



# SANDY SPRINGS

GEORGIA

## PLANNING COMMISSION

Reed Haggard, Chair  
Andy Porter, Vice Chair  
Robin Conklin  
Elizabeth Kelly  
Sherwin Clemons  
Andrea Settles  
Karen Trylovich

---

**Wednesday, October 22, 2025**

**Regular Meeting**

**6:00 p.m.**

---

The Planning Commission meeting will be held in the Studio Theatre at Sandy Springs City Hall  
(1 Galambos Way, Sandy Springs, GA 30328).

**Live-stream:** [www.SandySpringsGA.gov/Stream](http://www.SandySpringsGA.gov/Stream)

**Public Comment:** <http://spr.gs/publiccomment>

### **I. Call to Order**

### **II. Roll Call and General Announcements**

### **III. Approval of Meeting Agenda**

- A. October 22, 2025 Planning Commission Meeting Agenda  
*(Presented by Samantha Brown, Planning and Zoning Clerk)*

### **IV. Approval of Meeting Minutes**

- A. August 20, 2025 Planning Commission Meeting Minutes  
*(Presented by Samantha Brown, Planning and Zoning Clerk)*

### **V. Cases**

- A. **2025-0006 U-25-2 - 6344 Roswell Road** - Request for a Conditional Use Permit to allow for a drive-through facility in the CX-3 zoning district for a bank.  
*(Presented by LaQuita Williams, Planner II)*

### **VI. Ongoing Business**

### **VII. New Business**

### **VIII. Adjournment**

*Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.  
The City will make reasonable accommodations for those persons.*



**SANDY SPRINGS**  
GEORGIA

**P&Z STAFF REPORT**

Planning Commission Meeting, October 22, 2025

Case: **U-25-2 – 6344 Roswell Road**  
Staff Contact: LaQuita Williams (lwilliams@sandyspringsga.gov)  
Report Date: October 7, 2025

**REQUEST**

Request for a Conditional Use Permit to allow a drive-through facility at a former bank building located at 6344 Roswell Road in the CX-3 zoning district for a bank.

**APPLICANT**

Property Owner:	Petitioner:	Representative:
Regency Retail Partnership	Regency Retail Partnership	Dani Blumenthal

**SUMMARY**

The applicant requests a Conditional Use Permit to allow for a drive-through facility at a former bank building located in the CX-3 zoning district for a bank.

**RECOMMENDATION**

**Department of Community Development**

Staff recommends **Approval with Conditions** of **Conditional Use Permit U-25-2**.

**MATERIALS SUBMITTED AND REVIEWED**

**Materials:**

1. Application, received May 29, 2025
2. “LD\_Cornerstone\_Property\_Description\_Thu\_May\_29, 2025\_10-40-34”
3. “Constitutional\_Allegations\_Language\_(Sandy\_Springs)\_Thu\_May\_29, 2025\_10-47-31”

**Plans:**

1. “6344\_Roswell\_Survey\_Fri\_May\_23, 2025\_11-22-06” prepared by Gaskins + Lecraw. Stamped by Dean C. Olsen and received May 23, 2025;
2. “Cornerstone\_Development\_(Bank)\_- Trip\_Gen\_Memo\_Tue\_Jun\_10, 2025\_09-42-07” prepared by Keck+Wood Collaboration by Design and received on June 10, 2025;
3. “2025\_06-20\_- Bank\_CUP\_Ex1\_- Regency\_- Sandy\_Springs\_GA\_Mon\_Jun\_23, 2025\_08-25-38” prepared by Gaskins + Lecraw and received on June 21, 2025;

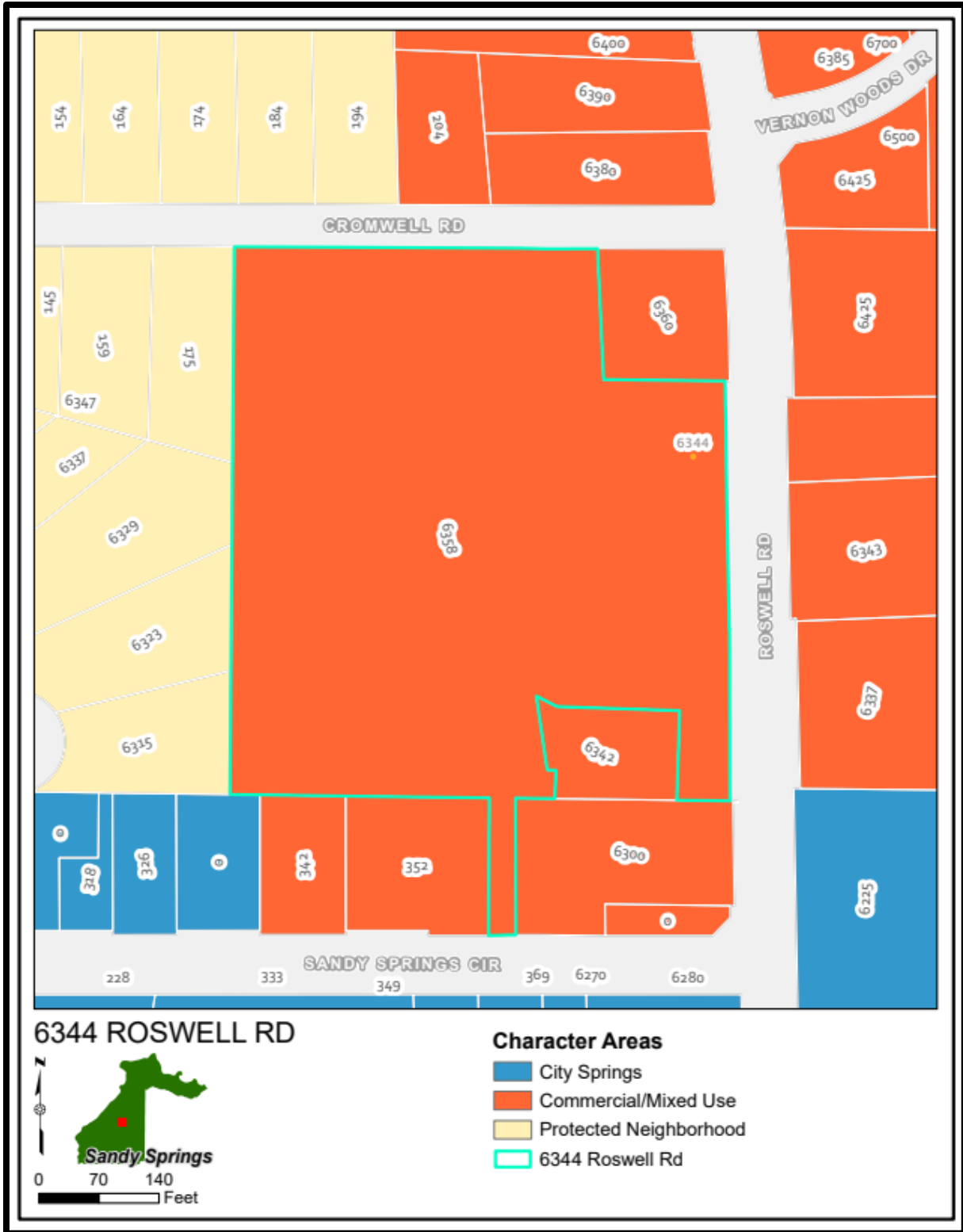
4. "2025-07-21 Updated Site Plan for Submittal.pdf" prepared by Gaskins + Lecraw and received on June 23, 2025;
5. "2025-07-17 - Bank CUP - EX1 - Regency - Sandy Springs\_GA (Option 1).pdf" prepared by Gaskins + Lecraw and received on June 23, 2025;

<b>PROPERTY INFORMATION</b>	
Location:	6344 Roswell Road (Parcel # 17 008800010685)
Council District:	3 – Melissa Mular
Road frontage:	Approximately 488 feet of frontage on Roswell Road Approximately 423 feet of frontage on Cromwell Road Approximately 31 feet of frontage on Sandy Springs Circle
Acreage:	Approximately 7.14 acres
Current Zoning: Existing Land Use:	CX-3 (Commercial Mixed Use – 3 stories maximum) Former Bank
Previous Zoning Case/Cases:	V06-048 (denied) – a request to allow for a second sign in a shopping center where only one is allowed.
Character Area:	Commercial/Mixed Use

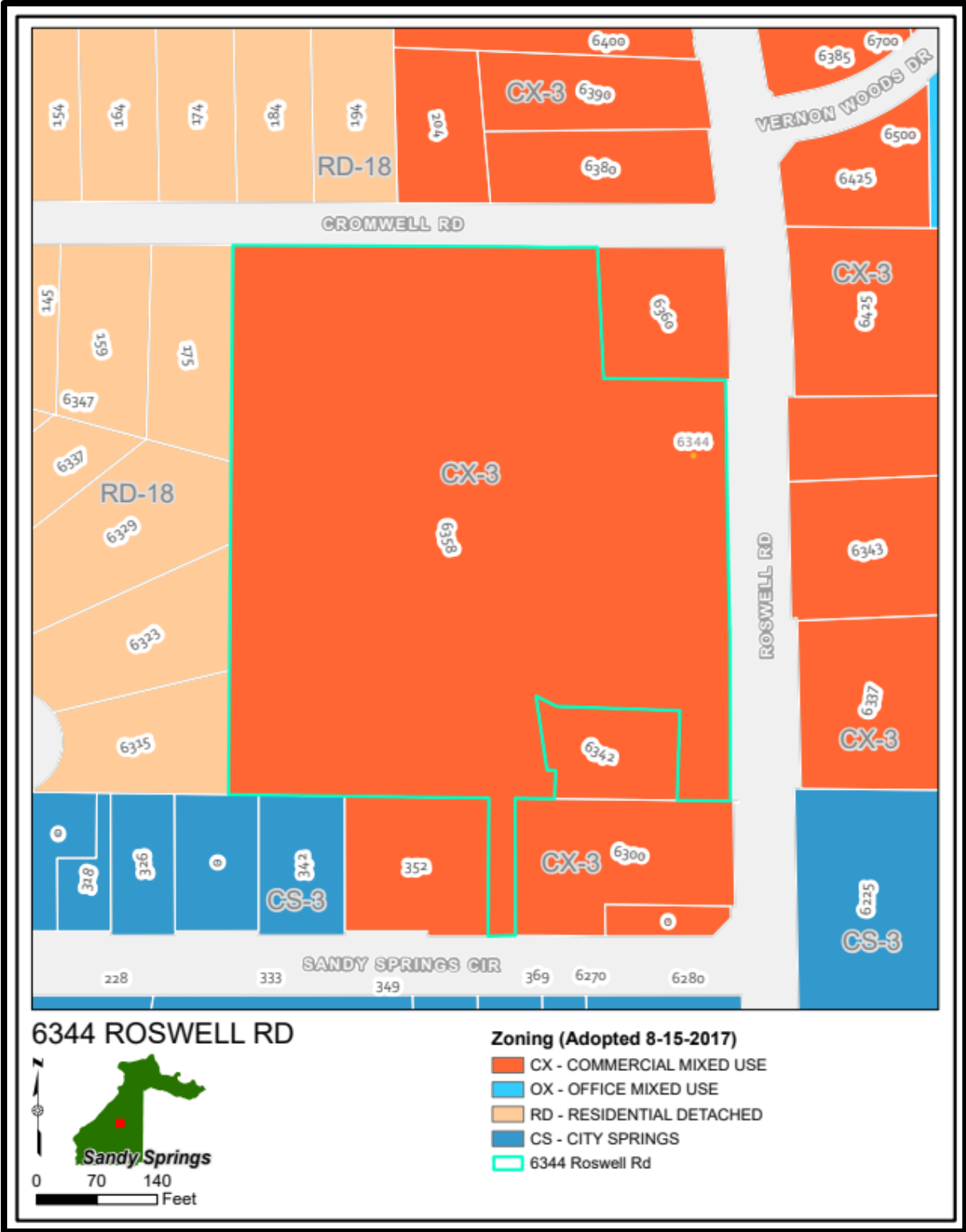
<b>PROCESS</b>			
First Community Meeting: May 29, 2025	Second Community Meeting: July 7, 2025	Planning Commission Hearing: October 22, 2025	Mayor and City Council Hearing: November 18, 2025

<b>EXISTING ZONING AND LAND USES OF PROPERTY IN THE VICINITY</b>			
<b>Location relative to subject property</b>	<b>Zoning / Land use</b>	<b>Address(es)</b>	<b>Land area (acres) (approximate)</b>
North	CX-3 (Commercial Mixed Use) Parking Lot	204 Cromwell Road	0.46 acres
North	CX-3 (Commercial Mixed Use) Car Wash	6380 Roswell Road	0.61 acres
Northwest	CX-3 (Commercial Mixed Use) Fuel pumps, gas station	6360 Roswell Road	0.51 acres
East	CX-3 (Commercial Mixed Use) Various Uses	6337 Roswell Road	9.62 acres
East	CX-3 (Commercial Mixed Use) Bank	6343 Roswell Road	0.93 acres
Southeast	CS-3 (City Springs) Various Uses	6225 Roswell Road	9.87 acres
South	CX-3 (Commercial Mixed Use) Pharmacy	6330 Roswell Road	0.37 acres
South	CX-3 (Commercial Mixed Use) Bank	6300 Roswell Road	0.77 acres
South	CS-3 (City Springs) Drive-through facility	369 Sandy Springs Circle	0.21 acres
South	CX-3 (Commercial Mixed Use) Office	352 Sandy Springs Circle	0.60 acres
South	CS-3 (City Springs) Various Uses	330-342 Sandy Springs Circle	0.36 acres
South	CS-3 (City Springs) Various Uses	0 Sandy Springs Circle	0.37 acres
West	RD-18 (Residential Estate) Single Family Homes	Whispering Pines Neighborhood	Varies
<b>PROPOSED DEVELOPMENT</b>			
--	CX-3 (Commercial Mixed Use)	6344 Roswell Road	7.15 acres

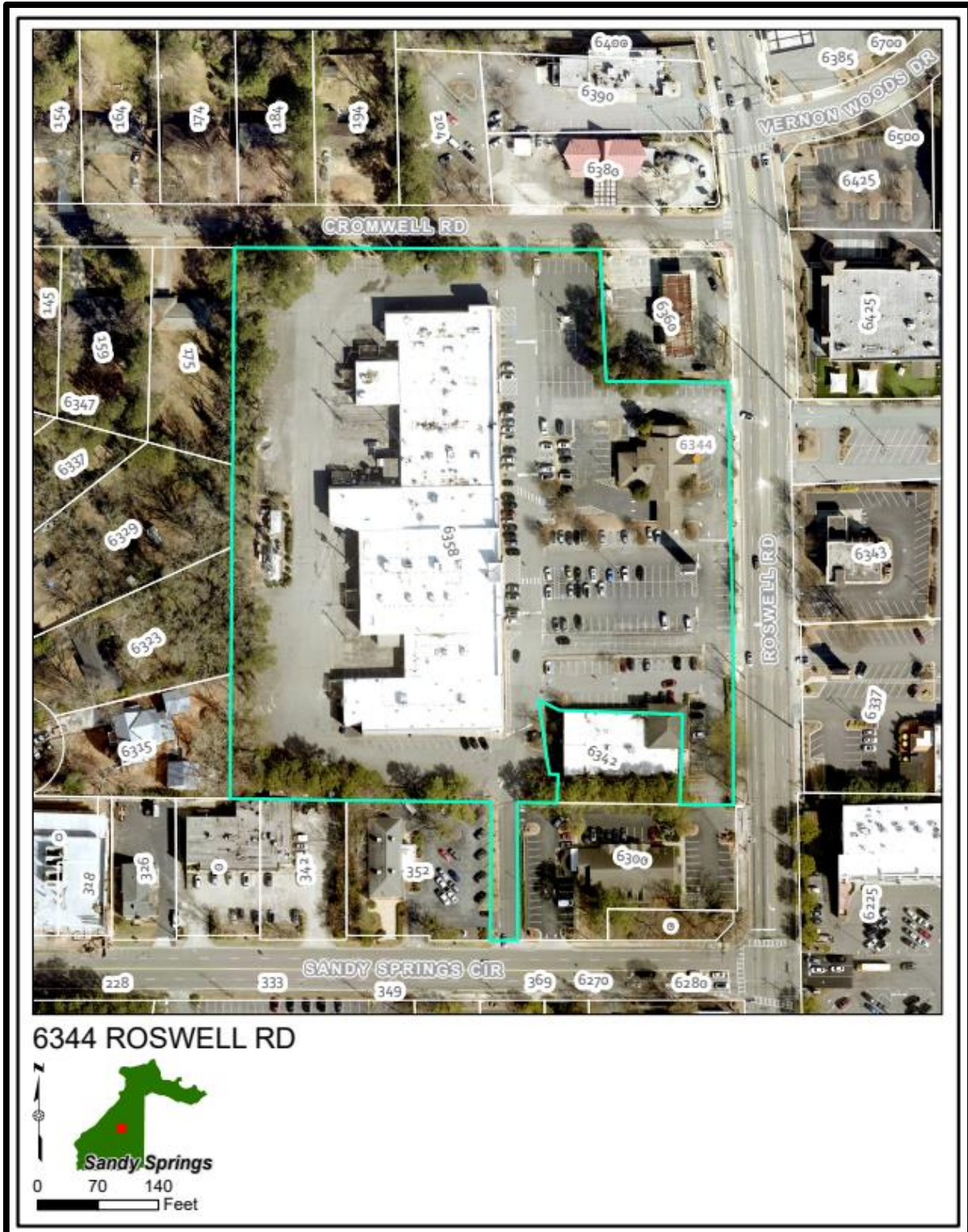
**CHARACTER AREA MAP**



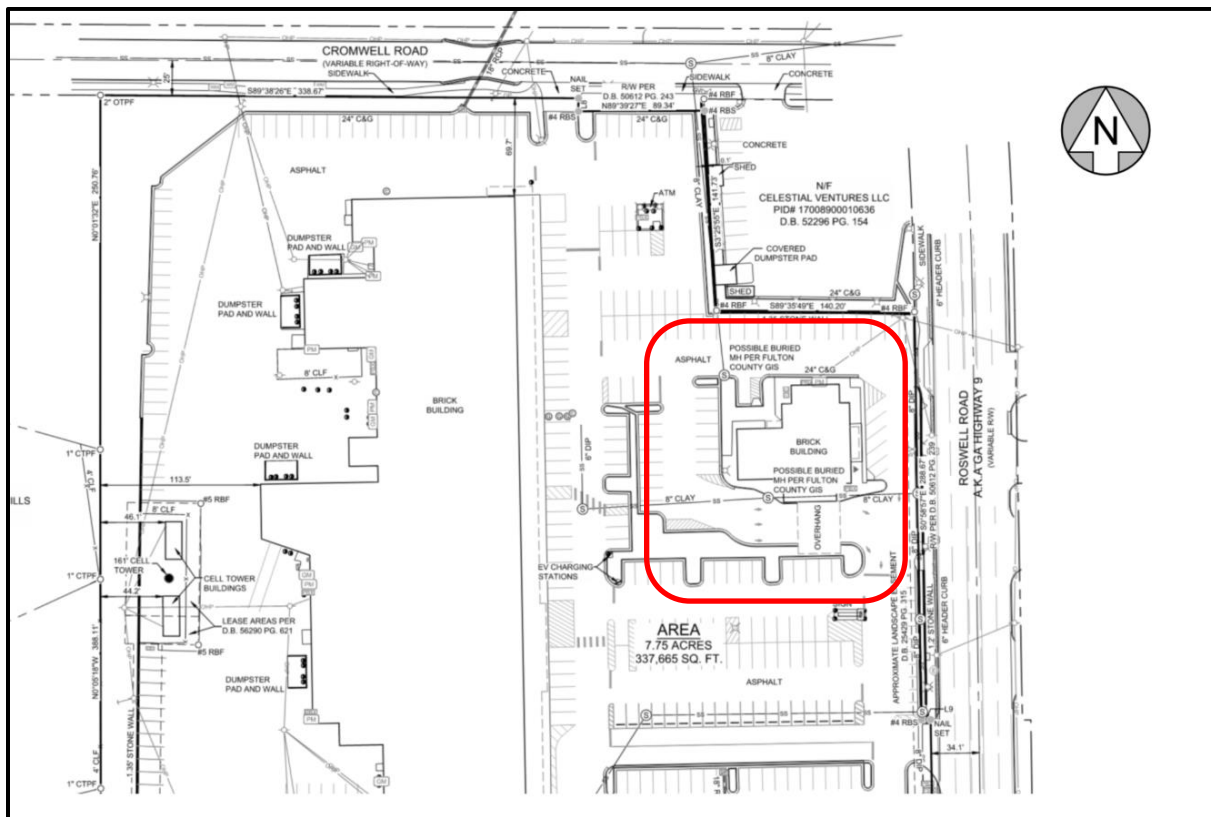
**ZONING MAP**



AERIAL IMAGE



**SURVEY** (received May 23, 2025) (full size Site Plan in Package)



## EXISTING DEVELOPMENT

The 7.75-acre subject property is zoned CX-3 Commercial Mixed Use with a maximum building height of three stories. It is currently developed as a neighborhood shopping plaza anchored by an ALDI grocery store and includes a mix of retail tenants, such as a healthcare clinic and a hardware store. The 4,330 square foot building, formerly occupied by a bank with an associated drive-thru facility, has remained vacant for several years.

The surrounding sites include a BP gas station directly north of the building, a CVS pharmacy to the south, and the Whispering Pines residential neighborhood to the west. Across Roswell Road to the east is the Goddard pre-school, and a retail plaza that includes Regions Bank, Hudson Grill and Planet Fitness.



*View of the front of the existing building standing on Roswell Road looking west*



*View of existing driveway from Roswell Road looking northwest*



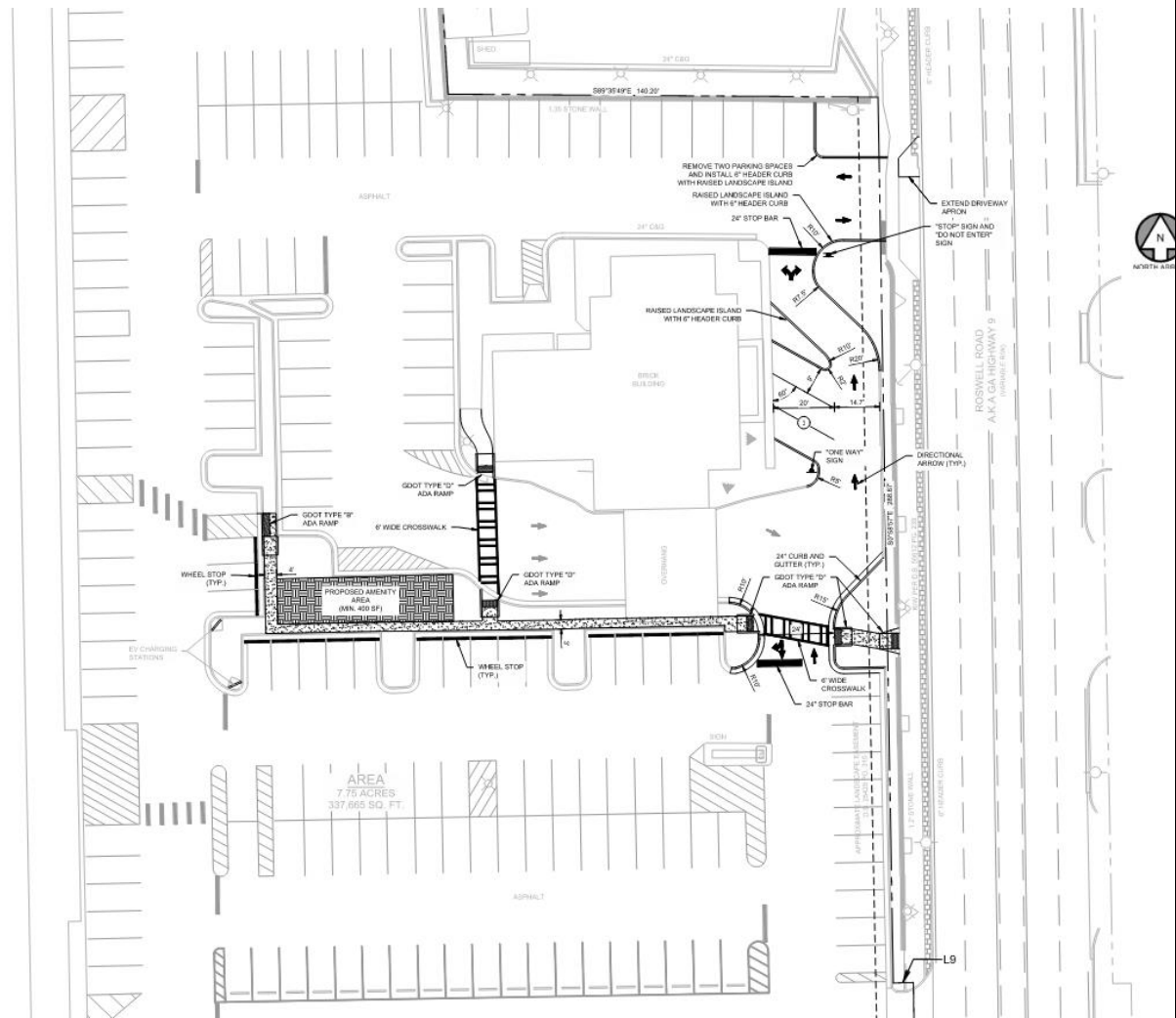
*View of rear of existing bank facing east from rear parking lot*

## PROPOSED DEVELOPMENT

The proposed development involves renovating the existing building and the accessory drive-through facility to operate a bank.

The proposal includes adding a 6- (six) foot wide crosswalk, an amenity space, ADA ramps and raised landscape islands.

## SITE PLAN (received May 23, 2025) (full size Site Plan in Package)



## CONDITIONAL USE PERMIT CONSIDERATIONS

Per Sec. 11.3.6.D. of the Development Code, the following list of approval criteria for a Conditional Use Permit provides guidance for making decisions on approval:

**1. *The use is allowed as a conditional use in the respective zoning district (See Div. 7).***

**Finding:** The proposed use as a bank is allowed in the Commercial Mixed-Use district by right. The active use of a drive-through facility is allowed via a Conditional Use Permit.

**2. *The use complies with the applicable specific use standard listed in Article 7 without the granting of any Variances.***

**Finding:** The use and proposed site amendments would not require any variances based on the information provided. A drive-through facility is defined as, “A facility at which the customer is served while sitting in a vehicle, typically associated with drive-through restaurants, banks and pharmacies,”.

**a. *No drive-through window, lane or order box is allowed within 50 feet of a Protected Neighborhood or Urban Neighborhood District (measured from the residential lot line to the closest point of the drive-through lane);***

**Finding:** The proposed drive-through bank is not located within 100 feet of any Protected Neighborhood district or Urban Neighborhood District. The existing drive-through facility is more than 400 feet from the Whispering Pines neighborhood (a Protected Neighborhood).

**b. *All drive-through areas, including, but not limited to, menu boards, stacking lanes, trash receptacles, ordering box, drive up windows, and other objects associated with the drive-through, must be located to the side or rear of the principal building. Drive-through windows and lanes may not be placed between a street (not including an alley) and the associated building; and***

**Finding:** The existing drive-through and site elements comply with the development code, and the proposal includes maintaining the existing principal structure and drive-through facility. The window and lanes are located to the side of the principal building and are not located between the street and building.

**c. *Stacking requirements are in Sec. 8.2.9.***

**Finding:** The proposal complies with the minimum stacking requirement of 3 (three) stacking spaces per lane.

**d. *Pedestrian crossings must be raised with stamped concrete design or pavers. General pedestrian paths must either be raised or installed as a sidewalk.***

**Finding:** The proposal complies with this Basic Use Standard.

**3. *The use is compatible with adjacent uses in terms of location, scale, site design, hours of operation and operating characteristics.***

**Finding:** The proposed use is compatible with surrounding land uses and consistent with the character of the area. The overall plaza, also zoned Commercial Mixed Use (CX-3), is developed as a retail shopping center. Similar to the proposed drive-through bank, these uses fall under the broader “Commercial Mixed” land use category.

Both the proposed principal use and associated accessory structures are compatible with neighboring developments in terms of scale, intensity, hours of operation, and general operating characteristics.

**4. Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset.**

**Finding:** There are no known adverse impacts that will result from the proposed site improvements in the area.

**5. The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.**

**Finding:** The city and other service providers will be able to provide sufficient public services to the site, as proposed increases in services are negligible.

#### **COMMENTS FROM OTHER PARTIES**

**Sandy Springs Public Works & Transportation:**

No comment provided.

**Sandy Springs Transportation Engineer:**

No comment provided.

**Sandy Springs City Engineer:**

1. Existing driveway apron does not line up with drive aisle. The apron should be re-constructed to align with the driveway aisle. The new apron should meet the requirements of Technical Manual Section 3.B.4 and conform to GDOT Standard A-1.
2. Site should be modified to accommodate the uninterrupted ingress/egress per Technical Manual Section 3.B.4. Reconfiguration of the parking area in front of the building could help mitigate this requirement.
3. Parking should be screened per Development Code Section 8.3.2
4. Provide stacking diagram showing compliance with Development Code Section 8.2.8
5. Plan should be signed and cross-date by Engineer of Record.
6. Show ADA Spaces for Bank proper.
7. Provide Pedestrian Access to right-of-way per Dev. Code Section 6.1.4.C.
8. Pedestrian crossings should meet the requirements of Dev. Code Section 7.8.4.
9. Site Development Plan shall meet the Development Code requirements with regards to Stormwater Management, Soil Erosion and Sediment Control and Tree Conservation with respect to Land Development Permitting.

**Sandy Springs Chief Environmental Compliance Officer:**

No comment provided.

**Sandy Springs Arborist:**

The proposed site plan shall adhere to the Tree Conservation ordinance (Division 9.3 of the Sandy Springs Development Code) with associated Land Development Permitting.

**Sandy Springs Building Official:**

No comment provided.

**Sandy Springs Fire Marshal:**

No comment provided.

## **PUBLIC PARTICIPATION**

### **Community Meeting I**

There were seven (7) community members at the first Community Meeting (CMI) on May 29, 2025. Topics that were discussed included ingress/egress points, traffic and curb cuts.

### **Community Meeting II**

There was one (1) in-person attendee at the second Community Meeting (CMII) on July 7, 2025. No topics were discussed.

### **Correspondence Received**

One neutral comment

## **DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION**

Following review, and based on the findings, Staff recommends **Approval of Conditional Use Permit U-25-2**, request for a Conditional Use Permit to allow for a drive-through facility at a bank in the CX-3 zoning district, subject to the following conditions:

1. Construction and site improvements must be substantially similar to the site plan received to the Department of Community Development titled “*2025-07-17 - Bank CUP - EX1 - Regency - Sandy Springs\_GA (Option 1)*”

# Planning Commission

October 22, 2025



SANDY SPRINGS™

GEORGIA

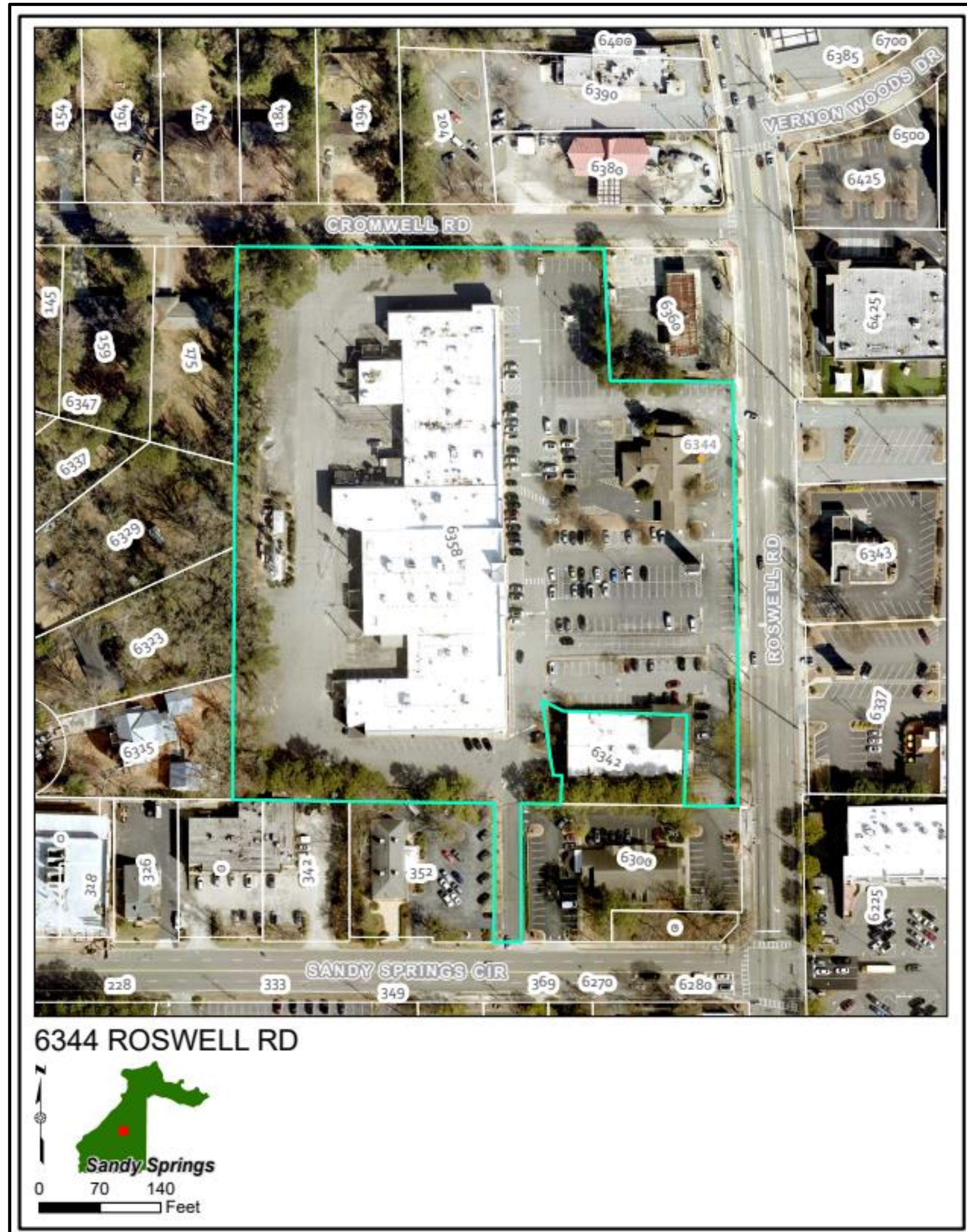
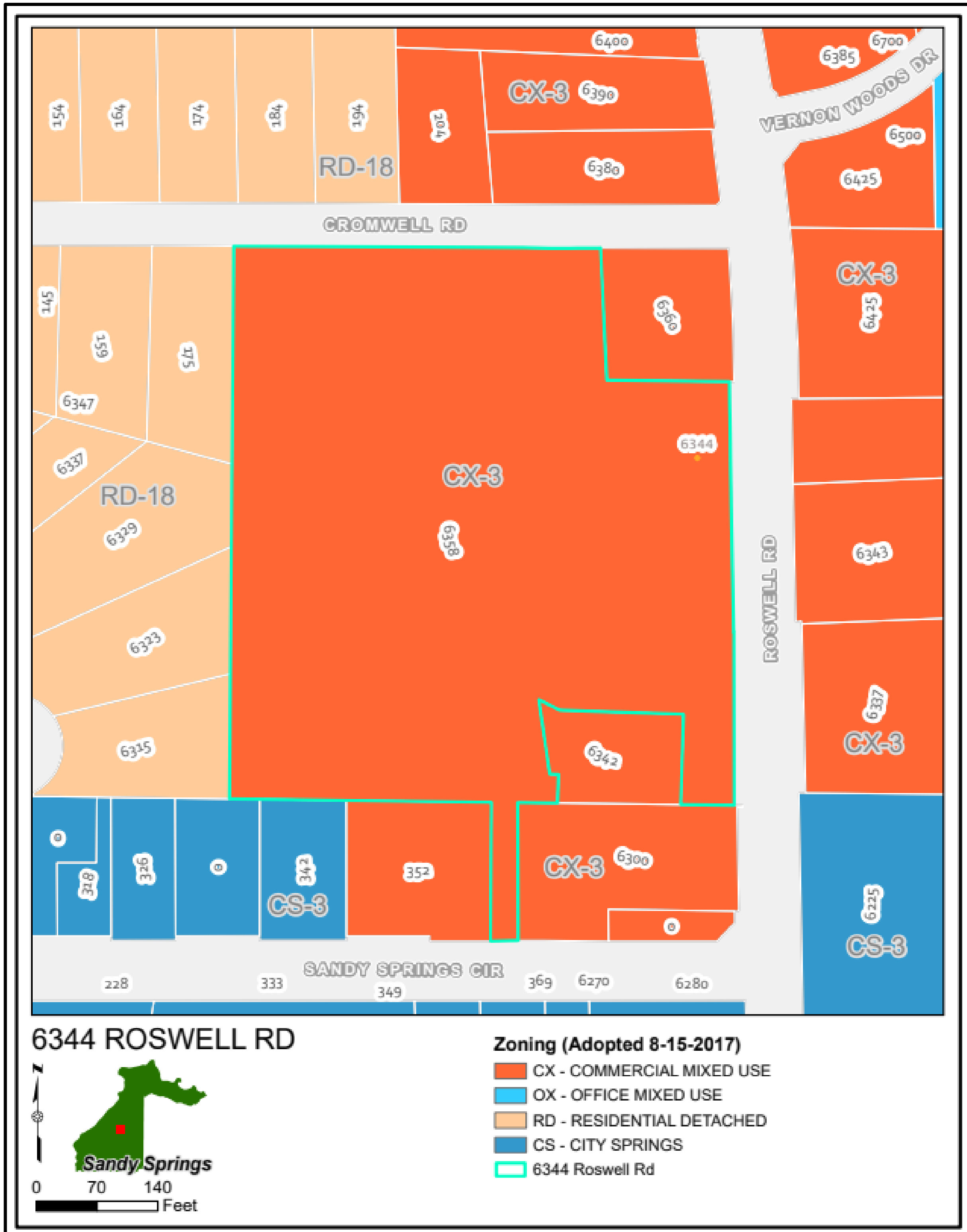
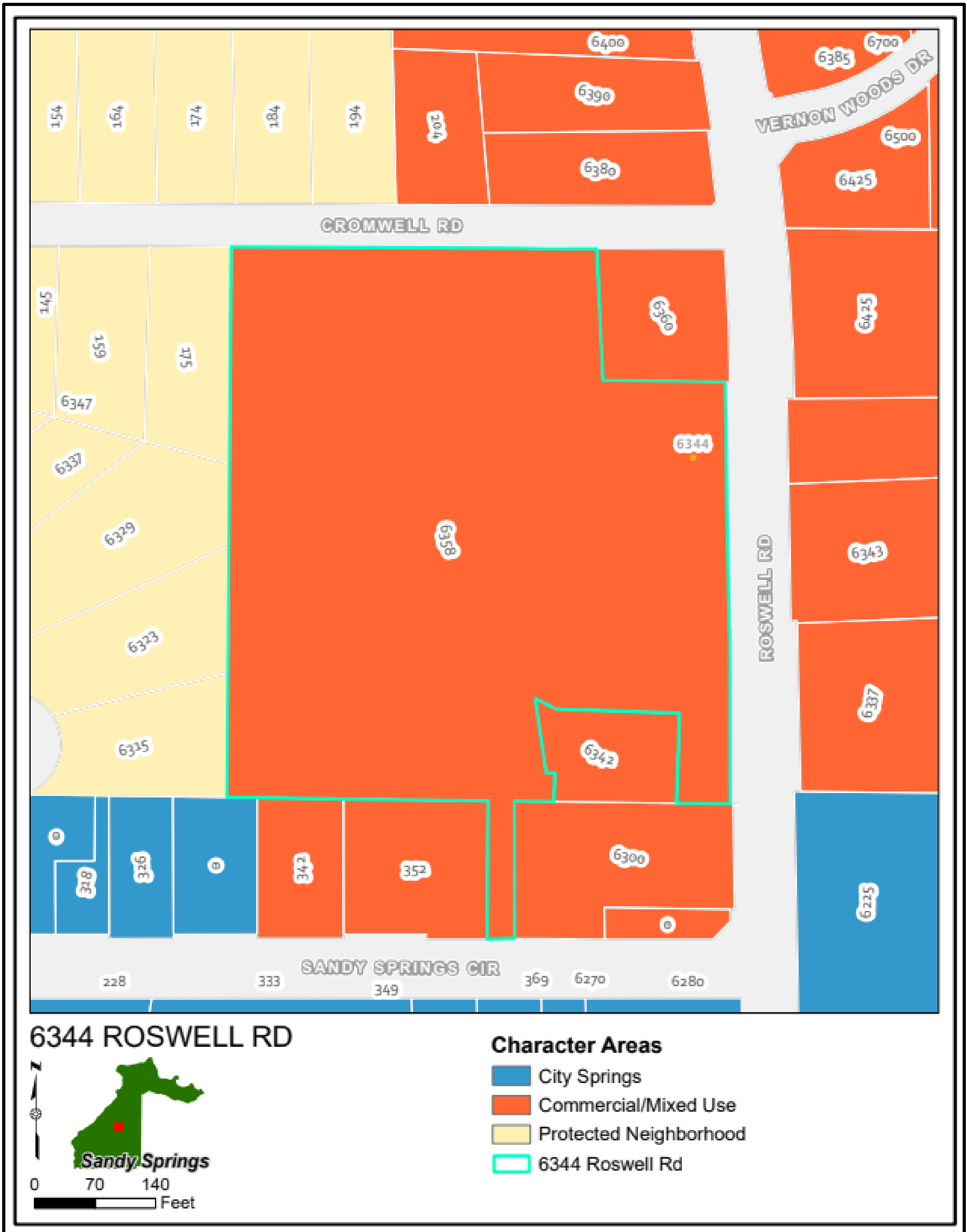
# U-25-2 Overview

