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

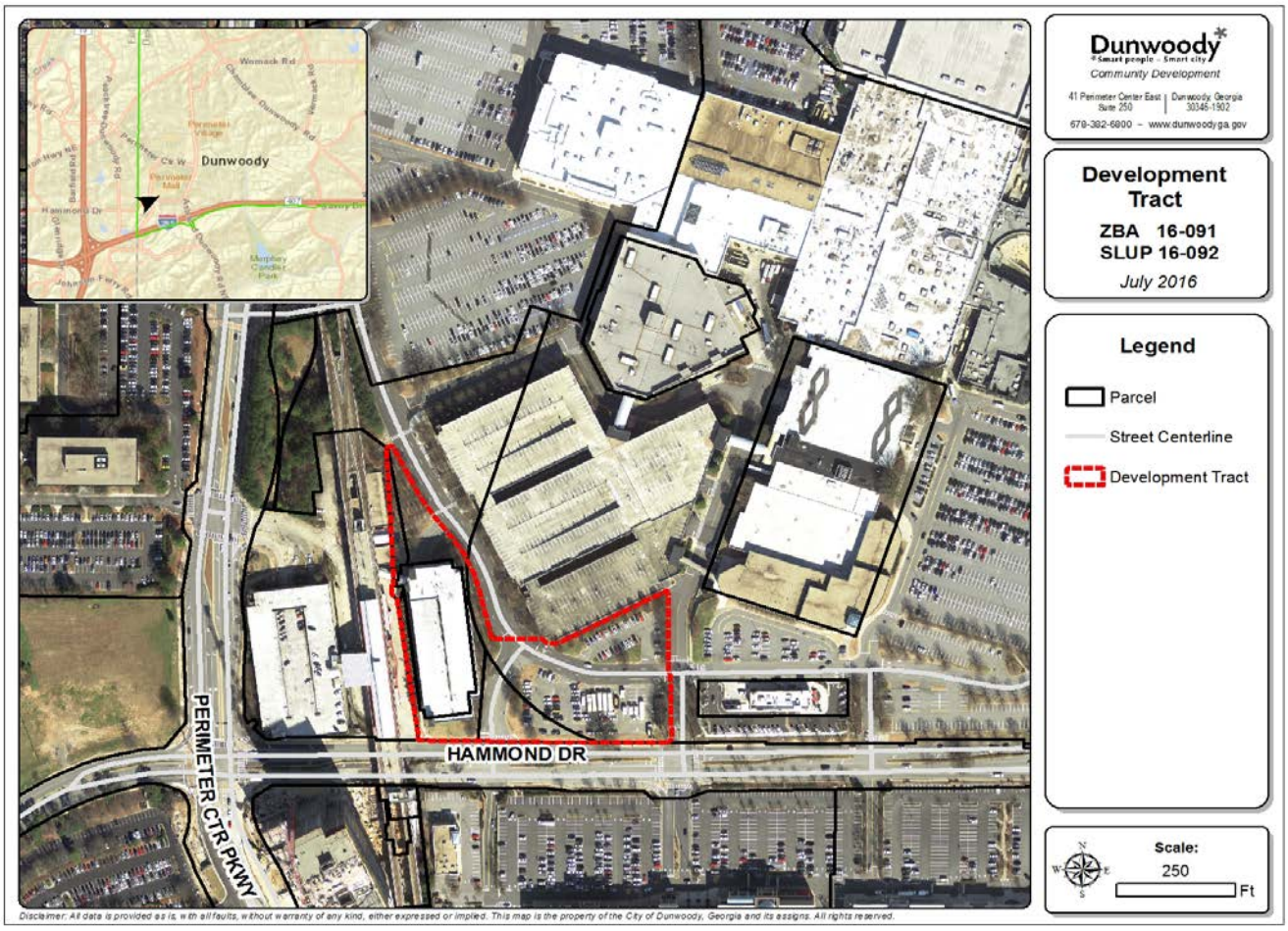
MEMORANDUM

To: City Council

From: John Olson, AICP

Date: November 14, 2016

Subject: **SLUP 16-092:** Jessica Hill of MMMlaw, attorney for the applicant, on behalf of Transwestern, applicant of a portion of 1134 Hammond Road and 4400 Ashford Dunwoody Drive, Dunwoody, GA 30346, seeks a Special Land Use Permit from Chapter 27, Section 27-73(b) to increase the building height in a C-1 (Local Commercial) District from 2 stories/35 feet to 20 stories/300 feet. The tax parcel of the property is 18-348-01-020 and 18 348 01 006.



BACKGROUND

The subject site is found on a portion of the Perimeter Mall campus, located at the northeast corner of Hammond Drive and the Marta rail line. The site is currently improved with a 119

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space mall surface parking lot, 600-space MARTA parking deck (owned by Perimeter Mall, LLC), and a small, southwest section of the Mall Loop Road. The area around the site consists of a Chick-fil-A outparcel to the east, the Dunwoody MARTA Station to the west, a 2,544-space Perimeter Mall parking deck to the north, and big box retail shopping center, across Hammond Drive to the south. Additionally, the State Farm Headquarters is currently under construction, across Hammond Drive to the southwest. The general vicinity of the area consists of a balance of shopping, restaurants, and office high-rise buildings. The site is zoned C-1 (Commercial) District and part of the pending Perimeter Center Overlay. According to the pending Perimeter Center Zoning Districts, the development parcel is envisioned as a PC-1 (Perimeter Center) District, which is intended to support higher density development in proximity to MARTA.

SITE PLAN ANALYSIS

The applicant (Perimeter Mall, LLC), on behalf of Transwestern (developer) seeks a Special Land Use Permit from Chapter 27, Section 27-73(b) to increase the maximum allowable building height in a C-1 (Local Commercial) District from 2 stories/35 feet to 20-stories/300-feet. It shall be noted that the subject SLUP request is associated with the following companion variance requests (case ZBA 16-091), which were approved by the Zoning Board of Appeals on September 1, 2016:

1.) to encroach the front yard setback for the construction of a twenty story office building and existing 600-car parking garage (Development Parcel);
2.) to encroach in the interior side yard setback for the construction of a twenty story office building (Development Parcel);
3.) to encroach the rear yard setback for the construction of a twenty story office building (Development Parcel);
4.) to encroach in the interior side yard setback for an existing 600-car parking garage (Development Parcel); and
5.) to encroach the interior side yard setback for a proposed pedestrian connection and existing parking structure (Mall Parcel)

The subject property is currently part of the total 85.5 acre Perimeter Mall campus, which is currently owned by Perimeter Center, LLC. In an effort to create a development parcel, a 3.94 acre parcel is proposed to be subdivided from the total acreage of the Mall property. Review of the submitted site plan indicates that the property takes on an irregular shape that is similar to the shape of the state of Idaho. Review of the site plan also confirms that the site has 523 feet of frontage along Hammond Road and 663 feet of frontage along the MARTA line. A small cross-section of the Mall Loop Road passes thru the eastern portion of the site. Staff would note that Perimeter, LLC intends to retain ownership of all roads that run thru the subject property. Additionally, they have agreed to grant air rights to accommodate the proposed parking deck and pedestrian connection built over the top of the road.

Based on the plans submitted to staff, the future development parcel will include 456,840 square feet of office with ground floor retail and restaurant uses. To foster pedestrian activity from the Dunwoody MARTA Station, the proposal includes an elevated pedestrian connection between the proposed office building and the existing 600-space MARTA parking deck. The site plan also indicates the placement of an at grade pedestrian connection between the rear of the proposed office building and existing Mall parking deck. In an effort

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to improve traffic flow and create more walkable blocks, the applicant plans call for a reconfiguration of the Mall loop road in and around the site.

The development proposes to integrate streetscape improvements from the pending Hammond Drive Corridor Study. At Hammond Drive, the street frontage includes a 6-foot wide street buffer, 5-foot wide bicycle lane, 8-foot wide sidewalk, and public open space. To accomplish the streetscape improvements, the submitted site plan indicates that right-of-way will be dedicated along Hammond Drive. As part of the improvements, the submitted tree plan indicates that three street trees will be lost.

PARKING ANALYSIS

Review of the site plan indicates that the Mall loop road will be reconfigured to improve pedestrian and vehicular circulation thru the site. To accomplish a realignment of the road, the applicant's consultants anticipate that an additional 15 spaces will be lost from the Mall parking lot between the Chick-fil-A and the Mall (total =134 spaces). To give some flexibility to the interior road design, the architect has rounded the parking replacement number for the Mall from 134 to 140 spaces.

Based on the parking calculations submitted by the applicant, there will be no net loss of Mall parking, as the lost 140 spaces will be transferred to the existing 600 space parking deck with the balance of spaces available for office use. The site plan indicates that a five story, 767 space parking deck will also be constructed over a portion of the Mall loop road. Minus the 140 spaces that will be relocated to the existing deck, a total of 1,227 spaces will be provided for the proposed use, which exceeds the requirement of 1,186 spaces for the development. A summary of the required parking and parking spaces provided are summarized below:

			RATIO	REQUIRED PARKING CURRENT ORDINANCE
OFFICE AREA	456,840	GSF	3.3/1000	1,507 SPACES
RETAIL AREA	4,797	GSF	4.0/1000	20 SPACES
RESTAURANT AREA	8,000	GSF	6.67/1000	54 SPACES
TOTAL BUILDING AREA	469,637	GSF	SUBTOTAL	1,581 SPACES
LESS 25% REDUCTION FOR MARTA PROXIMITY				(376) SPACES
TOTAL REQUIRED PARKING (ZONING)				1,131 SPACES
PARKING (NEW GARAGE UNDER OFFICE BLDG)				767 SPACES
PARKING (EXISTING GARAGE)				600 SPACES
SUBTOTAL				1367 SPACES
LESS MALL SURFACE SPACES RELOCATING TO EXISTING GARAGE				(140) SPACES
TOTAL SPACES PROVIDED				**1227 SPACES**

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It is important to make note that the 600-space parking deck is currently leased to MARTA, but owned by the Mall. In researching the parking, MARTA explained to staff that they conduct monthly parking counts for the deck. Based on their counts, they have determined that usage is very low, and therefore, plan to exit the lease within the next year. In response, the applicant has indicated plans to purchase the parking deck from the Mall, and ultimately, repurpose it for accessory parking for the future development and Mall customers. Staff would point out there is a second MARTA parking structure located on the western side of the Dunwoody MARTA Station. From a utilization perspective, MARTA has stated that they have no concerns as it related to the loss of the leased parking, as they have determined sufficient space is available in the second parking deck to meet their parking demands.

SURROUNDING LAND ANALYSIS

Direction	Zoning	Use	Current Land Use
N	C-1	Perimeter Mall Shopping Center	Commercial
S	C-1	Shopping Center	Commercial
E	C-1	Restaurant	Commercial
W	C-1	Dunwoody MARTA Station	Transportation

ZONING ANALYSIS

Procedural excerpts from the code as discussed herein are provided below. Portions of the Comprehensive Plan related to the Perimeter Center Character Area are attached for consideration.

Zoning Ordinance Analysis

Purpose:
Through the process of a Special Land Use Permit, the applicant has requested to increase the building height in a C-1 (Local Commercial) District from 2 stories/35 feet to 20 stories/300 feet.

Relevant Code Sections:
1. Section 27-97(b): The maximum building height (stories/feet) in a C-1 district is 2 stories and 35 feet.
2. Section 27-97(b)(4): Buildings in excess stated height limits may be approved through the special land use permit procedures of article V, division 3.

Perimeter at The Center-Future Focus 2011 – A Ten Year LCI Update

The LCI (Livable Centers Initiative) outlines a vision to transform the Perimeter from a suburban regional center to a livable mixed use community. More specifically, the LCI vision lays out a framework for the development of Transit Station areas wherein it recommends focusing future development along MARTA to further leverage the transit and

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create a sustainable growth pattern. The LCI Plan desires to create walkable and active streets and green spaces. Based on the existing infrastructure and opportunities for new development, the Plan recommends mixed-use development including residential, office, institutional and retail, with varying densities and development character.

Dunwoody 2015-2035 Comprehensive Plan Analysis

The Comprehensive Plan serves as the City's guiding policy document for land use decisions. It builds off of the LCI Plan by dividing the city into context-specific "Character Areas." Review of the future land use map indicates that the parcel is located in the "Perimeter Center Character Area", which is envisioned to 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." According to the Comprehensive Plan, the area is part of the future PC-1 zoning district, which recommends 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

Chapter 27, Section 27-359 identifies the following criteria to be applied by the department of planning, the planning commission, and the City Council in evaluating and deciding any application for a special land use permit. No application for a special land use permit shall be granted by the city council unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application:

1. Whether the proposed use is consistent with the policies of the comprehensive plan;
   The future land use map in the Comprehensive Plan identifies the future landuse of subject property as "Perimeter Center". The land use vision for the Perimeter Center is "livable regional center with office, retail, mixed-use, and multi-use residential buildings." Pursuant to the Dunwoody Comprehensive Plan, the subject site is also located in the 'Perimeter Center Character Area,' which encourages office and commercial uses. The vision for the Perimeter Center Character Area intends to create a pedestrian and bicycle oriented environment, reduce excessive surface parking near MARTA, and provide functional green space. Overall, the proposal to build a 20-story office building with ground floor retail and restaurant uses is consistent with the Comprehensive Plan.

2. Whether the proposed use complies with the requirements of this zoning ordinance;
   The proposed office and commercial uses are permitted under the existing C-1 District; however, under the zoning category, a Special Land Use Permit is required for any building taller than 2 stories or 35 feet. The development parcel is currently part of the pending Perimeter Center Overlay, which proposes to amend the zoning to create a new PC-1 District. Although subject to change, the most recent draft of the Perimeter Center Districts the PC-1 District makes specific recommendations on building height wherein it allows 30 stories and 370 feet. Taking into consideration these recommendations, the proposal to develop a 20-story high rise office building with ground floor commercial use is complementary to the pending Perimeter Center Zoning Districts and the existing uses in the area.

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3. Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district;
   The subject parcel is currently zoned C-1 and contains approximately 3.94 acres of land, which is adequate to create a mixed use, high rise development. The development provides open space and off-street parking, which complies with both the current C-1 district and proposed PC-1 District. The site does not exceed the maximum lot coverage allowance of 80%. As previously noted, the project will be constructed on an underutilized section of Mall surface parking, but there will be no net loss of parking for the Mall site. Staff would note that the site plan has been altered to include a 6,152 square foot pocket park between Hammond Drive and the existing parking deck.

4. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of:
   a. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use;
      The proposal to increase the building height will not create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated.

   b. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use;
      The proposed use is allowed under the existing C-1 zoning district, and therefore, will not create adverse impacts upon any adjoining land use. The request to increase the building height will have no impact concerning the hours of operation.

   c. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use;
      An increase in the building height would not create adverse impacts upon any adjoining land use, as its manner of operation is similar to surrounding commercial and office uses nearby.

   d. Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use;
      Due to new office jobs, a restaurant and other commercial uses, there would be some increases in the volume of traffic as a result of the development. However, with pedestrian connections to MARTA, it is anticipated that some of the traffic impacts will be mitigated. Staff notes that a traffic study has been received and was reviewed by the by Public Works Director. In summary, the study indicates the surrounding intersections should operate at an adequate level of service following build out of the development.

   e. Whether the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings; and

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The size, scale and massing of proposed buildings are appropriate in relation to the size, scale and massing of adjacent and nearby lots and buildings as they exist today. As previously noted, the 22-story State Farm Headquarters is found diagonal to the site, across Hammond Drive.

f. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.
The proposed plan will not have an impact on any historic buildings, sites, districts, or archaeological resources. The area on the site which the applicant proposes to develop is already built upon with surface parking, roads, and a parking deck, all of which have no historic significance.

5. Whether public services, public facilities and utilities—including motorized and non-motorized transportation facilities—are adequate to serve the proposed use;
Public services, facilities and utilities are sufficient to the serve the proposed use. The adjacency to MARTA makes the site ideal for higher density development.

6. Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access;
Vehicular means of ingress and egress are not proposed to be changed as they currently exist and emergency vehicle access is proposed to be sufficient. It may be expected that traffic is increased as a function of the development; however, the submitted traffic study indicates the surrounding intersections should operate at an adequate level of service following build out of the development. Further, the pedestrian flow in and out of the site is greatly improved with sidewalks and elevated pedestrian walkways, allowing for safe and convenient access to MARTA.

7. Whether adequate provision has been made for refuse and service areas; and
The site plan proposes an interior garage service port designed for refuse and surface areas. Based on the design and layout, it is found within the building and hidden from public view, so provision for refuse and services appear to be adequate.

8. Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.
With the exception to the Perimeter Mall parking deck found north of the site, no negative shadow impact will occur to any adjoining building.

SUMMARY

Pursuant to the Dunwoody Comprehensive Plan, the future development vision for the site calls for:

1.) A high intensity of buildings,
2.) A high level of employment uses, and
3.) Active ground story uses and design that support pedestrian mobility.

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Based on the submitted plans and information contained herein, it appears the request to increase building height meets the future development vision of the Comprehensive Plan and requirements for approval of the Special Land Use Permit. Additionally, the proposed height of the building is consistent with those found near the site, specifically the "High Street" mixed residential, office, and retail development, which calls for a 30-story residential tower and 21 story office building near the northwest corner of Hammond Drive and Perimeter Center Parkway, as well as the 21-story State Farm building, which was recently constructed at the southeast corner of Hammond Drive and Perimeter Center Parkway.

PLANNING COMMISSION RECOMMENDATION

At their August 9, 2016 meeting, the Planning Commission heard the applicant's request for the subject SLUP. Following discussion with the applicant and staff, the Commission recommended approval with the following conditions:

1. The subject property shall be developed in accordance with the site plan and elevation packet received July 21, 2016 with changes to meet land development and zoning regulations.
2. The City of Dunwoody is allowed to use the triangular piece of land referenced by Bob Dallas above the eastern MARTA parking deck as a park at such time that the City should so choose.
3. The City and General Growth Properties will continue working together to develop what is referred to as 'Perimeter Park'.

STAFF RECOMMENDATION

Per discussions with the City Attorney, Planning Commission conditions 2 and 3 have been removed as they refer to an off-site park that is not part of the subject property. Staff would also note that condition 4 has been revised from first reading. It states that in the event that a bike lane is added to the property immediately north, a bike lane shall be provided by the property owner.

Based on the discussions that occurred at the September 26th City Council meeting, the applicant has submitted a traffic impact study and has updated the plans to better define open space and green space proposed for the site as shown in Exhibit B and C. No adjustment to building height has been made. A summary of the site plan and traffic impact study updates are provided below:

- In an effort to create active useable green space, the applicant has modified the green space south of the existing parking structure into a useable, 6,152 square foot pocket park with benches, walls and landscaping;
- An arcade has been added to the ground level plan along the full proposed building;
- Additional detail has been provided for the mall loop road that runs beneath the building wherein the building itself will rise up two stories instead of one story above the road. The applicant has noted that this area will include adequate lighting for vehicular and pedestrian activity occurring during both daytime and nighttime hours;
- A sidewalk has been added along the rear of the building to provide additional pedestrian activity; and
- A traffic study was submitted that indicates the surrounding intersections should operate at an adequate level of service following build out of the development.

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Taking into consideration the aforementioned updates and summary provided herein, staff recommends **Approval** of a SLUP to increase the building height to 20 stories (300) with the following exhibits and conditions:

EXHIBIT A: Site plan and elevation packet, completed by Kimley Horn and Cooper Carry, received July 21, 2016

EXHIBIT B: Landscape/open space, completed by Kimley Horn, received October 28, 2016

EXHIBIT C: Pocket park exhibit, completed by Kimley Horn, received November 1, 2016.

1. The subject property shall be developed in general conformity with Exhibits A, B, and C above, with changes to meet land development and zoning regulations.
2. Prior to the issuance of a building permit, a final plat shall be reviewed and approved by the City of Dunwoody and recorded with DeKalb County.
3. The street improvements recommended in the Hammond Drive Corridor Study shall be incorporated, including right-of-way dedication, into the development along the full street frontage.
4. The westernmost site entrance from Hammond Drive shall be developed with minimum six-foot wide sidewalks. In the event a bike lane connection is provided on the property immediately north of the subject property, a bike lane shall be provided by the property owner. Nothing in this condition, however, shall require or obligate the owner of the property immediately north of the subject property to install bike lanes on its property.

Attachments

- Ordinance granting SLUP 16-092
- Exhibit A: Site Plan and Elevation packet received July 21, 2016
- Exhibit B: Landscape/Open Space Site Plan
- Exhibit C: Pocket Park Site Plan
- 11-1-2016 Summary of site plan revisions
- Traffic Impact Study, submitted 10-28-2016
- Planning Commission August 9, 2016 draft meeting minutes
- Hammond Drive Corridor Study road section
- Renderings
- Maps
- Community letters of support/opposition
- Dunwoody Comprehensive Plan Excerpt
- SLUP Application Packet

STATE OF GEORGIA
CITY OF DUNWOODY

ORDINANCE 2016-XX-XX

AN ORDINANCE TO AMEND THE CITY OF DUNWOODY ZONING MAP FOR ZONING CONDITIONS OF LOT PARCEL NUMBERS 18 348 01 020 AND 18 348 01 006 IN CONSIDERATION OF SPECIAL LAND USE PERMIT SLUP 16-092 (1134 Hammond Road and 4400 Ashford Dunwoody Drive)

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

WHEREAS, Applicant Transwestern seeks a Special Land Use Permit from Chapter 27, Section 27-73(b) to increase the building height in the C-1 (Local Commercial) Zoning District from 2 stories/35 feet to 20 stories/300 feet in order to construct a 456,840 square foot office building with retail on the first floor, which is currently part of the Perimeter Mall property but is being proposed for a subdivision; and

WHEREAS: To foster pedestrian activity from the MARTA Station, an elevated pedestrian connection is being proposed between the proposed office building and the existing MARTA parking deck; and

WHEREAS: The development proposes to integrate streetscape improvements from the pending Hammond Drive Corridor Study and, to achieve same, will dedicate future Right-of-Way along Hammond Drive; and

WHEREAS: The Mayor and City Council find that this SLUP request would be consistent with the vision of the Dunwoody Comprehensive Plan and future Perimeter Center Overlay and will have a positive impact on the area, transforming it into a walkable office and commercial center.

NOW THEREFORE, The Mayor and City Council of the City of Dunwoody hereby ordains and approves Special Land Use Permit 16-092 for this said property to allow an increase in building height from 2 stories/35 feet to 20 stories/300 feet. Development shall be in substantial compliance with the following exhibits and conditions:

EXHIBIT A: Site plan and elevation packet, completed by Kimley Horn and Cooper Carry, received July 21, 2016

EXHIBIT B: Landscape/open space, completed by Kimley Horn, received October 28, 2016

EXHIBIT C: Pocket park exhibit, completed by Kimley Horn, received November 1, 2016

1. **The subject property shall be developed in general conformity with Exhibits A, B, and C above, with changes to meet land development and zoning regulations.**

2. **Prior to the issuance of a building permit, a final plat shall be reviewed and approved by the City of Dunwoody and recorded with DeKalb County.**

3. **The street improvements recommended in the Hammond Drive Corridor Study shall be incorporated into the development along the full street frontage.**

4. **The westernmost site entrance from Hammond Drive shall be developed with minimum six-foot wide sidewalks. In the event a bike lane connection is provided on the property immediately north of the subject property, a bike lane shall be provided by the property owner. Nothing in this condition, however, shall require or obligate the owner of the property immediately north of the subject property to install bike lanes on its property.**

SO ORDAINED AND EFFECTIVE, this ___ day of _____, 2016.

Approved by:

_____
Denis L. Shortal, Mayor

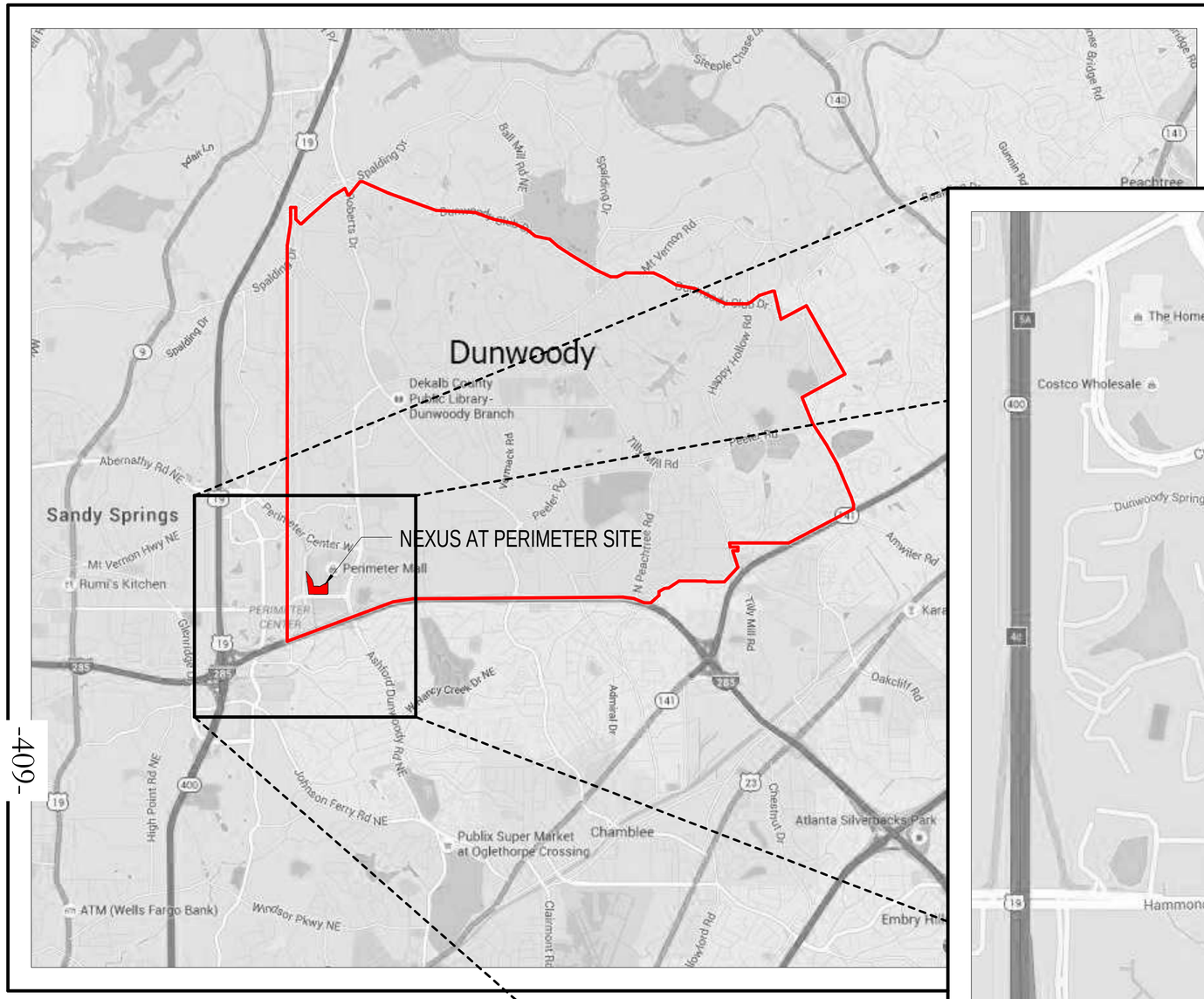
Attest:

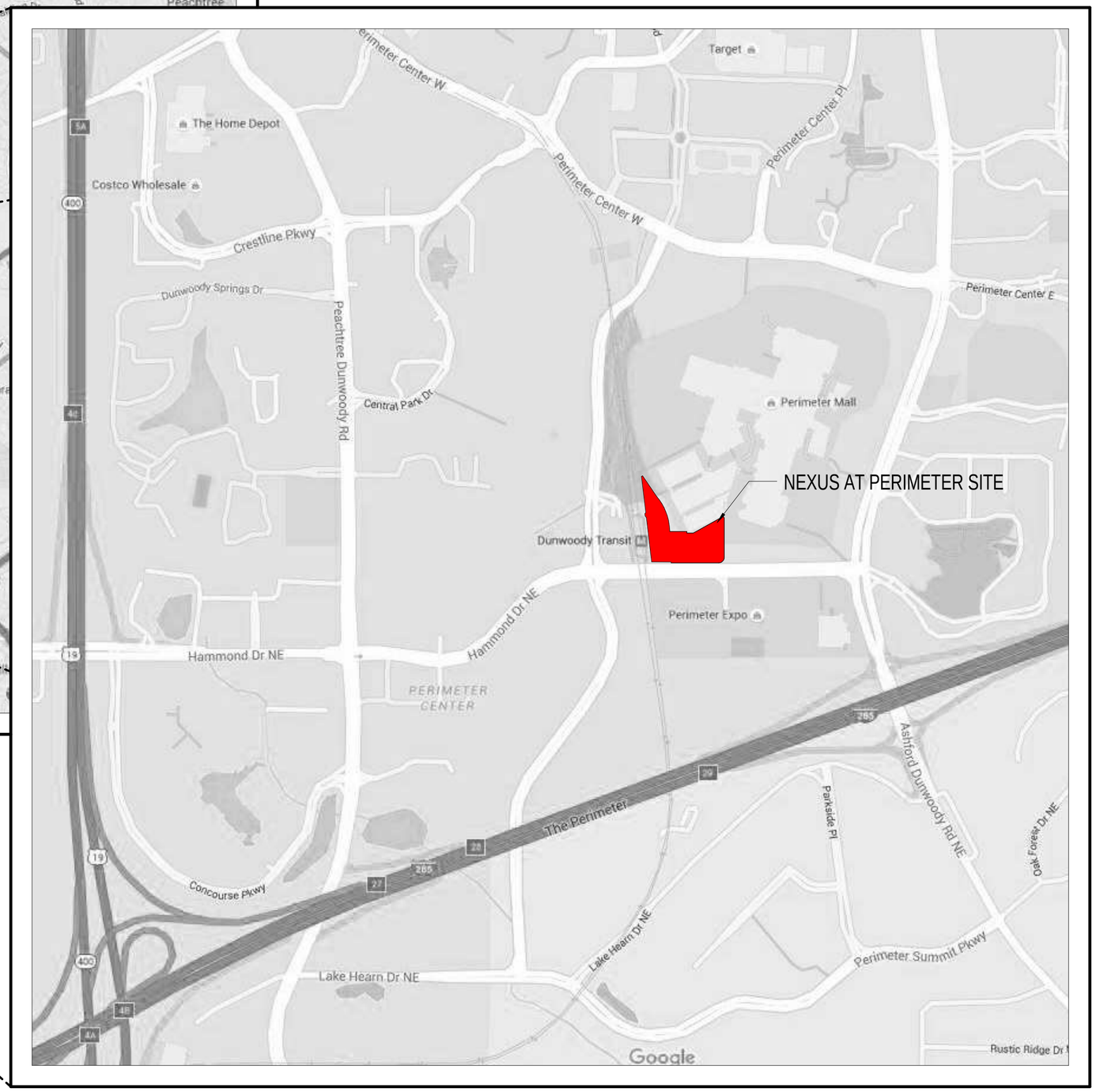
_____
Sharon Lowery, City Clerk

SEAL

Approved as to Form and Content

_____
City Attorney





SITE LOCATION:

1134 HAMMOND DRIVE
DUNWOODY, DEKALB COUNTY, GEORGIA 30346

-409-

PROJECT N° 20150155 | 6/30/2016 1:20:09 PM

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA2706
REGISTERED ARCHITECT
01-05-16

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SITE LOCATION MAPS

NEXUS AT PERIMETER CENTER
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COOPER CA

#16.

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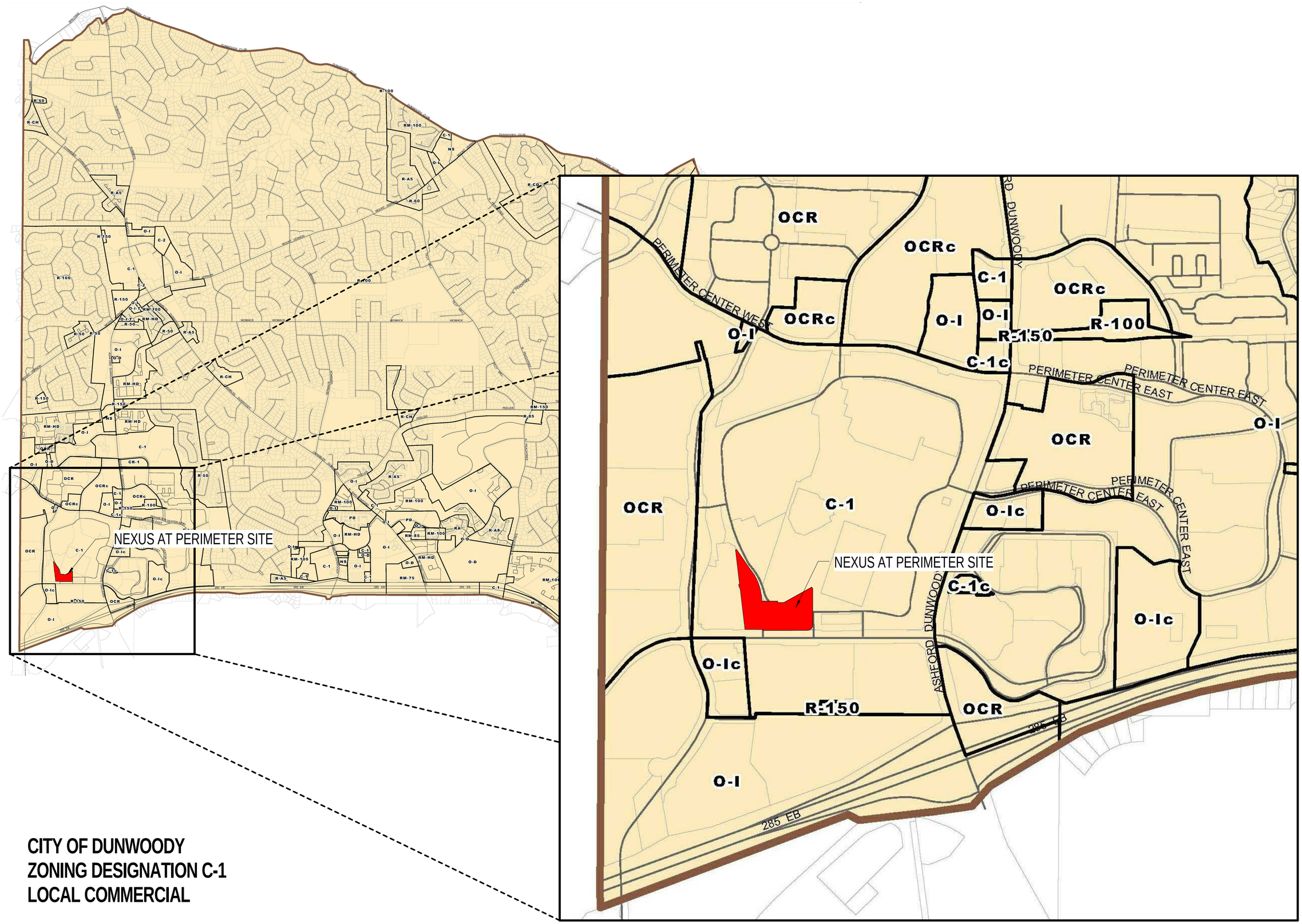

CITY OF DUNWOODY
ZONING DESIGNATION C-1
LOCAL COMMERCIAL

PROJECT N° 20150155 | 6/30/2016 1:56:32 PM

ZONING MAP

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA7208
REGISTERED ARCHITECT
01-05-16

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01	SECTION 27-73 TO ENCROACH THE FRONT YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING AND EXISTING 600-CAR PARKING GARAGE
02	SECTION 27-73 TO ENCROACH IN THE INTERIOR SIDE YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING.
03	SECTION 27-73 TO ENCROACH THE REAR YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING.
04	SECTION 27-73 TO ENCROACH THE INTERIOR SIDE YARD SETBACK FOR AN EXISTING 600-CAR PARKING GARAGE
05	SECTION 27-73 TO ENCROACH THE REAR YARD SETBACK FOR A PROPOSED PEDESTRIAN CONNECTION AND EXISTING MALL PARKING GARAGE.

LEGEND

- ENCROACHMENT
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- SETBACK

PROPOSED PROPERTY LINE
20' - 0" INTERIOR SIDEYARD
EXISTING PROPERTY LINE
20' - 0" INTERIOR SIDE YARD
6' - 9"
04
EXISTING MALL PARKING GARAGE
PERIMETER MALL
ADJACENT PROPERTY SIDEYARD 20' - 0"
PROPOSED PROPERTY LINE
10' - 0"
6' - 9"
20' - 0" INTERIOR SIDE YARD
SIDEWALK
10' - 9"
03
SETBACK LINES
30' - 0" REARYARD
02
PROPOSED PROPERTY LINE
MARTA - DUNWOODY STATION
EXISTING 600-CAR PARKING GARAGE
PROPOSED PROPERTY LINE
20' - 0" INTERIOR SIDE YARD
COVERED WALKWAY
05
9' - 8"
3.94 ACRES
EXISTING PROPERTY LINE
PEDESTRIAN BRIDGE
PROPOSED 20 STORY BUILDING
NEXUS AT PERIMETER
SIDEWALK
50 FT FRONTYARD SETBACK BASED ON FUTURE HAMMOND DRIVE.
CHICK-FIL-A
9' - 1"
01
38' - 5"
50' - 0" FRONTYARD
PROPOSED PROPERTY LINE
5' BIKE LANE
522' - 8" FRONTAGE
9' - 12"
26' - 1"
34' - 0"
129' - 0"
R.O.W. WIDTH
EXISTING PROPERTY LINE
FRONT YARD SETBACK AFTER RIGHT OF WAY EXPANSION
FRONT YARD SETBACK BEFORE RIGHT OF WAY EXPANSION
NEW HAMMOND R.O.W.
HAMMOND DRIVE
R.O.W. ALLOCATION FOR HAMMOND DR EXPANSION
MINIMUM DIMENSION TO EDGE OF CURB FROM FACE OF BUILDING
NORTH
0 10' 25' 50' 100' 200'

PROJECT N° 20150155 | 7/20/2016 3:02:01 PM

SITE VARIANCE DIAGRAM

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#16.

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA7708
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CITY OF DUNWOODY MUNICIPAL CODE
ZONING DISTRICT: C-1 LOCAL COMMERCIAL

SITE DATA:		REQUIRED	PROVIDED	VARIANCE REQUESTED
L1	SITE AREA	20,000 SF	178,161 SF	NO
L1	SITE AREA AFTER RIGHT OF WAY EXPANSION	20,000 SF	171,435 SF (3.94 ACRES)	NO
L2	MINIMUM LOT FRONTAGE	100'-0"	522'-8"	NO
S1	FRONT YARD SETBACK BEFORE R.O.W. EXPANSION	50'-0"	26'-1"	YES
S2	INTERIOR SIDE YARD SETBACK	20'-0"	10'-9"	YES
S3	REAR YARD SETBACK	30'-0"	6'-9"	YES
S1	FRONT YARD SETBACK AFTER R.O.W. EXPANSION	50'-0"	12'-6"	YES
C	MAXIMUM LOT COVERAGE	80% MAX	72.44%	NO
	MAXIMUM LOT COVERAGE AFTER R.O.W. EXPANSION	80% MAX	71.71%	NO
	MAX BUILDING HEIGHT (STORIES / FT.)	3 / 35'-0"	20 / 300'-0"	YES
	MAX BUILDING FLOOR AREA	NA	469,637 SF	NO

LOT COVERAGE:

BEFORE RIGHT OF WAY EXPANSION SECTION:	
TOTAL SITE AREA	178,161-SF
NEXUS BUILDING FOOTPRINT	55,026-SF
PARKING DECK FOOTPRINT (EXISTING)	40,283-SF
DRIVES / SIDEWALKS / BIKE LANES	33,746-SF
TOTAL IMPERVIOUS AREA	129,055-SF
TOTAL OPEN AREA	49,106-SF
PERCENTAGE IMPERVIOUS AREA	72.44%
FUTURE RIGHT OF WAY EXPANSION SECTION:	
REDUCED SITE AREA AFTER RIGHT OF WAY EXPANSION	171,435-SF
NEXUS BUILDING FOOTPRINT	55,026-SF
PARKING DECK FOOTPRINT (EXISTING)	40,283-SF
DRIVES / SIDEWALKS / BIKE LANES	27,628-SF
TOTAL IMPERVIOUS AREA	122,937-SF
TOTAL OPEN AREA	48,498-SF
PERCENTAGE IMPERVIOUS AREA AFTER R.O.W EXPANSION	71.71%

BUILDING DATA:

OFFICE AREA GROSS LESS RETAIL AND RESTAURANT AREAS	456,840-SF
RETAIL AREA	4,797-SF
RESTAURANT AREA	8,000-SF
BUILDING HEIGHT (PROPOSED)	300'-0" | VARIANCE REQUEST: 305'-0"
NUMBER OF STORIES	20 TOTAL (15 OFFICE) (5 PARKING) (1 LOBBY LEVEL SHARED OFFICE AND PARKING)

PARKING CALCULATIONS:

			RATIO	REQUIRED PARKING CURRENT ORDINANCE
OFFICE AREA	456,840	GSF	3.3/1000	1,507 SPACES
RETAIL AREA	4,797	GSF	4.0/1000	20 SPACES
RESTAURANT AREA	8,000	GSF	6.67/1000	54 SPACES
TOTAL BUILDING AREA	469,637	GSF	SUBTOTAL	1,581 SPACES
LESS 25% REDUCTION FOR MARTA PROXIMITY				(376) SPACES
TOTAL REQUIRED PARKING (ZONING)				1,131 SPACES

PARKING (NEW GARAGE UNDER OFFICE BLDG)	767 SPACES
PARKING (EXISTING GARAGE)	600 SPACES
SUBTOTAL	1367 SPACES
LESS MALL SURFACE SPACES RELOCATING TO EXISTING GARAGE	(140) SPACES
TOTAL SPACES PROVIDED	**1227 SPACES**

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA27106
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SITE AND BUILDING DATA

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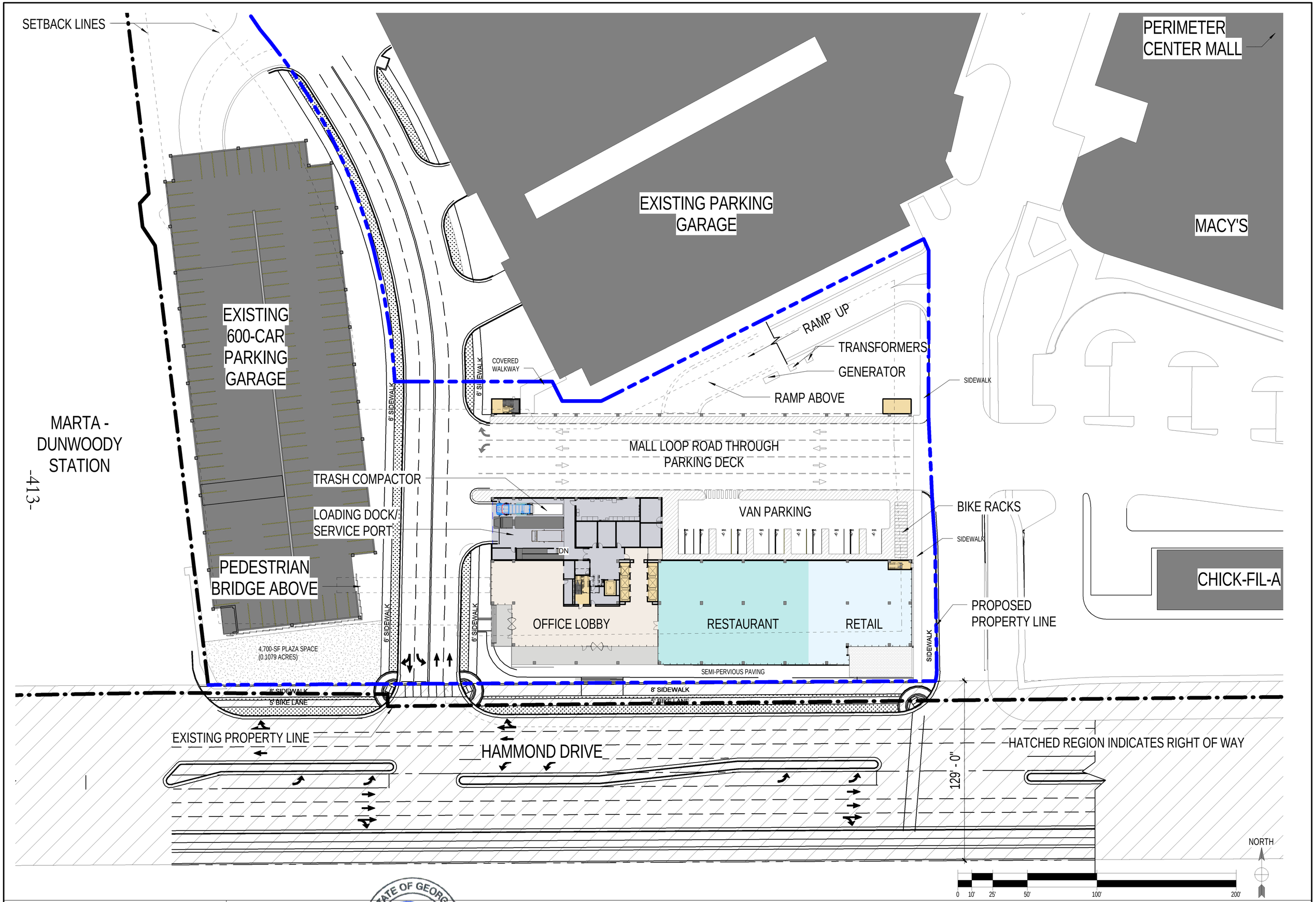

-413-

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GROUND LEVEL SITE PLAN

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01-05-16

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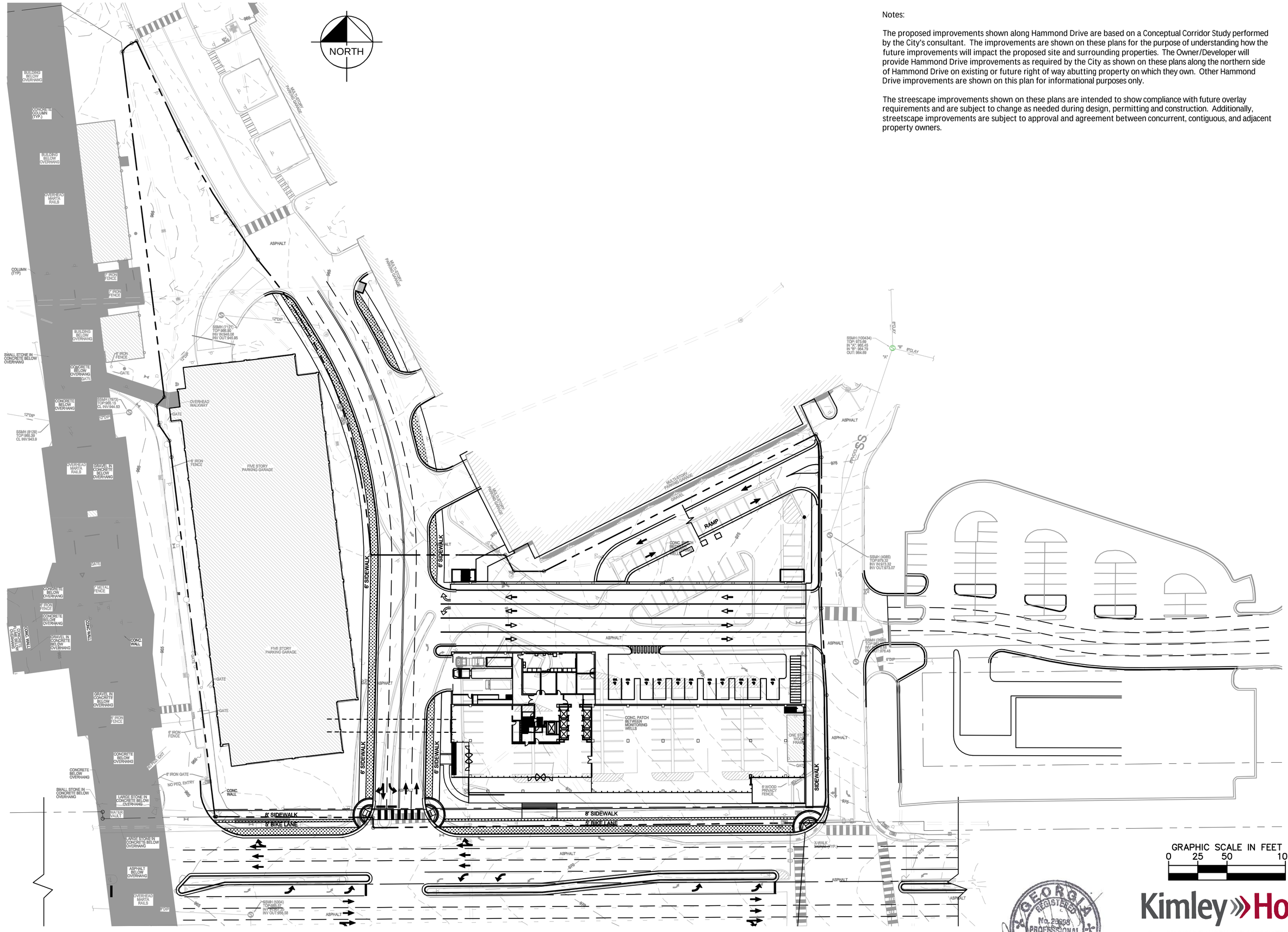
Notes:

The proposed improvements shown along Hammond Drive are based on a Conceptual Corridor Study performed by the City's consultant. The improvements are shown on these plans for the purpose of understanding how the future improvements will impact the proposed site and surrounding properties. The Owner/Developer will provide Hammond Drive improvements as required by the City as shown on these plans along the northern side of Hammond Drive on existing or future right of way abutting property on which they own. Other Hammond Drive improvements are shown on this plan for informational purposes only.

The streescape improvements shown on these plans are intended to show compliance with future overlay requirements and are subject to change as needed during design, permitting and construction. Additionally, streetscape improvements are subject to approval and agreement between concurrent, contiguous, and adjacent property owners.



NEXUS AT PERIMETER | 1134 HAMMOND DRIVE | SITE PLAN EXHIBIT

07.21.2016

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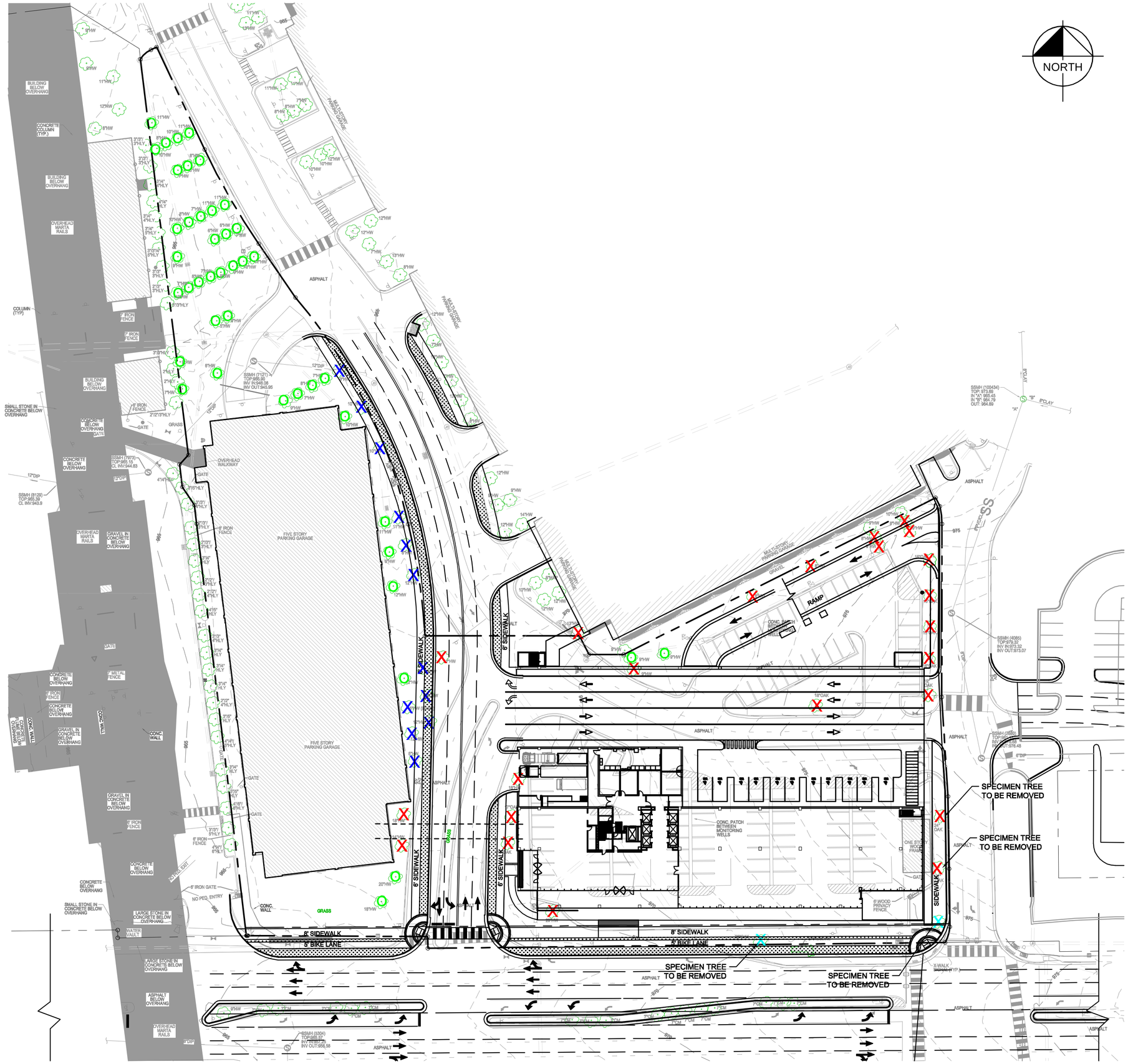

TREE REMOVAL LEGEND:

- O — TREES TO BE SAVED
- X — TREES REQUIRING REMOVAL DUE TO PROJECT
- X — TREES REQUIRING REMOVAL DUE TO HAMMOND DRIVE IMPROVEMENT
- X — TREES REQUIRING REMOVAL DUE TO PRIMARY STREET SIDEWALK AND BIKE LANE

TREES TO BE SAVED

QUANTITY	DESCRIPTION	DIA (INCHES)	RTF	RTF TOTAL
3	HW	5	0.3	0.9
4	HW	6	0.3	1.2
8	HW	7	0.3	2.4
5	HW	8	0.5	2.5
9	HW	9	0.5	4.5
6	HW	10	0.6	3.6
6	HW	11	0.7	4.2
2	HW	12	0.8	1.6
1	HW	18	1.8	1.8
1	HW	20	2.2	2.2
TOTAL RTF				**24.9**

REMOVED DUE TO SIDEWALK AND BIKE LANE

QUANTITY	DESCRIPTION	DIA (INCHES)	NOTES:
3	HW	5	
1	HW	6	
2	HW	9	
2	HW	10	
1	HW	11	
3	HW	12	

REMOVED DUE TO HAMMOND IMPROVEMENT

QUANTITY	DESCRIPTION	DIA (INCHES)	NOTES:
1	OAK	26	SPECIMEN TREE
1	MAPLE	30	SPECIMEN TREE

REMOVED DUE TO PROJECT

QUANTITY	DESCRIPTION	DIA (INCHES)	NOTES:
4	HW	8	
3	HW	9	
1	HW	11	
1	HW	13	
1	HW	14	
2	HW	15	
2	OAK	16	
1	OAK	17	
4	HW	18	
1	OAK	19	
1	HW	20	
1	OAK	24	SPECIMEN TREE
1	OAK	27	SPECIMEN TREE

GRAPHIC SCALE IN FEET
0 25 50 100

NEXUS AT PERIMETER | 1134 HAMMOND DRIVE | TREE SAVE & TREE REMOVAL EXHIBIT

GEORGIA REGISTERED No. 29698 PROFESSIONAL ENGINEER ANDREW REID IRWIN
07.21.2016

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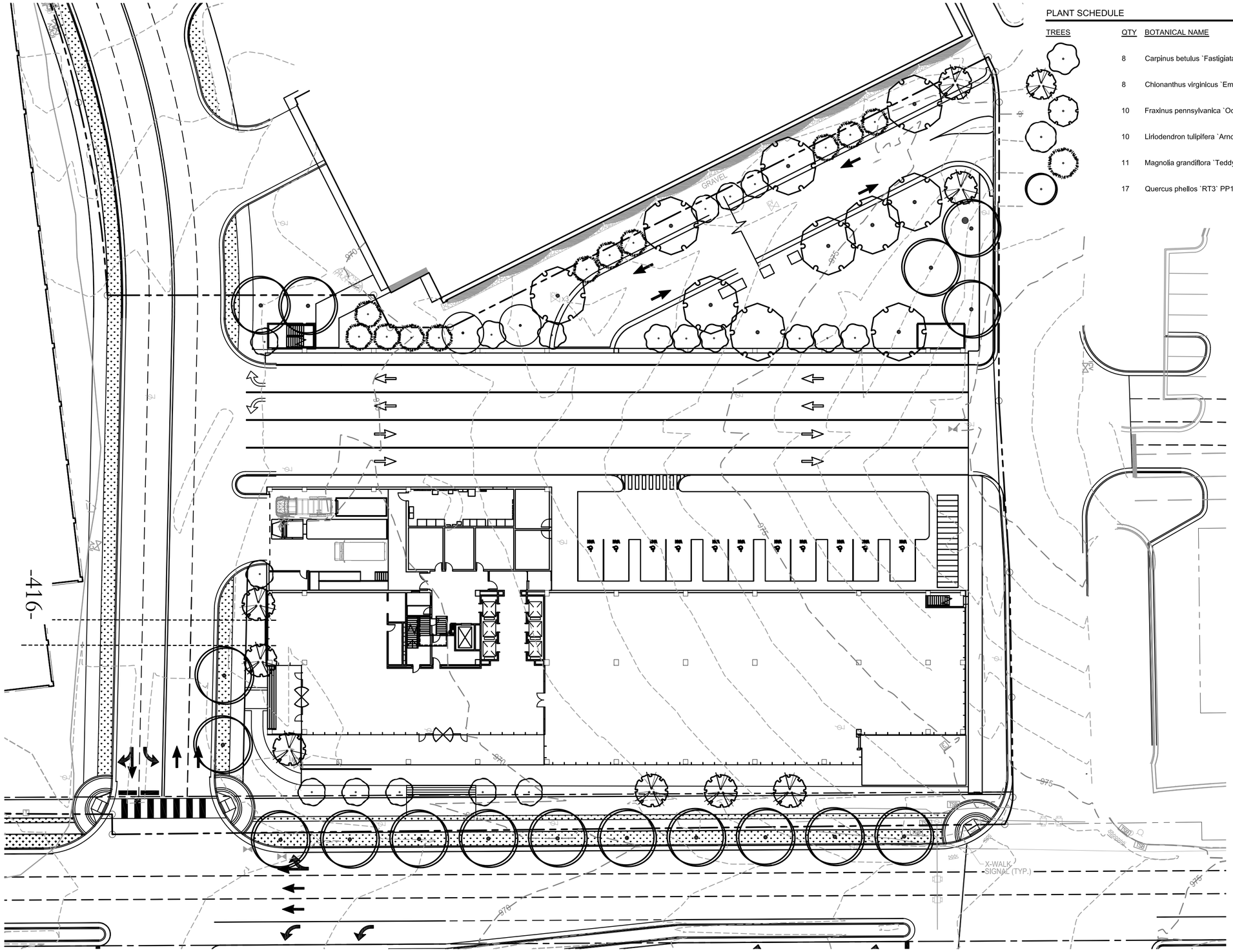

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	MIN CAL	MIN SIZE	REMARKS	TDF	TAL
	8	Carpinus betulus `Fastigiata`	Pyramidal European Hornbean	B & B	3"Cal	14`-16` ht		0.6 TDF COUNTED FOR SPECIMEN REPLACEMENT.	
	8	Chionanthus virginicus `Emerald Knight`	Emerald Knight Fringetree	B & B		14`-16` ht	Multi-Stem	0.6	4.8
	10	Fraxinus pennsylvanica `Oconee`	Green Ash	B & B	4"Cal	16`-18` ht		0.7 TDF COUNTED FOR SPECIMEN REPLACEMENT.	7.0
	10	Liriodendron tulipifera `Arnold`	Arnold Tulip Poplar	B & B	3"Cal	14`-16` ht		0.6	6.0
	11	Magnolia grandiflora `Teddy Bear`	Teddy Bear Southern Magnolia	B & B		10`-12` ht		0.6	6.6
	17	Quercus phellos `RT3` PP16,44	Upperton Willow Oak	B & B	4"Cal	16`-18` ht		0.7 TDF COUNTED FOR SPECIMEN REPLACEMENT.	11.9

GRAND TOTAL = 41.1 TDF
SPECIMEN REPLACEMENT TOTAL = 23.7 TDF
SITE REPLACEMENT TOTAL = 17.4 TDF

SPECIMEN TREE REPLACEMENT

15.7 SPECIMEN RTF TO BE REMOVED.15.7 X 1.5 = 23.55
REQUIRED SPECIMEN REPLACEMENT UNITS.
23.7 SPECIMEN REPLACEMENT UNITS PROVIDED.

REQUIREMENT SATISFIED

TREE REPLACEMENT DENSITY FACTOR CALCULATIONS

SITE ACREAGE = 4.1 ACRES
SITE DENSITY FACTOR = 20(UNITS PER ACRE)
1.88 ACRES x 20(UNITS PER ACRE) = 82 UNITS

RRD (REQUIRED REPLACEMENT DENSITY) = 82 UNITS
TDF (TREE DENSITY FACTOR) = **17.4 UNITS**
RTF (REMAINING TREE FACTOR) = **24.9**
RRD = TDF + RTF
82 = **24.9** + 17.4 = -39.7
DEFICIT OF -39.7 UNITS. DEFICIT TREE DENSITY UNITS TO BE PAID TO THE CITY OF DUNWOODY TREE REPLACEMENT FUND.

TREE REPLACEMENT DENSITY NOT SATISFIED

TREE BANK CALCULATIONS

CONTRIBUTION FOR DEFICIT OF -39.7 TREE DENSITY UNITS TO BE DETERMINED FROM THE FEE SCHEDULE FOR THE COMMUNITY DEVELOPMENT DEPARTMENT.

