

MEMORANDUM

To: City Council

From: Madalyn Smith, Senior Planner

Date: September 28, 2026

Subject: RZ 26-02 – 1369 Spalding Drive and 5646 Roberts Drive,
 Parcel ID# 18 384 01 008 & 18 384 01 007

REQUEST

The Providence Group of Georgia, LLC requests a rezoning from the R-100 district to the R-60 district to allow the creation of 3 lots.

APPLICANT

Property Owner: North Atlanta Church of Christ	Petitioner: The Providence Group of Georgia, LLC	Representative: Alex Brock, Smith, Gambrell, & Russell
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CITY COUNCIL, 9.14.26

At the September 14, 2026 City Council public hearing no attendees spoke in favor or opposition to the subject request. The City Council requested clarification on the provision of public services like EMS/Fire, schools, trash collection, and utilities.

Dekalb County has confirmed that they will assume responsibility for emergency services, sanitation, and schools (see Appendix A). The developer, The Providence Group, is working with Fulton/Atlanta on the intergovernmental agreements for water and sewer.

PLANNING COMMISSION, 8.11.26

At the August 11, 2026 Planning Commission public hearing no attendees spoke in favor or opposition to the subject request. The Planning Commission recommended approval (5-0) of the request subject to staff conditions.

BACKGROUND & PROPOSED DEVELOPMENT

The subject site is two parcels, 1.52 acres total, that are currently undeveloped. Both parcels are surrounded on all sides by other properties and have no street frontage or access to any adjacent streets, i.e. they are landlocked. To the south, these properties abut the back parking lot of the North Atlanta Church of Christ. To the north, these properties abut the rear yards of two homes that sit on the municipal boundary between Dunwoody and Sandy Springs.

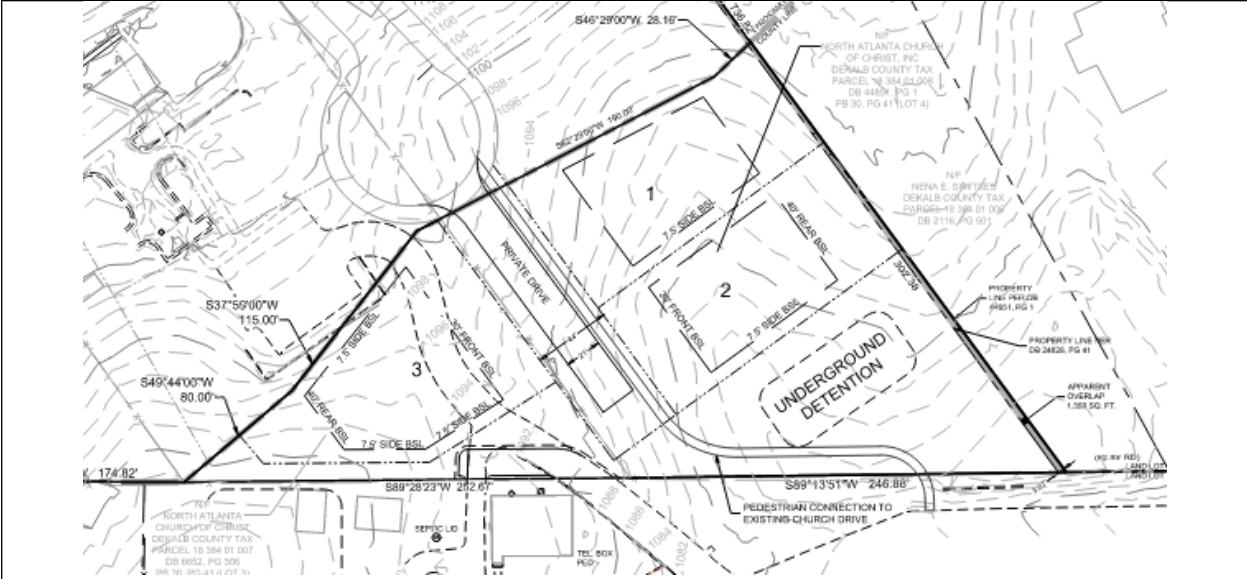


Conceptual Plan (Subject Parcels Outlined in Red)

On the Sandy Springs side of the boundary, 5 properties totaling 7.4 acres, with frontage along Spalding Drive were rezoned to allow a 21-lot subdivision on May 19, 2026. The applicants are proposing to build a new single-family residential community of 24 homes (21 in Sandy Springs and 3 in Dunwoody), averaging ~10,910 square feet per lot. The single-family detached homes will range in size from 3,500 to 4,500 square feet. The streets within the community will be built to public street standards with a sidewalk on one side of the street. The development will have one access point from Spalding Drive at the signalized intersection of Spalding Drive and Pitts Road. The applicant has proposed to include the subject landlocked parcels in the proposed development to allow 3 homes to be developed on the Dunwoody side of the municipal boundary.

SITE PLAN ANALYSIS

The applicant proposes to develop the subject parcels into 3 single-family homes according to the R-60 zoning standards. This zoning district allows for 8,000 SF lots with a minimum street frontage of 60-feet; this zoning district closely matches the approved RD-9 (Residential Detached 9,000sf) zoning in the Sandy Springs municipality. The current R-100 zoning district standards are almost double the requirements of the Sandy Springs RD-9 zoning district and do not match the character of the 21-lot subdivision.



Site Plan

Three areas within the overall development are designated for stormwater detention; one of these areas is located in the southeastern corner of the subject parcels while a second is on church property south of the project.

The proposed lots are accessed via a small road that is an extension of the cul-de-sac. Vehicular access to the south is not proposed. Staff recommends that pedestrian-only access be extended to the adjacent North Atlanta Church of Christ property and is shown on the site plan above.

SURROUNDING LAND ANALYSIS

Direction	Zoning	Future Land Use	Current Land Use
N	RD-9 (Sandy Springs)	--	Single-family residential
S	R-100	Suburban Neighborhood	Place of Worship
E	R-100	Suburban Neighborhood	Single-family residential
W	R-100	Suburban Neighborhood	Single-family residential

ZONING AMENDMENT REVIEW AND APPROVAL CRITERIA

Chapter 27, Section 27-335 identifies criteria for evaluating applications for zoning amendments. No application for an amendment 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 zoning proposal is in conformity with the policy and intent of the comprehensive plan;
- (2) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties;
- (3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;
- (4) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;
- (5) Whether there are other existing or changing conditions affecting the use and development of the property that provide supporting grounds for either approval or disapproval of the zoning proposal;
- (6) Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources; and
- (7) Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

The subject parcels are currently landlocked and are not reasonably able to be developed unless they are thoughtfully included into the proposed 21-lot subdivision in the Sandy Springs municipality. Alternative access from the south is undesirable due to the location of the adjacent church parking lot. The two Dunwoody parcels appear to be extensions of the historic Sandy Springs parcels, split by the county line. Access off Spalding Drive provides a more direct route to destinations compared to a route across the church parking lot. Development as part of a larger subdivision allows for easier utility access and stormwater management. Water and sewer for the entire development will be accessed from Spalding Drive. Homes within Dunwoody will attend Dekalb County schools.

Allowing the subject rezoning allows the proposed 3 parcels on the Dunwoody side to match the neighborhood character of the other 21 parcels on the Sandy Springs side. The proposed R-60 zoning district is comparable to the Sandy Springs RD-60 zoning district and will allow the developer to create a harmonious and consistent neighborhood (see table below). In addition, the three proposed lots on the Dunwoody side will be substantially larger than the minimum required by the zoning districts.

Zoning District Comparison

Zoning District	Lot Area	Lot Width	Front setback	Lot Coverage
Sandy Springs RD-9 District	9,000	70 FT	35 FT	42%
Dunwoody R-60 District	8,000 SF	60 FT	30 FT	40%

Overall, consistency of neighborhood character is an important component of the 2025-2045 Comprehensive Plan (pg. 78) and the rezoning allows the homes to match the character of the proposed subdivision; no part of the Dunwoody side of the proposed subdivision is within an established neighborhood, thus limiting the expected impacts of the rezoning on Dunwoody neighborhood character.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

Based on the above analysis and findings, staff has determined that the requested rezoning meets the requirements of Chapter 27, §27-335. Therefore, Staff recommends that application, RZ 26-02, be approved subject to the following exhibits and conditions:

Exhibit A: Site Plan

1. Development of the site shall be substantially consistent with the site plan (Exhibit A).
2. A pedestrian-only path shall be extended from the private drive servicing the subject properties to the adjacent parcel, 5676 Roberts Drive, as shown on Exhibit A.

ATTACHMENTS

- Zoning Application
- Exhibit A, Site Plan
- Appendix A, Dekalb County Service Confirmations

**STATE OF GEORGIA
CITY OF DUNWOODY**

ORDINANCE 2026-__-__

AN ORDINANCE TO AMEND THE CITY OF DUNWOODY ZONING CLASSIFICATION AND MAP OF LOT PARCEL NUMBER 18 384 01 008 AND LOT PARCEL NUMBER 18 384 01 007, IN CONSIDERATION OF ZONING CASE RZ 26-02 (1369 SPALDING DRIVE AND 5646 ROBERTS DRIVE) FROM THE R-100 (SINGLE-DWELLING RESIDENTIAL-100) DISTRICT ZONING CLASSIFICATION TO THE R-60 (SINGLE-DWELLING RESIDENTIAL-60) DISTRICT ZONING CLASSIFICATION.

WHEREAS: The Providence Group of Georgia seek a rezoning from the R-100 (Single-dwelling Residential-100) District to R-60 (Single-dwelling Residential-60) District, in order to accommodate a new residential subdivision; and

WHEREAS: The Property consists of Tax Parcels 18 384 01 008 and 18 384 01 007 which is a series of landlocked parcels containing a total of 1.5 acres of land that is currently zoned R-100 (Single-dwelling Residential-100); and

WHEREAS: The landlocked parcels are not reasonably able to be developed unless they are thoughtfully included into a proposed 21-lot subdivision in the Sandy Springs municipality; and

WHEREAS: The R-60 (Single-dwelling Residential-60) zoning would allow for the subject parcels to be subdivided in a manner consistent with the character of the 21-lot subdivision; and

WHEREAS: The Mayor and City Council find that the proposed use aligns with the Suburban Neighborhood Character Area of the Dunwoody Comprehensive Plan, which encourages consistent neighborhood character; and

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

NOW THEREFORE, The Mayor and City Council of the City of Dunwoody hereby **ORDAIN AND APPROVE** the rezoning of said property from the R-100 (Single-dwelling Residential-100) District to R-60 (Single-dwelling Residential-60) District subject to the following exhibits and conditions:

Exhibit A: Site Plan

1. Development of the site shall be substantially consistent with the site plan (Exhibit A).
2. A pedestrian-only path shall be extended from the private drive servicing the subject properties to the adjacent parcel, 5676 Roberts Drive, as shown on Exhibit A.

**STATE OF GEORGIA
CITY OF DUNWOODY**

ORDINANCE 2026-__-__

SO ORDAINED AND EFFECTIVE this ____ day of _____ 2026.

Approved by:

Approved as to Form and Content

Lynn P. Deutsch, Mayor

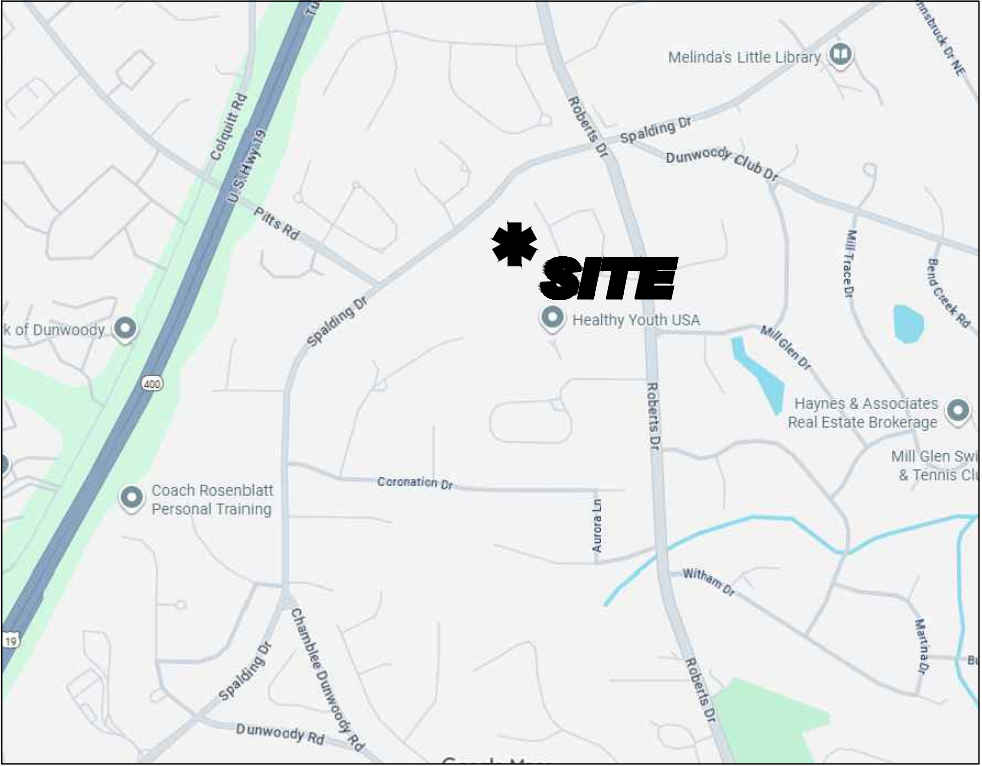
City Attorney

Attest:

Sharon Lowery, City Clerk

SEAL

1. This plat was prepared for the exclusive use of the person, persons, or entity named in the title block. Said use does not extend to any unnamed person without express permission by the surveyor naming said person.
2. Unless otherwise specified, all distances shown are horizontal ground distances.
3. The project horizontal datum is relative to the North American Datum 1983 (NAD83), 2011 adjustment, projected to the Georgia State Plane Coordinate System, Georgia West Zone 1. The vertical datum is relative to the North American Vertical Datum of 1988 (NAVD88) using the National Geodetic Survey (NGS) Geoid 18.
4. The exterior footprint of all buildings is measured at ground level.
5. By graphic plotting only this property Does Not lie within a 100 year flood hazard zone and is depicted as Zone X as defined by the F.E.M.A Flood Insurance Rate Map of DeKalb County, Georgia and incorporated areas Map Numbers 13089C/005K, effective date 8/15/2019.
6. No common observable evidence of cemeteries, burial grounds or isolated gravestones were found during the course of the survey.
7. No observable evidence that the site was used as a solid waste dump, dump or sanitary landfill.
8. The Property has direct vehicular and pedestrian access to Spalding Drive, a dedicated public right of way, as shown on the survey.
9. No wetland delineation markers were observed at the time of the survey.
10. No observable evidence of earth moving work, building construction or building additions at the time of the survey.
11. Underground Utility research, field marking, size and character of material has been provided by Groundhawk, on 8/4/2025.



VICINITY MAP
not to scale

SITE DATA:

TOTAL SITE AREA _____ 1.5210 ACRES

ZONING

EXISTING ZONING _____ R-100(SLUP)

PROPOSED ZONING _____ R-60
ZONING JURISDICTION _____ CITY OF BUNWODY

ZONING JURISDICTION _____ CITY OF DUNWOODY

DEVELOPMENT TYPE

TOTAL LOTS _____ 3 LOTS

TOTAL DENSITY _____ 1.97 U/A

DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT _____ 35' HT

LOT COVERAGE _____ 40%

PRIMARY STREET SETBACK _____ 30 FEET

REAR SETBACK _____ 40 FEET

SIDE SETBACK _____ 7.5 FEET

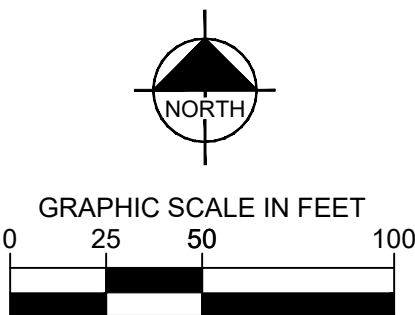
MINIMUM LOT SIZE _____ 8,000 SQ. FT.

PARKING

REQUIRED _____ 2 PER UNIT = 6

PROVIDED _____ 2 GARAGE + 2 DRIVEWAY = 12

LOT #		LOT SIZE (SF)
1		11829
2		11708
3		12896
COMMON AREA		21665



SPALDING DRIVE TRACT



Lots: 0, 1265, 1309, 1329, 1349 & 1369
Spalding Drive
Dunwoody, GA 30350

DATE: 4-24-2026

SCALE 1" = 50

JOB # 019913065

1 of 1

thePROVIDENCEgroup

Clint Walters

11340 Lakefield Drive
Building II, Suite 200

Johns Creek, Georgia 30097
Tele: (678) 475-1800

Kimley»»Horn

NOTES

1. SPEED LIMIT OF SPALDING DRIVE IS 35 MPH.
2. ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE NOT LOCATED ON THIS SITE.
3. ACCORDING TO THE FEMMA FLOOD INSURANCE RATE MAP FOR DEKALB COUNTY, GEORGIA AND INCORPORATED AREAS MAP NUMBERS 130809000K, EFFECTIVE DATE 8/15/2019, THE PROPERTY DOES NOT FALL WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD).
4. WATERS OF THE STATE ARE NOT WITHIN 200' OF THIS PROPERTY.
5. THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
6. DUNWOODY/DEKALB COUNTY FIRE DEPARTMENT SHALL APPROVE FOR EXISTING ENTRANCES.
7. WATER SERVICE SHALL BE PROVIDED BY THE CITY OF ATLANTA. EXISTING WATER MAIN IN SPALDING ROAD.
8. SANITARY SEWER SERVICE WILL BE PROVIDED BY FULTON COUNTY. EXISTING SEWER MANHOLE IN SPALDING SPRINGS LANE.

Dear Mr. Holston,

Thank you for reviewing this scenario and providing your service plan. This is exactly what I needed!

With best regards,
Paul Leonhardt

Paul Leonhardt, AICP
Planning & Zoning Manager
Deputy Community Development Director

From: Holston, Eric <eholston1@dekalbcountyga.gov>
Sent: Tuesday, September 22, 2026 12:52 PM
To: Eugene McKinnie <emckinnie@dekalbcountyga.gov>
Cc: Watkins, Thomas <twatkins@dekalbcountyga.gov>; Rucker, Anthony T <atrucker@dekalbcountyga.gov>; Paul Leonhardt <Paul.Leonhardt@dunwoodyga.gov>; Phan, Tina <tphan@dekalbcountyga.gov>; Andrea, Pauline A. <paandrea@dekalbcountyga.gov>; Holston, Eric <eholston1@dekalbcountyga.gov>
Subject: RE: Sanitation Service for Split Subdivision

Warning: Unusual sender <eholston1@dekalbcountyga.gov>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Good Afternoon,

We have completed our assessment and determined that once the 3 homes belonging to (DeKalb) are built, once a week service will be provide on the scheduled service day.

Thank You

Eric Holston

Assistant Director - Collections

DeKalb County Government | Department of Solid Waste Management
Administration Building | 3720 Leroy Scott Drive | Decatur GA 30032

Email: eholston1@dekalbcountyga.gov

Website: www.dekalbsolidwaste.com

Office: 404-294-2929 | **Mobile:** 470-389-4573



DeKalb County

DEPARTMENT OF SOLID WASTE MANAGEMENT

From: Holston, Eric <eholston1@dekalbcountyga.gov>
Sent: Monday, September 21, 2026 3:02 PM
To: Eugene McKinnie <emckinnie@dekalbcountyga.gov>
Cc: Watkins, Thomas <twatkins@dekalbcountyga.gov>; Rucker, Anthony T <atrucker@dekalbcountyga.gov>; Paul Leonhardt <Paul.Leonhardt@dunwoodyga.gov>; Phan, Tina <tphan@dekalbcountyga.gov>; Andrea, Pauline A.

Madalyn Smith

From: Paul Leonhardt
Sent: Tuesday, September 15, 2026 10:40 AM
To: Burrell, Thomas B.; Labbe, Larry
Cc: Carter, Melvin K.; Richard McLeod; Madalyn Smith
Subject: Re: Split Subdivision Fire Service

Thanks, Chiefs Burrell and Labbe! This is what I needed.

Best, Paul

Paul Leonhardt, AICP
 Planning & Zoning Manager
 Deputy Community Development Director

From: Burrell, Thomas B. <TBBurrell@dekalbcountyga.gov>
Sent: Tuesday, September 15, 2026 9:26 AM
To: Labbe, Larry <labb@dekalbcountyga.gov>
Cc: Paul Leonhardt <Paul.Leonhardt@dunwoodyga.gov>; Carter, Melvin K. <MKCarter@dekalbcountyga.gov>; Richard McLeod <Richard.McLeod@dunwoodyga.gov>; Madalyn Smith <Madalyn.Smith@dunwoodyga.gov>
Subject: Re: Split Subdivision Fire Service

Warning: Unusual sender <tbburrell@dekalbcountyga.gov>

You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Good morning,

We have similar situations with other surrounding jurisdictions. DeKalb County Fire Rescue and AMR will still be the responding agency for any DeKalb County property owners.

Tom Burrell
 Deputy Chief
 Planning and Risk Reduction
 DeKalb County Fire Rescue
 678-406-7840
 tbburrell@dekalbcountyga.gov
www.dekalbfirerescue.org

On Sep 15, 2026, at 9:22 AM, Labbe, Larry <labb@dekalbcountyga.gov> wrote:

Mr. Leonhardt,

Madalyn Smith

From: Paul Leonhardt
Sent: Tuesday, September 22, 2026 10:20 AM
To: David Yoke (Operations); Hans Williams (Operations)
Cc: Madalyn Smith
Subject: Re: [EXTERNAL]Split Subdivision School Zoning

Dear Mr. Yoke,

Thank you for the thorough analysis and report back!

With best regards,
 Paul Leonhardt

Paul Leonhardt, AICP
 Planning & Zoning Manager
 Deputy Community Development Director

From: David Yoke (Operations) <david_s_yoke@dekalbschoolsga.org>
Sent: Tuesday, September 22, 2026 9:33 AM
To: Paul Leonhardt <Paul.Leonhardt@dunwoodyga.gov>; Hans Williams (Operations) <hans_g_williams@dekalbschoolsga.org>
Subject: Re: [EXTERNAL]Split Subdivision School Zoning

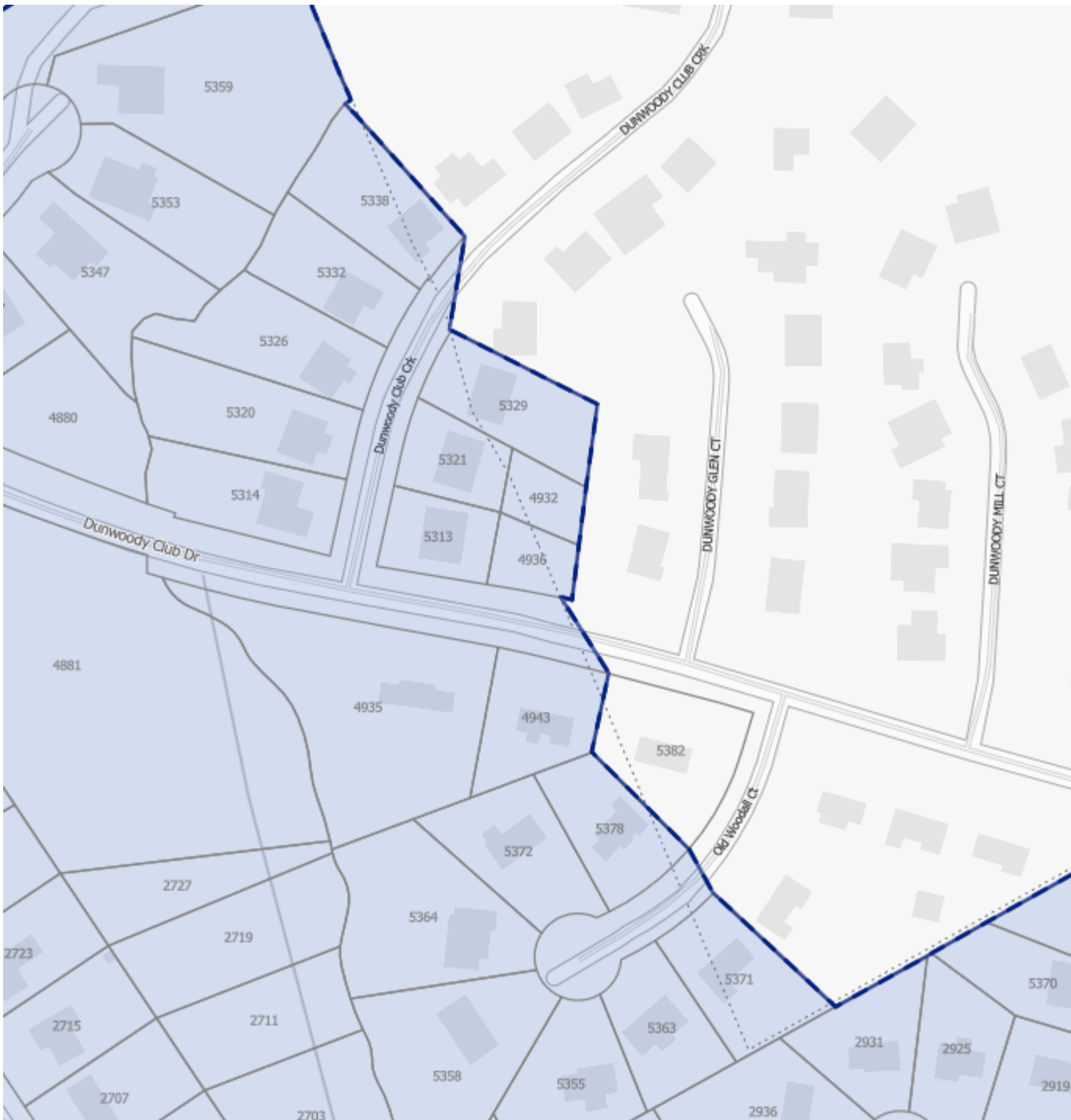
Warning: Unusual sender <david_s_yoke@dekalbschoolsga.org>
 You don't usually receive emails from this address. Make sure you trust this sender before taking any actions.

Good morning,

The three homes would indeed be eligible to attend DCSD schools: Austin ES, Peachtree MS, Dunwoody HS. We have several of these split streets with neighboring districts, including elsewhere in Dunwoody. The example below shows a section of Dunwoody Club Drive and where the 1st few homes on "Old Woodall Ct" are in Gwinnett County. The elementary and middle school buses have no stop here at all (no bus riders). The high school bus stops at the entrance.

This new development would be similar. In the rare case that one of the Dunwoody homes has a public-school student who wants to ride the bus, a stop will be added to a bus route. We have a bus stop just ¼ mile from here at Coronation Dr, so I don't think the distance is onerous.

Hope that helps!

**David Yoke**

Planning Manager

DeKalb County School District

1780 Montreal Rd

Tucker, GA 30084

678.676.1329(Office) 404.423.6758 (Cell)

david_s_yoke@dekalbschoolsga.org

APPLICATION FORMS

Amendment & Special Land Use Permit Application Packet



Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
dunwoodyga.gov

The requirements of this application apply to comprehensive plan land use map amendments, zoning map amendments, zoning ordinance text amendments, major amendments to one or more conditions attached to previously approved zoning map amendments, and special land use permits. If an applicant needs to further relax the dimensional standards of the Zoning Ordinance for a specific property for the purpose of construction, they can request a concurrent variance to the text of the Zoning Ordinance. Such a request might seek to modify the strict terms of the building placement, setback yard, transitional buffer, landscape strip, parking and loading or other regulations, and the approval of one does not indemnify the approval of the other. The City Council, following recommendation by the Planning Commission, shall determine whether the proposed amendment meets the applicable requirements.

Application Requirements:

Item #	Required Item	Number of Copies
1	Amendment Application (See Page 7)	1 electronic copy
2	Property Owner(s) Notarized Certification (See Page 8)	1 electronic copy
3	Campaign Disclosure Statement (See Page 10-11)	1 electronic copy
4	Traffic Impact Study (If necessary, see Page 12)	1 electronic copy
5	Development of Regional Impact (If necessary, see Page 12)	1 electronic copy
6	Environmental Impact Report (If necessary, see Page 13)	1 electronic copy
7	Summary Report (See Page 5)	1 electronic copy
8	Site plan and elevations (See Page 5)	1 electronic copy
9	Written legal description/survey of the property (See Page 5)	1 electronic copy
10	Site photos (See Page 5)	1 electronic copy
11	Letter of Intent (See Page 5)	1 electronic copy
12	Overall Development Plan (For Planned Developments)	1 electronic copy
13	Payment	Pay with cash, check or credit card

Please submit the entirety of your application electronically, saved as a single PDF. The submittal deadline, to be placed on the soonest Planning Commission agenda, is the first Tuesday of the month by 4 PM.

Detailed Process and Instructions

- Applicant Responsibility
- Staff Responsibility

Before the First Pre-Application Review Meeting

- Review the application packet.
- Consult the Dunwoody Zoning Ordinance at library.municode.com/ga/Dunwoody
- Fill out the amendment application (page 7).
- Prepare a preliminary site plan.
- Contact a Planner to schedule a Pre-Application Review Meeting. Contact information is online at dunwoodyga.gov.

First Pre-Application Review Meeting

- The purpose of the Pre-Application Review is to establish an expectation on the part of both staff and the applicant for the amendment process, as well as discuss the preparation of the Required Items (listed on page 1) in order to ensure a complete and quality application at the time of submittal.
- For a productive meeting, you should
 - display any preliminary site plans and/or other illustrative documents
 - detail an overview of the proposed application
 - provide reasoning for why the application is necessary
- Staff will
 - inform you of the City's process to effect the change proposed
 - offer a preliminary analysis of the feasibility of the proposal
 - discuss ways upon which the proposal may need improvements or revisions
- At this meeting, a tentative date for the Applicant Initiated Meeting will be set.

Applicant-Initiated Meeting

- *No application for an amendment to the land use plan, amendment to the official zoning map, a major amendment/modification to a condition of zoning, or special land use permit shall be filed and/or accepted for filing until such time as the applicant has conducted an applicant-initiated meeting in accordance with [Chapter 27, Section 27-306](#).*
- The purpose of applicant-initiated meeting requirements is to help educate applicants for development approvals and neighbors about one another's interests, to attempt to resolve issues in a manner that respects those interests, and to identify unresolved issues.
- The applicant-initiated meeting must be held between the hours of 6 PM and 8 PM, Monday through Thursday, or between the hours of 12 PM and 9 PM, Saturday and Sunday, for a period of no less than one (1) hour, at a public location within the City of Dunwoody.
- The meeting must be advertised in two ways:
 - Written notice
 - You or your representative is responsible for completing this requirement.
 - Must be mailed at least 20 days before the date of the applicant-initiated meeting.
 - Written notice, i.e. letter or postcard, must be sent via first class mail to the owners of all residentially zoned property within 1,000 feet of the boundaries of the subject property and to the city planner at the current address of City Hall. Staff will provide you with this list.
 - At a minimum, written notices must indicate the nature of the application, the street address of the subject property, and the date, time, place and purpose of the meeting.
 - Must provide contact information, including phone number and email.
 - At your request, staff can provide a letter template.
 - Notice must be published in the official legal organ of the city
 - Applicant will submit this to the Dunwoody Crier

- Must be published at least seven days before but not more than 30 days before the date of the applicant-initiated meeting.
- At the meeting:
 - Have a sign-in sheet for attendees
 - Take detailed notes
 - Provide visuals, i.e. conceptual plans and elevations
 - Prepare a short presentation about your proposal
 - Reserve a portion of time to field questions and/or concerns
- After the meeting, prepare the summary report (a required item)
- The summary report must include
 - Efforts to notify neighbors about the meeting date, time, and location (how and when notification occurred, and who was notified)
 - Meeting location, date and time
 - Who was involved in the discussions
 - Suggestions and concerns raised by neighbors
 - What specific changes to the proposal were considered and/or made as a result of the meeting

Filing

- Prepare and compile all the Required Items, subject to what was discussed with staff.
- Contact a Planner prior to filing.
- Submit a complete Application to the Planning and Zoning Division.
- The Application deadline is the first Tuesday of every month, by 4:00 pm.
- Staff will initiate a review and ask for more information if necessary, at which point the application may be put on an administrative hold until the application is determined complete and compliant—i.e. providing quality materials for all required items.
- Once it is determined that the application is acceptable, the applicant will be sent a Complete and Compliant Letter and the process will be officially initiated.
- The amendment or special land use permit case will be added to an upcoming Planning Commission (PC) meeting.

Before the Planning Commission Meeting

- Once the application is filed, Planning and Zoning staff will
 - Prepare a legal notice for the newspaper
 - Mail written notice to property owners within 500 feet
 - Order and post signage on the subject property
 - Prepare and post the staff memorandum, typically one week in advance of the meeting
- You should review the staff memorandum, which details the staff's recommendation to the Planning Commission (PC) and Mayor and City Council (Council).

At the Planning Commission Meeting

- A Planner will provide a brief presentation to the PC and present the staff recommendation.
- You will present your case to the PC.
- There will be a public hearing with 10 minutes allotted to those speaking in favor of the case and 10 minutes allotted to those speaking in opposition.
- The PC will discuss and render its recommendation. The PC may recommend to approve, approve with conditions, or deny the request. The PC may also defer the case to another regularly scheduled meeting.

Before the 1st Mayor and City Council Meeting

- Planning and Zoning staff will
 - Prepare a legal notice for the newspaper
 - Mail written notice to property owners
 - Update the staff memorandum, typically one week in advance of the meeting

- You should review the staff memorandum, which details the staff's recommendation to the PC and Mayor and City Council (Council).

1st Mayor and City Council Meeting

- The 1st Council meeting will be a public hearing.
- The public hearing typically takes place at the first Council meeting of the month.
- A Planner will provide a brief presentation to the Council and present the staff recommendation.
- You will present your case to the Council.
- There will be a public hearing with 10 minutes allotted to those speaking in favor of the case and 10 minutes allotted to those speaking in opposition.
- A decision is typically rendered at the Council meeting the following month, or the case could be deferred to another future meeting to allow an applicant to gather and present additional information.

2nd Mayor and City Council Meeting

- A decision is typically rendered without additional presentations, unless additional information was requested.

After Final Mayor and City Council Meeting

- Remove signage within 48 hours of the Council's decision.
- Staff will prepare an official action letter stating the Council's decision.
- Once in receipt of the action letter, you can proceed with obtaining any necessary permits.
- Please be aware that approval of your amendment or special land use permit does not equate to approval of a permit. During the permitting process, you may be asked for additional information to ensure your compliance with all applicable zoning, building, stormwater, and fire safety regulations.

Required Items

Summary Report

- The summary report must include
 - Efforts to notify neighbors about the meeting date, time, and location (how and when notification occurred, and who was notified)
 - Meeting location, date and time
 - Who was involved in the discussions
 - Suggestions and concerns raised by neighbors
 - What specific changes to the proposal were considered and/or made as a result of the meeting

Site Plan

- Site Plan and elevations must be to scale.
 - 'To scale' means the drawing is proportional to the real life element, i.e. one inch on paper represents 20 feet on the actual ground.
- The site plan needs to
 - accurately show all property lines
 - accurately represent the improvements that are proposed
 - at the discretion of staff, include topography, the location of any trees, and/or any other information deemed necessary for thorough analysis of the variance request
- The elevations, if necessary, must accurately represent the final product of what will be constructed.

Survey/Legal Description

A legal description is the written description of the property lines. A survey is a to-scale graphic representation of the existing conditions on the property. The survey must show existing site conditions, signed and sealed by a surveyor or engineer licensed in the State of Georgia.

Site Photos

The site photos should demonstrate the existing conditions of the lot, help illustrate any challenges specific to the property, and show the location of any proposed improvements.

Letter of Intent

The Mayor and City Council use a pre-determined set of criteria as a guide when deciding whether to approve or deny an amendment or special land use permit request. Any application for an Amendment must be supported by written verification, a letter of intent, pursuant to those criteria, which are listed in [Section 27-335](#) of the zoning ordinance. Any application for an Special Land Use Permit must be supported by written verification, a letter of intent, pursuant to those criteria, which are listed in [Section 27-359](#) of the zoning ordinance.

Note: When granting an amendment or special land use permit, the Mayor and City Council may impose requirements and conditions to protect adjacent properties and the public interest.

Application Form

Purpose of Application (check all that apply):

- ☐ Comprehensive Plan Land Use Map Amendment
☐ Zoning Ordinance Text Amendment
☒ Zoning Map Amendment
☐ Special Land Use Permit
☐ Major Modification of Zoning Conditions

Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Application Information

Company Name: The Providence Group of Georgia, LLC c/o J. Alexander Brock - Smith, Gambrell & Russell, LLP
Contact Name: Alex Brock
Address: [REDACTED]
Phone: [REDACTED] Email: [REDACTED]
Pre-Application Conference Date: 3/3/26

Owner Information ☐ Check here if same as applicant

Owner's Name: North Atlanta Church of Christ, Inc
Owner's Address: 1369 Spalding Drive, Sandy Springs, GA 30350
Phone: [REDACTED] Email: [REDACTED]

Property Information

Property Address(es): 5646 Roberts Drive & 1369 Spalding Drive
Parcel ID #(s): 18 384 01 007 & 18 384 01 008
Total Acreage: ±1.521 Current Zoning Classification: R-100 Current Use: SFR

Project Information

Proposed Zoning Classification: R-60 Proposed Use: SFR
Project Details: The proposed rezoning would allow the creation of a three (3) lot addition to the Applicant's adjacent Sandy Springs development.

Applicant Affidavit

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

Applicant's Name: J. Alexander Brock
Applicant's Signature: [Signature] Date: 04.07.2026

Notary:

Sworn to and subscribed before me this 7th Day of April, 2026
Notary Public: [Signature]
Signature: [Signature]
My Commission Expires: 1/14/2026



APPLICANT CERTIFICATION

Applicant Notarized Certification

I hereby certify that to the best of my knowledge, this 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.

Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Applicant:

Name: The Providence Group of Georgia, LLC c/o J. Alexander Brock - Smith, Gambrell & Russell, LLP

Signature: [Signature] Date: 04.06.2026

Address: [Redacted]

Phone: [Redacted] Email: [Redacted]

Notary Public: Jack R. Lloyd

Sworn to and subscribed before me this 6th Day of April, 2026

Notary Signature: [Signature]

My Commission Expires: 01/14/2029



Applicant:

Name: _____

Signature: _____ Date: _____

Address: _____

Phone: _____ Email: _____

Notary Public: _____

Sworn to and subscribed before me this _____ Day of _____, 20____

Notary Signature: _____

My Commission Expires: _____

Applicant:

Name: _____

Signature: _____ Date: _____

Address: _____

Phone: _____ Email: _____

Notary Public: _____

Sworn to and subscribed before me this _____ Day of _____, 20____

Notary Signature: _____

My Commission Expires: _____

OWNER AUTHORIZATION

Property Owner(s) Notarized Certification

Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

Property Owner:

Owner Name: DR. JEFFREY LEE STRICKLAND (GOVERNANCE COUNCIL) North Atlanta Church of Christ

Signature: [Signature] Date: 4/6/2026

Address: 1369 SPALDING DR

Phone: [Redacted] Email: [Redacted]

Notary Public: RonnaLee Strickland

Sworn to and subscribed before me this 6 Day of April, 2026

Notary Signature: [Signature]

My Commission Expires: 8/28/28



Property Owner:

Owner Name: DR. JEFFREY LEE STRICKLAND (GOVERNANCE COUNCIL) North Atlanta Church of Christ

Signature: [Signature] Date: 4/6/2026

Address: 5646 ROBERTS DR

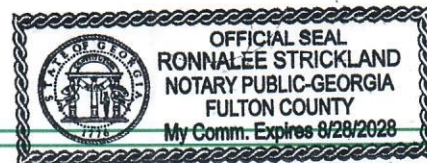
Phone: [Redacted] Email: [Redacted]

Notary Public: RonnaLee Strickland

Sworn to and subscribed before me this 6 Day of April, 2026

Notary Signature: [Signature]

My Commission Expires: 8/28/28



Property Owner:

Owner Name: _____

Signature: _____ Date: _____

Address: _____

Phone: _____ Email: _____

Notary Public: _____

Sworn to and subscribed before me this _____ Day of _____, 20____

Notary Signature: _____

My Commission Expires: _____

DISCLOSURE FORM

Campaign Disclosure Ordinance

Please read the law and complete the Campaign Disclosure Statement on the following page if you are requesting an amendment.

GA Citation/Title

GA Code 36-67A-3, Disclosure of campaign contributions

*38069 Code, 36-67A-3

CODE OF GEORGIA TITLE 36. LOCAL GOVERNMENT PROVISIONS APPLICABLE TO COUNTIES AND MUNICIPAL CORPORATIONS CHAPTER 67A. CONFLICT OF INTEREST IN ZONING ACTIONS
(Current through 2000 General Assembly)

36-67A-3 Disclosure of campaign contributions.

a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

- 1) The name and official position of the local government official to whom the campaign contribution was made; and
- 2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the rezoning action is first filed.

c) When any opponent of a rezoning action has made, within two years immediately preceding the filing of the rezoning action being opposed, campaign contributions aggregating \$250.00 or more to a local government official of the local government which will consider the application, it shall be the duty of the opponent to file a disclosure with the governing authority respective local government showing:

- 1) The name and official position of the local government official to whom the campaign contribution was made; and
- 2) The dollar amount and description of each campaign contribution made by the opponent to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

d) The disclosure required by subsection (c) of this Code section shall be filed at least five calendar days prior to the first hearing by the local government of any of its agencies on the rezoning application.

(Code 1981, 36-67A-3, enacted by Ga. L. 1986, p. 1269, 1; Ga. L. 1991, p. 1365, 1; Ga. L. 1993, p. 91, 36.)

Official Code of Georgia Annotated Copyright 1982 – 2000 State of Georgia.

Campaign Disclosure Ordinance

Community Development

**4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov**

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:  - North Atlanta Church of Christ

Date: 4/6/2026

Address: 5646 Roberts Dr. & 1369 Spalding Dr.

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

[illegible]

Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
Phone: (678) 382-6800
dunwoodyga.gov

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: CW. White - The Providence Group of Georgia, LLC Date: 3/30/26

Address: _____

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

[illegible]

TRAFFIC IMPACT STUDY



Traffic Impact Study

Spalding Drive Tract

City of Sandy Springs, Fulton County, Georgia

Report Prepared:

February 2026

Prepared for:

The Providence Group of Georgia, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
February 2026
019913086

Traffic Impact Study

Spalding Drive Tract

City of Sandy Springs, Fulton County, Georgia

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Spalding Drive Tract* development, which is expected to be completed in 2029 (referred to herein as “build-out year”). The site is located on a tract of land south of Spalding Drive between Pitts Road and Spalding Springs Court in the City of Sandy Springs, Fulton County, Georgia.

The approximate 8.94-acre site currently consists of approximately 5 single-family homes. As envisioned, the proposed development will consist of approximately 24 new single-family homes (21 homes within the City of Sandy Springs and 3 homes within the City of Dunwoody). The existing zoning of site consists of RE-1 & R-100 (SLUP) and is proposed to be rezoned to RD-9.