- Request for a Conditional Use Permit to allow a drive-through facility at a former bank building in the CX-3 zoning district for a future bank.
- Identified as 6344 Roswell Road
- Recommendation-
  - Planning Staff: Approval with Conditions

# Character Area Map

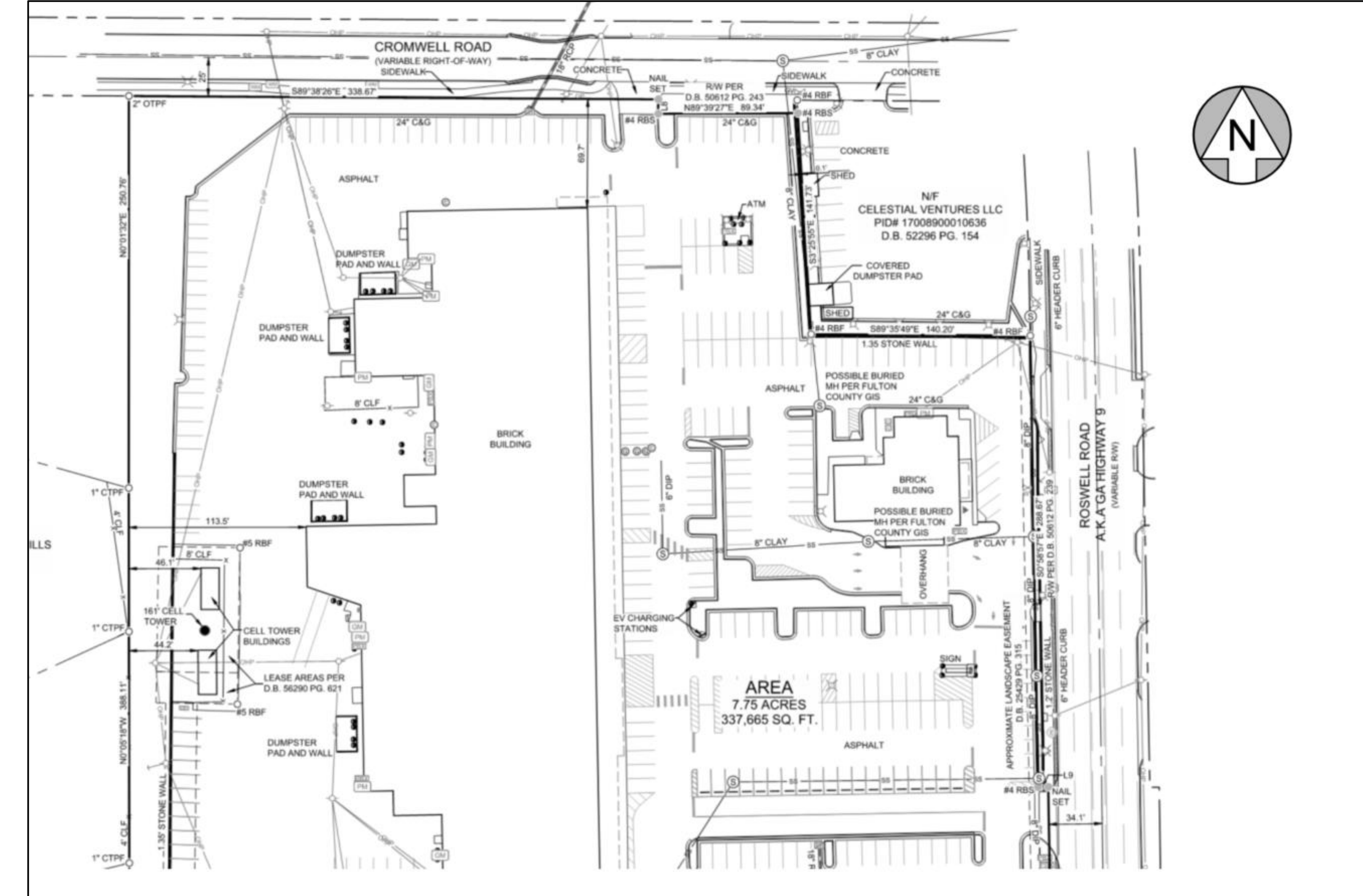
# Zoning Map

# Aerial Image



# Existing Development

# Survey



*View of the front of the existing building standing on Roswell Road looking west*

- The existing development is in a shopping plaza anchored by an ALDI grocery store and a mix of retail tenants.
- The bank building has been vacant for several years

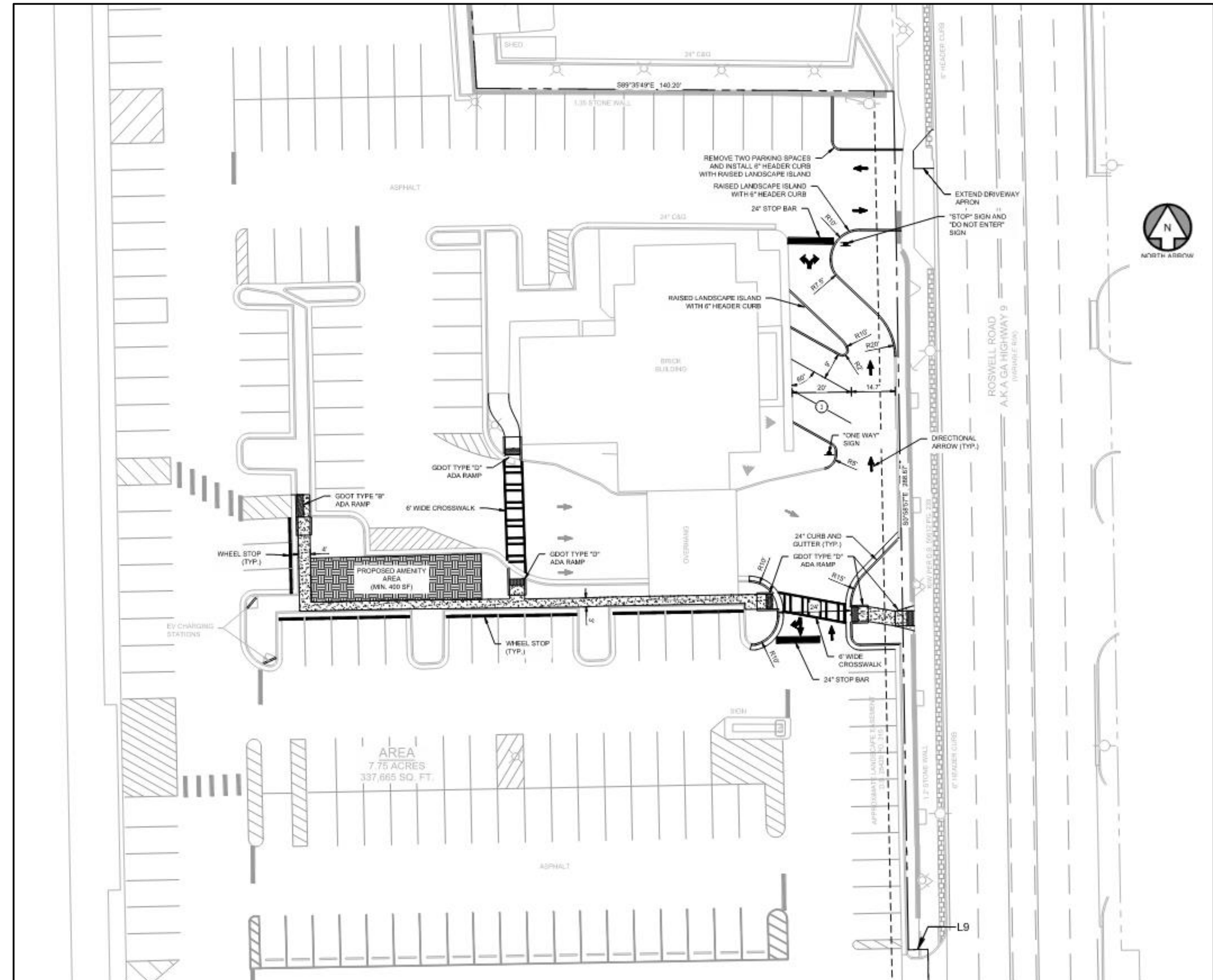


# Existing Development

- The 7.75-acre subject property is zoned CX-3 Commercial Mixed Use with a maximum building height of three stories.
- The surrounding sites include a BP gas station directly north of the parcel, a CVS pharmacy to the south, and the Whispering Pines residential neighborhood to the west.
- Across Roswell Road to the east is the Goddard pre-school, and a retail plaza that includes Regions Bank, Hudson Grill and Planet Fitness.

# Proposed Development

- The proposed development involves renovating the existing building and the accessory drive-through facility to operate a bank.
- The proposal includes adding a 6- (six) foot wide crosswalk, an amenity space, ADA ramps and raised landscape island.



# Conditional Use Permit (CUP) Considerations

- Use (bank) is allowed by right in zoning district – the drive-through facility is allowed by CUP.
- Use complies with nearby uses (i.e. pharmacy, retail shopping).
- The use is compatible with adjacent uses and accessory structures in the shopping center.
- The proposal complies with the Basic Use Standards **(7.8.4.)**, Stacking requirements **(8.2.9)**, and CUP standards **(11.4.6.)**
- Proposal has minimal impact on city services.

# Recommendation

Staff recommends **Approval with Conditions of Conditional Use Permit U-25-2**, to allow for a drive-through facility at a bank in the CX-3 zoning district, with the following condition:

1. Construction and site improvements must be substantially similar to the site plan received to the Department of Community Development titled *"2025-07-17 - Bank CUP - EX1 - Regency - Sandy Springs\_GA (Option 1)"*





**Sandy Springs**  
**Planning and Zoning**  
 1 Galambos Way Sandy Springs, GA 30328  
 Tel. (770) 730-5600



**Project Information Sheet**

**Record ID:**  
**Issued to:** Dani Blumenthal  
**Location:** 6344 ROSWELL RD , SANDY SPRINGS

**Property**

Address(es)	6344 ROSWELL RD , SANDY SPRINGS
Parcel Tax ID(s)	17 008800010685
Total Acreage	7.15
Council District	Council District 3 - Melissa Mular
Proposed Use Type	Conditional Use
Current Zoning	
Current Use	Bank building with drive-through (vacant)

**Application**

Detailed request (include Code Section No.)	The Applicant is seeking a Conditional Use Permit to permit the use of the existing drive-through facility for a bank.
Petitioner	Regency Retail Partnership, L.P.
Petitioner's address	3715 Northside Parkway NW, Suite 4-400
Phone	404 575 3248
Email	natesmith@regencycenters.com

**Owner**

Property owner	REGENCY RETAIL PARTNERSHIP
Owner's address	P.O. BOX 2539 SAN ANTONIO TX 78299-0830
Phone	404 575 3248
Email	natesmith@regencycenters.com

*If the property is under contract, provide a copy of the contract*



May 27, 2025

Mayor and City Council  
City of Sandy Springs  
1 Galambos Way  
Sandy Springs, GA 30328

LETTER OF INTENT: Conditional Use Permit Application for 6344 Roswell Road

Honorable Mayor and City Council.

On behalf of our client, Regency Retail Partnership (the “Applicant”), please accept this Letter of Intent on behalf of Regency Retail Partnership (the “Applicant”), we respectfully submit this Letter of Intent to request a Conditional Use Permit (CUP) for Tax Parcel Number 17 008800010685 (the “Subject Property”).

The Applicant seeks approval to utilize the existing drive-through facility, previously operated as a bank, for the use of a new bank.

The Subject Property is zoned CX-3, which permits drive-through facilities with an approved CUP. The drive-through is part of a larger parcel that includes a retail shopping center with access from Roswell Road, Cromwell Road, and Sandy Springs Circle. This request is only for one of the buildings, being 6344 Roswell Road, which is located between the shopping center and Roswell Road. The building is 4,330 square feet. No residential uses are part of this CUP request.

If approved, the bank’s typical hours of operation will be 9am to 5pm. There will be 10 to 20 employees at any given time, while the business is open.

All required documentation is included in this application. We appreciate your consideration of this request.

Sincerely,

*Dani Blumenthal*

Dani Blumenthal  
Entitlements

Danielle.blumenthal@gaskinslecraw.com



## GASKINS + LECRAW

### Conditional Use Analysis

1. The use is allowed as a Conditional Use in the respective zoning district:  
Yes, drive-through facilities are permitted as a Conditional Use in the CX-3 zoning district per Div. 7.2 – Allowed Use Table.
2. The use complies with the applicable specific use standards listed in Article 7:  
Yes, the use complies with the applicable use standards listed in Article 7.
3. The use is compatible with adjacent uses in terms of location, scale, sign design, hours of operation, and operating characteristics:  
Yes, the use is compatible with adjacent uses. The building and associated drive-through facility to be impacted by this request are already existing. They are part of a larger Tax Parcel with contains other commercial uses. Further, the Subject Property is located along a commercial corridor.
4. Any significant adverse impacts resulting from the proposed use in the affected area will be effectively mitigated or offset:  
The Applicant is unaware of any adverse impacts that will result from the proposed use.
5. The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.  
The building and drive-through facility to be impacted by this request are already existing and connected to public water and wastewater facilities.

### Drive- Through Facility, Basic Standards (UDO Sec. 7.8.4.B.)

1. No drive-through window, lane or order box is allowed within 50 feet of a Protected Neighborhood or Urban Neighborhood District (measured from the residential lot line to the closest point of the drive-through lane);  
The drive-through facility to be impacted by this request is not located within 50 feet of a Protected Neighborhood or Urban Neighborhood District.
2. All drive-through areas, including, but not limited to, menu boards, stacking lanes, trash receptacles, ordering box, drive up windows, and other objects associated with the drive-through, must be located to the side or rear of the principal building. Drive-through windows and lanes may not be placed between a street (not including an alley) and the associated building; and



## GASKINS + LECRAW

The drive-through facility to be impacted by this request is located on the side of the principal building. The window and lanes are not located between the street and the building.

3. Stacking requirements are in Sec. 8.2.8.  
Section 8.2.8 requires a minimum of 3 stacking spaces per lane. The drive-through facility in question meets the stacking requirements.
4. Pedestrian crossings must be raised with stamped concrete design or pavers. General pedestrian paths must either be raised or installed as a sidewalk.  
All required pedestrian crossings will be installed in accordance with City standards.



© 2025 GASKINS + LECRAW, INC. 1266 POWDER SPRINGS RD SW MARIETTA, GA 30064 PHONE: 770.424.1168 www.gaskinslecrow.com

LSF001371

REVISIONS:

Table with columns for revision number, description, date, and checked by.

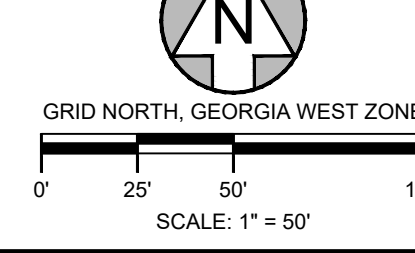
RETRACEMENT SURVEY PREPARED FOR: REGENCY RETAIL PARTNERSHIP PROJECT LOCATION: CORNERSTONE SQUARE 6336 ROSWELL ROAD LAND LOTS 88 & 89, 17TH DISTRICT CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

CALL BEFORE YOU DIG



Know what's below. Call before you dig.

SCALE & NORTH ARROW:



SURVEY INFO:

DRAWN BY: CAM REVIEWED BY: DCO JOB #: 00060002.001 DATE: 5/5/2025

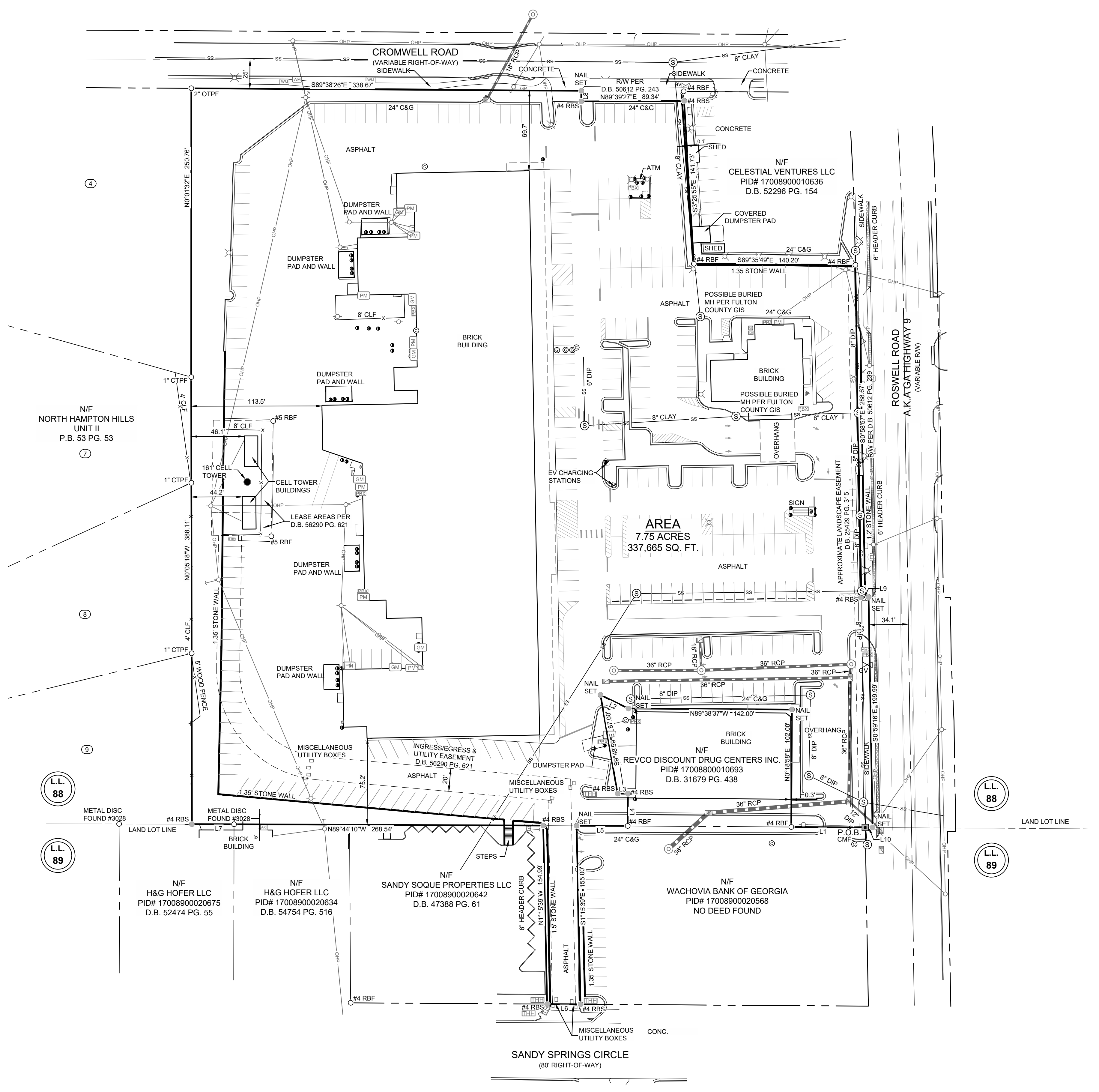
SHEET NUMBER

1 OF 1

LINE LEGEND table with symbols for STORM SEWER, OVERHEAD POWER, FENCE, PROPERTY LINE, ADJOINING LOT LINE, SANITARY SEWER, LAND LOT LINE, RIGHT OF WAY, OVERHEAD UTILITY, EASEMENT, ROAD CENTERLINE.

ABBREVIATION LEGEND table with symbols for P.O.C., RBF, CTFP, SSE, CMP, HDPE, RCP, N/F, CLF, P.O.B., RW, OTFP, DIP, PVC, BSL, C&G.

SYMBOL LEGEND table with symbols for AIR CONDITIONER UNIT, BOLLARD, JUNCTION BOX, HOOD AND GRATE INLET, SANITARY SEWER CLEANOUT, GRATE INLET, CONCRETE MONUMENT FOUND, ELECTRICAL BOX, ELECTRIC METER, ELECTRIC MANHOLE, FIRE DEPARTMENT CONNECTION, FIRE HYDRANT, GUY WIRE, GAS METER, EXISTING GUY POLE, EXISTING GREASE TRAP, ADA PARKING, IRRIGATION CONTROL VALVE, IRON PIN FOUND (TYPE NOTED), IRON PIN SET, LIGHT POLE, LANDSCAPE LIGHT, MONITORING WELL, UG POWER TRANSFORMER, POWER METER, SANITARY SEWER MANHOLE, PAINTED TRAFFIC MARKING, TELEPHONE BOX, TELEPHONE HANDHOLE, TELEPHONE MANHOLE, UTILITY POLE, VALVE, LOT NUMBER.



CLERK OF THE SUPERIOR COURT RECORDING INFORMATION

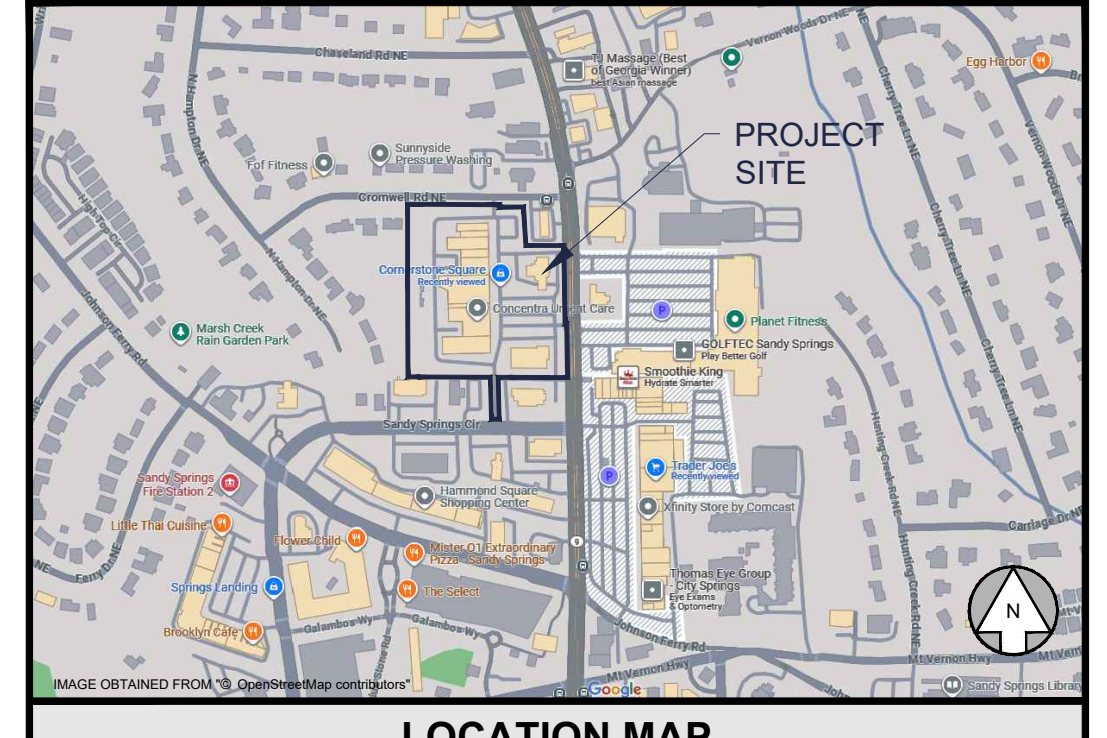
LINE TABLE with columns for LINE, BEARING, and LENGTH.

GEORGIA SURVEY NOTES: A. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED ON APRIL 24, 2025. ANY CHANGES IN SITE CONDITIONS AFTER THIS DATE ARE NOT REFLECTED ON THE SURVEY. B. THE FIELD DATA UPON WHICH THIS PLAT IS BASED WAS GATHERED BY USING RTK BASE AND ROVER OCCUPYING MULTIPLE BASE LOCATIONS AND DUPLICATE OBSERVATIONS ON CORNERS. THE PROCESSED DATA HAS A HORIZONTAL POSITIONAL ACCURACY OF LESS THAN 0.07 FEET. C. HORIZONTAL DATUM IS BASED ON NAD 83, GEORGIA STATE PLANE COORDINATE SYSTEM, WEST ZONE, AS ESTABLISHED BY PERFORMING REDUNDANT RTK GPS OBSERVATIONS ON PRIMARY SURVEY CONTROL POINTS UTILIZING STATIC OBSERVATIONS AND OPUS POST PROCESSING USING TRIMBLE R12 BASE AND ROVER. D. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN 1 FOOT IN 307.707. E. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. F. EQUIPMENT USED: TRIMBLE S5 & TRIMBLE R12 BASE & ROVER. G. SOURCE OF TITLE: REGENCY RETAIL PARTNERSHIP, D.B. 22274 PG. 130. H. PROPERTY CORNERS SET (#4RBS) ARE 1/2 INCH REBAR WITH PLASTIC CAP STAMPED 'G-L LSF 1371', UNLESS OTHERWISE NOTED.

GENERAL NOTES: A. PROPERTY ADDRESS: 6336 ROSWELL ROAD. B. TAX PARCEL ID: 17008900010685. C. THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOODPLAIN AND IS IN ZONE X ACCORDING TO F.E.M.A. FLOOD INFORMATION RATE MAP, COMMUNITY NUMBER: 130669, MAP NUMBER: 13121C0142F, DATED: SEPTEMBER 18, 2013. D. LOCATION OF EXISTING UTILITIES ON OR SERVING THE PROPERTY IS SHOWN BY ABOVE GROUND VISIBLE EVIDENCE ONLY. OTHER BURIED STRUCTURES OR UTILITIES MAY EXIST ON THE PROPERTY. E. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT TITLE; THEREFORE, THE UNDERSIGNED AND GASKINS + LECRAW MAKE NO WARRANTIES OR REPRESENTATIONS REGARDING INFORMATION SHOWN HEREON PERTAINING TO EASEMENTS, RIGHTS-OF-WAY, SETBACK LINES, AGREEMENTS, RESERVATIONS, AND OTHER SIMILAR MATTERS. F. IT IS THE RECOMMENDATION OF GASKINS + LECRAW TO HAVE EASEMENTS AND RIGHTS-OF-WAY MARKED AND VERIFIED BY THE APPROPRIATE UTILITY OWNER, ROAD JURISDICTION OR RAILROAD PRIOR TO ANY CONSTRUCTION NEAR SAID EASEMENT OR RIGHT-OF-WAY. SOURCE OF INFORMATION USED TO ESTABLISH EASEMENTS AND RIGHTS-OF-WAY REFERENCED HEREON, IF PROVIDED BY CLIENT, SURVEYED PROPERTY IS SUBJECT TO COVENANTS, EASEMENTS, AND RESTRICTIONS OF RECORD THAT MAY NOT BE SHOWN HEREON. G. CURRENT ZONING: CX-3 (COMMERCIAL MIXED USE) ZONING CLASSIFICATION IS BASED ON SANDY SPRINGS ZONING MAP ON 4/18/2025. H. SETBACKS: PRIMARY STREET - 20 FEET SIDE STREET - 10 FEET BACK - 30 FEET SOURCE OF SETBACK INFORMATION: SANDY SPRINGS MUNICODEN ON 4/18/2025.

SURVEYOR'S CERTIFICATION (iii) THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67. AS SURVEYOR FOR GASKINS + LECRAW, INC. DEAN C. OLSON GEORGIA PLS No. 2806 DATE: 5/5/2025

Drawing name: C:\Users\ndchapman\Gaskins+LeCraw\Dropbox\Shared\Folder\Engineering\006002 - Regency - Cornerstone Square\CADD\EXHIBITS\2025-06-18 - Bank CLIP EX - Regency - Sandy Spring, GA.dwg SITE PLAN Jun 20, 2025 2:11pm by: ndchapman



- GENERAL SITE NOTES**
- 1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.
  - 2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.
  - 3) BOUNDARY & TOPOGRAPHIC SURVEY BY GASKINS + LECRAW, INC., DATED MAY 5, 2025. BENCHMARK IS NOTED ON SURVEY.
  - 4) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
  - 5) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING, STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
  - 6) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.

SITE SUMMARY	
SITE AREA	
SITE AREA:	7.75 ACRES (337,665 S.F.)
ZONING CLASSIFICATION	
JURISDICTION:	CITY OF SANDY SPRINGS, GA
ZONING:	CX-3
PARKING SUMMARY	
PARKING EXISTING:	341 SPACES
PARKING PROPOSED:	339 SPACES

PREPARED IN THE OFFICE OF:

**GASKINS + LECRAW**  
 © 2025 GASKINS + LECRAW, INC.  
 3475 CORPORATE WAY  
 SUITE A  
 DULUTH, GA 30096  
 PHONE - 678.546.8100  
 FAX - 770.441.0295  
 www.gaskinslecrow.com  
 PEF008127

REVISIONS:

REV. #	DATE	CHECKED BY	DRAWN BY
1			

CLIENT  
**REGENCY CENTERS, INC.**  
 3715 NORTHSIDE PARKWAY NW, SUITE 4-400, ATLANTA, GA 30327

PROJECT  
**CORNERSTONE SQUARE - BANK**  
 6344 ROSWELL ROAD NE  
 LAND LOTS 88 & 89, 17TH DISTRICT  
 CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

SEAL:

6/20/2025

CALL BEFORE YOU DIG

Know what's below.  
 Call before you dig.

SCALE & NORTH ARROW:

NORTH ARROW  
 SCALE: 1" = 20'

DESIGN INFO:

DRAWN BY:	NCC
DESIGNED BY:	NCC
REVIEWED BY:	
JOB #:	00060002
DATE:	6/20/2025

CUP EXHIBIT  
**EX-1.0**



© 2025 GASKINS + LECRAW, INC. 1266 POWDER SPRINGS RD SW MARIETTA, GA 30064 PHONE: 770.424.1168 www.gaskinslecrow.com

LSF001371

REVISIONS:

Table with columns for revision number, description, date, and checked by.

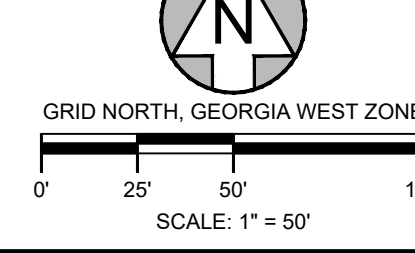
RETRACEMENT SURVEY PREPARED FOR: REGENCY RETAIL PARTNERSHIP PROJECT LOCATION: CORNERSTONE SQUARE 6336 ROSWELL ROAD LAND LOTS 88 & 89, 17TH DISTRICT CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA

CALL BEFORE YOU DIG



Know what's below. Call before you dig.

SCALE & NORTH ARROW:



SURVEY INFO:

DRAWN BY: CAM REVIEWED BY: DCO JOB #: 00060002.001 DATE: 5/5/2025

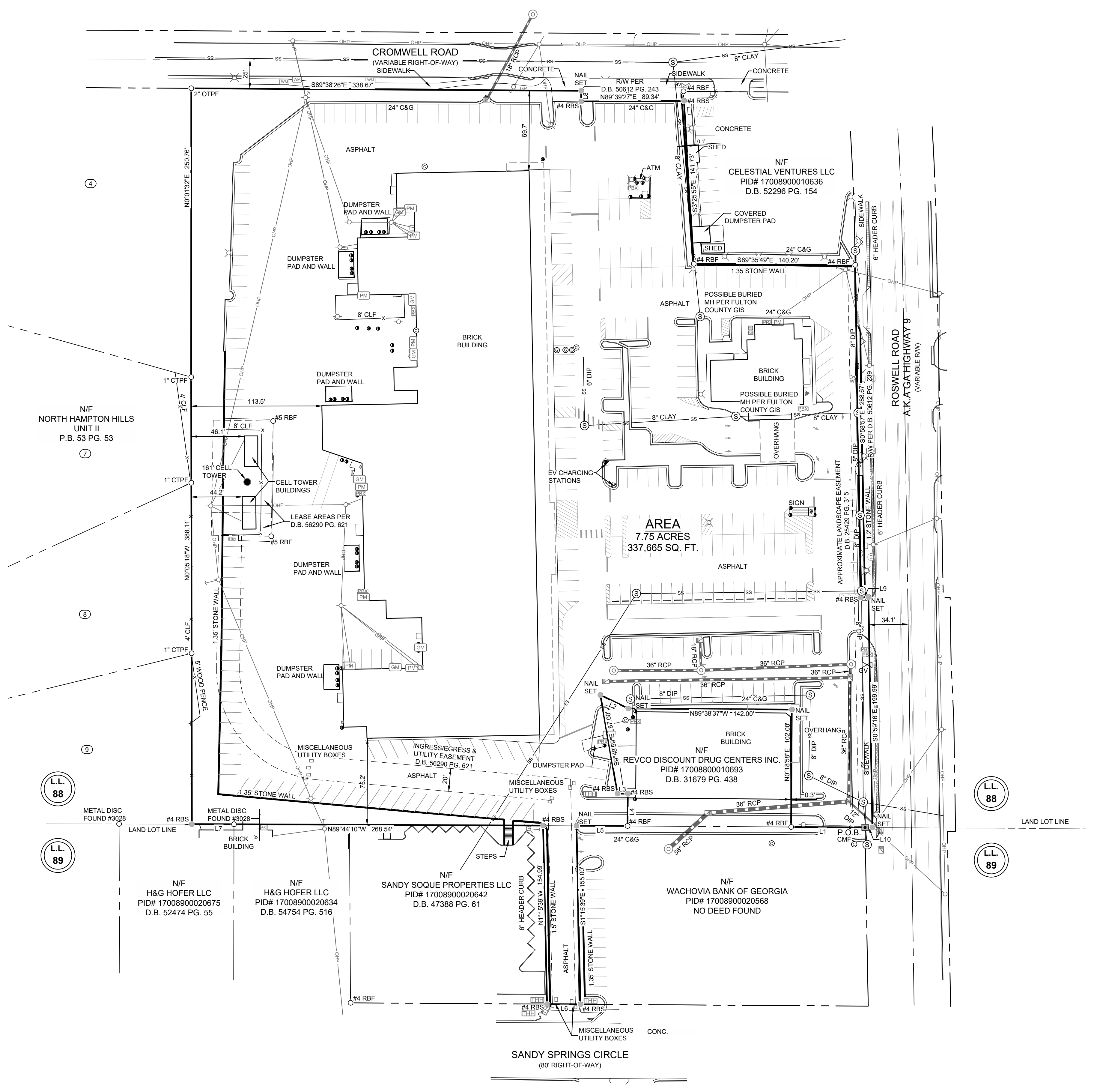
SHEET NUMBER

1 OF 1

LINE LEGEND table with symbols for STORM SEWER, OVERHEAD POWER, FENCE, PROPERTY LINE, ADJOINING LOT LINE, SANITARY SEWER, LAND LOT LINE, RIGHT OF WAY, OVERHEAD UTILITY, EASEMENT, ROAD CENTERLINE.

ABBREVIATION LEGEND table with symbols for P.O.C., RBF, CTFP, SSE, CMP, HDPE, RCP, N/F, CLF, P.O.B., RW, OTFP, DIP, PVC, BSL, C&G.

SYMBOL LEGEND table with symbols for AIR CONDITIONER UNIT, BOLLARD, JUNCTION BOX, HOOD AND GRATE INLET, SANITARY SEWER CLEANOUT, GRATE INLET, CONCRETE MONUMENT FOUND, ELECTRICAL BOX, ELECTRIC METER, ELECTRIC MANHOLE, FIRE DEPARTMENT CONNECTION, FIRE HYDRANT, GUY WIRE, GAS METER, EXISTING GUY POLE, EXISTING GREASE TRAP, ADA PARKING, IRRIGATION CONTROL VALVE, IRON PIN FOUND (TYPE NOTED), IRON PIN SET, LIGHT POLE, LANDSCAPE LIGHT, MONITORING WELL, UG POWER TRANSFORMER, POWER METER, SANITARY SEWER MANHOLE, PAINTED TRAFFIC MARKING, TELEPHONE BOX, TELEPHONE HANDHOLE, TELEPHONE MANHOLE, UTILITY POLE, VALVE, LOT NUMBER.



