0	0	0	0	1/	0	0	0	0	3	0	0	23	3	0
2020 No Ruild Traffic	0	0	0	0	0	10	0	697	0	0	93	290	0	33	31	0
2027 No-baild Hame	0	0	Ū	0	0	257		007	0	0	1,577	500	0	1,000	1,501	0
Trip Distribution IN					1	15%	[1		5%		1	1	[
Trip Distribution OUT														(45%)	(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	10	0	0	0	0	3	0	0	24	3	0
		r	Т				1		1		1			1	1	
Trip Distribution IN						10%					10%					
Trip Distribution OUT														(35%)	(10%)	
Balancing Adjustment														40		
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0
Trip Distribution IN					1	10%				1	10%		r –			
Trip Distribution OUT														(35%)	(10%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	8	0	0	0	0	8	0	0	22	6	0
Total New Vehicular Project Trips		0	0	0	0	18	0	0	0	0	11	0	0	56	12	0
		1	1		1		1				1		1	1	1	
Adjusted Existing Office Trips			1		I		L				L		I	L	L	
2029 Build Traffic	0	0	0	0	0	255	1	687	0	0	1,608	380	0	1,122	1,373	0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #2 GA-120 Old Milton Pkwy at SR 400 Northbound Exit Ramp/SR 400 Northbound Entrance Ramp

SR: 40 Northbourd SR: 40 Northbourd France SR: 40 Northbourd First Northbourd SR: 40 Northbourd First Northbourd SR: 40 Northbou								AM PEAK I	HOUR									
Unitability Northbound Boy Line Southbound Testophant Testophant Northbound Northbou		S	SR 400 Northb	ound Exit Rar	np	SR 4	100 Northbou	ind Entrance R	tamp		GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy		
Unrun Left Through Right Unrun Left Through			North	nbound			South	nbound			East	bound			West	bound		
Observed 2024 Traffic Volume 0 2 2 1025 0 0 0 0 1/427 0 0 0 1/261 259 Conflicting Redestrians 0 <td></td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td> <td>U-Turn</td> <td>Left</td> <td>Through</td> <td>Right</td>		U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Pedestrians 0 T 0 <th< td=""><td>Observed 2024 Traffic Volumes</td><td>0</td><td>245</td><td>2</td><td>1,025</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>477</td><td>1,427</td><td>0</td><td>0</td><td>0</td><td>1,261</td><td>259</td></th<>	Observed 2024 Traffic Volumes	0	245	2	1,025	0	0	0	0	0	477	1,427	0	0	0	1,261	259	
Conflicting Bedictions O	Pedestrians			0				1	r			0				0		
Beycles Conficing legicles	Conflicting Pedestrians		0		0		0		0		1		0		0		1	
Conflicting Bicyles	Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Vehicles 0 0 6 0 8 0 0 0 0 0 0 8 29 0 0 0 0 0 0 8 8 29 0 0 0 0 0 0 0 39 10 Heavy Vehicles 78 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	Conflicting Bicycles				0				0		r		0				0	
Heavy Uebick % 2%	Heavy Vehicles	0	6	0	8	0	0	0	0	0	8	29	0	0	0	39	10	
Peak Hour Factor 0.99	Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	4%	
Adjusted 2024 Volumes 1	Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Adjusted 2024 Volumes 0 245 2 1.025 0 0 0 0 0 1.427 1.427 0 0 0 1.261 259 Annual Growth Factor Growth Factor Background Growth Tips 1.0%	Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Annual Growth Rate 10% <th cols<="" td=""><td>Adjusted 2024 Volumes</td><td>0</td><td>245</td><td>2</td><td>1,025</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>477</td><td>1,427</td><td>0</td><td>0</td><td>0</td><td>1,261</td><td>259</td></th>	<td>Adjusted 2024 Volumes</td> <td>0</td> <td>245</td> <td>2</td> <td>1,025</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>477</td> <td>1,427</td> <td>0</td> <td>0</td> <td>0</td> <td>1,261</td> <td>259</td>	Adjusted 2024 Volumes	0	245	2	1,025	0	0	0	0	0	477	1,427	0	0	0	1,261	259
Annual Growth Rate Growth Factor 1.0%																		
Growth Factor 1.05	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%	1.0%	1.0%	1.0%	1.0%	
Background Growth Trips Northwinds Summit DRI #2669 3750 Brockside Pkwy (160 TH) 12 0 52 0 0 0 0 24 73 0 0 0 64 13 Northwinds Summit DRI #2669 3750 Brockside Pkwy (160 TH) 8 33 81 81 81 81 36 3 86 3 35 11 36 3 35 11 2029 No-Build Traffic 0 1,477 286 Trip Distribution N 45% 20% 501 1,527 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Northwinds Summit DM #2669 3750 Brookside Pkwy (160 TH) 333 of M Minor Rwy TIA Image: Mark and the mark and	Background Growth Trips	0	12	0	52	0	0	0	0	0	24	73	0	0	0	64	13	
3750 Brookside Pkwy (160 TH) 8 33 36 3 3333 Old Milton Pkwy TIA 0 0 0 22 0 0 0 0 0 0 0 0 0 11 10 12 10 11 10 12 11 12 11	Northwinds Summit DRI #2669											18				81		
3333 Old Millon Rkwy T/A Image: Marking Mark Mark Mark Mark Mark Mark Mark Mark	3750 Brookside Pkwy (160 TH)				8							3				36	3	
Total Approved Development Trip 0 0 0 22 0 0 0 0 0 27 0 0 0 112 14 2029 Abalid Traffic 0 257 2 1,099 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 152 14 2029 Abalid Traffic 0 257 2 1,099 0 0 0 0 0 0 0 0 0 152 14 2029 Abalid Traffic 0 1 45% 20% 1 152 14 2029 Abalid Traffic 1 45% 20% 1 1 160% 160% 165% 160% 165	3333 Old Milton Pkwy TIA				14							6				35	11	
2029 No-Build Traffic 0 257 2 1,099 0 0 0 0 501 1,527 0 0 0 1,477 286 Trip Distribution IN Trip Distribution OUT Balancing Adjustment 45% 20% 50% (15%) Balancing Adjustment <t< td=""><td>Total Approved Development Tri</td><td>0</td><td>0</td><td>0</td><td>22</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>27</td><td>0</td><td>0</td><td>0</td><td>152</td><td>14</td></t<>	Total Approved Development Tri	0	0	0	22	0	0	0	0	0	0	27	0	0	0	152	14	
Trip Distribution IN Trip Distribution OUT 45% A A C 20% C <thc< th=""> C C <thc< th=""> <thc< td=""><td>2029 No-Build Traffic</td><td>0</td><td>257</td><td>2</td><td>1,099</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>501</td><td>1,527</td><td>0</td><td>0</td><td>0</td><td>1,477</td><td>286</td></thc<></thc<></thc<>	2029 No-Build Traffic	0	257	2	1,099	0	0	0	0	0	501	1,527	0	0	0	1,477	286	
Trip Distribution IN Image: Constraint of the second s					·													
Trip Distribution OUT Image: Constraint of the second	Trip Distribution IN				45%							20%						
Balancing Adjustment Image: Balancing Adjustment Image	Trip Distribution OUT															(50%)	(15%)	
Residential Trips 0 0 0 19 0	Balancing Adjustment																	
Trip Distribution IN Image: Signature of the second se	Residential Trips	0	0	0	19	0	0	0	0	0	0	9	0	0	0	64	19	
Trip Distribution IN Image: Constraint of the second s																		
Trip Distribution OUT Balancing Adjustment Image: Constraint of the second se	Trip Distribution IN				35%							20%						
Balancing Adjustment Office Trips Image: Constraint of the stress of the s	Trip Distribution OUT															(45%)	(10%)	
Office Trips 0 0 0 12 0 0 0 0 7 0 0 0 2 0 Trip Distribution IN Trip Distribution OUT Balancing Adjustment Retail Trips 1 35% 1 1 20% 1 1 4(45%) (10%) Balancing Adjustment Retail Trips 0 0 0 21 0 0 0 0 0 0 16 4 Trip Distribution OUT Balancing Adjustment Retail Trips 0 0 21 0 0 0 0 0 12 0 0 16 4 Total New Vehicular Project Trips 0	Balancing Adjustment																	
Trip Distribution IN 35% 35% 20% 20% 10% Trip Distribution OUT 35% 10% 10% 10% 10% Balancing Adjustment 100 0 0 0 0 12 0 0 0 Retail Trips 0 0 0 52 0 0 0 0 0 12 0 0 0 16 4	Office Trips	0	0	0	12	0	0	0	0	0	0	7	0	0	0	2	0	
Trip Distribution IN Image: Constraint of the strip o			·		·						·		·		·	<u> </u>	•	
Trip Distribution OUT Image: Constraint of the stress of	Trip Distribution IN				35%							20%						
Balancing Adjustment Retail Trips Image: Constraint of the stress of the s	Trip Distribution OUT															(45%)	(10%)	
Retail Trips 0 0 0 21 0 0 0 0 12 0 0 0 4 Total New Vehicular Project Trips 0 0 52 0 0 0 0 0 12 0 0 0 16 4 Adjusted Existing Office Trips 0 0 52 0 0 0 0 0 28 0 0 82 23	Balancing Adjustment																	
Total New Vehicular Project Trips 0 0 52 0 0 0 0 0 28 0 0 0 82 23 Adjusted Existing Office Trips	Retail Trips	0	0	0	21	0	0	0	0	0	0	12	0	0	0	16	4	
Total New Vehicular Project Trips 0 0 52 0 0 0 0 28 0 0 0 82 23 Adjusted Existing Office Trips																		
Adjusted Existing Office Trips	Total New Vehicular Project Trips	0	0	0	52	0	0	0	0	0	0	28	0	0	0	82	23	
Adjusted Existing Office Trips						-				•								
	Adjusted Existing Office Trips	_		1	1		1	1				1		1		1		
														_				
2029 Build Traffic 0 257 2 1,151 0 0 0 0 0 501 1,555 0 0 0 1,559 309	2029 Build Traffic	0	257	2	1,151	0	0	0	0	0	501	1,555	0	0	0	1,559	309	

							PM PEAK H	IOUR								
	S	R 400 Northb	ound Exit Ran	np	SR 4	00 Northbou	nd Entrance R	amp		GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	nbound			South	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	260	0	953	0	0	0	0	1	574	1,097	0	0	0	1,991	403
Pedestrians			0				4				0				0	
Conflicting Pedestrians		0		0		0		0		4		0		0		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	3	0	5	0	0	0	0	0	5	24	0	0	0	34	5
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	260	0	953	0	0	0	0	1	574	1,097	0	0	0	1,991	403
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	13	0	49	0	0	0	0	0	29	56	0	0	0	102	21
Northwinds Summit DRI #2669											81				25	
3750 Brookside Pkwy (160 TH)				16							14				13	5
3333 Old Milton Pkwy TIA				31							14				26	8
Total Approved Development Tri	0	0	0	47	0	0	0	0	0	0	109	0	0	0	64	13
2029 No-Build Traffic	0	273	0	1,049	0	0	0	0	1	603	1,262	0	0	0	2,157	437
		r	1				T		1	T			1	1		r
Trip Distribution IN				45%							20%				(5000)	(450()
Trip Distribution OUT															(50%)	(15%)
Balancing Adjustment											40					-
Residential Trips	0	0	0	30	0	0	0	0	0	0	13	0	0	0	21	8
Trip Distribution IN		1	1	250/	1						20%					1
Trip Distribution OUT				3376							20%				(45%)	(10%)
Ralancing Adjustment															(4376)	(10%)
Office Trips	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	3
		-	-		-	-	-		-	-	-	-	-	-	1	
Trip Distribution IN				35%							20%					
Trip Distribution OUT															(45%)	(10%)
Balancing Adjustment																
Retail Trips	0	0	0	27	0	0	0	0	0	0	15	0	0	0	28	6
Total New Vehicular Project Trips		0	0	58	0	0	0	0	0	0	28	0	0	0	68	17
	-	r												r		n
Adjusted Existing Office Trips																1
2000 D 11 LT (7)		070		4 4 6 7						(00	4 000				0.005	15.1
2029 Build Traffic	0	2/3	0	1,107	0	0	0	0	1	603	1,290	0	0	0	2,225	454

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #3 GA-120 Old Milton Pkwy at Morris Rd

							AM PEAK H	HOUR								
		Mor	ris Rd			Mor	ris Rd			GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		Norti	nbound			South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	24	15	20	0	186	10	163	7	546	1,847	34	1	17	1,334	193
Pedestrians			0				1				0				0	
Conflicting Pedestrians		0		0		0		0		1		0		0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	0	1	0	3	0	7	0	8	29	0	0	0	41	2
Heavy Vehicle %	2%	4%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	24	15	20	0	186	10	163	7	546	1,847	34	1	17	1,334	193
Appual Crowth Bata	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.09/	1.0%	1.0%	1.0%	1.09/
Crowth Faster	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Growth Trips	1.05	1.00	1.05	1.00	1.05	1.05	1.05	0.1	1.05	1.05	1.05	1.05	1.05	1.00	CU.1	1.05
Northwinds Summit DBL#2660	0				0	7		0	U	20	10	2	0	1	00	10
2750 Prooksido Pkwy (160 TH)											10				20	
2222 Old Milton Draw TIA						2					20				37	4
Total Approved Development Tri	0	0	0	0	0	2	0	0	0	0	40	0	0	0	166	4
2020 No Puild Traffic	0	25	16	21	0	107	11	171	7	574	1 000	26	1	10	1 569	9
	0	25	10	21	Ū	177		171	,	574	1,770	50		10	1,500	207
Trip Distribution IN							1				65%					
Trip Distribution OUT															(65%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	28	0	0	0	83	0
	1		1				1					1		1		1
Trip Distribution IN											55%				(550)	
Trip Distribution OUT															(55%)	
Balancing Adjustment											10					
Office Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	2	U
Trip Distribution IN											55%				1	1
Trip Distribution OUT															(55%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	32	0	0	0	20	0
Total New Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	78	0	0	0	105	0
					-				-				-			
Adjusted Existing Office Trips																
			-	-												
	_															
2029 Build Traffic	0	25	16	21	0	197	11	171	7	574	2,068	36	1	18	1,673	207

							PM PEAK H	IOUR								
		Mor	ris Rd			Mor	ris Rd			GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	nbound			South	nbound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	31	11	20	0	188	11	364	15	264	1,712	36	4	13	1,924	161
Pedestrians			1				1				2				0	
Conflicting Pedestrians		2		0		0		2		1		1		1		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	2	0	2	0	1	23	1	0	1	37	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	8%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	31	11	20	0	188	11	364	15	264	1,712	36	4	13	1,924	161
Appual Crowth Pato	1.0%	1.0%	1.0%	1.0%	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	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Growth Trins	0	1.03	1.03	1.05	1.05	1.05	1.05	1.05	1.05	1.05	07	1.05	1.05	1.05	0.05	0
Northwinds Summit DRI #2660	0	2			0	10		17		13	07	2	0		70	
2750 Prooksido Pkwy (160 TH)											20				10	
3333 Old Milton Pkwy TIA						4					45		-		34	3
Total Approved Development Tri	0	0	0	0	0	4	0	0	0	0	156	0	0	0	77	3
2029 No-Build Traffic	0	33	12	21	0	202	12	383	16	277	1,955	38	4	14	2.099	172
			1				1									
Trip Distribution IN											65%		1			
Trip Distribution OUT															(65%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	44	0	0	0	34	0
Trip Distribution IN											55%					
Trip Distribution OUT															(55%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	15	0
Trip Distribution IN		1		1							55%		1		T	
Trip Distribution OUT											0070				(55%)	
Balancing Adjustment															(0070)	
Retail Trips	0	0	0	0	0	0	0	0	0	0	42	0	0	0	35	0
							1								1	
Total New Vehicular Project Trips		0	0	0	0	0	0	0	0	0	87	0	0	0	84	0
			r		r		r		r		r		1	r	·	r
Adjusted Existing Office Trips		1		1									1		1	ι
2029 Build Traffic	0	33	12	21	0	202	12	383	16	277	2 042	38	4	14	2 183	172
	U U		1			202		000		2	2,012	00			2,.00	

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #4 GA-120 Old Milton Pkwy at North Point Pkwy