This report will summarize the analyses of the following four (4) scenarios:

1. Existing 2025 Traffic Conditions
2. Projected 2029 No-Build Traffic Conditions (Existing 2025 Traffic Conditions, plus background traffic growth)
3. Projected 2029 Build Alternative 1 Traffic Conditions (Projected 2029 No-Build Traffic Conditions, plus the traffic associated with the proposed *Spalding Drive Tract* development; Proposed driveway aligns with signalized Spalding Drive at Pitts Road to form the 4th leg at Intersection #1)
4. Projected 2029 Build Alternative 2 Traffic Conditions (Projected 2029 No-Build Traffic Conditions, plus the traffic associated with the proposed *Spalding Drive Tract* development; Proposed driveway aligns with unsignalized Spalding Drive at Spalding Springs Court to form the 4th leg at Intersection #2)

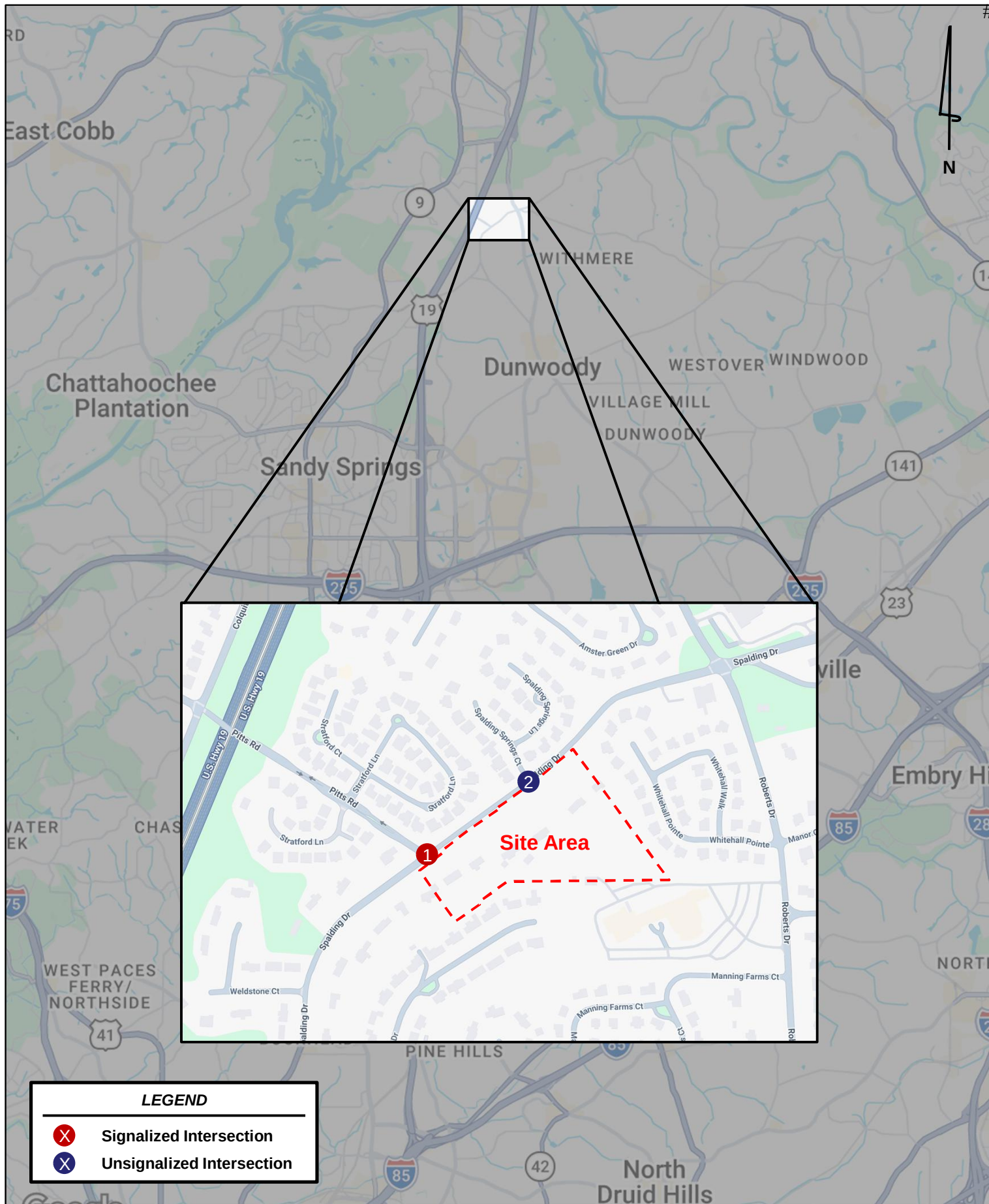
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan with the recommended driveway location is provided in **Appendix A**.

2.0 STUDY AREA DETERMINATION

The study area consists of the following two (2) intersections:

1. Spalding Drive at Pitts Road (signalized)
2. Spalding Drive at Spalding Springs Court (unsignalized)

For the purposes of this traffic impact study, Spalding Drive is considered to have an east-west orientation. Pitts Road and Spalding Springs Court are considered to have a north-south orientation.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Spalding Drive is an undivided two-lane minor arterial roadway west of Roberts Drive and a major collector east of Roberts Drive with a posted speed limit of 35 MPH in the vicinity of the project site. GDOT counts taken along Spalding Drive immediately west of Pitts Road indicated an AADT of 8,910 vehicles per day in 2024. Collected data by Kimley-Horn on Tuesday, December 9, 2025, indicates an average daily traffic (ADT) of approximately 10,785 vehicles per day in 2025.

Pitts Road is a major collector, intermittently divided by turn lanes, with a posted speed limit of 35 MPH in the vicinity of the study network. GDOT counts taken along Pitts Road north of Spalding Drive indicated an AADT of 7,840 vehicles per day in 2024.

Spalding Springs Court is an undivided two-lane local roadway in the vicinity of the study network. There are no GDOT count stations or posted speed limits along Spalding Springs Court. Due to the location of the roadway in a residential area, a speed limit of 30 MPH was assumed.

3.2 EXISTING TRAFFIC VOLUMES

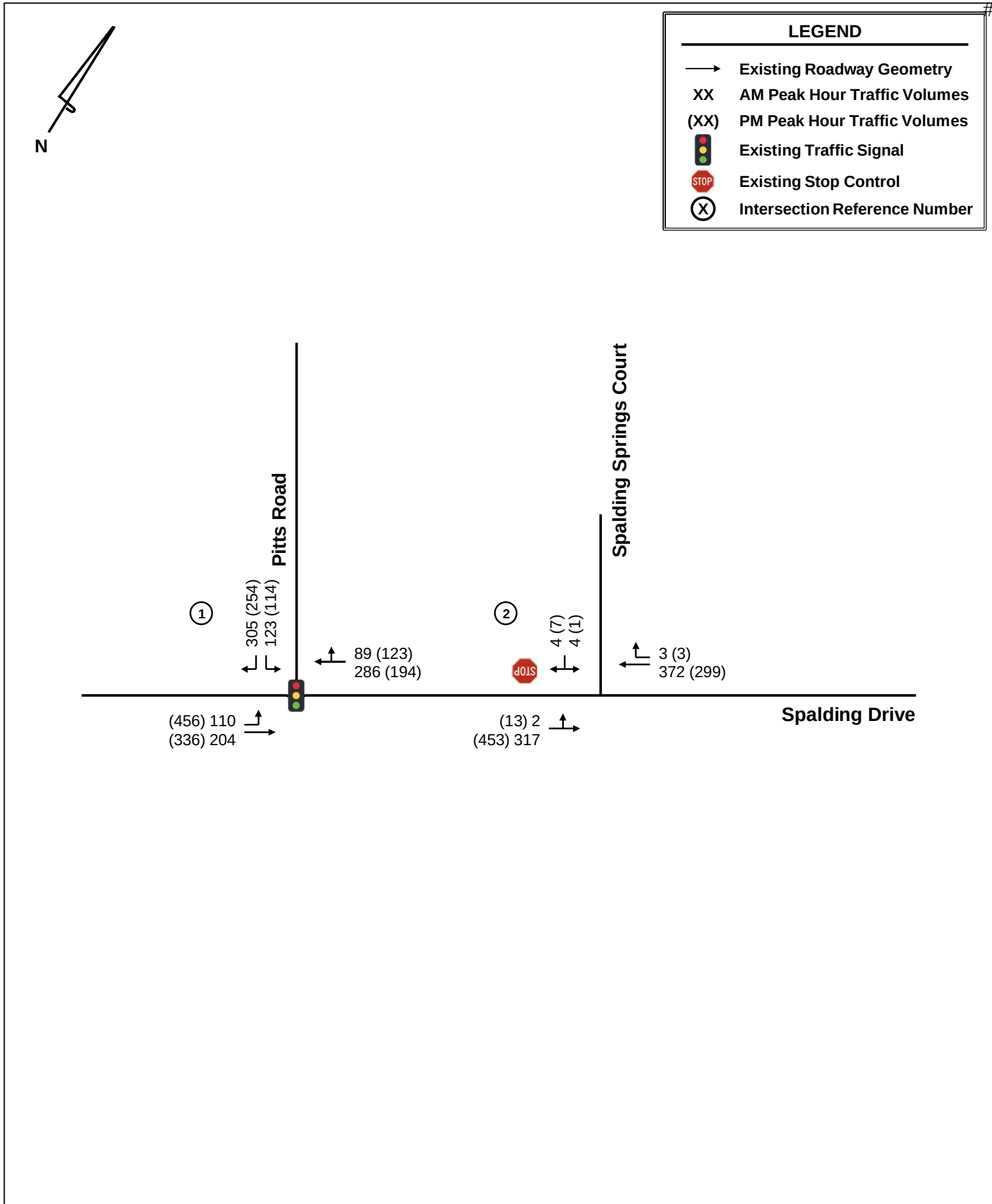
Vehicle peak hour turning movement counts were performed at the following study intersections:

1. Spalding Drive at Pitts Road (signalized)
2. Spalding Drive at Spalding Springs Court (unsignalized)

The vehicle peak hour turning movement counts for the study intersections were collected on Tuesday, December 9, 2025. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix B**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Spalding Drive at Pitts Road	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
2. Spalding Drive at Spalding Springs Court	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM

Figure 3 illustrates the Existing 2025 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

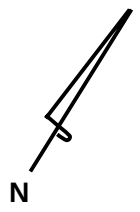
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the *Spalding Drive Tract* development. The Existing 2025 peak hour traffic volumes were increased by 1.0% per year for four (4) years to account for the expected background growth in traffic through year 2029, build-out of the project. **Figure 4** illustrates the Projected 2029 No-Build traffic volumes.

4.1 FUTURE ROADWAY / INTERSECTION PROJECTS

The Atlanta Regional Commission's Atlanta Region's Plan, the GDOT GeoPI system, and the 2021 Fulton County and DeKalb County TSPLOST project lists were researched for currently programmed transportation projects within the vicinity of the proposed development:

1. **GDOT PI #0019785 (ARC DK-439):** This project proposes to improve pedestrian connectivity with new bicycle facilities and widened sidewalks along Chamblee Dunwoody Road south of Spalding Drive from Womack Road to Roberts Drive. It is projected to be under construction in 2029.
2. **GDOT PI #0020614:** This project is listed as a signing project and proposes to provide off-system safety improvements at eight locations in DeKalb County south of Spalding Drive. The management let date is 02-15-2027.

The above projects are not anticipated to affect the intersection laneage. Therefore, no changes to the study network were assumed. Project fact sheets are included in **Appendix F**.



LEGEND

→

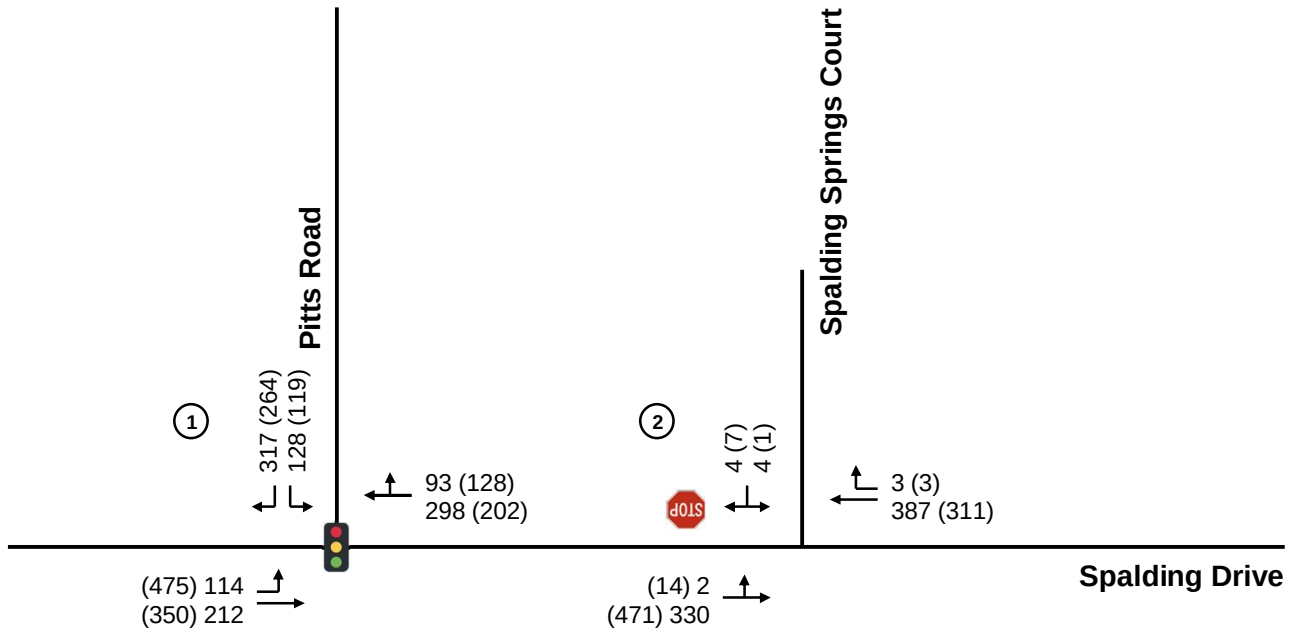
Existing Roadway Geometry

XXAM Peak Hour Traffic Volumes

(XX)PM Peak Hour Traffic Volumes

Existing Traffic Signal

Existing 2025 traffic volumes increased by 1.0% per year for four (4) years.



5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *Spalding Drive Tract* development.

5.1 PROJECT SITE ACCESS

Access to the site will be provided via only one (1) of two alternative proposed site driveways. A brief description of the site driveway alternatives as follows:

- Alternative 1 Proposed Site Driveway – proposed site driveway to be aligned with the signalized intersection of Spalding Drive at Pitts Road. The driveway is proposed to be full-movement and have one (1) ingress lane entering the site and one (1) egress lane exiting the site at Intersection #1.
- Alternative 2 Proposed Site Driveway – proposed site driveway to be aligned with the unsignalized intersection of Spalding Drive at Spalding Springs Court. The driveway is proposed to be full-movement and have one (1) ingress lane entering the site and one (1) egress lane exiting the site at Intersection #2.

Each alternative proposed site driveway will provide vehicular access to the entire development. The site plan in **Appendix A** provides a visual representation of the vehicular access and circulation throughout the proposed development with the recommended driveway location.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition, 2025*, using equations where available. Due to the size, nature and location of the proposed development, no mixed-use, alternative mode, and pass-by reductions to gross trips were considered in the analysis.

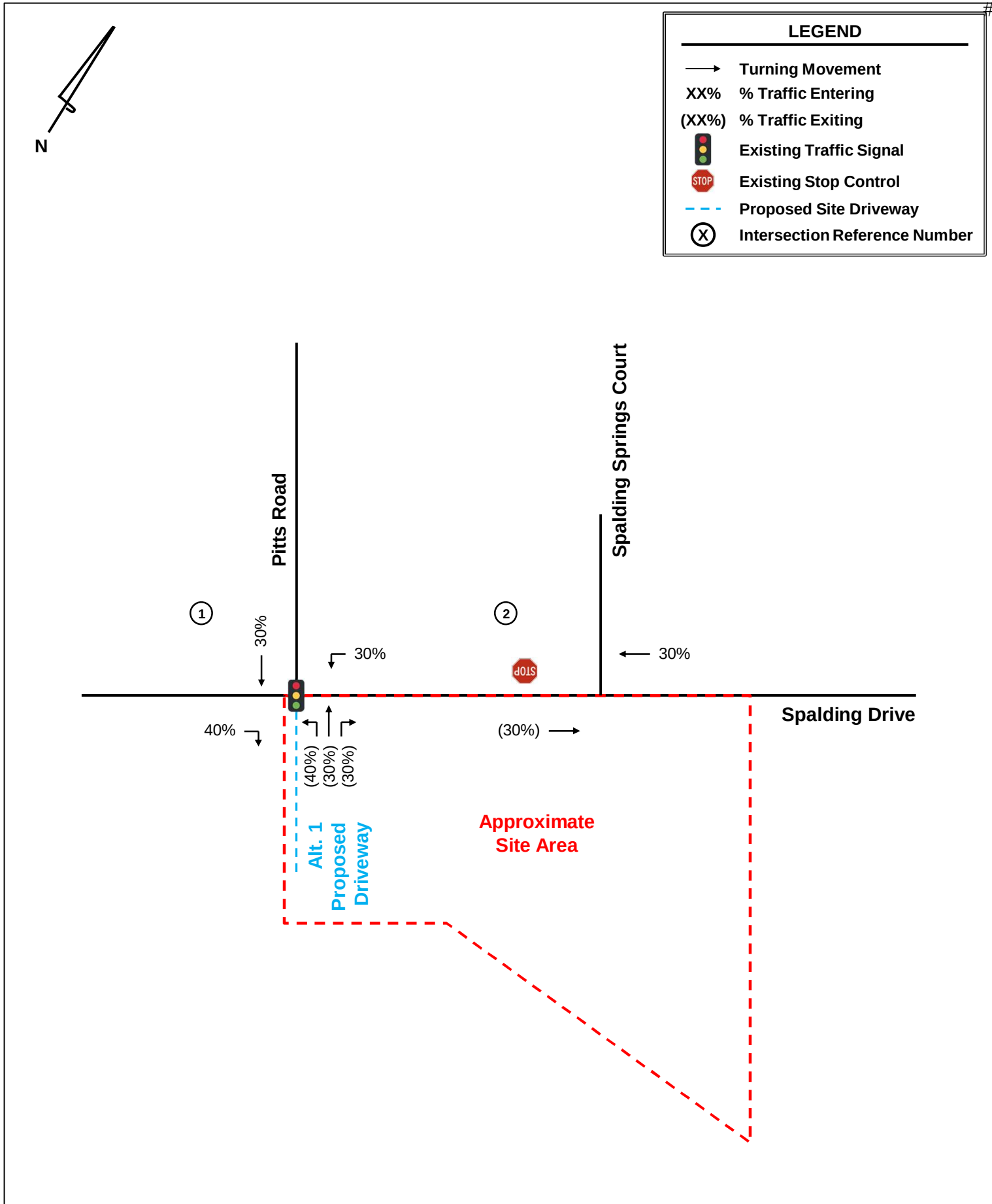
Table 2 summarizes the net trip generation for the proposed development upon full build-out (2029). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

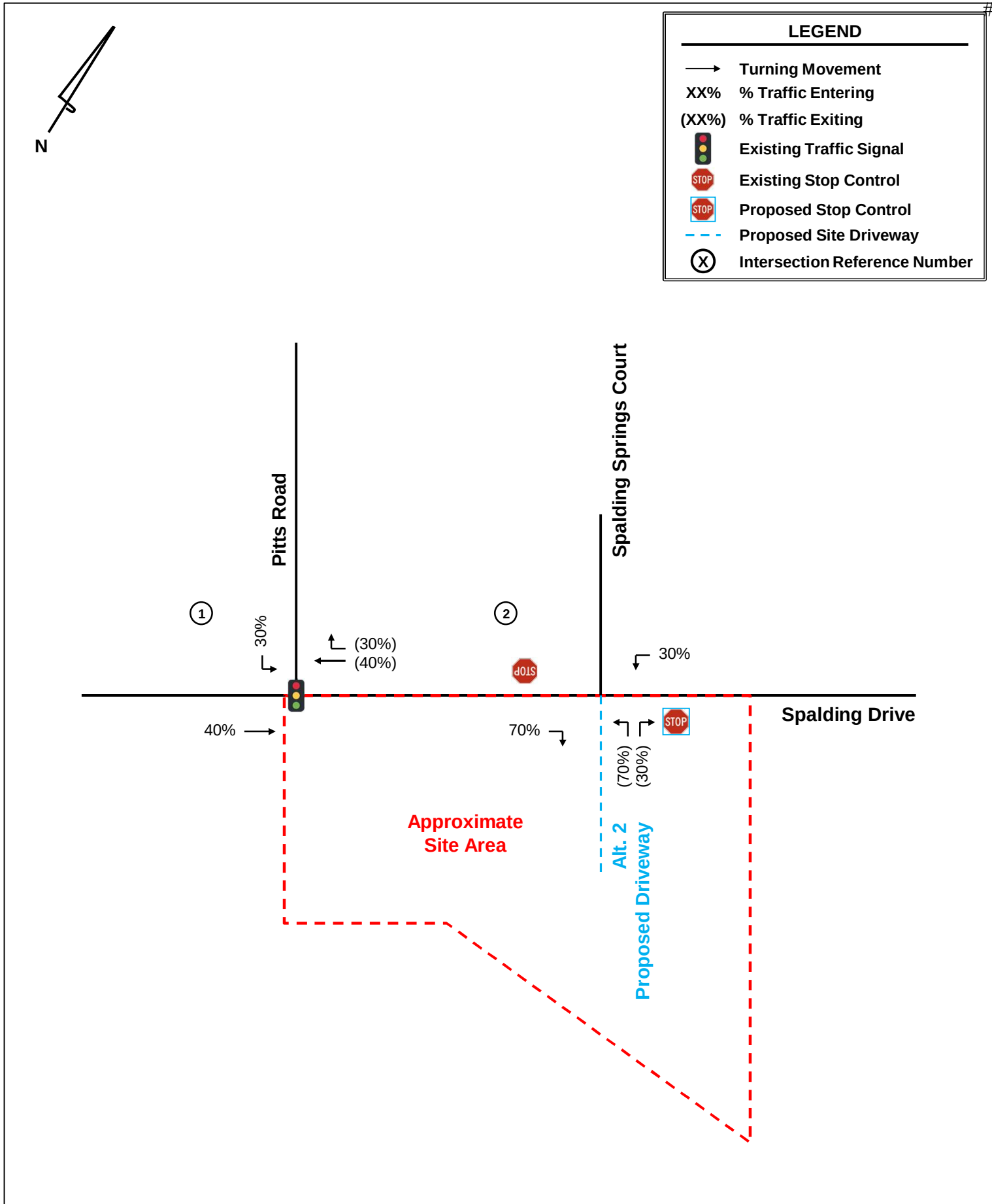
Table 2: Proposed Trip Generation									
Land Use	ITE Code	Density	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing	210	24 units	218	17	5	12	22	14	8
Total Project Trips			218	17	5	12	22	14	8

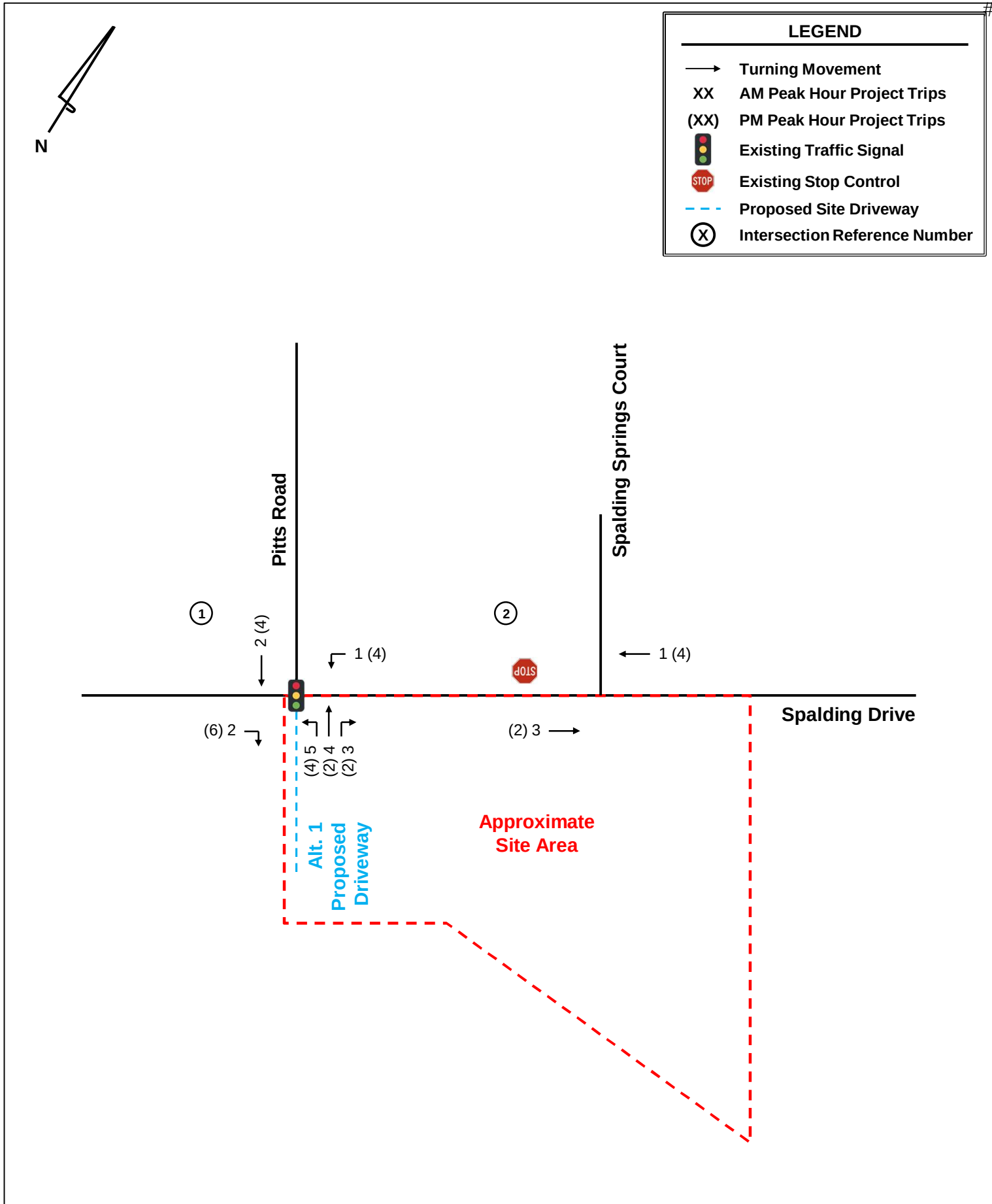
Based on **Table 2**, the proposed development is projected to generate approximately 218 total net new daily trips, 17 AM peak hour trips, and 22 PM peak hour trips. These trips will be added onto the study network intersections in accordance with the trip distribution.

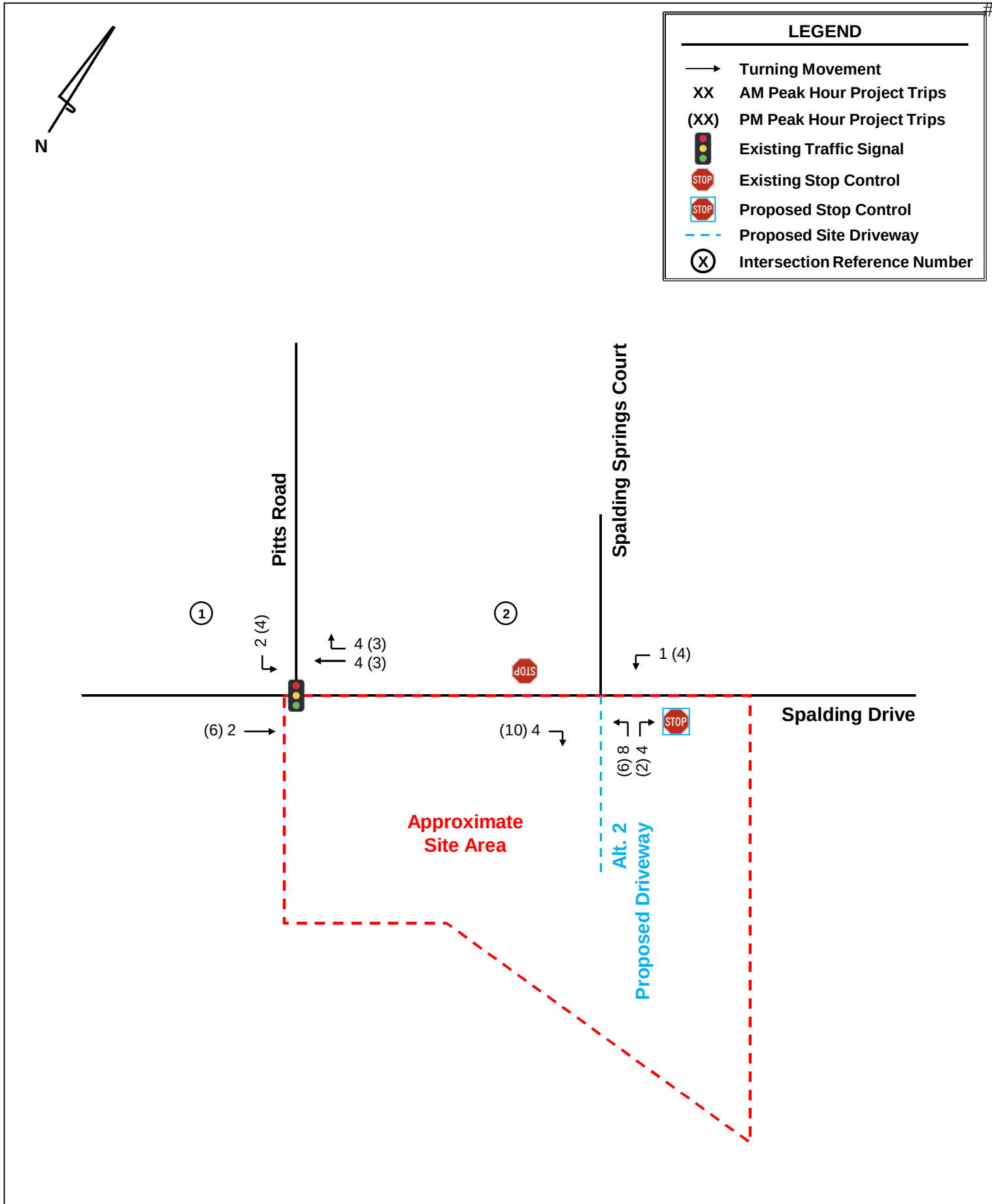
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

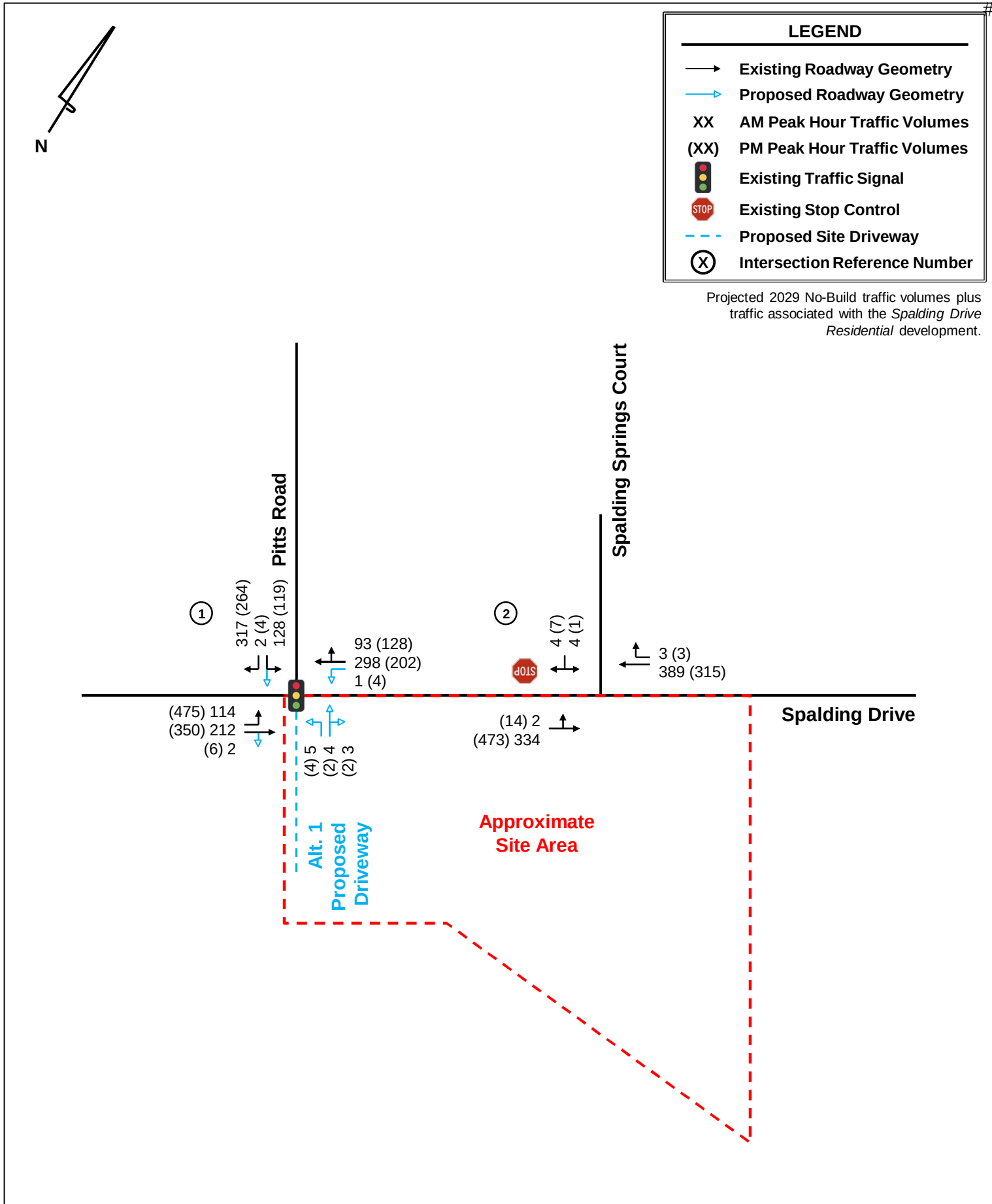
The directional distribution and assignment of adding new trips (project trips) related to the proposed development was based on a review of land uses and population densities in the area and a review of the existing travel patterns in the area. Trip distribution and assignment for trips under the Alternative 1 scenario and for trips under the Alternative 2 scenario are shown in **Figure 5** and **Figure 6**, respectively. Based on trip generation from **Table 2** and the anticipated trip distributions, new project trips were assigned to the study roadway network. **Figure 7** and **Figure 8** illustrate the total project trips distributed throughout the study network under Alternative 1 and under Alternative 2, respectively. **Figure 9** and **Figure 10** illustrate the traffic volumes under the Projected 2029 Build Alternative 1 and Projected 2029 Build Alternative 2 conditions, respectively. **Appendix D** provides intersection volume worksheets for all study intersections under each alternative.

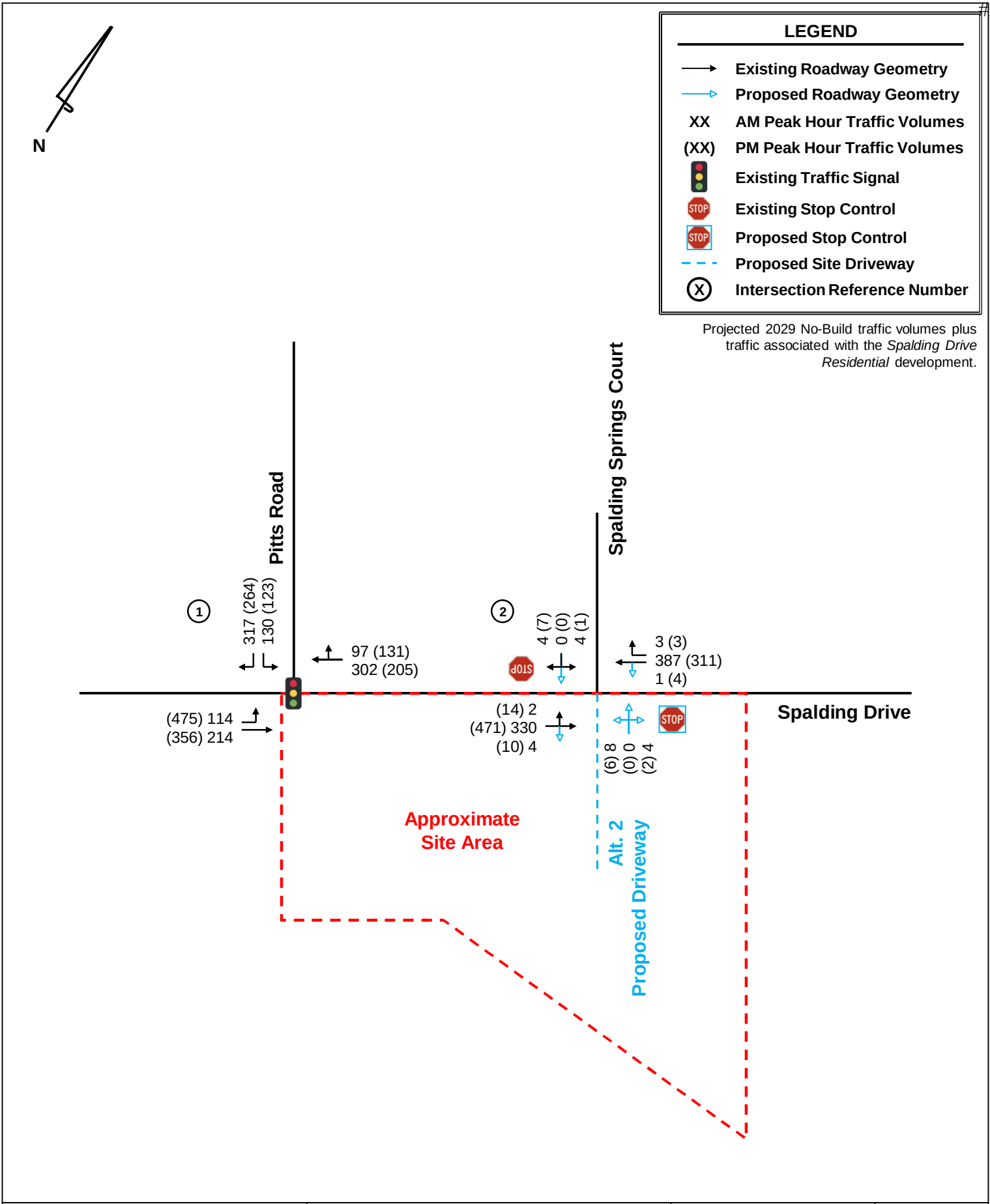












6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 12.3*. *Synchro* software uses methodologies contained in the 7th Edition *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.

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

LOS for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

In addition to the Existing 2025 conditions, an analysis was performed for the AM and PM peak hours under Projected 2029 No-Build and Build traffic conditions. The results of the LOS analysis are summarized for the AM and PM peak hours in **Table 3**. The *Synchro* analysis reports are included in **Appendix E**.

Table 3: Level-of-Service Summary									
LOS (Delay in Seconds)									
Intersection	Approach & Movement	Existing 2025		Projected 2029 No-Build		Projected 2029 Build – Alt. 1		Projected 2029 Build – Alt. 2	
		AM	PM	AM	PM	AM	PM	AM	PM
1. Spalding Drive at Pitts Road (signalized)	Overall	B (11.2)	B (11.2)	B (11.4)	B (11.7)	B (11.6)	B (11.8)	B (11.5)	B (11.8)
	EB*	A (5.5)	A (7.3)	A (5.6)	A (7.6)	A (5.7)	A (7.6)	A (5.6)	A (7.7)
	WB*	B (12.0)	B (15.8)	B (12.3)	B (16.4)	B (12.4)	B (16.6)	B (12.4)	B (16.6)
	SB* Pitts Road	B (18.7)	C (20.1)	B (18.9)	C (20.1)	B (19.9)	C (25.3)	B (18.9)	C (20.3)
	NB* Proposed Site Driveway					B (18.4)	B (19.8)		
2. Spalding Drive at Spalding Springs Court (unsignalized)	EBL	A (8.2)	A (8.0)	A (8.2)	A (8.0)	A (8.2)	A (8.0)	A (8.2)	A (8.0)
	SB Spalding Springs Court	B (13.0)	B (10.9)	B (13.2)	B (11.1)	B (13.3)	B (11.1)	B (14.2)	B (11.4)
	WBL							A (8.0)	A (8.4)
	NB Proposed Site Driveway							C (15.3)	C (17.6)

*LOS for signalized intersections are reported for the intersection as a whole. However, the LOS for each approach of the signalized intersection of Spalding Drive at Pitts Road (Intersection 1) were included to show how the proposed driveway northbound approach operations compared between Alternative 1 and Alternative 2.

As shown in **Table 3**, the study intersections and approaches currently operate at an acceptable LOS B or better during the AM peak hour and at LOS C or better during the PM peak hour and are projected to maintain their respective acceptable levels-of-service under the Projected 2029 No-Build conditions. Under either alternative in the Projected 2029 Build conditions, the study intersections and study approaches are projected to continue operating acceptably at LOS C or better during the AM and PM peak hours.

Under Alternative 1, the additional 4th leg at the signalized intersection results in negligible increase to overall intersection delay. Additionally, under Alternative 2 the delay for the southbound approach of Spalding Springs Court increases.

As noted, LOS for signalized intersections are typically reported for the intersection as a whole. The LOS for each approach of the signalized intersection of Spalding Drive at Pitts Road (Intersection 1) were included to show how the proposed driveway northbound approach operations compared between Alternative 1 and Alternative 2.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Spalding Drive Tract* development located south of Spalding Drive between Pitts Road and Spalding Springs Court in the City of Sandy Springs, Fulton County, Georgia. The development, which is approximately 8.94 acres in size and currently consists of approximately 5 single-family homes, is proposed to consist of approximately 24 new single-family homes (21 homes within the City of Sandy Springs and 3 homes within the City of Dunwoody). The project is expected to be completed in 2029.

The study network, which consists of one (1) existing signalized intersection and one (1) existing unsignalized intersection, was analyzed for the weekday AM and PM peak hours under Existing 2025 conditions, Projected 2029 No-Build conditions (four years of background traffic growth), and Projected 2029 Build conditions (Projected 2029 No-Build conditions, plus traffic generated by the proposed *Spalding Drive Tract* development). Two alternatives were studied for the Projected 2029 Build Conditions: Alternative 1, in which the proposed driveway aligns with signalized Spalding Drive at Pitts Road to form the 4th leg, and Alternative 2, in which the proposed driveway aligns with unsignalized Spalding Drive at Spalding Springs Court to form the 4th leg.

All intersections are expected to operate at an overall acceptable LOS during both AM and PM peak hours under Existing 2025 and Projected 2029 No-Build and Build conditions. In comparing the operations of the proposed driveways in each Build alternative, aligning the proposed driveway at the signalized intersection (Alternative 1) results in negligible increase to overall intersection delay, whereas aligning the proposed driveway to the unsignalized two-way stop-controlled intersection (Alternative 2) results in increased delay for the southbound approach of Spalding Springs Court.

Kimley-Horn and Associates, Inc. does not recommend any system improvements based on the results of this study but does recommend site-access improvements.

7.1 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the 2029 Build traffic (Note: This would be the improvements needed to serve the traffic associated with the *Spalding Drive Tract* development).

- Intersection 1 – Spalding Drive at Alternative 1 Proposed Site Driveway/Pitts Road (signalized)
 - On the site, construct one (1) full-movement ingress lane entering the site and two (2) egress lanes exiting the site.
 - Construct one (1) exclusive left turn lane and one (1) shared through/right-turn lane leaving the site along the northbound approach of the proposed site driveway.
 - Stripe an exclusive left-turn lane along the westbound approach of Spalding Drive.
 - Restripe the exclusive left-turn lane along the southbound approach of Pitts Road to become a shared through/left-turn lane.

