City of Dunwoody

41 Perimeter Center East, Suite 250
Dunwoody, Georgia 30346
P (678) 382-6700
dunwoodyga.gov

MEMORANDUM

To: Mayor & City Council

From: Steve Foote, AICP

Date: April 25, 2016

Subject: **RZ 16-041:** Dunwoody Crown Towers, LLC, owner of 244 Perimeter Center Parkway, Dunwoody, GA 30346, by G. Douglas Dillard, attorney for the property owner, seeks to rezone property currently zoned Office-Institution (O-I) to Commercial-Residential Mixed-Use (CR-1) to allow for construction of a mixed use development with residential and non-residential uses. The tax parcel number is 18 329 04 005.



ITEM DESCRIPTION

The subject property, Site B in the image above, consists of a 4.75 acre portion of the 14.95 acre property located at 244 Perimeter Center Parkway. The 14.95 acre property, commonly referred to as the "Goldkist site," is located just north of I-285, east of Perimeter Center Parkway, west of Ashford Dunwoody Road, and south of a strip shopping center on Hammond Road. The entire 14.95 acre property at 244 Perimeter Center Parkway is currently zoned Office-Institution District (O-I), and has entitlements from a 1999 DeKalb County variance case for a 28-story hotel, a conference center with a 6-level parking structure, two 24-story office buildings, and two 10-level parking decks. The entitlements are not conditioned to a site plan.

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The applicant proposes to subdivide the 14.95 acre lot into two properties, Site A and Site B, and rezone Site B from O-I to Commercial-residential mixed-use (CR-1) to construct a mixed-use development with commercial, retail, lodging, and owner-occupied residential uses. The applicant would retain all existing entitlements (height variances) on Site A, which is not a part of the rezoning and would therefore remain zoned O-I. Because dual-zoned parcels are prohibited, the rezoning of Site B would not take effect until the lot has been legally subdivided and a final plat has been recorded. This action requires that the road from Perimeter Center Parkway to Site B be constructed.

The application has been through the DRI process with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). As of this writing, GRTA issued their Notice of Decision on April 11, 2016 and the 15 day comment period with the Atlanta Regional Commission has closed. Staff is expecting the Final Report from the ARC by April 22, 2016.

The applicant has met all regulations for applicant initiated neighborhood meetings as required by ordinance, holding a meeting with the public on Monday, February 1, 2016, and providing the applicable reports to the City.

Direction	Zoning	Use	Current Land Use
N	C-1 R-150	Commercial Residential	Retail Cemetery
S	Interstate	Interstate	Interstate
E	OCR	Entitlements for retail	Undeveloped
W	O-I	Office-Institution	Lodging

ANALYSIS

Site Plan Analysis

A large surface parking lot exists in the center of the subject property, and mature trees grow around the parking lot on all sides, with tree cover being particularly dense in the east and south areas of the lot. A building that was formerly the Goldkist Company headquarters, a parking structure, and a large surface parking lot exists on the adjacent lot, designated Site A, but no buildings currently exist on Site B. Vehicular access to Site B is currently through a private drive that extends from Gold Kist Road off of Perimeter Center Parkway. The land that site B is composed of does not currently have the required street frontage to be created at this time; therefore, the proposed street off of Perimeter Center Parkway will have to be constructed before the 14.95 acre property can be subdivided, as subdivisions cannot occur except off an existing or proposed street meeting City standards.

According to the application and site plan dated March 30, 2016, the applicant plans to construct a multi-unit condo tower with parking deck (Crown Tower 1); a mixed-use condo tower with a hotel, residential units, accessory uses, and parking; and a retail building. Crown Towers 1 and 2 would have a combined 380 residential units. The applicant's original rezoning application, dated February 2, 2016, stated residential units would be "owner-

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occupied" in both buildings. In the updated March 30 version of the application, the words "owner-occupied" have been removed. At the Planning Commission meeting on April 12, the applicant requested 50% of units be rentals for the first 5 years, and 25% rentals after 5 years, for financing reasons.

The applicant proposes to provide private drives meeting City standards throughout the subject property. On the east side of the property, the applicant proposes to connect to a driveway that comes off of Ashford Dunwoody Road onto the adjacent property to the north. The proposed lots, Site A and Site B, that would be created once the property is subdivided would have to be compliant with the Zoning Ordinance in terms of setbacks, lot coverage, building height, parking, pedestrian circulation, landscaping, and all other regulations and associated provisions that apply. During staff reviews and meetings with the applicant, it was determined that a variance would be required for the existing building on Site A to remain in compliance with zoning codes when land is dedicated to the City for a public street and right-of-way extending from Perimeter Center Parkway. The current draft of the PC-1 district (part of the Perimeter Center Zoning Code project) is recommending a maximum height of 30 stories.

The applicant and city staff have been working on a draft development agreement that will address site development work. The current draft is attached as a reference. Action on the development agreement is not required until 2nd reading. Staff will incorporate the final approved version of the development agreement as an Exhibit in the conditions of approval.

To construct the towers and build residential units, the applicant is seeking SLUPs to increase the height of the multi-unit residential building ("Crown Tower 1") to up to 35 stories and the height of the mixed-use residential and hotel building ("Crown Tower 2") to up to 29 stories, and to allow a Multi-dwelling Residential Use in the CR-1 district, as required by the use table in the Zoning Code. The three companion SLUP applications (SLUP 16-041a,b,c) being heard concurrently with this rezoning request, all of which are for Site B only, are as follows:

a. Increase the height of the multi-unit residential building ("Crown Tower 1" on enclosed conceptual drawings);
b. Increase the height of the mixed used vertical building ("Crown Tower 2" on conceptual drawings); and
c. Allow multi-unit residential use in the CR-1 Zoning District.

This application has one companion variance application (ZBA 16-045), which is for Site A only. The variance request was approved with the following conditions at the March 31, 2016 Zoning Board of Appeals meeting:

Exhibit A: Lot Division Plat, Sheet 5 of 5, submitted by applicant (undated)

1. The variance to reduce the setback from 50' to 0' shall apply to the existing building, accessory structures, and equipment, only.
2. The variance shall apply to the right-of-way depicted on Exhibit A and to future right-of-way for the Westside Connector, only.
3. If adequate clear zone cannot be met for any future road improvements, the existing building, accessory structures, and equipment shall be adjusted to comply.

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Comprehensive Plan

The Dunwoody Comprehensive Plan is organized primarily by regions, delineated as 'character areas'. The subject parcel is located in the Perimeter Center Character Area, as well as the Transit Village sub-area of the Perimeter CID/LCI study area. Perimeter Center is envisioned as a visitor friendly "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-friendly environment. Future development will emphasize high quality design standards and building materials and incorporate national best practices on efficiency, where possible.

The City is in the code review phase of the Perimeter Center Zoning Project. The subject site is located in the proposed PC-1 District subarea, intended to apply to the central core area of Perimeter Center, including the area around the Dunwoody MARTA station. The PC-1 District allows "the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility."

Review and Approval Criteria

In accordance with Georgia and local law, the following review and approval criteria shall be used in reviewing the respective amendment applications:

Section 27-335. Review and approval criteria.

b. *Zoning Map Amendments.* The following review and approval criteria must be used in reviewing and taking action on all zoning map amendments:

1. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan;
   The rezoning proposal is in substantial conformity with the policy and intent of the comprehensive plan.

2. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;
   The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. Office, lodging, retail, and owner-occupied residential uses are suitable uses in view of the use and development of adjacent and nearby properties.

3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;
   The property to be affected does have a reasonable economic use as currently zoned. The current designation is Office-Institution (O-I), with existing entitlements. Existing entitlements allow the applicant to construct a 28-story hotel, a conference center with a 6-level parking structure, two 24-story office buildings, and two 10-level parking decks.

4. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

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A portion of the paved internal private drive is shown encroaching on the commercial/retail property adjacent to the north, on the site plan dated March 30, 2016.

The driveway that the applicant plans to extend to the curb cut off of Ashford Dunwoody Road does not connect directly to the applicant's property without first going through the adjacent property.

The historic Stephen Martin Cemetery borders the property to the north, sandwiched between it and the adjacent shopping center. The dirt and gravel path that leads to the cemetery, and its sign, are located on the subject property. The path and the sign are located in an area to be dedicated on the site plan. The actual cemetery is not located on the subject property. The applicant has spoken with representatives from the Dunwoody Preservation Trust, the entity that maintains the cemetery, to work on an acceptable strategy for the cemetery's continued maintenance and accessibility. The proposed rezoning will not release the applicant from any obligation to continue to provide access to the cemetery.

5. Whether there are other existing or changing conditions affecting the use and development of the property that provide supporting grounds for either approval or disapproval of the zoning proposal;
   There are several factors that lend uncertainty to the project. The GDOT I-285/400 Interchange Project impacts this property directly through the acquisition of additional right-of-way needed for the freeway. The amount of right-of-way that will be taken from Site A and B has not been determined, and therefore, the impact on the site cannot be fully determined. Similarly, the ability to complete the Westside Connector from I-285 at Ashford Dunwoody Road to Perimeter Center Parkway depends on the complete dedication of right-of-way from this site and adequate funding. The development of this site without the Westside Connector would further burden Hammond Drive, Ashford Dunwoody Road, and other local streets.

6. Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources; and
   The site is currently nearly built-out. A large commercial building and structured and surface parking sits on the west side of the property, and most of the east side of the property is paved parking surface. The adjacent cemetery to the north is the only historic site identified.

7. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.
   The traffic study submitted by the applicant does not fully reflect the actual congestion that currently exists at the Ashford Dunwoody Road and Hammond Drive intersection. The traffic impact study has been revised to reduce the percentage of trips assigned to transit, adjust the trip routing to be more consistent with previous studies and update the traffic signal timing model to reflect actual conditions. The site is in close proximity to the Dunwoody MARTA station, making public transit a realistic alternative for those commuting to and from the property. GRTA has conditioned the proposal to provide sidewalks

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along all property frontage and both side of all internal roadways. That said, the Zoning Code allows for a 25% reduction in the number of required parking spaces, provided that the property is located 1,500 feet from a MARTA station (Sec. 27-204). As the development is not located within 1,500 feet of the Dunwoody MARTA station (per sheet CP-004), the proposed parking reduction is not allowable. The applicant will either have to provide the additional parking in accordance with the required ratios or utilize a different reduction method enabled in the Code (e.g.: shared and bicycle parking).

With the requested revisions to the traffic study, the study shows that the Ashford Dunwoody Road and Hammond Drive corridors will experience increasing congestion. Substituting residential and other uses for some of the office space would help distribute the trips to and from the site more evenly since residential trips would be outbound at times when the majority of the area traffic is inbound and vice versa. Additional turn lanes at congested intersections as recommended in this and other traffic impact studies can help reduce delays. However, at intersections like Ashford Dunwoody Road and Hammond Drive where multiple turn lanes already exist on all the approaches, adding additional lanes is not realistic or desirable. Additional connectivity to the interstate and other arterials, such as proposed with the Westside Connector, is needed to address congestion in a significant way.

Regarding the impact on public schools, DeKalb County School District was asked to provide comment on the impact the development will have on schools. DeKalb County projects 380 owner-occupied units will add 37 students to the County system. DeKalb County projects 380 units with 50% rentals for the first 5 years then 25% thereafter will add 71 students to the system. Both reports are attached.

RECOMMENDATION

Planning Commission

At their regularly scheduled meeting on April 12, 2016, the Planning Commission heard the applicant's request to rezone the property from O-I to CR-1. After some discussion with the applicant and staff related to the nature of the project and the proposed use of the subject property specifically, a motion was made to recommend approval of the request subject to the conditions as presented by staff as modified below.

> 5. Any buildings on Site B shall be setback a minimum of 75 feet from the north property line or as necessary to provide for the Westside Connector. All other setbacks shall be in accordance with the CR-1, the future PC-1, and/or the Perimeter Center Overlay Districts.
>
> 8. Covenants shall restrict non-owner occupied units to a maximum of 75% of the units for the first 5 years, and shall increase to 90% after the first 5 years. A unit shall not be considered "owner-occupied" if it includes any partial owner who pays another party (except the mortgagor) for the right to live there.

The motion was voted and passed (5 – 2).

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Staff Recommendation

Based on the above analysis and findings, staff has determined that the requested amendments to the official zoning map meet the requirements of Chapter 27, §27-335. Therefore, staff recommends the application be **approved** with the following exhibit(s) and condition(s):

EXHIBIT A: Development agreement, approved May 9, 2016.
EXHIBIT B: GRTA notice of decision, dated April 11, 2016.
EXHIBIT C: Site plan, dated March 30, 2016.

1. This Ordinance shall take effect upon the property being subdivided in accordance with all of the ordinances, rules, and regulations of the City of Dunwoody in effect at the time of the subdivision application, but in any case, not later than May 9, 2021. If the Subdivision is not accomplished by May 9, 2021, this Ordinance shall be null and void. (this verbiage to be included in the body of the ordinance, rather than a condition).
2. Development of the site shall be in substantial compliance with the above Exhibits.
3. The recordation of the final plat shall take place within 120 days of the completion of site development improvements, unless an extension for unforeseen circumstances is approved by the Community Development Director.
4. Site is limited to a maximum of 380 'for sale' residential units and 150 rooms for a hotel. Other uses and structures permitted as of right in the CR-1 district are also permitted.
5. Any buildings on Site B shall be setback a minimum of 85 feet from the north property line or as necessary to provide for the Westside Connector. All other setbacks shall be in accordance with the CR-1, the future PC-1, and/or the Perimeter Center Overlay Districts.
6. Site shall be prohibited from having vehicular access to the existing curb cut at Ashford Dunwoody Road or the attached driveway on the adjacent property. Access to the Spruill cemetery shall be provided from Gold Kist Drive.
7. Entitlements for the site under the February 9, 1999 variance decision shall be maintained on Site A.
8. Covenants shall restrict non-owner occupied units to a maximum of 25% of the units for the first 5 years, which shall decrease to 10% after the first 5 years. A unit shall not be considered "owner occupied" if it includes any partial owner who pays another party (except the mortgagor) for the right to live there.
9. The site is considered one development, and as such, plaza areas and open spaces shall be provided on Sites A and B.
10. Show and label extension of proposed right-of-way on Site B as "No-Build Zone, Assuming Westside Connector is programmed for Construction by May 9, 2021".
11. Provide plan for open space improvements and amenities for residential and commercial areas.
12. Provide documents for easements on this site granting access to the adjacent cemetery.
13. Provide pedestrian access easement and required sidewalk along northern edge of property from Gold Kist Drive to the western boundary of Site B.

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14. Construct public streets in accordance with standards in Perimeter Center Overlay.

15. The Development Agreement shall be modified to provide an 80 foot right-of-way for the Westside Connector from the west property line of Site A to the easternmost driveway on Site B, thereafter the right-of-way shall be 75 feet.

Attachments

- Ordinance
- Planning Commission 4-12-16 Draft Meeting Minutes
- Location Map, Zoning Districts Map, Future Land Use Map
- Division 2. – Nonresidential and Mixed-use zoning districts excerpt
- Comprehensive Plan excerpt
- GRTA Notice of Decision Letter
- DeKalb County School District Zoning Review Comments
- Traffic Study
- Application packet
- Additional Application Materials received 4-15-16
- Draft Development Agreement

STATE OF GEORGIA
CITY OF DUNWOODY **ORDINANCE 2015-XX-XX**

AN ORDINANCE TO AMEND THE CITY OF DUNWOODY ZONING CLASSIFICATION AND MAP FOR ZONING CONDITIONS OF LAND LOT 329, District 18 IN CONSIDERATION OF ZONING CASE RZ-16-041 (244 Perimeter Center Parkway) FROM OFFICE-INSTITUTION (O-I) DISTRICT TO COMMERCIAL-RESIDENTIAL MIXED USE (CR-1) ZONING DISTRICT

WHEREAS: Dunwoody Crown Towers, LLC, seeks permission to rezone property currently zoned Office-Institution (O-I) District to Commerical-Residential Mixed Use (CR-1) District to allow for construction of mixed use development with residential and non-residential uses; and

WHEREAS: the Property, Tax Parcel 18 329 04 005 is located just North of Highway I-285, East of Perimeter Center Parkway, West of Ashford Dunwoody Road and South of a strip shopping center on Hammond Road, and commonly known as the "Goldkist" site, and consists of a 4.75 acre portion of a 14.05 acre property; and

WHEREAS: the Property currently has entitlements stemming from a 1999 DeKalb County variance case for a 28-story hotel, a conference center with a 6-level parking structure, two 24-story office buildings, and two 10-level parking decks; and

WHEREAS: the applicant has proposed to subdivide the 14.05 acre tract into two properties and to rezone the 4.75 acre portion (labeled "Site B") to construct a mixed use development of commercial, retail, lodging and owner-occupied residential uses; and

WHEREAS: Applicant's application has gone through the DRI process with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA); and

WHEREAS: a Development Agreement has been approved by the City Council between Applicant and the City, attached hereto and incorporated herein as Exhibit A, to address site development work and future dedication of right-of-way for construction of the Westside Connector road from I-285 to Perimeter Parkway so as to relieve the burden on Hammond Drive this development will create; and

WHEREAS: the Mayor and City Council find that the proposed Development will permit a use that is suitable in view of the use and development of near-by properties; and

WHEREAS: Notice to the public regarding said rezoning and modification to conditions of zoning has been duly published in The Dunwoody Crier, the Official News Organ of the City of Dunwoody; and

WHEREAS: A public hearing was held by the Mayor and City Council of the City of Dunwoody as required by the Zoning Procedures Act.

NOW THEREFORE, The Mayor and City Council of the City of Dunwoody hereby **ORDAIN AND APPROVE** the rezoning of said property from Office-Institution (O-I) to Commercial-Residential Mixed Use (CR-1) District as follows:

STATE OF GEORGIA
CITY OF DUNWOODY **ORDINANCE 2015-XX-XX**

Section 1. The rezoning of the 4.75 acres shall consist of the following Exhibits:

Exhibit A: Development Agreement, approved May 9, 2016.

Exhibit B: GRTA Notice of Decision, dated April 11, 2016.

Exhibit C: Site Plan, dated March 30, 2016.

Development of the site shall be conditioned to the following:

1. Development of the site shall be in substantial compliance with the above Exhibits.

2. The recordation of the final plat shall take place within 120 days of the completion of site development improvements, unless an extension for unforeseen circumstances is approved by the Community Development Director.

3. Site is limited to a maximum of 380 'for sale' residential units and 150 rooms for a hotel. Other uses and structures permitted as of right in the CR-1 district are also permitted.

4. Any buildings on Site B shall be setback a minimum of 85 feet from the north property line or as necessary to provide for the Westside Connector. All other setbacks shall be in accordance with the CR-1, the future PC-1, and/or the Perimeter Center Overlay Districts.

5. Site shall be prohibited from having vehicular access to the existing curb cut at Ashford Dunwoody Road or the attached driveway on the adjacent property. Access to the Spruill cemetery shall be provided from Gold Kist Drive.

6. Entitlements for the site under the February 9, 1999 variance decision shall be maintained on Site A.

7. Covenants shall restrict non-owner occupied units to a maximum of 25 percent of the units for the first 5 years, which shall decrease to 10% after the first 5 years. A unit shall not be considered "owner occupied" if it includes any partial owner who pays another party (except the mortgagor) for the right to live there.

8. The site is considered one development, and as such, plaza areas and open spaces shall be provided on Sites A and B.

9. Show and label extension of proposed right-of-way on Site B as "No-Build Zone, Assuming Westside Connector is programmed for Construction by May 9, 2021".

10. Provide plan for open space improvements and amenities for residential and commercial areas.

STATE OF GEORGIA
CITY OF DUNWOODY **ORDINANCE 2015-XX-XX**

11. Provide documents for easements on this site granting access to the adjacent cemetery.

12. Provide pedestrian access easement and required sidewalk along northern edge of property from Gold Kist Drive to the western boundary of Site B.

13. Construct public streets in accordance with standards in Perimeter Center Overlay.
14. The Development Agreement shall be modified to provide an 80 foot right-of-way for the Westside Connector from the west property line of Site A to the easternmost driveway on Site B, thereafter the right-of-way shall be 75 feet.

Section 2. This Ordinance shall take effect upon the property being subdivided in accordance with all of the ordinances, rules, and regulations of the City of Dunwoody in effect at the time of the subdivision application, but in any case, not later than May 9, 2021. If the Subdivision is not accomplished by May 9, 2021, this Ordinance shall be null and void.

SO ORDAINED, this the ___ day of May, 2016.

Approved by:

_____
Denis L. Shortal, Mayor

Approved as to Form and Content

_____
City Attorney

Attest:

_____
Sharon Lowery, City Clerk

SEAL

CITY OF DUNWOODY
APRIL 12, 2016
PLANNING COMMISSION MINUTES

The Planning Commission of the City of Dunwoody held a Meeting on April 12, 2016 at 6:00 PM. The meeting was held in the City of Dunwoody City Hall, 41 Perimeter Center East, Dunwoody, Georgia 30346. Present for the meeting were the following:

Voting Members:	Paul Player, Chair Heyward Wescott, Vice-Chair Kirk Anders, Commission Member Bob Dallas, Commission Member Bill Grossman, Commission Member Richard Grove, Commission Member Renate Herod, Commission Member
Also Present:	Steve Foote, Community Development Director Rebecca Keefer, City Planner Andrew Russell, Planning Coordinator Ronnie Kurtz, Planning Technician Michael Smith, Public Works Director Michael Starling, Economic Development Director Lenny Felgin, Assistant City Attorney

A. CALL TO ORDER

B. ROLL CALL

All members were in attendance with the exception of Kirk Anders.

C. MINUTES

1. Approval of Meeting Minutes from March 8, 2016 Planning Commission Meeting

Heyward Wescott motioned to approve. Bill Grossman seconded.

The motion was voted on and passed (4 – 0 – 2 - 1). (Bob Dallas and Renate Herod abstained because they were not present at the March meeting. Kirk Anders was absent)

D. ORGANIZATIONAL AND PROCEDURAL ITEMS

Heyward Wescott motioned to amend the agenda to hear New Business before Unfinished Business. Bill Grossman seconded.

DRAFT

The motion was voted on and passed (6 - 0).

F. NEW BUSINESS (Moved from after Unfinished Business)

1. TA 16-051 - Consideration of re-adoption and/or modification of the LED prohibition of the Sign Ordinance, Chapter 20 of the City of Dunwoody Code of Ordinances.

Kirk Anders arrived and joined the meeting.

Lenny Felgin, Assistant City Attorney, presented on a re-adoption of the City's current LED sign prohibition in the code. Lenny stated the City is taking this opportunity to re-adopt that provision based on the kind of findings that the City Council and Planning Commission must make in order to create a prohibition on LED signs that will be upheld by the Supreme Court. Lenny read into the record supporting documentation and studies concerning safety and environmental effects of LED signs and responded to questions from the Commission. Lenny recommended approval of the proposed text amendment. Lenny provided a flash drive containing supporting documentation, a copy of which was obtained for the record.

The Commission asked Lenny questions regarding the definition of LED signage and lighted signage, types of illuminated signage allowed by City code, lighted signage at MARTA bus stops, GDOT regulations and amber alerts provided by electronic billboards.

Bob Dallas motioned to approve as presented. Heyward Wescott seconded.

The motion was voted on and passed (7 - 0).

E. UNFINISHED BUSINESS (Moved from before New Business)

1. RZ 16-041: Dunwoody Crown Towers, LLC, owner of 244 Perimeter Center Parkway, Dunwoody, GA 30346, by G. Douglas Dillard, attorney for the property owner, seeks to rezone property currently zoned Office-Institution (O-I) to Commercial-Residential Mixed-Use (CR-1). The tax parcel number is 18 329 04 005.

Paul Player introduced the item and opened the public hearing.

Rebecca Keefer presented on behalf of staff and recommended approval with conditions. Rebecca stated that staff's conditions presented to the commission have changed since the packets went out, in response to the applicant's requested changes and staff's responses to those changes. Rebecca read the exhibits and

conditions into the record. Rebecca asked the Commission to combine the public hearings for the rezoning and SLUP applications and allow 10 minutes for each case for both sides to speak.

Steve Foote addressed condition 5, and stated that it is intended to say that any buildings on Site B will be set back a minimum of 10 feet from the "no-build zone." Staff is recommending that all wording in the green area on the site plan should be removed other than the words "no-build zone."

Doug Dillard, attorney for the applicant, presented on behalf of the application, and introduced Jill Arnold, also an attorney for the applicant. Jill put a Powerpoint presentation on the monitors and handed out materials to the Commission and staff, a copy of which was obtained for the record. Doug introduced representatives of Crown Holdings Charlie Brown and Al Livnat, Karla Poshedly with Moreland Altobelli, Sal Alani with Thomson Michelette, and Berry Etheridge with Planners and Engineers, who have all worked on the project. Doug stated the applicant seeks to rezone a 4.75 acre portion of the site to CR-1 to add a residential component and a hotel component, and SLUPS to increase the height of a building, Crown Tower 1 to 35 stories, to increase the height of a mixed-use vertical building, Crown Tower 2 to 29 stories, and to allow for multi-unit residential use in the CR-1 District. Doug stated the owner can currently put 2.5 million square feet of buildings on the site, currently limited to a 28-story hotel, 6 story conference center, two 24 story office buildings and two 10 level parking decks, which would remain on Site A after the rezoning. Doug stated the development will promote livable centers within the area. Doug stated GRTA approval was sent to the applicant and staff today in a letter dated April 8, 2016, and that GRTA's conditions are acceptable to the applicant. Doug stated the total number of trips that are going to be generated at the end of the day are less than would be generated by the density if they built the total density that was approved. Doug stated the applicant intends to build less density than has been approved, which will generate 3,000 trips than if they built out the whole project. Doug stated he believes DeKalb County School District's projection that the project would generate 37 public school students is high.

Regarding Staff condition 4, Doug stated the developer is willing to limit the number of for-sale units to 50% of the 380 units, with the understanding that they would take the owner-occupied units to 75% within 5 years.

Regarding Staff condition 5, Doug stated he has a problem with the requirement that be setback a minimum of 10 feet from the right-

of-way because there is a no-build zone there.

Regarding Staff condition 6, Doug stated until the issue of the Westside Connector, this condition is a penalty for the applicant because it prevents right-out access from the site onto Ashford-Dunwoody Road.

Regarding Staff condition 8, Doug stated 10% should be 50%.

Regarding Staff condition 10, Doug stated May 9, 2021 should be the date in the condition.

Barry Etheridge, architect for the applicant, presented on why 35 stories is appropriate for the proposed Tower 1. Barry stated Tower 1 would be 49 feet less in height than the 33 story Ravinia building.

None spoke in opposition to the application.

The commission asked questions of the applicant and staff regarding the Development Agreement which has not yet been completed, the price points of the units, questions related to the financing of units by lenders. The Commission asked Michael Smith, Public Works Director, to address Staff condition 6 on the motion sheet related to the access road for the cemetery coming off of Ashford Dunwoody Road, whether 65 feet of right-of-way is necessary for a road through the site, and expressed concerns over the future of the Westside Connector and how it is addressed in the Development Agreement.

Doug stated the applicant is providing a 65 foot clear no-build zone for the road and right-of-way to connect Goldkist Road to Site B, which he stated is sufficient at this time. Doug stated if the City requests more than 65 feet of right-of-way, the applicant will comply. Doug stated the land would be deeded for the road only if this project gets built.

Michael Smith stated the driveway off of Ashford Dunwoody Road is for access to the cemetery, and is not a realistic commercial driveway access. Michael stated staff recommends access from Ashford Dunwoody to the site be disconnected and clarified that if the Westside Connector is built then the driveway would go away and there would be west-bound access onto and off of I-285.

Steve Foote and Michael Smith responded to the Commission's questions regarding the amount of necessary right-of-way. Michael stated the City has concerns that 65 feet of right-of-way would not be enough for the desired cross-section. Steve recommended 10 feet off of the south edge of the no-build zone be kept clear to

assure there is sufficient buffering. Steve stated the City has not received a cross-section from the applicant showing what would be contained within the 65 feet of proposed right-of-way, so there are still a few unknowns.

Doug stated residential units would range from $350 to $500 per square foot, that rental rates would be $3 and above per month per square foot, and that rental rates for units in the general area go for $1.5 to $2 per square foot now. Doug stated that rental rates on the units would be $2,500 to $5,000 per month on a unit. Doug stated that under current financial lending standards, you cannot finance 90% of the condo units at owner-occupied, but at 50%, you cover a good portion of your sale and construction costs with the rental. Doug stated that any max on rental units would be enforced through C.O.'s, an HOA, and by other means. Doug stated amenities on-site will include pool, health club, fitness center, restaurants, and those sort of things through the hotel, which would be common to all of the residents in the hotel and the residential building.

Bill Grossman motioned to defer the application to the May Meeting.

The motion died for lack of a second.

Bob Dallas motioned to approve the application with applicant's conditions and with the following revisions to condition 8:

- **Applicant's condition number 8 be amended to be worked out between now and the Council meeting in regards to the issue of the no-build zone.**

Heyward Wescott seconded.

Discussion was had.

> **Bill Grossman offered a substitute motion to approve with staff's the exception that condition 5 be amended t0 restrict the owner-occupancy to 75% of units, and the with the following conditions:**
>
> 1. **Applicant will provide that right-of-way deemed necessary by the Public Works Director, that right-of-way anticipated to be 80 feet from Ashford-Dunwoody Road to the western edge of applicant's property.**
>
> 2. **The applicant will pay the City to complete the Westside Connector design and environmental studies; that amount not to exceed $600,000 with an**

escrow no longer than 6 years.

3. The applicant will execute a development agreement with the City including these conditions.

The substitute motion died for lack of a second.

The motion was voted on and failed (2 – 4 - 1). (Richard Grove, Bill Grossman, Renate Herod, and Kirk Anders dissented. Paul Player did not vote.)

Heyward Wescott motioned to approve with staff's conditions, subject to the following changes below:

5. Any buildings on Site B shall be setback a minimum of 75 feet from the north property line or as necessary to provide room for the Westside Connector.

8. Covenants shall restrict non-owner occupied units to a maximum of 75% of the units for the first 5 years, and shall increase to 90% after the first 5 years. A unit shall not be considered "owner-occupied" if it includes any partial owner who pays another party (except the mortgagor) for the right to live there.

Renate Herod seconded.

The motion was voted on and passed (5 - 2) (Bill Grossman and Bob Dallas dissented.)

2. SLUP 16-041: Dunwoody Crown Towers, LLC, owner of 244 Perimeter Center Parkway, Dunwoody, GA 30346, by G. Douglas Dillard, attorney for the property owner, seeks the following the following: (a) For approval of a special land use permit to increase the height of the multi-unit residential building. (b): For approval of a special land use permit to increase the height of the mixed use vertical building. (c): For approval of a special land use permit to allow multi-unit residential use in the CR-1 Zoning District. The tax parcel number is 18 329 04 005.

Rebecca Keefer read SLUP A, SLUP B, and SLUP C into the record and recommended approval of each with conditions.

Doug Dillard stated all of staff's conditions on the three SLUP requests are acceptable to the applicant except the condition in SLUP A that requires the height of the residential building to be a maximum of 30 stories.

Paul Player handed the gavel to the Vice-Chair at 7:28 pm and left

the meeting.

Bob Dallas called for a point of order.

Heyward Wescott motioned to approve SLUP A with staff's conditions. Richard Grove seconded.

Discussion was had on the motion.

Bob Dallas offered a substitute motion, that staff's condition restricting the maximum height of Tower 1 to 30 stories be revised to a maximum of 35 stories. Bill Grossman seconded.

Discussion was had on the substitute motion.

The substitute motion was voted on and passed (5 - 1). (Richard Grove dissented)

No vote was taken on the original motion.

Bob Dallas motioned to approve SLUP B with staff's conditions. Richard Grove seconded.

The motion was voted on and passed (6 - 0).

Bob Dallas motioned to approve SLUP B with staff's conditions. Kirk Anders seconded.

The motion was voted on and passed (6 - 0).

G. OTHER BUSINESS

1. Presentation by Michael Starling

Michael Starling presented on some of the major entitlements on property in the City and responded to questions from the Commission.

The Commission discussed and asked Michael questions.

H. PUBLIC COMMENT

I. COMMISSION COMMENT

Bob Dallas stated that with the entitlements the City has, it is essential the City develop park amenities for residents who live there and nearby, and that Citizen's from all over Dunwoody will

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benefit from those amenities and from multi-use paths.

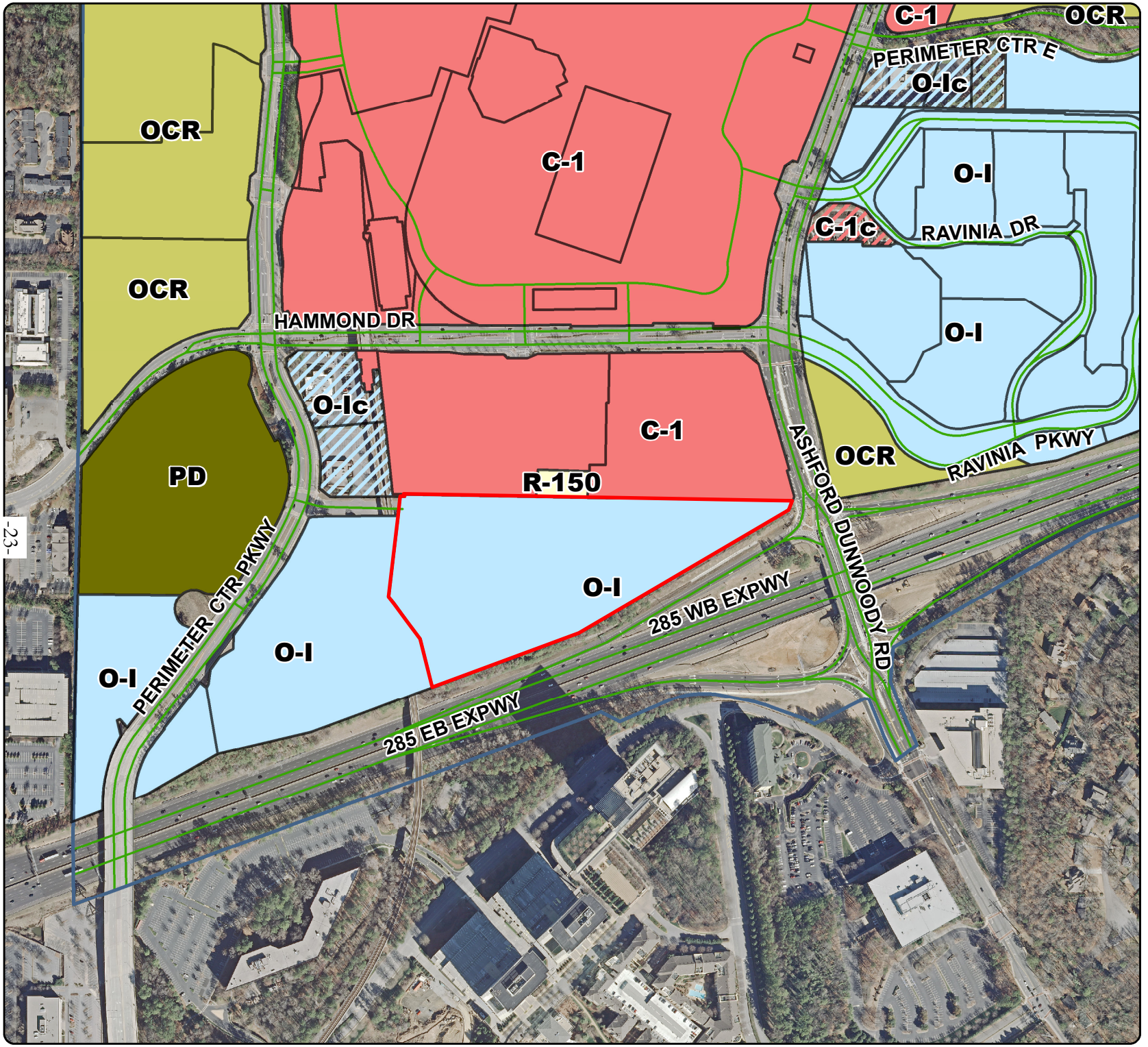
Renate Herod stated that Bob Dallas' opinion and the opinion of anyone else on the Commission is important and that she is disappointed the Chair felt like Commission members should not speak when they have something to say because of concerns over time.

Heyward Wescott stated he is in agreement with Bob Dallas in regards to the needs of the Perimeter area, and that he is in agreement with Renate Herod in regards to Commission meetings. Heyward stated it is important to have a chair who stays for the full meeting and that the chair's job is to run the meeting.

J. ADJOURN

Bill Grossman motioned to adjourn.

DRAFT



Dunwoody
*Smart people – Smart city
Community Development
41 Perimeter Center East Suite 250 | Dunwoody, Georgia 30346-1902
678-382-6800 ~ www.dunwoodyga.gov

244 Perimeter Center Parkway

RZ 16-041 & SLUP 16-041

March 2016

Legend

- Parcel
- Street Centerline

Zoning District

- Local Commercial (C-1)
- Local Commercial (C-1c)
- General Commercial (C-2)
- Commercial-Residential Mixed-Use (CR-1)
- Industrial (M)
- Neighborhood Shopping (NS)
- Office-Distribution (O-D)
- Office-Institution (O-I)
- Office-Institution-Transitional (O-I-T)
- Office-Institution (O-Ic)
- Office-Commercial Residential (OCR)
- Office-Commercial Residential (OCRc)
- Planned Development (PD)
- Residential (R)

N W E S

Scale: 1 in = 500 ft



Disclaimer: All data is provided as is, with all faults, without warranty of any kind, either expressed or implied. This map is the property of the City of Dunwoody, Georgia and its assigns. All rights reserved.

244 Perimeter Ctr Pkwy Lot Division



Date: 3/1/2016

Current Boundary

0 500 Feet

N

CHAPTER 27 - ZONING ORDINANCE[1]

Footnotes:

--- (**1**) ---

Editor's note—Ord. No. 2013-10-15, § 1, adopted Oct. 14, 2013, repealed former Ch. 27, §§ 27-1—27-1654, and enacted a new Ch. 27 as set out herein. Former Ch. 27 pertained to similar subject matter. See the Code Comparative Table for a complete derivation. For stylistic purposes, a uniform system of headings, catchlines, capitalization, citation to state statutes, and expression of numbers in text have been used to conform to the Code of Ordinances. Additions made for clarity are indicated by brackets and obvious misspellings and punctuation errors have been corrected without notation.

ARTICLE II. - ZONING DISTRICTS

DIVISION 2. - NONRESIDENTIAL AND MIXED-USE ZONING DISTRICTS

Sec. 27-71. - General.

(a) The districts. The city's nonresidential and mixed-use zoning districts are listed below.

_____

	Zoning District	Map Symbol
Office	Office-Institution	O-I
	Office-Institution-Transitional	O-I-T
	Office-Distribution	O-D
	Office-Commercial-Residential	OCR
Commercial	Neighborhood Shopping	NS
	Local Commercial	C-1
	Commercial-Residential Mixed-Use	CR-1
	General Commercial	C-2
Industrial	Industrial	M

(b) Purposes.

(1) General. The nonresidential and mixed-use districts are generally intended to promote consistency with the comprehensive plan and provide opportunities for shopping, employment, entertainment and living.

(2) Office-institution and office-institution-transitional. The primary purposes of the O-I and O-I-T districts are as follows:

a. To provide convenient locations for office and institutional uses;

b. To provide locations for the development of cultural, recreational, educational and health service facilities; and

c. To limit building heights to two stories in O-I-T zoned areas adjacent to single-dwelling residential districts.

(3) Office-distribution. The primary purpose of the O-D district is to provide convenient locations for office and distribution establishments.

(4) Office-commercial-residential. The primary purposes of the OCR district are as follows:

a. To provide for economic development within the city through redevelopment of parcels of land that have been used in the past for commercial and light industrial uses but that have become obsolete and now offer an opportunity for establishing new moderate-intensity mixed-use developments consisting of a combination of office, commercial and residential uses;

b. To promote redevelopment and new development in an environment that is pedestrian-oriented and that provides employment, shopping, entertainment and living opportunities in close proximity thereby reduces auto dependency; and

c. To encourage the conversion of vacant commercial and industrial buildings into mixed-use projects.

(5) Neighborhood shopping. The primary purposes of the NS district are as follows:

a. To provide convenient neighborhood retail shopping and service areas within the city;

b. To provide for the development of new neighborhood shopping districts;

c. To help ensure that the size and scale of neighborhood shopping centers and individual uses within shopping centers are compatible with the scale and character of surrounding neighborhoods; and

d. To accommodate uses designed to serve the convenience shopping and service needs of the immediate neighborhood.

(6) Local commercial. The primary purposes of the C-1 district are as follows:

a. To provide convenient local retail shopping and service areas within the city;

b. To provide for the development of new local commercial districts; and

c. To accommodate uses designed to serve the convenience shopping and service needs of groups of neighborhoods.

(7) Commercial-residential mixed-use. The primary purposes of the CR-1 district are as follows:

a. To provide convenient local retail shopping and service areas within a mixed-use (commercial-residential) setting;

b. To provide for the development of new commercial-residential mixed-use districts; and

c. To promote development patterns that accommodate residential, employment and entertainment within a walkable, mixed-use environment.

(8) General commercial. The primary purposes of the C-2 district are as follows:

a. To provide convenient general business and commercial service areas within the city;

b. To provide for the development of new general commercial districts; and

c. To accommodate uses designed to serve the general business and commercial service needs of the city.

(9) Industrial. The primary purposes of the M district are as follows:

a. To provide areas for the establishment of businesses engaged in the manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise, or equipment;

b. To help ensure that establishments operate so as to not create adverse noise and other impacts on nearby residential, office, commercial and mixed-use districts; and

c. To help ensure that M districts are located in areas with access to major arterials and freeways.

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.10), 10-14-2013)

———

Sec. 27-72. - Uses allowed.

The following table identifies uses allowed in nonresidential and mixed-use zoning districts. See [subsection] 27-111(4) for information about how to interpret the use table.

USES	DISTRICTS									Supplemental Regulations
	O-I	O-I-T	O-D	OCR	NS	C-1	CR-1	C-2	M	
P = use permitted as of right / A = administrative permit req'd / E = special exception req'd / S = special land use permit req'd										
RESIDENTIAL										
Household Living										
Detached house	-	P	-	-	-	-	-	-	-	27-147
Multi-unit building	-	-	-	S	-	-	S	-	-	
Mixed-use building, vertical	-	-	-	P	-	-	P	-	-	

Group Living										
Convent and monastery	P	P	-	P	-	-	-	-	-	27-146
Fraternity house, sorority house or residence hall	P	-	-	-	-	-	-	-	-	
Nursing home	P	P	-	-	-	-	-	-	P	
Personal care home, family (1—4 persons)	-	-	P	-	P	P	P	P	-	
Personal care home, group (5—7 persons)	-	-	P	-	P	P	P	P	-	
Personal care home, community (8+ persons)	P	P	P	-	P	P	P	P	-	27-145
Child caring institution (1—6 persons)	P	P	P	-	P	P	P	P	-	
Child caring institution (7—15 persons)	P	P	P	-	P	P	P	P	-	
Child caring institution (16 or more)	P	S	P	-	P	P	P	P	-	
Community living arrangement (1—4 persons)				P		P	P			
Shelter, homeless	S	S	-	-	-	P	P	P	-	27-140
Transitional housing facility	S	S	-	-	-	P	P	P	-	27-140
QUASI-PUBLIC AND INSTITUTIONAL										
Ambulance Service	-	-	-	-	-	P	P	P	P	
Club or Lodge, Private	P	P	P	-	-	P	P	P	P	
Cultural Exhibit	P	P	P	-	-	P	P	P	-	
Day care facility, adult (6 or fewer persons)	-	-	P	-	-	-	-	-	-	27-137
Day care center, adult (7 or more)	P	P	P	P	P	P	P	P	-	
Day care facility, child (6 or fewer persons)	-	-	P	-	-	-	-	-	-	

Day care center, child (7 or more)	P	P	P	P	P	P	P	P		
Educational Services										
College or university	P	P	P	-	-	-	-	-	-	
Kindergarten	-	-	P	P	P	P	P	P	-	27-141
Research and training facility, college or university affiliated	P	P	P	-	-	-	-	-	P	
School, private elementary, middle or senior high	P	P	P	P	-	P	P	P	P	27-148
School, specialized non-degree	P	P	P	P	-	P	P	P	P	
School, vocational or trade	P	P	P	-	-	P	P	P	P	
Hospital	P	-	-	-	-	-	-	-	-	
Place of Worship	P	P	P	P	P	P	P	P	P	27-146
Utility Facility, Essential	E	E	P	E	E	P	P	P	P	27-151
COMMERCIAL										
Adult Use										
Body art service								P	P	
Sexually oriented business	P	-	-	P	-	-	-	P	P	27-149
Animal Services										
Animal care/boarding	-	-	-	S	S	P	P	P	P	27-131
Animal grooming	-	-	-	P	P	P	P	P	P	27-131
Animal hospital/veterinary clinic	-	-	-	P	P	P	P	P	P	27-131

Communication Services										
Radio and television broadcasting stations	P	P	P	-	-	P	P	P	P	
Recording studios	P	P	P	-	-	P	P	P	P	
Telecommunication tower	A	-	A	-	S	A	A	A	A	27-150
Telecommunication antenna, co-located	P	P	P	P	P	P	P	P	P	27-150
Construction and Building Sales and Services										
Building or construction contractor	-	-	-	-	-	-	-	P	P	
Commercial greenhouse or plant nursery	-	-	-	-	-	-	-	P	P	
Electrical, plumbing and heating supplies and services	-	-	-	-	-	P	P	-	P	
Lumber, hardware or other building materials establishment	-	-	-	-	-	P	P	P	P	
Eating and Drinking Establishments										
Restaurant, accessory to allowed office or lodging use	P	-	-	P	-	P	P	P	P	
Restaurant, drive-in or drive-through	-	-	-	-	-	P	S	P	P	
Food truck	P	P	P	P	P	P	P	P	P	27-138
Other eating or drinking establishment	-	-	-	P	P	P	P	P	-	
Entertainment and Spectator Sports										
Auditorium or stadium	-	-	-	-	-	-	-	P	P	
Drive-in theater	-	-	-	-	-	-	-	P		
Movie theater	-	-	-	P	-	-	-	P	-	

Special events facility	-	P	-	-	-	P	P	P	-	
Financial Services										
Banks, credit unions, brokerage and investment services	P	P	P	P	P	P	P	P	P	
Convenient cash business	-	-	-	-	-	-	-	P	-	27-136
Pawn shop	-	-	-	-	-	-	-	P	-	27-144
Food and Beverage Retail Sales										
Liquor store (as principal use)	-	-	-	-	-	P	P	P	P	
Liquor store (accessory to lodging or 3+ story office)	-	-	P	P	-	-	-	-	-	
Other food and beverage retail sales	-	-	P	P	P	P	P	P	P	
Funeral and Interment Services										
Cemetery, columbarium, or mausoleum	P	P	P	-	-	-	-	-	-	
Crematory	-	-	-	-	-	-	-	-	S	
Funeral home or mortuary	P	-	-	-	-	P	P	P	P	
Lodging	P	-	P	P	-	P	P	P	P	
Medical Service										
Home health care service	P	P	-	-	-	-	-	-	-	
Hospice	P	P	-	-	-	-	-	-	-	
Kidney dialysis center	P	P	-	-	-	-	-	-	-	
Medical and dental laboratory	P	P	-	P	-	P	P	-	P	

Medical office/clinic	P	P	P	P	P	P	P	P	P	
Office or Consumer Service	P	P	P	P	P	P	P	P	P	
Parking, Non-accessory	S	-	P	-	-	P	P	P	P	27-143
Personal Improvement Service										
Barber shop, beauty shop, nail salon, massage and/or spa establishments, estheticians, and other "typical" uses per [subsection] 27-114(14)	P	-	-	P	P	P	P	P	P	27-114(14)
Other personal improvement service	-	-	-	-	-	P	P	P	P	
Repair or Laundry Service, Consumer										
Laundromat, self-service	-	-	-	P	P	P	P	P	-	
Laundry or dry cleaning drop-off/pick-up	P	-	-	P	P	P	P	P	P	
Other consumer repair or laundry service	-	-	-	P	P	P	P	P	P	
Research and Testing Services	P	-	P	P	-	-	-	P	P	
Retail Sales										
Retail sales of goods produced on the premises	-	-	-	-	-	-	-	-	P	
Shopping Center	-	-	-	P	P	P	P	P	-	
Other retail sales	-	-	P	P	P	P	P	P	-	
Sports and Recreation, Participant										
Golf course and clubhouse, private	P	P	P	-	-	-	-	P	P	
Health club	-	-	P	P	P	P	P	P	P	
Private park	P	P	P	-	-	-	-	-	-	

Recreation center or swimming pool, neighborhood	P	P	P	-	-	-	-	-	P	
Recreation grounds and facilities	-	-	P	-	-	-	-	P	-	
Tennis center, club and facilities	P	P	P	P	-	P	P	P	-	
Other participant sports and recreation (Indoor)	P	-	-	P	-	P	P	P	-	
Other participant sports and recreation (Outdoor)	-	-	-	-	-	-	-	P		
Vehicle and Equipment, Sales and Service										
Car wash	-	-	-	-	-	P	-	P	P	27-134
Gasoline sales	-	-	-	-	-	P	-	P	P	27-139
Vehicle repair, minor	-	-	-	-	-	P	-	P	P	27-153
Vehicle repair, major	-	-	-	-	-	-	-	P	P	27-152
Vehicle sales and rental	-	-	-	-	-	S	S	P	P	27-154
Vehicle storage and towing	-	-	-	-	-	-	-	P	P	27-155
INDUSTRIAL										
Manufacturing and Production, Light	-	-	-	-	-	-	-	P	P	
Wholesaling, Warehousing and Freight Movement										
Warehousing and storage	-	-	P	-	-	-	-	-	-	
Self-storage warehouse	-	-	P	-	-	-	-	-	P	
Storage yard and truck terminal	-	-	-	-	-	-	-	-	S	
AGRICULTURE AND TRANSPORTATION										

Agriculture										
Agricultural produce stand	-	-	-	-	-	-	-	-	P	
Community garden	P	P	P	P	P	P	P	P	P	27-135
Crops, production of	-	-	-	-	-	-	-	-	P	
Transportation										
Heliport	S	-	S	-	-	S	S	-	P	
Stations and terminals for bus and rail passenger service	S	-	-	-	-	-	-	-	-	
Taxi stand and taxi dispatching office	-	-	-	-	-	P	P	-	P	

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.20), 10-14-2013; Ord. No. 2015-01-05, § 1, 1-26-2015; Ord. No. 2015-06-13, § 1, 6-22-2015)

Sec. 27-73. - Lot and building regulations.