REPLACEMENT QUANTITY REQUIREMENTS

NO SINGLE TREE SPECIES MAY BE USED FOR MORE THAN 35% OF REPLACEMENT TREES
REQUIREMENT SATISFIED

UNDERSTORY TREES MAY CONSTITUTE NO MORE THAN 25% OF REQUIRED REPLACEMENT TREES
REQUIREMENT SATISFIED

EVERGREENS MAY NOT BE USED FOR MORE THAN 25% OF IN NON BUFFER AREAS
REQUIREMENT SATISFIED

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

NEXUS AT PERIMETER | 1134 HAMMOND DRIVE | TREE REPLACEMENT EXHIBIT

GEORGIA REGISTERED No. 23698 PROFESSIONAL ENGINEER ANDREW REID IRWIN
07.20.2016

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AERIAL SITE VIEWS

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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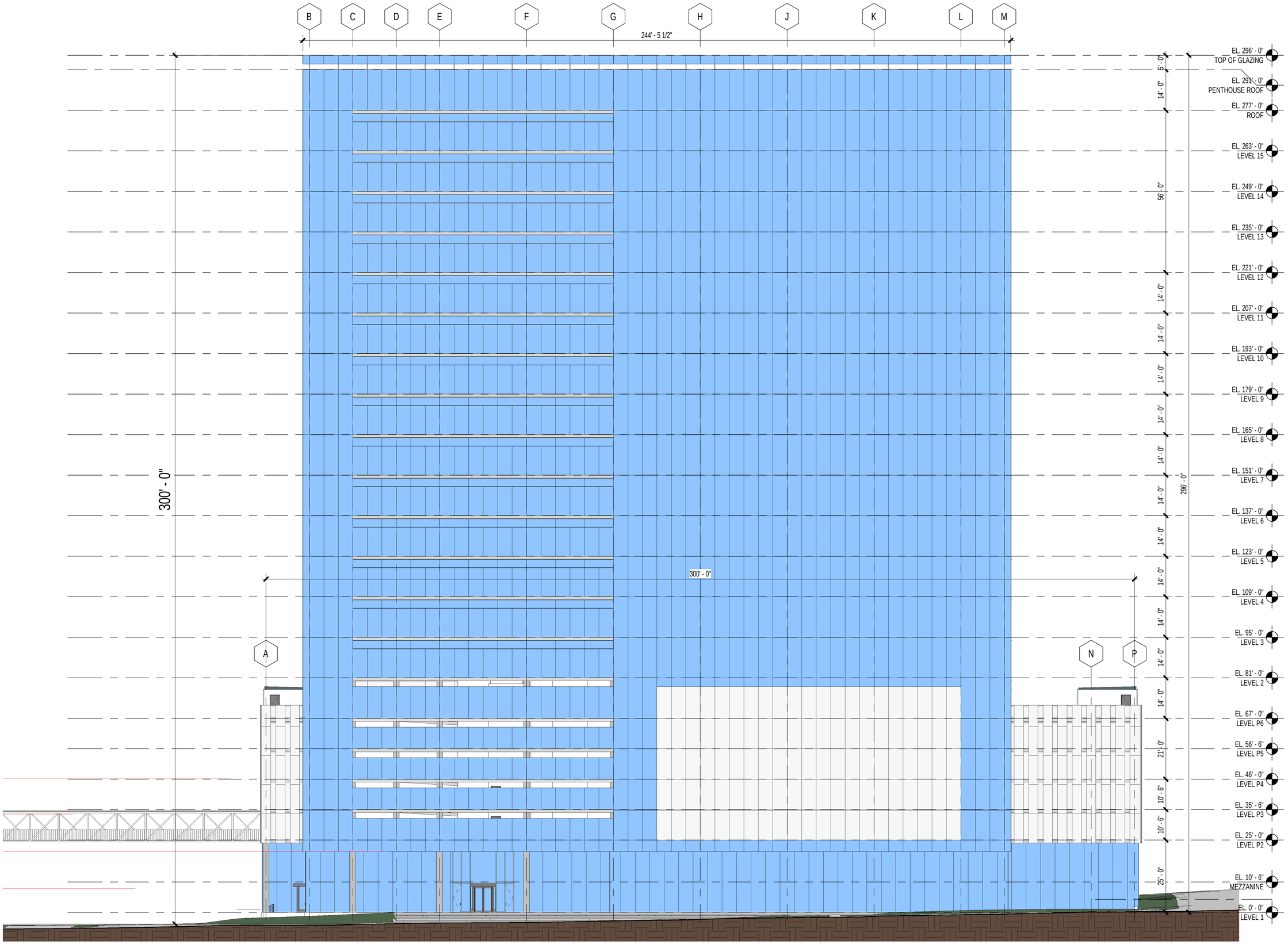
#16.



1
A10
ELEVATION - SOUTH
SCALE: 3/64" = 1'-0"

PROJECT N° 20150155 | 6/30/2016 1:19:26 PM

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ELEVATION - SOUTH

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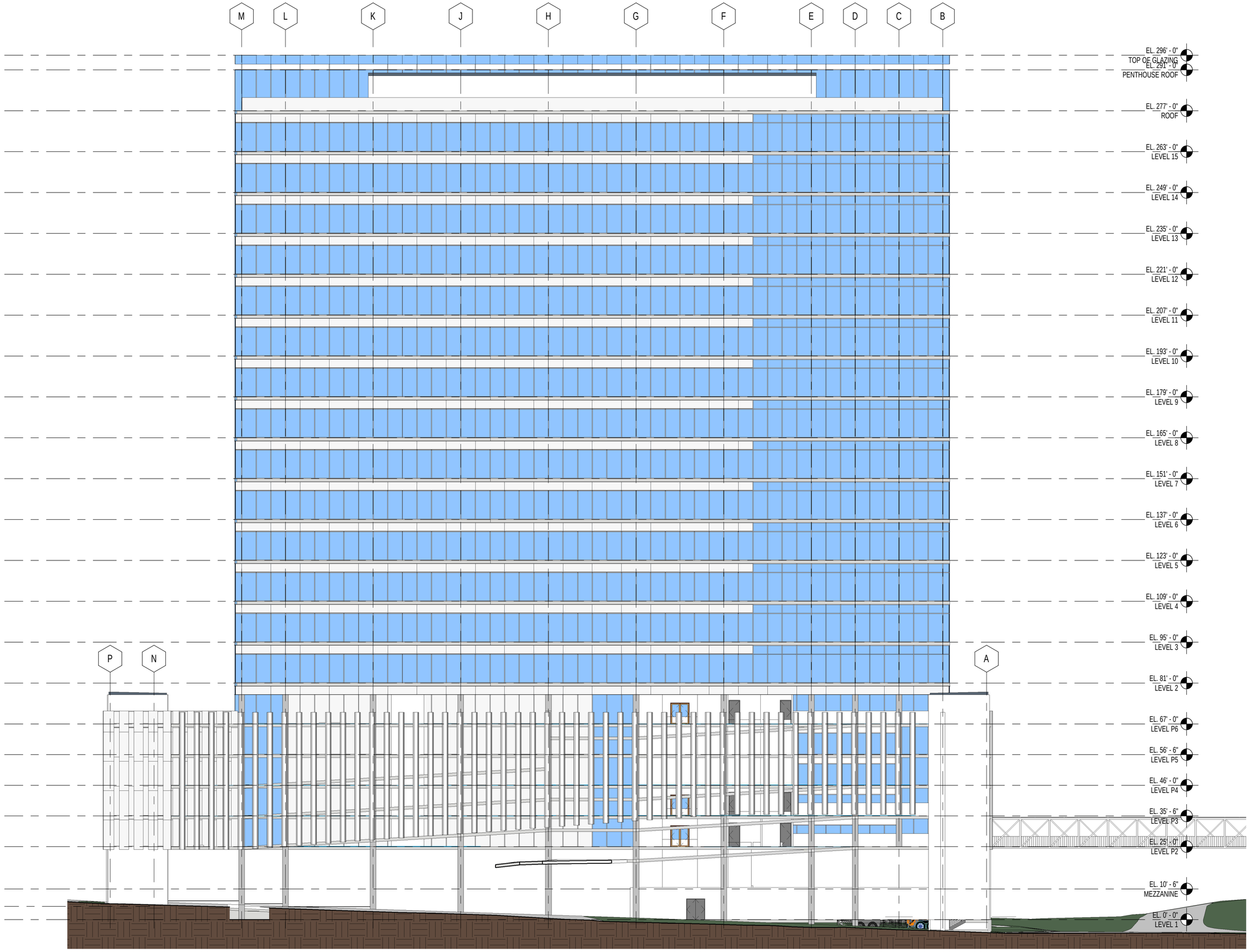

1
A11
ELEVATION - NORTH
SCALE: 3/64" = 1'-0"

PROJECT N° 20150155 | 6/30/2016 1:19:38 PM

STATE OF GEORGIA
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ELEVATION - NORTH

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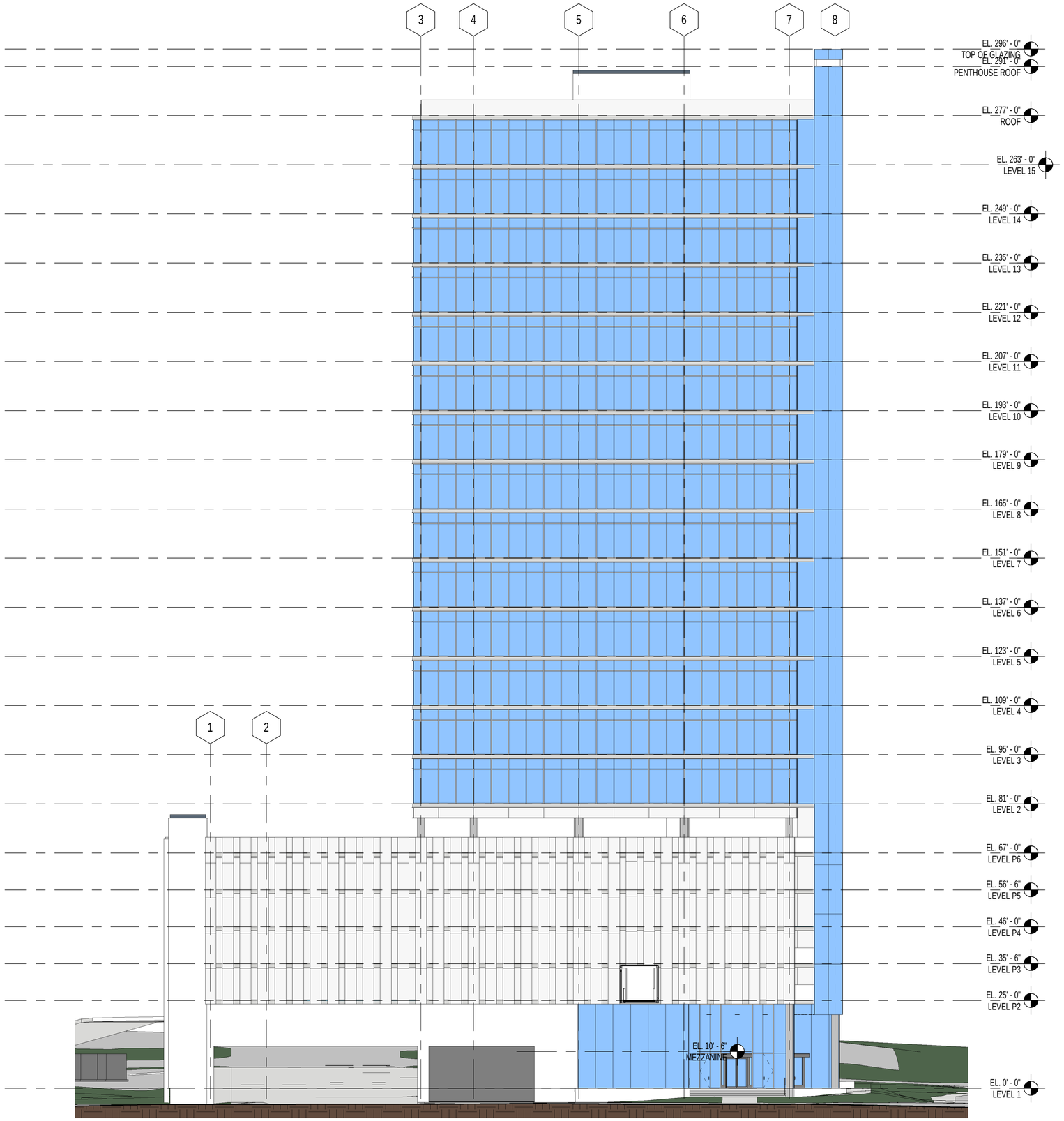

1
A12

ELEVATION - WEST

SCALE: 3/64" = 1'-0"

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07-05-16

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ELEVATION - WEST

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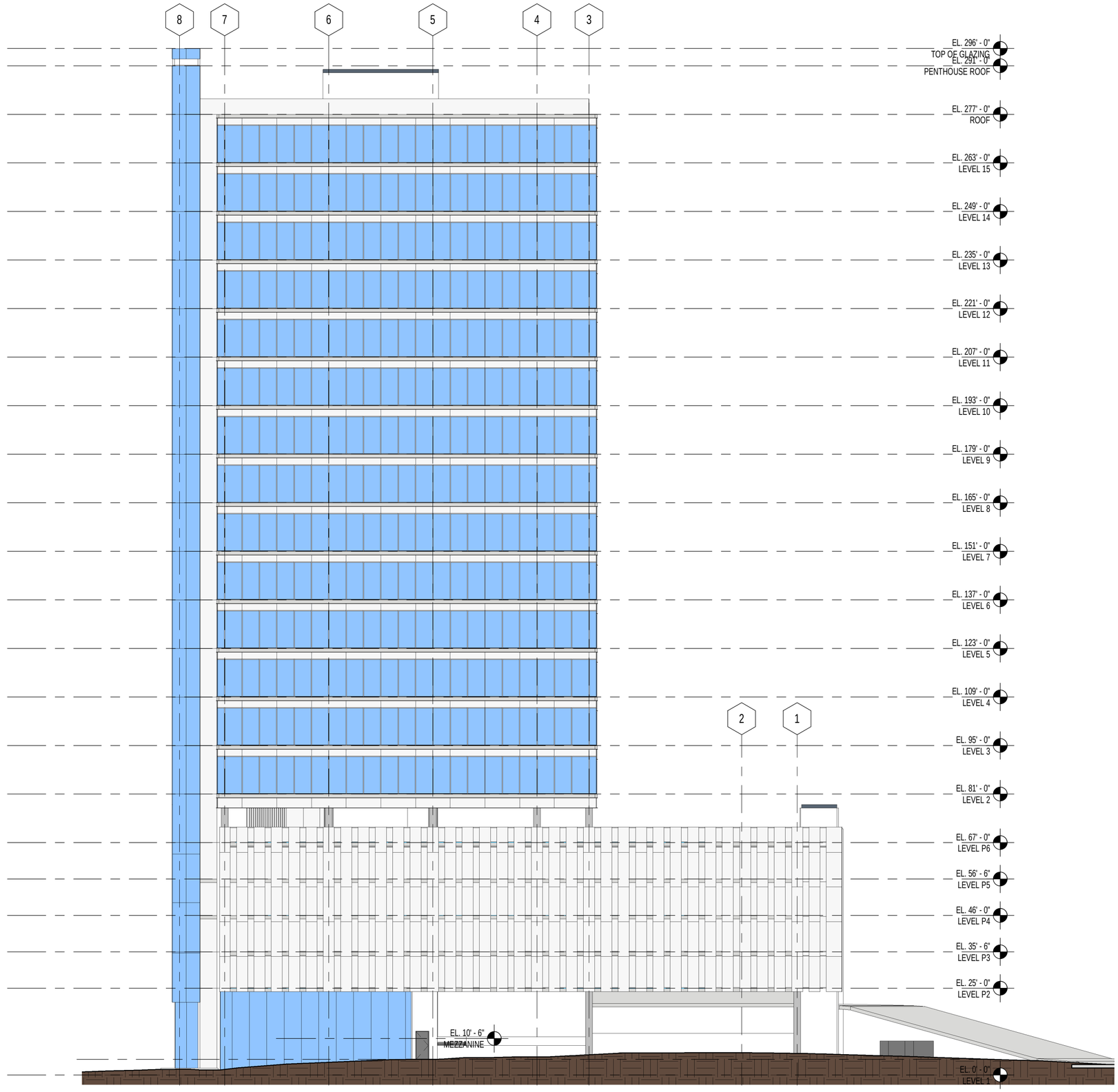

1
A13
ELEVATION - EAST
SCALE: 3/64" = 1'-0"

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
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REGISTERED ARCHITECT
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ELEVATION - EAST

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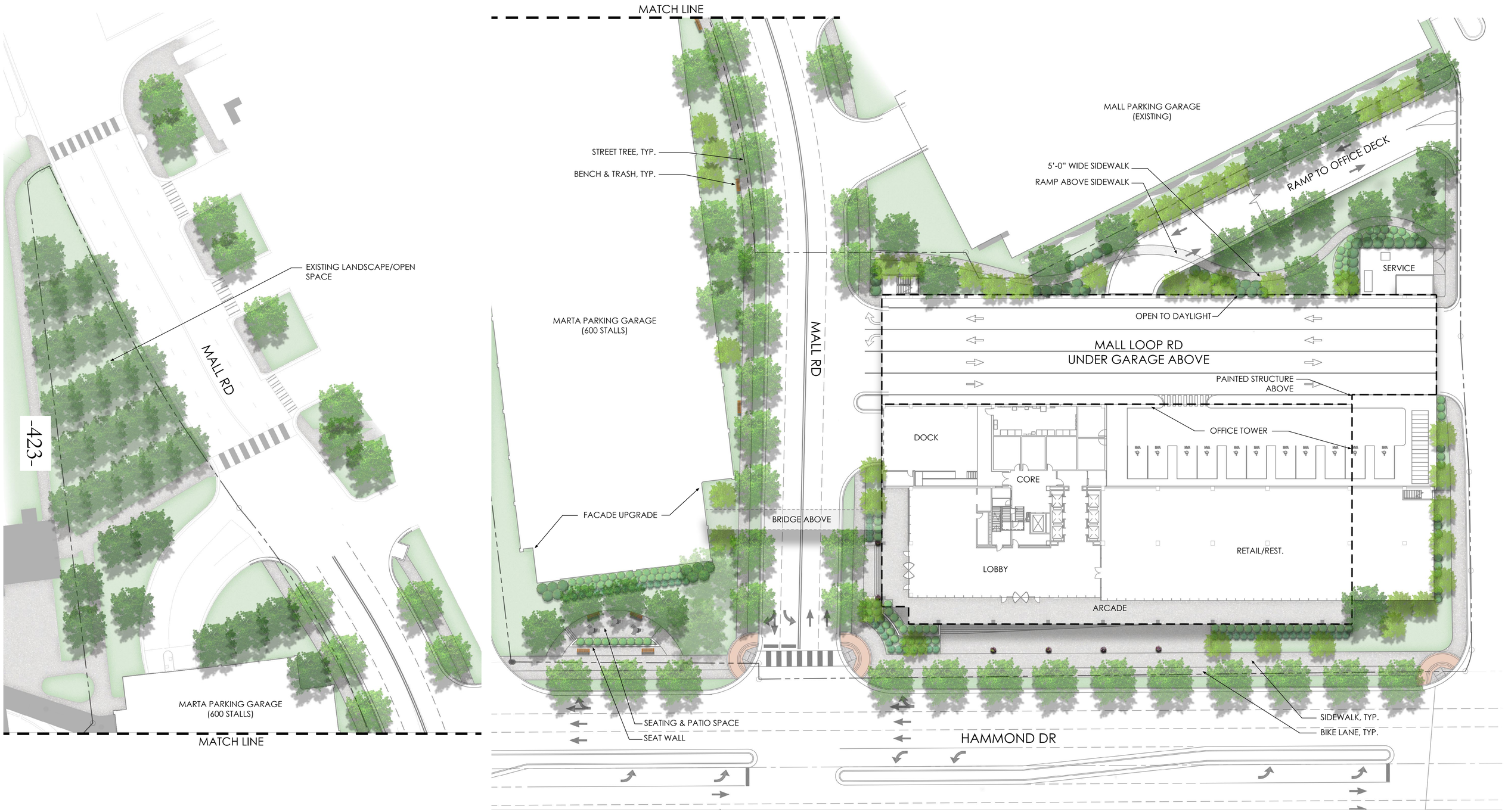
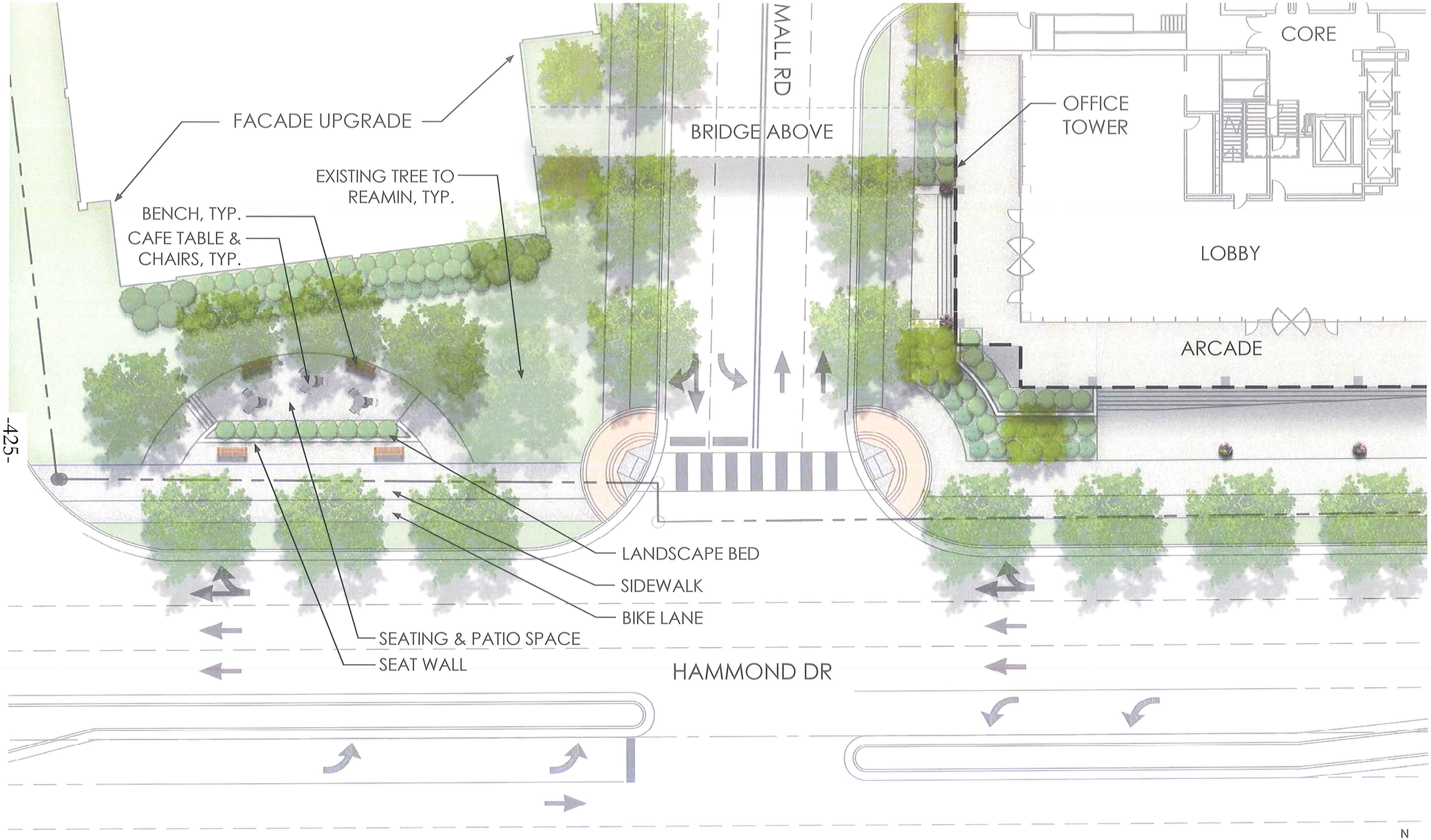


NEXUS AT PERIMETER | 1134 HAMMOND DR | LANDSCAPE/OPEN SPACE EXHIBIT

Kimley»Horn

0 10 20 40



NEXUS AT PERIMETER | 1134 HAMMOND DR | POCKET PARK EXHIBIT

Kimley»Horn 0 10 20 40

N

Nexus at Perimeter Center
Summary of Site Plan Revisions
November 1, 2016

The Nexus at Perimeter Site Plan was updated to highlight and further define the open space and green space proposed for the site as shown on the Landscape / Open Space Exhibit and the Pocket Park Exhibit. A summary of the updates is provided below:

- A Pocket Park was designed for the space between Hammond Drive and the Existing Parking Deck (See attached Pocket Park Exhibit). This space is in compliance with current and proposed Perimeter Center Zoning Districts lot coverage / open space requirements.
- An Arcade area has been added to the ground level plan along the full proposed building frontage on Hammond Drive as shown on the plan (See attached Landscape/Open Space Exhibit). This space will provide opportunities for outdoor dining and connectivity of the building space with the adjacent public use space.
- Additional detail has been provided for the mall loop road that travels under the proposed building. The drive area will be open vertically a distance equal to 2 building stories. The condition beneath the parking structure along the loop road will be adequately lit providing an opportunity for safe and effective circulation, both vehicular and pedestrian, during both daytime and nighttime hours.
- A sidewalk has been added along the rear of the building to provide additional pedestrian connectivity and to provide a walking path outside of the building drive area.

Current Lot Coverage Calculations are shown below:

Lot Coverage Calculations		
Before Right-of-Way Expansion (Hammond Drive Widening)		
Total Site Area	179,006	SF
Nexus Building Footprint	55,026	SF
Parking Deck Footprint (Existing)	40,283	SF
Drives/Sidewalks/Bike Lanes	39,160	SF
Total Impervious Area	134,469	SF
Total Open Area	44,537	SF
Percentage Impervious Area	75.1	%
After Right-of-Way Expansion (Hammond Drive Widening)		
Total Site Area	172,201	SF
Nexus Building Footprint	55,026	SF
Parking Deck Footprint (Existing)	40,283	SF
Drives/Sidewalks/Bike Lanes	33,251	SF
Total Impervious Area	128,560	SF
Total Open Area	43,641	SF
Percentage Impervious Area	74.7	%

Traffic Impact Study

Nexus at Perimeter

City of Dunwoody, Georgia

Report Prepared:

October 2016

Prepared for:

Transwestern Development Company

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, Suite 601
Atlanta, GA 30308
October 2016
018848003

Kimley»Horn

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Appendix B: Intersection Volume Worksheets

Appendix C: *Synchro* Analysis Reports

Appendix D: Raw Traffic Counts

Appendix E: Project Fact Sheets

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Nexus at Perimeter* development located in the City of Dunwoody, Georgia. The approximate 4.09-acre site (comprised of approximately 457,000 SF of office, 5,000 SF of retail, 8,000 SF of restaurant, and reuse of the existing MARTA parking deck) is located on an existing surface parking lot between Hammond Drive, Mall Loop Road, Dunwoody MARTA Station, and Chick-fil-A in the City of Dunwoody.

The proposed project is expected to be completed by 2019, and this report will summarize the analyses of the following four (4) scenarios:

1. Existing 2016 Traffic Conditions
2. Projected 2019 No-Build Traffic Conditions
3. Projected 2019 Build Traffic Conditions
4. Horizon Year 2026 Traffic Conditions

The proposed development will be served by two (2) existing full-movement driveways along Hammond Drive and multiple alternative driveways accessible through the Perimeter Mall property. The *Nexus at Perimeter* development is proposed to be completed and open to traffic by year 2019.

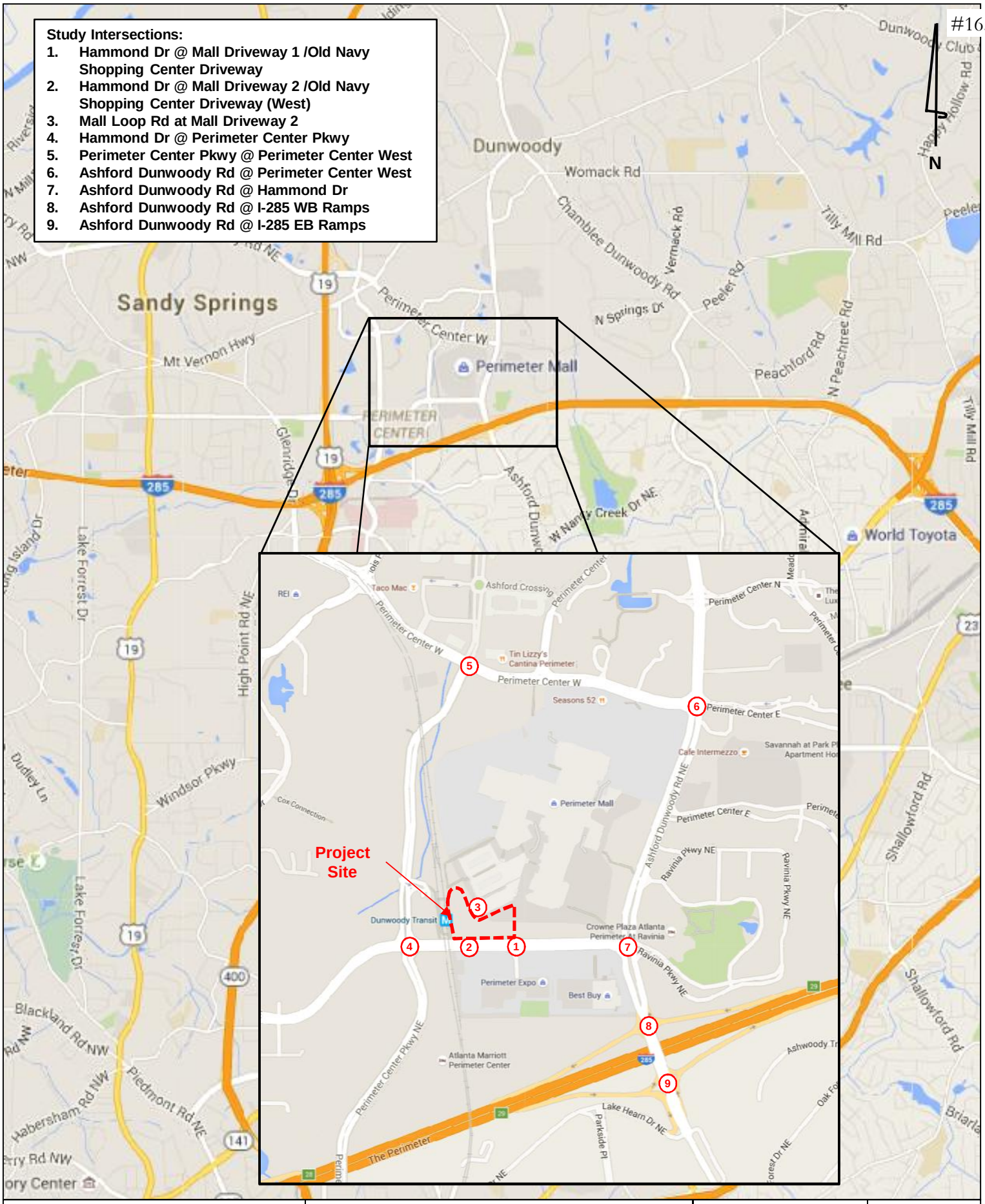
Figure 1 provides a location map. **Figure 2** and **Figure 3** provide an aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

2.0 STUDY AREA DETERMINATION

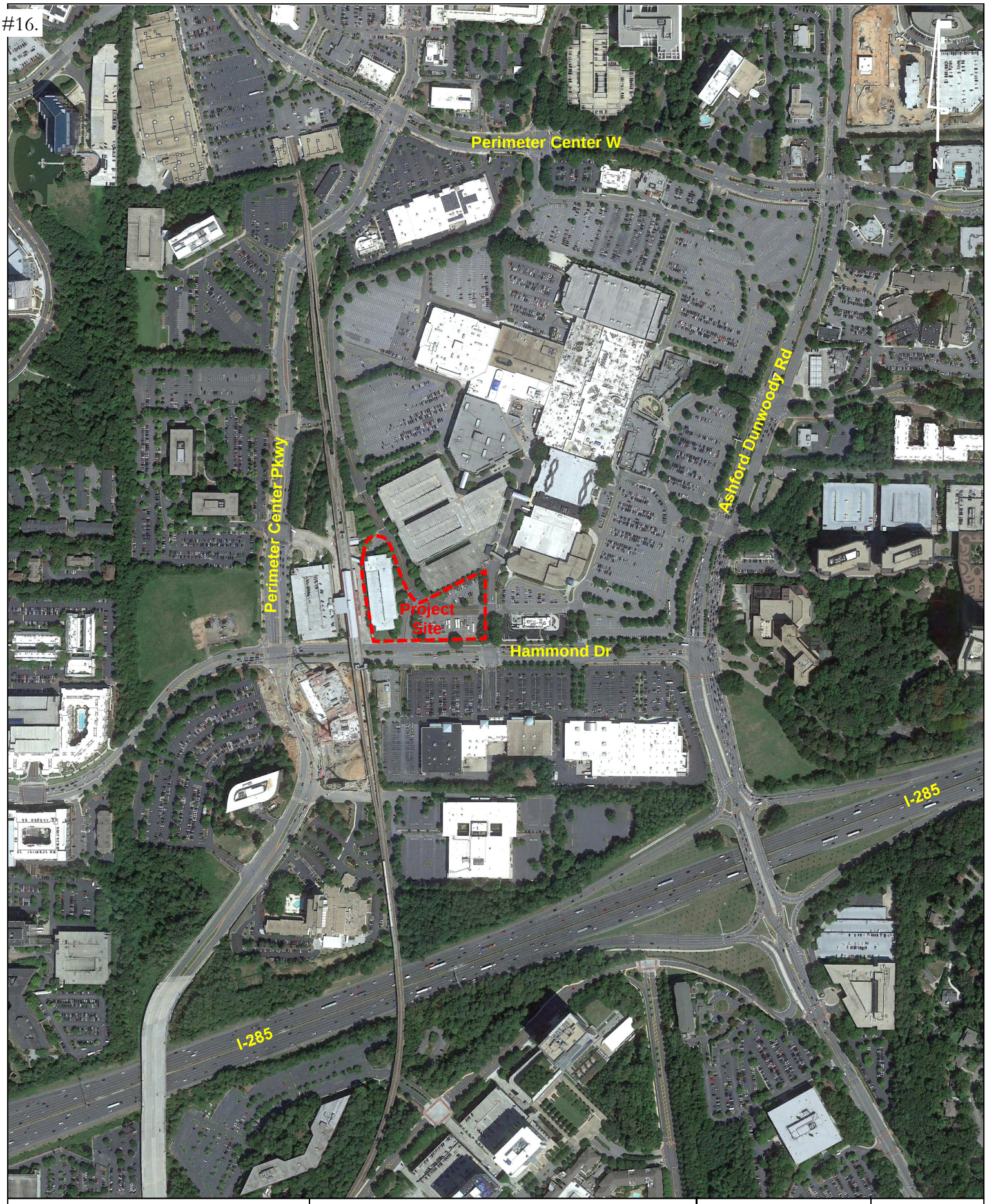
The study area consists of the following existing intersections:

1. Hammond Drive @ Mall Driveway 1 / Old Navy Shopping Center Driveway (signalized)
2. Hammond Drive @ Mall Driveway 2 / Old Navy Shopping Center Driveway (West) (unsignalized)
3. Mall Loop Road @ Mall Driveway 2 (unsignalized)
4. Hammond Drive @ Perimeter Center Parkway (signalized)
5. Perimeter Center Parkway @ Perimeter Center West (signalized)
6. Ashford Dunwoody Road @ Perimeter Center West (signalized)
7. Ashford Dunwoody Road @ Hammond Drive (signalized)
8. Ashford Dunwoody Road @ I-285 WB Ramps (signalized)
9. Ashford Dunwoody Road @ I-285 EB Ramps (signalized)

This analysis considers Hammond Drive and Perimeter Center West as having an east-west orientation, and Perimeter Center Parkway and Ashford Dunwoody Road as having a north-south orientation.



Kimley»Horn	*Nexus at Perimeter* Traffic Impact Study	Site Location Map	Figure 1
			Page 2



Kimley»Horn	***Nexus at Perimeter*** **Traffic Impact Study**	**Site Aerial - 1**	**Figure 2**
			Page 3

Kimley»Horn	***Nexus at Perimeter*** **Traffic Impact Study**	**Site Aerial - 2**	**Figure 3**
			Page 4

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3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

Hammond Drive is a five-lane divided roadway with turn lanes east of Perimeter Center Parkway and a four-lane roadway with turn lanes west of Perimeter Center Parkway with a posted speed limit of 35 MPH. GDOT counts taken just east of Perimeter Center Parkway indicate a 2015 AADT of 16,300 vehicles per day.

Perimeter Center Parkway is a four-lane divided roadway with turn lanes and with a posted speed limit of 35 MPH. There are no GDOT count stations along Perimeter Center Parkway.

Perimeter Center West is a four-lane divided roadway with turn lanes and with a posted speed limit of 35 MPH. GDOT counts taken just east of Perimeter Center Parkway indicate a 2015 AADT of 28,500 vehicles per day.

Ashford Dunwoody Road is an eight-lane divided roadway with turn lanes and with a posted speed limit of 45 MPH. GDOT counts taken north of Hammond Drive indicate a 2015 AADT of 49,400 vehicles per day.

Vehicle peak hour turning movement counts during the AM period (7:00 AM to 10:00 AM) and the PM period (4:00 PM to 7:00 PM) were performed on Wednesday, September 14, 2016, at most of the study intersections. The turning movement counts during PM period (4:00 PM to 7:00 PM) for the intersection of Mall Loop Road at Mall Driveway 2 (Intersection 3) was performed on March 15, 2016. The counts are provided in Appendix D. **Figure 4** illustrates the Existing 2016 peak hour volumes.

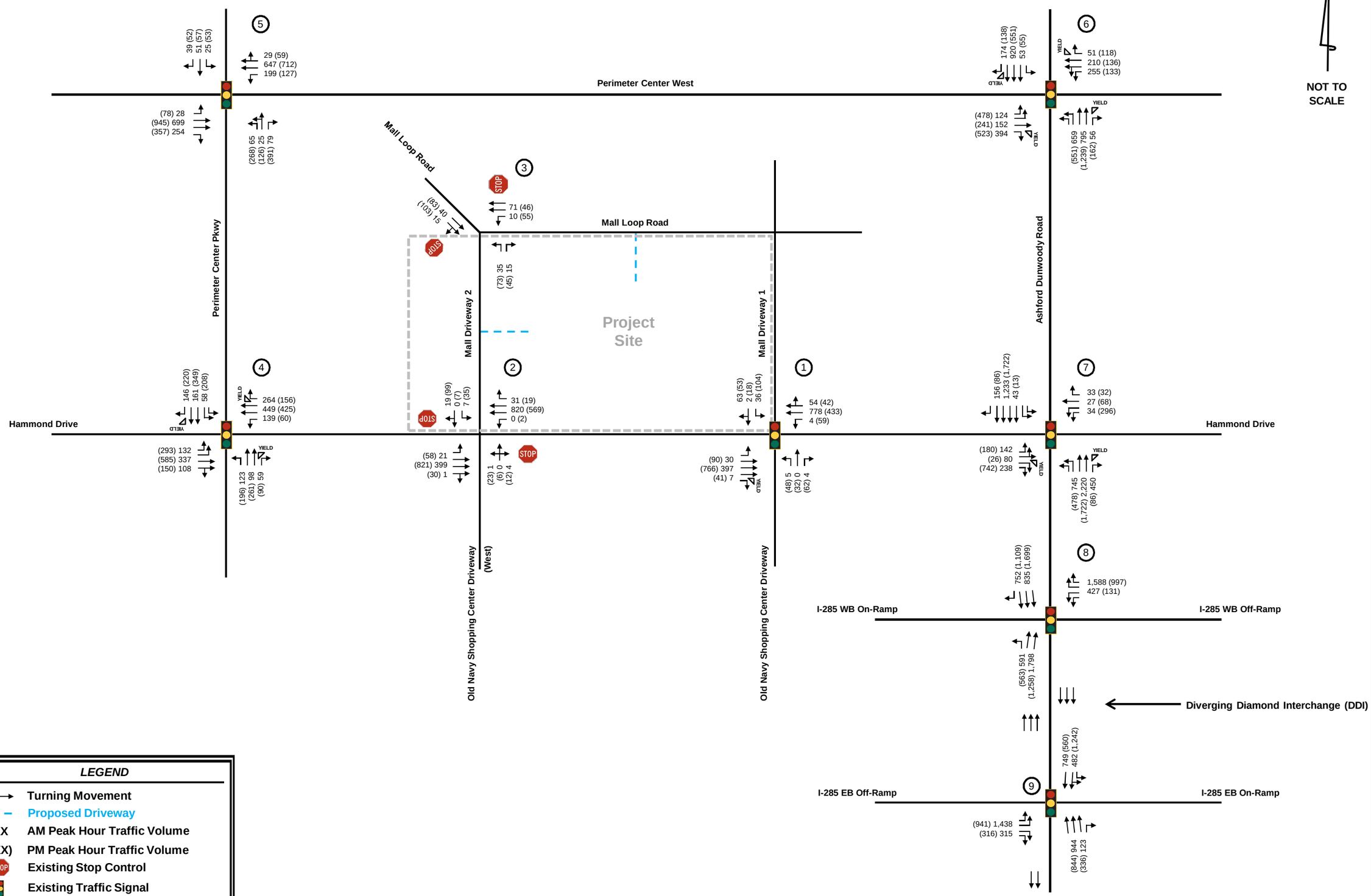

Figure 4

Existing 2016 Traffic Conditions

Nexus at Perimeter
Traffic Impact Study

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4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed project. The Existing 2016 peak hour traffic volumes were increased by 1.0% per year for three (3) years to account for the expected background growth in traffic to 2019. Additionally, the additional traffic associated with the following development was also added to the 2019 analysis:

- State Farm Phase I (currently under construction)

Figure 5 illustrates the Projected 2019 No-Build traffic volumes (which does not include traffic associated with the proposed *Nexus at Perimeter* development).

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The ARC's Transportation Improvement Program (TIP), Atlanta Region's Plan, GDOT Statewide TIP (STIP), Regional Transportation Program (RTP), GDOT's Construction Work Program, and City of Dunwoody's Comprehensive Transportation Plan (CTP) were researched for currently programmed transportation projects within the vicinity of the proposed development. Six (6) major projects were identified:

1. ***Atlanta Region's Plan* project FN-298** is a programmed project to upgrade ITS within the Perimeter Center are in the City of Sandy Springs.
2. ***Atlanta Region's Plan* project AR-957A** is a programmed project to reconstruct the I-285/SR 400 interchange.
3. ***PCID Perimeter Center Parkway Streetscapes*** is a programmed project that will incorporate major infrastructure improvements to move traffic more efficiently and enhance pedestrian safety along Perimeter Center Parkway from Hammond Drive to Perimeter Center West.
4. ***Proposed East-West Connector*** is a project to construct a new road between Peachtree Dunwoody Road and Perimeter Center Parkway south of and parallel to Hammond Drive.
5. ***Proposed Westside Connector*** is a proposed Goldkist Road extension from Perimeter Center Parkway to I-285 EB ramps at Ashford Dunwoody Road. The proposed tunnel will connect the ramp to Goldkist Road under Ashford Dunwoody Road.
6. ***Hammond Drive Corridor Study*** is a proposed Hammond Drive widening from Ashford Dunwoody Road into the City of Sandy Springs. The City of Dunwoody is conducting the study.

Fact sheets for the future roadway/intersection projects are included in Appendix E.

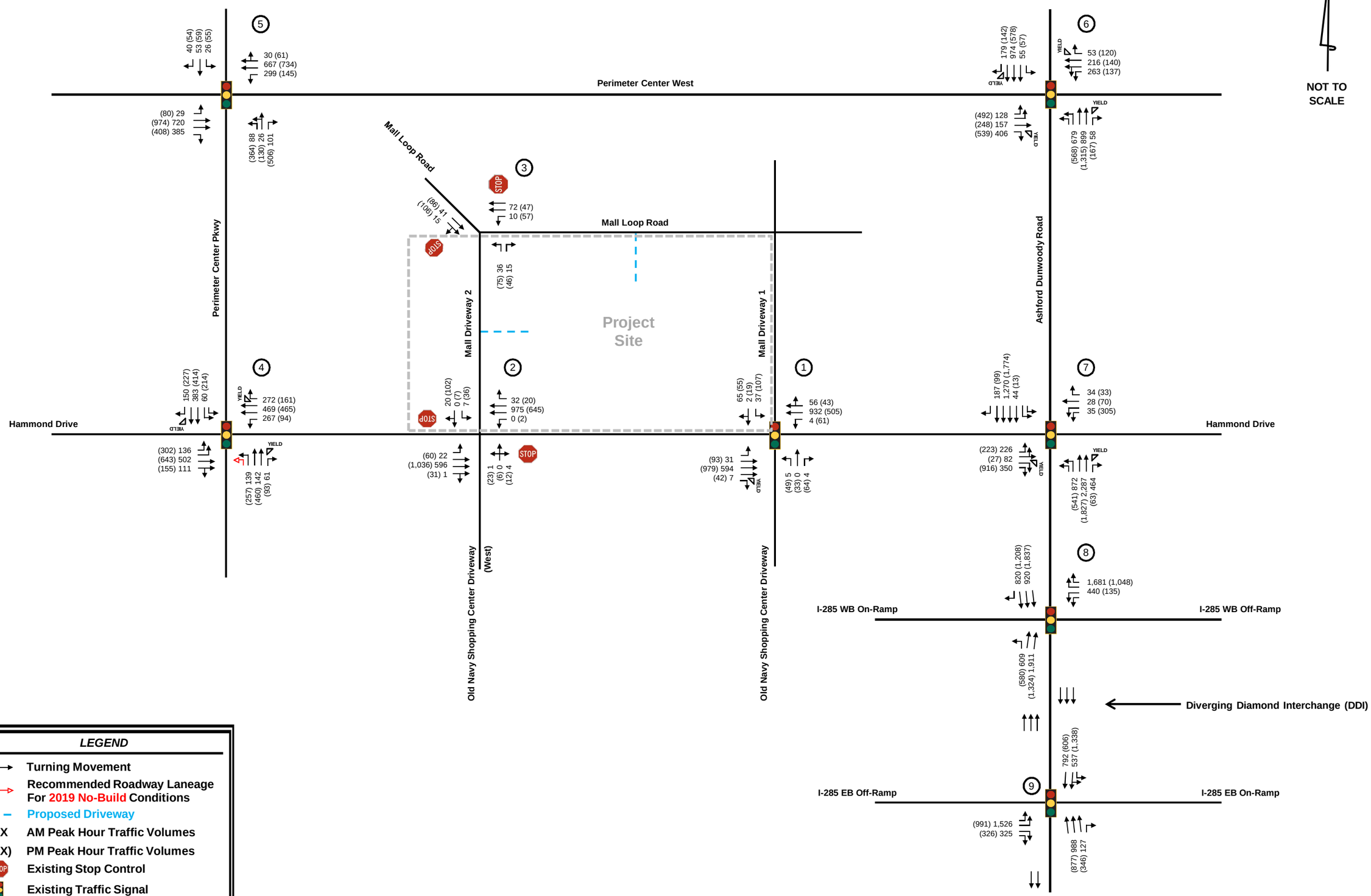

Figure 5

Projected 2019 No-Build Traffic Conditions

Nexus at Perimeter Traffic Impact Study

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5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing 457,000 SF of office, 5,000 SF of retail, and 8,000 SF of restaurant.

5.1 PROJECT SITE ACCESS

Access to the proposed *Nexus at Perimeter* development will be provided at three (3) locations, which is shown on the site plan in Appendix A. A brief description of each vehicle access location follows:

1. Mall Driveway 1 - an existing signalized full-movement driveway along Hammond Drive located approximately 550 feet west of Ashford Dunwoody Road.
2. Mall Driveway 2 - an existing unsignalized full-movement driveway approximately 400 feet west of Mall Driveway 1.
3. Mall Driveway 3 - an existing signalized full-movement driveway along Perimeter Center Parkway located approximately 1,000 feet north of Hammond Drive.

See the referenced site plan in Appendix A for a visual representation of vehicular access and circulation throughout the proposed site.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Ninth Edition, 2012. The trip generation was calculated assuming 457,000 SF of general office (Land Use 710), 5,000 SF of retail (Land Use 820), and 8,000 SF of restaurant (Land Use 932). **Table 1** summarizes the trip generation for the proposed development under full build-out (year 2019).

Table 1: Project Trip Generation Summary

Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
General Office (457,000 SF)	*710*	2,083	2,083	568	77	100	490
Shopping Center (5,000 SF)	*820*	484	484	16	9	39	42
High-Turnover (Sit-Down) Restaurant (8,000 SF)	*932*	509	509	47	39	47	32
Mixed-Use Reduction		*-401*	*-401*	*-33*	*-33*	*-31*	*-31*
Alternative Mode Reduction (25%)		*-669*	*-669*	*-150*	*-23*	*-40*	*-134*
Total New Trips		**2,006**	**2,006**	**448**	**69**	**115**	**399**

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 11.2% daily, 8.7% for the AM peak hour, and 8.3% for the PM peak hour as a result of the anticipated interaction between the office and restaurant land uses within the proposed development.

Due to the proximity of the *Nexus at Perimeter* development to a local transit station (Dunwoody MARTA Station), a 25% reduction in trips was assumed for the future development.

No pass-by reductions were taken in order to present a more conservative analysis.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts.

Figure 6 illustrates the Projected 2019 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for all intersections and driveways within the study network.

5.3 HORIZON YEAR 2026 TRAFFIC

Projected Horizon Year 2026 traffic is defined as the expected traffic on the roadway network 10 years in the future from today. The Existing 2016 peak hour traffic volumes were increased by 1.0% per year for ten (10) years to account for the expected background growth in traffic to 2026. Additionally, the additional traffic associated with the following development was also added to the analysis:

- State Farm Phase I (currently under construction)
- Nexus at Perimeter (construction to be completed 2019)
- DRI # 1432 High Street (construction to be completed 2023)
- DRI #2501 Park Center (construction to be completed 2020)
- DRI #2567 Crown Towers (construction to be completed 2026) – also known as Goldkist

Figure 7 illustrates the Horizon Year 2026 traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for all intersections and driveways within the study network.

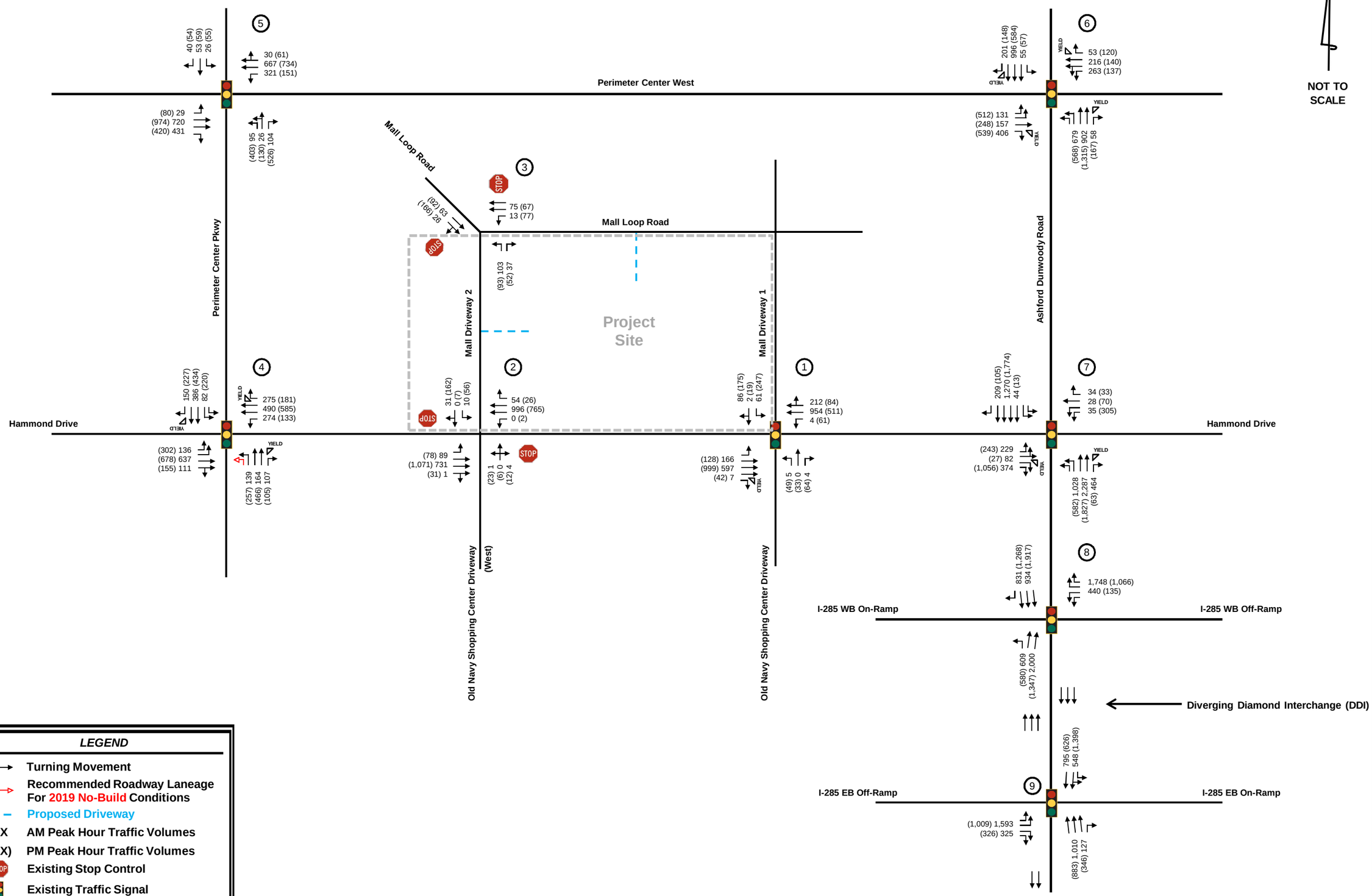

Figure 6

Projected 2019 Build Traffic Conditions

Nexus at Perimeter
Traffic Impact Study

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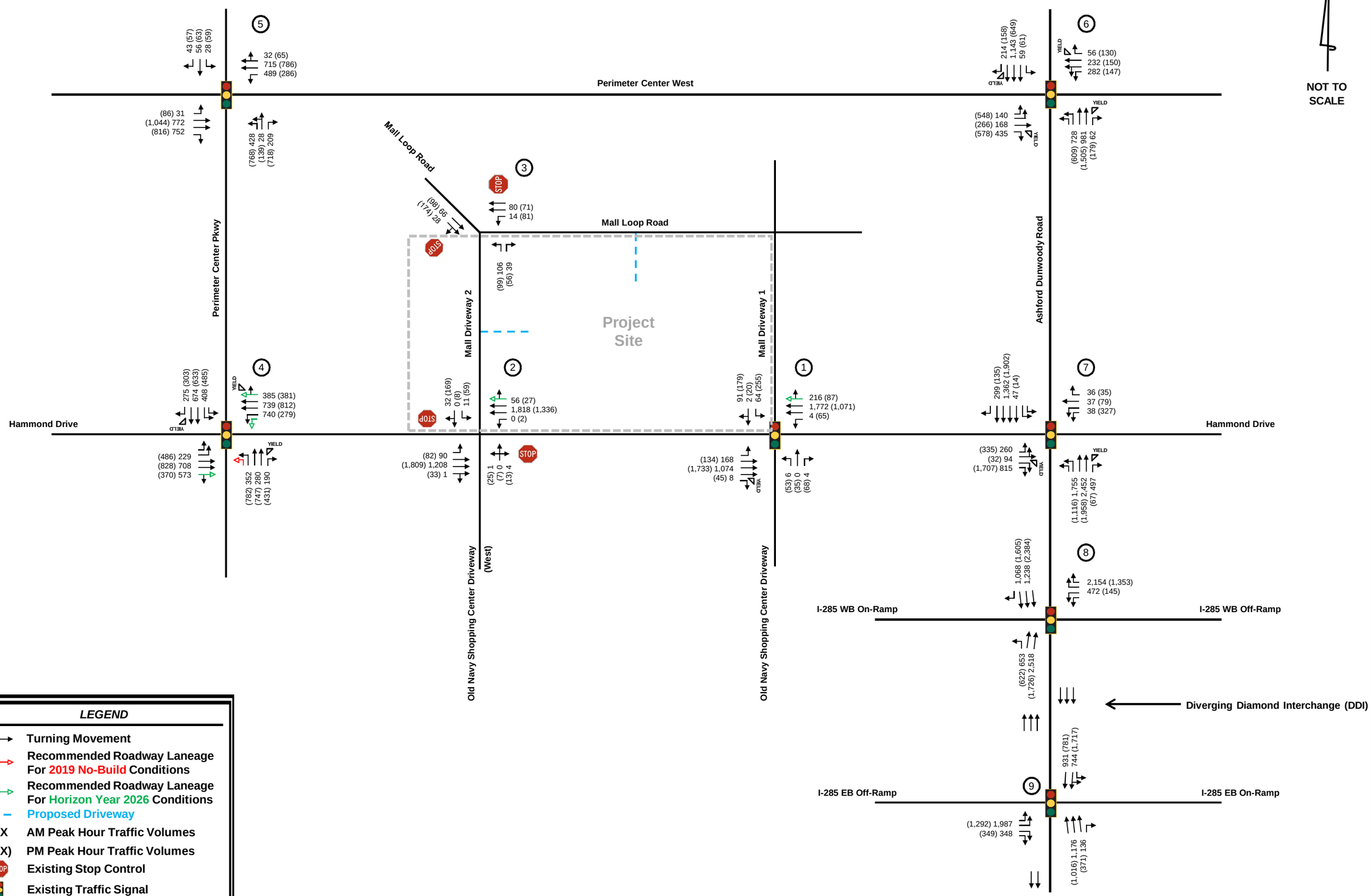

Figure 7

Horizon Year 2026 Traffic Conditions

Nexus at Perimeter
Traffic Impact Study

Kimley»Horn

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6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 9.0*. The program uses methodologies contained in the *2000 Highway Capacity Manual* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches. Levels-of-service for signalized intersections and all-way stop controlled unsignalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

In addition to the Existing 2016 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2019 No-Build traffic conditions, the Projected 2019 Build traffic conditions, and the Horizon Year 2026 traffic conditions. The results of the LOS analysis are summarized in **Table 2**. A detailed set of the analyses from *Synchro* is available in Appendix C.

The following improvement per the GRTA roadway improvement condition was applied to the Projected 2019 No-Build and the Projected 2019 Build traffic conditions:

Intersection #4: Hammond Drive @ Perimeter Center Parkway

- Construct one (1) additional northbound left-turn lane, creating dual left-turn lanes, along Perimeter Center Parkway

** Note: Above improvement is per GRTA roadway improvement condition for State Farm Phase I.*

In addition to the improvement made under the Projected 2019 No-Build and Projected 2019 Build traffic conditions, the following improvements per the GRTA roadway improvement conditions and the Hammond Drive Corridor Study Concept Plan were applied to the Horizon Year 2026 traffic conditions:

Intersection #1: Hammond Drive @ Mall Driveway 1 / Old Navy Shopping Center Driveway

- Construct one (1) additional westbound through lane and construct one (1) additional westbound receiving lane to support three (3) through lanes (per the Hammond Drive Corridor Study Concept Plan).

Intersection #2: Hammond Drive @ Mall Driveway 2 / Old Navy Shopping Center Driveway (West)

- Convert existing westbound exclusive right-turn lane into a shared through/right-turn lane (per the Hammond Drive Corridor Study Concept Plan).

Intersection #4: Hammond Drive @ Perimeter Center Parkway

- Construct one (1) additional northbound left-turn lane, creating dual left-turn lanes, along Perimeter Center Parkway (per GRTA roadway improvement conditions for State Farm Phase I).
- Construct one (1) additional westbound left-turn lane, creating dual left-turn lanes, along Hammond Drive (per GRTA roadway improvement conditions for Park Center DRI #2501).
- Construct one (1) additional eastbound through lane and construct one (1) additional eastbound receiving lane to support three (3) through lanes (per the Hammond Drive Corridor Study Concept Plan).
- Convert existing westbound exclusive right-turn lane into a shared through/right-turn lane, and construct one (1) additional westbound receiving lane to support three (3) through lanes (per the Hammond Drive Corridor Study Concept Plan).

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Table 2: Level-of-Service Summary *LOS (Delay in Seconds)*									
Intersection	**Approach**	**Existing 2016**		**Projected 2019 No-Build**		**Projected 2019 Build**		**Horizon Year 2026**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Hammond Dr @ Mall Dwy 1 / Old Navy Shopping Center Dwy (*signalized*)	Overall	A (5.9)	B (18.6)	A (5.2)	B (18.4)	A (7.2)	C (26.7)	C (24.9)	C (32.4)
2. Hammond Dr @ Mall Dwy 2 / Old Navy Shopping Center Dwy (West) (*unsignalized*)	EB Left	A (10.0)	A (9.2)	B (10.6)	A (9.4)	B (11.9)	B (10.4)	C (19.4)	B (12.5)
	WB Left	A (0.0)	A (10.0)	A (0.0)	B (11.1)	A (0.0)	B (11.3)	A (0.0)	B (14.3)
	NB	B (11.8)	F (69.4)	B (14.2)	F (153.0)	C (21.1)	F (484.5)	E (47.5)	F (394.8)
	SB	C (16.1)	C (21.3)	C (19.0)	D (27.1)	D (29.4)	F (71.5)	F (211.9)	E (45.4)
3. Mall Dwy 2 @ Mall Loop Rd (*unsignalized*)	EB	A (9.4)	B (10.1)	A (9.4)	B (10.1)	-	-	-	-
	WB	A (9.8)	B (12.7)	A (9.8)	B (12.7)	A (9.2)	E (38.0)	A (9.2)	E (38.0)
	NB	A (5.1)	A (4.5)	A (5.1)	A (4.5)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB	-	-	-	-	A (5.4)	A (3.5)	A (5.4)	A (3.5)
4. Hammond Dr @ Perimeter Center Pkwy (*signalized*)	Overall	D (39.6)	D (41.3)	D (52.2)	D (44.3)	D (52.2)	D (47.4)	F (83.5)	F (96.3)
5. Perimeter Center Pkwy @ Perimeter Center West (*signalized*)	Overall	B (18.5)	D (37.2)	C (28.3)	D (45.6)	C (31.0)	D (47.2)	D (54.5)	F (85.7)
6. Ashford Dunwoody Rd @ Perimeter Center West (*signalized*)	Overall	E (69.6)	D (44.2)	E (74.4)	D (45.2)	E (75.2)	D (46.2)	F (93.4)	D (49.6)
7. Ashford Dunwoody Rd @ Hammond Dr (*signalized*)	Overall	C (28.6)	D (46.3)	C (30.4)	E (64.8)	C (31.1)	E (67.8)	F (102.9)	F (130.0)
8. Ashford Dunwoody Rd @ I-285 WB Ramps (*signalized*)	Overall	C (24.5)	D (52.0)	D (39.2)	E (61.4)	D (51.0)	E (64.6)	F (136.7)	F (120.1)
9. Ashford Dunwoody Rd @ I-285 EB Ramps (*signalized*)	Overall	B (18.7)	B (18.6)	B (18.7)	B (19.0)	B (19.1)	B (19.1)	C (25.2)	C (20.2)

As shown in **Table 2**, all study intersections operate at acceptable LOS under the Projected 2019 No-Build and Projected 2019 Build traffic conditions. A few signalized intersections are projected to operate at failing LOS under the Horizon Year 2026 traffic conditions.

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7.0 CONCLUSION

As currently envisioned, the *Nexus at Perimeter* development will consist of approximately 457,000 SF of office, 5,000 SF of retail, and 8,000 SF of restaurant. The site is located on an existing surface parking lot between Hammond Drive, Mall Loop Road, Dunwoody MARTA Station, and Chick-fil-A in the City of Dunwoody. The study network, comprised of seven (7) existing signalized intersections and two (2) unsignalized intersections, was analyzed for following four (4) scenarios:

1. Existing 2016 Traffic Conditions
2. Projected 2019 No-Build Traffic Conditions
   a. Background traffic growth plus the traffic associated with the State Farm Phase I development and the roadway improvements per the GRTA roadway improvement conditions.
3. Projected 2019 Build Traffic Conditions
   a. Projected 2019 No-Build traffic conditions and laneage plus the traffic associated with the proposed *Nexus at Perimeter* development.
4. Horizon Year 2026 Traffic Conditions
   a. Background traffic growth plus the traffic associated with the State Farm Phase I development, High Street DRI #1432, Park Center DRI #2501, Crown Towers DRI #2567, and the proposed *Nexus at Perimeter* development with roadway improvements per the GRTA roadway improvement conditions and programmed roadway improvements along Hammond Drive.