APPENDIX A

Site Plan

(with Recommended Driveway)

PROPERTY DESCRIPTION City of Sandy Springs - Spalding Drive Tract

All that tract or parcel of land lying and being in Land Lot 378 and 384 of the 16th District, City of Sandy Springs, Fulton County, Georgia and being more particularly described as follows:

BEGINNING at a 3/4" crimp top pipe found at the northern most corner of Lot 19, as shown on that certain Plat for Unit Four Spalding Springs, prepared by J. Paul Bates & Associates, dated July 1, 1969, recorded in Plat Book 53, Page 90, DeKalb County, Georgia records and the dividing line between the dividing line of the City of Sandy Springs, 16th District Fulton County and the City of Dunwoody, 18th District DeKalb County, THENCE proceeding along said northernmost Lot Line of Lot 19 and said dividing line of Fulton County and DeKalb County South 54 degrees 52 minutes 02 seconds West a distance of 68.89 feet to a 1" crimp top pipe found; THENCE leaving the northernmost Lot Line of Lot 19 and the line dividing Fulton County and DeKalb County North 37 degrees 50 minutes 51 seconds West a distance of 274.90 feet to a point on the southeastern right of way line of Spalding Drive (right of way varies); THENCE proceeding along said southeastern right of way line of Spalding Drive the following courses and distances: North 54 degrees 23 minutes 51 seconds East a distance of 93.23 feet to a point; THENCE North 35 degrees 36 minutes 09 seconds West a distance of 10.59 feet to a point; THENCE North 51 degrees 35 minutes 52 seconds East a distance of 56.71 feet to a point; THENCE North 51 degrees 35 minutes 58 seconds East a distance of 149.34 feet to a point; THENCE North 51 degrees 35 minutes 28 seconds East a distance of 7.15 feet to a point; THENCE North 54 degrees 23 minutes 51 seconds East a distance of 70.27 feet to a point; THENCE North 55 degrees 03 minutes 28 seconds East a distance of 86.80 feet to a point; THENCE North 35 degrees 36 minutes 09 seconds West a distance of 5.00 feet to a point; THENCE North 55 degrees 23 minutes 48 seconds East a distance of 35.75 feet to a point; THENCE North 53 degrees 55 minutes 09 seconds East a distance of 199.88 feet to a point; THENCE North 49 degrees 45 minutes 06 seconds East a distance of 200.85 feet to a point; THENCE leaving said southeastern right of way line of Spalding Drive South 36 degrees 14 minutes 31 seconds East a distance of 434.44 feet to a point on the dividing line between the dividing line of the City of Sandy Springs, 16th District Fulton County and the City of Dunwoody, 18th District DeKalb County; THENCE proceeding along said line the following courses and distances: South 46 degrees 29 minutes 00 seconds West a distance of 28.16 feet to a point; THENCE South 62 degrees 29 minutes 00 seconds West a distance of 190.00 feet to a point; THENCE South 37 degrees 59 minutes 00 seconds West a distance of 115.00 feet to a point; THENCE South 49 degrees 44 minutes 00 seconds West a distance of 80.00 feet to a point; THENCE North 89 degrees 49 minutes 37 seconds West a distance of 174.82 feet to a point; THENCE North 89 degrees 19 minutes 18 seconds West a distance of 70.08 feet to a point; THENCE South 54 degrees 10 minutes 30 seconds West a distance of 90.06 feet to a point; THENCE South 27 degrees 53 minutes 15 seconds East a distance of 11.27 feet to a point; THENCE South 54 degrees 13 minutes 45 seconds West a distance of 58.47 feet to a point; THENCE South 55 degrees 13 minutes 38 seconds West a distance of 69.83 feet to a point; said point being the POINT OF BEGINNING.

Said tract or parcel contains 323,163 square feet or 7.4188 acres of land.

LOT #	LOT SIZE (SF)
1	9723
2	9022
3	9054
4	9854
5	10275
6	10658
7	10026
8	9908
9	10448
10	10731
11	11608
12	13154
13	12307
14	9384
15	15977
16	13622
17	10506
18	9285
19	9328
20	10287
21	9285
PP1	11380
PP2	19714
CA	4917
Average =	12402.52

- SURVEY NOTES
- This plat was prepared for the exclusive use of the person, persons, or entity named in the title block. Said use does not extend to any unnamed person without express permission by the surveyor naming said person.
 - Unless otherwise specified, all distances shown are horizontal ground distances.
 - The project horizontal datum is relative to the North American Datum 1983 (NAD83), 2011 adjustment, projected to the Georgia State Plane Coordinate System, Georgia West Zone. The vertical datum is relative to the North American Vertical Datum of 1988 (NAVD88) using the National Geodetic Survey (NGS) Geoid 18.
 - The exterior footprint of all buildings is measured at ground level.
 - By graphic plotting only this property Does Not lie within a 100 year flood hazard zone and is depicted as Zone X as defined by the F.E.M.A Flood Insurance Rate Map of Fulton County, Georgia and incorporated area Map Numbers 13121C0153F, 13121C0154F, 13121C0152G and 13121C0151G, effective date 9/18/2023 and F.E.M.A Flood Insurance Rate Map of DeKalb County, Georgia and incorporated areas Map Numbers 13089C0005K, effective date 8/15/2019.
 - No common observable evidence of cemeteries, burial grounds or isolated gravesites were found during the course of the survey.
 - No observable evidence that the site was used as a solid waste dump, sump or sanitary landfill.
 - The Property has direct vehicular and pedestrian access to Spalding Drive, a dedicated public right of way, as shown on the survey.
 - No wetland delineation markers were observed at the time of the survey.
 - No observable evidence of earth moving work, building construction or building additions at the time of the survey.
 - Underground Utility research, field marking, size and character of material has been provided by Groundhawk, on 8/4/2025.

thePROVIDENCEgroup

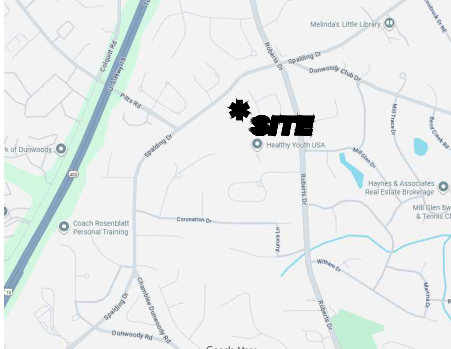
Clint Walters

11340 Lakefield Drive
Building II, Suite 200

Johns Creek, Georgia 30097
Tele: (678) 475-1800

Kimley»Horn

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC. COPYRIGHT KIMLEY-HORN AND ASSOCIATES, INC., 2025



VICINITY MAP
not to scale

SITE DATA:

TOTAL SITE AREA	8.9398 ACRES
CITY OF SANDY SPRINGS AREA	7.4188 ACRES
CITY OF DUNWOODY AREA	1.5210 ACRES

ZONING

EXISTING ZONING	RE-1 & R-100(SLUP)
PROPOSED ZONING	RD-9
ZONING JURISDICTION	CITY OF SANDY SPRINGS

DEVELOPMENT TYPE

TOTAL LOTS	21 LOTS
TOTAL DENSITY	2.83 U/A

DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT	3 STORIES OR 40' HT
LOT COVERAGE	42%
CANOPY COVERAGE	85%
SIDE STREET SETBACK	20 FEET
PRIMARY STREET SETBACK	35 FEET
REAR SETBACK	25 FEET
SIDE SETBACK	7 FEET
MINIMUM LOT SIZE	9,000 SQ. FT.
MINIMUM LOT WIDTH	70 FEET

PARKING

REQUIRED	2 PER UNIT = 42
PROVIDED	2 GARAGE + 2 DRIVEWAY = 84

NOTES

- SPEED LIMIT OF SPALDING DRIVE IS 35 MPH.
- ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE NOT LOCATED ON THIS SITE.
- ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR FULTON COUNTY MAP # 13121C0153F, EFFECTIVE DATE 09/18/2013. THE PROPERTY DOES NOT FALL WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD).
- WATERS OF THE STATE ARE NOT WITHIN 200' OF THIS PROPERTY.
- THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
- FULTON COUNTY FIRE DEPARTMENT SHALL APPROVE ROAD LAYOUT AND ENTRANCES.
- WATER SERVICE SHALL BE PROVIDED BY THE CITY OF ATLANTA. EXISTING WATER MAIN IN SPALDING ROAD.
- SANITARY SEWER SERVICE WILL BE PROVIDED BY FULTON COUNTY. EXISTING SEWER MANHOLE IN SPALDING SPRINGS LANE.
- GARAGES TO BE SIDE ENTRY OR SETBACK 5 FEET FROM FRONT WALL PLANE OF HOUSE.

PROPOSED CONDITIONS

- TO SEC.9.4.2.G.3 TO ALLOW GRADING WITHIN 10 FEET OF THE REAR LOT LINE IN THE RD-9 DISTRICT.
- TO SEC.9.4.3.C.2.2 TO ALLOW RETAINING WALLS WITHIN 10 FEET OF THE REAR LOT LINE IN THE RD-9 DISTRICT.



GRAPHIC SCALE IN FEET
0 25 50 100

ZONING PLAN

SPALDING DRIVE
TRACT

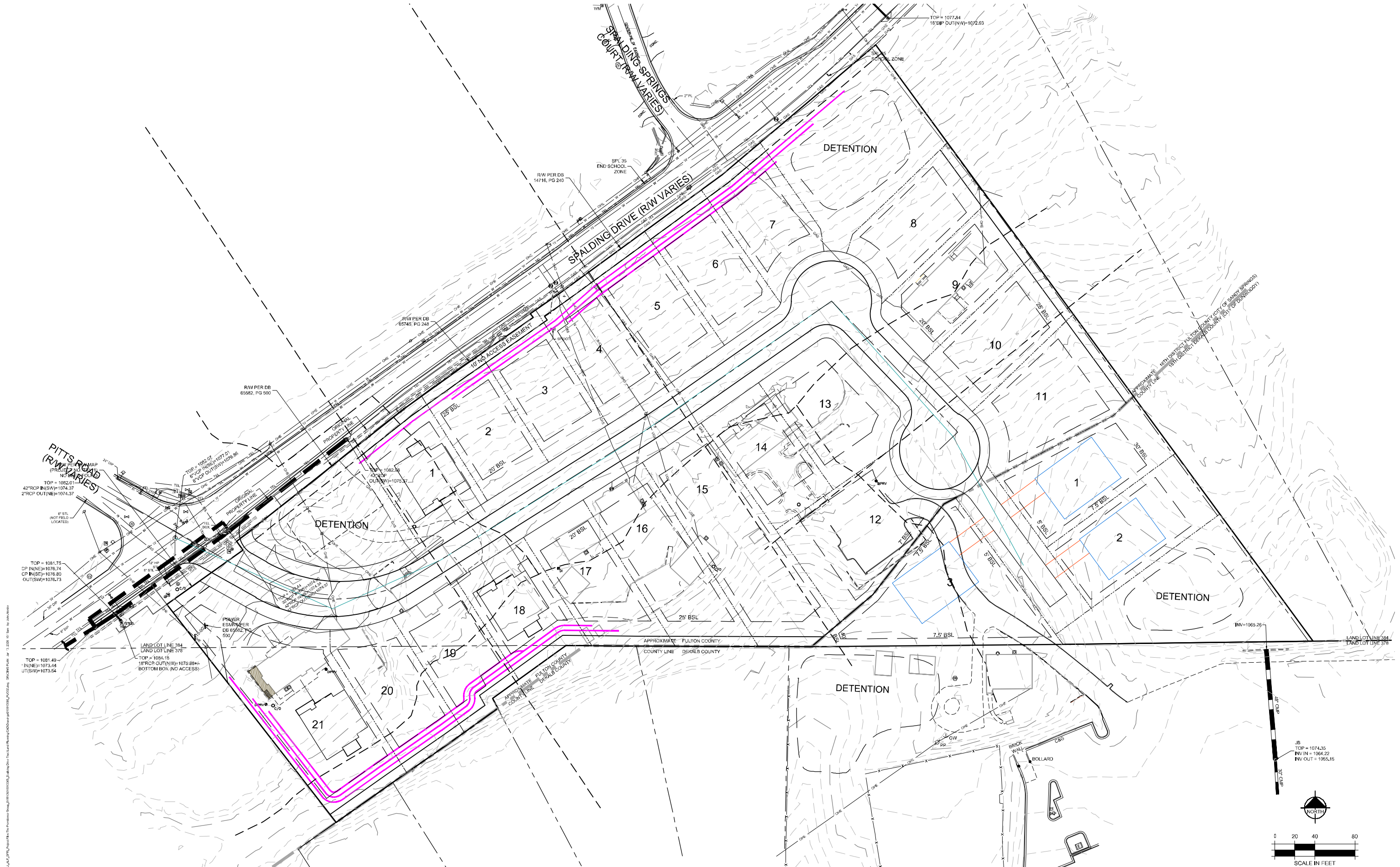


Lots: 0, 1265, 1309, 1329, 1349 & 1369
Spalding Drive
Sandy Spring, GA 30350

DATE: 2-17-2026

SCALE 1" = 50'

JOB # 019913065



APPENDIX B

Traffic Count Data



[Click here for Map](#)

Peak Hour Turning Movement Count

Sandy Springs, GA



www.marrtraffic.com



Tuesday, December 9, 2025		
Fair 39°F		
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

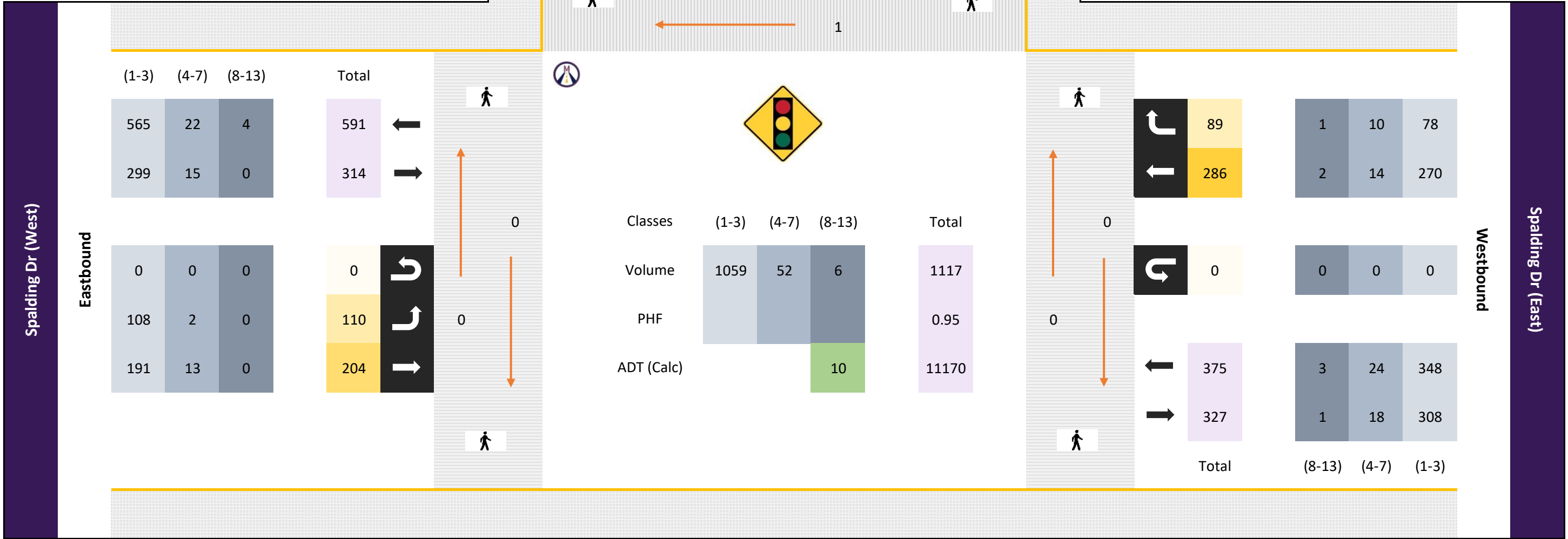
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	-	-	-	-	-	0	29	-	67	-	0	96	33	50	-	-	0	83	-	78	15	-	0	93	272
0730 - 0745	-	-	-	-	-	0	40	-	72	-	0	112	21	65	-	-	0	86	-	66	31	-	0	97	295
0745 - 0800	-	-	-	-	-	0	37	-	80	-	0	117	33	50	-	-	0	83	-	70	23	-	0	93	293
0800 - 0815	-	-	-	-	-	0	17	-	86	-	0	103	23	39	-	-	0	62	-	72	20	-	0	92	257
Total	0	0	0	0	0	0	123	0	305	0	0	428	110	204	0	0	0	314	0	286	89	0	0	375	1117
Approach %	0.00	0.00	0.00	0.00	0.00	-	28.74	0.00	71.26	0.00	0.00	-	35.03	64.97	0.00	0.00	0.00	-	0.00	76.27	23.73	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.89	0.00	0.00	0.91	0.83	0.78	0.00	0.00	0.00	0.91	0.00	0.92	0.72	0.00	0.00	0.97	0.95

Bicycles

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	-	-	-	-	-	0	26	-	65	-	0	91	32	45	-	-	0	77	-	74	11	-	0	85	253
0730 - 0745	-	-	-	-	-	0	37	-	67	-	0	104	21	61	-	-	0	82	-	64	29	-	0	93	279
0745 - 0800	-	-	-	-	-	0	37	-	79	-	0	116	33	47	-	-	0	80	-	63	19	-	0	82	278
0800 - 0815	-	-	-	-	-	0	17	-	84	-	0	101	22	38	-	-	0	60	-	69	19	-	0	88	249
Total	0	0	0	0	0	0	117	0	295	0	0	412	108	191	0	0	0	299	0	270	78	0	0	348	1059
Approach %	0.00	0.00	0.00	0.00	0.00	-	28.40	0.00	71.60	0.00	0.00	-	36.12	63.88	0.00	0.00	0.00	-	0.00	77.59	22.41	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.88	0.00	0.00	0.89	0.82	0.78	0.00	0.00	0.00	0.91	0.00	0.91	0.67	0.00	0.00	0.94	0.95

Single Unit Trucks (4-7)

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	-	-	-	-	-	0	3	-	2	-	0	5	1	5	-	-	0	6	-	4	4	-	0	8	19
0730 - 0745	-	-	-	-	-	0	2	-	3	-	0	5	0	4	-	-	0	4	-	1	1	-	0	2	11
0745 - 0800	-	-	-	-	-	0	0	-	1	-	0	1	0	3	-	-	0	3	-	6	4	-	0	10	14
0800 - 0815	-	-	-	-	-	0	0	-	2	-	0	2	1	1	-	-	0	2	-	3	1	-	0	4	8
Total	0	0	0	0	0	0	5	0	8	0	0	13	2	13	0	0	0	15	0	14	10	0	0	24	52
Approach %	0.00	0.00	0.00	0.00	0.00	-	38.46	0.00	61.54	0.00	0.00	-	13.33	86.67	0.00	0.00	0.00	-	0.00	58.33	41.67	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.67	0.00	0.00	0.65	0.50	0.65	0.00	0.00	0.00	0.63	0.00	0.58	0.63	0.00	0.00	0.60	0.68

Combination Trucks (8-13)

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	1	-	2	-	0	3	0	0	-	-	0	0	-	1	1	-	0	2	5
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	2	1	0	0	3	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.38	0.30



[Click here for Map](#)

Peak Hour Turning Movement Count

Sandy Springs, GA



www.marrtraffic.com



Tuesday, December 9, 2025		
Fair 39°F		
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

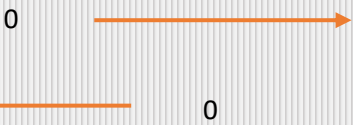
Peak Hour

Volume

Pitts Rd

Southbound

254	110	0	364	574	(1-3)
0	4	0	4	4	(4-7)
0	0	0	0	1	(8-13)
254	114	0	368	579	Total



Spalding Dr (West)

(1-3)	(4-7)	(8-13)	Total
444	3	1	448
786	5	1	792
0	0	0	0
454	1	1	456
332	4	0	336

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1460	15	2	1477
PHF				0.94
ADT (Calc)			10	14770

Spalding Dr (East)

	123	0	3	120
	194	1	3	190
	0	0	0	0
	317	1	6	310
	450	0	8	442
Total		(8-13)	(4-7)	(1-3)

All vehicles

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	26	-	56	-	0	82	106	88	-	-	0	194	-	38	36	-	0	74	350
1700 - 1715	-	-	-	-	-	0	31	-	71	-	0	102	112	67	-	-	0	179	-	48	41	-	0	89	370
1715 - 1730	-	-	-	-	-	0	29	-	71	-	0	100	106	75	-	-	0	181	-	58	24	-	0	82	363
1730 - 1745	-	-	-	-	-	0	28	-	56	-	0	84	132	106	-	-	0	238	-	50	22	-	0	72	394
Total	0	0	0	0	0	0	114	0	254	0	0	368	456	336	0	0	0	792	0	194	123	0	0	317	1477
Approach %	0.00	0.00	0.00	0.00	0.00	-	30.98	0.00	69.02	0.00	0.00	-	57.58	42.42	0.00	0.00	0.00	-	0.00	61.20	38.80	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.89	0.00	0.00	0.90	0.86	0.79	0.00	0.00	0.00	0.83	0.00	0.84	0.75	0.00	0.00	0.89	0.94

Bicycles

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	25	-	56	-	0	81	106	86	-	-	0	192	-	38	35	-	0	73	346
1700 - 1715	-	-	-	-	-	0	30	-	71	-	0	101	112	66	-	-	0	178	-	47	39	-	0	86	365
1715 - 1730	-	-	-	-	-	0	27	-	71	-	0	98	106	74	-	-	0	180	-	55	24	-	0	79	357
1730 - 1745	-	-	-	-	-	0	28	-	56	-	0	84	130	106	-	-	0	236	-	50	22	-	0	72	392
Total	0	0	0	0	0	0	110	0	254	0	0	364	454	332	0	0	0	786	0	190	120	0	0	310	1460
Approach %	0.00	0.00	0.00	0.00	0.00	-	30.22	0.00	69.78	0.00	0.00	-	57.76	42.24	0.00	0.00	0.00	-	0.00	61.29	38.71	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.89	0.00	0.00	0.90	0.87	0.78	0.00	0.00	0.00	0.83	0.00	0.86	0.77	0.00	0.00	0.90	0.93

Single Unit Trucks (4-7)

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	1	-	0	-	0	1	0	2	-	-	0	2	-	0	1	-	0	1	4
1700 - 1715	-	-	-	-	-	0	1	-	0	-	0	1	0	1	-	-	0	1	-	1	2	-	0	3	5
1715 - 1730	-	-	-	-	-	0	2	-	0	-	0	2	0	1	-	-	0	1	-	2	0	-	0	2	5
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	1	0	-	-	0	1	-	0	0	-	0	0	1
Total	0	0	0	0	0	0	4	0	0	0	0	4	1	4	0	0	0	5	0	3	3	0	0	6	15
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.25	0.50	0.00	0.00	0.00	0.63	0.00	0.38	0.38	0.00	0.00	0.50	0.75

Combination Trucks (8-13)

Time							Southbound						Eastbound						Westbound						Int Total
							Pitts Rd						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 2.1		Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total		Thru 2.7	Right 2.8		U-Turn 2.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	1	0	-	-	0	1	-	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.50

Classified Turn Movement Count || All vehicles

Sandy Springs, GA



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Site 2


Pitts Rd
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
33.968422°, -84.344589°
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Weather
Fair
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %
PHF
Peak Hour Total
Peak Hour HV %

Southbound					Eastbound					Westbound					
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 App Total	Left 2.4	Thru 2.5		U-Turn 2.6 App Total			Thru 2.7	Right 2.8		U-Turn 2.9 App Total	Int Total
21		39		0 60	13	25		0 38			49	11		0 60	158
29		67		0 96	33	50		0 83			78	15		0 93	272
40		72		0 112	21	65		0 86			66	31		0 97	295
37		80		0 117	33	50		0 83			70	23		0 93	293
127		258		0 385	100	190		0 290			263	80		0 343	1018
17		86		0 103	23	39		0 62			72	20		0 92	257
14		96		0 110	19	47		0 66			70	24		0 94	270
16		89		0 105	28	55		0 83			58	18		0 76	264
14		94		0 108	27	48		0 75			49	35		0 84	267
61		365		0 426	97	189		0 286			249	97		0 346	1058
188		623		0 811	197	379		0 576			512	177		0 689	2076
23.18		76.82		0.00 -	34.20	65.80		0.00 -			74.31	25.69		0.00 -	
9.06		30.01		0.00 39.07	9.49	18.26		0.00 27.75			24.66	8.53		0.00 33.19	
5		2		- 3	2	4		- 3			5	7		- 6	4
0.77		0.89		0.00 0.91	0.83	0.78		0.00 0.91			0.92	0.72		0.00 0.97	0.95
123		305		0 428	110	204		0 314			286	89		0 375	1117
5		3		0 4	2	6		0 5			6	12		0 7	5

1600 - 1800 (Weekday 2h Session) (12-09-2025)
All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %
PHF
Peak Hour Total
Peak Hour HV %

Southbound					Eastbound					Westbound					
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 App Total	Left 2.4	Thru 2.5		U-Turn 2.6 App Total			Thru 2.7	Right 2.8		U-Turn 2.9 App Total	Int Total
54		44		0 98	91	87		0 178			33	44		0 77	353
32		58		0 90	73	66		0 139			35	32		0 67	296
37		69		0 106	118	78		0 196			34	44		0 78	380
26		56		0 82	106	88		0 194			38	36		0 74	350
149		227		0 376	388	319		0 707			140	156		0 296	1379
31		71		0 102	112	67		0 179			48	41		0 89	370
29		71		0 100	106	75		0 181			58	24		0 82	363
28		56		0 84	132	106		0 238			50	22		0 72	394
40		61		0 101	107	63		0 170			37	27		0 64	335
128		259		0 387	457	311		0 768			193	114		0 307	1462
277		486		0 763	845	630		0 1475			333	270		0 603	2841
36.30		63.70		0.00 -	57.29	42.71		0.00 -			55.22	44.78		0.00 -	
9.75		17.11		0.00 26.86	29.74	22.18		0.00 51.92			11.72	9.50		0.00 21.22	
2		1		- 1	0	2		- 1			2	2		- 2	1
0.92		0.89		0.00 0.90	0.86	0.79		0.00 0.83			0.84	0.75		0.00 0.89	0.94
114		254		0 368	456	336		0 792			194	123		0 317	1477
4		0		0 1	0	1		0 1			2	2		0 2	1

Classified Turn Movement Count | Bicycles

Sandy Springs, GA

Site 2



Pitts Rd
Spalding Dr (West)
Spalding Dr (East)

Date

Tuesday, December 9, 2025

Lat/Long

33.968422°, -84.344589°

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Weather

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0700 - 0900 (Weekday 2h Session) (12-09-2025)

Bicycles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total

Grand Total
Approach %
Intersection %

[illegible]

1600 - 1800 (Weekday 2h Session) (12-09-2025)

Bicycles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total

Grand Total
Approach %
Intersection %

[illegible]

Classified Turn Movement Count || Passenger Vehicles (1-3)

Sandy Springs, GA



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Site 2

Pitts Rd
Spalding Dr (West)
Spalding Dr (East)



Date
Tuesday, December 9, 2025

Lat/Long
33.968422° , -84.344589°
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 Total	Left 2.4	Thru 2.5		U-Turn 2.6 Total	App Total		Thru 2.7	Right 2.8		U-Turn 2.9 Total	
21		39		0 60	13	25		0 38			47	11		0 58	156
26		65		0 91	32	45		0 77			74	11		0 85	253
37		67		0 104	21	61		0 82			64	29		0 93	279
37		79		0 116	33	47		0 80			63	19		0 82	278
121		250		0 371	99	178		0 277			248	70		0 318	966
17		84		0 101	22	38		0 60			69	19		0 88	249
13		96		0 109	18	46		0 64			68	23		0 91	264
14		87		0 101	28	53		0 81			55	17		0 72	254
14		94		0 108	27	47		0 74			47	35		0 82	264
58		361		0 419	95	184		0 279			239	94		0 333	1031
179		611		0 790	194	362		0 556			487	164		0 651	1997
22.66		77.34		0.00 -	34.89	65.11		0.00 -			74.81	25.19		0.00 -	
8.96		30.60		0.00 39.56	9.71	18.13		0.00 27.84			24.39	8.21		0.00 32.60	

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 Total	Left 2.4	Thru 2.5		U-Turn 2.6 Total	App Total		Thru 2.7	Right 2.8		U-Turn 2.9 Total	
53		43		0 96	91	77		0 168			33	44		0 77	341
32		57		0 89	73	65		0 138			35	30		0 65	292
37		66		0 103	118	78		0 196			33	44		0 77	376
25		56		0 81	106	86		0 192			38	35		0 73	346
147		222		0 369	388	306		0 694			139	153		0 292	1355
30		71		0 101	112	66		0 178			47	39		0 86	365
27		71		0 98	106	74		0 180			55	24		0 79	357
28		56		0 84	130	106		0 236			50	22		0 72	392
39		60		0 99	106	63		0 169			37	27		0 64	332
124		258		0 382	454	309		0 763			189	112		0 301	1446
271		480		0 751	842	615		0 1457			328	265		0 593	2801
36.09		63.91		0.00 -	57.79	42.21		0.00 -			55.31	44.69		0.00 -	
9.68		17.14		0.00 26.81	30.06	21.96		0.00 52.02			11.71	9.46		0.00 21.17	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Sandy Springs, GA



Site 2

Pitts Rd
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
33.968422°, -84.344589°
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total	
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)						
Left 2.1		Right 2.2		U-Turn 2.3 Total	Left 2.4	Thru 2.5		U-Turn 2.6 Total	App Total		Thru 2.7	Right 2.8		U-Turn 2.9 Total		App Total
0		0		0	0	0		0	0		2	0		0	2	2
3		2		0	1	5		0	6		4	4		0	8	19
2		3		0	0	4		0	4		1	1		0	2	11
0		1		0	0	3		0	3		6	4		0	10	14
5		6		0	1	12		0	13		13	9		0	22	46
0		2		0	1	1		0	2		3	1		0	4	8
1		0		0	1	1		0	2		2	1		0	3	6
2		2		0	0	2		0	2		3	1		0	4	10
0		0		0	0	1		0	1		2	0		0	2	3
3		4		0	2	5		0	7		10	3		0	13	27
8		10		0	3	17		0	20		23	12		0	35	73
44.44		55.56		0.00	15.00	85.00		0.00	-		65.71	34.29		0.00	-	
10.96		13.70		0.00	4.11	23.29		0.00	27.40		31.51	16.44		0.00	47.95	

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound						
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)						
Left 2.1		Right 2.2		U-Turn 2.3 Total	Left 2.4	Thru 2.5		U-Turn 2.6 Total	App Total		Thru 2.7	Right 2.8		U-Turn 2.9 Total	App Total	Int Total
1		1		0	2	0	9	0	9		0	0		0	0	11
0		1		0	1	0	1	0	1		0	2		0	2	4
0		2		0	2	0	0	0	0		1	0		0	1	3
1		0		0	1	0	2	0	2		0	1		0	1	4
2		4		0	6	0	12	0	12		1	3		0	4	22
1		0		0	1	0	1	0	1		1	2		0	3	5
2		0		0	2	0	1	0	1		2	0		0	2	5
0		0		0	0	1	0	0	1		0	0		0	0	1
1		0		0	1	1	0	0	1		0	0		0	0	2
4		0		0	4	2	2	0	4		3	2		0	5	13
6		4		0	10	2	14	0	16		4	5		0	9	35
60.00		40.00		0.00	-	12.50	87.50	0.00	-		44.44	55.56		0.00	-	
17.14		11.43		0.00	28.57	5.71	40.00	0.00	45.71		11.43	14.29		0.00	25.71	

Classified Turn Movement Count || Combination Trucks (8-13)

Sandy Springs, GA



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Site 2

Pitts Rd
Spalding Dr (West)
Spalding Dr (East)



Date
Tuesday, December 9, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 Total	Left 2.4	Thru 2.5		U-Turn 2.6 Total		Thru 2.7	Right 2.8		U-Turn 2.9 Total	App Total	
0		0		0	0	0		0	0		0	0		0	0
0		0		0	0	0		0	0		0	0		0	0
1		2		0	3	0	0	0	0		1	1		0	2
0		0		0	0	0	0	0	0		1	0		0	1
1		2		0	3	0	0	0	0		2	1		0	3
0		0		0	0	0	0	0	0		0	0		0	0
0		0		0	0	0	0	0	0		0	0		0	0
0		0		0	0	0	0	0	0		0	0		0	0
0		0		0	0	0	0	0	0		0	0		0	0
0		0		0	0	0	0	0	0		0	0		0	0
1		2		0	3	0	0	0	0		2	1		0	3
33.33		66.67		0.00	-	0.00	0.00	0.00	-		66.67	33.33		0.00	-
16.67		33.33		0.00	50.00	0.00	0.00	0.00	0.00		33.33	16.67		0.00	50.00

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 Total	Left 2.4	Thru 2.5		U-Turn 2.6 Total		Thru 2.7	Right 2.8		U-Turn 2.9 Total		
0		0		0 0	0	1		0 1		0	0		0 0		1
0		0		0 0	0	0		0 0		0	0		0 0		0
0		0		0 0	0	0		0 0		0	0		0 0		0
0		0		0 0	0	0		0 0		0	0		0 0		0
0		0		0 0	0	1		0 1		0	0		0 0		1
0		0		0 0	0	0		0 0		0	0		0 0		0
0		0		0 0	0	0		0 0		1	0		0 1		1
0		0		0 0	1	0		0 1		0	0		0 0		1
0		1		0 1	1	0		0 1		1	0		0 1		3
0		1		0 1	1	1		0 2		1	0		0 1		4
0.00		100.00		0.00 -	50.00	50.00		0.00 -		100.00	0.00		0.00 -		
0.00		25.00		0.00 25.00	25.00	25.00		0.00 50.00		25.00	0.00		0.00 25.00		

Classified Turn Movement Count || All Trucks (4-13)

Sandy Springs, GA



Site 2

Pitts Rd
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
All Trucks (4-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 App Total	Left 2.4	Thru 2.5		U-Turn 2.6 App Total		Thru 2.7	Right 2.8		U-Turn 2.9 App Total		
0		0		0 0	0	0		0 0		2	0		0 2		2
3		2		0 5	1	5		0 6		4	4		0 8		19
3		5		0 8	0	4		0 4		2	2		0 4		16
0		1		0 1	0	3		0 3		7	4		0 11		15
6		8		0 14	1	12		0 13		15	10		0 25		52
0		2		0 2	1	1		0 2		3	1		0 4		8
1		0		0 1	1	1		0 2		2	1		0 3		6
2		2		0 4	0	2		0 2		3	1		0 4		10
0		0		0 0	0	1		0 1		2	0		0 2		3
3		4		0 7	2	5		0 7		10	3		0 13		27
9		12		0 21	3	17		0 20		25	13		0 38		79
42.86		57.14		0.00 -	15.00	85.00		0.00 -		65.79	34.21		0.00 -		
11.39		15.19		0.00 26.58	3.80	21.52		0.00 25.32		31.65	16.46		0.00 48.10		

1600 - 1800 (Weekday 2h Session) (12-09-2025)
All Trucks (4-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Pitts Rd					Spalding Dr (West)					Spalding Dr (East)					
Left 2.1		Right 2.2		U-Turn 2.3 App Total	Left 2.4	Thru 2.5		U-Turn 2.6 App Total		Thru 2.7	Right 2.8		U-Turn 2.9 App Total		
1		1		0 2	0	10		0 10		0	0		0 0		12
0		1		0 1	0	1		0 1		0	2		0 2		4
0		2		0 2	0	0		0 0		1	0		0 1		3
1		0		0 1	0	2		0 2		0	1		0 1		4
2		4		0 6	0	13		0 13		1	3		0 4		23
1		0		0 1	0	1		0 1		1	2		0 3		5
2		0		0 2	0	1		0 1		3	0		0 3		6
0		0		0 0	2	0		0 2		0	0		0 0		2
1		1		0 2	1	0		0 1		0	0		0 0		3
4		1		0 5	3	2		0 5		4	2		0 6		16
6		5		0 11	3	15		0 18		5	5		0 10		39
54.55		45.45		0.00 -	16.67	83.33		0.00 -		50.00	50.00		0.00 -		
15.38		12.82		0.00 28.21	7.69	38.46		0.00 46.15		12.82	12.82		0.00 25.64		

Crosswalk Counts || Pedestrians

Sandy Springs, GA



www.marrtraffic.com



Site 2

Pitts Rd
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
33.968422°, -84.344589°
[Click here for Map](#)

Weather
Fair
39°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (12-09-2025)
Pedestrians

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Pitts Rd				Spalding Dr (West)				Spalding Dr (East)				
EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	
0	1		1	0	0		0	0	0		0	1
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	1		1	0	0		0	0	0		0	1
0	2		2	0	0		0	0	0		0	2
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
2	0		2	0	0		0	0	0		0	2
0	3		3	0	0		0	0	0		0	3
2	3		5	0	0		0	0	0		0	5
2	5		7	0	0		0	0	0		0	7
28.57	71.43		-	0.00	0.00		-	0.00	0.00		-	
28.57	71.43		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Pedestrians

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Pitts Rd				Spalding Dr (West)				Spalding Dr (East)				
EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	
0	0		0	0	0		0	2	0		2	2
2	0		2	0	0		0	0	0		0	2
1	1		2	0	0		0	0	0		0	2
0	0		0	0	0		0	0	0		0	0
3	1		4	0	0		0	2	0		2	6
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
1	0		1	0	0		0	0	1		1	2
1	0		1	0	0		0	0	1		1	2
4	1		5	0	0		0	2	1		3	8
80.00	20.00		-	0.00	0.00		-	66.67	33.33		-	
50.00	12.50		62.50	0.00	0.00		0.00	25.00	12.50		37.50	

Sandy Springs, GA

Pitts Rd
Spalding Dr (West)
Spalding Dr (East)

Tuesday, December 9, 2025

33.968422°, -84.344589°

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Fair
39°F

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Bicycles

[illegible]

Bicycles

Southbound				Eastbound				Westbound				
Pitts Rd				Spalding Dr (West)				Spalding Dr (East)				
EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0			

Sandy Springs, GA

Weather

Fair
39°F

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Lat/Long
33.968422°, -84.344589°
[Click here for Map](#)



Motorized Vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total

Grand Total
Approach %
Intersection %

[illegible]

Motorized Vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total

Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Pitts Rd				Spalding Dr (West)				Spalding Dr (East)				
EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	

Start Date: 12/9/2025				Spalding Dr (West)			Spalding Dr (East)			Northbound			Pitts Rd			
		Eastbound			Westbound						Southbound					
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total		
15 Minute Totals																
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM		13	25	0	0	49	11	0	0	0	21	0	39	158		
07:15 AM - 07:30 AM		33	50	0	0	78	15	0	0	0	29	0	67	272		
07:30 AM - 07:45 AM		21	65	0	0	66	31	0	0	0	40	0	72	295		
07:45 AM - 08:00 AM		33	50	0	0	70	23	0	0	0	37	0	80	293		
08:00 AM - 08:15 AM		23	39	0	0	72	20	0	0	0	17	0	86	257		
08:15 AM - 08:30 AM		19	47	0	0	70	24	0	0	0	14	0	96	270		
08:30 AM - 08:45 AM		28	55	0	0	58	18	0	0	0	16	0	89	264		
08:45 AM - 09:00 AM		27	48	0	0	49	35	0	0	0	14	0	94	267		
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 PM - 02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM - 04:15 PM		91	87	0	0	33	44	0	0	0	54	0	44	353		
04:15 PM - 04:30 PM		73	66	0	0	35	32	0	0	0	32	0	58	296		
04:30 PM - 04:45 PM		118	78	0	0	34	44	0	0	0	37	0	69	380		
04:45 PM - 05:00 PM		106	88	0	0	38	36	0	0	0	26	0	56	350		
05:00 PM - 05:15 PM		112	67	0	0	48	41	0	0	0	31	0	71	370		
05:15 PM - 05:30 PM		106	75	0	0	58	24	0	0	0	29	0	71	363		
05:30 PM - 05:45 PM		132	106	0	0	50	22	0	0	0	28	0	56	394		
05:45 PM - 06:00 PM		107	63	0	0	37	27	0	0	0	40	0	61	335		
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0		



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Peak Hour Turning Movement Count

Sandy Springs, GA



www.marrtraffic.com



Tuesday, December 9, 2025		
Fair 39°F		
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

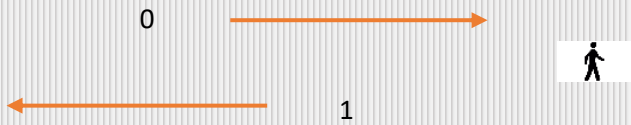
Peak Hour

Volume

Spalding Springs Ct

Southbound

4	4	0	8	5	(1-3)
0	0	0	0	0	(4-7)
0	0	0	0	0	(8-13)
4	4	0	8	5	Total
0					



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	656	42	4	702
PHF				0.89
ADT (Calc)			10	7020

Spalding Dr (West)

(1-3)	(4-7)	(8-13)	Total
349	24	3	376
300	18	1	319
0	0	0	0
2	0	0	2
298	18	1	317

Eastbound

Spalding Dr (East)

	3	0	0	3
	372	3	24	345
	0	0	0	0
	0	0	0	0
	375	3	24	348
	321	1	18	302
Total		(8-13)	(4-7)	(1-3)

Westbound

All vehicles

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	2	-	0	2	0	78	-	-	0	78	-	95	0	-	0	95	175
0730 - 0745	-	-	-	-	-	0	1	-	2	-	0	3	1	99	-	-	0	100	-	93	1	-	0	94	197
0745 - 0800	-	-	-	-	-	0	1	-	0	-	0	1	0	86	-	-	0	86	-	94	1	-	0	95	182
0800 - 0815	-	-	-	-	-	0	2	-	0	-	0	2	1	54	-	-	0	55	-	90	1	-	0	91	148
Total	0	0	0	0	0	0	4	0	4	0	0	8	2	317	0	0	0	319	0	372	3	0	0	375	702
Approach %	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.63	99.37	0.00	0.00	0.00	-	0.00	99.20	0.80	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.67	0.50	0.80	0.00	0.00	0.00	0.80	0.00	0.98	0.75	0.00	0.00	0.99	0.89

Bicycles

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	2	-	0	2	0	70	-	-	0	70	-	87	0	-	0	87	159
0730 - 0745	-	-	-	-	-	0	1	-	2	-	0	3	1	93	-	-	0	94	-	89	1	-	0	90	187
0745 - 0800	-	-	-	-	-	0	1	-	0	-	0	1	0	82	-	-	0	82	-	83	1	-	0	84	167
0800 - 0815	-	-	-	-	-	0	2	-	0	-	0	2	1	53	-	-	0	54	-	86	1	-	0	87	143
Total	0	0	0	0	0	0	4	0	4	0	0	8	2	298	0	0	0	300	0	345	3	0	0	348	656
Approach %	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.67	99.33	0.00	0.00	0.00	-	0.00	99.14	0.86	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.67	0.50	0.80	0.00	0.00	0.00	0.80	0.00	0.97	0.75	0.00	0.00	0.97	0.88

Single Unit Trucks (4-7)

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	8	-	-	0	8	-	8	0	-	0	8	16
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	5	-	-	0	5	-	2	0	-	0	2	7
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	4	-	-	0	4	-	10	0	-	0	10	14
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	4	0	-	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	24	0	0	0	24	42
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.56	0.00	0.60	0.00	0.00	0.00	0.60	0.66

Combination Trucks (8-13)

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	2	0	-	0	2	3
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.38	0.33



[Click here for Map](#)

Peak Hour Turning Movement Count

Sandy Springs, GA



www.marrtraffic.com



Tuesday, December 9, 2025		
Fair 39°F		
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

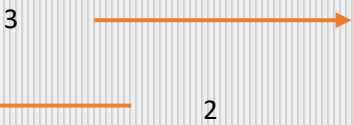
Peak Hour

Volume

Spalding Springs Ct

Southbound

7	1	0	8	13	(1-3)
0	0	0	0	0	(4-7)
0	0	0	0	0	(8-13)
7	1	0	8	13	Total



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	761	14	1	776
PHF				0.92
ADT (Calc)			10	7760

(1-3)	(4-7)	(8-13)	Total
302	6	1	309
458	8	0	466
3	0	0	3
10	0	0	10
445	8	0	453

	3	0	0	3
	299	1	6	292
	0	0	0	0
	302	1	6	295
	454	0	8	446
Total	(8-13)	(4-7)	(1-3)	

Spalding Dr (West)

Eastbound

Spalding Dr (East)

Westbound

All vehicles

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	3	-	0	3	3	115	-	-	1	119	-	66	0	-	0	66	188
1700 - 1715	-	-	-	-	-	0	1	-	3	-	0	4	3	98	-	-	0	101	-	85	2	-	0	87	192
1715 - 1730	-	-	-	-	-	0	0	-	1	-	0	1	3	97	-	-	1	101	-	81	1	-	0	82	184
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	1	143	-	-	1	145	-	67	0	-	0	67	212
Total	0	0	0	0	0	0	1	0	7	0	0	8	10	453	0	0	3	466	0	299	3	0	0	302	776
Approach %	0.00	0.00	0.00	0.00	0.00	-	12.50	0.00	87.50	0.00	0.00	-	2.15	97.21	0.00	0.00	0.64	-	0.00	99.01	0.99	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.58	0.00	0.00	0.50	0.83	0.79	0.00	0.00	0.75	0.80	0.00	0.88	0.38	0.00	0.00	0.87	0.92