(a) This section establishes basic lot and building regulations that apply in nonresidential and mixed-use zoning districts. These regulations offer certainty for property owners, developers and neighbors about the limits of what is allowed; they are not to be construed as a guarantee that stated minimums and maximums can be achieved on every lot. Other factors, such as topography, the presence of protected resources, off-street parking and other factors may work to further limit actual building and development potential.

(b) The lot and building standards of the following table apply to all principal and accessory uses allowed in nonresidential and mixed-use districts, unless otherwise expressly stated in this zoning ordinance. Article VII, division 1, identifies exceptions to these regulations and rules for measuring compliance (see also Figure 5-1).

	Regulation	O-I	O-I-T	O-D	OCR	NS	C-1	CR-1	C-2	M
L1	Minimum Lot Area (sq. ft.)	20,000	20,000[1]	43,560	87,120	20,000	20,000	20,000	30,000	30,000
L2	Minimum Lot Frontage (ft.)	100	100	150	100	100	100	100	100	100

	Maximum Density (dwelling units per acre)	NA	NA	NA	30	NA	NA	80	NA	NA
	Minimum Building/Structure Setbacks (ft.)									
S1	Street, front and side	50	40	75	0	50	50	0	50	75
S2	Side, interior	20	20	20	20	20	20	20[2]	20	20
S3	Rear	30	30	30	40	30	30	30	30	30
C	Maximum Lot Coverage (%)	80	80	80	80	80	80	80	80	80
	Maximum Building Height (stories/ft.)	5/70[3]	2/35	2/35[4]	2/35[4]	2/25	2/35[4]	3/45[4]	2/35[4]	5/70[3]
	Maximum Building Floor Area (sq. ft.)	NA	NA	NA	NA	50,000[5]	NA	NA	NA	NA

[1] Attached house developments are subject to a minimum lot area requirement of 4,000 square feet per dwelling unit.

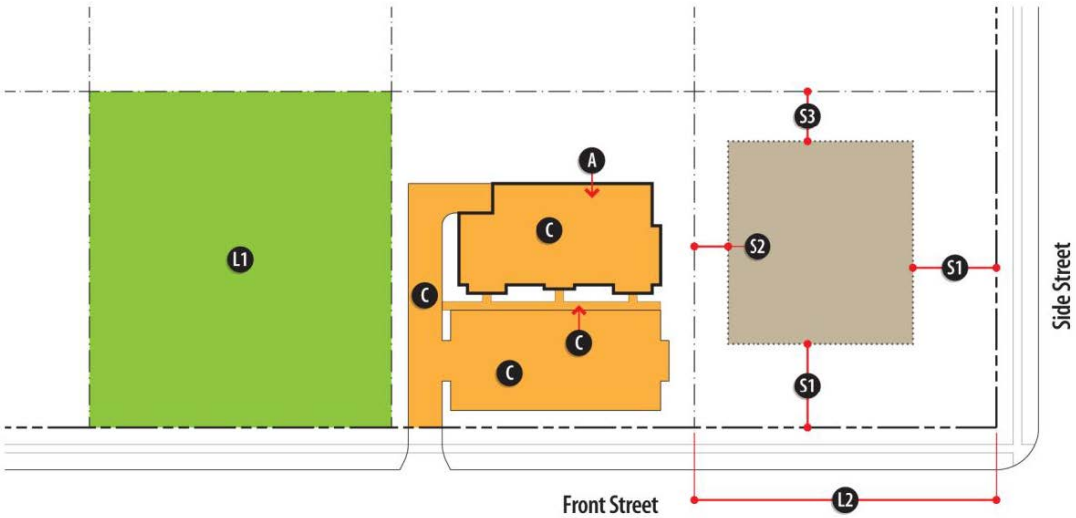
[2] No interior side setback required abutting C-1, CR-1 or C-2-zoned lots.

[3] Buildings may exceed three stories in height only if approved by fire and rescue services. Buildings in excess of five stories or 70 feet in height may be approved only through the special land use permit procedures of article V, division 3. Multi-unit residential and vertical mixed-use buildings that abut any attached single-dwelling residential district may not exceed 40 feet in height. Multi-unit residential buildings and vertical mixed-use buildings that abut any detached single-dwelling residential district may not exceed 35 feet in height.

[4] Buildings in excess stated height limits may be approved through the special land use permit procedures of article V, division 3. Buildings may exceed three stories in height only if approved by fire and rescue services.

[5] No individual building may exceed 50,000 sq. ft. (GSF). No multi-tenant center may exceed 100,000 sq. ft.

Figure 5-1: Lot and Building Regulations Diagram, Nonresidential and Mixed-use Districts



(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.30), 10-14-2013; Ord. No. 2015-01-05, § 1, 1-26-2015)

———

Sec. 27-74. - Other regulations.

Uses and development in nonresidential and mixed-use zoning districts may be subject to other regulations and standards, including the following.

(1) Nonconformities. See article VI, division 4.

(2) Accessory uses and structures. See article III, division 3.

(3) Parking. See article IV, division 1.

(4) Landscaping and screening. See article IV, division 2.

(5) Signs. See chapter 20 of the Municipal Code.

(6) Outdoor storage. See section 27-286.

(7) Temporary uses. See article III, division 4.

(8) Outdoor lighting. See article IV, division 3.

(Ord. No. 2013-10-15, § 1(Exh. A § 27-5.40), 10-14-2013)

Secs. 27-75—27-85. - Reserved.

PERIMETER CENTER

Vision/Intent

Perimeter Center will be a visitor friendly "livable" regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment. The area will serve as a regional example of high quality design standards. The City of Dunwoody works in partnership with the Perimeter Community Improvement Districts (PCIDs) and adjacent communities to implement and compliment the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

In the future, the area should add public gathering space and pocket parks, venues for live music and entertainment and continue to create transportation alternatives, mitigate congestion, and reduce remaining excessive surface parking. The area creates the conditions of possible true "live-work" environment. All future development continues to emphasize high quality design standards and building materials and incorporates the current national best practices on energy efficiency, where possible.

The City of Dunwoody recognizes the value of creating mixed-use, transit-oriented development within walking distance of public transit stations. However, the City has concerns about the impact of such development on the City's infrastructure and schools.

Future Development

The Perimeter Center Character Area will be divided into four subareas (PC-1, PC-2, PC-3, and PC-4) which match the draft proposed overlay district outline that the City is reviewing as part of the Perimeter Center Zoning Code. This area was the subject of a previous LCI Study. The cities of Dunwoody, Sandy Springs, and Brookhaven work in partnership with the Perimeter Community Improvement Districts (PCIDs) to implement and complement the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

For specific recommendations on height, density and use refer to the provisions of the Perimeter Center Overlay District and Zoning, available from the Dunwoody Community Development Department.

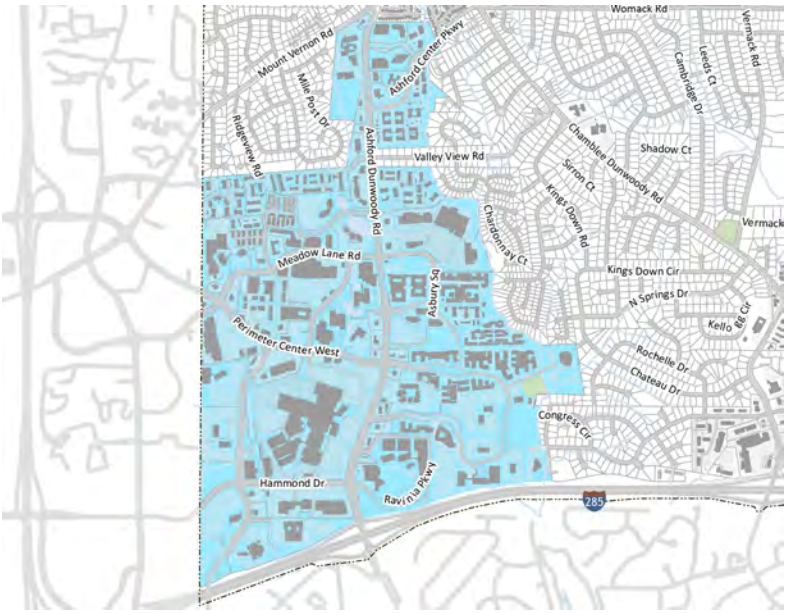


FIGURE 13: Perimeter Center Character Area Map

PC-1: Intended to apply to the central core area of Perimeter Center, including the area directly surrounding the Dunwoody MARTA train station. This district allows for the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility.

PC-2: Made up primarily of employment uses and limited shop front retail, residential, and services.

PC-3: A smaller scale, less intensive commercial district, permitting both shop front and office buildings.

PC-4: Made up primarily of residential uses at a scale that provides a transition between the intensity of Perimeter Center and the surrounding single-family residential neighborhoods.

Action Items



▲ Perimeter Mall



▲ Housing in Perimeter Center

- New development will include amenities and provide public functional green space.
- New development will be mindful of school capacity issues and applicants will work with Board of Education and City for better resolution of school issues.
- Reduce surface parking and promote livable centers in the immediate areas surrounding MARTA station.
- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.
- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational and other necessary services.
- Create bicycle, pedestrian and non-auto related transportation options to connect with the rest of the City of Dunwoody.

COMMUNITY IMPROVEMENT DISTRICT (CID)

A Community Improvement District (CID) is an authorized self-taxing district dedicated to Infrastructure improvements within its boundaries. The PCIDs are governed by two boards – one each for Fulton and DeKalb. The PCIDs spent or leveraged public funds to invest $55 million in Dunwoody alone; over $7 million from ARC's LCI program was directed to the PCIDs. This makes it one of the most, if not the most, successful CIDs in the region. The PCIDs' mission focuses exclusively on transportation improvements:

To work continuously to develop efficient transportation services, with an emphasis on access, mobility, diversification and modernization.

- The 2012 PCID Commuter Trail System Master Plan proposed a network of commuter trails connecting to the MARTA station.
- The 2012 PCID Perimeter Circulator Implementation report recommended circulator transit to provide first/ last mile connectivity for commuters and reduction in CID area congestion.
- The PCIDs have proposed Perimeter Park at the Dunwoody MARTA Station.
- Work with the Perimeter Transportation Management Association (TMA) to actively reduce automobile dependency and emerge as a leader in alternative transportation for the region.
- Work to strengthen Board of Education relationship for creative solutions to school capacity.
- Work with the PCIDs' boards to implement vision.
- Coordinate with the City of Sandy Springs for LCI Updates and implementation.
- Coordinate with the Atlanta Regional Commission (ARC) for implementation of future LCI study updates.
- Coordinate with MARTA regarding Bus Rapid Transit (BRT) (or other regional service) and urban design surrounding all transit stations.
- Look for ways to encourage live entertainment for the benefit of visitors and residents.

NOTICE OF DECISION

To: Doug Hooker, ARC
(via electronic mail) Sonny Deriso, GRTA
Bob Voyles, GRTA
Dick Anderson, GRTA
Al Nash, GRTA

To: Mayor Denis Shortal, City of Dunwoody
(via electronic mail and certified mail) G. Doug Dillard, Pursley, Friese, Torgrimson on behalf of Dunwoody Crown Towers, LLC

From: Chris Tomlinson, GRTA Executive Director

Copy: Kirk Fjelstul, GRTA
(via electronic mail) Laura Beall, GRTA
Jon West, DCA
Andrew Smith, ARC
Patrick Allen, GDOT Dist 7
Greg Floyd, MARTA
Catherine Mercier-Baggett, City of Sandy Springs
Patrice Ruffin, City of Brookhaven
Steve Foote, City of Dunwoody
Michael Smith, City of Dunwoody
Charles Brown, Crown Holdings Group
Karla Poshedly, Moreland Altobelli
Sal Lalani, TVS Design

Date: April 11, 2016

Re: **DRI 2567 Dunwoody Crown Towers**

Notice of Decision for Request for Expedited Review of DRI 2567 Dunwoody Crown Towers

The purpose of this notice is to inform Dunwoody Crown Towers, LLC (the Applicant), City of Dunwoody (the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding DRI 2567 Dunwoody Crown Towers (the DRI Plan of Development). GRTA has completed an Expedited Review for the DRI Plan of Development pursuant to sections 3-101 and 3-102 of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Sections 3-101 and 3-102.F. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

This decision will become final and no further review will be required, unless: (1) a request for review by the Land Development Committee is submitted to the Executive Director within five (5) business days of receipt of this notice pursuant to Section 2-502 of the *Procedures and Principles for GRTA Development of Regional Impact Review,* or (2) an appeal by the Applicant is submitted to the Executive Director within five (5) business days of receipt of this notice pursuant to Section 2-501, or (3) an appeal by the local government is submitted to the Executive Director within five (5) business days of receipt of this notice pursuant to Section 2-501. If GRTA staff receives a request for review or an appeal, you will receive another notice from GRTA, and the Land Development Committee will hear the appeal or request for Expedited Review at its May 11, 2016 regular meeting.

The notice of decision is based upon review of the applicant's DRI Review Package. The Review Package includes a transportation analysis prepared by Moreland Altobelli Associates, Inc. dated March 2016 and a site plan prepared by TVS Design titled "Dunwoody Crown Towers" dated March 17, 2016 and GRTA received both on March 22, The review also includes confirmation from the City of Dunwoody on March 29, 2016 and the Atlanta Regional Commission on March 28, 2016 that the Livable Centers Initiative (LCI) criterion has been met.

Approval of the above referenced DRI by expedited review shall not constitute GRTA approval of any subsequent material modifications to the proposed DRI by the local government such that the proposed DRI is no longer eligible for approval by expedited review.



Chris Tomlinson
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Pedestrian and Transit Access

- Provide sidewalks along all property frontage connecting to existing sidewalk on Gold Kist Drive.
- Provide sidewalks along both sides of all internal roadways to connect all buildings.

Access Management

- Provide internal connectivity between all site access driveways, as shown on plan.

Roadway Improvement Conditions to GRTA Notice of Decision:

Perimeter Center Parkway at Site Driveway P4/Gold Kist Road

- Provide an additional southbound left turn lane along Perimeter Center Parkway.
- Provide an additional westbound left turn lane along Gold Kist Road.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

DeKalb County School District
Zoning Review Comments

Analysis Date: 3/25/2016

Submitted to: City of Dunwoody **Case:** RZ 16-041
Name of Development: Dunwoody Crown Towers **Location:** 244 Perimeter Center Pkwy
Description: Rezoning to allow for building of 380 owner-occupied units in two towers.

Impact of Development: If approved, this rezoning will add approximately 37 students to local schools: 17 to Dunwoody ES, 7 to Peachtree MS, 11 to Dunwoody HS and 2 to another DCSD school. An additional 3 students would be expected to attend a private school. Overcrowding ranges from almost 115% to almost 130%. Each school will be gaining additional portables for the 2016 school year. By school the number of units are: Dunwoody ES: +2, Peachtree MS: +4 and Dunwoody HS: +1. The combined enrollment for these three schools is forecast to increase from 4,372 in 2016 to 4,970 for the 2020 school year. This is an increase of 598 students (13.68%.) By 2020, Peachtree MS will be at 133% of capacity, while Dunwoody ES and Dunwoody HS will be at 141% - 142% of capacity.

Current Condition of Schools	Dunwoody ES	Peachtree MS	Dunwoody HS	Other DSCD Schools	Private Schools	Total
Capacity	973	1,212	1,403			
Portables (Oct. 2016)	3	16	5			
Enrollment (Oct. 2016)	1,117	1,541	1,809			
Seats Available	-144	-329	-406			
Utilization (%)	114.8%	127.1%	128.9%			
New students from development	17	7	11	2	3	40
New Enrollment	1,134	1,548	1,820			
New Seats Available	-161	-336	-417			
New Utilization	116.5%	127.7%	129.7%			

Yield Rates	Attend Home School	Attend other DCSD School	Private School	Total
Elementary	0.04329	0.00238	0.00381	0.04948
Middle	0.01903	0.00095	0.00190	0.02188
High	0.02997	0.00095	0.00285	0.03378
Total	**0.09229**	**0.00428**	**0.00856**	**0.10514**

Student Calculations

Proposed Units **380**

Units x Yield	Attend Home School	Attend other DCSD School	Private School	Total
Elementary	16.45	0.90	1.45	18.80
Middle	7.23	0.36	0.72	8.31
High	11.39	0.36	1.08	12.83
Total	**35.07**	**1.62**	**3.25**	**39.94**

Anticipated Students	Attend Home School	Attend other DCSD School	Private School	Total
Dunwoody ES	17	1	1	19
Peachtree MS	7	0	1	8
Dunwoody HS	11	1	1	13
Total	**35**	**2**	**3**	**40**

DeKalb County School District
Zoning Review Comments

Analysis Date: 3/25/2016

Traffic Impact Study

For the Rezoning of the Dunwoody Crown Towers Development

City of Dunwoody, Georgia

Prepared by
Moreland Altobelli Associates, Inc.

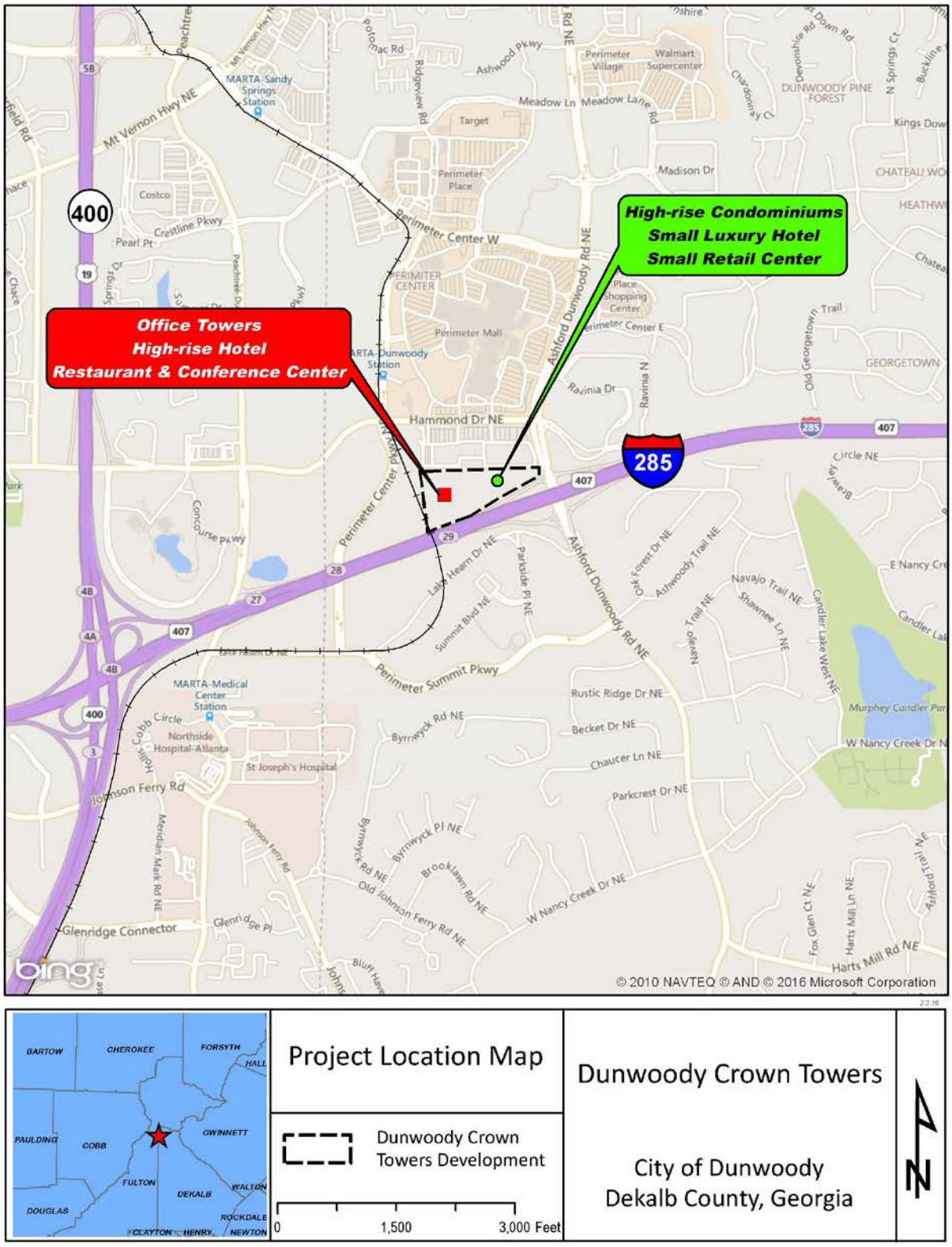
February 2016

INTRODUCTION

A portion of the Dunwoody Crown Towers development, located in the northwest quadrant of the I-285/Ashford-Dunwoody Road Interchange, is proposed to be rezoned. The Dunwoody Crown Towers Development is currently located on Gold Kist Drive. The current O-I zoning on the west end allows for approximately 1,600,000 square feet (SF) of high-rise office space. The master site plan includes two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF). The proposed zoning requested on the east end would include 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF.

The purpose of this study is to analyze future traffic conditions with and without the proposed zoning and to recommend improvements to maintain acceptable traffic operating conditions, if any, upon the completion of the development. The proposed Dunwoody Crown Towers development is expected to be completed in 2026. The project location map is shown in Figure 1.

Figure 1: Project Location Map



STUDY AREA ROADWAY NETWORK

The study area roadway network is comprised of five key intersections that are expected to be impacted by the Project:

1. Perimeter Center Parkway at Hammond Drive
2. Perimeter Center Parkway at Gold Kist Drive
3. Perimeter Center Parkway at Lake Hearn Drive
4. Hammond Drive at Ashford-Dunwoody Road
5. Hammond Drive at Shopping Center Driveway

The following is a brief inventory of each major roadway within the study area.

Perimeter Center Parkway

Perimeter Center Parkway is a four-lane divided north-south oriented roadway that extends from Lake Hearn Drive to Perimeter Center West. Perimeter Center Parkway serves as a collector roadway for office and commercial developments and it parallels Peachtree-Dunwoody Road and Ashford-Dunwoody Road. The roadway has an approximate average daily traffic volume of 8,060 vehicles per day.

Hammond Drive

Hammond Drive is a four-lane divided east-west oriented roadway that connects from Mount Vernon Highway to Ashford-Dunwoody Road. The northwest quadrant of the intersection of Hammond Drive at Ashford-Dunwoody Road is the site of Perimeter Mall. Hammond Drive crosses over GA 400 freeway and has a north-facing half-diamond interchange with the GA 400 freeway. The roadway has an approximate average daily traffic volume of 22,720 vehicles per day.

Ashford-Dunwoody Road

Ashford-Dunwoody Road is a six-lane divided north-south oriented roadway. Ashford-Dunwoody Road has an interchange with I-285. The roadway has an approximate average daily traffic volume of 28,650 vehicles per day.

Gold Kist Drive

Gold Kist Drive is a two-lane local road that ends at the driveway to the Gold Kist Office building. There is currently two other office driveways on Gold Kist Drive.

EXISTING CONDITIONS

Peak hour turning movements were obtained from VHB Engineers (formerly GT Hill Planners) for both the morning peak period (7:00 – 9:00 a.m.) and the evening peak hour (4:00 – 6:00 p.m.) at five major signalized intersections along Perimeter Center Parkway and Hammond Drive. These counts were collected in 2014.

Additionally, 24-hour bi-directional traffic counts were conducted on Peachtree Center Parkway, Hammond Drive and Ashford-Dunwoody Road in 2015. All of the existing daily traffic volumes are contained within the Appendix.

ANALYSIS OF EXISTING TRAFFIC CONDTIONS

The existing traffic conditions were evaluated at five of the intersections in the study area to determine the operational performance of the area roadway network. Figure 2 shows the existing peak hour traffic volumes that were used in this analysis.

Intersection Capacity Analysis

The goal of this analysis is to investigate the existing traffic operational performance of the individual intersections of the study area. This analysis was conducted using the methodology outlined in the *2010 Highway Capacity Manual* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. In order to facilitate the analysis, a computerized procedure referred to as SYNCHRO was used. This software conforms to the methodology of the HCM. SYNCHRO determines operational characteristics of the intersection. Two of these characteristics that help define the conditions at an intersection are the Level of Service (LOS) and the vehicular delay.

The vehicular delay value that results from the SYNCHRO analysis is used to determine the level of service of an intersection. Level of service (LOS) is a letter designation used to describe traffic operating conditions, on a declining scale from A to F. LOS “A” represents free-flow traffic conditions and LOS “F” represents extreme delays with stopped traffic conditions. Table 1 below indicates the relationship between intersection delay and level of service for signalized intersections.

Figure 2: 2014 Existing Traffic Volumes

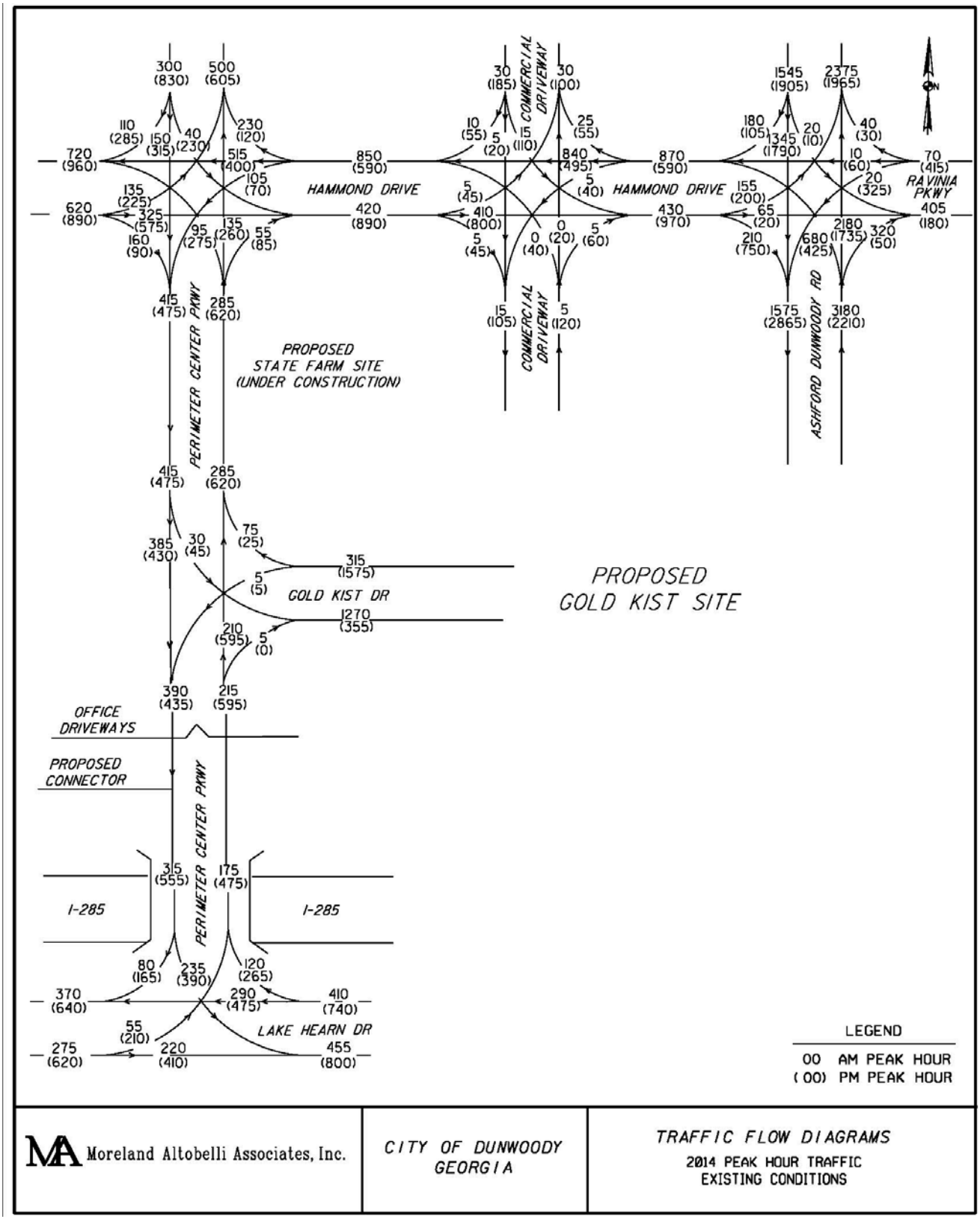


Table 1: Level of Service Criteria For Signalized Intersections

Level of Service	Control Delay (seconds/vehicle)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

The results of the existing traffic conditions capacity analysis are summarized in Table 2 below:

Table 2: Summary of Intersection Capacity Analysis
Existing Traffic Conditions

Name of Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	B	13.4	B	19.9
Perimeter Center Parkway at Gold Kist Drive	A	4.9	A	1.7
Perimeter Center Parkway at Lake Hearn Drive	A	7.3	B	11.2
Hammond Drive at Ashford-Dunwoody Road	B	19.2	C	29.6
Hammond Drive at Shopping Center Driveway	A	3.3	A	8.5

Under existing conditions, all the intersections shown above are operating at acceptable levels of service during AM and PM peak hours. The intersection capacity analysis worksheets are contained within the Appendix.

FUTURE TRAFFIC CONDITIONS

Future year 2026 traffic volumes without the Dunwoody Crown Towers development (2026 No-Build Conditions) were determined from the trip generation of planned development in the area. Table 3 is a list of planned development and the source of information obtained for each development site. Many of the sources were from Developments of Regional Impact (DRI) reports.

Table 3: Development in the Area and Source of Information

Name of Development/Location	DRI #	Prepared By
236 Perimeter Mixed-Use (a.k.a State Farm, Phase I)	1582	Kimley-Horn and Associates, Inc.
Park Center (a.k.a. State Farm, Phase II), Included High Street (DRI#1432), State Farm, Phase I and Palisades Apartments (DRI#1152, updated in 2015)	2501	Kimley-Horn and Associates, Inc.
Hines Ravinia IV, Trip Generation		Square footage and land use provided by the City of Dunwoody
1201 Hammond Drive, Trip Generation		Square footage and land use provided by the City of Dunwoody.

The percent distribution of development traffic along the roadways of the study was obtained from the respective studies listed above. The trip generated traffic was manually distributed and assigned to the study area roadway network. The resulting future 2026 traffic volumes are shown in Figure 3.

Project Trip Generation

Vehicle trip generation was estimated for the Dunwoody Crown Towers development using trip generation equations developed by the Institute of Transportation Engineers (ITE) and published in a report titled, *Trip Generation, 9th Edition.* Full build-out and occupancy of the development were assumed when applying the trip generation equations. The summary of the trips generated by Dunwoody Crown Towers development can be found in Tables 4 and 5.

Figure 3: 2026 Traffic Volumes, No-Build Conditions
Without Dunwoody Crown Towers Development

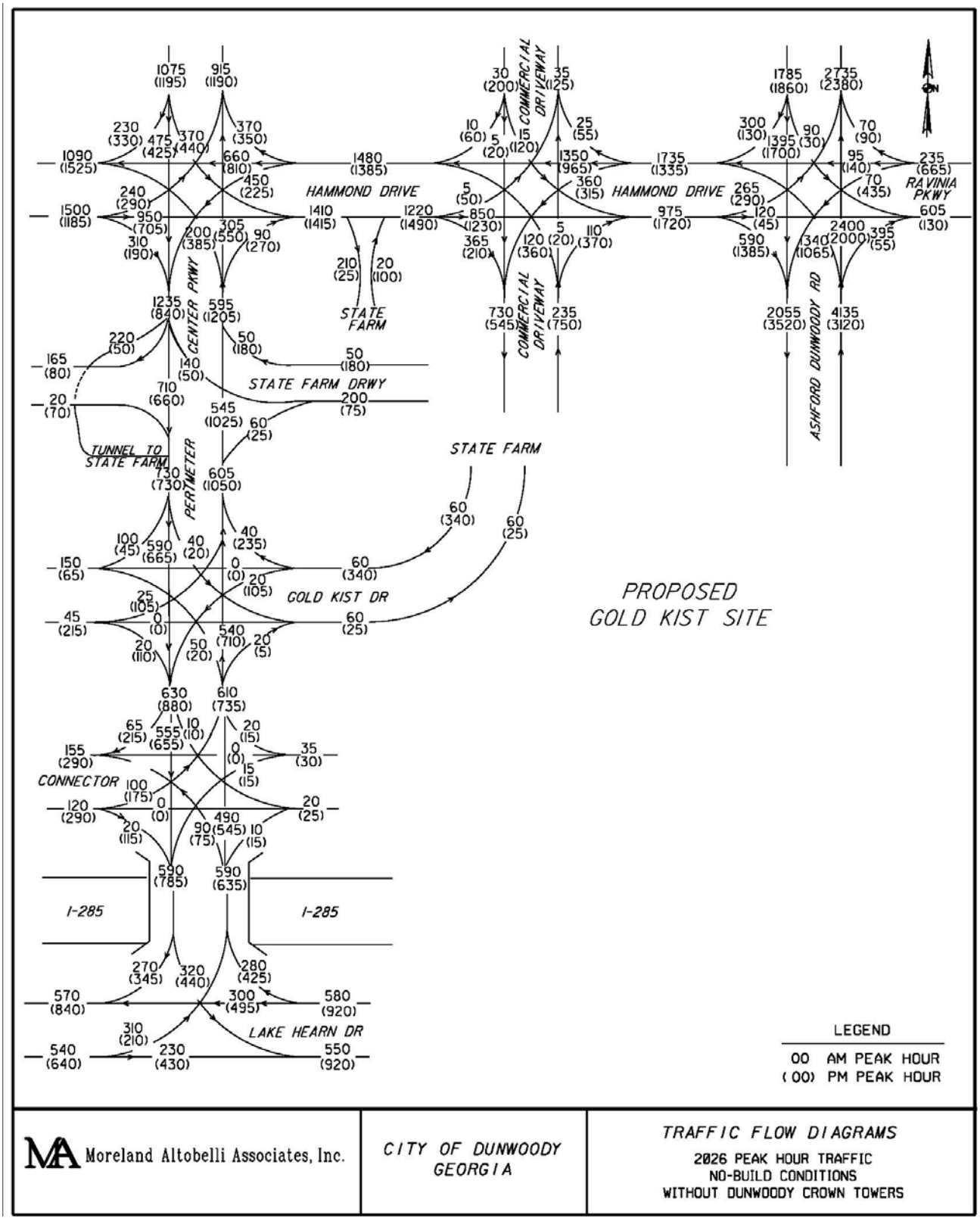


Table 4: Trip Generation
Current Zoning

Land Use Dunwoody Crown Towers Development	ITE Code	Weekday Daily Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
1,134,000 SF, Office – Two Towers	710	8,312	1,175	160	230	1,120
500-room Hotel – Tower 356,200 SF	310	4,102	155	110	155	145
32,452 SF Restaurant	931	292	15	10	165	80
63,442 SF Conference Center	715	739	100	15	15	100
Gross Trips	-	13,445	1,445	295	565	1,445
25% Reduction Transit*	-	-3,361	-361	-74	-141	-361
Trip Generation of Existing Zoning	-	10,084	1,084	221	424	1,084
Rounded Values Used in Traffic Study	-	10,100	1,085	220	425	1,085

*Transit reduction based on Kimley Horn transit reductions from State Farm DRI (Park Center DRI #2501)

Table 5: Trip Generation
Proposed Zoning

Land Use Dunwoody Crown Towers Development	ITE Code	Weekday Daily Trips	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
1,134,000 SF, Office – Two Towers	710	8,312	1,175	160	230	1,120
500-room Hotel – Tower 356,200 SF	310	4,102	155	110	155	145
32,452 SF Restaurant	931	292	15	10	165	80
63,442 SF Conference Center	715	739	100	15	15	100
380 units High-Rise Condominium	232	1,656	25	115	90	55
150-room Luxury Hotel	310	969	45	35	45	45
43,700 SF Retail Center	826	1,936	60	35	55	70
Gross Trips	-	18,006	1,575	480	755	1,615
25% Reduction Transit*	-	-4,501	-394	-120	-189	-404
Mixed-Use Reduction**	-	-828	-0	-0	-35	-74
Trip Generation of Proposed Zoning	-	12,677	1,181	360	531	1,137
Rounded Values Used in Traffic Study	-	12,680	1,180	360	530	1,140

*Transit reduction based on Kimley Horn transit reductions from State Farm DRI (Park Center DRI #2501)
**Mixed-Use Reduction due to Internal Capture (Source: Chapter 7, ITE Trip Generation Handbook, 9th Edition)

Traffic Distribution and Assignment

The estimated net new external trips were manually distributed and assigned to the study area road network based on the percent distribution obtained from VHB Engineers.

The resulting future year 2026 traffic volumes (2026 Future Build Conditions) with the current zoning and with the proposed zoning were determined and are shown in Figures 4 and 5, respectively.

Figure 4: 2026 Build Traffic Volumes
With Dunwoody Crown Towers Development's Current Zoning

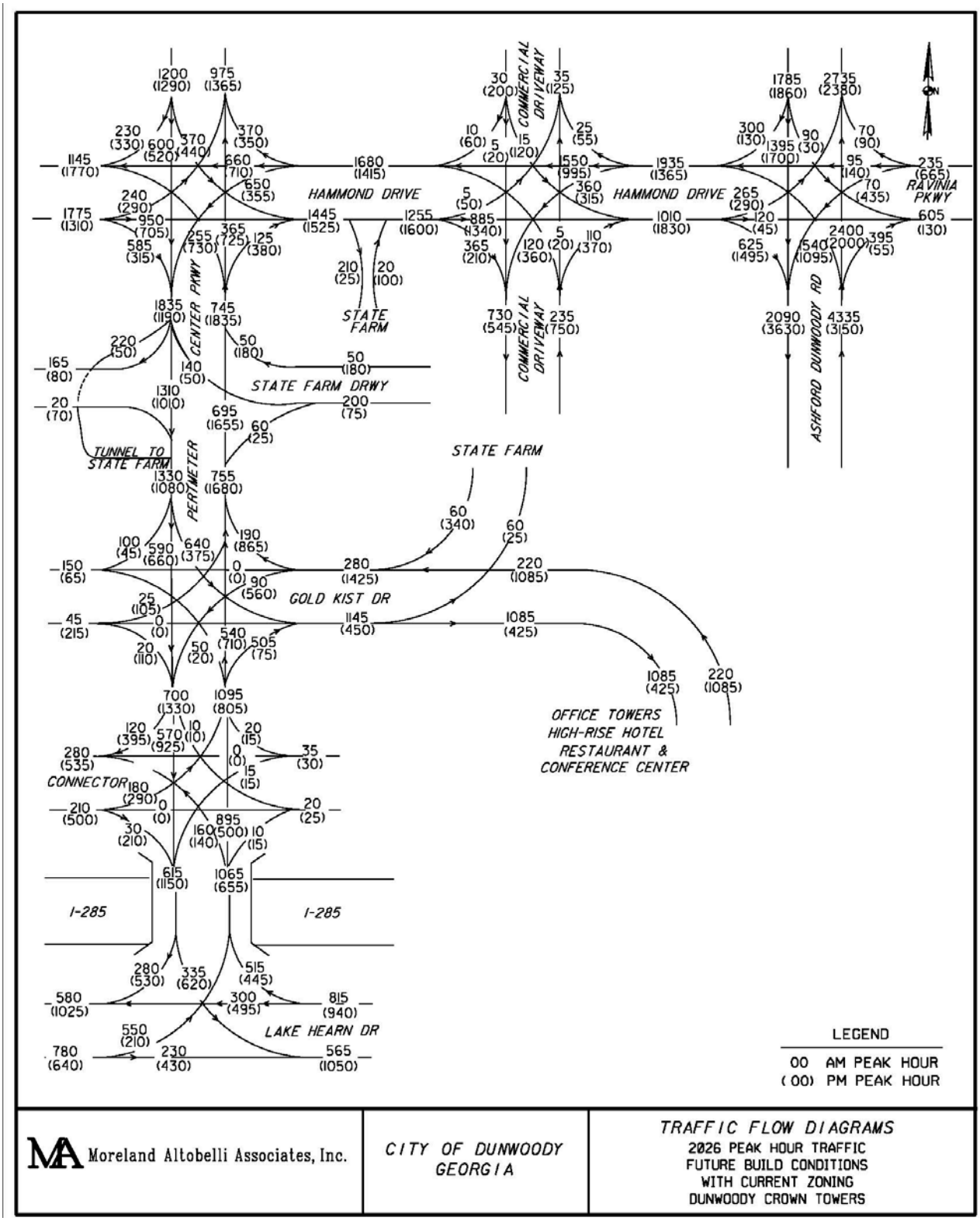
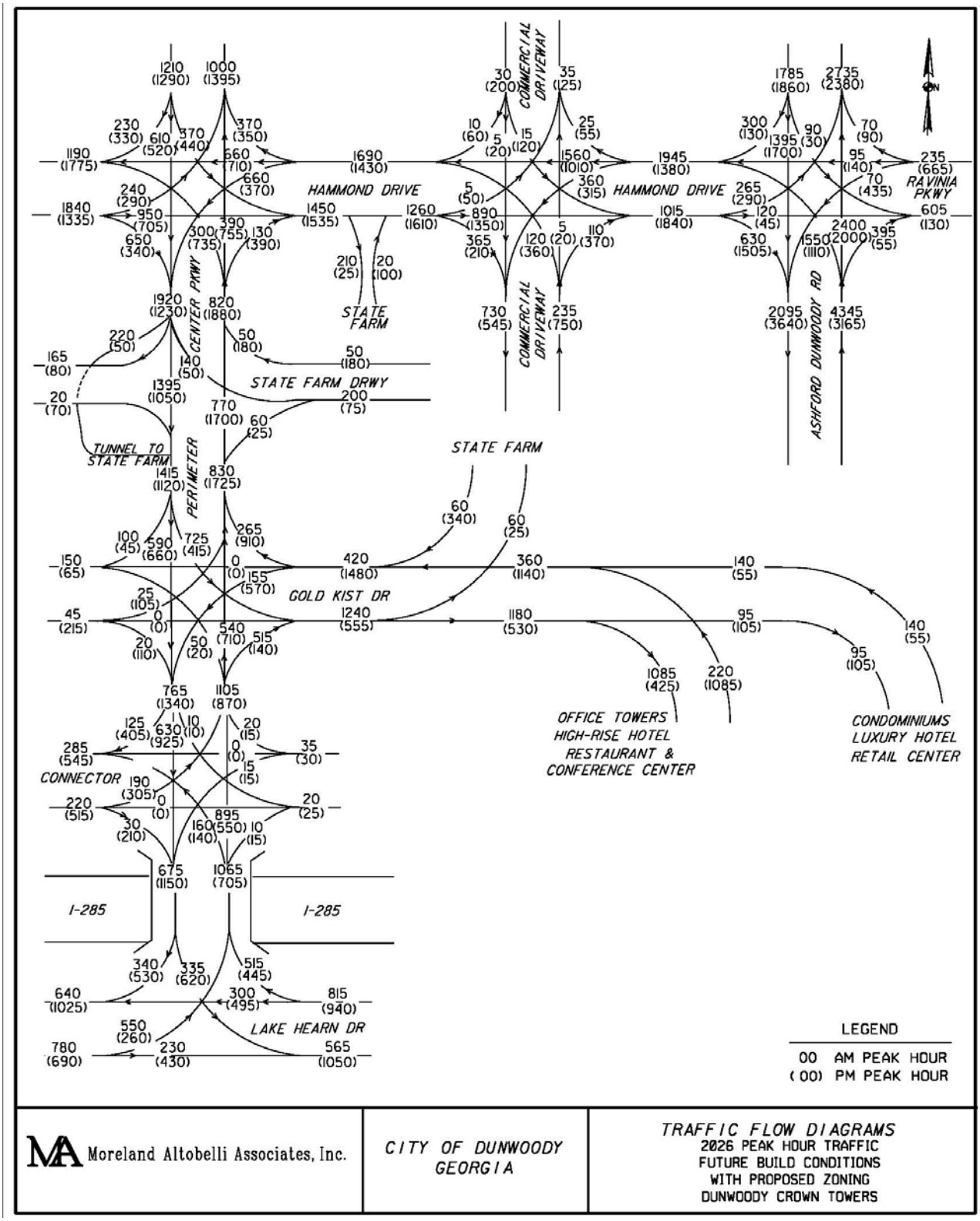


Figure 5: 2026 Build Traffic Volumes
With Dunwoody Crown Towers Development's Proposed Zoning



ANALYSIS OF FUTURE TRAFFIC CONDITIONS

The future 2026 traffic conditions were evaluated under three different scenarios:

- Scenario 1: 2026 No-Build Conditions – This scenario includes planned development in the area without the Dunwoody Crown Towers development
- Scenario 2: 2026 Build with Current Zoning Conditions – This scenario includes planned development in the area and the current zoning that allows two office towers with 24 stories (567,000 SF each), a restaurant and conference center of approximately 96,000 SF and a high-rise hotel (28 stories with up to 500 rooms or 356,200 SF).
- Scenario 3: 2026 Build with Proposed Zoning Conditions – This scenario includes planned development in the area and the proposed zoning that would allow 380 units of high-rise condominiums in mixed-use buildings, a retail center (3 stories with a total of 43,700 SF) and a small luxury hotel with approximately 150 rooms or 115,200 SF in addition to what is currently zoned.

SYNCHRO analysis was used to evaluate the major intersections of each scenario. Lane configuration and roadway assumptions were made for each scenario. Figure 6 illustrates the following assumptions that were made:

- The State Farm Phase I development would construct a right-turn lane on Hammond Drive that would allow motorists to turn into the right-in and right-out site driveway of the development.
- The Park Center development would construct a right-in, right-out driveway on Perimeter Center Parkway across from the planned State Farm Phase I development driveway. The State Farm Phase I development driveway would allow southbound left-turns and northbound right-turns into the driveway and right-out turns out of the driveway. There is also a proposed southbound entrance only tunnel into the State Farm Phase I development.
- The Park Center development would construct a driveway across from Gold Kist Drive.
- A new connector road is planned to be constructed from Perimeter Center Parkway to Peachtree-Dunwoody Road. On the City of Dunwoody side, Park Center development would construct the connector roadway from Perimeter Center Parkway to the Sandy Springs City Limits. It will intersect at the current median opening on Perimeter Center Parkway south of Gold Kist Drive. This connector roadway would be constructed as a three-lane roadway. On the Sandy Springs side, the proposed Palisades apartment development will construct the Connector Road as a matching three-lane roadway from Peachtree-Dunwoody Road to the City of Dunwoody City limits.
- Dunwoody Crown Towers development would construct additional turn-lanes on the Gold Kist Drive approach to Perimeter Center Parkway.
- The Park Center DRI recommended the construction of an additional left-turn lane on the westbound and northbound approaches of the intersection of Hammond Drive and Peachtree Center Parkway. An exclusive right-turn lane on eastbound Hammond Drive at Peachtree Center Parkway was also recommended in the Park Center DRI.

Figure 6: Future Lane Configurations in 2026

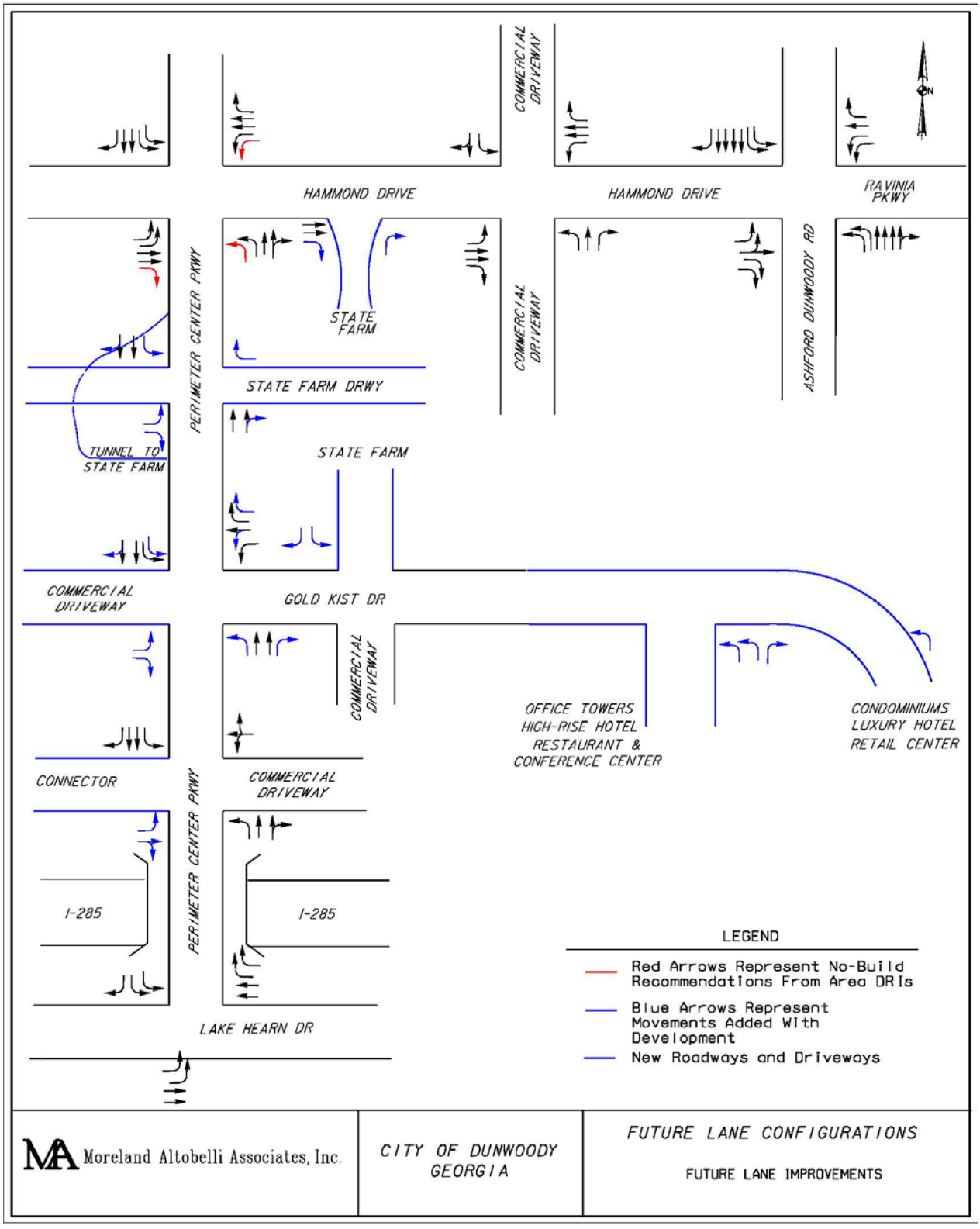


Table 6 summarizes the results of the intersection capacity analysis. The intersection capacity analysis worksheets are contained within the Appendix.