CLERK OF THE SUPERIOR COURT RECORDING INFORMATION

LINE TABLE with columns for LINE, BEARING, and LENGTH. Lists lines L1 through L10 with their respective bearings and lengths.

GEORGIA SURVEY NOTES: A. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED ON APRIL 24, 2025. ANY CHANGES IN SITE CONDITIONS AFTER THIS DATE ARE NOT REFLECTED ON THE SURVEY. B. THE FIELD DATA UPON WHICH THIS PLAT IS BASED WAS GATHERED BY USING RTK BASE AND ROVER OCCUPYING MULTIPLE BASE LOCATIONS AND DUPLICATE OBSERVATIONS ON CORNERS. THE PROCESSED DATA HAS A HORIZONTAL POSITIONAL ACCURACY OF LESS THAN 0.07 FEET. C. HORIZONTAL DATUM IS BASED ON NAD 83, GEORGIA STATE PLANE COORDINATE SYSTEM, WEST ZONE, AS ESTABLISHED BY PERFORMING REDUNDANT RTK GPS OBSERVATIONS ON PRIMARY SURVEY CONTROL POINTS UTILIZING STATIC OBSERVATIONS AND OPUS POST PROCESSING USING TRIMBLE R12 BASE AND ROVER. D. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN 1 FOOT IN 307.707. E. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES. F. EQUIPMENT USED: TRIMBLE S5 & TRIMBLE R12 BASE & ROVER. G. SOURCE OF TITLE: REGENCY RETAIL PARTNERSHIP, D.B. 22274 PG. 130. H. PROPERTY CORNERS SET (#4RBS) ARE 1/2 INCH REBAR WITH PLASTIC CAP STAMPED 'G-L LSF 1371', UNLESS OTHERWISE NOTED.

GENERAL NOTES: A. PROPERTY ADDRESS: 6336 ROSWELL ROAD. B. TAX PARCEL ID: 17008900010685. C. THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOODPLAIN AND IS IN ZONE X ACCORDING TO F.E.M.A. FLOOD INFORMATION RATE MAP, COMMUNITY NUMBER: 130669, MAP NUMBER: 13121C0142F, DATED: SEPTEMBER 18, 2013. D. LOCATION OF EXISTING UTILITIES ON OR SERVING THE PROPERTY IS SHOWN BY ABOVE GROUND VISIBLE EVIDENCE ONLY. OTHER BURIED STRUCTURES OR UTILITIES MAY EXIST ON THE PROPERTY. E. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT TITLE; THEREFORE, THE UNDERSIGNED AND GASKINS + LECRAW MAKE NO WARRANTIES OR REPRESENTATIONS REGARDING INFORMATION SHOWN HEREON PERTAINING TO EASEMENTS, RIGHT-OF-WAY, SETBACK LINES, AGREEMENTS, RESERVATIONS, AND OTHER SIMILAR MATTERS. F. IT IS THE RECOMMENDATION OF GASKINS + LECRAW TO HAVE EASEMENTS AND RIGHTS-OF-WAY MARKED AND VERIFIED BY THE APPROPRIATE UTILITY OWNER, ROAD JURISDICTION OR RAILROAD PRIOR TO ANY CONSTRUCTION NEAR SAID EASEMENT OR RIGHT-OF-WAY. SOURCE OF INFORMATION USED TO ESTABLISH EASEMENTS AND RIGHTS-OF-WAY REFERENCED HEREON, IF PROVIDED BY CLIENT, SURVEYED PROPERTY IS SUBJECT TO COVENANTS, EASEMENTS, AND RESTRICTIONS OF RECORD THAT MAY NOT BE SHOWN HEREON. G. CURRENT ZONING: CX-3 (COMMERCIAL MIXED USE) ZONING CLASSIFICATION IS BASED ON SANDY SPRINGS ZONING MAP ON 4/18/2025. H. SETBACKS: PRIMARY STREET - 20 FEET SIDE STREET - 10 FEET BACK - 30 FEET SOURCE OF SETBACK INFORMATION: SANDY SPRINGS MUNICODEN ON 4/18/2025.

SURVEYOR'S CERTIFICATION (iii) THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67. AS SURVEYOR FOR GASKINS + LECRAW, INC. DEAN C. OLSON GEORGIA PLS No. 2806 DATE: 5/5/2025

SURVEYED PROPERTY DESCRIPTION: ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 88 AND 89 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY OF ROSWELL ROAD, ALSO KNOWN AS GEORGIA HIGHWAY 9 (VARIABLE RIGHT-OF-WAY) AND THE SOUTHERLY LINE OF LAND LOT 88, LEAVING SAID RIGHT-OF-WAY ALONG SAID LAND LOT LINE NORTH 89 DEGREES 38 MINUTES 42 SECONDS WEST 64.21 FEET TO A #4 REBAR FOUND; THENCE LEAVING SAID LAND LOT LINE NORTH 00 DEGREES 18 MINUTES 58 SECONDS EAST 102.00 FEET TO A NAIL SET; THENCE NORTH 89 DEGREES 38 MINUTES 37 SECONDS WEST 142.00 FEET TO A NAIL SET; THENCE NORTH 64 DEGREES 07 MINUTES 25 SECONDS WEST 27.00 FEET TO A NAIL SET; THENCE SOUTH 09 DEGREES 48 MINUTES 59 SECONDS EAST 87.00 FEET TO A #4 REBAR SET; THENCE SOUTH 89 DEGREES 38 MINUTES 37 SECONDS EAST 9.00 FEET TO A #4 REBAR SET; THENCE SOUTH 00 DEGREES 21 MINUTES 23 SECONDS WEST 28.00 FEET TO A #4 REBAR FOUND ON THE SOUTHERLY LINE OF LAND LOT 88; THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 08 SECONDS WEST 44.36 FEET TO A NAIL SET; THENCE LEAVING SAID LAND LOT LINE SOUTH 01 DEGREES 15 MINUTES 39 SECONDS EAST 155.00 FEET TO A #4 REBAR SET ON THE NORTHERLY RIGHT OF WAY OF SANDY SPRINGS CIRCLE (60' RIGHT-OF-WAY); THENCE ALONG SAID RIGHT-OF-WAY NORTH 89 DEGREES 38 MINUTES 39 SECONDS WEST 29.00 FEET TO A #4 REBAR SET; THENCE LEAVING SAID RIGHT OF WAY NORTH 01 DEGREES 15 MINUTES 39 SECONDS WEST 154.99 FEET TO A #4 REBAR SET ON THE SOUTHERLY LINE OF LAND LOT 88; THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 44 MINUTES 10 SECONDS WEST 288.54 FEET TO A METAL DISC FOUND; THENCE NORTH 89 DEGREES 54 MINUTES 11 SECONDS WEST 36.56 FEET TO A #4 REBAR SET; THENCE LEAVING SAID LAND LOT LINE NORTH 00 DEGREES 05 MINUTES 18 SECONDS WEST 388.11 FEET TO A 1" CRIMP TOP PIPE FOUND; THENCE NORTH 00 DEGREES 01 MINUTES 32 SECONDS EAST 250.76 FEET TO A 2" OPEN TOP PIPE FOUND ON THE SOUTHERLY RIGHT-OF-WAY OF CROMWELL ROAD (VARIABLE RIGHT-OF-WAY); THENCE ALONG SAID RIGHT-OF-WAY SOUTH 89 DEGREES 38 MINUTES 26 SECONDS EAST 338.67 FEET TO A #4 REBAR SET; THENCE SOUTH 00 DEGREES 21 MINUTES 34 SECONDS 9.28 FEET TO A #4 REBAR SET; THENCE NORTH 89 DEGREES 38 MINUTES 27 SECONDS EAST 89.24 FEET TO A #4 REBAR SET; THENCE LEAVING SAID RIGHT-OF-WAY SOUTH 03 DEGREES 25 MINUTES 55 SECONDS EAST 141.73 FEET TO A #4 REBAR FOUND; THENCE SOUTH 89 DEGREES 35 MINUTES 49 SECONDS EAST 140.20 FEET TO A #4 REBAR FOUND ON THE WESTERLY RIGHT-OF-WAY OF ROSWELL ROAD; THENCE ALONG SAID RIGHT-OF-WAY SOUTH 00 DEGREES 50 MINUTES 57 SECONDS EAST 288.67 FEET TO A #4 REBAR SET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 88 DEGREE 53 MINUTES 17 SECONDS EAST 6.56 FEET TO A NAIL SET; THENCE SOUTH 00 DEGREES 59 MINUTES 16 SECONDS EAST 199.99 FEET TO A NAIL SET AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY OF ROSWELL ROAD AND THE SOUTHERLY LINE OF LAND LOT 88; THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 83 MINUTES 42 SECONDS WEST 6.36 FEET TO A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF SAID RIGHT-OF-WAY AND THE SOUTHERLY LINE OF LAND LOT 88, SAID POINT BEING THE POINT OF BEGINNING. SAID TRACT OR PARCEL CONTAINS 7.75 ACRES (337,665 SQUARE FEET) MORE OR LESS.

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 88 AND 89 OF THE 17TH DISTRICT, CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY OF ROSWELL ROAD, ALSO KNOWN AS GEORGIA HIGHWAY 9 (VARIABLE RIGHT-OF-WAY) AND THE SOUTHERLY LINE OF LAND LOT 88, LEAVING SAID RIGHT-OF-WAY ALONG SAID LAND LOT LINE NORTH 89 DEGREES 38 MINUTES 42 SECONDS WEST 64.21 FEET TO A #4 REBAR FOUND;  
THENCE LEAVING SAID LAND LOT LINE NORTH 00 DEGREES 18 MINUTES 58 SECONDS EAST 102.00 FEET TO A NAIL SET;  
THENCE NORTH 89 DEGREES 38 MINUTES 37 SECONDS WEST 142.00 FEET TO A NAIL SET;  
THENCE NORTH 64 DEGREES 07 MINUTES 25 SECONDS WEST 27.00 FEET TO A NAIL SET;  
THENCE SOUTH 09 DEGREES 48 MINUTES 59 SECONDS EAST 87.00 FEET TO A #4 REBAR SET;  
THENCE SOUTH 89 DEGREES 38 MINUTES 37 SECONDS EAST 9.00 FEET TO A #4 REBAR SET;  
THENCE SOUTH 00 DEGREES 21 MINUTES 23 SECONDS WEST 28.00 FEET TO A #4 REBAR FOUND ON THE SOUTHERLY LINE OF LAND LOT 88;  
THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 50 MINUTES 08 SECONDS WEST 44.36 FEET TO A NAIL SET;  
THENCE LEAVING SAID LAND LOT LINE SOUTH 01 DEGREES 15 MINUTES 39 SECONDS EAST 155.00 FEET TO A #4 REBAR SET ON THE NORTHERLY RIGHT OF WAY OF SANDY SPRINGS CIRCLE (80' RIGHT-OF-WAY);  
THENCE ALONG SAID RIGHT-OF-WAY NORTH 89 DEGREES 38 MINUTES 39 SECONDS WEST 29.00 FEET TO A #4 REBAR SET;  
THENCE LEAVING SAID RIGHT OF WAY NORTH 01 DEGREES 15 MINUTES 39 SECONDS WEST 154.99 FEET TO A #4 REBAR SET ON THE SOUTHERLY LINE OF LAND LOT 88;  
THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 44 MINUTES 10 SECONDS WEST 268.54 FEET TO A METAL DISC FOUND;  
THENCE NORTH 89 DEGREES 54 MINUTES 11 SECONDS WEST 36.56 FEET TO A #4 REBAR SET;  
THENCE LEAVING SAID LAND LOT LINE NORTH 00 DEGREES 05 MINUTES 18 SECONDS WEST 388.11 FEET TO A 1" CRIMP TOP PIPE FOUND;  
THENCE NORTH 00 DEGREES 01 MINUTES 32 SECONDS EAST 250.76 FEET TO A 2" OPEN TOP PIPE FOUND ON THE SOUTHERLY RIGHT-OF-WAY OF CROMWELL ROAD (VARIABLE RIGHT-OF-WAY);  
THENCE ALONG SAID RIGHT-OF-WAY SOUTH 89 DEGREES 38 MINUTES 26 SECONDS EAST 338.67 FEET TO A #4 REBAR SET;  
THENCE SOUTH 00 DEGREES 21 MINUTES 34 SECONDS 9.28 FEET TO A #4 REBAR SET;

THENCE NORTH 89 DEGREES 39 MINUTES 27 SECONDS EAST 89.34 FEET TO A #4 REBAR SET;  
THENCE LEAVING SAID RIGHT-OF-WAY SOUTH 03 DEGREES 25 MINUTES 55 SECONDS EAST 141.73 FEET TO A #4 REBAR FOUND;  
THENCE SOUTH 89 DEGREES 35 MINUTES 49 SECONDS EAST 140.20 FEET TO A #4 REBAR FOUND ON THE WESTERLY RIGHT-OF-WAY OF ROSWELL ROAD,  
THENCE ALONG SAID RIGHT-OF-WAY SOUTH 00 DEGREES 58 MINUTES 57 SECONDS EAST 288.67 FEET TO A #4 REBAR SET;  
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 88 DEGREE 53 MINUTES 17 SECONDS EAST 6.56 FEET TO A NAIL SET;  
THENCE SOUTH 00 DEGREES 59 MINUTES 16 SECONDS EAST 199.99 FEET TO A NAIL SET AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY OF ROSWELL ROAD AND THE SOUTHERLY LINE OF LAND LOT 88;  
THENCE ALONG SAID LAND LOT LINE NORTH 89 DEGREES 83 MINUTES 42 SECONDS WEST 6.36 FEET TO A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF SAID RIGHT-OF-WAY AND THE SOUTHERLY LINE OF LAND LOT 88, SAID POINT BEING THE POINT OF BEGINNING.

SAID TRACT OR PARCEL CONTAINS 7.75 ACRES (337,665 SQUARE FEET) MORE OR LESS.

## **NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONSTITUTIONAL RIGHTS**

The portions of Sandy Springs City Code of Ordinances, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitutional of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The application of the Sandy Springs City Code of Ordinances to the Subject Property which restricts its use to any classification other than proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitutional of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment of the Constitution of the United Staes denying the Applicant and economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

A refusal by the Sandy Springs City Council to amend the land use and/or rezone the Subject Property to the classification as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant to the extent such different conditions would have the effect of further

restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the land use amendment and/or rezoning in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the land use amendment and/or rezoning in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A Section 36-33-5 to afford the City an opportunity to revise the Property to a constitutional classification. If action is not taken by the City to rectify this unconstitutional land use designation and/or zoning classification within a reasonable time, the Applicant is hereby placing the City on notice that it may elect to file a claim in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

For the foregoing reasons, the Applicant respectfully requests that the Conditional Use Permit Application at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of Sandy Springs City so that such recommendations or input might be incorporated as conditions of approval of this Application.

This 29<sup>th</sup> day of May 2025.

Respectfully submitted,



*Dani Blumenthal*



**SANDY SPRINGS**  
COMMUNITY DEVELOPMENT

**AUTHORIZATION FORM – PART I**

The property owner must fill out the following section and have it notarized. If a property has multiple owners, each owner must separately fill out a copy of the Authorization Form.

Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this Application.	
Owner's name: Regency Retail Partnership	Sworn and subscribed before me this  29 <sup>th</sup> day of April 20 25 Notary public:  Seal:  <b>M Baker</b> <b>NOTARY PUBLIC</b> <b>Henry County, GEORGIA</b> <b>My Commission Expires 07/18/2027</b>  Commission expires: 07/18/2027
Address: P.o. Box 2539	
City, State, Zip Code: San Antonio Tx	
Email address: natesmith@regencycenters.com	
Phone number: 404 575 3248	
Owner's signature: 	
Nate Smith, Senior Vice President, Senior Market Officer for Regency Retail Partnership	

A- If the Applicant is *not* the owner of the subject property:

Fill out the following section, check the appropriate statement and have it notarized.

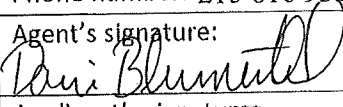

Applicant states under oath that:	
<input type="checkbox"/> He/she is the executor or Attorney-in-Fact under a Power-of-Attorney for the owner ( <i>attach a copy of the contract</i> ); or <input type="checkbox"/> He/she has an option to purchase the subject property ( <i>attach a copy of the contract</i> ); or <input type="checkbox"/> He/she has an estate of years which permits the Applicant to apply ( <i>attach a copy of the lease</i> )	
Applicant's name:	Sworn and subscribed before me this  ____ <sup>th</sup> day of _____ 20 ____ Notary public:  Seal:   Commission expires:
Company name:	
Address:	
City, State, Zip Code:	
Email address:	
Phone number:	
Applicant's signature:	




**SANDY SPRINGS**  
COMMUNITY DEVELOPMENT

**AUTHORIZATION FORM – PART II**

B- If an agent or attorney will represent the owner and/or the Applicant:  
Fill out the following section and have it notarized.

Agent's name: Dani Blumenthal
Company: Gaskins + LeCraw
Address: 1266 Powder Springs Road
City, State, Zip Code: Marietta, Georgia, 30064
Email address: dblumenthal@gaskinslecraw.com
Phone number: 215 816 9336
Agent's signature: 
Applicant's signature: 

Nate Smith, Senior Vice President, Senior Market Officer  
for Regency Retail Partnership

Sworn and subscribed before me this 29 <sup>th</sup> day of April 20 25
Notary public: 
Seal:  M Baker NOTARY PUBLIC Henry County, GEORGIA My Commission Expires 07/18/2027
Commission expires: 07/18/2027



**SANDY SPRINGS**  
COMMUNITY DEVELOPMENT

DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council?  Yes  No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application:

Campaign Contributions:			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Nate Smith, Senior Vice President, Senior Market Officer for Regency Retail Partnership	
Signature: 	Date: 04/29/2025

Note: Each party involved in the Application must sign an individual copy of this form.



**SANDY SPRINGS**  
COMMUNITY DEVELOPMENT

DISCLOSURE OF CONTRIBUTION FORM

Within the two (2) years immediately preceding the filing of this Application, have you made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to the Mayor or any member of the City Council?  Yes  No

List all individuals or business entities which have an ownership interest in the property which is the subject of this Application:

Campaign Contributions:			
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name: Dani Blumenthal	Date: 5/22/2025
Signature: <i>Dani Blumenthal</i>	

Note: Each party involved in the Application must sign an individual copy of this form.

# Atlanta Pride returns to Piedmont Park Oct. 11-12

By Rachel Kellogg  
rkellogg@neighbornewspapers.com

Atlanta Pride, the largest free Pride festival in the country, will hit Piedmont Park Oct. 11 and 12, where it will welcome performers such as Flo Milli, Perfume Genius, and Bob the Drag Queen.

The annual festival promises a weekend of music, celebration, and community.

“We are ecstatic to welcome Flo Milli and Perfume Ge-



**Flo Milli**



**Perfume Genius**



**Bob the Drag Queen**



**2AM Ricky**

nius for this year’s Festival,” Chris McCain, executive director of Atlanta Pride, said in a statement. “Flo Milli’s bold, unapologetic voice and Perfume Genius’s fearless

artistry perfectly reflect this year’s theme, ‘Rooted in Resistance.’ Their performances will no doubt inspire, uplift, and energize our community as we come together to cel-

brate Pride.”

Flo Milli, praised for her lighthearted demeanor and sharp, punch line-heavy style, went viral in 2018 with her single “Beef FloMix.” In 2024 she had her first Hot 100 hit, “Never Lose Me.” A native of Mobile, Alabama, Milli has been described as “one of hip-hop’s most dynamic new voices, blending confidence, humor, and authenticity into every track.”

Perfume Genius, whose real name is Mike Hadreas,

is known for his emotionally raw songwriting and ethereal vocals. His 2014 single “Queen” became a modern anthem in the LGBT+ community. His later albums have included the GRAMMY-nominated No Shape and Set My Heart On Fire Immediately.

Previously, Atlanta Pride announced performances from Bob the Drag Queen, winner of RuPaul’s Drag Race season eight; 2AM Ricky, the first Black trans man to chart

in the iTunes Electronic Top 3; Bentley Robles, an indie pop performer; and Adeem the Artist.

The 2025 Atlanta Pride Festival features live performances across multiple stages, the city’s largest parade, a marketplace of vendors and community partners, and a wide variety of activities all weekend. The weekend concludes with the Starlight Cabaret — the largest outdoor drag show in the country



Special Photo

## College Park Skyhawks, Nugent deliver books to local students

By Rachel Kellogg  
rkellogg@neighbornewspapers.com

The College Park Skyhawks and Atlanta-area attorney Ken Nugent celebrated the success of a month-long book drive at West Clayton Elementary School. Nugent, who is well-known thanks to his long-running TV commercials, donated enough books for every student to take one home and for the school’s media center, along with \$5,528 through his Score for Schools initiative.

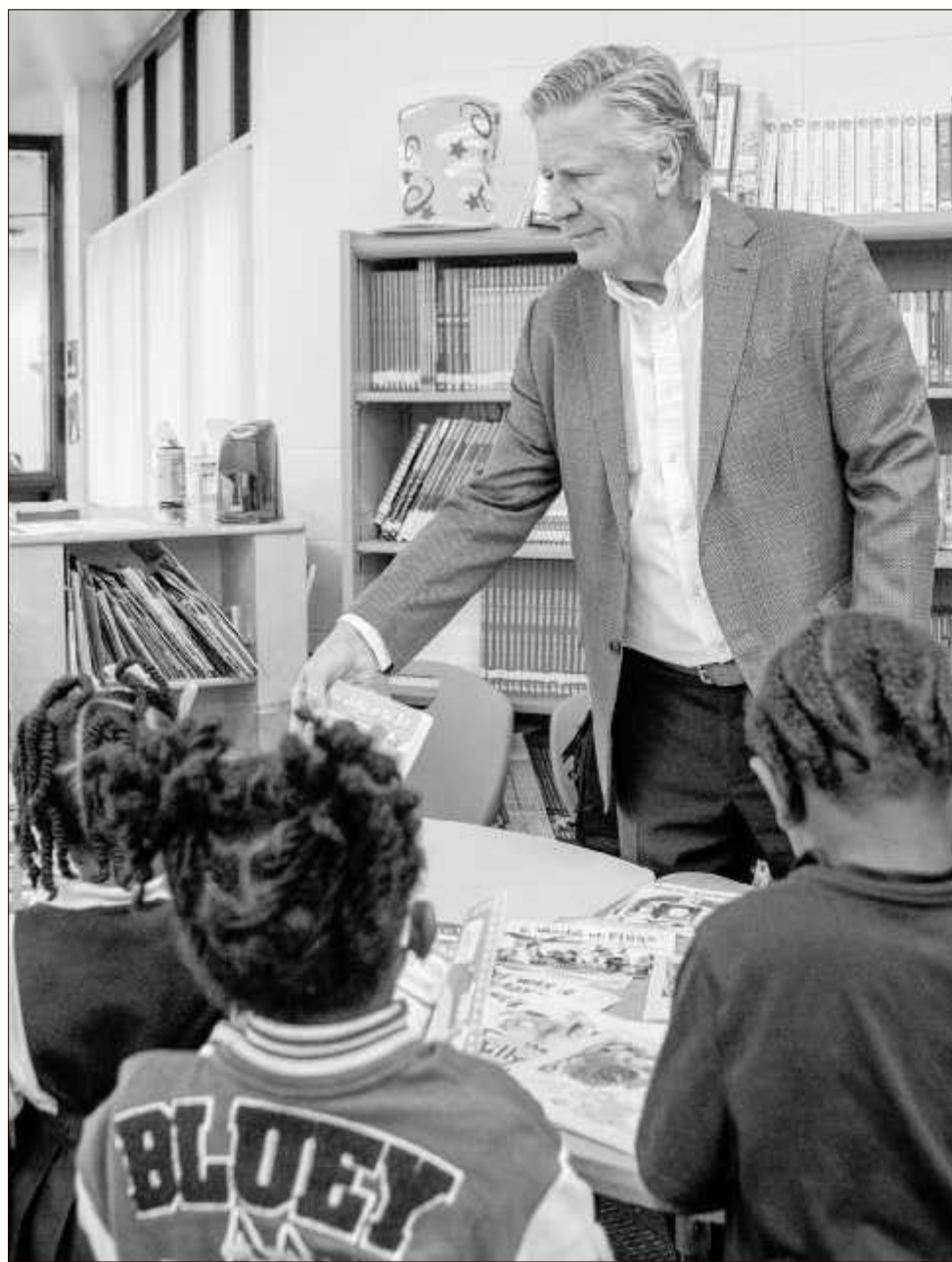
The book drive took place at each of the six College Park home games during the month of March, where the Skyhawks and Nugent collected a total of 603 books that were donated by fans attending the games to celebrate National Reading Month.

Nugent and the Skyhawks delivered each of the 603 books to West Clayton the morning of Sept. 29, where Nugent also read aloud to a classroom of students.

“Ken Nugent’s March book drive and Score for Schools initiative have made a tremendous impact on our Colli’s Classroom program at West Clayton Elementary School,” Janice Koon, Atlanta Hawks’ senior vice president of NBA G League and 2K League Operations, said in a statement. “To be able to play a role in each of the lives of West Clayton’s scholars and their educational journey is such an honor, and we are extremely appreciative of Ken’s partnership with the Skyhawks and West Clayton.”

Nugent and the Skyhawks also teamed up for the “Score for Schools” initiative, where Nugent donated \$1 for every point the Skyhawks netted during the 2024-25 Tip-Off Tournament and regular season to West Clayton Elementary School, which finished at a total of \$5,528.

“As a lifelong reader and leader in the community, I am proud to support the College Park Skyhawks’ ‘Score for Schools’ and ‘Col-



Special Photo

li’s Classroom’ program at West Clayton Elementary,” stated Nugent. “My grandfather instilled in me the love of books, and it is my hope that by participating in this program I can do the same for the kids of West Clayton and beyond.”

The Skyhawks are currently in the third year of the Colli’s Classroom program at West Clayton Elementary, impacting the school’s 490 students and 80 staff members throughout the entire school year. Other Skyhawks events at West Clayton include P.E. takeovers, career expos, reading days, mentorship experiences, and holiday-themed events.

## Federal shutdown may directly affect more than 100K Georgia residents

By Ty Tagami  
Capitol Beat News Service

**ATLANTA** — The federal government shut down as of 12:01 a.m., and it could affect the income of about 111,000 Georgia employees.

Many will not get paid, causing an economic loss that could reverberate through communities.

But the Georgia Department of Labor said that the estimated 110,900 federal workers who could be furloughed may be eligible to collect state unemployment benefits.

“Furloughed employees are considered job-attached and are not required to search for work for six weeks,” the agency said.

There is a catch: under a 2019 federal law, the agency notes, furloughed employees will receive back pay when funding is restored. So, any money they collected from the state must be repaid.

The federal government can deduct unemployment benefits from their back pay or reimburse the state directly, so applicants must report gross earnings when requesting payments.

Affected employees can apply online but must show a W2 form or pay stub in person if the federal government fails to report the information to the state, which is common during shutdowns. Applicants can take their documents to any Georgia Dept. of Labor Career Center.

## State investing more in Georgia ports as shipments increase

By Ty Tagami  
Capitol Beat News Service

**ATLANTA** — One in eight Georgia jobs are tied to the state’s two ocean ports, and the number of those jobs is growing, according to new research and state data.

The Port of Savannah handled 9% more container units year-over-year and has implemented a new routing process that should increase turnaround time for ships, the Georgia Ports Authority said this week.

And an economic impact study by the University of Georgia’s business school says port activity now supports about 650,000 full- or part-time jobs in Georgia.

That is an increase of 7% from fiscal year 2023.

The ports provide \$43 billion in personal income,

about 7% of the state total, the UGA report added.

Some areas lagged. The Port of Brunswick saw a 14% year-to-year decline in autos and machinery traffic.

But the Georgia Port Authority’s Board is betting on growth, recently approving \$614 million for infrastructure work, with plans to invest \$4.5 billion during the next decade.



## The Tradition Continues ... ANOTHER ACTIVE



2425 Peachtree Road #404  
The Dillon, Buckhead  
2BR/3BA  
Offered at \$1,799,000

**PATTI JUNGER**  
Top Agent in the Company 2010 - 2020  
O 404.591.6522 M 404.849.1183  
pattijunger@dorseyalston.com  
pattijunger.com  
Over a Billion Dollars in Career Sales  
Please call to discuss this property as well as my other fine listings.

**DORSEY ALSTON**  
REALTORS®  
100 W Paces Ferry Rd | Atlanta, GA 30305 | 404.352.2010 | dorseyalston.com

**SANDY SPRINGS**  
**NOTICE OF CONDITIONAL USE PERMIT**

Petition Number: U-25-2

Petitioner: Dani Blumenthal, Gaskins & LeCraw

Property Location: 6344 Roswell Road (17 008800010685)

Request: Request for a Conditional Use Permit to allow for a drive through facility in the CX-3 zoning district for a bank.

Public Hearing: Planning Commission  
October 22, 2025 at 6:00 p.m.

Location: Sandy Springs City Hall  
1 Galambos Way  
Sandy Springs, GA 30328  
770-730-5600

Virtual Option: The meeting will be live-stream at [www.sandyspringsga.gov/stream](http://www.sandyspringsga.gov/stream). For instructions on how to provide public comment during the Public Hearing, please visit <http://spr.gs/publiccomment>.

Information believed accurate but not warranted. Offer subject to prior sales, errors, omissions, changes and withdrawals without notice. Equal Housing Opportunity.

## **NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONSTITUTIONAL RIGHTS**

The portions of Sandy Springs City Code of Ordinances, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitutional of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The application of the Sandy Springs City Code of Ordinances to the Subject Property which restricts its use to any classification other than proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitutional of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment of the Constitution of the United Staes denying the Applicant and economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

A refusal by the Sandy Springs City Council to amend the land use and/or rezone the Subject Property to the classification as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant to the extent such different conditions would have the effect of further

restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the land use amendment and/or rezoning in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the land use amendment and/or rezoning in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A Section 36-33-5 to afford the City an opportunity to revise the Property to a constitutional classification. If action is not taken by the City to rectify this unconstitutional land use designation and/or zoning classification within a reasonable time, the Applicant is hereby placing the City on notice that it may elect to file a claim in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

For the foregoing reasons, the Applicant respectfully requests that the Conditional Use Permit Application at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of Sandy Springs City so that such recommendations or input might be incorporated as conditions of approval of this Application.

This 29<sup>th</sup> day of May 2025.

Respectfully submitted,

*Dani Blumenthal*

# TRIP GENERATION MEMO

Proposed Drive-in Bank  
SR 9/Roswell Road | Sandy Springs Circle  
Sandy Springs, Georgia

---

Keck & Wood Project No.  
250183.00

June 10, 2025

Prepared by:



# TABLE OF CONTENTS

1.	Introduction .....	1
1.1.	Study Area .....	1
1.2.	Proposed Development .....	1
1.3.	Planned Transportation Improvements.....	1
1.4.	Intersections.....	1
2.	Traffic Analysis and Methodology.....	4
2.1.	Traffic Data Collection.....	4
2.2.	Background Growth .....	4
3.	Trip Generation .....	6
3.1.	Distribution and Assignment of Project-Generated Trips.....	6
4.	Operational Analysis .....	8
4.1.	Existing Year 2025 Intersection Capacity Analysis .....	8
4.2.	Opening Year 2026 Intersection Capacity Analysis.....	9
4.3.	Back of Queue Analysis .....	10

APPENDIX A – Site Layout

APPENDIX B – Traffic Counts

APPENDIX C - Existing Year 2025 Operational Analysis Reports

APPENDIX D - Opening Year 2026 Operational Analysis Reports

## LIST OF FIGURES

Figure 1.1 – Aerial View of Study Area.....	2
Figure 1.2 – Existing and Proposed Intersection Geometries.....	3
Figure 2.1 – Existing Year 2025 Peak Hour Traffic .....	5
Figure 3.1 – New Trip Distribution .....	7
Figure 4.1 – Opening Year 2026 – Background Peak Hour Traffic .....	12
Figure 4.2 – Opening Year 2026 – With Project Peak Hour Traffic.....	13

## LIST OF TABLES

Table 3.1 – Trip Generation Rate for Passenger Vehicles.....	6
Table 4.1– Existing Year 2025 Capacity Analysis Results .....	8
Table 4.2 – Opening Year 2026 Capacity Analysis Results .....	9
Table 4.3 – Opening Year 2026 Back of Queue Results .....	11

# 1. INTRODUCTION

---

A Drive-in Bank is proposed on the southwest corner of the intersection at SR 9/Roswell Road and Cromwell Road in Sandy Springs, Georgia. A Trip Generation analysis was performed to determine the number of new trips that would be generated by the proposed development and added to the adjacent roadway network.

## 1.1. STUDY AREA

The study area is located on the West side of SR 9/Roswell Road, between Cromwell Road and Sandy Springs Circle in Sandy Springs, GA. Figure 1.1 presents the location of the project site and identifies the study intersections. All six (6) of the study intersections are existing with four (4) locations anticipated to be retained as driveways for the proposed development. The study intersections are listed below.

1. SR 9/Roswell Road at Cromwell Road
2. SR 9/Roswell Road at Site Driveway #1
3. SR 9/Roswell Road at Site Driveway #2
4. SR 9/Roswell Road at Sandy Springs Circle
5. Sandy Springs Circle at Site Driveway #3
6. Cromwell Road at Site Driveway #4

## 1.2. PROPOSED DEVELOPMENT

The proposed development will consist of a 4,330 square-foot bank with three (3) drive-in lanes positioned alongside the building. Currently, the project site is occupied by a bank with one dedicated full access driveway and interparcel access to the adjacent commercial development. The proposed bank is expected to retain the existing site layout and access to the surrounding roadways and developments. The proposed site layout is provided in **Appendix A**. The proposed development is expected to be built out in the year 2026.

## 1.3. PLANNED TRANSPORTATION IMPROVEMENTS

A search for planned Georgia Department of Transportation (GDOT) projects in or near the study area was performed using the GDOT GeoPI web application (<http://www.dot.ga.gov/DS/Maps/geopi#>). Based on the results of that search, no projects were found in the vicinity of the study area.

## 1.4. INTERSECTIONS

The following six (6) intersections were identified to be studied:

1. SR 9/Roswell Road at Cromwell Road
2. SR 9/Roswell Road at Site Driveway #1
3. SR 9/Roswell Road at Site Driveway #2
4. SR 9/Roswell Road at Sandy Springs Circle
5. Sandy Springs Circle at Site Driveway #3
6. Cromwell Road at Site Driveway #4

The existing lane geometries and intersection control types are presented in Figure 1.2.