Bicycles

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	3	-	0	3	3	112	-	-	1	116	-	65	0	-	0	65	184
1700 - 1715	-	-	-	-	-	0	1	-	3	-	0	4	3	96	-	-	0	99	-	82	2	-	0	84	187
1715 - 1730	-	-	-	-	-	0	0	-	1	-	0	1	3	94	-	-	1	98	-	78	1	-	0	79	178
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	1	143	-	-	1	145	-	67	0	-	0	67	212
Total	0	0	0	0	0	0	1	0	7	0	0	8	10	445	0	0	3	458	0	292	3	0	0	295	761
Approach %	0.00	0.00	0.00	0.00	0.00	-	12.50	0.00	87.50	0.00	0.00	-	2.18	97.16	0.00	0.00	0.66	-	0.00	98.98	1.02	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.58	0.00	0.00	0.50	0.83	0.78	0.00	0.00	0.75	0.79	0.00	0.89	0.38	0.00	0.00	0.88	0.90

Single Unit Trucks (4-7)

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	3	0	-	0	3	5
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	2	0	-	0	2	5
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	6	0	0	0	6	14
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.67	0.00	0.50	0.00	0.00	0.00	0.50	0.70

Combination Trucks (8-13)

Time							Southbound						Eastbound						Westbound						Int Total
							Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)						
						App Total	Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
1645 - 1700	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25

Classified Turn Movement Count || All vehicles

Sandy Springs, GA



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Site 1



Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
33.969504°, -84.342816°
[Click here for Map](#)

Weather
Fair
39°F
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0700 - 0900 (Weekday 2h Session) (12-09-2025)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
Heavy Vehicle %

PHF

Peak Hour Total
Peak Hour HV %

Southbound					Eastbound					Westbound							
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)							
Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	Int Total
1		1		0	2	0	45		0	45		60	0		0	60	107
0		2		0	2	0	78		0	78		95	0		0	95	175
1		2		0	3	1	99		0	100		93	1		0	94	197
1		0		0	1	0	86		0	86		94	1		0	95	182
3		5		0	8	1	308		0	309		342	2		0	344	661
2		0		0	2	1	54		0	55		90	1		0	91	148
2		2		0	4	1	63		0	64		90	1		0	91	159
1		1		0	2	1	75		0	76		74	0		0	74	152
0		0		0	0	0	60		0	60		83	0		0	83	143
5		3		0	8	3	252		0	255		337	2		0	339	602
8		8		0	16	4	560		0	564		679	4		0	683	1263
50.00		50.00		0.00	-	0.71	99.29		0.00	-		99.41	0.59		0.00	-	
0.63		0.63		0.00	1.27	0.32	44.34		0.00	44.66		53.76	0.32		0.00	54.08	
13		0		-	6	0	5		-	5		6	0		-	6	5
0.50		0.50		0.00	0.67	0.50	0.80		0.00	0.80		0.98	0.75		0.00	0.99	0.89
4		4		0	8	2	317		0	319		372	3		0	375	702
0		0		0	0	0	6		0	6		7	0		0	7	7

1600 - 1800 (Weekday 2h Session) (12-09-2025)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total

Grand Total
Approach %
Intersection %
Heavy Vehicle %

PHF

Peak Hour Total
Peak Hour HV %

Southbound					Eastbound					Westbound							
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)							
Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	Int Total
0		1		0	1	1	132		0	133		79	2		0	81	215
6		4		0	10	1	100		0	101		64	1		0	65	176
0		2		0	2	4	107		0	111		77	0		0	77	190
0		3		0	3	3	115		1	119		66	0		0	66	188
6		10		0	16	9	454		1	464		286	3		0	289	769
1		3		0	4	3	98		0	101		85	2		0	87	192
0		1		0	1	3	97		1	101		81	1		0	82	184
0		0		0	0	1	143		1	145		67	0		0	67	212
0		0		0	0	4	93		0	97		66	1		0	67	164
1		4		0	5	11	431		2	444		299	4		0	303	752
7		14		0	21	20	885		3	908		585	7		0	592	1521
33.33		66.67		0.00	-	2.20	97.47		0.33	-		98.82	1.18		0.00	-	
0.46		0.92		0.00	1.38	1.31	58.19		0.20	59.70		38.46	0.46		0.00	38.92	
0		0		-	0	0	2		0	2		2	0		-	2	2
0.25		0.58		0.00	0.50	0.83	0.79		0.75	0.80		0.88	0.38		0.00	0.87	0.92
1		7		0	8	10	453		3	466		299	3		0	302	776
0		0		0	0	0	2		0	2		2	0		0	2	2

Sandy Springs, GA



Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Tuesday, December 9, 2025

33.969504°, -84.342816°

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0700 - 0900 (Weekday 2h Session) (12-09-2025)

Bicycles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total

Grand Total
Approach %
Intersection %

[illegible]

1600 - 1800 (Weekday 2h Session) (12-09-2025)

Bicycles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total

Grand Total
Approach %
Intersection %

[illegible]

Classified Turn Movement Count || Passenger Vehicles (1-3)

Sandy Springs, GA



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Site 1

Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)



Date
Tuesday, December 9, 2025

Lat/Long
33.969504°, -84.342816°
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total		
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)							
Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
1		1		0	2	0	45		0	45		58	0		0	58	105
0		2		0	2	0	70		0	70		87	0		0	87	159
1		2		0	3	1	93		0	94		89	1		0	90	187
1		0		0	1	0	82		0	82		83	1		0	84	167
3		5		0	8	1	290		0	291		317	2		0	319	618
2		0		0	2	1	53		0	54		86	1		0	87	143
1		2		0	3	1	61		0	62		87	1		0	88	153
1		1		0	2	1	71		0	72		70	0		0	70	144
0		0		0	0	0	59		0	59		81	0		0	81	140
4		3		0	7	3	244		0	247		324	2		0	326	580
7		8		0	15	4	534		0	538		641	4		0	645	1198
46.67		53.33		0.00	-	0.74	99.26		0.00	-		99.38	0.62		0.00	-	
0.58		0.67		0.00	1.25	0.33	44.57		0.00	44.91		53.51	0.33		0.00	53.84	

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total		
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)							
Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	
0		1		0	1	1	121		0	122		79	2		0	81	204
6		4		0	10	1	99		0	100		61	1		0	62	172
0		2		0	2	4	107		0	111		76	0		0	76	189
0		3		0	3	3	112		1	116		65	0		0	65	184
6		10		0	16	9	439		1	449		281	3		0	284	749
1		3		0	4	3	96		0	99		82	2		0	84	187
0		1		0	1	3	94		1	98		78	1		0	79	178
0		0		0	0	1	143		1	145		67	0		0	67	212
0		0		0	0	4	92		0	96		66	1		0	67	163
1		4		0	5	11	425		2	438		293	4		0	297	740
7		14		0	21	20	864		3	887		574	7		0	581	1489
33.33		66.67		0.00	-	2.25	97.41		0.34	-		98.80	1.20		0.00	-	
0.47		0.94		0.00	1.41	1.34	58.03		0.20	59.57		38.55	0.47		0.00	39.02	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Sandy Springs, GA



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Site 1



Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
33.969504°, -84.342816°
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)					
Left 1.1		Right 1.2		U-Turn 1.3 App Total	Left 1.4	Thru 1.5		U-Turn 1.6 App Total			Thru 1.7	Right 1.8		U-Turn 1.9 App Total	Int Total
0		0		0 0	0	0		0 0			2	0		0 2	2
0		0		0 0	0	8		0 8			8	0		0 8	16
0		0		0 0	0	5		0 5			2	0		0 2	7
0		0		0 0	0	4		0 4			10	0		0 10	14
0		0		0 0	0	17		0 17			22	0		0 22	39
0		0		0 0	0	1		0 1			4	0		0 4	5
1		0		0 1	0	2		0 2			3	0		0 3	6
0		0		0 0	0	4		0 4			4	0		0 4	8
0		0		0 0	0	1		0 1			2	0		0 2	3
1		0		0 1	0	8		0 8			13	0		0 13	22
1		0		0 1	0	25		0 25			35	0		0 35	61
100.00		0.00		0.00 -	0.00	100.00		0.00 -			100.00	0.00		0.00 -	
1.64		0.00		0.00 1.64	0.00	40.98		0.00 40.98			57.38	0.00		0.00 57.38	

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)					
Left 1.1		Right 1.2		U-Turn 1.3 App Total	Left 1.4	Thru 1.5		U-Turn 1.6 App Total		Thru 1.7	Right 1.8		U-Turn 1.9 App Total		
0		0		0 0	0	10		0 10		0	0		0 0		10
0		0		0 0	0	1		0 1		2	0		0 2		3
0		0		0 0	0	0		0 0		1	0		0 1		1
0		0		0 0	0	3		0 3		1	0		0 1		4
0		0		0 0	0	14		0 14		4	0		0 4		18
0		0		0 0	0	2		0 2		3	0		0 3		5
0		0		0 0	0	3		0 3		2	0		0 2		5
0		0		0 0	0	0		0 0		0	0		0 0		0
0		0		0 0	0	1		0 1		0	0		0 0		1
0		0		0 0	0	6		0 6		5	0		0 5		11
0		0		0 0	0	20		0 20		9	0		0 9		29
0.00		0.00		0.00 -	0.00	100.00		0.00 -		100.00	0.00		0.00 -		
0.00		0.00		0.00 0.00	0.00	68.97		0.00 68.97		31.03	0.00		0.00 31.03		

Sandy Springs, GA

Site 1



Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Date

Tuesday, December 9, 2025

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Weather

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0700 - 0900 (Weekday 2h Session) (12-09-2025)

Combination Trucks (8-13)

Southbound						Eastbound						Westbound					
Spalding Springs Ct						Spalding Dr (West)						Spalding Dr (East)					
Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	Int Total
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	1		0	1		2	0		0	2	3
0		0		0	0	0	0		0	0		1	0		0	1	1
0		0		0	0	0	1		0	1		3	0		0	3	4
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	1		0	1		3	0		0	3	4
0.00		0.00		0.00	-	0.00	100.00		0.00	-		100.00	0.00		0.00	-	
0.00		0.00		0.00	0.00	0.00	25.00		0.00	25.00		75.00	0.00		0.00	75.00	

1600 - 1800 (Weekday 2h Session) (12-09-2025)

Combination Trucks (8-13)

Southbound					Eastbound					Westbound							
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)							
Left 1.1		Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5		U-Turn 1.6	App Total		Thru 1.7	Right 1.8		U-Turn 1.9	App Total	Int Total
0		0		0	0	0	1		0	1		0	0		0	0	1
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	1		0	1		0	0		0	0	1
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		1	0		0	1	1
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		0	0		0	0	0
0		0		0	0	0	0		0	0		1	0		0	1	1
0		0		0	0	0	1		0	1		1	0		0	1	2
0.00		0.00		0.00	-	0.00	100.00		0.00	-		100.00	0.00		0.00	-	
0.00		0.00		0.00	0.00	0.00	50.00		0.00	50.00		50.00	0.00		0.00	50.00	

Classified Turn Movement Count || All Trucks (4-13)

Sandy Springs, GA



www.marrtraffic.com



Site 1

Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)



Date
Tuesday, December 9, 2025

Lat/Long
33.969504°, -84.342816°
[Click here for Map](#)

Weather
Fair
39°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (12-09-2025)
All Trucks (4-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)					
Left 1.1		Right 1.2		U-Turn 1.3 App Total	Left 1.4	Thru 1.5		U-Turn 1.6 App Total		Thru 1.7 Right 1.8		U-Turn 1.9 App Total			
0		0		0 0	0	0		0 0		2 0		0 2		2	
0		0		0 0	0	8		0 8		8 0		0 8		16	
0		0		0 0	0	6		0 6		4 0		0 4		10	
0		0		0 0	0	4		0 4		11 0		0 11		15	
0		0		0 0	0	18		0 18		25 0		0 25		43	
0		0		0 0	0	1		0 1		4 0		0 4		5	
1		0		0 1	0	2		0 2		3 0		0 3		6	
0		0		0 0	0	4		0 4		4 0		0 4		8	
0		0		0 0	0	1		0 1		2 0		0 2		3	
1		0		0 1	0	8		0 8		13 0		0 13		22	
1		0		0 1	0	26		0 26		38 0		0 38		65	
100.00		0.00		0.00 -	0.00	100.00		0.00 -		100.00	0.00	0.00 -			
1.54		0.00		0.00 1.54	0.00	40.00		0.00 40.00		58.46	0.00	0.00 58.46			

1600 - 1800 (Weekday 2h Session) (12-09-2025)
All Trucks (4-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound					Westbound					Int Total
Spalding Springs Ct					Spalding Dr (West)					Spalding Dr (East)					
Left 1.1		Right 1.2		U-Turn 1.3 App Total	Left 1.4	Thru 1.5		U-Turn 1.6 App Total		Thru 1.7 Right 1.8		U-Turn 1.9 App Total			
0		0		0 0	0	11		0 11		0 0		0 0		11	
0		0		0 0	0	1		0 1		2 0		0 2		3	
0		0		0 0	0	0		0 0		1 0		0 1		1	
0		0		0 0	0	3		0 3		1 0		0 1		4	
0		0		0 0	0	15		0 15		4 0		0 4		19	
0		0		0 0	0	2		0 2		3 0		0 3		5	
0		0		0 0	0	3		0 3		3 0		0 3		6	
0		0		0 0	0	0		0 0		0 0		0 0		0	
0		0		0 0	0	1		0 1		0 0		0 0		1	
0		0		0 0	0	6		0 6		6 0		0 6		12	
0		0		0 0	0	21		0 21		10 0		0 10		31	
0.00		0.00		0.00 -	0.00	100.00		0.00 -		100.00	0.00	0.00 -			
0.00		0.00		0.00 0.00	0.00	67.74		0.00 67.74		32.26	0.00	0.00 32.26			

Crosswalk Counts || Pedestrians

Sandy Springs, GA



www.marrtraffic.com



Site 1

Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Date
Tuesday, December 9, 2025

Lat/Long
33.969504°, -84.342816°
[Click here for Map](#)

Weather
Fair
39°F
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0700 - 0900 (Weekday 2h Session) (12-09-2025)
Pedestrians

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Spalding Springs Ct				Spalding Dr (West)				Spalding Dr (East)				
EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	
0	1		1	0	0		0	0	0		0	1
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	1		1	0	0		0	0	0		0	1
0	2		2	0	0		0	0	0		0	2
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
2	0		2	0	0		0	0	0		0	2
0	3		3	0	0		0	0	0		0	3
2	3		5	0	0		0	0	0		0	5
2	5		7	0	0		0	0	0		0	7
28.57	71.43		-	0.00	0.00		-	0.00	0.00		-	
28.57	71.43		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (12-09-2025)
Pedestrians

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Spalding Springs Ct				Spalding Dr (West)				Spalding Dr (East)				
EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	
0	0		0	0	0		0	0	0		0	0
3	1		4	0	0		0	0	0		0	4
0	0		0	0	0		0	0	0		0	0
1	0		1	0	0		0	0	0		0	1
4	1		5	0	0		0	0	0		0	5
1	1		2	0	0		0	0	0		0	2
1	1		2	0	0		0	0	0		0	2
0	0		0	0	0		0	0	0		0	0
1	0		1	0	0		0	0	0		0	1
3	2		5	0	0		0	0	0		0	5
7	3		10	0	0		0	0	0		0	10
70.00	30.00		-	0.00	0.00		-	0.00	0.00		-	
70.00	30.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

Sandy Springs, GA

Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Tuesday, December 9, 2025

Fair
39°F

[Click here for Detailed Weather](#)



33.969504°, -84.342816°

[Click here for Map](#)



Bicycles

Southbound				Eastbound				Westbound				
Spalding Springs Ct				Spalding Dr (West)				Spalding Dr (East)				
EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0</

Bicycles

Southbound				Eastbound				Westbound				
Spalding Springs Ct				Spalding Dr (West)				Spalding Dr (East)				
EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0

Sandy Springs, GA

Site 1

Spalding Springs Ct
Spalding Dr (West)
Spalding Dr (East)

Date

Tuesday, December 9, 2025

Lat/Long

33.969504°, -84.342816°

[Click here for Map](#)

Weather

Fair
39°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (12-09-2025)

Motorized Vehicles

Southbound				Eastbound				Westbound				
Spalding Springs Ct				Spalding Dr (West)				Spalding Dr (East)				
EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0							

1600 - 1800 (Weekday 2h Session) (12-09-2025)

Motorized Vehicles

Southbound				Eastbound				Westbound				
Spalding Springs Ct				Spalding Dr (West)				Spalding Dr (East)				
EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0							

Start Date: 12/9/2025				Spalding Dr (West) Eastbound			Spalding Dr (East) Westbound			Northbound			Spalding Springs Ct Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		Total	
15 Minute Totals																
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM		0	45	0	0	60	0	0	0	0	1	0	1		107	
07:15 AM - 07:30 AM		0	78	0	0	95	0	0	0	0	0	0	2		175	
07:30 AM - 07:45 AM		1	99	0	0	93	1	0	0	0	1	0	2		197	
07:45 AM - 08:00 AM		0	86	0	0	94	1	0	0	0	1	0	0		182	
08:00 AM - 08:15 AM		1	54	0	0	90	1	0	0	0	2	0	0		148	
08:15 AM - 08:30 AM		1	63	0	0	90	1	0	0	0	2	0	2		159	
08:30 AM - 08:45 AM		1	75	0	0	74	0	0	0	0	1	0	1		152	
08:45 AM - 09:00 AM		0	60	0	0	83	0	0	0	0	0	0	0		143	
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0		0	
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
02:00 PM - 02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
04:00 PM - 04:15 PM		1	132	0	0	79	2	0	0	0	0	0	1		215	
04:15 PM - 04:30 PM		1	100	0	0	64	1	0	0	0	6	0	4		176	
04:30 PM - 04:45 PM		4	107	0	0	77	0	0	0	0	0	0	2		190	
04:45 PM - 05:00 PM		3	115	0	0	66	0	0	0	0	0	0	3		187	
05:00 PM - 05:15 PM		3	98	0	0	85	2	0	0	0	1	0	3		192	
05:15 PM - 05:30 PM		3	97	0	0	81	1	0	0	0	0	0	1		183	
05:30 PM - 05:45 PM		1	143	0	0	67	0	0	0	0	0	0	0		211	
05:45 PM - 06:00 PM		4	93	0	0	66	1	0	0	0	0	0	0		164	
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0		0	
11:00 PM - 11:15 PM		0	0	0</												

Bi-Directional Class Count || Location Overview

Sandy Springs, GA

Site 1
Spalding Dr,
west of Pitts Rd

Lat/Long
33.967538°, -84.345956°

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☒	4
Bi-Directional Class Count	60min	☒	4
Graphical Analysis	-	☒	3
Base Data	15min	☒	2
Base Data	60min	☒	2

Daily & Monthly Factors



Tue
12/09

DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Sandy Springs, GA



Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Weather
Fair
39°F

Lat/Long
33.967538°, -84.345956°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (12-09-2025)
NB EB 15min

Time	Eastbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	11	1	0	0	0	0	0	0	0	0	0	0	12	28
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	5	0	0	0	0	0	0	0	0	0	0	0	5	11
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15
0415 - 0430	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	31
0515 - 0530	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	10	2	0	1	0	0	0	0	0	0	0	0	13	
0600 - 0615	0	14	2	0	0	0	0	0	0	0	0	0	0	16	86
0615 - 0630	0	16	4	1	1	0	0	0	0	0	0	0	0	22	
0630 - 0645	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0645 - 0700	0	20	5	2	0	0	1	0	0	0	0	0	0	28	
0700 - 0715	0	35	3	0	0	0	0	0	0	0	0	0	0	38	290
0715 - 0730	0	70	7	5	1	0	0	0	0	0	0	0	0	83	
0730 - 0745	0	77	5	2	1	1	0	0	0	0	0	0	0	86	
0745 - 0800	0	75	5	3	0	0	0	0	0	0	0	0	0	83	
0800 - 0815	0	53	7	1	1	0	0	0	0	0	0	0	0	62	286
0815 - 0830	0	57	7	1	0	1	0	0	0	0	0	0	0	66	
0830 - 0845	0	72	9	2	0	0	0	0	0	0	0	0	0	83	
0845 - 0900	0	64	10	0	0	1	0	0	0	0	0	0	0	75	
0900 - 0915	0	68	11	1	2	0	0	1	0	0	0	0	0	83	267
0915 - 0930	0	55	7	0	1	0	0	0	0	0	0	0	0	63	
0930 - 0945	0	59	5	0	2	0	0	0	0	0	0	0	0	66	
0945 - 1000	0	47	6	0	2	0	0	0	0	0	0	0	0	55	
1000 - 1015	0	31	5	0	0	1	0	0	0	0	0	0	0	37	185
1015 - 1030	0	58	9	0	0	0	0	0	1	0	0	0	0	68	
1030 - 1045	0	37	5	0	1	0	0	0	0	0	0	0	0	43	
1045 - 1100	0	29	7	0	1	0	0	0	0	0	0	0	0	37	
1100 - 1115	0	35	7	0	0	0	0	0	0	0	0	0	0	42	188
1115 - 1130	0	33	5	0	2	0	0	0	1	0	0	0	0	41	
1130 - 1145	0	55	5	0	3	0	0	0	0	0	0	0	0	63	
1145 - 1200	0	31	9	0	1	0	0	0	1	0	0	0	0	42	
1200 - 1215	0	47	7	0	0	0	0	0	0	0	0	0	0	54	241
1215 - 1230	0	45	7	0	4	0	0	0	0	0	0	0	0	56	
1230 - 1245	0	59	7	0	3	0	0	0	0	0	0	0	0	69	
1245 - 1300	0	53	8	0	0	0	0	1	0	0	0	0	0	62	
1300 - 1315	1	48	3	0	1	0	0	0	0	0	0	0	0	53	223
1315 - 1330	1	42	12	0	0	0	0	0	0	0	0	0	0	55	
1330 - 1345	0	55	5	0	0	0	0	0	0	0	0	0	0	60	
1345 - 1400	0	48	7	0	0	0	0	0	0	0	0	0	0	55	
1400 - 1415	0	53	8	1	0	0	0	0	0	0	0	0	0	62	288
1415 - 1430	0	50	9	1	0	0	0	0	0	0	0	0	0	60	
1430 - 1445	0	69	12	0	1	0	0	0	0	0	0	0	0	82	
1445 - 1500	0	72	5	2	3	2	0	0	0	0	0	0	0	84	
1500 - 1515	0	87	9	2	1	0	0	0	0	0	0	0	0	99	447
1515 - 1530	0	97	8	1	1	1	0	0	0	0	0	0	0	108	
1530 - 1545	0	118	9	0	2	0	0	0	0	0	0	0	0	129	
1545 - 1600	0	97	13	0	0	1	0	0	0	0	0	0	0	111	
1600 - 1615	0	150	18	5	3	1	0	1	0	0	0	0	0	178	707
1615 - 1630	0	125	13	0	1	0	0	0	0	0	0	0	0	139	
1630 - 1645	0	173	23	0	0	0	0	0	0	0	0	0	0	196	
1645 - 1700	0	164	28	0	1	1	0	0	0	0	0	0	0	194	
1700 - 1715	0	163	15	0	1	0	0	0	0	0	0	0	0	179	768
1715 - 1730	0	162	18	0	1	0	0	0	0	0	0	0	0	181	
1730 - 1745	0	212	24	0	1	0	0	0	1	0	0	0	0	238	
1745 - 1800	0	154	15	0	1	0	0	0	0	0	0	0	0	170	
1800 - 1815	0	148	19	1	2	0	0	0	0	0	0	0	0	170	740
1815 - 1830	0	144	11	0	1	0	0	0	0	0	0	0	0	156	
1830 - 1845	0	173	13	1	1	1	0	0	0	0	0	0	0	189	
1845 - 1900	1	207	14	0	2	1	0	0	0	0	0	0	0	225	
1900 - 1915	0	97	7	0	1	0	0	0	0	0	0	0	0	105	277
1915 - 1930	0	64	6	0	1	0	0	0	0	0	0	0	0	71	
1930 - 1945	0	44	2	0	1	0	0	0	0	0	0	0	0	47	
1945 - 2000	0	50	4	0	0	0	0	0	0	0	0	0	0	54	
2000 - 2015	0	38	3	0	0	0	0	0	0	0	0	0	0	41	193
2015 - 2030	0	51	2	0	0	0	0	0	0	0	0	0	0	53	
2030 - 2045	0	51	2	0	1	0	0	0	0	0	0	0	0	54	
2045 - 2100	0	44	1	0	0	0	0	0	0	0	0	0	0	45	
2100 - 2115	0	51	2	0	0	0	0	0	0	0	0	0	0	53	169
2115 - 2130	0	37	6	0	1	0	0	0	0	0	0	0	0	44	
2130 - 2145	0	33	3	1	0	0	0	0	0	0	0	0	0	37	
2145 - 2200	0	32	3	0	0	0	0	0	0	0	0	0	0	35	
2200 - 2215	0	24	1	0	0	0	0	0	0	0	0	0	0	25	84
2215 - 2230	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2300 - 2315	0	11	2	0	0	0	0	0	0	0	0	0	0	13	47
2315 - 2330	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	9	2	0	0	0	0	0	0	0	0	0	0	11	

Session Total	3	4929	550	33	56	12	1	3	4	0	0	0	0	5591
Session Average	0.03	51.34	5.73	0.34	0.58	0.13	0.01	0.03	0.04	0.00	0.00	0.00	0.00	58.24
Session Percentage	0.05	88.16	9.84	0.59	1.00	0.21	0.02	0.05	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0815 - 0915	0715 - 0815	0900 - 1000
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Bi-Directional Class Count || SB WB 15min

Sandy Springs, GA



Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Weather
Fair
39°F

Lat/Long
33.967538°, -84.345956°

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0000 - 2400 (Weekday 24h Session) (12-09-2025)
SB WB 15min

	Westbound (Movement 1.2)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13
0015 - 0030	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0115 - 0130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	3	0	0	0	0	0	1	0	0	0	0	0	4	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	19
0415 - 0430	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	38
0515 - 0530	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0545 - 0600	0	14	3	1	0	0	0	0	1	0	0	0	0	19	
0600 - 0615	0	15	2	4	0	1	0	0	0	0	0	0	0	22	172
0615 - 0630	0	25	5	1	1	0	0	0	0	0	0	0	0	32	
0630 - 0645	0	50	6	1	0	0	0	0	0	0	0	0	0	57	
0645 - 0700	0	52	5	4	0	0	0	0	0	0	0	0	0	61	
0700 - 0715	0	78	8	1	1	0	0	0	0	0	0	0	0	88	521
0715 - 0730	0	127	12	5	1	0	0	0	0	0	0	0	0	145	
0730 - 0745	0	120	11	2	2	0	0	2	1	0	0	0	0	138	
0745 - 0800	0	132	10	3	4	0	0	0	1	0	0	0	0	150	
0800 - 0815	0	142	11	2	3	0	0	0	0	0	0	0	0	158	614
0815 - 0830	0	145	19	0	2	0	0	0	0	0	0	0	0	166	
0830 - 0845	0	125	17	0	3	2	0	0	0	0	0	0	0	147	
0845 - 0900	0	127	14	0	2	0	0	0	0	0	0	0	0	143	
0900 - 0915	0	102	23	1	2	0	0	0	0	0	0	0	0	128	444
0915 - 0930	0	87	15	0	1	0	0	1	0	0	0	0	0	104	
0930 - 0945	0	95	17	0	3	1	0	0	0	0	0	0	0	116	
0945 - 1000	0	79	14	0	2	0	0	0	1	0	0	0	0	96	
1000 - 1015	0	49	10	0	1	0	0	0	0	0	0	0	0	60	232
1015 - 1030	0	53	8	0	1	0	0	0	0	0	0	0	0	62	
1030 - 1045	1	49	6	0	4	0	0	1	0	0	0	0	0	61	
1045 - 1100	0	39	8	0	1	1	0	0	0	0	0	0	0	49	
1100 - 1115	0	42	13	1	2	0	0	0	0	0	0	0	0	58	247
1115 - 1130	0	48	10	0	3	0	0	0	0	0	0	0	0	61	
1130 - 1145	0	52	7	0	3	0	0	0	0	0	0	0	0	62	
1145 - 1200	0	49	15	1	0	1	0	0	0	0	0	0	0	66	
1200 - 1215	0	53	9	1	0	0	0	0	0	0	0	0	0	63	257
1215 - 1230	0	54	8	0	3	0	0	0	0	0	0	0	0	65	
1230 - 1245	0	53	8	0	1	0	0	1	0	0	0	0	0	63	
1245 - 1300	0	58	8	0	0	0	0	0	0	0	0	0	0	66	
1300 - 1315	0	31	13	0	3	0	0	0	0	0	0	0	0	47	249
1315 - 1330	0	43	5	0	1	0	0	0	0	0	0	0	0	49	
1330 - 1345	0	59	12	0	2	0	0	0	0	0	0	0	0	73	
1345 - 1400	0	68	9	2	1	0	0	0	0	0	0	0	0	80	
1400 - 1415	0	40	5	6	0	0	0	0	0	0	0	0	0	51	261
1415 - 1430	0	49	9	0	2	0	0	0	0	0	0	0	0	60	
1430 - 1445	0	57	5	3	0	0	0	0	0	0	0	0	0	65	
1445 - 1500	0	68	7	6	3	1	0	0	0	0	0	0	0	85	
1500 - 1515	0	78	7	3	1	0	0	1	0	0	0	0	0	90	337
1515 - 1530	0	64	15	2	2	1	0	1	0	0	0	0	0	85	
1530 - 1545	0	69	8	0	0	1	0	1	0	0	0	0	0	79	
1545 - 1600	0	74	8	1	0	0	0	0	0	0	0	0	0	83	
1600 - 1615	0	71	5	0	1	0	0	0	0	0	0	0	0	77	366
1615 - 1630	0	84	8	0	1	0	0	0	0	0	0	0	0	93	
1630 - 1645	0	90	9	2	1	0	0	0	0	0	0	0	0	102	
1645 - 1700	0	81	13	0	0	0	0	0	0	0	0	0	0	94	
1700 - 1715	0	111	7	1	0	0	0	0	0	0	0	0	0	119	452
1715 - 1730	1	116	9	1	1	0	0	1	0	0	0	0	0	129	
1730 - 1745	0	97	9	0	0	0	0	0	0	0	0	0	0	106	
1745 - 1800	0	90	7	0	0	0	0	1	0	0	0	0	0	98	
1800 - 1815	0	95	7	0	1	0	0	0	0	0	0	0	0	103	360
1815 - 1830	0	72	9	0	0	0	0	0	0	0	0	0	0	81	
1830 - 1845	0	91	13	0	0	0	0	0	0	0	0	0	0	104	
1845 - 1900	0	64	8	0	0	0	0	0	0	0	0	0	0	72	
1900 - 1915	0	59	5	1	0	0	0	0	0	0	0	0	0	65	212
1915 - 1930	0	52	4	0	0	0	0	0	0	0	0	0	0	56	
1930 - 1945	0	49	3	0	1	0	0	0	0	0	0	0	0	53	
1945 - 2000	0	35	2	0	1	0	0	0	0	0	0	0	0	38	
2000 - 2015	0	33	4	0	0	0	0	0	0	0	0	0	0	37	151
2015 - 2030	0	36	7	0	0	0	0	0	0	0	0	0	0	43	
2030 - 2045	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
2045 - 2100	0	37	2	0	0	0	0	0	0	0	0	0	0	39	
2100 - 2115	0	31	1	0	0	0	0	0	0	0	0	0	0	32	126
2115 - 2130	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
2130 - 2145	0	28	3	0	0	0	0	0	0	0	0	0	0	31	
2145 - 2200	0	24	3	0	1	0	0	0	0	0	0	0	0	28	
2200 - 2215	0	19	3	0	0	0	0	0	0	0	0	0	0	22	71
2215 - 2230	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
2230 - 2245	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
2300 - 2315	0	11	1	0	0	0	0	0	0	0	0	0	0	12	32
2315 - 2330	1	8	0	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	

Session Total	3	4482	559	56	69	9	0	11	5	0	0	0	0	5194
Session Average	0.03	46.69	5.82	0.58	0.72	0.09	0.00	0.11	0.05	0.00	0.00	0.00	0.00	54.10
Session Percentage	0.06	86.29	10.76	1.08	1.33	0.17	0.00	0.21	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0945 - 1045	0745 - 0845	0815 - 0915	0645 - 0745
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Bi-Directional Class Count || Bi-Directional 15min

Sandy Springs, GA



Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Lat/Long
33.967538", -84.345956"

Weather
Fair
39°F

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0000 - 2400 (Weekday 24h Session) (12-09-2025)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0015 - 0030	0	9	0	0	0	0	0	0	1	0	0	0	0	10	
0030 - 0045	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0100 - 0115	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0115 - 0130	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	6	0	0	0	0	0	1	0	0	0	0	0	7	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0230 - 0245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0500 - 0515	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0515 - 0530	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0530 - 0545	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0545 - 0600	0	24	5	1	1	0	0	0	1	0	0	0	0	32	
0600 - 0615	0	29	4	4	0	1	0	0	0	0	0	0	0	38	
0615 - 0630	0	41	9	2	2	0	0	0	0	0	0	0	0	54	
0630 - 0645	0	68	8	1	0	0	0	0	0	0	0	0	0	77	
0645 - 0700	0	72	10	6	0	0	1	0	0	0	0	0	0	89	
0700 - 0715	0	113	11	1	1	0	0	0	0	0	0	0	0	126	
0715 - 0730	0	197	19	10	2	0	0	0	0	0	0	0	0	228	
0730 - 0745	0	197	16	4	3	1	0	2	1	0	0	0	0	224	
0745 - 0800	0	207	15	6	4	0	0	0	1	0	0	0	0	233	
0800 - 0815	0	195	18	3	4	0	0	0	0	0	0	0	0	220	
0815 - 0830	0	202	26	1	2	1	0	0	0	0	0	0	0	232	
0830 - 0845	0	197	26	2	3	2	0	0	0	0	0	0	0	230	
0845 - 0900	0	191	24	0	2	1	0	0	0	0	0	0	0	218	
0900 - 0915	0	170	34	2	4	0	0	1	0	0	0	0	0	211	
0915 - 0930	0	142	22	0	2	0	0	1	0	0	0	0	0	167	
0930 - 0945	0	154	22	0	5	1	0	0	0	0	0	0	0	182	
0945 - 1000	0	126	20	0	4	0	0	0	1	0	0	0	0	151	
1000 - 1015	0	80	15	0	1	1	0	0	0	0	0	0	0	97	
1015 - 1030	0	111	17	0	1	0	0	0	1	0	0	0	0	130	
1030 - 1045	1	86	11	0	5	0	0	1	0	0	0	0	0	104	
1045 - 1100	0	68	15	0	2	1	0	0	0	0	0	0	0	86	
1100 - 1115	0	77	20	1	2	0	0	0	0	0	0	0	0	100	
1115 - 1130	0	81	15	0	5	0	0	0	1	0	0	0	0	102	
1130 - 1145	0	107	12	0	6	0	0	0	0	0	0	0	0	125	
1145 - 1200	0	80	24	1	1	1	0	0	1	0	0	0	0	108	
1200 - 1215	0	100	16	1	0	0	0	0	0	0	0	0	0	117	
1215 - 1230	0	99	15	0	7	0	0	0	0	0	0	0	0	121	
1230 - 1245	0	112	15	0	4	0	0	1	0	0	0	0	0	132	
1245 - 1300	0	111	16	0	0	0	0	1	0	0	0	0	0	128	
1300 - 1315	1	79	16	0	4	0	0	0	0	0	0	0	0	100	
1315 - 1330	1	85	17	0	1	0	0	0	0	0	0	0	0	104	
1330 - 1345	0	114	17	0	2	0	0	0	0	0	0	0	0	133	
1345 - 1400	0	116	16	2	1	0	0	0	0	0	0	0	0	135	
1400 - 1415	0	93	13	7	0	0	0	0	0	0	0	0	0	113	
1415 - 1430	0	99	18	1	2	0	0	0	0	0	0	0	0	120	
1430 - 1445	0	126	17	3	1	0	0	0	0	0	0	0	0	147	
1445 - 1500	0	140	12	8	6	3	0	0	0	0	0	0	0	169	
1500 - 1515	0	165	16	5	2	0	0	1	0	0	0	0	0	189	
1515 - 1530	0	161	23	3	3	2	0	1	0	0	0	0	0	193	
1530 - 1545	0	187	17	0	2	1	0	1	0	0	0	0	0	208	
1545 - 1600	0	171	21	1	0	1	0	0	0	0	0	0	0	194	
1600 - 1615	0	221	23	5	4	1	0	1	0	0	0	0	0	255	
1615 - 1630	0	209	21	0	2	0	0	0	0	0	0	0	0	232	
1630 - 1645	0	263	32	2	1	0	0	0	0	0	0	0	0	298	
1645 - 1700	0	245	41	0	1	1	0	0	0	0	0	0	0	288	
1700 - 1715	0	274	22	1	1	0	0	0	0	0	0	0	0	298	
1715 - 1730	1	278	27	1	2	0	0	1	0	0	0	0	0	310	
1730 - 1745	0	309	33	0	1	0	0	0	1	0	0	0	0	344	
1745 - 1800	0	244	22	0	1	0	0	1	0	0	0	0	0	268	
1800 - 1815	0	243	26	1	3	0	0	0	0	0	0	0	0	273	
1815 - 1830	0	216	20	0	1	0	0	0	0	0	0	0	0	237	
1830 - 1845	0	264	26	1	1	1	0	0	0	0	0	0	0	293	
1845 - 1900	1	271	22	0	2	1	0	0	0	0	0	0	0	297	
1900 - 1915	0	156	12	1	1	0	0	0	0	0	0	0	0	170	
1915 - 1930	0	116	10	0	1	0	0	0	0	0	0	0	0	127	
1930 - 1945	0	93	5	0	2	0	0	0	0	0	0	0	0	100	
1945 - 2000	0	85	6	0	1	0	0	0	0	0	0	0	0	92	
2000 - 2015	0	71	7	0	0	0	0	0	0	0	0	0	0	78	
2015 - 2030	0	87	9	0	0	0	0	0	0	0	0	0	0	96	
2030 - 2045	0	82	3	0	1	0	0	0	0	0	0	0	0	86	
2045 - 2100	0	81	3	0	0	0	0	0	0	0	0	0	0	84	
2100 - 2115	0	82	3	0	0	0	0	0	0	0	0	0	0	85	
2115 - 2130	0	68	10	0	1	0	0	0	0	0	0	0	0	79	
2130 - 2145	0	61	6	1	0	0	0	0	0	0	0	0	0	68	
2145 - 2200	0	56	6	0	1	0	0	0	0	0	0	0	0	63	
2200 - 2215	0	43	4	0	0	0	0	0	0	0	0	0	0	47	
2215 - 2230	0	41	1	0	0	0	0	0	0	0	0	0	0	42	
2230 - 2245	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
2245 - 2300	0	33	4	0	0	0	0	0	0	0	0	0	0	37	
2300 - 2315	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
2315 - 2330	1	19	2	0	0	0	0	0	0	0	0	0	0	22	
2330 - 2345	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2345 - 0000	0	14	4	0	0	0	0	0	0	0	0	0	0	1	

Bi-Directional Class Count | | Volume Summary 15min

Sandy Springs, GA



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Site 1

Spalding Dr,
west of Pitts Rd

Date

Tuesday, December 9, 2025

Weather

Fair
39°F



Lat/Long

33.967538°, -84.345956°

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0000 - 2400 (Weekday 24h Session) (12-09-2025)

Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	EB	WB	Total	Total
0000 - 0015	12	3	15	41
0015 - 0030	5	5	10	
0030 - 0045	4	3	7	
0045 - 0100	7	2	9	
0100 - 0115	6	2	8	26
0115 - 0130	4	2	6	
0130 - 0145	3	4	7	
0145 - 0200	3	2	5	
0200 - 0215	5	1	6	18
0215 - 0230	2	5	7	
0230 - 0245	3	1	4	
0245 - 0300	1	0	1	
0300 - 0315	1	0	1	7
0315 - 0330	0	0	0	
0330 - 0345	1	2	3	
0345 - 0400	2	1	3	
0400 - 0415	1	2	3	34
0415 - 0430	6	5	11	
0430 - 0445	2	6	8	
0445 - 0500	6	6	12	
0500 - 0515	3	4	7	69
0515 - 0530	9	8	17	
0530 - 0545	6	7	13	
0545 - 0600	13	19	32	
0600 - 0615	16	22	38	258
0615 - 0630	22	32	54	
0630 - 0645	20	57	77	
0645 - 0700	28	61	89	
0700 - 0715	38	88	126	811
0715 - 0730	83	145	228	
0730 - 0745	86	138	224	
0745 - 0800	83	150	233	
0800 - 0815	62	158	220	900
0815 - 0830	66	166	232	
0830 - 0845	83	147	230	
0845 - 0900	75	143	218	
0900 - 0915	83	128	211	711
0915 - 0930	63	104	167	
0930 - 0945	66	116	182	
0945 - 1000	55	96	151	
1000 - 1015	37	60	97	417
1015 - 1030	68	62	130	
1030 - 1045	43	61	104	
1045 - 1100	37	49	86	
1100 - 1115	42	58	100	435
1115 - 1130	41	61	102	
1130 - 1145	63	62	125	
1145 - 1200	42	66	108	

Session Total	5591	5194	10785
Session Average	58.24	54.10	112.34
Session Percentage	51.84	48.16	

	Volume Summary 15min		15min	60min
Time	EB	WB	Total	Total
1200 - 1215	54	63	117	498
1215 - 1230	56	65	121	
1230 - 1245	69	63	132	
1245 - 1300	62	66	128	
1300 - 1315	53	47	100	472
1315 - 1330	55	49	104	
1330 - 1345	60	73	133	
1345 - 1400	55	80	135	
1400 - 1415	62	51	113	549
1415 - 1430	60	60	120	
1430 - 1445	82	65	147	
1445 - 1500	84	85	169	
1500 - 1515	99	90	189	784
1515 - 1530	108	85	193	
1530 - 1545	129	79	208	
1545 - 1600	111	83	194	
1600 - 1615	178	77	255	1073
1615 - 1630	139	93	232	
1630 - 1645	196	102	298	
1645 - 1700	194	94	288	
1700 - 1715	179	119	298	1220
1715 - 1730	181	129	310	
1730 - 1745	238	106	344	
1745 - 1800	170	98	268	
1800 - 1815	170	103	273	1100
1815 - 1830	156	81	237	
1830 - 1845	189	104	293	
1845 - 1900	225	72	297	
1900 - 1915	105	65	170	489
1915 - 1930	71	56	127	
1930 - 1945	47	53	100	
1945 - 2000	54	38	92	
2000 - 2015	41	37	78	344
2015 - 2030	53	43	96	
2030 - 2045	54	32	86	
2045 - 2100	45	39	84	
2100 - 2115	53	32	85	295
2115 - 2130	44	35	79	
2130 - 2145	37	31	68	
2145 - 2200	35	28	63	
2200 - 2215	25	22	47	155
2215 - 2230	23	19	42	
2230 - 2245	17	12	29	
2245 - 2300	19	18	37	
2300 - 2315	13	12	25	79
2315 - 2330	13	9	22	
2330 - 2345	10	4	14	
2345 - 0000	11	7	18	

Bi-Directional Class Count || NB EB 60min

Sandy Springs, GA



Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Lat/Long
33.967538°, -84.345956°

Weather
Fair
39°F

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0000 - 2400 (Weekday 24h Session) (12-09-2025)
NB EB 60min