		North P	oint Pkwy		1	North P		1001	1	GA-120 Old	Milton Pkwy		1	GA-120 Old	Milton Pkwy	
		North	hound			South	bound			Fast	hound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	79	324	134	0	220	309	79	1	110	1.434	530	2	397	1.338	446
Pedestrians			1				1				0				1	
Conflicting Pedestrians		0		1		1		0		1		1		1	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	9	1	0	10	9	3	0	2	27	3	0	4	36	7
Heavy Vehicle %	2%	2%	3%	2%	2%	5%	3%	4%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	1	79	324	134	0	220	309	79	1	110	1,434	530	2	397	1,338	446
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	4	17	7	0	11	16	4	0	6	73	27	0	20	68	23
Northwinds Summit DRI #2669											18				81	
3750 Brookside Pkwy (160 TH)				1		1					11			1	39	1
3333 Old Milton Pkwy TIA		3						2		4	11	7			5	
Total Approved Development Trip	0	3	0	1	0	1	0	2	0	4	40	7	0	1	125	1
2029 No-Build Traffic	1	86	341	142	0	232	325	85	1	120	1,547	564	2	418	1,531	470
			1				1				1					
Trip Distribution IN				5%		5%					65%				<u> </u>	
Trip Distribution OUT														(5%)	(65%)	(5%)
Balancing Adjustment								-								
Residential Trips	0	0	0	2	0	2	0	0	0	0	28	0	0	6	83	6
		1	1	50/	1	50/	I.		1	1	550		1	1	T	
Trip Distribution IN				5%		5%					55%			(E0()	(550()	(E0/)
Trip Distribution OUT														(5%)	(55%)	(5%)
Office Tring	0	0	0	2	0	2	0	0	0	0	10	0	0	0		0
Office mps	U	U	0	2	0	Z	U	U	0	U	10	U	0	U	2	U
Trin Distribution IN				5%		5%					55%				1	
Trip Distribution OUT				570		370					3370			(5%)	(55%)	(5%)
Balancing Adjustment														(370)	(3370)	(370)
Retail Trips	0	0	0	3	0	3	0	0	0	0	32	0	0	2	20	2
notuli mps	0	Ū	Ŭ	0	ů	0	0	0	Ŭ	0	02	0	Ŭ	-	20	-
Total New Vehicular Project Trips	0	0	0	7	0	7	0	0	0	0	78	0	0	8	105	8
			-				-			-		-		-	1	
Adjusted Existing Office Trips															1	
2029 Build Traffic	1	86	341	149	0	239	325	85	1	120	1,625	564	2	426	1,636	478

							PM PEAK H	IOUR								
		North P	oint Pkwy			North P	oint Pkwy			GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	nbound			South	nbound			East	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	254	289	202	0	242	281	168	7	108	1,566	142	2	118	1,633	222
Pedestrians			2				0				1				0	
Conflicting Pedestrians		1		0		0		1		0		2		2		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	3	1	0	2	4	5	0	1	17	1	0	0	26	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	1	254	289	202	0	242	281	168	7	108	1,566	142	2	118	1,633	222
							1									
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	13	15	10	0	12	14	9	0	6	80	7	0	6	83	11
Northwinds Summit DRI #2669											81				25	
3750 Brookside Pkwy (160 TH)				2		2					30			2	18	2
3333 Old Milton Pkwy TIA		7						4		3	8	5			10	
Total Approved Development Trip	0	7	0	2	0	2	0	4	0	3	119	5	0	2	53	2
2029 No-Build Traffic	1	2/4	304	214	0	256	295	181	1	11/	1,765	154	2	126	1,769	235
Trip Distribution IN		1	1	E 0/	1	E0/	1		1		4 E 0/		1	1	1	
Trip Distribution OUT				376		376					03%		-	(E0/)	(459/)	(E0/)
Palancing Adjustment														(3%)	(03%)	(3%)
Data Include August Interne	0	0	0	2	0	2	0	0	0	0	44	0	0	2	24	2
Residential mps	0	U	U	3	0	3	0	U	0	U	44	U	U	3	34	
Trip Distribution IN		1	1	5%		5%					55%			1		
Trip Distribution OUT				070		0.0					0070			(5%)	(55%)	(5%)
Balancing Adjustment														(070)	(0070)	(070)
Office Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	1	15	1
																-
Trip Distribution IN				5%		5%					55%					
Trip Distribution OUT														(5%)	(55%)	(5%)
Balancing Adjustment																
Retail Trips	0	0	0	4	0	4	0	0	0	0	42	0	0	3	35	3
							1			1						
Total New Vehicular Project Trips		0	0	7	0	7	0	0	0	0	87	0	0	7	84	7
					-		1			1					1	
Adjusted Existing Office Trips		1				1								1		L
2029 Build Traffic	1	274	30/	221	0	263	205	181	7	117	1.852	154	2	133	1.853	2/2
2027 Dalla Hame		2/4	304	221	U	203	273	101	,	117	1,052	134	2	133	1,033	242

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #5 GA-120 Old Milton Pkwy at Brookside Pkwy/Cotton Creek Entry

							AM PEAK I	IOUR								
	Milton Pkwy			GA-120 Old	Milton Pkwy											
		North	bound			South	bound			Eastb	ound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	40	1	1	0	23	3	22	75	15	1,416	186	11	19	2,120	6
Pedestrians		T	1				2				0				2	
Conflicting Pedestrians		0		2		2		0		2		1		1		2
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Conflicting Bicycles				0		-		0				1		_		0
Heavy Vehicles	0	0	0	0	0	2	0	2	0	0	36	3	0	0	46	3
Heavy Vehicle %	2%	2%	2%	2%	2%	9%	2%	9%	2%	2%	3%	2%	2%	2%	2%	50%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	40	1	1	0	23	3	22	75	15	1,416	186	11	19	2,120	6
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trins	0	2	0	0	0	1	0	1	4	1.00	72	9	1	1.00	108	0
Northwinds Summit DRI #2669	Ū	-	0	0							18	,			81	Ŭ.
3750 Brookside Pkwy (160 TH)		36									6	7			5	
3333 Old Milton Pkwy TIA											11				5	
Total Approved Development Trip	0	36	0	0	0	0	0	0	0	0	35	7	0	0	91	0
2029 No-Build Traffic	0	78	1	1	0	24	3	23	79	16	1.523	202	12	20	2.319	6
	-				-		-				.,				-/- · ·	-
Trip Distribution IN												25%		5%		
Trip Distribution OUT		(70%)		(5%)					(5%)							
Balancing Adjustment																
Residential Trips	0	90	0	6	0	0	0	0	6	0	0	11	0	2	0	0
Taia Distribution (N			1		1	1	1	1	1			100/	-	259/		r
Trip Distribution IN		(EEW)		(1E9/)					(10%)		(10%)	10%		2076		
Relancing Adjustment		(55%)		(13.6)					(10/6)		(10%)					
Office Trips	0	2	0	1	0	0	0	0	0	0	0	2	0	0	0	0
once mps	U	2	0		0	0	0	0	0	U	U	5	U	U	U	0
Trip Distribution IN			I		1	1	1	1	1			10%	1	25%		1
Trip Distribution OUT		(55%)		(15%)					(10%)		(10%)					
Balancing Adjustment		. ,									,					
Retail Trips	0	20	0	5	0	0	0	0	4	0	4	6	0	15	0	0
Total Primary Site Trips	0	112	0	12	0	0	0	0	10	0	4	20	0	25	0	0
													-			
Pass-By Distribution REDUCTION																
Pass-By Distribution IN											-30%			40%	-40%	
Pass-By Distribution OUT		(40%)		(30%)												
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total New Vehicular Project Trips	0	112	0	12	0	0	0	0	10	0	4	20	0	25	0	0
,		•											•			
Adjusted Existing Office Trips																
2020 D. III TFE-	0	100	1	10	0	24	2	22	00	1/	1 5 2 7	222	10	45	2.210	1
2027 DUILU HAIIIC	0	140		13	0	24	3	23	89	10	1,527	222	12	40	2,319	0

							PM PFAK H	IOUR								
		Brooksi	de Pkwv		1	Cotton C	reek Entry	10011	1	GA-120 Old	Milton Pkwy		1	GA-120 Old	Milton Pkwy	
		North	bound			South	nbound			East	bound			Wes	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	145	2	9	0	18	2	21	26	34	1,925	49	12	11	1,755	14
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	2	0	1	0	1	22	1	0	0	35	1
Heavy Vehicle %	2%	2%	2%	2%	2%	11%	2%	5%	2%	3%	2%	2%	2%	2%	2%	7%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	145	2	9	0	18	2	21	26	34	1,925	49	12		1,/55	14
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	7	0	0	0	1	0	1	1	2	98	2	1	1	90	1
Northwinds Summit DRI #2669											81				25	
3750 Brookside Pkwy (160 TH)		20									15	19			2	
3333 Old Milton Pkwy TIA											8				10	
Total Approved Development Trip:	0	20	0	0	0	0	0	0	0	0	104	19	0	0	37	0
2029 No-Build Traffic	0	172	2	9	0	19	2	22	27	36	2,127	70	13	12	1,882	15
Trip Distribution IN		1	1		1	1	1	1	1		1	25%	1	5%		
Trip Distribution OUT		(70%)		(5%)					(5%)							
Balancing Adjustment									, <i>i</i>							
Residential Trips	0	37	0	3	0	0	0	0	3	0	0	17	0	3	0	0
Tein Distribution IN		1	1	1		1	1	1	1	1	1	100/	1	25%	1	1
Trip Distribution OUT		(EEW)		(1E9/)					(10%)		(10%)	10%		20%		
Relancing Adjustment		(55%)		(13/6)					(10%)		(10%)					
Office Trips	0	15	0	4	0	0	0	0	3	0	3	0	0	1	0	0
Trip Distribution IN												10%		25%		
Trip Distribution OUT		(55%)		(15%)					(10%)		(10%)					
Balancing Adjustment	0	25	0	0	0	0	0	0	4	0	4	0	0	10	0	0
Retail Hips	U	33	U	7	0	U	U	0	0	0	0	0	U	17	U	U
Total Primary Site Trips	0	87	0	16	0	0	0	0	12	0	9	25	0	23	0	0
Date Du Distribution DEDUCTION			1		1		1	1	1		1		1			
Pass-By Distribution IN											3.0%			40%	.40%	
Pass By Distribution OLIT		(40%)		(30%)							-30%			4070	-40.0	
Balancing Adjustment		(4070)		(3070)												
Pass-By Trips	0	19	0	14	0	0	0	0	0	0	-14	0	0	19	-19	0
		1	-			-										
Total New Venicular Project Trips		106	0	30	0	0	0	0	12	0	-5	25	0	42	-19	0
Adjusted Existing Office Trips							1				1					
		•			•				•							
2020 D. H.I.I.I.T	0	270	2	20		10	2	22	20	27	0.100	05	10	54	1.0/2	15
ZUZ7 DUIU HAIIIC	0	2/0	4	37		17	4	44	37	1 30	4.144	70	13	1 34	1.003	1 10

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #6 GA-120 Old Milton Pkwy at Brookside Pkwy/Vista Forest Dr

							am peak f	HOUR								
		Brooksi	ide Pkwy			Vista F	orest Dr			GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	nbound			South	bound			Easth	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	9	6	23	0	23	1	66	13	22	1,380	46	5	109	2,109	11
Pedestrians			0				1				0				0	
Conflicting Pedestrians		0		0		0		0		1		0		0		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0		I.		0				0		I.		0
Heavy Vehicles	0	0	4	0	0	0	0	2	0	1	31	0	0	0	32	2
Heavy Vehicle %	2%	2%	67%	2%	2%	2%	2%	3%	2%	5%	2%	2%	2%	2%	2%	18%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	9	6	23	0	23	1	66	13	22	1,380	46	5	109	2,109	11
			1													
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	1	0	1	0	3	1	1	70	2	0	6	108	1
Northwinds Summit DRI #2669											18				81	
3750 Brookside Pkwy (160 TH)		5		31							19			15		
3333 Old Milton Pkwy TIA											11				5	
Total Approved Development Tri	0	5	0	31	0	0	0	0	0	0	48	0	0	15	86	0
2029 No-Build Traffic	0	14	6	55	0	24	1	69	14	23	1,498	48	5	130	2,303	12
				r			r	r		r						
Trip Distribution IN														20%	5%	
Trip Distribution OUT				(20%)							(5%)					
Balancing Adjustment																
Residential Trips	0	0	0	26	0	0	0	0	0	0	6	0	0	9	2	0
															,	
Trip Distribution IN														10%	25%	
Trip Distribution OUT				(10%)							(25%)					
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	3	8	0
			1		1								1			
Trip Distribution IN														10%	25%	
Trip Distribution OUT				(10%)							(25%)					
Balancing Adjustment	-										-					
Retail Trips	0	0	0	4	0	0	0	0	0	0	9	0	0	6	15	0
	-	-	-									-				-
Total New Vehicular Project Trips	0	0	0	30	0	0	0	0	0	0	16	0	0	18	25	0
Adjusted Eviatine Office Tains				1	-	1	1	1		1	1	1	1	1		1
Adjusted Existing Office Trips				1				1	l	1					L	
2020 Build Traffic	0	14	6	85	0	24	1	60	14	23	1 51/	48	5	1/8	2 3 28	12
2027 Duna Harit	3	14	U	33	0	24		37	14	23	1,314	40	5	140	2,320	12

							PM PEAK H	IOUR								
		Brooksi	de Pkwy			Vista F	orest Dr			GA-120 Old	Milton Pkwy			GA-120 Old	Milton Pkwy	
		North	ibound			South	nbound			East	oound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	86	4	97	0	22	5	22	31	32	1,882	25	15	40	1,692	18
Pedestrians			1				1				2			1	0	
Conflicting Pedestrians		2		0	-	0	_	2	-	1		1	-	1	-	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0		-	_	0	_	-		0	_	-		0
Heavy Vehicles	0	0	0	0	0	2	0	2	0	0	20	0	0	0	25	0
Heavy Vehicle %	2%	2%	2%	2%	2%	9%	2%	9%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adjustment Factor		1		1		1	1	-		-	1	1	1	1	1	1
Adjusted 2024 Volumes	0	86	4	9/	0	22	5	22	31	32	1,882	25	15	40	1,692	18
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	4	0	5	0	1	0	1	2	2	96	1	1	2	86	1
Northwinds Summit DRI #2669	-		-	-			-		-	_	81			_	25	
3750 Brookside Pkwy (160 TH)		2		18							9			41		
3333 Old Milton Pkwy TIA											8				10	
Total Approved Development Trip	0	2	0	18	0	0	0	0	0	0	98	0	0	41	35	0
2029 No-Build Traffic	0	92	4	120	0	23	5	23	33	34	2,076	26	16	83	1,813	19
Trip Distribution IN														20%	5%	
Trip Distribution OUT				(20%)							(5%)					
Balancing Adjustment																
Residential Trips	0	0	0	11	0	0	0	0	0	0	3	0	0	13	3	0
					1											
Trip Distribution IN				(4.00()							(050()			10%	25%	
Trip Distribution OUT				(10%)							(25%)					
Office Tring	0	0	0	2	0	0	0	0	0	0	7	0	0	0	1	0
Office Trips	0	U	0	3	U	U	0	U	0	U	1	U	0	0	1	0
Trip Distribution IN														10%	25%	
Trip Distribution OUT				(10%)							(25%)					
Balancing Adjustment																
Retail Trips	0	0	0	6	0	0	0	0	0	0	16	0	0	8	19	0
Total New Vehicular Project Trips		0	0	20	0	0	0	0	0	0	26	0	0	21	23	0
Adjusted Existing Office Trips					1											
najastou Existing onice mps		1	1	1		I	1		I	I	1		I	I	1	I
2029 Build Traffic	0	92	4	140	0	23	5	23	33	34	2,102	26	16	104	1,836	19

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #7 GA-120 Old Milton Pkwy at Driveway A