All intersections are projected to operate at Level of Service E or better during both the AM and PM peak hours following buildout of the *Nexus at Perimeter* development.

The nature of the *Nexus at Perimeter* development will minimize its impact to traffic within the study network. One of the reasons the development is projected to have minimal impact to traffic is due to the close proximity to the Dunwoody MARTA Station. The close proximity to the Dunwoody MARTA Station provides a direct connection to using rail and bus transit to access the site as an alternative to driving.

Additionally, the development is also directly accessible to the Perimeter Mall, which further reduces the impact to traffic. The surrounding retail traffic peak is after the AM peak traffic of the proposed office development. During the PM peak, the close proximity to the surrounding retail shops will encourage mixed-use and gives options for the *Nexus at Perimeter* occupants to visit the retail shops to avoid the PM peak hour traffic on the adjacent streets.

In summary, the *Nexus at Perimeter* development can be accommodated due to the GRTA conditioned roadway improvements, programmed roadway improvements along Hammond Drive, and close proximity to the Dunwoody MARTA Station and the Perimeter Mall.

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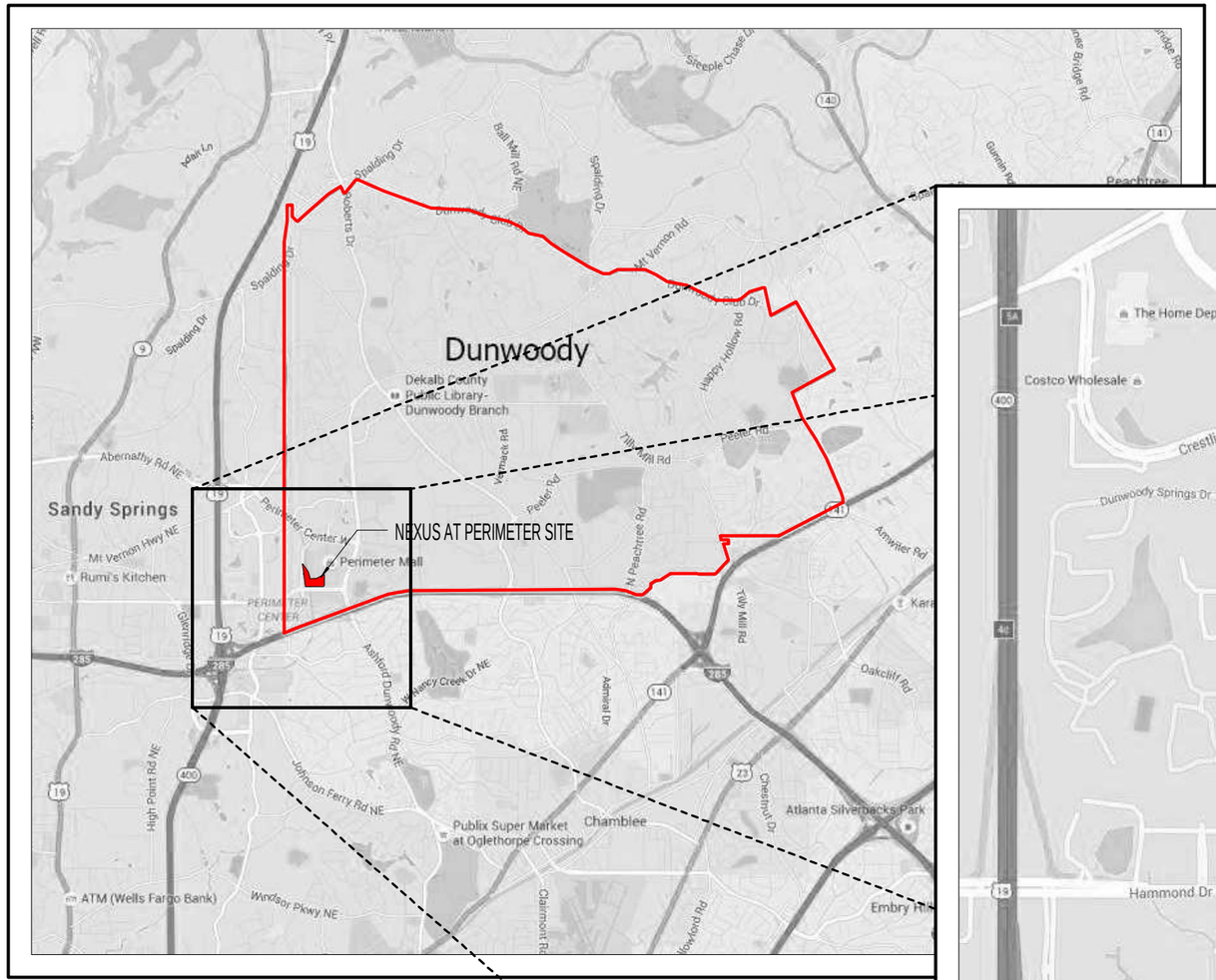
APPENDIX A

Site Plan



SITE LOCATION:

1134 HAMMOND DRIVE
DUNWOODY, DEKALB COUNTY, GEORGIA 30346

PROJECT N° 20150155 | 6/30/2016 1:20:09 PM

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CERTIFICATE NO. 021705
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01-05-16

SITE LOCATION MAPS

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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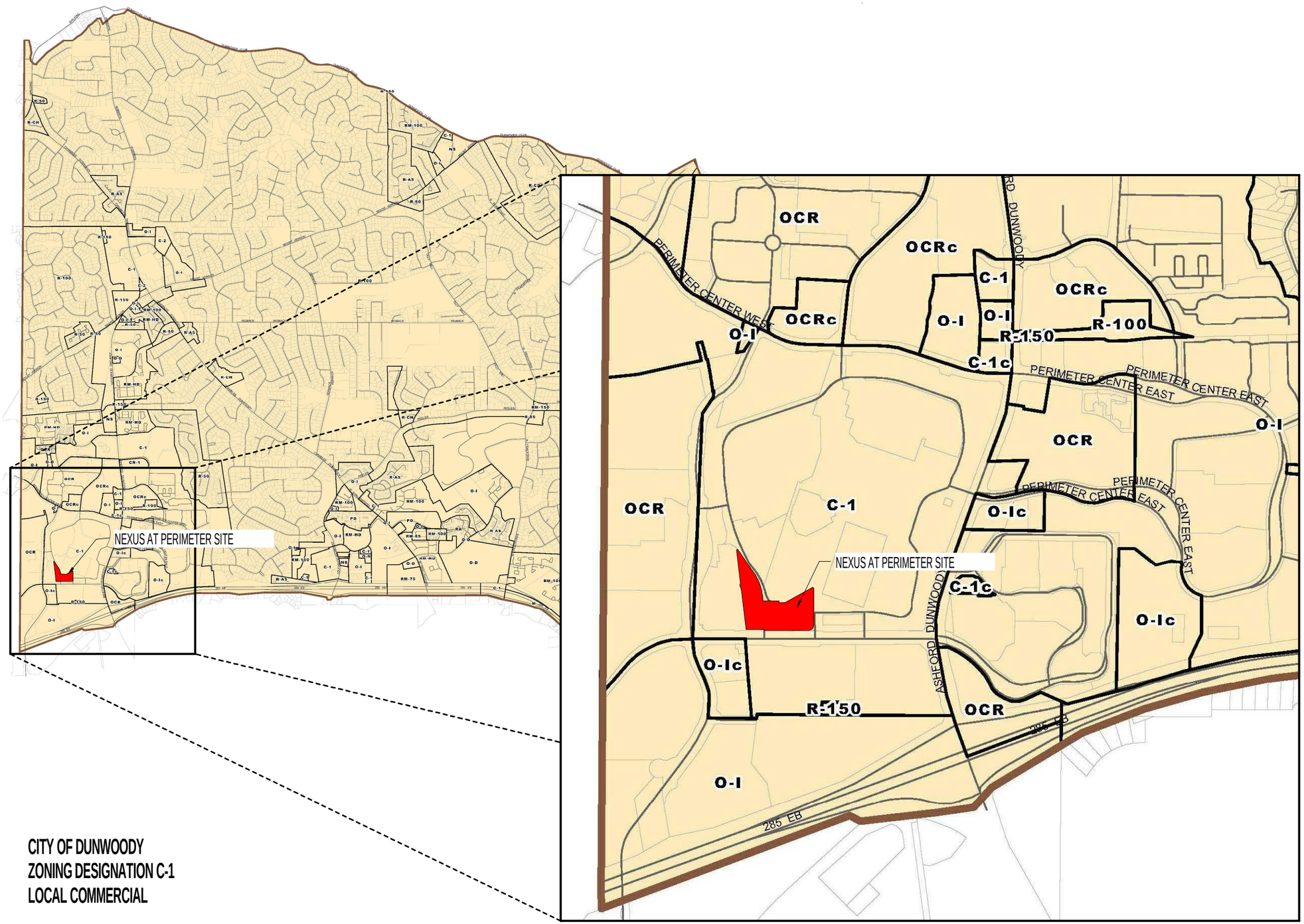

CITY OF DUNWOODY
ZONING DESIGNATION C-1
LOCAL COMMERCIAL

PROJECT N° 20150155 | 6/30/2016 1:56:32 PM

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MICHAEL SEAN MCLENDON
CERTIFICATE NO. 18170
REGISTERED ARCHITECT
01-05-16

ZONING MAP

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

01	SECTION 27-73 TO ENCROACH THE FRONT YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING AND EXISTING 600-CAR PARKING GARAGE
02	SECTION 27-73 TO ENCROACH IN THE SIDE YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING.
03	SECTION 27-73 TO ENCROACH THE REAR YARD SETBACK FOR THE CONSTRUCTION OF A TWENTY STORY BUILDING.
04	SECTION 27-73 TO ENCROACH THE SIDE YARD SETBACK FOR AN EXISTING 600-CAR PARKING GARAGE
05	SECTION 27-73 TO ENCROACH THE SIDE YARD SETBACK FOR AN EXISTING PARKING GARAGE

LEGEND

- ENCROACHMENT
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- SETBACK

PROPOSED PROPERTY LINE
20' - 0" SIDEYARD
EXISTING PROPERTY LINE
20' - 0" SIDEYARD
6' - 9"
04
04
PROPOSED PROPERTY LINE
MARTA - DUNWOODY STATION
EXISTING 600-CAR PARKING GARAGE
20' - 0" SIDEYARD
COVERED WALKWAY
05
03
03
6' - 9"
EXISTING MALL PARKING GARAGE
ADJACENT PROPERTY SIDEYARD 20' - 0"
PROPOSED PROPERTY LINE
10' - 0"
6' - 9"
SETBACK LINES
20' - 0" SIDEYARD
SIDEWALK
10' - 9"
03
02
PROPOSED PROPERTY LINE
30' - 0" REARYARD
3.94 ACRES
SIDEWALK
PERIMETER MALL
EXISTING PROPERTY LINE
PEDESTRIAN BRIDGE
PROPOSED 20 STORY BUILDING
NEXUS
AT PERIMETER
50 FT FRONTYARD SETBACK BASED ON FUTURE HAMMOND DRIVE.
CHICK-FIL-A
9' - 1"
01
01
38' - 5"
50' - 0" FRONTYARD
PROPOSED PROPERTY LINE
12' - 5"
522' - 8" FRONTAGE
34' - 0"
129' - 0" R.O.W. WIDTH
EXISTING PROPERTY LINE
NEW HAMMOND R.O.W.
HAMMOND DRIVE
R.O.W. ALLOCATION FOR HAMMOND DR EXPANSION
MINIMUM DIMENSION TO EDGE OF CURB FROM FACE OF BUILDING
NORTH
0 10' 25' 50' 100' 200'

PROJECT N° 20150155 | 6/30/2016 2:09:48 PM

SITE VARIANCE DIAGRAM

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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CITY OF DUNWOODY MUNICIPAL CODE
ZONING DISTRICT: C-1 LOCAL COMMERCIAL

SITE DATA:		REQUIRED	PROVIDED	VARIANCE REQUESTED
L1	SITE AREA	20,000 SF	178,161 SF	NO
L1	SITE AREA AFTER RIGHT OF WAY EXPANSION	20,000 SF	171,435 SF (3.94 ACRES)	NO
L2	MINIMUM LOT FRONTAGE	100'-0"	522'-8"	NO
S1	FRONT YARD SETBACK	50'-0"	25'-6"	YES
S2	SIDE, INTERIOR SETBACK	20'-0"	10'-9"	YES
S3	REAR YARD SETBACK	30'-0"	8'-6"	YES
S1	FRONT YARD AFTER RIGHT OF WAY EXPANSION	50'-0"	12'-5"	YES
C	MAXIMUM LOT COVERAGE	80% MAX	72.44%	NO
	MAXIMUM LOT COVERAGE AFTER R.O.W. EXPANSION	80% MAX	71.71%	YES
	MAX BUILDING HEIGHT (STORIES / FT.)	3 / 35'-0"	20 / 300'-0"	NO
	MAX BUILDING FLOOR AREA	NA	469,637 SF	

BUILDING DATA:	
OFFICE AREA GROSS LESS RETAIL AND RESTAURANT AREAS	430,441-SF
RETAIL AREA	4,797-SF
RESTAURANT AREA	8,000-SF
BUILDING HEIGHT (PROPOSED)	249'-6" | VARIANCE REQUEST: 305'-0"
NUMBER OF STORIES	20 TOTAL (15 OFFICE) (5 PARKING) (1 LOBBY LEVEL SHARED OFFICE AND PARKING)

LOT COVERAGE:	
TOTAL SITE AREA	178,161-SF
NEXUS BUILDING FOOTPRINT	55,026-SF
PARKING DECK FOOTPRINT (EXISTING)	40,283-SF
DRIVES / SIDEWALKS / BIKE LANES	33,746-SF
TOTAL IMPERVIOUS AREA	129,055-SF
TOTAL OPEN AREA	49,106-SF
PERCENTAGE IMPERVIOUS AREA	72.44%
FUTURE RIGHT OF WAY EXPANSION SECTION:	
REDUCED SITE AREA AFTER RIGHT OF WAY EXPANSION	171,435-SF
NEXUS BUILDING FOOTPRINT	55,026-SF
PARKING DECK FOOTPRINT (EXISTING)	40,283-SF
DRIVES / SIDEWALKS / BIKE LANES	27,628-SF
TOTAL IMPERVIOUS AREA	122,937-SF
TOTAL OPEN AREA	48,498-SF
PERCENTAGE IMPERVIOUS AREA AFTER R.O.W EXPANSION	71.71%

PARKING CALCULATIONS:

			RATIO	REQUIRED PARKING CURRENT ORDINANCE
OFFICE AREA	430,441	GSF	3.3/1000	1,421 SPACES
RETAIL AREA	4,797	GSF	4.0/1000	20 SPACES
RESTAURANT AREA	8,000	GSF	6.67/1000	54 SPACES
TOTAL BUILDING AREA	443,441	GSF	SUBTOTAL	1,495 SPACES
LESS 25% REDUCTION FOR MARTA PROXIMITY				(373) SPACES
TOTAL REQUIRED PARKING (ZONING)				1,122 SPACES

PARKING (NEW GARAGE UNDER OFFICE BLDG)	767 SPACES
PARKING (EXISTING GARAGE)	600 SPACES
SUBTOTAL	1367 SPACES
LESS MALL SURFACE SPACES RELOCATING TO EXISTING GARAGE	(140) SPACES
TOTAL SPACES PROVIDED	**1227 SPACES**

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA016
REGISTERED ARCHITECT
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SITE AND BUILDING DATA

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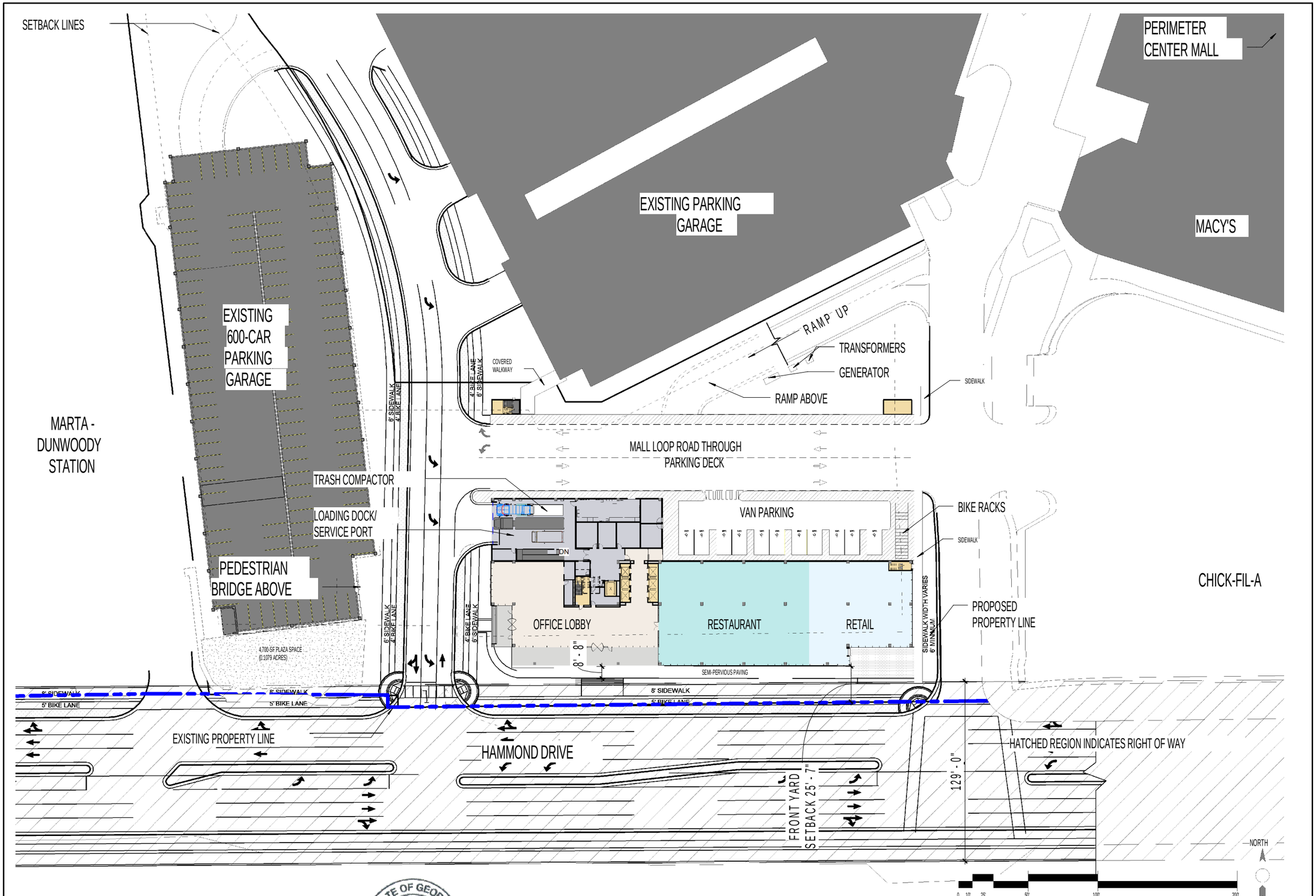

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GROUND LEVEL SITE PLAN

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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#16.

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MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA7106
REGISTERED ARCHITECT
01-05-16

AERIAL SITE VIEWS

TRANSWESTERN®

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

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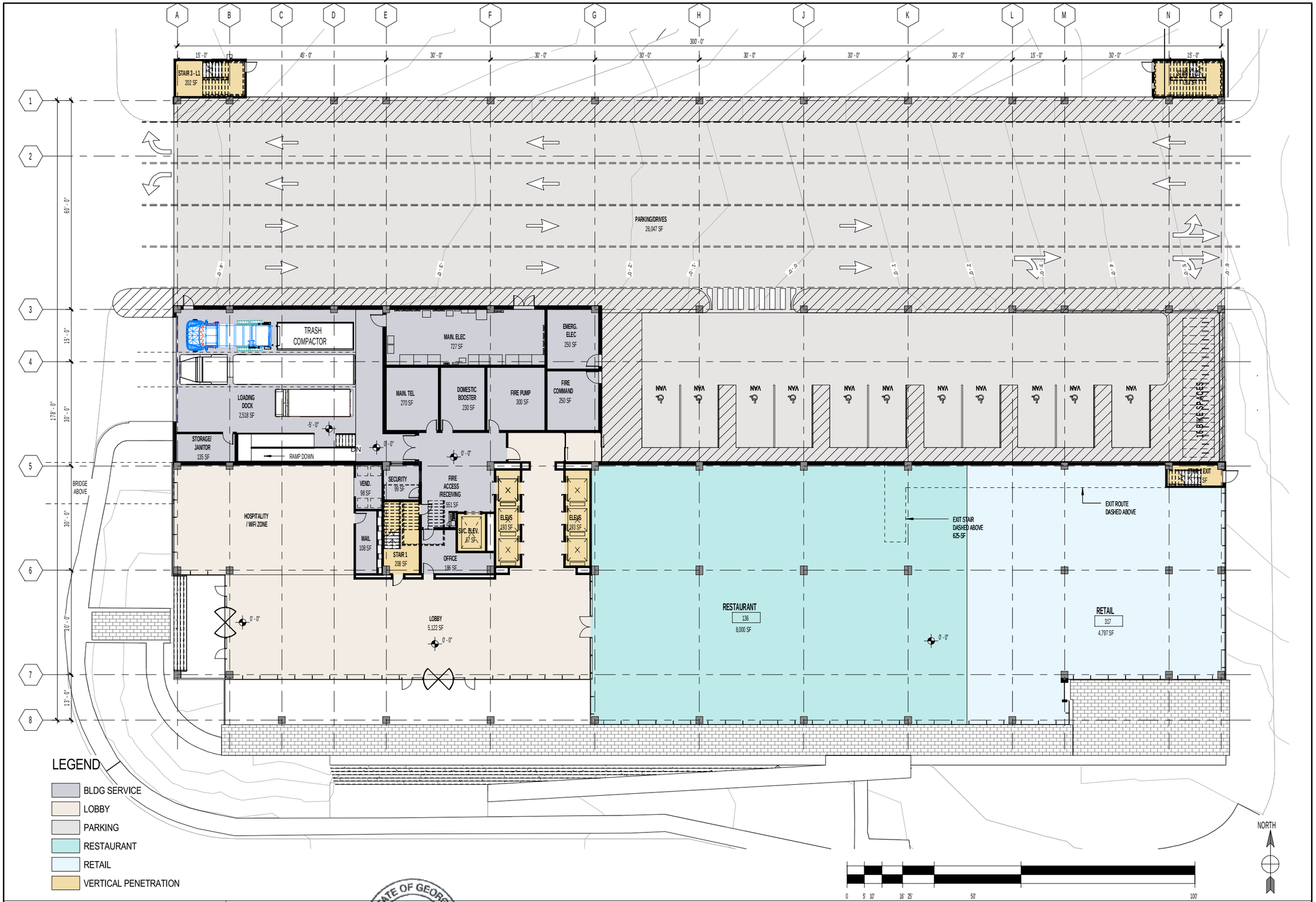

PROJECT N° 20150155 | 6/30/2016 1:18:56 PM

FLOOR PLAN - LEVEL 1 / PARKING P1

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 041706
REGISTERED ARCHITECT
01-05-16

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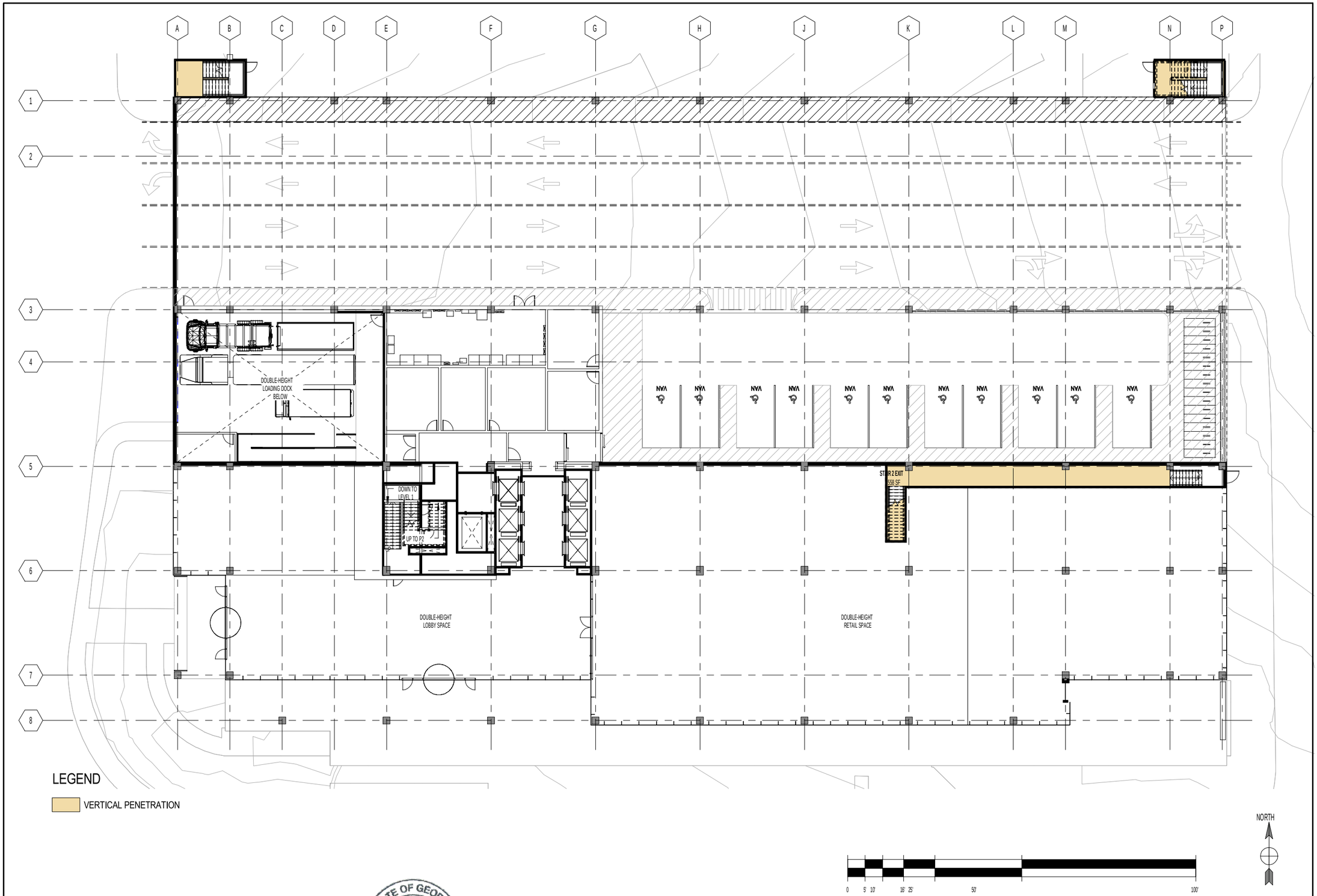

PROJECT N° 20150155 | 6/30/2016 1:19:00 PM

MEZZANINE LEVEL

TRANSWESTERN®

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. [illegible]
REGISTERED ARCHITECT
01-05-16

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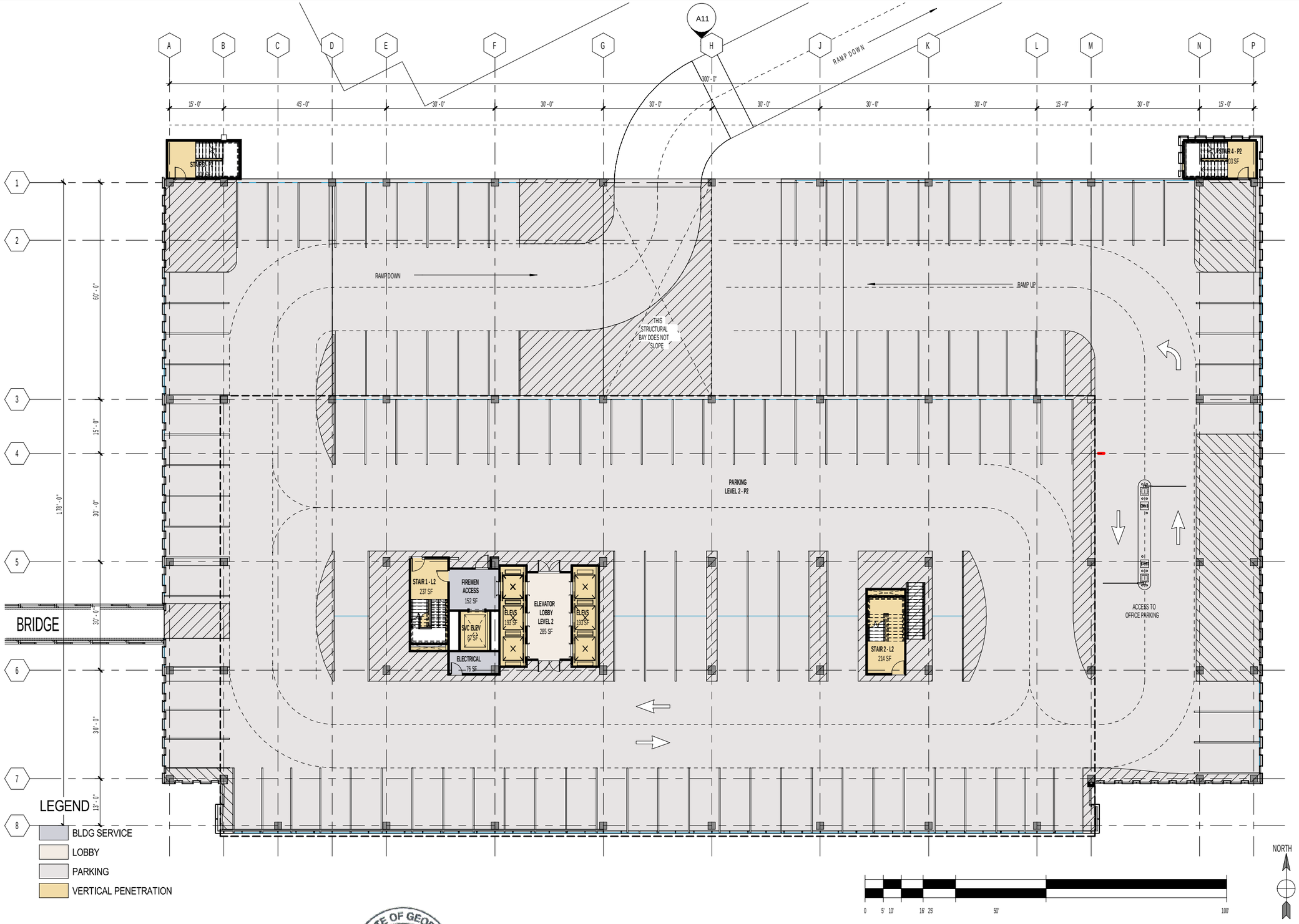

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FLOOR PLAN - PARKING LEVEL P2

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 8A1005
REGISTERED ARCHITECT
01-05-16

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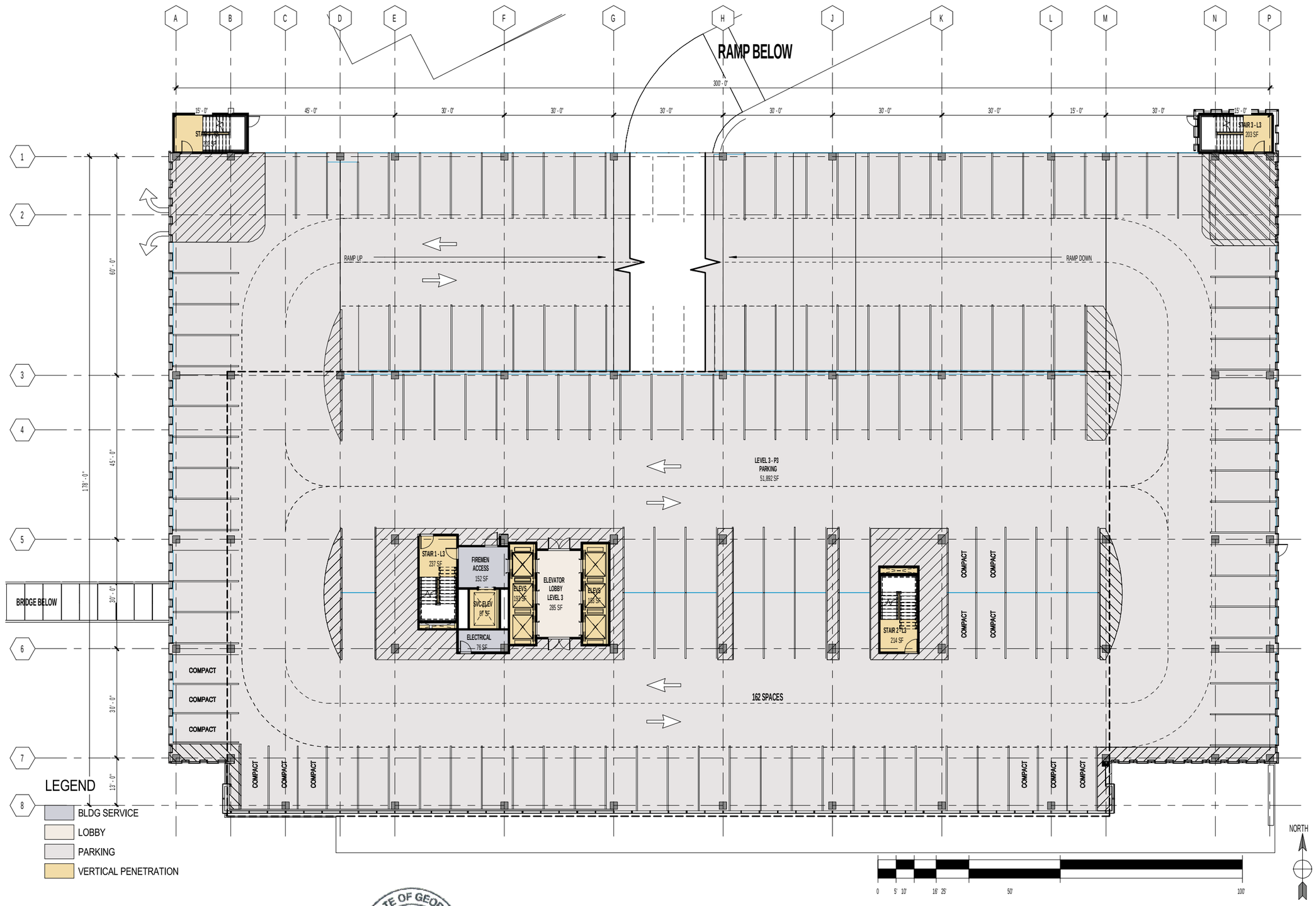

PROJECT N° 20150155 | 6/30/2016 1:19:06 PM

FLOOR PLAN - PARKING LEVELS P3, P4 & P5

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 04/7206
REGISTERED ARCHITECT
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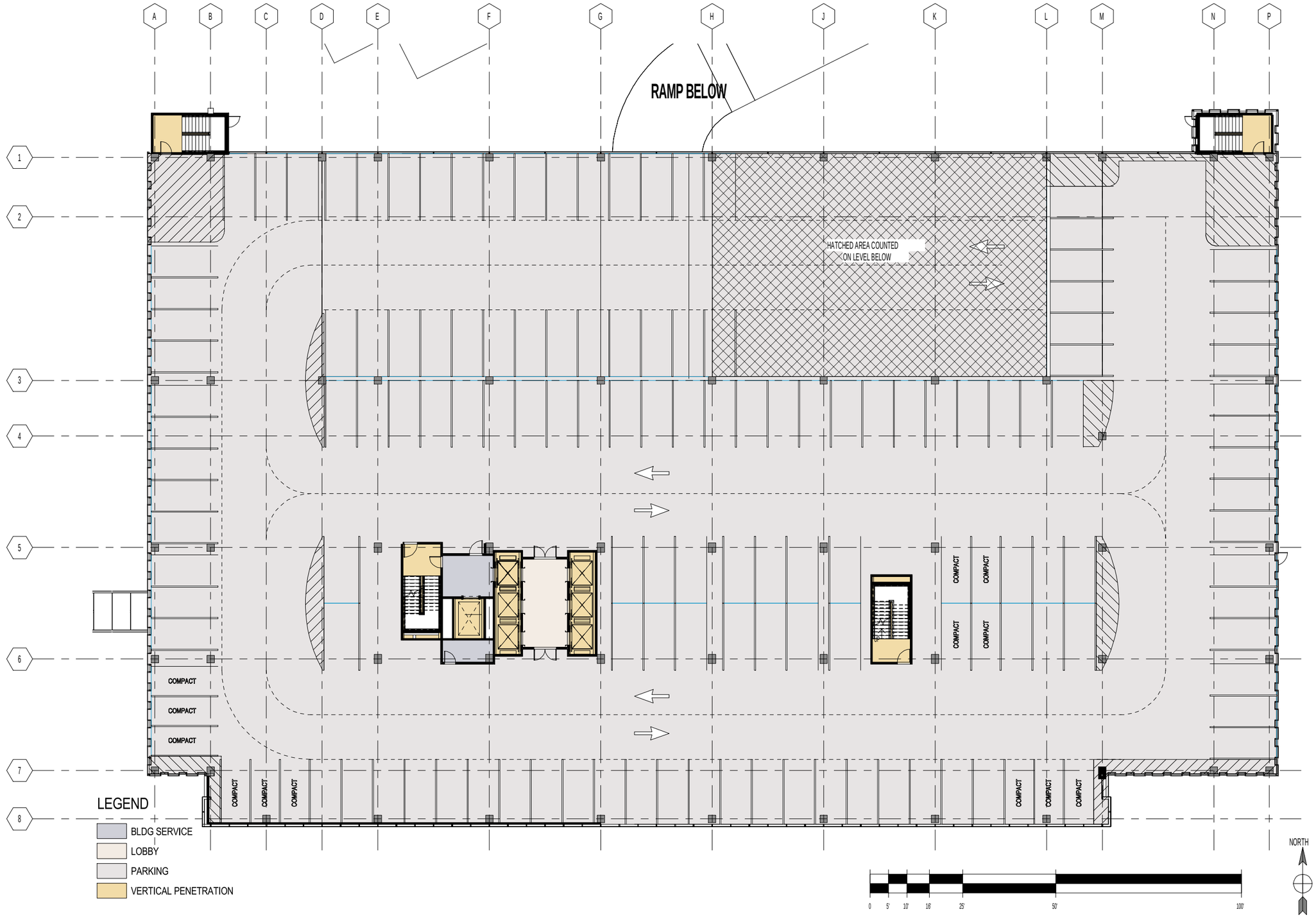

PROJECT N° 20150155 | 6/30/2016 1:30:50 PM

FLOOR PLAN - PARKING LEVEL P6

TRANSWESTERN®

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 18170
REGISTERED ARCHITECT
01-05-16

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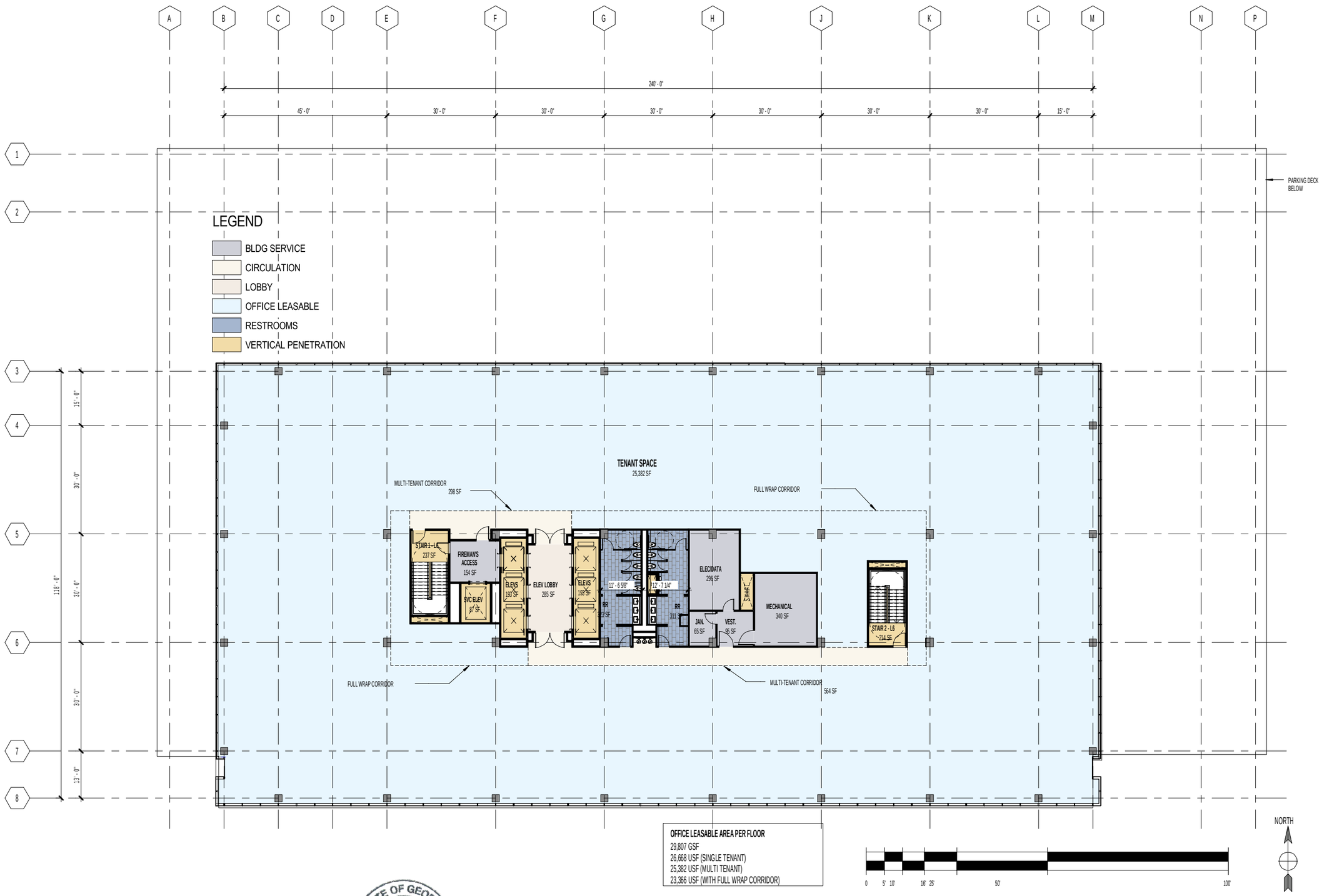

OFFICE LEASABLE AREA PER FLOOR

29,807 GSF
26,668 USF (SINGLE TENANT)
25,382 USF (MULTI TENANT)
23,366 USF (WITH FULL WRAP CORRIDOR)

PROJECT N° 20150155 | 6/30/2016 1:19:13 PM

TYPICAL OFFICE - LEVELS 2-15

TRANSWESTERN®

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

COOPER CARRY

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 847106
REGISTERED ARCHITECT
07-06-16

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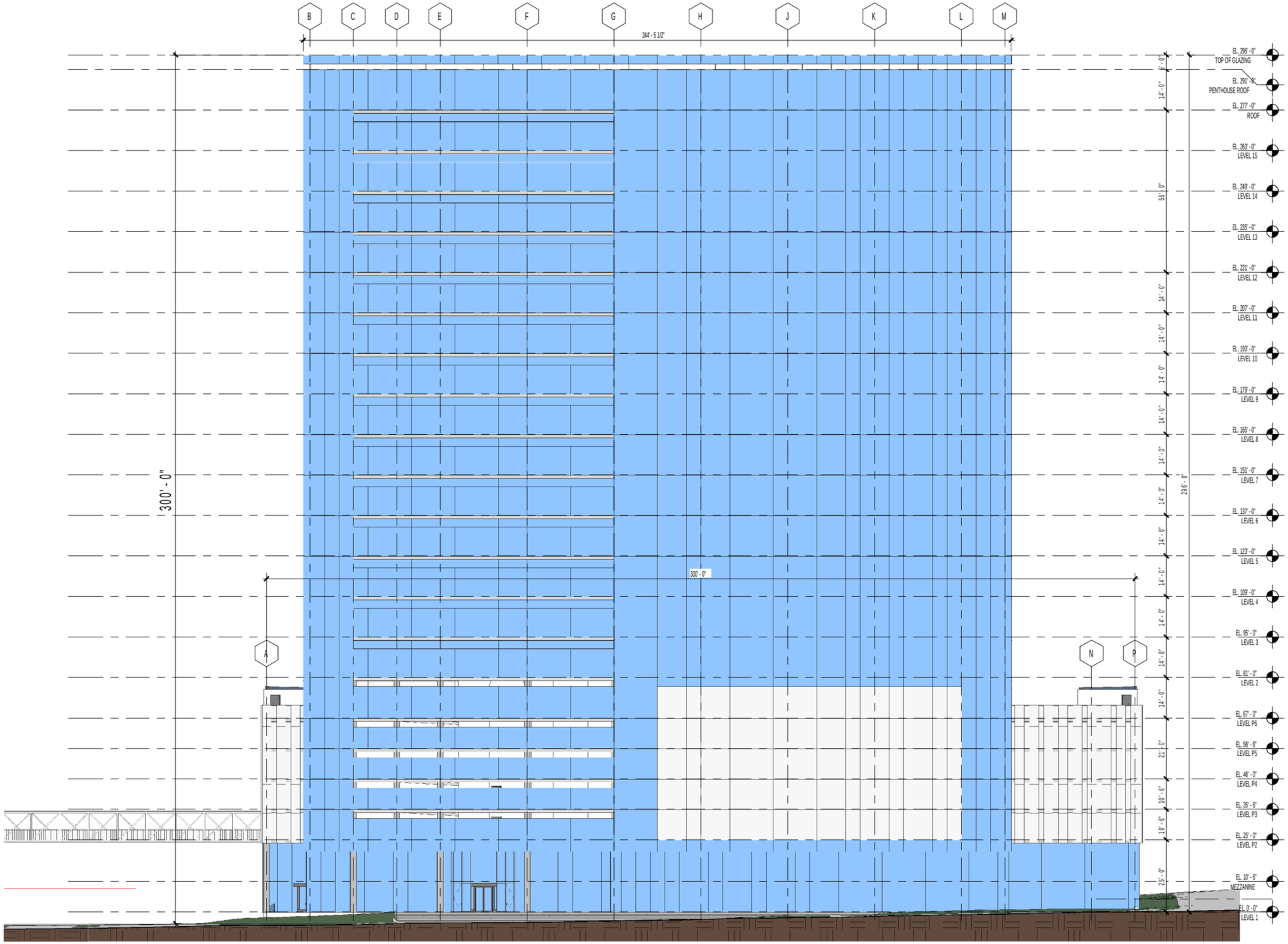

1 / A10 ELEVATION - SOUTH

SCALE: 3/64" = 1'-0"

PROJECT N° 20150155 | 6/30/2016 1:19:26 PM

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 8A1009
REGISTERED ARCHITECT
01-05-16

ELEVATION - SOUTH

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

TRANSWESTERN®

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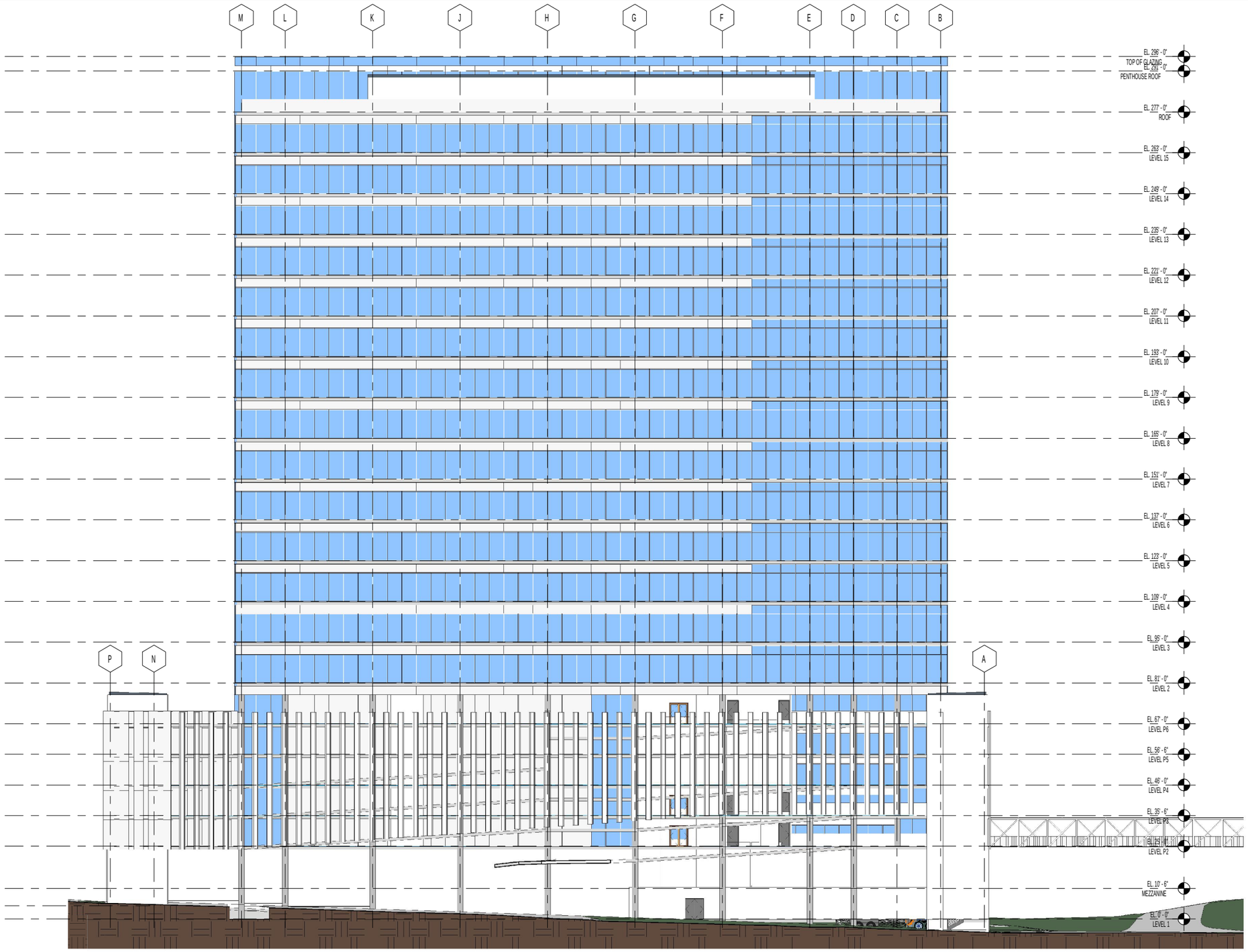

1
A11

ELEVATION - NORTH

SCALE: 3/64" = 1'-0"

PROJECT N° 20150155 | 6/30/2016 1:19:38 PM

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 847106
REGISTERED ARCHITECT
01-05-16

ELEVATION - NORTH

TRANSWESTERN®

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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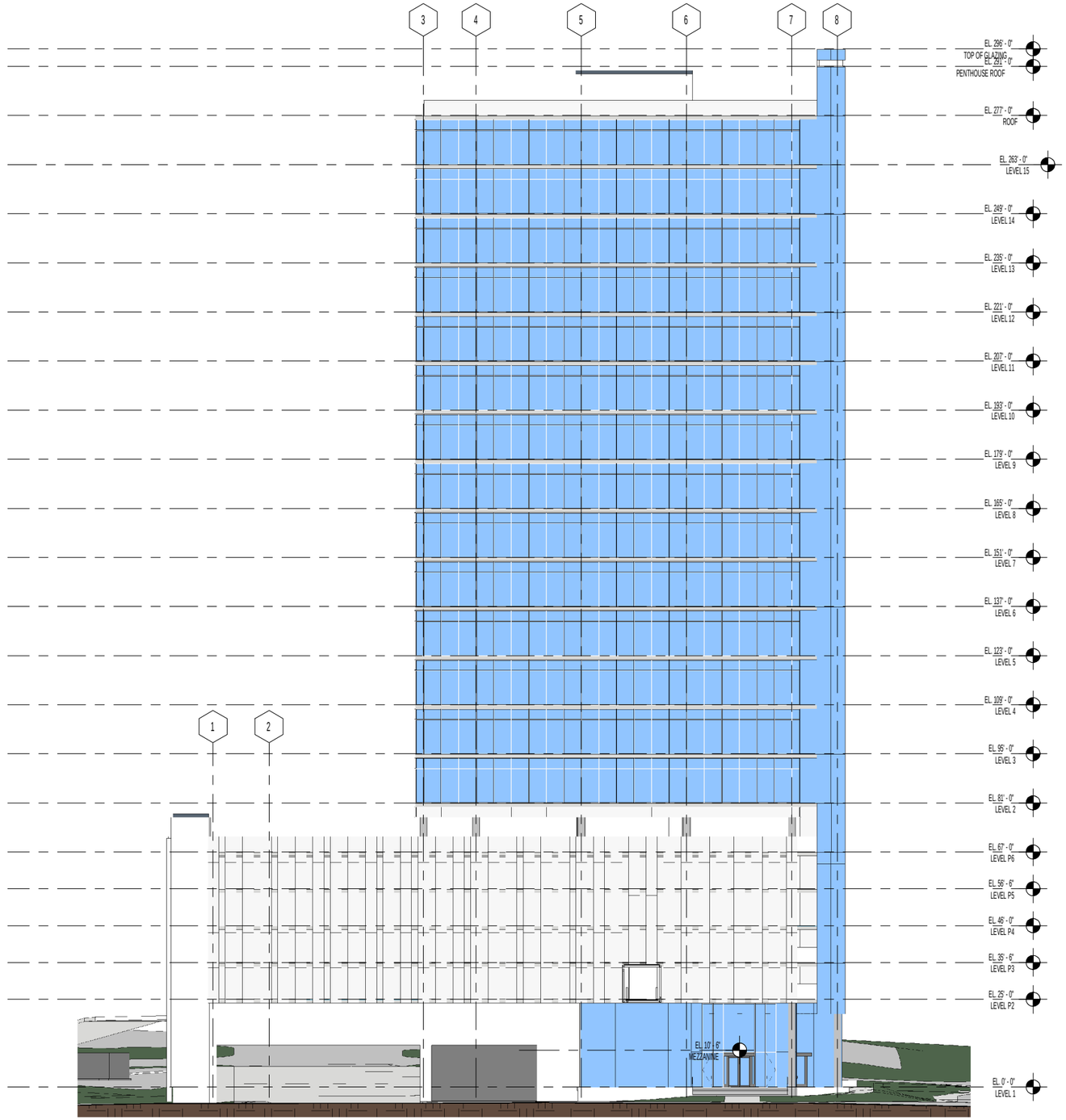

1
A12
ELEVATION - WEST
SCALE: 3/64" = 1'-0"

PROJECT N° 20150155 | 6/30/2016 1:19:46 PM

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. RA7306
REGISTERED ARCHITECT
01-05-16

ELEVATION - WEST

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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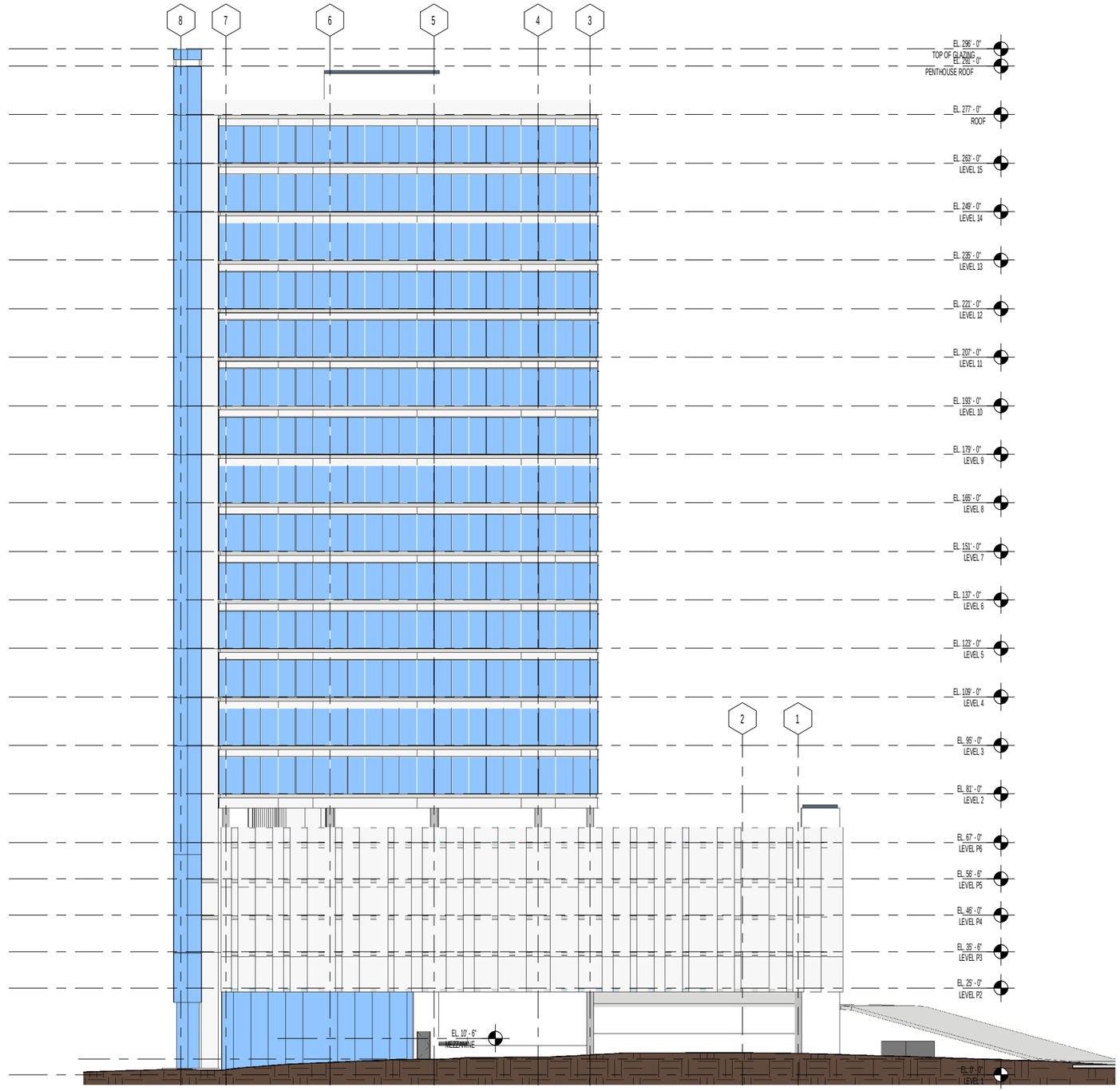

1 / A13 ELEVATION - EAST

SCALE: 3/64" = 1'-0"

PROJECT N° 20150155 | 6/30/2016 1:19:57 PM

STATE OF GEORGIA
MICHAEL SEAN MCLENDON
CERTIFICATE NO. 18[illegible]
REGISTERED ARCHITECT
01-05-16

ELEVATION - EAST

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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PERSPECTIVE VIEW

TRANSWESTERN®

NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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#16.