Eastbound (Movement 1.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	26	2	0	0	0	0	0	0	0	0	0	0	28
0100 - 0200	0	13	3	0	0	0	0	0	0	0	0	0	0	16
0200 - 0300	0	11	0	0	0	0	0	0	0	0	0	0	0	11
0300 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0400 - 0500	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0500 - 0600	0	27	3	0	1	0	0	0	0	0	0	0	0	31
0600 - 0700	0	68	13	3	1	0	1	0	0	0	0	0	0	86
0700 - 0800	0	257	20	10	2	1	0	0	0	0	0	0	0	290
0800 - 0900	0	246	33	4	1	2	0	0	0	0	0	0	0	286
0900 - 1000	0	229	29	1	7	0	0	1	0	0	0	0	0	267
1000 - 1100	0	155	26	0	2	1	0	0	1	0	0	0	0	185
1100 - 1200	0	154	26	0	6	0	0	0	2	0	0	0	0	188
1200 - 1300	0	204	29	0	7	0	0	1	0	0	0	0	0	241
1300 - 1400	2	193	27	0	1	0	0	0	0	0	0	0	0	223
1400 - 1500	0	244	34	4	4	2	0	0	0	0	0	0	0	288
1500 - 1600	0	399	39	3	4	2	0	0	0	0	0	0	0	447
1600 - 1700	0	612	82	5	5	2	0	1	0	0	0	0	0	707
1700 - 1800	0	691	72	0	4	0	0	0	1	0	0	0	0	768
1800 - 1900	1	672	57	2	6	2	0	0	0	0	0	0	0	740
1900 - 2000	0	255	19	0	3	0	0	0	0	0	0	0	0	277
2000 - 2100	0	184	8	0	1	0	0	0	0	0	0	0	0	193
2100 - 2200	0	153	14	1	1	0	0	0	0	0	0	0	0	169
2200 - 2300	0	78	6	0	0	0	0	0	0	0	0	0	0	84
2300 - 2400	0	40	7	0	0	0	0	0	0	0	0	0	0	47

Session Total	3	4929	550	33	56	12	1	3	4	0	0	0	0	5591
Session Average	0.13	205.38	22.92	1.38	2.33	0.50	0.04	0.13	0.17	0.00	0.00	0.00	0.00	232.96
Session Percentage	0.05	88.16	9.84	0.59	1.00	0.21	0.02	0.05	0.07	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	0600 - 0700	0900 - 1000	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	257	33	10	7	2	1	1	0	0	0	0	0	290
AM Peak %age	0.00	88.62	11.38	3.45	2.41	0.69	0.34	0.34	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	-	1200 - 1300	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	2	244	34	4	7	2	0	1	2	0	0	0	0	288
Noon Peak %age	0.69	84.72	11.81	1.39	2.43	0.69	0.00	0.35	0.69	0.00	0.00	0.00	0.00	

PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1600 - 1700	1800 - 1900	1500 - 1600	-	1600 - 1700	1700 - 1800	-	-	-	-	1700 - 1800
PM Peak Volume	1	691	82	5	6	2	0	1	1	0	0	0	0	768
PM Peak %age	0.13	89.97	10.68	0.65	0.78	0.26	0.00	0.13	0.13	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Sandy Springs, GA



Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Lat/Long
33.967538°, -84.345956°

Weather
Fair
39°F

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0000 - 2400 (Weekday 24h Session) (12-09-2025)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	12	0	0	0	0	0	0	1	0	0	0	0	13
0100 - 0200	0	8	1	0	0	0	0	1	0	0	0	0	0	10
0200 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0300 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0400 - 0500	0	18	1	0	0	0	0	0	0	0	0	0	0	19
0500 - 0600	0	32	4	1	0	0	0	0	1	0	0	0	0	38
0600 - 0700	0	142	18	10	1	1	0	0	0	0	0	0	0	172
0700 - 0800	0	457	41	11	8	0	0	2	2	0	0	0	0	521
0800 - 0900	0	539	61	2	10	2	0	0	0	0	0	0	0	614
0900 - 1000	0	363	69	1	8	1	0	1	1	0	0	0	0	444
1000 - 1100	1	190	32	0	7	1	0	1	0	0	0	0	0	232
1100 - 1200	0	191	45	2	8	1	0	0	0	0	0	0	0	247
1200 - 1300	0	218	33	1	4	0	0	1	0	0	0	0	0	257
1300 - 1400	0	201	39	2	7	0	0	0	0	0	0	0	0	249
1400 - 1500	0	214	26	15	5	1	0	0	0	0	0	0	0	261
1500 - 1600	0	285	38	6	3	2	0	3	0	0	0	0	0	337
1600 - 1700	0	326	35	2	3	0	0	0	0	0	0	0	0	366
1700 - 1800	1	414	32	2	1	0	0	2	0	0	0	0	0	452
1800 - 1900	0	322	37	0	1	0	0	0	0	0	0	0	0	360
1900 - 2000	0	195	14	1	2	0	0	0	0	0	0	0	0	212
2000 - 2100	0	137	14	0	0	0	0	0	0	0	0	0	0	151
2100 - 2200	0	114	11	0	1	0	0	0	0	0	0	0	0	126
2200 - 2300	0	67	4	0	0	0	0	0	0	0	0	0	0	71
2300 - 2400	1	28	3	0	0	0	0	0	0	0	0	0	0	32

Session Total	3	4482	559	56	69	9	0	11	5	0	0	0	0	5194
Session Average	0.13	186.75	23.29	2.33	2.88	0.38	0.00	0.46	0.21	0.00	0.00	0.00	0.00	216.42
Session Percentage	0.06	86.29	10.76	1.08	1.33	0.17	0.00	0.21	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0700 - 0800	0800 - 0900	0800 - 0900	-	0700 - 0800	0700 - 0800	-	-	-	-	0800 - 0900
AM Peak Volume	0	539	69	11	10	2	0	2	2	0	0	0	0	614
AM Peak %age	0.00	87.79	11.24	1.79	1.63	0.33	0.00	0.33	0.33	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1200 - 1300	1100 - 1200	1400 - 1500	1100 - 1200	1000 - 1100	-	1000 - 1100	-	-	-	-	-	1400 - 1500
Noon Peak Volume	1	218	45	15	8	1	0	1	0	0	0	0	0	261
Noon Peak %age	0.38	83.52	17.24	5.75	3.07	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	414	38	6	3	2	0	3	0	0	0	0	0	452
PM Peak %age	0.22	91.59	8.41	1.33	0.66	0.44	0.00	0.66	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Sandy Springs, GA



Marr Traffic
DATA COLLECTION

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Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Lat/Long
33.967538°, -84.345956°

Weather
Fair
39°F

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0000 - 2400 (Weekday 24h Session) (12-09-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	38	2	0	0	0	0	0	1	0	0	0	0	41
0100 - 0200	0	21	4	0	0	0	0	1	0	0	0	0	0	26
0200 - 0300	0	17	1	0	0	0	0	0	0	0	0	0	0	18
0300 - 0400	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0400 - 0500	0	32	2	0	0	0	0	0	0	0	0	0	0	34
0500 - 0600	0	59	7	1	1	0	0	0	1	0	0	0	0	69
0600 - 0700	0	210	31	13	2	1	1	0	0	0	0	0	0	258
0700 - 0800	0	714	61	21	10	1	0	2	2	0	0	0	0	811
0800 - 0900	0	785	94	6	11	4	0	0	0	0	0	0	0	900
0900 - 1000	0	592	98	2	15	1	0	2	1	0	0	0	0	711
1000 - 1100	1	345	58	0	9	2	0	1	1	0	0	0	0	417
1100 - 1200	0	345	71	2	14	1	0	0	2	0	0	0	0	435
1200 - 1300	0	422	62	1	11	0	0	2	0	0	0	0	0	498
1300 - 1400	2	394	66	2	8	0	0	0	0	0	0	0	0	472
1400 - 1500	0	458	60	19	9	3	0	0	0	0	0	0	0	549
1500 - 1600	0	684	77	9	7	4	0	3	0	0	0	0	0	784
1600 - 1700	0	938	117	7	8	2	0	1	0	0	0	0	0	1073
1700 - 1800	1	1105	104	2	5	0	0	2	1	0	0	0	0	1220
1800 - 1900	1	994	94	2	7	2	0	0	0	0	0	0	0	1100
1900 - 2000	0	450	33	1	5	0	0	0	0	0	0	0	0	489
2000 - 2100	0	321	22	0	1	0	0	0	0	0	0	0	0	344
2100 - 2200	0	267	25	1	2	0	0	0	0	0	0	0	0	295
2200 - 2300	0	145	10	0	0	0	0	0	0	0	0	0	0	155
2300 - 2400	1	68	10	0	0	0	0	0	0	0	0	0	0	79

Session Total	6	9411	1109	89	125	21	1	14	9	0	0	0	0	10785
Session Average	0.25	392.13	46.21	3.71	5.21	0.88	0.04	0.58	0.38	0.00	0.00	0.00	0.00	449.38
Session Percentage	0.06	87.26	10.28	0.83	1.16	0.19	0.01	0.13	0.08	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0800 - 0900	0900 - 1000	0700 - 0800	0900 - 1000	0800 - 0900	0600 - 0700	0700 - 0800	0700 - 0800	-	-	-	-	0800 - 0900
AM Peak Volume	0	785	98	21	15	4	1	2	2	0	0	0	0	900
AM Peak %age	0.00	87.22	10.89	2.33	1.67	0.44	0.11	0.22	0.22	0.00	0.00	0.00	0.00	

Noon Peak Hour	1300 - 1400	1400 - 1500	1100 - 1200	1400 - 1500	1100 - 1200	1400 - 1500	-	1200 - 1300	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	2	458	71	19	14	3	0	2	2	0	0	0	0	549
Noon Peak %age	0.36	83.42	12.93	3.46	2.55	0.55	0.00	0.36	0.36	0.00	0.00	0.00	0.00	

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1500 - 1600	1700 - 1800	-	-	-	-	1700 - 1800
PM Peak Volume	1	1105	117	9	8	4	0	3	1	0	0	0	0	1220
PM Peak %age	0.08	90.57	9.59	0.74	0.66	0.33	0.00	0.25	0.08	0.00	0.00	0.00	0.00	

Bi-Directional Class Count | | Volume Summary 60min

Sandy Springs, GA



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Site 1
Spalding Dr,
west of Pitts Rd

Date
Tuesday, December 9, 2025

Lat/Long
33.967538°, -84.345956°

Weather
Fair
39°F



[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (12-09-2025)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	28	13	41
0100 - 0200	16	10	26
0200 - 0300	11	7	18
0300 - 0400	4	3	7
0400 - 0500	15	19	34
0500 - 0600	31	38	69
0600 - 0700	86	172	258
0700 - 0800	290	521	811
0800 - 0900	286	614	900
0900 - 1000	267	444	711
1000 - 1100	185	232	417
1100 - 1200	188	247	435

Session Total	5591	5194	10785
Session Average	232.96	216.42	449.38
Session Percentage	51.84	48.16	

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	241	257	498
1300 - 1400	223	249	472
1400 - 1500	288	261	549
1500 - 1600	447	337	784
1600 - 1700	707	366	1073
1700 - 1800	768	452	1220
1800 - 1900	740	360	1100
1900 - 2000	277	212	489
2000 - 2100	193	151	344
2100 - 2200	169	126	295
2200 - 2300	84	71	155
2300 - 2400	47	32	79

Bi-Directional Class Count | | Graphical Analysis NB EB

Sandy Springs, GA



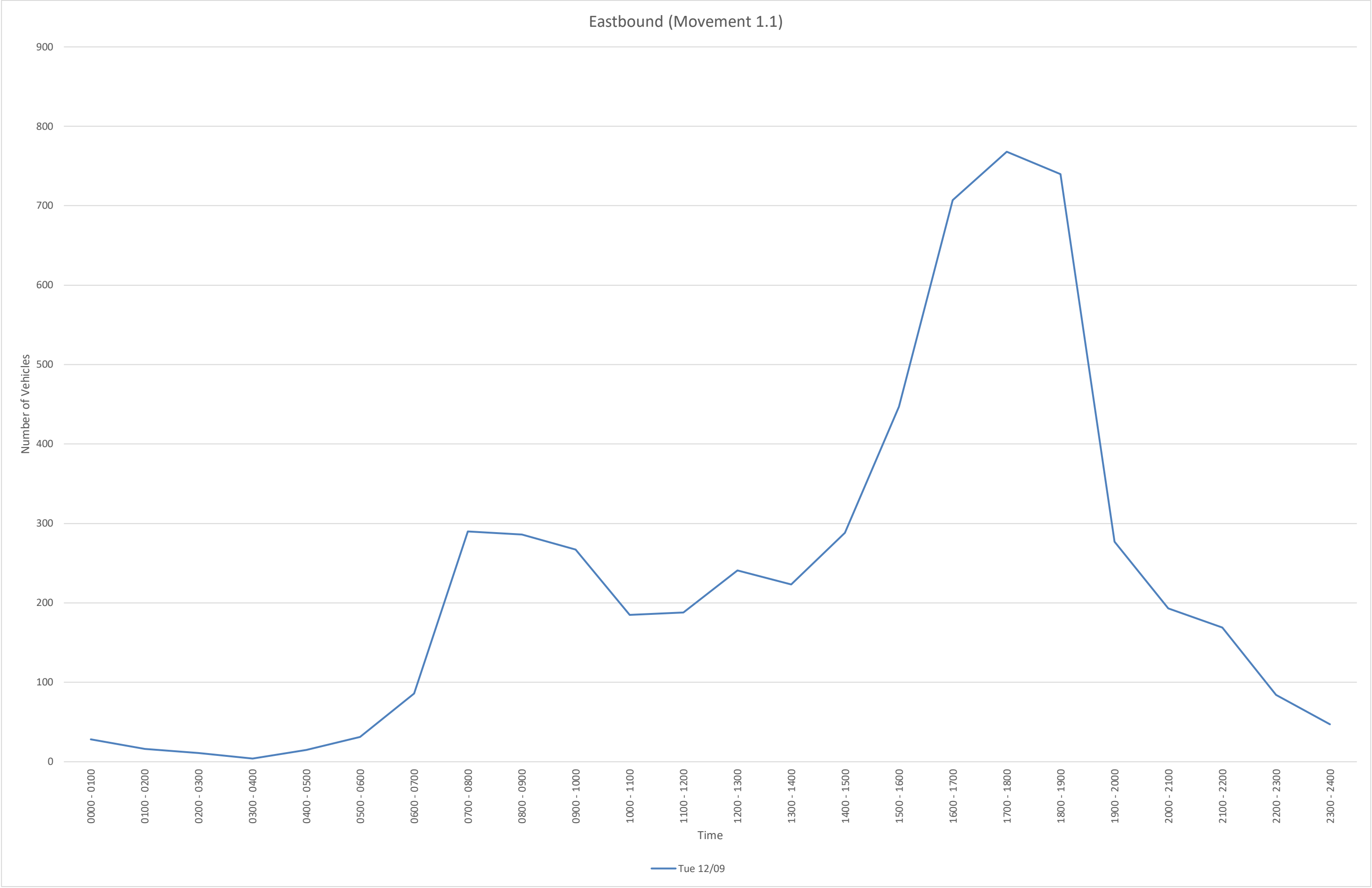
Site 1

Spalding Dr,
west of Pitts Rd

Lat/Long
33.967538°, -84.345956°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 12/09						
0000 - 0100	28						
0100 - 0200	16						
0200 - 0300	11						
0300 - 0400	4						
0400 - 0500	15						
0500 - 0600	31						
0600 - 0700	86						
0700 - 0800	290						
0800 - 0900	286						
0900 - 1000	267						
1000 - 1100	185						
1100 - 1200	188						
1200 - 1300	241						
1300 - 1400	223						
1400 - 1500	288						
1500 - 1600	447						
1600 - 1700	707						
1700 - 1800	768						
1800 - 1900	740						
1900 - 2000	277						
2000 - 2100	193						
2100 - 2200	169						
2200 - 2300	84						
2300 - 2400	47						

Daily Total	5591						
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Bi-Directional Class Count | | Graphical Analysis SB WB

Sandy Springs, GA



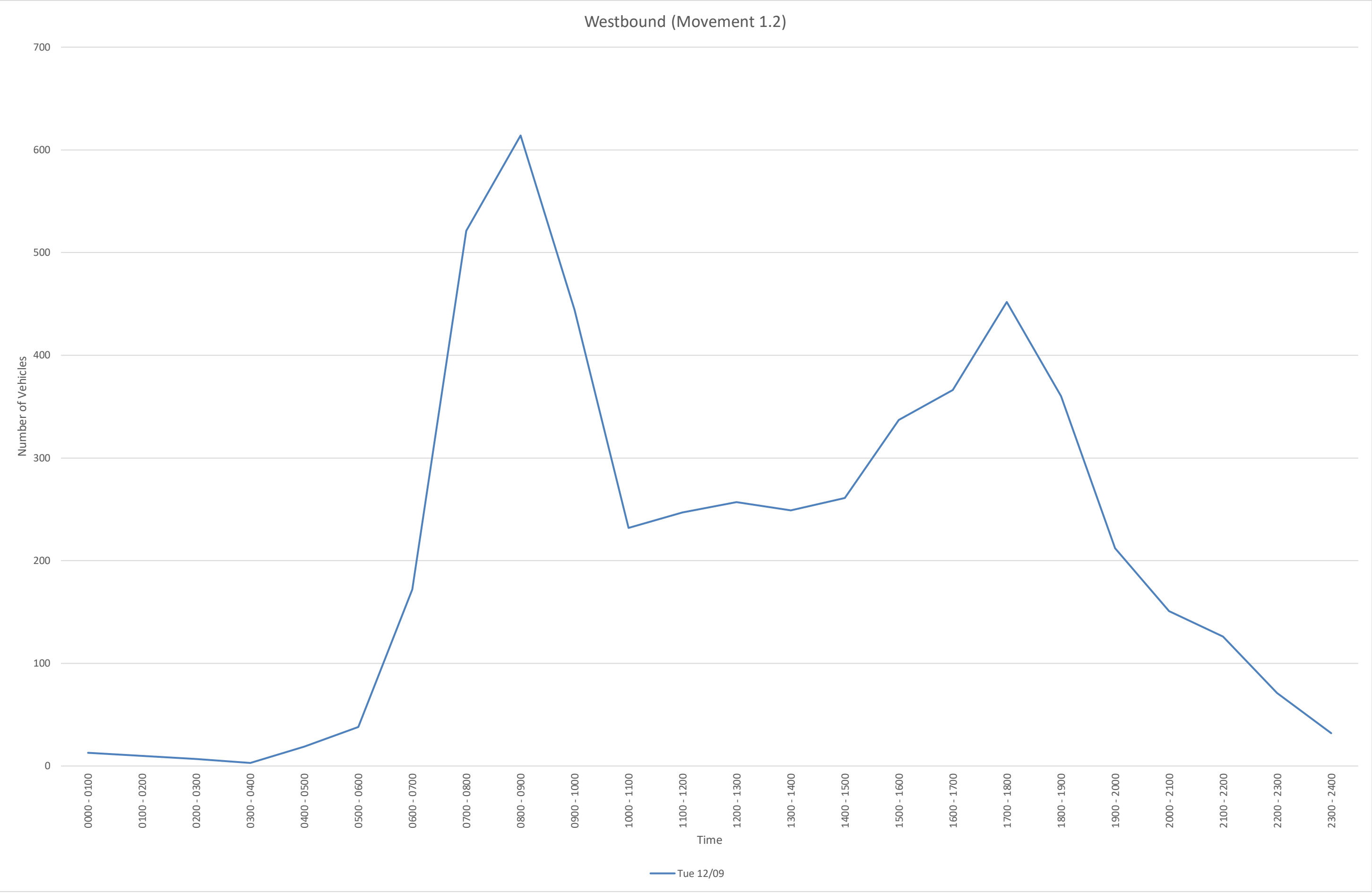
Site 1

Spalding Dr,
west of Pitts Rd

Lat/Long
33.967538°, -84.345956°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 12/09						
0000 - 0100	13						
0100 - 0200	10						
0200 - 0300	7						
0300 - 0400	3						
0400 - 0500	19						
0500 - 0600	38						
0600 - 0700	172						
0700 - 0800	521						
0800 - 0900	614						
0900 - 1000	444						
1000 - 1100	232						
1100 - 1200	247						
1200 - 1300	257						
1300 - 1400	249						
1400 - 1500	261						
1500 - 1600	337						
1600 - 1700	366						
1700 - 1800	452						
1800 - 1900	360						
1900 - 2000	212						
2000 - 2100	151						
2100 - 2200	126						
2200 - 2300	71						
2300 - 2400	32						

Daily Total	5194						
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Bi-Directional Class Count | | Graphical Analysis BiDir

Sandy Springs, GA



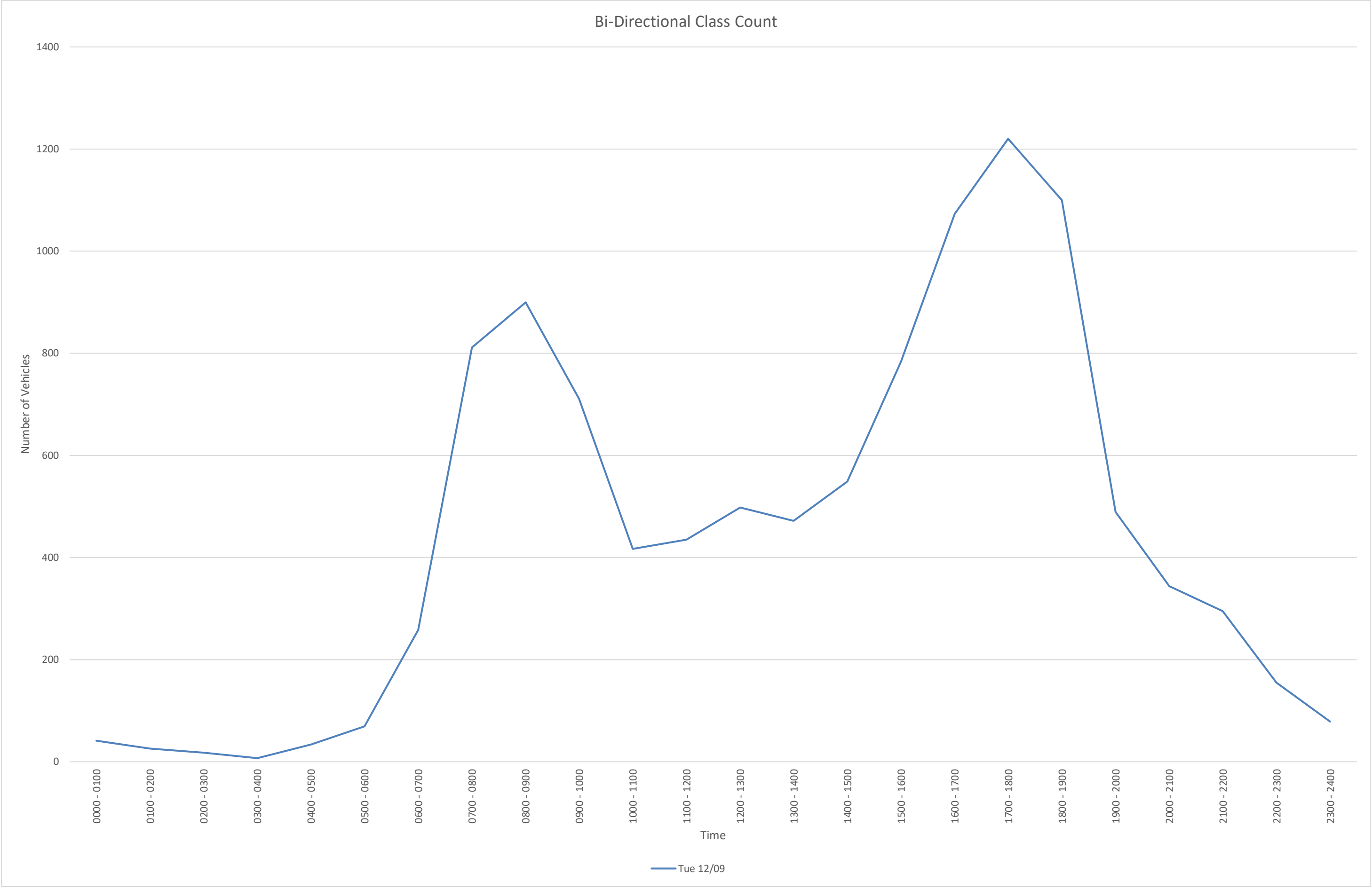
Site 1

Spalding Dr,
west of Pitts Rd

Lat/Long
33.967538°, -84.345956°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 12/09						
0000 - 0100	41						
0100 - 0200	26						
0200 - 0300	18						
0300 - 0400	7						
0400 - 0500	34						
0500 - 0600	69						
0600 - 0700	258						
0700 - 0800	811						
0800 - 0900	900						
0900 - 1000	711						
1000 - 1100	417						
1100 - 1200	435						
1200 - 1300	498						
1300 - 1400	472						
1400 - 1500	549						
1500 - 1600	784						
1600 - 1700	1073						
1700 - 1800	1220						
1800 - 1900	1100						
1900 - 2000	489						
2000 - 2100	344						
2100 - 2200	295						
2200 - 2300	155						
2300 - 2400	79						

Daily Total	10785						
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EB
File Name:
Start Date: 12/9/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Spalding Dr, west of Pitts Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
12/9/2025	12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:45 AM	0	10	2	0	1	0	0	0	0	0	0	0	0
12/9/2025	6:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	6:15 AM	0	16	4	1	1	0	0	0	0	0	0	0	0
12/9/2025	6:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	6:45 AM	0	20	5	2	0	0	1	0	0	0	0	0	0
12/9/2025	7:00 AM	0	35	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	7:15 AM	0	70	7	5	1	0	0	0	0	0	0	0	0
12/9/2025	7:30 AM	0	77	5	2	1	1	0	0	0	0	0	0	0
12/9/2025	7:45 AM	0	75	5	3	0	0	0	0	0	0	0	0	0
12/9/2025	8:00 AM	0	53	7	1	1	0	0	0	0	0	0	0	0
12/9/2025	8:15 AM	0	57	7	1	0	1	0	0	0	0	0	0	0
12/9/2025	8:30 AM	0	72	9	2	0	0	0	0	0	0	0	0	0
12/9/2025	8:45 AM	0	64	10	0	0	1	0	0	0	0	0	0	0
12/9/2025	9:00 AM	0	68	11	1	2	0	0	1	0	0	0	0	0
12/9/2025	9:15 AM	0	55	7	0	1	0	0	0	0	0	0	0	0
12/9/2025	9:30 AM	0	59	5	0	2	0	0	0	0	0	0	0	0
12/9/2025	9:45 AM	0	47	6	0	2	0	0	0	0	0	0	0	0
12/9/2025	10:00 AM	0	31	5	0	0	1	0	0	0	0	0	0	0
12/9/2025	10:15 AM	0	58	9	0	0	0	0	0	1	0	0	0	0
12/9/2025	10:30 AM	0	37	5	0	1	0	0	0	0	0	0	0	0
12/9/2025	10:45 AM	0	29	7	0	1	0	0	0	0	0	0	0	0
12/9/2025	11:00 AM	0	35	7	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:15 AM	0	33	5	0	2	0	0	0	1	0	0	0	0
12/9/2025	11:30 AM	0	55	5	0	3	0	0	0	0	0	0	0	0
12/9/2025	11:45 AM	0	31	9	0	1	0	0	0	1	0	0	0	0
12/9/2025	12:00 PM	0	47	7	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:15 PM	0	45	7	0	4	0	0	0	0	0	0	0	0
12/9/2025	12:30 PM	0	59	7	0	3	0	0	0	0	0	0	0	0
12/9/2025	12:45 PM	0	53	8	0	0	0	0	1	0	0	0	0	0
12/9/2025	1:00 PM	1	48	3	0	1	0	0	0	0	0	0	0	0
12/9/2025	1:15 PM	1	42	12	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:30 PM	0	55	5	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:45 PM	0	48	7	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:00 PM	0	53	8	1	0	0	0	0	0	0	0	0	0
12/9/2025	2:15 PM	0	50	9	1	0	0	0	0	0	0	0	0	0
12/9/2025	2:30 PM	0	69	12	0	1	0	0	0	0	0	0	0	0
12/9/2025	2:45 PM	0	72	5	2	3	2	0	0	0	0	0	0	0
12/9/2025	3:00 PM	0	87	9	2	1	0	0	0	0	0	0	0	0
12/9/2025	3:15 PM	0	97	8	1	1	1	0	0	0	0	0	0	0
12/9/2025	3:30 PM	0	118	9	0	2	0	0	0	0	0	0	0	0
12/9/2025	3:45 PM	0	97	13	0	0	1	0	0	0	0	0	0	0
12/9/2025	4:00 PM	0	150	18	5	3	1	0	1	0	0	0	0	0
12/9/2025	4:15 PM	0	125	13	0	1	0	0	0	0	0	0	0	0
12/9/2025	4:30 PM	0	173	23	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:45 PM	0	164	28	0	1	1	0	0	0	0	0	0	0
12/9/2025	5:00 PM	0	163	15	0	1	0	0	0	0	0	0	0	0
12/9/2025	5:15 PM	0	162	18	0	1	0	0	0	0	0	0	0	0
12/9/2025	5:30 PM	0	212	24	0	1	0	0	0	1	0	0	0	0
12/9/2025	5:45 PM	0	154	15	0	1	0	0	0	0	0	0	0	0
12/9/2025	6:00 PM	0	148	19	1	2	0	0	0	0	0	0	0	0
12/9/2025	6:15 PM	0	144	11	0	1	0	0	0	0	0	0	0	0
12/9/2025	6:30 PM	0	173	13	1	1	1	0	0	0	0	0	0	0
12/9/2025	6:45 PM	1	207	14	0	2	1	0	0	0	0	0	0	0
12/9/2025	7:00 PM	0	97	7	0	1	0	0	0	0	0	0	0	0
12/9/2025	7:15 PM	0	64	6	0	1	0	0	0	0	0	0	0	0
12/9/2025	7:30 PM	0	44	2	0	1	0	0	0	0	0	0	0	0
12/9/2025	7:45 PM	0	50	4	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:00 PM	0	38	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:15 PM	0	51	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:30 PM	0	51	2	0	1	0	0	0	0	0	0	0	0
12/9/2025	8:45 PM	0	44	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:00 PM	0	51	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:15 PM	0	37	6	0	1	0	0	0	0	0	0	0	0
12/9/2025	9:30 PM	0	33	3	1	0	0	0	0	0	0	0	0	0
12/9/2025	9:45 PM	0	32	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:15 PM	0	22	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:45 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 12/9/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Spalding Dr, west of Pitts Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
12/9/2025	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0
12/9/2025	12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	0
12/9/2025	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:45 AM	0	14	3	1	0	0	0	0	1	0	0	0	0
12/9/2025	6:00 AM	0	15	2	4	0	1	0	0	0	0	0	0	0
12/9/2025	6:15 AM	0	25	5	1	1	0	0	0	0	0	0	0	0
12/9/2025	6:30 AM	0	50	6	1	0	0	0	0	0	0	0	0	0
12/9/2025	6:45 AM	0	52	5	4	0	0	0	0	0	0	0	0	0
12/9/2025	7:00 AM	0	78	8	1	1	0	0	0	0	0	0	0	0
12/9/2025	7:15 AM	0	127	12	5	1	0	0	0	0	0	0	0	0
12/9/2025	7:30 AM	0	120	11	2	2	0	0	2	1	0	0	0	0
12/9/2025	7:45 AM	0	132	10	3	4	0	0	0	1	0	0	0	0
12/9/2025	8:00 AM	0	142	11	2	3	0	0	0	0	0	0	0	0
12/9/2025	8:15 AM	0	145	19	0	2	0	0	0	0	0	0	0	0
12/9/2025	8:30 AM	0	125	17	0	3	2	0	0	0	0	0	0	0
12/9/2025	8:45 AM	0	127	14	0	2	0	0	0	0	0	0	0	0
12/9/2025	9:00 AM	0	102	23	1	2	0	0	0	0	0	0	0	0
12/9/2025	9:15 AM	0	87	15	0	1	0	0	1	0	0	0	0	0
12/9/2025	9:30 AM	0	95	17	0	3	1	0	0	0	0	0	0	0
12/9/2025	9:45 AM	0	79	14	0	2	0	0	0	1	0	0	0	0
12/9/2025	10:00 AM	0	49	10	0	1	0	0	0	0	0	0	0	0
12/9/2025	10:15 AM	0	53	8	0	1	0	0	0	0	0	0	0	0
12/9/2025	10:30 AM	1	49	6	0	4	0	0	1	0	0	0	0	0
12/9/2025	10:45 AM	0	39	8	0	1	1	0	0	0	0	0	0	0
12/9/2025	11:00 AM	0	42	13	1	2	0	0	0	0	0	0	0	0
12/9/2025	11:15 AM	0	48	10	0	3	0	0	0	0	0	0	0	0
12/9/2025	11:30 AM	0	52	7	0	3	0	0	0	0	0	0	0	0
12/9/2025	11:45 AM	0	49	15	1	0	1	0	0	0	0	0	0	0
12/9/2025	12:00 PM	0	53	9	1	0	0	0	0	0	0	0	0	0
12/9/2025	12:15 PM	0	54	8	0	3	0	0	0	0	0	0	0	0
12/9/2025	12:30 PM	0	53	8	0	1	0	0	1	0	0	0	0	0
12/9/2025	12:45 PM	0	58	8	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:00 PM	0	31	13	0	3	0	0	0	0	0	0	0	0
12/9/2025	1:15 PM	0	43	5	0	1	0	0	0	0	0	0	0	0
12/9/2025	1:30 PM	0	59	12	0	2	0	0	0	0	0	0	0	0
12/9/2025	1:45 PM	0	68	9	2	1	0	0	0	0	0	0	0	0
12/9/2025	2:00 PM	0	40	5	6	0	0	0	0	0	0	0	0	0
12/9/2025	2:15 PM	0	49	9	0	2	0	0	0	0	0	0	0	0
12/9/2025	2:30 PM	0	57	5	3	0	0	0	0	0	0	0	0	0
12/9/2025	2:45 PM	0	68	7	6	3	1	0	0	0	0	0	0	0
12/9/2025	3:00 PM	0	78	7	3	1	0	0	1	0	0	0	0	0
12/9/2025	3:15 PM	0	64	15	2	2	1	0	1	0	0	0	0	0
12/9/2025	3:30 PM	0	69	8	0	0	1	0	1	0	0	0	0	0
12/9/2025	3:45 PM	0	74	8	1	0	0	0	0	0	0	0	0	0
12/9/2025	4:00 PM	0	71	5	0	1	0	0	0	0	0	0	0	0
12/9/2025	4:15 PM	0	84	8	0	1	0	0	0	0	0	0	0	0
12/9/2025	4:30 PM	0	90	9	2	1	0	0	0	0	0	0	0	0
12/9/2025	4:45 PM	0	81	13	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:00 PM	0	111	7	1	0	0	0	0	0	0	0	0	0
12/9/2025	5:15 PM	1	116	9	1	1	0	0	1	0	0	0	0	0
12/9/2025	5:30 PM	0	97	9	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:45 PM	0	90	7	0	0	0	0	1	0	0	0	0	0
12/9/2025	6:00 PM	0	95	7	0	1	0	0	0	0	0	0	0	0
12/9/2025	6:15 PM	0	72	9	0	0	0	0	0	0	0	0	0	0
12/9/2025	6:30 PM	0	91	13	0	0	0	0	0	0	0	0	0	0
12/9/2025	6:45 PM	0	64	8	0	0	0	0	0	0	0	0	0	0
12/9/2025	7:00 PM	0	59	5	1	0	0	0	0	0	0	0	0	0
12/9/2025	7:15 PM	0	52	4	0	0	0	0	0	0	0	0	0	0
12/9/2025	7:30 PM	0	49	3	0	1	0	0	0	0	0	0	0	0
12/9/2025	7:45 PM	0	35	2	0	1	0	0	0	0	0	0	0	0
12/9/2025	8:00 PM	0	33	4	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:15 PM	0	36	7	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:30 PM	0	31	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:45 PM	0	37	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:00 PM	0	31	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:15 PM	0	31	4	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:30 PM	0	28	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:45 PM	0	24	3	0	1	0	0	0	0	0	0	0	0
12/9/2025	10:00 PM	0	19	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:15 PM	1	8	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 12/9/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Spalding Dr, west of Pitts Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
12/9/2025	12:00 AM	0	26	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:15 AM	0	20	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:30 AM	0	18	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:45 AM	0	17	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:15 AM	0	16	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:45 AM	0	23	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:00 AM	0	27	3	0	1	0	0	0	0	0	0	0	0
12/9/2025	5:15 AM	0	38	5	0	1	0	0	0	0	0	0	0	0
12/9/2025	5:30 AM	0	45	9	1	2	0	0	0	0	0	0	0	0
12/9/2025	5:45 AM	0	58	10	1	2	0	0	0	0	0	0	0	0
12/9/2025	6:00 AM	0	68	13	3	1	0	1	0	0	0	0	0	0
12/9/2025	6:15 AM	0	89	14	3	1	0	1	0	0	0	0	0	0
12/9/2025	6:30 AM	0	143	17	7	1	0	1	0	0	0	0	0	0
12/9/2025	6:45 AM	0	202	20	9	2	1	1	0	0	0	0	0	0
12/9/2025	7:00 AM	0	257	20	10	2	1	0	0	0	0	0	0	0
12/9/2025	7:15 AM	0	275	24	11	3	1	0	0	0	0	0	0	0
12/9/2025	7:30 AM	0	262	24	7	2	2	0	0	0	0	0	0	0
12/9/2025	7:45 AM	0	257	28	7	1	1	0	0	0	0	0	0	0
12/9/2025	8:00 AM	0	246	33	4	1	2	0	0	0	0	0	0	0
12/9/2025	8:15 AM	0	261	37	4	2	2	0	1	0	0	0	0	0
12/9/2025	8:30 AM	0	259	37	3	3	1	0	1	0	0	0	0	0
12/9/2025	8:45 AM	0	246	33	1	5	1	0	1	0	0	0	0	0
12/9/2025	9:00 AM	0	229	29	1	7	0	0	1	0	0	0	0	0
12/9/2025	9:15 AM	0	192	23	0	5	1	0	0	0	0	0	0	0
12/9/2025	9:30 AM	0	195	25	0	4	1	0	0	1	0	0	0	0
12/9/2025	9:45 AM	0	173	25	0	3	1	0	0	1	0	0	0	0
12/9/2025	10:00 AM	0	155	26	0	2	1	0	0	1	0	0	0	0
12/9/2025	10:15 AM	0	159	28	0	2	0	0	0	1	0	0	0	0
12/9/2025	10:30 AM	0	134	24	0	4	0	0	0	1	0	0	0	0
12/9/2025	10:45 AM	0	152	24	0	6	0	0	0	1	0	0	0	0
12/9/2025	11:00 AM	0	154	26	0	6	0	0	0	2	0	0	0	0
12/9/2025	11:15 AM	0	166	26	0	6	0	0	0	2	0	0	0	0
12/9/2025	11:30 AM	0	178	28	0	8	0	0	0	1	0	0	0	0
12/9/2025	11:45 AM	0	182	30	0	8	0	0	0	1	0	0	0	0
12/9/2025	12:00 PM	0	204	29	0	7	0	0	1	0	0	0	0	0
12/9/2025	12:15 PM	1	205	25	0	8	0	0	1	0	0	0	0	0
12/9/2025	12:30 PM	2	202	30	0	4	0	0	1	0	0	0	0	0
12/9/2025	12:45 PM	2	198	28	0	1	0	0	1	0	0	0	0	0
12/9/2025	1:00 PM	2	193	27	0	1	0	0	0	0	0	0	0	0
12/9/2025	1:15 PM	1	198	32	1	0	0	0	0	0	0	0	0	0
12/9/2025	1:30 PM	0	206	29	2	0	0	0	0	0	0	0	0	0
12/9/2025	1:45 PM	0	220	36	2	1	0	0	0	0	0	0	0	0
12/9/2025	2:00 PM	0	244	34	4	4	2	0	0	0	0	0	0	0
12/9/2025	2:15 PM	0	278	35	5	5	2	0	0	0	0	0	0	0
12/9/2025	2:30 PM	0	325	34	5	6	3	0	0	0	0	0	0	0
12/9/2025	2:45 PM	0	374	31	5	7	3	0	0	0	0	0	0	0
12/9/2025	3:00 PM	0	399	39	3	4	2	0	0	0	0	0	0	0
12/9/2025	3:15 PM	0	462	48	6	6	3	0	1	0	0	0	0	0
12/9/2025	3:30 PM	0	490	53	5	6	2	0	1	0	0	0	0	0
12/9/2025	3:45 PM	0	545	67	5	4	2	0	1	0	0	0	0	0
12/9/2025	4:00 PM	0	612	82	5	5	2	0	1	0	0	0	0	0
12/9/2025	4:15 PM	0	625	79	0	3	1	0	0	0	0	0	0	0
12/9/2025	4:30 PM	0	662	84	0	3	1	0	0	0	0	0	0	0
12/9/2025	4:45 PM	0	701	85	0	4	1	0	0	1	0	0	0	0
12/9/2025	5:00 PM	0	691	72	0	4	0	0	0	1	0	0	0	0
12/9/2025	5:15 PM	0	676	76	1	5	0	0	0	1	0	0	0	0
12/9/2025	5:30 PM	0	658	69	1	5	0	0	0	1	0	0	0	0
12/9/2025	5:45 PM	0	619	58	2	5	1	0	0	0	0	0	0	0
12/9/2025	6:00 PM	1	672	57	2	6	2	0	0	0	0	0	0	0
12/9/2025	6:15 PM	1	621	45	1	5	2	0	0	0	0	0	0	0
12/9/2025	6:30 PM	1	541	40	1	5	2	0	0	0	0	0	0	0
12/9/2025	6:45 PM	1	412	29	0	5	1	0	0	0	0	0	0	0
12/9/2025	7:00 PM	0	255	19	0	3	0	0	0	0	0	0	0	0
12/9/2025	7:15 PM	0	196	15	0	2	0	0	0	0	0	0	0	0
12/9/2025	7:30 PM	0	183	11	0	1	0	0	0	0	0	0	0	0
12/9/2025	7:45 PM	0	190	11	0	1	0	0	0	0	0	0	0	0
12/9/2025	8:00 PM	0	184	8	0	1	0	0	0	0	0	0	0	0
12/9/2025	8:15 PM	0	197	7	0	1	0	0	0	0	0	0	0	0
12/9/2025	8:30 PM	0	183	11	0	2	0	0	0	0	0	0	0	0
12/9/2025	8:45 PM	0	165	12	1	1	0	0	0	0	0	0	0	0
12/9/2025	9:00 PM	0	153	14	1	1	0	0	0	0	0	0	0	0
12/9/2025	9:15 PM	0	126	13	1	1	0	0	0	0	0	0	0	0
12/9/2025	9:30 PM	0	111	8	1	0	0	0	0	0	0	0	0	0
12/9/2025	9:45 PM	0	94	6	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:00 PM	0	78	6	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:15 PM	0	65	7	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:30 PM	0	54	8	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:45 PM	0	47	8	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:00 PM	0	40	7	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:15 PM	0	29	5	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:30 PM	0	18	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 12/9/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Spalding Dr, west of Pitts Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
12/9/2025	12:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0
12/9/2025	12:15 AM	0	11	0	0	0	0	0	0	1	0	0	0	0
12/9/2025	12:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	12:45 AM	0	8	1	0	0	0	0	1	0	0	0	0	0
12/9/2025	1:00 AM	0	8	1	0	0	0	0	1	0	0	0	0	0
12/9/2025	1:15 AM	0	7	1	0	0	0	0	1	0	0	0	0	0
12/9/2025	1:30 AM	0	10	1	0	0	0	0	1	0	0	0	0	0
12/9/2025	1:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	3:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:15 AM	0	20	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:30 AM	0	23	1	0	0	0	0	0	0	0	0	0	0
12/9/2025	4:45 AM	0	23	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	5:00 AM	0	32	4	1	0	0	0	0	1	0	0	0	0
12/9/2025	5:15 AM	0	43	6	5	0	1	0	0	1	0	0	0	0
12/9/2025	5:30 AM	0	60	11	6	1	1	0	0	1	0	0	0	0
12/9/2025	5:45 AM	0	104	16	7	1	1	0	0	1	0	0	0	0
12/9/2025	6:00 AM	0	142	18	10	1	1	0	0	0	0	0	0	0
12/9/2025	6:15 AM	0	205	24	7	2	0	0	0	0	0	0	0	0
12/9/2025	6:30 AM	0	307	31	11	2	0	0	0	0	0	0	0	0
12/9/2025	6:45 AM	0	377	36	12	4	0	0	2	1	0	0	0	0
12/9/2025	7:00 AM	0	457	41	11	8	0	0	2	2	0	0	0	0
12/9/2025	7:15 AM	0	521	44	12	10	0	0	2	2	0	0	0	0
12/9/2025	7:30 AM	0	539	51	7	11	0	0	2	2	0	0	0	0
12/9/2025	7:45 AM	0	544	57	5	12	2	0	0	1	0	0	0	0
12/9/2025	8:00 AM	0	539	61	2	10	2	0	0	0	0	0	0	0
12/9/2025	8:15 AM	0	499	73	1	9	2	0	0	0	0	0	0	0
12/9/2025	8:30 AM	0	441	69	1	8	2	0	1	0	0	0	0	0
12/9/2025	8:45 AM	0	411	69	1	8	1	0	1	0	0	0	0	0
12/9/2025	9:00 AM	0	363	69	1	8	1	0	1	1	0	0	0	0
12/9/2025	9:15 AM	0	310	56	0	7	1	0	1	1	0	0	0	0
12/9/2025	9:30 AM	0	276	49	0	7	1	0	0	1	0	0	0	0
12/9/2025	9:45 AM	1	230	38	0	8	0	0	1	1	0	0	0	0
12/9/2025	10:00 AM	1	190	32	0	7	1	0	1	0	0	0	0	0
12/9/2025	10:15 AM	1	183	35	1	8	1	0	1	0	0	0	0	0
12/9/2025	10:30 AM	1	178	37	1	10	1	0	1	0	0	0	0	0
12/9/2025	10:45 AM	0	181	38	1	9	1	0	0	0	0	0	0	0
12/9/2025	11:00 AM	0	191	45	2	8	1	0	0	0	0	0	0	0
12/9/2025	11:15 AM	0	202	41	2	6	1	0	0	0	0	0	0	0
12/9/2025	11:30 AM	0	208	39	2	6	1	0	0	0	0	0	0	0
12/9/2025	11:45 AM	0	209	40	2	4	1	0	1	0	0	0	0	0
12/9/2025	12:00 PM	0	218	33	1	4	0	0	1	0	0	0	0	0
12/9/2025	12:15 PM	0	196	37	0	7	0	0	1	0	0	0	0	0
12/9/2025	12:30 PM	0	185	34	0	5	0	0	1	0	0	0	0	0
12/9/2025	12:45 PM	0	191	38	0	6	0	0	0	0	0	0	0	0
12/9/2025	1:00 PM	0	201	39	2	7	0	0	0	0	0	0	0	0
12/9/2025	1:15 PM	0	210	31	8	4	0	0	0	0	0	0	0	0
12/9/2025	1:30 PM	0	216	35	8	5	0	0	0	0	0	0	0	0
12/9/2025	1:45 PM	0	214	28	11	3	0	0	0	0	0	0	0	0
12/9/2025	2:00 PM	0	214	26	15	5	1	0	0	0	0	0	0	0
12/9/2025	2:15 PM	0	252	28	12	6	1	0	1	0	0	0	0	0
12/9/2025	2:30 PM	0	267	34	14	6	2	0	2	0	0	0	0	0
12/9/2025	2:45 PM	0	279	37	11	6	3	0	3	0	0	0	0	0
12/9/2025	3:00 PM	0	285	38	6	3	2	0	3	0	0	0	0	0
12/9/2025	3:15 PM	0	278	36	3	3	2	0	2	0	0	0	0	0
12/9/2025	3:30 PM	0	298	29	1	2	1	0	1	0	0	0	0	0
12/9/2025	3:45 PM	0	319	30	3	3	0	0	0	0	0	0	0	0
12/9/2025	4:00 PM	0	326	35	2	3	0	0	0	0	0	0	0	0
12/9/2025	4:15 PM	0	366	37	3	2	0	0	0	0	0	0	0	0
12/9/2025	4:30 PM	1	398	38	4	2	0	0	1	0	0	0	0	0
12/9/2025	4:45 PM	1	405	38	2	1	0	0	1	0	0	0	0	0
12/9/2025	5:00 PM	1	414	32	2	1	0	0	2	0	0	0	0	0
12/9/2025	5:15 PM	1	398	32	1	2	0	0	2	0	0	0	0	0
12/9/2025	5:30 PM	0	354	32	0	1	0	0	1	0	0	0	0	0
12/9/2025	5:45 PM	0	348	36	0	1	0	0	1	0	0	0	0	0
12/9/2025	6:00 PM	0	322	37	0	1	0	0	0	0	0	0	0	0
12/9/2025	6:15 PM	0	286	35	1	0	0	0	0	0	0	0	0	0
12/9/2025	6:30 PM	0	266	30	1	0	0	0	0	0	0	0	0	0
12/9/2025	6:45 PM	0	224	20	1	1	0	0	0	0	0	0	0	0
12/9/2025	7:00 PM	0	195	14	1	2	0	0	0	0	0	0	0	0
12/9/2025	7:15 PM	0	169	13	0	2	0	0	0	0	0	0	0	0
12/9/2025	7:30 PM	0	153	16	0	2	0	0	0	0	0	0	0	0
12/9/2025	7:45 PM	0	135	14	0	1	0	0	0	0	0	0	0	0
12/9/2025	8:00 PM	0	137	14	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:15 PM	0	135	11	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:30 PM	0	130	8	0	0	0	0	0	0	0	0	0	0
12/9/2025	8:45 PM	0	127	10	0	0	0	0	0	0	0	0	0	0
12/9/2025	9:00 PM	0	114	11	0	1	0	0	0	0	0	0	0	0
12/9/2025	9:15 PM	0	102	13	0	1	0	0	0	0	0	0	0	0
12/9/2025	9:30 PM	0	90	9	0	1	0	0	0	0	0	0	0	0
12/9/2025	9:45 PM	0	74	6	0	1	0	0	0	0	0	0	0	0
12/9/2025	10:00 PM	0	67	4	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:15 PM	0	59	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:30 PM	1	48	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	10:45 PM	1	40	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:00 PM	1	28	3	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:15 PM	1	17	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
12/9/2025	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0