					AM PEAK	HOUR						
	1	Drive	way A		1	GA-120 Old	Milton Pkwy		1	GA-120 Old	Milton Pkwy	
		North	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	1	0	0	1,729	69	0	0	2,337	0
Pedestrians			0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles			0	0			54	0			67	0
Heavy Venicles	0	0	0	0	0	0	51	0	0	0	5/	0
Reavy Venicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adjustment Easter	0.90	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adjusted 2024 Volumos	0	0	0	1	0	0	1 720	40	0	0	2 227	0
Aujusteu 2024 Volumes	0	0	0		U	0	1,729	07	U	0	2,337	U
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	88	4	0	0	119	0
Northwinds Summit DRI #2669							18				81	
3750 Brookside Pkwy (160 TH)							13				41	
3333 Old Milton Pkwy TIA							11				5	
Total Approved Development Trip	0	0	0	0	0	0	42	0	0	0	127	0
2029 No-Build Traffic	0	0	0	1	0	0	1,859	73	0	0	2,583	0
Trip Distribution IN				(****)			25%	50%			(*****)	
Trip Distribution OUT				(5%)							(75%)	
Balancing Adjustment				,							0/	
Residential Trips	U	U	U	0	U	U		22	U	U	90	U
Trip Distribution IN	1	1	1	1	r	1	10%	55%	r			
Trip Distribution OUT				(20%)			10.0	55%			(65%)	
Balancing Adjustment				(2070)							(0010)	
Office Trips	0	0	0	1	0	0	3	18	0	0	3	0
	, ,		-									
Trip Distribution IN	1		1	1	1		10%	55%	1			
Trip Distribution OUT				(20%)							(65%)	
Balancing Adjustment												
Retail Trips	0	0	0	7	0	0	6	32	0	0	23	0
Total Primary Site Trips	0	0	0	14	0	0	20	72	0	0	122	0
	-					1						
Pass-By Distribution REDUCTION							(00)	(00)				
Pass-By Distribution IN				(000%)			-60%	60%				
Pass-By Distribution OUT				(30%)								
Balancing Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
газз-ву тпрз	0	0	0	0	U	0	0	0	U	0	0	U
Total New Vehicular Project Trips	0	0	0	14	0	0	20	72	0	0	122	0
										+		· · ·
Adjusted Existing Office Trips												
	•				•				•			
	-				_				_			
2029 Build Traffic	0	0	0	15	0	0	1.879	145	0	0	2.705	0

					PM PEAK F	IOUR						
		Drive	way A			GA-120 Old	Milton Pkwy		1	GA-120 Old	Milton Pkwy	
	1	North	bound			East	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	19	0	0	1,975	10	0	0	1,910	0
Pedestrians			0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	0	0	0	0	0	28	0	0	0	56	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor		1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	0	19	0	0	1,975	10	0	0	1,910	0
Annual Consulta Data	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.00/	1.0%	1.09/	1.0%	1.00	1.00
Crowth Faster	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Growth Trips	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	07	1.05
Northwinds Summit DPL #2660	0	0	0		0	0	91	<u> </u>	0	0	25	0
3750 Brookside Pkwy (160 TH)			-				34	l		-	23	
3333 Old Milton Pkwy TIA		-					8				10	
Total Approved Development Trip	0	0	0	0	0	0	123	0	0	0	57	0
2029 No-Build Traffic	0	0	0	20	0	0	2,199	11	0	0	2,064	0
Trip Distribution IN							25%	50%				
Trip Distribution OUT	L			(5%)				L			(75%)	
Balancing Adjustment								L				
Residential Trips	0	0	0	3	0	0	17	34	0	0	40	0
			1	1			400/	550		1	1	1
Trip Distribution IN				(20%)			10%	55%			((5%))	
Trip Distribution OUT				(20%)						-	(65%)	
Office Trips	0	0	0	6	0	0	0	1	0	0	19	0
Office mp3				U		0	0	·'	0	0	10	
Trip Distribution IN		1	1				10%	55%		1		
Trip Distribution OUT				(20%)							(65%)	
Balancing Adjustment												
Retail Trips	0	0	0	13	0	0	8	42	0	0	41	0
Total Primary Site Trips	0	0	0	22	0	0	25	77	0	0	99	0
Dave Du Distribution DEDUCTION		1	1	1	1	1	т			1	1	T
Pass-By Distribution IN							.60%	60%				
Pass By Distribution OLIT	1			(30%)			-0070	00%	1			
Balancing Adjustment		-		(30%)								
Pass-By Trips	0	0	0	14	0	0	-28	28	0	0	0	0
	-							-				
Total New Vehicular Project Trips		0	0	36	0	0	-3	105	0	0	99	0
					-				-			
Adjusted Existing Office Trips	I							L				
0000 D 11 T 17				57			0.40/	441			0.4/0	
ZUZA BRIIG ILUULU	0	0	U	50	U	0	2,190	110	U	0	2,103	U

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #8 Driveway B at Brookside Pkwy

					AM PEAK H	HOUR						
		Brooks	ide Pkwy			Brooks	ide Pkwy		1	Drive	eway B	
		North	bound			South	nbound			East	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	1	61	0	0	0	231	21	0	0	0	2
Pedestrians			0				0				0	r
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	1	0	0	0	0	0
Conflicting Bicycles	-	-		0	_	-		1		-		0
Heavy Vehicles	0	0	2	0	0	0	2	0	0	0	0	0
Heavy venicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	I		61	U	U	0	231	21	0	0	0	2
Appual Growth Pate	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	1.0%	1.0%	1.05	1.0%	1.0%	1.0%	1.05	1.0%	1.0%	1.0%	1.05	1.05
Background Growth Trips	0	0	3	0	0	0	1.05	1.05	0	0	0	0
New Road Adjustment	Ū	0		Ū	0	0				0	Ū	
3750 Brookside Pkwv (160 TH)			36				7					
3333 Old Milton Pkwy TIA												
Total Approved Development Trip	0	0	36	0	0	0	7	0	0	0	0	0
2029 No-Build Traffic	1	1	100	0	0	0	250	22	0	0	0	2
Trip Distribution IN		5%					5%	25%				
Trip Distribution OUT			(10%)							(65%)		(5%)
Balancing Adjustment												
Residential Trips	0	2	13	0	0	0	2	11	0	83	0	6
Trip Distribution IN		5%						35%				
Trip Distribution OUT			(5%)							(65%)		(5%)
Balancing Adjustment												
Office Trips	0	2	0	0	0	0	0	12	0	3	0	0
			T								r	r
Trip Distribution IN		5%	(7.7.1)					35%		(1.5.1)		(201)
Trip Distribution OUT			(5%)							(65%)		(5%)
Balancing Adjustment								04				
Retail Trips	0	3	2	U	U	0	U	21	U	23	0	2
Total Drimony Site Tring	0	7	15	0	0	0	2	44	0	100	0	0
Total Trinary Site Trips	0	'	15	Ū	Ū	0			0	107	U	0
Pass-By Distribution REDUCTION		1		1	1	1			1	1		1
Pass-By Distribution IN								40%				
Pass-By Distribution OUT								1070		(70%)		
Balancing Adjustment										()		
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
								1				1
Total New Vehicular Project Trips	0	7	15	0	0	0	2	44	0	109	0	8
							•					
Adjusted Existing Office Trips		7	-7				-18	18		7		3
	-	-	-	-	-	-		-	-	-	-	
			_		_				_			

2029 Build Traffic 1 15 108 0 0 0 234 84 0 116 0 13

					PM PEAK H	IOUR						
		Brooks	ide Pkwy			Brooks	ide Pkwy			Drive	way B	
		North	bound			South	bound			East	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	1	183	0	0	0	55	3	0	0	0	26
Pedestrians			0			r	0				2	i
Conflicting Pedestrians		2		0		0		2		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	0	1	0	0	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adjusted 2024 Volumor	0	1	102	0	0	0	I EE	2	0	0	0	1
Adjusted 2024 Volumes	U	1	183	U	U	U	00	3	U	U	U	20
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	9	0	0	0	3	0	0	0	0	1
New Road Adjustment												
3750 Brookside Pkwy (160 TH)			20				19					
3333 Old Milton Pkwy TIA												
Total Approved Development Trip:	0	0	20	0	0	0	19	0	0	0	0	0
2029 NO-BUILD TRAILIC	U	1	212	U	U	U	11	3	U	U	U	21
Trip Distribution IN		5%	1	1	1		5%	25%			1	1
Trip Distribution OUT			(10%)							(65%)		(5%)
Balancing Adjustment												
Residential Trips	0	3	5	0	0	0	3	17	0	34	0	3
				n	-						n	n
Trip Distribution IN		5%	(50)					35%		((5%))		(50()
Palapsing Adjustment			(576)							(05%)		(576)
Office Trips	0	0	1	0	0	0	0	1	0	18	0	1
one mps	Ū	0	. ·	0	Ū	0			Ū	10	0	
Trip Distribution IN		5%						35%				
Trip Distribution OUT			(5%)							(65%)		(5%)
Balancing Adjustment												
Retail Trips	0	4	3	0	0	0	0	27	0	41	0	3
Total Primary Site Trips	0	7	9	0	0	0	3	45	0	93	0	7
			r -				1					a
Pass-By Distribution REDUCTION												
Pass-By Distribution IN								40%		(700()		
Pass-By Distribution OUT										(70%)		
Pass_By Trips	0	0	0	0	0	0	0	19	٥	33	0	0
rus of mps	Ū	Ū			Ū	0			Ū	00	0	0
Total New Vehicular Project Trips		7	9	0	0	0	3	64	0	126	0	7
Adjusted Existing Office Trips		1	.72	1			-1	1		72	1	12
regarda existing onice mps	1		-72	I	1	!	1		1	12	I	12
	_	_		-		-			_			
2029 Build Traffic	0	9	149	0	0	0	/9	68	0	198	0	46

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 Driveway C/Private Driveway at Brookside Pkwy

							AM PEAK H	HOUR								
		Brooks	ide Pkwy			Brooks	ide Pkwy			Drive	eway C			Private	Driveway	
		North	nbound			South	nbound			East	bound			West	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	14	55	2	1	6	209	18	0	6	0	6	0	0	0	1
Pedestrians			0				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				1				0				0
Heavy Vehicles	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	14	55	2	1	6	209	18	0	6	0	6	0	0	0	1
				r										r		
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	1	3	0	0	0	11	1	0	0	0	0	0	0	0	0
New Road Adjustment																
3750 Brookside Pkwy (160 TH)			36				7									
3333 Old Milton Pkwy TIA																
Total Approved Development Tri	0	0	36	0	0	0	7	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	15	94	2	1	6	227	19	0	6	0	6	0	0	0	1
				1		1				1	T				1	
Trip Distribution IN		15%	5%					5%								
Trip Distribution OUT										(10%)		(15%)				
Balancing Adjustment																
Residential Trips	0	6	2	0	0	0	0	2	0	13	0	19	0	0	0	0
Trin Distribution IN		5%	5%	1			1							1	1	
Trip Distribution OUT		070	070				(5%)			(5%)		(5%)				
Balancing Adjustment							(=)			(2.0)		()				
Office Trips	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		5%	5%													
Trip Distribution OUT							(5%)			(5%)		(5%)				
Balancing Adjustment																
Retail Trips	0	3	3	0	0	0	2	0	0	2	0	2	0	0	0	0
				r										r		
Total New Vehicular Project Trips	0	11	7	0	0	0	2	2	0	15	0	21	0	0	0	0
		-										-				
Adjusted Existing Office Trips		-7	7	l	-1		3	-18		-6		-3			I	-1
2029 Build Traffic	0	19	108	2	0	6	232	3	0	15	0	24	0	0	0	0
2027 Duna Harric	5	17	100	2	0	0	232	3	0	IJ	0	24	0	0	0	0

							PM PEAK H	IOUR								
		Brooksi	ide Pkwy			Brooks	ide Pkwy			Drive	eway C			Private	Driveway	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	1	0	107	2	11	1	68	1	0	61	1	23	0	2	0	5
Pedestrians			0				0				2				2	
Conflicting Pedestrians		2		2		2		2		0		0		0	1	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	1	0	107	2	11	1	68	1	0	61	1	23	0	2	0	5
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%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	5	0	1	0	3	0	0	3	0	1	0	0	0	0
New Road Adjustment							40								+	
3750 Brookside Pkwy (160 TH)			20				19								+	
Total Approved Development Tri	0	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	1	0	132	2	12	1	90	1	0	64	1	24	0	2	0	5
		Ū	152	2	12		70		0	04		24	0	2		
Trip Distribution IN		15%	5%		1			5%								
Trip Distribution OUT										(10%)		(15%)				
Balancing Adjustment																
Residential Trips	0	10	3	0	0	0	0	3	0	5	0	8	0	0	0	0
			1								1					
Trip Distribution IN		5%	5%													
Trip Distribution OUT							(5%)			(5%)		(5%)			<u> </u>	
Balancing Adjustment	0	0	0	0	0	0	1	0	0		0	1	0	0	-	0
Office Trips	0	0	0	U	U	U	1	U	U		0		U	U	U	U
Trip Distribution IN		5%	5%		1										1	
Trip Distribution OUT		070	0.0				(5%)			(5%)		(5%)				
Balancing Adjustment							(=,			(2.2)		()			1	
Retail Trips	0	4	4	0	0	0	3	0	0	3	0	3	0	0	0	0
			4													
Total New Vehicular Project Trips		14	7	0	0	0	4	3	0	9	0	12	0	0	0	0
			1								1					
Adjusted Existing Office Trips		-1	1		-11		12	-1		-60	-1	-12		-2		-5
2020 Build Troffia	1	12	140	2	1	1	104	2	0	12	0	24	0	0	0	0
2029 DUIIO TRAITIC		13	140	2			100	3	0	13	U	24	0	U	U	U

Programmed Project Fact Sheets

and Design Documents

FUTURE AM TIMING	AND PHA	SING (F	PROVIDE	ED BY C	ITY OF	Alphar	etta pe	R GDO	T PI 001	17187)							
		S 1	\$2	63	54	55	56	\$7	58	50	CI	OFF	חו	DEE	CLP		
DEFAULT	1	33	49	33	78	30	82	57	30	37	160	118	1	2-	6.4		
DEFAULT	2	00	87		73	28	46.6			12.4	160	132	5	2-	6.2		
DEFAULT	3	12.8	99.6		47.6	51	48.7		47.6	12.7	160) 75	25	2-	7.1		
DEFAULT	4	35	75.8	12.6	36.6	19.6	91.2	22.2	27		160	89	2358	26-	7.6		
DEFAULT	5	12.2	128.8		19	15	126		19		160	131	15	26-	6.1		
DEFAULT	6	15	120		25	15	120		25		160	129	15	26-	6		
Phasing Data																	
ActGreen	3	3.7	104.4		30.6	44.3	48.4		30.6	8.6							
BRP	4	112	111	211	212	121	122	222	221	311	312	411	412	321	322	421	422
MinGreen	4	6	15	6	6	6	15	6	6								
MaxGreen	4	28.3	68.2	6.2	27.6	12.3	83.6	14.9	20								
VehExt	4	3	5	3	3	3	5	3	3								
TimeBeforeReduce	4	0	0	0	0	0	0	0	0								
Time Tokeduce	4	2	0	2	2	0	0	2	0								
Yellow	4	37	52	34	4 4	43	52	43	44								
AllRed	4	3	2.4	3	4.6	3	2.4	3	2.6								
Recall	4	0	3	0	0	0	3	0	0								
Walk	4		7				7										
DontWalk	4		28				27										
PedCalls	4	40 -	0				0										
MinSplit	4	12.7	42.6	12.4	15	13.3	41.6	13.3	13								
Dudienti y InhibitMay	4	0	1	0	1	0	1	0	0								
Start	4	96.6	20.8	131.6	144.2	20.8	40.4	158.6	131.6								
End	4	131.6	96.6	144.2	20.8	40.4	131.6	20.8	158.6								
Yield	4	124.9	89	137.8	11.8	33.1	124	13.5	151.6								
Yield170	4	124.9	61	137.8	11.8	33.1	97	13.5	151.6								
LocalStart	4	7.6	91.8	42.6	55.2	91.8	111.4	69.6	42.6								
LocalYield	4	35.9	0	48.8	82.8	104.1	35	84.5	62.6								
LocalYield170	4	35.9	132	48.8	82.8	104.1	8	84.5	62.6								
RPP	4	28.3	08.2 112	0.2 211	27.0	12.3	83.0 122	14.9	20	211	312	/11	/12	321	322	121	122
MinGreen	5	5	15	211	6	5	15	221	6	511	512		712	521	522	721	722
MaxGreen	5	6	122.7		12	9	119.9		12								
VehExt	5	2.5	5		2.5	2.5	5		2.5								
TimeBeforeReduce	5	0	0		0	0	0		0								
TimeToReduce	5	0	0		0	0	0		0								
MinGap	5	3	3		3	3	3		3								
Yellow	5	3.2	4.6		4	ు స	4.6		4								
Recall	5	3 0	1.5		3 0	3 0	1.5		3 0								
Walk	5	0	7		0	0	7		0								
DontWalk	5		11				31										
PedCalls	5		0				0										
MinSplit	5	11.2	24.1		13	11	44.1		13								
DualEntry	5	0	1		1	0	1		1								
Stort	5	156.1	0 2		127.1	154.1	11 1		127.1								
Fnd	5	8.3	0.3 137 1		156.1	1111	137.1		156.1								
Yield	5	2.1	131		149.1	5.1	131		149.1								
Yield170	5	2.1	120		149.1	5.1	100		149.1								
LocalStart	5	25.1	37.3		6.1	25.1	40.1		6.1								
LocalYield	5	31.1	0		18.1	34.1	0		18.1								
LocalYield170	5	31.1	149		18.1	34.1	129		18.1								
RRP	5	4.6 111	127.1 110	211	9 212	1.3	124.0 100	<u> </u>	9 ววว	211	210	, <u>л</u> 11	/10	201	200	121	122
MinGreen	6	5	30	211	212	5	15	221	<u>۲۲۲</u>	511	JIZ	. 411	412	JZI	JZZ	741	722
MaxGreen	6	9	114		17.7	8.8	114		17.7								
VehExt	6	2	4.5		3	2	4.5		3								
TimeBeforeReduce	6	0	0		0	0	0		0								
TimeToReduce	6	0	0		0	0	0		0								
MinGap	6	3	3		3	3	3		3								
AllPod	0	3	4.5		4.3	3.2	4.5		4.3								
Recall	6	0	1.5		0	0	1.5		0								
Walk	6	0	7		0	0	7		0								
DontWalk	6		10				20										
PedCalls	6		0				0										
MinSplit	6	11	36		15.3	11.2	33		15.3								
DualEntry	6	0	1		1	0	1		1								
InhibitMax Stort	6	0	1		105	0	1		105								
Stall t End	6	0 15	15 125		135	0 15	13F 13F		135 N								
Yield	6	10 9	129		152.7	8.8	129		152.7								
Yield170	6	9	119		152.7	8.8	109		152.7								
LocalStart	6	31	46		6	31	46		6								
LocalYield	6	40	0		23.7	39.8	0		23.7								
LocalYield170	6	40	150		23.7	39.8	140		23.7								
ActGreen	6	6.2	122.5		12	5.2	123.3		12								