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AERIAL VIEW FULL SIZE

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NEXUS AT PERIMETER CENTER
DUNWOODY, GA

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Kimley»Horn

APPENDIX B

Intersection Volume Worksheets

Trip Generation Analysis (9th Ed.)
Nexus @ Perimeter
City of Dunwoody, Georgia

Land Use		Intensity		Alternate Independent Variables Available	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic											
710	General Office Building	457,000	s.f.	employees	4,166	645	568	77	590	100	490
820	Shopping Center	5,000	s.f. gross leasable area		968	25	16	9	81	39	42
932	High-Turnover (Sit-Down) Restaurant	8,000	s.f.	seats	1,018	86	47	39	79	47	32
Gross Trips					**6,152**	**756**	**631**	**125**	**750**	**186**	**564**
Office Trips					4,166	645	568	77	590	100	490
Mixed-Use Reductions					*-105*	*-31*	*-15*	*-16*	*-6*	*-2*	*-4*
Alternative Mode Reductions					*-1,015*	*-154*	*-138*	*-15*	*-146*	*-25*	*-122*
Adjusted Office Trips					3,046	460	415	46	438	73	364
Retail Trips					968	25	16	9	81	39	42
Mixed-Use Reductions					*-366*	*-10*	*-6*	*-4*	*-29*	*-16*	*-13*
Alternative Mode Reductions					*-151*	*-4*	*-3*	*-1*	*-13*	*-6*	*-7*
Pass By Reductions (Based on ITE Rates)					*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Retail Trips					451	11	7	4	39	17	22
Restaurant Trips					1,018	86	47	39	79	47	32
Mixed-Use Reductions					*-331*	*-25*	*-12*	*-13*	*-27*	*-13*	*-14*
Alternative Mode Reductions					*-172*	*-15*	*-9*	*-7*	*-13*	*-9*	*-5*
Pass By Reductions (Based on ITE Rates)					*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Restaurant Trips					515	46	26	19	39	25	13
Mixed-Use Reductions - TOTAL					*-802*	*-66*	*-33*	*-33*	*-62*	*-31*	*-31*
Alternative Mode Reductions - TOTAL					*-1,338*	*-173*	*-150*	*-23*	*-172*	*-40*	*-134*
Pass-By Reductions - TOTAL					*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips					**4,012**	**517**	**448**	**69**	**516**	**115**	**399**
Driveway Volumes					**4,012**	**517**	**448**	**69**	**516**	**115**	**399**

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INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Hammond Drive at Chick-fil-A Mall Entrance/Old Navy Shopping Center
AM PEAK HOUR

Description	Old Navy Shopping Center Northbound Left	Through	Right	Mall Entrance Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Hammond Dr Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	5	0	4	36	2	63	30	397	7	4	778	54
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	0	0	0	0	29	2	0	26	0
Heavy Vehicle %	20%	0%	25%	2%	2%	2%	2%	7%	29%	2%	3%	2%
Peak Hour Factor		0.70			0.90			0.93			0.94	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I								185			130	
2019 Background Traffic	5	0	4	37	2	65	31	594	7	4	932	56
Project Trips												
Trip Distribution IN							30%				5%	35%
Trip Distribution OUT				35%		30%		5%				
Office Trips	0	0	0	16	0	14	125	2	0	0	21	145
Trip Distribution IN							30%				5%	35%
Trip Distribution OUT				35%		30%		5%				
Retail Trips	0	0	0	1	0	1	2	0	0	0	0	2
Trip Distribution IN							30%				5%	35%
Trip Distribution OUT				35%		30%		5%				
Restaurant Trips	0	0	0	7	0	6	8	1	0	0	1	9
Total Project Trips	0	0	0	24	0	21	135	3	0	0	22	156
2019 Buildout Total	5	0	4	61	2	86	166	597	7	4	954	212
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	6	0	4	40	2	70	33	439	8	4	859	60
DRI #2501 Park Center Phase I								185			130	
DRI #2501 Park Center Phase II								47			274	
DRI #1432 High Street								350			215	
DRI #2567 Goldkist								50			272	
Nexus Project Trips	0	0	0	24	0	21	135	3	0	0	22	156
2026 Buildout Total	6	0	4	64	2	91	168	1074	8	4	1772	216

PM PEAK HOUR

Description	Old Navy Shopping Center Northbound Left	Through	Right	Mall Entrance Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Hammond Dr Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	48	32	62	104	18	53	90	766	41	59	433	42
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	1	0	19	1	0	11	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor		0.88			0.87			0.83			0.96	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I								190			59	
2019 Background Traffic	49	33	64	107	19	55	93	979	42	61	505	43
Project Trips												
Trip Distribution IN							30%				5%	35%
Trip Distribution OUT				35%		30%		5%				
Office Trips	0	0	0	127	0	109	22	18	0	0	4	26
Trip Distribution IN							30%				5%	35%
Trip Distribution OUT				35%		30%		5%				
Retail Trips	0	0	0	8	0	7	5	1	0	0	1	6
Trip Distribution IN							30%				5%	35%
Trip Distribution OUT				35%		30%		5%				
Restaurant Trips	0	0	0	5	0	4	8	1	0	0	1	9
Total Project Trips	0	0	0	140	0	120	35	20	0	0	6	41
2019 Buildout Total	49	33	64	247	19	175	128	999	42	61	511	84
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	53	35	68	115	20	59	99	846	45	65	478	46
DRI #2501 Park Center Phase I								190			59	
DRI #2501 Park Center Phase II								234			68	
DRI #1432 High Street								264			364	
DRI #2567 Goldkist								179			96	
Nexus Project Trips	0	0	0	140	0	120	35	20	0	0	6	41
2026 Buildout Total	53	35	68	255	20	179	134	1733	45	65	1071	87

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INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Hammond Drive at Unsignalized Mall Driveway (West Leg)/Old Navy Shopping Center (West Leg)

AM PEAK HOUR

Description	Unsignalized Mall Dwy Northbound Left	Through	Right	Old Navy Shopping Center Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Hammond Dr Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	1	0	4	7	0	19	21	399	1	0	820	31
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	8	0	14	0	0	11	0
Heavy Vehicle %	2%	0%	2%	2%	0%	42%	2%	4%	2%	0%	2%	2%
Peak Hour Factor		0.63			0.57			0.90			0.94	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I								185			130	
2019 Background Traffic	1	0	4	7	0	20	22	596	1	0	975	32
Project Trips												
Trip Distribution IN							15%	30%				5%
Trip Distribution OUT				5%		15%					30%	
Office Trips	0	0	0	2	0	7	62	125	0	0	14	21
Trip Distribution IN							15%	30%				5%
Trip Distribution OUT				5%		15%					30%	
Retail Trips	0	0	0	0	0	1	1	2	0	0	1	0
Trip Distribution IN							15%	30%				5%
Trip Distribution OUT				5%		15%					30%	
Restaurant Trips	0	0	0	1	0	3	4	8	0	0	6	1
Total Project Trips	0	0	0	3	0	11	67	135	0	0	21	22
2019 Buildout Total	1	0	4	10	0	31	89	731	1	0	996	54
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	1	0	4	8	0	21	23	441	1	0	906	34
DRI #2501 Park Center Phase I								185			130	
DRI #2501 Park Center Phase II								47			274	
DRI #1432 High Street								350			215	
DRI #2567 Goldkist								50			272	
Nexus Project Trips	0	0	0	3	0	11	67	135	0	0	21	22
2026 Buildout Total	1	0	4	11	0	32	90	1208	1	0	1818	56

PM PEAK HOUR

Description	Unsignalized Mall Dwy Northbound Left	Through	Right	Old Navy Shopping Center Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Hammond Dr Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	23	6	12	35	7	99	58	821	30	2	569	19
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	17	1	8	0	0	5	0
Heavy Vehicle %	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.83			0.83			0.91			0.88	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I								190			59	
2019 Background Traffic	24	6	12	36	7	102	60	1,036	31	2	645	20
Project Trips												
Trip Distribution IN							15%	30%				5%
Trip Distribution OUT				5%		15%					30%	
Office Trips	0	0	0	18	0	55	11	22	0	0	109	4
Trip Distribution IN							15%	30%				5%
Trip Distribution OUT				5%		15%					30%	
Retail Trips	0	0	0	1	0	3	3	5	0	0	7	1
Trip Distribution IN							15%	30%				5%
Trip Distribution OUT				5%		15%					30%	
Restaurant Trips	0	0	0	1	0	2	4	8	0	0	4	1
Total Project Trips	0	0	0	20	0	60	18	35	0	0	120	6
2019 Buildout Total	24	6	12	56	7	162	78	1,071	31	2	765	26
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	25	7	13	39	8	109	64	907	33	2	629	21
DRI #2501 Park Center Phase I								190			59	
DRI #2501 Park Center Phase II								234			68	
DRI #1432 High Street								264			364	
DRI #2567 Goldkist								179			96	
Nexus Project Trips	0	0	0	20	0	60	18	35	0	0	120	6
2026 Buildout Total	25	7	13	59	8	169	82	1809	33	2	1336	27

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Mall Loop Road at Unsignalized Mall Driveway (West Leg)
AM PEAK HOUR

Description	Unsignalized Mall Driveway Northbound Left	Through	Right	Southbound Left	Through	Right	Mall Loop Road Eastbound Left	Through	Right	Mall Loop Road Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	35	0	15	0	0	0	0	40	15	10	70	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I												
2019 Background Traffic	35	0	15	0	0	0	0	40	15	10	70	0
Project Trips												
Trip Distribution IN	15%		5%					5%				
Trip Distribution OUT									15%	5%	5%	
Office Trips	62	0	21	0	0	0	0	21	7	2	2	0
Trip Distribution IN	15%		5%					5%				
Trip Distribution OUT									15%	5%	5%	
Retail Trips	1	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN	15%		5%					5%				
Trip Distribution OUT									15%	5%	5%	
Restaurant Trips	4	0	1	0	0	0	0	1	3	1	1	0
Total Project Trips	67	0	22	0	0	0	0	22	11	3	3	0
2019 Buildout Total	102	0	37	0	0	0	0	62	26	13	73	0
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	35	0	15	0	0	0	0	40	15	10	70	0
DRI #2501 Park Center Phase I												
DRI #2501 Park Center Phase II												
DRI #1432 High Street												
DRI #2567 Goldkist												
Nexus Project Trips	67	0	22	0	0	0	0	22	11	3	3	0
2026 Buildout Total	102	0	37	0	0	0	0	62	26	13	73	0

PM PEAK HOUR

Description	Unsignalized Mall Driveway Northbound Left	Through	Right	Southbound Left	Through	Right	Mall Loop Road Eastbound Left	Through	Right	Mall Loop Road Westbound Left	Through	Right
Observed 2016 Traffic Volumes	73	0	45	0	0	0	0	83	103	55	46	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.87						0.83			0.90	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I												
2019 Background Traffic	73	0	45	0	0	0	0	83	103	55	46	0
Project Trips												
Trip Distribution IN	15%		5%					5%				
Trip Distribution OUT									15%	5%	5%	
Office Trips	11	0	4	0	0	0	0	4	55	18	18	0
Trip Distribution IN	15%		5%					5%				
Trip Distribution OUT									15%	5%	5%	
Retail Trips	3	0	1	0	0	0	0	1	3	1	1	0
Trip Distribution IN	15%		5%					5%				
Trip Distribution OUT									15%	5%	5%	
Restaurant Trips	4	0	1	0	0	0	0	1	2	1	1	0
Total Project Trips	18	0	6	0	0	0	0	6	60	20	20	0
2019 Buildout Total	91	0	51	0	0	0	0	89	163	75	66	0
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	73	0	45	0	0	0	0	83	103	55	46	0
DRI #2501 Park Center Phase I												
DRI #2501 Park Center Phase II												
DRI #1432 High Street												
DRI #2567 Goldkist												
Nexus Project Trips	18	0	6	0	0	0	0	6	60	20	20	0
2026 Buildout Total	91	0	51	0	0	0	0	89	163	75	66	0

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Hammond Drive at Perimeter Center Parkway
AM PEAK HOUR

Description	Perimeter Center Parkway Northbound Left	Through	Right	Perimeter Center Parkway Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Hammond Dr Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	123	98	59	58	161	146	132	337	108	139	449	264
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	7	7	22	4	9	9	13	4	6	13	21
Heavy Vehicle %	2%	7%	12%	38%	2%	6%	7%	4%	4%	4%	3%	8%
Peak Hour Factor		0.90			0.95			0.93			0.92	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I	12	41			217			155		124	6	
2019 Background Traffic	139	142	61	60	383	150	136	502	111	267	469	272
Project Trips												
Trip Distribution IN		5%	10%	5%				30%				
Trip Distribution OUT					5%					10%	30%	5%
Office Trips	0	21	42	21	2	0	0	125	0	5	14	2
Trip Distribution IN		5%	10%	5%				30%				
Trip Distribution OUT					5%					10%	30%	5%
Retail Trips	0	0	1	0	0	0	0	2	0	0	1	0
Trip Distribution IN		5%	10%	5%				30%				
Trip Distribution OUT					5%					10%	30%	5%
Restaurant Trips	0	1	3	1	1	0	0	8	0	2	6	1
Total Project Trips	0	22	46	22	3	0	0	135	0	7	21	3
2019 Buildout Total	139	164	107	82	386	150	136	637	111	274	490	275
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	136	108	65	64	178	161	146	372	119	154	496	292
DRI #2501 Park Center Phase I	12	41			217			155		124	6	
DRI #2501 Park Center Phase II	18	12	29	0	57	42	12	17	99	183	91	0
DRI #1432 High Street	81	83		322	159	72	71	29	63		125	90
DRI #2567 Goldkist	105	14	50	0	60	0	0	0	292	272	0	0
Nexus Project Trips	0	22	46	22	3	0	0	135	0	7	21	3
2026 Buildout Total	352	280	190	408	674	275	229	708	573	740	739	385

PM PEAK HOUR

Description	Perimeter Center Parkway Northbound Left	Through	Right	Perimeter Center Parkway Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Hammond Dr Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	196	261	90	208	349	220	293	585	150	60	425	156
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	7	5	12	11	5	7	21	1	8	13	26
Heavy Vehicle %	2%	3%	6%	6%	3%	2%	2%	4%	2%	13%	3%	17%
Peak Hour Factor		0.87			0.94			0.97			0.86	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I	55	191			54			40		32	27	
2019 Background Traffic	257	460	93	214	414	227	302	643	155	94	465	161
Project Trips												
Trip Distribution IN		5%	10%	5%				30%				
Trip Distribution OUT					5%					10%	30%	5%
Office Trips	0	4	7	4	18	0	0	22	0	36	109	18
Trip Distribution IN		5%	10%	5%				30%				
Trip Distribution OUT					5%					10%	30%	5%
Retail Trips	0	1	2	1	1	0	0	5	0	2	7	1
Trip Distribution IN		5%	10%	5%				30%				
Trip Distribution OUT					5%					10%	30%	5%
Restaurant Trips	0	1	3	1	1	0	0	8	0	1	4	1
Total Project Trips	0	6	12	6	20	0	0	35	0	39	120	20
2019 Buildout Total	257	466	105	220	434	227	302	678	155	133	585	181
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	217	288	99	230	386	243	324	646	166	66	469	172
DRI #2501 Park Center Phase I	55	191			54			40		32	27	
DRI #2501 Park Center Phase II	51	48	141	0	19	9	48	93	28	46	22	0
DRI #1432 High Street	90	155		249	134	51	114	14	58		174	189
DRI #2567 Goldkist	369	59	179	0	20	0	0	0	118	96	0	0
Nexus Project Trips	0	6	12	6	20	0	0	35	0	39	120	20
2026 Buildout Total	782	747	431	485	633	303	486	828	370	279	812	381

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Perimeter Center Parkway at Perimeter Center West
AM PEAK HOUR

Description	Perimeter Center Pkwy Northbound Left	Through	Right	Perimeter Center Pkwy Southbound Left	Through	Right	Perimeter Center W Eastbound Left	Through	Right	Perimeter Center W Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	65	25	79	25	51	39	28	699	254	199	647	29
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	1	13	2	0	0	0	16	3	8	18	1
Heavy Vehicle %	6%	4%	16%	8%	2%	2%	2%	2%	2%	4%	3%	3%
Peak Hour Factor		0.93			0.76			0.93			0.91	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I	21		20						123	94		
2019 Background Traffic	88	26	101	26	53	40	29	720	385	299	667	30
Project Trips												
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Office Trips	5	0	2	0	0	0	0	0	42	21	0	0
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Retail Trips	0	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Restaurant Trips	2	0	1	0	0	0	0	0	3	1	0	0
Total Project Trips	7	0	3	0	0	0	0	0	46	22	0	0
2019 Buildout Total	95	26	104	26	53	40	29	720	431	321	667	30
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	72	28	87	28	56	43	31	772	281	220	715	32
DRI #2501 Park Center Phase I	21		20						123	94		
DRI #2501 Park Center Phase II	12		12						49	49		
DRI #1432 High Street	309		80						223	74		
DRI #2567 Goldkist	7		7						30	30		
Nexus Project Trips	7	0	3	0	0	0	0	0	46	22	0	0
2026 Buildout Total	428	28	209	28	56	43	31	772	752	489	715	32

PM PEAK HOUR

Description	Perimeter Center Pkwy Northbound Left	Through	Right	Perimeter Center Pkwy Southbound Left	Through	Right	Perimeter Center W Eastbound Left	Through	Right	Perimeter Center W Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	268	126	391	53	57	52	78	945	357	127	712	59
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	0	6	0	1	0	0	5	3	0	5	0
Heavy Vehicle %	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.86			0.91			0.95	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I	88		103						40	14		
2019 Background Traffic	364	130	506	55	59	54	80	974	408	145	734	61
Project Trips												
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Office Trips	36	0	18	0	0	0	0	0	7	4	0	0
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Retail Trips	2	0	1	0	0	0	0	0	2	1	0	0
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Restaurant Trips	1	0	1	0	0	0	0	0	3	1	0	0
Total Project Trips	39	0	20	0	0	0	0	0	12	6	0	0
2019 Buildout Total	403	130	526	55	59	54	80	974	420	151	734	61
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	296	139	432	59	63	57	86	1,044	394	140	786	65
DRI #2501 Park Center Phase I	88		103						40	14		
DRI #2501 Park Center Phase II	48		48						13	13		
DRI #1432 High Street	267		86						347	103		
DRI #2567 Goldkist	30		29						10	10		
Nexus Project Trips	39	0	20	0	0	0	0	0	12	6	0	0
2026 Buildout Total	768	139	718	59	63	57	86	1044	816	286	786	65

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INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Ashford Dunwoody Road at Perimeter Center West
AM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Ashford Dunwoody Rd Northbound Through	Ashford Dunwoody Rd Northbound Right	Ashford Dunwoody Rd Southbound Left	Ashford Dunwoody Rd Southbound Through	Ashford Dunwoody Rd Southbound Right	Perimeter Center W Eastbound Left	Perimeter Center W Eastbound Through	Perimeter Center W Eastbound Right	Perimeter Center E Westbound Left	Perimeter Center E Westbound Through	Perimeter Center E Westbound Right
Estimated 2016 Traffic Volumes	659	795	56	53	920	174	124	152	394	255	210	51
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	14	11	2	2	7	5	7	6	8	1	5	7
Heavy Vehicle %	2%	2%	4%	4%	2%	3%	6%	4%	2%	2%	2%	14%
Peak Hour Factor		0.97			0.98			0.95			0.92	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I		80			26							
2019 Background Traffic	679	899	58	55	974	179	128	157	406	263	216	53
Project Trips												
Trip Distribution IN					5%	5%						
Trip Distribution OUT		5%					5%					
Office Trips	0	2	0	0	21	21	2	0	0	0	0	0
Trip Distribution IN					5%	5%						
Trip Distribution OUT		5%					5%					
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%	5%						
Trip Distribution OUT		5%					5%					
Restaurant Trips	0	1	0	0	1	1	1	0	0	0	0	0
Total Project Trips	0	3	0	0	22	22	3	0	0	0	0	0
2019 Buildout Total	679	902	58	55	996	201	131	157	406	263	216	53
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	728	878	62	59	1,016	192	137	168	435	282	232	56
DRI #2501 Park Center Phase I		80			26							
DRI #2501 Park Center Phase II		13			57							
DRI #1432 High Street												
DRI #2567 Goldkist		7			22							
Nexus Project Trips	0	3	0	0	22	22	3	0	0	0	0	0
2026 Buildout Total	728	981	62	59	1143	214	140	168	435	282	232	56

PM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Ashford Dunwoody Rd Northbound Through	Ashford Dunwoody Rd Northbound Right	Ashford Dunwoody Rd Southbound Left	Ashford Dunwoody Rd Southbound Through	Ashford Dunwoody Rd Southbound Right	Perimeter Center W Eastbound Left	Perimeter Center W Eastbound Through	Perimeter Center W Eastbound Right	Perimeter Center E Westbound Left	Perimeter Center E Westbound Through	Perimeter Center E Westbound Right
Estimated 2016 Traffic Volumes	551	1,239	162	55	551	138	478	241	523	133	136	118
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	5	9	0	1	3	3	4	2	2	1	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.96			0.91			0.85	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I		38			10							
2019 Background Traffic	568	1,315	167	57	578	142	492	248	539	137	140	122
Project Trips												
Trip Distribution IN					5%	5%						
Trip Distribution OUT		5%					5%					
Office Trips	0	18	0	0	4	4	18	0	0	0	0	0
Trip Distribution IN					5%	5%						
Trip Distribution OUT		5%					5%					
Retail Trips	0	1	0	0	1	1	1	0	0	0	0	0
Trip Distribution IN					5%	5%						
Trip Distribution OUT		5%					5%					
Restaurant Trips	0	1	0	0	1	1	1	0	0	0	0	0
Total Project Trips	0	20	0	0	6	6	20	0	0	0	0	0
2019 Buildout Total	568	1,335	167	57	584	148	512	248	539	137	140	122
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	609	1,369	179	61	609	152	528	266	578	147	150	130
DRI #2501 Park Center Phase I		38			10							
DRI #2501 Park Center Phase II		57			15							
DRI #1432 High Street												
DRI #2567 Goldkist		21			9							
Nexus Project Trips	0	20	0	0	6	6	20	0	0	0	0	0
2026 Buildout Total	609	1505	179	61	649	158	548	266	578	147	150	130

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Hammond Drive at Ashford Dunwoody Road
AM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Through	Right	Ashford Dunwoody Rd Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Ravinia Pkwy Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	745	2,220	450	43	1,233	156	142	80	238	34	27	33
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	11	25	2	0	18	3	2	10	16	0	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	13%	7%	2%	11%	6%
Peak Hour Factor		0.98			0.98			0.99			0.77	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I	104					26	80		105			
2019 Background Traffic	872	2,287	464	44	1,270	187	226	82	350	35	28	34
Project Trips												
Trip Distribution IN	35%					5%						
Trip Distribution OUT							5%		35%			
Office Trips	145	0	0	0	0	21	2	0	16	0	0	0
Trip Distribution IN	35%					5%						
Trip Distribution OUT							5%		35%			
Retail Trips	2	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN	35%					5%						
Trip Distribution OUT							5%		35%			
Restaurant Trips	9	0	0	0	0	1	1	0	7	0	0	0
Total Project Trips	156	0	0	0	0	22	3	0	24	0	0	0
2019 Buildout Total	1,028	2,287	464	44	1,270	209	229	82	374	35	28	34
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	823	2,452	497	47	1,362	172	157	88	263	38	30	36
DRI #2501 Park Center Phase I	104					26	80		105			
DRI #2501 Park Center Phase II	208					57	13	6	28		7	
DRI #1432 High Street	215								350			
DRI #2567 Goldkist	249					22	7		45			
Nexus Project Trips	156	0	0	0	0	22	3	0	24	0	0	0
2026 Buildout Total	1755	2452	497	47	1362	299	260	94	815	38	37	36

PM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Through	Right	Ashford Dunwoody Rd Southbound Left	Through	Right	Hammond Dr Eastbound Left	Through	Right	Ravinia Pkwy Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	478	1,773	61	13	1,722	86	180	26	742	296	68	32
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	13	2	1	11	5	1	8	7	1	4	1
Heavy Vehicle %	2%	2%	3%	8%	2%	6%	2%	31%	2%	2%	6%	3%
Peak Hour Factor		0.93			0.96			0.91			0.94	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I	49					10	38		152			
2019 Background Traffic	541	1,827	63	13	1,774	99	223	27	916	305	70	33
Project Trips												
Trip Distribution IN	35%					5%						
Trip Distribution OUT							5%		35%			
Office Trips	26	0	0	0	0	4	18	0	127	0	0	0
Trip Distribution IN	35%					5%						
Trip Distribution OUT							5%		35%			
Retail Trips	6	0	0	0	0	1	1	0	8	0	0	0
Trip Distribution IN	35%					5%						
Trip Distribution OUT							5%		35%			
Restaurant Trips	9	0	0	0	0	1	1	0	5	0	0	0
Total Project Trips	41	0	0	0	0	6	20	0	140	0	0	0
2019 Buildout Total	582	1,827	63	13	1,774	105	243	27	1,056	305	70	33
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	528	1,958	67	14	1,902	95	199	29	820	327	75	35
DRI #2501 Park Center Phase I	49					10	38		152			
DRI #2501 Park Center Phase II	47					15	57	3	173		4	
DRI #1432 High Street	364								264			
DRI #2567 Goldkist	87					9	21		158			
Nexus Project Trips	41	0	0	0	0	6	20	0	140	0	0	0
2026 Buildout Total	1116	1958	67	14	1902	135	335	32	1707	327	79	35

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Ashford Dunwoody Road at I-285 Westbound Ramp
AM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Through	Right	Ashford Dunwoody Rd Southbound Left	Through	Right	I-285 WB ON Ramp Eastbound Left	Through	Right	I-285 WB OFF Ramp Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	591	1,798	0	0	835	752	0	0	0	427	0	1,588
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	13	18	0	0	29	5	0	0	0	9	0	18
Heavy Vehicle %	2%	2%	0%	0%	3%	2%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.96			0.97			0.00			0.96	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I		59			60	45						45
2019 Background Traffic	609	1,911	0	0	920	820	0	0	0	440	0	1,681
Project Trips												
Trip Distribution IN		20%										15%
Trip Distribution OUT					20%	15%						
Office Trips	0	83	0	0	9	7	0	0	0	0	0	62
Trip Distribution IN		20%										15%
Trip Distribution OUT					20%	15%						
Retail Trips	0	1	0	0	1	1	0	0	0	0	0	1
Trip Distribution IN		20%										15%
Trip Distribution OUT					20%	15%						
Restaurant Trips	0	5	0	0	4	3	0	0	0	0	0	4
Total Project Trips	0	89	0	0	14	11	0	0	0	0	0	67
2019 Buildout Total	609	2,000	0	0	934	831	0	0	0	440	0	1,748
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	653	1,986	0	0	922	831	0	0	0	472	0	1,754
DRI #2501 Park Center Phase I		59			60	45						45
DRI #2501 Park Center Phase II		119			16	12						89
DRI #1432 High Street		123			200	150						92
DRI #2567 Goldkist		142			26	19						107
Nexus Project Trips	0	89	0	0	14	11	0	0	0	0	0	67
2026 Buildout Total	653	2518	0	0	1238	1068	0	0	0	472	0	2154

PM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Through	Right	Ashford Dunwoody Rd Southbound Left	Through	Right	I-285 WB ON Ramp Eastbound Left	Through	Right	I-285 WB OFF Ramp Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	563	1,258	0	0	1,699	1,109	0	0	0	131	0	997
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	10	11	0	0	11	7	4	0	8	0	0	1
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.94			0.91			0.00			0.95	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I		28			87	65						21
2019 Background Traffic	580	1,324	0	0	1,837	1,208	0	0	0	135	0	1,048
Project Trips												
Trip Distribution IN		20%										15%
Trip Distribution OUT					20%	15%						
Office Trips	0	15	0	0	73	55	0	0	0	0	0	11
Trip Distribution IN		20%										15%
Trip Distribution OUT					20%	15%						
Retail Trips	0	3	0	0	4	3	0	0	0	0	0	3
Trip Distribution IN		20%										15%
Trip Distribution OUT					20%	15%						
Restaurant Trips	0	5	0	0	3	2	0	0	0	0	0	4
Total Project Trips	0	23	0	0	80	60	0	0	0	0	0	18
2019 Buildout Total	580	1,347	0	0	1,917	1,268	0	0	0	135	0	1,066
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	622	1,390	0	0	1,877	1,225	0	0	0	145	0	1,101
DRI #2501 Park Center Phase I		28			87	65						21
DRI #2501 Park Center Phase II		27			99	74						20
DRI #1432 High Street		208			151	113						156
DRI #2567 Goldkist		50			90	68						37
Nexus Project Trips	0	23	0	0	80	60	0	0	0	0	0	18
2026 Buildout Total	622	1726	0	0	2384	1605	0	0	0	145	0	1353

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INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Ashford Dunwoody Road at I-285 Eastbound Ramp
AM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Through	Right	Ashford Dunwoody Rd Southbound Left	Through	Right	I-285 EB OFF Ramp Eastbound Left	Through	Right	I-285 EB ON Ramp Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	0	944	123	482	749	0	1,438	0	315	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	22	5	15	18	0	13	0	9	0	0	0
Heavy Vehicle %	0%	2%	4%	3%	2%	0%	2%	0%	3%	0%	0%	0%
Peak Hour Factor		0.98			0.94			0.94			0.00	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I		15		40	20		44					
2019 Background Traffic	0	988	127	537	792	0	1,526	0	325	0	0	0
Project Trips												
Trip Distribution IN		5%					15%					
Trip Distribution OUT				15%	5%							
Office Trips	0	21	0	7	2	0	62	0	0	0	0	0
Trip Distribution IN		5%					15%					
Trip Distribution OUT				15%	5%							
Retail Trips	0	0	0	1	0	0	1	0	0	0	0	0
Trip Distribution IN		5%					15%					
Trip Distribution OUT				15%	5%							
Restaurant Trips	0	1	0	3	1	0	4	0	0	0	0	0
Total Project Trips	0	22	0	11	3	0	67	0	0	0	0	0
2019 Buildout Total	0	1,010	127	548	795	0	1,593	0	325	0	0	0
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	0	1,043	136	532	827	0	1,588	0	348	0	0	0
DRI #2501 Park Center Phase I		15		40	20		44					
DRI #2501 Park Center Phase II		30		11	5		89					
DRI #1432 High Street		31		133	67		92					
DRI #2567 Goldkist		35		17	9		107					
Nexus Project Trips	0	22	0	11	3	0	67	0	0	0	0	0
2026 Buildout Total	0	1176	136	744	931	0	1987	0	348	0	0	0

PM PEAK HOUR

Description	Ashford Dunwoody Rd Northbound Left	Through	Right	Ashford Dunwoody Rd Southbound Left	Through	Right	I-285 EB OFF Ramp Eastbound Left	Through	Right	I-285 EB ON Ramp Westbound Left	Through	Right
Estimated 2016 Traffic Volumes	0	844	336	1,242	560	0	941	0	316	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	14	5	0	12	5	13	0	5	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.96			0.99			0.00	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
DRI #2501 Park Center Phase I		7		58	29		21					
2019 Background Traffic	0	877	346	1,338	606	0	991	0	326	0	0	0
Project Trips												
Trip Distribution IN		5%					15%					
Trip Distribution OUT				15%	5%							
Office Trips	0	4	0	55	18	0	11	0	0	0	0	0
Trip Distribution IN		5%					15%					
Trip Distribution OUT				15%	5%							
Retail Trips	0	1	0	3	1	0	3	0	0	0	0	0
Trip Distribution IN		5%					15%					
Trip Distribution OUT				15%	5%							
Restaurant Trips	0	1	0	2	1	0	4	0	0	0	0	0
Total Project Trips	0	6	0	60	20	0	18	0	0	0	0	0
2019 Buildout Total	0	883	346	1,398	626	0	1,009	0	326	0	0	0
Annual Growth Rate	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
2026 Background Traffic	0	932	371	1,372	619	0	1,039	0	349	0	0	0
DRI #2501 Park Center Phase I		7		58	29		21					
DRI #2501 Park Center Phase II		7		66	33		20					
DRI #1432 High Street		52		101	50		156					
DRI #2567 Goldkist		12		60	30		38					
Nexus Project Trips	0	6	0	60	20	0	18	0	0	0	0	0
2026 Buildout Total	0	1016	371	1717	781	0	1292	0	349	0	0	0

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APPENDIX C

Synchro Analysis Reports

HCM Signalized Intersection Capacity Analysis
1: Old Navy Shopping Center/Perimeter Mall & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	397	7	4	778	54	5	0	4	36	2	63
Future Volume (vph)	30	397	7	4	778	54	5	0	4	36	2	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95		1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00		0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)	1752	4799	1239	1805	3543		1549		1331	1814	1631	
Flt Permitted	0.32	1.00	1.00	0.49	1.00		0.71		1.00	0.76	1.00	
Satd. Flow (perm)	581	4799	1239	939	3543		1158		1331	1446	1631	
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.70	0.70	0.70	0.90	0.90	0.90
Adj. Flow (vph)	32	427	8	4	828	57	7	0	6	40	2	70
RTOR Reduction (vph)	0	0	2	0	5	0	0	0	5	0	64	0
Lane Group Flow (vph)	32	427	6	4	880	0	7	0	1	40	8	0
Heavy Vehicles (%)	2%	7%	29%	2%	3%	2%	20%	0%	25%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	79.3	79.3	79.3	79.3	79.3		8.4		8.4	8.4	8.4	
Effective Green, g (s)	79.3	79.3	79.3	79.3	79.3		8.4		8.4	8.4	8.4	
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.79		0.08		0.08	0.08	0.08	
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Grp Cap (vph)	460	3805	982	744	2809		97		111	121	137	
v/s Ratio Prot		0.09			c0.25						0.00	
v/s Ratio Perm	0.06		0.01	0.00			0.01		0.00	c0.03		
v/c Ratio	0.07	0.11	0.01	0.01	0.31		0.07		0.00	0.33	0.06	
Uniform Delay, d1	2.3	2.4	2.2	2.2	2.9		42.2		42.0	43.2	42.2	
Progression Factor	0.23	0.24	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1	0.0	0.0	0.3		1.4		0.1	7.2	0.8	
Delay (s)	0.8	0.6	2.2	2.2	3.1		43.6		42.0	50.3	43.0	
Level of Service	A	A	A	A	A		D		D	D	D	
Approach Delay (s)		0.7			3.1			42.9			45.6	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis — Nexus at Perimeter Center

2: Old Navy Shopping Center W/Unsignalized Mall Dwy & Hammond Dr — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	399	1	0	820	31	1	0	4	7	0	19
Future Volume (Veh/h)	21	399	1	0	820	31	1	0	4	7	0	19
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	23	443	1	0	872	33	2	0	6	12	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked												
vC, conflicting volume	905			444			813	1394	148	1088	1378	307
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	905			444			813	1394	148	1088	1378	307
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.7
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.7
p0 queue free %	97			100			99	100	99	93	100	94
cM capacity (veh/h)	747			1127			249	138	872	165	141	584

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	23	177	177	90	0	349	349	207	8	12	33
Volume Left	23	0	0	0	0	0	0	0	2	12	0
Volume Right	0	0	0	1	0	0	0	33	6	0	33
cSH	747	1700	1700	1700	1700	1700	1700	1700	536	165	584
Volume to Capacity	0.03	0.10	0.10	0.05	0.00	0.21	0.21	0.12	0.01	0.07	0.06
Queue Length 95th (ft)	2	0	0	0	0	0	0	0	1	6	4
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	28.5	11.5
Lane LOS	A								B	D	B
Approach Delay (s)	0.5				0.0				11.8	16.1	
Approach LOS									B	C	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	40	15	10	70	35	15
Future Volume (Veh/h)	40	15	10	70	35	15
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	16	11	76	38	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92	0	114	76	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92	0	114	76	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	94	99	99	90	98	
cM capacity (veh/h)	779	1085	801	795	1623	

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	29	30	36	51	38	16
Volume Left	0	0	11	0	38	0
Volume Right	0	16	0	0	0	16
cSH	779	915	797	795	1623	1700
Volume to Capacity	0.04	0.03	0.05	0.06	0.02	0.01
Queue Length 95th (ft)	3	3	4	5	2	0
Control Delay (s)	9.8	9.1	9.7	9.8	7.3	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	9.4		9.8		5.1	
Approach LOS	A		A			

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: Perimeter Center Pkwy & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	337	108	139	449	264	123	98	59	58	161	146
Future Volume (vph)	132	337	108	139	449	264	123	98	59	58	161	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3256	3328		1744	3522	1503	1832	3492	1492	2525	3522	1516
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3256	3328		1744	3522	1503	1244	3492	1492	2525	3522	1516
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	142	362	116	151	488	287	137	109	66	61	169	154
RTOR Reduction (vph)	0	31	0	0	0	180	0	0	53	0	0	0
Lane Group Flow (vph)	142	447	0	151	488	107	137	109	13	61	169	154
Heavy Vehicles (%)	7%	4%	4%	4%	3%	8%	2%	7%	12%	38%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases						8	6		6			
Actuated Green, G (s)	9.3	33.3		13.8	37.3	37.3	24.3	19.0	19.0	7.5	21.0	21.0
Effective Green, g (s)	9.3	33.3		13.8	37.3	37.3	24.3	19.0	19.0	7.5	21.0	21.0
Actuated g/C Ratio	0.09	0.33		0.14	0.37	0.37	0.24	0.19	0.19	0.08	0.21	0.21
Clearance Time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Grp Cap (vph)	302	1108		240	1313	560	333	663	283	189	739	318
v/s Ratio Prot	0.04	c0.13		c0.09	0.14		0.02	0.03		c0.02	0.05	c0.10
v/s Ratio Perm						0.07	0.08		0.01			
v/c Ratio	0.47	0.40		0.63	0.37	0.19	0.41	0.16	0.04	0.32	0.23	0.48
Uniform Delay, d1	43.0	25.7		40.7	22.8	21.2	31.0	33.9	33.1	43.8	32.8	34.7
Progression Factor	1.00	1.00		0.96	1.23	3.60	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	1.1		11.5	0.8	0.7	3.7	0.5	0.3	4.5	0.7	5.2
Delay (s)	48.2	26.8		50.5	28.9	76.9	34.7	34.4	33.4	48.3	33.5	39.9
Level of Service	D	C		D	C	E	C	C	C	D	C	D
Approach Delay (s)		31.7			47.3			34.3			38.4	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

5: Perimeter Center Pkwy/Olde Perimeter Way & Perimeter Center West — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	699	254	199	647	29	65	25	79	25	51	39
Future Volume (vph)	28	699	254	199	647	29	65	25	79	25	51	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1744	3500		1626	1691	1399	1630	1816	1544
Flt Permitted	0.36	1.00	1.00	0.29	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	668	3486	1560	539	3500		1626	1691	1399	1630	1816	1544
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93	0.76	0.76	0.76
Adj. Flow (vph)	30	752	273	219	711	32	70	27	85	33	67	51
RTOR Reduction (vph)	0	0	111	0	1	0	0	0	72	0	0	46
Lane Group Flow (vph)	30	752	162	219	742	0	48	49	13	33	67	5
Heavy Vehicles (%)	2%	2%	2%	4%	3%	3%	6%	4%	16%	8%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	89.6	85.7	85.7	104.1	93.9		11.5	11.5	23.6	14.0	14.0	14.0
Effective Green, g (s)	89.6	85.7	85.7	104.1	93.9		11.5	11.5	23.6	14.0	14.0	14.0
Actuated g/C Ratio	0.60	0.57	0.57	0.69	0.63		0.08	0.08	0.16	0.09	0.09	0.09
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	426	1991	891	471	2191		124	129	220	152	169	144
v/s Ratio Prot	0.00	0.22		c0.04	0.21		c0.03	0.03	0.00	0.02	c0.04	
v/s Ratio Perm	0.04		0.10	c0.29					0.00			0.00
v/c Ratio	0.07	0.38	0.18	0.46	0.34		0.39	0.38	0.06	0.22	0.40	0.03
Uniform Delay, d1	12.4	17.6	15.4	9.7	13.3		65.9	65.9	53.8	62.9	64.0	61.8
Progression Factor	1.00	1.00	1.00	0.60	0.31		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	0.5	0.4	0.2	0.3		0.7	0.7	0.0	0.3	0.6	0.0
Delay (s)	12.4	18.1	15.8	6.0	4.4		66.6	66.5	53.8	63.2	64.6	61.9
Level of Service	B	B	B	A	A		E	E	D	E	E	E
Approach Delay (s)		17.4			4.8			60.6			63.4	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	152	394	255	210	51	659	795	56	53	920	174
Future Volume (vph)	124	152	394	255	210	51	659	795	56	53	920	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3270	3436	1567	1626	3366	1431	3450	3557	1561	1744	5111	1576
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3436	1567	0	1558	1431	3450	3557	1561	1744	5111	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	131	160	415	277	228	55	679	820	58	54	939	178
RTOR Reduction (vph)	0	0	383	0	0	45	0	0	28	0	0	88
Lane Group Flow (vph)	131	160	32	158	347	10	679	820	30	54	939	90
Heavy Vehicles (%)	6%	4%	2%	2%	2%	14%	2%	2%	4%	4%	2%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	11.5	11.5	11.5	28.6	28.6	28.6	39.6	77.0	77.0	6.9	43.8	43.8
Effective Green, g (s)	11.5	11.5	11.5	28.6	28.6	28.6	39.6	77.0	77.0	6.9	43.8	43.8
Actuated g/C Ratio	0.08	0.08	0.08	0.19	0.19	0.19	0.26	0.51	0.51	0.05	0.29	0.29
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	250	263	120	310	641	272	910	1825	801	80	1492	460
v/s Ratio Prot	0.04	c0.05		0.10	c0.10		c0.20	0.23		0.03	c0.18	
v/s Ratio Perm			0.02			0.01			0.02			0.06
v/c Ratio	0.52	0.61	0.27	0.51	0.54	0.04	0.75	0.45	0.04	0.68	0.63	0.20
Uniform Delay, d1	66.6	67.1	65.3	54.4	54.8	49.5	50.6	23.1	18.1	70.4	46.1	39.9
Progression Factor	1.11	1.10	4.81	1.00	1.00	1.00	0.75	0.48	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	2.6	0.4	0.5	0.5	0.0	2.2	0.6	0.1	16.2	2.0	1.0
Delay (s)	74.7	76.2	314.0	54.9	55.3	49.5	40.1	11.8	18.2	86.7	48.1	40.8
Level of Service	E	E	F	D	E	D	D	B	B	F	D	D
Approach Delay (s)		215.7			54.6			24.4			48.8	
Approach LOS		F			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	69.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

7: Ashford Dunwoody Rd/Ashford Dunwoody Rd #1 & Hammond Dr — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	80	238	34	27	33	745	2220	450	43	1233	156
Future Volume (vph)	142	80	238	34	27	33	745	2220	450	43	1233	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1596	2617	3382	1686	1501	3399	6183		3433	6408	1583
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1596	2617	3382	1686	1501	3399	6183		3433	6408	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	81	240	44	35	43	760	2265	459	44	1258	159
RTOR Reduction (vph)	0	0	0	0	0	41	0	15	0	0	0	117
Lane Group Flow (vph)	110	114	240	44	35	2	760	2709	0	44	1258	42
Heavy Vehicles (%)	2%	13%	7%	2%	11%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	14.2	14.2	81.6	5.9	5.9	5.9	59.6	93.7		5.8	39.4	39.4
Effective Green, g (s)	14.2	14.2	76.2	5.9	5.9	5.9	59.6	93.7		5.8	39.4	39.4
Actuated g/C Ratio	0.09	0.09	0.51	0.04	0.04	0.04	0.40	0.62		0.04	0.26	0.26
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	156	151	1329	133	66	59	1350	3862		132	1683	415
v/s Ratio Prot	0.07	c0.07	0.09	0.01	c0.02		0.22	c0.44		0.01	c0.20	
v/s Ratio Perm						0.00						0.03
v/c Ratio	0.71	0.75	0.18	0.33	0.53	0.03	0.56	0.70		0.33	0.75	0.10
Uniform Delay, d1	65.9	66.2	20.0	70.1	70.7	69.3	35.1	18.8		70.2	50.7	41.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.02	0.97		0.68	0.57	0.79
Incremental Delay, d2	11.2	17.2	0.0	0.5	4.0	0.1	1.0	0.6		0.4	2.4	0.4
Delay (s)	77.1	83.4	20.0	70.7	74.7	69.4	36.8	18.9		47.8	31.6	33.6
Level of Service	E	F	C	E	E	E	D	B		D	C	C
Approach Delay (s)		49.1			71.4			22.8			32.3	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	1798	0	835	0
Future Volume (vph)	0	0	1798	0	835	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			6.8		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3592		5306	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3592		5306	
Peak-hour factor, PHF	0.77	0.77	0.96	0.96	0.97	0.97
Adj. Flow (vph)	0	0	1873	0	861	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1873	0	861	0
Heavy Vehicles (%)	0%	0%	1%	0%	3%	0%
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			40.2		19.8	
Effective Green, g (s)			40.2		19.8	
Actuated g/C Ratio			0.54		0.26	
Clearance Time (s)			6.8		8.2	
Lane Grp Cap (vph)			1925		1400	
v/s Ratio Prot			c0.52		c0.16	
v/s Ratio Perm						
v/c Ratio			0.97		0.61	
Uniform Delay, d1			16.9		24.3	
Progression Factor			0.81		0.53	
Incremental Delay, d2			12.8		1.7	
Delay (s)			26.6		14.5	
Level of Service			C		B	
Approach Delay (s)	0.0		26.6			14.5
Approach LOS	A		C			B

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	427	1588	0	0
Future Volume (vph)	0	0	427	1588	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			6.8	4.7		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3485		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3485		
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.84	0.84
Adj. Flow (vph)	0	0	445	1654	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	445	1654	0	0
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Turn Type			Prot	NA		
Protected Phases			4	17 7		
Permitted Phases						
Actuated Green, G (s)			40.2	39.3		
Effective Green, g (s)			40.2	37.3		
Actuated g/C Ratio			0.54	0.50		
Clearance Time (s)			6.8			
Lane Grp Cap (vph)			1793	1733		
v/s Ratio Prot			c0.13	c0.47		
v/s Ratio Perm						
v/c Ratio			0.25	0.95		
Uniform Delay, d1			9.3	18.0		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	13.2		
Delay (s)			9.6	31.3		
Level of Service			A	C		
Approach Delay (s)	0.0			26.7	0.0	
Approach LOS	A			C	A	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	944	0	749	0	0	0
Future Volume (vph)	944	0	749	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	1.00		1.00			
Satd. Flow (prot)	5463		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.92	0.92
Adj. Flow (vph)	963	0	797	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	963	0	797	0	0	0
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	16.3		42.1			
Effective Green, g (s)	16.3		42.1			
Actuated g/C Ratio	0.22		0.56			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	1187		1977			
v/s Ratio Prot	c0.18		c0.23			
v/s Ratio Perm						
v/c Ratio	0.81		0.40			
Uniform Delay, d1	27.9		9.3			
Progression Factor	1.00		1.17			
Incremental Delay, d2	6.1		0.6			
Delay (s)	34.0		11.5			
Level of Service	C		B			
Approach Delay (s)		34.0	11.5		0.0	
Approach LOS		C	B		A	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
91: I-285 EB Ramps & Ashford Dunwoody Rd

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1438	315	0	0	0	0
Future Volume (vph)	1438	315	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3432	1826				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3432	1826				
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1530	335	0	0	0	0
RTOR Reduction (vph)	630	0	0	0	0	0
Lane Group Flow (vph)	900	335	0	0	0	0
Heavy Vehicles (%)	1%	3%	2%	2%	2%	2%
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	44.1	19.2				
Effective Green, g (s)	44.1	19.2				
Actuated g/C Ratio	0.59	0.26				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	2018	467				
v/s Ratio Prot	c0.26	c0.18				
v/s Ratio Perm						
v/c Ratio	0.45	0.72				
Uniform Delay, d1	8.6	25.4				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.7	9.1				
Delay (s)	9.3	34.6				
Level of Service	A	C				
Approach Delay (s)		13.9	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Hammond Dr & Perimeter Mall

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	766	41	59	433	42	48	32	62	104	18	53
Future Volume (vph)	90	766	41	59	433	42	48	32	62	104	18	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5034	1567	1805	3530		1823	1919	1631	1814	1696	
Flt Permitted	0.44	1.00	1.00	0.26	1.00		0.70	1.00	1.00	0.73	1.00	
Satd. Flow (perm)	818	5034	1567	502	3530		1350	1919	1631	1401	1696	
Peak-hour factor, PHF	0.83	0.83	0.83	0.96	0.96	0.96	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	108	923	49	61	451	44	55	36	70	120	21	61
RTOR Reduction (vph)	0	0	23	0	6	0	0	0	62	0	54	0
Lane Group Flow (vph)	108	923	26	61	489	0	55	36	8	120	28	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	73.3	64.3	64.3	73.1	64.3		22.3	13.4	13.4	22.2	13.4	
Effective Green, g (s)	73.3	64.3	64.3	73.1	64.3		22.3	13.4	13.4	22.2	13.4	
Actuated g/C Ratio	0.61	0.54	0.54	0.61	0.54		0.19	0.11	0.11	0.18	0.11	
Clearance Time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Grp Cap (vph)	569	2697	839	401	1891		285	214	182	289	189	
v/s Ratio Prot	c0.01	c0.18		0.01	0.14		0.01	0.02		c0.03	0.02	
v/s Ratio Perm	0.10		0.02	0.08			0.02		0.00	c0.05		
v/c Ratio	0.19	0.34	0.03	0.15	0.26		0.19	0.17	0.04	0.42	0.15	
Uniform Delay, d1	9.8	15.8	13.1	9.7	15.0		41.0	48.3	47.6	42.7	48.1	
Progression Factor	0.67	0.68	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.3	0.1	0.8	0.3		1.5	1.7	0.4	4.4	1.6	
Delay (s)	7.2	11.2	13.2	10.5	15.3		42.5	49.9	48.0	47.0	49.8	
Level of Service	A	B	B	B	B		D	D	D	D	D	
Approach Delay (s)		10.9			14.8			46.6			48.1	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.7
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
2: Hammond Dr & Mall Entrance (West Leg)

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	821	30	2	569	19	23	6	12	35	7	99
Future Volume (Veh/h)	58	821	30	2	569	19	23	6	12	35	7	99
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	64	902	33	2	647	22	28	7	14	42	8	119
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked												
vC, conflicting volume	669			935			1389	1720	317	1108	1725	227
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	669			935			1389	1720	317	1108	1725	227
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	93			100			62	91	98	70	90	84
cM capacity (veh/h)	917			728			75	82	679	142	82	732

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	64	361	361	213	2	259	259	151	49	42	127
Volume Left	64	0	0	0	2	0	0	0	28	42	0
Volume Right	0	0	0	33	0	0	0	22	14	0	119
cSH	917	1700	1700	1700	728	1700	1700	1700	102	142	487
Volume to Capacity	0.07	0.21	0.21	0.13	0.00	0.15	0.15	0.09	0.48	0.30	0.26
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	53	29	26
Control Delay (s)	9.2	0.0	0.0	0.0	10.0	0.0	0.0	0.0	69.4	40.5	15.0
Lane LOS	A				A				F	E	B
Approach Delay (s)	0.6				0.0				69.4	21.3	
Approach LOS									F	C	

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Mall Entrance (West Leg) & Mall Loop Road

Nexus at Perimeter Center
10/25/2016

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	83	103	55	46	73	45
Future Volume (Veh/h)	83	103	55	46	73	45
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.90	0.90	0.87	0.87
Hourly flow rate (vph)	100	124	61	51	84	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	220	0	342	168	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	0	342	168	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	84	89	87	93	95	
cM capacity (veh/h)	643	1085	459	687	1623	

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	67	157	78	34	84	52
Volume Left	0	0	61	0	84	0
Volume Right	0	124	0	0	0	52
cSH	643	947	495	687	1623	1700
Volume to Capacity	0.10	0.17	0.16	0.05	0.05	0.03
Queue Length 95th (ft)	9	15	14	4	4	0
Control Delay (s)	11.2	9.6	13.6	10.5	7.3	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	10.1		12.7		4.5	
Approach LOS	B		B			

Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: Perimeter Center Pkwy & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	293	585	150	60	425	156	196	261	90	208	349	220
Future Volume (vph)	293	585	150	60	425	156	196	261	90	208	349	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3416	3361		1605	3522	1387	1832	3628	1577	3287	3487	1575
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.45	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3416	3361		1605	3522	1387	871	3628	1577	3287	3487	1575
Peak-hour factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	302	603	155	70	494	181	225	300	103	221	371	234
RTOR Reduction (vph)	0	19	0	0	0	129	0	0	79	0	0	0
Lane Group Flow (vph)	302	739	0	70	494	52	225	300	24	221	371	234
Heavy Vehicles (%)	2%	4%	2%	13%	3%	17%	2%	3%	6%	6%	3%	2%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases						8	6		6			
Actuated Green, G (s)	13.3	37.3		10.8	34.3	34.3	45.3	28.0	28.0	17.5	28.0	28.0
Effective Green, g (s)	13.3	37.3		10.8	34.3	34.3	45.3	28.0	28.0	17.5	28.0	28.0
Actuated g/C Ratio	0.11	0.31		0.09	0.29	0.29	0.38	0.23	0.23	0.15	0.23	0.23
Clearance Time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Grp Cap (vph)	378	1044		144	1006	396	467	846	367	479	813	367
v/s Ratio Prot	0.09	c0.22		0.04	c0.14		c0.07	0.08		0.07	0.11	c0.15
v/s Ratio Perm						0.04	0.11		0.02			
v/c Ratio	0.80	0.71		0.49	0.49	0.13	0.48	0.35	0.07	0.46	0.46	0.64
Uniform Delay, d1	52.0	36.5		52.0	35.6	31.8	26.6	38.4	35.8	46.9	39.5	41.4
Progression Factor	1.00	1.00		0.90	0.83	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.1	4.0		11.2	1.7	0.7	3.5	1.2	0.3	3.2	1.8	8.2
Delay (s)	68.1	40.6		57.7	31.4	18.7	30.1	39.6	36.2	50.1	41.3	49.6
Level of Service	E	D		E	C	B	C	D	D	D	D	D
Approach Delay (s)		48.4			30.8			35.6			46.0	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	945	357	127	712	59	268	126	391	53	57	52
Future Volume (vph)	78	945	357	127	712	59	268	126	391	53	57	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1778	3516		1673	1740	1591	1725	1816	1544
Flt Permitted	0.29	1.00	1.00	0.19	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	528	3486	1560	358	3516		1673	1740	1591	1725	1816	1544
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.98	0.98	0.98	0.86	0.86	0.86
Adj. Flow (vph)	86	1038	392	134	749	62	273	129	399	62	66	60
RTOR Reduction (vph)	0	0	118	0	3	0	0	0	200	0	0	54
Lane Group Flow (vph)	86	1038	274	134	808	0	199	203	199	62	66	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	107.5	99.2	99.2	111.3	101.1		25.5	25.5	35.7	18.4	18.4	18.4
Effective Green, g (s)	107.5	99.2	99.2	111.3	101.1		25.5	25.5	35.7	18.4	18.4	18.4
Actuated g/C Ratio	0.60	0.55	0.55	0.62	0.56		0.14	0.14	0.20	0.10	0.10	0.10
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	371	1921	859	301	1974		237	246	315	176	185	157
v/s Ratio Prot	0.01	c0.30		0.03	0.23		c0.12	0.12	c0.04	0.04	c0.04	
v/s Ratio Perm	0.13		0.18	0.25					0.09			0.00
v/c Ratio	0.23	0.54	0.32	0.45	0.41		0.84	0.83	0.63	0.35	0.36	0.04
Uniform Delay, d1	16.2	25.8	22.0	17.8	22.5		75.3	75.1	66.1	75.3	75.3	72.8
Progression Factor	1.00	1.00	1.00	0.98	0.40		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	1.1	1.0	0.3	0.6		21.3	18.8	3.0	0.4	0.4	0.0
Delay (s)	16.4	26.9	23.0	17.8	9.6		96.6	93.9	69.1	75.7	75.7	72.9
Level of Service	B	C	C	B	A		F	F	E	E	E	E
Approach Delay (s)		25.3			10.7			82.2			74.8	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Ashford Dunwoody Rd & Perimeter Center West

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	478	241	43	133	136	118	551	1239	162	55	551	138
Future Volume (vph)	478	241	43	133	136	118	551	1239	162	55	551	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3399	3504	1567	1626	3377	1599	3450	3557	1591	1778	5111	1591
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3504	1567	0	1558	1599	3450	3557	1591	1778	5111	1591
Peak-hour factor, PHF	0.91	0.91	0.91	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	525	265	47	156	160	139	586	1318	172	57	574	144
RTOR Reduction (vph)	0	0	0	0	0	119	0	0	52	0	0	78
Lane Group Flow (vph)	525	265	47	95	221	20	586	1318	120	57	574	66
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	29.6	29.6	29.6	26.4	26.4	26.4	53.4	89.3	89.3	8.7	44.1	44.1
Effective Green, g (s)	29.6	29.6	29.6	26.4	26.4	26.4	53.4	89.3	89.3	8.7	44.1	44.1
Actuated g/C Ratio	0.16	0.16	0.16	0.15	0.15	0.15	0.30	0.50	0.50	0.05	0.25	0.25
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	558	576	257	238	495	234	1023	1764	789	85	1252	389
v/s Ratio Prot	c0.15	0.08		0.06	c0.07		0.17	c0.37		c0.03	0.11	
v/s Ratio Perm			0.03			0.01			0.08			0.04
v/c Ratio	0.94	0.46	0.18	0.40	0.45	0.09	0.57	0.75	0.15	0.67	0.46	0.17
Uniform Delay, d1	74.3	68.0	64.8	69.6	70.1	66.4	53.6	36.3	24.7	84.2	57.8	53.5
Progression Factor	0.80	0.78	0.74	1.00	1.00	1.00	0.61	0.45	0.18	1.00	1.00	1.00
Incremental Delay, d2	21.3	0.2	0.1	0.4	0.2	0.1	0.4	2.6	0.4	15.1	1.2	0.9
Delay (s)	81.1	52.9	48.0	70.0	70.4	66.4	33.3	19.0	4.9	99.3	59.0	54.5
Level of Service	F	D	D	E	E	E	C	B	A	F	E	D
Approach Delay (s)		70.3			69.1			21.9			61.1	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	44.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	26	742	296	68	32	478	1773	61	13	1722	86
Future Volume (vph)	180	26	742	296	68	32	478	1773	61	13	1722	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1567	2745	3382	1766	1544	3399	6310		3242	6408	1524
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1567	2745	3382	1766	1544	3399	6310		3242	6408	1524
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	198	29	815	315	72	34	514	1906	66	14	1794	90
RTOR Reduction (vph)	0	0	0	0	0	30	0	2	0	0	0	52
Lane Group Flow (vph)	113	114	815	315	72	4	514	1970	0	14	1794	38
Heavy Vehicles (%)	2%	31%	2%	2%	6%	3%	2%	2%	3%	8%	2%	6%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	20.1	20.1	60.2	20.7	20.7	20.7	32.3	105.9		2.9	76.0	76.0
Effective Green, g (s)	20.1	20.1	54.8	20.7	20.7	20.7	32.3	105.9		2.9	76.0	76.0
Actuated g/C Ratio	0.11	0.11	0.30	0.11	0.11	0.11	0.18	0.59		0.02	0.42	0.42
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	184	174	835	388	203	177	609	3712		52	2705	643
v/s Ratio Prot	0.07	0.07	c0.30	c0.09	0.04		0.15	0.31		0.00	c0.28	
v/s Ratio Perm						0.00						0.02
v/c Ratio	0.61	0.66	0.98	0.81	0.35	0.02	0.84	0.53		0.27	0.66	0.06
Uniform Delay, d1	76.3	76.6	62.0	77.7	73.5	70.7	71.4	22.2		87.5	41.7	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.16	1.03		0.85	0.69	1.00
Incremental Delay, d2	4.2	6.6	25.2	11.6	0.4	0.0	4.7	0.2		1.0	1.3	0.2
Delay (s)	80.5	83.2	87.2	89.3	73.9	70.7	87.3	23.1		75.7	30.0	31.0
Level of Service	F	F	F	F	E	E	F	C		E	C	C
Approach Delay (s)		86.0			85.2			36.3			30.4	
Approach LOS		F			F			D			C	

Intersection Summary			
HCM 2000 Control Delay	46.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
80: Ashford Dunwoody Rd

Nexus at Perimeter Center
10/25/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1258	0	1699	0
Future Volume (vph)	0	0	1258	0	1699	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			7.4		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5358	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5358	
Peak-hour factor, PHF	0.96	0.96	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1338	0	1807	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1338	0	1807	0
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			27.6		46.8	
Effective Green, g (s)			27.6		46.8	
Actuated g/C Ratio			0.31		0.52	
Clearance Time (s)			7.4		8.2	
Lane Grp Cap (vph)			1090		2786	
v/s Ratio Prot			c0.38		c0.34	
v/s Ratio Perm						
v/c Ratio			1.23		0.65	
Uniform Delay, d1			31.2		15.6	
Progression Factor			0.86		0.73	
Incremental Delay, d2			110.0		0.9	
Delay (s)			136.9		12.3	
Level of Service			F		B	
Approach Delay (s)	0.0		136.9			12.3
Approach LOS	A		F			B

Intersection Summary			
HCM 2000 Control Delay	65.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	131	997	0	0
Future Volume (vph)	0	0	131	997	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			7.4	8.2		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	138	1049	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	138	1049	0	0
Turn Type			Prot	NA		
Protected Phases			4	2		
Permitted Phases						
Actuated Green, G (s)			27.6	46.8		
Effective Green, g (s)			27.6	46.8		
Actuated g/C Ratio			0.31	0.52		
Clearance Time (s)			7.4	8.2		
Lane Grp Cap (vph)			1026	1794		
v/s Ratio Prot			c0.04	c0.30		
v/s Ratio Perm						
v/c Ratio			0.13	0.58		
Uniform Delay, d1			22.6	14.9		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	1.4		
Delay (s)			22.8	16.3		
Level of Service			C	B		
Approach Delay (s)	0.0			17.1	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
90: Ashford Dunwoody Rd

Nexus at Perimeter Center
10/25/2016

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	844	0	560	0	0	0
Future Volume (vph)	844	0	560	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	0.95		1.00			
Satd. Flow (prot)	5190		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.95	0.95	0.96	0.96	0.92	0.92
Adj. Flow (vph)	888	0	583	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	888	0	583	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	35.3		38.1			
Effective Green, g (s)	35.3		38.1			
Actuated g/C Ratio	0.39		0.42			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	2035		1490			
v/s Ratio Prot	c0.17		c0.17			
v/s Ratio Perm						
v/c Ratio	0.44		0.39			
Uniform Delay, d1	20.1		17.9			
Progression Factor	1.00		1.00			
Incremental Delay, d2	0.7		0.7			
Delay (s)	20.7		18.6			
Level of Service	C		B			
Approach Delay (s)		20.7	18.6		0.0	
Approach LOS		C	B		A	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	941	316	0	0	0	0
Future Volume (vph)	941	316	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1844				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1844				
Peak-hour factor, PHF	0.99	0.99	0.92	0.92	0.97	0.97
Adj. Flow (vph)	951	319	0	0	0	0
RTOR Reduction (vph)	527	0	0	0	0	0
Lane Group Flow (vph)	424	319	0	0	0	0
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	40.1	38.2				
Effective Green, g (s)	40.1	38.2				
Actuated g/C Ratio	0.45	0.42				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1514	782				
v/s Ratio Prot	c0.12	c0.17				
v/s Ratio Perm						
v/c Ratio	0.28	0.41				
Uniform Delay, d1	15.8	18.0				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.5	1.6				
Delay (s)	16.3	19.6				
Level of Service	B	B				
Approach Delay (s)		17.1	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Old Navy Shopping Center/Perimeter Mall & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	594	7	4	932	56	5	0	4	37	2	65
Future Volume (vph)	31	594	7	4	932	56	5	0	4	37	2	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95		1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00		0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)	1752	4799	1239	1805	3546		1549		1331	1814	1631	
Flt Permitted	0.26	1.00	1.00	0.40	1.00		0.71		1.00	0.76	1.00	
Satd. Flow (perm)	480	4799	1239	756	3546		1156		1331	1446	1631	
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.70	0.70	0.70	0.90	0.90	0.90
Adj. Flow (vph)	33	639	8	4	991	60	7	0	6	41	2	72
RTOR Reduction (vph)	0	0	2	0	4	0	0	0	5	0	66	0
Lane Group Flow (vph)	33	639	6	4	1047	0	7	0	1	41	8	0
Heavy Vehicles (%)	2%	7%	29%	2%	3%	2%	20%	0%	25%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	79.3	79.3	79.3	79.3	79.3		8.4		8.4	8.4	8.4	
Effective Green, g (s)	79.3	79.3	79.3	79.3	79.3		8.4		8.4	8.4	8.4	
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.79		0.08		0.08	0.08	0.08	
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Grp Cap (vph)	380	3805	982	599	2811		97		111	121	137	
v/s Ratio Prot		0.13			c0.30						0.00	
v/s Ratio Perm	0.07		0.01	0.01			0.01		0.00	c0.03		
v/c Ratio	0.09	0.17	0.01	0.01	0.37		0.07		0.00	0.34	0.06	
Uniform Delay, d1	2.3	2.5	2.2	2.2	3.0		42.2		42.0	43.2	42.2	
Progression Factor	0.16	0.17	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.1	0.0	0.0	0.4		1.4		0.1	7.4	0.8	
Delay (s)	0.8	0.5	2.2	2.2	3.4		43.6		42.0	50.6	43.0	
Level of Service	A	A	A	A	A		D		D	D	D	
Approach Delay (s)		0.5			3.4			42.9			45.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis — Nexus at Perimeter Center

2: Old Navy Shopping Center W/Unsignalized Mall Dwy & Hammond Dr — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	596	1	0	975	32	1	0	4	7	0	20
Future Volume (Veh/h)	22	596	1	0	975	32	1	0	4	7	0	20
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	24	662	1	0	1037	34	2	0	6	12	0	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked	0.99						0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	1071			663			1091	1782	221	1329	1765	363
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1033			663			1053	1751	221	1293	1734	316
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.7
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.7
p0 queue free %	96			100			99	100	99	90	100	94
cM capacity (veh/h)	661			935			163	82	783	115	84	568

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	24	265	265	133	0	415	415	241	8	12	35
Volume Left	24	0	0	0	0	0	0	0	2	12	0
Volume Right	0	0	0	1	0	0	0	34	6	0	35
cSH	661	1700	1700	1700	1700	1700	1700	1700	401	115	568
Volume to Capacity	0.04	0.16	0.16	0.08	0.00	0.24	0.24	0.14	0.02	0.10	0.06
Queue Length 95th (ft)	3	0	0	0	0	0	0	0	2	9	5
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.2	40.1	11.7
Lane LOS	B								B	E	B
Approach Delay (s)	0.4				0.0				14.2	19.0	
Approach LOS									B	C	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	40	15	10	70	35	15
Future Volume (Veh/h)	40	15	10	70	35	15
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	16	11	76	38	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92	0	114	76	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92	0	114	76	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	94	99	99	90	98	
cM capacity (veh/h)	779	1085	801	795	1623	