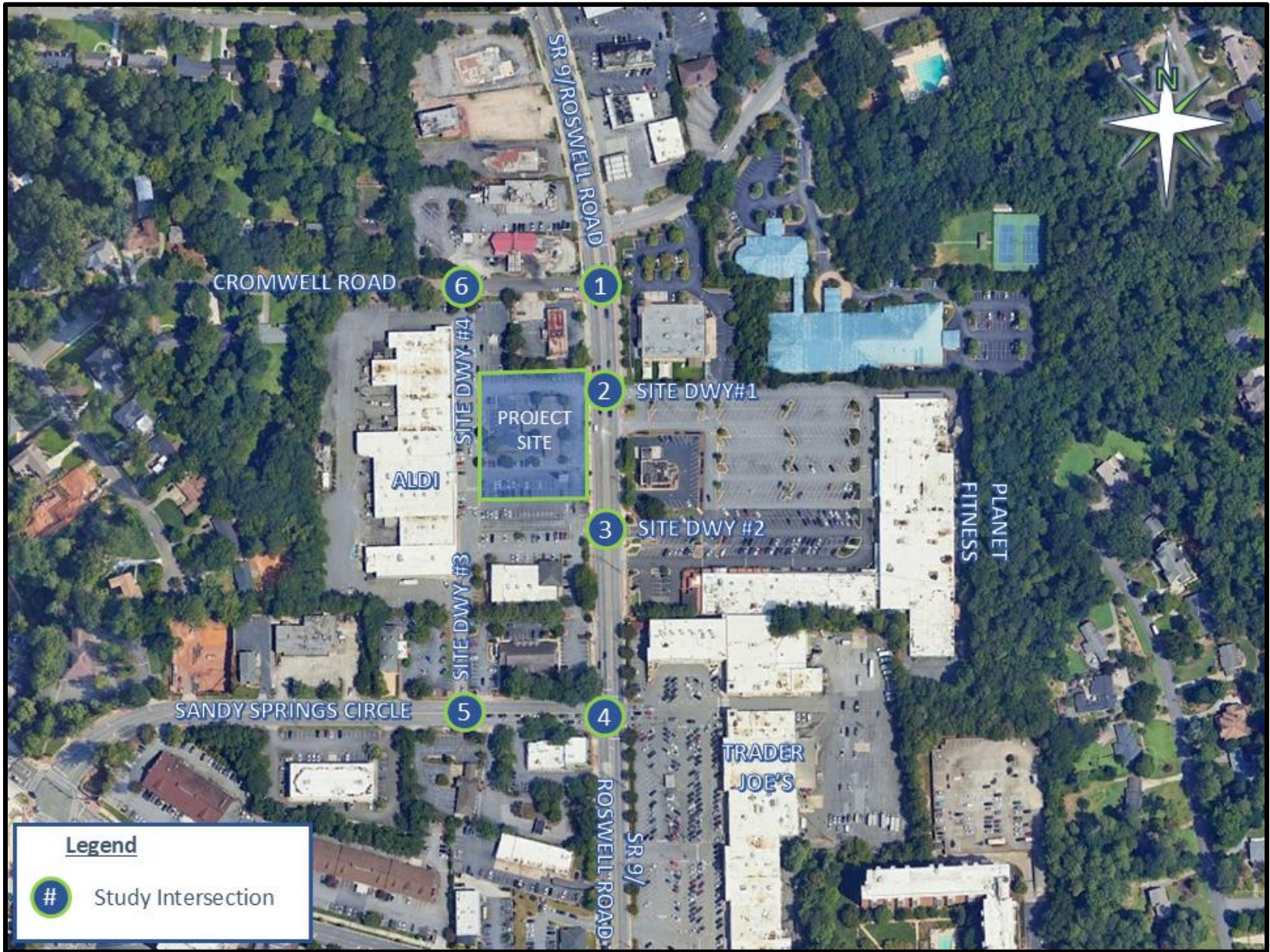


Figure 1.1 – Aerial View of Study Area

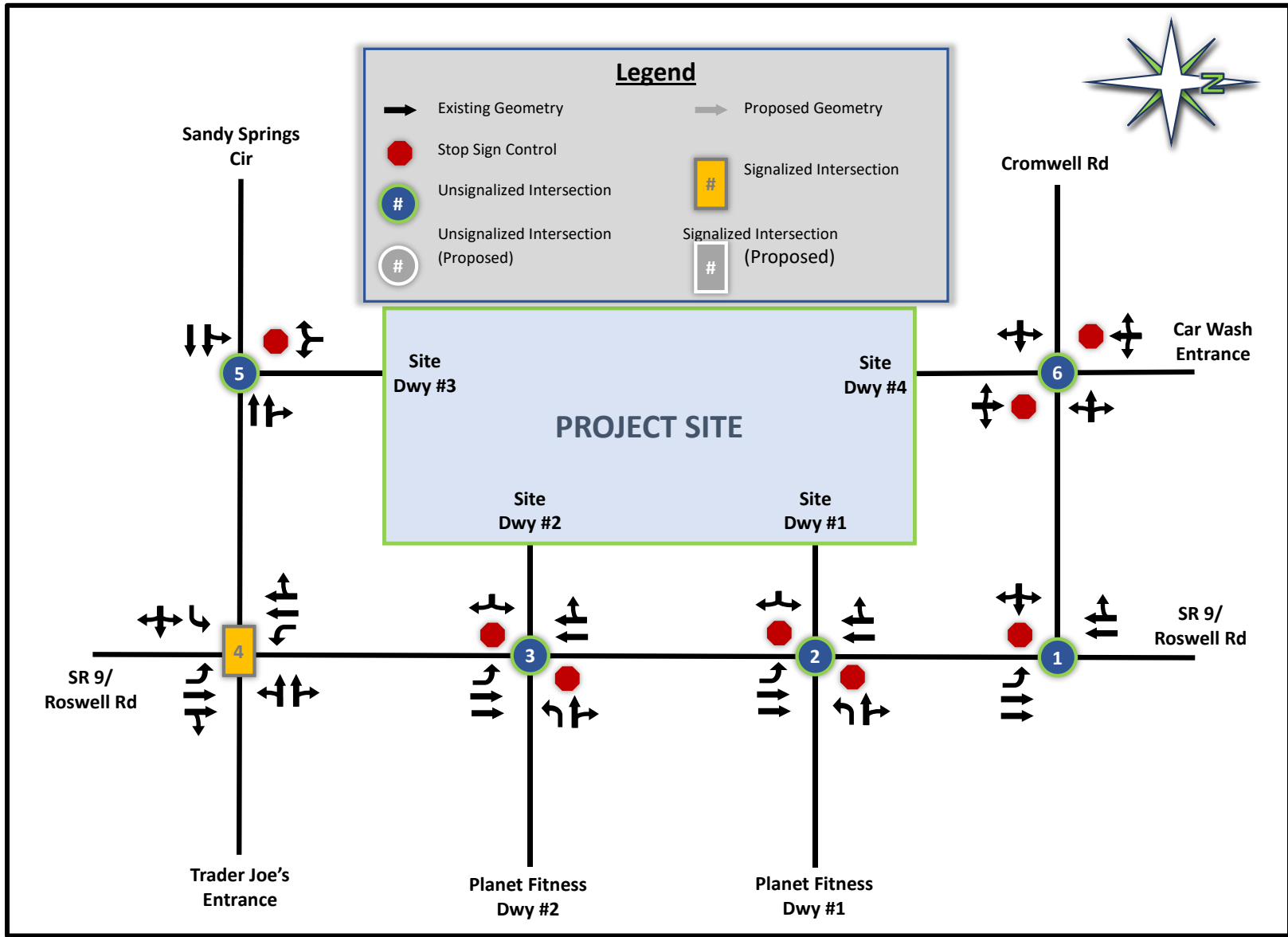


Figure 1.2 – Existing and Proposed Intersection Geometries

## 2. TRAFFIC ANALYSIS AND METHODOLOGY

---

### 2.1. TRAFFIC DATA COLLECTION

The traffic data for this project was collected on Tuesday, April 22, 2025. The following traffic counts were collected:

- 1 – 4-Hour Turning Movement Counts (TMCs) (7:00 am to 9:00 am and 4:00 pm to 6:00 pm)
  - SR 9/Roswell Road at Sandy Springs Circle
- 5 – 12-Hour TMC (6:00 am to 6:00 pm)
  - SR 9/Roswell Road at Cromwell Road
  - SR 9/Roswell Road at Site Driveway #1
  - SR 9/Roswell Road at Site Driveway #2
  - Sandy Springs Circle at Site Driveway #3
  - Cromwell Road at Site Driveway #4
- 3 – 24-Hour Bi-Directional Classification Tube Counts
  - Cromwell Road West of SR 9/Roswell Road
  - SR 9/Roswell Road South of Cromwell Road
  - Sandy Springs Circle West of SR 9/Roswell Road

The traffic counts obtained for this study are included in **Appendix B**. Figure 2.1 below represents the Existing Year 2025 peak hour volumes.

### 2.2. BACKGROUND GROWTH

A build-out year of 2026 was established for the project. An average annual growth rate was determined based on historic Average Annual Daily Traffic (AADT) counts recorded for nearby GDOT Count Stations. AADTs for the following count stations were obtained from GDOT's Traffic Analysis and Data Application (TADA) website (<https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>):

- 121-5120 – SR 9/Roswell Road North of Cromwell Road
- 121-5118 – SR 9/Roswell Road South of Hammond Drive
- 121-5122 – SR 9/Roswell Road North of Abernathy Road
- 121-6044 – Johnson Ferry Rd West of SR 9/Roswell Road

Both the 5-year and 15-year growth rates were calculated at each of the historical traffic count locations. Both the 5 and 15-year growth rates of the three (3) locations averaged -1.4%. Based on the results for the calculated growth rate at each of the nearby traffic count stations, it was determined to use a minimum growth rate of 1.0% within the study area. The 1.0% growth rate was applied to the Existing Year 2025 peak hour traffic to establish the 2026 future year background scenarios.

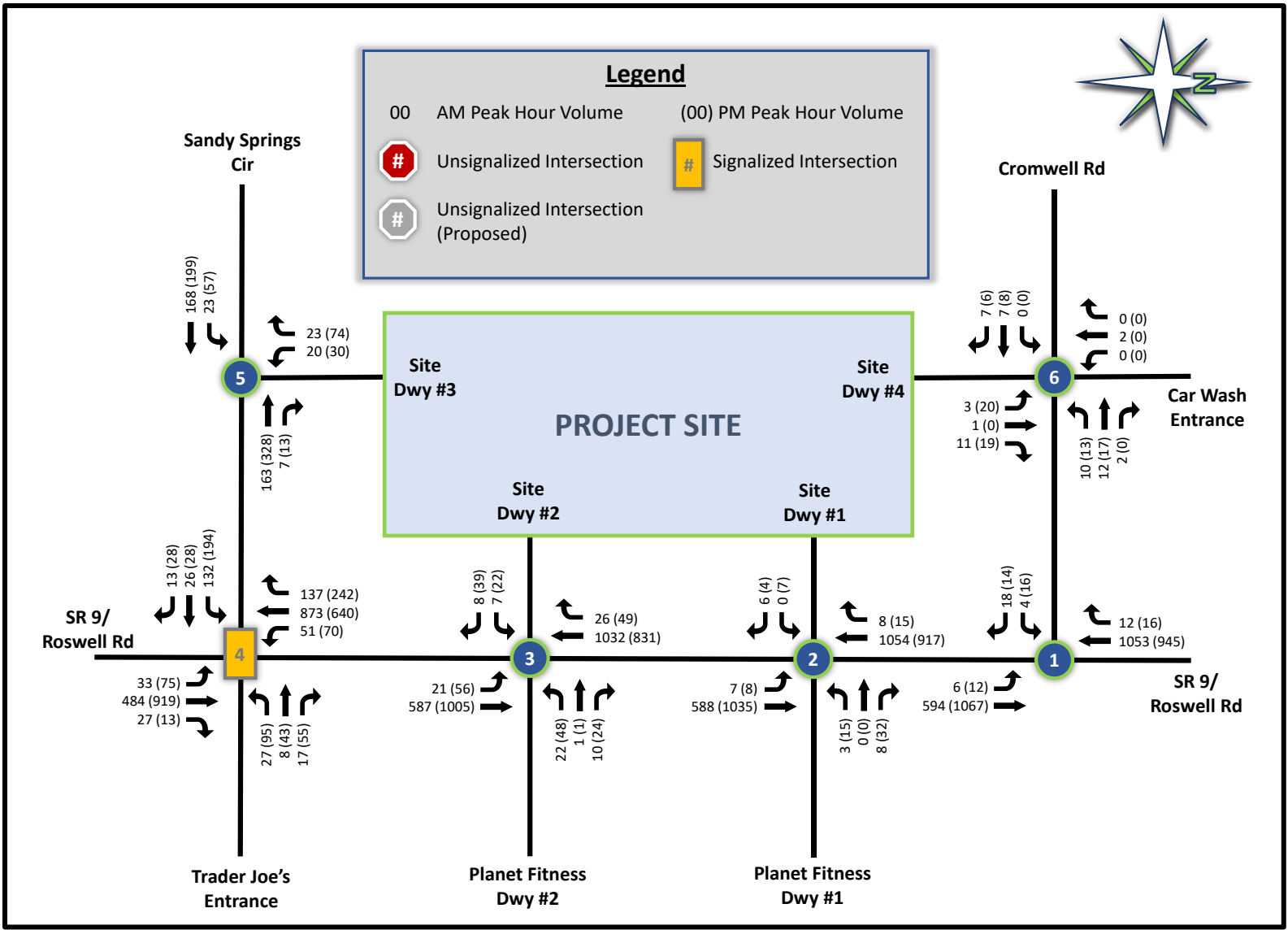


Figure 2.1 – Existing Year 2025 Peak Hour Traffic

### 3. TRIP GENERATION

The traffic that would be generated by the proposed development was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual (TGM) 11<sup>th</sup> Edition*. The number of trips expected to be generated by this development were determined using ITE Land Use Code 912 – Drive-in Bank. The total number of project-generated trips was estimated for the typical weekday and the morning and evening peak hours.

A portion of the project-generated trips would be attracted into the site from traffic streams that are already passing by on the adjacent streets. These trips are commonly referred to as pass-by trips and can represent a significant portion of the total trips entering and exiting a commercial site. Pass-by rate data is included in the technical appendices that accompany the *11<sup>th</sup> Edition TGM*. The average morning and evening peak hour pass-by rates for Land Use Code 912 are 29 and 35 percent, respectively. The trip generation results are shown in Table 3.1.

*Table 3.1 – Trip Generation Rate for Passenger Vehicles*

ITE Category	ITE Code	Size	Unit	Weekday			AM Peak Hour			PM Peak Hour		
				Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
Drive-in Bank	912	4.33	ksf	435	217	218	43	25	18	91	45	46
Internal Trips												
External Trips				435	217	218	43	25	18	91	45	46
Pass-By Trips		32% Daily 29% AM   35% PM		139	70	69	12	6	6	32	16	16
New Trips				296	147	149	31	19	12	59	29	30

#### 3.1. DISTRIBUTION AND ASSIGNMENT OF PROJECT-GENERATED TRIPS

The new trips generated by the project were distributed to the surrounding roadway network based on existing traffic patterns observed in the peak hours. The pass-by trip distribution was determined based on the traffic patterns exhibited by the peak hour traffic. The inbound trips were allocated based on the existing traffic patterns entering the study area. The outbound trips were then assigned to the site driveways and distributed based on the route vehicles would have taken if the site were not built. The new trip distribution of project-generated traffic is shown in Figure 3.1.

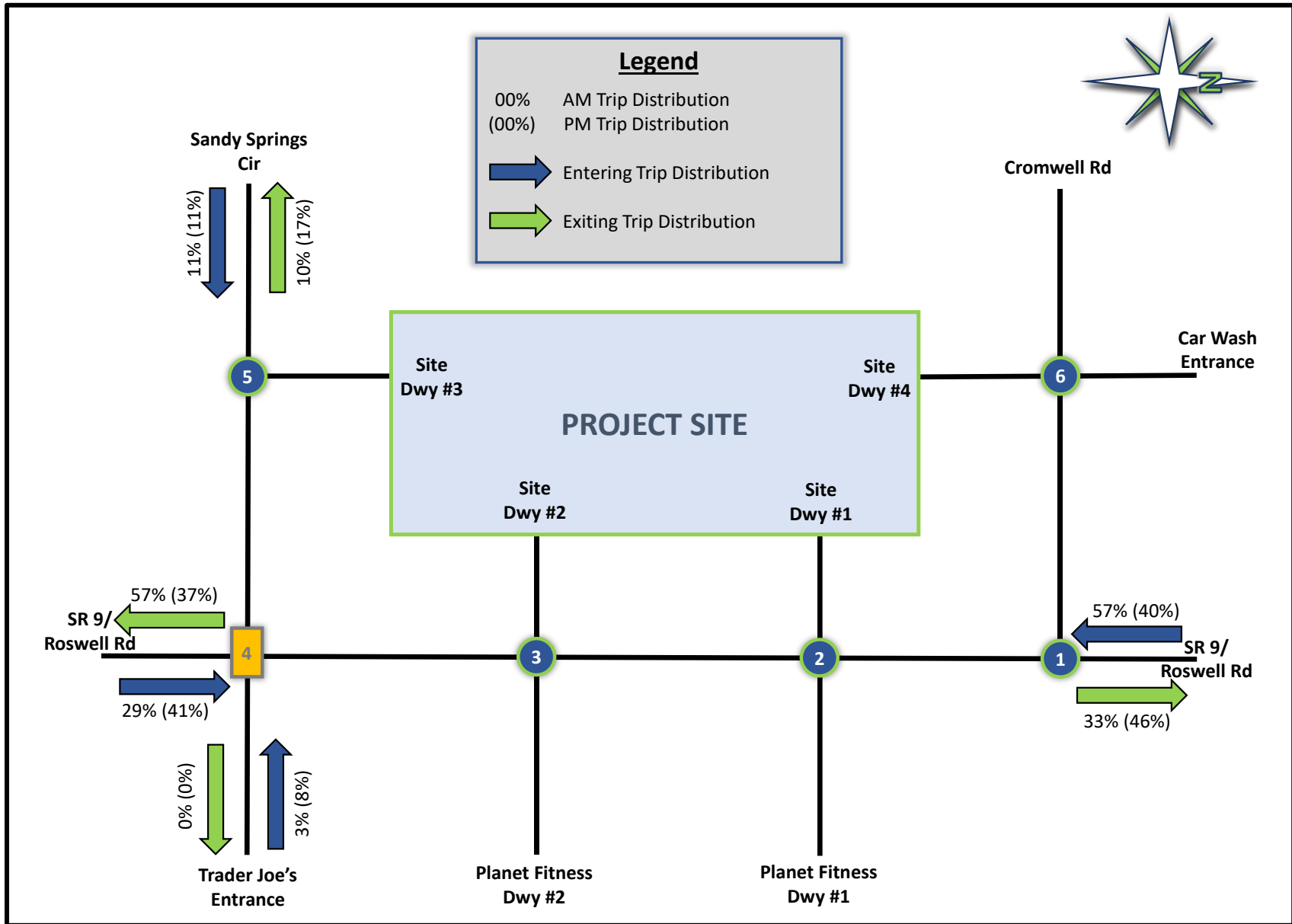


Figure 3.1 – New Trip Distribution

## 4. OPERATIONAL ANALYSIS

### 4.1. EXISTING YEAR 2025 INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed for the Existing Year 2025 conditions using the current intersection geometries. The results of the analysis are listed in Table 4.1 and the reports from the capacity analysis are included in **Appendix C**.

Table 4.1– Existing Year 2025 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Existing 2025			
				AM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh
1	SR 9/Roswell Road at Cromwell Road	Side Street Stop Controlled	NBL	B	10.6	B	10.4
			NBT	A	0.0	A	0.0
			SBT	A	0.0	A	0.0
			SBR	A	0.0	A	0.0
			EB	C	16.7	D	34.9
2	SR 9/Roswell Road at Site Driveway #1/ Planet Fitness Driveway #1	Side Street Stop Controlled	NBL	B	10.7	B	10.2
			NBT	A	0.0	A	0.0
			SBT	A	0.0	A	0.0
			SBR	A	0.0	A	0.0
			EB	B	12.5	C	20.5
			WBL	C	18.1	D	28.3
3	SR 9/Roswell Road at Site Driveway #2/ Planet Fitness Driveway #2	Side Street Stop Controlled	WBT+R	B	10.2	B	12.9
			NBL	B	10.9	B	10.2
			NBT	A	0.0	A	0.0
			SBT	A	0.0	A	0.0
			SBR	A	0.0	A	0.0
			EB	C	19.1	C	18.9
4	SR 9/Roswell Road at Sandy Springs Circle/ Trader Joe's Entrance	Signalized	WBL	C	20.0	E	39.6
			WBT+R	B	11.6	B	13.2
			Overall Intersection	C	20.0	C	30.3
			NB	A	9.3	B	16.7
			SB	B	11.2	B	16.2
5	Sandy Springs Circle at Site Driveway #3	Side Street Stop Controlled	EB	F	88.8	F	90.8
			WB	F	85.9	F	92.1
			SB	B	10.1	B	14.1
			EBL	A	7.7	A	8.6
			EBT	A	0.1	A	0.2
6	Cromwell Road at Sited Driveway #4/ Car Wash Entrance	Side Street Stop Controlled	WBT	A	0.0	A	0.0
			WBR	A	0.0	A	0.0
			NB	A	8.6	A	8.9
			SB	A	9.4	A	0.0
			EBL	A	0.0	A	0.0
			EBT	A	0.0	A	0.0
			EBR	A	0.0	A	0.0
WBL	A	7.3	A	7.3			
WBT	A	0.0	A	0.0			
WBR	A	0.0	A	0.0			

As shown in Table 4.1, four (4) of the six (6) study intersections are currently operating with acceptable LOS during both the AM and PM peak periods.

For the intersection at SR 9/Roswell Road and Site Driveway #2/Planet Fitness Driveway #2, the westbound left-turn movement from Planet Fitness Driveway #2 is currently operating with LOS E during the PM peak period.

For the intersection at SR 9/Roswell Road and Sandy Springs Circle/Trader Joe’s Entrance, the overall intersection is currently operating with acceptable LOS; however, both the eastbound and westbound approaches along Sandy Springs Circle are currently operating with LOS F for the AM and PM peak periods.

## 4.2. OPENING YEAR 2026 INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed to evaluate the AM and PM peak hour periods for the Opening Year 2026 scenarios. The results of the analysis are listed in Table 4.2. Reports detailing the capacity analysis are included in **Appendix D**. The Opening Year peak hour traffic volumes are shown in Figures 4.1 and 4.2. Since the existing driveways will be retained for the proposed development, the same roadway network and lane assignments will be used in the Opening Year 2026 scenarios as were used in the Existing Year 2025 scenarios.

Table 4.2 – Opening Year 2026 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Background 2026 AM		With Project 2026 AM		Background 2026 PM		With Project 2026 PM	
				LOS	sec/veh	LOS	sec/veh	LOS	sec/veh	LOS	sec/veh
1	SR 9/Roswell Road at Cromwell Road	Side Street Stop Controlled	NBL	B	10.7	B	10.8	B	10.5	B	10.6
			NBT	A	0.0	A	0.0	A	0.0	A	0.0
			SBT	A	0.0	A	0.0	A	0.0	A	0.0
			SBR	A	0.0	A	0.0	A	0.0	A	0.0
			EB	C	16.9	C	18.9	E	36.2	E	41.9
2	SR 9/Roswell Road at Site Driveway #1/ Planet Fitness Driveway #1	Side Street Stop Controlled	NBL	B	10.8	B	10.9	B	10.2	B	10.4
			NBT	A	0.0	A	0.0	A	0.0	A	0.0
			SBT	A	0.0	A	0.0	A	0.0	A	0.0
			SBR	A	0.0	A	0.0	A	0.0	A	0.0
			EB	B	12.6	C	15.9	C	20.8	C	21.9
			WBL	C	18.2	C	18.7	D	28.5	D	30.8
WBT+R	B	10.3	B	10.3	B	13.0	B	13.0			
3	SR 9/Roswell Road at Site Driveway #2/ Planet Fitness Driveway #2	Side Street Stop Controlled	NBL	B	10.9	B	11.0	B	10.2	B	10.3
			NBT	A	0.0	A	0.0	A	0.0	A	0.0
			SBT	A	0.0	A	0.0	A	0.0	A	0.0
			SBR	A	0.0	A	0.0	A	0.0	A	0.0
			EB	C	19.3	C	19.6	C	19.1	C	19.9
			WBL	C	20.2	C	20.4	E	40.2	E	42.0
WBT+R	B	11.6	B	11.7	B	13.3	B	13.5			
4	SR 9/Roswell Road at Sandy Springs Circle/ Trader Joe's Entrance	Signalized	Overall Intersecton	C	20.1	C	20.1	C	30.3	C	30.5
			NB	A	9.3	A	9.4	B	17.0	B	17.1
			SB	B	11.2	B	11.3	B	16.4	B	16.5
			EB	F	89.1	F	88.9	F	90.3	F	90.8
			WB	F	85.9	F	85.8	F	92.1	F	92.3
5	Sandy Springs Circle at Site Driveway #3	Side Street Stop Controlled	SB	B	10.2	B	10.2	B	14.2	B	14.7
			EBL	A	7.7	A	7.7	A	8.6	A	8.6
			EBT	A	0.1	A	0.1	A	0.2	A	0.2
			WBT	A	0.0	A	0.0	A	0.0	A	0.0
			WBR	A	0.0	A	0.0	A	0.0	A	0.0
6	Cromwell Road at Sited Driveway #4/ Car Wash Entrance	Side Street Stop Controlled	NB	A	8.6	A	8.6	A	8.9	A	8.9
			SB	A	9.4	A	9.4	A	0.0	A	0.0
			EBL	A	0.0	A	0.0	A	0.0	A	0.0
			EBT	A	0.0	A	0.0	A	0.0	A	0.0
			EBR	A	0.0	A	0.0	A	0.0	A	0.0
			WBL	A	7.3	A	7.3	A	7.3	A	7.3
			WBT	A	0.0	A	0.0	A	0.0	A	0.0
			WBR	A	0.0	A	0.0	A	0.0	A	0.0

As shown in Table 4.2, three (3) of the six (6) study intersections are expected to operate with acceptable LOS during both the AM and PM peak periods for all scenarios.

For the intersection at SR 9/Roswell Road at Cromwell Road, the eastbound approach along Cromwell Road is expected to operate with LOS E for the PM peak periods during both the Background and With Project scenarios. Although the approach is expected to operate with LOS E, the results of the queue analysis show queueing contained to one (1) vehicle during PM peak period.

For the intersection at SR 9/Roswell Road at Site Driveway #2/Planet Fitness Driveway #2, the westbound left-turn movement from Planet Fitness Driveway #2 is expected to operate with LOS E for the PM peak period during both the Background and With Project Scenarios. It should be noted that there are no project trips for the proposed development on this movement.

For the intersection at SR 9/Roswell Road at Sandy Springs Circle/Trader Joe's Entrance, the overall intersection is expected to continue operating with acceptable LOS in each of the Opening Year scenarios; however, both the eastbound and westbound approaches along Sandy Springs Circle are expected to operate with LOS F in the AM and PM peak periods. Based on the analysis, delays are relatively unchanged when comparing Background delays to With Project delays. Additionally, longer delays are expected on side street approaches for signalized intersections along SR 9/Roswell Road. Due to the heavy mainline volumes along SR 9/Roswell Road, Sandy Springs Circle is expected to get a much lower allocation of split (green) time at the intersection which leads to the longer delays.

### 4.3. BACK OF QUEUE ANALYSIS

A Back of Queue (BOQ) analysis was used to determine the storage needs for the Opening Year 2026 scenarios. The 95th percentile BOQ length was calculated for specific movements at each intersection. The queue is expected to be the reported length or shorter 95 percent of the time. The BOQ results were taken from the capacity analysis reports for each study intersection (refer to **Appendix D** for the capacity analysis reports). Table 4.3 lists the BOQ lengths for each peak hour for the Opening Year 2026 scenarios.

Table 4.3 – Opening Year 2026 Back of Queue Results

No.	Intersection	Intersection Control	Movement	Existing Turn Lane Storage	95 <sup>th</sup> Percentile Back of Queue (feet)			
					Background 2026		With Project 2026	
					AM Peak	PM Peak	AM Peak	PM Peak
1	SR 9/Roswell Road at Cromwell Road	Side Street Stop Controlled	EB	N/A	25	25	25	25
			NBL	95'	0	25	0	25
			NBT	N/A	0	0	0	0
			SBT	N/A	0	0	0	0
			SBR	N/A	0	0	0	0
2	SR 9/Roswell Road at Site Driveway #1/ Planet Fitness Driveway #1	Side Street Stop Controlled	EB	N/A	0	25	25	25
			WBL	N/A	0	25	0	25
			WBT+R	N/A	0	25	0	25
			NBL	N/A	0	0	25	25
			NBT	N/A	0	0	0	0
			SBT	N/A	0	0	0	0
			SBR	N/A	0	0	0	0
3	SR 9/Roswell Road at Site Driveway #2/ Planet Fitness Driveway #2	Side Street Stop Controlled	EB	N/A	25	25	25	25
			WBL	N/A	25	50	25	50
			WBT+R	N/A	25	25	25	25
			NBL	100'	25	25	25	25
			NBT	N/A	0	0	0	0
			SBT	N/A	0	0	0	0
			SBR	N/A	0	0	0	0
4	SR 9/Roswell Road at Sandy Springs Circle/ Trader Joe's Entrance	Signalized	EBL	N/A	176	241	177	242
			EBT+R	N/A	171	227	171	229
			WBL	N/A	70	187	70	187
			WBT+R	N/A	46	156	46	159
			NBL	100'	25	52	25	52
			NBT+R	N/A	166	399	170	406
			SBL	100'	32	49	32	49
5	Sandy Springs Circle at Site Driveway #3	Side Street Stop Controlled	EBL	N/A	25	25	25	25
			EBT	N/A	0	0	0	0
			WBT	N/A	0	0	0	0
			WBR	N/A	0	0	0	0
			SB	N/A	25	50	25	50
6	Cromwell Road at Sited Driveway #4/ Car Wash Entrance	Side Street Stop Controlled	EBL	N/A	0	0	0	0
			EBT	N/A	0	0	0	0
			EBR	N/A	0	0	0	0
			WBL	N/A	0	0	0	0
			WBT	N/A	0	0	0	0
			WBR	N/A	0	0	0	0
			NB	N/A	25	25	25	25
SB	N/A	0	0	0	0			

As shown in Table 4.3, the results of the BOQ analysis indicate that all six (6) study intersections are expected to have sufficient storage to accommodate the project-generated traffic for each of the Opening Year 2026 scenarios.

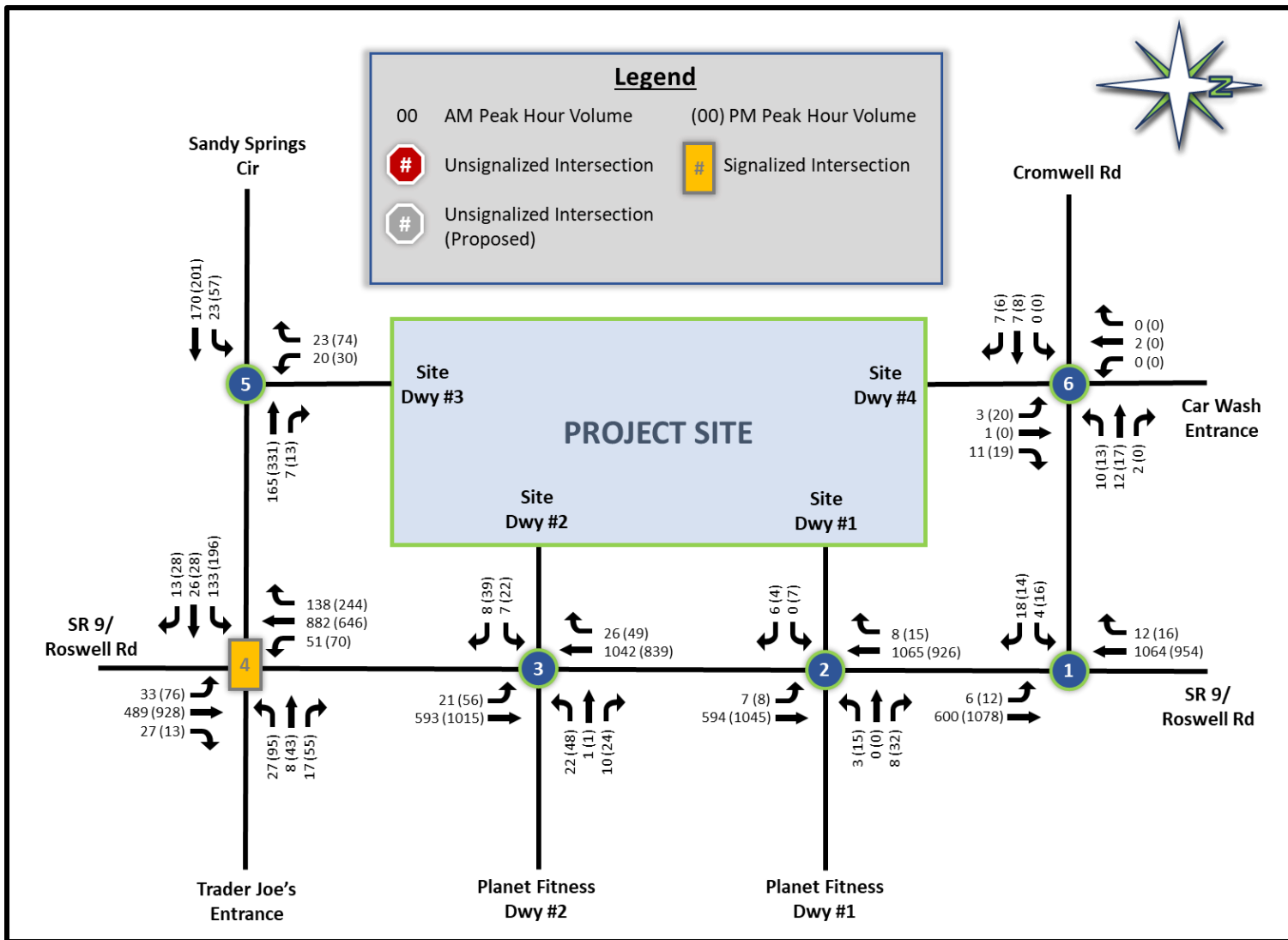


Figure 4.1 – Opening Year 2026 – Background Peak Hour Traffic

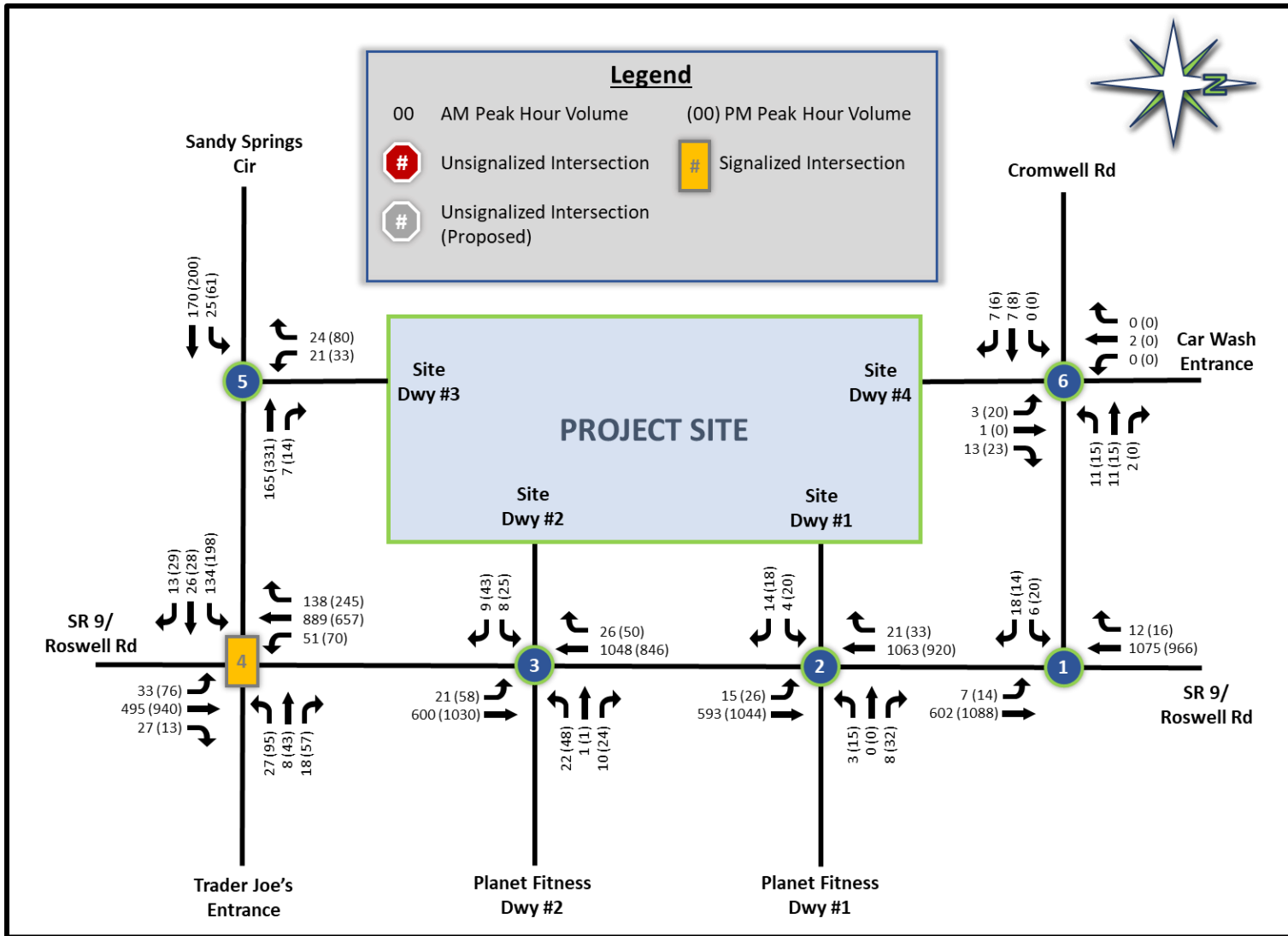
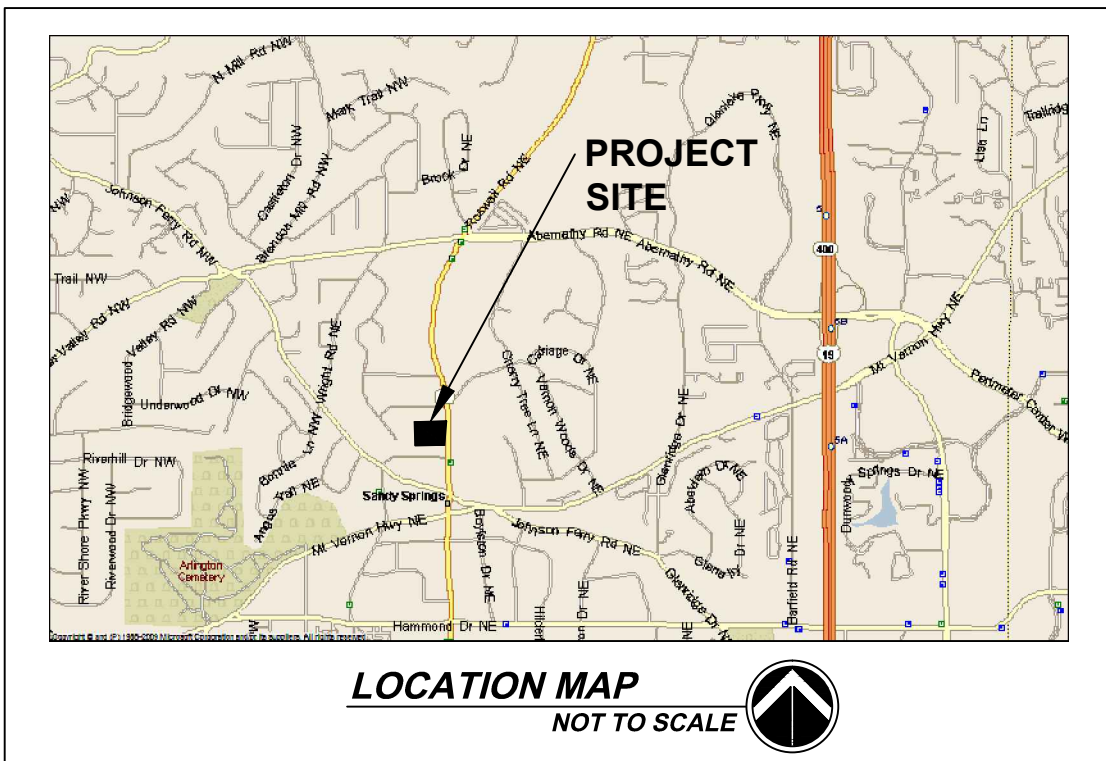
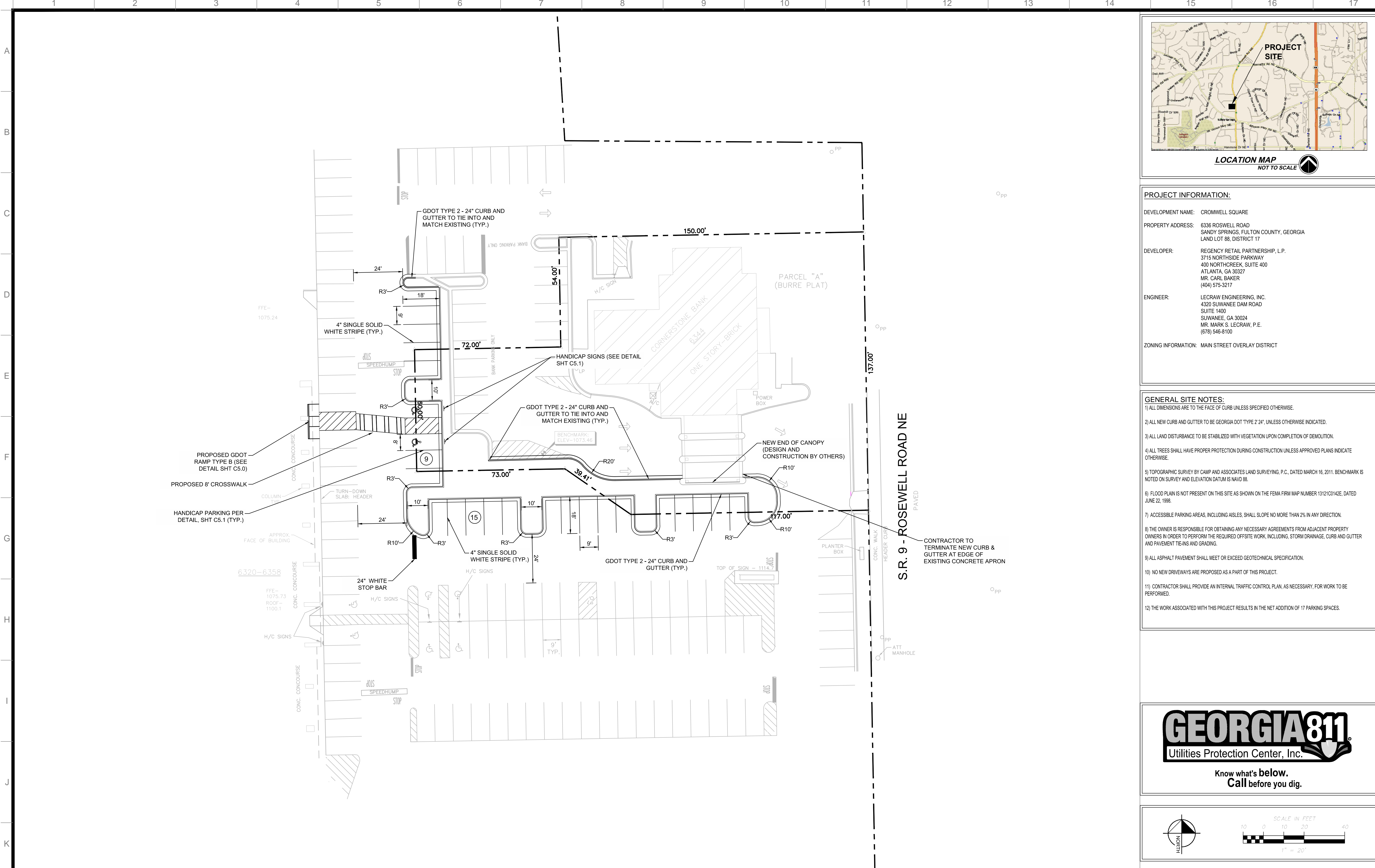


Figure 4.2 – Opening Year 2026 – With Project Peak Hour Traffic

# APPENDIX A – SITE LAYOUT

---

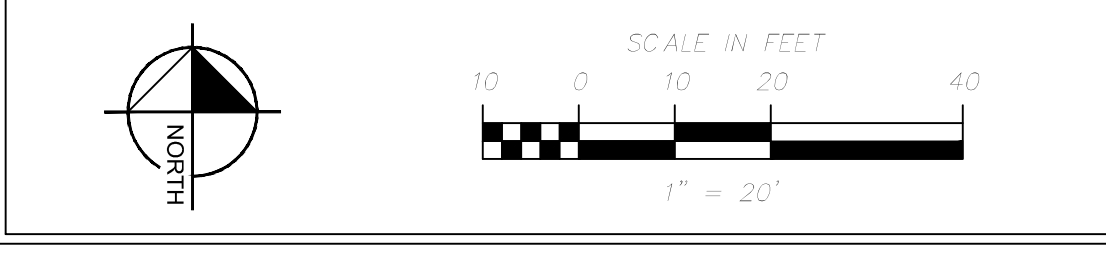
Drawing name: L:\06002 - Regency - Cromwell Square\CADD\CONSTR\006002 - 02 - SITE.dwg SITE Apr 18, 2011 2:23pm by: LeCraw Engineering



**PROJECT INFORMATION:**

DEVELOPMENT NAME: CROMWELL SQUARE  
 PROPERTY ADDRESS: 6336 ROSWELL ROAD, SANDY SPRINGS, FULTON COUNTY, GEORGIA, LAND LOT 88, DISTRICT 17  
 DEVELOPER: REGENCY RETAIL PARTNERSHIP, L.P., 3715 NORTHSIDE PARKWAY, 400 NORTHCREEK, SUITE 400, ATLANTA, GA 30327, MR. CARL BAKER, (404) 575-3217  
 ENGINEER: LECRAW ENGINEERING, INC., 4320 SUWANEE DAM ROAD, SUITE 1400, SUWANEE, GA 30024, MR. MARK S. LECRAW, P.E., (678) 546-8100  
 ZONING INFORMATION: MAIN STREET OVERLAY DISTRICT

- GENERAL SITE NOTES:**
- 1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.
  - 2) ALL NEW CURB AND GUTTER TO BE GEORGIA DOT TYPE 2 24", UNLESS OTHERWISE INDICATED.
  - 3) ALL LAND DISTURBANCE TO BE STABILIZED WITH VEGETATION UPON COMPLETION OF DEMOLITION.
  - 4) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.
  - 5) TOPOGRAPHIC SURVEY BY CAMP AND ASSOCIATES LAND SURVEYING, P.C., DATED MARCH 16, 2011. BENCHMARK IS NOTED ON SURVEY AND ELEVATION DATUM IS NAVD 88.
  - 6) FLOOD PLAN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13121C0142E, DATED JUNE 22, 1998.
  - 7) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
  - 8) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING, STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
  - 9) ALL ASPHALT PAVEMENT SHALL MEET OR EXCEED GEOTECHNICAL SPECIFICATION.
  - 10) NO NEW DRIVEWAYS ARE PROPOSED AS A PART OF THIS PROJECT.
  - 11) CONTRACTOR SHALL PROVIDE AN INTERNAL TRAFFIC CONTROL PLAN, AS NECESSARY, FOR WORK TO BE PERFORMED.
  - 12) THE WORK ASSOCIATED WITH THIS PROJECT RESULTS IN THE NET ADDITION OF 17 PARKING SPACES.