FUTURE PM TIMING A	AND PHA	SING (P	ROVIDE	D BY CI	TY OF A	LPHAR	ETTA PE	R GDO1	PI 001	7187)								
Timing Plans		~			~ .	05	~ /	<u>-</u>			~	0.55				01.5		
PLANID	INTID	51	S2	\$3	S4 02	S5	S6	\$7	58	59	CL	OFF	LD	RI	<u>-</u> F	CLR		
	1	12.0	40.4		02 54.6	56.2	90 54 7			40 12 4	100	1		52		0.4 6.2		
DEFAULT	2	31.4	125.4		17 6	50.5	53.7		47.6	12.4	180	24	2	52- 252-		0.2 7 1		
DEFAULT	4	23.9	107.1	23	26	62	69	24	25	12.7	180	156	146	57 26	5-	7.6		
DEFAULT	5	16	103		61	15	104		61		180	124	1	15 26	- 5-	6.1		
DEFAULT	6	27	94		59	20	101		59		180	100	1	15 26	5-	6		
Dhasing Data																		
		D1	2	D2	D4	DE	D4	70	00	00	D10	D11	D12	D	12	D14	15	D14
BRP	4	111	112	212	211	122	121	221	222	311	312	411	41	12	321	322	421	422
MinGreen	4	6	15	6	6	6	15	6	6	511	012				521	022	121	122
MaxGreen	4	17.2	99.5	16.6	17	54.7	61.4	16.7	18									
VehExt	4	3	5	3	3	3	5	3	3									
TimeBeforeReduce	4	0	0	0	0	0	0	0	0									
TimeToReduce	4	0	0	0	0	0	0	0	0									
MinGap	4	3	3	3	3	3	3	3	3									
Yellow	4	3.7	5.2	3.4	4.4	4.3	5.2	4.3	4.4									
Recall	4	0	2.4	0	4.0	0	2.4	0	2.0									
Walk	4	0	7	0	0	0	7	0	0									
DontWalk	4		28				27											
PedCalls	4		0				0											
MinSplit	4	12.7	42.6	12.4	15	13.3	41.6	13.3	13									
DualEntry	4	0	1	0	1	0	1	0	1									
InhibitMax	4	0	1	0	0	0	1	0	0									
Start	4	94.0 110 5	118.5	/1.0	45.6	163.6	94.0 162.6	45.6	69.6 04.6									
Yield	4	110.5	45.0	94.0 88.2	62.6	383	103.0	62.3	94.0 87.6									
Yield170	4	111.8	10	88.2	62.6	38.3	129	62.3	87.6									
LocalStart	4	118.6	142.5	95.6	69.6	7.6	118.6	69.6	93.6									
LocalYield	4	135.8	62	112.2	86.6	62.3	0	86.3	111.6									
LocalYield170	4	135.8	34	112.2	86.6	62.3	153	86.3	111.6									
ActGreen	4	15.4	101.3	16.6	17	54.7	61.4	16.7	18									
BRP	5	111	112	211	212	121	122	221	222	311	312	411	41	2	321	322	421	422
MayGreen	5	5	15		6 E 4	5	15		6 E 4									
VehExt	5	9.0 2.5	90.9		25	25	97.9		25									
TimeBeforeReduce	5	2.5	0		2.5	2.5	0		2.5									
TimeToReduce	5	0	0		0	0	0		0									
MinGap	5	3	3		3	3	3		3									
Yellow	5	3.2	4.6		4	3	4.6		4									
AllRed	5	3	1.5		3	3	1.5		3									
Recall	5	0	3		0	0	3		0									
Walk DoptWalk	5		11				21											
PedCalls	5		0				0											
MinSplit	5	11.2	24.1		13	11	44.1		13									
DualEntry	5	0	1		1	0	1		1									
InhibitMax	5	0	1		0	0	1		0									
Start	5	11.1	27.1		130.1	11.1	26.1		130.1									
End	5	27.1	130.1		11.1	26.1	130.1		11.1									
Yield Vield170	5	20.9	124		4.1	20.1	124		4.1									
LocalStart	5	67.1	83.1		6.1	67.1	82.1		6.1									
LocalYield	5	76.9	0		60.1	76.1	0		60.1									
LocalYield170	5	76.9	169		60.1	76.1	149		60.1									
ActGreen	5	5.5	121.4		33.8	5.5	121.6		33.8									
BRP	6	111	112	211	212	121	122	221	222	311	312	411	41	2	321	322	421	422
MinGreen	6	5	30		8	120	15		8 F1 7									
VobEvt	0	21	88 4 5		51.7	13.8	45		51.7									
TimeBeforeReduce	6	2	4.5		0	2	4.5		0									
TimeToReduce	6	0	0		0	0	0		0									
MinGap	6	3	3		3	3	3		3									
Yellow	6	3	4.5		4.3	3.2	4.5		4.3									
AllRed	6	3	1.5		3	3	1.5		3									
Recall	6	0	3		0	0	3		0									
vvalk	6		10				7											
	6 2		10				20											
MinSplit	6	11	36		15 Q	11 2	33		15 X									
DualEntry	6	0	1		1.5.5	0	1		1 1									
InhibitMax	6	0	1		0	0	. 1		0									
Start	6	165	12		106	165	5		106									
End	6	12	106		165	5	106		165									
Yield	6	6	100		157.7	178.8	100		157.7									
Yield170	6	6 4 E	90		157.7	178.8	80		157.7									
LocalYield	0	60 88	92		0 577	כס ק ק 7	со Л		0 577									
LocalYield170	6	86	170		57.7	78.8	160		57.7									
ActGreen	6	9.1	121.4		30.2	6.2	124.1		30.2									

12/2/2024

PRECONSTRUCTION STATUS REPORT

Optimizer Future Sector 1187 Future Future Field Survey Summary Final Design Phase Summary ROW Authorization St 20 FROM NORTH POINT PRWY TO KIMBALL BRIDGE ROAD Middle Parkawy to Kimball Bridge Cores Big Creek. PROJ NO: MPO: MPO: MPO: MPO: MPO: MPO: MPO: MP	PROJID	COUNTY						DES	CRIPTION			
PROJ NO: MPO TIP#: FN-176 SPONSOR: Alpharetta Rodiney Prove of the structure Approved FY Fund Phase Statu PROJ LENGTH (MI) 2.00 Utility 2.00 OUO 0.00 LOC AUTHORIZE Provision GDOT Let GDOT Let GDOT Let DOT DIST: 0.06 File Structure 2028 \$10,506,025,85 Y001 PRECST Responsibility: GDOT Let GDOT Let SENATE DIST: 014,048 View Structure 2024 \$15,666,842,40 LOC AUTHORIZE Develop Draft Concept and Sub Important 100.0 Important Structure Structur	0017187 I Mgmt Let Date: 2	Fulton 2025-07-18 The Roa proj	project w d (KBR). ect wi ll re	idens Old Mi All the widen construct the	Iton Par ing exce two exis	SR 120 FI kway from 4 ept near the sting bridges	ROM NO -lanes to bridge ov s over Big	RTH POINT I 6-lanes with /er Big Creek g Creek.	PKWY TO KIMBAL a 20-foot raised me will be to the inside	L BRIDGE ROA dian from North . Total project li	AD Point Parkway to P ength is approxima	Kimball Bridge tely 2 miles. The
TYPE WORK: Widening GDOT Let BCT Let GDOT Let RESPONSIBILITY: BIKE PROVISIONS N INCLUDED? HOUSE DIST: DOT Let NUCLUDED? 049, 050 SENATE DIST: Utility 014, 048 2028 Visite Way 2024 \$1456, 842.40 156, 842.40 LOC AUTHORIZE AUTHORIZE Construction Develop Draft Concept and Sub Environmental Activity Summar FFPR Inspection 100.0 The section Actual Start Dot Solution Actual Start Date Actual Start Date Actual Start Date Actual Start Date Actual Finish Date Field Survey Summary Final Design Phase Summary Romagement Concept Approval C 100.0 The section 2021-07-29 2021-07-29 2021-07-28 PFPR Inspection 100.0 100.0 Field Survey Summary 2020-07-29 2021-07-29 2021-07-28 Management Concept Approval C PFPR Inspection 100.0 Field Survey Summary 2020-07-29 2021-07-28 PFPR Inspection 100.0 Field Survey Summary 2020-07-29 2021-07-28 Management Concept Approval C PFPR Inspection 100.0 Field Survey Summary 2020-07-29 2021-07-28 Management Concept Approval C PFPR Inspection 100.0 Field Survey Summary 2022-03-21 2022-03-21	PROJ NO: MPO TIP#: MPO: PROJ LENGTH (M	FN-176 Atlanta TMA I): 2.00		SPONSOR PROJ MGI DOT DIST CONG DIS	R: R: : ST:	Alpharetta Leverette, Rodney 7 006		<u>Phase</u> Engineering Construction	<u>FY</u> <u>Approved</u> 2020 2028	Approved F Estimate* \$2,000,000.0 \$10,506,025.	Y Fund 10 LOC 185 Y001	<u>Phase Status</u> AUTHORIZED PRECST
Actual Start Actual Start Actual Finish Develop Draft Concept and Sub 100.0 Preliminary Plans Phase 2021-09-23 Environmental Activity Summar 50.00 ROW Authorization 2022-12-08 2022-12-08 FFPR Inspection 100.0 Summary 2020-07-29 2021-01-25 Final Design Phase Summary 40.00 Field Survey Summary 2020-07-29 2021-07-08 Management Concept Approval C 100.0 Field Survey Summary 2020-07-29 2021-07-08 Preliminary Plans Phase Summary 100.0 Field Survey Summary 2020-07-29 2021-07-08 Preliminary Plans Phase Summary 00.0 Field Survey Summary 2020-03-21 2022-10-02 Preliminary Plans Phase Summary 00.0 Field Survey Summary 2020-03-21 2022-03-21 Quedee Description 2020-03-21 2020-03-21 2022-03-21 2022-03-21 Preliminary Plans Phase Summary 00.0 Field Survey Summary 2020-03-21 2022-03-21 Quedee Description 00.0 0 Complete 202-03-21 2022-03-21	TYPE WORK: LET RESPONSIBILITY: BIKE PROVISIO	Widening GDOT Let		HOUSE DI SENATE D	IST: DIST:	049, 050 014, 048		Utility Right of Way Construction	2028 2024 2020	\$142,800.00 \$1,566,842.4 \$26,100,000 \$100,000,00	Y001 0 LOC 00 SGF-C HB170	PRECST AUTHORIZED PRECST
Environmental Activity Summar 50.00 Image: Constraint of the section of the s	Develop Draft Conce	ept and Sub			100.	0			Preliminary Plans Summary	Phase	Date 2021-09-23	Date
Environmental Activity Summary 50.00 1 2024-02-08 2024-02-08 2024-02-08 FFPR Inspection 100.0 2024-02-08 2020-07-29 2021-01-25 Field Survey Summary 100.0 2020-07-29 2021-07-08 Final Design Phase Summary 40.00 Field Survey Summary 2020-07-29 2021-07-08 Management Concept Approval C 100.0 Field Survey Summary 2020-08-26 Summary (11412 through 18100) PFPR Inspection 100.0 FFPR Inspection 2024-10-02 2024-10-02 2024-10-02 Preliminary Plans Phase Summary 100.0 Management Concept Approval 2022-03-21 2022-03-21 2022-03-21 Q 20 40 60 80 100 Final Design Phase Summary 2022-03-21 2022-03-21	Develop Draft Conce	ept and Sub		50.00	100.	0			Preliminary Plans Summary PEPR Inspection	Phase	Date 2021-09-23 2022-12-08	Date
Final Design Phase Summary 40.00 Field Survey Summary 2020-07-29 2021-07-08 Management Concept Approval C 100.0 Field Survey Summary 2020-08-26 PFPR Inspection 100.0 FFPR Inspection 2024-10-02 2024-10-02 Preliminary Plans Phase Summary 100.0 FFPR Inspection 2022-03-21 2022-03-21 Q 20 40 60 80 100	Fie	FFPR Inspection			100.	0			ROW Authorizatio Develop Draft Cor Submit (formerly E Concept)	n icept and)efine Project	2024-02-08 2020-07-29	2024-02-08 2021-01-25
Management Concept Approval C 100.0 18100 FFPR Inspection 2024-10-02 2024-10-02 2024-10-02 2024-10-02 Second Concept Approval 2023-11-28 Management Concept Approval 2022-03-21	Final Desig	n Phase Summary		40.00				1	Field Survey Sum Environmental Act Summary (11412	mary ivity through	2020-07-29 2020-08-26	2021-07-08
Preliminary Plans Phase Summary 100.0 Management Concept Approval 2022-03-21 20	Management Conce	pt Approval C PFPR Inspectior	1		100. 100.	0 0			18100) FFPR Inspection Final Design Phas	e Summary	2024-10-02 2023-11-28	2024-10-02
	Preliminary Plans I	Phase Summary			100. 100	0			Management Con Complete	cept Approval	2022-03-21	2022-03-21
		NOW Authonization	0	20	40	60	80	100				

Right of Way Acquisition Inf	formation:				
Preliminary Parcel Count:	22	Total Parcel Count:	23	Acquired by :	LOC

N-176	2050 MTP PROJECT FACT SH	IEET
Short Title	SR 120 (OLD MILTON PARKWAY) WIDENING FROM NORTH POINT PARKWAY TO KIMBALL BRIDGE ROAD	Mebb Bridge Rd
GDOT Project No.	0017187	Bidge Pait at
Federal ID No.	N/A	
Status	Programmed	
Service Type	Roadway / General Purpose Capacity	Kimbalia
Sponsor	GDOT	Ocea Sta
Jurisdiction	Fulton County (North)	0 0.25 0.5 Miles 4 000 1000 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane		Network Year 2030
Planned Thru Lane		Corridor Length 1.94 miles
Detailed Description	and Justification	

This regional capacity enhancement project includes widening of SR 120 (Old Milton Parkway) from 4 lanes to 6 lanes. The City will be working with GDOT to expedite the project using mostly state and local funds.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUN	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2020	\$1,250,000	\$0,000	\$0,000	\$0,000	\$1,250,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2024	\$1,566,842	\$0,000	\$0,000	\$0,000	\$1,566,842
CST	National Highway Performance Program (NHPP)		2028	\$28,994,430	\$23,195 , 544	\$5,798,886	\$0,000	\$0,000
				\$33,811,272	\$23,195,544	\$5,798,886	\$0,000	\$4,816,842