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	29	30	36	51	38	16
Volume Left	0	0	11	0	38	0
Volume Right	0	16	0	0	0	16
cSH	779	915	797	795	1623	1700
Volume to Capacity	0.04	0.03	0.05	0.06	0.02	0.01
Queue Length 95th (ft)	3	3	4	5	2	0
Control Delay (s)	9.8	9.1	9.7	9.8	7.3	0.0
Lane LOS	A	A	A	A	A	
Approach Delay (s)	9.4		9.8		5.1	
Approach LOS	A		A			

Intersection Summary			
Average Delay	8.4		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	502	111	267	469	272	139	142	61	60	383	150
Future Volume (vph)	136	502	111	267	469	272	139	142	61	60	383	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3256	3360		1744	3522	1503	1832	3492	1492	2525	3522	1516
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.47	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3256	3360		1744	3522	1503	912	3492	1492	2525	3522	1516
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	146	540	119	290	510	296	154	158	68	63	403	158
RTOR Reduction (vph)	0	19	0	0	0	186	0	0	55	0	0	0
Lane Group Flow (vph)	146	640	0	290	510	110	154	158	13	63	403	158
Heavy Vehicles (%)	7%	4%	4%	4%	3%	8%	2%	7%	12%	38%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases						8	6		6			
Actuated Green, G (s)	9.3	33.3		13.8	37.3	37.3	24.3	19.0	19.0	7.5	21.0	21.0
Effective Green, g (s)	9.3	33.3		13.8	37.3	37.3	24.3	19.0	19.0	7.5	21.0	21.0
Actuated g/C Ratio	0.09	0.33		0.14	0.37	0.37	0.24	0.19	0.19	0.08	0.21	0.21
Clearance Time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Grp Cap (vph)	302	1118		240	1313	560	270	663	283	189	739	318
v/s Ratio Prot	0.04	c0.19		c0.17	0.14		c0.03	0.05		0.02	c0.11	0.10
v/s Ratio Perm						0.07	0.11		0.01			
v/c Ratio	0.48	0.57		1.21	0.39	0.20	0.57	0.24	0.05	0.33	0.55	0.50
Uniform Delay, d1	43.1	27.5		43.1	23.0	21.2	31.8	34.4	33.1	43.9	35.2	34.8
Progression Factor	1.00	1.00		0.95	1.23	3.67	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	2.1		124.9	0.8	0.8	8.5	0.8	0.3	4.7	2.9	5.5
Delay (s)	48.5	29.6		165.7	29.1	78.6	40.3	35.2	33.4	48.6	38.1	40.3
Level of Service	D	C		F	C	E	D	D	C	D	D	D
Approach Delay (s)		33.0			78.6			36.9			39.7	
Approach LOS		C			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

5: Perimeter Center Pkwy/Olde Perimeter Way & Perimeter Center West — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	720	385	299	667	30	88	26	101	26	53	40
Future Volume (vph)	29	720	385	299	667	30	88	26	101	26	53	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1744	3500		1626	1680	1399	1630	1816	1544
Flt Permitted	0.36	1.00	1.00	0.23	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	663	3486	1560	419	3500		1626	1680	1399	1630	1816	1544
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93	0.76	0.76	0.76
Adj. Flow (vph)	31	774	414	329	733	33	95	28	109	34	70	53
RTOR Reduction (vph)	0	0	220	0	1	0	0	0	76	0	0	48
Lane Group Flow (vph)	31	774	194	329	765	0	61	62	33	34	70	5
Heavy Vehicles (%)	2%	2%	2%	4%	3%	3%	6%	4%	16%	8%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	67.7	63.8	63.8	101.9	91.7		13.6	13.6	45.4	14.1	14.1	14.1
Effective Green, g (s)	67.7	63.8	63.8	101.9	91.7		13.6	13.6	45.4	14.1	14.1	14.1
Actuated g/C Ratio	0.45	0.43	0.43	0.68	0.61		0.09	0.09	0.30	0.09	0.09	0.09
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	327	1482	663	565	2139		147	152	423	153	170	145
v/s Ratio Prot	0.00	0.22		c0.12	0.22		c0.04	0.04	0.02	0.02	c0.04	
v/s Ratio Perm	0.04		0.12	c0.27					0.01			0.00
v/c Ratio	0.09	0.52	0.29	0.58	0.36		0.41	0.41	0.08	0.22	0.41	0.03
Uniform Delay, d1	23.0	31.8	28.3	13.8	14.5		64.4	64.4	37.4	62.9	64.0	61.8
Progression Factor	1.00	1.00	1.00	2.64	0.31		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	1.3	1.1	0.7	0.3		0.7	0.7	0.0	0.3	0.6	0.0
Delay (s)	23.0	33.2	29.4	37.1	4.9		65.1	65.0	37.4	63.1	64.6	61.8
Level of Service	C	C	C	D	A		E	E	D	E	E	E
Approach Delay (s)		31.6			14.6			52.1			63.4	
Approach LOS		C			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Ashford Dunwoody Rd & Perimeter Center West

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	157	406	263	216	53	679	899	58	55	974	179
Future Volume (vph)	128	157	406	263	216	53	679	899	58	55	974	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3270	3436	1567	1626	3366	1431	3450	3557	1561	1744	5111	1576
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3436	1567	0	1558	1431	3450	3557	1561	1744	5111	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	135	165	427	286	235	58	700	927	60	56	994	183
RTOR Reduction (vph)	0	0	394	0	0	47	0	0	29	0	0	88
Lane Group Flow (vph)	135	165	33	163	358	11	700	927	31	56	994	95
Heavy Vehicles (%)	6%	4%	2%	2%	2%	14%	2%	2%	4%	4%	2%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	11.6	11.6	11.6	28.7	28.7	28.7	39.6	76.7	76.7	7.0	43.6	43.6
Effective Green, g (s)	11.6	11.6	11.6	28.7	28.7	28.7	39.6	76.7	76.7	7.0	43.6	43.6
Actuated g/C Ratio	0.08	0.08	0.08	0.19	0.19	0.19	0.26	0.51	0.51	0.05	0.29	0.29
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	252	265	121	311	644	273	910	1818	798	81	1485	458
v/s Ratio Prot	0.04	c0.05		0.10	c0.11		c0.20	0.26		0.03	c0.19	
v/s Ratio Perm			0.02			0.01			0.02			0.06
v/c Ratio	0.54	0.62	0.27	0.52	0.56	0.04	0.77	0.51	0.04	0.69	0.67	0.21
Uniform Delay, d1	66.6	67.1	65.2	54.5	54.9	49.4	51.0	24.2	18.3	70.4	46.9	40.2
Progression Factor	1.13	1.12	5.64	1.00	1.00	1.00	0.73	0.50	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	2.9	0.4	0.7	0.6	0.0	2.5	0.7	0.1	18.5	2.4	1.0
Delay (s)	75.9	78.3	368.4	55.2	55.5	49.5	39.6	12.8	18.3	89.0	49.3	41.2
Level of Service	E	E	F	E	E	D	D	B	B	F	D	D
Approach Delay (s)		248.2			54.8			24.1			49.9	
Approach LOS		F			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	74.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	82	350	35	28	34	872	2287	464	44	1270	187
Future Volume (vph)	226	82	350	35	28	34	872	2287	464	44	1270	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1611	2617	3382	1686	1501	3399	6183		3433	6408	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1611	2617	3382	1686	1501	3399	6183		3433	6408	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	228	83	354	45	36	44	890	2334	473	45	1296	191
RTOR Reduction (vph)	0	0	0	0	0	42	0	16	0	0	0	141
Lane Group Flow (vph)	153	158	354	45	36	2	890	2791	0	45	1296	50
Heavy Vehicles (%)	2%	13%	7%	2%	11%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	18.1	18.1	81.5	6.0	6.0	6.0	55.6	89.7		5.8	39.4	39.4
Effective Green, g (s)	18.1	18.1	76.1	6.0	6.0	6.0	55.6	89.7		5.8	39.4	39.4
Actuated g/C Ratio	0.12	0.12	0.51	0.04	0.04	0.04	0.37	0.60		0.04	0.26	0.26
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	199	194	1327	135	67	60	1259	3697		132	1683	415
v/s Ratio Prot	0.09	c0.10	0.14	0.01	c0.02		0.26	c0.45		0.01	c0.20	
v/s Ratio Perm						0.00						0.03
v/c Ratio	0.77	0.81	0.27	0.33	0.54	0.03	0.71	0.75		0.34	0.77	0.12
Uniform Delay, d1	63.9	64.3	21.1	70.1	70.6	69.2	40.3	22.1		70.2	51.1	42.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.05	0.89		0.67	0.57	0.48
Incremental Delay, d2	14.8	21.3	0.0	0.5	4.1	0.1	0.3	0.1		0.4	2.6	0.4
Delay (s)	78.7	85.7	21.1	70.6	74.7	69.3	42.7	19.9		47.4	31.7	20.8
Level of Service	E	F	C	E	E	E	D	B		D	C	C
Approach Delay (s)		49.7			71.3			25.4			30.8	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	1911	0	920	0
Future Volume (vph)	0	0	1911	0	920	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			6.8		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5306	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5306	
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.97	0.97
Adj. Flow (vph)	0	0	1991	0	948	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1991	0	948	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			40.2		19.8	
Effective Green, g (s)			40.2		19.8	
Actuated g/C Ratio			0.54		0.26	
Clearance Time (s)			6.8		8.2	
Lane Grp Cap (vph)			1906		1400	
v/s Ratio Prot			c0.56		c0.18	
v/s Ratio Perm						
v/c Ratio			1.04		0.68	
Uniform Delay, d1			17.4		24.7	
Progression Factor			1.15		0.60	
Incremental Delay, d2			30.8		2.2	
Delay (s)			50.8		16.9	
Level of Service			D		B	
Approach Delay (s)	0.0		50.8			16.9
Approach LOS	A		D			B

Intersection Summary			
HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
81: Ashford Dunwoody Rd & I-285 WB Ramp

Nexus at Perimeter Center
10/25/2016

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	440	1681	0	0
Future Volume (vph)	0	0	440	1681	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			6.8	4.7		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.92	0.92
Adj. Flow (vph)	0	0	458	1751	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	458	1751	0	0
Turn Type			Prot	NA		
Protected Phases			4	17 7		
Permitted Phases						
Actuated Green, G (s)			40.2	39.3		
Effective Green, g (s)			40.2	37.3		
Actuated g/C Ratio			0.54	0.50		
Clearance Time (s)			6.8			
Lane Grp Cap (vph)			1793	1716		
v/s Ratio Prot			c0.14	c0.51		
v/s Ratio Perm						
v/c Ratio			0.26	1.02		
Uniform Delay, d1			9.4	18.9		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	27.0		
Delay (s)			9.7	45.9		
Level of Service			A	D		
Approach Delay (s)	0.0			38.4	0.0	
Approach LOS	A			D	A	

Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	988	0	792	0	0	0
Future Volume (vph)	988	0	792	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	1.00		1.00			
Satd. Flow (prot)	5463		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.92	0.92
Adj. Flow (vph)	1008	0	843	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1008	0	843	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	16.3		42.1			
Effective Green, g (s)	16.3		42.1			
Actuated g/C Ratio	0.22		0.56			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	1187		1977			
v/s Ratio Prot	c0.18		c0.24			
v/s Ratio Perm						
v/c Ratio	0.85		0.43			
Uniform Delay, d1	28.2		9.5			
Progression Factor	1.00		0.85			
Incremental Delay, d2	7.7		0.6			
Delay (s)	35.8		8.7			
Level of Service	D		A			
Approach Delay (s)		35.8	8.7		0.0	
Approach LOS		D	A		A	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1526	325	0	0	0	0
Future Volume (vph)	1526	325	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1826				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1826				
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1623	346	0	0	0	0
RTOR Reduction (vph)	669	0	0	0	0	0
Lane Group Flow (vph)	954	346	0	0	0	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	44.1	19.2				
Effective Green, g (s)	44.1	19.2				
Actuated g/C Ratio	0.59	0.26				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1998	467				
v/s Ratio Prot	c0.28	c0.19				
v/s Ratio Perm						
v/c Ratio	0.48	0.74				
Uniform Delay, d1	8.9	25.6				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.8	10.1				
Delay (s)	9.7	35.8				
Level of Service	A	D				
Approach Delay (s)		14.3	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Hammond Dr & Perimeter Mall

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	979	42	61	505	43	49	33	64	107	19	55
Future Volume (vph)	93	979	42	61	505	43	49	33	64	107	19	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5034	1567	1805	3535		1823	1919	1631	1814	1697	
Flt Permitted	0.40	1.00	1.00	0.19	1.00		0.70	1.00	1.00	0.73	1.00	
Satd. Flow (perm)	738	5034	1567	352	3535		1347	1919	1631	1398	1697	
Peak-hour factor, PHF	0.83	0.83	0.83	0.96	0.96	0.96	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	112	1180	51	64	526	45	56	38	73	123	22	63
RTOR Reduction (vph)	0	0	24	0	5	0	0	0	65	0	56	0
Lane Group Flow (vph)	112	1180	27	64	566	0	56	38	8	123	29	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	73.3	64.3	64.3	73.1	64.3		22.3	13.4	13.4	22.2	13.4	
Effective Green, g (s)	73.3	64.3	64.3	73.1	64.3		22.3	13.4	13.4	22.2	13.4	
Actuated g/C Ratio	0.61	0.54	0.54	0.61	0.54		0.19	0.11	0.11	0.18	0.11	
Clearance Time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Grp Cap (vph)	526	2697	839	320	1894		285	214	182	289	189	
v/s Ratio Prot	c0.02	c0.23		0.01	0.16		0.01	0.02		c0.03	0.02	
v/s Ratio Perm	0.11		0.02	0.11			0.02		0.00	c0.05		
v/c Ratio	0.21	0.44	0.03	0.20	0.30		0.20	0.18	0.04	0.43	0.15	
Uniform Delay, d1	9.9	16.9	13.2	10.2	15.4		41.0	48.3	47.6	42.8	48.2	
Progression Factor	0.69	0.68	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	0.5	0.1	1.4	0.4		1.5	1.8	0.5	4.5	1.7	
Delay (s)	7.6	11.9	13.2	11.6	15.8		42.6	50.1	48.0	47.3	49.9	
Level of Service	A	B	B	B	B		D	D	D	D	D	
Approach Delay (s)		11.6			15.4			46.7			48.4	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.7
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
2: Hammond Dr & Mall Entrance (West Leg)

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1036	31	2	645	20	24	6	12	36	7	102
Future Volume (Veh/h)	60	1036	31	2	645	20	24	6	12	36	7	102
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	1138	34	2	733	23	29	7	14	43	8	123
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked	0.98						0.98	0.98		0.98	0.98	0.98
vC, conflicting volume	756			1172			1662	2047	396	1277	2052	256
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	689			1172			1611	2003	396	1220	2009	180
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	93			100			39	87	98	61	85	84
cM capacity (veh/h)	885			592			48	53	603	111	53	773

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	66	455	455	262	2	293	293	170	50	43	131
Volume Left	66	0	0	0	2	0	0	0	29	43	0
Volume Right	0	0	0	34	0	0	0	23	14	0	123
cSH	885	1700	1700	1700	592	1700	1700	1700	66	111	422
Volume to Capacity	0.07	0.27	0.27	0.15	0.00	0.17	0.17	0.10	0.76	0.39	0.31
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	86	40	33
Control Delay (s)	9.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	153.0	56.8	17.3
Lane LOS	A				B				F	F	C
Approach Delay (s)	0.5				0.0				153.0	27.1	
Approach LOS									F	D	

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Mall Entrance (West Leg) & Mall Loop Rd

Nexus at Perimeter Center
10/25/2016

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	83	103	55	46	73	45
Future Volume (Veh/h)	83	103	55	46	73	45
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.90	0.90	0.87	0.87
Hourly flow rate (vph)	100	124	61	51	84	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	220	0	342	168	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	0	342	168	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	84	89	87	93	95	
cM capacity (veh/h)	643	1085	459	687	1623	

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	67	157	78	34	84	52
Volume Left	0	0	61	0	84	0
Volume Right	0	124	0	0	0	52
cSH	643	947	495	687	1623	1700
Volume to Capacity	0.10	0.17	0.16	0.05	0.05	0.03
Queue Length 95th (ft)	9	15	14	4	4	0
Control Delay (s)	11.2	9.6	13.6	10.5	7.3	0.0
Lane LOS	B	A	B	B	A	
Approach Delay (s)	10.1		12.7		4.5	
Approach LOS	B		B			

Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: Perimeter Center Pkwy & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	643	155	94	465	161	257	460	93	214	414	227
Future Volume (vph)	302	643	155	94	465	161	257	460	93	214	414	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3416	3366		1605	3522	1387	1832	3628	1577	3287	3487	1575
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.39	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3416	3366		1605	3522	1387	745	3628	1577	3287	3487	1575
Peak-hour factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	311	663	160	109	541	187	295	529	107	228	440	241
RTOR Reduction (vph)	0	17	0	0	0	134	0	0	81	0	0	0
Lane Group Flow (vph)	311	806	0	109	541	53	295	529	26	228	440	241
Heavy Vehicles (%)	2%	4%	2%	13%	3%	17%	2%	3%	6%	6%	3%	2%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases						8	6		6			
Actuated Green, G (s)	12.3	36.3		10.8	34.3	34.3	46.3	29.0	29.0	17.5	29.0	29.0
Effective Green, g (s)	12.3	36.3		10.8	34.3	34.3	46.3	29.0	29.0	17.5	29.0	29.0
Actuated g/C Ratio	0.10	0.30		0.09	0.29	0.29	0.39	0.24	0.24	0.15	0.24	0.24
Clearance Time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Grp Cap (vph)	350	1018		144	1006	396	444	876	381	479	842	380
v/s Ratio Prot	0.09	c0.24		c0.07	0.15		c0.10	0.15		0.07	0.13	0.15
v/s Ratio Perm						0.04	c0.16		0.02			
v/c Ratio	0.89	0.79		0.76	0.54	0.13	0.66	0.60	0.07	0.48	0.52	0.63
Uniform Delay, d1	53.2	38.4		53.3	36.2	31.8	27.2	40.4	35.1	47.0	39.5	40.7
Progression Factor	1.00	1.00		0.88	0.81	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.7	6.3		30.2	2.0	0.7	7.6	3.1	0.3	3.4	2.3	7.8
Delay (s)	79.9	44.7		76.9	31.5	16.4	34.9	43.5	35.4	50.4	41.8	48.6
Level of Service	E	D		E	C	B	C	D	D	D	D	D
Approach Delay (s)		54.3			34.0			39.8			45.8	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	44.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

5: Perimeter Center Pkwy/Olde Perimeter Way & Perimeter Center West — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	974	408	145	734	61	364	130	506	55	59	54
Future Volume (vph)	80	974	408	145	734	61	364	130	506	55	59	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1778	3516		1673	1729	1591	1725	1816	1544
Flt Permitted	0.27	1.00	1.00	0.17	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	497	3486	1560	312	3516		1673	1729	1591	1725	1816	1544
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.98	0.98	0.98	0.86	0.86	0.86
Adj. Flow (vph)	88	1070	448	153	773	64	371	133	516	64	69	63
RTOR Reduction (vph)	0	0	140	0	3	0	0	0	188	0	0	57
Lane Group Flow (vph)	88	1070	308	153	834	0	249	255	328	64	69	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	102.0	93.4	93.4	107.6	96.2		30.0	30.0	41.4	18.5	18.5	18.5
Effective Green, g (s)	102.0	93.4	93.4	107.6	96.2		30.0	30.0	41.4	18.5	18.5	18.5
Actuated g/C Ratio	0.57	0.52	0.52	0.60	0.53		0.17	0.17	0.23	0.10	0.10	0.10
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	341	1808	809	279	1879		278	288	365	177	186	158
v/s Ratio Prot	0.01	c0.31		0.03	0.24		0.15	0.15	c0.06	0.04	c0.04	
v/s Ratio Perm	0.13		0.20	c0.29					0.15			0.00
v/c Ratio	0.26	0.59	0.38	0.55	0.44		0.90	0.89	0.90	0.36	0.37	0.04
Uniform Delay, d1	18.9	30.1	26.0	21.2	25.6		73.5	73.3	67.3	75.2	75.3	72.8
Progression Factor	1.00	1.00	1.00	1.55	0.41		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	1.4	1.4	1.1	0.7		27.9	25.4	23.3	0.5	0.5	0.0
Delay (s)	19.0	31.5	27.3	33.8	11.1		101.4	98.7	90.5	75.7	75.8	72.8
Level of Service	B	C	C	C	B		F	F	F	E	E	E
Approach Delay (s)		29.6			14.6			95.2			74.8	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Ashford Dunwoody Rd & Perimeter Center West

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	492	248	58	137	140	122	568	1315	167	57	578	142
Future Volume (vph)	492	248	58	137	140	122	568	1315	167	57	578	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3399	3504	1567	1626	3377	1599	3450	3557	1591	1778	5111	1591
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3504	1567	0	1558	1599	3450	3557	1591	1778	5111	1591
Peak-hour factor, PHF	0.91	0.91	0.91	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	541	273	64	161	165	144	604	1399	178	59	602	148
RTOR Reduction (vph)	0	0	0	0	0	118	0	0	51	0	0	78
Lane Group Flow (vph)	541	273	64	98	228	26	604	1399	127	59	602	70
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	30.2	30.2	30.2	26.7	26.7	26.7	53.4	88.3	88.3	8.8	43.2	43.2
Effective Green, g (s)	30.2	30.2	30.2	26.7	26.7	26.7	53.4	88.3	88.3	8.8	43.2	43.2
Actuated g/C Ratio	0.17	0.17	0.17	0.15	0.15	0.15	0.30	0.49	0.49	0.05	0.24	0.24
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	570	587	262	241	500	237	1023	1744	780	86	1226	381
v/s Ratio Prot	c0.16	0.08		0.06	c0.07		0.18	c0.39		0.03	c0.12	
v/s Ratio Perm			0.04			0.02			0.08			0.04
v/c Ratio	0.95	0.47	0.24	0.41	0.46	0.11	0.59	0.80	0.16	0.69	0.49	0.18
Uniform Delay, d1	74.1	67.6	65.0	69.5	70.0	66.3	54.0	38.5	25.4	84.2	58.9	54.4
Progression Factor	0.80	0.78	0.76	1.00	1.00	1.00	0.61	0.48	0.19	1.00	1.00	1.00
Incremental Delay, d2	21.0	0.2	0.1	0.4	0.2	0.1	0.5	3.5	0.4	16.5	1.4	1.1
Delay (s)	80.6	52.8	49.3	69.9	70.3	66.4	33.7	21.9	5.2	100.8	60.3	55.4
Level of Service	F	D	D	E	E	E	C	C	A	F	E	E
Approach Delay (s)		69.7			69.0			23.8			62.4	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	27	916	305	70	33	541	1827	63	13	1774	99
Future Volume (vph)	223	27	916	305	70	33	541	1827	63	13	1774	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1580	2745	3382	1766	1544	3399	6310		3242	6408	1524
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1580	2745	3382	1766	1544	3399	6310		3242	6408	1524
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	245	30	1007	324	74	35	582	1965	68	14	1848	103
RTOR Reduction (vph)	0	0	0	0	0	31	0	2	0	0	0	60
Lane Group Flow (vph)	137	138	1007	324	74	4	582	2031	0	14	1848	43
Heavy Vehicles (%)	2%	31%	2%	2%	6%	3%	2%	2%	3%	8%	2%	6%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	21.1	21.1	59.9	21.1	21.1	21.1	31.0	104.5		2.9	75.9	75.9
Effective Green, g (s)	21.1	21.1	54.5	21.1	21.1	21.1	31.0	104.5		2.9	75.9	75.9
Actuated g/C Ratio	0.12	0.12	0.30	0.12	0.12	0.12	0.17	0.58		0.02	0.42	0.42
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	194	185	831	396	207	180	585	3663		52	2702	642
v/s Ratio Prot	0.08	0.09	c0.37	c0.10	0.04		0.17	0.32		0.00	c0.29	
v/s Ratio Perm						0.00						0.03
v/c Ratio	0.71	0.75	1.21	0.82	0.36	0.02	0.99	0.55		0.27	0.68	0.07
Uniform Delay, d1	76.5	76.9	62.8	77.6	73.2	70.3	74.4	23.3		87.5	42.3	31.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.03		0.85	0.68	2.96
Incremental Delay, d2	9.2	13.3	106.4	11.8	0.4	0.0	19.7	0.2		1.0	1.4	0.2
Delay (s)	85.6	90.2	169.2	89.3	73.6	70.3	105.4	24.2		75.8	30.1	92.0
Level of Service	F	F	F	F	E	E	F	C		E	C	F
Approach Delay (s)		151.7			85.1			42.2			33.7	
Approach LOS		F			F			D			C	

Intersection Summary			
HCM 2000 Control Delay	64.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	1324	0	1837	0
Future Volume (vph)	0	0	1324	0	1837	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			7.4		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5358	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5358	
Peak-hour factor, PHF	0.96	0.96	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1409	0	1954	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1409	0	1954	0
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			27.6		46.8	
Effective Green, g (s)			27.6		46.8	
Actuated g/C Ratio			0.31		0.52	
Clearance Time (s)			7.4		8.2	
Lane Grp Cap (vph)			1090		2786	
v/s Ratio Prot			c0.40		c0.36	
v/s Ratio Perm						
v/c Ratio			1.29		0.70	
Uniform Delay, d1			31.2		16.3	
Progression Factor			0.86		0.86	
Incremental Delay, d2			138.0		0.9	
Delay (s)			164.9		14.9	
Level of Service			F		B	
Approach Delay (s)	0.0		164.9			14.9
Approach LOS	A		F			B

Intersection Summary			
HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	135	1048	0	0
Future Volume (vph)	0	0	135	1048	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			7.4	8.2		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	142	1103	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	142	1103	0	0
Turn Type			Prot	NA		
Protected Phases			4	2		
Permitted Phases						
Actuated Green, G (s)			27.6	46.8		
Effective Green, g (s)			27.6	46.8		
Actuated g/C Ratio			0.31	0.52		
Clearance Time (s)			7.4	8.2		
Lane Grp Cap (vph)			1026	1794		
v/s Ratio Prot			c0.04	c0.32		
v/s Ratio Perm						
v/c Ratio			0.14	0.61		
Uniform Delay, d1			22.6	15.2		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	1.6		
Delay (s)			22.9	16.8		
Level of Service			C	B		
Approach Delay (s)	0.0			17.5	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
90: Ashford Dunwoody Rd

Nexus at Perimeter Center
10/25/2016

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	877	0	606	0	0	0
Future Volume (vph)	877	0	606	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	0.95		1.00			
Satd. Flow (prot)	5190		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.95	0.95	0.96	0.96	0.92	0.92
Adj. Flow (vph)	923	0	631	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	923	0	631	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	35.3		38.1			
Effective Green, g (s)	35.3		38.1			
Actuated g/C Ratio	0.39		0.42			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	2035		1490			
v/s Ratio Prot	c0.18		c0.18			
v/s Ratio Perm						
v/c Ratio	0.45		0.42			
Uniform Delay, d1	20.2		18.2			
Progression Factor	1.00		1.04			
Incremental Delay, d2	0.7		0.7			
Delay (s)	21.0		19.8			
Level of Service	C		B			
Approach Delay (s)		21.0	19.8		0.0	
Approach LOS		C	B		A	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	991	326	0	0	0	0
Future Volume (vph)	991	326	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1844				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1844				
Peak-hour factor, PHF	0.99	0.99	0.92	0.92	0.97	0.97
Adj. Flow (vph)	1001	329	0	0	0	0
RTOR Reduction (vph)	555	0	0	0	0	0
Lane Group Flow (vph)	446	329	0	0	0	0
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	40.1	38.2				
Effective Green, g (s)	40.1	38.2				
Actuated g/C Ratio	0.45	0.42				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1514	782				
v/s Ratio Prot	c0.13	c0.18				
v/s Ratio Perm						
v/c Ratio	0.29	0.42				
Uniform Delay, d1	15.9	18.1				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.5	1.7				
Delay (s)	16.4	19.8				
Level of Service	B	B				
Approach Delay (s)		17.3	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Old Navy Shopping Center/Perimeter Mall & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	597	7	4	954	212	5	0	4	61	2	86
Future Volume (vph)	166	597	7	4	954	212	5	0	4	61	2	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95		1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00		0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)	1752	4799	1239	1805	3483		1549		1331	1814	1629	
Flt Permitted	0.21	1.00	1.00	0.40	1.00		0.69		1.00	0.76	1.00	
Satd. Flow (perm)	383	4799	1239	754	3483		1131		1331	1446	1629	
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.70	0.70	0.70	0.90	0.90	0.90
Adj. Flow (vph)	178	642	8	4	1015	226	7	0	6	68	2	96
RTOR Reduction (vph)	0	0	2	0	19	0	0	0	5	0	88	0
Lane Group Flow (vph)	178	642	6	4	1222	0	7	0	1	68	10	0
Heavy Vehicles (%)	2%	7%	29%	2%	3%	2%	20%	0%	25%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	79.3	79.3	79.3	79.3	79.3		8.4		8.4	8.4	8.4	
Effective Green, g (s)	79.3	79.3	79.3	79.3	79.3		8.4		8.4	8.4	8.4	
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.79		0.08		0.08	0.08	0.08	
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Grp Cap (vph)	303	3805	982	597	2762		95		111	121	136	
v/s Ratio Prot		0.13			0.35						0.01	
v/s Ratio Perm	c0.46		0.01	0.01			0.01		0.00	c0.05		
v/c Ratio	0.59	0.17	0.01	0.01	0.44		0.07		0.00	0.56	0.07	
Uniform Delay, d1	4.0	2.5	2.2	2.2	3.3		42.2		42.0	44.0	42.2	
Progression Factor	1.46	0.18	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2	6.6	0.1	0.0	0.0	0.5		1.5		0.1	17.5	1.1	
Delay (s)	12.5	0.5	2.2	2.2	3.8		43.7		42.0	61.6	43.3	
Level of Service	B	A	A	A	A		D		D	E	D	
Approach Delay (s)		3.1			3.8			42.9			50.8	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis — Nexus at Perimeter Center

2: Old Navy Shopping Center W/Unsignalized Mall Dwy & Hammond Dr — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	731	1	0	996	54	1	0	4	10	0	31
Future Volume (Veh/h)	89	731	1	0	996	54	1	0	4	10	0	31
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	99	812	1	0	1060	57	2	0	6	18	0	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked												
vC, conflicting volume	1117			813			1418	2128	271	1563	2100	382
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1117			813			1418	2128	271	1563	2100	382
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.7
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.7
p0 queue free %	84			100			97	100	99	73	100	90
cM capacity (veh/h)	621			823			76	42	727	66	44	515

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	99	325	325	163	0	424	424	269	8	18	54
Volume Left	99	0	0	0	0	0	0	0	2	18	0
Volume Right	0	0	0	1	0	0	0	57	6	0	54
cSH	621	1700	1700	1700	1700	1700	1700	1700	232	66	515
Volume to Capacity	0.16	0.19	0.19	0.10	0.00	0.25	0.25	0.16	0.03	0.27	0.10
Queue Length 95th (ft)	14	0	0	0	0	0	0	0	3	24	9
Control Delay (s)	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	79.2	12.8
Lane LOS	B								C	F	B
Approach Delay (s)	1.3				0.0				21.1	29.4	
Approach LOS									C	D	

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Unsignalized Mall Dwy & Mall Loop Road

Nexus at Perimeter Center
10/25/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	73	102	37	62	26
Future Volume (Veh/h)	13	73	102	37	62	26
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	79	111	40	67	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	279	76			151	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	279	76			151	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	92			95	
cM capacity (veh/h)	656	977			1442	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	14	79	74	77	76	19
Volume Left	14	0	0	0	67	0
Volume Right	0	79	0	40	0	0
cSH	656	977	1700	1700	1442	1700
Volume to Capacity	0.02	0.08	0.04	0.05	0.05	0.01
Queue Length 95th (ft)	2	7	0	0	4	0
Control Delay (s)	10.6	9.0	0.0	0.0	6.7	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.2		0.0		5.4	
Approach LOS	A					

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	637	111	274	490	275	139	164	107	82	386	150
Future Volume (vph)	136	637	111	274	490	275	139	164	107	82	386	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3256	3377		1744	3522	1503	1832	3492	1492	2525	3522	1516
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.47	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3256	3377		1744	3522	1503	904	3492	1492	2525	3522	1516
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	146	685	119	298	533	299	154	182	119	86	406	158
RTOR Reduction (vph)	0	14	0	0	0	187	0	0	96	0	0	0
Lane Group Flow (vph)	146	790	0	298	533	112	154	182	23	86	406	158
Heavy Vehicles (%)	7%	4%	4%	4%	3%	8%	2%	7%	12%	38%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases						8	6		6			
Actuated Green, G (s)	9.3	33.3		13.8	37.3	37.3	24.3	19.0	19.0	7.5	21.0	21.0
Effective Green, g (s)	9.3	33.3		13.8	37.3	37.3	24.3	19.0	19.0	7.5	21.0	21.0
Actuated g/C Ratio	0.09	0.33		0.14	0.37	0.37	0.24	0.19	0.19	0.08	0.21	0.21
Clearance Time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Grp Cap (vph)	302	1124		240	1313	560	268	663	283	189	739	318
v/s Ratio Prot	0.04	c0.23		c0.17	0.15		0.03	0.05		c0.03	c0.12	0.10
v/s Ratio Perm						0.07	0.11		0.02			
v/c Ratio	0.48	0.70		1.24	0.41	0.20	0.57	0.27	0.08	0.46	0.55	0.50
Uniform Delay, d1	43.1	29.0		43.1	23.2	21.2	31.8	34.6	33.3	44.3	35.3	34.8
Progression Factor	1.00	1.00		0.95	1.20	3.33	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	3.7		137.1	0.9	0.7	8.7	1.0	0.6	7.7	2.9	5.5
Delay (s)	48.5	32.7		178.0	28.7	71.4	40.5	35.6	33.9	52.0	38.2	40.3
Level of Service	D	C		F	C	E	D	D	C	D	D	D
Approach Delay (s)		35.2			79.4			36.8			40.5	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

5: Perimeter Center Pkwy/Olde Perimeter Way & Perimeter Center West — 10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	720	431	321	667	30	95	26	104	26	53	40
Future Volume (vph)	29	720	431	321	667	30	95	26	104	26	53	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1744	3500		1626	1677	1399	1630	1816	1544
Flt Permitted	0.36	1.00	1.00	0.21	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	663	3486	1560	389	3500		1626	1677	1399	1630	1816	1544
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93	0.76	0.76	0.76
Adj. Flow (vph)	31	774	463	353	733	33	102	28	112	34	70	53
RTOR Reduction (vph)	0	0	260	0	1	0	0	0	75	0	0	48
Lane Group Flow (vph)	31	774	203	353	765	0	64	66	37	34	70	5
Heavy Vehicles (%)	2%	2%	2%	4%	3%	3%	6%	4%	16%	8%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	63.0	59.1	59.1	101.7	91.5		13.8	13.8	50.1	14.1	14.1	14.1
Effective Green, g (s)	63.0	59.1	59.1	101.7	91.5		13.8	13.8	50.1	14.1	14.1	14.1
Actuated g/C Ratio	0.42	0.39	0.39	0.68	0.61		0.09	0.09	0.33	0.09	0.09	0.09
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	306	1373	614	591	2135		149	154	467	153	170	145
v/s Ratio Prot	0.00	0.22		c0.14	0.22		c0.04	0.04	0.02	0.02	c0.04	
v/s Ratio Perm	0.04		0.13	c0.26					0.01			0.00
v/c Ratio	0.10	0.56	0.33	0.60	0.36		0.43	0.43	0.08	0.22	0.41	0.03
Uniform Delay, d1	25.7	35.4	31.7	14.9	14.6		64.4	64.4	34.2	62.9	64.0	61.8
Progression Factor	1.00	1.00	1.00	2.87	0.33		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	1.7	1.4	0.8	0.3		0.7	0.7	0.0	0.3	0.6	0.0
Delay (s)	25.7	37.1	33.1	43.6	5.1		65.1	65.1	34.2	63.1	64.6	61.8
Level of Service	C	D	C	D	A		E	E	C	E	E	E
Approach Delay (s)		35.4			17.3			50.8			63.4	
Approach LOS		D			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	157	406	263	216	53	679	902	58	55	996	201
Future Volume (vph)	131	157	406	263	216	53	679	902	58	55	996	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3270	3436	1567	1626	3366	1431	3450	3557	1561	1744	5111	1576
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3436	1567	0	1558	1431	3450	3557	1561	1744	5111	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	138	165	427	286	235	58	700	930	60	56	1016	205
RTOR Reduction (vph)	0	0	394	0	0	47	0	0	29	0	0	88
Lane Group Flow (vph)	138	165	33	163	358	11	700	930	31	56	1016	117
Heavy Vehicles (%)	6%	4%	2%	2%	2%	14%	2%	2%	4%	4%	2%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	11.6	11.6	11.6	28.7	28.7	28.7	39.6	76.7	76.7	7.0	43.6	43.6
Effective Green, g (s)	11.6	11.6	11.6	28.7	28.7	28.7	39.6	76.7	76.7	7.0	43.6	43.6
Actuated g/C Ratio	0.08	0.08	0.08	0.19	0.19	0.19	0.26	0.51	0.51	0.05	0.29	0.29
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	252	265	121	311	644	273	910	1818	798	81	1485	458
v/s Ratio Prot	0.04	c0.05		0.10	c0.11		c0.20	0.26		0.03	c0.20	
v/s Ratio Perm			0.02			0.01			0.02			0.07
v/c Ratio	0.55	0.62	0.27	0.52	0.56	0.04	0.77	0.51	0.04	0.69	0.68	0.26
Uniform Delay, d1	66.7	67.1	65.2	54.5	54.9	49.4	51.0	24.3	18.3	70.4	47.1	40.8
Progression Factor	1.23	1.23	5.71	1.00	1.00	1.00	0.73	0.50	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	2.9	0.4	0.7	0.6	0.0	2.5	0.7	0.1	18.5	2.6	1.3
Delay (s)	83.3	85.3	372.8	55.2	55.5	49.5	39.8	12.9	18.3	89.0	49.7	42.1
Level of Service	F	F	F	E	E	D	D	B	B	F	D	D
Approach Delay (s)		253.1			54.8			24.2			50.2	
Approach LOS		F			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	75.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	82	374	35	28	34	1028	2287	464	44	1270	209
Future Volume (vph)	229	82	374	35	28	34	1028	2287	464	44	1270	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1612	2617	3382	1686	1501	3399	6183		3433	6408	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1612	2617	3382	1686	1501	3399	6183		3433	6408	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	231	83	378	45	36	44	1049	2334	473	45	1296	213
RTOR Reduction (vph)	0	0	0	0	0	42	0	16	0	0	0	141
Lane Group Flow (vph)	155	159	378	45	36	2	1049	2791	0	45	1296	72
Heavy Vehicles (%)	2%	13%	7%	2%	11%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	18.2	18.2	81.5	6.0	6.0	6.0	55.5	89.6		5.8	39.4	39.4
Effective Green, g (s)	18.2	18.2	76.1	6.0	6.0	6.0	55.5	89.6		5.8	39.4	39.4
Actuated g/C Ratio	0.12	0.12	0.51	0.04	0.04	0.04	0.37	0.60		0.04	0.26	0.26
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	200	195	1327	135	67	60	1257	3693		132	1683	415
v/s Ratio Prot	0.09	c0.10	0.14	0.01	c0.02		c0.31	0.45		0.01	c0.20	
v/s Ratio Perm						0.00						0.05
v/c Ratio	0.78	0.82	0.28	0.33	0.54	0.03	0.83	0.76		0.34	0.77	0.17
Uniform Delay, d1	63.9	64.3	21.3	70.1	70.6	69.2	43.1	22.2		70.2	51.1	42.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.05	0.89		0.67	0.57	0.40
Incremental Delay, d2	15.6	21.3	0.0	0.5	4.1	0.1	0.6	0.1		0.4	2.6	0.7
Delay (s)	79.5	85.6	21.3	70.6	74.7	69.3	46.0	19.9		47.3	31.6	18.0
Level of Service	E	F	C	E	E	E	D	B		D	C	B
Approach Delay (s)		49.1			71.3			27.0			30.2	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	2000	0	934	0
Future Volume (vph)	0	0	2000	0	934	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			6.8		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5306	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5306	
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.97	0.97
Adj. Flow (vph)	0	0	2083	0	963	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2083	0	963	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			40.2		19.8	
Effective Green, g (s)			40.2		19.8	
Actuated g/C Ratio			0.54		0.26	
Clearance Time (s)			6.8		8.2	
Lane Grp Cap (vph)			1906		1400	
v/s Ratio Prot			c0.59		c0.18	
v/s Ratio Perm						
v/c Ratio			1.09		0.69	
Uniform Delay, d1			17.4		24.8	
Progression Factor			1.15		0.61	
Incremental Delay, d2			48.7		2.3	
Delay (s)			68.7		17.3	
Level of Service			E		B	
Approach Delay (s)	0.0		68.7			17.3
Approach LOS	A		E			B

Intersection Summary			
HCM 2000 Control Delay	52.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
81: Ashford Dunwoody Rd & I-285 WB Ramp

Nexus at Perimeter Center
10/25/2016

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	440	1748	0	0
Future Volume (vph)	0	0	440	1748	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			6.8	4.7		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.92	0.92
Adj. Flow (vph)	0	0	458	1821	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	458	1821	0	0
Turn Type			Prot	NA		
Protected Phases			4	17 7		
Permitted Phases						
Actuated Green, G (s)			40.2	39.3		
Effective Green, g (s)			40.2	37.3		
Actuated g/C Ratio			0.54	0.50		
Clearance Time (s)			6.8			
Lane Grp Cap (vph)			1793	1716		
v/s Ratio Prot			c0.14	c0.53		
v/s Ratio Perm						
v/c Ratio			0.26	1.06		
Uniform Delay, d1			9.4	18.9		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	40.0		
Delay (s)			9.7	58.9		
Level of Service			A	E		
Approach Delay (s)	0.0			49.0	0.0	
Approach LOS	A			D	A	

Intersection Summary			
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	1010	0	795	0	0	0
Future Volume (vph)	1010	0	795	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	1.00		1.00			
Satd. Flow (prot)	5463		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.92	0.92
Adj. Flow (vph)	1031	0	846	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1031	0	846	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	16.3		42.1			
Effective Green, g (s)	16.3		42.1			
Actuated g/C Ratio	0.22		0.56			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	1187		1977			
v/s Ratio Prot	c0.19		c0.24			
v/s Ratio Perm						
v/c Ratio	0.87		0.43			
Uniform Delay, d1	28.3		9.5			
Progression Factor	1.00		0.85			
Incremental Delay, d2	8.7		0.6			
Delay (s)	37.0		8.7			
Level of Service	D		A			
Approach Delay (s)		37.0	8.7		0.0	
Approach LOS		D	A		A	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1593	325	0	0	0	0
Future Volume (vph)	1593	325	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1826				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1826				
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1695	346	0	0	0	0
RTOR Reduction (vph)	698	0	0	0	0	0
Lane Group Flow (vph)	997	346	0	0	0	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	44.1	19.2				
Effective Green, g (s)	44.1	19.2				
Actuated g/C Ratio	0.59	0.26				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1998	467				
v/s Ratio Prot	c0.29	c0.19				
v/s Ratio Perm						
v/c Ratio	0.50	0.74				
Uniform Delay, d1	9.0	25.6				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.9	10.1				
Delay (s)	9.9	35.8				
Level of Service	A	D				
Approach Delay (s)		14.3	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Hammond Dr & Perimeter Mall

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	999	42	61	511	84	49	33	64	247	19	175
Future Volume (vph)	128	999	42	61	511	84	49	33	64	247	19	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5034	1567	1805	3504		1823	1919	1631	1814	1651	
Flt Permitted	0.37	1.00	1.00	0.18	1.00		0.30	1.00	1.00	0.73	1.00	
Satd. Flow (perm)	689	5034	1567	340	3504		573	1919	1631	1398	1651	
Peak-hour factor, PHF	0.83	0.83	0.83	0.96	0.96	0.96	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	154	1204	51	64	532	88	56	38	73	284	22	201
RTOR Reduction (vph)	0	0	24	0	11	0	0	0	65	0	179	0
Lane Group Flow (vph)	154	1204	27	64	609	0	56	38	8	284	44	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	73.3	64.3	64.3	73.1	64.3		22.3	13.4	13.4	22.2	13.4	
Effective Green, g (s)	73.3	64.3	64.3	73.1	64.3		22.3	13.4	13.4	22.2	13.4	
Actuated g/C Ratio	0.61	0.54	0.54	0.61	0.54		0.19	0.11	0.11	0.18	0.11	
Clearance Time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Grp Cap (vph)	500	2697	839	314	1877		199	214	182	289	184	
v/s Ratio Prot	c0.02	c0.24		0.01	0.17		0.02	0.02		c0.07	0.03	
v/s Ratio Perm	0.16		0.02	0.11			0.03		0.00	c0.11		
v/c Ratio	0.31	0.45	0.03	0.20	0.32		0.28	0.18	0.04	0.98	0.24	
Uniform Delay, d1	10.2	17.0	13.2	10.3	15.6		41.3	48.3	47.6	48.0	48.7	
Progression Factor	0.68	0.67	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.5	0.1	1.5	0.5		3.5	1.8	0.5	48.7	3.1	
Delay (s)	8.4	11.9	13.2	11.7	16.1		44.8	50.1	48.0	96.7	51.7	
Level of Service	A	B	B	B	B		D	D	D	F	D	
Approach Delay (s)		11.6			15.7			47.4			76.9	
Approach LOS		B			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.7
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
2: Hammond Dr & Mall Entrance (West Leg)

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1071	31	2	765	26	24	6	12	56	7	162
Future Volume (Veh/h)	78	1071	31	2	765	26	24	6	12	56	7	162
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	86	1177	34	2	869	30	29	7	14	67	8	195
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked												
vC, conflicting volume	899			1211			1859	2269	409	1470	2271	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	899			1211			1859	2269	409	1470	2271	305
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	89			100			0	80	98	0	77	70
cM capacity (veh/h)	751			572			24	35	591	67	35	649

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	86	471	471	269	2	348	348	204	50	67	203
Volume Left	86	0	0	0	2	0	0	0	29	67	0
Volume Right	0	0	0	34	0	0	0	30	14	0	195
cSH	751	1700	1700	1700	572	1700	1700	1700	35	67	384
Volume to Capacity	0.11	0.28	0.28	0.16	0.00	0.20	0.20	0.12	1.44	1.00	0.53
Queue Length 95th (ft)	10	0	0	0	0	0	0	0	135	125	74
Control Delay (s)	10.4	0.0	0.0	0.0	11.3	0.0	0.0	0.0	484.5	214.1	24.4
Lane LOS	B				B				F	F	C
Approach Delay (s)	0.7				0.0				484.5	71.5	
Approach LOS									F	F	

Intersection Summary			
Average Delay	17.6		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Mall Entrance (West Leg) & Mall Loop Rd

Nexus at Perimeter Center
10/26/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	66	91	51	89	163
Future Volume (Veh/h)	75	66	91	51	89	163
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.87	0.87	0.25	0.25
Hourly flow rate (vph)	83	73	105	59	356	652
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1172	82			164	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1172	82			164	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	92			75	
cM capacity (veh/h)	139	968			1427	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	83	73	70	94	573	435
Volume Left	83	0	0	0	356	0
Volume Right	0	73	0	59	0	0
cSH	139	968	1700	1700	1427	1700
Volume to Capacity	0.60	0.08	0.04	0.06	0.25	0.26
Queue Length 95th (ft)	77	6	0	0	25	0
Control Delay (s)	63.4	9.0	0.0	0.0	6.1	0.0
Lane LOS	F	A			A	
Approach Delay (s)	38.0		0.0		3.5	
Approach LOS	E					

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: Perimeter Center Pkwy & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	678	155	133	585	181	257	466	105	220	434	227
Future Volume (vph)	302	678	155	133	585	181	257	466	105	220	434	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3416	3369		1605	3522	1387	1832	3628	1577	3287	3487	1575
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.36	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3416	3369		1605	3522	1387	691	3628	1577	3287	3487	1575
Peak-hour factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	311	699	160	155	680	210	295	536	121	234	462	241
RTOR Reduction (vph)	0	17	0	0	0	150	0	0	93	0	0	0
Lane Group Flow (vph)	311	842	0	155	680	60	295	536	28	234	462	241
Heavy Vehicles (%)	2%	4%	2%	13%	3%	17%	2%	3%	6%	6%	3%	2%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases						8	6		6			
Actuated Green, G (s)	13.3	37.3		10.8	34.3	34.3	45.3	28.0	28.0	17.5	28.0	28.0
Effective Green, g (s)	13.3	37.3		10.8	34.3	34.3	45.3	28.0	28.0	17.5	28.0	28.0
Actuated g/C Ratio	0.11	0.31		0.09	0.29	0.29	0.38	0.23	0.23	0.15	0.23	0.23
Clearance Time (s)	6.7	6.7		6.2	6.7	6.7	6.7	7.0	7.0	6.5	7.0	7.0
Lane Grp Cap (vph)	378	1047		144	1006	396	425	846	367	479	813	367
v/s Ratio Prot	0.09	c0.25		c0.10	0.19		c0.10	0.15		0.07	0.13	0.15
v/s Ratio Perm						0.04	c0.16		0.02			
v/c Ratio	0.82	0.80		1.08	0.68	0.15	0.69	0.63	0.08	0.49	0.57	0.66
Uniform Delay, d1	52.2	38.0		54.6	37.9	32.0	28.0	41.4	35.9	47.1	40.7	41.6
Progression Factor	1.00	1.00		0.91	0.86	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.0	6.6		95.9	3.6	0.8	9.0	3.6	0.4	3.5	2.9	8.9
Delay (s)	70.2	44.6		145.4	36.2	17.7	37.1	45.0	36.3	50.7	43.5	50.5
Level of Service	E	D		F	D	B	D	D	D	D	D	D
Approach Delay (s)		51.4			48.7			41.4			47.1	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	974	420	151	734	61	403	130	526	55	59	54
Future Volume (vph)	80	974	420	151	734	61	403	130	526	55	59	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1778	3516		1673	1725	1591	1725	1816	1544
Flt Permitted	0.27	1.00	1.00	0.16	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	494	3486	1560	297	3516		1673	1725	1591	1725	1816	1544
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.98	0.98	0.98	0.86	0.86	0.86
Adj. Flow (vph)	88	1070	462	159	773	64	411	133	537	64	69	63
RTOR Reduction (vph)	0	0	150	0	3	0	0	0	184	0	0	57
Lane Group Flow (vph)	88	1070	312	159	834	0	267	277	353	64	69	6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	99.0	90.4	90.4	106.2	94.0		32.2	32.2	44.4	18.5	18.5	18.5
Effective Green, g (s)	99.0	90.4	90.4	106.2	94.0		32.2	32.2	44.4	18.5	18.5	18.5
Actuated g/C Ratio	0.55	0.50	0.50	0.59	0.52		0.18	0.18	0.25	0.10	0.10	0.10
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	331	1750	783	275	1836		299	308	392	177	186	158
v/s Ratio Prot	0.01	c0.31		0.04	0.24		0.16	0.16	c0.06	0.04	c0.04	
v/s Ratio Perm	0.13		0.20	c0.30					0.16			0.00
v/c Ratio	0.27	0.61	0.40	0.58	0.45		0.89	0.90	0.90	0.36	0.37	0.04
Uniform Delay, d1	20.3	32.2	27.9	22.6	26.9		72.2	72.3	65.7	75.2	75.3	72.8
Progression Factor	1.00	1.00	1.00	1.77	0.41		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.6	1.5	1.6	0.7		26.1	26.4	22.7	0.5	0.5	0.0
Delay (s)	20.4	33.8	29.4	41.5	11.7		98.3	98.8	88.4	75.7	75.8	72.8
Level of Service	C	C	C	D	B		F	F	F	E	E	E
Approach Delay (s)		31.8			16.4			93.5			74.8	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Ashford Dunwoody Rd & Perimeter Center West

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	512	248	62	137	140	122	568	1335	167	57	584	148
Future Volume (vph)	512	248	62	137	140	122	568	1335	167	57	584	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3399	3504	1567	1626	3377	1599	3450	3557	1591	1778	5111	1591
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3504	1567	0	1558	1599	3450	3557	1591	1778	5111	1591
Peak-hour factor, PHF	0.91	0.91	0.91	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	563	273	68	161	165	144	604	1420	178	59	608	154
RTOR Reduction (vph)	0	0	0	0	0	118	0	0	52	0	0	79
Lane Group Flow (vph)	563	273	68	98	228	26	604	1420	126	59	608	75
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	31.3	31.3	31.3	26.7	26.7	26.7	53.4	87.2	87.2	8.8	42.1	42.1
Effective Green, g (s)	31.3	31.3	31.3	26.7	26.7	26.7	53.4	87.2	87.2	8.8	42.1	42.1
Actuated g/C Ratio	0.17	0.17	0.17	0.15	0.15	0.15	0.30	0.48	0.48	0.05	0.23	0.23
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	591	609	272	241	500	237	1023	1723	770	86	1195	372
v/s Ratio Prot	c0.17	0.08		0.06	c0.07		0.18	c0.40		0.03	c0.12	
v/s Ratio Perm			0.04			0.02			0.08			0.05
v/c Ratio	0.95	0.45	0.25	0.41	0.46	0.11	0.59	0.82	0.16	0.69	0.51	0.20
Uniform Delay, d1	73.6	66.6	64.2	69.5	70.0	66.3	54.0	39.8	26.0	84.2	60.0	55.4
Progression Factor	0.81	0.78	0.76	1.00	1.00	1.00	0.62	0.51	0.21	1.00	1.00	1.00
Incremental Delay, d2	20.9	0.1	0.1	0.4	0.2	0.1	0.5	4.0	0.4	16.5	1.5	1.2
Delay (s)	80.3	52.1	49.2	69.9	70.3	66.4	34.2	24.2	5.9	100.8	61.5	56.7
Level of Service	F	D	D	E	E	E	C	C	A	F	E	E
Approach Delay (s)		69.4			69.0			25.5			63.4	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	27	1056	305	70	33	582	1827	63	13	1774	105
Future Volume (vph)	243	27	1056	305	70	33	582	1827	63	13	1774	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1586	2745	3382	1766	1544	3399	6310		3242	6408	1524
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1586	2745	3382	1766	1544	3399	6310		3242	6408	1524
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	267	30	1160	324	74	35	626	1965	68	14	1848	109
RTOR Reduction (vph)	0	0	0	0	0	31	0	2	0	0	0	82
Lane Group Flow (vph)	147	150	1160	324	74	4	626	2031	0	14	1848	27
Heavy Vehicles (%)	2%	31%	2%	2%	6%	3%	2%	2%	3%	8%	2%	6%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	20.8	20.8	90.7	20.9	20.9	20.9	62.1	104.9		3.0	45.3	45.3
Effective Green, g (s)	20.8	20.8	85.3	20.9	20.9	20.9	62.1	104.9		3.0	45.3	45.3
Actuated g/C Ratio	0.12	0.12	0.47	0.12	0.12	0.12	0.35	0.58		0.02	0.25	0.25
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	191	183	1300	392	205	179	1172	3677		54	1612	383
v/s Ratio Prot	0.09	0.09	c0.42	c0.10	0.04		0.18	0.32		0.00	c0.29	
v/s Ratio Perm						0.00						0.02
v/c Ratio	0.77	0.82	0.89	0.83	0.36	0.02	0.53	0.55		0.26	1.15	0.07
Uniform Delay, d1	77.3	77.8	43.2	77.8	73.4	70.5	47.3	23.1		87.4	67.3	51.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.03		0.86	0.81	0.81
Incremental Delay, d2	15.4	22.9	8.3	12.7	0.4	0.0	0.2	0.2		0.9	73.6	0.4
Delay (s)	92.6	100.7	51.5	90.5	73.8	70.5	41.4	23.9		75.8	128.0	42.2
Level of Service	F	F	D	F	E	E	D	C		E	F	D
Approach Delay (s)		60.7			86.0			28.0			122.9	
Approach LOS		E			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	67.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	1347	0	1917	0
Future Volume (vph)	0	0	1347	0	1917	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			7.4		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5358	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5358	
Peak-hour factor, PHF	0.96	0.96	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1433	0	2039	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1433	0	2039	0
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			27.6		46.8	
Effective Green, g (s)			27.6		46.8	
Actuated g/C Ratio			0.31		0.52	
Clearance Time (s)			7.4		8.2	
Lane Grp Cap (vph)			1090		2786	
v/s Ratio Prot			c0.40		c0.38	
v/s Ratio Perm						
v/c Ratio			1.31		0.73	
Uniform Delay, d1			31.2		16.7	
Progression Factor			0.86		1.13	
Incremental Delay, d2			147.6		0.6	
Delay (s)			174.5		19.5	
Level of Service			F		B	
Approach Delay (s)	0.0		174.5			19.5
Approach LOS	A		F			B

Intersection Summary			
HCM 2000 Control Delay	83.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	135	1066	0	0
Future Volume (vph)	0	0	135	1066	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			7.4	8.2		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	142	1122	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	142	1122	0	0
Turn Type			Prot	NA		
Protected Phases			4	2		
Permitted Phases						
Actuated Green, G (s)			27.6	46.8		
Effective Green, g (s)			27.6	46.8		
Actuated g/C Ratio			0.31	0.52		
Clearance Time (s)			7.4	8.2		
Lane Grp Cap (vph)			1026	1794		
v/s Ratio Prot			c0.04	c0.33		
v/s Ratio Perm						
v/c Ratio			0.14	0.63		
Uniform Delay, d1			22.6	15.4		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	1.7		
Delay (s)			22.9	17.0		
Level of Service			C	B		
Approach Delay (s)	0.0			17.7	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
90: Ashford Dunwoody Rd

Nexus at Perimeter Center
10/26/2016

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	883	0	626	0	0	0
Future Volume (vph)	883	0	626	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	0.95		1.00			
Satd. Flow (prot)	5190		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.95	0.95	0.96	0.96	0.92	0.92
Adj. Flow (vph)	929	0	652	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	929	0	652	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	35.3		38.1			
Effective Green, g (s)	35.3		38.1			
Actuated g/C Ratio	0.39		0.42			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	2035		1490			
v/s Ratio Prot	c0.18		c0.19			
v/s Ratio Perm						
v/c Ratio	0.46		0.44			
Uniform Delay, d1	20.2		18.4			
Progression Factor	1.00		1.11			
Incremental Delay, d2	0.7		0.7			
Delay (s)	21.0		21.1			
Level of Service	C		C			
Approach Delay (s)		21.0	21.1		0.0	
Approach LOS		C	C		A	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1009	326	0	0	0	0
Future Volume (vph)	1009	326	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1844				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1844				
Peak-hour factor, PHF	0.99	0.99	0.92	0.92	0.97	0.97
Adj. Flow (vph)	1019	329	0	0	0	0
RTOR Reduction (vph)	565	0	0	0	0	0
Lane Group Flow (vph)	454	329	0	0	0	0
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	40.1	38.2				
Effective Green, g (s)	40.1	38.2				
Actuated g/C Ratio	0.45	0.42				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1514	782				
v/s Ratio Prot	c0.13	c0.18				
v/s Ratio Perm						
v/c Ratio	0.30	0.42				
Uniform Delay, d1	16.0	18.1				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.5	1.7				
Delay (s)	16.5	19.8				
Level of Service	B	B				
Approach Delay (s)		17.3	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
1: Old Navy Shopping Center/Perimeter Mall & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	1074	8	4	1772	216	6	0	4	64	2	91
Future Volume (vph)	168	1074	8	4	1772	216	6	0	4	64	2	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00		0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)	1752	4799	1239	1805	5058		1549		1331	1814	1628	
Flt Permitted	0.07	1.00	1.00	0.23	1.00		0.66		1.00	0.76	1.00	
Satd. Flow (perm)	134	4799	1239	434	5058		1070		1331	1446	1628	
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.70	0.70	0.70	0.90	0.90	0.90
Adj. Flow (vph)	181	1155	9	4	1885	230	9	0	6	71	2	101
RTOR Reduction (vph)	0	0	2	0	7	0	0	0	5	0	28	0
Lane Group Flow (vph)	181	1155	7	4	2108	0	9	0	1	71	75	0
Heavy Vehicles (%)	2%	7%	29%	2%	3%	2%	20%	0%	25%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA		Perm		Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	107.8	107.8	107.8	107.8	107.8		13.8		13.8	13.8	13.8	
Effective Green, g (s)	107.8	107.8	107.8	107.8	107.8		13.8		13.8	13.8	13.8	
Actuated g/C Ratio	0.81	0.81	0.81	0.81	0.81		0.10		0.10	0.10	0.10	
Clearance Time (s)	5.7	5.7	5.7	5.7	5.7		6.6		6.6	6.6	6.6	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	5.0	
Lane Grp Cap (vph)	107	3863	997	349	4072		110		137	149	167	
v/s Ratio Prot		0.24			0.42						0.05	
v/s Ratio Perm	c1.35		0.01	0.01			0.01		0.00	c0.05		
v/c Ratio	1.69	0.30	0.01	0.01	0.52		0.08		0.00	0.48	0.45	
Uniform Delay, d1	13.1	3.4	2.6	2.6	4.4		54.3		53.9	56.6	56.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2	348.0	0.2	0.0	0.1	0.5		0.7		0.0	5.0	4.0	
Delay (s)	361.1	3.5	2.6	2.6	4.8		55.0		53.9	61.6	60.5	
Level of Service	F	A	A	A	A		D		D	E	E	
Approach Delay (s)		51.7			4.8			54.6			60.9	
Approach LOS		D			A			D			E	

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.54		
Actuated Cycle Length (s)	133.9	Sum of lost time (s)	12.3
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis — Nexus at Perimeter Center

2: Old Navy Shopping Center W/Unsignalized Mall Dwy & Hammond Dr — 10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1208	1	0	1818	56	1	0	4	11	0	32
Future Volume (Veh/h)	90	1208	1	0	1818	56	1	0	4	11	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.94	0.94	0.94	0.63	0.63	0.63	0.57	0.57	0.57
Hourly flow rate (vph)	100	1342	1	0	1934	60	2	0	6	19	0	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked	0.87						0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	1994			1343			2243	3536	448	2617	3507	675
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1607			1343			1895	3388	448	2327	3354	84
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.7
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.7
p0 queue free %	71			100			92	100	99	0	100	92
cM capacity (veh/h)	349			520			26	5	558	13	5	730

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	100	537	537	269	0	774	774	447	8	19	56
Volume Left	100	0	0	0	0	0	0	0	2	19	0
Volume Right	0	0	0	1	0	0	0	60	6	0	56
cSH	349	1700	1700	1700	1700	1700	1700	1700	93	13	730
Volume to Capacity	0.29	0.32	0.32	0.16	0.00	0.46	0.46	0.26	0.09	1.44	0.08
Queue Length 95th (ft)	29	0	0	0	0	0	0	0	7	76	6
Control Delay (s)	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.5	806.1	10.3
Lane LOS	C								E	F	B
Approach Delay (s)	1.3				0.0				47.5	211.9	
Approach LOS									E	F	

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Unsignalized Mall Dwy & Mall Loop Road

Nexus at Perimeter Center
10/26/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	73	102	37	62	26
Future Volume (Veh/h)	13	73	102	37	62	26
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	79	111	40	67	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	279	76			151	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	279	76			151	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	92			95	
cM capacity (veh/h)	656	977			1442	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	14	79	74	77	76	19
Volume Left	14	0	0	0	67	0
Volume Right	0	79	0	40	0	0
cSH	656	977	1700	1700	1442	1700
Volume to Capacity	0.02	0.08	0.04	0.05	0.05	0.01
Queue Length 95th (ft)	2	7	0	0	4	0
Control Delay (s)	10.6	9.0	0.0	0.0	6.7	0.0
Lane LOS	B	A			A	
Approach Delay (s)	9.2		0.0		5.4	
Approach LOS	A					