REV. No.:	DATE:	DRAWN BY:	CHECKED BY:

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 LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2011

PREPARED IN THE OFFICE OF:

LECRAW ENGINEERING, INC.  
 4320 SUWANEE DAM ROAD  
 SUITE 1400  
 SUWANEE, GA 30024  
 PHONE - 678.546.8100 FAX - 770.441.0298  
 WWW.LECRAWENGINEERING.COM PEF005768

OWNER: **REGENCY RETAIL PARTNERSHIP, L.P.**  
 3715 NORTHSIDE PARKWAY • 400 NORTHCREEK, SUITE 400 • ATLANTA, GA 30327

TITLE: **SITE PLAN**

HORIZONTAL SCALE:	AS NOTED
VERTICAL SCALE:	N/A
DRAWN BY:	JSW
DESIGNED BY:	JSW
CHECKED BY:	MSL

**CROMWELL SQUARE**  
 SANDY SPRINGS, FULTON COUNTY, GEORGIA  
 LAND LOT 88 - DISTRICT 17

DATE	04-16-2011	JOB NUMBER:	006002	SHEET NUMBER:	C2.0 OF
------	------------	-------------	--------	---------------	---------

# APPENDIX B – TRAFFIC COUNTS

---



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

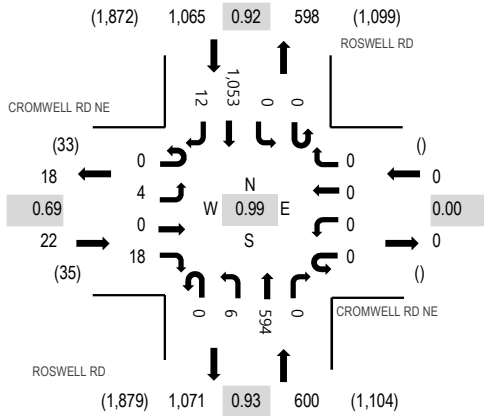
Location: 4 ROSWELL RD & CROMWELL RD NE AM

Date: Tuesday, April 22, 2025

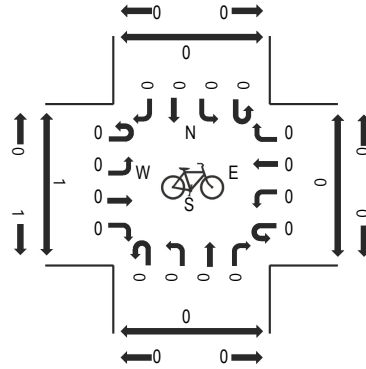
Peak Hour: 07:45 AM - 08:45 AM

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

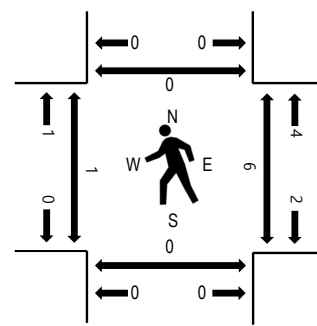
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

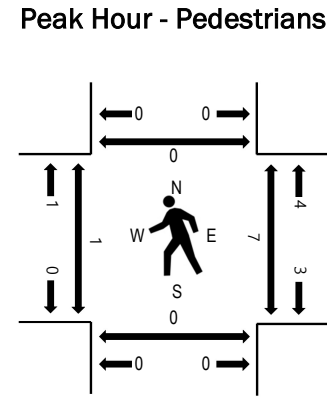
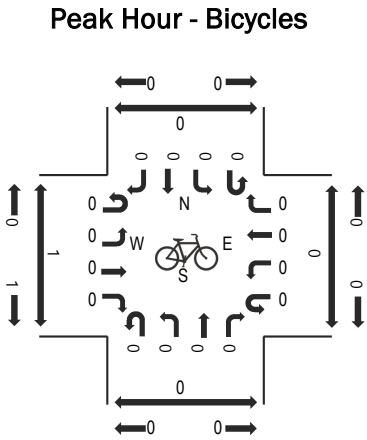
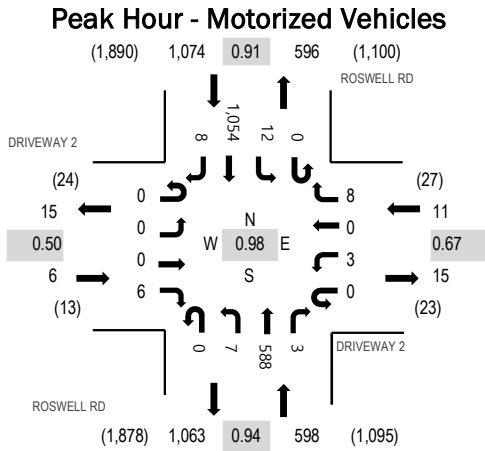
Interval Start Time	CROMWELL RD NE Eastbound				CROMWELL RD NE Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	1	0	3	0	0	0	0	0	1	118	0	0	0	0	138	1	262	1,337	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	0	0	100	0	0	0	0	183	2	288	1,498	1	0	0	0
7:30 AM	0	0	0	3	0	0	0	0	0	1	123	0	0	0	0	234	2	363	1,633	0	1	0	0
7:45 AM	0	0	0	3	0	0	0	0	0	0	150	0	0	0	0	270	1	424	1,687	0	2	0	0
8:00 AM	0	1	0	3	0	0	0	0	0	2	162	0	0	0	0	252	3	423	1,674	1	1	0	0
8:15 AM	0	2	0	6	0	0	0	0	0	3	124	0	0	0	0	284	4	423		0	2	0	0
8:30 AM	0	1	0	6	0	0	0	0	0	1	158	0	0	0	0	247	4	417		0	1	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	5	156	0	0	0	0	244	3	411		3	1	1	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	0	8
Lights	0	3	0	16	0	0	0	0	0	6	569	0	0	0	1,033	12	1,639
Mediums	0	0	0	2	0	0	0	0	0	0	21	0	0	0	17	0	40
Total	0	4	0	18	0	0	0	0	0	6	594	0	0	0	1,053	12	1,687

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		13.6%				0.0%				4.2%				1.9%			2.8%
Heavy Vehicle %	0.0%	25.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	1.9%	0.0%	2.8%
Peak Hour Factor		0.69				0.00				0.93				0.92			0.99
Peak Hour Factor	0.00	0.58	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.55	0.93	0.00	0.00	0.00	0.93	0.88	0.99



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 2 Eastbound				DRIVEWAY 2 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	0	1	0	1	0	3	0	2	116	0	0	0	2	141	0	266	1,355	0	0	0	0
7:15 AM	0	0	0	1	0	4	0	2	0	0	98	0	0	0	3	182	1	291	1,505	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	2	0	1	123	0	0	0	3	239	0	370	1,646	0	0	0	0
7:45 AM	0	0	0	2	0	0	0	4	0	1	144	1	0	4	268	4	428	1,689	0	3	0	0	
8:00 AM	0	0	0	0	0	2	0	2	0	2	160	0	0	3	246	1	416	1,670	1	1	0	0	
8:15 AM	0	0	0	4	0	1	0	1	0	2	127	2	0	2	291	2	432		0	2	0	0	
8:30 AM	0	0	0	0	0	0	0	1	0	2	157	0	0	3	249	1	413		0	1	0	0	
8:45 AM	0	1	0	2	0	0	0	4	0	2	155	0	0	0	242	3	409		1	1	0	0	

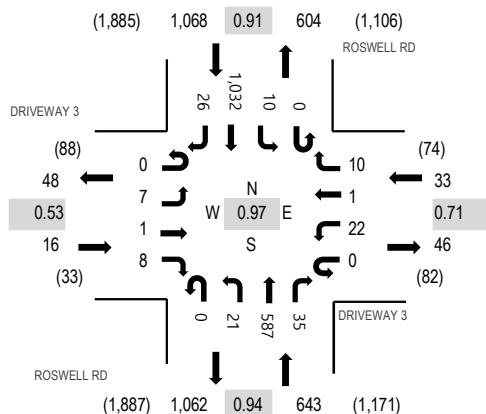
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7
Lights	0	0	0	6	0	3	0	8	0	7	564	2	0	12	1,032	8	1,642
Mediums	0	0	0	0	0	0	0	0	0	0	20	1	0	0	19	0	40
Total	0	0	0	6	0	3	0	8	0	7	588	3	0	12	1,054	8	1,689

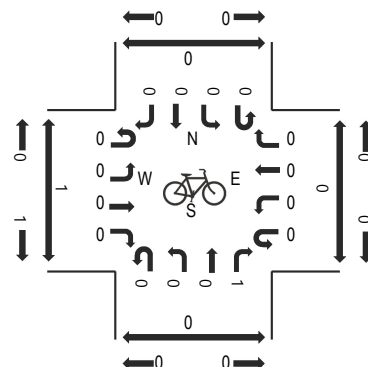
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				4.2%				2.0%				2.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	33.3%	0.0%	0.0%	2.1%	0.0%	2.8%
Peak Hour Factor	0.50				0.67				0.94				0.91				0.98
Peak Hour Factor	0.00	0.25	0.00	0.50	0.00	0.38	0.00	0.69	0.00	1.00	0.94	0.38	0.00	0.81	0.91	0.50	0.98

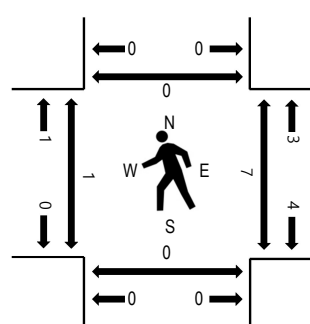
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 3 Eastbound				DRIVEWAY 3 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	0	1	0	4	1	6	0	5	112	8	0	2	142	0	283	1,404	0	0	0	0
7:15 AM	0	3	0	0	0	4	0	4	0	8	92	5	0	1	183	3	303	1,549	0	1	0	0
7:30 AM	0	0	0	3	0	6	0	6	0	3	114	5	0	3	235	4	379	1,698	0	0	0	1
7:45 AM	0	2	0	5	0	4	0	2	0	2	143	11	0	2	261	7	439	1,760	0	3	0	0
8:00 AM	0	1	1	1	0	10	0	4	0	5	155	7	0	4	234	6	428	1,759	1	1	0	0
8:15 AM	0	2	0	2	0	6	0	1	0	7	134	6	0	2	283	9	452		0	2	0	0
8:30 AM	0	2	0	0	0	2	1	3	0	7	155	11	0	2	254	4	441		0	1	0	0
8:45 AM	0	0	0	8	0	5	0	5	0	9	158	9	0	3	234	7	438		1	1	0	0

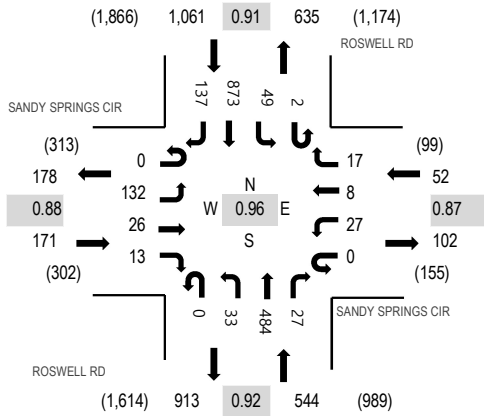
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7
Lights	0	7	1	8	0	22	1	10	0	20	562	35	0	10	1,011	25	1,712
Mediums	0	0	0	0	0	0	0	0	0	1	21	0	0	0	18	1	41
Total	0	7	1	8	0	22	1	10	0	21	587	35	0	10	1,032	26	1,760

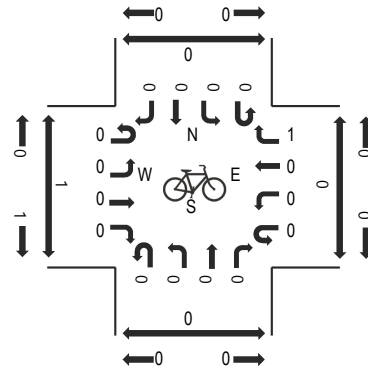
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				4.0%				2.1%				2.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	4.3%	0.0%	0.0%	0.0%	2.0%	3.8%	2.7%
Peak Hour Factor	0.53				0.71				0.94				0.91				0.97
Peak Hour Factor	0.00	0.58	0.25	0.34	0.00	0.65	0.25	0.75	0.00	0.78	0.95	0.80	0.00	0.69	0.91	0.72	0.97

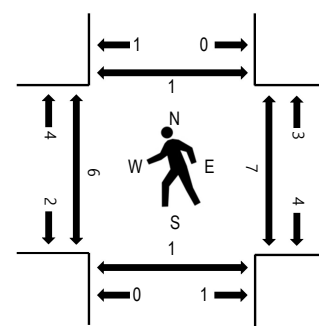
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SANDY SPRINGS CIR Eastbound				SANDY SPRINGS CIR Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	25	1	3	0	5	2	8	0	3	90	5	0	4	106	19	271	1,430	0	1	2	0
7:15 AM	0	23	2	2	0	4	1	2	0	6	79	1	0	3	174	30	327	1,606	0	3	1	1
7:30 AM	0	23	3	6	0	4	1	6	0	3	105	7	0	4	195	37	394	1,744	0	1	0	0
7:45 AM	0	26	11	1	0	1	3	3	0	5	130	5	2	12	210	29	438	1,828	0	2	0	0
8:00 AM	0	39	7	4	0	10	2	4	0	7	113	6	0	13	208	34	447	1,826	2	1	0	0
8:15 AM	0	25	4	4	0	8	0	4	0	7	114	8	0	14	244	33	465		2	3	0	0
8:30 AM	0	42	4	4	0	8	3	6	0	14	127	8	0	10	211	41	478		2	1	1	1
8:45 AM	0	35	6	2	0	6	1	7	0	3	136	7	0	10	194	29	436		0	0	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3	0	6
Lights	0	129	25	13	0	25	8	15	0	33	463	26	2	49	853	136	1,777
Mediums	0	1	1	0	0	2	0	2	0	0	20	1	0	0	17	1	45
Total	0	132	26	13	0	27	8	17	0	33	484	27	2	49	873	137	1,828

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.3%				7.7%				4.0%				2.0%				2.8%
Heavy Vehicle %	0.0%	2.3%	3.8%	0.0%	0.0%	7.4%	0.0%	11.8%	0.0%	0.0%	4.3%	3.7%	0.0%	0.0%	2.3%	0.7%	2.8%
Peak Hour Factor	0.88				0.87				0.92				0.91				0.96
Peak Hour Factor	0.00	0.84	0.59	0.63	0.00	0.80	0.67	0.75	0.00	0.59	0.90	0.91	0.25	0.88	0.89	0.84	0.96



ALL TRAFFIC DATA SERVICES

(303) 216-2439  
www.alltrafficdata.net

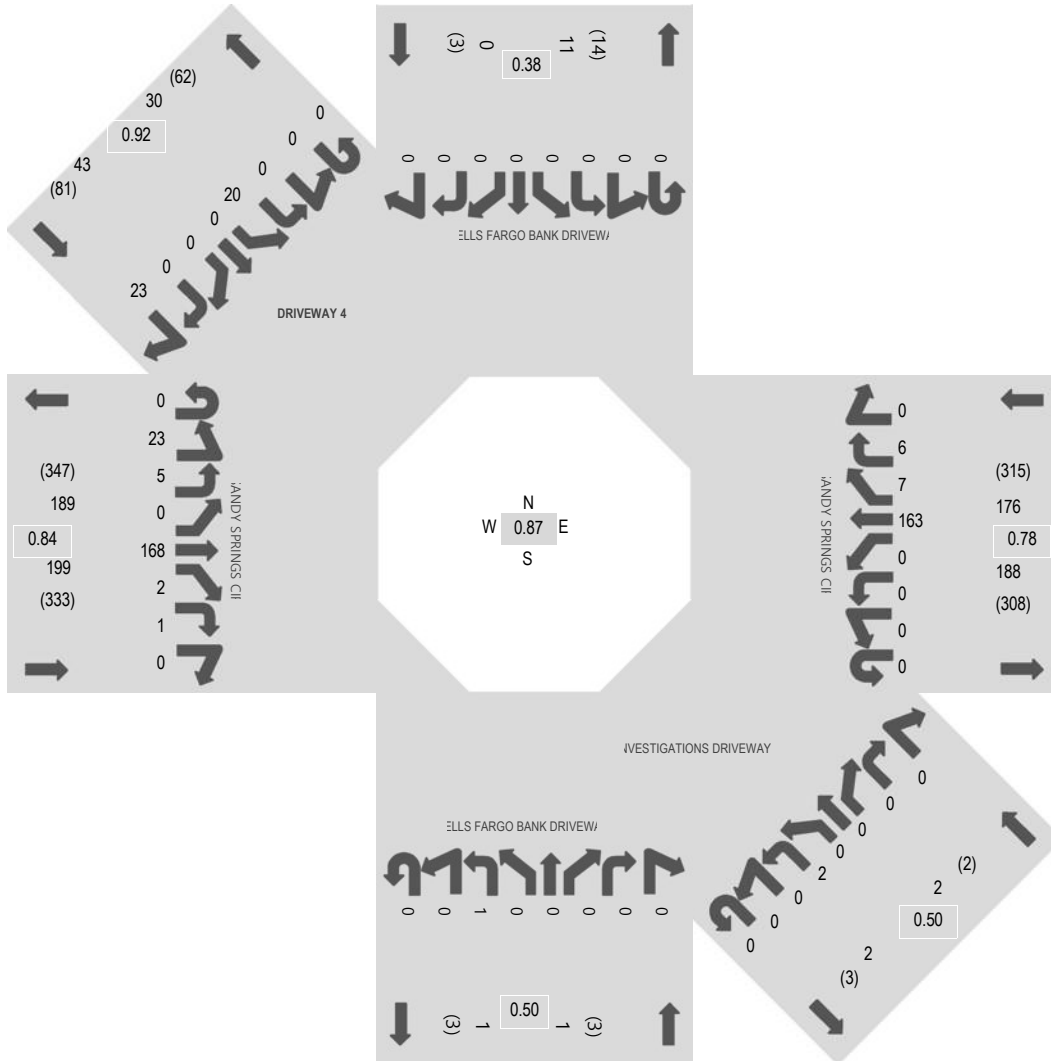
Location: 5 WELLS FARGO BANK DRIVEWAY & SANDY SPRINGS CIR AM

Date: Tuesday, April 22, 2025

Peak Hour: 08:00 AM - 09:00 AM

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

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

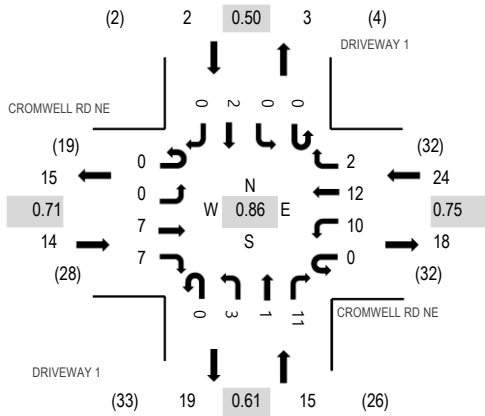
Location: 3 DRIVEWAY 1 & CROMWELL RD NE AM

Date: Tuesday, April 22, 2025

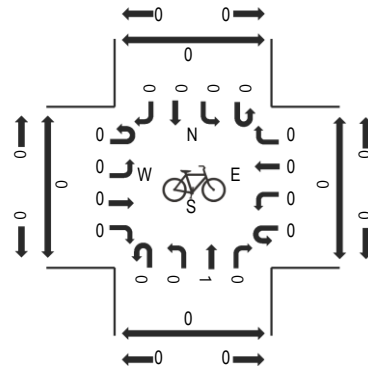
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

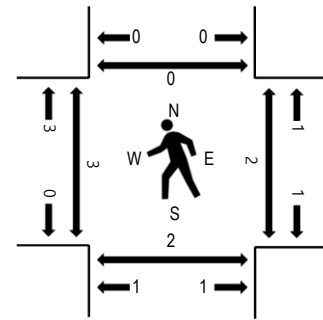
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	CROMWELL RD NE Eastbound				CROMWELL RD NE Westbound				DRIVEWAY 1 Northbound				DRIVEWAY 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	3	0	0	1	0	0	0	0	2	0	0	0	0	7	33	0	0	0	0
7:15 AM	0	0	1	0	0	2	0	0	0	1	0	2	0	0	0	0	6	39	0	0	0	0
7:30 AM	0	0	1	2	0	3	0	0	0	1	0	2	0	0	0	0	9	49	0	0	0	0
7:45 AM	0	0	4	2	0	2	0	0	0	1	1	1	0	0	0	0	11	54	0	0	0	0
8:00 AM	0	0	3	1	0	2	3	1	0	1	1	0	0	0	1	0	13	55	0	0	0	0
8:15 AM	0	0	1	3	0	3	2	1	0	1	0	4	0	0	1	0	16		3	2	2	0
8:30 AM	0	0	2	1	0	2	2	0	0	1	0	6	0	0	0	0	14		0	0	0	0
8:45 AM	0	0	1	2	0	3	5	0	0	0	0	1	0	0	0	0	12		0	0	0	0

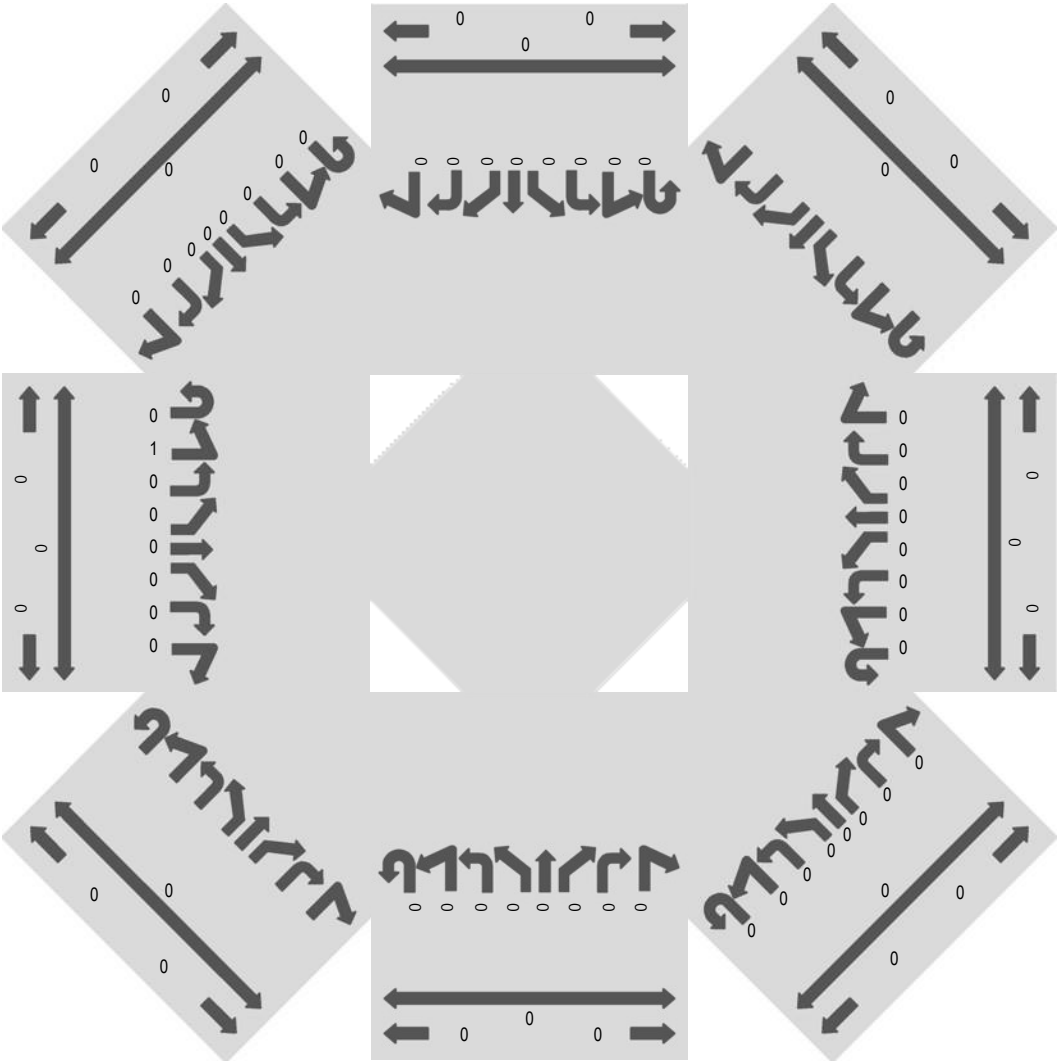
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	0	6	7	0	10	12	2	0	3	1	9	0	0	2	0	52
Mediums	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	7	7	0	10	12	2	0	3	1	11	0	0	2	0	55

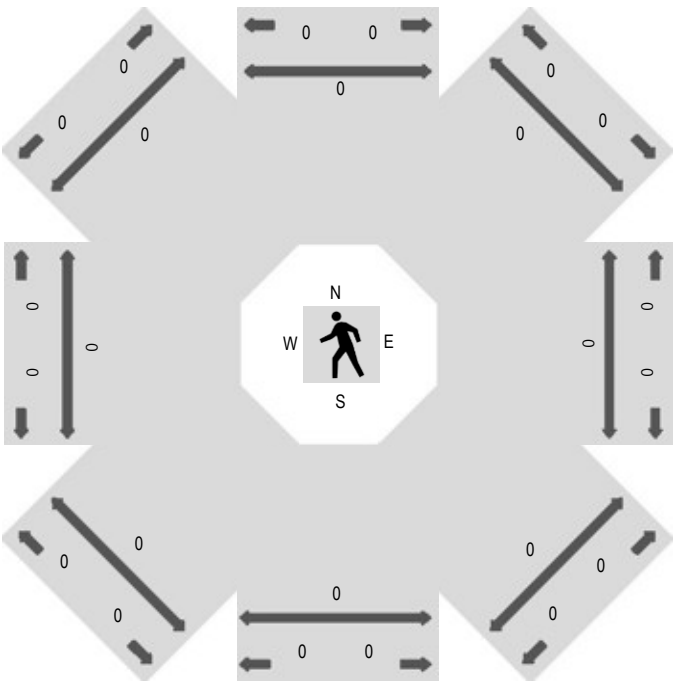
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			7.1%				0.0%				13.3%				0.0%		5.5%
Heavy Vehicle %	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	5.5%
Peak Hour Factor			0.71				0.75				0.61				0.50		0.86
Peak Hour Factor	0.00	0.00	0.63	0.67	0.00	0.83	0.60	0.50	0.00	1.00	0.50	0.46	0.00	0.00	0.50	0.00	0.86

Peak Hour - Bicycles



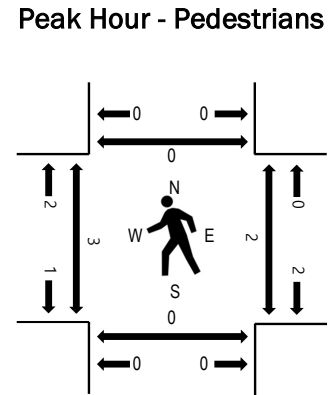
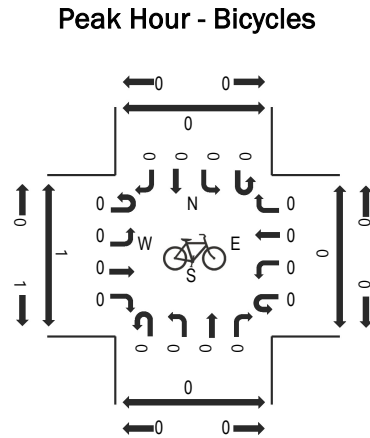
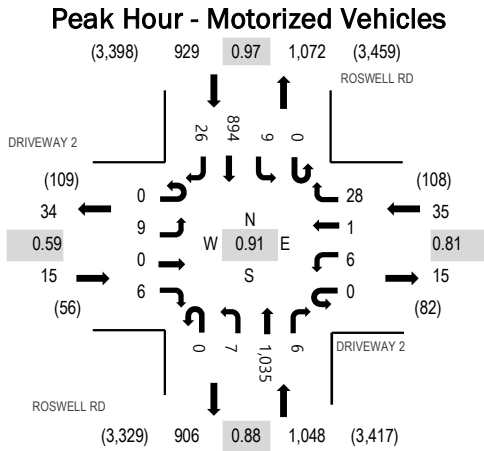
Peak Hour - Pedestrians











Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

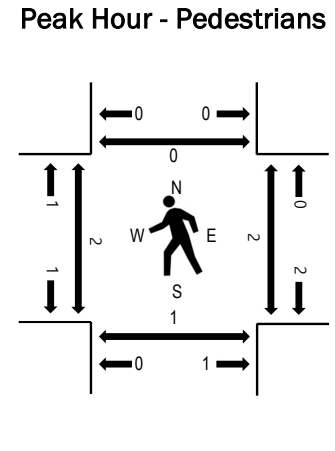
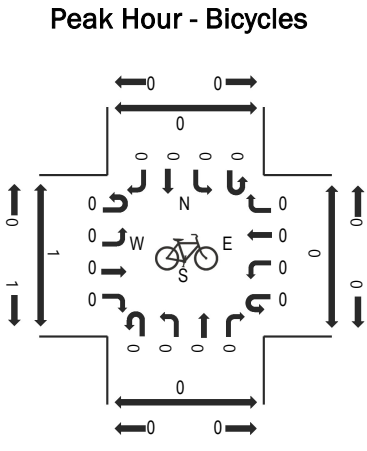
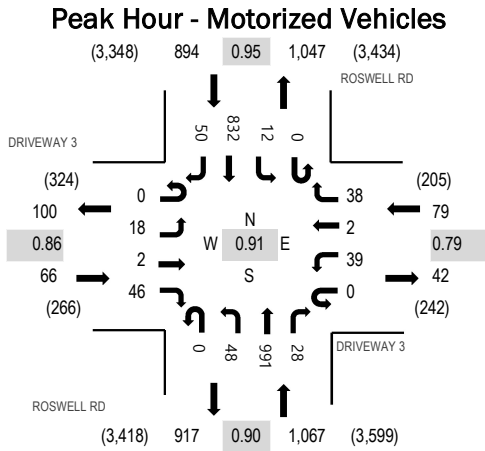
Interval Start Time	DRIVEWAY 2 Eastbound				DRIVEWAY 2 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	1	0	0	0	4	0	5	0	3	153	1	0	4	180	2	353	1,444	0	0	0	0
10:15 AM	0	1	0	1	0	0	0	0	0	2	164	2	0	2	196	3	371	1,475	2	0	0	0
10:30 AM	0	0	0	0	0	3	0	1	0	2	152	1	0	2	178	3	342	1,514	3	2	0	0
10:45 AM	0	0	0	4	0	2	0	2	0	1	173	2	0	2	187	5	378	1,608	1	2	0	0
11:00 AM	0	2	0	2	0	2	0	3	0	0	173	3	0	3	193	3	384	1,660	3	3	0	0
11:15 AM	0	0	0	2	0	1	0	4	0	2	181	3	0	6	205	6	410	1,761	2	0	0	0
11:30 AM	0	2	0	1	0	1	0	5	0	0	216	0	0	4	203	4	436	1,805	1	0	0	2
11:45 AM	0	3	1	0	0	1	0	3	0	2	204	2	0	3	200	11	430	1,842	1	0	0	0
12:00 PM	0	3	0	2	0	5	0	6	0	5	221	5	0	2	230	6	485	1,969	0	1	0	0
12:15 PM	0	2	0	2	0	4	0	5	0	1	221	2	0	1	211	5	454	1,988	1	1	0	0
12:30 PM	0	4	0	1	0	1	1	5	0	3	222	1	0	3	227	5	473	2,027	2	2	0	0
12:45 PM	0	2	0	1	0	2	0	10	0	3	296	2	0	4	230	7	557	2,015	0	0	0	0
1:00 PM	0	1	0	1	0	2	0	6	0	1	259	2	0	1	221	10	504	1,906	1	0	0	0
1:15 PM	0	2	0	3	0	1	0	7	0	0	258	1	0	1	216	4	493		0	0	0	0
1:30 PM	0	3	3	2	0	0	0	10	0	0	237	2	0	5	198	1	461		1	2	0	0
1:45 PM	0	3	0	1	0	1	0	5	0	5	223	5	0	1	201	3	448		0	1	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	1	10
Lights	0	9	0	5	0	6	1	28	0	7	1,021	6	0	9	875	24	1,991
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	15	1	26
Total	0	9	0	6	0	6	1	28	0	7	1,035	6	0	9	894	26	2,027

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%			0.0%				1.3%				2.3%			1.8%	
Heavy Vehicle %	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	2.1%	7.7%	1.8%
Peak Hour Factor		0.59			0.81				0.88				0.97			0.91	
Peak Hour Factor	0.00	0.75	0.25	0.56	0.00	0.60	0.25	0.83	0.00	0.60	0.89	0.50	0.00	0.67	0.98	0.61	0.91