APPENDIX C

Trip Generation Worksheet

Trip Generation Analysis (12th Ed. with <i>2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC</i>) Spalding Drive Tract TIA City of Sandy Springs, Fulton County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>								
210 Single-Family Detached Housing	24 d.u.	218	17	5	12	22	14	8
Gross Trips		218	17	5	12	22	14	8
Residential Trips		218	17	5	12	22	14	8
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Residential Trips		218	17	5	12	22	14	8
<i>Mixed-Use Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>		0	0	0	0	0	0	0
New Trips		218	17	5	12	22	14	8
Driveway Volumes		218	17	5	12	22	14	8

APPENDIX D

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Spalding Drive @ Alt. 1 Proposed Driveway / Pitts Road AM PEAK HOUR

Description	Alt. 1 Proposed Driveway <u>Northbound</u>			Pitts Road <u>Southbound</u>			Spalding Drive <u>Eastbound</u>			Spalding Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				123		305	110	204			286	89
Pedestrians				1			0			0		
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles				6		10	2	13			16	11
Heavy Vehicle %	0%	0%	0%	5%	0%	3%	2%	6%	0%	0%	6%	12%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2025 Volumes	0	0	0	123	0	305	110	204	0	0	286	89
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	128	0	317	114	212	0	0	298	93
Project Trips												
Trip Distribution IN				30%					40%	30%		
Trip Distribution OUT	40%	30%	30%									
Residential Trips	5	4	4	0	2	0	0	0	2	2	0	0
Total Project Trips	5	4	4	0	2	0	0	0	2	2	0	0
Trip Balancing			-1							-1		
2029 Buildout Total	5	4	3	128	2	317	114	212	2	1	298	93

PM PEAK HOUR

Description	Alt. 1 Proposed Driveway <u>Northbound</u>			Pitts Road <u>Southbound</u>			Spalding Drive <u>Eastbound</u>			Spalding Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				114		254	456	336			194	123
Pedestrians				0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				4		0	2	4			4	3
Heavy Vehicle %	0%	0%	0%	4%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2025 Volumes	0	0	0	114	0	254	456	336	0	0	194	123
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	119	0	264	475	350	0	0	202	128
Project Trips												
Trip Distribution IN				30%					40%	30%		
Trip Distribution OUT	40%	30%	30%									
Residential Trips	3	2	2	0	4	0	0	0	6	4	0	0
Total Project Trips	3	2	2	0	4	0	0	0	6	4	0	0
Trip Balancing	1											
2029 Buildout Total	4	2	2	119	4	264	475	350	6	4	202	128

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2/18/2026 18:49

INTERSECTION VOLUME DEVELOPMENT**Intersection #2: Spalding Drive @ Spalding Springs Court
AM PEAK HOUR**

Description	Northbound			Spalding Springs Court Southbound			Spalding Drive Eastbound			Spalding Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				4		4	2	317			372	3
Pedestrians				1			0			0		
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles				0		0	0	19			27	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	6%	0%	0%	7%	2%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2025 Volumes	0	0	0	4	0	4	2	317	0	0	372	3
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	4	0	4	2	330	0	0	387	3
Project Trips												
Trip Distribution IN											30%	
Trip Distribution OUT								30%				
Residential Trips	0	0	0	0	0	0	0	4	0	0	2	0
Total Project Trips	0	0	0	0	0	0	0	4	0	0	2	0
Trip Balancing												
2029 Buildout Total	0	0	0	4	0	4	2	334	0	0	389	3

PM PEAK HOUR

Description	Northbound			Spalding Springs Court Southbound			Spalding Drive Eastbound			Spalding Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				1		7	13	453			299	3
Pedestrians				5			0			0		
Conflicting Pedestrians	0		0	0		0	5		0	0		5
Heavy Vehicles				0		0	0	8			7	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2025 Volumes	0	0	0	1	0	7	13	453	0	0	299	3
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	1	0	7	14	471	0	0	311	3
Project Trips												
Trip Distribution IN											30%	
Trip Distribution OUT								30%				
Residential Trips	0	0	0	0	0	0	0	2	0	0	4	0
Total Project Trips	0	0	0	0	0	0	0	2	0	0	4	0
Trip Balancing												
2029 Buildout Total	0	0	0	1	0	7	14	473	0	0	315	3

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INTERSECTION VOLUME DEVELOPMENT**Intersection #1: Spalding Drive @ Pitts Road
AM PEAK HOUR**

Description	Northbound			Pitts Road Southbound			Spalding Drive Eastbound			Spalding Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				123		305	110	204			286	89
Pedestrians				1			0			0		
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles				6		10	2	13			16	11
Heavy Vehicle %	0%	0%	0%	5%	0%	3%	2%	6%	0%	0%	6%	12%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2025 Volumes	0	0	0	123	0	305	110	204	0	0	286	89
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	128	0	317	114	212	0	0	298	93
Project Trips												
Trip Distribution IN				30%				40%				
Trip Distribution OUT										40%	30%	
Residential Trips	0	0	0	2	0	0	0	2	0	0	5	4
Total Project Trips	0	0	0	2	0	0	0	2	0	0	5	4
Trip Balancing											-1	
2029 Buildout Total	0	0	0	130	0	317	114	214	0	0	302	97

PM PEAK HOUR

Description	Northbound			Pitts Road Southbound			Spalding Drive Eastbound			Spalding Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				114		254	456	336			194	123
Pedestrians				0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles				4		0	2	4			4	3
Heavy Vehicle %	0%	0%	0%	4%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2025 Volumes	0	0	0	114	0	254	456	336	0	0	194	123
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	119	0	264	475	350	0	0	202	128
Project Trips												
Trip Distribution IN				30%				40%				
Trip Distribution OUT										40%	30%	
Residential Trips	0	0	0	4	0	0	0	6	0	0	3	2
Total Project Trips	0	0	0	4	0	0	0	6	0	0	3	2
Trip Balancing												1
2029 Buildout Total	0	0	0	123	0	264	475	356	0	0	205	131

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INTERSECTION VOLUME DEVELOPMENT**Intersection #2: Spalding Drive @ Alt. 2 Proposed Driveway / Spalding Springs Court
AM PEAK HOUR**

Description	Alt. 2 Proposed Driveway <u>Northbound</u>			Spalding Springs Court <u>Southbound</u>			Spalding Drive <u>Eastbound</u>			Spalding Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				4		4	2	317			372	3
Pedestrians				1			0			0		
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles				0		0	0	19			27	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	6%	0%	0%	7%	2%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2025 Volumes	0	0	0	4	0	4	2	317	0	0	372	3
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	4	0	4	2	330	0	0	387	3
Project Trips												
Trip Distribution IN									70%	30%		
Trip Distribution OUT	70%		30%									
Residential Trips	8	0	4	0	0	0	0	0	4	2	0	0
Total Project Trips	8	0	4	0	0	0	0	0	4	2	0	0
Trip Balancing										-1		
2029 Buildout Total	8	0	4	4	0	4	2	330	4	1	387	3

PM PEAK HOUR

Description	Alt. 2 Proposed Driveway <u>Northbound</u>			Spalding Springs Court <u>Southbound</u>			Spalding Drive <u>Eastbound</u>			Spalding Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes				1		7	13	453			299	3
Pedestrians				5			0			0		
Conflicting Pedestrians	0		0	0		0	5		0	0		5
Heavy Vehicles				0		0	0	8			7	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2025 Volumes	0	0	0	1	0	7	13	453	0	0	299	3
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	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
New Road Adjustment												
Other Proposed Developments												
2029 Background Traffic	0	0	0	1	0	7	14	471	0	0	311	3
Project Trips												
Trip Distribution IN									70%	30%		
Trip Distribution OUT	70%		30%									
Residential Trips	6	0	2	0	0	0	0	0	10	4	0	0
Total Project Trips	6	0	2	0	0	0	0	0	10	4	0	0
Trip Balancing												
2029 Buildout Total	6	0	2	1	0	7	14	471	10	4	311	3

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APPENDIX E

Synchro Analysis Reports

HCM 7th Signalized Intersection Summary

1: Spalding Drive & Pitts Road

02/11/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	204	286	89	123	305
Future Volume (veh/h)	110	204	286	89	123	305
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1811	1811	1722	1826	1856
Adj Flow Rate, veh/h	116	215	301	85	129	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	6	12	5	3
Cap, veh/h	522	1097	549	155	265	366
Arrive On Green	0.08	0.61	0.40	0.40	0.15	0.15
Sat Flow, veh/h	1781	1811	1358	383	1739	1572
Grp Volume(v), veh/h	116	215	0	386	129	78
Grp Sat Flow(s),veh/h/ln	1781	1811	0	1741	1739	1572
Q Serve(g_s), s	1.6	2.6	0.0	8.4	3.4	2.0
Cycle Q Clear(g_c), s	1.6	2.6	0.0	8.4	3.4	2.0
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	522	1097	0	704	265	366
V/C Ratio(X)	0.22	0.20	0.00	0.55	0.49	0.21
Avail Cap(c_a), veh/h	1242	2705	0	1547	1194	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	4.4	0.0	11.3	19.2	15.3
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.7	1.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.0	2.7	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.4	4.5	0.0	12.0	20.6	15.6
LnGrp LOS	A	A		B	C	B
Approach Vol, veh/h		331	386		207	
Approach Delay, s/veh		5.5	12.0		18.7	
Approach LOS		A	B		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	26.0		13.5		36.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	44.0		34.0		74.0
Max Q Clear Time (g_c+I1), s	3.6	10.4		5.4		5.6
Green Ext Time (p_c), s	0.3	2.5		0.6		1.3
Intersection Summary						
HCM 7th Control Delay, s/veh			11.2			
HCM 7th LOS			B			

HCM 7th TWSC

2: Spalding Drive & Spalding Springs Court

02/11/2026

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	317	372	3	4	4
Future Vol, veh/h	2	317	372	3	4	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	85	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	6	7	2	2	2
Mvmt Flow	2	356	418	3	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	422	0	0 780 419
Stage 1	-	-	- 419 -
Stage 2	-	-	- 361 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1137	-	- 364 634
Stage 1	-	-	- 664 -
Stage 2	-	-	- 705 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1136	-	- 363 634
Mov Cap-2 Maneuver	-	-	- 363 -
Stage 1	-	-	- 661 -
Stage 2	-	-	- 705 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	12.96
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	461
HCM Lane V/C Ratio	0.002	-	-	-	0.019
HCM Ctrl Dly (s/v)	8.2	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th Signalized Intersection Summary

1: Spalding Drive & Pitts Road

02/11/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	456	336	194	123	114	254
Future Volume (veh/h)	456	336	194	123	114	254
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1870
Adj Flow Rate, veh/h	485	357	206	110	121	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	4	2
Cap, veh/h	714	1233	396	212	234	545
Arrive On Green	0.21	0.66	0.35	0.35	0.13	0.13
Sat Flow, veh/h	1781	1870	1147	613	1753	1585
Grp Volume(v), veh/h	485	357	0	316	121	90
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1760	1753	1585
Q Serve(g_s), s	8.9	4.7	0.0	8.3	3.7	2.3
Cycle Q Clear(g_c), s	8.9	4.7	0.0	8.3	3.7	2.3
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	714	1233	0	608	234	545
V/C Ratio(X)	0.68	0.29	0.00	0.52	0.52	0.17
Avail Cap(c_a), veh/h	1077	2389	0	1337	1029	1264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	4.2	0.0	15.1	23.4	13.2
Incr Delay (d2), s/veh	1.1	0.1	0.0	0.7	1.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.1	0.0	3.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.5	4.3	0.0	15.8	25.1	13.4
LnGrp LOS	A	A		B	C	B
Approach Vol, veh/h		842	316		211	
Approach Delay, s/veh		7.3	15.8		20.1	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.2	26.0		13.7		44.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	44.0		34.0		74.0
Max Q Clear Time (g_c+I1), s	10.9	10.3		5.7		7.7
Green Ext Time (p_c), s	1.3	2.0		0.6		2.3
Intersection Summary						
HCM 7th Control Delay, s/veh			11.2			
HCM 7th LOS			B			

HCM 7th TWSC

2: Spalding Drive & Spalding Springs Court

02/11/2026

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	453	299	3	1	7
Future Vol, veh/h	13	453	299	3	1	7
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	85	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	492	325	3	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	333	0	-	0	851	330
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1226	-	-	-	331	712
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1220	-	-	-	324	708
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	596	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.22	0		10.92		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	50	-	-	-	617	
HCM Lane V/C Ratio	0.012	-	-	-	0.014	
HCM Ctrl Dly (s/v)	8	0	-	-	10.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 7th Signalized Intersection Summary

1: Spalding Drive & Pitts Road

02/11/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	212	298	93	128	317
Future Volume (veh/h)	114	212	298	93	128	317
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1811	1811	1722	1826	1856
Adj Flow Rate, veh/h	120	223	314	89	135	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	6	12	5	3
Cap, veh/h	509	1096	547	155	266	369
Arrive On Green	0.08	0.61	0.40	0.40	0.15	0.15
Sat Flow, veh/h	1781	1811	1357	385	1739	1572
Grp Volume(v), veh/h	120	223	0	403	135	82
Grp Sat Flow(s),veh/h/ln	1781	1811	0	1741	1739	1572
Q Serve(g_s), s	1.7	2.8	0.0	8.9	3.5	2.1
Cycle Q Clear(g_c), s	1.7	2.8	0.0	8.9	3.5	2.1
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	509	1096	0	702	266	369
V/C Ratio(X)	0.24	0.20	0.00	0.57	0.51	0.22
Avail Cap(c_a), veh/h	1225	2699	0	1543	1191	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.4	4.4	0.0	11.5	19.3	15.4
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.7	1.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.0	2.8	1.4	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.6	4.5	0.0	12.3	20.8	15.7
LnGrp LOS	A	A		B	C	B
Approach Vol, veh/h		343	403		217	
Approach Delay, s/veh		5.6	12.3		18.9	
Approach LOS		A	B		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	26.0		13.6		36.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	44.0		34.0		74.0
Max Q Clear Time (g_c+I1), s	3.7	10.9		5.5		5.8
Green Ext Time (p_c), s	0.3	2.7		0.6		1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			11.4			
HCM 7th LOS			B			

HCM 7th TWSC

2: Spalding Drive & Spalding Springs Court

02/11/2026

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	330	387	3	4	4
Future Vol, veh/h	2	330	387	3	4	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	85	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	6	7	2	2	2
Mvmt Flow	2	371	435	3	4	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	439	0	-	0	811	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1121	-	-	-	349	620
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1120	-	-	-	348	620
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	695	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.05	0		13.25		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	11	-	-	-	445	
HCM Lane V/C Ratio	0.002	-	-	-	0.02	
HCM Ctrl Dly (s/v)	8.2	0	-	-	13.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 7th Signalized Intersection Summary

1: Spalding Drive & Pitts Road

02/11/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	475	350	202	128	119	264
Future Volume (veh/h)	475	350	202	128	119	264
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1870
Adj Flow Rate, veh/h	505	372	215	115	127	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	4	2
Cap, veh/h	710	1238	391	209	234	557
Arrive On Green	0.22	0.66	0.34	0.34	0.13	0.13
Sat Flow, veh/h	1781	1870	1147	613	1753	1585
Grp Volume(v), veh/h	505	372	0	330	127	105
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1760	1753	1585
Q Serve(g_s), s	9.4	4.9	0.0	8.9	4.0	2.7
Cycle Q Clear(g_c), s	9.4	4.9	0.0	8.9	4.0	2.7
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	710	1238	0	601	234	557
V/C Ratio(X)	0.71	0.30	0.00	0.55	0.54	0.19
Avail Cap(c_a), veh/h	1051	2361	0	1321	1017	1265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	4.2	0.0	15.7	23.7	13.2
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.8	2.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.2	0.0	3.2	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.0	4.3	0.0	16.4	25.7	13.4
LnGrp LOS	B	A		B	C	B
Approach Vol, veh/h		877	330		232	
Approach Delay, s/veh		7.6	16.4		20.1	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.8	26.0		13.8		44.8
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	44.0		34.0		74.0
Max Q Clear Time (g_c+I1), s	11.4	10.9		6.0		7.9
Green Ext Time (p_c), s	1.4	2.1		0.7		2.4
Intersection Summary						
HCM 7th Control Delay, s/veh			11.7			
HCM 7th LOS			B			

HCM 7th TWSC

2: Spalding Drive & Spalding Springs Court

02/11/2026

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	471	311	3	1	7
Future Vol, veh/h	14	471	311	3	1	7
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	85	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	512	338	3	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	346	0	-	0	885	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	542	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1213	-	-	-	315	700
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1207	-	-	-	308	696
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	583	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.23	0		11.07		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	52	-	-	-	602	
HCM Lane V/C Ratio	0.013	-	-	-	0.014	
HCM Ctrl Dly (s/v)	8	0	-	-	11.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 7th Signalized Intersection Summary

1: Alt. 1 Proposed Driveway/Pitts Road & Spalding Drive

02/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	212	2	1	298	93	5	4	3	128	2	317
Future Volume (veh/h)	114	212	2	1	298	93	5	4	3	128	2	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1811	1900	1900	1811	1722	1900	1900	1900	1826	1900	1856
Adj Flow Rate, veh/h	120	223	2	1	314	89	5	4	1	135	2	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	0	0	6	12	0	0	0	5	0	3
Cap, veh/h	507	1081	10	616	545	154	228	229	57	361	3	373
Arrive On Green	0.08	0.60	0.60	0.40	0.40	0.40	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1792	16	1173	1357	385	1301	1467	367	1397	21	1572
Grp Volume(v), veh/h	120	0	225	1	0	403	5	0	5	137	0	110
Grp Sat Flow(s),veh/h/ln	1781	0	1808	1173	0	1741	1301	0	1834	1417	0	1572
Q Serve(g_s), s	1.7	0.0	2.8	0.0	0.0	9.0	0.2	0.0	0.1	4.4	0.0	2.9
Cycle Q Clear(g_c), s	1.7	0.0	2.8	0.0	0.0	9.0	4.7	0.0	0.1	4.6	0.0	2.9
Prop In Lane	1.00		0.01	1.00		0.22	1.00		0.20	0.99		1.00
Lane Grp Cap(c), veh/h	507	0	1091	616	0	699	228	0	286	364	0	373
V/C Ratio(X)	0.24	0.00	0.21	0.00	0.00	0.58	0.02	0.00	0.02	0.38	0.00	0.29
Avail Cap(c_a), veh/h	1756	0	3084	1086	0	1398	626	0	846	804	0	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	0.0	4.5	8.9	0.0	11.6	21.9	0.0	17.8	19.7	0.0	15.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.0	0.6	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	2.9	0.1	0.0	0.0	1.4	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.7	0.0	4.6	8.9	0.0	12.4	21.9	0.0	17.8	20.4	0.0	16.0
LnGrp LOS	A		A	A		B	C		B	C		B
Approach Vol, veh/h	345			404			10			247		
Approach Delay, s/veh	5.7			12.4			19.9			18.4		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	26.0		13.8		36.1		13.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	39.0	40.0		23.0		85.0		23.0				
Max Q Clear Time (g_c+I1), s	3.7	11.0		6.6		4.8		6.7				
Green Ext Time (p_c), s	0.3	2.6		0.9		1.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.6											
HCM 7th LOS	B											

HCM 7th TWSC

2: Spalding Drive & Spalding Springs Court

02/18/2026

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	334	389	3	4	4
Future Vol, veh/h	2	334	389	3	4	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	85	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	6	7	2	2	2
Mvmt Flow	2	375	437	3	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	441	0	0 818 438
Stage 1	-	-	- 438 -
Stage 2	-	-	- 380 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1119	-	- 346 619
Stage 1	-	-	- 650 -
Stage 2	-	-	- 691 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1117	-	- 344 618
Mov Cap-2 Maneuver	-	-	- 344 -
Stage 1	-	-	- 648 -
Stage 2	-	-	- 691 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	13.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	442
HCM Lane V/C Ratio	0.002	-	-	-	0.02
HCM Ctrl Dly (s/v)	8.2	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th Signalized Intersection Summary

1: Alt. 1 Proposed Driveway/Pitts Road & Spalding Drive

02/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	350	6	4	202	128	4	2	2	119	4	264
Future Volume (veh/h)	475	350	6	4	202	128	4	2	2	119	4	264
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1900	1900	1870	1870	1900	1900	1900	1841	1900	1870
Adj Flow Rate, veh/h	505	372	5	4	215	116	4	2	0	127	4	112
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	0	0	2	2	0	0	0	4	0	2
Cap, veh/h	713	1220	16	469	388	209	182	254	0	307	6	564
Arrive On Green	0.22	0.66	0.66	0.34	0.34	0.34	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1781	1841	25	1022	1143	617	1296	1900	0	1394	44	1585
Grp Volume(v), veh/h	505	0	377	4	0	331	4	2	0	131	0	112
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1022	0	1759	1296	1900	0	1438	0	1585
Q Serve(g_s), s	9.5	0.0	5.0	0.2	0.0	9.0	0.2	0.1	0.0	5.1	0.0	2.9
Cycle Q Clear(g_c), s	9.5	0.0	5.0	0.2	0.0	9.0	5.3	0.1	0.0	5.1	0.0	2.9
Prop In Lane	1.00		0.01	1.00		0.35	1.00		0.00	0.97		1.00
Lane Grp Cap(c), veh/h	713	0	1237	469	0	597	182	254	0	313	0	564
V/C Ratio(X)	0.71	0.00	0.30	0.01	0.00	0.55	0.02	0.01	0.00	0.42	0.00	0.20
Avail Cap(c_a), veh/h	1495	0	2689	815	0	1193	515	741	0	684	0	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	4.2	12.9	0.0	15.9	26.9	22.2	0.0	24.4	0.0	13.2
Incr Delay (d2), s/veh	1.3	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.0	0.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	1.2	0.0	0.0	3.3	0.1	0.0	0.0	1.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	4.3	12.9	0.0	16.7	26.9	22.2	0.0	25.3	0.0	13.3
LnGrp LOS	B		A	B		B	C	C		C		B
Approach Vol, veh/h	882			335			6			243		
Approach Delay, s/veh	7.6			16.6			25.3			19.8		
Approach LOS	A			B			C			B		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.1	26.0		13.9		45.1		13.9				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	39.0	40.0		23.0		85.0		23.0				
Max Q Clear Time (g_c+I1), s	11.5	11.0		7.1		7.0		7.3				
Green Ext Time (p_c), s	1.6	2.1		0.9		2.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.8											
HCM 7th LOS	B											

HCM 7th TWSC

2: Spalding Drive & Spalding Springs Court

02/18/2026

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	473	315	3	1	7
Future Vol, veh/h	14	473	315	3	1	7
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	85	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	514	342	3	1	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	351	0	0 892 347
Stage 1	-	-	- 347 -
Stage 2	-	-	- 545 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1208	-	- 312 696
Stage 1	-	-	- 715 -
Stage 2	-	-	- 581 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1202	-	- 305 692
Mov Cap-2 Maneuver	-	-	- 305 -
Stage 1	-	-	- 699 -
Stage 2	-	-	- 581 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	11.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	52	-	-	-	598
HCM Lane V/C Ratio	0.013	-	-	-	0.015
HCM Ctrl Dly (s/v)	8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th Signalized Intersection Summary

1: Spalding Drive & Pitts Road

02/18/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	114	214	302	97	130	317
Future Volume (veh/h)	114	214	302	97	130	317
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1811	1811	1722	1826	1856
Adj Flow Rate, veh/h	120	225	318	93	137	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	6	12	5	3
Cap, veh/h	503	1096	542	159	266	369
Arrive On Green	0.08	0.61	0.40	0.40	0.15	0.15
Sat Flow, veh/h	1781	1811	1346	394	1739	1572
Grp Volume(v), veh/h	120	225	0	411	137	82
Grp Sat Flow(s),veh/h/ln	1781	1811	0	1740	1739	1572
Q Serve(g_s), s	1.7	2.8	0.0	9.2	3.6	2.1
Cycle Q Clear(g_c), s	1.7	2.8	0.0	9.2	3.6	2.1
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	503	1096	0	701	266	369
V/C Ratio(X)	0.24	0.21	0.00	0.59	0.51	0.22
Avail Cap(c_a), veh/h	1218	2698	0	1541	1190	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.5	4.4	0.0	11.6	19.3	15.3
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.8	1.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.0	2.9	1.4	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.7	4.5	0.0	12.4	20.9	15.6
LnGrp LOS	A	A		B	C	B
Approach Vol, veh/h		345	411		219	
Approach Delay, s/veh		5.6	12.4		18.9	
Approach LOS		A	B		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	26.0		13.6		36.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	44.0		34.0		74.0
Max Q Clear Time (g_c+I1), s	3.7	11.2		5.6		5.8
Green Ext Time (p_c), s	0.3	2.7		0.6		1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			11.5			
HCM 7th LOS			B			

HCM 7th TWSC

2: Alt. 2 Proposed Driveway/Spalding Springs Court & Spalding Drive

02/18/2026

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	330	4	1	387	3	8	0	4	4	0	4
Future Vol, veh/h	2	330	4	1	387	3	8	0	4	4	0	4
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	85	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	6	0	0	7	2	0	0	0	2	0	2
Mvmt Flow	2	371	4	1	435	3	9	0	4	4	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	439	0	0	375	0	0	815	819	373	813	818	436
Stage 1	-	-	-	-	-	-	378	378	-	438	438	-
Stage 2	-	-	-	-	-	-	437	441	-	375	380	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.318
Pot Cap-1 Maneuver	1121	-	-	1194	-	-	299	312	678	297	313	620
Stage 1	-	-	-	-	-	-	648	619	-	597	582	-
Stage 2	-	-	-	-	-	-	602	580	-	646	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1194	-	-	295	311	678	294	311	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	311	-	294	311	-
Stage 1	-	-	-	-	-	-	647	617	-	596	581	-
Stage 2	-	-	-	-	-	-	597	579	-	640	616	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.02			15.28			14.24		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	364	11	-	-	5	-	-	398				
HCM Lane V/C Ratio	0.037	0.002	-	-	0.001	-	-	0.023				
HCM Ctrl Dly (s/v)	15.3	8.2	0	-	8	0	-	14.2				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 7th Signalized Intersection Summary

1: Spalding Drive & Pitts Road

02/18/2026



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	475	356	205	131	123	264
Future Volume (veh/h)	475	356	205	131	123	264
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1870
Adj Flow Rate, veh/h	505	379	218	118	131	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	4	2
Cap, veh/h	706	1238	389	211	234	558
Arrive On Green	0.22	0.66	0.34	0.34	0.13	0.13
Sat Flow, veh/h	1781	1870	1141	618	1753	1585
Grp Volume(v), veh/h	505	379	0	336	131	105
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1759	1753	1585
Q Serve(g_s), s	9.4	5.0	0.0	9.1	4.1	2.7
Cycle Q Clear(g_c), s	9.4	5.0	0.0	9.1	4.1	2.7
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	706	1238	0	600	234	558
V/C Ratio(X)	0.72	0.31	0.00	0.56	0.56	0.19
Avail Cap(c_a), veh/h	1046	2361	0	1320	1017	1265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	4.2	0.0	15.7	23.8	13.2
Incr Delay (d2), s/veh	1.4	0.1	0.0	0.8	2.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.2	0.0	3.3	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.2	4.3	0.0	16.6	25.9	13.3
LnGrp LOS	B	A		B	C	B
Approach Vol, veh/h		884	336		236	
Approach Delay, s/veh		7.7	16.6		20.3	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.8	26.0		13.8		44.8
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	44.0		34.0		74.0
Max Q Clear Time (g_c+I1), s	11.4	11.1		6.1		8.0
Green Ext Time (p_c), s	1.4	2.2		0.7		2.5
Intersection Summary						
HCM 7th Control Delay, s/veh			11.8			
HCM 7th LOS			B			

HCM 7th TWSC

2: Alt. 2 Proposed Driveway/Spalding Springs Court & Spalding Drive

02/18/2026

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	471	10	4	311	3	6	0	2	1	0	7
Future Vol, veh/h	14	471	10	4	311	3	6	0	2	1	0	7
Conflicting Peds, #/hr	5	0	0	0	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	85	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	15	512	11	4	338	3	7	0	2	1	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	523	0	0	895	903	517	894	905	343
Stage 1	-	-	-	-	-	-	548	548	-	352	352	-
Stage 2	-	-	-	-	-	-	347	355	-	542	553	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.318
Pot Cap-1 Maneuver	1213	-	-	1054	-	-	264	279	562	262	278	700
Stage 1	-	-	-	-	-	-	524	520	-	665	635	-
Stage 2	-	-	-	-	-	-	673	633	-	524	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1054	-	-	255	272	562	254	271	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	272	-	254	271	-
Stage 1	-	-	-	-	-	-	515	511	-	658	629	-
Stage 2	-	-	-	-	-	-	663	627	-	513	508	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.23			0.11			17.56			11.4		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	295	51	-	-	23	-	-	572				
HCM Lane V/C Ratio	0.029	0.013	-	-	0.004	-	-	0.015				
HCM Ctrl Dly (s/v)	17.6	8	0	-	8.4	0	-	11.4				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

APPENDIX F

Project Fact Sheets

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CHAMBLEE DUNWOODY ROAD FROM WOMACK ROAD TO ROBERTS DRIVE-LCI

Project ID: 0019785

Notice to Proceed Date:

Project Manager: Adolfo Villarroel

Construction Percent Complete: 0.00%

Office: Program Delivery

Current Completion Date:

County: DeKalb

Work Completion Date:

Congressional District: 004

Construction Contract
Amount:

State Senate District.: 040

Construction Contractor:

State House District: 080

Preconstruction Status Report

Project Type: Enhancement

Construction Status Report

Project Status: Construction Work Program

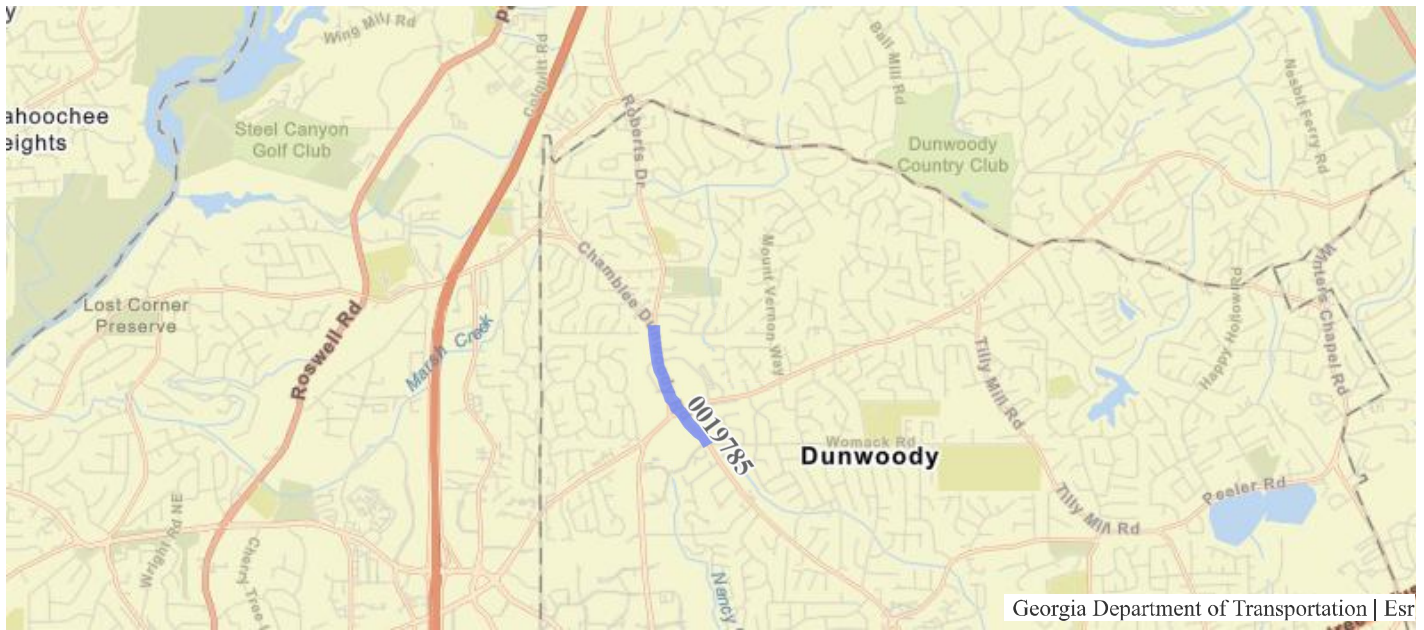
Right of Way 11/12/2026

[Contact Us](#)

Project Description:

This project proposes to improve pedestrian connectivity along Chamblee Dunwoody Road by adding new bicycle infrastructure and widening the sidewalk from Womack Road to Roberts Drive. A 3 to 6 foot wide landscaped strip including street trees will separate the cycle track from the sidewalk, and typically, a 3-foot wide grass strip with 2-foot curb and gutter will separate the new cycle track from the roadway. The approximate 0.8-mile project construction limits will include one travel lane in each direction with a variable width raised landscaped median, a separated 5-foot one-way bicycle lane and 6 to 8-foot sidewalk on each side of the roadway. The proposed lane width is typically 11 feet. A second northbound left-turn lane will be provided from Chamblee Dunwoody Road to Mount Vernon Road, and the existing northbound right-turn lane would be removed.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2023	\$500,000.00	
PE (Preliminary Engineering)	2026	\$2,000,000.00	
ROW (Right of Way)	2027	\$1,000,000.00	
CST (Construction)	2029	\$15,007,310.59	8/6/2025



Project Documents
There are no items to show in this view.



Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office
[Contact Us](#)

[Employment](#)

Short Title

CHAMBLEE DUNWOODY CORRIDOR IMPROVEMENTS
FROM WOMACK ROAD TO ROBERTS DRIVE

GDOT Project No.

0019785

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Bicycle Facility

Sponsor

City of Dunwoody

Jurisdiction

DeKalb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

2/3

LCI

☒

Planned Thru Lane

2/3

Flex

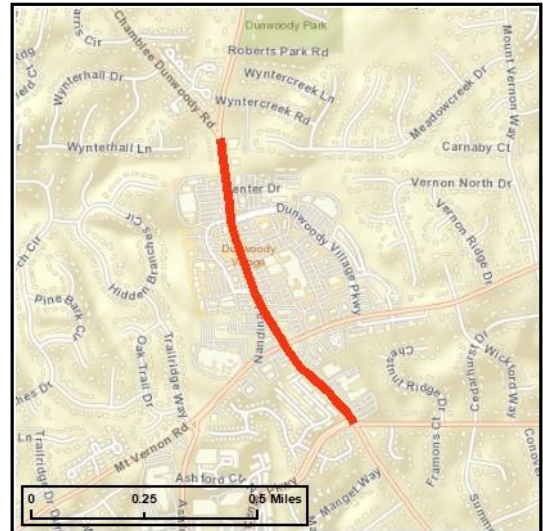
☐

Network Year

TBD

Corridor Length

0.7 miles



Detailed Description and Justification

The project will create a complete, multi-modal corridor along Chamblee Dunwoody Road as recommended in the Dunwoody Village LCI plan. The improvements will provide better access to transit by providing wider, ADA-complaint sidewalks, and a cycle track on both sides of the roadway between Womack Road and Roberts Drive. Energy-efficient lighting, street trees, bus shelters and landscaping will also be added. Minor operational improvements will be made to the roadway including closing several driveways and adding a landscaped median where the existing center turn lane is not needed.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2023	\$500,000	\$250,000	\$0,000	\$0,000	\$250,000
ROW	Local Jurisdiction/Municipality Funds		2025	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2026	\$7,500,000	\$6,000,000	\$0,000	\$0,000	\$1,500,000
				\$9,000,000	\$6,250,000	\$0,000	\$0,000	\$2,750,000

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



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



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OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 LOCS IN DEKALB COUNTY

Project ID:

0020614

Project Manager:

Lakeshia Denise Osborn

Office:

Local Grants Office

County:

DeKalb, Fulton

Congressional District:

004, 007

State Senate District.:

014, 040

State House District:

051, 052, 080

Project Type:

Safety

Project Status:

Construction Work Program

Right of Way

Authorization:

Notice to Proceed Date:

Construction Percent Complete:

0.00%

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)
[Construction Status Report](#)

Contact Us

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)		\$8,000.00	
CST (Construction)		\$153,525.00	



ENVIRONMENTAL SITE ANALYSIS



Community Development
4800 Ashford Dunwoody Road
Dunwoody, GA 30338
dunwoodyga.gov

Environmental Site Analysis (ESA) Form

Analyze the impact of the proposed rezoning and provide a written point-by-point response to Points 1 through 3:

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN.** Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Include a site plan that depicts the proposed project.

Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies.

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT.** For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s).

- a. Wetlands
 - U. S. Fish and Wildlife Service, National Wetlands Inventory (<http://wetlands.fws.gov/downloads.htm>)
 - Georgia Geologic Survey (404-656-3214)
 - Field observation and subsequent wetlands delineation/survey if applicable
- b. Floodplain
 - Federal Emergency Management Agency (<http://www.fema.org>)
 - Field observation and verification
- c. Streams/stream buffers
 - Field observation and verification
- d. Slopes exceeding 25 percent over a 10-foot rise in elevation
 - United States Geologic Survey Topographic Quadrangle Map
 - Field observation and verification
- e. Vegetation
 - United States Department of Agriculture, Nature Resource Conservation Service
 - Field observation
- f. Wildlife Species (including fish)
 - United States Fish and Wildlife Service
 - Georgia Department of Natural Services, Wildlife Resources Division, Natural Heritage Program
 - Field observation
- g. Archeological/Historical Sites
 - Historic Resources Survey
 - Georgia Department of Natural Resources, Historic Preservation Division
 - Field observation and verification

3. **PROJECT IMPLEMENTATION MEASURES.** Describe how the project implements each of the measures listed below as applicable. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.

- a. Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25 percent, river corridors.
- b. Protection of water quality
- c. Minimization of negative impacts on existing infrastructure
- d. Minimization on archeological/historically significant areas
- e. Minimization of negative impacts on environmentally stressed communities where environmentally stressed communities are defined as communities exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal (e.g., solid waste and wastewater treatment facilities, utilities, airports, and railroads) and industrial (e.g., landfills, quarries and manufacturing facilities) uses.
- f. Creation and preservation of green space and open space
- g. Protection of citizens from the negative impacts of noise and lighting
- h. Protection of parks and recreational green space
- i. Minimization of impacts to wildlife habitats

MEMORANDUM

TO: City of Dunwoody, Community Development

FROM: J. Alexander Brock, P.E. Smith, Gambrell & Russell, LLP (GA P.E. 031209)
Dennis J. Webb, Jr., Smith, Gambrell & Russell, LLP
Kathryn M. Zickert, Smith, Gambrell & Russell, LLP

DATE: April 7, 2026

RE: Environmental Site Analysis – 5646 Roberts Drive and 1369 Spalding Drive

1) CONFORMANCE WITH THE COMPREHENSIVE PLAN.