 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
 ROW: Right-of-way Acquistion

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.
City of Alpharetta, Georgia Brookside Area Plan Project List Opinion of Probable Cost

#	Applicable Area	Name	Description	Type of Improvement	En	gineering		Construction		Total Project Cost
					Year	Cost	Year	Lower Cost	Upper Cost	
l.1a	Brookside Parkway	Restriping and Streetscape Upgrades: Brookside Parkway Phase 1	Corridor enhancements along Brookside Parkway, including a first phase of restriping, the addition of separated bike lanes, and enhanced planting to form a cohesive streetscape	Infrastructure		\$ 40,000		\$ 200,000	\$ 300,000	\$ 340,000
l.1b	Brookside Parkway	Roadside Diet and Streetscape Upgrades: Brookside Parkway Phase 2 Enhanced Planting: Alexander Drive	Corridor enhancements along North Point Parkway, including a first phase of restriping and the addition of separated bike lanes, and a second phase of road diet, pedestrian sidewalk widening, separated bike lanes, and street trees to form a cohesive streetscape	Infrastructure		\$ 1,200,000		\$ 4,700,000	\$ 7,400,000	\$ 8,600,000
1.2	Alexander Drive	Streetscape Upgrades: Alexander Drive	Corridor enhancements along Alexander Drive, including pedestrian sidewalk widening, separated bike lanes, and street trees to form a cohesive streetscape.	Infrastructure						
2.1	Old Milton Parkway	Streetscape Upgrades: Existing Roadways "Streetscape A"	Corridor enhancements along Old Milton Parkway, including landmark for trail, access to Brookside Park Trail, multi-use trail, planting beds as pedestrian buffer, and wayfinding/signage.	Infrastructure		\$ 200,000		\$ 1,000,000	\$ 1,200,000	\$ 1,400,000
2.2	Old Milton Parkway	Streetscape Upgrades: Existing Roadways "Streetscape B"	Corridor enhancements along Old Milton Parkway, including wayfinding/signage.	Infrastructure		\$ 1,000		\$ -	\$ 10,000	\$ 11,000
2.3	Old Milton Parkway	Streetscape Upgrades: Existing Roadways "Streetscape B" and "Streetscape C"	Corridor enhancements along Old Milton Parkway, including multi-use trail and wayfinding/signage.	Infrastructure		\$ 200,000		\$ 600,000	\$ 900,000	\$ 1,100,000
3.1	Old Milton Parkway and Brookside Drive	Intersection Upgrades: Old Milton Parkway at Brookside Drive (Northwest and Southeast)	Intersection enhancements at existing signalized intersection of Old Milton Parkway and Brookside Drive (Northwest), including signal timing verification/enhancements, pedestrian traffic signal, street illumination, advanced warning signs, and high visibility crosswalk marking.	Infrastructure		\$ 20,000		\$ 80,000	\$ 100,000	\$ 120,000
3.2	Old Milton Parkway and Brookside Drive - Southeast	Intersection Upgrades: Old Milton Parkway at Brookside Drive (Southeast)	Intersection enhancements at existing signalized intersection of Old Milton Parkway and Brookside Drive (Southeast), including pedestrian traffic signal, street illumination, advanced warning signs, high visibility crosswalk marking, and a median refuge island.	Infrastructure						
4.1	Pedestrian Loop	Parallel Trail Pathway	Construct an outer loop multiuse path situated parallel to Brookside Parkway	Walkability		\$ 200,000		\$ 700,000	\$ 1,200,000	\$ 1,400,000
5.1	Brookside Park	Park Gateway	Design a gateway into Brookside Park to include entrance feature, landscape, hardscape, and wayfinding signage	Park		300,000				300,000
Subotals						\$ 2,161,000		\$ 7,280,000	\$ 11,110,000	\$ 13,271,000

PRECONSTRUCTION STATUS REPORT

PROJ D	COU	NTY					DESCR	PTION			
0017814	Fulto	n		(CS 9216/NORTH P	OINT PKWY	FROM M	IANSELL RD TO	HAYNES BR	IDGE RD	
Mgmt Let Date:	2026-	-12-15	The CS 92 Haynes Br	216/North Point Park ridge Road located in	way project include the City of Alphar	es 1.5 miles o etta, Fulton (of street ei County, Ge	nhancements an eorgia.	d roadway imp	rovements from N	lansell Road to
PROJ NO: MPO TIP#:		FN-179		SPONSOR: PROJ MGR:	Alpharetta Mckown, April	<u>Phase</u>		<u>FY</u> Approved	Approved F	<u>-Y</u> <u>Fund</u>	<u>Phase Status</u>
MPO:		Atlanta TM	1A	DOT DIST:	7	Constr	uction	2026	\$6,250,000.	00 Y230	PRECST
PROJ LENGTH	(MI):	1.40		CONG DIST:	006	Right c	f Way	2025	\$4,340,000.	00 Y230	AUTHORIZED
TYPE WORK:		Streetscap	es	HOUSE DIST:	048, 049	Constr	uction	2026	\$11,650,000	.00 LOC	PRECST
LET		Local Let		SENATE DIST	: 014	Engine	ering	2021	\$2,000,000.	00 Z230	AUTHORIZED
INCLUDED?											
							Ac	tivity		Actual Start Date	Actual Finish Date
Environmer	tal Acti	ivity		100.	0		Fie	d Survey Sumn	nary	2021-08-19	2022-01-18
LOE (11412 thin	Sugn Te	5100)				1	PE	PR Inspection	Summon	2023-11-15	2023-11-15
F	FPR In	spection (000				RC	W Authorization	a Summary	2024-09-18	2024-09-18
							Ma	anagement Conc	ept Approval	2023-05-05	2023-05-05
Field Su	rvey Su	Immary		100.	D		Co	mplete			
Final	Design	Phase (000				Pre Su	eliminary Plans F Immary	Phase	2021-08-18	
Mana	aomoni	t Concont	y				FF	PR Inspection		0004 40 00	0004.00.44
App	roval C	omplete	1 1	100.	0		En (11	1412 through 18	vity LOE 100)	2021-10-06	2024-06-14
Р	FPR In	spection		100.	D						
Preliminary F	Plans Pl	hase Summai	у	100.	0						
ROV	V Autho	orization		100.	0						
			0	20 40	60 80	100					
				% Com	nlete						
				70 0011	piolo						

Right of Way Acquisition Inf	ormation:				
Preliminary Parcel Count:	52	Total Parcel Count:	52	Acquired by :	LOC

N-179	2050 MTP PROJECT FACT SH	EET
Short Title	NORTH POINT PARKWAY LID STREETSCAPE ENHANCEMENTS AND COMPLETE STREETS UPGRADE FROM MANSELL ROAD TO HAYNES BRIDGE ROAD	And
GDOT Project No.	0017814	de pixk)
Federal ID No.	N/A	NO
Status	Programmed	A MARCAN AND AND AND AND AND AND AND AND AND A
Service Type	Last Mile Connectivity / Complete Street Retrofit	warself.kd
Sponsor	City of Alpharetta	
Jurisdiction	Fulton County (North)	0 0.375 0.75 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	<u>6</u> LCI X	Network Year 2030
Planned Thru Lane	4 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

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUN	DING SOURCE
Info	rmation		YEAR COST FEDERAL STA		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	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2025	\$6,250,000	\$5,000,000	\$0,000	\$0,000	\$1,250,000
CST	Local Jurisdiction/Municipality Funds		2027	\$22,750,000	\$0,000	\$0,000	\$0,000	\$22,750,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2027	\$6,250,000	\$5,000,000	\$0,000	\$0,000	\$1,250,000
				\$37,250,000	\$11,600,000	\$0,000	\$0,000	\$25,650,000

 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
 ROW:
 Right-of-way Acquistion

PRECONSTRUCTION STATUS REPORT

PROJ D COUNTY DESCRIPTION SR 141 FROM OLD ALABAMA ROAD TO STATE BRIDGE ROAD The project will add three left turn lanes southbound on Medlock Bridge Road, three left turn lanes westbound on State Bridge Road, and three through lanes northbound on Medlock Bridge Road. In addition, a 10 ft trail will be added on the west side of the project. The project will 0020927 Fulton Mgmt Let Date: add a third through lane northbound, that trap right turn will no longer be a pinch point along with the addition of a 10 ft tail on the east side of the corridor. Lighting and landscaping along the whole corridor will be included as part of this project. PROJ NO: SPONSOR: Johns Creek Phase <u>FY</u> Approved FY <u>Fund</u> Phase Status MPO TIP#: PROJ MGR: Childs Jr, Approved 2027 Estimate* \$4,800,000.00 PRECST Frank Construction LOC MPO: Atlanta TMA DOT DIST: 7 Right of Way 2026 \$1,400,000.00 LOC PRECST PROJ LENGTH (MI): 0.47 CONG DIST: 007 Engineering 2025 \$717,000.00 LOC PRECST TYPE WORK: Roadway Project HOUSE DIST: 048, 050 LET Local Let SENATE DIST: 048 RESPONSIBILITY: BIKE PROVISIONS Ν INCLUDED? Activity Actual Start Actual Finish Date Date No data to display

Right of Way Acquisition Information: Preliminary Parcel Count: 9

Total Parcel Count:

Acquired by :

N/R

PRECONSTRUCTION STATUS REPORT

PROJ D	COU	NTY				DES	SCRIPTION			
0007838 Mgmt Let Date:	Fulton SR 9 FROM WINDWARD PKWY TO FORSYTH COUNTY LINE 2023-12-15 The project proposes to widen SR 9 from Windward Pkwy to the Fulton/Forsyth Co. Line in Fulton Co. to a continuous four roadway with a raised median. The raised median ranges from 16 to 28 feet. Also, the proposed project consists of the reroads, addition of pedestrian and bicycle facilities, traffic and operational improvements, and signal upgrades. The intersection Bend will be re-aligned into two ninety degree intersections. Left & right turn lanes will be provided at all major intersection proposed project is 3.04 miles.								lane urban configuration of side tion at Bethany s. The length of the	
PROJ NO: MPO TIP#:		CSSTP-00 FN-222	00 7- 00(838)	SPONSOR: PROJ MGR:	GDOT Okonmkpae to, Eka	<u>Phase</u>	<u>FY</u> Approved	<u>Approved F`</u> Estimate <u>*</u>	<u>(</u>	Phase Status
MPO:		Atlanta TN	ΛA	DOT DIST:	7	Engineering		\$2,500,000.0	0 HB170	PRECST
PROJ LENGTH ((MI):	3.04		CONG DIST:	006	Engineering	2019	\$300,000.00	HB170	AUTHORIZEI
TYPE WORK:		Widening		HOUSE DIST:	024, 047	Engineering	2013	\$3,262,353.0	0 M240	AUTHORIZE
DESPONSIBILIT	v.	GDOTLE		SENATE DIST:	021	Right of Way	y 2018	\$15,710,000.	00 HB170	AUTHORIZEI
BIKE PROVIS		Y				Engineering	2024	\$1 743 605 0	0 HB170	AUTHORIZEI
Def	ine Pro	ject Conce	pt 📄	10	0.0		PFPR Inspection		Date 2016-05-25	Date 2016-05-25
E				10			ROW Authorizatio	n	2017-07-10	2017-07-10
Environmental Do	cumen	t Approv		10	0.0		Define Project Cor	ncept	2013-01-25	2013-07-31
	F	FPR Inspe	ection	10	0.0		Management Con	cept Approval	2017-02-08	2014-09-16
F	اماط	INVAV SUMP	nany	10	0.0		Complete			
,		arvey comm		10			Preliminary Plans	Phase	2015-10-16	2019-01-09
Final Des	ign Pha	ase Summa	ary	10	0.0		Environmental Do	cument	2014-07-31	2015-07-07
Management Con	cept Ap	oproval C		10	0.0		Approval Summar	y (11412		
	F	PFPR Inspe	ection	10	0.0		through 18100)	EV(2017-06-01	2017-12-07
Dullulu Dh				10			Field Survey Sumi	mary	2015-01-09	2015-06-12
Preliminary Plan	s Phase	e Summary	/	10	0.0		FFPR Inspection		2022-12-15	2022-12-15
	RO	W Authoriz	ation	10	0.0					
	VE	E Study Su	mmary	10	0.0					
				20 40	60 90	100				
			U	20 40	00 80	100				
			U	20 40 % Coi	mplete	100				

Right of Way Acquisition Inf	ormation:				
Preliminary Parcel Count:	136	Total Parcel Count:	139	Acquired by :	DOT

N-222	2050 MTP PROJECT FACT SH	EET
Short Title	SR 9 (CUMMING HIGHWAY) WIDENING FROM WINDWARD PARKWAY TO FORSYTH COUNTY LINE	Alcharette
GDOT Project No.	0007838	North O Park
Federal ID No.	CSSTP-0007-00(838)	The sense of
Status	Completed	Auna and and and
Service Type	Roadway / General Purpose Capacity	
Sponsor	GDOT	Der 1400
Jurisdiction	Fulton County (North)	0 0.25 0.5 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	and Phone
Existing Thru Lane		Network Year 2030
Planned Thru Lane	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.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUN	DING SOURCE
Info	rmation		YEAR	COST	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	\$1,743,605	\$0,000	\$1,743,605	\$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)	AUTH	2024	\$2,739,419	\$0,000	\$2,739,419	\$0,000	\$0,000
CST	Transportation Funding Act (HB 170)	AUTH	2024	\$68,008,484	\$0,000	\$68,008,484	\$0,000	\$0,000
				\$91,763,861	\$2,609,882	\$89,153,979	\$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
 ROW: Right-of-way Acquistion