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: Perimeter Center Pkwy & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	708	573	740	739	385	352	280	190	408	674	275
Future Volume (vph)	229	708	573	740	739	385	352	280	190	408	674	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7		6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.93		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3256	4630		3384	4723		3553	3492	1492	2525	3522	1516
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3256	4630		3384	4723		3553	3492	1492	2525	3522	1516
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	246	761	616	804	803	418	391	311	211	429	709	289
RTOR Reduction (vph)	0	98	0	0	63	0	0	0	170	0	0	0
Lane Group Flow (vph)	246	1279	0	804	1158	0	391	311	41	429	709	289
Heavy Vehicles (%)	7%	4%	4%	4%	3%	8%	2%	7%	12%	38%	2%	6%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases									6			
Actuated Green, G (s)	18.0	39.1		33.0	53.6		17.5	29.0	29.0	22.5	33.8	33.8
Effective Green, g (s)	18.0	39.1		33.0	53.6		17.5	29.0	29.0	22.5	33.8	33.8
Actuated g/C Ratio	0.12	0.26		0.22	0.36		0.12	0.19	0.19	0.15	0.23	0.23
Clearance Time (s)	6.7	6.7		6.2	6.7		6.7	7.0	7.0	6.5	7.0	7.0
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	390	1206		744	1687		414	675	288	378	793	341
v/s Ratio Prot	0.08	c0.28		c0.24	0.25		0.11	0.09		c0.17	c0.20	0.19
v/s Ratio Perm									0.03			
v/c Ratio	0.63	1.23dr		1.08	0.69		0.94	0.46	0.14	1.13	0.89	0.85
Uniform Delay, d1	62.8	55.4		58.5	41.0		65.8	53.6	50.2	63.8	56.4	55.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	43.7		56.9	2.3		30.2	1.0	0.5	88.3	13.3	19.0
Delay (s)	66.1	99.1		115.4	43.3		96.0	54.6	50.7	152.0	69.7	74.7
Level of Service	E	F		F	D		F	D	D	F	E	E
Approach Delay (s)		94.1			72.0			71.4			95.4	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	83.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

5: Perimeter Center Pkwy/Olde Perimeter Way & Perimeter Center West — 10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	772	752	489	715	32	428	28	209	28	56	43
Future Volume (vph)	31	772	752	489	715	32	428	28	209	28	56	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1744	3500		1626	1643	1399	1630	1816	1544
Flt Permitted	0.34	1.00	1.00	0.11	1.00		0.95	0.96	1.00	0.95	1.00	1.00
Satd. Flow (perm)	628	3486	1560	211	3500		1626	1643	1399	1630	1816	1544
Peak-hour factor, PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93	0.76	0.76	0.76
Adj. Flow (vph)	33	830	809	537	786	35	460	30	225	37	74	57
RTOR Reduction (vph)	0	0	489	0	1	0	0	0	129	0	0	52
Lane Group Flow (vph)	33	830	320	537	820	0	244	246	96	37	74	5
Heavy Vehicles (%)	2%	2%	2%	4%	3%	3%	6%	4%	16%	8%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	50.1	44.9	44.9	89.0	77.5		26.3	26.3	64.1	14.3	14.3	14.3
Effective Green, g (s)	50.1	44.9	44.9	89.0	77.5		26.3	26.3	64.1	14.3	14.3	14.3
Actuated g/C Ratio	0.33	0.30	0.30	0.59	0.52		0.18	0.18	0.43	0.10	0.10	0.10
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	248	1043	466	511	1808		285	288	597	155	173	147
v/s Ratio Prot	0.00	0.24		c0.26	0.23		c0.15	0.15	0.04	0.02	c0.04	
v/s Ratio Perm	0.04		0.21	c0.36					0.03			0.00
v/c Ratio	0.13	0.80	0.69	1.05	0.45		0.86	0.85	0.16	0.24	0.43	0.04
Uniform Delay, d1	33.9	48.3	46.3	43.6	22.9		60.0	60.0	26.4	62.8	64.0	61.6
Progression Factor	1.00	1.00	1.00	1.40	0.39		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	6.3	8.0	48.9	0.6		20.8	20.4	0.0	0.3	0.6	0.0
Delay (s)	34.0	54.6	54.4	110.0	9.6		80.8	80.4	26.5	63.1	64.6	61.6
Level of Service	C	D	D	F	A		F	F	C	E	E	E
Approach Delay (s)		54.1			49.3			63.6			63.3	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Ashford Dunwoody Rd & Perimeter Center West

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	168	435	282	232	56	728	981	62	59	1143	214
Future Volume (vph)	140	168	435	282	232	56	728	981	62	59	1143	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3270	3436	1567	1626	3366	1431	3450	3557	1561	1744	5111	1576
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3436	1567	0	1558	1431	3450	3557	1561	1744	5111	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.97	0.97	0.97	0.98	0.98	0.98
Adj. Flow (vph)	147	177	458	307	252	61	751	1011	64	60	1166	218
RTOR Reduction (vph)	0	0	421	0	0	49	0	0	32	0	0	89
Lane Group Flow (vph)	147	177	37	175	384	12	751	1011	32	60	1166	129
Heavy Vehicles (%)	6%	4%	2%	2%	2%	14%	2%	2%	4%	4%	2%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	12.0	12.0	12.0	29.1	29.1	29.1	39.7	75.6	75.6	7.3	42.7	42.7
Effective Green, g (s)	12.0	12.0	12.0	29.1	29.1	29.1	39.7	75.6	75.6	7.3	42.7	42.7
Actuated g/C Ratio	0.08	0.08	0.08	0.19	0.19	0.19	0.26	0.50	0.50	0.05	0.28	0.28
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	261	274	125	315	653	277	913	1792	786	84	1454	448
v/s Ratio Prot	0.04	c0.05		0.11	c0.11		c0.22	0.28		0.03	c0.23	
v/s Ratio Perm			0.02			0.01			0.02			0.08
v/c Ratio	0.56	0.65	0.29	0.56	0.59	0.04	0.82	0.56	0.04	0.71	0.80	0.29
Uniform Delay, d1	66.5	66.9	65.0	54.6	55.0	49.1	51.8	25.8	18.8	70.3	49.7	41.8
Progression Factor	1.59	1.58	8.24	1.00	1.00	1.00	0.67	0.48	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	2.9	0.4	1.2	0.9	0.0	3.3	0.7	0.1	21.2	4.8	1.6
Delay (s)	106.8	108.9	536.3	55.8	55.9	49.2	38.0	13.0	18.9	91.5	54.5	43.4
Level of Service	F	F	F	E	E	D	D	B	B	F	D	D
Approach Delay (s)		358.8			55.2			23.5			54.4	
Approach LOS		F			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	93.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	94	815	38	37	36	1755	2452	497	47	1362	299
Future Volume (vph)	260	94	815	38	37	36	1755	2452	497	47	1362	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1612	2617	3382	1686	1501	3399	6183		3433	6408	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1612	2617	3382	1686	1501	3399	6183		3433	6408	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	263	95	823	49	48	47	1791	2502	507	48	1390	305
RTOR Reduction (vph)	0	0	0	0	0	45	0	19	0	0	0	180
Lane Group Flow (vph)	176	182	823	49	48	2	1791	2990	0	48	1390	125
Heavy Vehicles (%)	2%	13%	7%	2%	11%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	25.4	25.4	81.2	6.9	6.9	6.9	48.0	81.7		5.6	38.8	38.8
Effective Green, g (s)	25.4	25.4	75.8	6.9	6.9	6.9	48.0	81.7		5.6	38.8	38.8
Actuated g/C Ratio	0.17	0.17	0.51	0.05	0.05	0.05	0.32	0.54		0.04	0.26	0.26
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	280	272	1322	155	77	69	1087	3367		128	1657	409
v/s Ratio Prot	0.11	0.11	c0.31	0.01	c0.03		c0.53	0.48		0.01	c0.22	
v/s Ratio Perm						0.00						0.08
v/c Ratio	0.63	0.67	0.62	0.32	0.62	0.03	1.65	0.89		0.38	0.84	0.31
Uniform Delay, d1	57.9	58.4	26.8	69.3	70.3	68.4	51.0	30.1		70.5	52.6	44.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	0.90		0.65	0.56	0.37
Incremental Delay, d2	3.2	4.8	0.7	0.4	10.8	0.1	291.8	0.4		0.4	3.5	1.2
Delay (s)	61.1	63.1	27.4	69.7	81.0	68.4	345.1	27.5		45.9	32.8	17.8
Level of Service	E	E	C	E	F	E	F	C		D	C	B
Approach Delay (s)		38.0			73.1			146.0			30.5	
Approach LOS		D			E			F			C	

Intersection Summary			
HCM 2000 Control Delay	102.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	104.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	2518	0	1238	0
Future Volume (vph)	0	0	2518	0	1238	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			6.8		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5306	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5306	
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.97	0.97
Adj. Flow (vph)	0	0	2623	0	1276	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2623	0	1276	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			40.2		19.8	
Effective Green, g (s)			40.2		19.8	
Actuated g/C Ratio			0.54		0.26	
Clearance Time (s)			6.8		8.2	
Lane Grp Cap (vph)			1906		1400	
v/s Ratio Prot			c0.74		c0.24	
v/s Ratio Perm						
v/c Ratio			1.38		0.91	
Uniform Delay, d1			17.4		26.8	
Progression Factor			1.14		0.80	
Incremental Delay, d2			171.3		8.0	
Delay (s)			191.2		29.4	
Level of Service			F		C	
Approach Delay (s)	0.0		191.2			29.4
Approach LOS	A		F			C

Intersection Summary			
HCM 2000 Control Delay	138.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	102.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	472	2154	0	0
Future Volume (vph)	0	0	472	2154	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			6.8	4.7		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.96	0.96	0.92	0.92
Adj. Flow (vph)	0	0	492	2244	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	492	2244	0	0
Turn Type			Prot	NA		
Protected Phases			4	17 7		
Permitted Phases						
Actuated Green, G (s)			40.2	39.3		
Effective Green, g (s)			40.2	37.3		
Actuated g/C Ratio			0.54	0.50		
Clearance Time (s)			6.8			
Lane Grp Cap (vph)			1793	1716		
v/s Ratio Prot			c0.15	c0.65		
v/s Ratio Perm						
v/c Ratio			0.27	1.31		
Uniform Delay, d1			9.5	18.9		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.4	142.8		
Delay (s)			9.8	161.6		
Level of Service			A	F		
Approach Delay (s)	0.0			134.3	0.0	
Approach LOS	A			F	A	

Intersection Summary			
HCM 2000 Control Delay	134.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
90: Ashford Dunwoody Rd

Nexus at Perimeter Center
10/26/2016

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	1176	0	931	0	0	0
Future Volume (vph)	1176	0	931	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	1.00		1.00			
Satd. Flow (prot)	5463		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.98	0.98	0.94	0.94	0.92	0.92
Adj. Flow (vph)	1200	0	990	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1200	0	990	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	16.3		42.1			
Effective Green, g (s)	16.3		42.1			
Actuated g/C Ratio	0.22		0.56			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	1187		1977			
v/s Ratio Prot	c0.22		c0.28			
v/s Ratio Perm						
v/c Ratio	1.01		0.50			
Uniform Delay, d1	29.4		10.0			
Progression Factor	1.00		0.83			
Incremental Delay, d2	28.8		0.7			
Delay (s)	58.2		9.1			
Level of Service	E		A			
Approach Delay (s)		58.2	9.1		0.0	
Approach LOS		E	A		A	

Intersection Summary			
HCM 2000 Control Delay	36.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
91: I-285 EB Ramps & Ashford Dunwoody Rd

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1987	348	0	0	0	0
Future Volume (vph)	1987	348	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1826				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1826				
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2114	370	0	0	0	0
RTOR Reduction (vph)	871	0	0	0	0	0
Lane Group Flow (vph)	1243	370	0	0	0	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	44.1	19.2				
Effective Green, g (s)	44.1	19.2				
Actuated g/C Ratio	0.59	0.26				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1998	467				
v/s Ratio Prot	c0.37	c0.20				
v/s Ratio Perm						
v/c Ratio	0.62	0.79				
Uniform Delay, d1	10.0	26.0				
Progression Factor	1.00	1.00				
Incremental Delay, d2	1.5	12.9				
Delay (s)	11.5	39.0				
Level of Service	B	D				
Approach Delay (s)		15.6	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Old Navy Shopping Center/Perimeter Mall & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	1733	45	65	1071	87	53	35	68	255	20	179
Future Volume (vph)	134	1733	45	65	1071	87	53	35	68	255	20	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-4%			-6%			-5%	
Total Lost time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5034	1567	1805	5082		1823	1919	1631	1814	1652	
Flt Permitted	0.15	1.00	1.00	0.06	1.00		0.62	1.00	1.00	0.48	1.00	
Satd. Flow (perm)	285	5034	1567	111	5082		1181	1919	1631	912	1652	
Peak-hour factor, PHF	0.83	0.83	0.83	0.96	0.96	0.96	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	161	2088	54	68	1116	91	60	40	77	293	23	206
RTOR Reduction (vph)	0	0	26	0	4	0	0	0	71	0	166	0
Lane Group Flow (vph)	161	2088	28	68	1203	0	60	40	6	293	63	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2			8		8	4		
Actuated Green, G (s)	84.9	72.3	72.3	77.5	68.7		20.0	11.7	11.7	42.2	27.8	
Effective Green, g (s)	84.9	72.3	72.3	77.5	68.7		20.0	11.7	11.7	42.2	27.8	
Actuated g/C Ratio	0.60	0.51	0.51	0.55	0.48		0.14	0.08	0.08	0.30	0.20	
Clearance Time (s)	6.0	5.7	5.7	6.2	5.7		6.1	6.6	6.6	6.2	6.6	
Vehicle Extension (s)	4.0	5.0	5.0	4.0	5.0		4.0	5.0	5.0	4.0	5.0	
Lane Grp Cap (vph)	300	2566	798	165	2462		204	158	134	425	323	
v/s Ratio Prot	c0.05	c0.41		0.03	0.24		0.02	0.02		c0.12	0.04	
v/s Ratio Perm	0.27		0.02	0.20			0.02		0.00	c0.09		
v/c Ratio	0.54	0.81	0.03	0.41	0.49		0.29	0.25	0.05	0.69	0.20	
Uniform Delay, d1	15.3	29.1	17.3	23.3	24.7		54.1	61.0	59.9	41.9	47.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	3.0	0.1	2.3	0.7		1.1	1.8	0.3	5.0	0.6	
Delay (s)	17.7	32.1	17.4	25.6	25.4		55.2	62.7	60.2	46.9	48.3	
Level of Service	B	C	B	C	C		E	E	E	D	D	
Approach Delay (s)		30.7			25.4			59.1			47.5	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	141.8	Sum of lost time (s)	24.7
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis — Nexus at Perimeter Center

2: Old Navy Shopping Center W/Unsignalized Mall Dwy & Hammond Dr — 10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1809	33	2	1336	27	25	7	13	59	8	169
Future Volume (Veh/h)	82	1809	33	2	1336	27	25	7	13	59	8	169
Sign Control		Free			Free			Stop			Stop	
Grade		5%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	90	1988	36	2	1518	31	30	8	16	71	10	204
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		392			579							
pX, platoon unblocked	0.85			0.80			0.87	0.87	0.80	0.87	0.87	0.85
vC, conflicting volume	1549			2024			2905	3739	681	2400	3742	522
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1023			1387			1496	2453	0	916	2456	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.5
p0 queue free %	84			99			8	64	98	43	55	77
cM capacity (veh/h)	572			389			33	22	862	124	22	880

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1	SB 2
Volume Total	90	795	795	434	2	607	607	335	54	71	214
Volume Left	90	0	0	0	2	0	0	0	30	71	0
Volume Right	0	0	0	36	0	0	0	31	16	0	204
cSH	572	1700	1700	1700	389	1700	1700	1700	42	124	313
Volume to Capacity	0.16	0.47	0.47	0.26	0.01	0.36	0.36	0.20	1.30	0.57	0.68
Queue Length 95th (ft)	14	0	0	0	0	0	0	0	134	71	117
Control Delay (s)	12.5	0.0	0.0	0.0	14.3	0.0	0.0	0.0	394.8	67.5	38.1
Lane LOS	B				B				F	F	E
Approach Delay (s)	0.5				0.0				394.8	45.4	
Approach LOS									F	E	

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Unsignalized Mall Dwy & Mall Loop Road

Nexus at Perimeter Center
10/26/2016

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	66	91	51	89	163
Future Volume (Veh/h)	75	66	91	51	89	163
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.87	0.87	0.25	0.25
Hourly flow rate (vph)	83	73	105	59	356	652
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1172	82			164	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1172	82			164	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	40	92			75	
cM capacity (veh/h)	139	968			1427	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	83	73	70	94	573	435
Volume Left	83	0	0	0	356	0
Volume Right	0	73	0	59	0	0
cSH	139	968	1700	1700	1427	1700
Volume to Capacity	0.60	0.08	0.04	0.06	0.25	0.26
Queue Length 95th (ft)	77	6	0	0	25	0
Control Delay (s)	63.4	9.0	0.0	0.0	6.1	0.0
Lane LOS	F	A			A	
Approach Delay (s)	38.0		0.0		3.5	
Approach LOS	E					

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
4: Perimeter Center Pkwy & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	486	828	370	279	812	381	782	747	431	485	633	303
Future Volume (vph)	486	828	370	279	812	381	782	747	431	485	633	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			-7%			1%	
Total Lost time (s)	6.7	6.7		6.2	6.7		6.7	7.0	7.0	6.5	7.0	7.0
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.95		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3416	4761		3114	4618		3553	3628	1577	3287	3487	1575
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3416	4761		3114	4618		3553	3628	1577	3287	3487	1575
Peak-hour factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86	0.87	0.87	0.87	0.94	0.94	0.94
Adj. Flow (vph)	501	854	381	324	944	443	899	859	495	516	673	322
RTOR Reduction (vph)	0	45	0	0	47	0	0	0	190	0	0	0
Lane Group Flow (vph)	501	1190	0	324	1340	0	899	859	305	516	673	322
Heavy Vehicles (%)	2%	4%	2%	13%	3%	17%	2%	3%	6%	6%	3%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Prot
Protected Phases	7	4		3	8		1	6		5	2	2
Permitted Phases									6			
Actuated Green, G (s)	25.3	54.2		22.5	50.9		42.7	48.4	48.4	28.5	34.0	34.0
Effective Green, g (s)	25.3	54.2		22.5	50.9		42.7	48.4	48.4	28.5	34.0	34.0
Actuated g/C Ratio	0.14	0.30		0.12	0.28		0.24	0.27	0.27	0.16	0.19	0.19
Clearance Time (s)	6.7	6.7		6.2	6.7		6.7	7.0	7.0	6.5	7.0	7.0
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	480	1433		389	1305		842	975	424	520	658	297
v/s Ratio Prot	c0.15	0.25		0.10	c0.29		c0.25	0.24		0.16	0.19	c0.20
v/s Ratio Perm									0.19			
v/c Ratio	1.04	0.83		0.83	1.03		1.07	0.88	0.72	0.99	1.02	1.08
Uniform Delay, d1	77.3	58.6		76.9	64.5		68.7	63.0	59.6	75.6	73.0	73.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	53.0	5.7		14.1	31.9		50.7	10.1	7.1	37.3	41.0	76.5
Delay (s)	130.3	64.4		91.0	96.5		119.4	73.1	66.7	112.9	114.0	149.5
Level of Service	F	E		F	F		F	E	E	F	F	F
Approach Delay (s)		83.4			95.4			90.2			121.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	96.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis — Nexus at Perimeter Center

5: Perimeter Center Pkwy/Olde Perimeter Way & Perimeter Center West — 10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	1044	816	286	786	65	768	139	718	59	63	57
Future Volume (vph)	86	1044	816	286	786	65	768	139	718	59	63	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			-1%			-1%			5%	
Total Lost time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1743	3486	1560	1778	3516		1673	1707	1591	1725	1816	1544
Flt Permitted	0.22	1.00	1.00	0.07	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	402	3486	1560	139	3516		1673	1707	1591	1725	1816	1544
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.98	0.98	0.98	0.86	0.86	0.86
Adj. Flow (vph)	95	1147	897	301	827	68	784	142	733	69	73	66
RTOR Reduction (vph)	0	0	327	0	3	0	0	0	151	0	0	59
Lane Group Flow (vph)	95	1147	570	301	892	0	463	463	582	69	73	7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6		6	2					4			3
Actuated Green, G (s)	81.3	71.9	71.9	94.9	79.2		46.0	46.0	62.7	18.7	18.7	18.7
Effective Green, g (s)	81.3	71.9	71.9	94.9	79.2		46.0	46.0	62.7	18.7	18.7	18.7
Actuated g/C Ratio	0.45	0.40	0.40	0.53	0.44		0.26	0.26	0.35	0.10	0.10	0.10
Clearance Time (s)	6.3	6.1	6.1	6.3	6.1		6.9	6.9	6.3	7.4	7.4	7.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	251	1392	623	225	1547		427	436	554	179	188	160
v/s Ratio Prot	0.02	0.33		c0.12	0.25		c0.28	0.27	0.10	0.04	c0.04	
v/s Ratio Perm	0.15		0.37	c0.58					0.27			0.00
v/c Ratio	0.38	0.82	0.92	1.34	0.58		1.08	1.06	1.05	0.39	0.39	0.04
Uniform Delay, d1	30.3	48.4	51.2	53.4	37.8		67.0	67.0	58.6	75.3	75.3	72.6
Progression Factor	1.00	1.00	1.00	1.79	0.45		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	5.7	20.4	176.6	1.4		68.1	60.5	52.1	0.5	0.5	0.0
Delay (s)	30.6	54.0	71.5	272.0	18.6		135.1	127.5	110.7	75.8	75.8	72.6
Level of Service	C	D	E	F	B		F	F	F	E	E	E
Approach Delay (s)		60.3			82.4			122.2			74.8	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	85.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.7
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: Ashford Dunwoody Rd & Perimeter Center West

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	548	266	109	147	150	130	609	1505	179	61	649	158
Future Volume (vph)	548	266	109	147	150	130	609	1505	179	61	649	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			-1%			-1%	
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3399	3504	1567	1626	3377	1599	3450	3557	1591	1778	5111	1591
Flt Permitted	0.00	1.00	1.00	0.00	0.46	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	0	3504	1567	0	1558	1599	3450	3557	1591	1778	5111	1591
Peak-hour factor, PHF	0.91	0.91	0.91	0.85	0.85	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	602	292	120	173	176	153	648	1601	190	64	676	165
RTOR Reduction (vph)	0	0	0	0	0	118	0	0	52	0	0	79
Lane Group Flow (vph)	602	292	120	104	245	35	648	1601	138	64	676	86
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	31.2	31.2	31.2	27.4	27.4	27.4	53.4	86.5	86.5	8.9	41.5	41.5
Effective Green, g (s)	31.2	31.2	31.2	27.4	27.4	27.4	53.4	86.5	86.5	8.9	41.5	41.5
Actuated g/C Ratio	0.17	0.17	0.17	0.15	0.15	0.15	0.30	0.48	0.48	0.05	0.23	0.23
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.6	6.5	6.5	6.1	6.5	6.5
Vehicle Extension (s)	2.0	1.5	1.5	2.0	1.5	1.5	2.0	5.0	5.0	1.5	5.0	5.0
Lane Grp Cap (vph)	589	607	271	247	514	243	1023	1709	764	87	1178	366
v/s Ratio Prot	c0.18	0.08		0.06	c0.07		0.19	c0.45		0.04	c0.13	
v/s Ratio Perm			0.08			0.02			0.09			0.05
v/c Ratio	1.02	0.48	0.44	0.42	0.48	0.14	0.63	0.94	0.18	0.74	0.57	0.23
Uniform Delay, d1	74.4	67.1	66.6	69.1	69.7	66.1	54.8	44.2	26.6	84.4	61.4	56.3
Progression Factor	0.75	0.74	0.75	1.00	1.00	1.00	0.61	0.52	0.20	1.00	1.00	1.00
Incremental Delay, d2	31.6	0.1	0.2	0.4	0.3	0.1	0.7	9.1	0.4	24.0	2.0	1.5
Delay (s)	87.1	49.9	50.1	69.5	70.0	66.2	33.9	32.1	5.6	108.3	63.4	57.8
Level of Service	F	D	D	E	E	E	C	C	A	F	E	E
Approach Delay (s)		72.0			68.8			30.5			65.6	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	49.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
7: Ashford Dunwoody Rd & Hammond Dr

Nexus at Perimeter Center
10/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	32	1707	327	79	35	1116	1958	67	14	1902	135
Future Volume (vph)	335	32	1707	327	79	35	1116	1958	67	14	1902	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			2%			0%	
Total Lost time (s)	7.8	7.8	8.2	7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Lane Util. Factor	0.95	0.95	0.88	0.97	1.00	1.00	0.97	0.86		0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1656	1595	2745	3382	1766	1544	3399	6310		3242	6408	1524
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1656	1595	2745	3382	1766	1544	3399	6310		3242	6408	1524
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	368	35	1876	348	84	37	1200	2105	72	15	1981	141
RTOR Reduction (vph)	0	0	0	0	0	33	0	2	0	0	0	106
Lane Group Flow (vph)	202	201	1876	348	84	4	1200	2175	0	15	1981	35
Heavy Vehicles (%)	2%	31%	2%	2%	6%	3%	2%	2%	3%	8%	2%	6%
Turn Type	Split	NA	custom	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	1 7	3	3		1	6		5	2	
Permitted Phases						3						2
Actuated Green, G (s)	24.7	24.7	90.0	21.6	21.6	21.6	57.5	99.1		4.2	45.3	45.3
Effective Green, g (s)	24.7	24.7	84.6	21.6	21.6	21.6	57.5	99.1		4.2	45.3	45.3
Actuated g/C Ratio	0.14	0.14	0.47	0.12	0.12	0.12	0.32	0.55		0.02	0.25	0.25
Clearance Time (s)	7.8	7.8		7.9	7.9	7.9	8.2	7.0		7.7	7.0	7.0
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	4.0	5.0		2.0	5.0	5.0
Lane Grp Cap (vph)	227	218	1290	405	211	185	1085	3474		75	1612	383
v/s Ratio Prot	0.12	0.13	c0.68	c0.10	0.05		0.35	0.34		0.00	c0.31	
v/s Ratio Perm						0.00						0.02
v/c Ratio	0.89	0.92	1.45	0.86	0.40	0.02	1.11	0.63		0.20	1.23	0.09
Uniform Delay, d1	76.3	76.7	47.7	77.7	73.2	69.9	61.2	27.7		86.3	67.3	51.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.84	1.02		0.85	0.79	0.42
Incremental Delay, d2	30.9	39.4	208.8	15.8	0.5	0.0	49.2	0.1		0.5	108.6	0.5
Delay (s)	107.2	116.1	256.5	93.6	73.6	69.9	100.8	28.3		73.6	161.5	21.9
Level of Service	F	F	F	F	E	E	F	C		E	F	C
Approach Delay (s)		230.9			88.1			54.1			151.7	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	130.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	31.5
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↰↰↰	
Traffic Volume (vph)	0	0	1726	0	2384	0
Future Volume (vph)	0	0	1726	0	2384	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			-4%
Total Lost time (s)			7.4		8.2	
Lane Util. Factor			0.95		0.94	
Frt			1.00		1.00	
Flt Protected			1.00		1.00	
Satd. Flow (prot)			3557		5358	
Flt Permitted			1.00		1.00	
Satd. Flow (perm)			3557		5358	
Peak-hour factor, PHF	0.96	0.96	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1836	0	2536	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1836	0	2536	0
Turn Type			NA		Prot	
Protected Phases			4		2	
Permitted Phases						
Actuated Green, G (s)			27.6		46.8	
Effective Green, g (s)			27.6		46.8	
Actuated g/C Ratio			0.31		0.52	
Clearance Time (s)			7.4		8.2	
Lane Grp Cap (vph)			1090		2786	
v/s Ratio Prot			c0.52		c0.47	
v/s Ratio Perm						
v/c Ratio			1.68		0.91	
Uniform Delay, d1			31.2		19.7	
Progression Factor			0.86		1.08	
Incremental Delay, d2			311.4		0.6	
Delay (s)			338.1		21.9	
Level of Service			F		C	
Approach Delay (s)	0.0		338.1			21.9
Approach LOS	A		F			C

Intersection Summary			
HCM 2000 Control Delay	154.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	145	1353	0	0
Future Volume (vph)	0	0	145	1353	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			5%	0%	
Total Lost time (s)			7.4	8.2		
Lane Util. Factor			0.97	0.95		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			3347	3451		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			3347	3451		
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	153	1424	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	153	1424	0	0
Turn Type			Prot	NA		
Protected Phases			4	2		
Permitted Phases						
Actuated Green, G (s)			27.6	46.8		
Effective Green, g (s)			27.6	46.8		
Actuated g/C Ratio			0.31	0.52		
Clearance Time (s)			7.4	8.2		
Lane Grp Cap (vph)			1026	1794		
v/s Ratio Prot			c0.05	c0.41		
v/s Ratio Perm						
v/c Ratio			0.15	0.79		
Uniform Delay, d1			22.7	17.7		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.3	3.7		
Delay (s)			23.0	21.4		
Level of Service			C	C		
Approach Delay (s)	0.0			21.5	0.0	
Approach LOS	A			C	A	

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
90: Ashford Dunwoody Rd

Nexus at Perimeter Center
10/26/2016

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	1016	0	781	0	0	0
Future Volume (vph)	1016	0	781	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-8%	1%		0%	
Total Lost time (s)	8.7		7.9			
Lane Util. Factor	0.94		0.95			
Frt	1.00		1.00			
Flt Protected	1.00		1.00			
Satd. Flow (prot)	5463		3522			
Flt Permitted	1.00		1.00			
Satd. Flow (perm)	5463		3522			
Peak-hour factor, PHF	0.95	0.95	0.96	0.96	0.92	0.92
Adj. Flow (vph)	1069	0	814	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1069	0	814	0	0	0
Turn Type	Prot		NA			
Protected Phases	4		2			
Permitted Phases						
Actuated Green, G (s)	35.3		38.1			
Effective Green, g (s)	35.3		38.1			
Actuated g/C Ratio	0.39		0.42			
Clearance Time (s)	8.7		7.9			
Lane Grp Cap (vph)	2142		1490			
v/s Ratio Prot	c0.20		c0.23			
v/s Ratio Perm						
v/c Ratio	0.50		0.55			
Uniform Delay, d1	20.7		19.5			
Progression Factor	1.00		1.07			
Incremental Delay, d2	0.8		0.9			
Delay (s)	21.5		21.8			
Level of Service	C		C			
Approach Delay (s)		21.5	21.8		0.0	
Approach LOS		C	C		A	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1292	349	0	0	0	0
Future Volume (vph)	1292	349	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	0%		0%	
Total Lost time (s)	5.9	5.8				
Lane Util. Factor	0.97	1.00				
Frt	1.00	1.00				
Flt Protected	0.95	1.00				
Satd. Flow (prot)	3399	1844				
Flt Permitted	0.95	1.00				
Satd. Flow (perm)	3399	1844				
Peak-hour factor, PHF	0.99	0.99	0.92	0.92	0.97	0.97
Adj. Flow (vph)	1305	353	0	0	0	0
RTOR Reduction (vph)	724	0	0	0	0	0
Lane Group Flow (vph)	581	353	0	0	0	0
Turn Type	Prot	NA				
Protected Phases	5	8				
Permitted Phases						
Actuated Green, G (s)	40.1	38.2				
Effective Green, g (s)	40.1	38.2				
Actuated g/C Ratio	0.45	0.42				
Clearance Time (s)	5.9	5.8				
Lane Grp Cap (vph)	1514	782				
v/s Ratio Prot	c0.17	c0.19				
v/s Ratio Perm						
v/c Ratio	0.38	0.45				
Uniform Delay, d1	16.7	18.4				
Progression Factor	1.00	1.00				
Incremental Delay, d2	0.7	1.9				
Delay (s)	17.4	20.3				
Level of Service	B	C				
Approach Delay (s)		18.0	0.0		0.0	
Approach LOS		B	A		A	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Complete

I-285 WB RAMPS

AM Existing DDI

	INT #8		INT #81	
	SBT	NBT	WBL	WBR
Adj. Flow (veh/h)	861	1873	445	1654
Approach Delay (veh/s)	14.5	26.6	9.6	31.3
Approach LOS	*B*	*C*	*A*	*C*
	HCM Average Control Delay			*24.5*
	HCM Intersection LOS			*C*

PM Existing DDI

	INT #8		INT #81	
Adj. Flow (veh/h)	SBT	NBT	WBL	WBR
Approach Delay (veh/s)	1807	1338	138	1049
Approach LOS	12.1	136.9	22.8	16.3
	B	*F*	*C*	*B*
	HCM Average Control Delay			*52.0*
	HCM Intersection LOS			*D*

I-285 EB RAMPS

AM Existing DDI

	INT #9		INT #91	
	NBT	SBT	EBL	EBR
Adj. Flow (veh/h)	963	797	1530	335
Approach Delay (veh/s)	34.0	11.5	9.3	34.6
Approach LOS	*C*	*B*	*A*	*C*
	HCM Average Control Delay			*18.7*
	HCM Intersection LOS			*B*

PM Existing DDI

	INT #9		INT #91	
Adj. Flow (veh/h)	NBT	SBT	EBL	EBR
Approach Delay (veh/s)	888	583	951	319
Approach LOS	20.7	18.8	16.3	19.6
	C	*B*	*B*	*B*
	HCM Average Control Delay			*18.6*
	HCM Intersection LOS			*B*

Complete

I-285 WB RAMPS

AM No-Build DDI

	INT #8		INT #81	
	SBT	NBT	WBL	WBR
Adj. Flow (veh/h)	948	1991	458	1751
Approach Delay (veh/s)	16.9	50.8	9.7	45.9
Approach LOS	*B*	*D*	*A*	*D*
	HCM Average Control Delay			*39.2*
	HCM Intersection LOS			*D*

PM No-Build DDI

	INT #8		INT #81	
Adj. Flow (veh/h)	SBT	NBT	WBL	WBR
Approach Delay (veh/s)	1954	1409	142	1103
Approach LOS	14.8	164.9	22.9	16.8
	B	*F*	*C*	*B*
	HCM Average Control Delay			*61.4*
	HCM Intersection LOS			*E*

I-285 EB RAMPS

AM No-Build DDI

	INT #9		INT #91	
	NBT	SBT	EBL	EBR
Adj. Flow (veh/h)	1008	843	1623	346
Approach Delay (veh/s)	35.8	8.7	9.7	35.8
Approach LOS	*D*	*A*	*A*	*D*
	HCM Average Control Delay			*18.7*
	HCM Intersection LOS			*B*

PM No-Build DDI

	INT #9		INT #91	
Adj. Flow (veh/h)	NBT	SBT	EBL	EBR
Approach Delay (veh/s)	923	631	1001	329
Approach LOS	21.0	19.8	16.4	19.8
	C	*B*	*B*	*B*
	HCM Average Control Delay			*19.0*
	HCM Intersection LOS			*B*

Complete

I-285 WB RAMPS

AM Build DDI

	INT #8		INT #81	
	SBT	NBT	WBL	WBR
Adj. Flow (veh/h)	963	2083	458	1821
Approach Delay (veh/s)	17.3	68.7	9.7	58.9
Approach LOS	*B*	*E*	*A*	*E*
	HCM Average Control Delay			*51.0*
	HCM Intersection LOS			*D*

PM Build DDI

	INT #8		INT #81	
Adj. Flow (veh/h)	SBT	NBT	WBL	WBR
Approach Delay (veh/s)	2039	1433	142	1122
Approach LOS	16.4	174.5	22.9	17.0
	B	*F*	*C*	*B*
	HCM Average Control Delay			*64.6*
	HCM Intersection LOS			*E*

I-285 EB RAMPS

AM Build DDI

	INT #9		INT #91	
	NBT	SBT	EBL	EBR
Adj. Flow (veh/h)	1031	846	1695	346
Approach Delay (veh/s)	37.0	8.7	9.9	35.8
Approach LOS	*D*	*A*	*A*	*D*
	HCM Average Control Delay			*19.1*
	HCM Intersection LOS			*B*

PM Build DDI

	INT #9		INT #91	
Adj. Flow (veh/h)	NBT	SBT	EBL	EBR
Approach Delay (veh/s)	929	652	1019	329
Approach LOS	21.0	20.3	16.5	19.8
	C	*C*	*B*	*B*
	HCM Average Control Delay			*19.1*
	HCM Intersection LOS			*B*

Complete

I-285 WB RAMPS

AM Horizon DDI

	INT #8		INT #81	
	SBT	NBT	WBL	WBR
Adj. Flow (veh/h)	1276	2623	492	2244
Approach Delay (veh/s)	29.7	191.2	9.8	161.6
Approach LOS	*C*	*F*	*A*	*F*
	HCM Average Control Delay			*136.7*
	HCM Intersection LOS			*F*

PM Horizon DDI

	INT #8		INT #81	
Adj. Flow (veh/h)	SBT	NBT	WBL	WBR
Approach Delay (veh/s)	2536	1836	153	1424
Approach LOS	23.5	338.1	23.0	21.4
	C	*F*	*C*	*C*
	HCM Average Control Delay			*120.1*
	HCM Intersection LOS			*F*

I-285 EB RAMPS

AM Horizon DDI

	INT #9		INT #91	
	NBT	SBT	EBL	EBR
Adj. Flow (veh/h)	1200	990	2114	370
Approach Delay (veh/s)	58.2	9.1	11.5	39.0
Approach LOS	*E*	*A*	*B*	*D*
	HCM Average Control Delay			*25.2*
	HCM Intersection LOS			*C*

PM Horizon DDI

	INT #9		INT #91	
Adj. Flow (veh/h)	NBT	SBT	EBL	EBR
Approach Delay (veh/s)	1069	814	1305	353
Approach LOS	21.9	22.4	17.4	20.3
	C	*C*	*B*	*C*
	HCM Average Control Delay			*20.2*
	HCM Intersection LOS			*C*

Kimley»Horn

APPENDIX D

Raw Traffic Counts

All Traffic Data Services

DN15 Shopping Center Ent & Hammond Dr AM
Wednesday, September 14, 2016

Peak Hour
07:45 AM - 08:45 AM
Peak 15-Minutes
07:45 AM - 08:00 AM

Traffic Counts - All Vehicles

	Hammond Dr					Hammond Dr					Shopping Center Ent					Perimeter Mall Ent						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	4	76	0	0	0	7	164	14	0	0	1	0	0	0	0	7	0	14	0	287	1,219
7:15 AM	0	6	85	1	0	1	1	158	8	0	0	1	0	1	0	0	7	0	14	0	283	1,263
7:30 AM	0	14	74	1	0	0	1	157	16	0	0	0	0	0	0	0	11	0	13	0	287	1,332
7:45 AM	0	7	100	1	0	0	0	207	16	0	0	1	0	0	0	0	10	0	20	0	362	1,380
8:00 AM	0	5	97	1	0	0	2	188	17	0	0	1	0	0	0	0	6	0	14	0	331	1,337
8:15 AM	0	9	110	3	0	0	1	195	10	0	0	2	0	0	0	0	9	1	12	0	352	1,340
8:30 AM	0	9	90	2	0	0	1	188	11	0	0	1	0	4	0	0	11	1	17	0	335	1,307
8:45 AM	0	13	99	2	0	0	1	163	15	0	0	2	0	0	0	0	12	0	12	0	319	1,283
9:00 AM	0	10	108	1	0	0	0	170	18	0	0	1	0	2	0	0	9	1	14	0	334	1,233
9:15 AM	1	11	77	0	0	0	2	176	21	0	0	1	1	2	0	0	6	3	18	0	319	0
9:30 AM	0	8	94	6	0	1	3	149	21	0	0	1	0	3	0	0	13	0	12	0	311	0
9:45 AM	0	11	69	12	0	0	11	124	25	0	0	1	0	2	0	0	6	1	7	0	269	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
Lights	0	30	368	5	0	0	4	752	54	0	0	4	0	3	0	0	36	2	63	0	1,321
Mediums	0	0	27	2	0	0	0	26	0	0	0	0	0	1	0	0	0	0	0	0	56
Total	0	30	397	7	0	0	4	778	54	0	0	5	0	4	0	0	36	2	63	0	1,380
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			7.1%					3.1%					22.2%					0.0%			4.3%
Heavy Vehicle Percentage	0.0%	0.0%	7.3%	28.6%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	20.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%
Peak Hour Factor (PHF)			0.93					0.94					0.70					0.90			0.95
Peak Hour Factor (PHF)	0.25	0.83	0.93	0.40	0.00	0.25	0.36	0.94	0.85	0.00	0.00	0.75	0.25	0.75	0.00	0.00	0.85	0.42	0.79	0.00	0.95

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights																					
7:00 AM	0	4	67	0	0	0	7	159	14	0	0	1	0	0	0	0	7	0	14	0	273
7:15 AM	0	6	80	1	0	1	1	152	8	0	0	1	0	1	0	0	7	0	14	0	272
7:30 AM	0	13	70	1	0	0	0	150	16	0	0	0	0	0	0	0	11	0	13	0	274
7:45 AM	0	7	95	1	0	0	0	200	16	0	0	1	0	0	0	0	10	0	20	0	350
8:00 AM	0	5	87	1	0	0	2	182	17	0	0	1	0	0	0	0	6	0	14	0	315
8:15 AM	0	9	102	1	0	0	1	189	10	0	0	1	0	0	0	0	9	1	12	0	335
8:30 AM	0	9	84	2	0	0	1	181	11	0	0	1	0	3	0	0	11	1	17	0	321
8:45 AM	0	13	94	2	0	0	1	157	15	0	0	2	0	0	0	0	12	0	11	0	307
9:00 AM	0	10	104	1	0	0	0	163	17	0	0	0	0	2	0	0	9	1	14	0	321
9:15 AM	1	8	72	0	0	0	2	169	21	0	0	1	1	2	0	0	5	3	18	0	303
9:30 AM	0	8	91	6	0	1	3	146	21	0	0	1	0	3	0	0	13	0	11	0	304
9:45 AM	0	11	64	11	0	0	10	120	24	0	0	1	0	2	0	0	5	1	7	0	256
Mediums																					
7:00 AM	0	0	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	0	5	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	1	4	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	13
7:45 AM	0	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	0	9	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
8:15 AM	0	0	7	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	0	6	0	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	14
8:45 AM	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	11
9:00 AM	0	0	4	0	0	0	0	7	1	0	0	1	0	0	0	0	0	0	0	0	13
9:15 AM	0	3	5	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	16
9:30 AM	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	6
9:45 AM	0	0	5	1	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	11

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	4
7:15 AM	1	0	1	0	0	0	1	0	1	2	2	4
7:30 AM	3	0	3	0	0	0	3	0	3	2	4	6
7:45 AM	0	2	2	0	0	0	0	0	0	1	3	4
8:00 AM	2	0	2	0	0	0	2	0	2	5	8	13
8:15 AM	0	1	1	1	0	1	0	0	0	6	8	14
8:30 AM	0	0	0	0	3	3	0	0	0	1	3	4
8:45 AM	1	1	2	0	0	0	0	0	0	2	7	9
9:00 AM	1	2	3	0	0	0	0	1	1	3	5	8
9:15 AM	1	3	4	0	0	0	1	0	1	2	6	8
9:30 AM	1	0	1	0	0	0	0	0	0	6	4	10
9:45 AM	1	0	1	1	0	1	0	0	0	3	1	4

All Traffic Data Services

DN17 Perimeter Center Pkwy & Hammond Dr AM
Wednesday, September 14, 2016

Peak Hour
07:45 AM - 08:45 AM
Peak 15-Minutes
08:15 AM - 08:30 AM

Traffic Counts - All Vehicles

	Hammond Dr					Hammond Dr					Perimeter Center Pkwy					Perimeter Center Pkwy						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	19	63	15	0	0	34	81	46	0	1	11	19	13	0	0	13	20	24	0	359	1,710
7:15 AM	0	21	67	28	0	0	35	88	49	0	0	17	14	6	0	0	21	31	28	0	405	1,840
7:30 AM	0	22	68	27	0	0	44	79	48	0	0	21	18	11	0	1	14	44	32	0	429	1,977
7:45 AM	0	43	78	23	0	0	51	106	60	0	0	30	18	11	0	0	18	43	36	0	517	2,074
8:00 AM	0	31	87	30	0	0	32	110	46	0	0	28	28	9	0	0	17	33	38	0	489	2,062
8:15 AM	0	31	89	23	0	0	29	117	85	0	0	29	25	20	0	0	12	46	36	0	542	2,035
8:30 AM	0	27	83	32	0	0	27	116	73	0	1	35	27	19	0	0	11	39	36	0	526	1,907
8:45 AM	0	37	96	26	0	0	17	95	74	0	1	28	25	19	0	1	15	42	29	0	505	1,811
9:00 AM	0	26	101	22	0	1	24	88	80	0	1	23	22	8	0	0	10	35	21	0	462	1,666
9:15 AM	0	23	73	15	0	1	14	108	74	0	0	16	23	15	0	0	8	20	24	0	414	0
9:30 AM	0	38	82	23	0	0	12	87	58	0	2	14	24	17	0	0	19	31	23	0	430	0
9:45 AM	0	37	82	18	0	0	12	78	51	0	0	9	8	8	0	1	11	20	25	0	360	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Lights	0	123	324	104	0	0	133	436	243	0	1	120	91	52	0	0	36	157	137	0	1,957
Mediums	0	8	13	4	0	0	6	13	21	0	0	2	7	6	0	0	22	4	9	0	115
Total	0	132	337	108	0	0	139	449	264	0	1	122	98	59	0	0	58	161	146	0	2,074
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			4.5%					4.7%					5.7%					9.6%			5.6%
Heavy Vehicle Percentage	0.0%	6.8%	3.9%	3.7%	0.0%	0.0%	4.3%	2.9%	8.0%	0.0%	0.0%	1.6%	7.1%	11.9%	0.0%	0.0%	37.9%	2.5%	6.2%	0.0%	5.6%
Peak Hour Factor (PHF)			0.93					0.92					0.90					0.95			0.96
Peak Hour Factor (PHF)	0.00	0.77	0.91	0.87	0.00	0.50	0.80	0.96	0.92	0.00	0.50	0.87	0.94	0.84	0.00	0.25	0.83	0.90	0.96	0.00	0.96

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights																					
7:00 AM	0	17	62	15	0	0	34	80	42	0	1	11	18	10	0	0	7	19	21	0	337
7:15 AM	0	19	64	28	0	0	35	86	44	0	0	16	11	6	0	0	16	29	25	0	379
7:30 AM	0	21	67	27	0	0	44	75	42	0	0	21	17	11	0	1	10	44	29	0	409
7:45 AM	0	40	76	22	0	0	49	102	54	0	0	30	17	10	0	0	11	42	33	0	486
8:00 AM	0	29	86	29	0	0	31	110	42	0	0	28	27	7	0	0	13	31	36	0	469
8:15 AM	0	30	83	22	0	0	27	112	80	0	0	28	23	18	0	0	6	45	33	0	507
8:30 AM	0	24	79	31	0	0	26	112	67	0	1	34	24	17	0	0	6	39	35	0	495
8:45 AM	0	34	94	25	0	0	16	91	68	0	1	27	21	18	0	1	10	40	24	0	470
9:00 AM	0	25	100	22	0	0	22	85	76	0	1	22	21	7	0	0	7	34	17	0	439
9:15 AM	0	21	68	15	0	1	11	108	68	0	0	16	22	13	0	0	5	20	20	0	388
9:30 AM	0	35	80	22	0	0	12	84	52	0	2	14	23	17	0	0	17	28	22	0	408
9:45 AM	0	35	79	18	0	0	12	74	50	0	0	9	8	8	0	1	8	18	23	0	343
Mediums																					
7:00 AM	0	2	1	0	0	0	0	1	4	0	0	0	1	1	0	0	6	1	3	0	20
7:15 AM	0	2	3	0	0	0	0	2	5	0	0	1	3	0	0	0	5	2	3	0	26
7:30 AM	0	1	1	0	0	0	0	4	6	0	0	0	1	0	0	0	4	0	3	0	20
7:45 AM	0	3	2	1	0	0	2	4	6	0	0	0	1	1	0	0	7	1	3	0	31
8:00 AM	0	2	1	1	0	0	1	0	4	0	0	0	1	1	0	0	4	2	2	0	19
8:15 AM	0	1	6	1	0	0	2	5	5	0	0	1	2	2	0	0	6	1	3	0	35
8:30 AM	0	2	4	1	0	0	1	4	6	0	0	1	3	2	0	0	5	0	1	0	30
8:45 AM	0	3	2	1	0	0	1	3	6	0	0	1	4	1	0	0	5	1	5	0	33
9:00 AM	0	1	1	0	0	1	2	3	4	0	0	1	1	1	0	0	3	1	4	0	23
9:15 AM	0	2	4	0	0	0	3	0	6	0	0	0	1	2	0	0	3	0	4	0	25
9:30 AM	0	3	2	1	0	0	0	3	6	0	0	0	1	0	0	0	2	3	1	0	22
9:45 AM	0	2	3	0	0	0	0	4	1	0	0	0	0	0	0	0	3	2	2	0	17

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	2	0	2	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	3	0	3	0	1	1	0	2	2	6	2	8
7:15 AM	2	0	2	1	3	4	0	2	2	6	1	7
7:30 AM	3	0	3	1	4	5	2	4	6	6	0	6
7:45 AM	8	0	8	0	1	1	1	5	6	11	1	12
8:00 AM	2	1	3	4	4	8	1	4	5	3	4	7
8:15 AM	5	0	5	0	11	11	0	8	8	6	3	9
8:30 AM	5	0	5	3	2	5	2	0	2	7	5	12
8:45 AM	3	0	3	5	3	8	0	2	2	8	1	9
9:00 AM	1	1	2	0	0	0	0	0	0	3	1	4
9:15 AM	1	0	1	0	2	2	0	0	0	2	1	3
9:30 AM	0	0	0	2	1	3	1	0	1	1	0	1
9:45 AM	2	0	2	0	0	0	0	1	1	7	3	10

All Traffic Data Services

DN22 Perimeter Center W & Perimeter Center Pkwy AM
Wednesday, September 14, 2016

Peak Hour
08:15 AM - 09:15 AM
Peak 15-Minutes
08:30 AM - 08:45 AM

Traffic Counts - All Vehicles

	Perimeter Center Pkwy					Perimeter Center Pkwy					Perimeter Center W					Perimeter Center W						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	6	154	41	0	0	29	104	4	0	0	15	4	14	0	0	6	4	3	0	384	1,799
7:15 AM	0	5	161	45	0	0	34	120	2	0	0	12	2	16	0	0	3	4	4	0	408	1,868
7:30 AM	0	5	177	60	0	0	48	145	3	0	0	17	0	23	0	0	4	11	10	0	503	2,001
7:45 AM	0	6	149	70	0	0	51	141	7	0	0	25	6	26	0	0	5	11	7	0	504	2,076
8:00 AM	0	8	135	63	0	0	48	139	6	0	0	11	3	14	0	0	7	12	7	0	453	2,099
8:15 AM	0	4	174	60	0	0	62	174	6	0	0	18	2	20	0	0	3	13	5	0	541	2,140
8:30 AM	1	4	191	69	0	2	54	175	5	0	0	17	10	11	0	0	11	13	15	0	578	2,079
8:45 AM	0	9	172	63	0	0	48	159	5	0	0	16	2	23	0	0	8	12	10	0	527	1,993
9:00 AM	0	10	162	62	0	0	33	139	13	0	0	14	11	25	0	0	3	13	9	0	494	1,920
9:15 AM	0	11	158	40	0	1	35	148	8	0	0	29	8	17	0	0	5	13	7	0	480	0
9:30 AM	0	9	170	48	0	0	44	136	9	0	0	22	8	25	0	0	5	9	7	0	492	0
9:45 AM	1	9	139	61	0	1	31	126	17	0	0	19	10	16	0	0	7	9	8	0	454	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	27	683	251	0	2	189	629	28	0	0	61	24	66	0	0	23	51	39	0	2,074
Mediums	0	0	15	3	0	0	8	18	1	0	0	4	1	13	0	0	2	0	0	0	65
Total	1	27	699	254	0	2	197	647	29	0	0	65	25	79	0	0	25	51	39	0	2,140
Bicycles on Crosswalk			0					0					0					1			1
Heavy Vehicle Percentage			1.9%					3.1%					10.7%					1.7%			3.1%
Heavy Vehicle Percentage	0.0%	0.0%	2.3%	1.2%	0.0%	0.0%	4.1%	2.8%	3.4%	0.0%	0.0%	6.2%	4.0%	16.5%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	3.1%
Peak Hour Factor (PHF)			0.93					0.91					0.93					0.76			0.93
Peak Hour Factor (PHF)	0.25	0.89	0.91	0.94	0.00	0.38	0.87	0.92	0.69	0.00	0.00	0.72	0.84	0.90	0.00	0.00	0.66	0.98	0.68	0.00	0.93

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights																					
7:00 AM	0	6	153	40	0	0	28	102	3	0	0	13	4	11	0	0	6	4	3	0	373
7:15 AM	0	5	160	45	0	0	32	120	2	0	0	12	2	14	0	0	3	4	4	0	403
7:30 AM	0	5	174	59	0	0	46	143	2	0	0	16	0	18	0	0	4	11	10	0	488
7:45 AM	0	6	147	69	0	0	50	140	7	0	0	24	6	23	0	0	5	11	7	0	495
8:00 AM	0	8	132	60	0	0	47	137	6	0	0	11	3	12	0	0	7	12	7	0	442
8:15 AM	0	4	166	59	0	0	60	171	6	0	0	18	2	16	0	0	3	13	5	0	523
8:30 AM	1	4	188	69	0	2	51	169	5	0	0	16	10	8	0	0	10	13	15	0	561
8:45 AM	0	9	170	62	0	0	46	153	4	0	0	14	2	20	0	0	7	12	10	0	509
9:00 AM	0	10	159	61	0	0	32	136	13	0	0	13	10	22	0	0	3	13	9	0	481
9:15 AM	0	11	155	38	0	1	33	144	8	0	0	28	8	15	0	0	5	13	7	0	466
9:30 AM	0	9	166	47	0	0	41	132	8	0	0	20	8	22	0	0	4	9	7	0	473
9:45 AM	1	9	136	60	0	1	28	121	16	0	0	19	10	14	0	0	7	9	8	0	439
Mediums																					
7:00 AM	0	0	1	1	0	0	1	2	1	0	0	2	0	3	0	0	0	0	0	0	11
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	5
7:30 AM	0	0	2	1	0	0	2	2	1	0	0	1	0	4	0	0	0	0	0	0	13
7:45 AM	0	0	2	1	0	0	1	1	0	0	0	1	0	3	0	0	0	0	0	0	9
8:00 AM	0	0	3	3	0	0	1	2	0	0	0	0	0	2	0	0	0	0	0	0	11
8:15 AM	0	0	7	1	0	0	2	3	0	0	0	0	0	4	0	0	0	0	0	0	17
8:30 AM	0	0	3	0	0	0	3	6	0	0	0	1	0	3	0	0	1	0	0	0	17
8:45 AM	0	0	2	1	0	0	2	6	1	0	0	2	0	3	0	0	1	0	0	0	18
9:00 AM	0	0	3	1	0	0	1	3	0	0	0	1	1	3	0	0	0	0	0	0	13
9:15 AM	0	0	3	2	0	0	2	3	0	0	0	1	0	2	0	0	0	0	0	0	13
9:30 AM	0	0	3	1	0	0	3	3	1	0	0	2	0	3	0	0	1	0	0	0	17
9:45 AM	0	0	3	1	0	0	3	5	1	0	0	0	0	2	0	0	0	0	0	0	15

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	0	0	0	0	0	2	0	2
7:15 AM	0	0	0	3	1	4	1	0	1	0	0	0
7:30 AM	0	0	0	1	1	2	0	0	0	1	2	3
7:45 AM	2	0	2	2	0	2	0	1	1	1	2	3
8:00 AM	0	2	2	1	1	2	0	0	0	0	6	6
8:15 AM	1	0	1	0	0	0	1	1	2	0	0	0
8:30 AM	0	2	2	1	1	2	1	0	1	3	0	3
8:45 AM	0	1	1	1	0	1	0	0	0	2	1	3
9:00 AM	2	1	3	0	2	2	0	1	1	1	0	1
9:15 AM	0	1	1	1	0	1	0	0	0	1	2	3
9:30 AM	0	0	0	0	1	1	0	0	0	0	2	2
9:45 AM	0	2	2	2	0	2	0	0	0	1	2	3

All Traffic Data Services

DN8 Ashford Dunwoody Rd & Perimeter Center W AM
Wednesday, September 14, 2016

Peak Hour
08:00 AM - 09:00 AM
Peak 15-Minutes
08:45 AM - 09:00 AM

Traffic Counts - All Vehicles

	Perimeter Center W					Perimeter Center W					Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	33	27	86	0	0	40	34	13	0	0	116	164	8	0	3	9	199	24	0	756	3,502
7:15 AM	0	27	38	90	0	0	56	37	12	0	0	180	173	13	0	0	16	194	32	0	868	3,705
7:30 AM	0	28	27	103	0	0	60	46	9	0	1	163	207	13	0	1	15	222	36	0	931	3,799
7:45 AM	0	28	42	76	0	0	56	58	11	0	0	167	205	12	0	3	10	241	38	0	947	3,815
8:00 AM	0	29	36	82	0	0	75	41	10	0	0	165	213	15	0	1	10	234	48	0	959	3,845
8:15 AM	0	37	43	98	0	0	54	58	13	0	0	173	179	11	0	1	11	245	39	0	962	3,799
8:30 AM	0	36	34	103	0	0	64	66	11	0	0	167	173	13	0	0	12	227	41	0	947	3,700
8:45 AM	0	22	39	111	0	0	62	45	17	0	2	154	230	17	0	1	17	214	46	0	977	3,562
9:00 AM	0	32	28	95	0	0	47	37	10	0	0	156	220	24	0	1	18	202	43	0	913	3,402
9:15 AM	0	31	36	76	0	0	41	43	12	0	2	162	211	23	0	0	12	186	28	0	863	0
9:30 AM	0	39	33	85	0	0	33	45	16	0	0	158	189	15	0	0	9	157	30	0	809	0
9:45 AM	1	43	28	82	0	0	31	31	11	0	2	134	204	25	0	2	14	169	40	0	817	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
Lights	0	117	146	386	0	0	254	205	44	0	2	645	784	54	0	3	48	913	169	0	3,770
Mediums	0	7	6	8	0	0	1	5	7	0	0	13	9	2	0	0	2	7	5	0	72
Total	0	124	152	394	0	0	255	210	51	0	2	659	795	56	0	3	50	920	174	0	3,845
Bicycles on Crosswalk			2					1					0					1			4
Heavy Vehicle Percentage			3.1%					2.5%					1.8%					1.2%			2.0%
Heavy Vehicle Percentage	0.0%	5.6%	3.9%	2.0%	0.0%	0.0%	0.4%	2.4%	13.7%	0.0%	0.0%	2.1%	1.4%	3.6%	0.0%	0.0%	4.0%	0.8%	2.9%	0.0%	2.0%
Peak Hour Factor (PHF)			0.95					0.92					0.97					0.98			0.98
Peak Hour Factor (PHF)	0.25	0.84	0.90	0.92	0.00	0.00	0.85	0.84	0.81	0.00	0.50	0.94	0.92	0.87	0.00	0.58	0.82	0.97	0.91	0.00	0.98

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3
7:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	1	0	0	1	0	0	0	0	1	3	0	0	0	0	1	0	0	7
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights																					
7:00 AM	0	31	27	85	0	0	40	33	12	0	0	115	160	8	0	3	8	197	23	0	742
7:15 AM	0	25	37	86	0	0	55	36	12	0	0	179	172	13	0	0	15	193	30	0	853
7:30 AM	0	26	26	99	0	0	60	45	6	0	1	162	206	13	0	1	15	221	35	0	916
7:45 AM	0	27	40	76	0	0	55	55	11	0	0	164	204	12	0	3	10	239	36	0	932
8:00 AM	0	28	35	81	0	0	75	41	9	0	0	163	209	13	0	1	9	232	47	0	943
8:15 AM	0	34	41	95	0	0	53	56	11	0	0	170	176	11	0	1	11	245	38	0	942
8:30 AM	0	33	34	100	0	0	64	64	9	0	0	161	171	13	0	0	12	223	40	0	924
8:45 AM	0	22	36	110	0	0	62	44	15	0	2	151	228	17	0	1	16	213	44	0	961
9:00 AM	0	31	28	93	0	0	47	36	10	0	0	152	216	24	0	1	18	198	43	0	897
9:15 AM	0	30	35	75	0	0	41	41	12	0	2	161	207	23	0	0	12	184	27	0	850
9:30 AM	0	38	33	83	0	0	32	44	14	0	0	154	179	15	0	0	9	155	30	0	786
9:45 AM	1	41	26	80	0	0	31	29	11	0	2	129	198	25	0	2	14	168	40	0	797
Mediums																					
7:00 AM	0	2	0	1	0	0	0	1	1	0	0	1	4	0	0	0	1	2	1	0	14
7:15 AM	0	2	1	3	0	0	1	1	0	0	0	0	1	0	0	0	1	0	2	0	12
7:30 AM	0	2	1	1	0	0	0	1	3	0	0	1	1	0	0	0	0	1	1	0	12
7:45 AM	0	1	2	0	0	0	1	3	0	0	0	3	1	0	0	0	0	0	2	0	13
8:00 AM	0	1	1	1	0	0	0	0	1	0	0	2	4	2	0	0	1	2	1	0	16
8:15 AM	0	3	2	3	0	0	1	2	2	0	0	2	2	0	0	0	0	0	1	0	18
8:30 AM	0	3	0	3	0	0	0	2	2	0	0	6	2	0	0	0	0	4	1	0	23
8:45 AM	0	0	3	1	0	0	0	1	2	0	0	3	1	0	0	0	1	1	2	0	15
9:00 AM	0	1	0	2	0	0	0	1	0	0	0	4	4	0	0	0	0	4	0	0	16
9:15 AM	0	1	1	1	0	0	0	2	0	0	0	0	4	0	0	0	0	2	1	0	12
9:30 AM	0	1	0	1	0	0	0	1	2	0	0	3	7	0	0	0	0	1	0	0	16
9:45 AM	0	2	1	2	0	0	0	2	0	0	0	5	6	0	0	0	0	1	0	0	19

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0
8:15 AM	0	1	1	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	1	1	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	1	2	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	3	0	0	0	0	0	0	1	0	1
7:45 AM	0	1	1	0	1	1	1	0	1	0	2	2
8:00 AM	1	2	3	3	0	3	2	2	4	3	1	4
8:15 AM	0	0	0	0	0	0	0	1	1	2	0	2
8:30 AM	1	1	2	0	1	1	0	0	0	2	2	4
8:45 AM	0	2	2	1	0	1	0	0	0	1	0	1
9:00 AM	0	0	0	1	2	3	0	0	0	3	2	5
9:15 AM	0	0	0	1	0	1	0	0	0	3	0	3
9:30 AM	0	0	0	4	3	7	0	0	0	4	1	5
9:45 AM	0	0	0	0	0	0	0	0	0	1	2	3