The Subject Property is in conformance with the City of Dunwoody's Direction Dunwoody 2045 Comprehensive Plan ("Comp Plan"). The Subject Property is located in the Suburban Neighborhoods character area, which the Comp Plan envisions as an area to "remain desirable, verdant, family-friendly residential areas while evolving to meet modern needs." The Applicant's proposal will add upscale, modern housing to the existing housing stock in the area, while preserving the verdant, family-friendly residential feel of the area. The Comp Plan also notes that "there is very little opportunity for redevelopment within the suburban neighborhood area other than occasional infill development..." Moreover, the Comp Plan notes small-lot residential as an appropriate use within the Suburban Neighborhoods character area, which aligns with the Applicants proposed $\pm 12,765$ square foot lots (on average). Thus, the Applicant's proposal to redevelop the Subject Property for three (3) upscale, modern homes is in direct alignment with the specific goals and vision of the Suburban Neighborhoods character area.

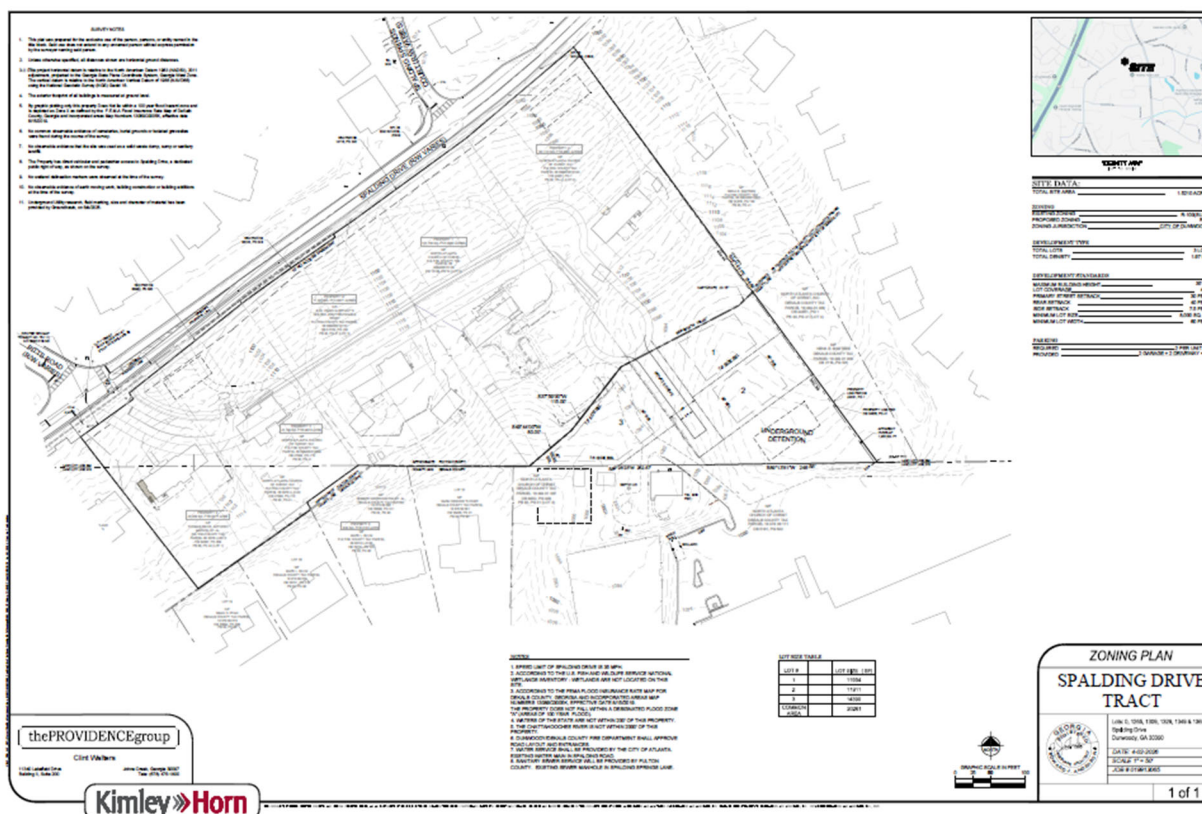


Figure 1. Site Plan

2) ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT.

a) Wetlands

There are no wetlands on or adjacent to the Subject Property as indicated by the U. S. Fish and Wildlife Service, National Wetlands Inventory Maps. The Proposed Development will have no impacts to any wetlands.

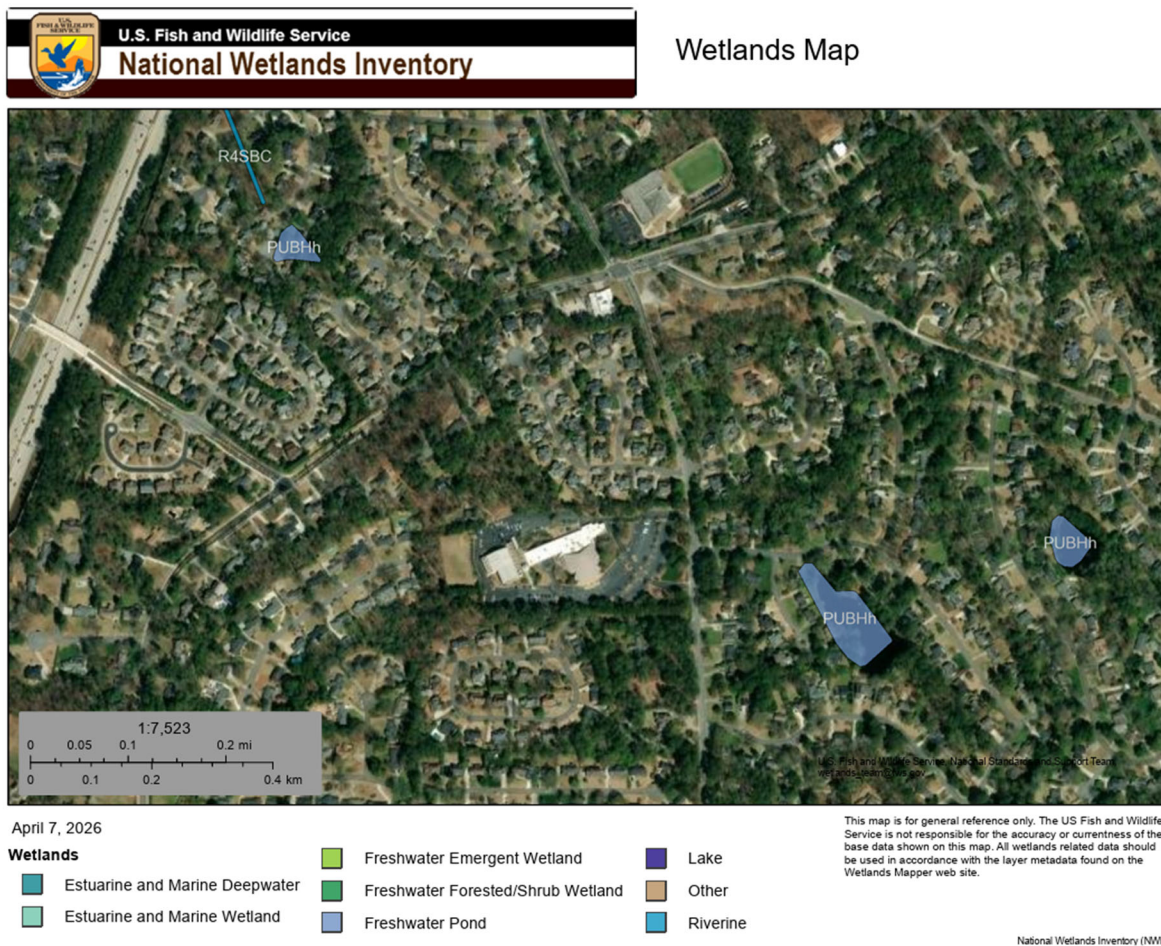


Figure 2. National Wetlands Inventory Map

b) Floodplain

No portion of the Subject Property lies within or adjacent to a floodplain as designated on the FEMA FIRM Map, Panel number 13121C0154F, effective September 18, 2013. Accordingly, the Proposed Development will not encroach into any portion of a floodplain.

National Flood Hazard Layer FIRMette

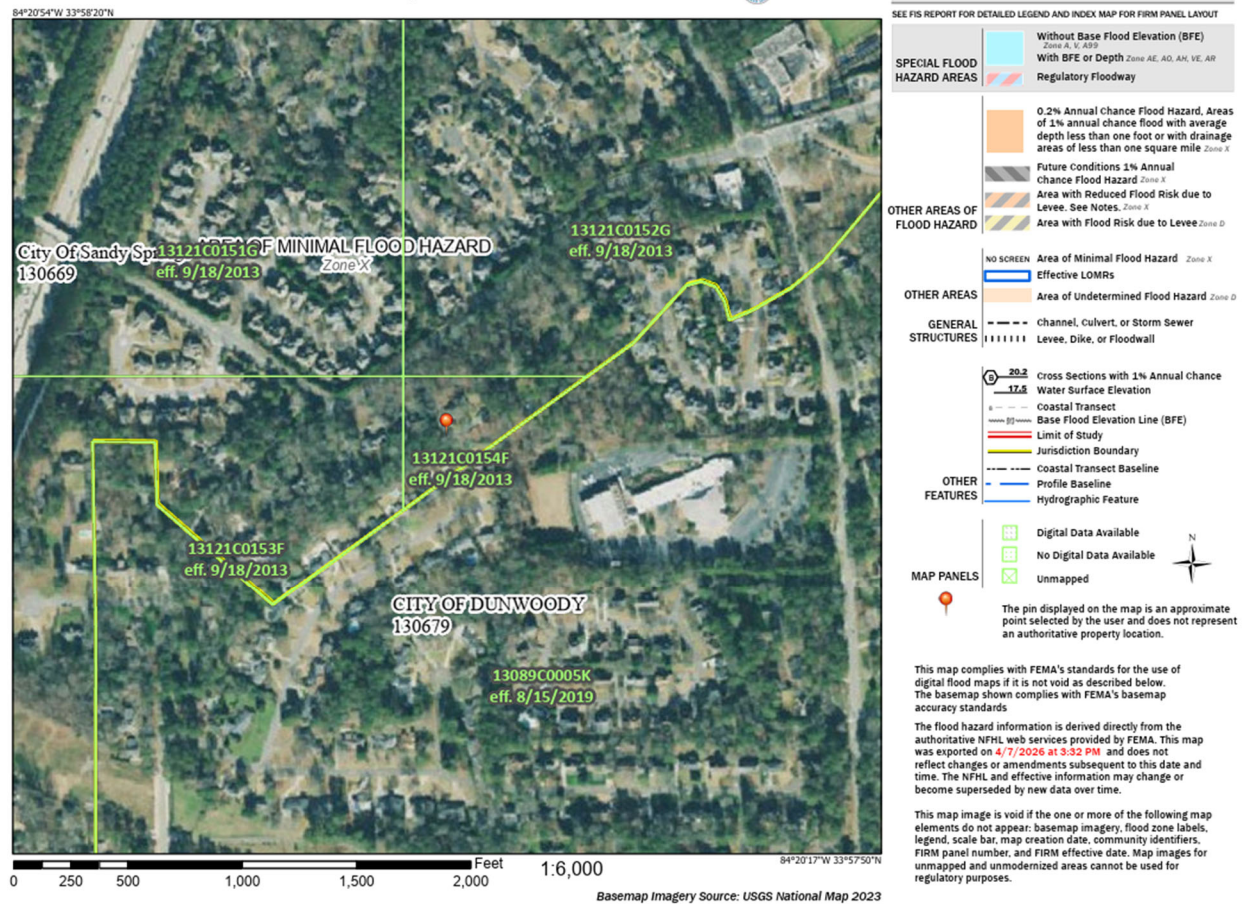


Figure 3. FEMA FIRM Panel

c) Streams/stream buffers

There are no state waters present on the Subject Property based upon site observations and as indicated by the Survey by Kimley-Horn and Associates, dated 4/1/26. .

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

Based on topographic information shown on the Site Plan by Kimley-Horn and Associates, dated 4/2/26 there are no slopes in excess of 25% over 10-feet in rise on the Subject Property.

e) Vegetation

The project site currently developed, and the remaining vegetation consists primarily of well-maintained landscaping. An IPaC Trust Resource Report was generated from the U.S. Fish and Wildlife Service. The report revealed that there is one plant native to the region that is endangered (Michaux's Sumac). This species was not found during the site visit conducted on April 2, 2026.

f) Wildlife Species (including fish)

An IPaC Trust Resource Report was generated from the U.S. Fish and Wildlife Service. The report revealed that there are several animals (Monarch Butterfly, Gray Bat, Tricolored Bat, and Whooping Crane) native to the region that are endangered. None were found to be present or nesting at the project location during the site visit on April 2, 2026.

g) Archeological/Historical Sites

According to the Georgia's Natural, Archaeological and Historic Resources GIS (GNAHRGIS) maps, the project site is not on a historic or archaeological registry.

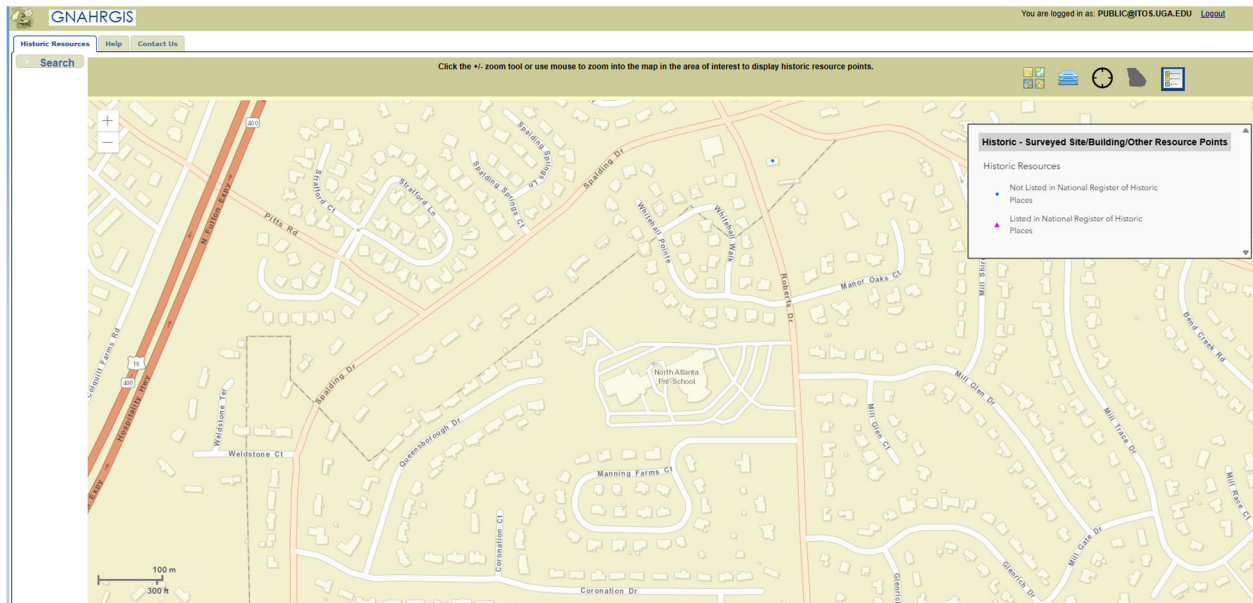


Figure 4. GNAHRGIS Map

3) **PROJECT IMPLEMENTATION MEASURES.**

a) Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25 percent, river corridors.

There are no environmentally sensitive areas located on the Subject Property.

b) Protection of water quality

The Proposed Development will treat stormwater for pollutants prior to discharge from the site. The overall impact to the downstream stormwater infrastructure will be positive and an improvement over existing conditions.

c) Minimization of negative impacts on existing infrastructure

The Proposed Development has access to existing utilities with sufficient capacity to support the proposed use. The proposed use is not anticipated to overly burden existing utilities.

d) Minimization on archeological/historically significant areas

No archeological/historically significant areas were identified on or adjacent to the site and as a result no impacts are anticipated.

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

There are no environmentally adverse conditions (waste treatment facilities, airports, landfills, etc.) and therefore, the Subject Property is not in an environmentally stressed area.

f) Creation and preservation of green space and open space

The proposed development will incorporate portions of the overall site for open space areas.

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

The proposed noise and lighting will be similar to other single-family residential developments and is not anticipated to have negative impacts on the surrounding properties.

h) Protection of parks and recreational green space

No existing parks will be impacted.

i) Minimization of impacts to wildlife habitats

No sensitive wildlife areas were observed during the April 2, 2026 site visit and as a result no impacts are anticipated.

SUMMARY REPORT (PUBLIC PARTICIPATION PLAN)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



J. Alexander Brock
[REDACTED]
[REDACTED]

March 11, 2026

VIA FIRST CLASS MAIL

Re: COMMUNITY MEETING Regarding Proposed Development in the City of Dunwoody

Dear Neighbor:

We represent The Providence Group of Georgia ("The Providence Group"). The Providence Group plans to file an application to rezone property located at 5646 Roberts Drive and 1369 Spalding Drive from R-100 (Single Dwelling Residential) to R-60 to develop approximately 3 single-family detached dwellings. We are contacting you as property owners within the immediate area to invite you to attend a community meeting to hear more about the proposed development and offer input. The meeting will be held on April 2nd, at 6:00 p.m. at the North Atlanta Church of Christ (5676 Roberts Drive, Atlanta, GA 30338) in the main sanctuary.

We look forward to seeing you then.

Sincerely,


J. Alexander Brock
Attorney

JAB



Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 6	TOTAL NO. of Pieces Received at Post Office™ 6	Affix Stamp Here <i>Postmark with Date of Receipt.</i>
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2.	BENETAR TAYLOR BENETAR STEVEN 5719 WHITEHALL WALK DUNWOODY , GA 30338				
3.	BLUM MARK L 5662 QUEENSBOROUGH DR DUNWOODY , GA 30338				
4.	BROWNE PEGGY D BROWNE RICHARD F 1115 MANNING FARMS CT DUNWOODY , GA 30338				
5.	CAMP SCOTT CAMP JESSICA 5619 QUEENSBOROUGH DR DUNWOODY , GA 30338				
6.	CLEMENTE TRACI L CLEMENTE PATRICK M 1223 MILL GLEN DR ATLANTA , GA 30338				



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2.	DANIELS JUSTIN S DANIELS JODI R 1182 WHITEHALL POINTE DUNWOODY, GA 30338				
3.	DILAURA GREG DILAURA JENNY 5633 ROBERTS DR DUNWOODY, GA 30338				
4.	DUCKETT TERRI BADOUR 1052 MANNING FARMS CT DUNWOODY, GA 30338				
5.	DUGOIS LAURENT COUSIN ANNE C 5731 WHITEHALL WALK DUNWOODY, GA 30338				
6.	DING XIAOQING YANG XI 5713 ROBERTS DR DUNWOODY, GA 30338				



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1.	BALASUBRAMANIYAN RAJARAJESW PANCHANATHAN KARTHIKEYAN 1156 MANNING FARMS CT DUNWOODY, GA 30338				
2.	BERGQUIST TROY BERGQUIST SHARON 1223 MANOR OAKS CT DUNWOODY, GA 30338				
3.	BRIGGS JUDSON BRIGGS TAMMY 1090 MANNING FARMS CT DUNWOODY, GA 30338				
4.	BYUN YOUNG JOON CHO ARA 1173 WHITEHALL POINTE ATLANTA, GA 30338				
5.	CHANDRA KRISHNENDU PATEL NANCY V 1228 DUNWOODY WALK DUNWOODY, GA 30338				
6.	CLIFTON ANITA 5647 QUEENSBOROUGH DR DUNWOODY, GA 30338				

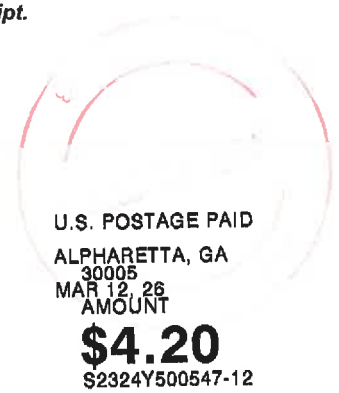


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1.	CRYER FALLON CHRISTINA CRYER DAVID LLEWELLYN 5648 MILL GLEN CT DUNWOODY , GA 30338				
2.	DANYSH DONALD DANYSH LINDA V 1096 MANNING FARMS CT DUNWOODY , GA 30338				
3.	BASHUK DENNIS BASHUK ADRIENNE 1189 WHITEHALL POINTE DUNWOODY , GA 30338				
4.	BLASKA THOMAS CHARLES BLASKA LAUREN 1057 MANNING FARMS CT DUNWOODY , GA 30338				
5.	BROTHMAN SHARON BROTHMAN DAVID A 5720 WHITEHALL WALK DUNWOODY , GA 30338				
6.	CALHOUN WILLIAM E CALHOUN JOYCE BLANKSHIP 5611 QUEENSBOROUGH DR DUNWOODY , GA 30338				



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1.	City of Dunwoody, Community Development 4800 Ashford Dunwoody Road Dunwoody , GA 30338				
2.	CRANSTON PETER G CRANSTON POLLY H 1100 MANNING FARMS CT DUNWOODY , GA 30338				
3.	CYNKUS HARRY J CYNKUS WENDY L 1170 WHITEHALL POINTE DUNWOODY , GA 30338				
4.	DAVIS GRANT TOWNSEND 5715 ROBERTS DR DUNWOODY , GA 30338				
5.	DREXLER KAREN P G DREXLER ANDREW G 5602 CORONATION CT DUNWOODY , GA 30338				
6.	EBENEZER PRIMITIVE BAPTIST 7325 ROBERTS DR ATLANTA , GA 30350				

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1.	EISNER ALEXANDRA SEIMETZ EISNER GIL 1106 MANNING FARMS CT DUNWOODY, GA 30338				
2.	FEUER JARED ZESIGER HEATHER 5705 WHITEHALL WALK DUNWOODY, GA 30338				
3.	FLYNN NANCY MEGAN 1067 MANNING FARMS CT DUNWOODY, GA 30338				
4.	GARRETT RANDALL S GARRETT ASHLEY DAVIS 1235 MILL GLEN DR DUNWOODY, GA 30338				
5.	GIBBS JAMES S GIBBS SARAH H 1084 MANNING FARMS CT ATLANTA, GA 30338				
6.	HAMMER MICHELE HAMMER SCOTT 1114 MANNING FARMS CT DUNWOODY, GA 30338				



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USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	HODGES BRYCE D HODGES LAUREN SMATHERS 1155 MANNING FARMS CT DUNWOODY , GA 30338				
2.	JENSEN ERIC 5697 WHITEHALL WALK DUNWOODY , GA 30338				
3.	KLUG MORGEN LLC PO BOX 504 ALPHARETTA , GA 30009				
4.	LOFFERT BRENNAN LOFFERT JENA 5641 ROBERTS DR ATLANTA , GA 30338				
5.	EQUITY TRUST COMPANY CUSTODIAN 1 EQUITY WAY WESTLAKE , OH 44145				
6.	FIDLER D LEE 1230 MILL GLEN DR DUNWOODY , GA 30338				



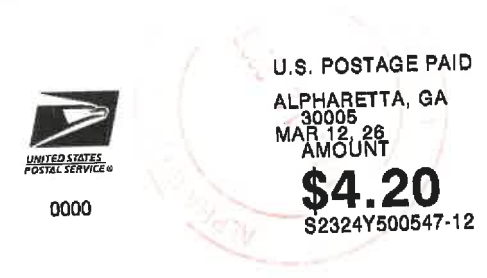
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1.	FULTZ LAURA 1141 MANNING FARMS CT DUNWOODY , GA 30338				
2.	GEER STACEY K 1161 WHITEHALL POINTE DUNWOODY , GA 30338				
3.	GOLDSTEIN RYAN GOLDSTEIN TARA ANDREA 5725 WHITEHALL WALK DUNWOODY , GA 30338				
4.	HAPPER ELAINE F LIVING TRT HAPPER ELAINE F 1206 WHITEHALL POINTE DUNWOODY , GA 30338				
5.	HODGSON KEITH P LIVING TRUST HODGSON MARGARET U LIVING TRUST 1123 MANNING FARMS CT DUNWOODY , GA 30338				
6.	JONES MARK 5598 CORONATION CT DUNWOODY , GA 30338				



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	Postmaster, per (name of receiving employee) 		

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1.	KORCHINSKI JEFFREY RYAN KORCHINSKI LAURA COLEMAN 1205 WHITEHALL POINTE DUNWOODY , GA 30338				
2.	MAZER MARVIN A MAZER RANDI N 5691 WHITEHALL WALK ATLANTA , GA 30338				
3.	FARLEY ILMA FARLEY SHAWN 5649 ROBERTS DR ATLANTA , GA 30338				
4.	FLEISCHMANN BRYANNE LEIGH 1238 MILL GLEN DR ATLANTA , GA 30338				
5.	FURLOW JAMES W FURLOW ROBERTA B 5595 CORONATION CT DUNWOODY , GA 30338				
6.	GENTRY RYAN GENTRY MEGHAN 1220 MILL GLEN DR ATLANTA , GA 30338				

Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 6	TOTAL NO. of Pieces Received at Post Office™ 6	Affix Stamp Here Postmark with Date of Receipt. 
Postmaster, per (name of receiving employee) [Signature]			

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	GORDON ROSS CAPLAN GORDON HANNAH TIEDEMAN 1167 WHITEHALL POINTE DUNWOODY , GA 30338				
2.	HATCHER DOUGLAS PHIL TRUST THE HATCHER LOUISE G 1078 MANNING FARMS CT ATLANTA , GA 30338				
3.	HOLLIDAY BRANDON HOLLIDAY ANNA 5622 QUEENSBOROUGH DR DUNWOODY , GA 30338				
4.	JORDAN ELIZABETH A 5725 ROBERTS DR DUNWOODY , GA 30338				
5.	LEVY BRET LEVY SUSAN H 5646 QUEENSBOROUGH DR DUNWOODY , GA 30338				
6.	MCKAY JUSTIN LEE TAVAKOL SARVIN 1138 MANNING FARMS CT ATLANTA , GA 30338				



Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 6	TOTAL NO. of Pieces Received at Post Office™ 6	Affix Stamp Here <i>Postmark with Date of Receipt.</i>
	Postmaster, per (name of receiving employee) 		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	MELINE DAVID L MELINE DANA STERN 1153 WHITEHALL POINTE DUNWOODY , GA 30338				
2.	MINDY ROSENBERG FEINSTEIN REVOC TRUST 1197 WHITEHALL POINTE ATLANTA , GA 30338				
3.	NORTH ATLANTA CHURCH OF CHRIST 5676 ROBERTS DR ATLANTA , GA 30338				
4.	POSSEHL LAURA ANN 5663 QUEENSBOROUGH DR DUNWOODY , GA 30338				
5.	RICHMOND ROLLIN AND ANN TRUSTEES RICHMOND ROLLIN AND ANN TRUST 5638 QUEENSBOROUGH DR DUNWOODY , GA 30338				
6.	RYAN SEAN D 5654 QUEENSBOROUGH DR DUNWOODY , GA 30338				



Certificate of Mailing — Firm

Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 	TOTAL NO. of Pieces Received at Post Office™ 	Affix Stamp Here <i>Postmark with Date of Receipt.</i> 
	Postmaster, per (name of receiving employee) 		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	SEAR WILLIAM II 1233 MANOR OAKS CT DUNWOODY, GA 30338				
2.	SHERIDAN ROBERT E JR SHERIDAN IRENE T 1234 MANOR OAKS CT DUNWOODY, GA 30338				
3.	THOMPSON CORY B THOMPSON VIRGINIA C 5614 QUEENSBOROUGH DR DUNWOODY, GA 30338				
4.	URTEAGA FAMILY LIVING TRUST 5594 CORONATION CT ATLANTA, GA 30338				
5.	MEWBORN WOODROW W JR MEWBORN DENISE O 1081 MANNING FARMS CT DUNWOODY, GA 30338				
6.	MORRISSEY SILE MORRISSEY SEAN 1247 MANOR OAKS CT DUNWOODY, GA 30338				

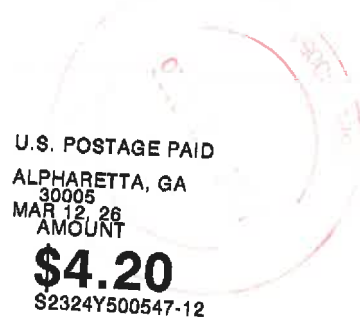


Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 	TOTAL NO. of Pieces Received at Post Office™ 	Affix Stamp Here <i>Postmark with Date of Receipt.</i>
	Postmaster, per (name of receiving employee) 		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	OWINGS EDWARD OWINGS BARBARA 5655 QUEENSBOROUGH DR ATLANTA , GA 30338				
2.	RETTER MARIA ELENA 1224 MANOR OAKS CT DUNWOODY , GA 30338				
3.	RITTNER NORMAN A RITTNER ROBERTA J 1148 MANNING FARMS CT DUNWOODY , GA 30338				
4.	SALAS ALEXANDER SALAS CRYSTAL 5704 WHITEHALL WALK DUNWOODY , GA 30338				
5.	SEARS JEANIE M 1168 MANNING FARMS CT DUNWOODY , GA 30338				
6.	SIMITSES NENA E 1389 SPALDING DR ATLANTA , GA 30350				



Certificate of Mailing — Firm

Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 	TOTAL NO. of Pieces Received at Post Office™ 	Affix Stamp Here Postmark with Date of Receipt. 
	Postmaster, per (name of receiving employee) 		



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U.S. POSTAGE PAID
 ALPHARETTA, GA
 30005
 MAR 12, 26
 AMOUNT
\$4.20
 S2324Y500547-12

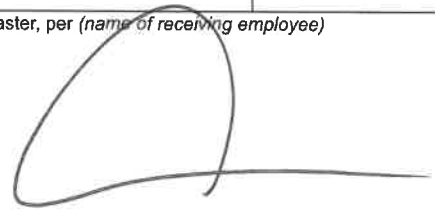
USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	TUCKER SARA DESKINS 5684 QUEENSBOROUGH DR DUNWOODY, GA 30338				
2.	VALENTINE DANIEL VALENTINE ILEANA MORALES 5681 QUEENSBOROUGH DR DUNWOODY, GA 30338				
3.	MILLER THOMAS ANDREW MILLER MICHELLE C 5696 WHITEHALL WALK DUNWOODY, GA 30338				
4.	NOONAN RAYMOND J JR NOONAN DEANNA M 1072 MANNING FARMS CT DUNWOODY, GA 30338				
5.	PENNINGTON JOHN FLETCHER III PENNINGTON LINDA JONES 5599 CORONATION CT DUNWOODY, GA 30338				
6.	RICHMOND JAMES F RICHMOND AMANDA P 5630 QUEENSBOROUGH DR DUNWOODY, GA 30338				



Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 	TOTAL NO. of Pieces Received at Post Office™ 	Affix Stamp Here <i>Postmark with Date of Receipt.</i> 0000
	Postmaster, per (name of receiving employee) 		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	RYAN KEVIN G RYAN AMY H 1064 MANNING FARMS CT DUNWOODY , GA 30338				
2.	SCH MANNING FARMS RESERVE LLC 804 MORNINGWOOD LN KENNESAW , GA 30152				
3.	SELIGSON MICHAEL B SELIGSON JANET S 1150 WHITEHALL POINTE DUNWOODY , GA 30338				
4.	TANENBAUM JASON TANENBAUM SAMANTHA 5713 WHITEHALL WALK DUNWOODY , GA 30338				
5.	TURKIA KALEVI M 1101 MANNINGS FARM CT DUNWOODY , GA 30338				
6.	WARD MARK H WARD MARTA J 5607 CORONATION CT DUNWOODY , GA 30338				



Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 6	TOTAL NO. of Pieces Received at Post Office™ 4	Affix Stamp Here Postmark with Date of Receipt.  0000 
	Postmaster, per (name of receiving employee) 		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	WATERMAN CHARLES GORDON WATERMAN JESSICA LEVIN 1244 MANOR OAKS CT DUNWOODY , GA 30338				
2.	WIELAND JEFFREY S LEAHY JEANNE MARIE 1142 MANNING FARMS CT DUNWOODY , GA 30338				
3.	YADGAROV ARKADIY 5610 ROBERTS DR ATLANTA , GA 30338				
4.	WHITE MELISSA 1132 MANING FARMS CT DUNWOODY , GA 30338				
5.	WILLIAMS THOMAS W WILLIAMS MICHELLE MONTRUE 1147 WHITEHALL POINTE DUNWOODY , GA 30338				
6.	WHITEWOOD 5630 LLC 5790 HILDERBRAND DR ATLANTA , GA 30328				



Name and Address of Sender TPG DEVELOPMENT, LLC 11340 LAKEFIELD DR STE 140 JOHNS CREEK GA 30097	TOTAL NO. of Pieces Listed by Sender 1	TOTAL NO. of Pieces Received at Post Office™ 1	Affix Stamp Here <i>Postmark with Date of Receipt.</i>
	Postmaster, per (name of receiving employee) 		

USPS® Tracking Number Firm-specific Identifier	Address (Name, Street, City, State, and ZIP Code™)	Postage	Fee	Special Handling	Parcel Airlift
1.	WORTHINGTON ROBERT WORTHINGTON ERIN FERRIS 5676 QUEENSBOROUGH DR DUNWOODY , GA 30338				
2.					
3.					
4.					
5.					
6.					



INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Dunwoody Crier** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(770) 442-3278**.

Notice ID: V8iz53ctrlZpZZm2UKo | **Proof Updated: Mar. 12, 2026 at 01:50pm EDT**
Notice Name: The Providence Group - Dunwoody Rezoning

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER

Clint Walters

FILING FOR

Dunwoody Crier

Columns Wide: 2 **Ad Class:** Legals

Total Column Inches: 3.33

Number of Lines: 11

03/19/2026: Non-Legal Advertisement/Public Notice 59.23

Subtotal \$59.23

Tax \$0.00

Processing Fee \$10.92

Total \$70.15

Notice of Community Meeting
5646 Roberts Drive and 1369 Spalding Drive

Applicant: The Providence Group of Georgia
Reason for meeting: Applicant is requesting a rezoning to allow for the development of three (3) single-family homes.
Location of meeting: Main Sanctuary of the North Atlanta Church of Christ 5676 Roberts Drive, Atlanta, GA 30338
Date: April 2nd
Time: 6:00 P.M.

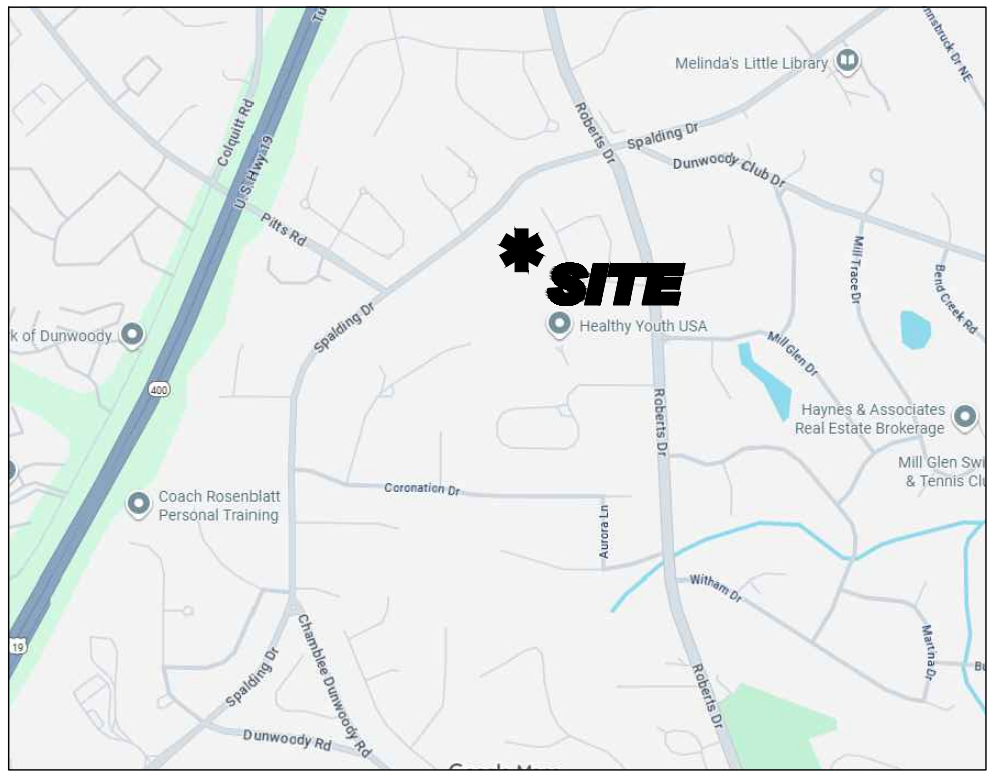
Summary of April 2, 2026 Community Meeting

On April 2, 2026, The Providence Group of Georgia, LLC (“TPG”) hosted a community meeting at the North Atlanta Church of Christ. There were three members of the public in attendance, two residents of the Manning Farms neighborhood and one from the Whitehall subdivision. TPG walked the participants through the survey, site plan, and elevations and discussed the revised plans for its adjacent Sandy Springs development and how the two Dunwoody parcels fit into the overall development. The following items were discussed:

- TPG explained the changes to the Sandy Springs design from what was originally proposed in December and how the Dunwoody parcels tie-in. The participants expressed a preference for Sandy Springs entrance being relocated to the intersection.
- There were questions about grading and the difference in elevation between the proposed parcels and the existing homes in the Whitehall subdivision. TPG explained that the proposed lots would be higher than the Whitehall lots, but it is proposing landscaping to buffer any visual impacts.
- The participants asked where the subject property was in relation to the Manning Farms neighborhood.
- The participants asked about the timing of the Dunwoody zoning versus the remaining Sandy Springs zoning. TPG noted that the Dunwoody parcels would likely go to City Council in August, after the Sandy Springs rezoning was completed.

SITE PLAN

1. This plat was prepared for the exclusive use of the person, persons, or entity named in the title block. Said use does not extend to any unnamed person without express permission by the surveyor naming said person.
2. Unless otherwise specified, all distances shown are horizontal ground distances.
3. The project horizontal datum is relative to the North American Datum 1983 (NAD83), 2011 adjustment, projected to the Georgia State Plane Coordinate System, Georgia West Zone 1. The vertical datum is relative to the North American Vertical Datum of 1988 (NAVD88) using the National Geodetic Survey (NGS) Geoid 18.
4. The exterior footprint of all buildings is measured at ground level.
5. By graphic plotting only this property Does Not lie within a 100 year flood hazard zone and is depicted as Zone Xa as defined by the F.E.M.A Flood Insurance Rate Map of DeKalb County, Georgia and incorporated areas Map Numbers 13089C/005K, effective date 8/15/2019.
6. No common observable evidence of cemeteries, burial grounds or isolated gravestones were found during the course of the survey.
7. No observable evidence that the site was used as a solid waste dump, septic or sanitary landfill.
8. The Property has direct vehicular and pedestrian access to Spalding Drive, a dedicated public right of way, as shown on the survey.
9. No wetland delineation markers were observed at the time of the survey.
10. No observable evidence of earth moving work, building construction or building additions at the time of the survey.
11. Underground Utility research, field marking, size and character of material has been provided by Groundhawk, on 8/4/2025.



VICINITY MAP
not to scale

SITE DATA:

TOTAL SITE AREA _____ 1.5210 ACRES

ZONING

EXISTING ZONING _____ R-100(SLUP)

PROPOSED ZONING _____ R-60

ZONING JURISDICTION _____CITY OF DUNWOODY

DEVELOPMENT TYPE

TOTAL LOTS _____ 3 LOTS

TOTAL DENSITY _____ 1.97 U/A

DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT 35' HT

LOT COVERAGE _____ 40%

PRIMARY STREET SETBACK _____ 30 FEET

REAR SETBACK _____ 40 FEET

SIDE SETBACK _____ 7.5 FEET

MINIMUM LOT SIZE _____ 8,000 SQ. FT.