PRECONSTRUCTION STATUS REPORT

					DESCI	RIPTION				
721780- Mgmt Let Date:	Fulton 2020-11-20	SR 9 FROM ACADEMY STREET TO WINDWARD PKWY The four-lane context sensitive urban design would widen and reconstruct SR 9 from Upper Hembree Road to Windward I improvement consist of side roads reconfiguration, signal upgrades, multi-use path, on-street parking, brick pavers sideware medians, ornament landscape trees and pedestrian lighting. Twinned with PI#721790, PI#721780 begins at the intersection Street/Academy Street and ends at the intersection of North Main Street/Windward Parkway. This portion of the project we existing two-lane urban roadway to a four lane context sensitive roadway.								
PROJ NO: MPO TIP#:	STP00-0 FN-067A	114-01(084)	SPONSOR: PROJ MGR:	GDOT Okonmkpae to, Eka	<u>Phase</u>	<u>FY</u> Approved	<u>Approved F</u> Estimate*	<u>FY</u> <u>Fund</u>	Phase Statu	
MPO:	Atlanta T	MA	DOT DIST:	7	Engineering	2007	\$925,080.00) Q23	AUTHORIZE	
PROJ LENGIH (N	Widening			006	Construction	2021	\$22,704,001	1.53 HB170	AUTHORIZE	
LET	GDOT Le	t	SENATE DIST:	021	Right of Way	2016	\$1,520,000.0	00 Q24	AUTHORIZE	
RESPONSIBILITY BIKE PROVISIO INCLUDED?	1: Ons y				Engineering	2013	\$2,000,000.	00 M240	AUTHORIZE	
Defin	ne Project Conce	ept	100).0	F	inal Design Phas	e Summary	Actual Start Date 2014-01-27	Actual Finish Date 2018-10-09	
Defin Environmental Doc	ne Project Conce	ept	100).0	F	inal Design Phas Anagement Cond	e Summary cept Approval	Actual Start Date 2014-01-27 2011-05-04	Actual Finish Date 2018-10-09 2011-05-04	
Defin Environmental Doci	ne Project Conce cument Approv	ept	100).0).0	F N C	Activity Final Design Phas Management Cond Complete Define Project Cor	e Summary cept Approval ncept	Actual Start Date 2014-01-27 2011-05-04 2007-08-12	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11	
Defin Environmental Doci	ne Project Conce sument Approv FFPR Insp	ept	100 100 100).0).0).0	F C C F	Activity inal Design Phas Aanagement Cond Complete Define Project Cor ROW Authorization	e Summary cept Approval ncept n	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05	
Defin Environmental Doci Fii	ne Project Conce cument Approv FFPR Insp ield Survey Sum	ection mary	100 100 100 100).0).0).0	F C C F F	Activity Final Design Phas Management Cond Complete Define Project Cor ROW Authorization Preliminary Plans	e Summary cept Approval ncept n Summary	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-04	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-08-15	
Defin Environmental Doci Fin	ne Project Conce sument Approv FFPR Insp ield Survey Sum	ection mary	100 100 100 100).0).0).0	F F F F F	Activity Final Design Phas Management Con Complete Define Project Cor ROW Authorization Preliminary Plans : PFPR Inspection 7E Study Summar	e Summary cept Approval ncept n Summary	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-01 2009-09-18	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-07-02 2009-12-09	
Defin Environmental Doc Fin Final Desig	ne Project Conce cument Approv FFPR Insp ield Survey Sum gn Phase Summ	ection mary ary	100 100 100 100 100 100	0.0 0.0 0.0 0.0	F F F F F	Activity Final Design Phas Aanagement Cond Complete Define Project Cord OW Authorization Preliminary Plans : FPR Inspection FPR Inspection	e Summary cept Approval ncept n Summary 7y	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-01 2009-09-18 2018-07-18	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-07-02 2009-12-09 2018-07-19	
Defin Environmental Doc Fin Final Desig Management Conce	ne Project Conce sument Approv FFPR Insp ield Survey Sum gn Phase Summ sept Approval C	ection mary ary	100 100 100 100 100 100 100	0.0 0.0 0.0 0.0 0.0 0.0	F F F F F	Activity Final Design Phas Anagement Cond Complete Define Project Cord OW Authorization PreR Inspection Field Survey Summar Field Survey Summar	e Summary cept Approval ncept n Summary ry mary	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2008-02-20 2014-07-01 2009-09-18 2018-07-18 2010-04-11	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-07-02 2009-12-09 2018-07-19 2011-03-03 2014-04-45	
Defin Environmental Doc Final Desig Management Conce	ne Project Conce sument Approv FFPR Insp ield Survey Sum gn Phase Summ sept Approval C PFPR Insp	ection mary ary .	100 100 100 100 100 100 100 100	0.0 0.0 0.0 0.0 0.0 0.0 0.0	₽ F F F F F F F	Activity inal Design Phas Janagement Cond Complete Define Project Cor ROW Authorization reliminary Plans FFPR Inspection // E Study Summar FPR Inspection ield Survey Sum provinomental Doc Approval Summar	e Summary cept Approval n Summary y mary cument y (00800	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-01 2009-09-18 2018-07-18 2018-07-18 2010-04-11 2014-05-12	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-07-02 2009-12-09 2018-07-19 2011-03-03 2015-04-15	
Defin Environmental Doci Fin Final Desig Management Conci Prelimina	ne Project Conce sument Approv FFPR Insp ield Survey Sum gn Phase Summ sept Approval C PFPR Insp ary Plans Summa	ection mary ary ection ary ary	100 100 100 100 100 100 100 100 100	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	₽ C C C C F F F F F F F t t t	Activity Final Design Phas Janagement Conc Complete Define Project Cor ROW Authorization reliminary Plans PEPR Inspection /E Study Summar FIPR Inspection Garvey Sumr Fipel Survey Sumr Invironmental Doc Approval Summar hrough 18100)	e Summary cept Approval ncept n Summary y mary cument y (00800	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-01 2009-09-18 2018-07-18 2010-04-11 2014-05-12	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-08-15 2014-07-02 2009-12-09 2018-07-19 2011-03-03 2015-04-15	
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Defin Environmental Doc Final Desig Management Conce Prelimina	ne Project Conce sument Approv FFPR Insp ield Survey Sum gn Phase Summ æpt Approval C PFPR Insp ary Plans Summa ROW Authori: VE Study St	ection mary ary ection ary zation ummary	100 100 100 100 100 100 100 100 20 40	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		Activity iinal Design Phas Janagement Conc Complete Define Project Cor ROW Authorization reliminary Plans : PPR Inspection ield Survey Summary Invironmental Doc Approval Summary hrough 18100)	e Summary cept Approval ncept n Summary -y -y mary cument y (00800	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-01 2009-09-18 2018-07-18 2010-04-11 2014-05-12	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-07-02 2009-12-09 2018-07-19 2011-03-03 2015-04-15	
Defin Environmental Doc Final Desig Management Conce Prelimina	ne Project Conce sument Approv FFPR Insp ield Survey Sum gn Phase Summ æpt Approval C PFPR Insp ary Plans Summa ROW Authori: VE Study St	ection mary ary ection ary zation ummary	100 100 100 100 100 100 100 100 20 40 % Cor	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	F F F F F F T 100	Activity iinal Design Phas Janagement Conc Complete Define Project Cor ROW Authorization Prelminary Plans : PPR Inspection ield Survey Summan Invironmental Doc Approval Summan hrough 18100)	e Summary cept Approval ncept n Summary -y -y mary cument y (00800	Actual Start Date 2014-01-27 2011-05-04 2007-08-12 2016-02-05 2008-02-20 2014-07-01 2009-09-18 2018-07-18 2010-04-11 2014-05-12	Actual Finish Date 2018-10-09 2011-05-04 2009-03-11 2016-02-05 2014-08-15 2014-07-02 2009-12-09 2018-07-19 2011-03-03 2015-04-15	

Right of Way Acquisition Inf	ormation:				
Preliminary Parcel Count:	123	Total Parcel Count:	123	Acquired by :	DOT

PRECONSTRUCTION STATUS REPORT

Page 1

DOT

PROJID (COUNTY	<u> </u>			DES	CRIPTION			
721790- F Vigmt Let Date: 2	=ulton 2020-11-	-20 The four-land improvemen medians, orr Street/Upper existing five- bicycle and p	e context sensitive t consist of side roa ament landscape tr Hembree Road an lane urban section vedestrian facilities.	SR 9 FROM Irban design would ds reconfiguration, ees and pedestrian d ends at Academy while providing ope	UPPER HEMBR d widen and recor signal upgrades, n lighting. Twinne y Street intersecti erational improver	EE ROAD TO AC/ Instruct SR 9 from U multi-use path, on- d with PI#721780, on, in downtown AI nents, including ins	ADEMY STREET pper Hembree R street parking, b PI#721790 begir pharetta. This po tallations of a rai	oad to Windward P rick pavers sidewall s from the intersect rtion of the project v sed and flush media	arkway. The <, raised and flush ion of South Main would tie into the ans, turn lanes,
PROJ NO: MPO TIP#:	ST	ГР00-0114-01(085) N-067В	SPONSOR: PROJ MGR:	GDOT Okonmkpae to Eka	<u>Phase</u>	<u>FY</u>	Approved F	<u>Ý Fund</u>	<u>Phase Status</u>
MPO:	At	anta TMA	DOT DIST:	7	Right of Way	2017	\$15,860,000	00 HB170	
PROJ LENGTH (M	l): 1.	80	CONG DIST:	006	Construction	2021	\$14,734,365	12 HB170	AUTHORIZED
TYPE WORK:	Ro	oadway Project	HOUSE DIST:	047, 048,	Engineering	2013	\$2,000,000.0	0 M240	AUTHORIZED
		DOTIO		049	Engineering	1993	\$1,520,000.0	0 Q23	AUTHORIZED
RESPONSIBILITY: BIKE PROVISIO INCLUDED?	NS Y				0 0		. ,		
						Activity		Actual Start Date	Actual Finish Date
Define	e Project	t Concept	10	0.0		VE Study Summa	ry	2009-09-18	2009-12-09
Environmental Decu	mont Ar		10	0.0		Field Survey Sum	mary	2010-04-11	2011-03-29
	ment A	prov				Approval Summar	v (11412	2007-00-12	2015-04-15
	FFF	PR Inspection	10	0.0		through 18100)	, (
Fie	ld Surve	ey Summary	10	0.0		Management Con Complete	cept Approval	2011-05-04	2011-05-04
Final Desig	n Phase	Summary	10	0.0		Define Project Co	ncept	2007-08-12	2009-03-11
Janagement Cones		wal C	10	0.0		Final Design Phase	se Summary	2014-01-27	2018-10-09
vialitagement conce	pt Apple	Jvar C		0.0		PEPR Inspection		2018-07-01	2018-07-02
	PFF	PR Inspection	10	0.0		Preliminary Plans	Summary	2008-02-20	2014-08-15
Preliminar	y Plans	Summary	10	0.0		ROW Authorizatio	n	2016-06-28	2016-06-28
	ROW	Authorization	10	0.0					
	VE S	tudy Summary	10	0.0					
			00 10	00 00	100				
		0	20 40	60 80	100				
		0	20 40 % Co	mplete	100				

 Right of Way Acquisition Information:

 Preliminary Parcel Count:
 80
 Total Parcel Count:
 81
 Acquired by :

PRECONSTRUCTION STATUS REPORT

PROJ D	cou	NTY						DES	CRIPTION				
0019211	Fulto	n					NO	RTH POINT A	LPHA LINK TRAIL	- LCI			
Mgmt Let Date: 2027-10-15 The North Point Alpha Link is a pro along Encore Parkway to the Alpha location, then follows Haynes Bridg					proposed s pha Loop p ridge Road	shared-use ath at Hay	path within the nes Bridge Ro	e City of Alpharetta ad. The project beg	connecting the ins at Encore P	existing bicyc arkway, runs	le and p parallel	pedestrian facilities I to SR 400 on new	
PROJ NO: MPO TIP#:		FN-350		SP PR	PONSOR: ROJ MGR:	Alpharei Mckown April	tta ı,	<u>Phase</u>	<u>FY</u>	Approved F	<u>•Y</u> <u>F</u>	und	<u>Phase Status</u>
MPO:		Atlanta TM	٨N	DC	DT DIST:	7		Engineering	2022	\$1,250,000	00 7	230	AUTHORIZED
PROJ LENGTH (MI):	1.40		cc	DNG DIST:	006		Right of Way	/ 2026	\$7,072,000.	00 L	OC	PRECST
TYPE WORK:		Shared Us	se Path	HC	OUSE DIST:	048		Utility	2028	\$500,000.00) L	OC	PRECST
LET		Local Let		SE	NATE DIST:	021		Engineering	2025	\$1,000,000.	00 Y	230	PRECST
RESPONSIBILIT BIKE PROVISI INCLUDED?	Y: IONS	Ν						Construction	2028	\$10,864,166	5.62 L	OC	PRECST
Environmen	ital Acti	ivity	1	44.00					Activity PFPR Inspection		Actual Sta Date	rt	Actual Finish Date
LOE (11412 thro	bugh 18	8100)		44.00					Environmental Ac	tivity LOE	2023-03-15		
FI	FPR In	spection (0 000						(11412 through 18	3100)			
									FFPR Inspection	Dhase	2022 02 15		
Field Sur	vey Su	ummary			100.0				Summary	Fnase	2023-03-15		
								-	ROW Authorizatio	n			
Final [Design	Phase	2.000						Final Design Phas	e Summary			
		Summa	ry						Field Survey Sum	mary	2023-04-20		2023-07-28
Manag Appr	oval C	t Concept omplete			100.0				Management Con Complete	cept Approval	2024-09-16		2024-09-16
P	FPR In	spection (0.000										
Preliminary P	'lans Pl	hase Summa	ry	39.00									
ROV	V Autho	orization (0.000										
			0	20	40	60	80	100					
					% Comp	lete							

Right of Way Acquisition Information: Preliminary Parcel Count: 10

Total Parcel Count:

Acquired by : LOC

N-350	2050 MTP PROJECT FACT SHE	ET
Short Title	NORTH POINT ALPHA LINK TRAIL FROM HAYNES BRIDGE ROAD AND NORTHWINDS PARKWAY TO ENCORE PARKWAY	Westalde Pkwy
GDOT Project No.	0019211	
Federal ID No.	N/A	auth hard point Cit
Status	Programmed	and a manter that the good of
Service Type	Last Mile Connectivity / Sidepaths and Trails	Cont Mail Cont Mail
Sponsor	City of Alpharetta	The second secon
Jurisdiction	Fulton County (North)	0 0.125 0.25 Miles pint Pkny
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Real Provide Automatical Provi
Existing Thru Lane	N/A LCI X	Network Year TBD
Planned Thru Lane	N/A Flex	Corridor Length 1.15 miles
Detailed Description	and Justification	

The North Point Alpha Link is a proposed multiuse trail connecting Haynes Bridge Road to Encore Parkway, within the GA400 buffer. The trail will provide a key piece in the overall Alpha Loop system, connecting to the Big Creek Greenway, the new Greenway Park (currently funded and in design), Alpharetta's Downtown district, Avalon, and the North Point Mall area.

Pha	Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURC				
Info	Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2022	\$1,250,000	\$1,000,000	\$0,000	\$0,000	\$250,000		
ROW	Local Jurisdiction/Municipality Funds		2026	\$400,000	\$0,000	\$0,000	\$0,000	\$400,000		
UTL	Local Jurisdiction/Municipality Funds		2028	\$500,000	\$0,000	\$0,000	\$0,000	\$500,000		
CST	Local Jurisdiction/Municipality Funds		2028	\$6,000,000	\$0,000	\$0,000	\$0,000	\$6,000,000		
				\$8,150,000	\$1,000,000	\$0,000	\$0,000	\$7,150,000		

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

N-220	2050 MTP PROJECT FACT SH	EET
Short Title	STATE BRIDGE ROAD WIDENING FROM KIMBALL BRIDGE ROAD TO MEDLOCK BRIDGE ROAD	120 Park Brd Labor Club Occe Park
GDOT Project No.	N/A	and a start
Federal ID No.	N/A	
Status	Long Range	Sthes
Service Type	Roadway / General Purpose Capacity	Johns Creek Club
Sponsor	City of Johns Creek	Country
Jurisdiction	Fulton County (North)	Club of the Permeter
Analysis Level	In the Region's Air Quality Conformity Analysis	the second second
Existing Thru Lane	LCI	Network Year 2030
Planned Thru Lane	6 Flex	Corridor Length 3.5 miles
Detailed Description	and Justification	
This project will widen Stat sidewalks, trails and landsc	e Bridge Road from 4 to 6 lanes between Kimball Bridge and aping.	Medlock Bridge and may include improvements such as

Phase Status & Funding		Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
ALL	Local Jurisdiction/Municipality Funds		LR 2029- 2030	\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000	
				\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000	

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

PRECONSTRUCTION STATUS REPORT

PROJ D COUNTY DESCRIPTION SR 400 FROM SR 140/HOLCOMB BRIDGE RD TO MCFARLAND RD GRTA This project adds lanes and a median barrier to the existing median of SR 400 from Holcomb Bridge Road to McFarland Road. One lane will be added northbound from Holcomb Bridge Road to Haynes Bridge Road. Two lanes will be added northbound from Haynes Bridge Road to 722010-Fulton 2005-08-19 Mgmt Let Date: Windward Parkway. One lane will be added northbound from Windward Parkway to McFarland Road. One lane will be added southbound from McFarland Road to Haynes Bridge Road. In addition, five locations have been identified where noise walls will be constructed. This project is part of the Governor's Fast Forward Program. Georgia Regional PROJ NO: NH000-0056-01(059) SPONSOR: Approved FY Estimate* \$2,977.92 Phase <u>FY</u> <u>Fund</u> Phase Status Transportati on Authority Approved 2005 Engineering Q05 AUTHORIZED MPO TIP#: FN-AR-400A&B PROJ MGR: Richardson, Construction 2006 \$6,246,433.88 \$67,788,645.60 L240 AUTHORIZED AUTHORIZED Darrell Construction 2006 Q05 MPO. DOT DIST: Atlanta TMA PROJ LENGTH (MI): CONG DIST: 006, 009 8.97 TYPE WORK: Widening HOUSE DIST: 024, 047, 048, 049, 051 GDOT Let SENATE DIST: 014, 021, LET **RESPONSIBILITY:** 027 BIKE PROVISIONS INCLUDED? Ν Actual Finish Actual Start Activity Date Date No data to display

Right of Way Acquisition Information: Preliminary Parcel Count:

Total Parcel Count:

Acquired by : N/R

PRECONSTRUCTION STATUS REPORT

PROJ ID CO	UNTY		DESCRIPTION							
0008444 Ful Mgmt Let Date:	ton Draft: Flex Lane on the flex Lane	ouside shoulders o s will be opened for	SR 400 FROM of SR 400 (1 in ea general use.	M CR 209/SPALDING DR TO CR 458/MCFARLAND ROAD each direction) from Chatahoochee River to 285. When general purpose lanes drop to 35mph,						
PROJ NO: MPO TIP#:	CSNHS-0008-00(444)	SPONSOR: PROJ MGR:	GDOT Lobdell, Michael A	<u>Phase</u>	<u>FY</u> Approved	Approved FY Estimate*	<u>Fund</u>	Phase Status		
MPO: PROJ LENGTH (MI): TYPE WORK:	Atlanta TMA 13.70	DOT DIST: CONG DIST: HOUSE DIST:	1, 7 006 024, 047, 048, 049,	Construction Engineering	2052 2052	\$12,189,271.03 \$487,570.84	Y001 Y001	PRECST PRECST		
LET RESPONSIBILITY: BIKE PROVISIONS INCLUDED?	GDOT Let	SENATE DIST:	051, 052 014, 021, 027							
				Ad	ctivity	Actua Date	I Start	Actual Finish Date		
	No data to disp	olay								
										

Right of Way Acquisition Information: Preliminary Parcel Count: 0

Total Parcel Count:

Acquired by : N/R

PRECONSTRUCTION STATUS REPORT

Page 1

PROJ D C	OUNTY	DESCRIPTION											
0001757 F	ulton	SR 400 FM N SPRINGS MARTA STATION TO MCFARLAND RD-EXPRESS LN											
Mgmt Let Date:	Major Mobility Investment Program (MMIP); Design-Build-Finance delivery of SR 400, one of the most congested facilities in metro A The addition of Express Lanes (EL) to this corridor will provide reliable trip times from I-285 to McFarland Road. The proposed Expre will be constructed to directly connect to the the future I-285 Top End Express Lanes. This mobility enhancing project would consist Express Lanes in each direction along SR 400 between the North Springs MARTA station and McGinnis Ferry Road. One Express each direction from McGinnis Ferry Road to just north of McFarland Road. Intermediate access points to the ELs would be provided throughout the corridor.												
PROJ NO: MPO TIP#:	MSL00-0001-00(757) AR-ML-300	SPONSOR: PROJ MGR:	GDOT James, Xavier	<u>Phase</u>	<u>FY</u> Approved	Approved FY Estimate*	<u>Fund</u>	Phase Status					
			Marcus	Construction	2025	\$72,990,000.00	BRT	AUTHORIZED					
MPO:	Atlanta TMA	DOT DIST:	1, 7	Right of Way	2019	\$19,820,000.00	Z001	AUTHORIZED					
PROJ LENGTH (MI): 16.00	CONG DIST:	006	Engineering	2010	\$728,806.25	LY10S	AUTHORIZED					
TYPE WORK:	Managed Lanes	HOUSE DIST:	024, 047,	Engineering	2021	\$4,250,000.00	Z001	AUTHORIZED					
			048, 049,	Right of Way	2023	\$22,643,517.00	GRV-2	AUTHORIZED					
			051, 052	Engineering	2018	\$9,400,000.00	Z001	AUTHORIZED					
LET	GDOT Let	SENATE DIST:	014, 021,	Utility	2021	\$25,650,000.00	HB170	AUTHORIZED					
RESPONSIBILITY:			027	Right of Way	2021	\$19,250,000.00	BRT	AUTHORIZED					

LET GE RESPONSIBILITY: BIKE PROVISIONS N INCLUDED?

Construction	2025	\$72,990,000.00	BRT	AUTHORIZED
Right of Way	2019	\$19,820,000.00	Z001	AUTHORIZED
Engineering	2010	\$728,806.25	LY10S	AUTHORIZED
Engineering	2021	\$4,250,000.00	Z001	AUTHORIZED
Right of Way	2023	\$22,643,517.00	GRV-2	AUTHORIZED
Engineering	2018	\$9,400,000.00	Z001	AUTHORIZED
Utility	2021	\$25,650,000.00	HB170	AUTHORIZED
Right of Way	2021	\$19,250,000.00	BRT	AUTHORIZED
Engineering	2020	0.00	BRT	AUTHORIZED
Construction	2025	\$68,729,298.00	INFRA	AUTHORIZED
Engineering	2020	\$2,400,000.00	Z001	AUTHORIZED
Engineering	2017	\$5,000,000.00	HB170	AUTHORIZED
Construction	2030	\$75,197,040.00	Y001	PRECST
Construction	2031	\$60,000,000.00	HB170	PRECST
Construction	2023	\$400,000.00	YS30	AUTHORIZED
Construction	2028	\$365,066,262.00	Y001	PRECST
Engineering	2005	\$461,217.80	Q05	AUTHORIZED
Engineering	2019	\$17,400,000.00	Z001	AUTHORIZED
Engineering	2023	\$4,700,000.00	Y001	AUTHORIZED
Construction	2031	\$20,593,947.00	Y001	PRECST
Construction	2029	\$236,682,583.00	PVT	PRECST
Engineering	2005	\$8,538,782.20	L010	AUTHORIZED
Construction	2031	\$160,800,052.00	PVT	PRECST
Construction	2022	\$12,864,502.00	Z001	AUTHORIZED
Right of Way	2027	\$15,356,483.00	Y001	PRECST
Construction	2026	\$101,426,261.00	INFRA	PRECST
Construction	2030	\$236,682,583.00	PVT	PRECST
Construction	2027	\$236,935,484.00	Y001	PRECST
Construction	2025	\$60,000,000.00	GRV-2	AUTHORIZED
Construction	2026	\$66,271,123.00	PVT	PRECST
Right of Way	2025	\$1,401,110.00	Y001	PRECST
Construction	2025	\$60,000,000.00	GRB	AUTHORIZED
Construction	2027	\$177,511,937.00	PVT	PRECST
Right of Way	2020	\$26,000,000.00	GRV-1	AUTHORIZED
Right of Way	2021	\$12,000,000.00	GRV-2	AUTHORIZED
Engineering	2011	\$2,060,253.01	44220	AUTHORIZED
Construction	2029	\$259,066,262.00	Y001	PRECST
Construction	2028	\$236,682,583.00	PVT	PRECST
Engineering	2010	\$171,095.00	HY10	AUTHORIZED
Construction	2024	\$7,500,000.00	Y001	AUTHORIZED
Construction	2022	\$60,000,000.00	NFRA	AUTHORIZED
Right of Way	2022	\$18,500,000.00	GRV-2	AUTHORIZED
Construction	2022	\$2,010,000.00	BRT	AUTHORIZED
Right of Way	2026	\$30,000,000.00	Y001	PRECST
Construction	2026	\$60,121,462.00	Y001	PRECST

PRECONSTRUCTION STATUS REPORT

			Activity	Actual S Date	Start	Actual Finish Date
No data to display						
Right of Way Acquisition Information: Preliminary Parcel Count:	Total Parcel Count:	168	Acquired	by:	DOT	

AR-ML-300	2050 MTP PROJECT FACT SH	EET
Short Title	SR 400 EXPRESS LANES FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD	Provide million Control de million Control d
GDOT Project No.	0001757	VortOst 11:5 ^{KR} Roswell
Federal ID No.	N/A	any still at the manufacture of the state of
Status	Programmed	Maran Barbara State Stat
Service Type	Roadway / Express Lanes	Owe Rose all Rd 55 Sandy 5 San
Sponsor	GDOT	Dunwoody and Anthenia Me
Jurisdiction	Regional - North	0 2 4 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane		Network Year 2030
Planned Thru Lane	4 Flex	Corridor Length 15.6 miles

Detailed Description and Justification

This 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. The SR 400 Express Lanes will be part of the larger Georgia Express Lanes network.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOUF				
Info	rmation		YEAR	COST	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	\$0,800	\$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	\$3,180,000	\$0,000	\$0,000	
PE	National Highway Performance Program (NHPP)	AUTH	2020	\$2,400,000	\$1,920,000	\$180,000	\$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)		2024	\$700,000	\$560,000	\$140,000	\$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	

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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)	AUTH	2022	\$18,500,000	\$0,000	\$0,000	\$18,500,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2023	\$38,000,000	\$0,000	\$0,000	\$38,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2025	\$8,000,000	\$0,000	\$0,000	\$8,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2025	\$1,401,110	\$1,120,888	\$280,222	\$0,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2026	\$2,000,000	\$0,000	\$0,000	\$2,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2026	\$30,000,000	\$24,000,000	\$6,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2027	\$15,356,483	\$12,285,186	\$3,071,297	\$0,000	\$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	AUTH	2022	\$2,010,000	\$0,000	\$0,000	\$2,010,000	\$0,000
CST	INFRA Discretionary Grants	AUTH	2022	\$60,000,000	\$48,000,000	\$12,000,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds	AUTH	2022	\$12,075,226	\$0,000	\$0,000	\$0,000	\$12,075,226
CST	National Highway Performance Program (NHPP)	AUTH	2022	\$12,864,502	\$10,291,602	\$2,572,900	\$0,000	\$0,000
CST	Highway Safety Improvement Program (HSIP)	AUTH	2023	\$400,000	\$360,000	\$10,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2023	\$4,000,000	\$3,200,000	\$800,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	\$3,500,000	\$2,800,000	\$700,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2025	\$75,000,000	\$0,000	\$0,000	\$75,000,000	\$0,000
CST	GARVEE Bonds (GRV-2)		2025	\$60,000,000	\$0,000	\$0,000	\$60,000,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2025	\$60,000,000	\$0,000	\$0,000	\$60,000,000	\$0,000
CST	INFRA Discretionary Grants		2025	\$68,729,298	\$54,983,438	\$13,745,860	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	\$102,500,000	\$82,000,000	\$20,500,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2026	\$12,700,000	\$0,000	\$0,000	\$12,700,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2026	\$14,000,000	\$0,000	\$0,000	\$14,000,000	\$0,000
CST	INFRA Discretionary Grants		2026	\$101,426,261	\$81,141,009	\$20,285,252	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$60,121,461	\$48,097,169	\$12,024,292	\$0,000	\$0,000
CST	Private Financing		2026	\$66,271,123	\$0,000	\$0,000	\$66,271,123	\$0,000
CST	Bus Rapid Transit		2027	\$27,050,000	\$0,000	\$0,000	\$27,050,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2027	\$13,000,000	\$0,000	\$0,000	\$13,000,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2027	\$15,971,428	\$0,000	\$0,000	\$0,000	\$15,971,428
CST	National Highway Performance Program (NHPP)		2027	\$236,935,484	\$189,548,387	\$47,387,097	\$0,000	\$0,000
CST	Private Financing		2027	\$177,511,937	\$0,000	\$0,000	\$177,511,937	\$0,000
CST	Bus Rapid Transit		2028	\$26,240,000	\$0,000	\$0,000	\$26,240,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	\$365,066,261	\$292,053,009	\$73,013,252	\$0,000	\$0,000
CST	Private Financing		2028	\$236,682,583	\$0,000	\$0,000	\$236,682,583	\$0,000
CST	General Federal Aid 2029-2050		LR 2029- 2030	\$334,263,301	\$267,410,641	\$66,852,660	\$0,000	\$0,000
CST	Private Financing		LR 2029- 2030	\$473,365,166	\$0,000	\$0,000	\$473,365,166	\$0,000
CST	General Federal Aid 2029-2050		LR 2031- 2033	\$20,593,947	\$16,475,158	\$4,118,789	\$0,000	\$0,000



CST	Private Financing	LR 2031- 2033	\$160,800,052	\$0,000	\$0,000	\$160,800,052	\$0,000
CST	Transportation Funding Act (HB 170)	LR 2031- 2033	\$60,000,000	\$0,000	\$60,000,000	\$0,000	\$0,000
			\$3,130,380,063	\$1,185,716,286	\$385,961,723	\$1,528,380,861	\$30,321,193

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

GDOT Intersection Control Evaluation (ICE)



GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

GDOT P	PI#:		Reque	est By:							1						2024	existi	NG YE	AR VC	LUME	S	1	
Count	hu Eulton					trict. 7	Motro A	tlanta				<u>AP</u>	PROA		<u>LITS:</u>	otnC		48 (22)	[1800]					
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Major Roa	ad: SR 120			Road Class:	Principa	al Arteria	al	Speed Limit:	45 r	mph						Brook	2	22	3	23	WB SR 1	20		_
Crossing Roa	ad: Brooksid	le/Coti	۱C	Road	Local		Ş	Speed	35 r	mph			l	1	(60)	8	Peds	47	Û	Ŷ		3	(0)	[45600]
Major Rd Direction	on: East/We	st	Area	Type:	Suburb	/Transiti	ion				_			592 (19	(1825)) 1,416	¥ t≎	2024 I Enteri	ntersectior ng Volume	n Daily : (est):	¢	2,120	(14)	(1792)
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Prepared E	By: Kimley-H	lorn					0	Date:								EE	3 SR 120	40	1	1	2	<side (<="" td=""><td></td><td></td></side>		
Project Purpos	se: Evaluate	inters	ection	alterna	tives for	DRI						PEAK	HR %		KS: CD	1		(145)	(2)	(9)	(0)	Brool		
												2%	wв 2%	2%	зв 9%				42 (100) [3300]		NB		
Existing Data Ye	ear: 2024	4			2029 (PENIN	IG YEA	r vo	LUME	S						4	20-	46 DES	SIGN Y	EAR V	OLUMI	ΞS		
Project Opening Ye	ear: 2029) 5		CotnC	7	27 (667)	[17400]									CotnC		60 (20)	[2200]					
Annual Growth Ra	ate: 1.0%	6		:side/C	(0)	(78)	(231) (1	358)								side/C	(0)	(0)	(0)	(20)				
K Facto	or*: 8%	-		Brook	0	62	230	435	WB SR	120	T					Brook	0	25	5	30	WB SR 1	20		
* K Factor = Propor	rtion of	1	(22)	SB 46	Peds	Ŷ	Ψ	Ø	reus ←→	5	(0)	[42300		2	(75)	份 110	Peds	4	Ŷ	¢	reus ↔	5	(0)	[56600
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LEGEND:	_			EB	SR 120	76	194	196	0	side/C						EE	3 SR 120	50	0	0	0	side/C		
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[000] – 712	JT Volume (ES	initic)																						
Introduction In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic traffic stallities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance theoward Zero Deathylision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with deforable homefits for crashes those and c																								
Tool Goal Th qu ide	ne goal of th iantify inters entifying and	nis ICE ection d selec	E tool is contro cting ar	s to pro I impro n inters	ovide a vement ection c	simplifi benefit ontrol s	ed and c s. The to solution t	consis ool suj hat bo	stent w pports oth me	ay of i the ICI ets pro	mportin E policy oject pur	g traff and p pose	c, safe ocedu and re	ety, co ires to flects	ost, en provid overal	vironm le trace l best v	ental im ability, f alue in f	pact an ranspa erms of	id stake rency, c f specifi	eholder consiste	posture ncy and rmance	e data Laccou -basec	to asse untabilit I criteria	ess and y when a.
Requirements An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; a) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (State Highway Constructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves orngutine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).																								
Two-Stag(A Process ma ap sh	complete IC agnitude an opropriate le aded grey i	CE pro d com vel of nclude	ocess o nplexity effort. e drop o	consists (of the The St down m	s of two interse age 1 a ienu che	(2) dis ection. I nd Stag pices ar	tinct stag Prior to s ge 2 ICE nd all fiel	ges, a startir form lds sh	and it i ng an l s are c naded b	is expe ICE, th designe plue re	ected th ie Distri ed minir quire da	at the ict Tra nize re ita ent	respe ffic Er equirec ry. All	ctive l nginee d data other	level o er and/ i inputs cells ir	f effort or Stat s using n the wo	for com e Traffic drop-do orkshee	npleting c Engin wn mei t are loo	both s eer sho nu choi cked.	tages c ould be ces and	f ICE w consuli d limiting	rill corr ted for g text (respond advice entry. A	l to the e on an Il fields
Stage 1 Sta Screenin(as Decisior us Recorc eli	age 1 shoul a screening a good eng iminated wit	d be c g effor jineeri hout d	onduct t mean ng judg ue con	ed earl It telimii gement Isiderat	y in the natenon i in resp ion, and	project -compe bonding d reasor	develop titive opt to the s ns for elim	ment tions seven minat	proces and ide policy ing or a	ss and entify v / quest advance	is intene vhich al tions by cing an	ded to ternati selec alterna	inform ves m ting "\ itive sl	i whicl erit fu Yes" c hould	h alterr rther c or "No" be doo	natives onsider ' in the cument	are wor ations b drop-de ed in the	thy of fu based o bwn bo e "Scree	n their n their xes. Alf ening D	valuatio practica ternativ ecision	n in Sta I feasib es shou Justific	ge 2. S ility. Us ild not ation"	Stage 1 sers sh be sur column	serves ould mmarily
Stage 2 Sta Alternative to Selectior sta Decisior alt Recorc an	age 2 involv detailed des akeholder po ternative evand ranked, w	es a m sign. S osture aluate vith the	nore de Stage 2 data, f d, and a e result	etailed a data e form the a separ s repor	and fam ntry ma e basis rate Use ted at th	iliar eva y requir of the liters Guid ne botto	luation o e the use CE evalu le has be om of the	of the a se of e uation een pr e Stag	alterna externa i. A se repareo je 2 wo	tives in l analy parate d to giv orkshee	lentified sis tools "CostE e guida et to info	l in Sta s to de st" wo nce or orm on	ge 1 ir termin rkshee Stage the be	n orde le cos et tab e 1 an est of	r to su ts, ope helps d Stag the inte	oport th rations users d e 2 dat ersectio	e select and/or evelop a entry. on contr	ion of a safety c ore-plar Once a ols eval	prefern lata tha nning-le Il data is uated f	ed alter t, comb vel cos s entere or proje	native the ined with t estimated, each ect record	hat ma th envi ates for altern mmenc	y be ad ronmer r each s ative is dation.	vanced ntal and Stage 2 scored
Documentatior A su	complete IC	E doo sting a	cument ind/or e	consis	ts of the mental	e combi docume	ination o entation)	of the , to be	output e includ	s from ded in	either a the app	a comp roved	leted projec	and s t Con	igned cept R	waiver eport (c	form or or equiva	both St alent) or	age 1 a r as a s	and Sta tand-al	ge 2 wo	orkshee ument	ets (alo	ng with