Table 6: Summary of Intersection Capacity Analysis
Future 2026 No-Build, Build with Current Zoning and Build with Proposed Zoning Traffic Conditions

Intersections	Scenario 1 2026 No-Build				Scenario 2 2026 Current Zoning				Scenario 3 2026 Proposed Zoning			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Perimeter Center Parkway at Hammond Drive	C	26.6	B	10.6	D	36.9	D	43.6	D	42.4	D	45.1
Perimeter Center Parkway at Gold Kist Drive	A	5.9	A	7.2	B	16.7	C	31.0	B	18.0	C	28.5
Perimeter Center Parkway at Westside Connector	A	5.6	A	7.2	A	7.6	B	11.5	A	7.9	B	12.0
Perimeter Center Parkway at Lake Hearn Drive	B	10.9	D	37.3	B	12.3	B	13.1	B	12.2	B	13.3
Hammond Drive at Ashford-Dunwoody Road	D	43.9	E	71.3	D	54.0	F	84.3	D	54.6	F	84.2
Hammond Drive at Shopping Center Driveway	A	7.4	C	27.1	B	10.6	C	26.5	A	9.8	C	26.5

The results of the intersection capacity studies indicate that all intersections will operate at acceptable levels of service in the future no-build, build with current zoning of Dunwoody Crown Towers development, and build conditions with the proposed rezoning of Dunwoody Crown Towers development except for the intersection of Hammond Drive at Ashford-Dunwoody Road. There is an existing traffic problem that is being made worse with every new development in the Perimeter Center area. Traffic congestion at the intersection of Ashford-Dunwoody Road at Hammond Drive is the result of a traffic pattern caused by the poor interstate access to properties along Perimeter Center Parkway. Traffic from the I-285 westbound Ashford-Dunwoody Road ramp turns right onto Ashford-Dunwoody Road and then turns left onto Hammond Drive to reach destinations along Perimeter Center Parkway. This maneuver is a complex weave across three lanes and has the potential to have frequent crashes.

A project has been proposed and is under study to provide an access ramp from I-285 westbound that would underpass Ashford-Dunwoody Road and tie into Gold Kist Drive to be renamed the Westside Connector. This project would eliminate weaving traffic on Ashford-Dunwoody Road, reduce traffic congestion on Hammond Drive and Ashford-Dunwoody Road and provide improved access to Perimeter Center Parkway.

CONCLUSIONS

In conclusion, the rezoning of the Dunwoody Crown Towers development to add a residential/mixed-use component that includes 380 units of high-rise condominiums, a small luxury hotel and a small retail center will not impact the operations of the study intersections. There are no new improvements required to facilitate the addition of this residential development. Table 6 results indicate that there is less than one second of delay increase at the major intersections under the proposed zoning scenario.

Additionally, there would be a slight reduction in overall traffic because a small percentage of the residents of the condominiums would typically work at the office towers and office workers and residents would frequent the retail center. Also, the residential traffic peak hour movements are reverse from that of the office towers; therefore the residential traffic would not create the need for additional capacity on the roadway network.

APPENDIX

Traffic Data and Analysis Results

- **2015 Daily Traffic Volumes**
- **SYNCHRO Analysis results**

APPENDIX

Traffic Data and Analysis Results

- **2015 Daily Traffic Volumes**
- **SYNCHRO Analysis results**

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
PERIMETER CENTER PKWY NORTH OF I-285

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	2	1	0	0	0	2	0	0	0	0	0	0	0	5
	2	4	0	0	0	2	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	3	0	1	0	1	0	0	0	0	0	0	0	5
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	3	0	1	0	0	0	0	0	0	0	0	0	4
	0	8	1	2	0	1	0	0	0	0	0	0	0	12
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
06:15	1	9	3	1	0	0	0	0	0	0	0	0	0	14
06:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
06:45	0	21	2	0	1	1	0	0	0	0	0	0	0	25
	1	53	8	1	1	1	0	0	0	0	0	0	0	65
07:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
07:15	0	28	4	0	0	1	0	0	0	0	0	0	0	33
07:30	0	38	9	0	0	0	0	0	0	0	0	0	0	47
07:45	0	51	4	0	1	0	0	0	0	0	0	0	0	56
	0	136	20	0	1	1	0	0	0	0	0	0	0	158
08:00	0	57	8	0	1	1	0	1	0	0	0	0	0	68
08:15	0	50	6	0	0	2	0	1	0	0	0	0	0	59
08:30	0	45	6	0	0	0	0	0	0	0	0	0	0	51
08:45	0	57	8	1	1	0	0	0	0	0	0	0	0	67
	0	209	28	1	2	3	0	2	0	0	0	0	0	245
09:00	0	37	4	1	0	0	0	0	0	0	0	0	0	42
09:15	0	22	6	0	0	0	0	0	0	0	0	0	0	28
09:30	0	36	5	0	0	0	0	0	0	0	0	0	0	41
09:45	0	46	1	0	0	1	0	0	0	0	0	0	0	48
	0	141	16	1	0	1	0	0	0	0	0	0	0	159
10:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
10:15	0	35	0	0	2	0	0	0	0	0	0	0	0	37
10:30	0	30	4	0	1	0	0	0	0	0	0	0	0	35
10:45	1	43	6	0	0	2	0	0	0	0	0	0	0	52
	1	131	14	0	3	2	0	0	0	0	0	0	0	151
11:00	0	48	7	0	2	1	0	0	0	0	0	0	0	58
11:15	0	72	10	0	2	0	0	0	0	0	0	0	0	84
11:30	0	74	6	0	3	0	0	0	0	0	0	0	0	83
11:45	0	109	4	1	0	0	0	0	0	0	0	0	0	114
	0	303	27	1	7	1	0	0	0	0	0	0	0	339
Total	4	990	115	6	14	12	0	2	0	0	0	0	0	1143
Percent	0.3%	86.6%	10.1%	0.5%	1.2%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

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PERIMETER CENTER PKWY NORTH OF I-285

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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	101	12	0	0	0	0	0	0	0	0	0	0	113
12:15	0	72	10	0	0	0	0	0	0	0	0	0	0	82
12:30	0	67	8	0	1	1	0	0	0	0	0	0	0	77
12:45	0	62	9	1	0	1	0	0	0	0	0	0	0	73
	0	302	39	1	1	2	0	0	0	0	0	0	0	345
13:00	0	56	10	1	0	1	0	0	0	0	0	0	0	68
13:15	0	42	11	1	2	0	0	0	0	0	0	0	0	56
13:30	0	54	13	0	0	0	0	0	0	0	0	0	0	67
13:45	0	39	4	1	0	0	0	0	0	0	0	0	0	44
	0	191	38	3	2	1	0	0	0	0	0	0	0	235
14:00	0	32	5	1	3	0	0	0	0	0	0	0	0	41
14:15	0	28	6	0	0	2	0	0	0	0	0	0	0	36
14:30	0	50	11	2	2	0	0	0	0	0	0	0	0	65
14:45	0	51	9	1	0	2	0	0	0	0	0	0	0	63
	0	161	31	4	5	4	0	0	0	0	0	0	0	205
15:00	0	43	8	1	1	0	0	0	0	0	0	0	0	53
15:15	0	52	11	1	0	2	0	0	0	0	0	0	0	66
15:30	0	55	19	4	0	0	0	2	0	0	0	0	0	80
15:45	0	68	16	0	2	0	0	0	0	0	0	0	0	86
	0	218	54	6	3	2	0	2	0	0	0	0	0	285
16:00	0	108	25	1	1	0	0	0	0	0	0	0	0	135
16:15	0	110	15	1	2	0	0	1	0	0	0	0	0	129
16:30	1	125	20	0	6	0	0	0	0	0	0	0	0	152
16:45	0	127	10	0	0	0	0	1	0	1	0	0	0	139
	1	470	70	2	9	0	0	2	0	1	0	0	0	555
17:00	1	135	11	0	4	0	0	0	0	0	0	0	0	151
17:15	6	80	10	1	8	0	0	1	0	0	0	0	0	106
17:30	4	65	8	1	1	0	0	0	0	0	0	0	0	79
17:45	1	76	12	1	13	1	0	0	0	0	0	0	0	104
	12	356	41	3	26	1	0	1	0	0	0	0	0	440
18:00	2	100	12	1	14	0	0	0	0	0	0	0	0	129
18:15	0	87	6	1	6	1	0	0	0	0	0	0	0	101
18:30	0	95	9	0	3	0	0	0	0	0	0	0	0	107
18:45	0	61	6	0	1	0	0	0	0	0	0	0	0	68
	2	343	33	2	24	1	0	0	0	0	0	0	0	405
19:00	0	57	4	0	2	0	0	0	0	0	0	0	0	63
19:15	0	57	2	0	2	0	0	0	0	0	0	0	0	61
19:30	0	39	3	0	1	0	0	0	0	0	0	0	0	43
19:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
	0	178	10	0	5	0	0	0	0	0	0	0	0	193
20:00	0	23	0	0	1	0	0	0	0	0	0	0	0	24
20:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20
20:30	0	8	0	0	3	0	0	0	0	0	0	0	0	11
20:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	0	56	1	0	6	0	0	0	0	0	0	0	0	63
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
21:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	28	3	0	0	0	0	0	0	0	0	0	0	31
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	0	11	0	0	1	0	0	0	0	0	0	0	0	12
Total	15	2330	322	21	82	11	0	5	0	1	0	0	0	2787
Percent	0.5%	83.6%	11.6%	0.8%	2.9%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	19	3320	437	27	96	23	0	7	0	1	0	0	0	3930
Percent	0.5%	84.5%	11.1%	0.7%	2.4%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3
	0	4	0	0	0	1	0	0	0	0	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	12	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
06:15	0	9	0	0	1	0	0	0	0	0	0	0	0	10
06:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21
06:45	0	28	2	0	1	0	0	1	0	0	0	0	0	32
	0	67	5	0	2	0	0	1	0	0	0	0	0	75
07:00	0	36	1	0	2	0	0	0	0	0	0	0	0	39
07:15	1	43	0	0	0	0	0	0	0	0	0	0	0	44
07:30	0	51	3	0	1	0	0	0	0	0	0	0	0	55
07:45	0	85	1	0	1	0	0	0	0	0	0	0	0	87
	1	215	5	0	4	0	0	0	0	0	0	0	0	225
08:00	0	53	1	0	1	0	0	1	0	0	0	0	0	56
08:15	0	54	1	0	0	0	0	0	0	0	0	0	0	55
08:30	0	63	3	0	1	0	0	0	0	0	0	0	0	67
08:45	0	49	0	0	0	0	0	0	0	0	0	0	0	49
	0	219	5	0	2	0	0	1	0	0	0	0	0	227
09:00	1	69	2	0	1	0	0	0	0	0	0	0	0	73
09:15	0	54	1	0	1	0	0	1	0	0	0	0	0	57
09:30	0	44	2	0	0	0	0	0	0	0	0	0	0	46
09:45	0	46	3	0	0	0	0	0	0	0	0	0	0	49
	1	213	8	0	2	0	0	1	0	0	0	0	0	225
10:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34
10:15	0	21	0	1	1	0	0	0	0	0	0	0	0	23
10:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24
10:45	0	34	2	0	2	0	0	0	0	0	0	0	0	38
	0	110	5	1	3	0	0	0	0	0	0	0	0	119
11:00	0	30	4	0	1	0	0	0	0	0	0	0	0	35
11:15	0	41	0	0	0	0	0	0	0	0	0	0	0	41
11:30	0	33	2	0	0	0	0	0	0	0	0	0	0	35
11:45	0	42	0	0	1	0	0	0	0	0	0	0	0	43
	0	146	6	0	2	0	0	0	0	0	0	0	0	154
Total	2	987	34	1	15	1	0	3	0	0	0	0	0	1043
Percent	0.2%	94.6%	3.3%	0.1%	1.4%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	34	3	0	0	1	0	0	0	0	0	0	0	38
12:15	1	50	0	0	1	0	0	0	0	0	0	0	0	52
12:30	0	82	1	0	0	0	0	1	0	0	0	0	0	84
12:45	0	92	1	0	1	0	0	1	0	0	0	0	0	95
	1	258	5	0	2	1	0	2	0	0	0	0	0	269
13:00	1	84	1	0	0	1	0	1	0	0	0	0	0	88
13:15	0	91	3	0	0	0	0	0	0	0	0	0	0	94
13:30	1	73	2	1	0	0	0	0	0	0	0	0	0	77
13:45	0	71	3	0	1	0	0	0	0	0	0	0	0	75
	2	319	9	1	1	1	0	1	0	0	0	0	0	334
14:00	1	63	1	0	0	1	0	0	0	0	0	0	0	66
14:15	0	68	2	0	1	0	0	0	0	0	0	0	0	71
14:30	0	73	2	0	1	0	0	0	0	0	0	0	0	76
14:45	1	63	3	0	4	0	0	0	0	0	0	0	0	71
	2	267	8	0	6	1	0	0	0	0	0	0	0	284
15:00	0	92	2	0	0	1	1	0	0	0	0	0	0	96
15:15	0	107	2	0	2	0	0	1	0	0	0	0	0	112
15:30	0	152	6	0	3	2	0	0	0	0	0	0	0	163
15:45	0	134	5	0	1	1	0	0	0	0	0	0	0	141
	0	485	15	0	6	4	1	1	0	0	0	0	0	512
16:00	0	153	5	1	1	2	0	0	0	0	0	0	0	162
16:15	0	146	5	0	2	1	0	1	0	0	0	0	0	155
16:30	1	222	7	0	1	0	0	2	0	0	0	0	0	233
16:45	0	156	3	0	1	1	0	1	0	0	0	0	0	162
	1	677	20	1	5	4	0	4	0	0	0	0	0	712
17:00	1	197	2	0	0	2	0	1	0	0	0	0	0	203
17:15	1	177	3	0	3	0	0	1	0	0	0	0	0	185
17:30	0	170	3	0	1	1	0	0	0	0	0	0	0	175
17:45	1	161	2	0	0	1	0	0	0	0	0	0	0	165
	3	705	10	0	4	4	0	2	0	0	0	0	0	728
18:00	1	178	6	0	2	1	0	2	2	0	0	0	0	192
18:15	1	159	4	0	2	1	0	0	0	0	0	0	1	168
18:30	1	158	1	0	2	0	0	0	0	0	0	0	0	162
18:45	0	152	5	0	3	0	0	0	0	0	0	0	0	160
	3	647	16	0	9	2	0	2	2	0	0	0	1	682
19:00	0	108	6	0	3	1	0	0	0	0	0	0	0	118
19:15	0	46	2	0	3	0	0	0	0	0	0	0	0	51
19:30	1	56	2	0	0	0	0	0	0	0	0	0	0	59
19:45	0	36	1	0	0	0	0	1	0	0	0	0	0	38
	1	246	11	0	6	1	0	1	0	0	0	0	0	266
20:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
20:15	0	23	0	0	1	0	0	0	0	0	0	0	0	24
20:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
20:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25
	0	101	4	0	1	0	0	0	0	0	0	0	0	106
21:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
21:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	0	54	0	0	0	0	0	0	0	0	0	0	0	54
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	27	2	0	0	0	0	0	0	0	0	0	0	29
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Total	13	3795	101	2	40	18	1	13	2	0	0	0	1	3986
Percent	0.3%	95.2%	2.5%	0.1%	1.0%	0.5%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	15	4782	135	3	55	19	1	16	2	0	0	0	1	5029
Percent	0.3%	95.1%	2.7%	0.1%	1.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 16
Station ID: 16
HAMMOND DRIVE WEST OF ASHFORD DUNWOODY

Latitude: 0' 0.0000 Undefined

Start Time	15-Dec-15 Tue	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		18	202			8	261				
12:15		16	176			3	284				
12:30		8	198			10	264				
12:45		10	212	52	788	8	276	29	1085	81	1873
01:00		4	224			8	264				
01:15		4	216			4	239				
01:30		2	262			2	224				
01:45		3	242	13	944	7	194	21	921	34	1865
02:00		4	274			7	207				
02:15		5	252			3	206				
02:30		1	290			2	234				
02:45		1	252	11	1068	3	215	15	862	26	1930
03:00		0	187			3	176				
03:15		2	122			1	188				
03:30		1	170			1	186				
03:45		4	88	7	567	6	188	11	738	18	1305
04:00		4	124			5	193				
04:15		0	130			8	184				
04:30		4	119			10	181				
04:45		2	167	10	540	22	154	45	712	55	1252
05:00		10	128			26	190				
05:15		9	104			32	175				
05:30		10	84			38	168				
05:45		15	110	44	426	75	160	171	693	215	1119
06:00		16	147			96	148				
06:15		30	169			186	135				
06:30		39	216			186	178				
06:45		46	192	131	724	213	160	681	621	812	1345
07:00		63	211			185	153				
07:15		77	206			197	138				
07:30		88	210			218	136				
07:45		82	208	310	835	248	141	848	568	1158	1403
08:00		96	225			240	106				
08:15		108	180			245	101				
08:30		90	192			210	88				
08:45		80	146	374	743	209	88	904	383	1278	1126
09:00		108	175			232	72				
09:15		97	134			234	62				
09:30		92	147			214	61				
09:45		75	121	372	577	248	46	928	241	1300	818
10:00		104	110			207	54				
10:15		118	96			166	40				
10:30		112	93			227	27				
10:45		126	46	460	345	246	21	846	142	1306	487
11:00		165	77			272	39				
11:15		134	54			238	20				
11:30		136	32			237	21				
11:45		164	16	599	179	292	10	1039	90	1638	269
Total		2383	7736			5538	7056			7921	14792
Percent		23.5%	76.5%			44.0%	56.0%			34.9%	65.1%
Grand Total		2383	7736			5538	7056			7921	14792
Percent		23.5%	76.5%			44.0%	56.0%			34.9%	65.1%
ADT		ADT 22,713		AADT 22,713							

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1
Station ID: 1
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	41	10	0	2	0	0	0	0	0	0	0	0	53
00:15	0	32	6	0	4	0	0	0	0	0	0	0	0	42
00:30	0	18	8	0	0	0	0	0	0	0	1	0	0	27
00:45	0	13	13	0	1	0	0	0	0	0	0	0	0	27
	0	104	37	0	7	0	0	0	0	0	1	0	0	149
01:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
01:15	0	15	3	0	2	0	0	1	0	0	0	0	0	21
01:30	0	11	2	0	1	0	0	1	0	0	0	0	0	15
01:45	1	15	2	1	0	1	0	1	0	0	0	0	0	21
	1	53	9	1	4	1	0	3	0	0	0	0	0	72
02:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
02:15	0	12	3	0	2	0	0	0	0	0	0	0	0	17
02:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
02:45	0	11	2	0	1	0	0	0	0	0	0	0	0	14
	0	37	13	0	4	0	0	0	0	0	0	0	0	54
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:15	0	3	3	1	1	0	0	0	0	0	0	0	0	8
03:30	0	9	1	1	1	0	0	0	0	0	0	0	0	12
03:45	2	22	2	1	0	2	0	0	0	0	0	0	0	29
	2	43	10	3	2	2	0	0	0	0	0	0	0	62
04:00	1	7	6	0	4	0	0	1	1	0	0	0	0	20
04:15	0	10	5	0	1	1	0	1	0	0	0	0	0	18
04:30	0	25	6	0	1	0	0	1	0	0	0	0	0	33
04:45	0	36	11	0	2	0	0	0	0	0	0	0	0	49
	1	78	28	0	8	1	0	3	1	0	0	0	0	120
05:00	1	38	9	1	4	0	0	0	1	0	0	0	0	54
05:15	0	45	21	0	3	0	0	0	0	0	0	0	0	69
05:30	0	73	27	0	5	0	0	4	0	0	0	0	0	109
05:45	1	121	38	1	9	0	0	3	0	0	0	0	0	173
	2	277	95	2	21	0	0	7	1	0	0	0	0	405
06:00	2	138	30	0	6	1	0	1	0	0	0	0	0	178
06:15	10	152	45	3	12	3	1	6	0	0	0	0	0	232
06:30	9	232	62	4	6	2	0	11	1	1	1	0	1	330
06:45	8	194	54	2	5	3	0	4	0	0	0	0	1	271
	29	716	191	9	29	9	1	22	1	1	1	0	2	1011
07:00	6	189	45	2	12	4	0	4	0	0	0	0	0	262
07:15	5	179	47	2	9	1	0	5	0	0	0	1	0	249
07:30	7	190	47	1	7	4	0	8	0	1	0	0	0	265
07:45	4	225	68	1	8	1	0	5	0	0	0	0	1	313
	22	783	207	6	36	10	0	22	0	1	0	1	1	1089
08:00	11	221	52	4	7	2	0	5	0	0	0	0	2	304
08:15	7	151	53	4	6	3	0	5	1	0	2	1	0	233
08:30	7	172	51	1	7	1	0	7	1	0	0	0	0	247
08:45	10	139	42	1	6	2	0	9	0	0	0	0	0	209
	35	683	198	10	26	8	0	26	2	0	2	1	2	993
09:00	9	153	50	4	12	2	0	8	1	1	1	0	1	242
09:15	8	187	57	2	13	3	0	12	1	0	2	0	1	286
09:30	8	177	57	3	15	4	0	6	0	0	0	0	2	272
09:45	5	159	63	2	8	2	0	7	1	1	1	0	0	249
	30	676	227	11	48	11	0	33	3	2	4	0	4	1049
10:00	12	169	69	3	10	3	0	7	0	1	0	0	0	274
10:15	9	151	79	1	13	5	0	10	0	0	0	0	0	268
10:30	10	177	91	2	17	1	1	11	1	0	1	0	0	312
10:45	7	164	60	2	13	4	0	5	0	0	0	0	2	257
	38	661	299	8	53	13	1	33	1	1	1	0	2	1111
11:00	7	192	83	2	11	2	0	5	1	0	1	0	0	304
11:15	10	148	65	2	11	3	1	5	1	2	1	0	0	249
11:30	8	137	63	1	8	3	0	3	0	1	0	0	0	224
11:45	5	113	46	1	10	2	1	5	1	0	2	0	0	186
	30	590	257	6	40	10	2	18	3	3	4	0	0	963
Total	190	4701	1571	56	278	65	4	167	12	8	13	2	11	7078
Percent	2.7%	66.4%	22.2%	0.8%	3.9%	0.9%	0.1%	2.4%	0.2%	0.1%	0.2%	0.0%	0.2%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1
Station ID: 1
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	10	98	31	3	9	2	0	6	1	0	1	0	0	161
12:15	10	92	36	2	5	2	0	7	1	0	0	0	1	156
12:30	5	89	33	4	2	2	0	5	0	0	0	0	1	141
12:45	7	84	33	2	4	4	0	7	0	0	0	1	0	142
	32	363	133	11	20	10	0	25	2	0	1	1	2	600
13:00	12	89	47	1	6	3	0	7	0	1	0	0	0	166
13:15	4	116	72	1	12	1	0	7	1	0	0	0	0	214
13:30	10	125	67	3	14	3	0	5	1	0	0	0	0	228
13:45	8	120	58	2	9	5	0	4	0	0	0	0	1	207
	34	450	244	7	41	12	0	23	2	1	0	0	1	815
14:00	8	136	81	3	12	3	0	4	0	0	1	0	0	248
14:15	3	149	83	3	5	2	0	2	2	0	1	0	1	251
14:30	7	107	64	3	12	3	0	6	0	1	0	0	0	203
14:45	6	87	56	3	9	2	0	6	1	1	1	1	1	174
	24	479	284	12	38	10	0	18	3	2	3	1	2	876
15:00	8	135	75	2	9	2	0	11	1	0	1	0	1	245
15:15	4	129	121	6	18	2	0	12	0	2	0	0	1	295
15:30	6	160	129	4	11	3	0	12	2	2	0	0	1	330
15:45	5	184	92	1	12	3	0	16	1	1	1	0	0	316
	23	608	417	13	50	10	0	51	4	5	2	0	3	1186
16:00	8	152	86	2	16	3	0	10	0	1	0	0	0	278
16:15	5	100	61	1	5	3	0	3	1	0	1	0	0	180
16:30	10	70	29	1	3	2	0	2	0	0	0	0	0	117
16:45	9	65	30	2	8	1	0	3	0	0	0	0	0	118
	32	387	206	6	32	9	0	18	1	1	1	0	0	693
17:00	9	57	35	2	7	3	0	5	0	0	0	0	0	118
17:15	3	63	29	1	6	2	0	2	0	0	0	0	0	106
17:30	9	83	42	2	9	3	0	3	0	0	0	0	0	151
17:45	5	77	22	1	4	2	0	3	1	0	0	0	0	115
	26	280	128	6	26	10	0	13	1	0	0	0	0	490
18:00	10	92	33	1	3	4	0	2	0	0	1	0	0	146
18:15	6	70	34	2	3	3	0	3	0	0	0	0	0	121
18:30	9	74	24	2	3	3	0	3	0	0	0	0	0	118
18:45	6	86	32	2	4	1	0	5	0	0	0	0	0	136
	31	322	123	7	13	11	0	13	0	0	1	0	0	521
19:00	7	94	43	1	7	2	0	8	0	0	0	0	0	162
19:15	5	147	108	2	8	2	0	16	0	0	2	0	0	290
19:30	5	143	108	3	8	2	0	13	2	1	1	0	0	286
19:45	9	130	80	1	10	2	0	8	0	0	0	0	0	240
	26	514	339	7	33	8	0	45	2	1	3	0	0	978
20:00	3	102	74	0	3	0	0	7	0	0	0	0	0	189
20:15	1	125	79	3	8	1	0	6	0	0	0	2	0	225
20:30	2	99	68	1	2	1	0	10	0	0	0	0	0	183
20:45	4	88	66	0	4	1	0	10	0	0	0	0	0	173
	10	414	287	4	17	3	0	33	0	0	0	2	0	770
21:00	4	86	83	0	4	1	0	6	0	0	0	0	0	184
21:15	2	82	71	1	2	1	0	4	0	0	0	0	0	163
21:30	1	71	38	0	6	1	1	6	0	0	1	0	0	125
21:45	3	76	58	2	5	0	0	4	0	1	0	1	1	151
	10	315	250	3	17	3	1	20	0	1	1	1	1	623
22:00	1	82	36	1	5	0	0	3	1	0	0	0	0	129
22:15	3	81	35	1	7	0	0	7	0	0	0	0	0	134
22:30	0	60	39	1	6	1	0	3	0	0	0	0	0	110
22:45	1	73	31	1	1	0	0	2	0	0	0	0	0	109
	5	296	141	4	19	1	0	15	1	0	0	0	0	482
23:00	1	54	22	0	2	0	0	3	0	0	0	0	0	82
23:15	0	39	26	0	1	0	0	1	0	0	2	0	0	69
23:30	0	50	21	1	0	0	0	1	0	0	0	0	0	73
23:45	0	27	20	0	1	0	0	1	0	0	0	0	0	49
	1	170	89	1	4	0	0	6	0	0	2	0	0	273
Total	254	4598	2641	81	310	87	1	280	16	11	14	5	9	8307
Percent	3.1%	55.4%	31.8%	1.0%	3.7%	1.0%	0.0%	3.4%	0.2%	0.1%	0.2%	0.1%	0.1%	
Grand Total	444	9299	4212	137	588	152	5	447	28	19	27	7	20	15385
Percent	2.9%	60.4%	27.4%	0.9%	3.8%	1.0%	0.0%	2.9%	0.2%	0.1%	0.2%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1.5
Station ID: 1.5
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12/15/15	0	55	13	0	2	1	0	0	1	0	0	0	0	72
00:15	2	51	10	0	0	1	0	1	0	1	0	0	0	66
00:30	2	35	7	0	0	0	0	1	0	0	0	0	0	45
00:45	1	31	10	0	0	1	0	0	1	0	0	0	0	44
	5	172	40	0	2	3	0	2	2	1	0	0	0	227
01:00	1	29	7	1	1	0	0	0	0	0	0	0	0	39
01:15	0	18	1	0	0	0	0	0	0	0	1	0	0	20
01:30	0	17	7	0	0	0	0	0	0	0	0	0	0	24
01:45	3	26	4	0	0	0	0	0	0	0	0	0	0	33
	4	90	19	1	1	0	0	0	0	0	1	0	0	116
02:00	2	18	2	0	0	0	0	0	0	0	0	0	0	22
02:15	0	14	3	1	1	1	0	1	0	0	0	0	0	21
02:30	1	8	3	0	0	0	0	0	0	0	0	0	0	12
02:45	2	6	1	0	0	0	0	0	0	0	0	0	0	9
	5	46	9	1	1	1	0	1	0	0	0	0	0	64
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:15	1	8	3	0	0	0	0	0	0	0	0	0	0	12
03:30	0	4	2	1	0	0	0	0	0	0	0	0	0	7
03:45	0	7	3	0	0	1	0	0	0	0	0	0	0	11
	1	25	10	1	0	1	0	0	0	0	0	0	0	38
04:00	0	4	2	0	0	0	0	1	0	0	0	0	0	7
04:15	1	3	7	0	0	1	0	0	0	0	0	0	0	12
04:30	0	5	6	0	1	1	0	0	0	0	0	0	0	13
04:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	1	30	18	0	1	2	0	1	0	0	0	0	0	53
05:00	1	23	3	0	0	0	0	1	0	0	0	0	1	29
05:15	0	28	8	0	0	0	0	0	0	0	0	0	0	36
05:30	0	39	8	0	0	0	0	0	1	0	0	0	0	48
05:45	1	58	9	1	1	0	0	1	0	0	0	0	0	71
	2	148	28	1	1	0	0	2	1	0	0	0	1	184
06:00	4	54	8	0	1	0	0	1	0	0	0	0	0	68
06:15	3	56	14	1	3	2	0	1	0	0	0	0	0	80
06:30	5	121	10	3	0	0	0	1	0	0	0	0	0	140
06:45	2	137	13	0	2	0	0	2	0	0	0	0	0	156
	14	368	45	4	6	2	0	5	0	0	0	0	0	444
07:00	9	189	12	0	0	1	0	2	0	0	0	0	0	213
07:15	3	201	16	1	7	0	0	3	0	1	2	0	1	235
07:30	3	223	28	2	4	4	0	2	0	0	1	0	1	268
07:45	6	204	17	3	7	6	0	3	2	0	0	0	2	250
	21	817	73	6	18	11	0	10	2	1	3	0	4	966
08:00	2	205	21	1	7	0	0	2	0	0	0	0	0	238
08:15	3	184	19	1	11	3	0	1	1	0	1	0	1	225
08:30	4	198	15	1	1	1	0	2	0	0	0	0	1	223
08:45	8	164	45	2	4	2	1	3	1	1	1	0	0	232
	17	751	100	5	23	6	1	8	2	1	2	0	2	918
09:00	10	173	22	2	3	1	0	2	0	0	0	0	1	214
09:15	5	191	22	0	3	4	0	3	0	0	0	0	1	229
09:30	6	142	25	3	1	6	0	2	0	0	2	0	1	188
09:45	6	165	24	4	4	1	0	6	0	0	1	0	1	212
	27	671	93	9	11	12	0	13	0	0	3	0	4	843
10:00	6	168	29	2	1	2	0	2	0	0	1	0	1	212
10:15	6	161	30	3	0	1	0	2	2	0	0	0	1	206
10:30	3	164	34	2	1	1	0	3	1	0	0	0	1	210
10:45	8	154	32	1	3	0	0	5	1	0	0	0	0	204
	23	647	125	8	5	4	0	12	4	0	1	0	3	832
11:00	2	169	33	0	1	4	0	3	0	0	1	0	0	213
11:15	3	164	33	1	7	1	0	8	0	2	1	0	1	221
11:30	10	184	30	0	4	2	0	7	0	1	0	0	1	239
11:45	4	140	17	0	4	2	0	2	2	1	2	0	0	174
	19	657	113	1	16	9	0	20	2	4	4	0	2	847
Total	139	4422	673	37	85	51	1	74	13	7	14	0	16	5532
Percent	2.5%	79.9%	12.2%	0.7%	1.5%	0.9%	0.0%	1.3%	0.2%	0.1%	0.3%	0.0%	0.3%	

All Traffic Data Services, Inc
1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

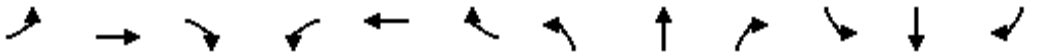
Site Code: 1.5
Station ID: 1.5
ASHFORD DUNWOODY ROAD NORTH OF HAMMOND DRIVE
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	172	24	3	1	2	0	6	0	0	2	0	0	213
12:15	5	151	20	1	3	1	1	2	1	1	1	0	0	187
12:30	2	192	25	2	2	2	0	3	1	0	1	0	0	230
12:45	2	108	14	4	2	3	0	2	2	1	1	0	0	139
	12	623	83	10	8	8	1	13	4	2	5	0	0	769
13:00	3	88	20	2	6	3	0	3	0	0	0	0	0	125
13:15	3	91	19	1	8	2	0	2	0	0	0	0	1	127
13:30	2	89	15	3	7	2	0	2	0	0	1	0	0	121
13:45	2	117	20	2	4	3	0	6	0	0	0	0	0	154
	10	385	74	8	25	10	0	13	0	0	1	0	1	527
14:00	1	100	10	1	11	2	0	2	0	0	0	0	0	127
14:15	4	106	17	1	6	4	0	3	2	0	0	0	0	143
14:30	1	80	11	1	8	3	0	2	0	0	0	0	0	106
14:45	1	77	15	3	9	3	0	1	0	0	0	0	0	109
	7	363	53	6	34	12	0	8	2	0	0	0	0	485
15:00	3	110	12	1	5	4	0	4	0	0	0	0	0	139
15:15	3	98	20	2	9	2	0	4	0	0	0	0	0	138
15:30	4	130	21	3	2	3	0	1	0	0	0	0	1	165
15:45	7	113	32	2	3	2	0	1	0	1	0	0	0	161
	17	451	85	8	19	11	0	10	0	1	0	0	1	603
16:00	3	132	34	2	2	3	0	3	1	1	0	0	0	181
16:15	4	108	38	1	3	3	0	4	0	0	0	0	0	161
16:30	2	111	35	1	3	2	0	3	0	0	0	0	0	157
16:45	5	104	24	1	7	0	0	4	1	1	0	0	0	147
	14	455	131	5	15	8	0	14	2	2	0	0	0	646
17:00	5	106	33	1	6	3	0	2	0	1	0	0	0	157
17:15	3	126	24	3	4	0	0	6	0	0	1	0	0	167
17:30	6	128	46	2	4	3	0	3	1	0	1	0	0	194
17:45	3	104	42	0	7	0	0	2	0	0	0	0	0	158
	17	464	145	6	21	6	0	13	1	1	2	0	0	676
18:00	4	134	31	1	3	2	0	1	0	0	0	0	0	176
18:15	4	139	31	1	8	1	0	8	0	0	0	0	1	193
18:30	3	150	33	1	4	1	0	4	0	0	0	0	0	196
18:45	2	129	18	2	7	3	0	3	0	0	0	0	0	164
	13	552	113	5	22	7	0	16	0	0	0	0	1	729
19:00	1	106	14	2	3	2	0	1	0	0	0	0	0	129
19:15	1	106	9	2	5	1	0	3	0	0	0	0	0	127
19:30	2	116	12	3	6	1	0	1	0	0	0	0	0	141
19:45	5	128	15	4	4	2	0	2	0	0	0	0	0	160
	9	456	50	11	18	6	0	7	0	0	0	0	0	557
20:00	5	134	12	4	5	1	0	2	1	0	0	0	0	164
20:15	2	122	23	3	8	2	1	3	0	0	0	0	0	164
20:30	1	159	12	1	4	2	0	3	0	0	1	0	0	183
20:45	2	152	20	3	10	2	0	2	2	0	0	0	0	193
	10	567	67	11	27	7	1	10	3	0	1	0	0	704
21:00	3	157	20	2	9	2	0	2	0	0	1	0	0	196
21:15	3	142	15	3	6	5	0	3	3	0	2	0	0	182
21:30	1	215	16	1	5	2	0	2	0	0	0	0	2	244
21:45	1	209	24	2	3	2	0	4	0	1	0	0	0	246
	8	723	75	8	23	11	0	11	3	1	3	0	2	868
22:00	1	165	19	1	5	7	0	6	0	0	1	0	1	206
22:15	0	165	12	3	1	4	0	1	1	0	0	0	0	187
22:30	5	133	7	0	5	3	0	2	1	0	0	0	0	156
22:45	2	128	13	0	2	1	1	2	0	0	0	0	0	149
	8	591	51	4	13	15	1	11	2	0	1	0	1	698
23:00	0	129	15	0	1	0	0	1	1	0	1	0	2	150
23:15	1	109	9	0	2	1	1	1	0	0	1	0	0	125
23:30	0	87	7	0	0	1	0	2	0	0	0	0	0	97
23:45	1	88	4	1	0	0	0	1	0	0	0	0	0	95
	2	413	35	1	3	2	1	5	1	0	2	0	2	467
Total	127	6043	962	83	228	103	4	131	18	7	15	0	8	7729
Percent	1.6%	78.2%	12.4%	1.1%	2.9%	1.3%	0.1%	1.7%	0.2%	0.1%	0.2%	0.0%	0.1%	
Grand Total	266	10465	1635	120	313	154	5	205	31	14	29	0	24	13261
Percent	2.0%	78.9%	12.3%	0.9%	2.4%	1.2%	0.0%	1.5%	0.2%	0.1%	0.2%	0.0%	0.2%	

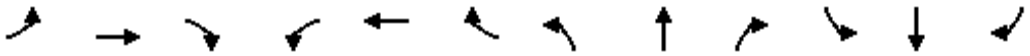
Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

Existing
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	325	160	105	515	230	95	135	55	40	150	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	160		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.950				0.850		0.957				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3362	0	1770	3539	1583	1770	3387	0	3433	3539	1583
Flt Permitted	0.950			0.420			0.513			0.950		
Satd. Flow (perm)	3433	3362	0	782	3539	1583	956	3387	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		141				250		60				151
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			670			786	
Travel Time (s)		30.7			14.6			10.2			11.9	
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
Adj. Flow (vph)	147	353	174	114	560	250	103	147	60	43	163	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	527	0	114	560	250	103	207	0	43	163	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	6	3	8		7	4	4

Lanes, Volumes, Timings — Existing
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM

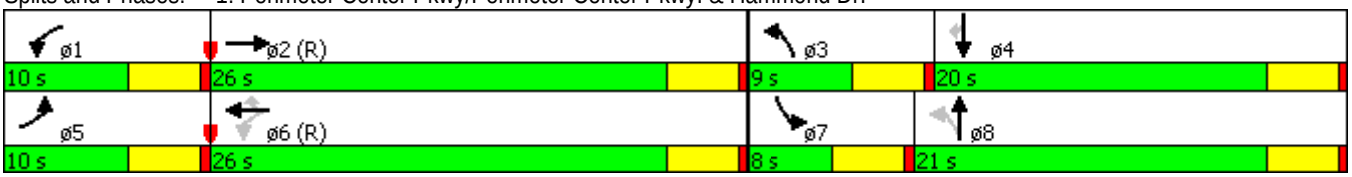


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	10.0	26.0		10.0	26.0	26.0	9.0	21.0		8.0	20.0	20.0
Total Split (%)	15.4%	40.0%		15.4%	40.0%	40.0%	13.8%	32.3%		12.3%	30.8%	30.8%
Maximum Green (s)	6.0	22.0		6.0	22.0	22.0	5.0	17.0		4.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	8.1	30.2		35.9	29.6	29.6	15.9	11.5		5.6	8.3	8.3
Actuated g/C Ratio	0.12	0.46		0.55	0.46	0.46	0.24	0.18		0.09	0.13	0.13
v/c Ratio	0.34	0.32		0.21	0.35	0.29	0.32	0.32		0.14	0.36	0.36
Control Delay	27.8	10.5		6.9	12.3	1.9	19.8	17.7		29.0	27.7	6.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.8	10.5		6.9	12.3	1.9	19.8	17.7		29.0	27.7	6.4
LOS	C	B		A	B	A	B	B		C	C	A
Approach Delay		14.3			8.8			18.4			20.1	
Approach LOS		B			A			B			C	
90th %ile Green (s)	10.2	24.2		9.3	23.3	23.3	5.0	11.5		4.0	10.5	10.5
90th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	8.9	23.0		8.3	22.4	22.4	8.5	11.0		6.7	9.2	9.2
70th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	Hold		Gap	Gap	Gap
50th %ile Green (s)	8.1	25.1		7.4	24.4	24.4	8.2	10.3		6.2	8.3	8.3
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	7.3	27.8		6.6	27.1	27.1	7.2	18.6		0.0	7.4	7.4
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap	Hold		Skip	Gap	Gap
10th %ile Green (s)	0.0	50.8		0.0	50.8	50.8	0.0	6.2		0.0	6.2	6.2
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Hold		Skip	Gap	Gap
Queue Length 50th (ft)	27	54		19	84	0	29	27		8	31	0
Queue Length 95th (ft)	50	91		23	42	10	63	54		22	55	28
Internal Link Dist (ft)		1949			883			590			706	
Turn Bay Length (ft)	260			250		500	160			250		300
Base Capacity (vph)	427	1636		546	1611	856	319	946		297	871	503
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.34	0.32		0.21	0.35	0.29	0.32	0.22		0.14	0.19	0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 65	

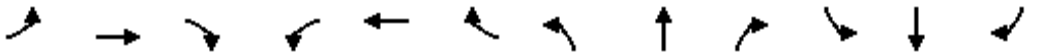
Actuated Cycle Length: 65	
Offset: 50 (77%), Referenced to phase 2:EBT and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Hammond Dr.& Shopping Center Dr

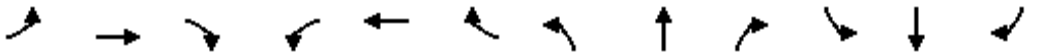
Existing
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	410	5	5	840	25	0	0	5	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1863	1863	1583	1770	1671	0
Flt Permitted	0.292			0.485						0.784		
Satd. Flow (perm)	544	5085	1583	903	3539	1583	1863	1863	1583	1460	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			151			437		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	5	446	5	5	913	27	0	0	5	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	446	5	5	913	27	0	0	5	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt		Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Hammond Dr.& Shopping Center Dr

Existing
AM



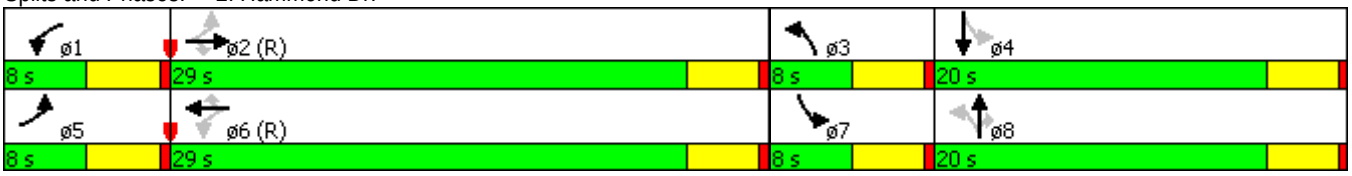
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	29.0	29.0	8.0	29.0	29.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	12.3%	44.6%	44.6%	12.3%	44.6%	44.6%	12.3%	30.8%	30.8%	12.3%	30.8%	
Maximum Green (s)	4.0	25.0	25.0	4.0	25.0	25.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	56.7	58.7	58.7	56.7	58.7	58.7			5.5	7.4	7.3	
Actuated g/C Ratio	0.87	0.90	0.90	0.87	0.90	0.90			0.08	0.11	0.11	
v/c Ratio	0.01	0.10	0.00	0.01	0.29	0.02			0.01	0.08	0.08	
Control Delay	2.0	2.0	0.0	2.2	3.2	0.0			0.0	24.6	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	
Total Delay	2.0	2.0	0.0	2.2	3.2	0.0			0.0	24.6	16.5	
LOS	A	A	A	A	A	A			A	C	B	
Approach Delay		2.0			3.1						20.6	
Approach LOS		A			A						C	
90th %ile Green (s)	5.8	33.7	33.7	5.8	33.7	33.7	0.0	5.5	5.5	4.0	13.5	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Skip	Gap	Gap	Max	Hold	
70th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
70th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
50th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
30th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
10th %ile Green (s)	0.0	61.0	61.0	0.0	61.0	61.0	0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
Queue Length 50th (ft)	0	0	0	0	0	0			0	6	2	
Queue Length 95th (ft)	m1	35	m0	3	158	0			0	19	16	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200						
Base Capacity (vph)	579	4595	1445	861	3198	1445			719	192	419	
Starvation Cap Reductn	0	0	0	0	0	0			0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0			0	0	0	
Storage Cap Reductn	0	0	0	0	0	0			0	0	0	
Reduced v/c Ratio	0.01	0.10	0.00	0.01	0.29	0.02			0.01	0.08	0.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	

Actuated Cycle Length: 65	
Offset: 47 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 3.1	Intersection LOS: A
Intersection Capacity Utilization 33.2%	ICU Level of Service A
Analysis Period (min) 15	

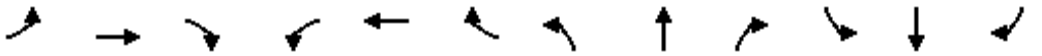
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hammond Dr.



Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

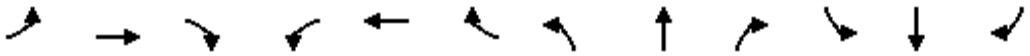
Existing
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	65	210	20	10	40	680	2180	320	20	1345	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1734	2787	3433	1863	1583	3433	6286	0	3433	6408	1583
Flt Permitted	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1734	2787	3433	1863	1583	3433	6286	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			158		51				196
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	168	71	228	22	11	43	739	2370	348	22	1462	196
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	118	121	228	22	11	43	739	2718	0	22	1462	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
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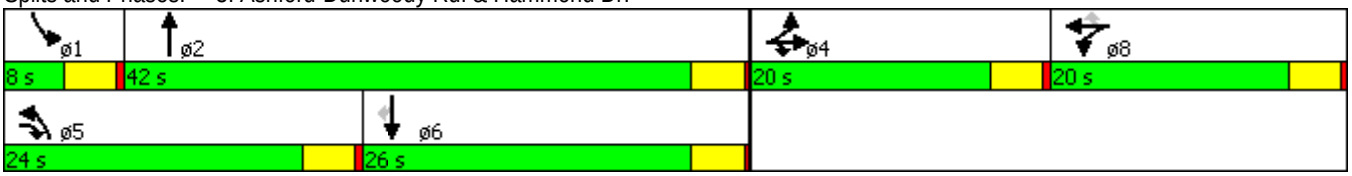
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	20.0		20.0	20.0	20.0	24.0	42.0		8.0	26.0	26.0
Total Split (%)	22.2%	22.2%		22.2%	22.2%	22.2%	26.7%	46.7%		8.9%	28.9%	28.9%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	20.0	38.0		4.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	10.6	10.6	32.2	6.1	6.1	6.1	19.7	43.0		4.1	22.1	22.1
Actuated g/C Ratio	0.15	0.15	0.46	0.09	0.09	0.09	0.28	0.61		0.06	0.31	0.31
v/c Ratio	0.46	0.46	0.16	0.07	0.07	0.15	0.77	0.70		0.11	0.73	0.31
Control Delay	34.8	34.5	1.5	33.8	34.4	1.2	31.8	13.5		36.8	25.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	34.8	34.5	1.5	33.8	34.4	1.2	31.8	13.5		36.8	25.5	5.3
LOS	C	C	A	C	C	A	C	B		D	C	A
Approach Delay		18.5			15.4			17.4			23.3	
Approach LOS		B			B			B			C	
90th %ile Green (s)	16.0	16.0		7.0	7.0	7.0	20.0	38.0		4.0	22.0	22.0
90th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
70th %ile Green (s)	13.2	13.2		6.3	6.3	6.3	20.0	38.0		4.0	22.0	22.0
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	10.5	10.5		5.9	5.9	5.9	20.0	46.0		0.0	22.0	22.0
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Hold		Skip	Max	Max
30th %ile Green (s)	8.3	8.3		0.0	0.0	0.0	20.0	46.0		0.0	22.0	22.0
30th %ile Term Code	Gap	Gap		Skip	Skip	Skip	Max	Hold		Skip	Max	Max
10th %ile Green (s)	6.5	6.5		0.0	0.0	0.0	17.1	41.9		0.0	20.8	20.8
10th %ile Term Code	Gap	Gap		Skip	Skip	Skip	Gap	Hold		Skip	Gap	Gap
Queue Length 50th (ft)	53	54	0	5	5	0	163	211		5	177	0
Queue Length 95th (ft)	105	107	12	16	20	0	#280	410		17	246	47
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	389	401	1482	796	432	488	995	3865		199	2043	638
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.30	0.30	0.15	0.03	0.03	0.09	0.74	0.70		0.11	0.72	0.31

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 70.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 81	
70th %ile Actuated Cycle: 77.5	
50th %ile Actuated Cycle: 74.4	
30th %ile Actuated Cycle: 62.3	
10th %ile Actuated Cycle: 56.4	

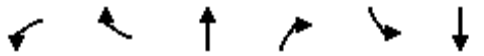
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

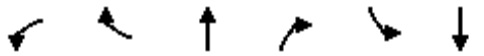
Existing
AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	75	210	5	30	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.997			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3529	0	1770	3539
Flt Permitted	0.950				0.607	
Satd. Flow (perm)	1770	1583	3529	0	1131	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		82	5			
Link Speed (mph)	45		45			45
Link Distance (ft)	661		742			670
Travel Time (s)	10.0		11.2			10.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	82	228	5	33	418
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	82	233	0	33	418
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6

Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

Existing
AM

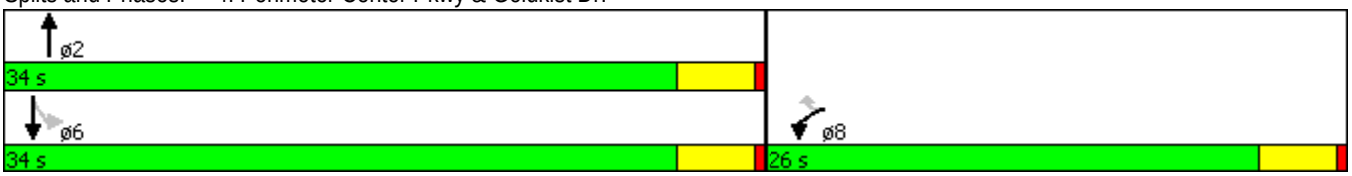


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		20.0	20.0
Total Split (s)	26.0	26.0	34.0		34.0	34.0
Total Split (%)	43.3%	43.3%	56.7%		56.7%	56.7%
Maximum Green (s)	22.0	22.0	30.0		30.0	30.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	6.3	6.3	43.3		43.3	43.3
Actuated g/C Ratio	0.12	0.12	0.83		0.83	0.83
v/c Ratio	0.02	0.31	0.08		0.04	0.14
Control Delay	19.4	9.2	2.0		2.4	2.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	19.4	9.2	2.0		2.4	2.0
LOS	B	A	A		A	A
Approach Delay	9.8		2.0			2.0
Approach LOS	A		A			A
90th %ile Green (s)	8.2	8.2	33.1		33.1	33.1
90th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
70th %ile Green (s)	6.7	6.7	39.3		39.3	39.3
70th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
50th %ile Green (s)	5.6	5.6	45.0		45.0	45.0
50th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
30th %ile Green (s)	0.0	0.0	45.0		45.0	45.0
30th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
10th %ile Green (s)	0.0	0.0	45.0		45.0	45.0
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
Queue Length 50th (ft)	2	0	6		2	13
Queue Length 95th (ft)	8	28	16		8	28
Internal Link Dist (ft)	581		662			590
Turn Bay Length (ft)					200	
Base Capacity (vph)	752	720	2942		942	2949
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.01	0.11	0.08		0.04	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

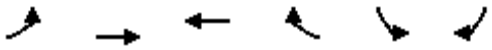
Actuated Cycle Length: 52	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 2.9	Intersection LOS: A
Intersection Capacity Utilization 22.6%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 49.3	
70th %ile Actuated Cycle: 54	
50th %ile Actuated Cycle: 58.6	
30th %ile Actuated Cycle: 49	
10th %ile Actuated Cycle: 49	

Splits and Phases: 4: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

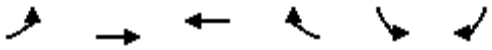
Existing
AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	55	210	290	120	235	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				130		87
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1749		1830	
Travel Time (s)		12.2	26.5		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	228	315	130	255	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	228	315	130	255	87
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

Existing
AM

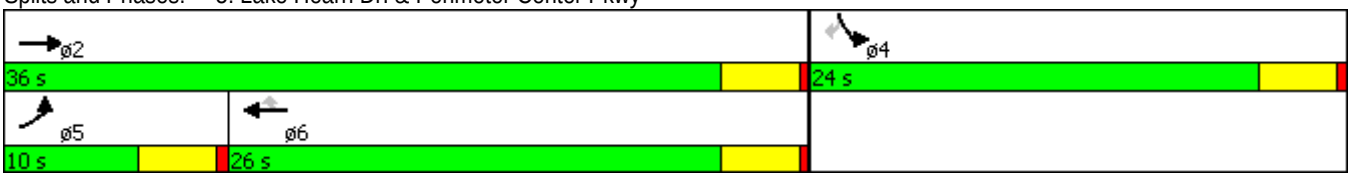


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	10.0	36.0	26.0	26.0	24.0	24.0
Total Split (%)	16.7%	60.0%	43.3%	43.3%	40.0%	40.0%
Maximum Green (s)	6.0	32.0	22.0	22.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	6.1	15.2	11.9	11.9	8.1	8.1
Actuated g/C Ratio	0.19	0.48	0.37	0.37	0.25	0.25
v/c Ratio	0.09	0.13	0.24	0.12	0.29	0.19
Control Delay	12.7	4.8	9.2	3.3	11.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	4.8	9.2	3.3	11.0	4.9
LOS	B	A	A	A	B	A
Approach Delay		6.4	7.4		9.5	
Approach LOS		A	A		A	
90th %ile Green (s)	6.0	21.6	11.6	11.6	10.0	10.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	6.0	20.2	10.2	10.2	8.7	8.7
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	0.0	8.3	8.3	8.3	7.8	7.8
50th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	8.2	8.2	8.2	6.6	6.6
30th %ile Term Code	Skip	Dwell	Dwell	Dwell	Gap	Gap
10th %ile Green (s)	0.0	21.2	21.2	21.2	6.4	6.4
10th %ile Term Code	Skip	Dwell	Dwell	Dwell	Gap	Gap
Queue Length 50th (ft)	2	8	12	0	10	0
Queue Length 95th (ft)	17	21	50	13	44	22
Internal Link Dist (ft)		726	1669		1750	
Turn Bay Length (ft)						
Base Capacity (vph)	683	3237	2581	2068	2276	1079
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.07	0.12	0.06	0.11	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 31.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	

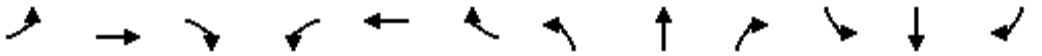
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 28.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 39.6	
70th %ile Actuated Cycle: 36.9	
50th %ile Actuated Cycle: 24.1	
30th %ile Actuated Cycle: 22.8	
10th %ile Actuated Cycle: 35.6	

Splits and Phases: 5: Lake Hearn Dr. & Perimeter Center Pkwy



Lanes, Volumes, Timings — Existing

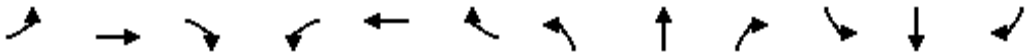
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	225	575	90	70	400	120	275	260	85	230	315	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	160		0	250		300
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.980				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3468	0	1770	3539	1583	1770	3408	0	3433	3539	1583
Flt Permitted	0.950			0.325			0.459			0.950		
Satd. Flow (perm)	3433	3468	0	605	3539	1583	855	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				164		72				296
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			670			786	
Travel Time (s)		30.7			14.6			10.2			11.9	
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
Adj. Flow (vph)	245	625	98	76	435	130	299	283	92	250	342	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	723	0	76	435	130	299	375	0	250	342	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases				6		6	8					4
Detector Phase	5	2		1	6	6	3	8		7	4	4

Lanes, Volumes, Timings — Existing

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — pm



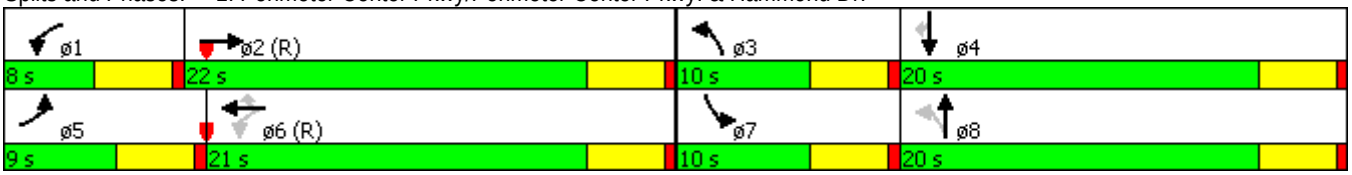
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	9.0	22.0		8.0	21.0	21.0	10.0	20.0		10.0	20.0	20.0
Total Split (%)	15.0%	36.7%		13.3%	35.0%	35.0%	16.7%	33.3%		16.7%	33.3%	33.3%
Maximum Green (s)	5.0	18.0		4.0	17.0	17.0	6.0	16.0		6.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	7.6	22.6		22.4	16.7	16.7	20.4	12.7		7.0	11.9	11.9
Actuated g/C Ratio	0.13	0.38		0.37	0.28	0.28	0.34	0.21		0.12	0.20	0.20
v/c Ratio	0.56	0.55		0.23	0.44	0.23	0.73	0.48		0.63	0.49	0.56
Control Delay	33.3	17.4		6.1	16.5	6.4	27.9	18.4		34.8	23.1	7.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	33.3	17.4		6.1	16.5	6.4	27.9	18.4		34.8	23.1	7.6
LOS	C	B		A	B	A	C	B		C	C	A
Approach Delay		21.4			13.2			22.6			21.0	
Approach LOS		C			B			C			C	
90th %ile Green (s)	5.0	18.0		4.0	17.0	17.0	6.0	16.0		6.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	Hold		Max	Max	Max
70th %ile Green (s)	7.0	18.0		6.0	17.0	17.0	6.0	14.0		6.0	14.0	14.0
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	9.1	18.6		6.8	16.3	16.3	6.7	11.9		6.7	11.9	11.9
50th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	9.3	27.2		0.0	13.9	13.9	11.0	12.0		8.8	9.8	9.8
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Max	Hold		Gap	Gap	Gap
10th %ile Green (s)	7.8	31.2		0.0	19.4	19.4	8.8	9.5		7.3	8.0	8.0
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Queue Length 50th (ft)	42	112		2	80	5	79	51		45	58	4
Queue Length 95th (ft)	#103	167		7	116	57	#153	78		#93	84	55
Internal Link Dist (ft)		1949			883			590			706	
Turn Bay Length (ft)	260			250		500	160			250		300
Base Capacity (vph)	437	1324		336	1030	577	407	961		398	943	639
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.55		0.23	0.42	0.23	0.73	0.39		0.63	0.36	0.49

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



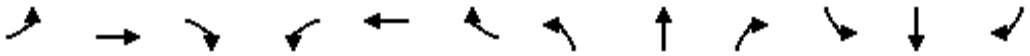
Lanes, Volumes, Timings
2: Hammond Dr. & Shopping Center Dr

Existing
pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	800	45	40	495	55	40	20	60	110	20	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.890	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1658	0
Flt Permitted	0.407			0.303			0.800			0.449		
Satd. Flow (perm)	758	5085	1583	564	3539	1583	1490	1863	1583	836	1658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			164		60	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	49	870	49	43	538	60	43	22	65	120	22	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	870	49	43	538	60	43	22	65	120	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Hammond Dr. & Shopping Center Dr

Existing
pm



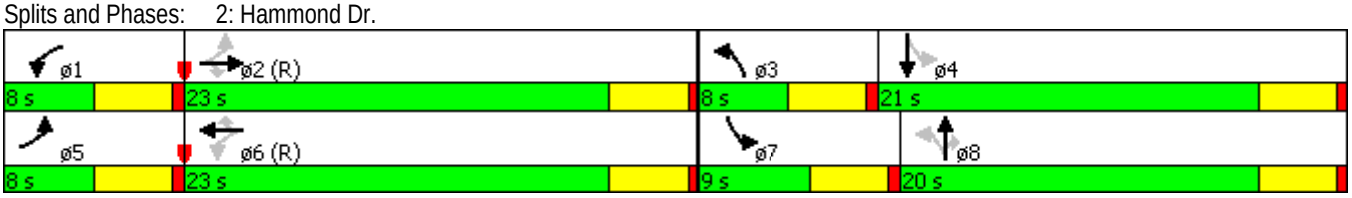
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	23.0	23.0	8.0	23.0	23.0	8.0	20.0	20.0	9.0	21.0	
Total Split (%)	13.3%	38.3%	38.3%	13.3%	38.3%	38.3%	13.3%	33.3%	33.3%	15.0%	35.0%	
Maximum Green (s)	4.0	19.0	19.0	4.0	19.0	19.0	4.0	16.0	16.0	5.0	17.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	39.0	37.0	37.0	38.1	34.9	34.9	9.6	6.5	6.5	12.2	10.0	
Actuated g/C Ratio	0.65	0.62	0.62	0.64	0.58	0.58	0.16	0.11	0.11	0.20	0.17	
v/c Ratio	0.08	0.28	0.05	0.09	0.26	0.06	0.16	0.11	0.21	0.44	0.25	
Control Delay	1.8	6.1	1.6	6.0	10.5	0.1	17.9	24.7	1.5	23.0	12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	1.8	6.1	1.6	6.0	10.5	0.1	17.9	24.7	1.5	23.0	12.0	
LOS	A	A	A	A	B	A	B	C	A	C	B	
Approach Delay		5.6			9.2			10.8			18.6	
Approach LOS		A			A			B			B	
90th %ile Green (s)	7.3	23.4	23.4	7.1	23.2	23.2	4.0	8.5	8.5	5.0	9.5	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	6.6	25.1	25.1	6.5	25.0	25.0	4.7	6.7	6.7	5.7	7.7	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	6.2	32.5	32.5	0.0	22.3	22.3	0.0	6.1	6.1	9.4	19.5	
50th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip	Gap	Gap	Gap	Hold	
30th %ile Green (s)	0.0	44.1	44.1	0.0	44.1	44.1	0.0	0.0	0.0	7.9	7.9	
30th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Gap	Hold	
10th %ile Green (s)	0.0	56.0	56.0	0.0	56.0	56.0	0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
Queue Length 50th (ft)	1	3	0	7	73	0	11	7	0	31	5	
Queue Length 95th (ft)	m4	112	m3	17	107	0	31	24	0	68	39	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	597	3137	1039	481	2059	989	263	496	542	275	525	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.28	0.05	0.09	0.26	0.06	0.16	0.04	0.12	0.44	0.16	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 60	
Offset: 37 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 41.6%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hammond Dr.



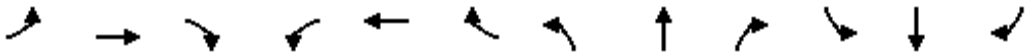
Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	20	750	325	60	30	425	1735	50	10	1790	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.961		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1701	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.961		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1701	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			142		7				142
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	217	22	815	353	65	33	462	1886	54	11	1946	114
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	119	120	815	353	65	33	462	1940	0	11	1946	114
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Existing
pm

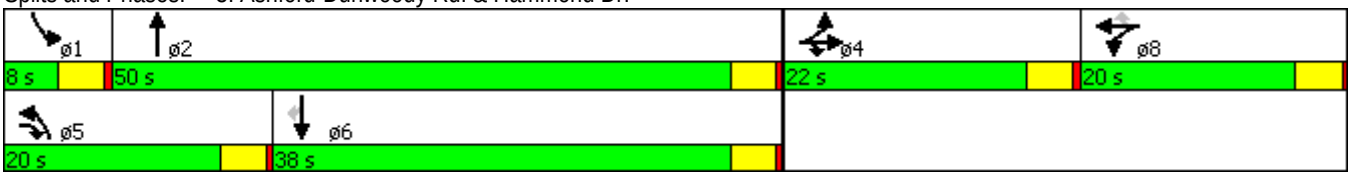


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	22.0	22.0		20.0	20.0	20.0	20.0	50.0		8.0	38.0	38.0
Total Split (%)	22.0%	22.0%		20.0%	20.0%	20.0%	20.0%	50.0%		8.0%	38.0%	38.0%
Maximum Green (s)	18.0	18.0		16.0	16.0	16.0	16.0	46.0		4.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	17.9	17.9	33.6	14.3	14.3	14.3	15.7	52.2		4.0	34.0	34.0
Actuated g/C Ratio	0.18	0.18	0.34	0.15	0.15	0.15	0.16	0.53		0.04	0.35	0.35
v/c Ratio	0.39	0.39	0.82	0.70	0.24	0.09	0.84	0.57		0.08	0.88	0.18
Control Delay	40.1	40.0	24.1	48.0	39.3	0.5	55.1	16.7		47.5	35.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	40.1	40.0	24.1	48.0	39.3	0.5	55.1	16.7		47.5	35.8	3.0
LOS	D	D	C	D	D	A	E	B		D	D	A
Approach Delay		27.7			43.3			24.1			34.0	
Approach LOS		C			D			C			C	
90th %ile Green (s)	18.0	18.0		16.0	16.0	16.0	16.0	46.0		4.0	34.0	34.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	18.0	18.0		16.0	16.0	16.0	16.0	54.0		0.0	34.0	34.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
50th %ile Green (s)	18.0	18.0		15.4	15.4	15.4	16.0	54.0		0.0	34.0	34.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Skip	Max	Max
30th %ile Green (s)	18.0	18.0		13.6	13.6	13.6	16.0	54.0		0.0	34.0	34.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Skip	Max	Max
10th %ile Green (s)	17.4	17.4		10.9	10.9	10.9	14.7	52.7		0.0	34.0	34.0
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Hold		Skip	Max	Max
Queue Length 50th (ft)	70	71	151	109	37	0	147	220		3	335	0
Queue Length 95th (ft)	129	129	#205	157	76	0	#228	310		12	390	24
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	309	312	1003	560	304	377	560	3402		140	2224	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.38	0.81	0.63	0.21	0.09	0.83	0.57		0.08	0.88	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 100	

Actuated Cycle Length: 98	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 29.6	Intersection LOS: C
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 100	
70th %ile Actuated Cycle: 100	
50th %ile Actuated Cycle: 99.4	
30th %ile Actuated Cycle: 97.6	
10th %ile Actuated Cycle: 93	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

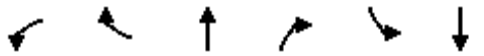
Existing
pm



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	5	25	595	0	45	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	0	1770	3539
Flt Permitted	0.950				0.406	
Satd. Flow (perm)	1770	1583	3539	0	756	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27				
Link Speed (mph)	45		45			45
Link Distance (ft)	661		742			670
Travel Time (s)	10.0		11.2			10.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	27	647	0	49	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	27	647	0	49	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6

Lanes, Volumes, Timings
4: Perimeter Center Pkwy & Goldkist Dr.

Existing
pm

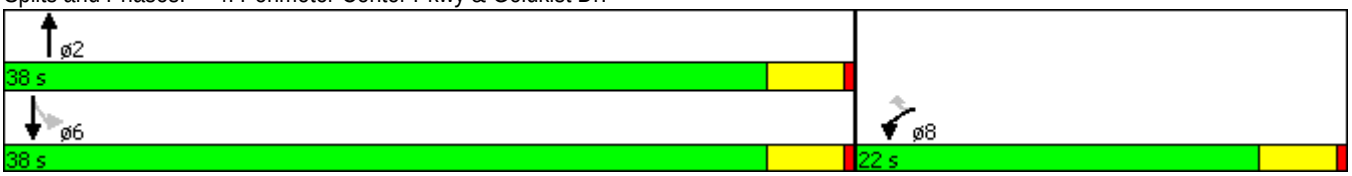


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	20.0	20.0	20.0		20.0	20.0
Total Split (s)	22.0	22.0	38.0		38.0	38.0
Total Split (%)	36.7%	36.7%	63.3%		63.3%	63.3%
Maximum Green (s)	18.0	18.0	34.0		34.0	34.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		Max	Max
Walk Time (s)	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	6.1	6.1	51.8		51.8	51.8
Actuated g/C Ratio	0.11	0.11	0.91		0.91	0.91
v/c Ratio	0.03	0.14	0.20		0.07	0.15
Control Delay	25.2	13.2	1.3		1.7	1.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	25.2	13.2	1.3		1.7	1.2
LOS	C	B	A		A	A
Approach Delay	15.0		1.3			1.3
Approach LOS	B		A			A
90th %ile Green (s)	7.5	7.5	48.1		48.1	48.1
90th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
70th %ile Green (s)	6.3	6.3	49.0		49.0	49.0
70th %ile Term Code	Gap	Gap	Dwell		Dwell	Dwell
50th %ile Green (s)	0.0	0.0	49.0		49.0	49.0
50th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
30th %ile Green (s)	0.0	0.0	49.0		49.0	49.0
30th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
10th %ile Green (s)	0.0	0.0	49.0		49.0	49.0
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell
Queue Length 50th (ft)	2	0	0		0	0
Queue Length 95th (ft)	11	20	40		10	28
Internal Link Dist (ft)	581		662			590
Turn Bay Length (ft)					200	
Base Capacity (vph)	561	520	3206		685	3206
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.01	0.05	0.20		0.07	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

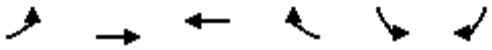
Actuated Cycle Length: 57.2	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay: 1.7	Intersection LOS: A
Intersection Capacity Utilization 33.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 63.6	
70th %ile Actuated Cycle: 63.3	
50th %ile Actuated Cycle: 53	
30th %ile Actuated Cycle: 53	
10th %ile Actuated Cycle: 53	

Splits and Phases: 4: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

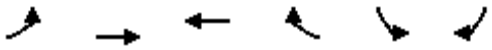
Existing
pm



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	410	475	265	390	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				288		179
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1749		1830	
Travel Time (s)		12.2	26.5		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	446	516	288	424	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	446	516	288	424	179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0

Lanes, Volumes, Timings
5: Lake Hearn Dr. & Perimeter Center Pkwy

Existing
pm

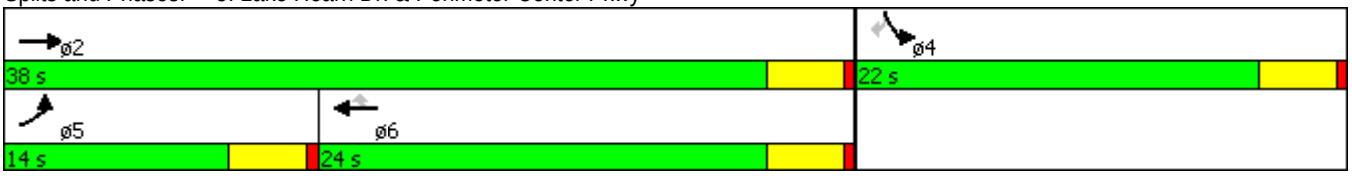


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	14.0	38.0	24.0	24.0	22.0	22.0
Total Split (%)	23.3%	63.3%	40.0%	40.0%	36.7%	36.7%
Maximum Green (s)	10.0	34.0	20.0	20.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	8.6	23.1	13.8	13.8	11.5	11.5
Actuated g/C Ratio	0.20	0.53	0.32	0.32	0.26	0.26
v/c Ratio	0.33	0.24	0.46	0.27	0.46	0.32
Control Delay	19.4	5.5	14.5	2.9	17.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	5.5	14.5	2.9	17.0	5.2
LOS	B	A	B	A	B	A
Approach Delay		10.2	10.4		13.5	
Approach LOS		B	B		B	
90th %ile Green (s)	10.0	34.0	20.0	20.0	16.4	16.4
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	9.6	29.9	16.3	16.3	12.7	12.7
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	8.4	25.9	13.5	13.5	10.9	10.9
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.3	22.2	10.9	10.9	9.3	9.3
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	8.1	8.1	8.1	7.5	7.5
10th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	26	24	55	0	48	0
Queue Length 95th (ft)	64	53	108	22	97	38
Internal Link Dist (ft)		726	1669		1750	
Turn Bay Length (ft)						
Base Capacity (vph)	871	2741	1796	1556	1568	820
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.16	0.29	0.19	0.27	0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 43.4	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	

Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 58.4	
70th %ile Actuated Cycle: 50.6	
50th %ile Actuated Cycle: 44.8	
30th %ile Actuated Cycle: 39.5	
10th %ile Actuated Cycle: 23.6	

Splits and Phases: 5: Lake Hearn Dr. & Perimeter Center Pkwy

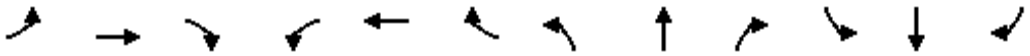


Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

No-Build 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	310	450	660	370	200	305	90	370	475	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3419	0	3433	3539	1583
Flt Permitted	0.950			0.172			0.410			0.950		
Satd. Flow (perm)	3433	3539	1583	622	3539	1583	1482	3419	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			126		51				80
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
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
Adj. Flow (vph)	261	1033	337	489	717	402	217	332	98	402	516	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	337	489	717	402	217	430	0	402	516	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5

Lanes, Volumes, Timings — No-Build 2026
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM



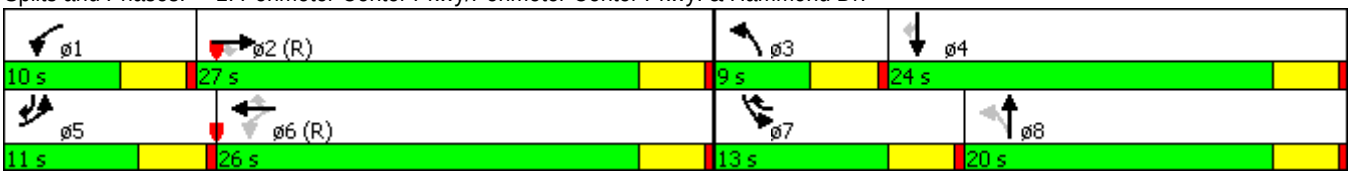
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	11.0	27.0	27.0	10.0	26.0	13.0	9.0	20.0		13.0	24.0	11.0
Total Split (%)	15.7%	38.6%	38.6%	14.3%	37.1%	18.6%	12.9%	28.6%		18.6%	34.3%	15.7%
Maximum Green (s)	7.0	23.0	23.0	6.0	22.0	9.0	5.0	16.0		9.0	20.0	7.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	8.6	22.9	22.9	32.2	23.3	36.5	18.1	12.9		9.3	16.9	29.5
Actuated g/C Ratio	0.12	0.33	0.33	0.46	0.33	0.52	0.26	0.18		0.13	0.24	0.42
v/c Ratio	0.62	0.89	0.48	0.76	0.61	0.45	0.41	0.64		0.89	0.61	0.35
Control Delay	37.6	34.0	7.5	26.3	22.9	10.8	17.2	27.5		54.2	26.5	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.6	34.0	7.5	26.3	22.9	10.8	17.2	27.5		54.2	26.5	10.3
LOS	D	C	A	C	C	B	B	C		D	C	B
Approach Delay		29.1			20.9			24.1			32.5	
Approach LOS		C			C			C			C	
90th %ile Green (s)	7.0	23.0	23.0	6.0	22.0	9.0	5.0	16.0		9.0	20.0	7.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	8.4	23.0	23.0	7.4	22.0	9.0	5.0	14.6		9.0	18.6	8.4
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Max
50th %ile Green (s)	10.0	23.0	23.0	9.0	22.0	9.0	5.0	13.0		9.0	17.0	10.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Max
30th %ile Green (s)	9.7	23.0	23.0	10.5	23.8	9.0	5.0	11.5		9.0	15.5	9.7
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Gap
10th %ile Green (s)	8.0	22.7	22.7	11.8	26.5	10.3	6.3	9.2		10.3	13.2	8.0
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Max	Max	Gap		Max	Hold	Gap
Queue Length 50th (ft)	54	218	22	64	115	47	31	79		89	103	44
Queue Length 95th (ft)	#111	#333	82	m#156	236	m187	48	117		#167	141	91
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	422	1162	696	645	1176	886	530	820		454	1011	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.62	0.89	0.48	0.76	0.61	0.45	0.41	0.52		0.89	0.51	0.35

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



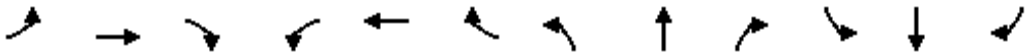
Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

No-Build 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	850	365	360	1350	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.179			0.224			0.769					
Satd. Flow (perm)	333	5085	1583	417	3539	1583	1432	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			140			203		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	5	924	397	391	1467	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	924	397	391	1467	27	130	5	120	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

No-Build 2026
AM



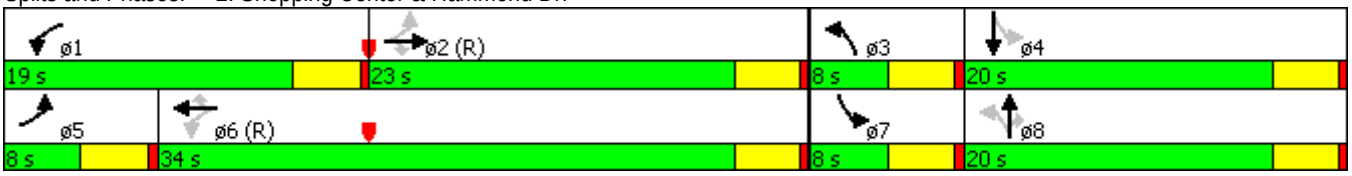
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	23.0	23.0	19.0	34.0	34.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	11.4%	32.9%	32.9%	27.1%	48.6%	48.6%	11.4%	28.6%	28.6%	11.4%	28.6%	
Maximum Green (s)	4.0	19.0	19.0	15.0	30.0	30.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	41.6	36.0	36.0	56.0	54.8	54.8	7.3	6.3	6.3	6.0	6.0	
Actuated g/C Ratio	0.59	0.51	0.51	0.80	0.78	0.78	0.10	0.09	0.09	0.09	0.09	
v/c Ratio	0.02	0.35	0.39	0.61	0.53	0.02	0.73	0.03	0.37	0.10	0.10	
Control Delay	3.2	4.2	2.1	9.0	6.2	0.0	54.2	29.2	4.0	28.0	20.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	3.2	4.2	2.1	9.0	6.2	0.0	54.2	29.2	4.0	28.0	20.6	
LOS	A	A	A	A	A	A	D	C	A	C	C	
Approach Delay		3.6			6.7			30.1			24.3	
Approach LOS		A			A			C			C	
90th %ile Green (s)	5.8	21.0	21.0	21.8	37.0	37.0	4.0	7.2	7.2	4.0	7.2	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	0.0	34.1	34.1	18.0	56.1	56.1	5.9	5.9	5.9	0.0	0.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Skip	Skip	
50th %ile Green (s)	0.0	36.8	36.8	15.6	56.4	56.4	5.6	5.6	5.6	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Skip	Skip	
30th %ile Green (s)	0.0	36.9	36.9	13.7	54.6	54.6	7.4	7.4	7.4	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	51.3	51.3	10.7	66.0	66.0	0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Skip	Skip	Skip	Skip	Skip	
Queue Length 50th (ft)	0	9	0	26	70	0	57	2	0	7	2	
Queue Length 95th (ft)	m1	m109	m54	135	333	0	94	11	8	20	19	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	312	2616	1007	663	2771	1270	177	425	518	154	390	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.35	0.39	0.59	0.53	0.02	0.73	0.01	0.23	0.10	0.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 70	
Offset: 31 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 2: Shopping Center & Hammond Dr.



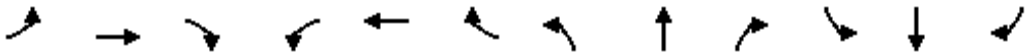
Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

No-Build 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	590	70	95	70	1340	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			266			101		52				274
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	288	130	641	76	103	76	1457	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	641	76	103	76	1457	3038	0	98	1516	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

No-Build 2026
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	21.0	21.0		20.0	20.0	20.0	62.0	87.0		12.0	37.0	37.0
Total Split (%)	15.0%	15.0%		14.3%	14.3%	14.3%	44.3%	62.1%		8.6%	26.4%	26.4%
Maximum Green (s)	17.0	17.0		16.0	16.0	16.0	58.0	83.0		8.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	17.0	17.0	75.0	12.5	12.5	12.5	58.0	83.3		7.7	33.0	33.0
Actuated g/C Ratio	0.12	0.12	0.55	0.09	0.09	0.09	0.42	0.61		0.06	0.24	0.24
v/c Ratio	0.98	0.99	0.39	0.24	0.61	0.32	1.00	0.79		0.51	0.98	0.55
Control Delay	115.9	118.7	6.1	59.1	74.9	8.3	62.5	21.9		72.5	69.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	115.9	118.7	6.1	59.1	74.9	8.3	62.5	21.9		72.5	69.6	12.7
LOS	F	F	A	E	E	A	E	C		E	E	B
Approach Delay		50.0			50.4			35.1			60.2	
Approach LOS		D			D			D			E	
90th %ile Green (s)	17.0	17.0		16.0	16.0	16.0	58.0	83.0		8.0	33.0	33.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	17.0	17.0		14.9	14.9	14.9	58.0	83.0		8.0	33.0	33.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	17.0	17.0		12.9	12.9	12.9	58.0	83.0		8.0	33.0	33.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
30th %ile Green (s)	17.0	17.0		10.8	10.8	10.8	58.0	83.0		8.0	33.0	33.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
10th %ile Green (s)	17.0	17.0		8.0	8.0	8.0	58.0	84.3		6.7	33.0	33.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Gap	Max	Max
Queue Length 50th (ft)	193	203	59	32	89	0	~663	559		44	392	37
Queue Length 95th (ft)	#375	#391	86	58	152	28	#863	638		77	#495	134
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	209	216	1651	402	218	274	1459	3848		201	1549	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.98	0.99	0.39	0.19	0.47	0.28	1.00	0.79		0.49	0.98	0.55

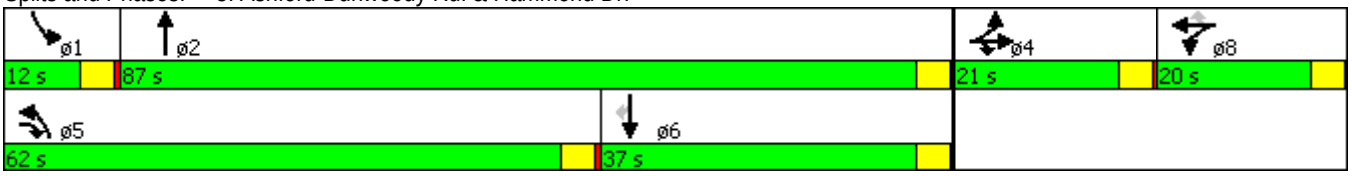
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 136.5	
Natural Cycle: 140	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.9	Intersection LOS: D
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.9	
50th %ile Actuated Cycle: 136.9	
30th %ile Actuated Cycle: 134.8	
10th %ile Actuated Cycle: 132	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

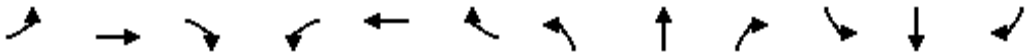
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Dr

No-Build 2026
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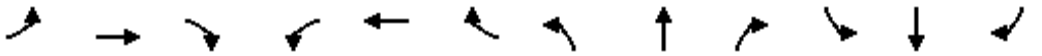


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	545	60	140	710	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.985			0.965	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3486	0	1770	3415	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3486	0	1770	3415	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	592	65	152	772	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	657	0	152	1011	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

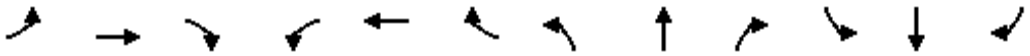
No-Build 2026
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	20	0	40	50	540	20	40	590	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.850			0.995			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3522	0	1770	3461	0
Flt Permitted							0.342			0.416		
Satd. Flow (perm)	1863	1583	0	1863	1583	0	637	3522	0	775	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		513			353			5			26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
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
Adj. Flow (vph)	27	0	22	22	0	43	54	587	22	43	641	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	22	0	22	43	0	54	609	0	43	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

No-Build 2026
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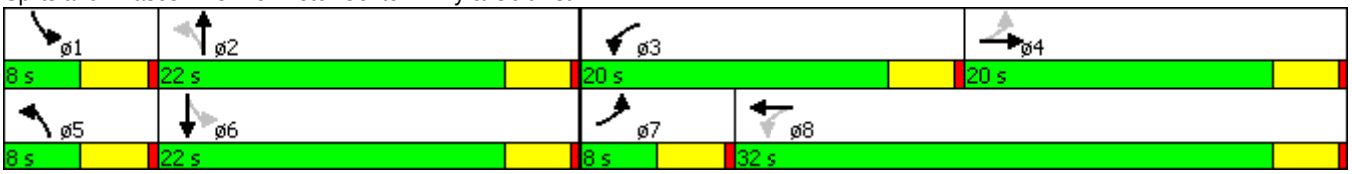


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	8.0	20.0		20.0	32.0		8.0	22.0		8.0	22.0	
Total Split (%)	11.4%	28.6%		28.6%	45.7%		11.4%	31.4%		11.4%	31.4%	
Maximum Green (s)	4.0	16.0		16.0	28.0		4.0	18.0		4.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	5.3	6.0		7.5	6.4		23.3	25.3		23.3	25.3	
Actuated g/C Ratio	0.16	0.18		0.23	0.19		0.70	0.76		0.70	0.76	
v/c Ratio	0.09	0.03		0.05	0.07		0.09	0.23		0.06	0.28	
Control Delay	13.1	0.1		12.1	0.2		4.1	5.9		4.1	6.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.1	0.1		12.1	0.2		4.1	5.9		4.1	6.1	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		7.3			4.3			5.8			6.0	
Approach LOS		A			A			A			A	
90th %ile Green (s)	4.0	5.5		6.7	8.2		4.0	18.0		4.0	18.0	
90th %ile Term Code	Max	Gap		Gap	Hold		Max	Max		Max	Max	
70th %ile Green (s)	0.0	5.5		0.0	5.5		4.0	18.0		4.0	18.0	
70th %ile Term Code	Skip	Hold		Skip	Gap		Max	Hold		Max	Max	
50th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	18.0		0.0	18.0	
50th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell		Skip	Dwell	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	23.7		0.0	23.7	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell		Skip	Dwell	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	22.2		0.0	22.2	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell		Skip	Dwell	
Queue Length 50th (ft)	2	0		2	0		0	0		1	0	
Queue Length 95th (ft)	18	0		16	0		19	107		16	133	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	290	1078		941	1402		597	2688		676	2646	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.02		0.02	0.03		0.09	0.23		0.06	0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 33.1	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 5.9	Intersection LOS: A
Intersection Capacity Utilization 40.9%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 50.2	
70th %ile Actuated Cycle: 39.5	
50th %ile Actuated Cycle: 22	
30th %ile Actuated Cycle: 27.7	
10th %ile Actuated Cycle: 26.2	

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



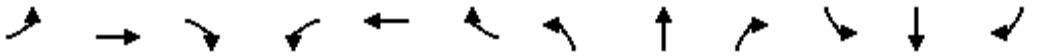
Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	0	20	15	0	20	90	490	10	10	555	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.997				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.732				0.879		0.424			0.449		
Satd. Flow (perm)	1364	1583	0	0	1510	0	790	3529	0	836	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		266			22			5				71
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
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
Adj. Flow (vph)	109	0	22	16	0	22	98	533	11	11	603	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	22	0	0	38	0	98	544	0	11	603	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
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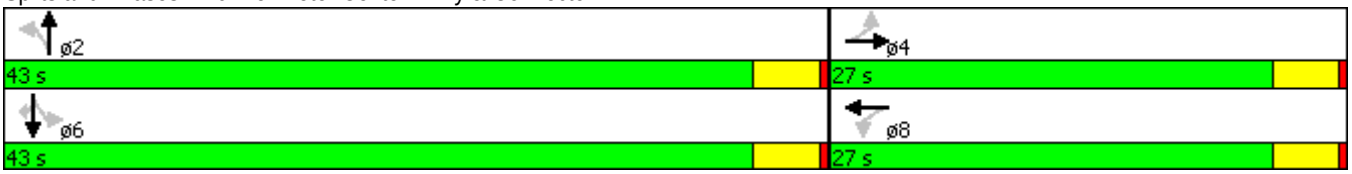
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	27.0	27.0		27.0	27.0		43.0	43.0		43.0	43.0	43.0
Total Split (%)	38.6%	38.6%		38.6%	38.6%		61.4%	61.4%		61.4%	61.4%	61.4%
Maximum Green (s)	23.0	23.0		23.0	23.0		39.0	39.0		39.0	39.0	39.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	8.2	8.2			8.1		19.9	19.9		19.9	19.9	19.9
Actuated g/C Ratio	0.25	0.25			0.25		0.61	0.61		0.61	0.61	0.61
v/c Ratio	0.32	0.04			0.10		0.20	0.25		0.02	0.28	0.07
Control Delay	12.7	0.1			6.5		6.6	5.0		5.0	5.2	2.0
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.7	0.1			6.5		6.6	5.0		5.0	5.2	2.0
LOS	B	A			A		A	A		A	A	A
Approach Delay		10.6			6.5			5.3			4.9	
Approach LOS		B			A			A			A	
90th %ile Green (s)	10.8	10.8		10.8	10.8		17.0	17.0		17.0	17.0	17.0
90th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	8.8	8.8		8.8	8.8		13.9	13.9		13.9	13.9	13.9
70th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
50th %ile Green (s)	8.0	8.0		8.0	8.0		16.5	16.5		16.5	16.5	16.5
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
30th %ile Green (s)	7.4	7.4		7.4	7.4		23.6	23.6		23.6	23.6	23.6
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		21.3	21.3		21.3	21.3	21.3
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	15	0			2		8	23		1	26	0
Queue Length 95th (ft)	39	0			14		28	49		5	55	11
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	981	1213			1092		790	3529		836	3539	1583
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.11	0.02			0.03		0.12	0.15		0.01	0.17	0.04

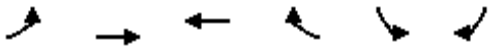
Intersection Summary	
Area Type:	Other

Cycle Length: 70

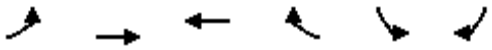
Actuated Cycle Length: 32.7	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 41.5%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 35.8	
70th %ile Actuated Cycle: 30.7	
50th %ile Actuated Cycle: 32.5	
30th %ile Actuated Cycle: 39	
10th %ile Actuated Cycle: 25.3	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	310	230	300	280	320	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				304		293
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	250	326	304	348	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	337	250	326	304	348	293
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	15.0	38.0	23.0	23.0	22.0	22.0
Total Split (%)	25.0%	63.3%	38.3%	38.3%	36.7%	36.7%
Maximum Green (s)	11.0	34.0	19.0	19.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.2	23.6	10.2	10.2	10.0	10.0
Actuated g/C Ratio	0.22	0.56	0.24	0.24	0.24	0.24
v/c Ratio	0.45	0.13	0.38	0.33	0.42	0.49
Control Delay	17.4	4.7	15.0	3.5	16.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	4.7	15.0	3.5	16.0	5.6
LOS	B	A	B	A	B	A
Approach Delay		12.0	9.5		11.3	
Approach LOS		B	A		B	
90th %ile Green (s)	11.0	30.1	15.1	15.1	14.0	14.0
90th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
70th %ile Green (s)	10.9	27.2	12.3	12.3	11.9	11.9
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	9.4	23.5	10.1	10.1	9.6	9.6
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	8.1	20.1	8.0	8.0	8.3	8.3
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.8	17.6	6.8	6.8	6.9	6.9
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	34	11	32	0	35	0
Queue Length 95th (ft)	78	27	68	24	74	46
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	928	2927	1654	1464	1520	863
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.09	0.20	0.21	0.23	0.34

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

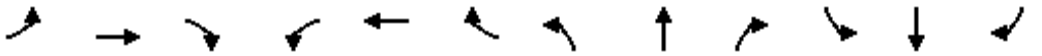
Actuated Cycle Length: 41.8	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 52.1	
70th %ile Actuated Cycle: 47.1	
50th %ile Actuated Cycle: 41.1	
30th %ile Actuated Cycle: 36.4	
10th %ile Actuated Cycle: 32.5	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

No-Build 2026
PM

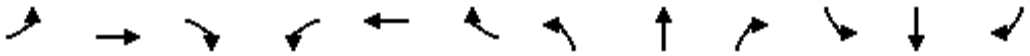


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	190	225	810	350	385	550	270	440	425	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.951				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3366	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3366	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			61		91				61
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
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
Adj. Flow (vph)	315	766	207	245	880	380	418	598	293	478	462	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	207	245	880	380	418	891	0	478	462	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5

Lanes, Volumes, Timings — Build Existing Zoning 2026

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	585	650	660	370	255	365	125	370	600	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.962				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3405	0	3433	3539	1583
Flt Permitted	0.950			0.112			0.256			0.950		
Satd. Flow (perm)	3433	3539	1583	405	3539	1583	925	3405	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202			66		46				86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
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
Adj. Flow (vph)	261	1033	636	707	717	402	277	397	136	402	652	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	636	707	717	402	277	533	0	402	652	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	37.0	37.0	18.0	39.0	15.0	10.0	20.0		15.0	25.0	16.0
Total Split (%)	17.8%	41.1%	41.1%	20.0%	43.3%	16.7%	11.1%	22.2%		16.7%	27.8%	17.8%
Maximum Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	11.1	32.1	32.1	49.5	35.7	51.3	22.0	15.6		11.6	20.7	35.8
Actuated g/C Ratio	0.12	0.36	0.36	0.55	0.40	0.57	0.24	0.17		0.13	0.23	0.40
v/c Ratio	0.62	0.82	0.92	0.99	0.51	0.43	0.68	0.85		0.91	0.80	0.37
Control Delay	44.0	32.4	38.6	54.6	20.0	7.9	32.3	47.2		65.9	41.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.0	32.4	38.6	54.6	20.0	7.9	32.3	47.2		65.9	41.3	13.6
LOS	D	C	D	D	B	A	C	D		E	D	B
Approach Delay		36.0			30.7			42.1			43.6	
Approach LOS		D			C			D			D	
90th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
30th %ile Green (s)	10.7	33.0	33.0	14.0	36.3	11.0	6.0	16.0		11.0	21.0	10.7
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Gap
10th %ile Green (s)	8.8	28.7	28.7	17.5	37.4	14.0	8.2	13.8		14.0	19.6	8.8
10th %ile Term Code	Gap	Coord	Coord	Max	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	72	272	243	~140	167	115	57	142		119	184	60
Queue Length 95th (ft)	111	351	#465	#297	151	67	#91	#223		#209	#248	118
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	457	1297	708	717	1405	931	405	643		442	825	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.80	0.90	0.99	0.51	0.43	0.68	0.83		0.91	0.79	0.36

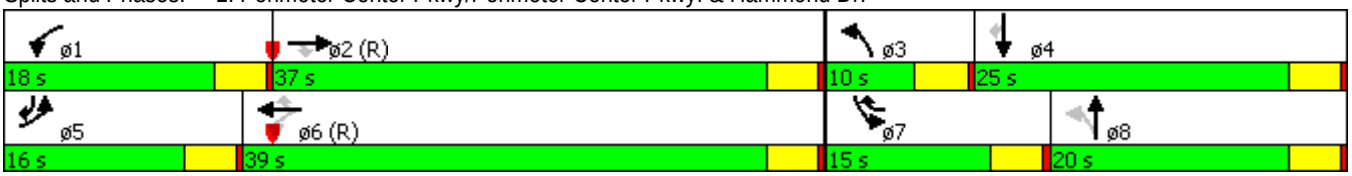
Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 82.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

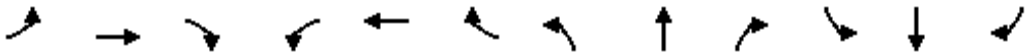
Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build Existing Zoning 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	885	365	360	1550	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.123			0.218			0.702					
Satd. Flow (perm)	229	5085	1583	406	3539	1583	1308	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			109			158		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	5	962	397	391	1685	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	962	397	391	1685	27	130	5	120	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	34.0	34.0	28.0	54.0	54.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	8.9%	37.8%	37.8%	31.1%	60.0%	60.0%	8.9%	22.2%	22.2%	8.9%	22.2%	
Maximum Green (s)	4.0	30.0	30.0	24.0	50.0	50.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	52.6	47.1	47.1	69.7	67.8	67.8	11.5	8.5	8.5	7.4	6.3	
Actuated g/C Ratio	0.58	0.52	0.52	0.77	0.75	0.75	0.13	0.09	0.09	0.08	0.07	
v/c Ratio	0.02	0.36	0.39	0.65	0.63	0.02	0.60	0.03	0.41	0.11	0.12	
Control Delay	4.6	12.5	3.2	11.7	8.0	0.0	48.5	37.8	7.5	36.5	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	4.6	12.5	3.2	11.7	8.0	0.0	48.5	37.8	7.5	36.5	25.9	
LOS	A	B	A	B	A	A	D	D	A	D	C	
Approach Delay		9.7			8.6			29.0			31.2	
Approach LOS		A			A			C			C	
90th %ile Green (s)	5.8	36.2	36.2	25.2	55.6	55.6	4.0	8.6	8.6	4.0	8.6	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	0.0	40.5	40.5	20.6	65.1	65.1	16.9	6.0	6.0	6.9	0.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Gap	Skip	
50th %ile Green (s)	0.0	47.6	47.6	19.1	70.7	70.7	11.3	11.3	11.3	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
30th %ile Green (s)	0.0	52.2	52.2	16.4	72.6	72.6	9.4	9.4	9.4	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	58.8	58.8	12.0	74.8	74.8	7.2	7.2	7.2	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
Queue Length 50th (ft)	1	98	21	46	156	0	71	3	0	9	3	
Queue Length 95th (ft)	m1	m90	m35	152	426	0	#133	13	29	25	22	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	229	2659	1017	681	2664	1218	216	331	411	146	306	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.36	0.39	0.57	0.63	0.02	0.60	0.02	0.29	0.11	0.05	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 17 (19%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

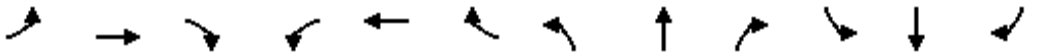
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.