All Traffic Data Services

DN5 Ashford Dunwoody Rd & Hammond Dr AM
Wednesday, September 14, 2016

Peak Hour
07:45 AM - 08:45 AM
Peak 15-Minutes
08:30 AM - 08:45 AM

Traffic Counts - All Vehicles

	Hammond Dr					Hammond Dr					Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	29	10	49	0	0	6	4	5	0	0	165	456	56	0	0	3	231	32	0	1,046	4,799
7:15 AM	0	26	16	55	0	0	5	3	10	0	1	171	544	56	0	0	5	272	32	0	1,196	5,101
7:30 AM	0	27	14	53	0	0	10	7	10	0	0	170	512	78	0	0	8	305	35	0	1,229	5,254
7:45 AM	0	33	24	58	0	0	12	9	13	0	0	194	548	94	0	0	7	301	35	0	1,328	5,401
8:00 AM	0	31	18	64	0	0	10	8	8	0	0	188	567	95	0	0	12	304	43	0	1,348	5,383
8:15 AM	0	38	17	63	0	0	7	5	6	0	1	185	547	117	0	0	9	317	37	0	1,349	5,352
8:30 AM	0	40	21	53	0	0	5	5	6	0	0	177	558	144	0	2	13	311	41	0	1,376	5,263
8:45 AM	1	42	14	58	0	0	6	4	6	0	1	164	557	122	0	1	17	284	33	0	1,310	4,984
9:00 AM	0	50	14	54	0	0	2	8	5	0	0	170	584	111	0	0	26	245	48	0	1,317	4,781
9:15 AM	0	35	12	48	0	0	14	4	3	0	0	187	573	110	0	2	18	211	43	0	1,260	0
9:30 AM	0	37	16	52	0	0	9	3	1	0	0	179	482	90	0	1	9	179	39	0	1,097	0
9:45 AM	0	32	11	34	0	0	10	4	7	0	0	175	492	88	0	1	10	211	32	0	1,107	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	8
Lights	0	140	70	222	0	0	34	24	31	0	1	733	2,195	448	0	2	41	1,215	153	0	5,309
Mediums	0	2	10	14	0	0	0	3	2	0	0	11	23	1	0	0	0	15	3	0	84
Total	0	142	80	238	0	0	34	27	33	0	1	744	2,220	450	0	2	41	1,233	156	0	5,401
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			6.1%					5.3%					1.1%					1.5%			1.7%
Heavy Vehicle Percentage	0.0%	1.4%	12.5%	6.7%	0.0%	0.0%	0.0%	11.1%	6.1%	0.0%	0.0%	1.5%	1.1%	0.4%	0.0%	0.0%	0.0%	1.5%	1.9%	0.0%	1.7%
Peak Hour Factor (PHF)			0.99					0.77					0.98					0.98			0.98
Peak Hour Factor (PHF)	0.25	0.85	0.83	0.93	0.00	0.00	0.81	0.81	0.79	0.00	0.50	0.96	0.97	0.86	0.00	0.63	0.71	0.97	0.86	0.00	0.98

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Lights																					
7:00 AM	0	27	8	43	0	0	6	4	3	0	0	163	451	56	0	0	3	230	30	0	1024
7:15 AM	0	24	13	54	0	0	5	2	9	0	1	170	542	55	0	0	4	267	27	0	1173
7:30 AM	0	25	13	52	0	0	10	6	8	0	0	165	508	78	0	0	8	300	32	0	1205
7:45 AM	0	32	21	56	0	0	12	8	13	0	0	191	546	94	0	0	7	297	34	0	1311
8:00 AM	0	31	16	59	0	0	10	8	7	0	0	186	558	94	0	0	12	301	42	0	1324
8:15 AM	0	37	15	57	0	0	7	4	6	0	1	182	542	116	0	0	9	312	37	0	1325
8:30 AM	0	40	18	50	0	0	5	4	5	0	0	174	549	144	0	2	13	305	40	0	1349
8:45 AM	1	42	12	56	0	0	6	4	6	0	1	160	551	122	0	1	17	283	32	0	1294
9:00 AM	0	50	13	50	0	0	2	7	4	0	0	166	573	109	0	0	26	242	46	0	1288
9:15 AM	0	34	9	46	0	0	13	3	3	0	0	185	562	110	0	2	18	209	39	0	1233
9:30 AM	0	35	15	51	0	0	9	3	1	0	0	176	468	90	0	1	9	169	35	0	1062
9:45 AM	0	32	8	30	0	0	9	4	7	0	0	174	477	85	0	1	10	206	31	0	1074
Mediums																					
7:00 AM	0	2	2	3	0	0	0	0	2	0	0	2	5	0	0	0	0	1	2	0	19
7:15 AM	0	2	3	0	0	0	0	1	1	0	0	1	2	1	0	0	1	3	4	0	19
7:30 AM	0	2	1	1	0	0	0	1	2	0	0	5	4	0	0	0	0	3	3	0	22
7:45 AM	0	1	3	2	0	0	0	1	0	0	0	3	2	0	0	0	0	3	1	0	16
8:00 AM	0	0	2	4	0	0	0	0	1	0	0	2	9	0	0	0	0	1	1	0	20
8:15 AM	0	1	2	5	0	0	0	1	0	0	0	3	3	1	0	0	0	5	0	0	21
8:30 AM	0	0	3	3	0	0	0	1	1	0	0	3	9	0	0	0	0	6	1	0	27
8:45 AM	0	0	2	2	0	0	0	0	0	0	0	3	5	0	0	0	0	1	1	0	14
9:00 AM	0	0	1	4	0	0	0	1	1	0	0	4	11	1	0	0	0	3	2	0	28
9:15 AM	0	1	3	1	0	0	1	1	0	0	0	2	10	0	0	0	0	2	4	0	25
9:30 AM	0	2	1	1	0	0	0	0	0	0	0	3	12	0	0	0	0	7	4	0	30
9:45 AM	0	0	3	4	0	0	1	0	0	0	0	0	14	3	0	0	0	5	1	0	31

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	5
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	3
8:15 AM	0	1	1	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	5
8:45 AM	0	1	1	1	2	3	0	1	1	0	3	3
9:00 AM	0	0	0	0	1	1	2	0	2	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	1

All Traffic Data Services

DN2 Ashford Dunwoody Rd & I-285 WB Ramps AM
Wednesday, September 14, 2016

Peak Hour
07:45 AM - 08:45 AM
Peak 15-Minutes
07:45 AM - 08:00 AM

Traffic Counts - All Vehicles

	I-285 WB Ramps										Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	0	0	0	0	0	110	0	364	0	0	118	340	0	0	0	0	176	133	0	1,241	5,502
7:15 AM	0	0	0	0	0	0	108	0	375	0	0	101	387	0	0	0	0	190	166	0	1,327	5,757
7:30 AM	0	0	0	0	0	0	132	0	384	0	0	111	396	0	0	0	0	212	172	0	1,407	5,903
7:45 AM	0	0	0	0	0	0	134	0	398	0	0	140	445	0	0	0	0	215	195	0	1,527	5,991
8:00 AM	0	0	0	0	0	0	113	0	379	0	0	159	463	0	0	0	0	193	189	0	1,496	5,917
8:15 AM	0	0	0	0	0	0	107	0	397	0	0	130	441	0	0	0	0	209	189	0	1,473	5,826
8:30 AM	0	0	0	0	0	0	73	0	414	0	0	162	449	0	0	0	0	218	179	0	1,495	5,691
8:45 AM	0	0	0	0	0	0	102	0	397	0	0	140	453	0	0	0	0	219	142	0	1,453	5,386
9:00 AM	0	0	0	0	0	0	94	0	393	0	0	119	469	0	0	0	0	209	121	0	1,405	5,102
9:15 AM	0	0	0	0	0	0	72	0	391	0	0	124	462	0	0	0	0	164	125	0	1,338	0
9:30 AM	0	0	0	0	0	0	85	0	367	0	0	125	346	0	0	0	0	133	134	0	1,190	0
9:45 AM	0	0	0	0	0	0	59	0	370	0	0	91	386	0	0	0	0	137	126	0	1,169	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	4	1	0	9
Lights	0	0	0	0	0	0	418	0	1,570	0	0	578	1,780	0	0	0	0	806	747	0	5,899
Mediums	0	0	0	0	0	0	8	0	17	0	0	13	16	0	0	0	0	25	4	0	83
Total	0	0	0	0	0	0	427	0	1,588	0	0	591	1,798	0	0	0	0	835	752	0	5,991
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage								1.3%					1.3%					2.1%			1.5%
Heavy Vehicle Percentage						0.0%	2.1%	0.0%	1.1%	0.0%	0.0%	2.2%	1.0%	0.0%	0.0%	0.0%	0.0%	3.5%	0.7%	0.0%	1.5%
Peak Hour Factor (PHF)								0.96					0.96					0.97			0.98
Peak Hour Factor (PHF)						0.00	0.91	0.00	0.97	0.00	0.00	0.91	0.98	0.00	0.00	0.00	0.00	0.98	0.96	0.00	0.98

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	0	0	1	1	0	7
9:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
Lights																					
7:00 AM	0	0	0	0	0	0	109	0	360	0	0	115	339	0	0	0	0	172	130	0	1225
7:15 AM	0	0	0	0	0	0	102	0	374	0	0	97	383	0	0	0	0	185	164	0	1305
7:30 AM	0	0	0	0	0	0	128	0	377	0	0	108	395	0	0	0	0	209	169	0	1386
7:45 AM	0	0	0	0	0	0	133	0	394	0	0	137	442	0	0	0	0	209	194	0	1509
8:00 AM	0	0	0	0	0	0	110	0	375	0	0	156	456	0	0	0	0	184	189	0	1470
8:15 AM	0	0	0	0	0	0	104	0	391	0	0	129	439	0	0	0	0	200	187	0	1450
8:30 AM	0	0	0	0	0	0	71	0	410	0	0	156	443	0	0	0	0	213	177	0	1470
8:45 AM	0	0	0	0	0	0	102	0	391	0	0	135	446	0	0	0	0	215	142	0	1431
9:00 AM	0	0	0	0	0	0	91	0	387	0	0	115	461	0	0	0	0	203	120	0	1377
9:15 AM	0	0	0	0	0	0	72	0	384	0	0	121	456	0	0	0	0	160	123	0	1316
9:30 AM	0	0	0	0	0	0	84	0	360	0	0	120	334	0	0	0	0	129	129	0	1156
9:45 AM	0	0	0	0	0	0	58	0	361	0	0	88	376	0	0	0	0	133	124	0	1140
Mediums																					
7:00 AM	0	0	0	0	0	0	1	0	4	0	0	3	1	0	0	0	0	2	2	0	13
7:15 AM	0	0	0	0	0	0	6	0	1	0	0	4	4	0	0	0	0	3	2	0	20
7:30 AM	0	0	0	0	0	0	4	0	7	0	0	3	1	0	0	0	0	2	1	0	18
7:45 AM	0	0	0	0	0	0	1	0	4	0	0	3	3	0	0	0	0	6	0	0	17
8:00 AM	0	0	0	0	0	0	3	0	4	0	0	3	6	0	0	0	0	6	0	0	22
8:15 AM	0	0	0	0	0	0	3	0	5	0	0	1	1	0	0	0	0	8	2	0	20
8:30 AM	0	0	0	0	0	0	1	0	4	0	0	6	6	0	0	0	0	5	2	0	24
8:45 AM	0	0	0	0	0	0	0	0	6	0	0	5	5	0	0	0	0	4	0	0	20
9:00 AM	0	0	0	0	0	0	3	0	6	0	0	4	8	0	0	0	0	6	1	0	28
9:15 AM	0	0	0	0	0	0	0	0	5	0	0	2	6	0	0	0	0	4	2	0	19
9:30 AM	0	0	0	0	0	0	1	0	5	0	0	4	10	0	0	0	0	3	4	0	27
9:45 AM	0	0	0	0	0	0	1	0	8	0	0	3	10	0	0	0	0	3	2	0	27

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

DN1 Ashford Dunwoody Rd & I-285 EB Ramps AM
Wednesday, September 14, 2016

Peak Hour
07:45 AM - 08:45 AM
Peak 15-Minutes
07:45 AM - 08:00 AM

Traffic Counts - All Vehicles

	I-285 EB Ramps					I-285 EB Ramps					Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
7:00 AM	0	288	0	86	0	0	0	0	0	0	1	0	130	37	0	0	116	189	0	0	847	3,784
7:15 AM	0	354	0	84	0	0	0	0	0	0	0	0	157	30	0	0	107	192	0	0	924	3,972
7:30 AM	0	380	0	106	0	0	0	0	0	0	0	0	121	25	0	0	120	220	0	0	972	4,011
7:45 AM	0	351	0	99	0	0	0	0	0	0	0	0	220	29	0	0	126	216	0	0	1,041	4,051
8:00 AM	0	378	0	74	0	0	0	0	0	0	0	0	249	33	0	0	127	174	0	0	1,035	4,046
8:15 AM	0	358	0	61	0	0	0	0	0	0	0	0	216	31	0	0	120	177	0	0	963	3,961
8:30 AM	0	351	0	81	0	0	0	0	0	0	0	0	259	30	0	0	109	182	0	0	1,012	3,950
8:45 AM	0	351	0	85	0	0	0	0	0	0	0	0	249	28	0	0	100	223	0	0	1,036	3,708
9:00 AM	0	345	0	67	0	0	0	0	0	0	0	0	253	27	0	0	106	152	0	0	950	3,470
9:15 AM	0	353	0	70	0	0	0	0	0	0	0	0	250	33	0	0	114	132	0	0	952	0
9:30 AM	0	301	0	50	0	0	0	0	0	0	0	0	186	32	0	0	83	118	0	0	770	0
9:45 AM	0	334	0	73	0	0	0	0	0	0	0	0	169	25	0	0	108	89	0	0	798	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	0	7
Lights	0	1,425	0	306	0	0	0	0	0	0	0	0	922	118	0	0	467	731	0	0	3,969
Mediums	0	13	0	7	0	0	0	0	0	0	0	0	21	5	0	0	12	17	0	0	75
Total	0	1,438	0	315	0	0	0	0	0	0	0	0	944	123	0	0	482	749	0	0	4,051
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			1.3%										2.5%					2.7%			2.0%
Heavy Vehicle Percentage	0.0%	0.9%	0.0%	2.9%	0.0%						0.0%	0.0%	2.3%	4.1%	0.0%	0.0%	3.1%	2.4%	0.0%	0.0%	2.0%
Peak Hour Factor (PHF)			0.94										0.98					0.94			0.97
Peak Hour Factor (PHF)	0.00	0.97	0.00	0.88	0.00						0.25	0.00	0.98	0.93	0.00	0.00	0.97	0.93	0.00	0.00	0.97

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	4
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights																					
7:00 AM	0	283	0	84	0	0	0	0	0	0	1	0	129	37	0	0	114	188	0	0	836
7:15 AM	0	350	0	79	0	0	0	0	0	0	0	0	153	29	0	0	103	185	0	0	899
7:30 AM	0	378	0	105	0	0	0	0	0	0	0	0	119	25	0	0	117	215	0	0	959
7:45 AM	0	346	0	98	0	0	0	0	0	0	0	0	215	28	0	0	120	212	0	0	1019
8:00 AM	0	373	0	70	0	0	0	0	0	0	0	0	243	32	0	0	124	168	0	0	1010
8:15 AM	0	357	0	58	0	0	0	0	0	0	0	0	214	29	0	0	116	171	0	0	945
8:30 AM	0	349	0	80	0	0	0	0	0	0	0	0	250	29	0	0	107	180	0	0	995
8:45 AM	0	346	0	84	0	0	0	0	0	0	0	0	242	27	0	0	100	221	0	0	1020
9:00 AM	0	338	0	67	0	0	0	0	0	0	0	0	242	25	0	0	102	148	0	0	922
9:15 AM	0	350	0	65	0	0	0	0	0	0	0	0	245	33	0	0	113	130	0	0	936
9:30 AM	0	294	0	48	0	0	0	0	0	0	0	0	178	31	0	0	80	116	0	0	747
9:45 AM	0	325	0	71	0	0	0	0	0	0	0	0	166	24	0	0	104	86	0	0	776
Mediums																					
7:00 AM	0	5	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	10
7:15 AM	0	4	0	5	0	0	0	0	0	0	0	0	4	1	0	0	2	6	0	0	22
7:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	5	0	0	13
7:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	5	1	0	0	3	4	0	0	19
8:00 AM	0	5	0	2	0	0	0	0	0	0	0	0	5	1	0	0	3	6	0	0	22
8:15 AM	0	1	0	3	0	0	0	0	0	0	0	0	2	2	0	0	4	5	0	0	17
8:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	9	1	0	0	2	2	0	0	17
8:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	2	0	0	14
9:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	11	2	0	0	4	4	0	0	28
9:15 AM	0	3	0	4	0	0	0	0	0	0	0	0	4	0	0	0	1	2	0	0	14
9:30 AM	0	6	0	2	0	0	0	0	0	0	0	0	7	1	0	0	2	1	0	0	19
9:45 AM	0	8	0	2	0	0	0	0	0	0	0	0	3	1	0	0	4	3	0	0	21

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	2	0	0	0	0	0	0	1	1	2
7:30 AM	1	0	1	0	0	0	0	0	0	1	0	1
7:45 AM	1	0	1	0	1	1	1	0	1	0	0	0
8:00 AM	1	0	1	0	0	0	0	0	0	1	0	1
8:15 AM	3	0	3	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	1	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	1	1	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	1	0	1	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

DN15 Shopping Center Ent & Hammond Dr PM
Wednesday, September 14, 2016

Peak Hour
04:45 PM - 05:45 PM
Peak 15-Minutes
05:15 PM - 05:30 PM

Traffic Counts - All Vehicles

	Hammond Dr					Hammond Dr					Shopping Center Ent					Perimeter Mall Ent						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	2	17	155	13	0	0	17	103	13	0	0	18	7	14	0	0	36	6	16	0	417	1,683
4:15 PM	6	15	151	13	0	0	5	130	8	0	0	14	5	13	0	0	28	5	26	0	419	1,672
4:30 PM	3	16	166	5	0	1	19	118	10	0	0	16	16	12	0	0	17	8	14	0	421	1,724
4:45 PM	2	21	163	7	0	1	15	119	14	0	0	13	6	15	0	0	25	7	18	0	426	1,748
5:00 PM	0	21	194	11	0	0	10	79	9	0	0	14	10	20	0	0	25	5	8	0	406	1,743
5:15 PM	2	27	231	12	0	1	11	116	7	0	0	9	6	9	0	0	24	3	13	0	471	1,731
5:30 PM	1	16	178	11	0	3	18	119	12	0	0	12	10	18	0	0	30	3	14	0	445	1,633
5:45 PM	2	20	162	17	0	0	12	125	9	0	0	11	5	9	0	0	33	4	12	0	421	1,584
6:00 PM	0	18	176	15	0	0	7	85	11	0	0	15	8	17	0	0	25	6	11	0	394	1,493
6:15 PM	0	9	153	13	0	0	5	94	10	0	0	12	8	20	0	0	27	5	17	0	373	0
6:30 PM	1	26	146	15	0	1	7	97	19	0	0	10	6	20	0	0	28	4	16	0	396	0
6:45 PM	0	16	125	11	0	0	8	81	9	0	0	10	3	19	0	0	26	9	13	0	330	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	5
Lights	5	85	747	40	0	5	54	422	42	0	0	48	32	62	0	0	103	18	52	0	1,715
Mediums	0	0	17	1	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	28
Total	5	85	766	41	0	5	54	433	42	0	0	48	32	62	0	0	104	18	53	0	1,748
Bicycles on Crosswalk			0					1					0					0			1
Heavy Vehicle Percentage			2.2%					2.1%					0.0%					1.1%			1.9%
Heavy Vehicle Percentage	0.0%	0.0%	2.5%	2.4%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	1.9%	0.0%	1.9%
Peak Hour Factor (PHF)			0.83					0.96					0.88					0.87			0.93
Peak Hour Factor (PHF)	0.54	0.79	0.83	0.88	0.00	0.42	0.74	0.90	0.64	0.00	0.00	0.85	0.59	0.95	0.00	0.00	0.87	0.81	0.71	0.00	0.93

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights																					
4:00 PM	2	17	150	13	0	0	17	100	13	0	0	18	7	14	0	0	36	6	16	0	409
4:15 PM	6	13	148	13	0	0	5	123	8	0	0	14	5	13	0	0	28	5	26	0	407
4:30 PM	3	16	162	5	0	1	19	117	10	0	0	16	16	12	0	0	17	8	14	0	416
4:45 PM	2	21	159	7	0	1	15	115	14	0	0	13	6	15	0	0	25	7	17	0	417
5:00 PM	0	21	190	11	0	0	10	77	9	0	0	14	10	20	0	0	25	5	8	0	400
5:15 PM	2	27	224	12	0	1	11	114	7	0	0	9	6	9	0	0	24	3	13	0	462
5:30 PM	1	16	174	10	0	3	18	116	12	0	0	12	10	18	0	0	29	3	14	0	436
5:45 PM	2	20	157	17	0	0	12	122	9	0	0	11	5	9	0	0	32	4	12	0	412
6:00 PM	0	18	171	15	0	0	7	84	11	0	0	15	8	17	0	0	25	6	11	0	388
6:15 PM	0	9	148	13	0	0	5	94	10	0	0	12	8	20	0	0	27	5	17	0	368
6:30 PM	1	26	141	15	0	1	7	94	19	0	0	10	6	20	0	0	28	4	15	0	387
6:45 PM	0	16	123	11	0	0	8	80	9	0	0	10	3	19	0	0	25	9	12	0	325
Mediums																					
4:00 PM	0	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	1	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	4	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	9
5:45 PM	0	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	9
6:00 PM	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	9
6:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	4	0	4	0	0	0	0	0	0	2	2	4
4:15 PM	0	1	1	1	0	1	0	0	0	10	1	11
4:30 PM	0	1	1	0	0	0	0	1	1	3	5	8
4:45 PM	2	1	3	0	0	0	0	0	0	3	1	4
5:00 PM	4	4	8	2	0	2	3	1	4	3	3	6
5:15 PM	2	1	3	0	0	0	0	0	0	5	7	12
5:30 PM	1	0	1	2	0	2	0	1	1	3	2	5
5:45 PM	2	1	3	0	0	0	0	0	0	4	9	13
6:00 PM	0	1	1	2	0	2	1	2	3	3	1	4
6:15 PM	2	2	4	4	1	5	0	4	4	5	1	6
6:30 PM	0	0	0	1	0	1	0	1	1	1	3	4
6:45 PM	0	0	0	1	0	1	1	1	2	3	4	7

All Traffic Data Services

DN17 Perimeter Center Pkwy & Hammond Dr PM
Wednesday, September 14, 2016

Peak Hour
05:00 PM - 06:00 PM
Peak 15-Minutes
05:30 PM - 05:45 PM

Traffic Counts - All Vehicles

	Hammond Dr					Hammond Dr					Perimeter Center Pkwy					Perimeter Center Pkwy						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	1	51	142	22	0	0	12	109	31	0	0	71	39	9	0	0	48	64	55	0	654	2,781
4:15 PM	1	46	123	29	0	0	28	152	33	0	0	62	34	8	0	1	49	62	64	0	692	2,888
4:30 PM	1	59	136	30	0	1	28	127	33	0	0	77	51	20	0	0	43	92	54	0	752	2,947
4:45 PM	1	46	116	32	0	1	18	111	52	0	0	58	44	17	0	0	49	77	61	0	683	2,971
5:00 PM	0	75	147	39	0	0	8	91	31	0	0	68	63	32	0	0	59	83	65	0	761	2,993
5:15 PM	0	55	158	43	0	0	21	117	39	0	1	53	59	25	0	0	61	74	45	0	751	2,854
5:30 PM	0	93	131	40	0	1	11	107	49	0	0	44	81	19	0	0	43	107	50	0	776	2,679
5:45 PM	0	70	149	28	0	0	19	110	37	0	0	30	58	14	0	0	45	85	60	0	705	2,423
6:00 PM	0	74	148	22	0	1	19	91	28	0	0	30	41	22	0	0	50	50	46	0	622	2,183
6:15 PM	1	60	112	21	0	0	16	103	31	0	0	33	33	22	0	0	48	41	55	0	576	0
6:30 PM	1	50	126	12	0	0	8	96	36	0	1	15	22	15	0	0	46	39	53	0	520	0
6:45 PM	1	47	80	13	0	0	8	76	36	0	0	19	29	23	0	0	47	39	47	0	465	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	286	564	149	0	1	51	412	130	0	1	194	254	85	0	0	196	338	215	0	2,876
Mediums	0	6	21	0	0	0	8	13	26	0	0	1	7	5	0	0	12	11	5	0	115
Total	0	293	585	150	0	1	59	425	156	0	1	195	261	90	0	0	208	349	220	0	2,993
Bicycles on Crosswalk			1					0					0					1			2
Heavy Vehicle Percentage			2.8%					7.3%					2.4%					3.6%			3.9%
Heavy Vehicle Percentage	0.0%	2.4%	3.6%	0.7%	0.0%	0.0%	13.6%	3.1%	16.7%	0.0%	0.0%	0.5%	2.7%	5.6%	0.0%	0.0%	5.8%	3.2%	2.3%	0.0%	3.9%
Peak Hour Factor (PHF)			0.97					0.86					0.87					0.94			0.96
Peak Hour Factor (PHF)	1.00	0.80	0.93	0.90	0.00	0.50	0.77	0.82	0.82	0.00	0.25	0.87	0.81	0.73	0.00	0.25	0.87	0.82	0.94	0.00	0.96

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Lights																					
4:00 PM	1	50	141	22	0	0	11	109	25	0	0	70	38	8	0	0	45	63	53	0	636
4:15 PM	1	44	117	29	0	0	26	146	28	0	0	62	34	8	0	1	46	59	63	0	664
4:30 PM	1	57	133	30	0	1	27	125	26	0	0	77	48	18	0	0	40	91	53	0	727
4:45 PM	1	44	114	32	0	1	17	110	45	0	0	58	43	15	0	0	47	73	57	0	657
5:00 PM	0	73	145	39	0	0	7	86	24	0	0	68	59	30	0	0	56	79	64	0	730
5:15 PM	0	54	153	43	0	0	19	114	34	0	1	52	57	24	0	0	58	71	43	0	723
5:30 PM	0	91	123	39	0	1	10	103	40	0	0	44	80	18	0	0	41	106	49	0	745
5:45 PM	0	68	143	28	0	0	15	109	32	0	0	30	58	13	0	0	41	82	59	0	678
6:00 PM	0	70	145	22	0	1	19	89	22	0	0	30	40	21	0	0	47	49	45	0	600
6:15 PM	1	59	106	21	0	0	16	101	28	0	0	33	33	22	0	0	45	40	53	0	558
6:30 PM	1	49	123	12	0	0	8	91	31	0	0	15	22	15	0	0	42	39	52	0	500
6:45 PM	1	47	77	13	0	0	8	75	31	0	0	19	29	23	0	0	44	37	47	0	451
Mediums																					
4:00 PM	0	1	1	0	0	0	1	0	6	0	0	1	1	0	0	0	3	1	2	0	17
4:15 PM	0	2	6	0	0	0	1	5	5	0	0	0	0	0	0	0	3	3	1	0	26
4:30 PM	0	2	3	0	0	0	1	2	7	0	0	0	3	2	0	0	3	1	1	0	25
4:45 PM	0	2	2	0	0	0	1	1	6	0	0	0	1	2	0	0	2	4	4	0	25
5:00 PM	0	2	2	0	0	0	1	5	7	0	0	0	4	2	0	0	3	4	1	0	31
5:15 PM	0	1	5	0	0	0	2	3	5	0	0	1	2	1	0	0	3	3	2	0	28
5:30 PM	0	1	8	0	0	0	1	4	9	0	0	0	1	1	0	0	2	1	1	0	29
5:45 PM	0	2	6	0	0	0	4	1	5	0	0	0	0	1	0	0	4	3	1	0	27
6:00 PM	0	4	3	0	0	0	0	2	6	0	0	0	1	1	0	0	3	1	1	0	22
6:15 PM	0	1	6	0	0	0	0	2	3	0	0	0	0	0	0	0	3	1	2	0	18
6:30 PM	0	1	3	0	0	0	0	5	5	0	1	0	0	0	0	0	4	0	1	0	20
6:45 PM	0	0	3	0	0	0	0	1	4	0	0	0	0	0	0	0	3	2	0	0	13

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	2	0	2	1	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	1	0	0	0	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	2	2	7	0	7	5	0	5	0	4	4
4:15 PM	1	0	1	3	0	3	5	0	5	1	3	4
4:30 PM	0	16	16	11	2	13	13	2	15	0	18	18
4:45 PM	0	0	0	3	0	3	2	1	3	1	3	4
5:00 PM	0	13	13	5	1	6	10	6	16	4	18	22
5:15 PM	1	6	7	5	0	5	3	2	5	2	11	13
5:30 PM	2	9	11	5	0	5	4	0	4	2	12	14
5:45 PM	1	3	4	1	1	2	1	0	1	4	13	17
6:00 PM	1	3	4	5	0	5	2	0	2	2	5	7
6:15 PM	0	2	2	3	0	3	4	0	4	0	2	2
6:30 PM	4	1	5	2	2	4	0	1	1	3	2	5
6:45 PM	0	0	0	4	1	5	3	1	4	5	0	5

All Traffic Data Services

DN22 Perimeter Center W & Perimeter Center Pkwy PM
Wednesday, September 14, 2016

Peak Hour
05:00 PM - 06:00 PM
Peak 15-Minutes
05:00 PM - 05:15 PM

Traffic Counts - All Vehicles

	Perimeter Center Pkwy					Perimeter Center Pkwy					Perimeter Center W					Perimeter Center W						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	0	27	201	65	0	0	23	234	11	0	0	66	15	45	0	0	14	8	13	0	722	2,939
4:15 PM	0	17	226	74	0	1	30	175	14	0	0	63	24	61	0	0	13	21	21	0	740	3,037
4:30 PM	0	22	207	77	0	1	32	204	23	0	0	54	15	82	0	0	7	11	17	0	752	3,106
4:45 PM	1	13	207	84	0	0	26	191	24	0	0	58	20	64	0	0	11	12	14	0	725	3,170
5:00 PM	0	18	244	83	0	2	33	200	4	0	0	77	29	89	0	0	17	9	15	0	820	3,225
5:15 PM	0	22	222	97	0	3	33	199	12	0	0	61	32	95	0	0	7	13	13	0	809	3,206
5:30 PM	0	17	258	103	0	2	28	146	20	0	0	67	38	96	0	0	12	14	15	0	816	3,162
5:45 PM	0	21	221	74	0	3	23	167	23	0	0	63	27	111	0	0	17	21	9	0	780	3,083
6:00 PM	0	26	252	60	0	2	21	219	14	0	0	71	26	76	0	0	13	8	13	0	801	2,974
6:15 PM	1	29	209	50	0	0	34	204	24	0	0	50	28	64	0	0	19	21	32	0	765	0
6:30 PM	2	26	235	56	0	4	31	192	27	0	0	48	19	51	0	0	15	9	22	0	737	0
6:45 PM	2	25	177	61	0	3	32	164	27	0	0	53	23	62	0	0	13	18	11	0	671	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	78	940	354	0	10	117	707	59	0	0	261	126	385	0	0	53	56	52	0	3,198
Mediums	0	0	5	3	0	0	0	5	0	0	0	6	0	6	0	0	0	1	0	0	26
Total	0	78	945	357	0	10	117	712	59	0	0	268	126	391	0	0	53	57	52	0	3,225
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			0.6%					0.6%					1.7%					0.6%			0.8%
Heavy Vehicle Percentage	0.0%	0.0%	0.5%	0.8%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	2.6%	0.0%	1.5%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.8%
Peak Hour Factor (PHF)			0.91					0.95					0.98					0.69			0.98
Peak Hour Factor (PHF)	0.63	0.91	0.92	0.89	0.00	0.83	0.94	0.86	0.85	0.00	0.00	0.87	0.83	0.88	0.00	0.00	0.84	0.76	0.61	0.00	0.98

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights																					
4:00 PM	0	27	201	65	0	0	22	233	11	0	0	66	15	44	0	0	13	8	13	0	718
4:15 PM	0	17	225	73	0	1	29	174	14	0	0	62	24	58	0	0	13	20	21	0	731
4:30 PM	0	22	202	76	0	1	32	203	23	0	0	52	15	79	0	0	7	11	17	0	740
4:45 PM	1	13	204	82	0	0	25	190	24	0	0	58	19	61	0	0	10	12	14	0	713
5:00 PM	0	18	243	82	0	2	33	199	4	0	0	74	29	88	0	0	17	9	15	0	813
5:15 PM	0	22	221	97	0	3	33	198	12	0	0	61	32	94	0	0	7	13	13	0	806
5:30 PM	0	17	257	102	0	2	28	144	20	0	0	64	38	93	0	0	12	14	15	0	806
5:45 PM	0	21	219	73	0	3	23	166	23	0	0	62	27	110	0	0	17	20	9	0	773
6:00 PM	0	26	250	59	0	2	21	219	14	0	0	70	26	76	0	0	13	8	13	0	797
6:15 PM	1	29	207	50	0	0	34	202	24	0	0	50	28	62	0	0	19	21	32	0	759
6:30 PM	2	26	230	55	0	4	30	191	27	0	0	47	19	50	0	0	15	9	22	0	727
6:45 PM	2	25	177	59	0	3	32	163	27	0	0	51	23	61	0	0	13	18	11	0	665
Mediums																					
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	4
4:15 PM	0	0	1	1	0	0	1	1	0	0	0	1	0	3	0	0	0	1	0	0	9
4:30 PM	0	0	4	1	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0	0	11
4:45 PM	0	0	3	2	0	0	1	1	0	0	0	0	1	2	0	0	1	0	0	0	11
5:00 PM	0	0	1	1	0	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	7
5:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	1	1	0	0	0	2	0	0	0	2	0	3	0	0	0	0	0	0	9
5:45 PM	0	0	2	1	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	7
6:00 PM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
6:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	5
6:30 PM	0	0	5	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	10
6:45 PM	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	5

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	2	1	3	0	1	1	0	0	0	0	0	0
4:15 PM	0	1	1	2	2	4	0	0	0	0	0	0
4:30 PM	4	0	4	2	3	5	1	0	1	0	0	0
4:45 PM	0	1	1	1	1	2	0	1	1	2	1	3
5:00 PM	1	0	1	1	1	2	1	0	1	2	8	10
5:15 PM	0	2	2	3	3	6	1	2	3	2	1	3
5:30 PM	1	0	1	3	0	3	0	0	0	2	0	2
5:45 PM	1	1	2	2	0	2	1	2	3	0	0	0
6:00 PM	2	1	3	0	0	0	0	0	0	1	0	1
6:15 PM	1	1	2	0	0	0	0	0	0	2	0	2
6:30 PM	5	2	7	0	0	0	0	0	0	1	1	2
6:45 PM	3	0	3	0	0	0	0	0	0	2	3	5

All Traffic Data Services

DN8 Ashford Dunwoody Rd & Perimeter Center W PM
Wednesday, September 14, 2016

Peak Hour
05:15 PM - 06:15 PM
Peak 15-Minutes
06:00 PM - 06:15 PM

Traffic Counts - All Vehicles

	Perimeter Center W					Perimeter Center W					Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	0	76	44	133	0	0	43	51	23	0	4	149	261	32	0	0	6	177	45	0	1,044	4,233
4:15 PM	0	104	47	111	0	0	42	48	41	0	3	139	313	28	0	0	5	132	29	0	1,042	4,302
4:30 PM	0	80	46	121	0	0	37	45	28	0	5	150	344	44	0	0	3	160	43	0	1,106	4,319
4:45 PM	0	79	53	112	0	0	32	41	16	0	5	139	356	39	0	0	3	129	37	0	1,041	4,272
5:00 PM	0	95	60	190	0	0	41	34	22	0	4	146	288	28	0	0	13	156	36	0	1,113	4,297
5:15 PM	0	105	50	135	0	0	24	37	28	0	2	131	318	42	0	1	10	140	36	0	1,059	4,327
5:30 PM	1	123	72	117	0	0	36	21	32	0	4	121	289	46	0	0	16	143	38	0	1,059	4,302
5:45 PM	1	132	59	113	0	0	33	37	29	0	2	132	282	49	0	3	13	151	30	0	1,066	4,251
6:00 PM	0	118	60	158	0	0	40	41	29	0	3	156	350	25	0	0	12	117	34	0	1,143	4,085
6:15 PM	3	83	53	94	0	0	32	32	21	0	2	164	308	37	0	0	9	152	44	0	1,034	0
6:30 PM	0	101	64	139	0	0	33	45	30	0	8	133	256	32	0	1	9	124	33	0	1,008	0
6:45 PM	0	93	47	102	0	0	30	39	19	0	1	134	252	40	0	0	7	108	28	0	900	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
Lights	2	474	239	521	0	0	132	133	118	0	11	535	1,230	162	0	4	50	548	135	0	4,294
Mediums	0	4	2	2	0	0	1	3	0	0	0	5	7	0	0	0	1	2	3	0	30
Total	2	478	241	523	0	0	133	136	118	0	11	540	1,239	162	0	4	51	551	138	0	4,327
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			0.6%					1.0%					0.7%					0.9%			0.8%
Heavy Vehicle Percentage	0.0%	0.8%	0.8%	0.4%	0.0%	0.0%	0.8%	2.2%	0.0%	0.0%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	2.0%	0.5%	2.2%	0.0%	0.8%
Peak Hour Factor (PHF)			0.91					0.85					0.94					0.96			0.95
Peak Hour Factor (PHF)	0.42	0.91	0.85	0.73	0.00	0.00	0.90	0.91	0.92	0.00	0.85	0.89	0.92	0.84	0.00	0.33	0.81	0.84	0.86	0.00	0.95

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights																					
4:00 PM	0	75	44	133	0	0	43	50	23	0	4	147	256	31	0	0	6	174	44	0	1030
4:15 PM	0	103	46	111	0	0	40	46	41	0	3	139	312	26	0	0	5	132	29	0	1033
4:30 PM	0	75	45	119	0	0	37	45	27	0	5	149	342	44	0	0	3	157	40	0	1088
4:45 PM	0	77	50	109	0	0	32	40	16	0	5	138	356	39	0	0	3	127	37	0	1029
5:00 PM	0	94	60	189	0	0	41	34	21	0	4	144	287	28	0	0	13	155	34	0	1104
5:15 PM	0	105	49	134	0	0	24	36	28	0	2	130	315	42	0	1	10	140	36	0	1052
5:30 PM	1	122	72	117	0	0	36	21	32	0	4	118	285	46	0	0	16	142	37	0	1049
5:45 PM	1	131	58	112	0	0	33	35	29	0	2	132	281	49	0	3	13	150	30	0	1059
6:00 PM	0	116	60	158	0	0	39	41	29	0	3	155	349	25	0	0	11	116	32	0	1134
6:15 PM	3	83	52	93	0	0	32	31	21	0	2	162	308	37	0	0	9	151	44	0	1028
6:30 PM	0	99	62	137	0	0	32	44	30	0	7	132	256	32	0	1	9	123	32	0	996
6:45 PM	0	93	46	102	0	0	29	38	19	0	1	134	252	40	0	0	7	107	28	0	896
Mediums																					
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	2	5	1	0	0	0	3	1	0	14
4:15 PM	0	1	1	0	0	0	2	2	0	0	0	0	1	2	0	0	0	0	0	0	9
4:30 PM	0	5	1	1	0	0	0	0	1	0	0	1	2	0	0	0	0	3	3	0	17
4:45 PM	0	2	3	2	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	11
5:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2	0	8
5:15 PM	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	1	0	9
5:45 PM	0	1	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	7
6:00 PM	0	2	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	1	2	0	9
6:15 PM	0	0	1	1	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	6
6:30 PM	0	2	2	2	0	0	1	1	0	0	1	1	0	0	0	0	0	1	1	0	12
6:45 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	4

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	1	1	2	0	2	0	0	0	0	0	0
4:15 PM	0	4	4	0	1	1	1	2	3	2	0	2
4:30 PM	3	0	3	0	0	0	1	2	3	0	2	2
4:45 PM	0	4	4	0	0	0	0	1	1	0	1	1
5:00 PM	6	1	7	5	8	13	4	0	4	5	9	14
5:15 PM	7	4	11	1	2	3	2	2	4	6	0	6
5:30 PM	0	1	1	1	1	2	0	0	0	0	0	0
5:45 PM	3	6	9	5	1	6	2	2	4	0	0	0
6:00 PM	5	2	7	0	2	2	2	1	3	0	0	0
6:15 PM	1	1	2	1	1	2	3	2	5	2	0	2
6:30 PM	2	2	4	2	1	3	0	2	2	0	1	1
6:45 PM	1	0	1	3	4	7	5	1	6	5	2	7

All Traffic Data Services

DN5 Ashford Dunwoody Rd & Hammond Dr PM
Wednesday, September 14, 2016

Peak Hour
04:15 PM - 05:15 PM
Peak 15-Minutes
04:45 PM - 05:00 PM

Traffic Counts - All Vehicles

	Hammond Dr					Hammond Dr					Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	0	41	10	124	0	0	75	13	5	0	0	85	388	8	0	0	3	459	20	0	1,231	5,354
4:15 PM	0	43	8	162	0	0	64	24	8	0	0	116	445	19	0	0	5	446	19	0	1,359	5,477
4:30 PM	0	37	5	153	0	0	80	9	9	0	0	132	469	9	0	1	4	402	17	0	1,327	5,394
4:45 PM	0	44	6	219	0	0	71	17	8	0	0	149	450	20	0	0	2	428	23	0	1,437	5,462
5:00 PM	0	56	7	208	0	0	81	18	7	0	0	81	409	13	0	0	1	446	27	0	1,354	5,313
5:15 PM	0	42	8	150	0	0	75	16	9	0	0	87	437	16	0	0	5	400	31	0	1,276	5,326
5:30 PM	0	57	12	181	0	0	60	22	10	0	0	136	419	15	0	1	5	438	39	0	1,395	5,327
5:45 PM	0	60	8	160	0	0	70	12	11	0	0	98	420	14	0	2	6	386	41	0	1,288	5,143
6:00 PM	1	64	7	149	0	0	65	17	9	0	0	110	482	21	0	1	4	398	39	0	1,367	5,109
6:15 PM	0	65	3	153	0	0	63	11	13	0	0	93	443	14	0	0	7	372	40	0	1,277	0
6:30 PM	0	46	6	169	0	0	72	19	17	0	0	96	398	11	0	0	3	340	34	0	1,211	0
6:45 PM	0	57	6	156	0	0	50	8	10	0	0	107	417	16	0	0	3	385	39	0	1,254	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	4
Lights	0	179	18	735	0	0	295	64	31	0	0	471	1,760	59	0	1	11	1,711	81	0	5,416
Mediums	0	1	8	7	0	0	1	4	1	0	0	6	12	2	0	0	1	9	5	0	57
Total	0	180	26	742	0	0	296	68	32	0	0	478	1,773	61	0	1	12	1,722	86	0	5,477
Bicycles on Crosswalk			0					0					0					1			1
Heavy Vehicle Percentage			1.7%					1.5%					1.0%					0.9%			1.1%
Heavy Vehicle Percentage	0.0%	0.6%	30.8%	0.9%	0.0%	0.0%	0.3%	5.9%	3.1%	0.0%	0.0%	1.5%	0.7%	3.3%	0.0%	0.0%	8.3%	0.6%	5.8%	0.0%	1.1%
Peak Hour Factor (PHF)			0.91					0.94					0.93					0.96			0.95
Peak Hour Factor (PHF)	0.25	0.95	0.73	0.87	0.00	0.00	0.95	0.83	0.74	0.00	0.00	0.81	0.95	0.79	0.00	0.50	0.79	0.94	0.97	0.00	0.95

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights																					
4:00 PM	0	39	8	122	0	0	75	12	5	0	0	84	381	7	0	0	3	455	19	0	1210
4:15 PM	0	43	6	161	0	0	64	23	8	0	0	113	442	18	0	0	4	445	18	0	1345
4:30 PM	0	37	3	150	0	0	80	9	9	0	0	130	465	9	0	1	4	398	16	0	1311
4:45 PM	0	43	4	218	0	0	71	16	8	0	0	148	450	20	0	0	2	424	20	0	1424
5:00 PM	0	56	5	206	0	0	80	16	6	0	0	80	403	12	0	0	1	444	27	0	1336
5:15 PM	0	40	6	149	0	0	75	16	9	0	0	86	434	16	0	0	5	399	29	0	1264
5:30 PM	0	55	10	179	0	0	60	21	10	0	0	134	414	15	0	1	5	436	38	0	1378
5:45 PM	0	59	6	158	0	0	70	12	11	0	0	96	419	14	0	2	6	385	40	0	1278
6:00 PM	1	63	6	148	0	0	64	16	9	0	0	110	479	21	0	1	4	397	39	0	1358
6:15 PM	0	64	1	150	0	0	63	11	13	0	0	93	442	14	0	0	7	370	40	0	1268
6:30 PM	0	46	4	166	0	0	72	18	17	0	0	95	396	11	0	0	3	336	33	0	1197
6:45 PM	0	56	4	155	0	0	50	8	9	0	0	106	415	16	0	0	3	382	39	0	1243
Mediums																					
4:00 PM	0	2	2	1	0	0	0	1	0	0	0	1	6	1	0	0	0	4	1	0	19
4:15 PM	0	0	2	1	0	0	0	1	0	0	0	2	3	1	0	0	1	1	1	0	13
4:30 PM	0	0	2	3	0	0	0	0	0	0	0	2	4	0	0	0	0	3	1	0	15
4:45 PM	0	1	2	1	0	0	0	1	0	0	0	1	0	0	0	0	0	4	3	0	13
5:00 PM	0	0	2	2	0	0	1	2	1	0	0	1	5	1	0	0	0	1	0	0	16
5:15 PM	0	1	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	2	0	9
5:30 PM	0	2	2	2	0	0	0	1	0	0	0	2	5	0	0	0	0	2	1	0	17
5:45 PM	0	1	2	2	0	0	0	0	0	0	0	2	1	0	0	0	0	1	1	0	10
6:00 PM	0	1	1	1	0	0	1	1	0	0	0	0	3	0	0	0	0	1	0	0	9
6:15 PM	0	1	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	9
6:30 PM	0	0	2	3	0	0	0	1	0	0	0	1	2	0	0	0	0	4	1	0	14
6:45 PM	0	1	2	1	0	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	10

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	4	2	6
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	5	1	6
4:45 PM	1	0	1	0	0	0	0	0	0	1	0	1
5:00 PM	0	2	2	0	0	0	0	0	0	4	3	7
5:15 PM	0	0	0	0	2	2	0	0	0	7	2	9
5:30 PM	1	0	1	1	0	1	0	0	0	1	4	5
5:45 PM	0	3	3	0	1	1	0	0	0	4	6	10
6:00 PM	1	0	1	2	1	3	0	0	0	3	3	6
6:15 PM	0	0	0	1	3	4	0	0	0	12	1	13
6:30 PM	0	0	0	0	3	3	1	4	5	3	1	4
6:45 PM	0	1	1	0	0	0	0	1	1	10	2	12

All Traffic Data Services

DN2 Ashford Dunwoody Rd & I-285 WB Ramps PM
Wednesday, September 14, 2016

Peak Hour
04:15 PM - 05:15 PM
Peak 15-Minutes
05:00 PM - 05:15 PM

Traffic Counts - All Vehicles

	I-285 WB Ramps										Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	0	0	0	0	0	0	21	0	234	0	0	148	284	0	0	0	0	442	205	0	1,334	5,589
4:15 PM	0	0	0	0	0	0	34	0	247	0	0	138	328	0	0	0	0	428	225	0	1,400	5,757
4:30 PM	0	0	0	0	0	0	34	0	267	0	0	120	327	0	0	0	0	423	239	0	1,410	5,681
4:45 PM	0	0	0	0	0	0	29	0	271	0	0	116	309	0	0	0	0	423	297	0	1,445	5,654
5:00 PM	0	0	0	0	0	0	34	0	212	0	0	189	294	0	0	0	0	425	348	0	1,502	5,535
5:15 PM	0	0	0	0	0	0	51	0	273	0	0	133	289	0	0	0	0	333	245	0	1,324	5,435
5:30 PM	0	0	0	0	0	0	38	0	250	0	0	119	276	0	0	0	0	401	299	0	1,383	5,404
5:45 PM	0	0	0	0	0	0	34	0	277	0	0	92	298	0	0	0	0	385	240	0	1,326	5,300
6:00 PM	0	0	0	0	0	0	50	0	282	0	0	98	297	0	0	0	0	401	274	0	1,402	5,206
6:15 PM	0	0	0	0	0	0	25	0	232	0	0	109	307	0	0	0	0	342	278	0	1,293	0
6:30 PM	0	0	0	0	0	0	36	0	222	0	0	130	300	0	0	0	0	322	269	0	1,279	0
6:45 PM	0	0	0	0	0	0	19	0	203	0	0	107	285	0	0	0	0	352	266	0	1,232	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
Lights	0	0	0	0	0	0	127	0	989	0	0	553	1,247	0	0	0	0	1,688	1,102	0	5,706
Mediums	0	0	0	0	0	0	4	0	7	0	0	8	10	0	0	0	0	11	7	0	47
Total	0	0	0	0	0	0	131	0	997	0	0	563	1,258	0	0	0	0	1,699	1,109	0	5,757
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage								1.1%					1.2%					0.6%			0.9%
Heavy Vehicle Percentage						0.0%	3.1%	0.0%	0.8%	0.0%	0.0%	1.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.6%	0.6%	0.0%	0.9%
Peak Hour Factor (PHF)								0.95					0.94					0.91			0.96
Peak Hour Factor (PHF)						0.00	0.85	0.00	0.96	0.00	0.00	0.74	0.96	0.00	0.00	0.00	0.00	0.97	0.85	0.00	0.96

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	4
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
Lights																					
4:00 PM	0	0	0	0	0	0	21	0	230	0	0	144	278	0	0	0	0	438	202	0	1313
4:15 PM	0	0	0	0	0	0	33	0	241	0	0	135	326	0	0	0	0	428	225	0	1388
4:30 PM	0	0	0	0	0	0	34	0	267	0	0	118	323	0	0	0	0	418	236	0	1396
4:45 PM	0	0	0	0	0	0	26	0	271	0	0	111	306	0	0	0	0	421	296	0	1431
5:00 PM	0	0	0	0	0	0	34	0	210	0	0	189	292	0	0	0	0	421	345	0	1491
5:15 PM	0	0	0	0	0	0	50	0	269	0	0	129	288	0	0	0	0	332	245	0	1313
5:30 PM	0	0	0	0	0	0	35	0	246	0	0	118	275	0	0	0	0	397	299	0	1370
5:45 PM	0	0	0	0	0	0	32	0	274	0	0	90	297	0	0	0	0	382	240	0	1315
6:00 PM	0	0	0	0	0	0	50	0	281	0	0	98	297	0	0	0	0	400	272	0	1398
6:15 PM	0	0	0	0	0	0	25	0	231	0	0	108	306	0	0	0	0	340	278	0	1288
6:30 PM	0	0	0	0	0	0	36	0	220	0	0	129	300	0	0	0	0	319	268	0	1272
6:45 PM	0	0	0	0	0	0	19	0	203	0	0	105	282	0	0	0	0	351	265	0	1225
Mediums																					
4:00 PM	0	0	0	0	0	0	0	0	4	0	0	3	5	0	0	0	0	3	2	0	17
4:15 PM	0	0	0	0	0	0	1	0	5	0	0	2	2	0	0	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	5	3	0	14
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	4	3	0	0	0	0	2	1	0	13
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	4	3	0	10
5:15 PM	0	0	0	0	0	0	1	0	3	0	0	4	1	0	0	0	0	0	0	0	9
5:30 PM	0	0	0	0	0	0	2	0	4	0	0	0	1	0	0	0	0	4	0	0	11
5:45 PM	0	0	0	0	0	0	2	0	3	0	0	1	1	0	0	0	0	2	0	0	9
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	4
6:30 PM	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	1	0	7
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	4

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

DN1 Ashford Dunwoody Rd & I-285 EB Ramps PM
Wednesday, September 14, 2016

Peak Hour
04:00 PM - 05:00 PM
Peak 15-Minutes
04:30 PM - 04:45 PM

Traffic Counts - All Vehicles

	I-285 EB Ramps					I-285 EB Ramps					Ashford Dunwoody Rd					Ashford Dunwoody Rd						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
4:00 PM	0	223	0	87	0	0	0	0	0	0	0	0	220	78	0	0	317	127	0	0	1,052	4,239
4:15 PM	0	220	0	90	0	0	0	0	0	0	0	0	224	86	0	0	309	155	0	0	1,084	4,217
4:30 PM	0	244	0	73	0	0	0	0	0	0	0	0	206	98	0	0	326	143	0	0	1,090	4,114
4:45 PM	0	254	0	66	0	0	0	0	0	0	0	0	194	74	0	0	290	135	0	0	1,013	3,892
5:00 PM	0	248	0	65	0	0	0	0	0	0	0	0	200	82	0	0	310	125	0	0	1,030	3,806
5:15 PM	0	250	0	61	0	0	0	0	0	0	0	0	215	49	0	0	286	120	0	0	981	3,667
5:30 PM	0	190	0	40	0	0	0	0	0	0	0	0	190	52	0	0	278	118	0	0	868	3,586
5:45 PM	0	209	0	62	0	0	0	0	0	0	0	0	185	47	0	0	294	130	0	0	927	3,616
6:00 PM	0	235	0	62	0	0	0	0	0	0	0	0	159	59	0	2	256	118	0	0	891	3,567
6:15 PM	0	236	0	66	0	0	0	0	0	0	0	0	182	36	0	0	252	128	0	0	900	0
6:30 PM	0	215	0	57	0	0	0	0	0	0	0	0	224	36	0	0	264	102	0	0	898	0
6:45 PM	0	214	0	43	0	0	0	0	0	0	0	0	194	53	0	0	254	120	0	0	878	0

Peak Rolling Hour Flow Rates

	Eastbound					Westbound					Northbound					Southbound					
Vehicle Type	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	7
Lights	0	928	0	311	0	0	0	0	0	0	0	0	830	331	0	0	1,230	555	0	0	4,185
Mediums	0	8	0	5	0	0	0	0	0	0	0	0	13	5	0	0	11	5	0	0	47
Total	0	941	0	316	0	0	0	0	0	0	0	0	844	336	0	0	1,242	560	0	0	4,239
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			1.4%										1.6%					0.9%			1.3%
Heavy Vehicle Percentage	0.0%	1.4%	0.0%	1.6%	0.0%						0.0%	0.0%	1.7%	1.5%	0.0%	0.0%	1.0%	0.9%	0.0%	0.0%	1.3%
Peak Hour Factor (PHF)			0.99										0.95					0.96			0.97
Peak Hour Factor (PHF)	0.00	0.98	0.00	0.88	0.00						0.00	0.00	0.94	0.87	0.00	0.25	0.95	0.90	0.00	0.00	0.97

Traffic Counts by Vehicle Type

	Eastbound					Westbound					Northbound					Southbound					
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total
Articulated Trucks																					
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
Lights																					
4:00 PM	0	218	0	86	0	0	0	0	0	0	0	0	217	77	0	0	314	127	0	0	1039
4:15 PM	0	217	0	89	0	0	0	0	0	0	0	0	222	85	0	0	307	155	0	0	1075
4:30 PM	0	243	0	70	0	0	0	0	0	0	0	0	201	96	0	0	322	140	0	0	1072
4:45 PM	0	250	0	66	0	0	0	0	0	0	0	0	190	73	0	0	287	133	0	0	999
5:00 PM	0	246	0	65	0	0	0	0	0	0	0	0	197	82	0	0	310	124	0	0	1024
5:15 PM	0	249	0	59	0	0	0	0	0	0	0	0	211	49	0	0	284	119	0	0	971
5:30 PM	0	188	0	38	0	0	0	0	0	0	0	0	189	51	0	0	276	114	0	0	856
5:45 PM	0	208	0	61	0	0	0	0	0	0	0	0	184	47	0	0	290	129	0	0	919
6:00 PM	0	235	0	62	0	0	0	0	0	0	0	0	158	58	0	2	256	117	0	0	888
6:15 PM	0	235	0	66	0	0	0	0	0	0	0	0	182	35	0	0	247	128	0	0	893
6:30 PM	0	215	0	57	0	0	0	0	0	0	0	0	222	36	0	0	258	100	0	0	888
6:45 PM	0	211	0	43	0	0	0	0	0	0	0	0	191	51	0	0	254	118	0	0	868
Mediums																					
4:00 PM	0	3	0	1	0	0	0	0	0	0	0	0	3	1	0	0	3	0	0	0	11
4:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	0	8
4:30 PM	0	1	0	3	0	0	0	0	0	0	0	0	4	2	0	0	3	3	0	0	16
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	4	1	0	0	3	2	0	0	12
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	5
5:15 PM	0	1	0	2	0	0	0	0	0	0	0	0	4	0	0	0	1	1	0	0	9
5:30 PM	0	1	0	2	0	0	0	0	0	0	0	0	1	1	0	0	2	4	0	0	11
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0	7
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	2	0	0	10
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	0	0	7

Bicycles on Crosswalk

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

	Eastbound			Westbound			Northbound			Southbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	1	1	1	0	1	0	0	0
4:15 PM	0	0	0	2	1	3	1	1	2	0	0	0
4:30 PM	0	0	0	0	1	1	1	0	1	0	0	0
4:45 PM	0	0	0	1	0	1	0	1	1	0	0	0
5:00 PM	2	0	2	0	0	0	0	0	0	2	0	2
5:15 PM	3	0	3	0	0	0	0	0	0	3	0	3
5:30 PM	0	0	0	1	1	2	1	1	2	0	0	0
5:45 PM	0	2	2	1	0	1	0	1	1	0	2	2
6:00 PM	1	0	1	1	1	2	1	1	2	1	0	1
6:15 PM	1	0	1	0	0	0	0	0	0	1	0	1
6:30 PM	0	1	1	0	0	0	0	0	0	0	2	2
6:45 PM	0	1	1	0	1	1	0	0	0	0	1	1

Project ID: 16-9130-001
Location: Mall Ring Rd & West Leg
City: Atlanta

Day: Tuesday
Date: 3/15/2016

Peak Start Times	
AM	12:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Mall Ring Rd Northbound					Mall Ring Rd Southbound					West Leg Eastbound					West Leg Westbound					
Start Time	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Int. Total
4:00 PM	13	5	0	1	18	0	15	28	1	43	14	0	3	0	17	0	0	0	0	0	78
4:15 PM	9	7	0	1	16	0	20	30	0	50	17	0	3	1	20	0	0	0	0	0	86
4:30 PM	12	13	0	1	25	0	21	35	2	56	16	0	4	3	20	0	0	0	0	0	101
4:45 PM	14	8	0	0	22	0	15	16	0	31	14	0	8	0	22	0	0	0	0	0	75
Total	48	33	0	3	81	0	71	109	3	180	61	0	18	4	79	0	0	0	0	0	340
5:00 PM	15	13	0	2	28	0	18	29	0	47	14	0	11	1	25	0	0	0	0	0	100
5:15 PM	14	11	0	0	25	1	20	21	1	42	21	0	13	3	34	0	0	0	0	0	101
5:30 PM	13	13	0	1	26	0	26	31	2	57	16	0	9	6	25	0	0	0	0	0	108
5:45 PM	13	9	0	1	22	1	19	22	0	42	22	0	12	6	34	0	0	0	0	0	98
Total	55	46	0	4	101	2	83	103	3	188	73	0	45	16	118	0	0	0	0	0	407
6:00 PM	13	12	0	2	25	0	19	23	0	42	12	0	15	0	27	0	0	0	0	0	94
6:15 PM	9	7	0	0	16	0	26	24	0	50	16	0	12	0	28	0	0	0	0	0	94
6:30 PM	10	12	0	0	22	0	22	21	0	43	12	0	5	0	17	0	0	0	0	0	82
6:45 PM	8	14	0	2	22	0	16	17	0	33	8	0	9	2	17	0	0	0	0	0	72
Total	40	45	0	4	85	0	83	85	0	168	48	0	41	2	89	0	0	0	0	0	342
Grand Total	143	124	0	11	267	2	237	297	6	536	182	0	104	22	286	0	0	0	0	0	1089
Apprch %	53.6	46.4	0.0	4.1		0.4	44.2	55.4	1.1		63.6	0.0	36.4	7.7		0.0	0.0	0.0	0.0		
Total %	13.1	11.4	0.0	1.0	24.5	0.2	21.8	27.3	0.6	49.2	16.7	0.0	9.6	2.0	26.3	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	143	124	0	11	267	2	237	296	6	535	182	0	103	22	285	0	0	0	0	0	1087
% Cars, PU, Vans	100.0	100.0	0.0	100.0	100.0	100.0	100.0	99.7	100.0	99.8	100.0	0.0	99.0	100.0	99.7	0.0	0.0	0.0	0.0	0.0	99.8
Heavy Trucks	0	0	0		0	0	0	1		1	0	0	1		1	0	0	0		0	2
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2

Project ID: 16-9130-001
Location: Mall Ring Rd & West Leg
City: Atlanta

PEAK HOURS

Day: Tuesday
Date: 3/15/2016

PM

	Mall Ring Rd Northbound				Mall Ring Rd Southbound				West Leg Eastbound				West Leg Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 07:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	15	13	0	28	0	18	29	47	14	0	11	25	0	0	0	0	100
5:15 PM	14	11	0	25	1	20	21	42	21	0	13	34	0	0	0	0	101
5:30 PM	13	13	0	26	0	26	31	57	16	0	9	25	0	0	0	0	108
5:45 PM	13	9	0	22	1	19	22	42	22	0	12	34	0	0	0	0	98
Total Volume	55	46	0	101	2	83	103	188	73	0	45	118	0	0	0	0	407
% App. Total	54.5	45.5	0.0	100	1.1	44.1	54.8	100	61.9	0.0	38.1	100	0.0	0.0	0.0	0	
PHF				0.902				0.825				0.868				0.000	
Cars, PU, Vans	55	46	0	101	2	83	103	188	73	0	44	117	0	0	0	0	406
% Cars, PU, Vans	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	97.8	99.2	0.0	0.0	0.0	0.0	99.8
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.8	0.0	0.0	0.0	0.0	0.2

Kimley»Horn

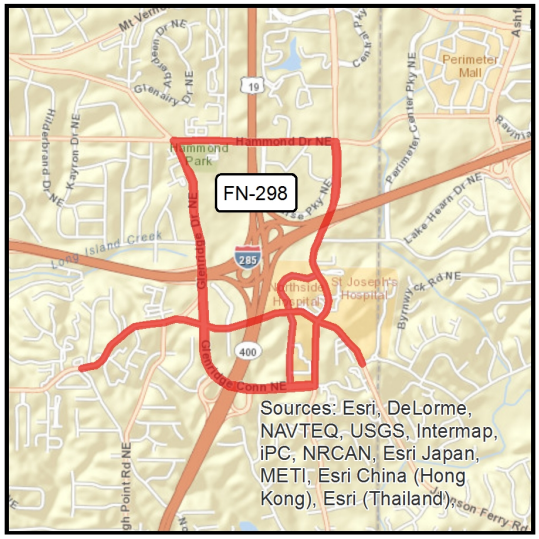
APPENDIX E

Project Fact Sheets

FN-298

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION
GDOT Project No.	0013141
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Sandy Springs
Jurisdiction	Fulton County (North)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A
Planned Thru Lane	N/A
Network Year	TBD
Corridor Length	TBD miles

Detailed Description and Justification

The Glenridge-Hammond-Peachtree Dunwoody ATMS project includes adding system detection and installing a traffic adaptive system for approximately 29 inter-connected signals along the following corridors: Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2015	**$225,000**	~~$180,000~~	~~$0,000~~	~~$0,000~~	~~$45,000~~
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	**$1,363,691**	$1,090,953	$0,000	$0,000	$272,738
				$1,588,691	**$1,270,953**	**$0,000**	**$0,000**	**$317,738**

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

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

Report Generated: 2/24/2016

AR-957A

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title I-285 INTERCHANGE RECONSTRUCTION AND COLLECTOR/DISTRIBUTOR AT SR 400

GDOT Project No. 0013546

Federal ID No. N/A

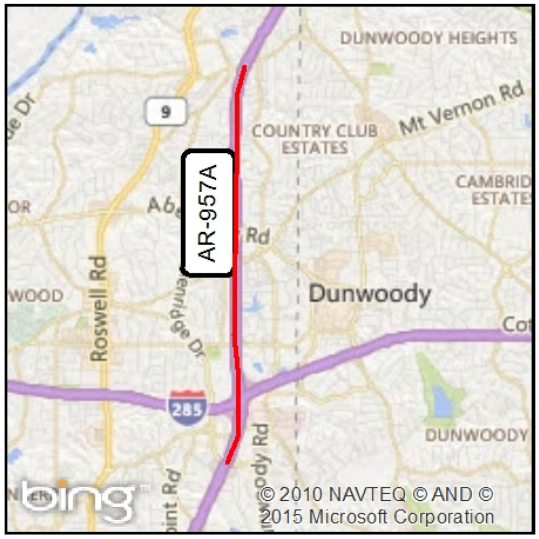
Status Programmed

Service Type Roadway / Interchange Capacity

Sponsor GDOT

Jurisdiction Fulton County (North)

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane N/A

Planned Thru Lane N/A

Network Year 2020

Corridor Length N/A miles

Detailed Description and Justification

This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north. The project does not preclude the addition of managed lane connections between I-285 and SR 400 in the future. Funding for this project is a mixture. GDOT will make payment to a private firm to cover Construction (CST). The funding noted in the RTP/TIP, labeled P3 Repayment (Private Public Partnership) indicated the funding (a mixture of federal and state sources) that GDOT will us to re-pay the private firm's initial financing of the project. The project is also included within the scope of revive285 top end. Revive 285 top end is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 serves as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	National Highway Performance Program (NHPP)		2016	**$39,420,000**	$17,568,160	$21,851,840	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2017	**$2,000,000**	$0,000	$0,000	$0,000	$2,000,000
CST	National Highway Performance Program (NHPP)		2017	**$6,910,000**	$5,528,000	$1,382,000	$0,000	$0,000
CST	State of Georgia		2017	**$12,750,000**	$0,000	$12,750,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2018	**$112,280,000**	$82,833,579	$29,446,421	$0,000	$0,000
CST	Local Jurisdiction/Municipality Funds		2019	**$10,000,000**	$0,000	$0,000	$0,000	$10,000,000
CST	National Highway Performance Program (NHPP)		2019	**$91,660,000**	$51,818,478	$39,841,522	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2020	**$100,800,000**	$80,640,000	$20,160,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2021	**$100,000,000**	$80,000,000	$20,000,000	$0,000	$0,000
CST	General Federal Aid 2022-2040		LR 2022-2030	**$22,949,588**	$18,359,670	$4,589,918	$0,000	$0,000
				$498,769,588	**$336,747,887**	**$150,021,701**	**$0,000**	**$12,000,000**

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

Report Generated: 2/24/2016

START DATE:
SPRING 2007

COMPLETION DATE:
SPRING 2008

Perimeter Center Parkway Streetscapes & Intersections

Perimeter Community Improvement Districts (PCIDs)

One Ravinia Drive
Building One, Suite 1125
Atlanta, Georgia 30346

Main: 770.390.1780
Fax: 770.390.1782
www.PerimeterCID.org

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS
WWW.PERIMETERCID.ORG

JURISDICTION:
DEKALB COUNTY
DEKALB PCID

The Perimeter corporate market is an urban activity center rich with amenities, more than 100,000 jobs, 3 MARTA rail stations, pedestrian friendly sidewalks and enhanced connectivity. The PCIDs move aggressively to create a multi-modal model that provides transportation choices for people to enter and travel within the Perimeter market. These options create opportunities to stimulate economic development which equates to business prosperity and future jobs for Georgians. All PCIDs projects are designed with this goal in mind.