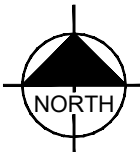
PARKING

REQUIRED _____ 2 PER UNIT = 6

PROVIDED _____ 2 GARAGE + 2 DRIVEWAY = 12

LOT SIZE TABLE

LOT #	LOT SIZE (SF)
1	11829
2	11708
3	12896
COMMON AREA	21665



GRAPHIC SCALE IN FEET

Clint Walters

11340 Lakefield Drive
Building II, Suite 200

Johns Creek, Georgia 30097
Tele: (678) 475-1800



Lots: 0, 1265, 1309, 1329, 1349 & 1369
Spalding Drive
Dunwoody, GA 30350

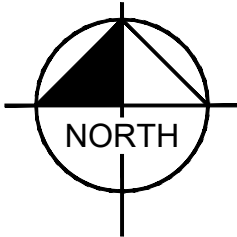
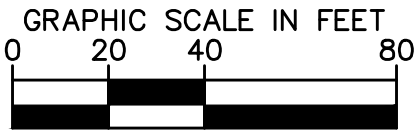
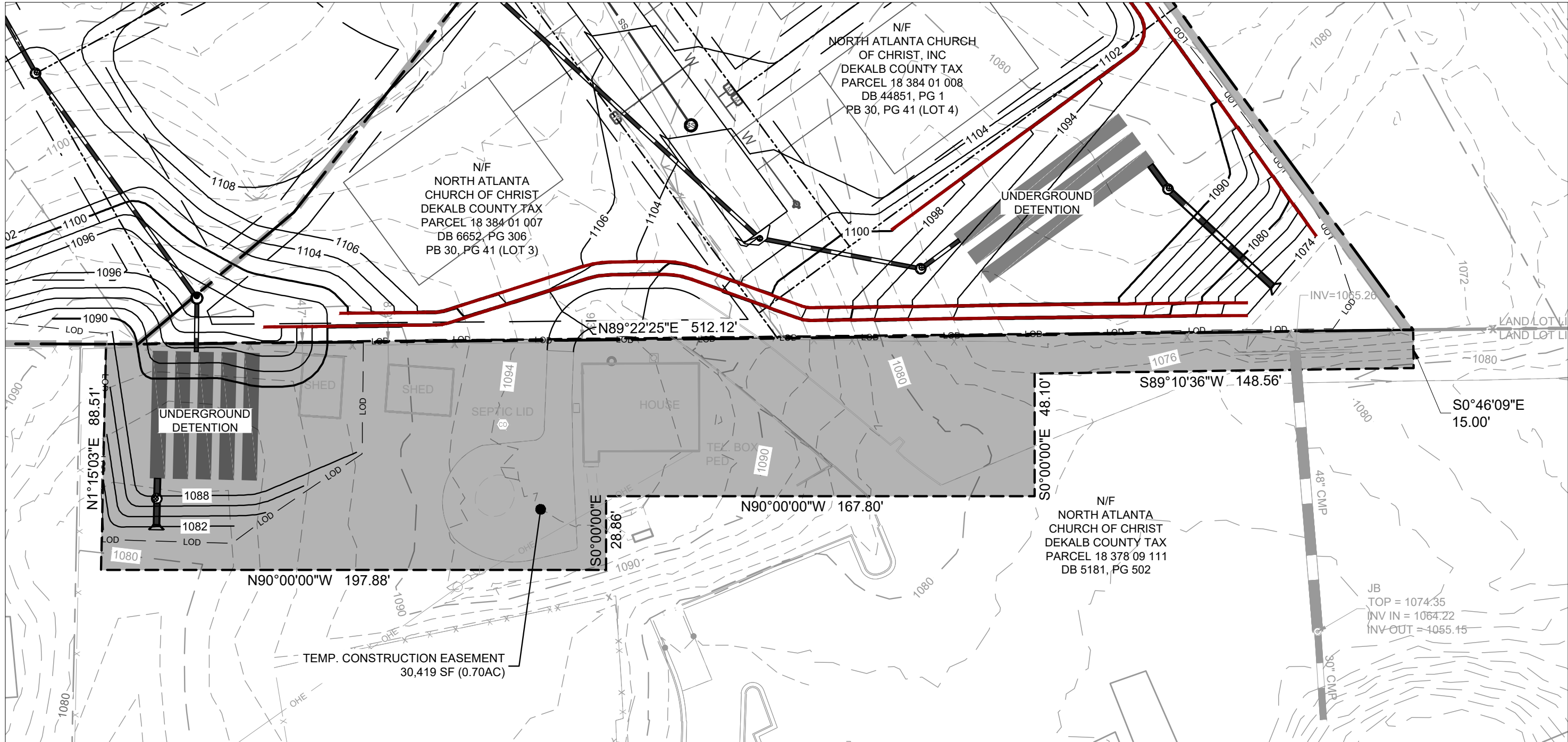
DATE: 4-24-2026

SCALE 1" = 50

JOB # 019913065

1 of 1

K:\ALP_PR\1_ALP_Project Files\The Providence Group_019913019913065_Spalding Drive Track\Engineering\CAD\Exhibits\2026.04.01 Easement Exhibit.dwg ESMT EXHIBIT Apr 01, 2026 3:56pm by: Jose.Teran



Kimley»Horn
11720 AMBER PARK DRIVE SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: 770.619.4280 | www.kimley-horn.com

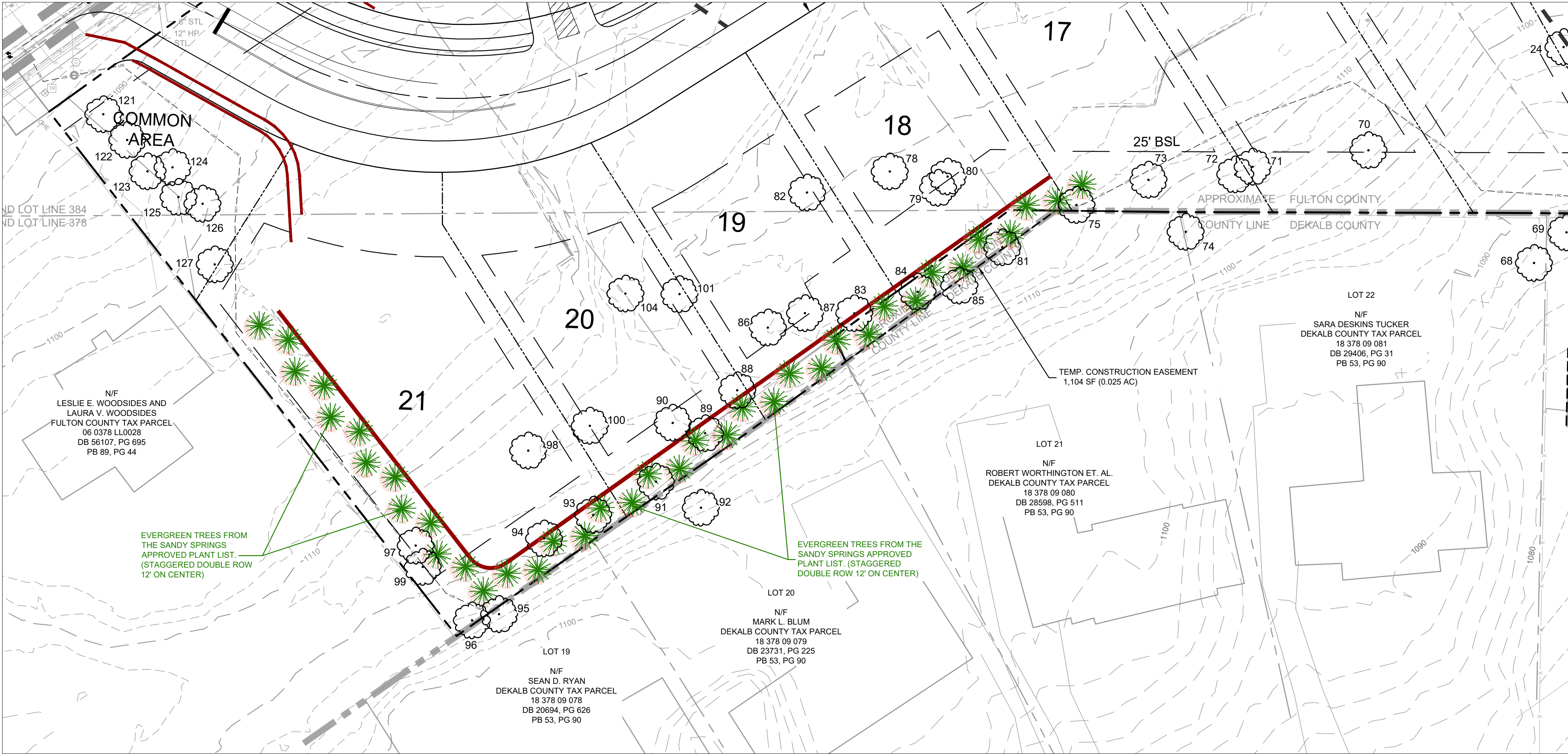
CLIENT:
TPG DEVELOPMENT, LLC
11340 LAKEFIELD DRIVE, SUITE 250
JOHNS CREEK, GA 30097
PHONE: (678) 475 - 1800

TITLE:
**CONSTRUCTION
EASEMENT EXHIBIT**

PROJECT:
SPALDING DRIVE

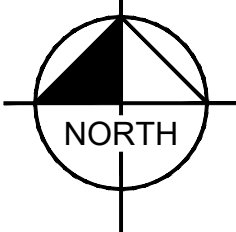
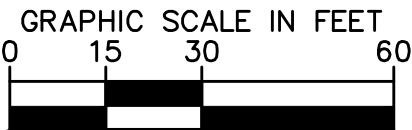
JOB NO.: 019913065
SCALE: 1" = 40'
DATE: 04/01/2026

SHEET:
EX1.00



IDENTIFYER	SPECIES NAME	DBH SIZE (INCHES)
67	pine, loblolly	20
68	oak, southern red	27
69	oak, white	18
70	oak, white	27
71	oak, white	33
72	oak, white	19
73	oak, southern red	35
74	oak, white	20
75	oak, scarlet	25
76	oak, scarlet	19
77	oak, scarlet	30
78	pine, loblolly	18
79	pine, loblolly	24
80	pine, loblolly	21
81	oak, scarlet	19
82	oak, blackjack	18
83	pine, loblolly	19
84	oak, southern red	19
85	oak, post	17
86	oak, blackjack	18
87	oak, scarlet	26
88	oak, scarlet	21
89	oak, black	24

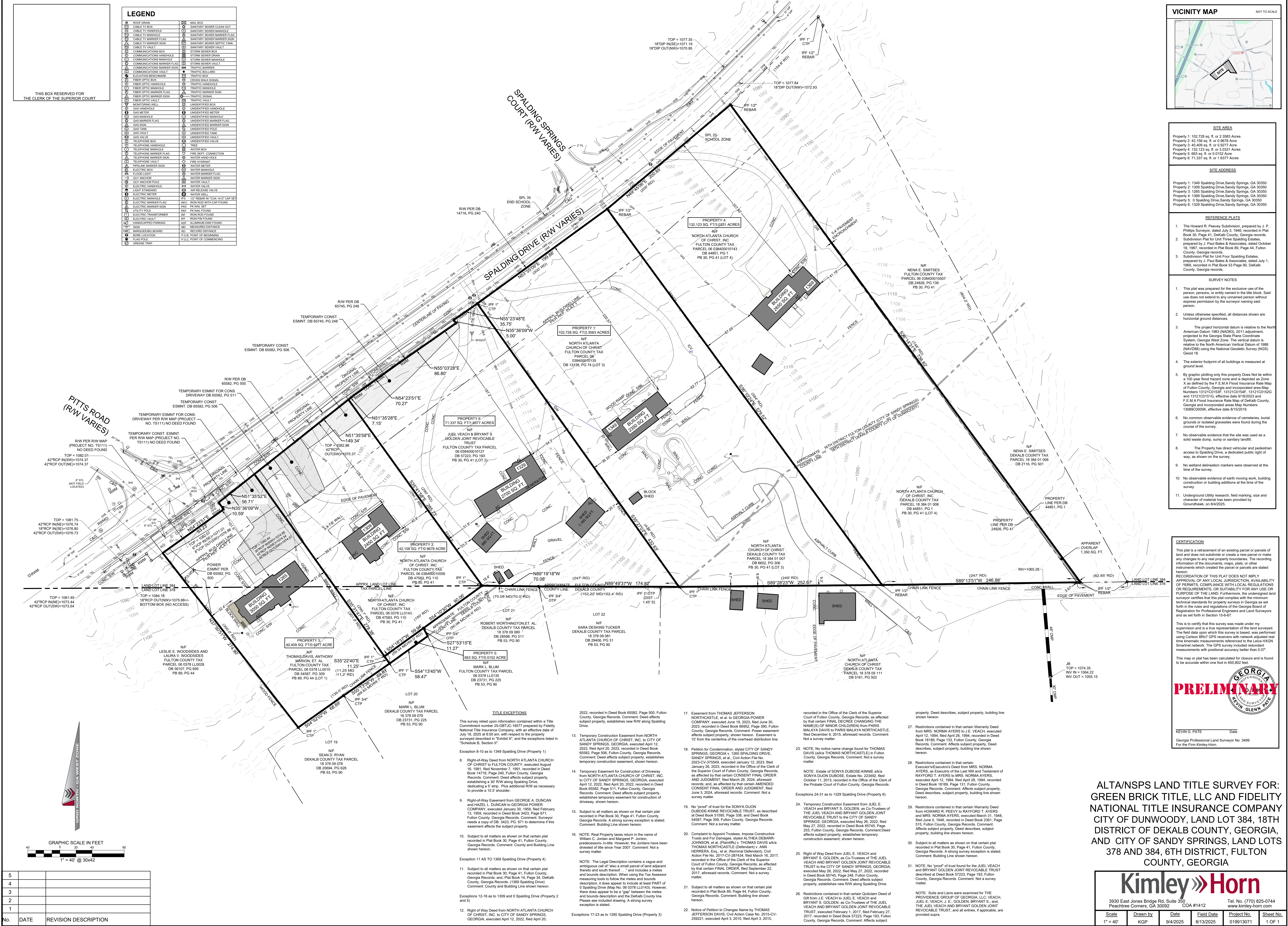
IDENTIFYER	SPECIES NAME	DBH SIZE (INCHES)
90	oak, southern red	18
91	oak, black	24
92	tuliptree	31
93	oak, southern red	36
94	oak, red	33
95	oak, southern red	31
96	oak, post	28
97	oak, post	19
98	pine, loblolly	18
99	oak, southern red	19
100	tuliptree	23
101	oak, scarlet	25
104	oak, southern red	29
121	oak, southern red	27
122	pine, loblolly	27
123	tuliptree	24
124	oak, water	23
125	Magnolia, southern	20
126	Magnolia, southern	26
127	oak, southern red	37

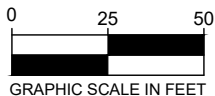
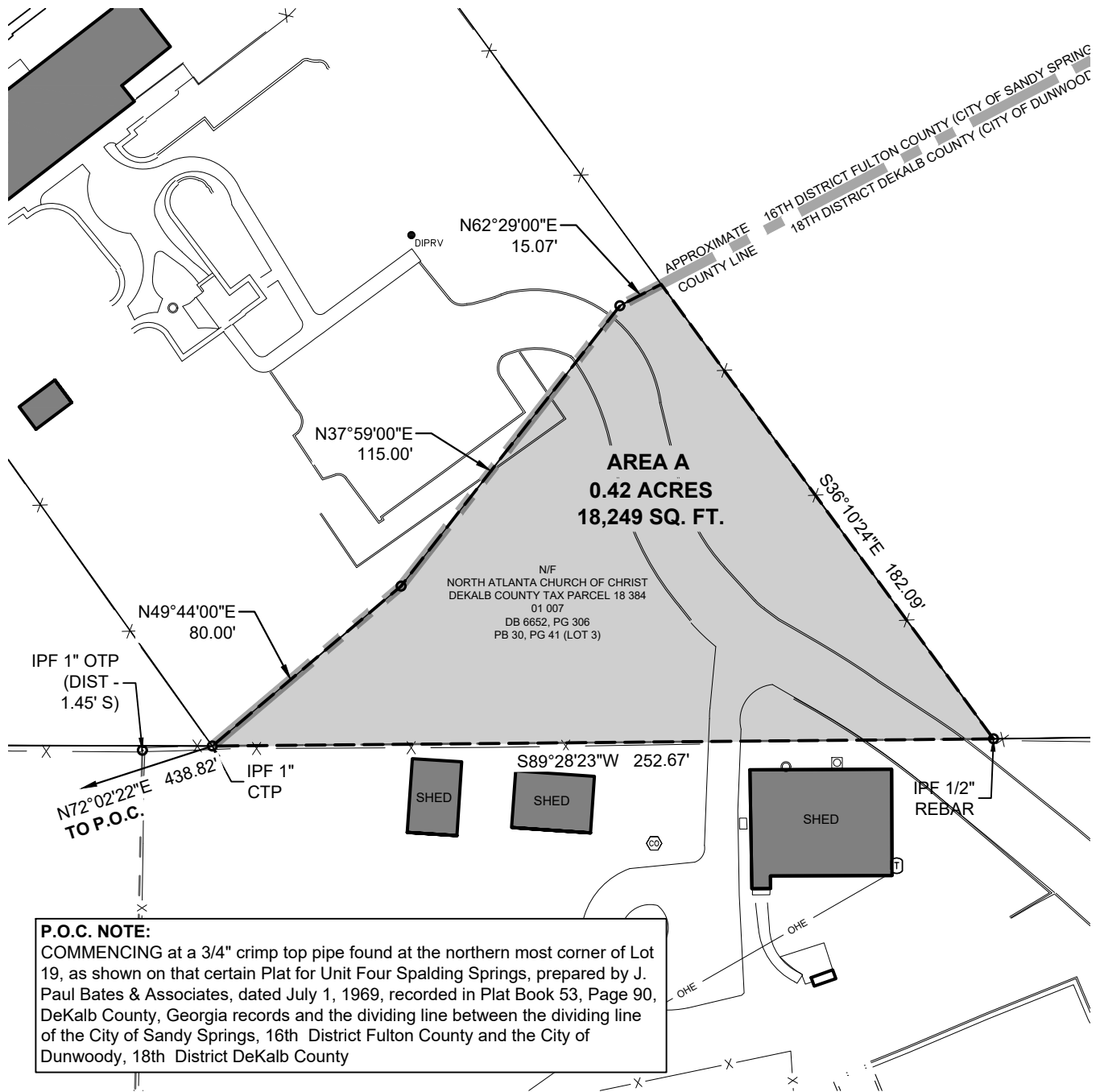


				PREPARED FOR		PROJECT		PREPARED BY		TITLE	
				TPG DEVELOPMENT, LLC		SPALDING DRIVE		Kimley»Horn		PLANT SCREENING EXHIBIT	
				11340 LAKEFIELD DRIVE, SUITE 250 JOHNS CREEK, GA 30097		FOR THE FIRM KIMLEY-HORN AND ASSOCIATES, INC.		11720 AMBER PARK DRIVE PARKWAY 400, SUITE 600 ALPHARETTA, GEORGIA 30009		SHEET NUMBER	
				DATE		DATE		PHONE 770.619.4280 Certificate of Authorization No. 1412 WWW.KIMLEY-HORN.COM 2026 KIMLEY-HORN AND ASSOCIATES, INC.		EX0.00	
				01.01.2026 JAT		01.01.2026		019913065		019913065	
				No.		ISSUANCE & REVISION DESCRIPTIONS		No.		ISSUANCE & REVISION DESCRIPTIONS	
				0		RELEASED FOR REVIEW		0		RELEASED FOR REVIEW	



LAND SURVEY & LEGAL DESCRIPTION





KEVIN PATE
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 3499
3930 EAST JONES BRIDGE,
SUITE 350
PEACHTREE CORNERS, GEORGIA
PH. (470)-579-5064
KEVIN.PATE@kimley-horn.com

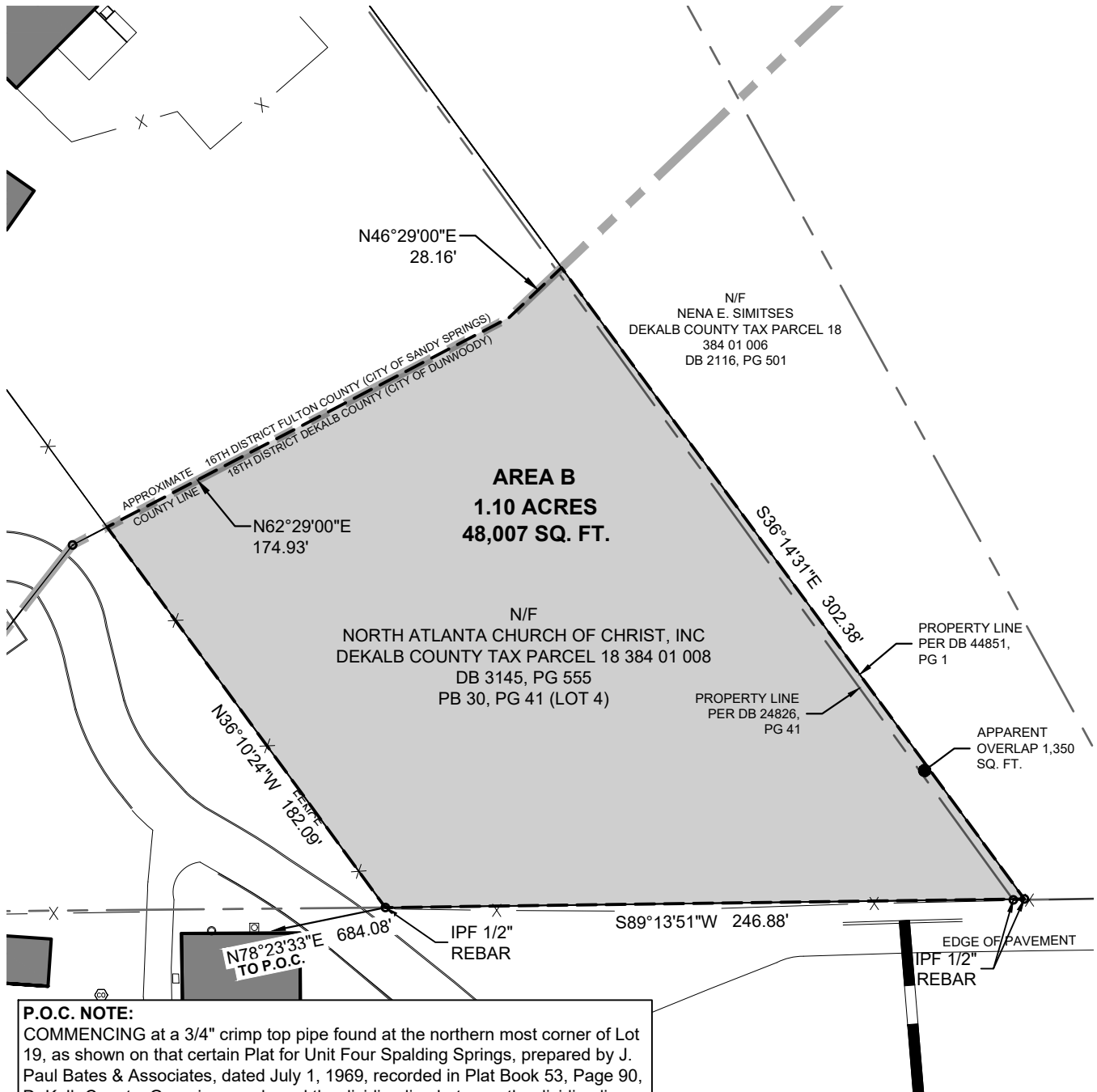
COUNTY PARCEL
EXHIBIT FOR SPALDING DRIVE
LAND LOT 384, 18TH DISTRICT
CITY OF DUNWOODY
DEKALB COUNTY, GEORGIA

Kimley»Horn

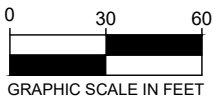
3930 East Jones Bridge Rd, Suite 350
Peachtree Corners, GA 30092 COA #1412

Tel. No. (770) 825-0744
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 50'	SRR	BDP	4/2/2026	019913071	1 OF 3

**P.O.C. NOTE:**

COMMENCING at a 3/4" crimp top pipe found at the northern most corner of Lot 19, as shown on that certain Plat for Unit Four Spalding Springs, prepared by J. Paul Bates & Associates, dated July 1, 1969, recorded in Plat Book 53, Page 90, DeKalb County, Georgia records and the dividing line between the dividing line of the City of Sandy Springs, 16th District Fulton County and the City of Dunwoody, 18th District DeKalb County



KEVIN PATE
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 3499
3930 EAST JONES BRIDGE,
SUITE 350
PEACHTREE CORNERS, GEORGIA
PH. (470)-579-5064
KEVIN.PATE@kimley-horn.com

COUNTY PARCEL
EXHIBIT FOR SPALDING DRIVE
LAND LOT 384, 18TH DISTRICT
CITY OF DUNWOODY
DEKALB COUNTY, GEORGIA

Kimley»Horn

3930 East Jones Bridge Rd, Suite 350
Peachtree Corners, GA 30092 COA #1412

Tel. No. (770) 825-0744
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 60'	SRR	BDP	4/2/2026	019913071	2 OF 3

PROPERTY DESCRIPTION OF SPALDING DRIVE EXHIBIT AREA A

All that tract or parcel lying and being in Land Lot 384 of 18th District, City of Dunwoody, DeKalb County, Georgia, and being more particularly described as follows:

COMMENCING at a 3/4" crimp top pipe found at the northern most corner of Lot 19, as shown on that certain Plat for Unit Four Spalding Springs, prepared by J. Paul Bates & Associates, dated July 1, 1969, recorded in Plat Book 53, Page 90, DeKalb County, Georgia records and the dividing line between the dividing line of the City of Sandy Springs, 16th District Fulton County and the City of Dunwoody, 18th District DeKalb County; **THENCE** proceeding along a tie line North 72 degrees 02 minutes 22 seconds East a distance of 438.82 feet to a 1" crimp top pipe found on the dividing line of the City of Sandy Springs, 16th District Fulton County and the City of Dunwoody, 18th District DeKalb County; said point being the **POINT OF BEGINNING**.

THENCE continuing along said county line the following courses and distances: North 49 degrees 44 minutes 00 seconds East a distance of 80.00 feet to a point; **THENCE** North 37 degrees 59 minutes 00 seconds East a distance of 115.00 feet to a point; **THENCE** North 62 degrees 29 minutes 00 seconds East a distance of 15.07 feet to a point; **THENCE** leaving said county line South 36 degrees 10 minutes 24 seconds East a distance of 182.09 feet to a 1/2" rebar found; **THENCE** continuing along said land lot line South 89 degrees 28 minutes 23 seconds West a distance of 252.67 feet to a 1" crimp-top pipe; said point being the **POINT OF BEGINNING**.

Said tract or parcel contains 18,249 square feet or 0.42 acre.

PROPERTY DESCRIPTION OF SPALDING DRIVE EXHIBIT AREA B

All that tract or parcel lying and being in Land Lot 384 of 18th District, City of Dunwoody, DeKalb County, Georgia, and being more particularly described as follows:

BEGINNING at a 3/4" crimp top pipe found at the northern most corner of Lot 19, as shown on that certain Plat for Unit Four Spalding Springs, prepared by J. Paul Bates & Associates, dated July 1, 1969, recorded in Plat Book 53, Page 90, DeKalb County, Georgia records and the dividing line between the dividing line of the City of Sandy Springs, 16th District Fulton County and the City of Dunwoody, 18th District DeKalb County; **THENCE** proceeding along a tie line North 78 degrees 23 minutes 33 seconds East a distance of 684.08 feet to a 1/2" rebar found on the land lot line common to Land Lots 378 and 384 of the 18th District, DeKalb County; said point being the **POINT OF BEGINNING**.

THENCE leaving said land lot line North 36 degrees 10 minutes 24 seconds West a distance of 182.09 feet to a point on the county line common to DeKalb and Fulton Counties; **THENCE** continuing along said county line the following courses and distances: North 62 degrees 29 minutes 00 seconds East a distance of 174.93 feet to a point; **THENCE** North 46 degrees 29 minutes 00 seconds East a distance of 28.16 feet to a point; **THENCE** leaving said county line South 36 degrees 14 minutes 31 seconds East a distance of 302.38 feet to a 1/2" rebar found; **THENCE** continuing along said land lot line South 89 degrees 13 minutes 51 seconds West a distance of 246.88 feet to a 1/2" rebar found; said point being the **POINT OF BEGINNING**.

Said tract or parcel contains 48,007 square feet or 1.10 acre.

COUNTY PARCEL
EXHIBIT FOR SPALDING DRIVE
LAND LOT 384, 18TH DISTRICT
CITY OF DUNWOODY
DEKALB COUNTY, GEORGIA

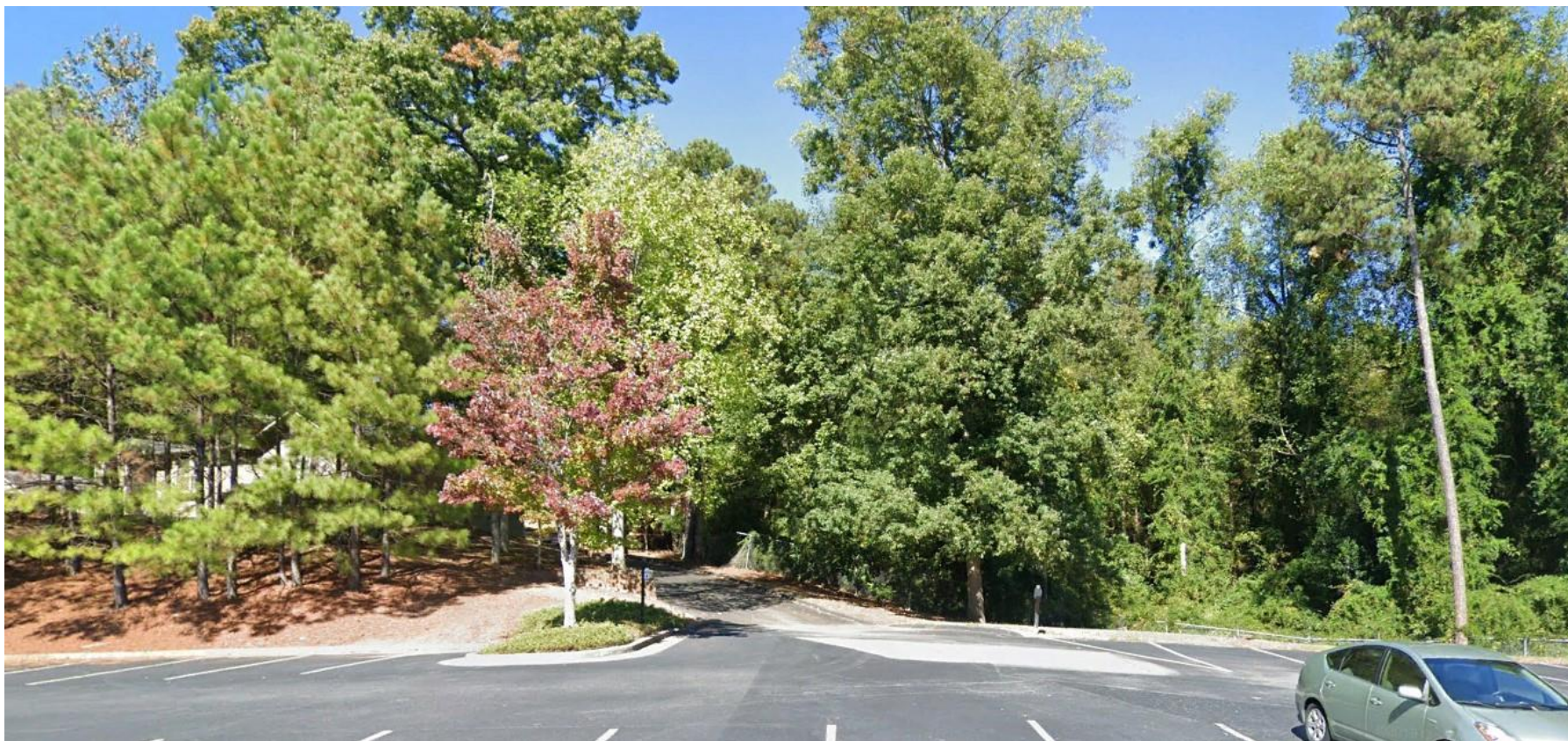
KEVIN PATE
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 3499
3930 EAST JONES BRIDGE,
SUITE 350
PEACHTREE CORNERS, GEORGIA
PH.(470)-579-5064
KEVIN.PATE@kimley-horn.com

Kimley»Horn					
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<u>Scale</u>	<u>Drawn by</u>	<u>Checked by</u>	<u>Date</u>	<u>Project No.</u>	<u>Sheet No.</u>
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SITE PHOTOS

SITE PHOTO

(View from the parking lot of the North Atlanta Church of Christ parking lot)



LETTER OF INTENT

STATEMENT OF INTENT

and

Other Material Required by
City of Dunwoody Zoning Ordinance
for the
Rezoning and Concurrent Variance Application

of

The Providence Group of Georgia, LLC

for

for ± 1.5210 Acres of Land

located in

Land Lot 384, 18th District, DeKalb County, City of Dunwoody, Georgia
5646 Roberts Drive and 1369 Spalding Drive

Submitted for Applicant by:

Kathryn M. Zickert
Dennis J. Webb, Jr.
J. Alexander Brock
Smith, Gambrell & Russell, LLP

[REDACTED]

Atlanta, Georgia 30309

[REDACTED]

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I. INTRODUCTION

This Application seeks to rezone a ± 1.5210 acres tract of land consisting of two (2) parcel (Parcel ID 1838401008 and 1838401007) located in Land Lot 384, 18th District, DeKalb County, Georgia and within the City of Dunwoody (“Subject Property”). The Providence Group of Georgia, LLC (“The Providence Group” and/or “Applicant”) seeks to rezone the Subject Property from Single-Dwelling Residential-100 (R-100) to Single-Dwelling Residential-60 (R-60). This Application presents an opportunity to eliminate two long standing, landlocked parcels and replace them with code compliant, owner-occupied homes that align with the City’s Comprehensive Plan, generate no vehicular traffic within Dunwoody, and create a seamless transition between existing and proposed residential uses.

As depicted on the site plan prepared by Kimley-Horn and Associates, dated April 2, 2026, (“Site Plan”) the requested rezoning would allow the development of three (3) single-family residential lots (all owner-occupied) (“Proposed Development”). The three (3) proposed lots would be an extension of the Applicant’s twenty-one (21) lot development on the adjacent properties currently being rezoned in the City of Sandy Springs (the “Sandy Springs Development”).¹ The Sandy Springs Development consists of single-family detached residences (all owner-occupied) located on ± 7.4188 -acres of land which is a combined total of twenty-four (24) homes on the Dunwoody and Sandy Springs parcels. The homes in both the Proposed Development and the Sandy Springs Development would have vehicular access from the intersection of Pitts Road and Spalding Drive within the City of Sandy Springs. There will be no vehicular access to the City of Dunwoody. The Providence Group is excited to bring its latest upscale housing development to the City of Dunwoody.

The Providence Group is one of Atlanta’s most respected names in homebuilding, known

¹ Refer to Sandy Springs Rezoning Case RZ-25-6 (1265 to 1369 Spalding Drive).

for well-crafted new homes with a personal touch. It specializes in thoughtfully designed communities and intelligently crafted homes, built to standards that are elevated above and beyond the norm.² With its experience in developing numerous communities in the areas around Dunwoody and throughout the region, it seeks to provide the same high-level of standards to the Proposed Development. The Providence Group's vision for the Proposed Development is single-family detached homes located on lots that average $\pm 12,765$ square feet in size.³ The overall development will include common areas in the form of pocket parks and a central gathering area located within the Sandy Springs Development.

The Subject Property's parcels are currently zoned R-100 and are currently nonconforming without any access to a right-of-way. The Applicant's proposal will rezone the parcels to R-60 to allow single family homes fronting on an internal drive with vehicular access to the signaled intersection at Pitts Road and Spalding Drive. The result will be proposed lots with road frontage that are in conformance with the City of Dunwoody Code of Ordinances. The proposed single-family lots will be comparable in size to the adjacent Sandy Springs Development with the intent to create a single cohesive development.

In addition, the Proposed Development will be harmonious with the existing development in the area. As noted above, the Subject Property will be an extension of the Sandy Springs Development to the north and west. To the south, the Subject Property abuts property owned by the North Atlanta Church of Christ, zoned R-100, and to the east the Subject Property abuts a residential lot zoned R-100 at 1389 Spalding Drive. It is important to note that the Proposed Development abuts an undeveloped, wooded portion of the 1389 Spalding Drive parcel. The Subject Property does not border any other parcels developed as single family homes, other than

² See *The Providence Group of Georgia's website at: <https://theprovidencegroup.com/about>.*

³ The minimum lot size for R-60 is 8,000 square feet, however the proposed lot will be larger on average.

the Applicant's Sandy Springs Development and 1389 Spalding Drive. The Whitehall subdivision to the east is separated from the Subject Property by the 1389 Spalding Drive parcel, which acts as a buffer separating it from the Proposed Development.

The Proposed Development is also aligned with the City's Direction Dunwoody 2045 Comprehensive Plan ("Comp Plan"). The Comp Plan's Character Area Map shows the Subject Property within the Suburban Neighborhoods character area. The Comp Plan states that the vision for the Suburban Neighborhoods character area is for single-family detached residential, including small-lot residential, as infill housing.⁴ Hence, the Applicant's proposal for modern, upscale small-lot residential housing is directly aligned with the Comp Plan's vision and goals for the Suburban Neighborhoods character area.

The Applicant submits this document as a Statement of Intent with regard to this Application, a preservation of the Applicant's constitutional rights and a Written Justification for the Application as required by the City of Dunwoody Zoning Ordinance, § 27-326 *et seq.* A Site Plan has been filed contemporaneously with the Application, along with other required materials.

II. HISTORY

The City of Dunwoody Zoning Map shows the property as being zoned R-100 and there are no records of any prior rezoning or conditions. The Subject Property currently contains a driveway for a single-family structure that is located on the North Atlanta Church of Christ property.⁵ Further, the Comp Plan places the Subject Property in the "Suburban Neighborhoods" character area, a classification that supports both the zoning district and use requested.⁶

⁴ See *Direction Dunwoody 2045 Comprehensive Plan*, pgs. 78 and 79.

⁵ The single-family structure on the North Atlanta Church of Christ property is used as part of the church's operations. The driveway will be reconfigured and TPG will provide an access easement through the Subject Property to maintain access to the church's existing structure.

⁶ See *Direction Dunwoody 2045 Comprehensive Plan*, pgs. 74 and 79.

III. REZONING IMPACT ANALYSIS

A. WHETHER THE ZONING PROPOSAL IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE COMPREHENSIVE PLAN.

Yes. As noted above, the Subject Property is located in the Suburban Neighborhoods character area, which the Comp Plan envisions as an area to “remain desirable, verdant, family-friendly residential areas while evolving to meet modern needs.”⁷ The Applicant’s proposal will add upscale, modern housing to the existing housing stock in the area, while preserving the verdant, family-friendly residential feel of the area. The Comp Plan also notes that “there is very little opportunity for redevelopment within the suburban neighborhood area other than occasional infill development...”⁸ Moreover, the Comp Plan notes small-lot residential as an appropriate use within the Suburban Neighborhoods character area, which aligns with the Applicants proposed $\pm 12,765$ square foot lots (on average). Thus, the Applicant’s proposal to redevelop the Subject Property for three (3) upscale, modern homes is in direct alignment with the specific goals and vision of the Suburban Neighborhoods character area.

B. WHETHER THE ZONING PROPOSAL WILL PERMIT A USE THAT IS SUITABLE IN VIEW OF THE USE AND DEVELOPMENT OF ADJACENT AND NEARBY PROPERTIES.

Yes. The proposed single-family homes on average $\pm 12,765$ square foot lots are completely suitable and appropriate in light of adjacent and surrounding development. As noted above, the Subject Property will be an extension of the Applicant’s Sandy Springs Development to the north and west, which includes single family detached homes on an average lot size of $\pm 12,160$ square feet. The Sandy Springs Development is commensurate with the lot sizes of more recent development along Spalding Drive and Pitts Road. Many of the surrounding Dunwoody properties are zoned R-100, which has a minimum lot size of 15,000 square feet. However, the

⁷ See *Direction Dunwoody 2045 Comprehensive Plan*, pg. 78.

⁸ *Id.*

Subject Property only borders one R-100 parcel that is developed for a single-family home at 1389 Spalding Drive. Furthermore, the Subject Property abuts the undeveloped portion of the 1389 Spalding Drive property and is not adjacent to the existing home. The Subject Property also abuts the North Atlanta Church of Christ property to the south and the Applicant's Sandy Springs Development to the north and west. Accordingly, the Proposed Development and the R-60 zoning will act as an appropriate transition in intensity given the proximity of non-residential development to the south and the lack of R-100 homes immediately abutting the property. Thus, the Applicant's proposal is suitable in view of the use and development of adjacent and nearby properties.

C. WHETHER THE PROPERTY TO BE AFFECTED BY THE ZONING PROPOSAL HAS A REASONABLE ECONOMIC USE AS CURRENTLY ZONED.

No. As noted in previous paragraphs, the Subject Property's two parcels are completely landlocked with no direct access to any right-of-way. As a result, any development would require access through existing parcels. The Applicant's adjacent Sandy Springs Development provides a unique opportunity to allow the development of otherwise unbuildable property through its access to the intersection of Spalding Drive and Pitts Road. To incorporate the Subject Property into the Sandy Springs Development, however, the Applicant is requesting a rezoning to R-60 to allow appropriately sized lots proportionate to the remainder of the development.

D. WHETHER THE ZONING PROPOSAL WILL ADVERSELY AFFECT THE EXISTING USE OR USABILITY OF ADJACENT OR NEARBY PROPERTY.

No. As noted previously, the Subject Property only abuts one R-100 zoned single family residential lot. All other R-100 residential development is separated from the Subject Property by either the North Atlanta Church of Christ property or the Applicant's Sandy Springs Development. Regardless, the Applicant will incorporate appropriate design elements, including walls and landscaping to mitigate negative impacts, if any, on nearby property.

E. WHETHER THERE ARE OTHER EXISTING OR CHANGING CONDITIONS AFFECTING THE USE AND DEVELOPMENT OF THE PROPERTY THAT PROVIDE SUPPORTING GROUNDS FOR EITHER APPROVAL OR DISAPPROVAL OF THE ZONING PROPOSAL.

The Proposed Development's $\pm 12,765$ square foot lots follow the trend of recent residential development towards smaller lot detached homes. The Applicant's overall development will be oriented towards Spalding Drive and Sandy Springs, where many of the neighborhoods have minimum 9,000 square foot lots and were constructed within the last 20 years. Also, the nearby Whitehall subdivision was constructed approximately 28 years ago and has lots ranging from $\pm 12,196$ square feet to $\pm 18,295$ square feet.⁹ The Applicant's average $\pm 12,765$ square foot lots are squarely within the range of lot sizes in the area. Accordingly, the Applicant's proposal to rezone to R-60 will bring the Subject Property into alignment with the development trends in the area and allow a practical and fitting residential development.

F. WHETHER THE ZONING PROPOSAL WILL ADVERSELY AFFECT HISTORIC BUILDINGS, SITES, DISTRICTS, OR ARCHAEOLOGICAL RESOURCES.

The Applicant knows of no historic buildings, sites, districts, or archaeological resources either on the Subject Property or located in the immediate vicinity that would suffer adverse impacts from the rezoning requested.

G. WHETHER THE ZONING PROPOSAL WILL RESULT IN A USE THAT WILL OR COULD CAUSE AN EXCESSIVE OR BURDENSOME USE OF EXISTING STREETS, TRANSPORTATION FACILITIES, UTILITIES, OR SCHOOLS.

The Application, if approved, is designed so as not to affect existing transportation facilities. Access to the site will be from Spalding Drive in Sandy Springs and will not have any direct access from the City of Dunwoody. The Applicant has prepared a Traffic Impact Study,

⁹ According to the DeKalb County Tax information Parcels 1838404001 and 1838405001 are $\pm 12,196$ square feet, and Parcel 1838401015 is $\pm 18,295$ square feet.

by Kimley-Horn and Associates, dated February 2026 (the “Traffic Study”). The Traffic Study evaluated the existing and future conditions of the surrounding roadways and intersections and issued improvements including aligning the Sandy Springs Development’s entrance with the intersection of Pitts Road and Spalding Drive. The current Sandy Springs Development site design incorporates these recommendations.

IV. PRESERVATION OF APPLICANT’S LEGAL AND CONSTITUTIONAL RIGHTS

To preserve its legal and constitutional objections, the Applicant states that the Zoning Ordinance of the City of Dunwoody lacks adequate standards for the City Council to exercise its power to zone and rezone. In essence, the standards are not sufficient to contain the discretion of the City Council and to provide the Courts with a reasonable basis for judicial review. Because the stated standards (individually and collectively) are too vague and uncertain to provide reasonable guidance to the City Council, the Zoning Ordinance violates the Fifth and Fourteenth Amendments of the Constitution of the United States in matters of zoning. The Zoning Resolution also violates Article I, Section III, Paragraph 1; and Article I, Paragraphs 1 and 2 of the Constitution of State of Georgia, 1983.

The City Council is granted the power to zone pursuant to Article IX, Section II, Paragraph 4 of the Constitution of the State of Georgia, 1983. It is a power which must be fairly exercised. Based on this element of fairness, the Zoning Ordinance of the City of Dunwoody violates Article IX, Section II, Paragraph 4 of the Constitution of the State of Georgia, 1983.

The Zoning Ordinance presently in effect and any intervening district but for that requested is unconstitutional and contrary to the best interest of the health and welfare of the citizens of the City of Dunwoody, and constitutes an arbitrary and capricious act. As a result, the Zoning Ordinance is in violation of Article I, Section I, Paragraphs 1 and 2 of the Constitution of the State of Georgia 1983; Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia; and

Article I, Section II, Paragraph 3 of the Constitution of the State of Georgia, 1983. Furthermore, the Zoning Ordinance violates the due process clause and equal protection clauses of the Fifth and Fourteenth Amendments to the Constitution of the United States of America.

In addition, the Zoning Ordinance presently in effect and any intervening district but for that requested is unconstitutional in that it renders this property unusable and destroys its marketability. Therefore, the Zoning Ordinance constitutes a taking of applicant's property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the United States Constitutional and in violation of Article I, Section I, Paragraph 1 and Article I, Section III, Paragraph 1(a) of the Constitution of Georgia.

Any limitation on the time for presentation of the issues before the City Council who have the power to zone and rezone is a violation of the guarantees of free speech under Article I, Section I, Paragraph 5 of the Constitution of the State of Georgia, 1983 and the First Amendment of the Constitution of the United States of America. Further, said limitations are in violation of the right to petition and assemble, in violation of Article I, Section I, Paragraph IX of the Constitution of Georgia, 1983 and the First Amendment of the Constitution of the United States of America as well as the due process clauses of the Constitution of Georgia, 1983 and the Constitution of the United States of America.

The Zoning Ordinance of the City of Dunwoody is unlawful, null and void in that its adoption and map adoption/maintenance did not comply with the requirements of its predecessor ordinance and/or the Zoning Procedures Law, O.C.G.A. § 36-66-1, et seq.

The Applicant raises the defenses of failure to exhaust administrative remedies and failure to raise legal and constitutional objections.

V. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that the rezoning application to rezone the Subject Property from R-100 to R-60 be approved to allow the creation of three (3) residential lots as shown on the zoning plan submitted with this Application. The Applicant also invites and welcomes any comments from Staff or other officials of the City of Dunwoody so that such recommendations or input might be incorporated as conditions of approval of this Application.

This 7th day of April 2026.

Respectfully submitted,



Smith, Gambrell & Russell, LLP



J. Alexander Brock
Kathryn M. Zickert
Dennis J. Webb, Jr.
Attorneys for Applicant

Single Family Americana Collection



Public Comment, received 8/10/26 via phone call.

Dear Planning Commission,

Please consider my request to require an 8-foot privacy fence along the eastern property line for the purposes of maintaining privacy and for noise control.

Please also consider that my property, 1389 Spalding Drive, is directly adjacent to the proposed development and the two main underground detention areas are directly adjacent to my property. I request consideration that the southern detention area be moved nearer to the western property line (5646 Roberts Drive). Moving the detention area will shift it away from a more residential area and allow more trees to be preserved on 1369 Spalding Drive.

Sincerely,

Nene E. Smitses
1389 Spalding Drive