GDOT ICE STAGE 1: SCREENING DECISION RECORD

Georgia	Department of Transportat	ion								ICE Version 2.3 Revised 11/13/2023				
GDOT	PI#		Note: Up to 5 alternatives											
Project Location: SR 120 @ Brookside/CotnC			may be selected and											
Existing Control: Signal (turn lanes on mainline)			evaluated; Use this ICE											
Prepared by: Kimley-Horn				fewer alternatives to $\mathcal{A}^{\mathcal{B}}_{\mathcal{A}} = \mathcal{A}^{\mathcal{B}}_{\mathcal{A}} + \mathcal{A}^{\mathcal$										
Date:			evaluate	e in Stage	2 01018	MIT SHO	S. Saler	and dese	hapin be	all ide with all it				
Ansı	ver "Yes" or "	No" to each policy question for each		Store and a strate of the state										
COI	ntrol type to id	entify which alternatives should be	Strad Bar Star Star Star Star Star Star Star St											
е	valuated in the iustificati	e Stage 2 Decision Record; enter on in the rightmost column	Call and Cal											
linte				E S S S S S S S S S S S S S S S S S S S										
deta	ailed descripti	on of intersection/interchange type)	000	Son the second decision Justification:										
	Conventions	(Minor Stop)	No	No	No	No	No	No	No	There is already a multiphase traffic				
	COnventiona	i (iviinor Stop)	INO	INO	INO	INO	INO	INO	INO	signal at this intersection.				
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection				
	Mini Doundo	hout	No	No	No	No	No	No	No	Does not serve existing roadway and				
		boui	NU	NO	NO	NO	NO	NU	NU	traffic conditions				
	Single Lane	Roundabout	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions				
ns	Multilane Ro	undahout	No	Ves	No	No	No	No	No	Does not allign with PI #0017187 road				
ctio			NO	103	NO	NO	NO	NO	NO	widening geometry				
erse	RCUT (stop	control)	No	Yes	Yes	No	No	No	No	traffic conditions				
Inte	RIRO w/dow	n stream U-Turn	No	Yes	Yes	No	No	No	No	Does not serve existing roadway and				
zed										traffic conditions				
Jnali	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T intersection				
nsig	Offset-T Inte	rsections	No	No	No	No	No	No	No	Not a T intersection				
									-					
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange				
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange				
	No LT Lane In	nprovements												
	No RT Lane Ir	nprovements	No	No	No	No	No	No	No					
	Other unsign	alized (provide description):	No	No	No	No	No	No	No					
		ч т <i>2</i>												
	Traffic Signa		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Existing condition				
	Median U-Tu	rn (Indirect Left)	No	Yes	Yes	No	No	No	No	Does not serve existing roadway and				
										traffic conditions Does not serve existing roadway and				
	RCUT (signa	lized)	No	Yes	Yes	No	No	No	No	traffic conditions				
	Displaced Le	ft Turn (CFI)	No	No	No	Yes	No	No	No	Feasibility limited by ROW constraints				
Suc	Continuous (Troop T	Na	Nie	Nie	Nie	Nie	Nie	Nie	Net e Tietere etier				
ectio	Continuous	sreen- i	INO	INO	INO	INO	NO	NO	NO	Not a T Intersection				
ters	Jughandle		No	No	No	Yes	No	No	No	Sufficient ROW unavailable				
d In	Quadrant Da	adway	No	Ne	Ne	Vac	Ne	Ne	No	Cufficient DOW unqueilable				
lize		auway	INO	INO	INO	res	NO	NO	INO	Sumcient ROW unavailable				
gna	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange				
Si		amond	No	No	No	No	No	No	No	Not an interchange				
			INU	NU	NU	NU	NU	NU	NU	not an intercriarige				
	Single Point	Interchange	No	No	No	No	No	No	No	Not an interchange				
	Add LT Lanes	on Brookside Pkwy	Vas	No	No	Vas	Vas	Vas	Ves	Potential alternative (Separate NBL				
	No RT Lane Ir	103	NO	NU	103	103	103	103	lane)					
	Other Signal	ized (provide description):	No	No	No	No	No	No	No					

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL



GDOT PI#: Request By:			2	2024 EXISTIN	G YEAR VOLUM	ES	Δ	
County: Eulton GDOI District: 7 - Metr	o Atlanta	APPROACH SPLITS: 90 (49) [1800]						
Maine David CD 100		Brookside/Vista: 6%	okside/	(2) (22)	(5) (22)			
Major Road: SR 120 Class:	Limit:		B Broo	0 66 Peds	T 23 WB SF ↓ ↓ Peds	₹ 120 1	(2) 2	
Crossing Road: Brookside/Vista	Speed 35 mph	146:	(63) 37		rsection Daily	11 ((18) [14/10	
Major Rd Direction: East/West Area Type: Suburb/Transition]	3 (1970	(1882) 1,380	⇒ Entering	Volume (est):	2,109 (1	(692) 19/LL) 19/LL	
Intersection Control: Signal (turn lanes on mainline) Pro	oject ID:) [47100	(25) 46 (2) 1	Peds &	↑	114 ((55) 82	
Prepared By: Kimley-Horn	Date:		EBS	SR 120 9	6 23 0	side/Vi		
Project Purpose: Evaluate intersection alternatives for DRI		PEAK HR % TRUC	KS:	(86)	(4) (97) (2)	3 Brook		
		EB WB NB	SB 9%	38	3 (187) [3400]	BN		
Existing Data Year: 2024 2029 OPENING Y	EAR VOLUMES	270 270 270	770	2046 DESIC	on year volu	√IES		
Project Opening Year: 2029 Project Design Year: 2046	0]		lista	110 (55) [2	2200]			
Annual Growth Rate: 1.0%	(358)		(side/)	(0) (25)	(5) (25)			
K Factor*: 8%	435 WB SR 120	5	Brook	0 80	0 30 WB SF	₹ 120		
* K Factor = Proportion of 7 (33) 46 -	(0)	12	(80) 45	^{veds} ↓ <i>♥</i>		15 (28200 (0)	
average annual daily traffic occurring in the highest one 2029 Intersecti C (918) 1,347 ↔ 2029 Intersecti	in Daily le (est):	(688L)	(2340) 1,715	2046 Inte Entering	Volume (est):	2,625 (2	2105) [56]	
hour of the day (37) (87) 128 3 52,150) \checkmark 211 (152	[2] (05	(30) 55	₽ € 61	,750	140 ((70) 08/27	
	Arista Vista	3600]	(0) 0	Peds	압 슈 🕻 Ped	Vista		
LEGEND: EB SR 120 76 194	196 0 991 K ² 0		EB S	SR 120 10	5 30 0	kside/		
000 = AM Peak Approach Volume (99) (261)	(219) (0)			(105)	(5) (120) (0)	Broo		
(000) = PM Peak Approach Volume 466 (57	9) [13100]			45	6 (230) [4200]	N		
							· — — — –	
Introduction In 2005, SAFETEA-LU established the Highway Safe prioritize safety funding investments. Intersections gu	ety Improvement Program ickly became a common co	(HSIP) and mandat	ed that each sta tates' SHSP em	ate prepare a S phasis areas a	Strategic Highway nd HSIP project li	Safety Pla sts. includi	an (SHSP) to	
SHSP. Intersection Control Evaluation (ICE) policies alternatives, and further leverage safety advancement	and procedures represent	t a traceable and tra ements beyond just	ansparent proce	dure to stream	line the evaluation	n of interse	ection control fatalities and	
roughly seventy five percent of all traffic crashes in intersection safety to advance the ward Zero Deaths is	Georgia occur at or adjac	cent to intersections	. Accordingly, the of Highway Sat	he Georgia SH fety (GOHS), TI	SP includes an e	mphasis o	on enhancing	
the ICE policy, developed and adopted to help ensure defensible benefits for safety towards those ends.	that intersection investmen	nts across the entire	e Georgia highwa	ay system are s	elected, prioritize	d and imple	emented with	
Tool Goal The goal of this ICE tool is to provide a simplified ar quantify intersection control improvement benefits. The	d consistent way of import e tool supports the ICE polic	ting traffic, safety, co cy and procedures to	ost, environmen o provide traceat	tal impact and bility, transparer	stakeholder postuncy, consistency a	ire data to nd accouni	assess and tability when	
Requirements An ICE is required for any intersection improvement (e.g. new or modified interse	ection, widening/reco	overall best valu	rridor project, a	r work accomplish	red through	h a driveway	
or encroachment permit that affects an intersection) w of the National Highway System; 0) the intersection wi	he) the intersection include	s at least one roadw d using State or Feo	/ay designated a deral funding. In	is a State Route certain circums	e (State Highway tances where an I	System) or CE would (as part otherwise	
be required, the requireme <u>nt m</u> ay be waived based on waiver eligible and for instructions to submit a waive	appropriate evidence prese r request to the Department	ented with a written r nt). An ICE is not re	request. (Solvaaivtbe equired when th	ë tab to review e proposed wo	criteria that may m rk does not inclu	ake a proje de any cha	ect anges to the	
intersection design, involves ontoutine traffic signal tin intersection on either 1) a divided, multi-lane highwa	ning and equipment mainter y with a closed median an	nance, or for drivew nd only right-in/right-	ay permits wher out access or 2	e the driveway) an undivided	is not a new leg to roadway where t) an alread he develor	y existing pment is not	
required to construct left and/or right turn lanes (as per Two-Stag: A complete ICE process consists of two (2) distinct	r the Driveway Manual and stages, and it is expected	District Traffic Engi	neer). level of effort fo	r completing b	oth stages of ICE	will corres	spond to the	
Process magnitude and complexity of the intersection. Prior appropriate level of effort. The Stage 1 and Stage 2 I shaded grey include drop down menu choices and all	to starting an ICE, the Dis CE forms are designed mir fields shaded blue require	strict Traffic Engineen nimize required data data entry. All other	er and/or State inputs using dr cells in the work	Traffic Enginee op-down menu (sheet are lock)	r should be cons choices and limit ed.	ulted for a ing text en	dvice on an try. All fields	
Stage 1 Stage 1 should be conducted early in the project deve	lopment process and is inte	ended to inform which	h alternatives ar	e worthy of furth	ner evaluation in S	itage 2. Sta	age 1 serves	
Decision use good engineering judgement in responding to the Recorc eliminated without due consideration, and reasons for	e seven policy questions l eliminating or advancing a	by selecting "Yes" on alternative should	or "No" in the d be documented	rop-down boxe in the "Screeni	s. Alternatives sh ng Decision Justif	ould not be ication" co	e summarily lumn.	
Stage 2 Stage 2 involves a more detailed and familiar evaluation	n of the alternatives identific	ed in Stage 1 in orde	r to support the	selection of a pr	eferred alternative	that may t	be advanced	
Selection stakeholder posture data, form the basis of the ICE e Decision alternative evaluated and a sonarate I lose Guide basis	valuation. A separate "Cos	tEst" worksheet tab	helps users dev d Stage 2 data of	elop pre-planni	ng-level cost estir	nates for e	ach Stage 2	
Recorc and ranked, with the results reported at the bottom of	the Stage 2 worksheet to in	nform on the best of	the intersection	controls evalua	ited for project rec	ommendat	tion.	
Documentation A complete ICL document consists of the combinatio supporting costing and/or environmental documentation	n of the outputs from either on), to be included in the ap	r a completed and s oproved project Con	igned waiver for cept Report (or e	m or both Stag equivalent) or a	e 1 and Stage 2 s s a stand-alone de	worksheets	3 (along with	



GDOT ICE STAGE 1: SCREENING DECISION RECORD

Georgia	Department of Transportat	ion								ICE Version 2.3 Revised 11/13/2023			
GDOT	PI#		Note: Up to 5 alternatives										
Project Location: SR 120 @ Brookside/Vista			may be selected and										
Existing Control: Signal (turn lanes on mainline)			evaluated; Use this ICE Stage 1 to screen 5 or a stage 1 to screen 5 or										
Prepa	red by:	Kimley-Horn	fewer alternatives to										
Date:			evaluate	e in Stage	2 profe	MIT ON PO	S Ster	and nos	indon sible of	incritic and a second			
Ansı	ver "Yes" or "	No" to each policy question for each			oss the scale	No Sarasti	oralestian	Nº 10/01.	ALON DO	AL BOLDE ALL CLOSE			
cor	ntrol type to id	entify which alternatives should be	A RON										
c	justificati	on in the rightmost column	STATE THE STATES S										
Inte	Prsection Alte	ernative (see "Intersections" tab for	TO AN										
deta	ailed descripti	on of intersection/interchange type)	$\nabla \mathcal{A}^{0}$										
Conventional (Minor Stop)			No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection.			
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection.			
	Mini Rounda	bout	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions			
	Single Lane	Roundabout	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions			
ctions	Multilane Ro	undabout	No	Yes	No	No	No	No	No	Does not allign with PI #0017187 road widening geometry			
terseo	RCUT (stop	control)	No	Yes	Yes	No	No	No	No	Significant left turn volume and few alternative routes			
zed In	RIRO w/dow	n stream U-Turn	No	Yes	Yes	No	No	No	No	Significant left turn volume and few alternative routes			
gnaliz	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T intersection			
Unsi	Offset-T Inte	rsections	No	No	No	No	No	No	No	Not a T intersection			
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange			
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange			
	No LT Lane In No RT Lane Ir	nprovements nprovements	No	No	No	No	No	No	No				
	Other unsign	alized (provide description):	No	No	No	No	No	No	No				
	Traffic Signa	I	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Existing condition			
	Median U-Tu	rn (Indirect Left)	No	Yes	Yes	No	No	No	No	Does not serve existing roadway and traffic conditions			
	RCUT (signa	lized)	No	Yes	Yes	No	No	No	No	Does not serve existing roadway and traffic conditions			
IS	Displaced Le	ft Turn (CFI)	No	No	No	Yes	No	No	No	Feasibility limited by ROW constraints			
ection	Continuous (Green-T	No	No	No	No	No	No	No	Not a T intersection			
nters	Jughandle		No	No	No	Yes	No	No	No	Sufficient ROW unavailable			
ized I	Quadrant Ro	adway	No	No	No	Yes	No	No	No	Sufficient ROW unavailable			
Signal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange			
	Diverging Dia	amond	No	No	No	No	No	No	No	Not an interchange			
	Single Point	Interchange	No	No	No	No	No	No	No	Not an interchange			
	No LT Lane In No RT Lane Ir	nprovements	No	No	No	No	No	No	No				
	Other Signal	ized (provide description):	No	No	No	No	No	No	No				

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record