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

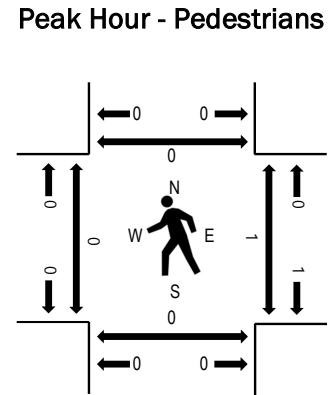
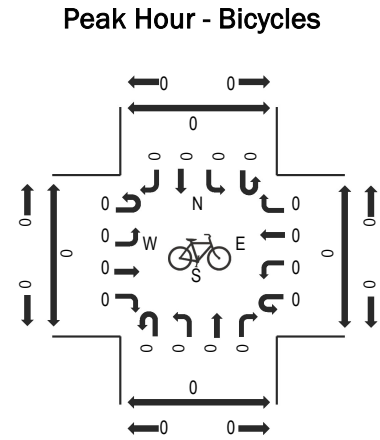
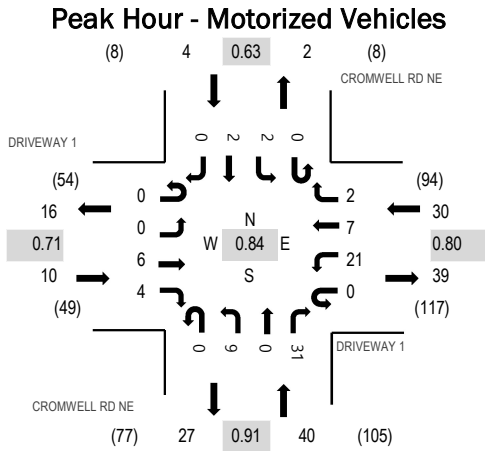
Interval Start Time	DRIVEWAY 3 Eastbound				DRIVEWAY 3 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	3	0	9	0	6	0	1	0	11	158	14	0	1	183	2	388	1,580	0	0	0	0
10:15 AM	0	6	0	5	0	7	0	3	0	9	158	15	0	5	184	9	401	1,611	0	0	0	0
10:30 AM	0	8	0	8	0	10	0	1	0	7	140	9	0	5	167	10	365	1,657	0	2	0	0
10:45 AM	0	6	1	15	0	10	0	2	0	8	173	17	0	5	183	6	426	1,755	1	2	0	0
11:00 AM	0	1	0	7	0	4	1	8	0	12	166	17	1	7	189	6	419	1,785	4	3	0	0
11:15 AM	0	8	0	13	0	7	0	5	0	12	174	15	0	5	202	6	447	1,875	1	0	0	0
11:30 AM	0	4	0	14	0	10	1	4	1	10	207	7	0	6	185	14	463	1,902	0	0	0	0
11:45 AM	0	5	1	8	0	8	0	4	0	15	204	7	0	6	190	8	456	1,926	1	0	0	0
12:00 PM	0	6	1	11	0	4	0	6	0	9	223	7	0	6	224	12	509	2,048	0	1	0	1
12:15 PM	0	9	0	11	0	3	0	0	0	10	212	11	0	5	207	6	474	2,072	1	2	0	0
12:30 PM	0	5	0	11	0	10	0	8	0	11	212	3	0	1	217	9	487	2,106	1	2	0	0
12:45 PM	0	7	1	14	0	13	1	10	0	11	283	10	0	2	209	17	578	2,101	1	0	1	0
1:00 PM	0	5	0	13	0	12	0	13	0	12	244	6	0	7	208	13	533	2,005	0	0	0	0
1:15 PM	0	1	1	8	0	4	1	7	0	14	252	9	0	2	198	11	508		0	0	0	0
1:30 PM	0	10	0	9	0	3	0	6	0	13	231	5	0	6	193	6	482		1	2	0	0
1:45 PM	0	10	1	10	0	7	0	5	0	14	219	12	0	3	194	7	482		0	1	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	4	0	0	1	4	0	10
Lights	0	18	2	46	0	39	2	38	0	45	977	28	0	11	814	49	2,069
Mediums	0	0	0	0	0	0	0	0	0	2	10	0	0	0	14	1	27
Total	0	18	2	46	0	39	2	38	0	48	991	28	0	12	832	50	2,106

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %										1.6%				2.2%		1.8%	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	1.4%	0.0%	0.0%	8.3%	2.2%	2.0%	1.8%
Peak Hour Factor										0.90				0.95		0.91	
Peak Hour Factor	0.00	0.75	0.50	0.82	0.00	0.75	0.50	0.73	0.25	0.95	0.89	0.85	0.25	0.86	0.96	0.74	0.91



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 1 Eastbound				DRIVEWAY 1 Westbound				CROMWELL RD NE Northbound				CROMWELL RD NE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	0	5	1	0	2	0	0	0	1	0	2	0	0	1	0	12	53	0	0	0	0
10:15 AM	0	0	5	0	0	1	3	2	0	2	0	3	0	0	0	0	16	57	0	0	0	0
10:30 AM	0	0	3	2	0	1	2	1	0	0	0	3	0	1	0	0	13	50	0	0	0	0
10:45 AM	0	0	1	0	0	3	0	0	0	2	0	5	0	0	0	1	12	50	0	0	0	0
11:00 AM	0	0	4	0	0	4	1	0	0	1	0	6	0	0	0	0	16	55	0	2	0	0
11:15 AM	0	0	0	2	0	2	0	1	0	0	0	4	0	0	0	0	9	57	0	0	0	0
11:30 AM	0	0	3	0	0	4	2	0	0	1	0	3	0	0	0	0	13	73	0	0	1	0
11:45 AM	0	0	0	3	0	6	1	0	0	1	0	6	0	0	0	0	17	76	0	1	1	0
12:00 PM	0	0	4	0	0	7	4	0	0	0	0	3	0	0	0	0	18	82	1	1	0	0
12:15 PM	0	0	3	1	0	8	2	1	0	3	0	7	0	0	0	0	25	84	0	0	0	0
12:30 PM	0	0	2	0	0	3	1	0	0	2	0	6	0	1	1	0	16	71	0	1	0	0
12:45 PM	0	0	1	1	0	5	2	1	0	3	0	8	0	1	1	0	23	69	0	0	0	0
1:00 PM	0	0	0	2	0	5	2	0	0	1	0	10	0	0	0	0	20	66	0	0	0	0
1:15 PM	0	0	0	0	0	2	3	0	0	1	1	4	0	0	1	0	12		0	0	0	0
1:30 PM	0	0	1	1	0	2	2	1	0	3	0	4	0	0	0	0	14		0	1	0	0
1:45 PM	0	0	2	2	0	3	4	0	0	3	0	6	0	0	0	0	20		0	0	0	0

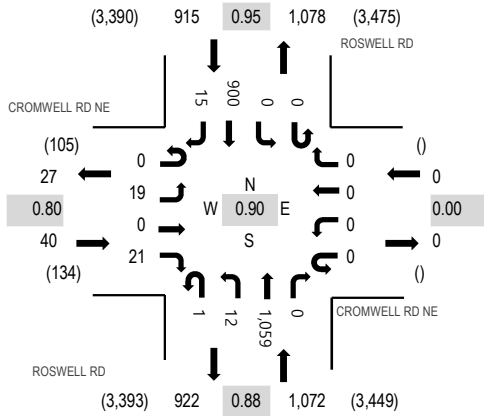
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lights	0	0	6	4	0	18	7	2	0	9	0	27	0	2	2	0	77					
Mediums	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	7					
Total	0	0	6	4	0	21	7	2	0	9	0	31	0	2	2	0	84					

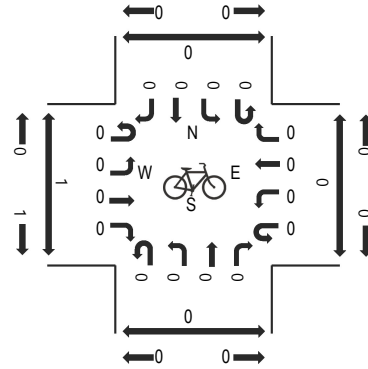
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Heavy Vehicle %																	8.3%					
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	12.9%	0.0%	0.0%	0.0%	0.0%	8.3%					
Peak Hour Factor																	0.84					
Peak Hour Factor	0.00	0.00	0.70	0.42	0.00	0.78	0.69	0.38	0.00	0.75	0.25	0.78	0.00	0.50	0.75	0.25	0.84					

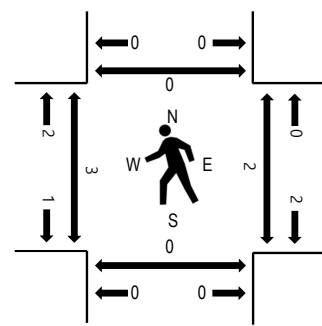
**Peak Hour - Motorized Vehicles**



**Peak Hour - Bicycles**



**Peak Hour - Pedestrians**



Note: Total study counts contained in parentheses.

**Traffic Counts - Motorized Vehicles**

Interval Start Time	CROMWELL RD NE Eastbound				CROMWELL RD NE Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
10:00 AM	0	2	0	5	0	0	0	0	0	1	161	0	0	0	181	3	353	1,445	1	0	0	0
10:15 AM	0	2	0	8	0	0	0	0	0	4	156	0	0	0	196	4	370	1,477	1	0	0	0
10:30 AM	0	4	0	3	0	0	0	0	0	1	151	0	0	0	177	1	337	1,511	4	2	0	0
10:45 AM	0	6	0	3	0	0	0	0	0	0	176	0	0	0	198	2	385	1,613	1	5	0	0
11:00 AM	0	7	0	3	0	0	0	0	0	6	171	0	0	0	196	2	385	1,662	5	3	0	0
11:15 AM	0	3	0	0	0	0	0	0	0	2	183	0	0	0	213	3	404	1,758	4	0	0	0
11:30 AM	0	6	0	6	0	0	0	0	0	3	219	0	0	0	200	5	439	1,816	2	0	0	0
11:45 AM	0	3	0	3	0	0	0	0	0	3	209	0	0	0	212	4	434	1,849	3	0	0	0
12:00 PM	0	2	0	2	0	0	0	0	0	2	229	0	0	0	239	7	481	1,979	0	1	0	0
12:15 PM	0	6	0	5	0	0	0	0	0	2	227	0	0	0	214	8	462	2,001	0	1	1	0
12:30 PM	0	7	0	4	0	0	0	0	0	0	229	0	0	0	226	6	472	2,027	1	2	0	0
12:45 PM	0	5	0	9	0	0	0	0	1	3	307	0	0	0	233	6	564	2,018	0	0	0	0
1:00 PM	0	3	0	6	0	0	0	0	0	7	257	0	0	0	229	1	503	1,887	1	0	0	0
1:15 PM	0	4	0	2	0	0	0	0	0	2	266	0	0	0	212	2	488		1	0	0	0
1:30 PM	0	4	0	1	0	0	0	0	0	1	247	0	0	0	203	7	463		1	1	0	0
1:45 PM	0	4	0	6	0	0	0	0	0	4	219	0	0	0	197	3	433		0	1	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9
Lights	0	18	0	18	0	0	0	0	1	12	1,045	0	0	0	882	13	1,989
Mediums	0	1	0	3	0	0	0	0	0	0	10	0	0	0	13	2	29
Total	0	19	0	21	0	0	0	0	1	12	1,059	0	0	0	900	15	2,027

**Heavy Vehicle Percentage and Peak Hour Factor**

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		10.0%			0.0%				1.3%				2.2%			1.9%	
Heavy Vehicle %	0.0%	5.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	2.0%	13.3%	1.9%
Peak Hour Factor		0.80			0.00				0.88				0.95			0.90	
Peak Hour Factor	0.00	0.79	0.00	0.67	0.00	0.00	0.00	0.00	0.25	0.50	0.88	0.00	0.00	0.00	0.95	0.84	0.90



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

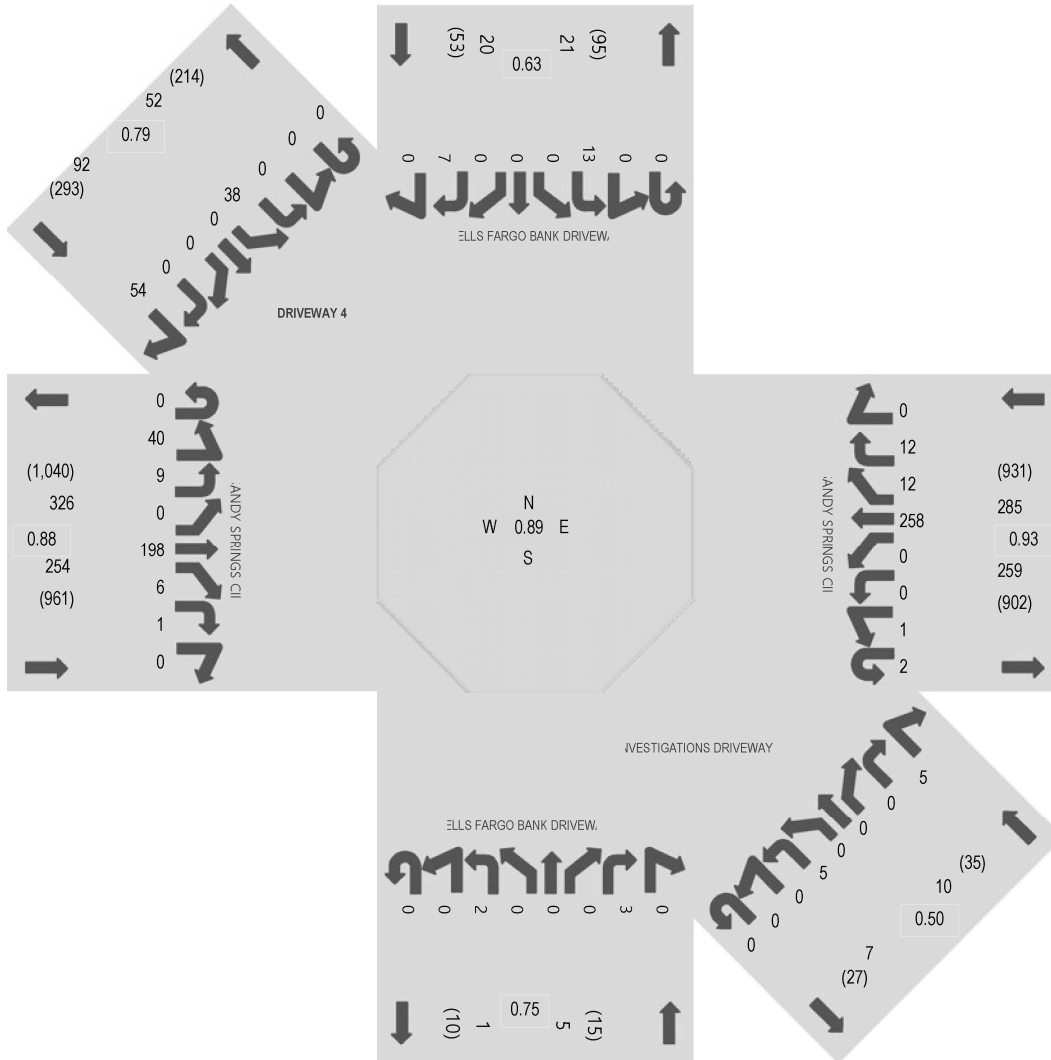
Location: 5 WELLS FARGO BANK DRIVEWAY & SANDY SPRINGS CIR AM

Date: Tuesday, April 22, 2025

Peak Hour: 12:15 PM - 01:15 PM

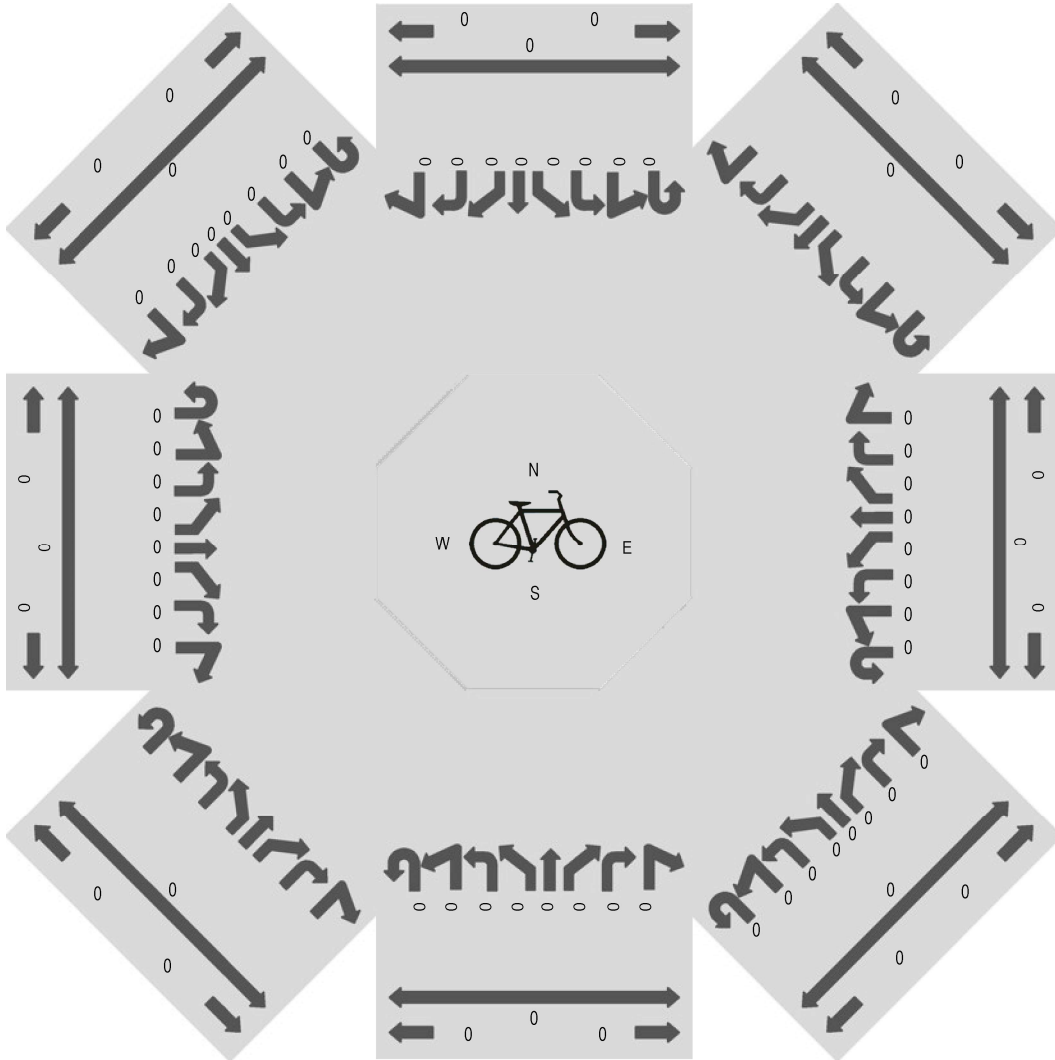
Peak 15-Minutes: 01:00 PM - 01:15 PM

### Peak Hour - Motorized Vehicles

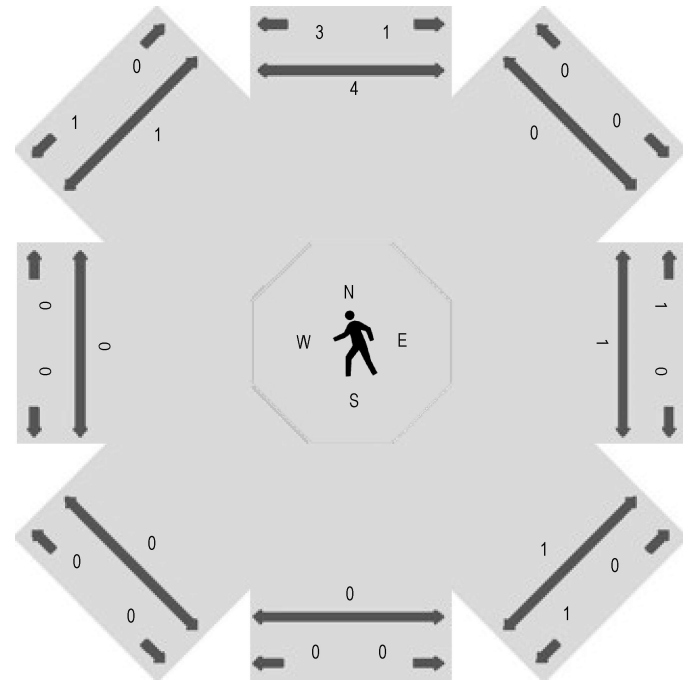


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



## Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
10:00 AM	0	0	0	0	43	5	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	33	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	40	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	46	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0			
11:00 AM	0	0	0	0	32	3	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0			
11:15 AM	1	0	0	0	51	4	1	0	0	0	0	2	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0			
11:30 AM	0	0	1	0	48	5	3	0	0	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1			
11:45 AM	1	0	0	0	69	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	52	3	6	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	60	2	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	2	1	0	0	69	2	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0			
12:45 PM	0	0	0	0	57	4	2	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0			
1:00 PM	0	0	0	0	72	4	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0			
1:15 PM	0	0	0	0	39	3	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0			
1:30 PM	0	0	0	0	60	7	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	2	0	0	58	1	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0			
Count Total	4	3	1	0	829	50	44	0	0	0	0	12	1	2	0	20	0	0	4	0	0	0	10	1								
Peak Hour	2	1	0	0	258	12	12	0	0	0	0	5	0	0	0	5	0	0	2	0	0	0	3	0								

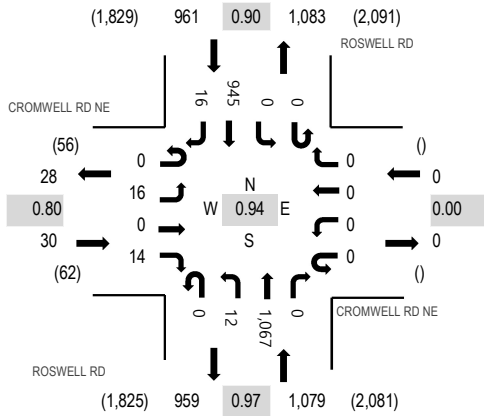
Interval Start Time	Eastbound								Southeastbound								Southbound								Southwestbound								Total	Rolling Hour
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR		
10:00 AM	0	9	3	0	26	1	0	0	0	0	0	6	0	1	0	7	0	0	2	0	0	0	0	0					108	463				
10:15 AM	0	10	2	0	38	1	0	0	0	0	0	11	0	0	0	13	0	0	2	0	0	0	1	0					117	468				
10:30 AM	0	6	4	0	30	1	2	0	0	0	0	4	0	0	0	13	0	0	2	0	0	0	0	0					106	494				
10:45 AM	0	8	3	0	52	0	1	0	0	0	0	4	0	0	0	6	0	0	3	0	1	0	1	0					132	527				
11:00 AM	0	11	4	0	39	3	1	0	0	0	0	5	0	0	0	7	0	0	1	0	0	0	3	0					113	559				
11:15 AM	0	10	3	0	41	3	0	0	0	0	0	4	0	0	0	12	0	0	3	0	0	0	2	0					143	601				
11:30 AM	0	8	3	0	48	3	0	0	0	0	0	3	0	0	0	9	0	0	1	0	0	0	1	0					139	607				
11:45 AM	0	11	2	0	50	1	0	0	0	0	0	7	0	0	0	15	0	0	2	0	0	0	2	0					164	634				
12:00 PM	1	14	8	0	47	1	0	0	0	0	0	12	0	0	0	8	0	0	0	0	0	0	1	0					155	634				
12:15 PM	0	6	0	0	45	2	0	0	0	0	0	9	0	0	0	11	0	0	5	0	0	0	1	0					149	666				
12:30 PM	0	14	2	0	47	0	0	0	0	0	0	9	0	0	0	7	0	0	4	0	0	0	4	0					166	640				
12:45 PM	0	9	1	0	51	1	1	0	0	0	0	10	0	0	0	19	0	0	2	0	0	0	1	0					164	642				
1:00 PM	0	11	6	0	55	3	0	0	0	0	0	10	0	0	0	17	0	0	2	0	0	0	1	0					187	632				
1:15 PM	0	9	3	0	42	1	0	0	0	0	0	9	0	0	0	11	0	0	0	0	0	0	0	0					123					
1:30 PM	0	15	1	0	62	0	0	0	0	0	0	5	0	1	0	9	0	0	1	0	0	0	2	0					168					
1:45 PM	0	12	4	0	46	2	1	0	0	0	0	9	0	0	0	10	0	0	2	0	0	0	0	0					154					
Count Total	1	163	49	0	719	23	6	0	0	0	0	117	0	2	0	174	0	0	32	0	1	0	20	0					2,288					
Peak Hour	0	40	9	0	198	6	1	0	0	0	0	38	0	0	0	54	0	0	13	0	0	0	7	0					666					



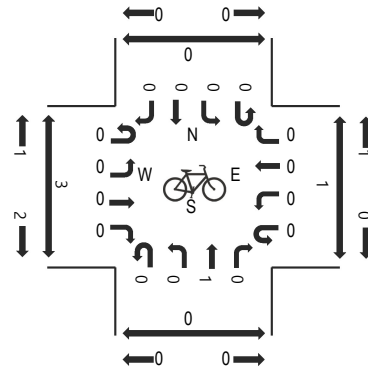
# Heavy Vehicle Percentage and Peak Hour Factor

	Westbound								Northwestbound								Northbound								Northeastbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	1.1%								0.0%								0.0%																1.4%
HV%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
PHF	0.93								0.50								0.75																0.89
PHF	0.38	0.25	0.25	0.00	0.90	0.64	0.64	0.00	0.00	0.00	0.00	0.63	0.25	0.50	0.00	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.50	0.25									0.89
	Eastbound								Southeastbound								Southbound								Southwestbound								Total
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	
HV%	0.8%								4.3%								0.0%																1.4%
HV%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									1.4%
PHF	0.88								0.79								0.63																0.89
PHF	0.25	0.78	0.50	0.00	0.85	0.83	0.50	0.00	0.00	0.00	0.00	0.83	0.00	0.25	0.00	0.74	0.00	0.00	0.65	0.00	0.25	0.00	0.50	0.00									0.89

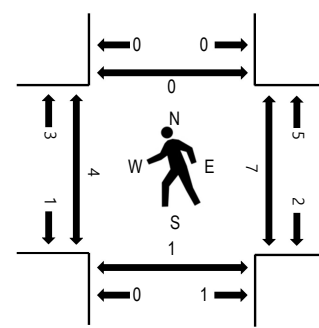
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	CROMWELL RD NE Eastbound				CROMWELL RD NE Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	5	0	5	0	0	0	0	0	2	239	0	0	0	0	247	3	501	1,902	4	1	0	0
4:15 PM	0	7	0	2	0	0	0	0	0	3	230	0	0	0	0	219	5	466	1,873	1	2	0	0
4:30 PM	0	3	0	6	0	0	0	0	0	1	249	0	0	0	0	171	5	435	1,918	0	4	1	0
4:45 PM	0	1	0	3	0	0	0	0	0	4	274	0	0	0	0	213	5	500	2,031	1	1	0	0
5:00 PM	0	3	0	2	0	0	0	0	0	3	252	0	0	0	0	210	2	472	2,070	2	5	1	0
5:15 PM	0	4	0	4	0	0	0	0	0	3	278	0	0	0	0	217	5	511		0	1	0	0
5:30 PM	0	6	0	5	0	0	0	0	0	1	275	0	0	0	0	256	5	548		2	0	0	0
5:45 PM	0	3	0	3	0	0	0	0	0	5	262	0	0	0	0	262	4	539		0	1	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	16	0	14	0	0	0	0	0	12	1,059	0	0	0	937	16	2,054
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Total	0	16	0	14	0	0	0	0	0	12	1,067	0	0	0	945	16	2,070

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.7%				0.8%				0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.8%	0.0%	0.8%
Peak Hour Factor	0.80				0.00				0.97				0.90				0.94
Peak Hour Factor	0.00	0.57	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.60	0.97	0.00	0.00	0.00	0.90	0.90	0.94



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

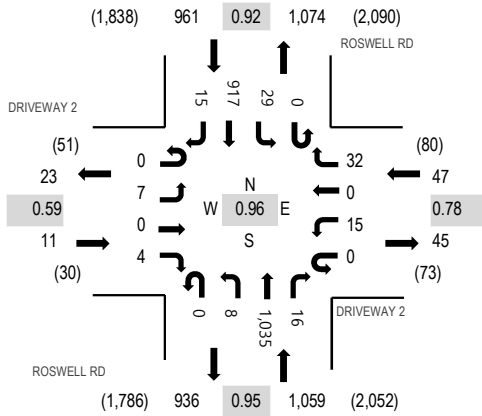
Location: 1 ROSWELL RD & DRIVEWAY 2 PM

Date: Tuesday, April 22, 2025

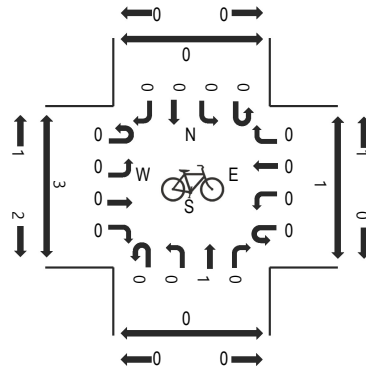
Peak Hour: 05:00 PM - 06:00 PM

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

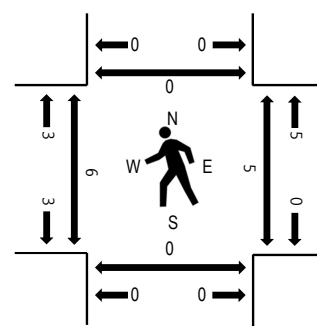
**Peak Hour - Motorized Vehicles**



**Peak Hour - Bicycles**



**Peak Hour - Pedestrians**



Note: Total study counts contained in parentheses.

**Traffic Counts - Motorized Vehicles**

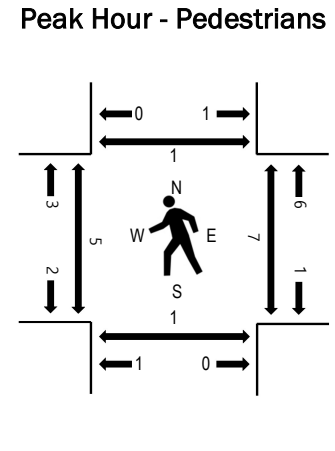
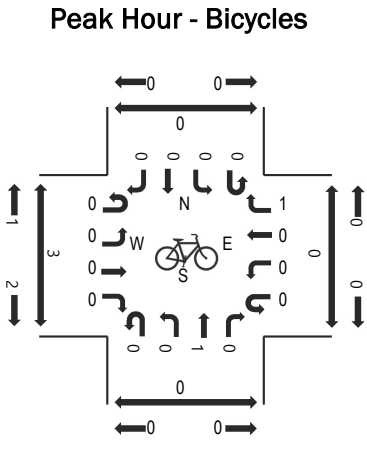
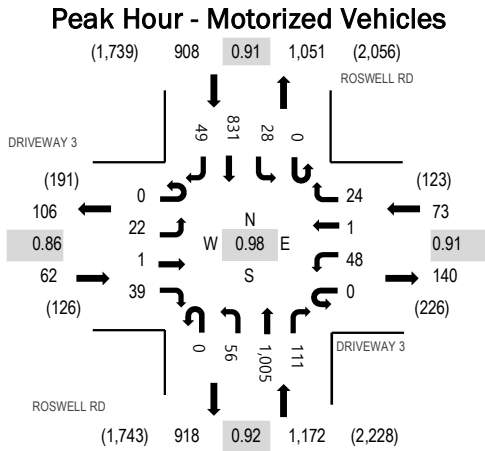
Interval Start Time	DRIVEWAY 2 Eastbound				DRIVEWAY 2 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	0	0	0	0	0	10	0	3	234	6	0	8	235	4	504	1,922	4	1	0	0
4:15 PM	0	5	0	0	0	0	0	5	0	6	228	2	0	2	214	8	470	1,901	1	1	0	0
4:30 PM	0	2	0	0	0	1	0	5	0	2	242	1	0	2	179	1	435	1,947	1	4	0	0
4:45 PM	0	5	0	3	0	2	0	10	0	1	266	2	0	5	216	3	513	2,055	2	0	0	0
5:00 PM	0	1	0	1	0	5	0	8	0	4	248	2	0	4	205	5	483	2,078	3	2	0	0
5:15 PM	0	1	0	0	0	3	0	4	0	2	272	9	0	12	210	3	516		0	1	0	0
5:30 PM	0	2	0	2	0	4	0	11	0	1	260	3	0	8	249	3	543		1	1	0	0
5:45 PM	0	3	0	1	0	3	0	9	0	1	255	2	0	5	253	4	536		2	1	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	7	0	4	0	15	0	32	0	8	1,027	16	0	29	909	15	2,062
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Total	0	7	0	4	0	15	0	32	0	8	1,035	16	0	29	917	15	2,078

**Heavy Vehicle Percentage and Peak Hour Factor**

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.8%				0.8%				0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.9%	0.0%	0.8%
Peak Hour Factor	0.59				0.78				0.95				0.92				0.96
Peak Hour Factor	0.00	0.80	0.00	0.50	0.00	0.75	0.00	0.75	0.00	0.54	0.96	0.44	0.00	0.60	0.91	0.53	0.96



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 3 Eastbound				DRIVEWAY 3 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	0	11	0	8	0	6	0	17	232	12	0	4	205	18	521	2,001	3	1	0	0
4:15 PM	0	3	0	7	0	3	0	4	0	10	222	16	0	4	196	11	476	2,000	1	2	0	0
4:30 PM	0	7	1	7	0	7	0	8	0	3	239	16	0	7	161	7	463	2,087	1	3	0	0
4:45 PM	0	12	1	7	0	10	0	4	0	9	260	20	0	5	203	10	541	2,189	2	1	0	1
5:00 PM	0	6	1	14	0	12	1	5	0	16	234	29	0	5	182	15	520	2,215	1	2	0	1
5:15 PM	0	6	0	9	0	12	0	5	0	14	272	32	0	6	198	9	563		0	1	0	0
5:30 PM	0	5	0	11	0	13	0	5	0	7	252	22	0	8	230	12	565		2	2	1	0
5:45 PM	0	5	0	5	0	11	0	9	0	19	247	28	0	9	221	13	567		2	2	0	0

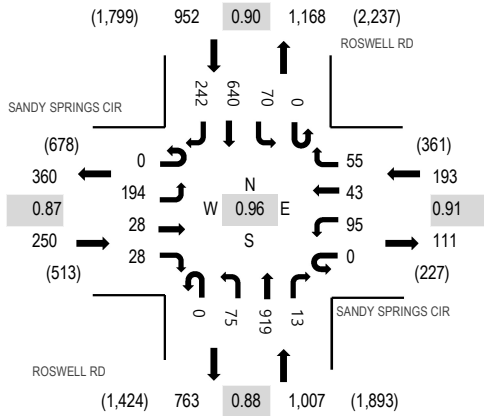
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	22	1	39	0	48	1	24	0	56	998	111	0	28	823	49	2,200
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
<b>Total</b>	0	22	1	39	0	48	1	24	0	56	1,005	111	0	28	831	49	2,215

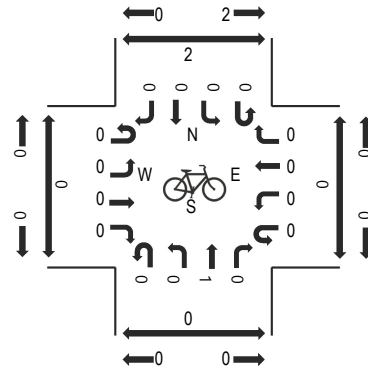
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.6%				0.9%				0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	1.0%	0.0%	0.7%
Peak Hour Factor	0.86				0.91				0.92				0.91				0.98
Peak Hour Factor	0.00	0.65	0.75	0.73	0.00	0.92	0.25	0.67	0.00	0.74	0.94	0.87	0.00	0.78	0.90	0.82	0.98

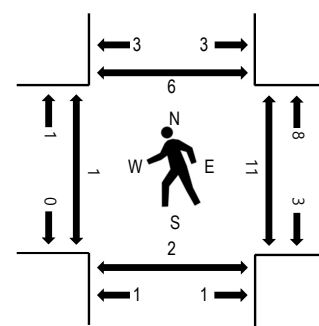
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SANDY SPRINGS CIR Eastbound				SANDY SPRINGS CIR Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	64	6	6	0	15	14	17	0	6	182	8	0	15	150			57	540	2,164	1
4:15 PM	0	48	5	1	0	19	7	19	0	19	190	4	0	20	140	58	530	2,186	2	1	0	6
4:30 PM	0	44	10	4	0	12	13	11	0	21	206	5	0	13	124	46	509	2,279	0	0	0	0
4:45 PM	0	59	9	7	0	14	17	10	0	21	219	5	0	16	169	39	585	2,376	3	1	0	0
5:00 PM	0	42	5	12	0	23	12	10	0	18	223	5	0	16	141	55	562	2,402	1	4	0	3
5:15 PM	0	43	10	6	0	29	10	10	0	19	265	5	0	13	166	47	623		0	2	0	0
5:30 PM	0	55	6	3	0	21	10	15	0	16	214	1	0	15	176	74	606		0	2	1	0
5:45 PM	0	54	7	7	0	22	11	20	0	22	217	2	0	26	157	66	611		0	3	1	3

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	193	27	28	0	95	43	55	0	73	914	13	0	70	632	242	2,385
Mediums	0	1	1	0	0	0	0	0	0	2	5	0	0	0	7	0	16
Total	0	194	28	28	0	95	43	55	0	75	919	13	0	70	640	242	2,402

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.8%				0.0%				0.7%				0.8%				0.7%
Heavy Vehicle %	0.0%	0.5%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.5%	0.0%	0.0%	0.0%	1.3%	0.0%	0.7%
Peak Hour Factor	0.87				0.91				0.88				0.90				0.96
Peak Hour Factor	0.00	0.84	0.85	0.60	0.00	0.82	0.76	0.75	0.00	0.94	0.87	0.69	0.00	0.67	0.93	0.82	0.96