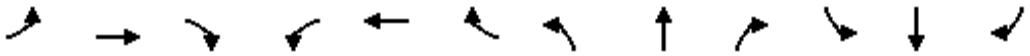


Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build Existing Zoning 2026
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	625	70	95	70	1540	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			101		53				258
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	288	130	679	76	103	76	1674	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	679	76	103	76	1674	3038	0	98	1516	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	20.0		20.0	20.0	20.0	66.0	88.0		12.0	34.0	34.0
Total Split (%)	14.3%	14.3%		14.3%	14.3%	14.3%	47.1%	62.9%		8.6%	24.3%	24.3%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	16.0	16.0	78.0	12.5	12.5	12.5	62.0	84.3		7.7	30.0	30.0
Actuated g/C Ratio	0.12	0.12	0.57	0.09	0.09	0.09	0.45	0.62		0.06	0.22	0.22
v/c Ratio	1.04	1.05	0.40	0.24	0.61	0.32	1.07	0.78		0.51	1.08	0.59
Control Delay	132.0	134.9	5.6	59.1	74.9	8.3	81.5	21.1		72.5	97.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	132.0	134.9	5.6	59.1	74.9	8.3	81.5	21.1		72.5	97.1	16.1
LOS	F	F	A	E	E	A	F	C		E	F	B
Approach Delay		54.3			50.4			42.5			82.3	
Approach LOS		D			D			D			F	
90th %ile Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	16.0	16.0		14.9	14.9	14.9	62.0	84.0		8.0	30.0	30.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	16.0	16.0		12.9	12.9	12.9	62.0	84.0		8.0	30.0	30.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
30th %ile Green (s)	16.0	16.0		10.8	10.8	10.8	62.0	84.0		8.0	30.0	30.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
10th %ile Green (s)	16.0	16.0		8.0	8.0	8.0	62.0	85.3		6.7	30.0	30.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Gap	Max	Max
Queue Length 50th (ft)	~205	~218	58	32	89	0	~853	547		44	~436	50
Queue Length 95th (ft)	#387	#403	83	58	152	28	#1026	626		77	#533	155
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	197	203	1714	402	218	274	1559	3894		201	1409	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.05	0.40	0.19	0.47	0.28	1.07	0.78		0.49	1.08	0.59

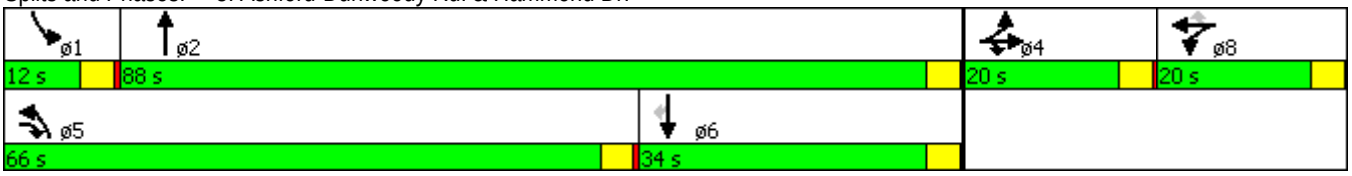
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

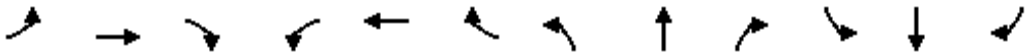
Actuated Cycle Length: 136.5	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 54.0	Intersection LOS: D
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.9	
50th %ile Actuated Cycle: 136.9	
30th %ile Actuated Cycle: 134.8	
10th %ile Actuated Cycle: 132	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	695	60	140	1310	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.988			0.983	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3497	0	1770	3479	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3497	0	1770	3479	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	755	65	152	1424	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	820	0	152	1603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	90	0	190	50	540	505	640	590	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.978	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3461	0
Flt Permitted	0.950			0.950	0.950		0.367			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	684	3539	1583	3433	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		323				207			549		26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
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
Adj. Flow (vph)	27	0	22	98	0	207	54	587	549	696	641	109
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	27	22	0	49	49	207	54	587	549	696	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	43.0	43.0	37.0	72.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%	16.7%	6.7%	35.8%	35.8%	30.8%	60.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	4.0	39.0	39.0	33.0	68.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	7.3	7.3		8.3	8.3	8.3	26.4	21.9	21.9	21.1	43.5	
Actuated g/C Ratio	0.10	0.10		0.12	0.12	0.12	0.38	0.31	0.31	0.30	0.62	
v/c Ratio	0.15	0.05		0.25	0.25	0.41	0.17	0.53	0.63	0.68	0.35	
Control Delay	39.8	0.2		39.0	39.0	8.9	10.9	24.0	6.0	27.2	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.8	0.2		39.0	39.0	8.9	10.9	24.0	6.0	27.2	8.5	
LOS	D	A		D	D	A	B	C	A	C	A	
Approach Delay		22.0			18.6			15.1			17.5	
Approach LOS		C			B			B			B	
90th %ile Green (s)	9.1	9.1		11.4	11.4	11.4	4.0	32.3	32.3	32.4	60.7	
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
70th %ile Green (s)	7.6	7.6		9.2	9.2	9.2	4.0	26.2	26.2	25.6	47.8	
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
50th %ile Green (s)	6.7	6.7		7.8	7.8	7.8	4.0	21.9	21.9	20.8	38.7	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
30th %ile Green (s)	0.0	0.0		6.5	6.5	6.5	0.0	16.5	16.5	15.3	35.8	
30th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	0.0	0.0		5.5	5.5	5.5	0.0	12.9	12.9	12.2	29.1	
10th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	12	0		22	22	0	8	116	0	145	95	
Queue Length 95th (ft)	44	0		69	69	36	22	216	78	257	152	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	445	640		423	423	856	324	2172	1183	1783	3052	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.03		0.12	0.12	0.24	0.17	0.27	0.46	0.39	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 70.4	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 101.2	
70th %ile Actuated Cycle: 84.6	
50th %ile Actuated Cycle: 73.2	
30th %ile Actuated Cycle: 50.3	
10th %ile Actuated Cycle: 42.6	

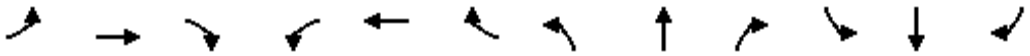
Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build Existing Zoning 2026
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	0	30	15	0	20	160	895	10	10	570	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.998				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.732				0.896		0.417			0.256		
Satd. Flow (perm)	1364	1583	0	0	1539	0	777	3532	0	477	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		263			22			3				130
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
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
Adj. Flow (vph)	196	0	33	16	0	22	174	973	11	11	620	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	33	0	0	38	0	174	984	0	11	620	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6



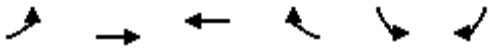
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	11.4	11.4			11.1		26.3	26.3		26.3	26.3	26.3
Actuated g/C Ratio	0.27	0.27			0.27		0.63	0.63		0.63	0.63	0.63
v/c Ratio	0.53	0.05			0.09		0.36	0.44		0.04	0.28	0.12
Control Delay	20.2	0.2			9.2		9.3	6.9		6.0	5.9	1.8
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.2	0.2			9.2		9.3	6.9		6.0	5.9	1.8
LOS	C	A			A		A	A		A	A	A
Approach Delay		17.3			9.2			7.3			5.2	
Approach LOS		B			A			A			A	
90th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	13.4	13.4		13.4	13.4		23.4	23.4		23.4	23.4	23.4
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	10.7	10.7		10.7	10.7		19.1	19.1		19.1	19.1	19.1
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
30th %ile Green (s)	9.4	9.4		9.4	9.4		21.9	21.9		21.9	21.9	21.9
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		23.2	23.2		23.2	23.2	23.2
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	34	0			2		20	63		1	35	0
Queue Length 95th (ft)	112	0			22		71	140		7	81	18
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	626	869			719		635	2890		390	2895	1318
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.04			0.05		0.27	0.34		0.03	0.21	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

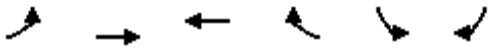
Actuated Cycle Length: 41.8	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 44.8	
50th %ile Actuated Cycle: 37.8	
30th %ile Actuated Cycle: 39.3	
10th %ile Actuated Cycle: 27.2	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	550	230	300	515	335	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				560		304
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	250	326	560	364	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	250	326	560	364	304
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	33.3%	66.7%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	16.0	36.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	13.1	28.6	11.3	11.3	10.8	10.8
Actuated g/C Ratio	0.27	0.60	0.24	0.24	0.23	0.23
v/c Ratio	0.64	0.12	0.39	0.51	0.47	0.51
Control Delay	19.7	4.5	17.5	3.9	19.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	4.5	17.5	3.9	19.0	6.2
LOS	B	A	B	A	B	A
Approach Delay		15.2	8.9		13.2	
Approach LOS		B	A		B	
90th %ile Green (s)	16.0	36.0	16.0	16.0	15.4	15.4
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	16.0	34.0	14.0	14.0	13.1	13.1
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	13.4	29.0	11.6	11.6	10.4	10.4
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	11.3	24.6	9.3	9.3	8.9	8.9
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.9	19.8	6.9	6.9	7.2	7.2
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	72	12	38	0	45	0
Queue Length 95th (ft)	144	29	80	34	88	50
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	1194	2750	1231	1334	1194	749
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.09	0.26	0.42	0.30	0.41

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

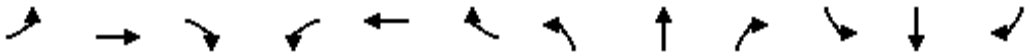
Actuated Cycle Length: 47.7	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 59.4	
70th %ile Actuated Cycle: 55.1	
50th %ile Actuated Cycle: 47.4	
30th %ile Actuated Cycle: 41.5	
10th %ile Actuated Cycle: 35	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Lanes, Volumes, Timings
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.

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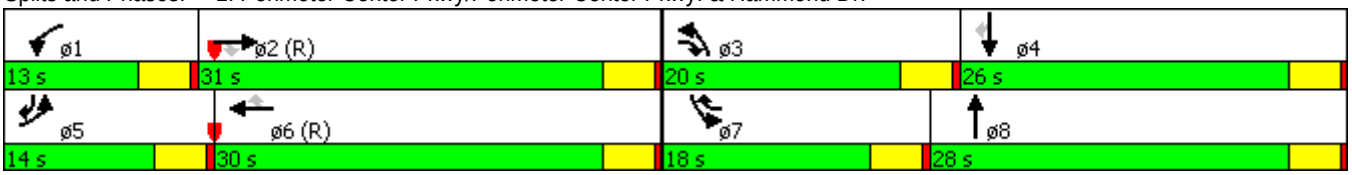
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	14.0	31.0	20.0	13.0	30.0	18.0	20.0	28.0		18.0	26.0	14.0
Total Split (%)	15.6%	34.4%	22.2%	14.4%	33.3%	20.0%	22.2%	31.1%		20.0%	28.9%	15.6%
Maximum Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.1	27.2	46.1	8.9	26.1	44.1	14.9	23.8		14.1	23.0	37.1
Actuated g/C Ratio	0.11	0.30	0.51	0.10	0.29	0.49	0.17	0.26		0.16	0.26	0.41
v/c Ratio	0.82	0.72	0.24	0.72	0.86	0.47	0.74	0.93		0.89	0.51	0.52
Control Delay	57.8	32.5	8.2	51.3	34.7	10.4	44.1	46.6		58.1	31.4	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.8	32.5	8.2	51.3	34.7	10.4	44.1	46.6		58.1	31.4	19.8
LOS	E	C	A	D	C	B	D	D		E	C	B
Approach Delay		34.8			31.3			45.8			38.0	
Approach LOS		C			C			D			D	
90th %ile Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
90th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
70th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
50th %ile Green (s)	10.0	27.0	16.0	9.0	26.0	14.0	16.0	24.0		14.0	22.0	10.0
50th %ile Term Code	Max	Coord	Max	Max	Coord	Max	Max	Max		Max	Hold	Max
30th %ile Green (s)	10.0	27.0	14.4	9.0	26.0	14.0	14.4	24.0		14.0	23.6	10.0
30th %ile Term Code	Max	Coord	Gap	Max	Coord	Max	Gap	Max		Max	Hold	Max
10th %ile Green (s)	10.4	28.2	11.9	8.6	26.4	14.3	11.9	22.9		14.3	25.3	10.4
10th %ile Term Code	Gap	Coord	Gap	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	91	204	37	76	145	68	115	236		139	120	125
Queue Length 95th (ft)	#159	270	75	m102	m240	m91	165	#356		#226	169	210
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	384	1070	866	343	1025	807	610	964		536	903	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.82	0.72	0.24	0.71	0.86	0.47	0.69	0.92		0.89	0.51	0.52

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

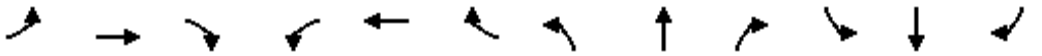
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

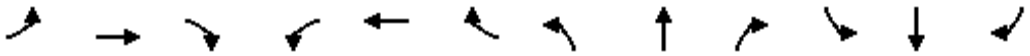
No-Build 2026
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1230	210	315	965	55	360	20	370	120	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.249			0.101			0.421			0.743		
Satd. Flow (perm)	464	5085	1583	188	3539	1583	784	1863	1583	1384	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			158			373		65	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	54	1337	228	342	1049	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1337	228	342	1049	60	391	22	402	130	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	

Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

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PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	9.0	31.0	31.0	21.0	43.0	43.0	18.0	28.0	28.0	10.0	20.0	
Total Split (%)	10.0%	34.4%	34.4%	23.3%	47.8%	47.8%	20.0%	31.1%	31.1%	11.1%	22.2%	
Maximum Green (s)	5.0	27.0	27.0	17.0	39.0	39.0	14.0	24.0	24.0	6.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	43.0	36.4	36.4	57.7	49.0	49.0	24.3	14.1	14.1	12.8	7.7	
Actuated g/C Ratio	0.48	0.40	0.40	0.64	0.54	0.54	0.27	0.16	0.16	0.14	0.09	
v/c Ratio	0.17	0.65	0.29	0.81	0.54	0.06	1.05	0.08	0.72	0.58	0.44	
Control Delay	9.6	23.1	5.7	35.0	16.4	0.1	93.3	30.2	12.7	37.9	21.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.6	23.1	5.7	35.0	16.4	0.1	93.3	30.2	12.7	37.9	21.5	
LOS	A	C	A	D	B	A	F	C	B	D	C	
Approach Delay		20.2			20.1			51.8			31.3	
Approach LOS		C			C			D			C	
90th %ile Green (s)	8.1	27.0	27.0	20.8	39.7	39.7	14.0	20.2	20.2	6.0	12.2	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	7.0	30.5	30.5	21.1	44.6	44.6	14.0	16.4	16.4	6.0	8.4	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	6.5	35.4	35.4	17.9	46.8	46.8	14.0	14.7	14.7	6.0	6.7	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	6.0	39.4	39.4	15.1	48.5	48.5	14.0	13.5	13.5	6.0	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
10th %ile Green (s)	0.0	49.5	49.5	11.7	65.2	65.2	16.8	5.5	5.5	7.3	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Gap	Skip	
Queue Length 50th (ft)	12	158	14	131	202	0	~223	11	14	58	12	
Queue Length 95th (ft)	m18	m258	m24	#241	312	0	#306	29	97	96	54	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	317	2054	775	450	1925	933	371	496	695	224	347	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.65	0.29	0.76	0.54	0.06	1.05	0.04	0.58	0.58	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

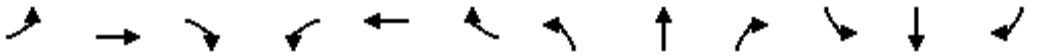
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

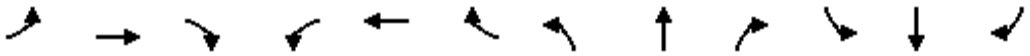
No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1385	435	140	90	1065	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			95		5				95
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	315	49	1505	473	152	98	1158	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1505	473	152	98	1158	2234	0	33	1848	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	34.0	34.0		22.0	22.0	22.0	49.0	86.0		8.0	45.0	45.0
Total Split (%)	22.7%	22.7%		14.7%	14.7%	14.7%	32.7%	57.3%		5.3%	30.0%	30.0%
Maximum Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	30.0	30.0	75.0	18.0	18.0	18.0	45.0	83.6		4.0	41.0	41.0
Actuated g/C Ratio	0.20	0.20	0.50	0.12	0.12	0.12	0.30	0.56		0.03	0.27	0.27
v/c Ratio	0.54	0.54	1.07	1.15	0.68	0.36	1.13	0.63		0.36	1.06	0.28
Control Delay	60.5	60.5	70.5	148.7	79.4	15.4	116.4	23.8		82.9	89.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	60.5	60.5	70.5	148.7	79.4	15.4	116.4	23.8		82.9	89.5	16.9
LOS	E	E	E	F	E	B	F	C		F	F	B
Approach Delay		68.5			116.1			55.4			84.3	
Approach LOS		E			F			E			F	
90th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
50th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
30th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	82.0		4.0	41.0	41.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
10th %ile Green (s)	30.0	30.0		18.0	18.0	18.0	45.0	90.0		0.0	41.0	41.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
Queue Length 50th (ft)	168	171	~660	~279	145	3	~672	429		16	~573	34
Queue Length 95th (ft)	254	260	#977	#394	#228	59	#809	465		36	#648	93
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	336	341	1411	411	223	273	1029	3559		91	1751	501
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.54	0.54	1.07	1.15	0.68	0.36	1.13	0.63		0.36	1.06	0.28

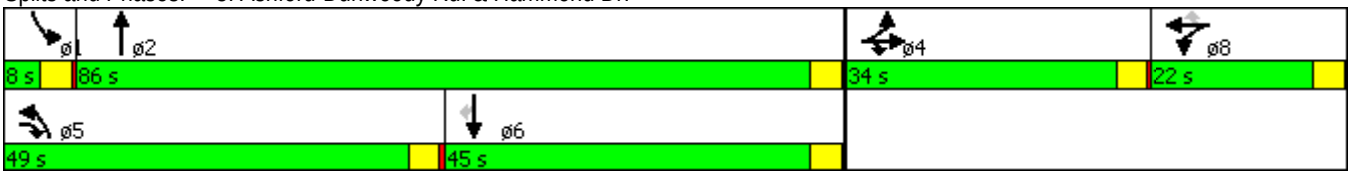
Intersection Summary	
Area Type:	Other
Cycle Length: 150	

Actuated Cycle Length: 150	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 71.3	Intersection LOS: E
Intersection Capacity Utilization 95.5%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 150	
70th %ile Actuated Cycle: 150	
50th %ile Actuated Cycle: 150	
30th %ile Actuated Cycle: 150	
10th %ile Actuated Cycle: 150	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Driveway

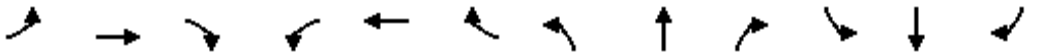
No-Build 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1025	25	50	660	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.996			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3525	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3525	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1114	27	54	717	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1141	0	54	804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

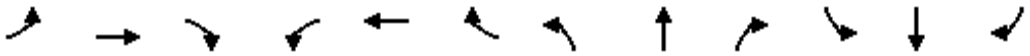
No-Build 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	105	0	235	20	710	5	20	665	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		200
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.850			0.999			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3536	0	1770	3504	0
Flt Permitted	0.690			0.563			0.266			0.263		
Satd. Flow (perm)	1285	1583	0	1049	1583	0	495	3536	0	490	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		408			298			1			10	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
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
Adj. Flow (vph)	114	0	120	114	0	255	22	772	5	22	723	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	120	0	114	255	0	22	777	0	22	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

No-Build 2026
PM

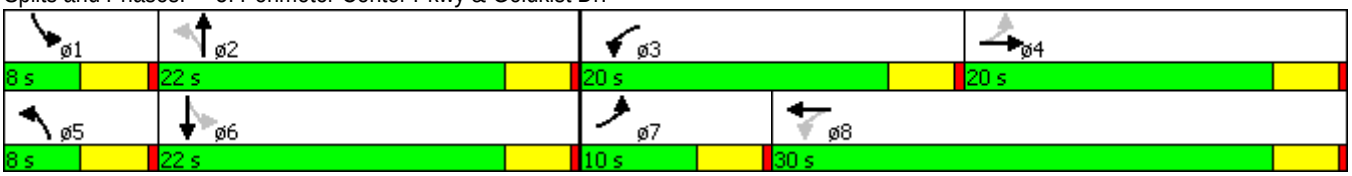


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	10.0	20.0		20.0	30.0		8.0	22.0		8.0	22.0	
Total Split (%)	14.3%	28.6%		28.6%	42.9%		11.4%	31.4%		11.4%	31.4%	
Maximum Green (s)	6.0	16.0		16.0	26.0		4.0	18.0		4.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	10.4	5.8		12.9	7.1		16.9	16.3		16.9	16.3	
Actuated g/C Ratio	0.26	0.14		0.32	0.18		0.42	0.40		0.42	0.40	
v/c Ratio	0.28	0.21		0.24	0.49		0.07	0.55		0.07	0.54	
Control Delay	11.9	0.8		10.9	5.6		8.0	12.5		8.0	12.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	0.8		10.9	5.6		8.0	12.5		8.0	12.4	
LOS	B	A		B	A		A	B		A	B	
Approach Delay		6.2			7.3			12.4			12.3	
Approach LOS		A			A			B			B	
90th %ile Green (s)	6.0	5.7		10.1	9.8		4.0	18.0		4.0	18.0	
90th %ile Term Code	Max	Hold		Gap	Gap		Max	Max		Max	Max	
70th %ile Green (s)	6.0	5.5		7.9	7.4		0.0	18.0		0.0	18.0	
70th %ile Term Code	Max	Gap		Gap	Hold		Skip	Max		Skip	Max	
50th %ile Green (s)	6.0	5.5		7.1	6.6		0.0	15.9		0.0	15.9	
50th %ile Term Code	Max	Gap		Gap	Hold		Skip	Gap		Skip	Hold	
30th %ile Green (s)	6.0	5.5		6.4	5.9		0.0	13.5		0.0	13.5	
30th %ile Term Code	Max	Gap		Gap	Hold		Skip	Gap		Skip	Hold	
10th %ile Green (s)	0.0	5.5		0.0	5.5		0.0	14.1		0.0	14.1	
10th %ile Term Code	Skip	Hold		Skip	Gap		Skip	Dwell		Skip	Dwell	
Queue Length 50th (ft)	15	0		15	0		3	67		3	66	
Queue Length 95th (ft)	52	0		52	36		12	159		12	157	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)	406	894		757	1161		338	1646		336	1636	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.13		0.15	0.22		0.07	0.47		0.07	0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

Actuated Cycle Length: 40.5	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 53.8	
70th %ile Actuated Cycle: 43.4	
50th %ile Actuated Cycle: 40.5	
30th %ile Actuated Cycle: 37.4	
10th %ile Actuated Cycle: 27.6	

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



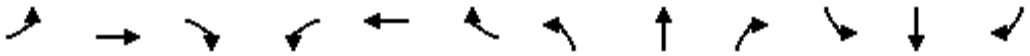
Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	0	115	15	0	15	75	545	15	10	655	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.864		0.361			0.420		
Satd. Flow (perm)	1371	1583	0	0	1500	0	672	3525	0	782	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168			16			5				234
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
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
Adj. Flow (vph)	190	0	125	16	0	16	82	592	16	11	712	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	125	0	0	32	0	82	608	0	11	712	234
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

No-Build 2026
PM

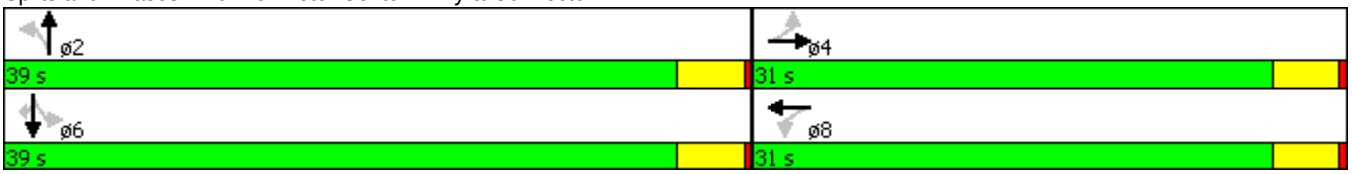


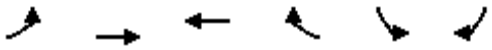
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	31.0	31.0		31.0	31.0		39.0	39.0		39.0	39.0	39.0
Total Split (%)	44.3%	44.3%		44.3%	44.3%		55.7%	55.7%		55.7%	55.7%	55.7%
Maximum Green (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	35.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	10.8	10.8			10.8		18.2	18.2		18.2	18.2	18.2
Actuated g/C Ratio	0.29	0.29			0.29		0.49	0.49		0.49	0.49	0.49
v/c Ratio	0.48	0.22			0.07		0.25	0.35		0.03	0.41	0.26
Control Delay	15.1	2.4			7.3		9.0	7.0		6.3	7.5	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	15.1	2.4			7.3		9.0	7.0		6.3	7.5	2.2
LOS	B	A			A		A	A		A	A	A
Approach Delay		10.0			7.3			7.3			6.2	
Approach LOS		B			A			A			A	
90th %ile Green (s)	16.2	16.2		16.2	16.2		22.4	22.4		22.4	22.4	22.4
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
70th %ile Green (s)	12.1	12.1		12.1	12.1		17.1	17.1		17.1	17.1	17.1
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
50th %ile Green (s)	10.0	10.0		10.0	10.0		14.3	14.3		14.3	14.3	14.3
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	8.6	8.6		8.6	8.6		13.7	13.7		13.7	13.7	13.7
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	7.3	7.3		7.3	7.3		24.2	24.2		24.2	24.2	24.2
10th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	25	0			2		8	32		1	38	0
Queue Length 95th (ft)	80	16			16		34	76		7	91	25
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	1019	1219			1118		615	3227		716	3240	1469
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.19	0.10			0.03		0.13	0.19		0.02	0.22	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 70	

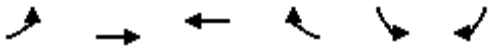
Actuated Cycle Length: 37.2	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 46.6	
70th %ile Actuated Cycle: 37.2	
50th %ile Actuated Cycle: 32.3	
30th %ile Actuated Cycle: 30.3	
10th %ile Actuated Cycle: 39.5	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	430	495	425	440	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				462		375
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	467	538	462	478	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	467	538	462	478	375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

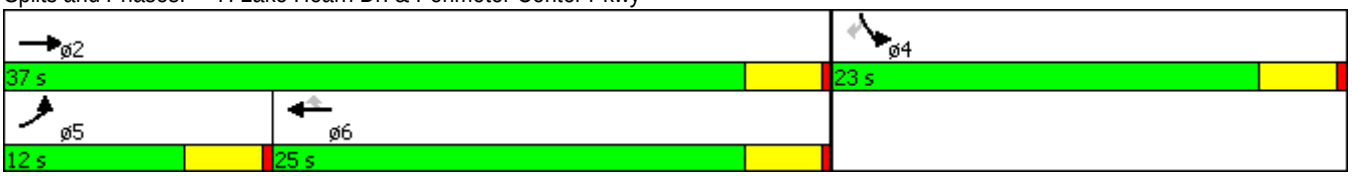


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	37.0	25.0	25.0	23.0	23.0
Total Split (%)	20.0%	61.7%	41.7%	41.7%	38.3%	38.3%
Maximum Green (s)	8.0	33.0	21.0	21.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	7.9	23.7	15.1	15.1	12.8	12.8
Actuated g/C Ratio	0.17	0.52	0.33	0.33	0.28	0.28
v/c Ratio	0.38	0.25	0.46	0.37	0.49	0.52
Control Delay	21.9	6.2	14.5	2.7	16.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	6.2	14.5	2.7	16.8	5.2
LOS	C	A	B	A	B	A
Approach Delay		11.3	9.0		11.7	
Approach LOS		B	A		B	
90th %ile Green (s)	8.0	33.0	21.0	21.0	18.5	18.5
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	8.0	29.6	17.6	17.6	14.6	14.6
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	8.0	26.9	14.9	14.9	12.7	12.7
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.4	23.7	12.3	12.3	10.0	10.0
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	9.3	9.3	9.3	8.1	8.1
10th %ile Term Code	Skip	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	29	28	62	0	57	0
Queue Length 95th (ft)	69	62	113	27	106	51
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	660	2598	1788	1636	1569	927
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.18	0.30	0.28	0.30	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 45.3	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 59.5	
70th %ile Actuated Cycle: 52.2	
50th %ile Actuated Cycle: 47.6	
30th %ile Actuated Cycle: 41.7	
10th %ile Actuated Cycle: 25.4	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



Lanes, Volumes, Timings — Build Existing Zoning 2026

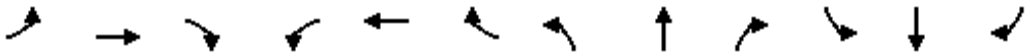
1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	315	355	710	350	730	725	380	440	520	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.948				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3355	0	3433	3539	1583
Flt Permitted	0.950			0.133			0.270			0.950		
Satd. Flow (perm)	3433	3539	1583	481	3539	1583	976	3355	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342			82		87				82
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
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
Adj. Flow (vph)	315	766	342	386	772	380	793	788	413	478	565	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	342	386	772	380	793	1201	0	478	565	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5

Lanes, Volumes, Timings — Build 2026 - Proposed Zoning

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	950	650	660	660	370	300	390	130	370	610	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	250		500	80		0	250		300
Storage Lanes	2		1	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3408	0	3433	3539	1583
Flt Permitted	0.950			0.111			0.253			0.950		
Satd. Flow (perm)	3433	3539	1583	401	3539	1583	914	3408	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			61		44				83
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2029			963			330			786	
Travel Time (s)		30.7			14.6			5.0			11.9	
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
Adj. Flow (vph)	261	1033	707	717	717	402	326	424	141	402	663	250
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	1033	707	717	717	402	326	565	0	402	663	250
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	37.0	37.0	18.0	39.0	15.0	10.0	20.0		15.0	25.0	16.0
Total Split (%)	17.8%	41.1%	41.1%	20.0%	43.3%	16.7%	11.1%	22.2%		16.7%	27.8%	17.8%
Maximum Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	11.1	33.0	33.0	49.9	36.1	51.1	21.8	15.8		11.0	20.8	35.9
Actuated g/C Ratio	0.12	0.37	0.37	0.55	0.40	0.57	0.24	0.18		0.12	0.23	0.40
v/c Ratio	0.62	0.80	1.00	1.02	0.51	0.43	0.84	0.89		0.96	0.81	0.37
Control Delay	44.0	31.1	56.2	62.2	24.9	13.8	44.4	51.4		75.9	41.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.0	31.1	56.2	62.2	24.9	13.8	44.4	51.4		75.9	41.9	13.9
LOS	D	C	E	E	C	B	D	D		E	D	B
Approach Delay		41.6			37.0			48.8			46.9	
Approach LOS		D			D			D			D	
90th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	12.0	33.0	33.0	14.0	35.0	11.0	6.0	16.0		11.0	21.0	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Max	Max
30th %ile Green (s)	10.7	33.0	33.0	14.0	36.3	11.0	6.0	16.0		11.0	21.0	10.7
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Gap
10th %ile Green (s)	8.8	33.0	33.0	15.0	39.2	11.0	6.0	15.0		11.0	20.0	8.8
10th %ile Term Code	Gap	Coord	Coord	Max	Coord	Max	Max	Gap		Max	Hold	Gap
Queue Length 50th (ft)	72	272	309	~180	136	83	68	154		119	187	61
Queue Length 95th (ft)	111	351	#561	#284	279	268	#112	#247		#209	#257	120
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	457	1297	707	700	1419	925	389	642		419	825	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.80	1.00	1.02	0.51	0.43	0.84	0.88		0.96	0.80	0.36

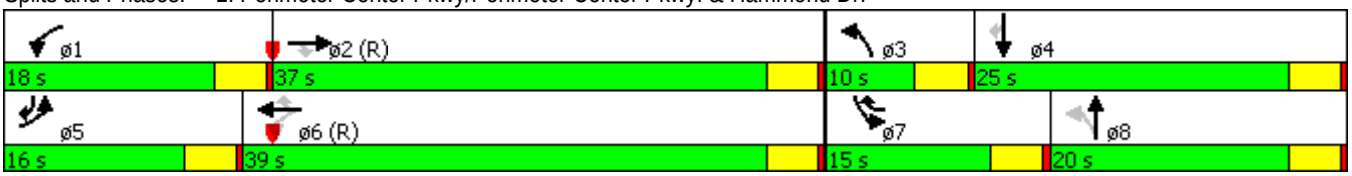
Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

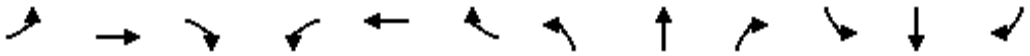
Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build 2026 - Proposed Zoning
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	890	365	360	1560	25	120	5	110	15	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1671	0
Flt Permitted	0.120			0.217			0.702					
Satd. Flow (perm)	224	5085	1583	404	3539	1583	1308	1863	1583	1863	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			397			109			158		11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	5	967	397	391	1696	27	130	5	120	16	5	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	967	397	391	1696	27	130	5	120	16	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	8.0	34.0	34.0	28.0	54.0	54.0	8.0	20.0	20.0	8.0	20.0	
Total Split (%)	8.9%	37.8%	37.8%	31.1%	60.0%	60.0%	8.9%	22.2%	22.2%	8.9%	22.2%	
Maximum Green (s)	4.0	30.0	30.0	24.0	50.0	50.0	4.0	16.0	16.0	4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	52.7	47.1	47.1	69.7	67.8	67.8	11.5	8.5	8.5	7.4	6.3	
Actuated g/C Ratio	0.59	0.52	0.52	0.77	0.75	0.75	0.13	0.09	0.09	0.08	0.07	
v/c Ratio	0.02	0.36	0.39	0.66	0.64	0.02	0.60	0.03	0.41	0.11	0.12	
Control Delay	6.2	8.4	5.0	11.8	8.1	0.0	48.5	37.8	7.5	36.5	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.2	8.4	5.0	11.8	8.1	0.0	48.5	37.8	7.5	36.5	25.9	
LOS	A	A	A	B	A	A	D	D	A	D	C	
Approach Delay		7.4			8.7			29.0			31.2	
Approach LOS		A			A			C			C	
90th %ile Green (s)	5.8	36.1	36.1	25.3	55.6	55.6	4.0	8.6	8.6	4.0	8.6	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	0.0	40.6	40.6	20.5	65.1	65.1	16.9	6.0	6.0	6.9	0.0	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Hold	Gap	Gap	Gap	Skip	
50th %ile Green (s)	0.0	47.6	47.6	19.1	70.7	70.7	11.3	11.3	11.3	0.0	0.0	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
30th %ile Green (s)	0.0	52.3	52.3	16.3	72.6	72.6	9.4	9.4	9.4	0.0	0.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
10th %ile Green (s)	0.0	58.8	58.8	12.0	74.8	74.8	7.2	7.2	7.2	0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Skip	Skip	
Queue Length 50th (ft)	1	53	17	46	158	0	71	3	0	9	3	
Queue Length 95th (ft)	m1	m185	m108	153	433	0	#133	13	29	25	22	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	226	2659	1017	681	2664	1218	216	331	411	146	306	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.36	0.39	0.57	0.64	0.02	0.60	0.02	0.29	0.11	0.05	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Actuated Cycle Length: 90	
Offset: 52 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



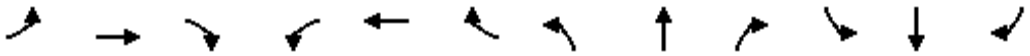
Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	120	630	70	95	70	1550	2400	395	90	1395	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Flt Permitted	0.950	0.981		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1736	2787	3433	1863	1583	3433	6273	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283			101		53				258
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	288	130	685	76	103	76	1685	2609	429	98	1516	326
Shared Lane Traffic (%)	29%											
Lane Group Flow (vph)	204	214	685	76	103	76	1685	3038	0	98	1516	326
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build 2026 - Proposed Zoning
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	20.0		20.0	20.0	20.0	66.0	88.0		12.0	34.0	34.0
Total Split (%)	14.3%	14.3%		14.3%	14.3%	14.3%	47.1%	62.9%		8.6%	24.3%	24.3%
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	16.0	16.0	78.0	12.5	12.5	12.5	62.0	84.3		7.7	30.0	30.0
Actuated g/C Ratio	0.12	0.12	0.57	0.09	0.09	0.09	0.45	0.62		0.06	0.22	0.22
v/c Ratio	1.04	1.05	0.40	0.24	0.61	0.32	1.08	0.78		0.51	1.08	0.59
Control Delay	132.0	134.9	5.6	59.1	74.9	8.3	84.0	21.1		72.5	97.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	132.0	134.9	5.6	59.1	74.9	8.3	84.0	21.1		72.5	97.1	16.1
LOS	F	F	A	E	E	A	F	C		E	F	B
Approach Delay		54.1			50.4			43.5			82.3	
Approach LOS		D			D			D			F	
90th %ile Green (s)	16.0	16.0		16.0	16.0	16.0	62.0	84.0		8.0	30.0	30.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	16.0	16.0		14.9	14.9	14.9	62.0	84.0		8.0	30.0	30.0
70th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
50th %ile Green (s)	16.0	16.0		12.9	12.9	12.9	62.0	84.0		8.0	30.0	30.0
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
30th %ile Green (s)	16.0	16.0		10.8	10.8	10.8	62.0	84.0		8.0	30.0	30.0
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Max		Max	Max	Max
10th %ile Green (s)	16.0	16.0		8.0	8.0	8.0	62.0	85.3		6.7	30.0	30.0
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Hold		Gap	Max	Max
Queue Length 50th (ft)	~205	~218	59	32	89	0	~863	547		44	~436	50
Queue Length 95th (ft)	#387	#403	85	58	152	28	#1036	626		77	#533	155
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	197	203	1714	402	218	274	1559	3894		201	1409	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.05	0.40	0.19	0.47	0.28	1.08	0.78		0.49	1.08	0.59

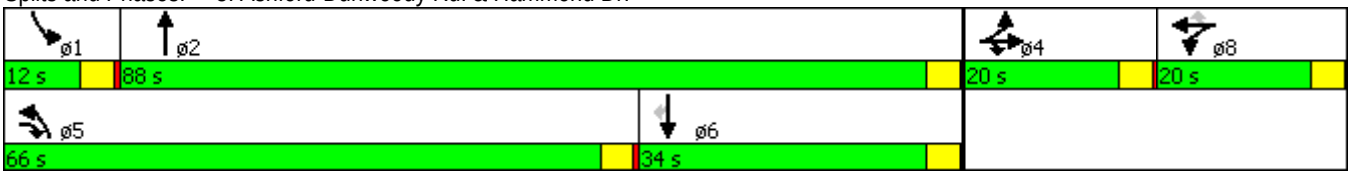
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 136.5	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 138.9	
50th %ile Actuated Cycle: 136.9	
30th %ile Actuated Cycle: 134.8	
10th %ile Actuated Cycle: 132	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

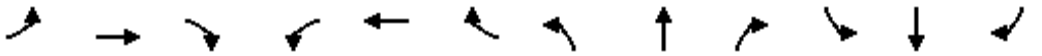
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Dr

Build 2026 - Proposed Zoning
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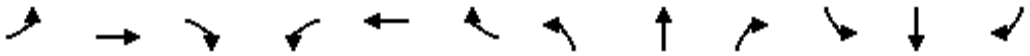
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	20	0	0	50	0	770	60	140	1395	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.989			0.984	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3500	0	1770	3483	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3500	0	1770	3483	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	22	0	0	54	0	837	65	152	1516	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	22	0	0	54	0	902	0	152	1695	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build 2026 - Proposed Zoning
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	20	115	0	265	50	540	515	725	590	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.978	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3461	0
Flt Permitted	0.950			0.950	0.950		0.367			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	684	3539	1583	3433	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		304				288			555		26	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
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
Adj. Flow (vph)	27	0	22	125	0	288	54	587	560	788	641	109
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	27	22	0	62	63	288	54	587	560	788	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	39.0	39.0	41.0	72.0	
Total Split (%)	16.7%	16.7%		16.7%	16.7%	16.7%	6.7%	32.5%	32.5%	34.2%	60.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	4.0	35.0	35.0	37.0	68.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	7.4	7.4		9.2	9.2	9.2	27.3	22.9	22.9	24.3	47.7	
Actuated g/C Ratio	0.10	0.10		0.12	0.12	0.12	0.36	0.30	0.30	0.32	0.63	
v/c Ratio	0.16	0.05		0.30	0.31	0.49	0.17	0.55	0.65	0.71	0.34	
Control Delay	43.4	0.2		41.8	41.8	8.4	12.2	26.5	6.6	28.6	8.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	0.2		41.8	41.8	8.4	12.2	26.5	6.6	28.6	8.5	
LOS	D	A		D	D	A	B	C	A	C	A	
Approach Delay		24.0			18.5			16.6			18.8	
Approach LOS		C			B			B			B	
90th %ile Green (s)	9.3	9.3		14.1	14.1	14.1	4.0	34.1	34.1	37.0	67.1	
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Max	Hold	
70th %ile Green (s)	7.8	7.8		10.4	10.4	10.4	4.0	27.1	27.1	29.5	52.6	
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
50th %ile Green (s)	6.8	6.8		8.7	8.7	8.7	4.0	22.8	22.8	24.9	43.7	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max	Gap	Gap	Gap	Hold	
30th %ile Green (s)	0.0	0.0		7.0	7.0	7.0	0.0	17.0	17.0	17.4	38.4	
30th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	0.0	0.0		5.7	5.7	5.7	0.0	13.3	13.3	13.7	31.0	
10th %ile Term Code	Skip	Skip		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	13	0		30	30	0	8	129	2	176	98	
Queue Length 95th (ft)	47	0		87	88	42	26	237	90	315	162	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	417	606		396	396	877	311	1827	1085	1874	2927	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.04		0.16	0.16	0.33	0.17	0.32	0.52	0.42	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 75.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 110.5	
70th %ile Actuated Cycle: 90.8	
50th %ile Actuated Cycle: 79.2	
30th %ile Actuated Cycle: 53.4	
10th %ile Actuated Cycle: 44.7	

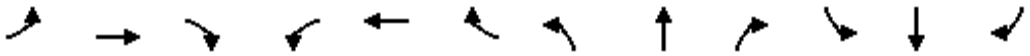
Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build 2026 - Proposed Zoning
AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	0	30	15	0	20	160	895	10	10	630	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.922			0.998				0.850
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1681	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.732				0.897		0.385			0.256		
Satd. Flow (perm)	1364	1583	0	0	1541	0	717	3532	0	477	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		225			22			3				136
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
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
Adj. Flow (vph)	207	0	33	16	0	22	174	973	11	11	685	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	33	0	0	38	0	174	984	0	11	685	136
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6



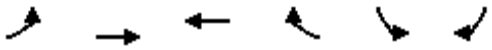
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	11.9	11.9			11.3		26.9	26.9		26.9	26.9	26.9
Actuated g/C Ratio	0.28	0.28			0.26		0.63	0.63		0.63	0.63	0.63
v/c Ratio	0.55	0.05			0.09		0.39	0.44		0.04	0.31	0.13
Control Delay	20.8	0.2			9.3		10.2	7.0		6.0	6.1	1.8
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.8	0.2			9.3		10.2	7.0		6.0	6.1	1.8
LOS	C	A			A		B	A		A	A	A
Approach Delay		17.9			9.3			7.5			5.4	
Approach LOS		B			A			A			A	
90th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Hold	Hold	Hold
70th %ile Green (s)	14.3	14.3		14.3	14.3		25.1	25.1		25.1	25.1	25.1
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	11.0	11.0		11.0	11.0		19.0	19.0		19.0	19.0	19.0
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
30th %ile Green (s)	9.6	9.6		9.6	9.6		21.3	21.3		21.3	21.3	21.3
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		25.7	25.7		25.7	25.7	25.7
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	36	0			2		21	64		1	40	0
Queue Length 95th (ft)	118	0			22		75	140		7	90	18
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	606	828			696		596	2937		396	2943	1339
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.34	0.04			0.05		0.29	0.34		0.03	0.23	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

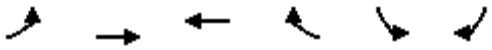
Actuated Cycle Length: 42.8	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 47.4	
50th %ile Actuated Cycle: 38	
30th %ile Actuated Cycle: 38.9	
10th %ile Actuated Cycle: 29.7	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	550	230	300	515	335	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				560		370
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	250	326	560	364	370
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	250	326	560	364	370
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4



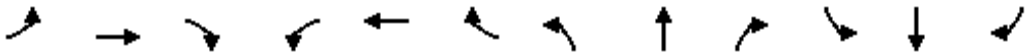
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	33.3%	66.7%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	16.0	36.0	16.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	13.1	28.6	11.3	11.3	10.9	10.9
Actuated g/C Ratio	0.27	0.60	0.24	0.24	0.23	0.23
v/c Ratio	0.64	0.12	0.39	0.51	0.46	0.57
Control Delay	19.9	4.6	17.7	3.9	18.9	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	4.6	17.7	3.9	18.9	6.5
LOS	B	A	B	A	B	A
Approach Delay		15.3	8.9		12.6	
Approach LOS		B	A		B	
90th %ile Green (s)	16.0	36.0	16.0	16.0	16.0	16.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	16.0	34.0	14.0	14.0	13.1	13.1
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	13.4	29.0	11.6	11.6	10.4	10.4
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	11.3	24.6	9.3	9.3	8.9	8.9
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.9	19.8	6.9	6.9	7.2	7.2
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	72	12	38	0	45	0
Queue Length 95th (ft)	146	30	81	35	88	55
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	1192	2746	1229	1333	1192	791
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.09	0.27	0.42	0.31	0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 47.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 55.1	
50th %ile Actuated Cycle: 47.4	
30th %ile Actuated Cycle: 41.5	
10th %ile Actuated Cycle: 35	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	38.0	38.0	14.0	36.0	22.0	32.0	46.0		22.0	36.0	16.0
Total Split (%)	13.3%	31.7%	31.7%	11.7%	30.0%	18.3%	26.7%	38.3%		18.3%	30.0%	13.3%
Maximum Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	28.0	42.0		18.0	32.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	12.3	32.7	32.7	41.4	30.9	53.4	62.8	42.3		18.6	38.0	54.3
Actuated g/C Ratio	0.10	0.27	0.27	0.34	0.26	0.44	0.52	0.35		0.16	0.32	0.45
v/c Ratio	0.89	0.80	0.50	0.91	0.85	0.51	0.81	0.97		0.90	0.50	0.47
Control Delay	81.3	47.5	6.3	60.8	47.4	14.5	24.3	55.3		71.1	36.4	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	81.3	47.5	6.3	60.8	47.4	14.5	24.3	55.3		71.1	36.4	20.8
LOS	F	D	A	E	D	B	C	E		E	D	C
Approach Delay		45.1			42.6			43.0			44.2	
Approach LOS		D			D			D			D	
90th %ile Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	28.0	42.0		18.0	32.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	26.4	42.0		18.0	33.6	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
50th %ile Green (s)	12.0	34.0	34.0	10.0	32.0	18.0	23.3	42.0		18.0	36.7	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
30th %ile Green (s)	12.0	31.5	31.5	10.0	29.5	20.5	19.8	42.0		20.5	42.7	12.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
10th %ile Green (s)	13.5	29.8	29.8	12.5	28.8	18.4	16.8	43.3		18.4	44.9	13.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Gap	Gap	Gap		Gap	Hold	Gap
Queue Length 50th (ft)	126	285	0	123	203	99	184	453		190	190	148
Queue Length 95th (ft)	#212	360	71	m#174	m303	m134	232	#610		#291	262	254
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	352	1002	693	424	943	750	1100	1237		531	1120	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.89	0.76	0.49	0.91	0.82	0.51	0.72	0.97		0.90	0.50	0.47

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 43.6	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

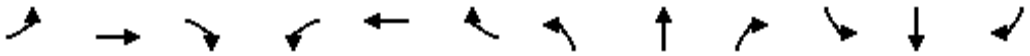
Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1340	210	315	995	55	360	20	370	120	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	200		200	100		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.248			0.076			0.365			0.743		
Satd. Flow (perm)	462	5085	1583	142	3539	1583	680	1863	1583	1384	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			211			118			384		65	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		963			979			533			748	
Travel Time (s)		14.6			14.8			8.1			11.3	
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
Adj. Flow (vph)	54	1457	228	342	1082	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1457	228	342	1082	60	391	22	402	130	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	9.0	44.0	44.0	29.0	64.0	64.0	27.0	34.0	34.0	13.0	20.0	
Total Split (%)	7.5%	36.7%	36.7%	24.2%	53.3%	53.3%	22.5%	28.3%	28.3%	10.8%	16.7%	
Maximum Green (s)	5.0	40.0	40.0	25.0	60.0	60.0	23.0	30.0	30.0	9.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	56.8	49.9	49.9	77.0	68.1	68.1	35.0	21.9	21.9	16.9	7.8	
Actuated g/C Ratio	0.47	0.42	0.42	0.64	0.57	0.57	0.29	0.18	0.18	0.14	0.06	
v/c Ratio	0.18	0.69	0.29	0.84	0.54	0.06	0.96	0.06	0.67	0.58	0.52	
Control Delay	8.6	21.8	1.6	50.2	18.5	0.1	74.9	39.8	11.1	45.1	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.6	21.8	1.6	50.2	18.5	0.1	74.9	39.8	11.1	45.1	29.9	
LOS	A	C	A	D	B	A	E	D	B	D	C	
Approach Delay		18.8			25.1			42.5			39.0	
Approach LOS		B			C			D			D	
90th %ile Green (s)	8.4	40.0	40.0	29.1	60.7	60.7	23.0	25.9	25.9	9.0	11.9	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	7.4	44.6	44.6	27.3	64.5	64.5	23.0	23.1	23.1	9.0	9.1	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	6.8	50.6	50.6	23.3	67.1	67.1	23.0	21.1	21.1	9.0	7.1	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	6.3	53.0	53.0	19.9	66.6	66.6	25.6	20.7	20.7	10.4	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	
10th %ile Green (s)	0.0	61.2	61.2	16.2	81.4	81.4	21.1	18.6	18.6	8.0	5.5	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	
Queue Length 50th (ft)	10	246	0	200	267	0	279	14	12	78	17	
Queue Length 95th (ft)	m15	m383	m11	306	372	0	#405	37	105	124	67	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	293	2113	781	447	2007	949	411	465	683	226	276	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.69	0.29	0.77	0.54	0.06	0.95	0.05	0.59	0.58	0.32	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Shopping Center & Hammond Dr.



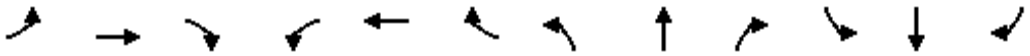
Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1495	435	140	90	1095	2000	55	30	1700	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		0
Storage Lanes	1		2	2		1	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			101		5				102
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		979			481			1611			970	
Travel Time (s)		14.8			7.3			24.4			14.7	
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
Adj. Flow (vph)	315	49	1625	473	152	98	1190	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1625	473	152	98	1190	2234	0	33	1848	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6

Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build Existing Zoning 2026
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	35.0	35.0		20.0	20.0	20.0	43.0	77.0		8.0	42.0	42.0
Total Split (%)	25.0%	25.0%		14.3%	14.3%	14.3%	30.7%	55.0%		5.7%	30.0%	30.0%
Maximum Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	31.0	31.0	70.0	16.0	16.0	16.0	39.0	76.2		4.0	38.0	38.0
Actuated g/C Ratio	0.22	0.22	0.50	0.11	0.11	0.11	0.28	0.54		0.03	0.27	0.27
v/c Ratio	0.48	0.49	1.15	1.21	0.72	0.36	1.24	0.64		0.34	1.06	0.28
Control Delay	52.6	52.7	100.9	165.6	79.0	13.5	161.1	23.8		76.1	88.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	52.6	52.7	100.9	165.6	79.0	13.5	161.1	23.8		76.1	88.8	14.4
LOS	D	D	F	F	E	B	F	C		E	F	B
Approach Delay		92.0			126.8			71.5			83.4	
Approach LOS		F			F			E			F	
90th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
50th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	73.0		4.0	38.0	38.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
30th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	81.0		0.0	38.0	38.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
10th %ile Green (s)	31.0	31.0		16.0	16.0	16.0	39.0	81.0		0.0	38.0	38.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
Queue Length 50th (ft)	151	155	~880	~269	136	0	~693	422		15	~537	27
Queue Length 95th (ft)	234	237	#1134	#382	#233	53	#829	461		34	#613	83
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	372	378	1413	392	212	270	956	3476		98	1739	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.48	0.49	1.15	1.21	0.72	0.36	1.24	0.64		0.34	1.06	0.28

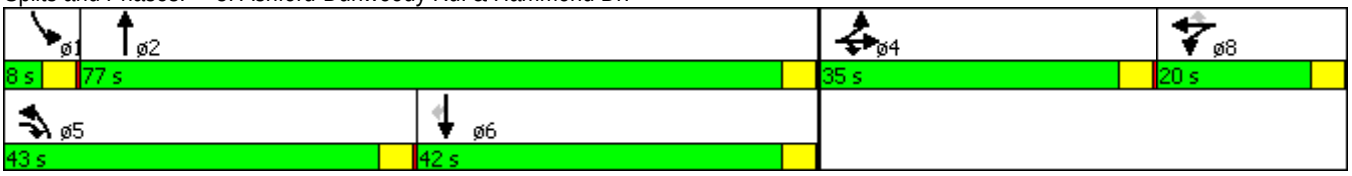
Intersection Summary	
Area Type:	Other
Cycle Length: 140	

Actuated Cycle Length: 140	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 84.3	Intersection LOS: F
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 140	
70th %ile Actuated Cycle: 140	
50th %ile Actuated Cycle: 140	
30th %ile Actuated Cycle: 140	
10th %ile Actuated Cycle: 140	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.