To move traffic more efficiently and enhance pedestrian safety, the PCIDs have implemented a major infrastructure improvement package along Perimeter Center Parkway. The scope of the project contains upgrades to all intersections along Perimeter Center Parkway from Hammond Drive to Perimeter Center West.

This project will create more efficient traffic patterns through upgraded signal timing and video detection and will enhance motorist and pedestrian safety by enhancing visibility at intersections with updated markings, sidewalks and pedestrian signage.

Perimeter @ the Center

Rev: 02.04.2011

THIS PROJECT INCLUDES

- ✓ Redesign of pedestrian crossings
- ✓ ADA-compliant ramps
- ✓ Improved signal timing
- ✓ Enhanced pedestrian signage
- ✓ Pedestrian countdown timers
- ✓ Updated intersection markings
- ✓ Video detection
- ✓ Decorative traffic signal poles and mast arms
- ✓ New sidewalks
- ✓ Landscaped medians
- ✓ Bike lanes

BROUGHT TO YOU BY

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS
WWW.PERIMETERCID.ORG

GRTA

ARC
ATLANTA REGIONAL COMMISSION

2007 Draft Concept of the East-West Connector

(Provided for discussion purposes only)

This is a **draft concept from 2007** that **has not been adopted or approved by any agency**.

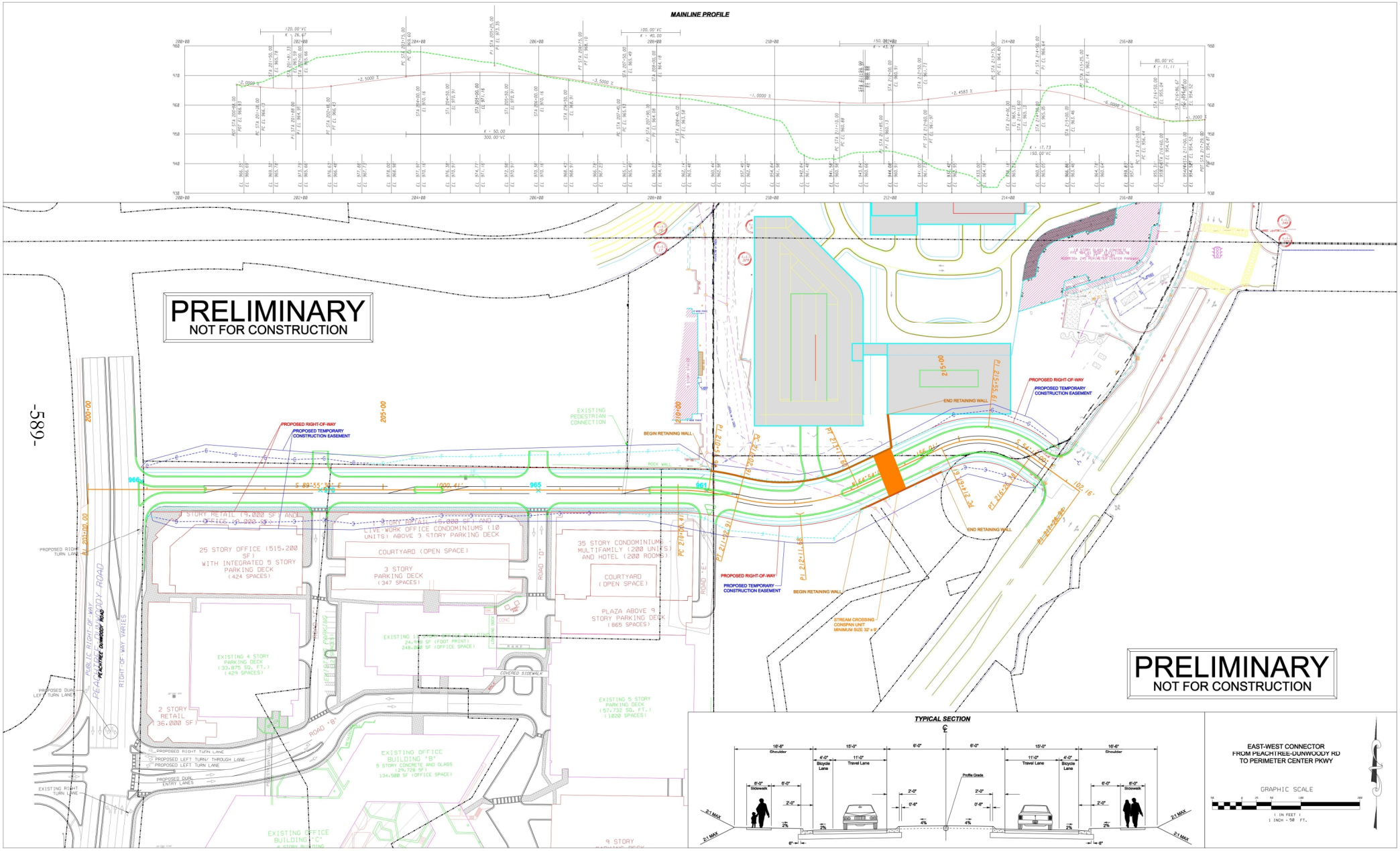


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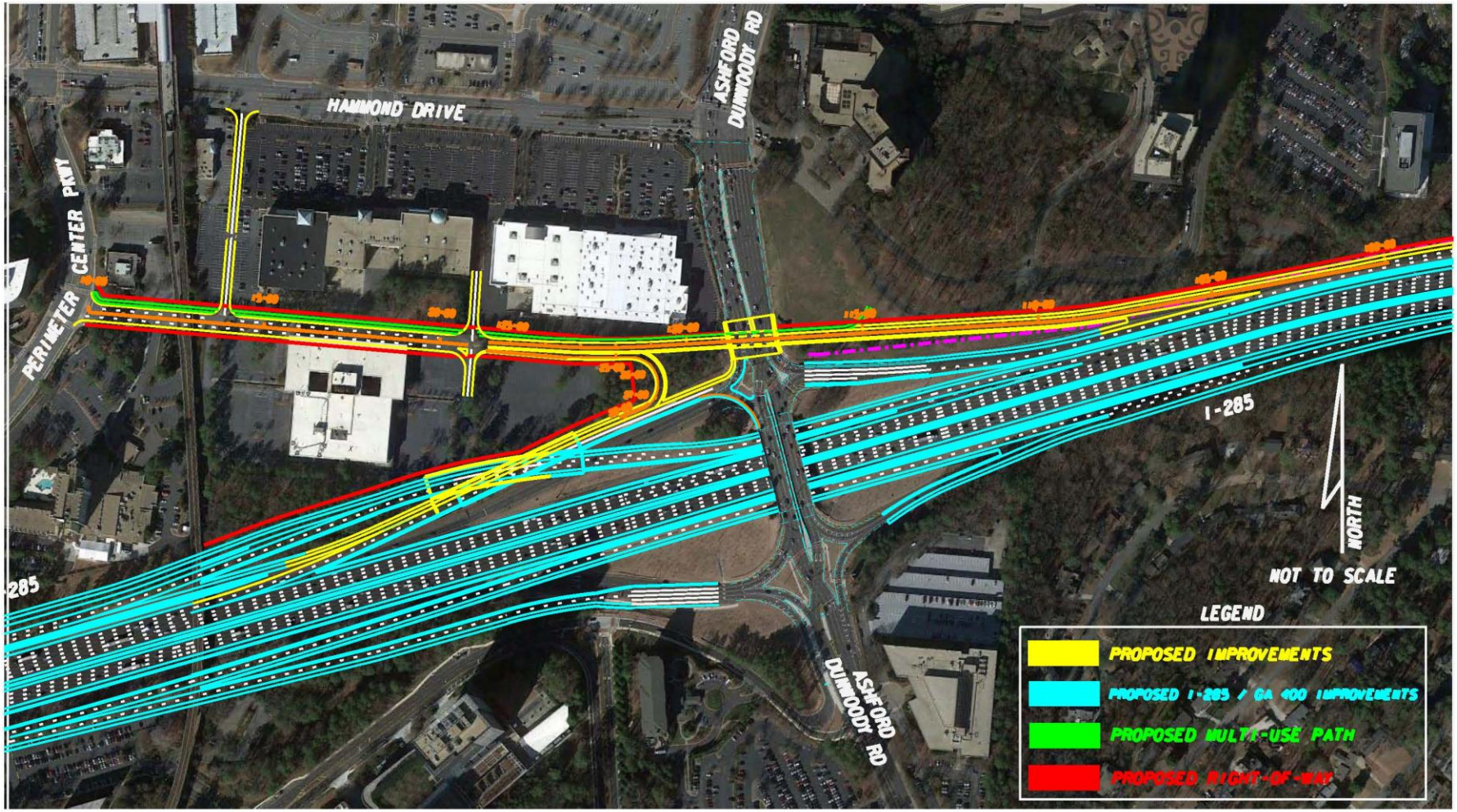
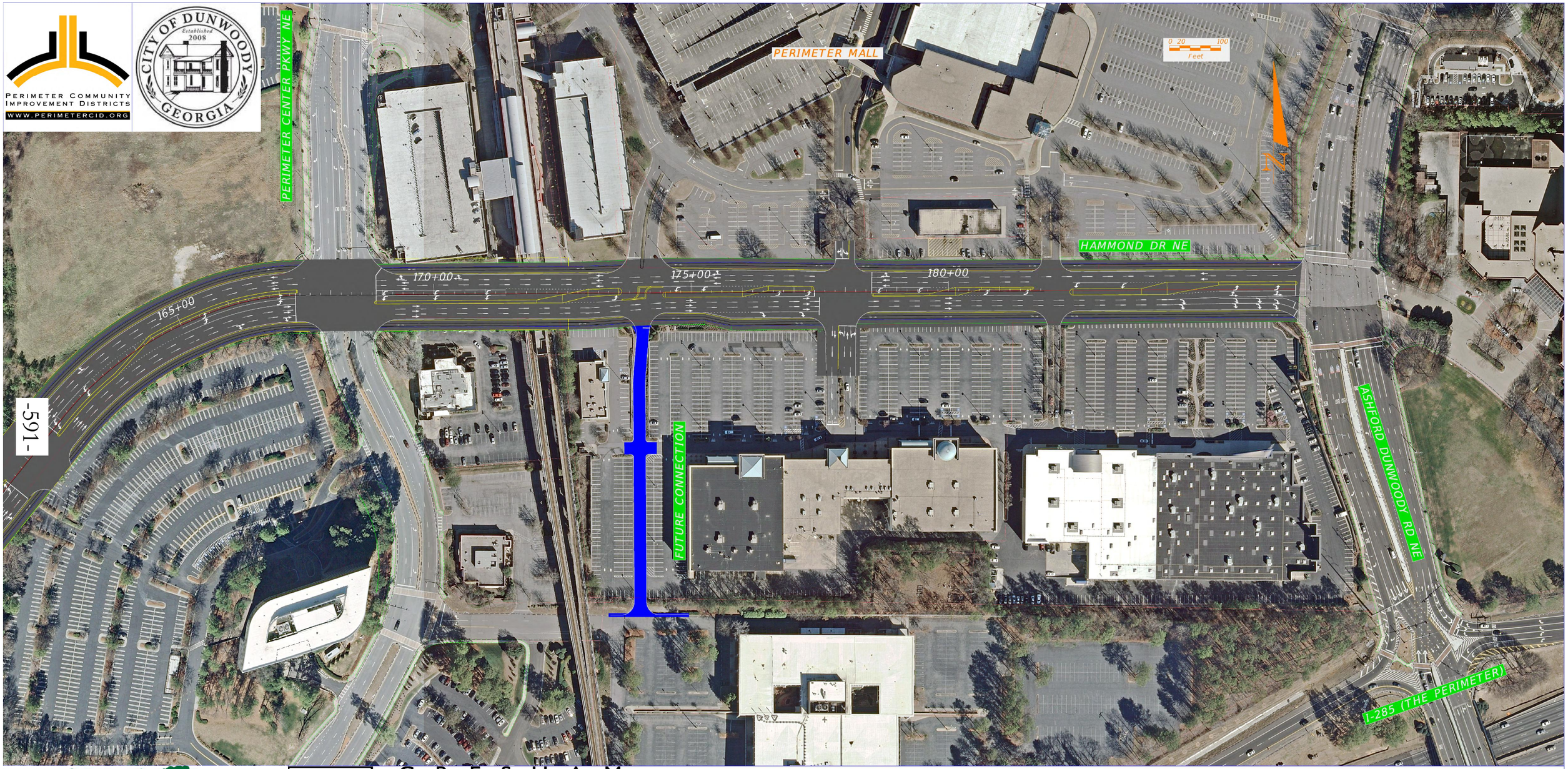
Figure 2: Alternative 1





SANDY SPRINGS GEORGIA

GS&P

GRESHAM SMITH AND PARTNERS

HAMMOND DRIVE CORRIDOR STUDY

HAMMOND DRIVE CORRIDOR STUDY

CONTEXT

The Perimeter area, including both the Cities of Dunwoody and Sandy Springs, is one of the premier business districts in the Southeast, with more than 123,000 employees and 29 million square feet of office space and mixed-use development. The area is home to several Fortune 500 companies, corporate headquarters, residences, and transportation infrastructure that is critical to the Atlanta region, including Georgia 400, I-285, local corridors, and MARTA stations. The area has experienced significant population and job growth and development in recent years.

OVERVIEW

Hammond Drive is an important artery in the Perimeter area. Average daily traffic volumes range from 16,000 to 27,000 vehicles and the corridor is home to several new and planned developments. One of the main visions for the area is to establish a walkable and livable center for employees, residents, patrons, and visitors.

In light of new and proposed development, the Cities of Dunwoody and Sandy Springs, in collaboration with the Perimeter Community Improvement Districts (PCIDs), have partnered to evaluate auto, pedestrian, bicycle, and transit accommodations along the Hammond Drive corridor. The primary objectives of the study are to:

- Evaluate traffic impacts along Hammond Drive and adjacent intersections and develop alternatives and recommendations for improvements to mitigate these impacts.
- Evaluate proposed adjacent projects for potential to provide traffic relief along Hammond Drive.
- Develop streetscape recommendations.
- Develop alternatives that promote all transportation modes, including biking and walking, along the corridor.

ACTIVITIES AND SCHEDULE

Key project activities include but are not limited to:

- Review and analyze available traffic and crash data.
- Prepare an existing conditions report describing current roadways, sidewalks, planned developments, and planned transportation projects.
- Develop alternative improvement options to accommodate all modes of transportation, including a streetscape plan.
- Meet with the Cities and PCIDs to review alternatives and refine them.
- Conduct a public information open house to solicit input and feedback from stakeholders.
- Prepare a final report.

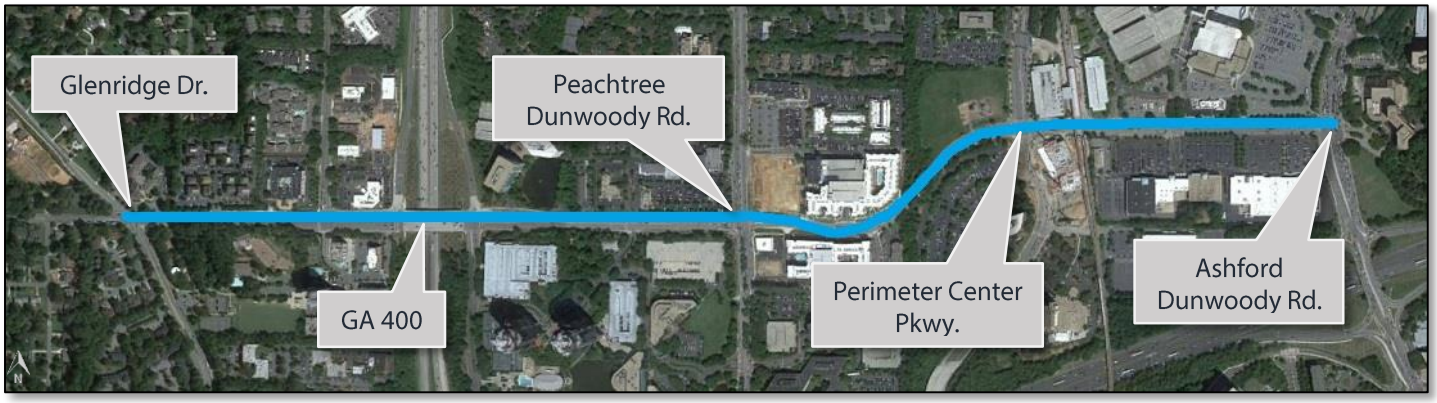
The project began in July 2015 and is planned to conclude in April of 2016.

WANT TO LEARN MORE?

For additional information, please contact the project managers:

Michael Smith
City of Dunwoody
678-382-6700
michael.smith@dunwoodyga.gov

Malaika Faciane
City of Sandy Springs
[770-730-5600]
mfaciane@sandyspringsga.gov



Dunwoody Smart people – Smart city

SANDY SPRINGS GEORGIA

PERIMETER COMMUNITY IMPROVEMENT DISTRICTS

CITY OF DUNWOODY
AUGUST 9, 2016
PLANNING COMMISSION MINUTES

The Planning Commission of the City of Dunwoody held a Meeting on August 9, 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 Bob Dallas, Vice-Chair Kirk Anders, Commission Member Bill Grossman, Commission Member Richard Grove, Commission Member Renate Herod, Commission Member Thomas O'Brien, Commission Member
Also Present:	Steve Foote, Community Development Director John Olson, City Planner Andrew Russell, Planning Coordinator Ronnie Kurtz, Planning Technician

A. CALL TO ORDER

Bob Dallas called the meeting to order.

Kirk Anders motioned to approve Bob as chair for meeting. Richard Grove seconded.

Passed For: 4 (Anders, Dallas, Grove, O'Brien); Against: 0; Abstain: 0; Absent: 3 (Grossman, Herod, Player)

B. ROLL CALL

Bill Grossman, Renate Herod, and Paul Player arrived after approval of the minutes, before discussion of new business.

C. MINUTES

1. Approval of Meeting Minutes from July 12, 2016 Planning Commission Meeting

Richard Grove motioned to approve both sets of minutes. Kirk Anders seconded.

Passed For: 3 (Anders, Dallas, Grove); Against: 0; Abstain: 1 (O'Brien);

Absent: 3 (Grossman, Herod, Player)

2. Approval of Meeting Minutes from July 12, 2016 Planning Commission Special Called Meeting

Approved under Item C.1.

~~D. ORGANIZATIONAL AND PROCEDURAL ITEMS~~ (Item D moved to after Item F to allow time for more Commission members to arrive)

E. UNFINISHED BUSINESS

No unfinished business.

F. NEW BUSINESS

1. SLUP 16-091: David Blumenthal, on behalf of Dirk Laukien, owner of 5490 Chamblee Dunwoody Road, Dunwoody, GA 30338, seeks a Special Land Use Permit from Chapter 27-97(g)(1) to exceed the maximum allowed parking in the Dunwoody Village Overlay District. The tax parcel number is 18 366 01 013.

Andrew Russell presented on behalf of staff and recommended approval of the application with conditions. Andrew responded to questions from the Commission.

Den Webb, attorney for the applicant, presented on behalf of application. Den stated the owner of the Shoppes of Dunwoody, located behind the subject site, is supportive of the request and the project.

No one spoke in opposition.

The Board asked questions of the applicant and staff. Richard Grove asked staff questions regarding the parking space regulations in the Dunwoody Village Overlay and whether the Commission might expect to hear similar requests in the future. Bob Dallas asked the applicant questions regarding bicycle accommodations. Kirk Anders asked for the required stacking capacity for a bank.

Staff responded that the site meets vehicular stacking regulations.

Bob Dallas motioned to approve the Special Land Use Permit with the following conditions:

1. The subject property shall be developed in accordance with the site plan and elevations, completed by Travis Pruitt and Associates, dated July 22, 2016.

2. The applicant shall move the off-street sidewalk so that it is a

minimum of 10-feet from the curb.

Kirk Anders seconded.

Passed For: 7; Against: 0; Abstain: 0; Absent: 0

2. SLUP 16-092: Transwestern, applicant of a portion of 1134 Hammond Road and 4400 Ashford Dunwoody Drive, Dunwoody, GA 30346, by Jessica Hill, attorney for the applicant, seeks a.) Special Land Use Permit from Chapter 27, Section 27-73(b)(1) to increase the building height in a C-1 (Commercial) District from 2 stories/35 feet to 20 stories/300 feet. The tax parcel numbers are 18 348 01 020 and 18 348 01 006.

John Olson presented on behalf of staff and recommended approval of the application with conditions.

Jessica Hill, attorney for the applicant, presented on behalf of the application. Jessica stated the design and proposal have been created in conjunction with city staff. Jessica stated the project is consistent with the comprehensive plan, and the applicant is amicable to staff's recommendations.

No one spoke in opposition.

Renate Herod asked about parking availability and if a traffic study had been executed.

Kirk Anders asked for clarification of who will own the parking spaces and why so many will be needed for the project

Bill asked if any major tenant had been identified, and if the development would be profitable without tax-free municipal bonds.

Trent Germano, representative of applicant, Transwestern, replied that it is a speculative building that would not begin being built until there was enough pre-leasing. Trent stated that without the bonds for title program, the lease rate would be too high compared to market to attract investors.

Thomas O'Brien asked if any study had been done to determine how much the office tenants use public transit. Trent stated that MARTA and GRTA say 25-30% of commuters use public transit.

Bob Dallas noted that he distributed a study about a central park in the Perimeter area. Bob stated the study for the location of a park includes a portion of the parcel in question.

Bob Dallas motioned to approve the Special Land Use Permit with the

following conditions:

1. The subject property shall be developed in accordance with the site plan and elevation packet, dated July 21, 2016 with changes to meet land development and zoning regulations.

2. The City of Dunwoody is allowed to use the triangular piece of land referenced by Bob Dallas above the eastern MARTA parking deck as a park at such time that the City should so choose.

3. The City and General Growth Properties will continue working together to develop what is referred to as 'Perimeter Park.'

Bill Grossman seconded.

Passed For: 6 (Dallas, Grossman, Grove, Herod, Player, O'Brien); Against: 1 (Anders); Abstain: 0; Absent: 0

D. ORGANIZATIONAL AND PROCEDURAL ITEMS (Item D moved from before Item E)

1. Elect Vice-Chair

Kirk Anders motioned to approve Bob Dallas as Vice Chair. Bill Grossman seconded.

Passed For: 7; Against: 0; Abstain: 0; Absent: 0

G. OTHER BUSINESS

H. PUBLIC COMMENT

Bill Baker, GM for Perimeter Mall, gave an update on discussions about the park with City stakeholders in relation to 'Perimeter Park.'

I. COMMISSION COMMENT

Kirk Anders asked for an update on the status of the Perimeter Overlay plan.

Steve Foote, Community Development Director, stated the City hopes to adopt it by the end of the year.

Richard Grove stated he would like info about precedents from similar cases in the packet moving forward.

Paul Player stated he believes the mayor does not have the authority to

remove someone from a board for being on a DHA member.

J. ADJOURN

Bob Dallas motioned to Adjourn Motion to Adjourn. Renate Herod seconded.

Passed For: 7; Against: 0; Abstain: 0; Absent: 0

Approved by:

_____

Chair

Attest:

_____

Secretary

TYPICAL SECTION

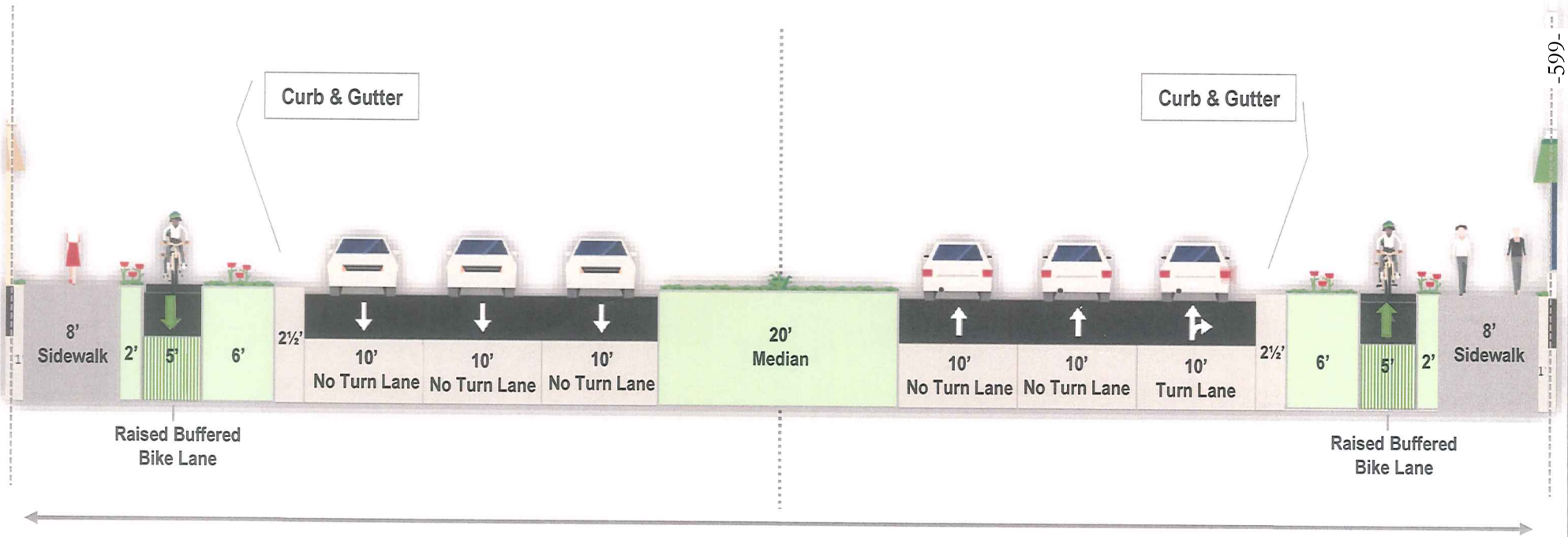
E PERIMETER CENTER PARKWAY TO ASHFORD DUNWOODY ROAD

(facing east)

Total width: 129'
6 – 10' Lanes
Raised, Buffered Bike Lane
Sidewalk

Right-of-Way Center Line

Edge of Right-of-Way



Total Right-of-Way Width 129'

PROJECT Nº 20150155 | August 9, 2016

STREET LEVEL RENDERING

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Dunwoody, Georgia

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-602-

PROJECT Nº 20150155 | August 9, 2016

AERIAL RENDERING

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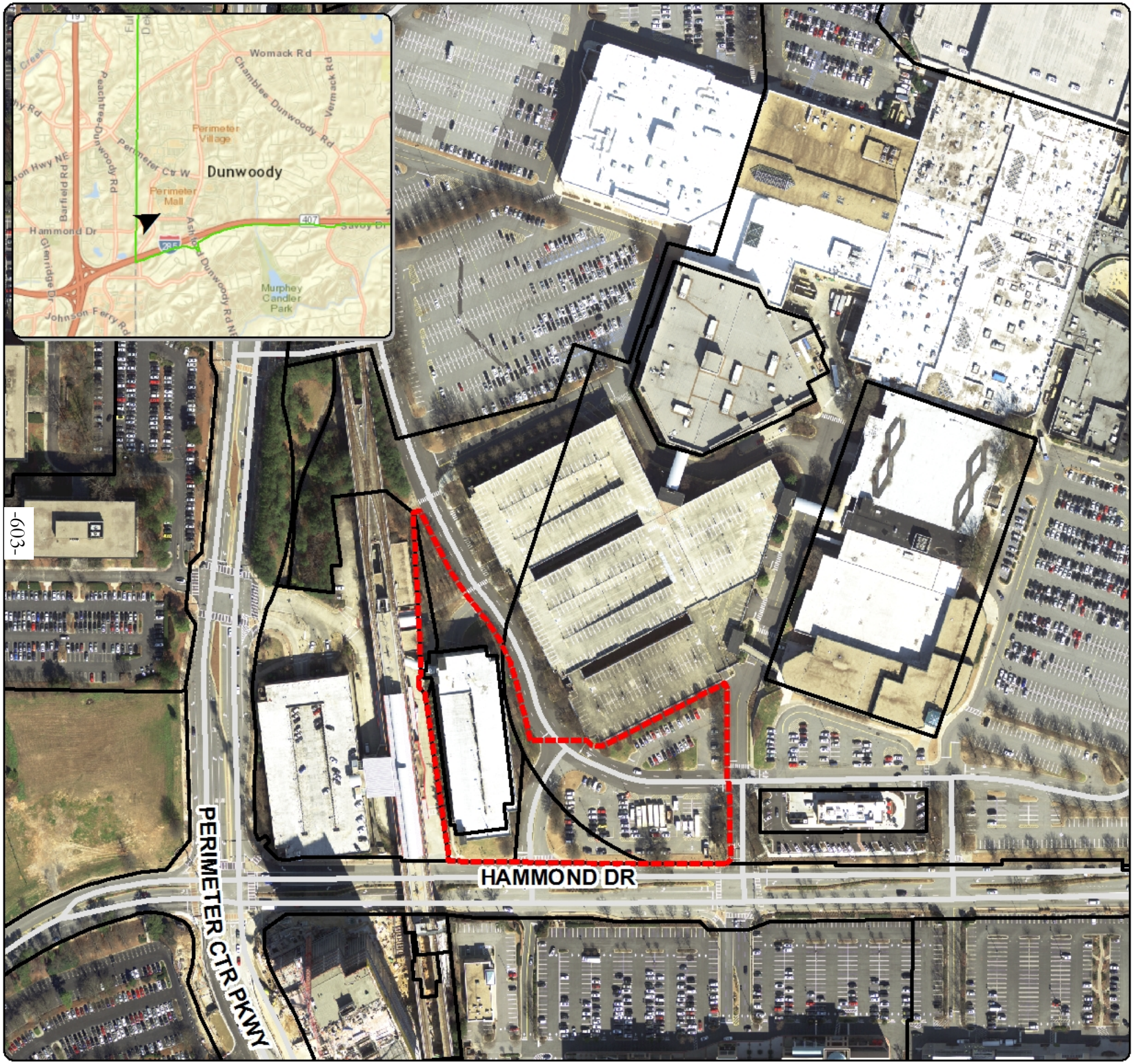

Dunwoody
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Community Development
41 Perimeter Center East Suite 250 | Dunwoody, Georgia 30346-1902
678-382-6800 ~ www.dunwoodyga.gov

Development Tract

ZBA 16-091
SLUP 16-092

July 2016

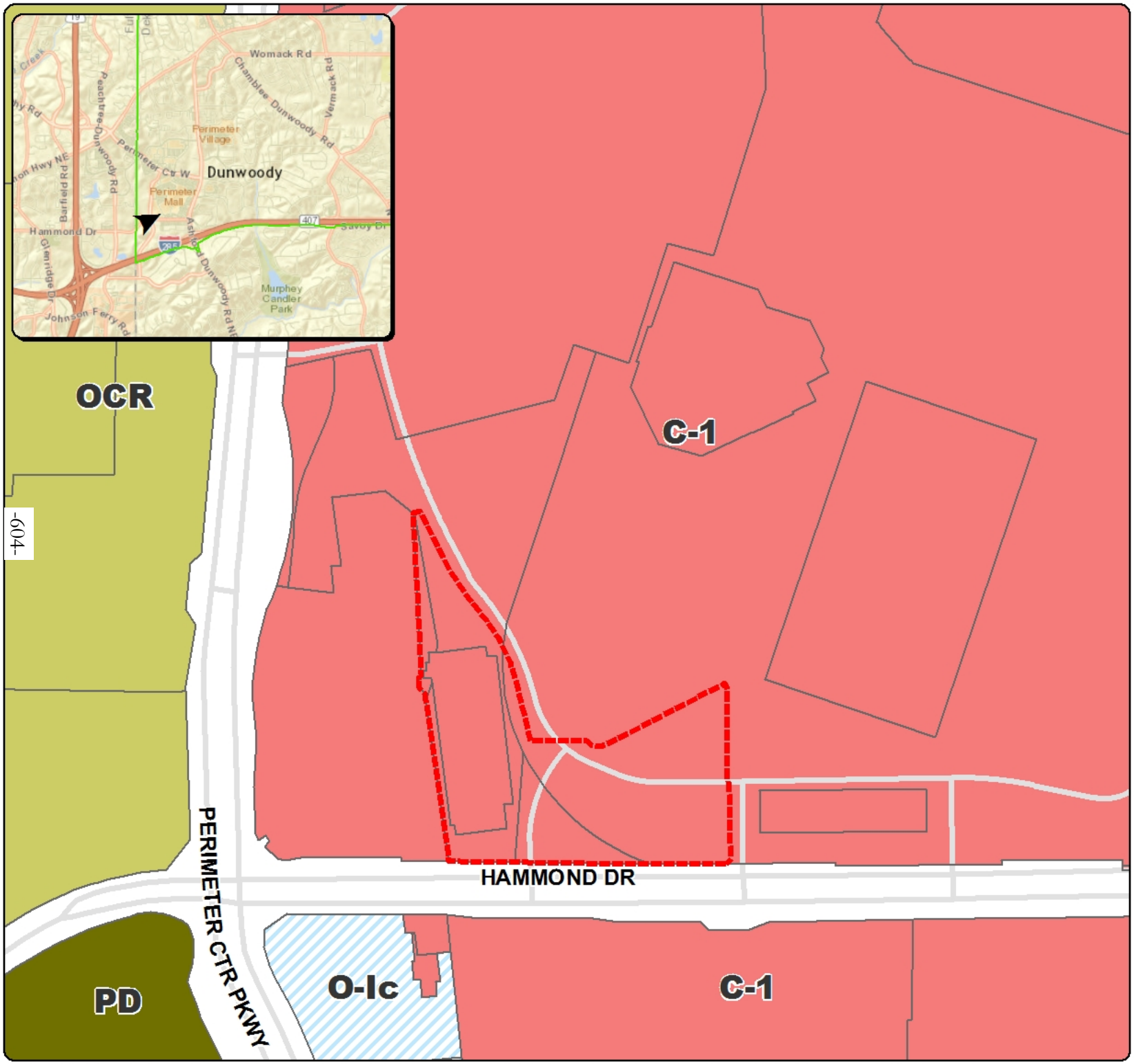
Legend

- Parcel
- Street Centerline
- Development Tract

N W E S

Scale:
250 F

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.



Dunwoody
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Community Development

41 Perimeter Center East
Suite 250
Dunwoody, Georgia
30346-1902

678-382-6800 ~ www.dunwoodyga.gov

Development Tract

ZBA 16-091
SLUP 16-092

July 2016

Legend

- Parcel
- Street Centerline
- Development Tract

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:
250 Ft

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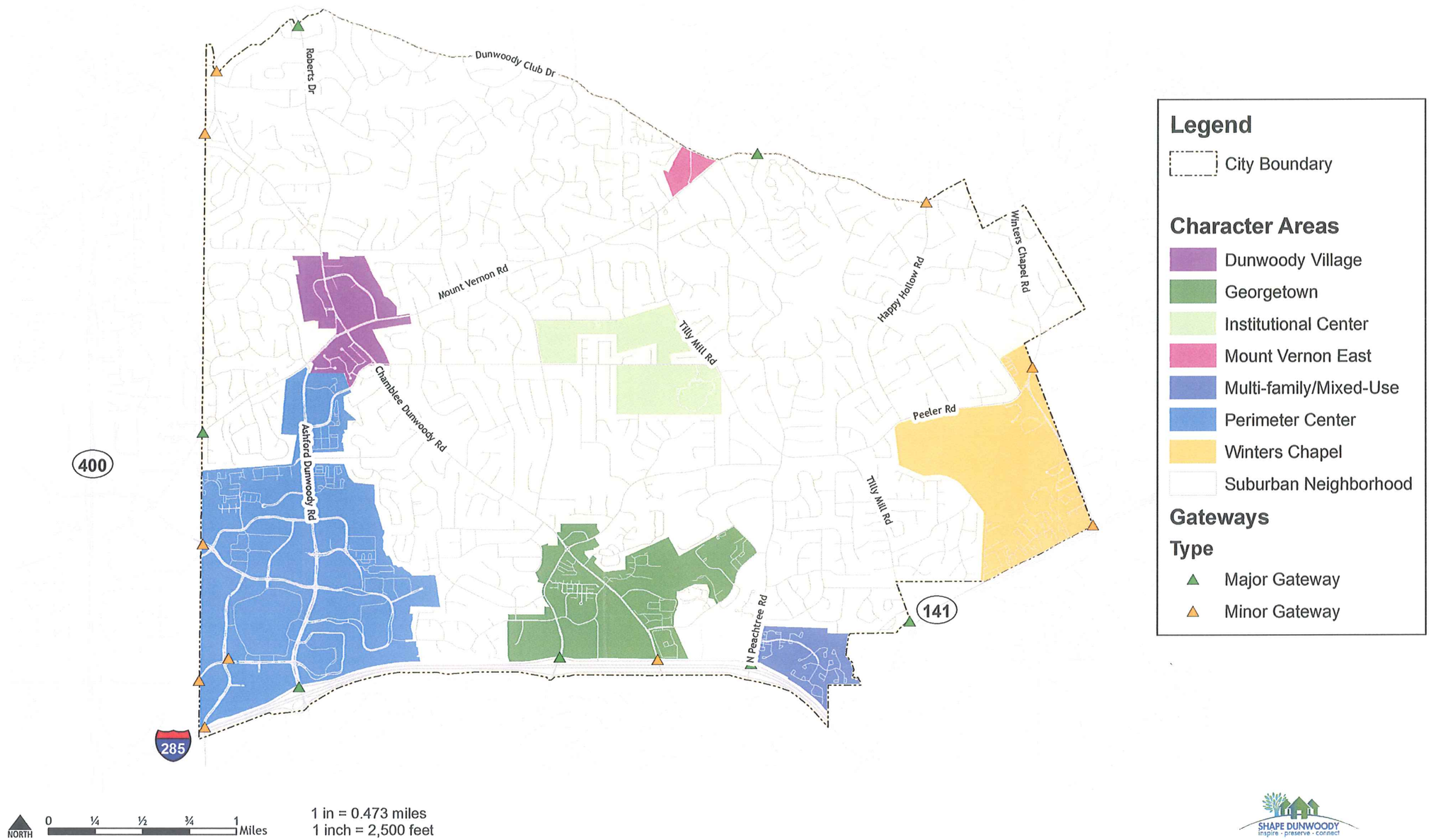
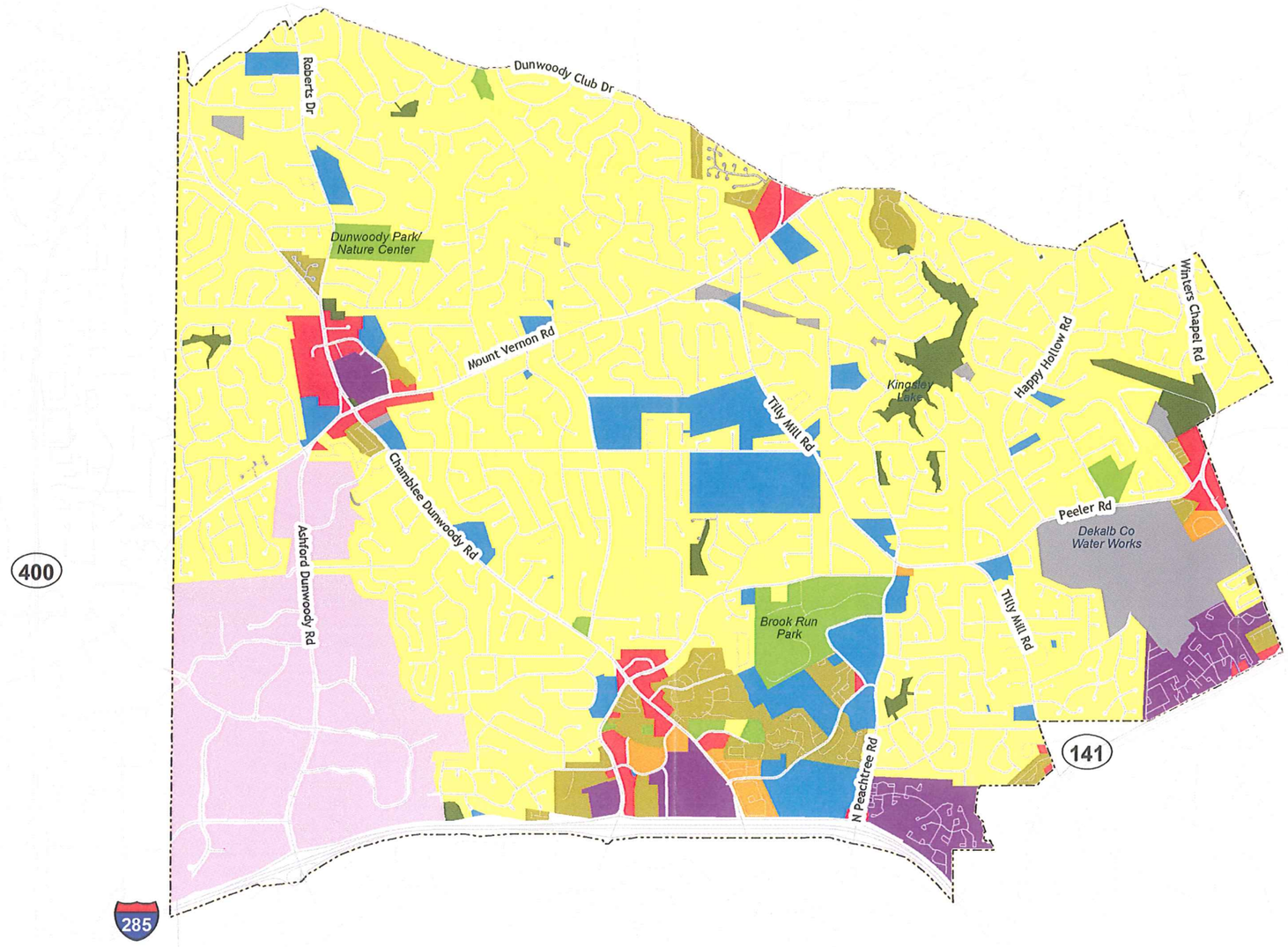


FIGURE 4: Character Areas Map



Future Land Use

- Commercial
- Multi-dwelling Residential, Apartments
- Multi-dwelling Residential, Other
- Mixed Use
- Perimeter Center
- Public/Institutional
- Parks, Recreation, Conservation (Private)
- Parks, Recreation, Conservation (Public)
- Single DwellingResidential
- Transportation, Communicaiton, and Utilities

Note: Refer to the Dunwoody Village, Georgetown/Shallowford Road, and Perimeter Center Master Plans for more detailed policy guidance on future land uses within the boundaries of those perspective studies. The future land uses in the Master Plans prevail over those depicted on the Future Land Use Map.

NORTH 0 ¼ ½ ¾ 1 Miles

1 in = 0.473 miles
1 inch = 2,500 feet

SHAPE DUNWOODY
inspire · preserve · connect

FIGURE 17: Future Land Use Map

From: Betsy Wallace
To: Denis Shortal; Pam Tallmadge; Jim Riticher; Douglas Thompson; Terry Nall; Lynn Deutsch; John Heneghan
Cc: John Olson; Andrew Russell; Ronnie Kurtz; Steve Foote
Subject: Citizen concerns re: Transwestern Development Company development
Date: Wednesday, October 12, 2016 10:28:06 AM

Dear Dunwoody Mayor and City Councilors:

I wanted to express my sincere appreciation to the Dunwoody City Council, in particular Councilor Lynn Deutsch, who delayed approval of the Transwestern Development Company development near the Dunwoody MARTA station. Councilors - please continue to delay approval until you've seen a comprehensive traffic study from a reliable, unbiased source.

I have degrees in City and Regional Planning and Architecture, but it doesn't take special training to witness the SEVERE traffic congestion in the Perimeter area with major commercial and retail hubs and new apartment developments along Hammond and in the area. The new State Farm complex and other real estate development now under construction will bring even further congestion to that same area.

My weekday commute includes north and southbound travel on Peachtree-Dunwoody, east and westbound travel on Hammond (my daughter is a Pre-K student in the Concourse complex), and regular use of the Dunwoody MARTA station. In addition, Hammond Drive, Perimeter Center Pkwy, Ashford-Dunwoody, and Peachtree-Dunwoody (among others) are key transportation arteries for employees headed to/from 400, 285, Brookhaven, and Buckhead. For example, drivers like me attempting to get to 400 via Hammond at the end of the day often sit in traffic that backs up to the Dunwoody MARTA station and beyond.

For Transwestern to pretend their 20-story building won't have extreme traffic impacts on the Perimeter area is laughable if not offensive.

Regardless of what the law requires, it was both reasonable and smart for the Council to request a traffic study back in June. The fact that Transwestern continues to refuse to do so four months later should be a major red flag for the Council and Dunwoody/nearby residents. If Transwestern intends to be a good corporate citizen in this community, it is - at best - gross negligence on their part to ignore the Council's request or - worst case - proof they know the study will show the Council, residents, and workers in this area how horrific traffic will be post-development. Do not be fooled by their stall tactic.

If and when the traffic study is completed/submitted, don't fall for the "most employees will utilize MARTA train" argument either. Employees travel to the Perimeter area from Cobb, Gwinnett, and far north suburbs like Alpharetta and Johns Creek (among many others) with little or no train access. For those with access, the train remains underutilized. I've used MARTA to commute to a downtown office for 15 years, I see the dynamic firsthand. Suggesting critical mass of employees will opt to use MARTA to commute is - sadly - an Atlanta myth.

Council members - if you haven't experienced rush hour traffic in that area or heard about it from constituents, give it a try one weekday. You'll see why those of us who live and work there are frustrated by developers who show more interest in their revenues than their neighbors. Councilor Deutsch also noted the project's lack of green space. So what exactly does this project offer our community?

I have also shared this message with the Editor of the Dunwoody Crier. My thanks to sharing the article about the Transwestern development in their October 5th edition.

Sincerely,

Elizabeth Wallace

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.
- 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.

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.

SPECIAL LAND USE PERMIT 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: Transwestern
Contact Name: Henry Spain
Address: 3340 Peachtree Road, Suite 1000, Atlanta, GA 30326
Phone: (404 842-6572 Fax: (404) 842-6573 Email: henry.spain@transwestern.com
Pre-application conference date (required):

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

Owner's Name: ~~Peremiter Mall, LLC~~ Perimeter Mall, LLC
Owner's Address: 110 North Wacker Drive, Chicago, IL 60606
Phone: Fax: Email:

*** Property Information:**

Property Address: a portion of 1134 Hammond Drive and 4400 Ashford Dunwoody Drive Parcel ID: 18 348 01 020 & 18 348 01 006
Zoning Classification: C-1
Requested Use of the Property: Office and Commercial - seeking height increase

*** Applicant Affidavit:**

I hereby certify that to the best of my knowledge, this special land use 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: Transwestern
Applicant's Signature: Date: 7/1/16

*** Notary:**

Sworn to and subscribed before me this 1st day of July, 2016
Notary Public: Shawn R Morse
Signature: Shawn R Morse
My Commission Expires: 10/7/2017

SHAWN R MORSE
MY COMMISSION EXPIRES
NOTARY PUBLIC
OCTOBER 7, 2017
FULTON COUNTY, GEORGIA

*** Owner Affidavit:**

I hereby certify that to the best of my knowledge, this special land use 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 the applicant(s) (if different) are authorized to act on my behalf, pursuant to this application and associated actions.

Property Owner's Name: Perimeter Mall, LLC
Property Owner's Signature: By: Authorized Signatory Date: 6-30-2016

*** Notary:**

Sworn to and subscribed before me this 30th Day of June 2016
Notary Public: Katya R. Lewandowska, Cook County
Signature:
My Commission Expires: 10-30-2016

OFFICIAL SEAL
KATYA R LEWANDOWSKA
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES.10/30/16

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:**

Signature: _____ Date: 7/1/16

Address: 3343 Peachtree Road, Suite 1000, Atlanta GA 30326

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

Date	Government Official	Official Position	Description	Amount

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* Applicant / Owner: Perimeter Mall, LLC

Signature: By: [illegible] Date: 6-30-2016

Address: 110 North Wacker Drive, Chicago, IL 60606

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

Date	Government Official	Official Position	Description	Amount

Tax Parcel List

The property includes portions of the following tax parcels:

18 348 01 006
18 348 01 020
18 348 01 030
18 348 01 012
18 348 01 028

SLUP REQUEST
Project Summary and Neighbor Communications Summary

This application requests a special land use permit to increase the allowable height in the C-1 district from 2 stories to 20 stories. The applicant proposes to redevelop a portion of the existing Perimeter Mall surface parking lot along Hammond Drive with a 20 story office building with ground floor commercial use. The development will utilize the existing MARTA parking deck on the east side of the MARTA station to accommodate a portion of the parking for the new building. MARTA will continue to utilize the parking deck on the western side of the station for their parking needs. The development will have an elevated pedestrian connection between the proposed office building, the existing MARTA deck and the station. The development also proposes a covered pedestrian connection at grade between the rear of the proposed office building and the existing Mall parking deck to provide a covered pedestrian connection between the office building and the Mall.

The 140 surface parking spaces for the Mall being displaced by the new office building will be accommodated in the existing MARTA deck with the balance of the 600 space deck being available for the use by the office building.

The development proposal incorporates the proposed Hammond Drive road widening and streetscape improvements into the project design. The proposal also incorporates the pending Perimeter Center Overlay provisions into the project design.

With regard to the required neighbor communications, the subject property is not within 500 feet of any residential zoning district. Included in the application is a copy of the zoning map as well as aerials that that show the site location and the surrounding commercial and office development. Properties within 500 feet of the subject property are zoned C-1 and O-I conditional.

SLUP CRITERIA - DUNWOODY

a. Whether the proposed use is consistent with the policies of the comprehensive plan;

The subject property is located in the Perimeter Center character area pursuant to the comprehensive plan adopted in 2015. This area is envisioned to 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." Within the Perimeter Center character area, the subject property is located in the PC-1 district, which is proposed for the highest intensity of buildings, high level of employment uses and active ground story uses and design that support pedestrian mobility. Action items within this character area include "reduce surface parking and promote livable centers in the immediate areas surrounding MARTA station." The proposal to develop a maximum 20 story office building with ground floor commercial use to replace an existing, underutilized surface parking lot and repurpose an existing underutilized MARTA parking deck is consistent with the stated policies of the comprehensive plan.

b. Whether the proposed use complies with the requirements of this zoning ordinance;

The proposed office and commercial uses are permitted under the existing C-1 zoning category. This special land use permit request is to increase the allowable height of the improvements on the subject property. The zoning ordinance is currently proposed for amendment to create a new zoning PC-1 zoning district category that would allow a maximum height of 30 stories on the subject property and properties in the immediate area. This proposed change to the zoning ordinance further evidences the appropriateness of additional height on the subject property.

c. Whether the proposed site provides adequate land area for the proposed use, including provision of all required open space, off-street parking and all other applicable requirements of the subject zoning district;

The proposal to increase the allowable height enables the applicant to develop the site while still meeting the lot coverage requirements and off street parking. Setback variances have been requested to accommodate the subdivision of the property from the balance of the Perimeter Mall property and to accommodate the proposed road widening and improvement of Hammond Drive. The proposed Perimeter Center Overlay is contemplated to provide a streetscape requirement in lieu of the required front yard setback, which the applicant is providing in accordance with the recommendations of the City of Dunwoody and the proposed plans.

d. Whether the proposed use is compatible with adjacent properties and land uses, including consideration of factors 1-6 below:

The property is adjacent to Perimeter Mall, the Dunwoody MARTA station, a Chick-fil-A outparcel at Perimeter Mall and across the street from a big box retail shopping center. The new State Farm office headquarters is being developed diagonally across Hammond Drive from the property. Nearby uses consist of a variety of office and commercial uses, with several office high rise office buildings in the general vicinity of the property. The proposal to develop a high rise office building with ground floor commercial use is complementary to the uses in the area.

1. **Whether the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration generated by the proposed use;**

   This application requests an increase in height for uses that are already allowed under the zoning district. No adverse impact on adjoining land due to noise, smoke, odor, dust or vibration will occur if this application is approved.

2. **Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use;**

   The increase in height allowed will not impact the hours of operation of the tenants in the proposed office and commercial building. The height does not impact the hours of operation.

3. **Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use;**

   An increase in height will not create an adverse impact on adjoining land by reason of the manner of operation of the proposed office and commercial building. The height does not impact the manner of operation.

4. **Whether the proposed use will create adverse impacts upon any adjoining land use by reason of the character of vehicles or the volume of traffic generated by the proposed use;**

   The proposed increase in height will not change the character of the vehicles accessing the site but it will increase the traffic generated from the property. Notwithstanding the foregoing, the applicant does not anticipate the impact to be overly burdensome. From a transportation perspective, the adjacency to the MARTA station, the proximity to the I-285 interchange and the distance from single family neighborhoods make the site the logical location for increased height and high intensity use. The proximity to the MARTA station and the proposed pedestrian connection from the project to the MARTA station will

encourage transit ridership to help mitigate the transportation impact. The applicant is performing a traffic study to submit to document the traffic impact of this project and the traffic study will be provided prior to public hearings.

5. **Whether the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings;**

   The adjacent property is developed with Perimeter Mall, a Chick-fil-A and the MARTA station, all of which are low rise commercial and transportation uses. Notwithstanding the foregoing, the State Farm office headquarters being located diagonally from the property is under development and is significantly taller than the proposed 20 story building. In addition, the property across Hammond Drive is proposed for a 25 story mixed use building with office, hotel and retail uses. High rise office buildings are located east, west and north of the site. The proposal is appropriate in relation to the scale and massing of adjacent and nearby properties.

6. **Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources;**

   The property is currently utilized as a surface parking lot. No historic buildings, sites, districts or archaeological resources are impacted.

e. **Whether public services, public facilities and utilities—including motorized and non-motorized transportation facilities—are adequate to serve the proposed use;**

The development has the appropriate public services, facilities and utilities currently available to it. Further, the proximity of the site to the Dunwoody MARTA station makes it uniquely situated for the increase in height proposed.

f. **Whether adequate means of ingress and egress are proposed, with particular reference to non-motorized and motorized traffic safety and convenience, traffic flow and control and emergency vehicle access;**

The project will utilize the existing Mall driveways to access the site from Hammond Drive. One of the driveways is a signalized intersection. Streetscape improvements on Hammond Drive and internal to the site consistent with the proposed Perimeter Center Overlay and the proposed Hammond Drive improvement project will be implemented as a part of the development to improve the pedestrian experience. An elevated pedestrian walkway will be added to connect the office building directly to the existing MARTA parking deck and the MARTA station to enhance the pedestrian connection to MARTA. The means of ingress and egress to the site are adequate to serve the project.

g. Whether adequate provision has been made for refuse and service areas; and

Refuse will be addressed internally within the building in a loading and service area.

h. Whether the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.

The immediate area includes high rise office buildings, including the State Farm office headquarters under construction and other high rise developments approved and existing. Perimeter Mall and MARTA consist of the the majority of the adjoining property and both parties are involved in the project. Perimeter Mall currently owns the property proposed for development and MARTA is releasing its interest under a lease for the existing MARTA parking deck to facilitate the development. The proposed height will not create a negative shadow impact on any adjoining lot or building, particularly considering the commercial nature of development in the area and the height of other office buildings in the immediate vicinity.

PROPERTY DESCRIPTION
Nexus Perimeter Project- Transwestern Site

Being all that tract or parcel of land lying and being in Land Lot 348 of the 18th District, City of Dunwoody, Dekalb County, Georgia and being more particularly described as follows:

Commencing at the point of intersection of the easterly right-of-way line of Perimeter Center Parkway (having a variable width right-of-way) and the northerly right-of-way line of Hammond Drive (having a variable width right-of-way); thence, leaving the aforesaid right-of-way line of Perimeter Center Parkway and running with the said right-of-way line of Hammond Drive South 40° 23' 32" East, 12.81 feet; thence, North 47° 54' 09" East, 15.61 feet to a concrete monument found; thence, South 40° 26' 52" East, 12.96 feet; thence, South 43° 16' 03" West, 14.14 feet; thence, South 42° 28' 39" East, 33.02 feet; thence, South 67° 05' 52" East, 16.35 feet; thence, North 82° 49' 09" East, 30.20 feet; thence, North 89° 28' 25" East, 190.00 feet; thence, South 00° 31' 35" East, 5.89 feet; thence, North 89° 00' 40" East, 96.11 feet to a PK Nail Found and the POINT OF BEGINNING.

Thence, from said POINT OF BEGINNING as thus established and leaving the aforesaid right-of-way line of Hammond Drive and running with property now or formerly owned by Metropolitan Atlanta Rapid Transit Authority per Deed Book 8898, Page 643 as recorded among the Land Records of Dekalb County, Georgia

1. North 06° 53' 43" West, 309.97 feet to a point; thence,
2. North 06° 53' 44" West, 14.22 feet to a point; thence,
3. North 33° 49' 24" West, 16.14 feet to a point; thence,
4. North 06° 53' 35" West, 17.00 feet to a point; thence,
5. North 42° 47' 39" East, 9.61 feet to a point; thence,
6. North 06° 53' 35" West, 297.91 feet to a point; thence, leaving the aforesaid property of Metropolitan Atlanta Transit Authority
7. 10.72 feet along the arc of a curve deflecting to the right, having a radius of 18.59 feet and a chord bearing and distance of North 48° 18' 20" East, 10.57 feet to a point; thence,
8. North 64° 49' 30" East, 4.58 feet to a point; thence,
9. South 25° 10' 33" East, 84.49 feet to a point; thence,
10. 81.24 feet along the arc of a curve deflecting to the left, having a radius of 504.00 feet and a chord bearing and distance of South 29° 47' 38" East, 81.15 feet to a point; thence,
11. South 34° 24' 42" East, 48.70 feet to a point; thence,
12. 191.00 feet along the arc of a curve deflecting to the right, having a radius of 394.00 feet and a chord bearing and distance of South 26° 25' 56" East, 189.14 feet to a point; thence,
13. 84.50 feet along the arc of a curve deflecting to the right, having a radius of 470.88 feet and a chord bearing and distance of South 08° 33' 02" East, 84.39 feet to a point; thence,
14. North 89° 57' 29" East, 115.29 feet to a point; thence,
15. South 26° 52' 41" East, 15.72 feet to a point; thence,
16. North 89° 57' 29" East, 26.03 feet to a point; thence,
17. North 63° 18' 46" East, 260.79 feet to a point; thence,
18. South 25° 48' 44" East, 7.13 feet to a point; thence,
19. 13.27 feet along the arc of a curve deflecting to the right, having a radius of 60.28 feet and a chord bearing and distance of South 06° 50' 50" East, 13.25 feet to a point; thence,
20. South 00° 03' 37" West, 129.35 feet to a point; thence,
21. South 03° 34' 32" East, 74.38 feet to a point; thence,
22. South 00° 59' 04" East, 54.11 feet to a point; thence,
23. South 00° 39' 20" East, 43.35 feet to a point; thence,

24. 12.32 feet along the arc of a curve deflecting to the right, having a radius of 29.59 feet and a chord bearing and distance of South 16° 39' 31" West, 12.23 feet to a point on the aforesaid right-of-way line of Hammond Drive; thence, running with the said right-of-way line of Hammond Drive
25. South 89° 21' 16" West, 386.43 feet to a point; thence,
26. North 00° 36' 11" West, 8.70 feet to a point; thence,
27. North 89° 41' 31" West, 135.44 feet to the POINT OF BEGINNING, containing 179,006 square feet or 4.1094 acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both recorded and unrecorded.