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

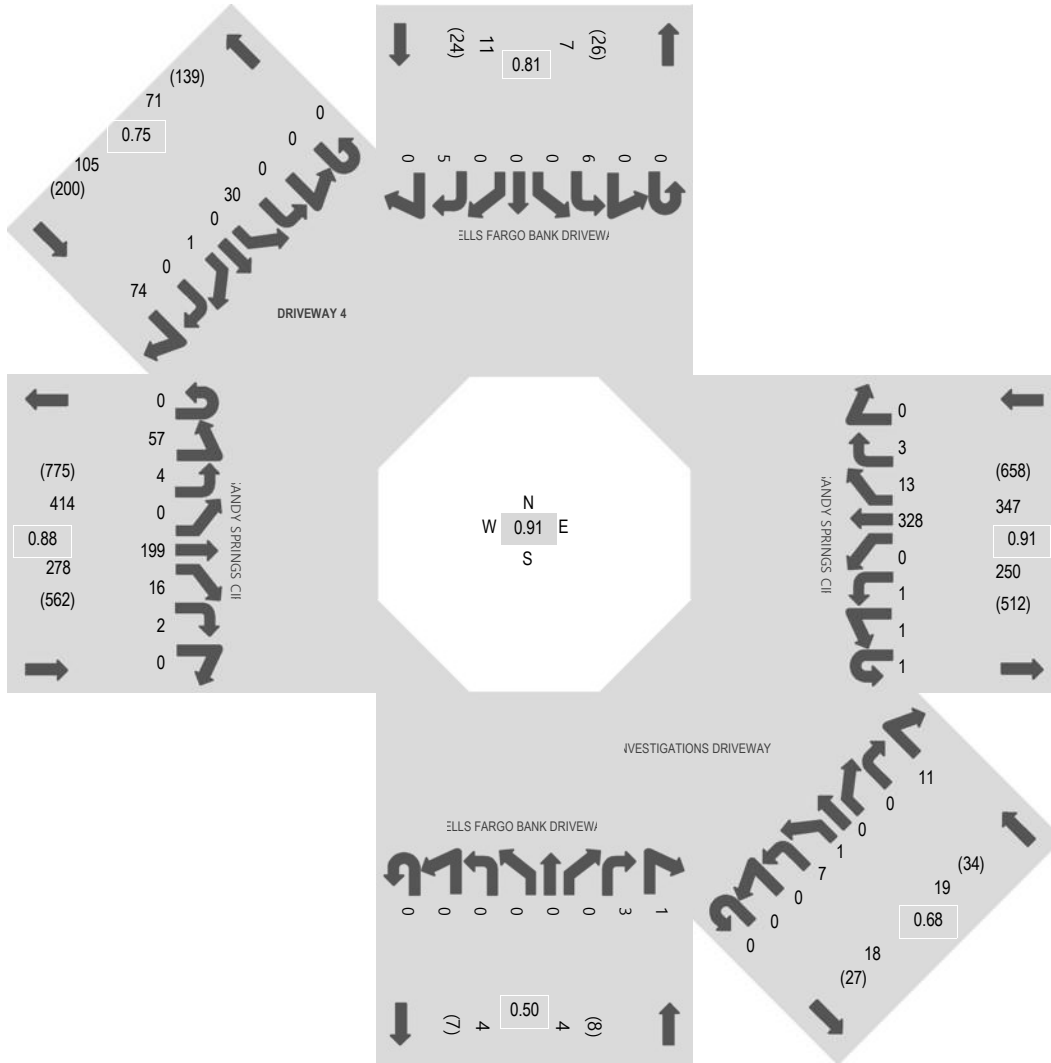
Location: 5 WELLS FARGO BANK DRIVEWAY & SANDY SPRINGS CIR PM

Date: Tuesday, April 22, 2025

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

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

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

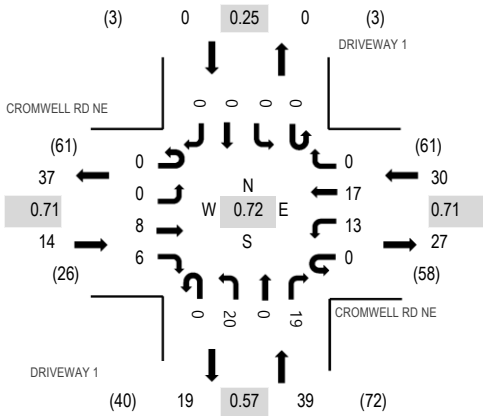
Location: 3 DRIVEWAY 1 & CROMWELL RD NE PM

Date: Tuesday, April 22, 2025

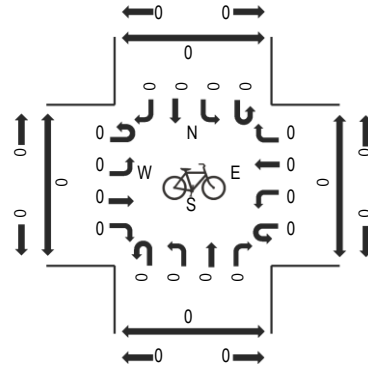
Peak Hour: 04:45 PM - 05:45 PM

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

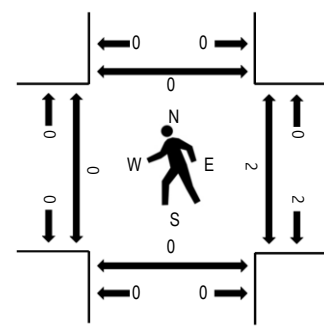
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	CROMWELL RD NE Eastbound				CROMWELL RD NE Westbound				DRIVEWAY 1 Northbound				DRIVEWAY 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	4	0	0	3	3	0	0	3	1	5	0	0	0	0	19	79	0	0	1	0
4:15 PM	0	0	1	2	0	5	4	0	0	2	0	8	0	0	0	0	22	75	1	1	1	0
4:30 PM	0	0	0	1	0	1	4	2	0	2	0	6	0	3	0	0	19	73	0	1	0	0
4:45 PM	0	0	1	0	0	4	8	0	0	3	0	3	0	0	0	0	19	83	0	1	0	0
5:00 PM	0	0	1	1	0	2	3	0	0	4	0	4	0	0	0	0	15	83	0	0	0	0
5:15 PM	0	0	3	3	0	5	1	0	0	4	0	4	0	0	0	0	20		0	1	0	0
5:30 PM	0	0	3	2	0	2	5	0	0	9	0	8	0	0	0	0	29		0	0	0	0
5:45 PM	0	0	1	3	0	6	3	0	0	3	0	3	0	0	0	0	19		0	0	6	0

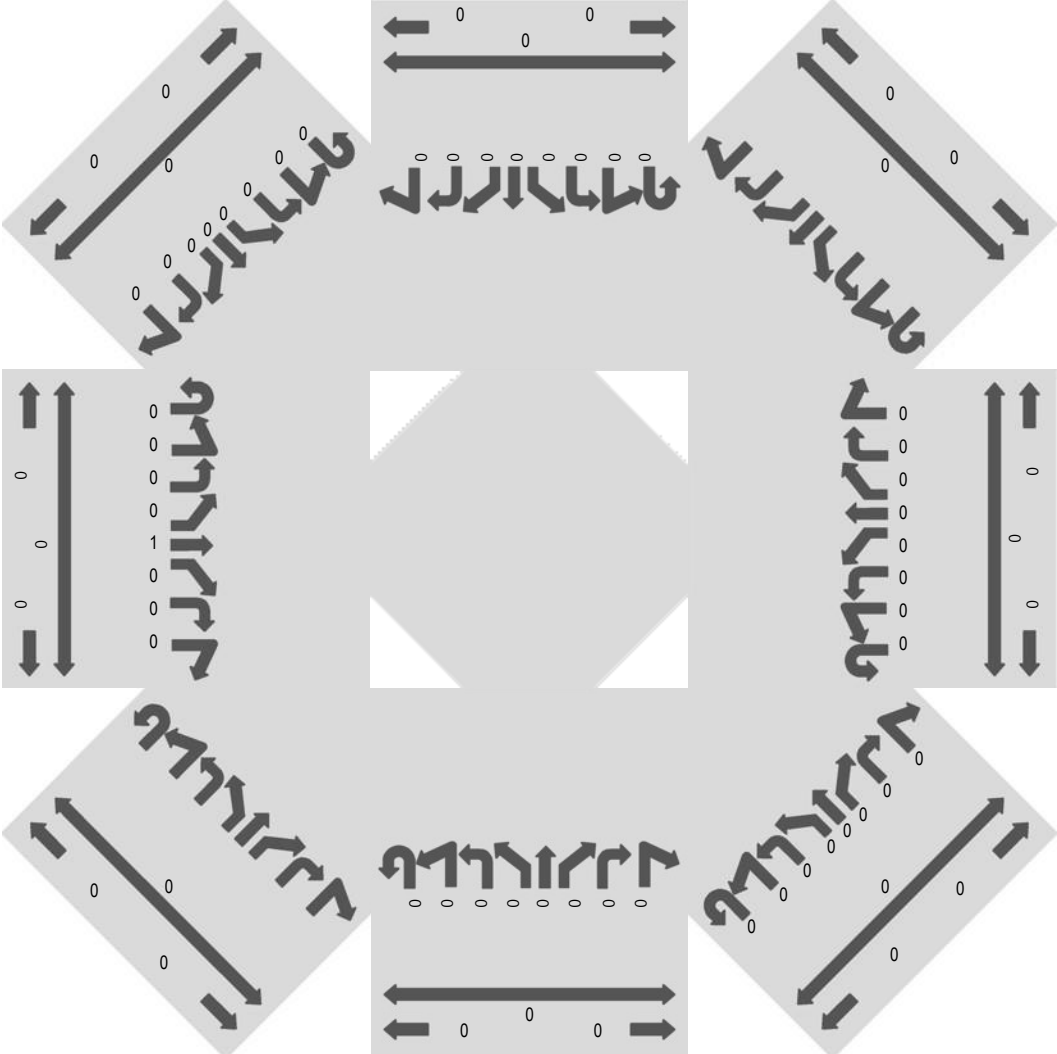
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	8	6	0	13	16	0	0	20	0	19	0	0	0	0	82
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	8	6	0	13	17	0	0	20	0	19	0	0	0	0	83

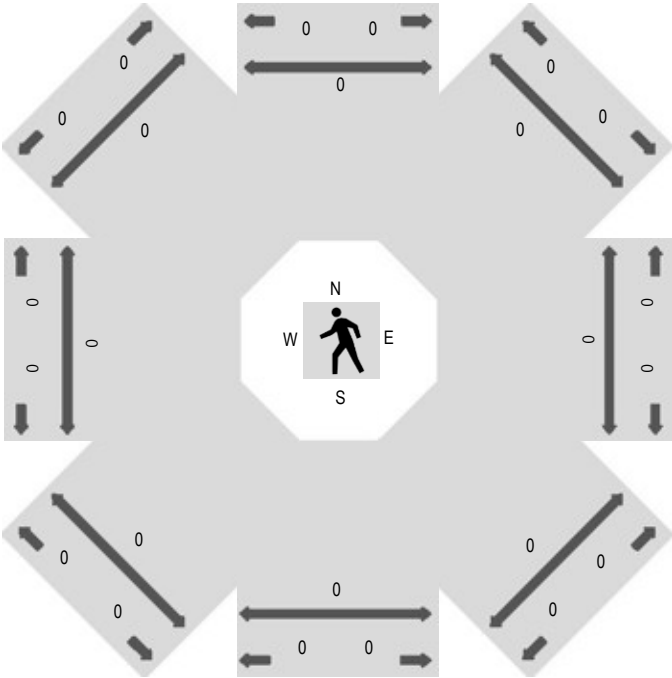
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Peak Hour Factor																	0.72
Peak Hour Factor	0.00	0.00	0.67	0.75	0.00	0.63	0.59	0.25	0.00	0.56	0.25	0.69	0.00	0.25	0.00	0.00	0.72

Peak Hour - Bicycles



Peak Hour - Pedestrians











ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

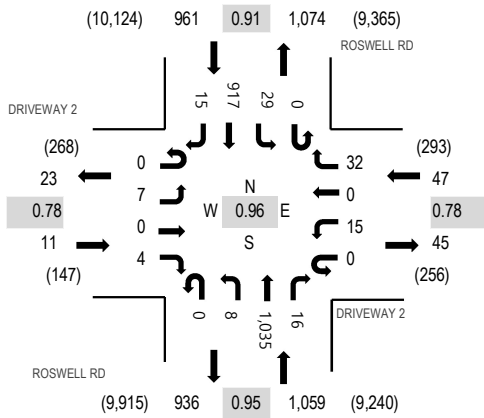
Location: 1 ROSWELL RD & DRIVEWAY 2 AM

Date: Tuesday, April 22, 2025

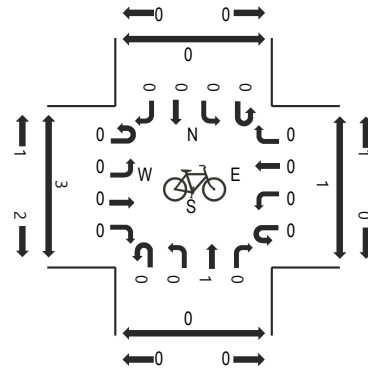
Peak Hour: 05:00 PM - 06:00 PM

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

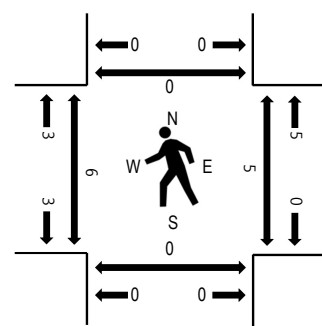
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 2 Eastbound				DRIVEWAY 2 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	0	0	1	0	0	47	0	0	3	71	0	122	554	0	1	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	42	0	0	2	60	0	104	698	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	2	0	0	64	1	0	0	88	1	157	885	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	1	0	0	79	1	0	6	84	0	171	1,098	0	0	0	0
7:00 AM	0	0	0	1	0	1	0	3	0	2	116	0	0	2	141	0	266	1,355	0	0	0	0
7:15 AM	0	0	0	1	0	4	0	2	0	0	98	0	0	3	182	1	291	1,505	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	2	0	1	123	0	0	3	239	0	370	1,646	0	0	0	0
7:45 AM	0	0	0	2	0	0	0	4	0	1	144	1	0	4	268	4	428	1,689	0	3	0	0
8:00 AM	0	0	0	0	0	2	0	2	0	2	160	0	0	3	246	1	416	1,670	1	1	0	0
8:15 AM	0	0	0	4	0	1	0	1	0	2	127	2	0	2	291	2	432	1,608	0	2	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	2	157	0	0	3	249	1	413	1,535	0	1	0	0
8:45 AM	0	1	0	2	0	0	0	4	0	2	155	0	0	0	242	3	409	1,500	1	1	0	0
9:00 AM	0	1	0	0	0	2	0	5	0	1	134	4	0	4	202	1	354	1,501	1	1	0	0
9:15 AM	0	0	0	1	0	1	0	2	0	1	153	0	0	4	196	1	359	1,500	0	0	0	0
9:30 AM	0	1	0	1	0	1	1	8	0	2	176	1	0	3	181	3	378	1,512	2	3	0	1
9:45 AM	0	0	0	0	0	1	0	5	0	3	184	4	0	3	207	3	410	1,476	5	4	0	1
10:00 AM	0	1	0	0	0	4	0	5	0	3	153	1	0	4	180	2	353	1,444	0	0	0	0
10:15 AM	0	1	0	1	0	0	0	0	0	2	164	2	0	2	196	3	371	1,475	2	0	0	0
10:30 AM	0	0	0	0	0	3	0	1	0	2	152	1	0	2	178	3	342	1,514	3	2	0	0
10:45 AM	0	0	0	4	0	2	0	2	0	1	173	2	0	2	187	5	378	1,608	1	2	0	0
11:00 AM	0	2	0	2	0	2	0	3	0	0	173	3	0	3	193	3	384	1,660	3	3	0	0
11:15 AM	0	0	0	2	0	1	0	4	0	2	181	3	0	6	205	6	410	1,761	2	0	0	0
11:30 AM	0	2	0	1	0	1	0	5	0	0	216	0	0	4	203	4	436	1,805	1	0	0	2
11:45 AM	0	3	1	0	0	1	0	3	0	2	204	2	0	3	200	11	430	1,842	1	0	0	0
12:00 PM	0	3	0	2	0	5	0	6	0	5	221	5	0	2	230	6	485	1,969	0	1	0	0
12:15 PM	0	2	0	2	0	4	0	5	0	1	221	2	0	1	211	5	454	1,988	1	1	0	0
12:30 PM	0	4	0	1	0	1	1	5	0	3	222	1	0	3	227	5	473	2,027	2	2	0	0
12:45 PM	0	2	0	1	0	2	0	10	0	3	296	2	0	4	230	7	557	2,015	0	0	0	0
1:00 PM	0	1	0	1	0	2	0	6	0	1	259	2	0	1	221	10	504	1,906	1	0	0	0
1:15 PM	0	2	0	3	0	1	0	7	0	0	258	1	0	1	216	4	493	1,849	0	0	0	0
1:30 PM	0	3	3	2	0	0	0	10	0	0	237	2	0	5	198	1	461	1,805	1	2	0	0
1:45 PM	0	3	0	1	0	1	0	5	0	5	223	5	0	1	201	3	448	1,753	0	1	0	0
2:00 PM	0	3	0	1	0	3	0	5	0	1	200	4	0	5	218	7	447	1,812	1	0	0	0
2:15 PM	0	3	0	2	0	1	0	3	0	0	217	1	0	2	210	10	449	1,839	4	1	0	0

2:30 PM	0	3	0	2	0	1	0	4	0	4	195	2	0	0	192	6	409	1,888	3	0	0	0
2:45 PM	0	1	0	1	0	4	0	4	0	2	222	1	0	1	264	7	507	1,967	0	1	0	0
3:00 PM	0	6	0	3	0	1	0	7	0	3	214	3	0	3	228	6	474	1,933	0	1	0	0
3:15 PM	0	6	0	2	0	1	0	3	0	1	240	0	0	4	238	3	498	1,963	0	0	1	0
3:30 PM	0	5	0	2	0	1	0	3	0	5	238	1	0	8	222	3	488	1,935	0	2	0	1
3:45 PM	0	2	0	2	0	2	0	4	0	0	223	2	0	5	224	9	473	1,882	2	1	0	1
4:00 PM	0	4	0	0	0	0	0	10	0	3	234	6	0	8	235	4	504	1,922	4	1	0	0
4:15 PM	0	5	0	0	0	0	0	5	0	6	228	2	0	2	214	8	470	1,901	1	1	0	0
4:30 PM	0	2	0	0	0	1	0	5	0	2	242	1	0	2	179	1	435	1,947	1	4	0	0
4:45 PM	0	5	0	3	0	2	0	10	0	1	266	2	0	5	216	3	513	2,055	2	0	0	0
5:00 PM	0	1	0	1	0	5	0	8	0	4	248	2	0	4	205	5	483	2,078	3	2	0	0
5:15 PM	0	1	0	0	0	3	0	4	0	2	272	9	0	12	210	3	516		0	1	0	0
5:30 PM	0	2	0	2	0	4	0	11	0	1	260	3	0	8	249	3	543		1	1	0	0
5:45 PM	0	3	0	1	0	3	0	9	0	1	255	2	0	5	253	4	536		2	1	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	7	0	4	0	15	0	32	0	8	1,027	16	0	29	909	15	2,062
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Total	0	7	0	4	0	15	0	32	0	8	1,035	16	0	29	917	15	2,078

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.8%				0.8%				0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.9%	0.0%	0.8%
Peak Hour Factor	0.78				0.78				0.95				0.91				0.96
Peak Hour Factor	0.00	0.79	0.25	0.56	0.00	0.75	0.25	0.75	0.00	0.58	0.89	0.44	0.00	0.60	0.91	0.75	0.96



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

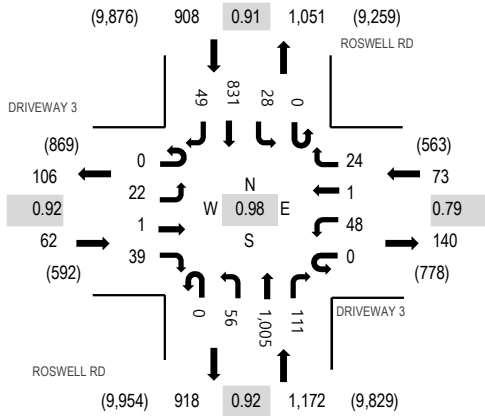
Location: 2 ROSWELL RD & DRIVEWAY 3 AM

Date: Tuesday, April 22, 2025

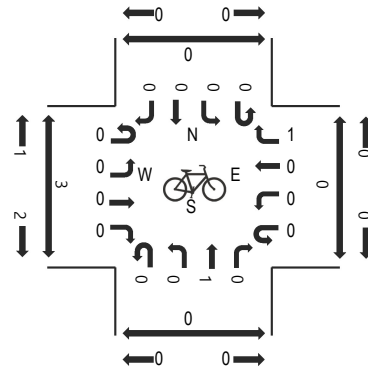
Peak Hour: 05:00 PM - 06:00 PM

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

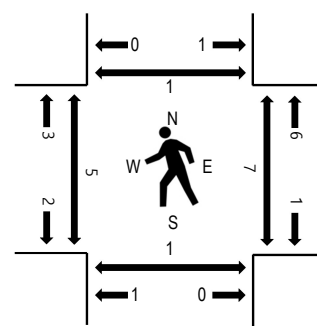
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 3 Eastbound				DRIVEWAY 3 Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	4	0	1	0	1	47	5	0	4	68	0	130	573	0	1	0	0
6:15 AM	0	0	0	0	0	5	0	2	0	0	40	4	0	1	58	0	110	726	0	0	0	0
6:30 AM	0	0	0	1	0	5	0	0	0	0	64	2	0	3	87	0	162	919	0	0	0	0
6:45 AM	0	2	0	0	0	2	0	3	0	0	75	7	0	1	78	3	171	1,136	0	0	0	0
7:00 AM	0	2	0	1	0	4	1	6	0	5	112	8	0	2	142	0	283	1,404	0	0	0	0
7:15 AM	0	3	0	0	0	4	0	4	0	8	92	5	0	1	183	3	303	1,549	0	1	0	0
7:30 AM	0	0	0	3	0	6	0	6	0	3	114	5	0	3	235	4	379	1,698	0	0	0	1
7:45 AM	0	2	0	5	0	4	0	2	0	2	143	11	0	2	261	7	439	1,760	0	3	0	0
8:00 AM	0	1	1	1	0	10	0	4	0	5	155	7	0	4	234	6	428	1,759	1	1	0	0
8:15 AM	0	2	0	2	0	6	0	1	0	7	134	6	0	2	283	9	452	1,703	0	2	0	0
8:30 AM	0	2	0	0	0	2	1	3	0	7	155	11	0	2	254	4	441	1,631	0	1	0	0
8:45 AM	0	0	0	8	0	5	0	5	0	9	158	9	0	3	234	7	438	1,586	1	1	0	0
9:00 AM	0	1	0	4	0	7	1	4	0	8	133	7	0	4	199	4	372	1,591	0	2	1	0
9:15 AM	0	6	2	5	0	3	0	2	0	12	141	9	0	6	192	2	380	1,607	0	0	0	0
9:30 AM	0	6	1	5	0	11	1	4	0	13	166	8	0	4	174	3	396	1,628	4	3	1	0
9:45 AM	0	2	0	6	0	7	0	6	0	13	188	15	0	3	194	9	443	1,597	3	5	0	0
10:00 AM	0	3	0	9	0	6	0	1	0	11	158	14	0	1	183	2	388	1,580	0	0	0	0
10:15 AM	0	6	0	5	0	7	0	3	0	9	158	15	0	5	184	9	401	1,611	0	0	0	0
10:30 AM	0	8	0	8	0	10	0	1	0	7	140	9	0	5	167	10	365	1,657	0	2	0	0
10:45 AM	0	6	1	15	0	10	0	2	0	8	173	17	0	5	183	6	426	1,755	1	2	0	0
11:00 AM	0	1	0	7	0	4	1	8	0	12	166	17	1	7	189	6	419	1,785	4	3	0	0
11:15 AM	0	8	0	13	0	7	0	5	0	12	174	15	0	5	202	6	447	1,875	1	0	0	0
11:30 AM	0	4	0	14	0	10	1	4	1	10	207	7	0	6	185	14	463	1,902	0	0	0	0
11:45 AM	0	5	1	8	0	8	0	4	0	15	204	7	0	6	190	8	456	1,926	1	0	0	0
12:00 PM	0	6	1	11	0	4	0	6	0	9	223	7	0	6	224	12	509	2,048	0	1	0	1
12:15 PM	0	9	0	11	0	3	0	0	0	10	212	11	0	5	207	6	474	2,072	1	2	0	0
12:30 PM	0	5	0	11	0	10	0	8	0	11	212	3	0	1	217	9	487	2,106	1	2	0	0
12:45 PM	0	7	1	14	0	13	1	10	0	11	283	10	0	2	209	17	578	2,101	1	0	1	0
1:00 PM	0	5	0	13	0	12	0	13	0	12	244	6	0	7	208	13	533	2,005	0	0	0	0
1:15 PM	0	1	1	8	0	4	1	7	0	14	252	9	0	2	198	11	508	1,944	0	0	0	0
1:30 PM	0	10	0	9	0	3	0	6	0	13	231	5	0	6	193	6	482	1,907	1	2	0	0
1:45 PM	0	10	1	10	0	7	0	5	0	14	219	12	0	3	194	7	482	1,871	0	1	0	0
2:00 PM	0	5	0	13	0	4	0	2	0	14	201	13	0	8	198	14	472	1,915	2	0	0	0
2:15 PM	0	3	0	16	0	9	0	2	0	10	210	10	0	7	191	13	471	1,923	4	1	0	0

2:30 PM	0	1	0	12	0	11	0	5	0	12	202	10	0	4	169	20	446	1,962	2	0	0	0
2:45 PM	0	6	0	12	0	6	0	6	0	8	212	9	0	9	242	16	526	2,029	1	1	0	1
3:00 PM	0	6	0	8	0	5	0	7	0	12	205	7	0	4	215	11	480	1,984	2	1	2	0
3:15 PM	0	6	0	6	0	10	0	7	0	14	224	15	0	3	207	18	510	2,025	0	0	0	0
3:30 PM	0	4	0	9	0	4	0	5	1	9	234	15	0	6	218	8	513	1,991	0	2	0	0
3:45 PM	0	6	0	13	0	4	0	6	0	4	205	17	0	5	208	13	481	1,941	2	1	0	0
4:00 PM	0	8	0	11	0	8	0	6	0	17	232	12	0	4	205	18	521	2,001	3	1	0	0
4:15 PM	0	3	0	7	0	3	0	4	0	10	222	16	0	4	196	11	476	2,000	1	2	0	0
4:30 PM	0	7	1	7	0	7	0	8	0	3	239	16	0	7	161	7	463	2,087	1	3	0	0
4:45 PM	0	12	1	7	0	10	0	4	0	9	260	20	0	5	203	10	541	2,189	2	1	0	1
5:00 PM	0	6	1	14	0	12	1	5	0	16	234	29	0	5	182	15	520	2,215	1	2	0	1
5:15 PM	0	6	0	9	0	12	0	5	0	14	272	32	0	6	198	9	563		0	1	0	0
5:30 PM	0	5	0	11	0	13	0	5	0	7	252	22	0	8	230	12	565		2	2	1	0
5:45 PM	0	5	0	5	0	11	0	9	0	19	247	28	0	9	221	13	567		2	2	0	0

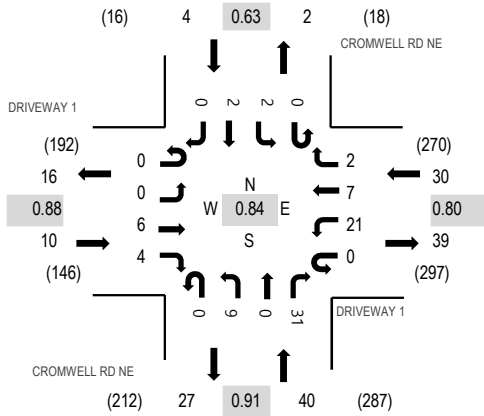
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	22	1	39	0	48	1	24	0	56	998	111	0	28	823	49	2,200
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Total	0	22	1	39	0	48	1	24	0	56	1,005	111	0	28	831	49	2,215

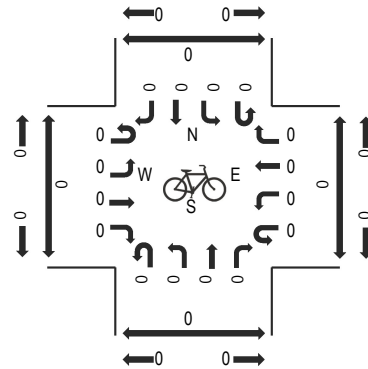
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.6%				0.9%				0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	1.0%	0.0%	0.7%
Peak Hour Factor	0.92				0.79				0.92				0.91				0.98
Peak Hour Factor	0.00	0.65	0.38	0.83	0.00	0.92	0.50	0.73	0.25	0.74	0.94	0.87	0.25	0.78	0.91	0.81	0.98

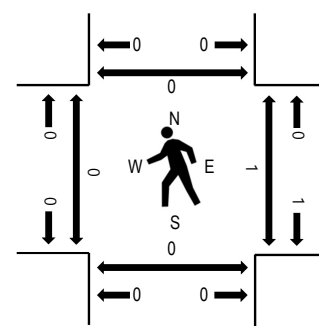
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY 1 Eastbound				DRIVEWAY 1 Westbound				CROMWELL RD NE Northbound				CROMWELL RD NE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	15	0	0	0	0
6:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	19	0	0	0	0
6:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	21	0	0	0	0
6:45 AM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6	28	0	0	0	0
7:00 AM	0	0	1	3	0	0	1	0	0	0	0	2	0	0	0	0	7	33	0	0	0	0
7:15 AM	0	0	1	0	0	2	0	0	0	1	0	2	0	0	0	0	6	39	0	0	0	0
7:30 AM	0	0	1	2	0	3	0	0	0	1	0	2	0	0	0	0	9	49	0	0	0	0
7:45 AM	0	0	4	2	0	2	0	0	0	1	1	1	0	0	0	0	11	54	0	0	0	0
8:00 AM	0	0	3	1	0	2	3	1	0	1	1	0	0	0	1	0	13	55	0	0	0	0
8:15 AM	0	0	1	3	0	3	2	1	0	1	0	4	0	0	1	0	16	60	3	2	2	0
8:30 AM	0	0	2	1	0	2	2	0	0	1	0	6	0	0	0	0	14	57	0	0	0	0
8:45 AM	0	0	1	2	0	3	5	0	0	0	0	1	0	0	0	0	12	58	0	0	0	0
9:00 AM	0	0	4	1	0	3	3	1	0	0	0	6	0	0	0	0	18	59	0	0	0	0
9:15 AM	0	0	2	1	0	4	3	0	0	1	0	1	0	0	1	0	13	53	0	0	0	0
9:30 AM	0	0	1	1	0	3	2	0	0	1	0	7	0	0	0	0	15	56	0	0	0	0
9:45 AM	0	0	5	0	0	3	2	0	0	1	0	2	0	0	0	0	13	54	0	0	0	0
10:00 AM	0	0	5	1	0	2	0	0	0	1	0	2	0	0	1	0	12	53	0	0	0	0
10:15 AM	0	0	5	0	0	1	3	2	0	2	0	3	0	0	0	0	16	57	0	0	0	0
10:30 AM	0	0	3	2	0	1	2	1	0	0	0	3	0	1	0	0	13	50	0	0	0	0
10:45 AM	0	0	1	0	0	3	0	0	0	2	0	5	0	0	0	1	12	50	0	0	0	0
11:00 AM	0	0	4	0	0	4	1	0	0	1	0	6	0	0	0	0	16	55	0	2	0	0
11:15 AM	0	0	0	2	0	2	0	1	0	0	0	4	0	0	0	0	9	57	0	0	0	0
11:30 AM	0	0	3	0	0	4	2	0	0	1	0	3	0	0	0	0	13	73	0	0	1	0
11:45 AM	0	0	0	3	0	6	1	0	0	1	0	6	0	0	0	0	17	76	0	1	1	0
12:00 PM	0	0	4	0	0	7	4	0	0	0	0	3	0	0	0	0	18	82	1	1	0	0
12:15 PM	0	0	3	1	0	8	2	1	0	3	0	7	0	0	0	0	25	84	0	0	0	0
12:30 PM	0	0	2	0	0	3	1	0	0	2	0	6	0	1	1	0	16	71	0	1	0	0
12:45 PM	0	0	1	1	0	5	2	1	0	3	0	8	0	1	1	0	23	69	0	0	0	0
1:00 PM	0	0	0	2	0	5	2	0	0	1	0	10	0	0	0	0	20	66	0	0	0	0
1:15 PM	0	0	0	0	0	2	3	0	0	1	1	4	0	0	1	0	12	62	0	0	0	0
1:30 PM	0	0	1	1	0	2	2	1	0	3	0	4	0	0	0	0	14	62	0	1	0	0
1:45 PM	0	0	2	2	0	3	4	0	0	3	0	6	0	0	0	0	20	67	0	0	0	0
2:00 PM	0	0	2	3	0	2	4	0	0	1	0	4	0	0	0	0	16	65	0	2	0	0
2:15 PM	0	0	0	1	0	2	3	0	0	2	0	4	0	0	0	0	12	66	0	0	1	0

2:30 PM	0	0	1	1	0	0	3	0	0	3	0	10	0	0	1	0	19	76	0	0	1	0
2:45 PM	0	0	2	0	0	7	4	0	0	3	1	1	0	0	0	0	18	74	0	0	0	0
3:00 PM	0	0	2	0	0	7	2	1	0	0	0	4	0	0	1	0	17	74	0	0	0	0
3:15 PM	0	0	1	2	0	5	2	0	0	2	0	10	0	0	0	0	22	76	0	0	0	0
3:30 PM	0	0	0	1	0	3	3	0	0	3	0	7	0	0	0	0	17	76	0	0	0	0
3:45 PM	0	0	2	1	0	4	3	0	0	3	0	5	0	0	0	0	18	78	0	0	0	0
4:00 PM	0	0	4	0	0	3	3	0	0	3	1	5	0	0	0	0	19	79	0	0	1	0
4:15 PM	0	0	1	2	0	5	4	0	0	2	0	8	0	0	0	0	22	75	1	1	1	0
4:30 PM	0	0	0	1	0	1	4	2	0	2	0	6	0	3	0	0	19	73	0	1	0	0
4:45 PM	0	0	1	0	0	4	8	0	0	3	0	3	0	0	0	0	19	83	0	1	0	0
5:00 PM	0	0	1	1	0	2	3	0	0	4	0	4	0	0	0	0	15	83	0	0	0	0
5:15 PM	0	0	3	3	0	5	1	0	0	4	0	4	0	0	0	0	20		0	1	0	0
5:30 PM	0	0	3	2	0	2	5	0	0	9	0	8	0	0	0	0	29		0	0	0	0
5:45 PM	0	0	1	3	0	6	3	0	0	3	0	3	0	0	0	0	19		0	0	6	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	6	4	0	18	7	2	0	9	0	27	0	2	2	0	77
Mediums	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	7
Total	0	0	6	4	0	21	7	2	0	9	0	31	0	2	2	0	84

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				10.0%				10.0%				0.0%				8.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	12.9%	0.0%	0.0%	0.0%	0.0%	8.3%
Peak Hour Factor	0.88				0.80				0.91				0.63				0.84
Peak Hour Factor	0.00	0.00	0.90	0.75	0.00	0.78	0.59	0.38	0.00	0.56	0.50	0.78	0.00	0.25	0.75	0.25	0.84



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

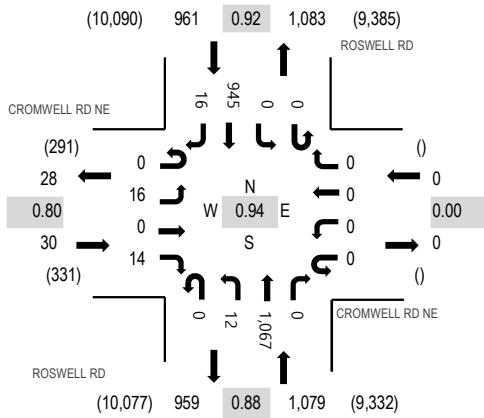
Location: 4 ROSWELL RD & CROMWELL RD NE AM

Date: Tuesday, April 22, 2025

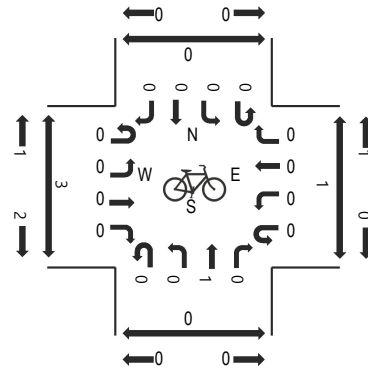
Peak Hour: 05:00 PM - 06:00 PM

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

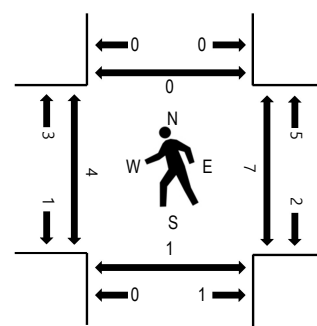
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CROMWELL RD NE Eastbound				CROMWELL RD NE Westbound				ROSWELL RD Northbound				ROSWELL RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	1	0	0	0	0	0	0	48	0	0	0	74	0	123	560	1	1	0	0
6:15 AM	0	0	0	2	0	0	0	0	0	0	43	0	0	0	58	4	107	699	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	1	65	0	0	0	89	1	156	880	0	0	0	0
6:45 AM	0	1	0	2	0	0	0	0	0	1	80	0	0	0	90	0	174	1,087	0	0	0	0
7:00 AM	0	1	0	3	0	0	0	0	0	1	118	0	0	0	138	1	262	1,337	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	0	0	100	0	0	0	183	2	288	1,498	1	0	0	0
7:30 AM	0	0	0	3	0	0	0	0	0	1	123	0	0	0	234	2	363	1,633	0	1	0	0
7:45 AM	0	0	0	3	0	0	0	0	0	0	150	0	0	0	270	1	424	1,687	0	2	0	0
8:00 AM	0	1	0	3	0	0	0	0	0	2	162	0	0	0	252	3	423	1,674	1	1	0	0
8:15 AM	0	2	0	6	0	0	0	0	0	3	124	0	0	0	284	4	423	1,608	0	2	0	0
8:30 AM	0	1	0	6	0	0	0	0	0	1	158	0	0	0	247	4	417	1,542	0	1	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	5	156	0	0	0	244	3	411	1,500	3	1	1	0
9:00 AM	0	4	0	3	0	0	0	0	0	2	138	0	0	0	205	5	357	1,497	2	2	0	0
9:15 AM	0	3	0	1	0	0	0	0	0	3	149	0	0	0	197	4	357	1,493	0	0	0	0
9:30 AM	0	5	0	4	0	0	0	0	0	3	179	0	0	0	181	3	375	1,506	0	2	0	0
9:45 AM	0	2	0	7	0	0	0	0	0	2	186	0	0	0	206	5	408	1,468	4	2	0	0
10:00 AM	0	2	0	5	0	0	0	0	0	1	161	0	0	0	181	3	353	1,445	1	0	0	0
10:15 AM	0	2	0	8	0	0	0	0	0	4	156	0	0	0	196	4	370	1,477	1	0	0	0
10:30 AM	0	4	0	3	0	0	0	0	0	1	151	0	0	0	177	1	337	1,511	4	2	0	0
10:45 AM	0	6	0	3	0	0	0	0	0	0	176	0	0	0	198	2	385	1,613	1	5	0	0
11:00 AM	0	7	0	3	0	0	0	0	0	6	171	0	0	0	196	2	385	1,662	5	3	0	0
11:15 AM	0	3	0	0	0	0	0	0	0	2	183	0	0	0	213	3	404	1,758	4	0	0	0
11:30 AM	0	6	0	6	0	0	0	0	0	3	219	0	0	0	200	5	439	1,816	2	0	0	0
11:45 AM	0	3	0	3	0	0	0	0	0	3	209	0	0	0	212	4	434	1,849	3	0	0	0
12:00 PM	0	2	0	2	0	0	0	0	0	2	229	0	0	0	239	7	481	1,979	0	1	0	0
12:15 PM	0	6	0	5	0	0	0	0	0	2	227	0	0	0	214	8	462	2,001	0	1	1	0
12:30 PM	0	7	0	4	0	0	0	0	0	0	229	0	0	0	226	6	472	2,027	1	2	0	0
12:45 PM	0	5	0	9	0	0	0	0	1	3	307	0	0	0	233	6	564	2,018	0	0	0	0
1:00 PM	0	3	0	6	0	0	0	0	0	7	257	0	0	0	229	1	503	1,887	1	0	0	0
1:15 PM	0	4	0	2	0	0	0	0	0	2	266	0	0	0	212	2	488	1,833	1	0	0	0
1:30 PM	0	4	0	1	0	0	0	0	0	1	247	0	0	0	203	7	463	1,795	1	1	0	0
1:45 PM	0	4	0	6	0	0	0	0	0	4	219	0	0	0	197	3	433	1,739	0	1	0	0
2:00 PM	0	5	0	2	0	0	0	0	0	2	215	0	0	0	222	3	449	1,805	1	0	0	0
2:15 PM	0	4	0	3	0	0	0	0	0	4	215	0	0	0	219	5	450	1,833	3	1	0	0