Lanes, Volumes, Timings
4: Perimeter Center Pkwy & State Farm Dr

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1655	25	50	1010	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	80		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.998			0.989	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		391			524			338			330	
Travel Time (s)		5.9			7.9			5.1			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1799	27	54	1098	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1826	0	54	1185	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

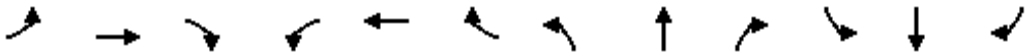
Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	560	0	865	20	710	75	375	660	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	150		0
Storage Lanes	1		0	1		2	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.990	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3504	0
Flt Permitted	0.950			0.950	0.950		0.361			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	672	3539	1583	3433	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140				613			118		7	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		402			1304			742			338	
Travel Time (s)		6.1			19.8			11.2			5.1	
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
Adj. Flow (vph)	114	0	120	609	0	940	22	772	82	408	717	49
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	114	120	0	304	305	940	22	772	82	408	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build Existing Zoning 2026
PM

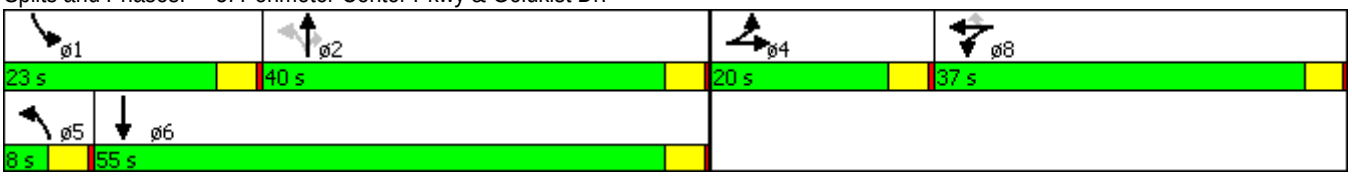


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		37.0	37.0	37.0	8.0	40.0	40.0	23.0	55.0	
Total Split (%)	16.7%	16.7%		30.8%	30.8%	30.8%	6.7%	33.3%	33.3%	19.2%	45.8%	
Maximum Green (s)	16.0	16.0		33.0	33.0	33.0	4.0	36.0	36.0	19.0	51.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	11.9	11.9		27.7	27.7	27.7	32.9	28.7	28.7	16.6	46.8	
Actuated g/C Ratio	0.12	0.12		0.27	0.27	0.27	0.32	0.28	0.28	0.16	0.46	
v/c Ratio	0.55	0.39		0.67	0.67	0.78	0.08	0.77	0.15	0.73	0.47	
Control Delay	56.8	9.3		42.7	42.8	17.2	17.6	40.4	2.8	51.0	21.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.8	9.3		42.7	42.8	17.2	17.6	40.4	2.8	51.0	21.5	
LOS	E	A		D	D	B	B	D	A	D	C	
Approach Delay		32.4			27.3			36.3			31.7	
Approach LOS		C			C			D			C	
90th %ile Green (s)	16.0	16.0		33.0	33.0	33.0	4.0	36.0	36.0	19.0	51.0	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max	Max	Max	Hold	
70th %ile Green (s)	14.9	14.9		33.0	33.0	33.0	4.0	35.6	35.6	19.0	50.6	
70th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	12.5	12.5		31.6	31.6	31.6	0.0	30.7	30.7	18.5	53.2	
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
30th %ile Green (s)	9.9	9.9		24.7	24.7	24.7	0.0	24.4	24.4	15.1	43.5	
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	7.2	7.2		17.2	17.2	17.2	0.0	18.3	18.3	11.4	33.7	
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	77	0		194	195	117	8	262	0	140	177	
Queue Length 95th (ft)	144	40		326	327	229	23	354	17	213	282	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	290	376		569	569	1348	262	1306	659	668	1850	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.32		0.53	0.54	0.70	0.08	0.59	0.12	0.61	0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	

Actuated Cycle Length: 101.6	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 120	
70th %ile Actuated Cycle: 118.5	
50th %ile Actuated Cycle: 109.3	
30th %ile Actuated Cycle: 90.1	
10th %ile Actuated Cycle: 70.1	

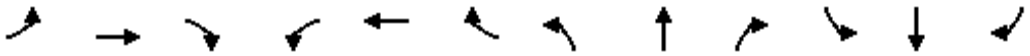
Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build Existing Zoning 2026
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	0	210	15	0	15	140	500	15	10	925	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		0	300		0	300		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.852		0.221			0.433		
Satd. Flow (perm)	1371	1583	0	0	1479	0	412	3525	0	807	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		112			18			8				429
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		654			1393			1830			742	
Travel Time (s)		9.9			21.1			27.7			11.2	
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
Adj. Flow (vph)	315	0	228	16	0	16	152	543	16	11	1005	429
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	228	0	0	32	0	152	559	0	11	1005	429
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6

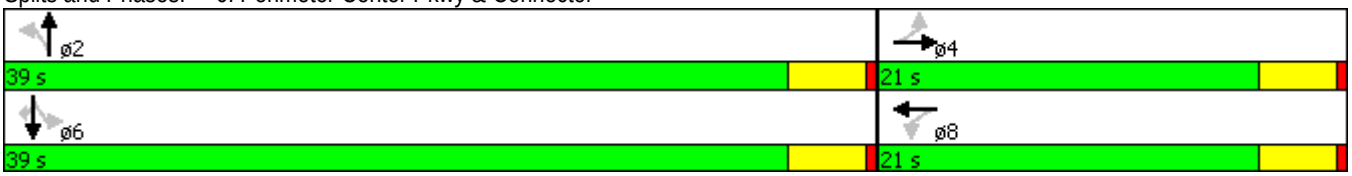


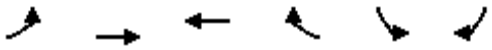
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	21.0	21.0		21.0	21.0		39.0	39.0		39.0	39.0	39.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Maximum Green (s)	17.0	17.0		17.0	17.0		35.0	35.0		35.0	35.0	35.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	15.1	15.1			15.1		24.8	24.8		24.8	24.8	24.8
Actuated g/C Ratio	0.31	0.31			0.31		0.51	0.51		0.51	0.51	0.51
v/c Ratio	0.74	0.40			0.07		0.72	0.31		0.03	0.55	0.42
Control Delay	30.4	10.8			10.4		32.0	7.0		5.8	9.1	2.1
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.4	10.8			10.4		32.0	7.0		5.8	9.1	2.1
LOS	C	B			B		C	A		A	A	A
Approach Delay		22.2			10.4			12.4			7.0	
Approach LOS		C			B			B			A	
90th %ile Green (s)	17.0	17.0		17.0	17.0		35.0	35.0		35.0	35.0	35.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Max	Max	Max
70th %ile Green (s)	17.0	17.0		17.0	17.0		32.8	32.8		32.8	32.8	32.8
70th %ile Term Code	Max	Max		Hold	Hold		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	17.0	17.0		17.0	17.0		23.4	23.4		23.4	23.4	23.4
50th %ile Term Code	Max	Max		Hold	Hold		Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	13.7	13.7		13.7	13.7		19.5	19.5		19.5	19.5	19.5
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	10.2	10.2		10.2	10.2		15.6	15.6		15.6	15.6	15.6
10th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	72	22			3		32	45		2	97	0
Queue Length 95th (ft)	#228	84			21		#123	68		7	137	29
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	505	654			556		310	2653		607	2662	1297
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.62	0.35			0.06		0.49	0.21		0.02	0.38	0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

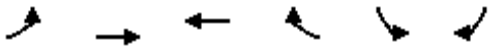
Actuated Cycle Length: 48.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 57.8	
50th %ile Actuated Cycle: 48.4	
30th %ile Actuated Cycle: 41.2	
10th %ile Actuated Cycle: 33.8	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	430	495	445	620	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	300	0
Storage Lanes	2			2	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				484		380
Link Speed (mph)		45	45		45	
Link Distance (ft)		806	1941		1830	
Travel Time (s)		12.2	29.4		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	467	538	484	674	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	467	538	484	674	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4

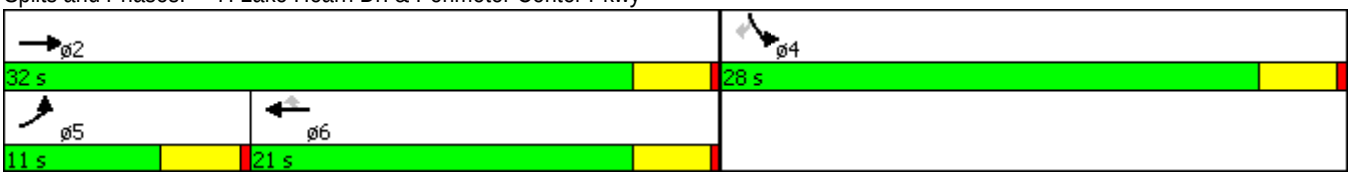


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	11.0	32.0	21.0	21.0	28.0	28.0
Total Split (%)	18.3%	53.3%	35.0%	35.0%	46.7%	46.7%
Maximum Green (s)	7.0	28.0	17.0	17.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	7.0	25.3	14.2	14.2	16.9	16.9
Actuated g/C Ratio	0.14	0.50	0.28	0.28	0.34	0.34
v/c Ratio	0.48	0.26	0.54	0.43	0.59	0.74
Control Delay	26.0	8.4	18.3	3.3	16.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	8.4	18.3	3.3	16.2	11.6
LOS	C	A	B	A	B	B
Approach Delay		14.2	11.2		14.1	
Approach LOS		B	B		B	
90th %ile Green (s)	7.0	28.0	17.0	17.0	24.0	24.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	7.0	28.0	17.0	17.0	20.9	20.9
70th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
50th %ile Green (s)	7.0	26.3	15.3	15.3	16.8	16.8
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.0	23.6	12.6	12.6	13.5	13.5
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.3	19.9	9.6	9.6	10.9	10.9
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	33	36	68	0	85	44
Queue Length 95th (ft)	71	78	128	32	131	141
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	489	2016	1224	1281	1676	967
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.23	0.44	0.38	0.40	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 60	

Actuated Cycle Length: 50.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 56.9	
50th %ile Actuated Cycle: 51.1	
30th %ile Actuated Cycle: 45.1	
10th %ile Actuated Cycle: 38.8	

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



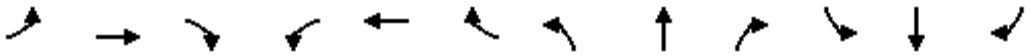
Lanes, Volumes, Timings — Build 2026 - Proposed Zoning

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	705	340	370	710	350	735	755	390	440	520	330
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.949				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3359	0	3433	3539	1583
Flt Permitted	0.950			0.135			0.277			0.950		
Satd. Flow (perm)	3433	3539	1583	488	3539	1583	1001	3359	0	3433	3539	1583
Satd. Flow (RTOR)			370			82		86				82
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
Adj. Flow (vph)	315	766	370	402	772	380	799	821	424	478	565	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	766	370	402	772	380	799	1245	0	478	565	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2	6		6	8					4
Detector Phase	5	2	2	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	8.0	8.0	20.0		8.0	20.0	8.0
Total Split (s)	16.0	37.0	37.0	14.0	35.0	22.0	33.0	47.0		22.0	36.0	16.0
Total Split (%)	13.3%	30.8%	30.8%	11.7%	29.2%	18.3%	27.5%	39.2%		18.3%	30.0%	13.3%
Maximum Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	29.0	43.0		18.0	32.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5

Lanes, Volumes, Timings — Build 2026 - Proposed Zoning

1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr. — PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	12.2	31.7	31.7	39.9	29.7	52.1	64.1	43.8		18.3	39.2	55.4
Actuated g/C Ratio	0.10	0.26	0.26	0.33	0.25	0.43	0.53	0.36		0.15	0.33	0.46
v/c Ratio	0.91	0.82	0.54	0.98	0.88	0.52	0.80	0.97		0.91	0.49	0.46
Control Delay	83.2	49.5	6.5	74.0	51.5	15.2	23.0	55.0		73.1	35.4	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	83.2	49.5	6.5	74.0	51.5	15.2	23.0	55.0		73.1	35.4	20.4
LOS	F	D	A	E	D	B	C	E		E	D	C
Approach Delay		45.8			48.5			42.5			44.4	
Approach LOS		D			D			D			D	
90th %ile Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	29.0	43.0		18.0	32.0	12.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Max	Max		Max	Hold	Max
70th %ile Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	26.4	43.0		18.0	34.6	12.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
50th %ile Green (s)	12.0	33.0	33.0	10.0	31.0	18.0	23.2	43.0		18.0	37.8	12.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
30th %ile Green (s)	12.0	31.7	31.7	10.0	29.7	19.3	19.7	43.0		19.3	42.6	12.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	Gap	Max		Max	Hold	Max
10th %ile Green (s)	12.8	28.0	28.0	10.8	26.0	18.4	16.1	46.8		18.4	49.1	12.8
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Gap	Gap	Gap		Gap	Hold	Max
Queue Length 50th (ft)	126	289	0	132	211	100	182	475		190	187	145
Queue Length 95th (ft)	#212	364	75	m#191	m312	m137	230	#637		#291	262	254
Internal Link Dist (ft)		1949			883			250			706	
Turn Bay Length (ft)	260			250		500	80			250		300
Base Capacity (vph)	348	973	703	411	914	733	1138	1279		524	1156	774
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.91	0.79	0.53	0.98	0.84	0.52	0.70	0.97		0.91	0.49	0.46

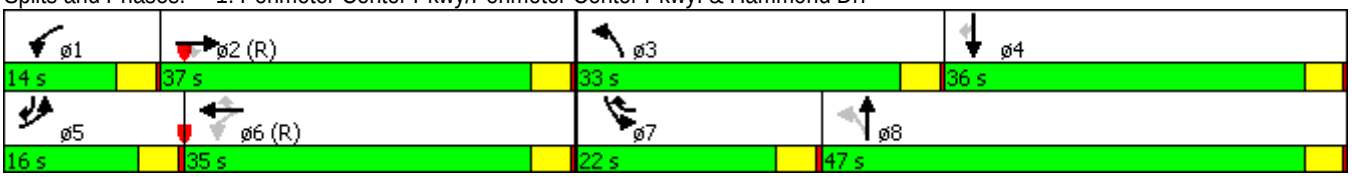
Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

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

Queue shown is maximum after two cycles.

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

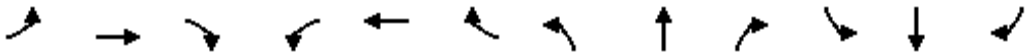
Splits and Phases: 1: Perimeter Center Pkwy/Perimeter Center Pkwy. & Hammond Dr.



Lanes, Volumes, Timings
2: Shopping Center & Hammond Dr.

Build 2026 - Proposed Zoning
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1350	210	315	1010	55	360	20	370	120	20	60
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.241			0.075			0.362			0.743		
Satd. Flow (perm)	449	5085	1583	140	3539	1583	674	1863	1583	1384	1654	0
Satd. Flow (RTOR)			210			118			384		65	
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
Adj. Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	22	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1467	228	342	1098	60	391	22	402	130	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	9.0	44.0	44.0	29.0	64.0	64.0	27.0	34.0	34.0	13.0	20.0	
Total Split (%)	7.5%	36.7%	36.7%	24.2%	53.3%	53.3%	22.5%	28.3%	28.3%	10.8%	16.7%	
Maximum Green (s)	5.0	40.0	40.0	25.0	60.0	60.0	23.0	30.0	30.0	9.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	56.8	50.0	50.0	77.1	68.1	68.1	34.9	21.8	21.8	16.9	7.8	
Actuated g/C Ratio	0.47	0.42	0.42	0.64	0.57	0.57	0.29	0.18	0.18	0.14	0.06	
v/c Ratio	0.19	0.69	0.29	0.85	0.55	0.06	0.96	0.07	0.67	0.58	0.52	
Control Delay	8.2	21.3	1.4	50.8	18.6	0.1	75.9	39.8	11.1	45.2	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.2	21.3	1.4	50.8	18.6	0.1	75.9	39.8	11.1	45.2	29.9	
LOS	A	C	A	D	B	A	E	D	B	D	C	
Approach Delay		18.3			25.2			43.0			39.1	
Approach LOS		B			C			D			D	
90th %ile Green (s)	8.4	40.0	40.0	29.1	60.7	60.7	23.0	25.9	25.9	9.0	11.9	
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	7.4	44.6	44.6	27.3	64.5	64.5	23.0	23.1	23.1	9.0	9.1	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	6.8	50.6	50.6	23.3	67.1	67.1	23.0	21.1	21.1	9.0	7.1	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Gap	
30th %ile Green (s)	6.3	53.3	53.3	19.9	66.9	66.9	25.3	20.4	20.4	10.4	5.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	
10th %ile Green (s)	0.0	61.3	61.3	16.1	81.4	81.4	21.1	18.6	18.6	8.0	5.5	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Gap	
Queue Length 50th (ft)	10	234	0	201	273	0	279	14	12	78	17	
Queue Length 95th (ft)	m14	m376	m11	307	380	0	#406	37	105	124	67	
Internal Link Dist (ft)		883			899			453			668	
Turn Bay Length (ft)	250		250	200		200	100					
Base Capacity (vph)	288	2117	781	446	2008	949	410	465	683	226	276	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.69	0.29	0.77	0.55	0.06	0.95	0.05	0.59	0.58	0.32	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 24 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

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

Queue shown is maximum after two cycles.

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

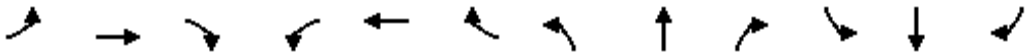
Splits and Phases: 2: Shopping Center & Hammond Dr.



Lanes, Volumes, Timings
3: Ashford-Dunwoody Rd. & Hammond Dr.

Build 2026 - Proposed Zoning
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	45	1505	435	140	90	1110	2000	55	30	1700	130
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86	0.86	0.97	0.86	1.00
Frt			0.850			0.850		0.996				0.850
Flt Protected	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (prot)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Flt Permitted	0.950	0.965		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1708	2787	3433	1863	1583	3433	6382	0	3433	6408	1583
Satd. Flow (RTOR)			39			101		6				102
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
Adj. Flow (vph)	315	49	1636	473	152	98	1207	2174	60	33	1848	141
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	180	184	1636	473	152	98	1207	2234	0	33	1848	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pt+ov	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8		5	2		1	6	
Permitted Phases						8						6
Detector Phase	4	4	4 5	8	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	20.0
Total Split (s)	34.0	34.0		20.0	20.0	20.0	44.0	78.0		8.0	42.0	42.0
Total Split (%)	24.3%	24.3%		14.3%	14.3%	14.3%	31.4%	55.7%		5.7%	30.0%	30.0%
Maximum Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5

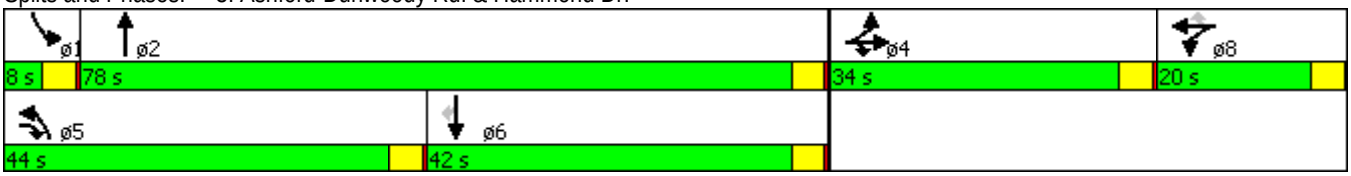


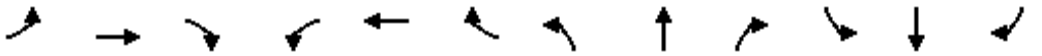
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0			0	0
Act Effct Green (s)	30.0	30.0	70.0	16.0	16.0	16.0	40.0	77.2		4.0	38.0	38.0
Actuated g/C Ratio	0.21	0.21	0.50	0.11	0.11	0.11	0.29	0.55		0.03	0.27	0.27
v/c Ratio	0.50	0.50	1.16	1.21	0.72	0.36	1.23	0.63		0.34	1.06	0.28
Control Delay	54.0	54.0	104.3	165.6	79.0	13.5	155.3	23.0		76.1	88.8	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.0	54.0	104.3	165.6	79.0	13.5	155.3	23.0		76.1	88.8	14.4
LOS	D	D	F	F	E	B	F	C		E	F	B
Approach Delay		95.2			126.8			69.4			83.4	
Approach LOS		F			F			E			F	
90th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Max		Max	Max	Max
70th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
50th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	74.0		4.0	38.0	38.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Max	Max	Max
30th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	82.0		0.0	38.0	38.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
10th %ile Green (s)	30.0	30.0		16.0	16.0	16.0	40.0	82.0		0.0	38.0	38.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	Hold		Skip	Max	Max
Queue Length 50th (ft)	153	156	~906	~269	136	0	~697	415		15	~537	27
Queue Length 95th (ft)	236	241	#1146	#382	#233	53	#834	454		34	#613	83
Internal Link Dist (ft)		899			401			1531			890	
Turn Bay Length (ft)							300					
Base Capacity (vph)	360	366	1413	392	212	270	980	3522		98	1739	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.50	0.50	1.16	1.21	0.72	0.36	1.23	0.63		0.34	1.06	0.28

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 84.2		Intersection LOS: F	
Intersection Capacity Utilization 99.7%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 140			
70th %ile Actuated Cycle: 140			

50th %ile Actuated Cycle: 140
30th %ile Actuated Cycle: 140
10th %ile Actuated Cycle: 140
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Ashford-Dunwoody Rd. & Hammond Dr.





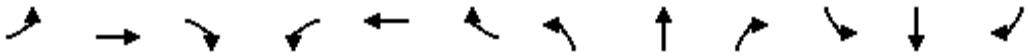
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	70	0	0	180	0	1700	25	50	1050	80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.865			0.865		0.998			0.989	
Flt Protected										0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	0	3532	0	1770	3500	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	76	0	0	196	0	1848	27	54	1141	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	76	0	0	196	0	1875	0	54	1228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Lanes, Volumes, Timings
5: Perimeter Center Pkwy & Goldkist Dr.

Build 2026 - Proposed Zoning
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	0	110	570	0	910	20	710	140	415	660	45
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.850				0.850			0.850		0.990	
Flt Protected	0.950			0.950	0.950		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1681	1681	2787	1770	3539	1583	3433	3504	0
Flt Permitted	0.950			0.950	0.950		0.361			0.950		
Satd. Flow (perm)	1770	1583	0	1681	1681	2787	672	3539	1583	3433	3504	0
Satd. Flow (RTOR)		158				681			158		9	
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
Adj. Flow (vph)	114	0	120	620	0	989	22	772	152	451	717	49
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	114	120	0	310	310	989	22	772	152	451	766	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2			
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	
Total Split (s)	20.0	20.0		25.0	25.0	25.0	8.0	27.0	27.0	18.0	37.0	
Total Split (%)	22.2%	22.2%		27.8%	27.8%	27.8%	8.9%	30.0%	30.0%	20.0%	41.1%	
Maximum Green (s)	16.0	16.0		21.0	21.0	21.0	4.0	23.0	23.0	14.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	

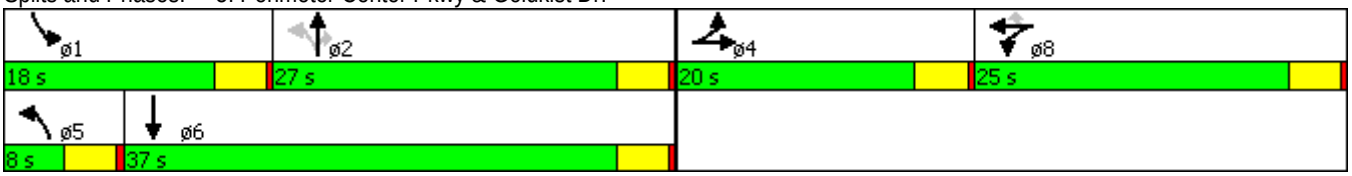


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)	10.6	10.6		20.2	20.2	20.2	25.9	21.9	21.9	13.6	36.5	
Actuated g/C Ratio	0.13	0.13		0.25	0.25	0.25	0.31	0.27	0.27	0.17	0.44	
v/c Ratio	0.50	0.35		0.75	0.75	0.83	0.08	0.82	0.28	0.80	0.49	
Control Delay	42.0	5.6		43.3	43.3	16.4	14.4	37.8	5.8	46.1	18.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.0	5.6		43.3	43.3	16.4	14.4	37.8	5.8	46.1	18.9	
LOS	D	A		D	D	B	B	D	A	D	B	
Approach Delay		23.3			26.8			32.1			29.0	
Approach LOS		C			C			C			C	
90th %ile Green (s)	15.3	15.3		21.0	21.0	21.0	4.0	23.0	23.0	14.0	33.0	
90th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Max	Max	Max	Hold	
70th %ile Green (s)	12.5	12.5		21.0	21.0	21.0	4.0	23.0	23.0	14.0	33.0	
70th %ile Term Code	Gap	Gap		Max	Max	Max	Max	Max	Max	Max	Hold	
50th %ile Green (s)	10.7	10.7		21.0	21.0	21.0	0.0	23.0	23.0	14.0	41.0	
50th %ile Term Code	Gap	Gap		Max	Max	Max	Skip	Max	Max	Max	Hold	
30th %ile Green (s)	9.0	9.0		21.0	21.0	21.0	0.0	23.0	23.0	14.0	41.0	
30th %ile Term Code	Gap	Gap		Max	Max	Max	Skip	Max	Max	Max	Hold	
10th %ile Green (s)	6.5	6.5		16.8	16.8	16.8	0.0	17.5	17.5	11.8	33.3	
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Gap	Gap	Gap	Hold	
Queue Length 50th (ft)	58	0		161	161	84	6	201	0	120	133	
Queue Length 95th (ft)	108	26		#308	#308	#193	20	#312	42	#205	237	
Internal Link Dist (ft)		322			1224			662			258	
Turn Bay Length (ft)							200		200	150		
Base Capacity (vph)	346	437		432	432	1222	265	996	558	588	1556	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.33	0.27		0.72	0.72	0.81	0.08	0.78	0.27	0.77	0.49	

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 82.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 89.3			
70th %ile Actuated Cycle: 86.5			

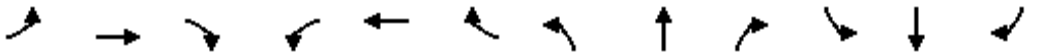
50th %ile Actuated Cycle: 84.7
30th %ile Actuated Cycle: 83
10th %ile Actuated Cycle: 68.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Perimeter Center Pkwy & Goldkist Dr.



Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

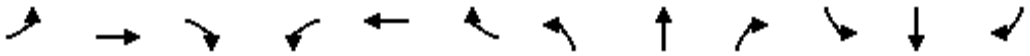
Build 2026 - Proposed Zoning
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	305	0	210	15	0	15	140	550	15	10	925	405
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.850			0.932			0.996				0.850
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1694	0	1770	3525	0	1770	3539	1583
Flt Permitted	0.736				0.854		0.219			0.399		
Satd. Flow (perm)	1371	1583	0	0	1483	0	408	3525	0	743	3539	1583
Satd. Flow (RTOR)		104			18			7				440
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
Adj. Flow (vph)	332	0	228	16	0	16	152	598	16	11	1005	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	228	0	0	32	0	152	614	0	11	1005	440
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	0.5

Lanes, Volumes, Timings
6: Perimeter Center Pkwy & Connector

Build 2026 - Proposed Zoning
PM

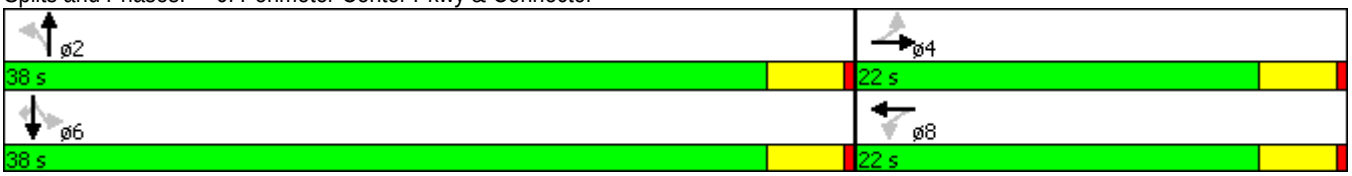


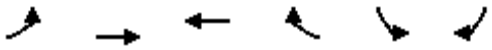
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	15.8	15.8			15.8		25.4	25.4		25.4	25.4	25.4
Actuated g/C Ratio	0.32	0.32			0.32		0.51	0.51		0.51	0.51	0.51
v/c Ratio	0.76	0.40			0.07		0.73	0.34		0.03	0.55	0.43
Control Delay	31.5	11.2			10.2		34.0	7.6		6.2	9.5	2.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.5	11.2			10.2		34.0	7.6		6.2	9.5	2.2
LOS	C	B			B		C	A		A	A	A
Approach Delay		23.2			10.2			12.8			7.3	
Approach LOS		C			B			B			A	
90th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
90th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Max	Max	Max
70th %ile Green (s)	18.0	18.0		18.0	18.0		34.0	34.0		34.0	34.0	34.0
70th %ile Term Code	Max	Max		Hold	Hold		Max	Max		Hold	Hold	Hold
50th %ile Green (s)	18.0	18.0		18.0	18.0		25.2	25.2		25.2	25.2	25.2
50th %ile Term Code	Max	Max		Hold	Hold		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	14.2	14.2		14.2	14.2		19.7	19.7		19.7	19.7	19.7
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)	10.5	10.5		10.5	10.5		16.1	16.1		16.1	16.1	16.1
10th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	Dwell
Queue Length 50th (ft)	83	25			3		34	53		2	103	0
Queue Length 95th (ft)	#235	84			20		#126	79		7	144	31
Internal Link Dist (ft)		574			1313			1750			662	
Turn Bay Length (ft)	300						300			300		300
Base Capacity (vph)	521	666			575		293	2533		533	2542	1261
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.34			0.06		0.52	0.24		0.02	0.40	0.35

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 49.5			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 60			
70th %ile Actuated Cycle: 60			

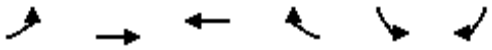
50th %ile Actuated Cycle: 51.2
30th %ile Actuated Cycle: 41.9
10th %ile Actuated Cycle: 34.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Perimeter Center Pkwy & Connector





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	260	430	495	445	620	530
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	2787	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	2787	3433	1583
Satd. Flow (RTOR)				484		413
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	283	467	538	484	674	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	283	467	538	484	674	576
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	32.0	20.0	20.0	28.0	28.0
Total Split (%)	20.0%	53.3%	33.3%	33.3%	46.7%	46.7%
Maximum Green (s)	8.0	28.0	16.0	16.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5

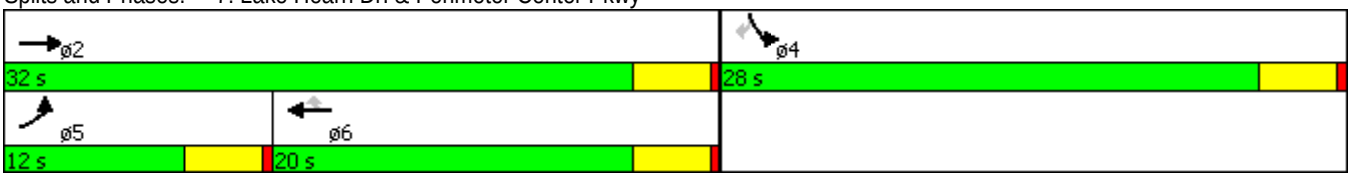


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	7.9	25.9	13.9	13.9	16.8	16.8
Actuated g/C Ratio	0.16	0.51	0.27	0.27	0.33	0.33
v/c Ratio	0.53	0.26	0.56	0.43	0.59	0.72
Control Delay	25.7	8.3	19.1	3.5	16.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	8.3	19.1	3.5	16.6	10.3
LOS	C	A	B	A	B	B
Approach Delay		14.9	11.7		13.7	
Approach LOS		B	B		B	
90th %ile Green (s)	8.0	28.0	16.0	16.0	24.0	24.0
90th %ile Term Code	Max	Hold	Max	Max	Max	Max
70th %ile Green (s)	8.0	28.0	16.0	16.0	19.8	19.8
70th %ile Term Code	Max	Hold	Max	Max	Gap	Gap
50th %ile Green (s)	8.0	27.5	15.5	15.5	16.9	16.9
50th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	8.0	24.7	12.7	12.7	13.7	13.7
30th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap
10th %ile Green (s)	6.8	20.5	9.7	9.7	11.0	11.0
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Gap
Queue Length 50th (ft)	42	37	71	0	88	37
Queue Length 95th (ft)	84	78	132	32	131	125
Internal Link Dist (ft)		726	1861		1750	
Turn Bay Length (ft)					300	
Base Capacity (vph)	552	1992	1138	1225	1656	977
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.23	0.47	0.40	0.41	0.59

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 50.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 60	
70th %ile Actuated Cycle: 55.8	

50th %ile Actuated Cycle: 52.4
30th %ile Actuated Cycle: 46.4
10th %ile Actuated Cycle: 39.5

Splits and Phases: 7: Lake Hearn Dr. & Perimeter Center Pkwy



PURSLEYFRIESE TORGRIMSON

G. Douglas Dillard
404-665-1244

E-Mail
ddillard@pftlegal.com

March 30, 2016

Via Hand Delivery and E-mail

Mayor Shortal and Members of the City Council
c/o Steve Foote, Community Development Director
City of Dunwoody
41 Perimeter Center East
Dunwoody, Georgia 30346

Re: **Amended Amendment Application; Dunwoody Crown Towers; 244 Perimeter Center Parkway**

Dear Steve:

Please find enclosed Applicant's revised Amendment Application for approximately 4.75 acres of the above-referenced property. The following revisions were made to the Amendment Application package submitted on February 2, 2016:

- Revised Site Plan to address Staff's 3-14-16 review comments;
- Revised Tract designations on conceptual plat/subdivision exhibit to be consistent with site plan; and
- Revisions to the Letter of Intent to reflect the above-referenced revisions.

Please contact me with any questions.

Sincerely,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian S. Arnold

Enclosures

AMENDMENT APPLICATION

Community Development
Dunwoody
Smart people – Smart city

41 Perimeter Center East | Dunwoody, GA 30346
Phone: (678) 382-6800 | Fax: (770) 396-4828

*** Applicant Information:**

Company Name: Dunwoody Crown Towers, LLC
Contact Name: Charlie R. Brown
Address: 4828 Ashford Dunwoody Road, Ste 400, Atlanta, GA 30338
Phone: 770-391-1233 Fax: _____ Email: cbrown@crownhgroup.com
Pre-application conference date (required): January 5, 2016

*** Owner Information:** ☑ Check here if same as applicant

Owner's Name: _____
Owner's Address: _____
Phone: _____ Fax: _____ Email: _____

*** Property Information:**

Property Address: 244 Perimeter Center Parkway, NE, Dunwoody, GA 30346 Parcel ID: 18-329-04-055
Current Zoning Classification: O-I
Requested Zoning Classification: C-1

Applicant Affidavit:

I hereby certify that to the best of my knowledge, this amendment application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance. I certify that I, the applicant (if different), am authorized to act on the owner's behalf, pursuant to this application and associated actions.

Applicant's Name: Dunwoody Crown Towers, LLC, By: Emilia Pearson
Applicant's Signature: By: Emilia Date: 01/27/2016

*** Notary:**

Sworn to and subscribed before me this 27th Day of January, 2016
Notary Public: Stephanie Grant
Signature: Stephanie Grant
My Commission Expires: 11-9-19

STEPHANIE GRANT NOTARY PUBLIC FORSYTH COUNTY, GEORGIA EXP. 11/9/2019

Applicant-Initiated Meeting

Rezoning Application: Dunwoody Crown Towers, LLC

February 1, 2016

1. **Efforts to notify neighbors about the proposal (how and when notification occurred, and who was notified);**

The Applicant held an applicant-initiated meeting on Monday, February 1, 2016 at the D.W. Brooks Conference Center, 244 Perimeter Center Parkway, Dunwoody, GA 30346. Notice of the applicant-initiated meeting was published in the Dunwoody Crier on January 20, 2016. A copy of the legal advertisement is attached.

On January 11, 2016, notice of the applicant-initiated meeting was also mailed to the two residentially-zoned properties within 1,000 feet of the subject 4.75-acre property. According to the City's GIS map, there are two properties within 1,000 feet of the subject property zoned for residential use. The first is the Martin Cemetery parcel located at 1191 Ashford Dunwoody (Tax Parcel ID 18 348 02 002) which is zoned R-150. The Dunwoody Preservation Trust maintains the Martin Cemetery and notice was mailed to the Executive Director of the Dunwoody Preservation Trust at 5455 Chamblee Dunwoody Rd Dunwoody, GA 30338. The second property is located at 11 Ravinia Parkway (Parcel ID 18 347 01 049), is owned by Hines Ravinia Four Limited, and is zoned OCR. Notice was mailed to Hines Ravinia Four Limited at 1 Ravinia Drive, Ste. 1160, Atlanta, GA 30346. Attached is the notice letter mailed to the Dunwoody Preservation Trust and Hines Ravinia Four Limited. Finally, notice of the meeting was also sent to the Planning Department.

2. **Meeting location, date and time;**

The Applicant held an applicant-initiated meeting on Monday, February 1, 2016 at the D.W. Brooks Conference Center, 244 Perimeter Center Parkway, Dunwoody, GA 30346. The meeting started at 7:00pm.

3. **Who was involved in the discussions;**

Mr. Charles Brown and Mr. Doug Dillard attended the meeting on behalf of the Applicant, Dunwoody Crown Towers, L.L.C. Please see the attached sign-in sheet for the meeting attendees.

4. **Suggestions and concerns raised by neighbors; and**

The neighbors raised concerns about the overall density and the residential component of the plan, though the concerns were directed primarily at rental units which are not being proposed by the Applicant.

5. **What specific changes to the proposal were considered and/or made as a result of the meeting.**

No changes are proposed at this time.

NOTICE OF NONDISCRIMINATORY POLICY AS TO STUDENTS

North Atlanta Children's Ministries, Inc., 5676 Roberts Dr., Atlanta, GA 30338, admits students of any race, color, national and ethnic origin to all the rights, privileges, programs, and activities generally accorded or made available to students of the organization. It does not discriminate on the basis of race, color, national, and ethnic origin in administration of its educational policies, and other organization-administered programs.

NOTICE OF MEETING FOR THE PUBLIC

Dunwoody Crown Towers, LLC intends to submit a Rezoning Application and three Special Land Use Permit Applications to the City of Dunwoody for land within 1,000 feet of your property. The Applicant will be submitting a rezoning application and three Special Land Use Permit ("SLUP") Applications for property at 244 Perimeter Center Parkway in order to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses. The Applicant will be holding a neighborhood meeting to discuss the proposed rezoning application and to answer any questions that you may have regarding the applications and proposed development. Specific details regarding the Rezoning Application, Special Land Use Permit Applications, and Applicant-initiated neighborhood meeting are below.

CASE NUMBER: TBD (this will be provided at the time the application is filed with the City)

APPLICANT NAME: Dunwoody Crown Towers, LLC

JURISDICTION: City of Dunwoody

ZONING CHANGE: O-I to CR-1 (Commercial-Residential)

SLUP Request: (1) SLUP to increase the height of the multi-unit building; (2) SLUP to increase the height of the mixed use vertical building; and a (3) SLUP to allow a multi-unit residential building within the CR-1 zoning district

STREET LOCATION: 244 Perimeter Center Parkway; +/- 4.75 acres

PROPOSED DEVELOPMENT: Multi-Unit Residential Tower; Mixed Use Vertical Tower (Hotel and Residential uses); 3-story Retail Building

APPLICANT-INITIATED MEETING
D.W. Brooks Conference Center
244 Perimeter Center Parkway (1st floor)
Dunwoody, GA 30346
February 1, 2016
7:00 pm

If you have questions about the Applications or the applicant-initiated meeting, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Brookhaven, *from page 1*

The council met later last week to complete the process but decided to send the issue to third-party mediation. That takes place today.

"The City honors its obligations," said Mayor John Ernst. "Unfortunately some of the terms of the [Garrett's] contract negotiated by previous administrations is ambiguous and does not allow the City to know what its duties are," Mayor, John Ernst said in a statement. "While working towards an orderly transition, we have become mired in conflict over the terms and conditions of that agreement. The responsible thing to do is to have a third party resolve these disputes. We wish Marie Garrett well."

Garrett, the highest paid city manager in the state at $214,000 per year, could be eligible for nine months pay, continued health and life insurance and retirement pay.

She originally came to the city as a consultant when it was incorporated and later was hired by Mayor J. Max Davis. Her original contract drew some fire when it was revealed she was to work only four days a week and was to be paid at her consultant hourly rate if asked to work on Fridays.

That contract was changed to a more conventional arrangement, but Garrett was able to command a higher salary because of the start-up nature of a new city.

Police Chief Gary Yandura is to be the interim city manager.

In other actions, the council elected Bates Mattison mayor pro-tem. He was elected to that position last year when Mayor Davis left office and was succeeded by Rebecca Williams.

The mayor also reaffirmed the employment of the city clerk and finance director.

THE CITY OF DUNWOODY, GEORGIA NOTICE OF PUBLIC HEARING

The City of Dunwoody Mayor and City Council will meet on Monday, February 08, 2016 at 6:00 p.m. in the Council Chambers of Dunwoody City Hall, which is located at 41 Perimeter Center East, Dunwoody, Georgia 30346, for the purpose of due process of the following:

CQ Dunwoody Village Court, LLC, owner of 1530 and 1536 Dunwoody Village Parkway, Dunwoody, GA 30338, by Marian Adeimy, attorney for contract purchaser, seeks the following for the subject property to allow for construction of a 79-unit townhome development. The property consists of two tax parcels: 18-366-06-061 located at 1530 Dunwoody Village Parkway, Dunwoody, GA 30338, and 18-366-06-065 located at 1536 Dunwoody Village Parkway, Dunwoody, GA 30338.

RZ 16-021: Rezone property currently zoned Office-Institution (O-I) District to Multi-dwelling Residential-100 (RM-100) District.

SLUP 16-021: Special Land Use Permit to waive the requirement for a development to come into full compliance with the Dunwoody Village Overlay District regulations to allow for reduction in sidewalk width from 12 ft. to 6 ft.

RZ 16-022: Kathryn B. Zickert, applicant, on behalf of Hines Atlanta Associates Limited Partnership, owner of 4453 Ashford Dunwoody Road, Dunwoody, GA 30346, seeks permission to rezone property currently zoned Office-Institution conditional (O-Ic) District to Local Commercial conditional (C-1c) District to allow for development of a restaurant with drive-through. The tax parcel number is 18 347 01 033.

Should you have any questions, comments, or would like to view the application and supporting materials, please contact the City of Dunwoody Community Development Department at 678-382-6800. Members of the public are encouraged to call or schedule a meeting with staff in advance of the Public Hearing if they have questions or are unfamiliar with the process. Staff is available to answer questions, discuss the decision-making process, and receive comments and concerns.

Community News:
community news@
criernewspapers.com

Letters to the Editor
thecrier@mindspring.com

Birth and Bridal Announcements:
community news@
criernewspapers.com

SEND US YOUR

Your travel photos with The Crier:
whereintheworld@
criernewspapers.com

Obituaries
jhart@criernewspapers.com

... or via our website
thecrier.net

PURSLEYFRIESE
TORGRIMSON

Terry Landrum
Direct: 404.665.1227
tlandrum@pftlegal.com

January 11, 2016

Rebecca Keefer, AICP
City Planner/Director of Sustainability
City of Dunwoody
41 Perimeter Center East, Suite 250,
Dunwoody, GA 30346

RE: Dunwoody Crown Towers
Applicant-Initiated Neighborhood Meeting
244 Perimeter Center Parkway, DeKalb County, Atlanta, GA

Dear Rebecca:

Enclosed please find the Applicant-Initiated Meeting notice that was mailed on January 11, 2016 to residential owners of property within 1,000 feet of the subject property.

Sincerely,
PURSLEY FRIESE TORGRIMSON, LLP

Terry Landrum
Paralegal

Enclosure

Dunwoody Crown Towers, LLC c/o Doug Dillard, Esq.
Pursley Friese Torgrimson
Promenade, Suite 1200
1230 Peachtree Street NE
Atlanta, GA 30309

January 11, 2016

Dear Property Owner:

This letter is to inform you that Dunwoody Crown Towers, LLC intends to submit a Rezoning Application and three Special Land Use Permit Applications to the City of Dunwoody for land within 1,000 feet of your property. The Applicant will be submitting a rezoning application and three Special Land Use Permit ("SLUP") Applications for property at 244 Perimeter Center Parkway in order to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses. The Applicant will be holding a neighborhood meeting to discuss the proposed rezoning application and to answer any questions that you may have regarding the applications and proposed development. Specific details regarding the Rezoning Application, Special Land Use Permit Applications, and Applicant-initiated neighborhood meeting are below.

CASE NUMBER: *TBD (this will be provided at the time the application is filed with the City)*

APPLICANT NAME: Dunwoody Crown Towers, LLC

JURISDICTION: City of Dunwoody

ZONING CHANGE: O-I to CR-1 (Commercial-Residential)

SLUP Request: (1) SLUP to increase the height of the multi-unit building; (2) SLUP to increase the height of the mixed use vertical building; and a (3) SLUP to allow a multi-unit residential building within the CR-1 zoning district

STREET LOCATION: 244 Perimeter Center Parkway; +/- 4.75 acres

PROPOSED DEVELOPMENT: Multi-Unit Residential Tower; Mixed Use Vertical Tower (Hotel and Residential uses); 3-story Retail Building

APPLICANT-INITIATED MEETING
D.W. Brooks Conference Center
244 Perimeter Center Parkway (1st floor)
Dunwoody, GA 30346
February 1, 2016
7:00 pm

If you have questions about the Applications or the applicant-initiated meeting, please contact Jill Arnold at (404) 665-1243 or jarnold@pftlegal.com.

Sincerely,

Jillian Arnold

SIGN IN SHEET for NEIGHBORS

Dunwoody Crown Towers

February 1, 2016

NAME	ADDRESS	PHONE	E-MAIL
Bill Grossman	5061 Hidden Branches DR Dunwoody, GA 30338	770 551 0324	Bill.Grossman@comcast.net
Bob Dallas	1445 Valley View Rd Dunwoody, GA 30338	770.331.4040	bobdallas5@gmail.com
Dyana Bagley	645 Forest Hills Dr Sandy Springs 30342	404-353-8514	dyanabagley@reporternewspapers.net
Ryan Esslinger	1416 Womack Rd Dunwoody, GA 30338	(404) 273-0185	RESSLING@GMAIL.com
Cheryl Summers	Tilly Mill Rd Dunwoody 30338		CASummers76@gmail.com
Gary Mallard	1230 Peachtree St Atlanta 30309		
Terry Nall	1344 Vernon North Dr Dunwoody GA 30338 ~~404~~ 404-915-6693		Terry.Nall@dunwoodyga.gov
John Heneghan	4624 Buckley Ct Dunwoody GA 30338	770-234-0678	John.Heneghan@dunwoodyGA.gov
Charlie Brown	Crown Holdings.		

Letter of Intent and Review Criteria

City of Dunwoody Amendment Application

Applicant: Dunwoody Crown Towers, LLC

Property: 244 Perimeter Center Parkway

+/- 4.75 acres of Land
Located in
Land Lot 329 of the 18th District, DeKalb County

O-I to CR-1

Submitted for Applicant by:

G. Douglas Dillard
Jillian Skinner Arnold
PURSLEY FRIESE TORGRIMSON
1230 Peachtree Street, Suite 1200
Atlanta, Georgia 30309
(404) 665-1243
ddillard@pftlegal.com
jarnold@pftlegal.com

I. INTRODUCTION

The +/- 4.75 acre property is located at 244 Perimeter Center Parkway and is currently zoned O-I (the "Property"). It is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and a shopping center development to the north. The Applicant, Dunwoody Crown Towers, LLC, intends to develop Dunwoody Crown Towers, a mixed use development with residential and non-residential uses that will significantly enrich the design and livability of the Perimeter Center area and create a true gateway to the City of Dunwoody.

Concurrent with the Amendment application, the Applicant is also submitting 3 Special Land Use Permit ("SLUP") Applications and a Variance Application for the Property. The SLUP requests are for the following: (1) a SLUP to increase the height of the multi-unit residential building ("Crown Tower 1" on enclosed conceptual drawings); (2) a SLUP to increase the height of the mixed use vertical building ("Crown Tower 2" on conceptual drawings); and (3) a SLUP to allow multi-unit residential use in the CR-1 zoning district. The requested 0' front yard setback variance is for the existing Goldkist building on the adjacent 9.2-acre property, which will be set back 0' from the proposed new road extending to the Property.

The Property is currently part of a larger 15 acre-parcel, but will be subdivided as a legally separate lot upon approval of the rezoning request by the Dunwoody City Council. Therefore, the current 15-acre parcel will be split into two tracts-Site A (+/-9.2 acres, after dedication) and Site B (+/-4.75 acres, after dedication) as shown on the enclosed Site Plan. The owner is dedicating approximately 1.03 acres for the extension of a new road from the existing Goldkist Road to the Property at Site B. This subdivision is necessitated by the City's prohibition of dual-zoned parcels. Please note, the rezoning and SLUP applications are for Site B. **Site A is NOT included in the rezoning or SLUP applications.** Site A is shown on the conceptual plans to illustrate existing entitlements pursuant to the variance granted by DeKalb County on February 9, 1999. Site A will remain zoned O-I with existing entitlements as shown on the enclosed conceptual plans.

II. REZONING REQUEST

The Applicant, Dunwoody Crown Towers, LLC, is requesting said Property (Site B) be rezoned from O-I to CR-1 in order to develop Dunwoody Crown Towers, which includes (i) one mixed use vertical building with a hotel, residential units, and accessory uses ("Crown Tower 2" on the enclosed conceptual drawings), (ii) one multi-unit residential building ("Crown Tower 1" on enclosed conceptual drawings), and (iii) a retail building. A site plan showing the proposed buildings and uses is included in the rezoning application. The Applicant proposes a residential density of 380 units spread between Crown Tower 1 and Crown Tower 2. The residential density calculation is based on the 4.75-acre Site B, *exclusive* of the 1.03 acres of property to be dedicated for public right of way to the Site B Property.

The luxury residences will include the following features:

- Hardwood flooring in foyer, kitchens and bathrooms
- Quartz countertops throughout the homes
- 10-foot ceilings
- Stainless steel appliances, with side by side refrigerators and wine coolers
- Front load washers in each home
- Ceiling fans in each bedroom
- Walk-in closets with custom shelving
- Patio/Balcony in all homes
- High-speed fiber internet and cable packages
- Tile surround soaking tubs/showers with frameless shower doors
- LED light fixtures
- Smart home technology with thermostats and keyless locks

A Homeowners Association will be created to manage residential operations.

In addition to the luxury features included in each individual unit, residents will have access to various amenities including a spacious club room with bar, indoor & outdoor fireplaces, and state of the art outdoor kitchen, a business center, fitness center, pools and cabanas, and a massage/treatment room. Though the room distribution has not been solidified, the Applicant anticipates approximately 50% of the residential units to be 2-bedroom units, approximately 25% to be 1-bedroom units, approximately 10% to be studio units, and approximately 15% to be 3-bedroom units.

The proposed luxury hotel will have a local, authentic feel and include a destination food and beverage outlet, approximately 4,500 square feet of meeting space, and on-site boutique retail. The hotel will also feature a pool, cabanas, spa, Club room, WIFI in the lobby and Club level, and a fitness center. The hotel's close proximity to the Perimeter Center Mall and MARTA offers guests easy and convenient access to restaurants, shopping, and entertainment.

The proposed CR-1 zoning satisfies the City's criteria for amendment applications as set forth in Section III below. As such, the Applicant respectfully requests the City Council grant the Amendment application, as requested by the Applicant.

Zoning History

The 15-acre parcel currently has significant non-residential development entitlements. In 1999, DeKalb County approved four variances for the 15-acre parcel at 244 Perimeter Center Parkway: (1) a 28-story hotel; (2) a conference center and parking structure (6 levels with 600 parking spaces); (3) two 24-story office buildings; and (4) two 10-level parking decks with 4,304 parking spaces. These entitlements remain on the 15-acre parcel today. The Applicant intends to concentrate the existing above-referenced entitlements on the adjacent 9.2-acre parcel, and rezone

the subject Property to CR-1 in order to add a residential mix of uses into the overall development to create a true transit-oriented mixed use community. The current development entitlements (i.e. a 28-story hotel, conference center with parking structure, two 28-story office buildings, and a parking deck) fit within the 9.2-acre parcel while still complying with O-I development regulations, including lot coverage.

The Proposed Development is Consistent with Dunwoody's Comprehensive Plan

The Applicant's proposed development and rezoning requests are consistent with the City of Dunwoody's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment.[1] The City recognizes the value in mixed-use, transit-oriented development, but has concerns about the impact on schools.[2] Additional goals of the City's Comprehensive Plan include:

- Achieve a lifelong-community for residents who can age in place with safe access to medical, recreational, and other necessary services.[3]
- Increase connectivity and enhance transportation options for all forms of travel.[4]
- Reduce surface parking and promote livable centers in the immediate areas surrounding the MARTA station.[5]
- Encourage hotel and convention development near MARTA in order to foster commerce along the mass transportation route.[6]

The Applicant's rezoning request and proposed mixed-use development is consistent with the goals and intent of the Perimeter Center Character Area. The rezoning request seeks to add high-quality residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development. Looking at the broader context, this Property is situated next to the new State Farm site, Perimeter Center Mall, and the yet-to-be-developed GID/High Street site, which likewise includes a mix of land uses. This development complements each of those developments by adding residential opportunities for the employees of State Farm and the adjacent office uses.

[1] City of Dunwoody Comprehensive Plan, p. 25.
[2] *Id.* at 25.
[3] *Id.*
[4] *Id.*
[5] *Id.* at 26.
[6] *Id.* at 26.

Moreover, the residential component of the mixed use project will be well-suited for those Dunwoody residents looking to "age in place" within the City. These individuals are looking to downsize from larger single-family detached homes to smaller residences with less maintenance, yet still remain in the community and part of their established social networks. The Applicant's proposed residences will provide an "age in place" opportunity for Dunwoody residents looking to downsize yet remain in Dunwoody.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area. Sufficient parking is provided on site, and MARTA is within walking distance of the Property making transit a realistic transportation alternative.

III. IMPACT ANALYSIS

The Applicant satisfies all of the criteria for rezoning as set forth in the City's Zoning Code, Section 27-335(b).

1. **Whether the zoning proposal is consistent with the policies of the comprehensive plan;**

Yes, the proposed use is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request seeks to add high-quality residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

2. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;**

Yes, the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The Property is bordered by I-285 to the

south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and two shopping center developments, one of which is Perimeter Center Mall, to the north. The Property is located next to a Marriott hotel, the new State Farm campus, Rooms to Go, Perimeter Center Mall, Best Buy, the mixed-use GID site, and the Dunwoody MARTA station. The proposed residential uses on the Property within the broader mixed-use campus will promote the "live work" goals of the Perimeter Center area and complement nearby employment centers by providing residential opportunities for employees. The proposed CR-1 zoning is also consistent with the zoning on the adjacent parcels, which includes O-I, OCR, PD, and C-1.

3. **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;**

   While the Property does have some economic value as currently zoned, the highest and best use of the Property would include a residential component.

4. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

   No, the zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. On the contrary, the zoning proposal will benefit surrounding land uses since the proposed mixed use development will provide residential options for employees working in nearby employment centers and those already living in Dunwoody who want to downsize but remain within the Dunwoody community. The proposed transportation improvements proposed as part of this development will also help mitigate traffic congestion for the broader Perimeter Center area.

5. **Whether there are other existing or changing conditions affecting the use and development of the property that provide supporting grounds for either approval or disapproval of the zoning proposal;**

   The Applicant's proposed development will benefit the public health, safety and welfare by promoting necessary transit-oriented development in the Perimeter Center area. Land uses in the Perimeter Center area are changing in such a way as to necessitate locating residential land uses within walking distance of transit and employment centers. The areas surrounding the subject property have significant density entitlements which make the proposed zoning proposal and construction of luxury residences highly beneficial to those within the Perimeter Center area.

6. **Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources; and**

No, the zoning proposal will not adversely affect historic buildings, sites, districts, or archaeological resources. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

7. **Whether the zoning proposal will result in a use that will or cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.**

No, the zoning proposal will not create an excessive or burdensome use of streets, transportation facilities, utilities or schools. The proposed zoning proposal may generate a nominal number of new students, some of which may choose to attend private schools and therefore have no impact on the DeKalb County public school system. Using statistics provided by DeKalb County regarding owner-occupied condominium developments, the number of school-age children generated from the proposed 380 units will be approximately 23 students (9 elementary students, 5 middle school students, and 9 high school students).

Moreover, the proposed development may actually reduce the burden on road infrastructure and existing transportation facilities in the area by providing new transportation infrastructure. Although existing entitlements are being maintained on the 9.2-acre parcel (Site A), the existing entitlements permit the property owner to develop approximately 2.1 Million square feet of non-residential uses because the variance approvals on the property limit only the *height* of the buildings rather than the density or overall building footprint and bulk.

The proposed development reduces the development potential on Site A to approximately 1.58 Million square feet. When the 1.58 Million square feet on Site A is combined with the +/- 460,100-529,115 square feet of residential, hotel, retail, and accessory uses on Site B, the overall development is approximately 2.11 Million (1.58 Million square feet + 529,115 square feet = 2,109,115), which is consistent with the current entitlements, in terms of density, on the entire 15-acre parcel.

Moreover, the location of the project adjacent to the Dunwoody MARTA station promotes transit ridership and reduces the number of single-occupancy vehicles commuting to Property.

IV. REQUIRED CONSTITUTIONAL NOTICE

Georgia law and the procedures of the City of Dunwoody require us to raise Federal and State constitutional objections during the Amendment application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, we are required to raise the following constitutional objections at this time:

The portions of the City of Dunwoody Zoning Ordinance, facially and as applied to the Property, which restrict the Property to any zoning classification, uses, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the City of Dunwoody Zoning Ordinance, facially and as applied to the Property, which restricts the Property to any zoning classification, uses, or to any zoning classification other than the classification as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the City of Dunwoody City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by City of Dunwoody City Council to rezone the subject property in accordance with the zoning criteria requirements as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth

Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

For all the foregoing reasons, it is submitted on behalf of the Applicant that the Amendment Application meets the requirements of the City of Dunwoody Zoning Code.

If there are any questions about this rezoning request, you may contact me at 404-665-1243 or at jarnold@pftlegal.com.

Sincerely,

G. Douglas Dillard
Jillian S. Arnold
Attorneys for the Applicant

Environmental Site Analysis

Dunwoody Crown Towers, LLC

Conformance to the Comprehensive Plan:

Describe the proposed project and the existing environmental conditions on the site.

The Applicant, Dunwoody Crown Towers, LLC, is requesting said Property (Site B) be rezoned from O-I to CR-1 in order to develop Dunwoody Crown Towers, which includes (i) one mixed use vertical building with a hotel, residential units, and accessory uses ("Crown Tower 2" on the enclosed conceptual drawings), (ii) one multi-unit residential building ("Crown Tower 1" on enclosed conceptual drawings), and (iii) a retail building. A site plan showing the proposed buildings and uses is included in the rezoning application. The proposed transit-oriented mixed use development will significantly enrich the design and livability of the Perimeter Center area and create a true gateway to the City of Dunwoody.

The project conforms to the City's Comprehensive Plan

The proposed use is consistent with the policies and intent of the City's Comprehensive Plan. The subject property is located in the Perimeter Center Character Area, which seeks to be a "livable regional center with first-class office, retail, entertainment, hotels, and high-end restaurants" to create a true "live-work" environment. The rezoning request seeks to add high-quality residential units to the area, thereby creating a true "livable" center where Dunwoody residents are able to live, work, shop, play, and access mass transit within one development.

Overall, the proposed mixed use development will complement the surrounding mix of uses in the area, is consistent with the City's Comprehensive Plan and its vision for a "live work" mixed use environment in the Perimeter Center area, and provides residential options to those already living in Dunwoody and those who want to move to the area.

Describe adjacent properties. Include a site plan that depicts the proposed project.

A site plan of the project is included in the Application. The Property is bordered by I-285 to the south, Perimeter Center Parkway to the west, Ashford-Dunwoody Road to the east, and two shopping center developments, one of which is Perimeter Center Mall, to the north. Surrounding land uses include a Marriott hotel, the new State Farm campus, Rooms to Go, Perimeter Center Mall, Best Buy, the mixed-use GID site, and the Dunwoody MARTA station.

Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan.

Attached.

Environmental Impacts of the Proposed Project

a) **Wetlands**

There are no wetlands on the subject property.

b) **Floodplain**

The subject property is not located in a floodplain.

c) **Streams/stream buffers**

No such conditions are known.

d) **Slopes exceeding 25 percent over a 10-foot rise in elevation**

No such conditions exist on the property.

e) **Vegetation**

No such conditions are known.

f) **Wildlife Species (including fish)**

No such conditions are located near the property.

g) **Archeological/Historical Sites**

No such conditions exist on the property. The proposed development is located next to the Martin family cemetery. The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected. The Applicant has spoken with representatives from the Dunwoody Preservation Trust, the organization tasked with maintaining the cemetery, to work on a mutually beneficial strategy for the cemetery's continued maintenance and accessibility.

Project Implementation Measures

a. **Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25**

percent, river corridors.

No such conditions are known to exist on the property.

b. **Protection of water quality.**

The Applicant will include appropriate erosion control procedures in the project and comply with local, state, and federal water quality regulations.

c. **Minimization of negative impacts on existing infrastructure**

The proposed use will be limited to the boundaries of the property and will, therefore, not impact any existing nearby structures. Existing and proposed infrastructure is sufficient to handle the proposed use and development.

d. **Minimization on archeological/historically significant areas**

The development will have no impact on the cemetery or the easement providing ingress to and from the cemetery. The cemetery will at all times be protected.

e. **Minimization of negative impacts on environmentally stressed communities where environmentally stressed communities are defined as communities exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal (e.g., solid waste and wastewater treatment facilities, utilities, airports, and railroads) and industrial (e.g., landfills, quarries and manufacturing facilities) uses.**

No such conditions are known to exist.

f. Creation and preservation of green space and open space

The Applicant will incorporate open space as shown on the site plan, which exceeds the amount of open space required in the CR-1 zoning district.

g. Protection of citizens from the negative impacts of noise and lighting

The Applicant will take reasonable measures to protect citizens from the negative impacts of noise and lighting, if any, resulting from the proposed development.

h. Protection of parks and recreational green space

No parks or recreational green space currently exist on the property.

i. Minimization of impacts to wildlife habitats

No such conditions are known to exist on the property.

PERIMETER CENTER

Vision/Intent

Perimeter Center will be a visitor friendly "livable" regional center with first-class office, retail, entertainment, hotels, and high-end restaurants in a pedestrian and bicycle-oriented environment. The area will serve as a regional example of high quality design standards. The City of Dunwoody works in partnership with the Perimeter Community Improvement Districts (PCIDs) and adjacent communities to implement and compliment the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

In the future, the area should add public gathering space and pocket parks, venues for live music and entertainment and continue to create transportation alternatives, mitigate congestion, and reduce remaining excessive surface parking. The area creates the conditions of possible true "live-work" environment. All future development continues to emphasize high quality design standards and building materials and incorporates the current national best practices on energy efficiency, where possible.

The City of Dunwoody recognizes the value of creating mixed-use, transit-oriented development within walking distance of public transit stations. However, the City has concerns about the impact of such development on the City's infrastructure and schools.

Future Development

The Perimeter Center Character Area will be divided into four subareas (PC-1, PC-2, PC-3, and PC-4) which match the draft proposed overlay district outline that the City is reviewing as part of the Perimeter Center Zoning Code. This area was the subject of a previous LCI Study. The cities of Dunwoody, Sandy Springs, and Brookhaven work in partnership with the Perimeter Community Improvement Districts (PCIDs) to implement and complement the framework plan and projects identified in the Perimeter Center Livable Centers Initiative study (LCI) and its current and future updates.

For specific recommendations on height, density and use refer to the provisions of the Perimeter Center Overlay District and Zoning, available from the Dunwoody Community Development Department.

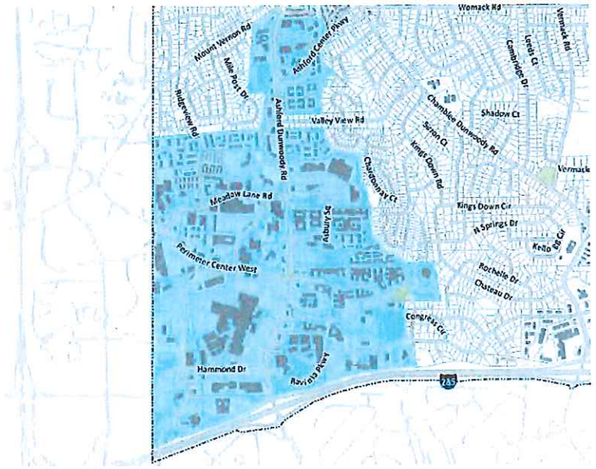


FIGURE 13: Perimeter Center Character Area Map

PC-1: Intended to apply to the central core area of Perimeter Center, including the area directly surrounding the Dunwoody MARTA train station. This district allows for the highest intensity of buildings, a high level of employment uses, and active ground story uses and design that support pedestrian mobility.

PC-2: Made up primarily of employment uses and limited shop front retail, residential, and services.

PC-3: A smaller scale, less intensive commercial district, permitting both shop front and office buildings.

PC-4: Made up primarily of residential uses at a scale that provides a transition between the intensity of Perimeter Center and the surrounding single-family residential neighborhoods.

Action Items


▲ Perimeter Mall


▲ Housing in Perimeter Center

Campaign Disclosure Statement

Community Development
Dunwoody
Smart people – Smart city
41 Perimeter Center East | Dunwoody, GA 30346
Phone: (678) 382-6800 | Fax: (770) 396-4828

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating $250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission?

☐ YES ☑ NO

* **Applicant / Owner:** Dunwoody Crown Towers, LLC

Signature: By: _____ Date: 01/27/2016

Address: 4828 Ashford Dunwoody Road, Ste 400, Atlanta, GA 30338

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

CAMPAIGN DISCLOSURE STATEMENT

G. DOUGLAS DILLARD and JILLIAN S. ARNOLD, of the law firm of PURSLEY FRIESE TORGRIMSON, and formerly of WEISSMAN, NOWACK, CURRY & WILCO, P.C., have been retained to represent DUNWOODY CROWN TOWERS, LLC before the CITY OF DUNWOODY, GEORGIA. Pursuant to the provisions of O.C.G.A. §36-67A-3, please find below a list of the contributions made by the above-named individuals, or the law firms of WEISSMAN, NOWACK, CURRY & WILCO, P.C. and PURSLEY FRIESE TORGRIMSON, in the past two years, aggregating $250.00 or more, to local government officials who may review this Application.

NAME OF GOV'T. OFFICIAL	POSITION	AMOUNT OF CONTRIBUTION	DATE OF CONTRIBUTION
None			

PURSLEY FRIESE TORGRIMSON

By: _____
G. Douglas Dillard

By: _____
Jillian S. Arnold

Date: 2/11/16

1230 Peachtree Street, NE
Suite 1200
Atlanta, GA 30309
404-665-1243

LEGAL DESCRIPTION – TRACT B

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 & 330 of the 18th District, DeKalb County, Georgia and being more particularly described as follows:

Beginning at a point at the intersection of the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), and the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), said point being the TRUE POINT OF BEGINNING;

Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd and following along the Northern Right-of-Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 768.56 feet to a point;

Thence leaving the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), North 00 degrees 12 minutes 53 seconds West, a distance of 218.34 feet to a point;

Thence North 89 degrees 47 minutes 07 seconds West, a distance of 207.86 feet to a point;

Thence North 00 degrees 12 minutes 53 seconds East, a distance of 161.70 feet to a point;

Thence South 89 degrees 47 minutes 07 seconds East, a distance of 100.09 feet to a point;

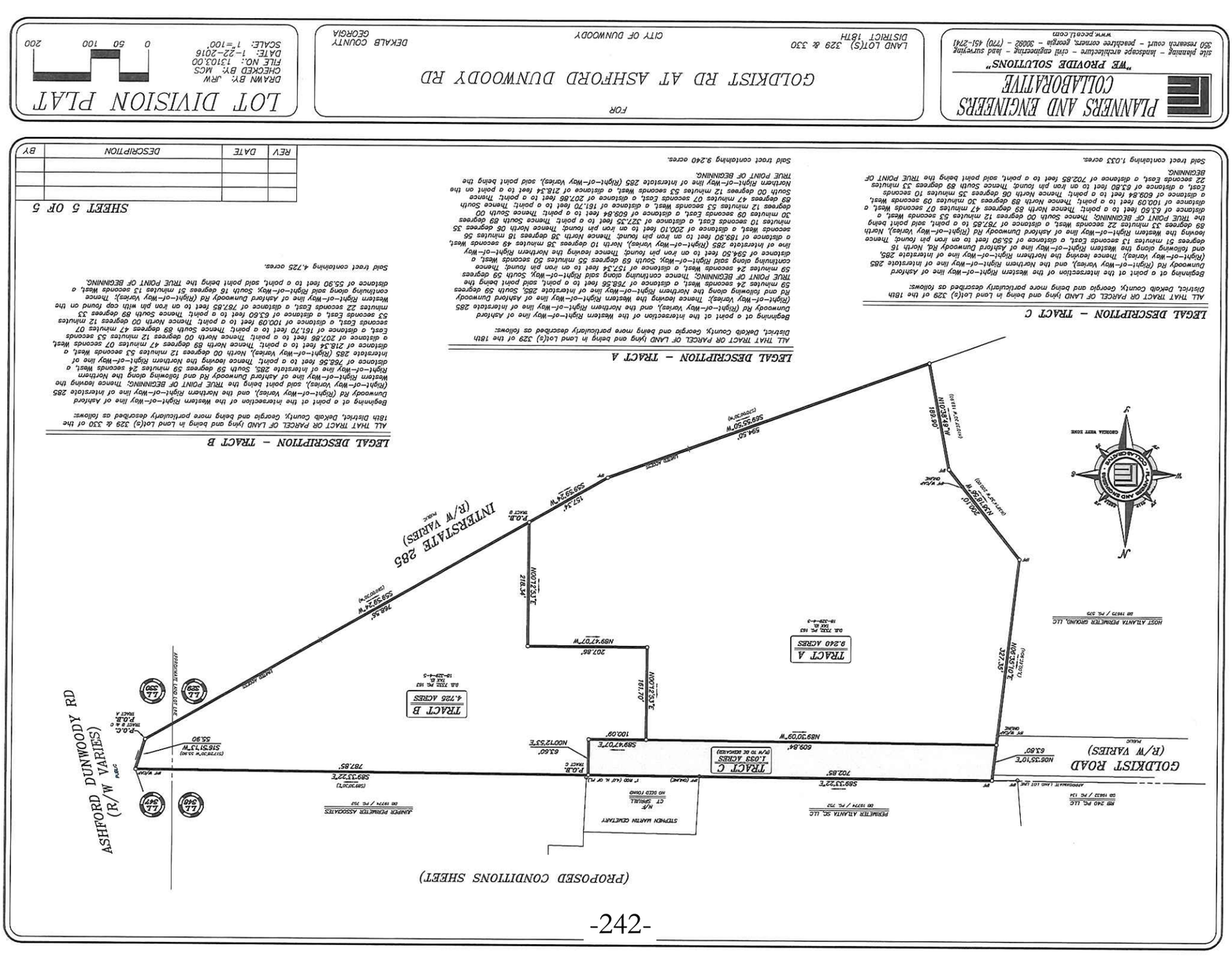
Thence North 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point;

Thence South 89 degrees 33 minutes 22 seconds East, a distance of 787.85 feet to an iron pin with cap found on the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies);

Thence continuing along said Right-of-Way, South 16 degrees 51 minutes 13 seconds West, a distance of 55.90 feet to a point, said point being the TRUE POINT OF BEGINNING.

Said tract containing 4.725 acres.

#3.


PLANNERS AND ENGINEERS COLLABORATIVE
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FOR
GOLDKIST RD AT ASHFORD DUNWOODY RD
LAND LOT(S) 329 & 330
DISTRICT 18TH
CITY OF DUNWOODY
DEKALB COUNTY
GEORGIA
LOT DIVISION PLAT
DRAWN BY: JRW
CHECKED BY: MCS
FILE NO.: 13103.00
DATE: 1-22-2016
SCALE: 1"=100'
0 50 100 200
LEGAL DESCRIPTION – TRACT C
ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 of the 18th District, Dekalb County, Georgia and being more particularly described as follows:
Beginning at a point at the intersection of the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), and the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies); Thence leaving the Northern Right-of-Way line of Interstate 285 and following along the Western Right-of-Way line of Ashford Dunwoody Rd, North 16 degrees 51 minutes 12 seconds East, a distance of 55.90 feet to an iron found; Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), North 89 degrees 33 minutes 22 seconds West, a distance of 767.85 to a point, said point being the TRUE POINT OF BEGINNING; Thence South 00 degrees 12 seconds West, a distance of 227.85 feet to a point; Thence North 89 degrees 47 minutes 07 seconds West, a distance of 100.00 feet to a point; Thence North 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 609.84 feet to a point; Thence South 00 degrees 12 minutes 53 seconds West, a distance of 63.60 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 92.80 feet to the TRUE POINT OF BEGINNING.
Said tract containing 1.033 acres.
LEGAL DESCRIPTION – TRACT A
ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 of the 18th District, Dekalb County, Georgia and being more particularly described as follows:
Beginning at a point at the intersection of the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), and the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies); Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd and following along the Northern Right-of-Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 858.56 feet to a point, said point being the TRUE POINT OF BEGINNING; Thence continuing along said Right-of-Way South 59 degrees 59 minutes 24 seconds West, a distance of 157.24 feet to an iron pin found; Thence continuing along said Right-of-Way, South 59 degrees 55 minutes 50 seconds West, a distance of 594.50 feet to an iron pin found; Thence leaving the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), North 10 degrees 38 minutes 49 seconds West, a distance of 1583.80 feet to an iron pin found; Thence North 38 degrees 18 minutes 56 minutes 10 seconds East, a distance of 227.75 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 207.86 feet to a point; Thence South 00 degrees 12 minutes 53 seconds East, a distance of 181.70 feet to a point; Thence South 89 degrees 47 minutes 07 seconds East, a distance of 207.86 feet to a point; Thence South 00 degrees 12 minutes 53 seconds East, a distance of 218.54 feet to a point on the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), said point being the TRUE POINT OF BEGINNING.
Said tract containing 9.240 acres.
LEGAL DESCRIPTION – TRACT B
ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot(s) 329 & 330 of the 18th District, Dekalb County, Georgia and being more particularly described as follows:
Beginning at a point at the intersection of the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies), and the Northern Right-of-Way line of Interstate 285 (Right-of-Way Varies), said point being the TRUE POINT OF BEGINNING; Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd and following along the Northern Right-of-Way line of Interstate 285, South 59 degrees 59 minutes 24 seconds West, a distance of 858.56 feet to a point; Thence North 00 degrees 12 minutes 53 seconds West, a distance of 218.54 feet to a point; Thence North 89 degrees 47 minutes 07 seconds East, a distance of 207.86 feet to a point; Thence North 00 degrees 12 minutes 53 seconds West, a distance of 181.70 feet to a point; Thence North 89 degrees 47 minutes 07 seconds East, a distance of 100.09 feet to a point; Thence South 00 degrees 12 minutes 53 seconds East, a distance of 63.60 feet to a point; Thence North 89 degrees 47 minutes 07 seconds East, a distance of 609.84 feet to a point; Thence South 00 degrees 12 minutes 53 seconds East, a distance of 55.90 feet to a point on the Western Right-of-Way line of Ashford Dunwoody Rd (Right-of-Way Varies); Thence leaving the Western Right-of-Way line of Ashford Dunwoody Rd and following along the Western Right-of-Way line of Ashford Dunwoody Rd, South 16 degrees 51 minutes 12 seconds West, a distance of 55.90 feet to a point; Thence South 89 degrees 33 minutes 22 seconds West, a distance of 767.85 feet to the Point of Beginning.
Said tract containing 4.725 acres.
SHEET 5 OF 5
REV | DATE | DESCRIPTION | BY
(PROPOSED CONDITIONS SHEET)
ASHFORD DUNWOODY RD (R/W VARIES)
GOLDKIST ROAD (R/W VARIES)
INTERSTATE 285 (R/W VARIES)
TRACT A 9.240 ACRES
TRACT B 4.725 ACRES
TRACT C 1.033 ACRES
P.O.B.
N89°47'07"W 207.86'
N00°12'53"E 181.70'
S89°47'07"E 100.09'
S00°12'53"W 63.60'
S89°47'07"E 609.84'
N00°12'53"E 55.90'
S89°33'22"E 767.85'
S16°51'12"W 55.90'
S89°33'22"E 702.85'
N06°33'10"E 63.60'
S89°59'24"W 858.56'
S89°55'50"W 594.50'
N10°38'49"W 1583.80'
N38°18'56"E 227.75'
N89°47'07"W 207.86'
N00°12'53"E 218.54'
N89°47'07"W 100.09'
S00°12'53"W 181.70'
S89°47'07"E 609.84'
N00°12'53"E 63.60'
S89°33'22"E 767.85'
S16°51'12"W 55.90

DUNWOODY CROWN TOWERS

RE-ZONING APPLICATION FOR SITE "B"

244 PERIMETER
CENTER PARKWAY,
DUNWOODY GA

DRI NUMBER: 2567

PROJECT TEAM

OWNER

CROWN HOLDINGS GROUP

4828 ASHFORD DUNWOODY RD, ATLANTA GA 30338

Contact: NAME
CHARLIE BROWN

ARCHITECT

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC ARCHITECTS
1230 PEACHTREE ST NE, SUITE 2700 ATLANTA GA 30309

Contact: ROB SVEDBERG
404.840.4762

ATTORNEYS

PURSLEY FRIESE TORGRIMSON

PROMENADE SUITE 1200 1230 PEACHTREE ST NE ATLANTA GA 30309

Contact: G. DOUG DILLARD
404.665.1244

TRAFFIC CONSULTANT

MORELAND ALTOBELLI ASSOCIATES, INC.

2450 COMMERCE AVENUE, SUITE 100, DULUTH, GA 30096

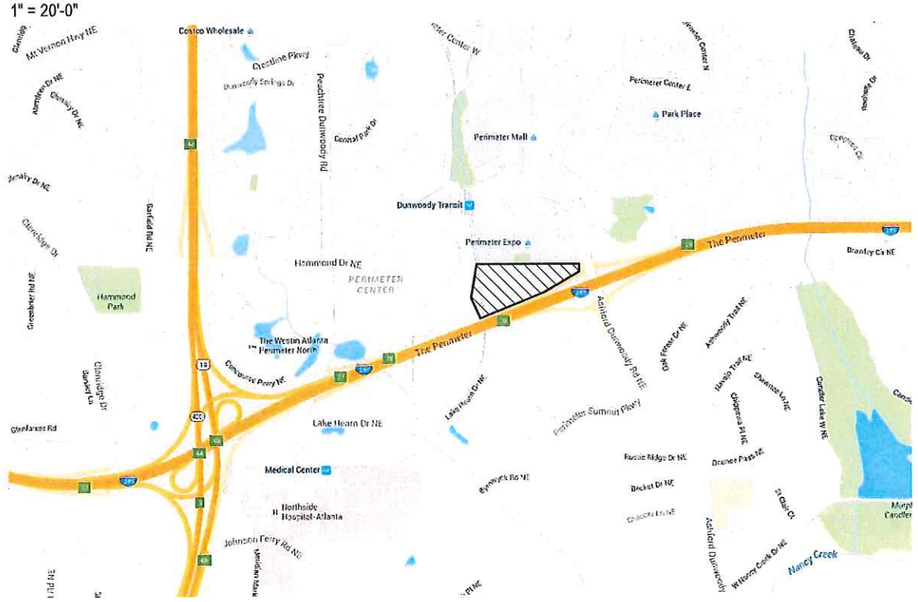
Contact: KARLA POSHEDLY
770.263.5945

Sheet List	
Sheet Number	**Sheet Name**
CP-000	COVERSHEET
CP-001	CONCEPTUAL PLAN - SITE
CP-002	CONCEPTUAL PLAN - ELEVATIONS
CP-003	CONCEPTUAL PLAN - MASSING
CP-004	STREET SECTION & TRANSIT PROXIMITY
CP-005	PEDESTRIAN CIRCULATION
CP-006	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
CP-007	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION
CP-008	CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION

NOTE: PARKING FOR SITE "B" IS ACCOMMODATED WITHIN PARKING DECKS; THEREFORE LANDSCAPING PLAN FOR PARKING AREAS IS NOT INCLUDED.

LOCATION MAP

1" = 20'-0"



tvsdesign

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN HOLDINGS GROUP

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

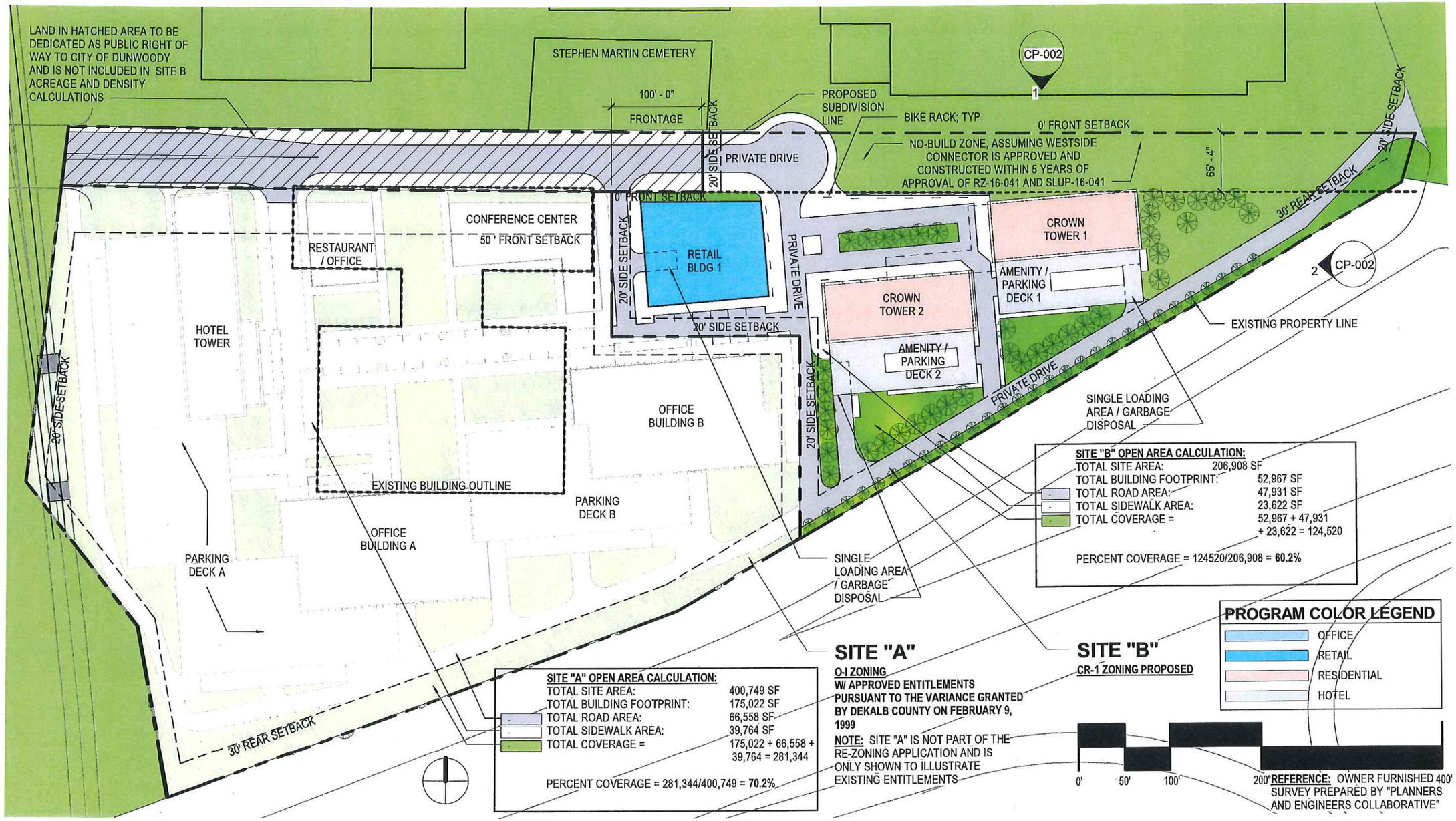
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ROBERT JOSEPH SEDBERG — SEAL — REGISTERED ARCHITECT — 12976 — STATE OF GEORGIA

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
	COVERSHEET	
	DATE 03/30/2016	PROJECT NO. 04513.000

DWG NO.
CP-000



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404-888-6600

CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

ROBERT JOSEPH SVEDBERG
REGISTERED ARCHITECT
12976
NORTH CAROLINA
ATLANTA, GEORGIA

FOR REZONING APPLICATION REVIEW ONLY

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"
	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - SITE
SCALE	As indicated
DATE	03/30/2016
PROJECT NO.	04513.000

DWG NO.
CP-001

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SITE "A" PROPOSED DENSITY

9.2 ACRES -- O-I ZONING

W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

OFFICE BUILDING A:	24 FLOORS -- 567,000 SF
OFFICE BUILDING B:	24 FLOORS -- 567,000 SF
HOTEL TOWER:	28 FLOORS -- 356,200 SF
PARKING DECK A:	10 FLOORS -- 827,200 SF = 2753 CARS
PARKING DECK B:	10 FLOORS -- 352,000 SF = 1173 CARS
RESTAURANT/OFFICE:	5 FLOORS -- 32,452 SF
CONFERENCE CENTER:	5 FLOORS -- 63,442 SF
TOTAL SITE AREA:	400,749 SF
TOTAL BUILDING FOOTPRINT:	175,022 SF
TOTAL PAVED AREA:	106,322 SF
TOTAL COVERAGE =	281,344 SF
PERCENT COVERAGE =	281,344/400,749 = **70.2%**

SITE "A" LAND USE INTESITY

W/ APPROVED ENTITLEMENTS PURSUANT TO THE VARIANCE GRANTED BY DEKALB COUNTY ON FEBRUARY 9, 1999

ON CURRENT 15 ACRES = 2.59 MILLION SF (TOTAL GROSS AREA LESS PARKING)
ON PROPOSED 9.2 ACRE = 1.58 MILLION SF (TOTAL GROSS AREA LESS PARKING)

SITE "B" PROPOSED DENSITY

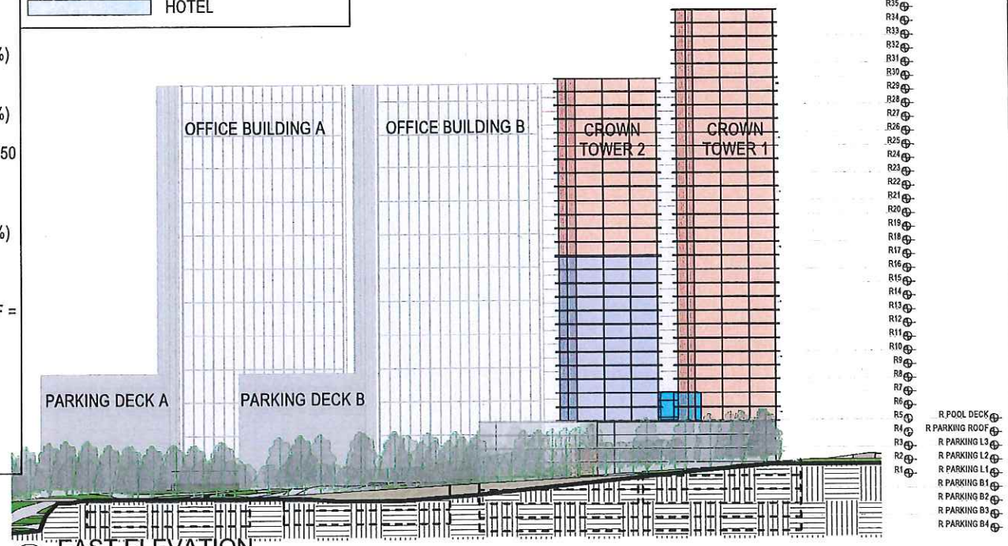
4.75 ACRES -- CR-1 ZONING PROPOSED

80 UNITS PER ACRE x 4.75 ACRES = 380 RESIDENTIAL UNITS

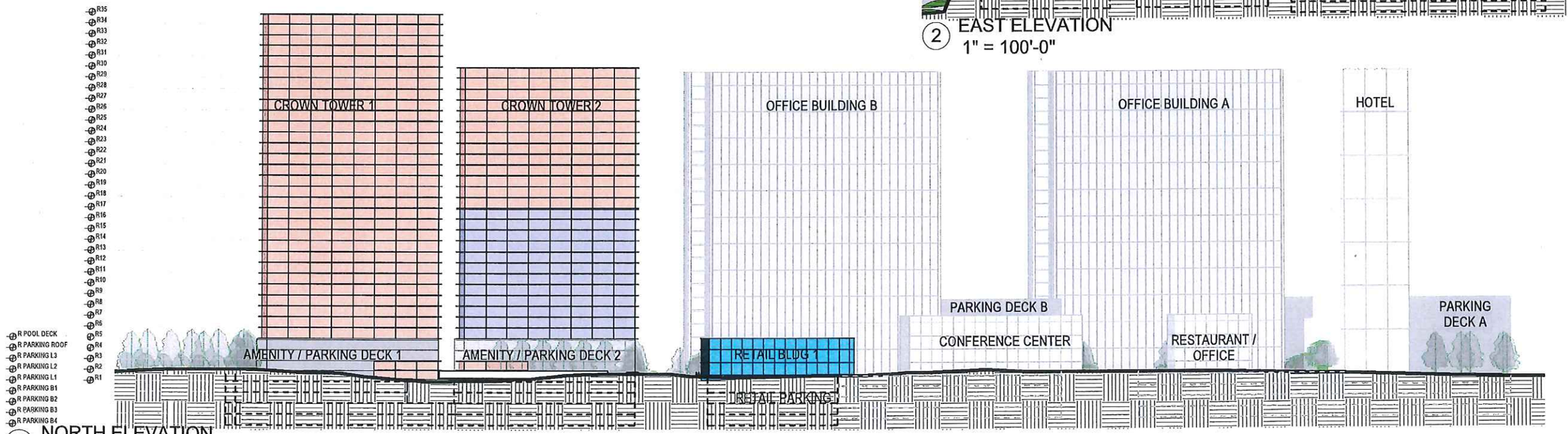
CROWN TOWER 1:	28-30 RESIDENTIAL FLOORS -- 291,600 SF (+/- 15%) = 265 UNITS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 35 STOREYS
CROWN TOWER 2:	11-13 RESIDENTIAL FLOORS -- 124,800 SF (+/- 15%) = 115 UNITS + 10-12 HOTEL FLOORS -- 115,200 SF (+/- 15%) = 150 ROOMS + 4-5 FLOORS ABOVE GRADE PARKING + 4 FLOORS BELOW GRADE PARKING TOTAL PARKING = 158,800 SF = 488 CARS (+/- 15%) TOTAL HEIGHT NOT TO EXCEED 29 STOREYS
RETAIL BLDG 1:	3 RETAIL FLOORS -- 43,700 SF (+/- 15%) + 4 FLOORS BELOW GRADE PARKING -- 48,000 SF = 137 CARS (+/- 15%)
TOTAL SITE AREA:	206,908 SF
TOTAL BUILDING FOOTPRINT:	52,967 SF
TOTAL PAVED AREA:	71,553 SF
TOTAL COVERAGE =	124,520 SF
PERCENT COVERAGE =	124,520/206,908 = **60.2%**

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL



② EAST ELEVATION
1" = 100'-0"



① NORTH ELEVATION
1" = 100'-0"

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404-888-6600

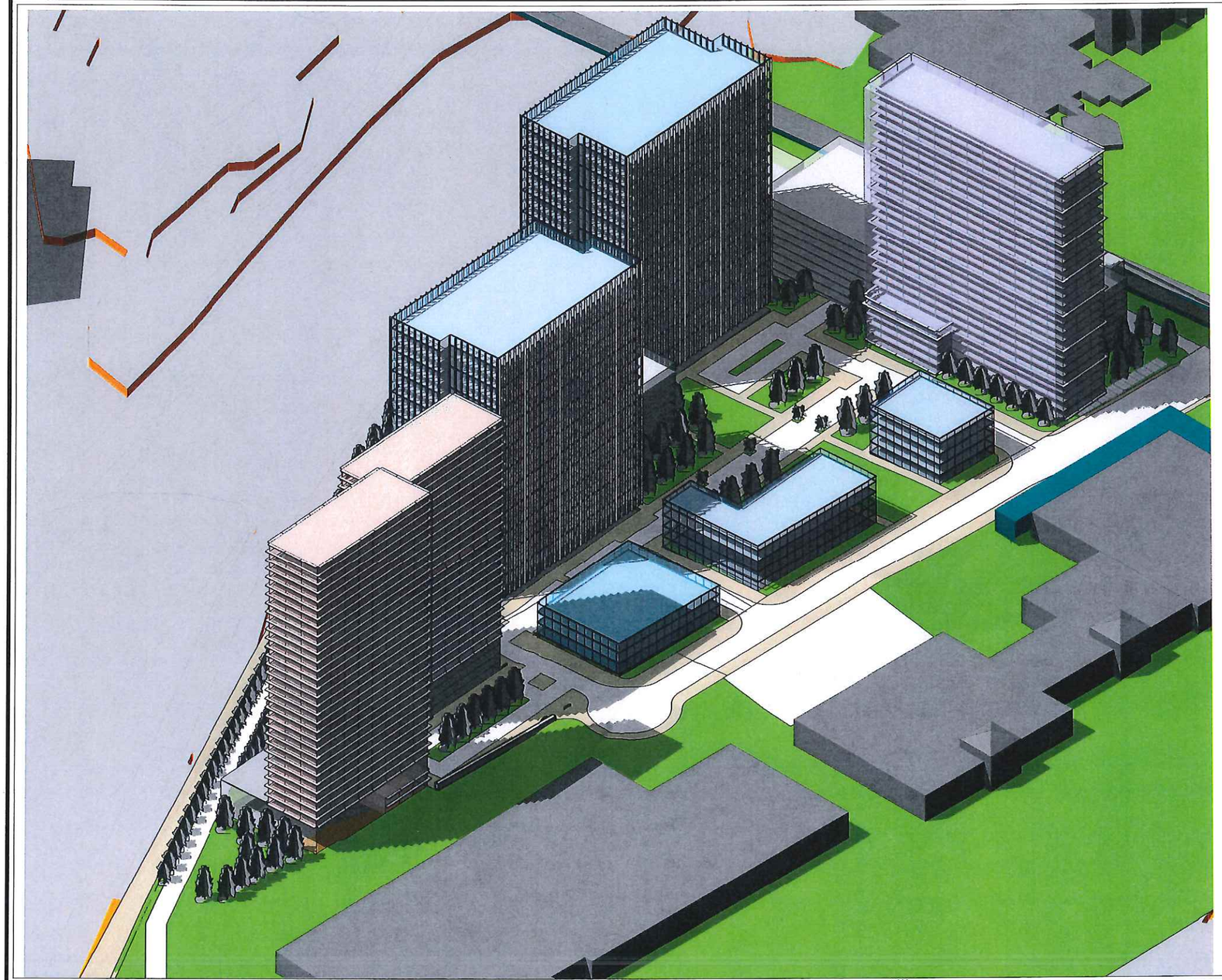
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CROWN HOLDINGS GROUP
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ROBERT JOSEPH SIVERBERG
REGISTERED LANDSCAPE ARCHITECT
12976
NORTH CAROLINA
ATLANTA, GEORGIA
FOR REZONING APPLICATION REVIEW ONLY

PROJECT	DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"	244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE	CONCEPTUAL PLAN - ELEVATIONS	
SCALE	As indicated	
DATE	03/30/2016	
PROJECT NO.	04513.000	

DWG NO. CP-002



SITE "B" PARKING REQUIREMENTS:

RESIDENTIAL:
380 RESIDENTIAL UNITS = 190 2BR + 95 1BR + 95 3BR
TOTAL BEDROOMS = 760 = 760 PARKING SPACES
+ 1 VISITOR SPACE PER 8 UNITS = 380/8 = 48 SPACES
TOTAL PARKING RQUIRED FOR RESIDENTIAL = 760+48 = **808 SPACES**

HOTEL:
150 ROOMS x 1.25 SPACES PER ROOM = 188 SPACES
188 x .75 = 141
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIRED FOR HOTEL = **141 SPACES**

TOTAL PARKING REQUIRED = 949 SPACES
TOTAL PARKING PROPOSED = 976 SPACES

RETAIL:
4 SPACES PER 1,000 SF;
43,700 SF / 1,000 = 43.7
43.7 x 4 = 175 SPACES
171 x .75 = 131 SPACES
(25% ALLOWED MOTOR VEHICLE PARKING REDUCTION FOR TRANSIT SERVED LOCATIONS WITHIN 1500 FEET OF COMMUTER RAIL APPLIES TO THIS PROJECT)
REDUCED PARKING REQUIREMENT FOR RETAIL = **131 SPACES**

TOTAL PARKING REQUIRED = 131 SPACES
TOTAL PARKING PROPOSED = 137 SPACES

NOTE:
IF SAP IS NOT APPROVED, 188 SPACES (HOTEL) AND 175 SPACES (RETAIL) WILL BE PROVIDED.

SITE "B" OFF-STREET LOADING REQUIREMENTS:

PER SECTION 27-212:

- 1 LOADING SPACE HAS BEEN PROVIDED FOR CROWN TOWER 1 (265 UNITS) FOR CROWN TOWER 2 (115 RESIDENTIAL UNITS & 150 HOTEL ROOMS)

- 1 LOADING SPACE HAS BEEN PROVIDED FOR RETAIL BUILDING (43,700 SF)

PROGRAM COLOR LEGEND

- OFFICE
- RETAIL
- RESIDENTIAL
- HOTEL

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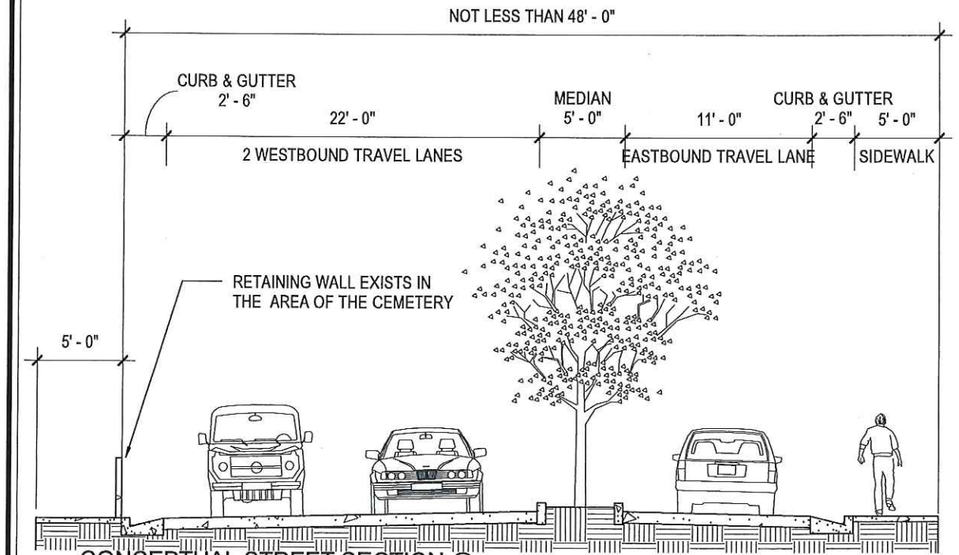
CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
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ROBERT JOSEPH SVERDRUP REGISTERED ARCHITECT SEAL 12976 NORTH CAROLINA ATLANTA, GEORGIA
FOR REZONING APPLICATION REVIEW ONLY

PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: CONCEPTUAL PLAN - MASSING		
SCALE: 1/8" = 1'-0"	DATE: 03/30/2016	PROJECT NO.: 04513.000

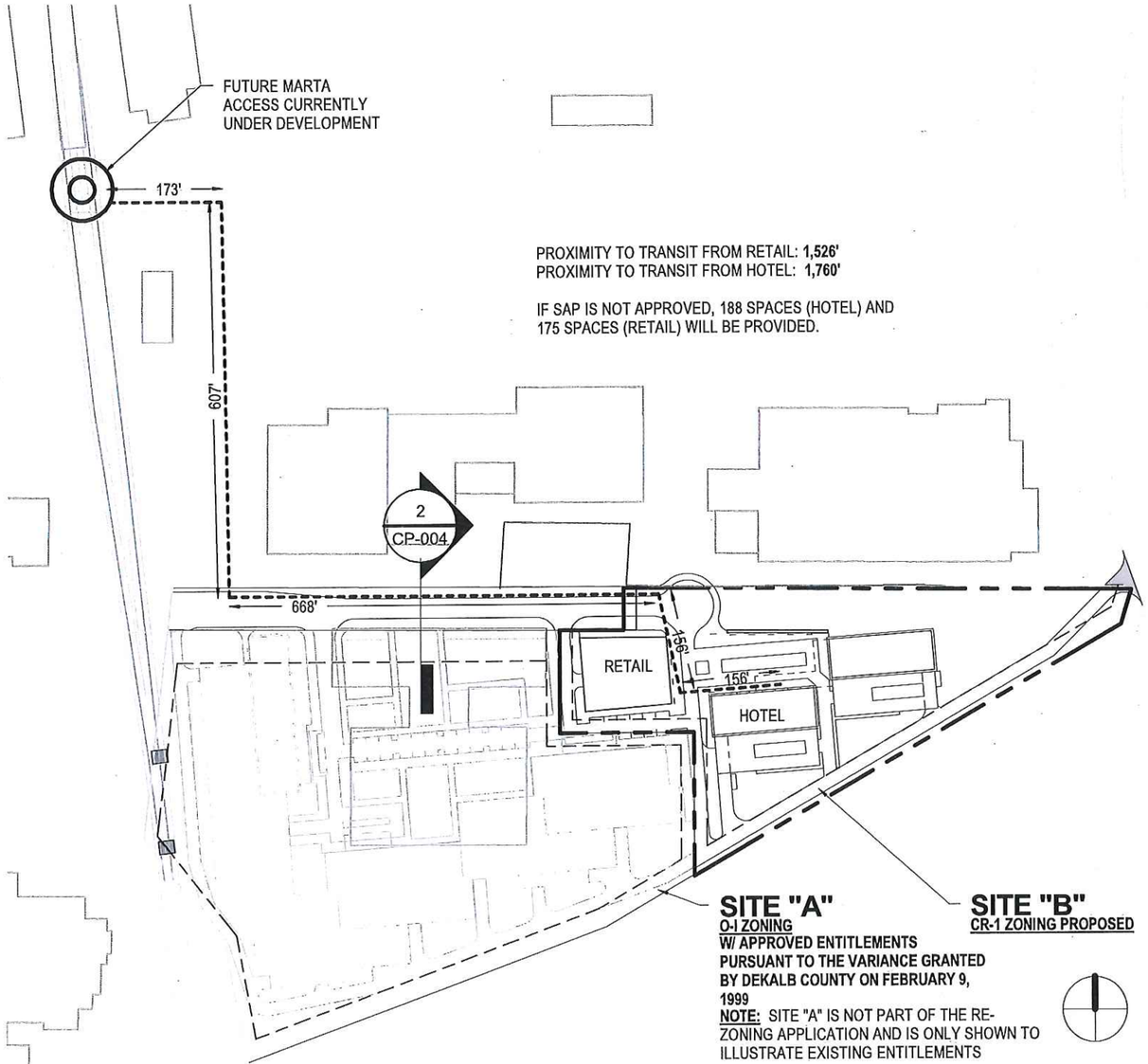
DWG NO. CP-003

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CONCEPTUAL STREET SECTION @
PUBILC R.O.W.
1/8" = 1'-0"

(2)



PROXIMITY TO TRANSIT FROM RETAIL: **1,526'**
PROXIMITY TO TRANSIT FROM HOTEL: **1,760'**

IF SAP IS NOT APPROVED, 188 SPACES (HOTEL) AND
175 SPACES (RETAIL) WILL BE PROVIDED.

TRANSIT PROXIMITY
1" = 200'-0"

(1)

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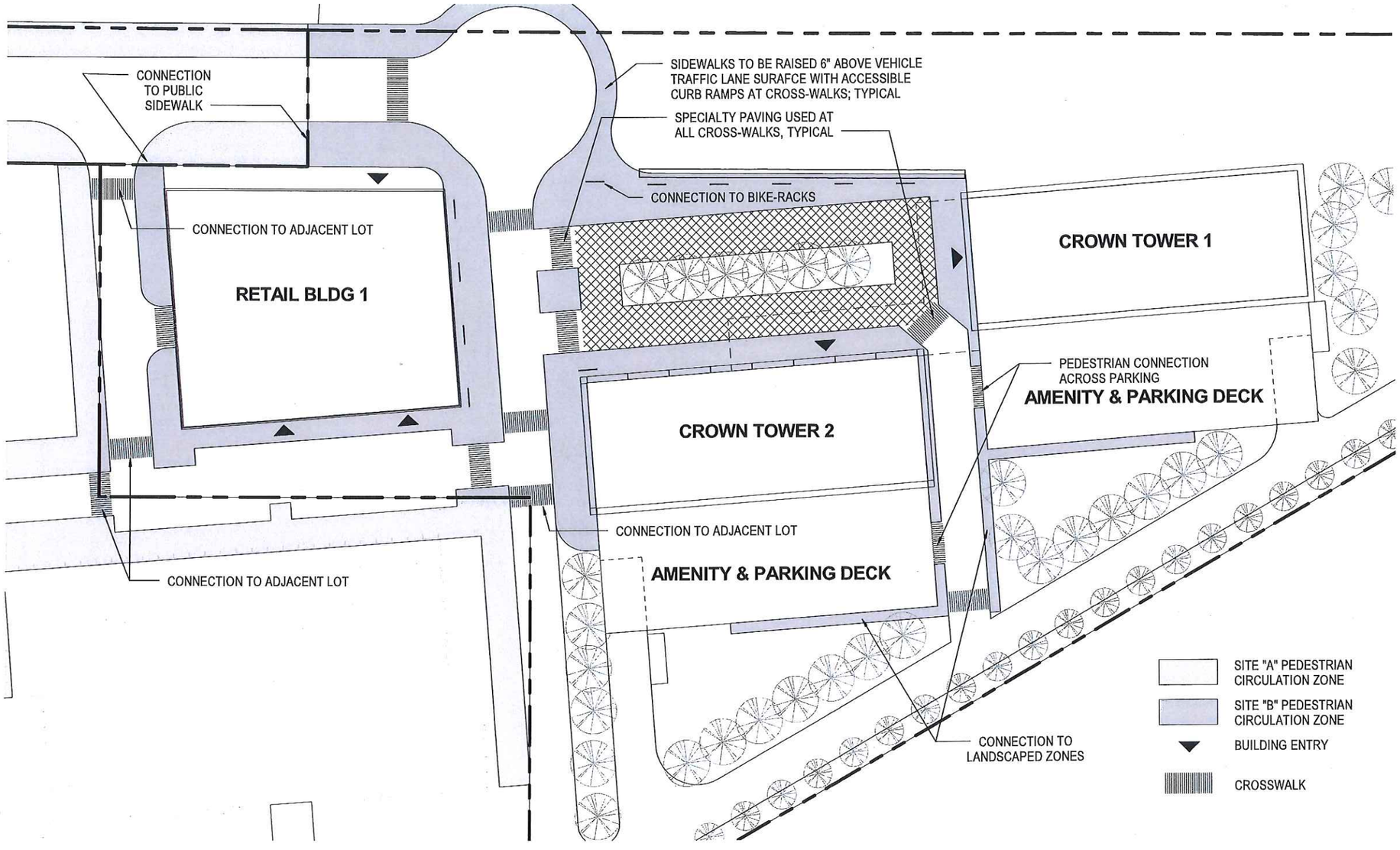
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FOR REZONING APPLICATION REVIEW ONLY

PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: STREET SECTION & TRANSIT PROXIMITY		
SCALE: As indicated	DATE: 03/30/2016	PROJECT NO.: 04513.000

DWG NO.
CP-004



1 Site Plan - Pedestrian Circulation
1" = 50'-0"

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ATLANTA, GEORGIA
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PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: PEDESTRIAN CIRCULATION		
SCALE: 1" = 50'-0"	DATE: 03/30/2016	PROJECT NO.: 04513.000

DWG NO. CP-005

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SEAL

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION		
SCALE	DATE 03/30/2016	PROJECT NO. 04513.000

DWG NO.
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CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

ROBERT JOSEPH SVEDBERG
REGISTERED ARCHITECT
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ATLANTA, GEORGIA
FOR REZONING APPLICATION REVIEW ONLY

PROJECT DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION		
SCALE	DATE 03/30/2016	PROJECT NO. 04513.000

DWG NO. CP-007

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REGISTERED ARCHITECT
12976
STATE OF GEORGIA
ATLANTA, GEORGIA

FOR RE-ZONING APPLICATION REVIEW ONLY

PROJECT DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE CONCEPTUAL PLAN - QUALITATIVE ILLUSTRATION		
SCALE -	DATE 03/30/2016	PROJECT NO. 04513.000

DWG NO.
CP-008

PURSLEYFRIESE TORGRIMSON

G. Douglas Dillard
404-665-1244

E-Mail
ddillard@pftlegal.com

April 15, 2016

Via E-mail and Hand Delivery

Rebecca Keefer, AICP
City Planner/Director of Sustainability
City of Dunwoody
41 Perimeter Center East, Suite 250,
Dunwoody, GA 30346

Re: **Dunwoody Crown Towers; 244 Perimeter Center Parkway**

Dear Rebecca:

Pursuant to our meeting on Wednesday, April 14, please find enclosed the following:

1. Comparison of the proposed Dunwoody Crown Towers buildings to the tallest building at Ravinia as provided by Planners and Engineers. The net difference is that the Dunwoody Crown Towers' tallest building at 35 stories is 49 feet lower than the tallest building at Ravinia.

2. Four Cross-Sections of the proposed roadway at:

   (a) The cemetery with the wall (48.0 feet);
   (b) The existing building (48.0 feet);
   (c) The east end (67.6 feet); and
   (d) Near Marta (76.0 feet).

The Exhibits (a) & (b) are basically of the same width for a travel lane but vary because of the wall and the existing building but are really less than 48 ft.

Exhibit (c) shows right of way available for future roadway on the east.

Exhibit (d) shows future extension of GoldKist Drive near Marta.

3. Financing

   Soon after we purchased the property, it became apparent that it was perfect as a Transit Oriented Development (TOD). We designed one project as a mixed use with a residential component to go along with the office and retail. The result is the current CR-1 rezoning of 4.75 acres for residential and a hotel. To meet market demand, there needs to be a mix of owner-occupied and rental units. Today's capital markets do not allow for the initial financing of 100% owner-

occupied units. We propose all units will be built to condominium standards with a mix of owner-occupied and rental units at 50% owner occupied – 50% rental with 75% owner occupied – 25% rentals with in five (5) years. This will give the owners sufficient time to pay for the infrastructure and costs associated with the owner occupied units, but primarily minimize the front end risk to the lenders.

We understand that high-quality, owner-occupied units are acceptable to the community. We have explored financing of a high percentage owner-occupied units with sixteen (16) financial institutions. The responses have all been negative from these institutions for all owner-occupied units but they have indicated that financing might be available for 50% owner occupied and 50% rental with a conversion of an additional 25% to owner-occupied units within 5 years of construction completion. We attach letters from SunTrust and Berkshire Hathaway as examples of possible financing options.

Operation of the buildings and enforcement of the rental restrictions will be the primary responsibility of a Homeowners Association to be established for the building. The City also has the opportunity to enforce the owner-occupied units through certificates of occupancy. The HOA/declarant will provide annual reports to the City and Dunwoody Homeowners Association regarding the percentage of owner-occupied units.

4. Easements

   Our search did not reveal any recorded easements to the cemetery but access to the cemetery will be preserved by this development.

Thank you.

Sincerely,

PURSLEY FRIESE TORGRIMSON

G. Douglas Dillard
Jillian S. Arnold

Enclosures

Dotty Duarte

From: Barry Ethridge <BEthridge@pecatl.com>
Sent: Wednesday, April 13, 2016 6:01 PM
To: Doug Dillard
Cc: Jill Arnold; Kenneth Wood; Kirk Benson
Subject: Dunwoody Crown Towers - Building Height
Attachments: Three Ravina Drive.JPG; 1310300-HeightExhibit 04-13-2016.pdf

Doug,

Planners and Engineers Collaborative has prepared the attached Height Exhibit for Dunwoody Crown Towers compared to Three Ravinia Drive. The exhibit is based on plans by TVS Design and information obtained from Emporis, which is the #1 provider of building and construction projects in the world, for Three Ravinia Drive. Emporis information is attached as well.

Crown Tower #1 is a proposed 35 story building with a height of 395 feet.

Crown Tower #2 is a proposed 26 story building with a height of 361 feet.

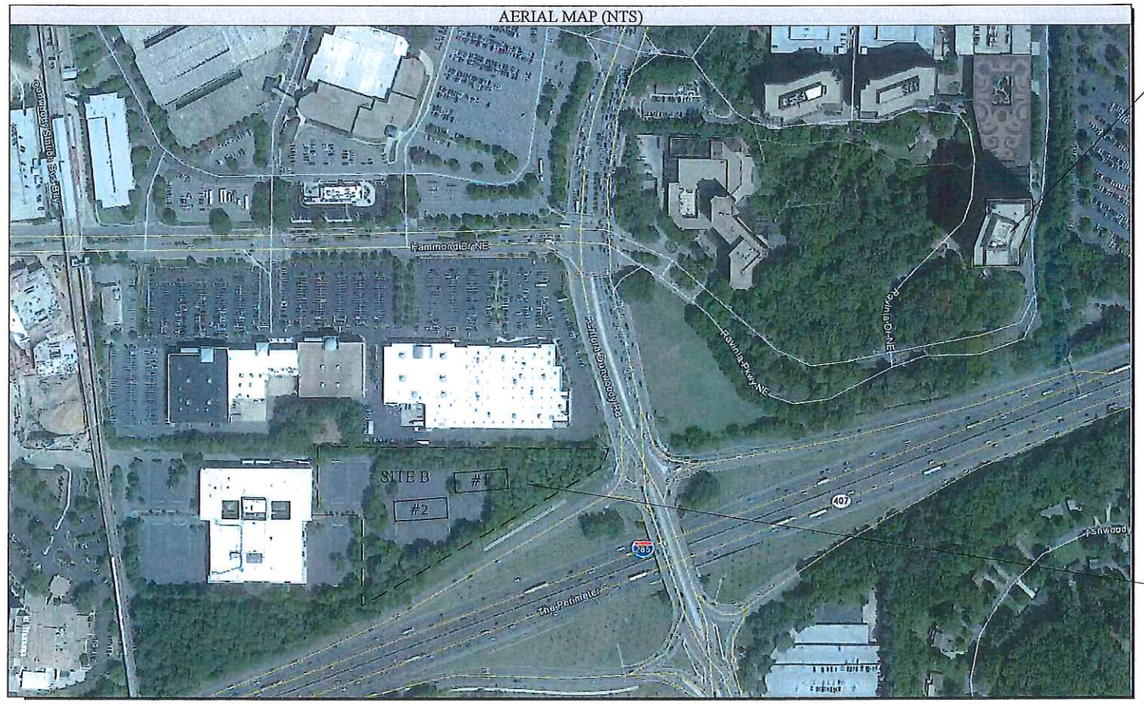
Three Ravinia Drive is an existing 33 story building with a height of 444 feet.

ıse let me know if you need any additional information.

arry Ethridge P.E.
Senior Project Manager
Planners and Engineers Collaborative, Inc.
350 Research Court
Peachtree Corners, GA 30092
Cell: 404-642-9847
Direct: 678-684-6227
Office: 770-451-2741
Fax: 678-684-6248
www.pecatl.com

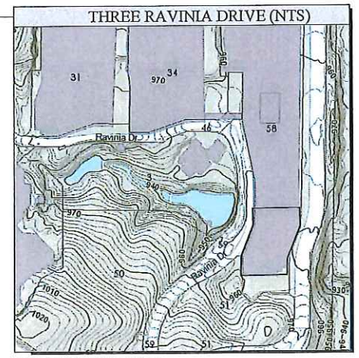
FIFTY YEARS
PLANNERS & ENGINEERS COLLABORATIVE

AERIAL MAP (NTS)



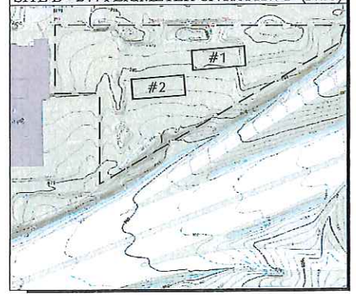
Comparative Heights
Of
Dunwoody Crown Towers #1 & #2
To
Ravinia Office Tower

THREE RAVINIA DRIVE (NTS)



THREE RAVINIA DRIVE
33 STORIES
BUILDING HEIGHT = 444'
ELEVATION AT GRADE = 960'
960' + 444' = 1404'

SITE B - 244 PERIMETER CNTR PKWY (NTS)



CROWN TOWER #1
35 STORIES
BUILDING HEIGHT = 395'
ELEVATION AT GRADE = 978'
978' + 395' = 1373'

CROWN TOWER #2
26 STORIES
BUILDING HEIGHT = 361'
ELEVATION AT GRADE = 976'
976' + 361' = 1339'

Goldkist Road at Ashford Dunwoody Road

A MASTER PLANNED PARKING DECK DEVELOPMENT

FOR

Duke Land Group
4828 ASHFORD DUNWOODY RD.
SUITE 400
ATLANTA, GEORGIA 30338
PHONE: 770-391-1233

CITY OF DUNWOODY
DEKALB COUNTY
GEORGIA

LAND LOT 329
18TH DISTRICT

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350 RESEARCH COURT ▫ NORCROSS, GEORGIA 30092 ▫ (770)451-2741 ▫ FAX (770)451-3915 ▫ WWW.PECATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION
-1	7/14/2014	PEC	CITY COMMENTS
-2	7/31/2014	PEC	FIRE COMMENTS
-3	10/9/2014	PEC	SIDEWALK AND YARD INLET ADDED
			PHASING PLAN ADDED
-4	1/29/2015	PEC	ACCESS EASEMENTS

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SHEET TITLE
HEIGHT EXHIBIT

0

SCALE: N.T.S.
DATE: JULY 31, 2014
PROJECT: 13103.00

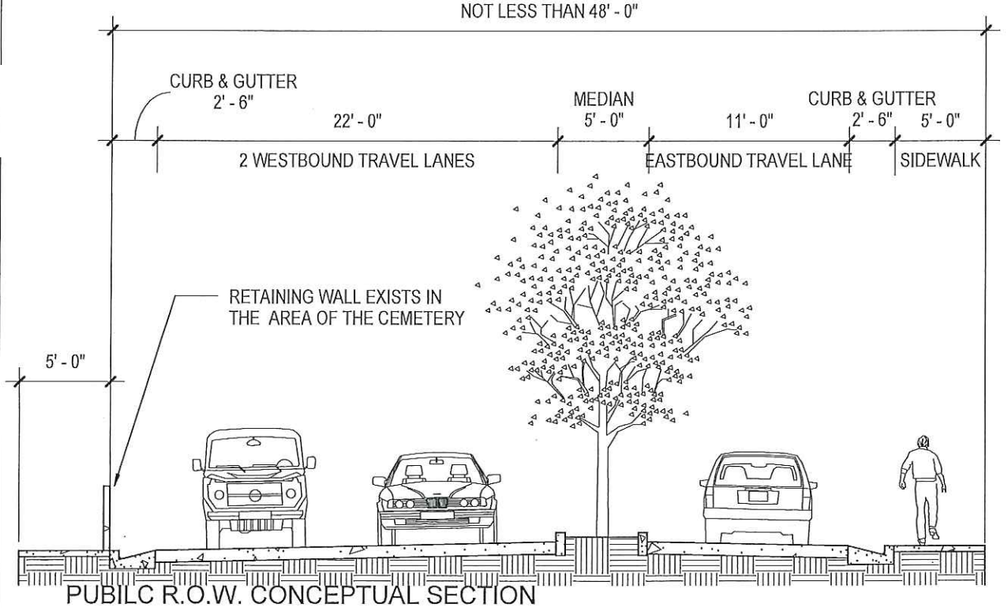
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GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

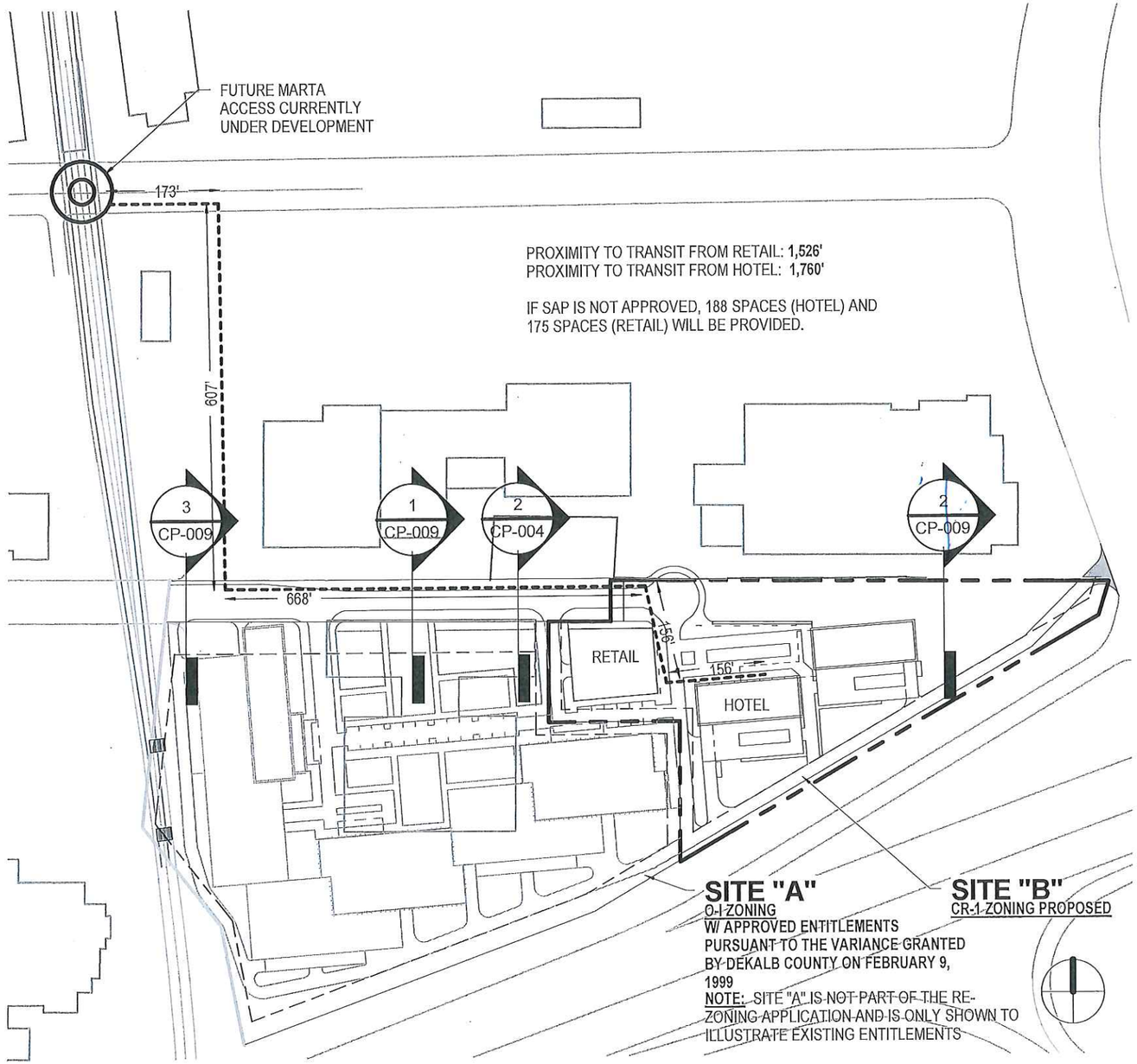
N

HE1

SHEET



PUBILC R.O.W. CONCEPTUAL SECTION
② @ CEMETERY
1/8" = 1'-0"



① TRANSIT PROXIMITY
1" = 200'-0"

-257-

#3.

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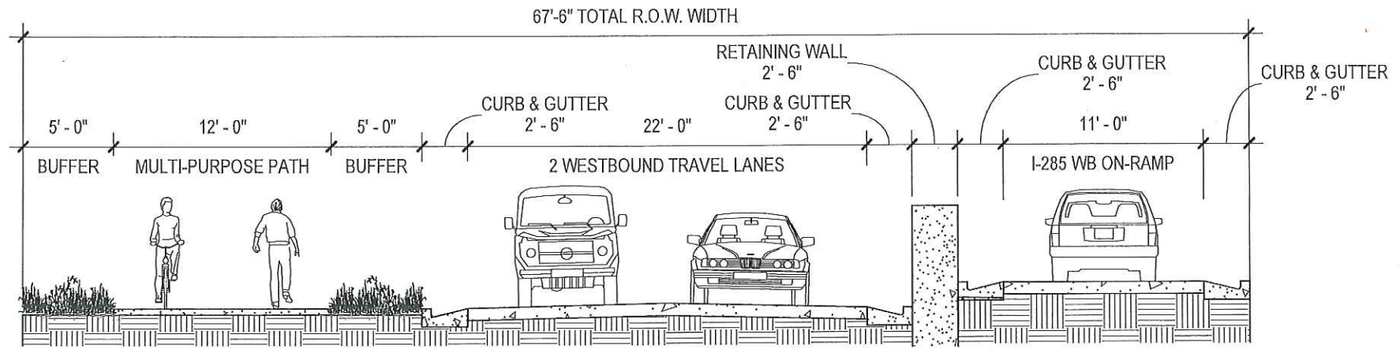
SEAL

PROJECT: DUNWOODY CROWN TOWERS RE-ZONING APPLICATION FOR SITE "B"		244 PERIMETER CENTER PARKWAY, DUNWOODY GA
TITLE: STREET SECTION & TRANSIT PROXIMITY		
SCALE: As indicated	DATE: 04/13/2016	PROJECT NO.: 04513.000

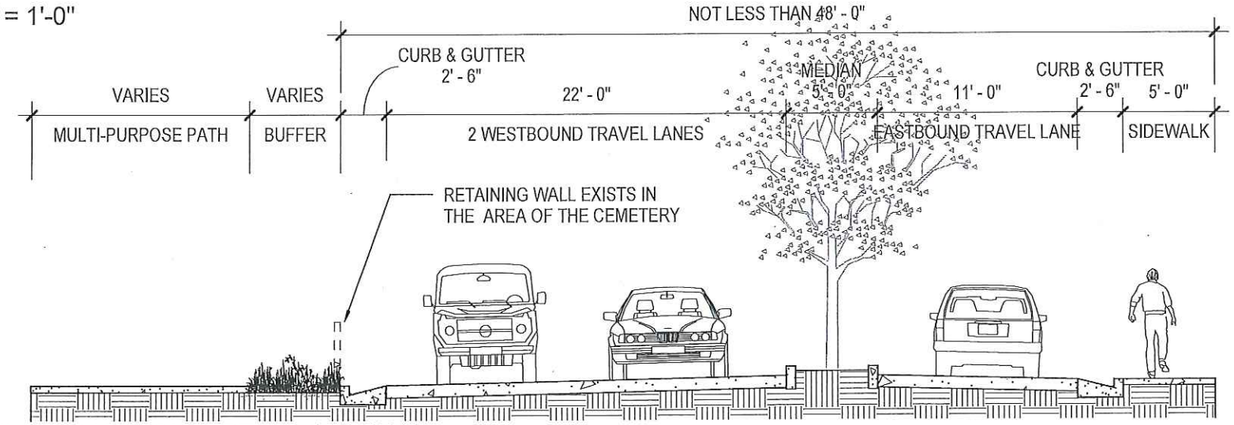
DWG NO.
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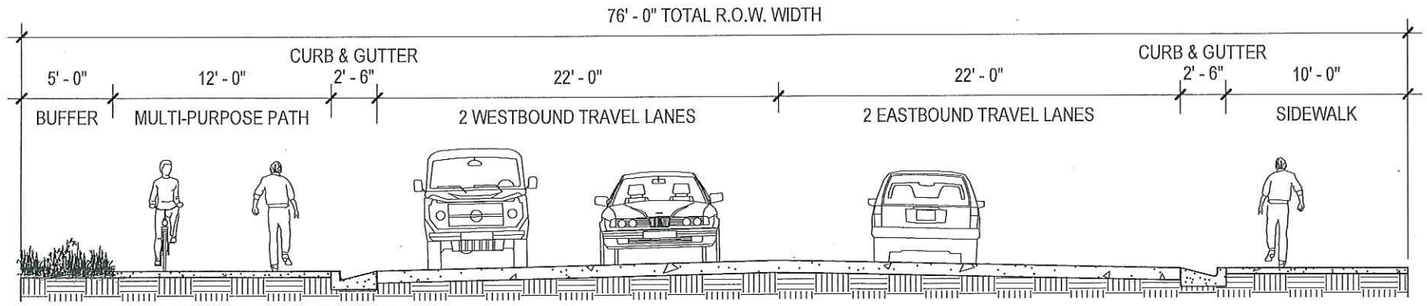
FOR RE-ZONING APPLICATION REVIEW ONLY



PUBILC R.O.W. CONCEPTUAL SECTION
(2) @ EAST END
1/8" = 1'-0"



PUBILC R.O.W. CONCEPTUAL SECTION
(1) @ EXISTING BLDG
1/8" = 1'-0"



PUBILC R.O.W. CONCEPTUAL SECTION
(3) NEAR MARTA
1/8" = 1'-0"

tvsdesign
THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC.
1230 PEACHTREE STREET NE SUITE 2700 ATLANTA, GEORGIA 30309
404-888-6600

CROWN HOLDINGS GROUP
CROWN HOLDINGS GROUP
4828 ASHFORD DUNWOODY ROAD, ATLANTA GA 30338

SEAL

PROJECT DUNWOODY CROWN TOWERS
RE-ZONING APPLICATION FOR SITE "B"
244 PERIMETER CENTER PARKWAY, DUNWOODY GA

TITLE CONCEPTUAL STREET SECTIONS @ PUBLIC R.O.W.

SCALE 1/8" = 1'-0"
DATE 04/14/16
PROJECT NO. 04513.000

DWG NO. CP-009

©THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC

FOR RE-ZONING APPLICATION REVIEW ONLY

SUNTRUST

April 15, 2016

Dunwoody Crown Towers LLC
4828 Ashford Dunwoody Road
Atlanta, Georgia 30338

RE: Central Perimeter – Gold Kist Site
Construction/Development Financing Interest for Multifamily

Dear Mr. Charles Brown:

Thank you for your inquiry on financing your proposed residential development in Dunwoody, Georgia. The property is one of the best sites in Atlanta and what you have done planning is a tribute to your team. However, at this time lending for a condominium development, especially outside of Atlanta's urban core, is out of favor.

We believe that the Central Perimeter submarket will have continued demand for multifamily for rent properties and your location next to the Marta station would additionally boost the project's market opportunities. We would consider discussing a multifamily project with you on the site, but only if the project is a for rent property.

Please keep us posted on your rezoning and we can continue to attempt to be your bank for this first rate mixed use development.

Sincerely,

Mark Hancock
Senior Vice President

April 15th, 2016

Crown Holdings Group
Attn: Mr. Eyal Livnat
4828 Ashford Dunwoody Road
Atlanta, Georgia 30338

Dear Mr. Livnat,

Thank you for engaging Berkshire Hathaway HomeServices, Condominium Division on the Dunwoody Crown Towers project, located at 244 Perimeter Center West, in Dunwoody Georgia. Below, I have highlighted a few key points from the market and feasibility study we preformed for the residential portion of your development site.

- The tower sites that have been flagged for residential high-rise, comprising of approximately 291,000 square feet (X 2) of living space, if designed properly with the correct unit mix, floor plans, interior finishes, and common area amenities will be well received by the market.

- The location of the site is within a desirable area of Dunwoody, with convenient access to interstates (I-285 East & West, GA 400) and public transportation (MARTA, Dunwoody Station). This location is attractive for potential residents who wish to have a more "urban" experience, without living in Midtown, Buckhead, or Downtown.

- Although this development site has all of the base components necessary for a successful high-rise residential development, the Dunwoody market has historically been a "garden style" apartment/condominium development area. (see attached examples)

- The high costs of vertical construction remain a concern, but we feel confident that the targeted pro forma can be achieved with the proper market positioning and favorable construction financing.

In summary, it is our recommendation that the site be approached as a 50/50-unit mix of apartments "lease" product and condominium "for sale" product. Several in-town apartment buildings were built to condominium standards with an exit strategy of condo conversion have been very successful. Two developments in particular are navigating this process at present, 1065 Peachtree (Residents above the Loews Hotel) and The Atlantic. Due to limited condo supply and a robust in-town resale market, the apartment conversion approach has allowed

each of these developments to achieve maximum pricing, ~$700 psf. & ~$340 psf. – respectively. Construction lending for condominium product requires 50% of the value of the building to be "pre-sold" prior to the commencement of construction. By mixing apartment product with condominium product, construction can begin immediately. Once construction is well under way, the conversion process can begin and condominium homes can be pre-sold prior to completion. This removes doubt in the market place among brokers and agents, who often ask the question – will this project be built.

We are optimistic about the Dunwoody Crown Towers site if the recommended approach is adopted.

Please contact me should you have any further questions.

Best regards,

Kerman W. Haynes
Vice President - Condominium Division & Midtown Office

PRIVATE DEVELOPMENT AGREEMENT

WHEREAS, the Georgia Development Impact Fee Act, O.C.G.A. §§ 36-71-1 through 36-71-13 (the "Impact Fee Act"), neither prevents nor prohibits private agreements between property owners and cities regarding the construction or installation of transportation system improvements as defined by the Impact Fee Act;

WHEREAS, Dunwoody Crown Towers, LLC, a Delaware limited liability company (the "Owner"), owns certain real property consisting of approximately 15.00 acres and being a single tract located in Land Lot 329 and 330 of the 18th District of DeKalb County, Georgia, more particularly described on Exhibit " " (legal description and map) attached hereto (the "Property"), and located in the City of Dunwoody, a municipal corporation (the "City")'

WHEREAS, the Property is currently entitled to a 28-story hotel, a 6-story conference center and parking structure, two 24-story office buildings, and two 10-level parking decks pursuant to zoning variances (height only) granted by DeKalb County in 1999 and certified by the City on October 28, 2013;

WHEREAS, Owner proposes to subdivide the Property into two separate and legally-distinct tracts, "Tract A" and "Tract B", as such is depicted on Exhibit " " attached hereto;

WHEREAS, Tract A consists of approximately 9.270 acres, and is located in Land Lot 329 and 330 of the 18th District of DeKalb County, Georgia, as more particularly described on Exhibit " " attached hereto, and is located in the City;

WHEREAS, Tract A contains an office building containing approx. 265,000 square feet and surface parking (the "Existing Building");

WHEREAS, the zoning height entitlements for a 28-story hotel, a 6-story conference center and parking structure, two 24-story office buildings, and two 10-level parking decks, approved by DeKalb County in 1999 will be maintained on Tract A and will not be affected by this Agreement other than as expressly set forth herein or as may be restricted by zoning limitations;

WHEREAS, Tract B consists of approximately 4.725 acres and is located in Land Lot 329 and 330 of the 18th District of DeKalb County, Georgia, as more particularly described on Exhibit " " attached hereto, and is located in the City;

WHEREAS, Tract B and a proposed mixed-use development on Tract B (the "Development") are the subject of a rezoning application and special land use permit application submitted to the City on February 2, 2016 (RZ16-041; SLUP16-041);

WHEREAS, there has been proposed a new road in the City (such road being referred to as the "Westside Connector Road") to provide ~~additional transportation opportunities~~a way of diffusing traffic gridlock that will result from development and construction in the area, including in large part the Development proposed herein;

WHEREAS, the City and Owner have voluntarily agreed to enter into this Private Development Agreement (the "Agreement") pursuant to O.C.G.A. § 36-71-13 in anticipation of the dedication by Owner to the City of certain right-of-way for transportation improvements;

WHEREAS, in the interest of public safety and convenience, Owner is willing to reserve, ~~from Tract B,~~ certain property (defined below as the "Reserved Area") that will be used to contain or facilitate construction of the Westside Connector Road, said Reserved Area being more particularly described on Exhibit " "; (Typical. Need all Exhibits for review; width?)

WHEREAS, the City will not require Owner to construct or seek approvals for the construction of the Western Segment of the Westside Connector Road (as that term is defined herein) however, both parties acknowledge that the location and alignment of the Westside Connector Road give rise to the possibility of impacts to areas subject to Federal, State, and local regulation and protection and that such impacts will require review and approval of the Westside Connector Road by various levels of government before the Westside Connector Road may be constructed (collectively, the "Approvals");

Comment [MS1]: Eastern?

WHEREAS, the City and Owner desire to stipulate that Owner may construct and occupy the Development regardless of whether Approvals for or construction of the Westside Connector Road are or have been obtained; (Necessary? Cannot subdivide, create, or build on Tract B until road is built)

WHEREAS, Owner desires to construct entrances to the Development along the Westside Connector Road to provide additional transportation options to users of the Development;

WHEREAS, the City also desires the construction of the proposed Westside Connector Road and has afforded the public the opportunity to review and comment on such proposed improvements during the process for the rezoning of Tract B, and supports the mobility and transportation goals such improvements are intended to meet;

WHEREAS, the City has determined that ~~, upon the completion of construction of the Westside Connector Road,~~ the elimination of access currently existing from the Property to Ashford Dunwoody Road, and as identified more specifically in Exhibit " " attached hereto is in the best interest of the public;

WHEREAS, the City has determined the acceptance by the City of maintenance responsibilities for the ~~Eastern Segment of the~~ Westside Connector Road is in the best interest of the public; and

WHEREAS, the City and Owner now desire to set forth their mutual understandings concerning the contemplated reservation of the Reserved Area, the dedication of certain property associated with the ~~Eastern Segment of the~~ Westside Connector Road, and the City's acceptance of maintenance responsibilities for such dedicated property, all as set forth below.

NOW, THEREFORE, for and in consideration of Ten and 00/100 Dollars ($10.00), the receipt and sufficiency of which are hereby acknowledged, and the covenants discussed herein, the City and Owner do hereby agree as follows:

The recitals contained above are hereby incorporated herein as part of this Agreement.

SECTION 1.
WESTERN SEGMENT OF THE WESTSIDE CONNECTOR

1.1 Segments of the Westside Connector Road. For the purposes of this Agreement, the Westside Connector Road is further defined as consisting of two (2) segments, which are denoted on Exhibit " " attached hereto as the "Western Segment of the Westside Connector Road" and the "Eastern Segment of the Westside Connector Road."

1.2 Construction of Western Segment. Provided Owner ~~is or has constructed the Development, and provided all~~ has obtained all required Approvals ~~have been obtained~~, Owner agrees to construct the Western Segment of the Westside Connector Road in accordance with the Site Plan attached hereto as Exhibit " ", and City hereby approves said Site Plan and such construction. The City hereby represents and warrants that the City will not require any further approvals from the City for the Owner to construct and use the Western Segment of the Westside Connector Road. Notwithstanding anything in the agreement to the contrary, in no event will Owner be obligated to construct any portion of the Westside Connector Road until and unless Owner constructs the Development (road construction comes before Development of Tract B) and receives all required Approvals for the Western Segment of the Westside Connector Road. The City hereby agrees that this Agreement shall constitute an affirmative obligation of the City to grant any and all permits, ~~variances,~~ exemptions and discretionary approvals reasonably necessary to give effect to the intent and goals of this Agreement, provided Owner complies with the standard application requirements and document submittals (but subject, if applicable, to any variances or exemptions actually granted by the City pursuant to this Agreement).

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Comment [MS2]: Need to be able to have land disturbance approval. I think this wording allows that but want to be sure.

1.3 Third Party Approvals. The City hereby agrees to in good faith cooperate and assist in Owner's efforts to obtain the Approvals from third parties.

1.4 Dedication of Western Segment. Until the dedication and construction by the City of the Eastern Segment of the Westside Connector Road, then for as long as the Western Segment of the Westside Connector Road provides access solely to Tract A or B (or to both Tract A and Tract B), Owner will maintain the Western Segment of the Westside Connector Road as an entrance to the Development. If any other portion of the Westside Connector Road is constructed, then the City shall accept dedication of the Western Segment of the Westside Connector Road (to the extent same is located within the Property) for no consideration paid to Owner for same. The dedication of the Western Segment of the Westside Connector Road will occur by execution and delivery to the City of a deed or other instrument in a manner consistent with applicable legal requirements. The City shall (and hereby agrees to) accept such dedication of the Western Segment of the Westside Connector Road upon completion of all required inspections and verification that the same has been constructed as required by this Agreement, and all applicable laws, ordinances and regulations, and, thereafter, the City shall (and hereby agrees to) be responsible for maintaining and repairing the Western Segment of the Westside Connector Road as a public right-of-way. In addition, if at any time the Western Segment of the Westside Connector Road is used for access to any property in addition to the Development, the City will assume the maintenance of the Western Segment of the Westside

Connector Road as public right-of-way, and Owner will, at that time, dedicate to the City the

Western Segment of the Westside Connector Road in accordance herewith.

1.5 Right of Way of Western Segment. So long as the Existing Building remains on Tract A, the Western Segment of the Westside Connector Road, including travel lanes and required right of way improvements, shall be at least forty-eight feet (48') in width (a cross-section depicting the forty-eight foot [48'] right-of-way and improvements is attached at Exhibit " "). If ~~the Existing Building is removed, and provided~~ all Approvals are obtained for the Westside Connector Road, and the Westside Connector Road is approved for construction~~ has been constructed and dedicated to the City as contemplated herein~~, Owner shall dedicate to the City additional portion(s) of the Western Segment of the Westside Connector Road such that it contains~~ed~~ up to (but not exceeding) sixty- five feet (65') in width where it abuts Tract A (a cross section depicting such expanded 65' right- of-way and improvements is attached at Exhibit " "). The Owner shall also adjust all structures, accessory structures and equipment to provide adequate clearance for the full cross section of the Westside Connector as conditioned in the variance approved by the Zoning Board of Appeals (ZBA 16-045). Such dedication and adjustment of structures shall occur within 120 days of receipt of written notice by the City.

Comment [MS3]: These dimensions may not be wide enough. Need to see exhibits.

1.6 Development Not Contingent on Westside Connector Road. Owner may proceed with, and commence and complete, the construction and occupancy of the Development regardless of whether the Westside Connector Road is actually built (but excluding the Western Segment of the Westside Connector Road which is Owner's responsibility hereunder pursuant to the terms and conditions hereof)~~, is actually built~~.

SECTION 2.
EASTERN SEGMENT OF THE WESTSIDE CONNECTOR ROAD/RESERVED AREA

2.1 Owner's Contribution of Reserved Area. So long as the Westside Connector Road is programmed for construction~~ed~~ (by May 9, 2021) within five (5) years of the Mayor and City Council's approval of RZ16-041; SLUP16-041, Owner shall not build or locate any portion of the Development on the area designated as the Eastern Segment of the Westside Connector Road and more particularly described in Exhibit " " attached hereto (such designated area is the "Reserved Area"). If the Westside Connector Road has not been programmed for construction~~ed~~ (by May 9, 2021) within five (5) years of the Mayor and City Council's approval of RZ16-041 and SLUP16-041, the covenant of Owner set forth in this Section
2.1 shall automatically expire and Owner may thereafter use the Reserved Area for any lawful purpose. ~~The parties agree to execute and record a restrictive covenant agreement effectuating the intent of this Section 2.1 in form and substance as set forth on Exhibit " " attached hereto.~~

2.2 Dedication of the Reserved Area. If Approvals for the Westside Connector Road are~~is~~ obtained, ~~and the Development is constructed,~~ Owner shall dedicate the Reserved Area in order to accommodate the construction of the Westside Connector Road. Dedication of the Reserved Area will occur by execution and delivery to the City of a deed or other instrument in a manner consistent with applicable legal requirements. The City agrees to accept such dedication of the Reserved Area.

SECTION 3.
CONDITIONS PRECEDENT TO OWNER'S OBLIGATIONS

3.1 No Obligation to Develop. Nothing in this Agreement shall be construed to compel, obligate, or require Owner to construct the Development (or any other improvements in lieu thereof) or to otherwise build, open, or operate any business on the Property, and, without limiting the generality of the foregoing, Owner is not responsible for completing any project improvements as may be required pursuant to the rezoning case #RZ16-041; SLUP16-041 approved and adopted by the Mayor and City Council of the City of Dunwoody on_____, unless Owner elects to (and actually does) construct the Development. Except as explicitly provided herein or in the Rezoning Application, under no circumstances shall Owner be required to construct, contribute right-of-way for, or provide any funds for the design or construction of, other transportation improvements in the City or elsewhere.

3.2 Western Segment Contingent on Development. The Owner will be required to construct the Western Segment of the Westside Connector Road only if the Development is constructed, Owner receives the Approvals, and only to the extent required by the terms of this Agreement and rezoning case # RZ16-041; SLUP16-04; provided, however, that if the Georgia Department of Transportation, or any other entity, ~~undertakes~~ construct~~sion of~~ the Western Segment of the Westside Connector Road, Owner will be relieved of its obligation to construct the Western Segment of the Westside Connector Road.

~~3.3 Reserved Area Contingent on Development. If the Development is not constructed and if the Westside Connector Road is not constructed within 5 years of the Mayor and City Council's approval of RZ16-041; SLUP16-041, Owner shall be relieved of any obligation to construct the Western Segment of the Westside Connector Road or set aside the Reserved Area.~~

~~3.4 Access Rights to Ashford Dunwoody Road. If all necessary Approvals are secured and the entire Westside Connector Road is constructed and accepted by the City, Owner will extinguish any and all access rights to Ashford Dunwoody Road through the existing curb cut on Ashford Dunwoody Road more particularly identified in Exhibit " "; provided, however, until all said conditions have occurred, however, and until Owner has both actual and legal access, ingress and egress to and from the Property over and across the Westside Connector Road, Owner may continue to use the access/curb cut currently existing at the northeastern point of the Property on Ashford Dunwoody Road.~~

SECTION 4
MISCELLANEOUS PROVISIONS

4.1 This Agreement represents the entire understanding of the parties hereto, and any changes, additions or deletions to this Agreement shall be made in writing upon the mutual agreement of the parties hereto and set forth in an amendment to this Agreement. Owner and City agree to in good faith execute such additional reasonable documentation as are necessary and appropriate to carry out the intent of this Agreement.

4.2 This Agreement shall inure to the successors and assigns of the City, and shall be an agreement and covenant running with the Property, and shall inure to and bind Owner, as the owner of the Property, and its designated successor or successors-in-title, provided, however, owner shall have the right to retain any rights hereunder so long as Owner is the owner of any portion of the Property. Notwithstanding anything contained herein to the contrary, this Agreement shall not bind Owner, and shall not be binding upon future owners of the Property unless Owner (or, as applicable, a future owner) constructs the Development or, as applicable, a future owner expressly assumes the terms and conditions hereof in connection with another proposed development on the Property. Owner and the City agree this Agreement will be recorded in the real estate records of DeKalb County, Georgia.

4.3 Notices will be given by personal delivery or by overnight delivery service, as follows:

IF TO CITY
Mr. Eric Linton, AICP
City Manager
City of Dunwoody, Georgia
41 Perimeter Center East, Suite 250
Dunwoody, Georgia 30346

With copy to: Leonid Felgin, Esq.
City Attorney
City of Dunwoody, Georgia
41 Perimeter Center East, Suite 250
Dunwoody, Georgia 30346

IF TO OWNER:
Blair G. Schlossberg
Dunwoody Crown Towers, LLC
4828 Ashford Dunwoody Road, Suite 400
Atlanta, GA 30338

With copy to: Jesse O. Kaba, Esq.
JKaba, LLC
4828 Ashford Dunwoody Road, Suite 300
Atlanta, GA 30338

And copy to:
Emilia Pearson
Crown Holdings Group, LLC
4828 Ashford Dunwoody Road, Suite 400
Atlanta, GA 30338

And copy to: Doug Dillard, Esq.
Pursley Friese Torgrimson
Promenade, Suite 1200

1230 Peachtree Street, NE
Atlanta, GA 30309

Each party may, in its sole discretion, designate alternate or additional notice recipients by providing written notice of such designation to the other party.

[Signatures appear on next page.]

DRAFT

SO AGREED as the date this Agreement is executed by both Owner and the City.

OWNER

Sworn to and subscribed before me this _____day of_____, 2016.

DUNWOODY CROWN TOWERS, L.L.C., a Delaware limited liability company

_____
Witness

By: _____(SEAL)
Name:_____
Title: _____

_____
NOTARY PUBLIC

(NOTARY SEAL)

My Commission Expires:_____

~~Sworn to and subscribed before me this _____day of_____, 2016.~~

THE CITY

APPROVED ~~AS TO FORM~~:

_____
~~Witness~~

By: _____
~~City Attorney~~

Denis L. Shortal, Mayor

_____
~~NOTARY PUBLIC~~

Date: _____

~~(NOTARY SEAL)~~

~~My Commission Expires:_____~~

~~By:~~ _____
City Attorney~~Dennis Shortal~~
~~Mayor, City Of Dunwoody~~

ATTEST:

_____
City Clerk

Date:_____

DRAFT

[Insert separate pages for each contemplated Exhibit]

DRAFT