2:30 PM	0	7	0	5	0	0	0	0	0	3	199	0	0	0	192	1	407	1,892	4	1	1	0
2:45 PM	0	3	0	1	0	0	0	0	0	3	220	0	0	0	263	9	499	1,969	1	1	0	0
3:00 PM	0	3	0	3	0	0	0	0	0	2	225	0	0	0	236	8	477	1,935	1	2	0	0
3:15 PM	0	7	0	4	0	0	0	0	0	2	245	0	0	0	245	6	509	1,959	0	1	0	0
3:30 PM	0	6	0	1	0	0	0	0	0	2	243	0	0	0	227	5	484	1,916	0	1	0	0
3:45 PM	0	5	0	6	0	0	0	0	0	3	215	0	0	0	231	5	465	1,867	3	1	0	0
4:00 PM	0	5	0	5	0	0	0	0	0	2	239	0	0	0	247	3	501	1,902	4	1	0	0
4:15 PM	0	7	0	2	0	0	0	0	0	3	230	0	0	0	219	5	466	1,873	1	2	0	0
4:30 PM	0	3	0	6	0	0	0	0	0	1	249	0	0	0	171	5	435	1,918	0	4	1	0
4:45 PM	0	1	0	3	0	0	0	0	0	4	274	0	0	0	213	5	500	2,031	1	1	0	0
5:00 PM	0	3	0	2	0	0	0	0	0	3	252	0	0	0	210	2	472	2,070	2	5	1	0
5:15 PM	0	4	0	4	0	0	0	0	0	3	278	0	0	0	217	5	511		0	1	0	0
5:30 PM	0	6	0	5	0	0	0	0	0	1	275	0	0	0	256	5	548		2	0	0	0
5:45 PM	0	3	0	3	0	0	0	0	0	5	262	0	0	0	262	4	539		0	1	0	0

### Peak Rolling Hour Flow Rates

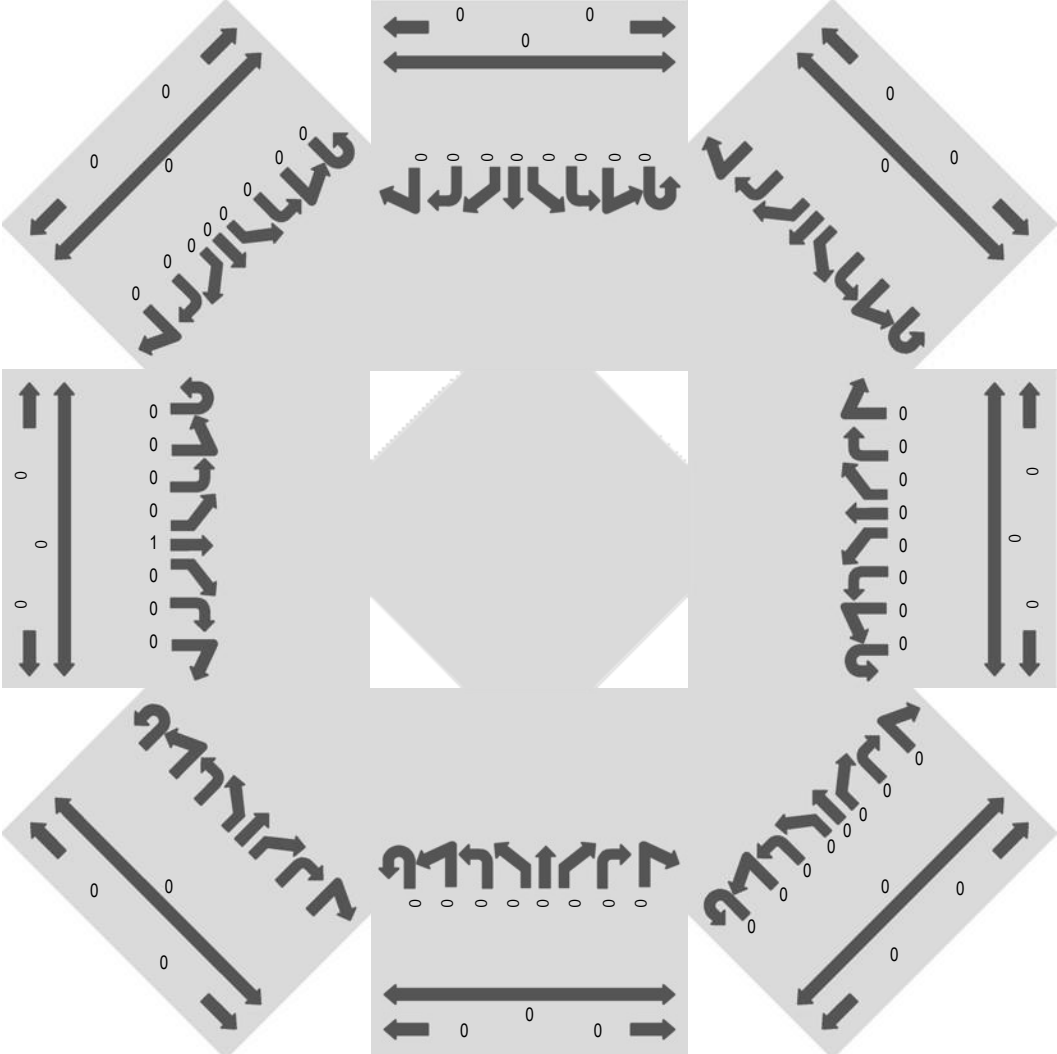
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	16	0	14	0	0	0	0	0	12	1,059	0	0	0	937	16	2,054
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Total	0	16	0	14	0	0	0	0	0	12	1,067	0	0	0	945	16	2,070

### Heavy Vehicle Percentage and Peak Hour Factor

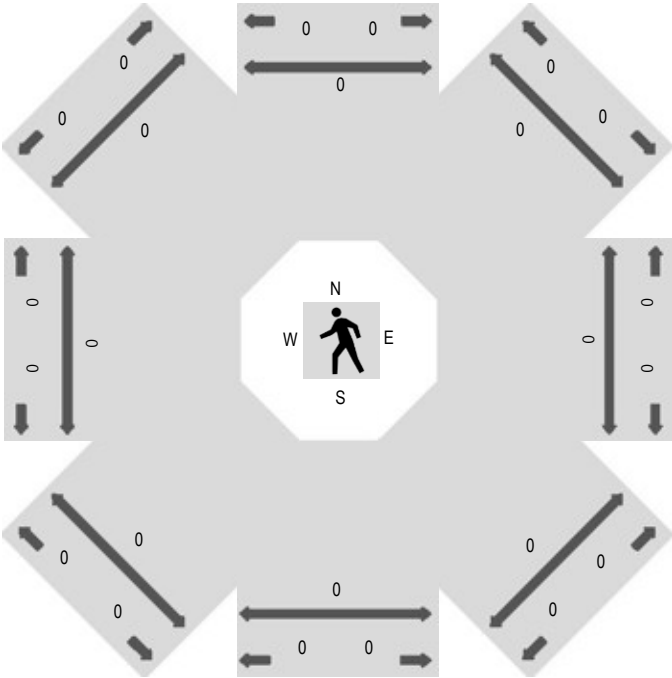
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.7%				0.8%				0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.8%	0.0%	0.8%
Peak Hour Factor	0.80				0.00				0.88				0.92				0.94
Peak Hour Factor	0.00	0.82	0.00	0.67	0.00	0.00	0.00	0.00	0.25	0.50	0.97	0.00	0.00	0.00	0.93	0.78	0.94



Peak Hour - Bicycles



Peak Hour - Pedestrians



# Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
6:00 AM	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	0	0	0	0			
6:15 AM	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	1	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	42	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0			
7:45 AM	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	41	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	37	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	52	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	33	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	34	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	45	4	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	31	4	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0		
9:45 AM	0	0	0	0	37	5	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0		
10:00 AM	0	0	0	0	43	5	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	33	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	40	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	46	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
11:00 AM	0	0	0	0	32	3	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
11:15 AM	1	0	0	0	51	4	1	0	0	0	0	2	1	1	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
11:30 AM	0	0	1	0	48	5	3	0	0	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	1	0	0		
11:45 AM	1	0	0	0	69	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	52	3	6	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	60	2	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	2	1	0	0	69	2	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0		
12:45 PM	0	0	0	0	57	4	2	0	0	0	0	2	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0		
1:00 PM	0	0	0	0	72	4	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
1:15 PM	0	0	0	0	39	3	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
1:30 PM	0	0	0	0	60	7	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	2	0	0	58	1	3	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
2:00 PM	0	0	0	0	61	1	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	1	0	0	53	3	1	0	0	0	0	2	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	50	6	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0		
2:45 PM	0	0	0	0	69	2	3	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
3:00 PM	0	0	1	0	62	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	2	0	0	63	8	5	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	1	0	0	59	4	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
3:45 PM	1	0	1	0	45	7	1	0	0	0	0	2	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	74	1	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0		



2:00 PM	0	10	3	0	47	3	1	0	0	0	0	9	0	0	0	15	0	0	1	0	0	0	1	0	158	627
2:15 PM	0	11	3	0	36	2	1	0	0	0	0	3	0	1	0	11	0	0	3	0	0	0	2	0	136	646
2:30 PM	0	9	3	0	45	5	1	0	0	0	0	5	0	0	0	17	0	0	2	0	0	0	2	0	149	695
2:45 PM	0	16	5	0	52	1	0	0	0	0	0	4	0	0	0	25	0	0	0	0	0	0	3	0	184	724
3:00 PM	0	13	4	0	47	2	0	0	0	0	0	9	0	0	0	28	0	0	4	0	0	0	2	0	177	710
3:15 PM	0	12	7	0	63	2	0	0	0	0	0	5	0	0	0	12	0	0	2	0	0	0	2	0	185	707
3:30 PM	0	14	0	0	55	8	0	0	0	0	0	7	0	1	0	21	0	0	0	1	0	0	1	0	178	706
3:45 PM	0	14	3	0	57	1	1	0	0	0	0	5	0	0	0	17	0	0	5	0	0	0	6	0	170	706
4:00 PM	0	8	2	0	56	0	0	0	0	0	0	8	0	0	0	17	0	0	1	0	0	0	2	0	174	722
4:15 PM	0	8	6	0	49	4	0	0	0	0	0	5	0	1	0	19	0	0	1	0	0	0	3	0	184	728
4:30 PM	0	16	2	0	46	3	1	0	0	0	0	9	0	0	0	14	0	0	0	0	0	0	4	0	178	720
4:45 PM	0	13	3	0	65	2	0	0	0	0	0	9	0	0	0	13	0	0	1	0	0	0	1	0	186	740
5:00 PM	0	16	2	0	41	4	0	0	0	0	0	7	0	1	0	13	0	0	1	0	0	0	2	0	180	764
5:15 PM	0	12	0	0	53	4	1	0	0	0	0	3	0	0	0	25	0	0	1	0	0	0	1	0	176	
5:30 PM	0	17	0	0	58	2	0	0	0	0	0	3	0	0	0	18	0	0	2	0	0	0	0	0	198	
5:45 PM	0	12	2	0	47	6	1	0	0	0	0	17	0	0	0	18	0	0	2	0	0	0	2	0	210	
Count Total	1	446	114	0	2,024	78	19	0	0	1	0	284	1	9	0	546	0	0	61	1	2	0	57	0	6,417	
Peak Hour	0	57	4	0	199	16	2	0	0	0	0	30	0	1	0	74	0	0	6	0	0	0	5	0	764	







# All Traffic Data Services

## 3 - SANDY SPRINGS CIR WEST OF WELLS FARGO

EB	Time	Lights	Mediums	Trucks	Total
	4/22/2025	0	0	0	0
	4/22/2025 12:15:00 AM	2	0	0	2
	4/22/2025 12:30:00 AM	1	0	0	1
	4/22/2025 12:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	4/22/2025 1:00:00 AM	0	0	0	0
	4/22/2025 1:15:00 AM	0	0	0	0
	4/22/2025 1:30:00 AM	0	0	0	0
	4/22/2025 1:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	4/22/2025 2:00:00 AM	0	0	0	0
	4/22/2025 2:15:00 AM	0	0	0	0
	4/22/2025 2:30:00 AM	0	0	0	0
	4/22/2025 2:45:00 AM	3	0	0	3
	Hour	3	0	0	3
	4/22/2025 3:00:00 AM	0	0	0	0
	4/22/2025 3:15:00 AM	1	0	0	1
	4/22/2025 3:30:00 AM	0	0	0	0
	4/22/2025 3:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	4/22/2025 4:00:00 AM	0	0	0	0
	4/22/2025 4:15:00 AM	0	0	0	0
	4/22/2025 4:30:00 AM	3	0	0	3
	4/22/2025 4:45:00 AM	3	0	0	3
	Hour	6	0	0	6
	4/22/2025 5:00:00 AM	0	0	0	0
	4/22/2025 5:15:00 AM	2	0	0	2
	4/22/2025 5:30:00 AM	1	0	0	1
	4/22/2025 5:45:00 AM	5	0	0	5
	Hour	8	0	0	8
	4/22/2025 6:00:00 AM	10	0	0	10
	4/22/2025 6:15:00 AM	8	0	0	8
	4/22/2025 6:30:00 AM	15	0	0	15
	4/22/2025 6:45:00 AM	17	1	0	18
	Hour	50	1	0	51
	4/22/2025 7:00:00 AM	29	1	0	30
	4/22/2025 7:15:00 AM	35	1	0	36
	4/22/2025 7:30:00 AM	33	1	0	34
	4/22/2025 7:45:00 AM	34	0	0	34
	Hour	131	3	0	134
	4/22/2025 8:00:00 AM	59	0	0	59
	4/22/2025 8:15:00 AM	39	1	0	40
	4/22/2025 8:30:00 AM	48	0	2	50
	4/22/2025 8:45:00 AM	48	2	0	50
	Hour	194	3	2	199
	4/22/2025 9:00:00 AM	41	1	0	42
	4/22/2025 9:15:00 AM	57	2	1	60
	4/22/2025 9:30:00 AM	60	2	0	62
	4/22/2025 9:45:00 AM	54	0	0	54
	Hour	212	5	1	218
	4/22/2025 10:00:00 AM	36	3	0	39
	4/22/2025 10:15:00 AM	51	0	0	51
	4/22/2025 10:30:00 AM	43	0	0	43
	4/22/2025 10:45:00 AM	61	3	0	64
	Hour	191	6	0	197
	4/22/2025 11:00:00 AM	57	1	0	58
	4/22/2025 11:15:00 AM	55	2	0	57
	4/22/2025 11:30:00 AM	62	0	0	62
	4/22/2025 11:45:00 AM	63	1	0	64
	Hour	237	4	0	241
	Grand Total	1,037	22	3	1,062
	Percentage	97.6%	2.1%	0.3%	



# All Traffic Data Services

## 3 - SANDY SPRINGS CIR WEST OF WELLS FARGO

EB	Time	Lights	Mediums	Trucks	Total
	4/22/2025 12:00:00 PM	70	1	0	71
	4/22/2025 12:15:00 PM	51	2	0	53
	4/22/2025 12:30:00 PM	63	0	0	63
	4/22/2025 12:45:00 PM	63	0	0	63
	Hour	247	3	0	250
	4/22/2025 1:00:00 PM	75	0	0	75
	4/22/2025 1:15:00 PM	55	0	0	55
	4/22/2025 1:30:00 PM	77	1	0	78
	4/22/2025 1:45:00 PM	65	0	0	65
	Hour	272	1	0	273
	4/22/2025 2:00:00 PM	63	1	0	64
	4/22/2025 2:15:00 PM	53	0	0	53
	4/22/2025 2:30:00 PM	63	0	0	63
	4/22/2025 2:45:00 PM	74	0	0	74
	Hour	253	1	0	254
	4/22/2025 3:00:00 PM	66	0	0	66
	4/22/2025 3:15:00 PM	83	1	0	84
	4/22/2025 3:30:00 PM	77	0	0	77
	4/22/2025 3:45:00 PM	75	1	0	76
	Hour	301	2	0	303
	4/22/2025 4:00:00 PM	65	1	0	66
	4/22/2025 4:15:00 PM	67	0	0	67
	4/22/2025 4:30:00 PM	67	1	0	68
	4/22/2025 4:45:00 PM	81	2	0	83
	Hour	280	4	0	284
	4/22/2025 5:00:00 PM	63	0	0	63
	4/22/2025 5:15:00 PM	69	1	0	70
	4/22/2025 5:30:00 PM	77	0	0	77
	4/22/2025 5:45:00 PM	68	0	0	68
	Hour	277	1	0	278
	4/22/2025 6:00:00 PM	40	0	0	40
	4/22/2025 6:15:00 PM	71	0	0	71
	4/22/2025 6:30:00 PM	49	0	0	49
	4/22/2025 6:45:00 PM	67	1	0	68
	Hour	227	1	0	228
	4/22/2025 7:00:00 PM	52	0	0	52
	4/22/2025 7:15:00 PM	39	1	0	40
	4/22/2025 7:30:00 PM	55	0	0	55
	4/22/2025 7:45:00 PM	41	0	0	41
	Hour	187	1	0	188
	4/22/2025 8:00:00 PM	25	0	0	25
	4/22/2025 8:15:00 PM	23	0	0	23
	4/22/2025 8:30:00 PM	20	0	0	20
	4/22/2025 8:45:00 PM	13	0	0	13
	Hour	81	0	0	81
	4/22/2025 9:00:00 PM	16	0	0	16
	4/22/2025 9:15:00 PM	17	0	0	17
	4/22/2025 9:30:00 PM	8	0	0	8
	4/22/2025 9:45:00 PM	6	1	0	7
	Hour	47	1	0	48
	4/22/2025 10:00:00 PM	10	0	0	10
	4/22/2025 10:15:00 PM	10	0	0	10
	4/22/2025 10:30:00 PM	5	0	0	5
	4/22/2025 10:45:00 PM	10	0	0	10
	Hour	35	0	0	35
	4/22/2025 11:00:00 PM	5	0	0	5
	4/22/2025 11:15:00 PM	4	0	0	4
	4/22/2025 11:30:00 PM	1	0	0	1
	4/22/2025 11:45:00 PM	1	0	0	1
	Hour	11	0	0	11
	Grand Total	2,218	15	0	2,233
	Percentage	99.3%	0.7%	0.0%	
	Total	3,255	37	3	3,295
	Percentage	98.8%	1.1%	0.1%	



# All Traffic Data Services

## 3 - SANDY SPRINGS CIR WEST OF WELLS FARGO

WB	Time	Lights	Mediums	Trucks	Total
	4/22/2025	1	0	0	1
	4/22/2025 12:15:00 AM	2	0	0	2
	4/22/2025 12:30:00 AM	1	0	0	1
	4/22/2025 12:45:00 AM	2	0	0	2
	Hour	6	0	0	6
	4/22/2025 1:00:00 AM	2	0	0	2
	4/22/2025 1:15:00 AM	0	0	0	0
	4/22/2025 1:30:00 AM	0	0	0	0
	4/22/2025 1:45:00 AM	1	0	0	1
	Hour	3	0	0	3
	4/22/2025 2:00:00 AM	1	0	0	1
	4/22/2025 2:15:00 AM	0	0	0	0
	4/22/2025 2:30:00 AM	0	0	0	0
	4/22/2025 2:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	4/22/2025 3:00:00 AM	0	0	0	0
	4/22/2025 3:15:00 AM	0	0	0	0
	4/22/2025 3:30:00 AM	1	0	0	1
	4/22/2025 3:45:00 AM	1	0	0	1
	Hour	2	0	0	2
	4/22/2025 4:00:00 AM	0	0	0	0
	4/22/2025 4:15:00 AM	0	0	0	0
	4/22/2025 4:30:00 AM	0	0	0	0
	4/22/2025 4:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 5:00:00 AM	1	0	0	1
	4/22/2025 5:15:00 AM	2	0	0	2
	4/22/2025 5:30:00 AM	0	0	0	0
	4/22/2025 5:45:00 AM	5	0	0	5
	Hour	8	0	0	8
	4/22/2025 6:00:00 AM	2	0	0	2
	4/22/2025 6:15:00 AM	15	1	0	16
	4/22/2025 6:30:00 AM	14	0	0	14
	4/22/2025 6:45:00 AM	16	0	1	17
	Hour	47	1	1	49
	4/22/2025 7:00:00 AM	29	0	0	29
	4/22/2025 7:15:00 AM	33	0	0	33
	4/22/2025 7:30:00 AM	46	2	1	49
	4/22/2025 7:45:00 AM	47	0	0	47
	Hour	155	2	1	158
	4/22/2025 8:00:00 AM	47	1	0	48
	4/22/2025 8:15:00 AM	45	0	0	45
	4/22/2025 8:30:00 AM	57	0	0	57
	4/22/2025 8:45:00 AM	39	0	0	39
	Hour	188	1	0	189
	4/22/2025 9:00:00 AM	42	0	0	42
	4/22/2025 9:15:00 AM	54	0	0	54
	4/22/2025 9:30:00 AM	40	1	0	41
	4/22/2025 9:45:00 AM	52	0	0	52
	Hour	188	1	0	189
	4/22/2025 10:00:00 AM	52	0	0	52
	4/22/2025 10:15:00 AM	44	2	1	47
	4/22/2025 10:30:00 AM	53	0	0	53
	4/22/2025 10:45:00 AM	53	0	0	53
	Hour	202	2	1	205
	4/22/2025 11:00:00 AM	42	0	0	42
	4/22/2025 11:15:00 AM	67	0	0	67
	4/22/2025 11:30:00 AM	59	0	0	59
	4/22/2025 11:45:00 AM	85	1	0	86
	Hour	253	1	0	254
	Grand Total	1,053	8	3	1,064
	Percentage	99.0%	0.8%	0.3%	



# All Traffic Data Services

## 3 - SANDY SPRINGS CIR WEST OF WELLS FARGO

WB	Time	Lights	Mediums	Trucks	Total
	4/22/2025 12:00:00 PM	62	1	0	63
	4/22/2025 12:15:00 PM	73	0	0	73
	4/22/2025 12:30:00 PM	82	0	0	82
	4/22/2025 12:45:00 PM	77	3	0	80
	Hour	294	4	0	298
	4/22/2025 1:00:00 PM	89	2	0	91
	4/22/2025 1:15:00 PM	49	1	0	50
	4/22/2025 1:30:00 PM	70	2	0	72
	4/22/2025 1:45:00 PM	69	0	0	69
	Hour	277	5	0	282
	4/22/2025 2:00:00 PM	76	1	0	77
	4/22/2025 2:15:00 PM	65	3	0	68
	4/22/2025 2:30:00 PM	69	1	0	70
	4/22/2025 2:45:00 PM	98	0	0	98
	Hour	308	5	0	313
	4/22/2025 3:00:00 PM	91	1	0	92
	4/22/2025 3:15:00 PM	77	1	0	78
	4/22/2025 3:30:00 PM	81	0	0	81
	4/22/2025 3:45:00 PM	69	1	0	70
	Hour	318	3	0	321
	4/22/2025 4:00:00 PM	94	0	0	94
	4/22/2025 4:15:00 PM	97	1	0	98
	4/22/2025 4:30:00 PM	88	0	0	88
	4/22/2025 4:45:00 PM	80	1	0	81
	Hour	359	2	0	361
	4/22/2025 5:00:00 PM	99	0	0	99
	4/22/2025 5:15:00 PM	93	1	0	94
	4/22/2025 5:30:00 PM	109	0	0	109
	4/22/2025 5:45:00 PM	111	1	0	112
	Hour	412	2	0	414
	4/22/2025 6:00:00 PM	88	0	0	88
	4/22/2025 6:15:00 PM	64	1	0	65
	4/22/2025 6:30:00 PM	58	1	0	59
	4/22/2025 6:45:00 PM	52	0	0	52
	Hour	262	2	0	264
	4/22/2025 7:00:00 PM	55	0	0	55
	4/22/2025 7:15:00 PM	59	0	0	59
	4/22/2025 7:30:00 PM	49	0	0	49
	4/22/2025 7:45:00 PM	54	0	0	54
	Hour	217	0	0	217
	4/22/2025 8:00:00 PM	30	1	0	31
	4/22/2025 8:15:00 PM	22	0	0	22
	4/22/2025 8:30:00 PM	21	0	0	21
	4/22/2025 8:45:00 PM	18	0	0	18
	Hour	91	1	0	92
	4/22/2025 9:00:00 PM	15	0	0	15
	4/22/2025 9:15:00 PM	9	0	0	9
	4/22/2025 9:30:00 PM	8	0	0	8
	4/22/2025 9:45:00 PM	12	0	0	12
	Hour	44	0	0	44
	4/22/2025 10:00:00 PM	4	0	0	4
	4/22/2025 10:15:00 PM	4	1	0	5
	4/22/2025 10:30:00 PM	8	0	0	8
	4/22/2025 10:45:00 PM	6	0	0	6
	Hour	22	1	0	23
	4/22/2025 11:00:00 PM	5	0	0	5
	4/22/2025 11:15:00 PM	4	0	0	4
	4/22/2025 11:30:00 PM	3	0	0	3
	4/22/2025 11:45:00 PM	0	0	0	0
	Hour	12	0	0	12
	Grand Total	2,616	25	0	2,641
	Percentage	99.1%	0.9%	0.0%	
	Total	3,669	33	3	3,705
	Percentage	99.0%	0.9%	0.1%	



# All Traffic Data Services

## 2 - CROMWELL RD NE EAST OF DRIVEWAY 1

EB	Time	Lights	Mediums	Trucks	Total
	4/22/2025	1	0	0	1
	4/22/2025 12:15:00 AM	1	0	0	1
	4/22/2025 12:30:00 AM	0	0	0	0
	4/22/2025 12:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	4/22/2025 1:00:00 AM	0	0	0	0
	4/22/2025 1:15:00 AM	0	0	0	0
	4/22/2025 1:30:00 AM	0	0	0	0
	4/22/2025 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 2:00:00 AM	0	0	0	0
	4/22/2025 2:15:00 AM	0	0	0	0
	4/22/2025 2:30:00 AM	0	0	0	0
	4/22/2025 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 3:00:00 AM	0	0	0	0
	4/22/2025 3:15:00 AM	0	0	0	0
	4/22/2025 3:30:00 AM	0	0	0	0
	4/22/2025 3:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	4/22/2025 4:00:00 AM	0	0	0	0
	4/22/2025 4:15:00 AM	0	0	0	0
	4/22/2025 4:30:00 AM	0	0	0	0
	4/22/2025 4:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 5:00:00 AM	0	0	0	0
	4/22/2025 5:15:00 AM	0	0	0	0
	4/22/2025 5:30:00 AM	0	0	0	0
	4/22/2025 5:45:00 AM	1	0	0	1
	Hour	1	0	0	1
	4/22/2025 6:00:00 AM	1	0	0	1
	4/22/2025 6:15:00 AM	2	0	0	2
	4/22/2025 6:30:00 AM	0	0	0	0
	4/22/2025 6:45:00 AM	4	0	0	4
	Hour	7	0	0	7
	4/22/2025 7:00:00 AM	3	0	0	3
	4/22/2025 7:15:00 AM	3	0	0	3
	4/22/2025 7:30:00 AM	3	0	0	3
	4/22/2025 7:45:00 AM	5	0	0	5
	Hour	14	0	0	14
	4/22/2025 8:00:00 AM	3	0	0	3
	4/22/2025 8:15:00 AM	3	1	1	5
	4/22/2025 8:30:00 AM	7	1	0	8
	4/22/2025 8:45:00 AM	2	0	0	2
	Hour	15	2	1	18
	4/22/2025 9:00:00 AM	10	0	0	10
	4/22/2025 9:15:00 AM	3	0	0	3
	4/22/2025 9:30:00 AM	8	0	0	8
	4/22/2025 9:45:00 AM	7	0	0	7
	Hour	28	0	0	28
	4/22/2025 10:00:00 AM	7	0	0	7
	4/22/2025 10:15:00 AM	8	0	0	8
	4/22/2025 10:30:00 AM	7	0	0	7
	4/22/2025 10:45:00 AM	6	0	0	6
	Hour	28	0	0	28
	4/22/2025 11:00:00 AM	9	1	0	10
	4/22/2025 11:15:00 AM	4	0	0	4
	4/22/2025 11:30:00 AM	6	0	0	6
	4/22/2025 11:45:00 AM	6	0	0	6
	Hour	25	1	0	26
	Total	121	3	1	125
	Percentage	96.8%	2.4%	0.8%	



# All Traffic Data Services

## 2 - CROMWELL RD NE EAST OF DRIVEWAY 1

EB	Time	Lights	Mediums	Trucks	Total
	4/22/2025 12:00:00 PM	7	0	0	7
	4/22/2025 12:15:00 PM	10	0	0	10
	4/22/2025 12:30:00 PM	8	1	0	9
	4/22/2025 12:45:00 PM	10	0	0	10
	Hour	35	1	0	36
	4/22/2025 1:00:00 PM	7	3	0	10
	4/22/2025 1:15:00 PM	4	0	0	4
	4/22/2025 1:30:00 PM	5	0	0	5
	4/22/2025 1:45:00 PM	7	1	0	8
	Hour	23	4	0	27
	4/22/2025 2:00:00 PM	6	0	0	6
	4/22/2025 2:15:00 PM	4	0	0	4
	4/22/2025 2:30:00 PM	11	0	0	11
	4/22/2025 2:45:00 PM	3	0	0	3
	Hour	24	0	0	24
	4/22/2025 3:00:00 PM	6	0	0	6
	4/22/2025 3:15:00 PM	11	0	0	11
	4/22/2025 3:30:00 PM	7	0	0	7
	4/22/2025 3:45:00 PM	6	1	0	7
	Hour	30	1	0	31
	4/22/2025 4:00:00 PM	9	0	0	9
	4/22/2025 4:15:00 PM	9	0	0	9
	4/22/2025 4:30:00 PM	9	0	0	9
	4/22/2025 4:45:00 PM	4	0	0	4
	Hour	31	0	0	31
	4/22/2025 5:00:00 PM	5	0	0	5
	4/22/2025 5:15:00 PM	7	0	0	7
	4/22/2025 5:30:00 PM	11	0	0	11
	4/22/2025 5:45:00 PM	4	0	0	4
	Hour	27	0	0	27
	4/22/2025 6:00:00 PM	6	0	0	6
	4/22/2025 6:15:00 PM	11	0	0	11
	4/22/2025 6:30:00 PM	7	0	0	7
	4/22/2025 6:45:00 PM	13	1	0	14
	Hour	37	1	0	38
	4/22/2025 7:00:00 PM	10	0	0	10
	4/22/2025 7:15:00 PM	10	0	0	10
	4/22/2025 7:30:00 PM	5	0	0	5
	4/22/2025 7:45:00 PM	8	0	0	8
	Hour	33	0	0	33
	4/22/2025 8:00:00 PM	4	0	0	4
	4/22/2025 8:15:00 PM	3	0	0	3
	4/22/2025 8:30:00 PM	2	0	0	2
	4/22/2025 8:45:00 PM	3	0	0	3
	Hour	12	0	0	12
	4/22/2025 9:00:00 PM	0	0	0	0
	4/22/2025 9:15:00 PM	0	0	0	0
	4/22/2025 9:30:00 PM	0	0	0	0
	4/22/2025 9:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 10:00:00 PM	0	0	0	0
	4/22/2025 10:15:00 PM	0	0	0	0
	4/22/2025 10:30:00 PM	1	0	0	1
	4/22/2025 10:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	4/22/2025 11:00:00 PM	2	0	0	2
	4/22/2025 11:15:00 PM	0	0	0	0
	4/22/2025 11:30:00 PM	0	0	0	0
	4/22/2025 11:45:00 PM	0	0	0	0
	Hour	2	0	0	2
	Total	256	7	0	263
	Percentage	97.3%	2.7%	0.0%	
	Grand Total	377	10	1	388
	Percentage	97.2%	2.6%	0.3%	



# All Traffic Data Services

## 2 - CROMWELL RD NE EAST OF DRIVEWAY 1

WB	Time	Lights	Mediums	Trucks	Total
	4/22/2025	0	0	0	0
	4/22/2025 12:15:00 AM	0	0	0	0
	4/22/2025 12:30:00 AM	0	0	0	0
	4/22/2025 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 1:00:00 AM	0	0	0	0
	4/22/2025 1:15:00 AM	0	0	0	0
	4/22/2025 1:30:00 AM	0	0	0	0
	4/22/2025 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 2:00:00 AM	0	0	0	0
	4/22/2025 2:15:00 AM	0	0	0	0
	4/22/2025 2:30:00 AM	0	0	0	0
	4/22/2025 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 3:00:00 AM	0	0	0	0
	4/22/2025 3:15:00 AM	0	0	0	0
	4/22/2025 3:30:00 AM	0	0	0	0
	4/22/2025 3:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 4:00:00 AM	0	0	0	0
	4/22/2025 4:15:00 AM	0	0	0	0
	4/22/2025 4:30:00 AM	0	0	0	0
	4/22/2025 4:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	4/22/2025 5:00:00 AM	0	0	0	0
	4/22/2025 5:15:00 AM	1	0	0	1
	4/22/2025 5:30:00 AM	0	0	0	0
	4/22/2025 5:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	4/22/2025 6:00:00 AM	0	0	0	0
	4/22/2025 6:15:00 AM	2	0	0	2
	4/22/2025 6:30:00 AM	0	1	0	1
	4/22/2025 6:45:00 AM	1	0	0	1
	Hour	3	1	0	4
	4/22/2025 7:00:00 AM	1	0	0	1
	4/22/2025 7:15:00 AM	1	1	0	2
	4/22/2025 7:30:00 AM	3	0	0	3
	4/22/2025 7:45:00 AM	2	0	0	2
	Hour	7	1	0	8
	4/22/2025 8:00:00 AM	6	0	0	6
	4/22/2025 8:15:00 AM	6	0	0	6
	4/22/2025 8:30:00 AM	4	0	0	4
	4/22/2025 8:45:00 AM	8	0	0	8
	Hour	24	0	0	24
	4/22/2025 9:00:00 AM	7	0	0	7
	4/22/2025 9:15:00 AM	7	0	0	7
	4/22/2025 9:30:00 AM	5	0	0	5
	4/22/2025 9:45:00 AM	5	0	0	5
	Hour	24	0	0	24
	4/22/2025 10:00:00 AM	2	0	0	2
	4/22/2025 10:15:00 AM	6	0	0	6
	4/22/2025 10:30:00 AM	2	2	0	4
	4/22/2025 10:45:00 AM	3	0	0	3
	Hour	13	2	0	15
	4/22/2025 11:00:00 AM	5	0	0	5
	4/22/2025 11:15:00 AM	3	0	0	3
	4/22/2025 11:30:00 AM	6	0	0	6
	4/22/2025 11:45:00 AM	7	0	0	7
	Hour	21	0	0	21
	Total	93	4	0	97
	Percentage	95.9%	4.1%	0.0%	



# All Traffic Data Services

## 2 - CROMWELL RD NE EAST OF DRIVEWAY 1

WB	Time	Lights	Mediums	Trucks	Total
	4/22/2025 12:00:00 PM	10	1	0	11
	4/22/2025 12:15:00 PM	10	1	0	11
	4/22/2025 12:30:00 PM	4	0	0	4
	4/22/2025 12:45:00 PM	7	1	0	8
	Hour	31	3	0	34
	4/22/2025 1:00:00 PM	6	1	0	7
	4/22/2025 1:15:00 PM	5	0	0	5
	4/22/2025 1:30:00 PM	4	1	0	5
	4/22/2025 1:45:00 PM	7	0	0	7
	Hour	22	2	0	24
	4/22/2025 2:00:00 PM	6	0	0	6
	4/22/2025 2:15:00 PM	5	0	0	5
	4/22/2025 2:30:00 PM	3	0	0	3
	4/22/2025 2:45:00 PM	9	2	0	11
	Hour	23	2	0	25
	4/22/2025 3:00:00 PM	9	1	0	10
	4/22/2025 3:15:00 PM	7	0	0	7
	4/22/2025 3:30:00 PM	6	0	0	6
	4/22/2025 3:45:00 PM	7	0	0	7
	Hour	29	1	0	30
	4/22/2025 4:00:00 PM	6	0	0	6
	4/22/2025 4:15:00 PM	9	0	0	9
	4/22/2025 4:30:00 PM	7	0	0	7
	4/22/2025 4:45:00 PM	11	1	0	12
	Hour	33	1	0	34
	4/22/2025 5:00:00 PM	5	0	0	5
	4/22/2025 5:15:00 PM	6	0	0	6
	4/22/2025 5:30:00 PM	7	0	0	7
	4/22/2025 5:45:00 PM	9	0	0	9
	Hour	27	0	0	27
	4/22/2025 6:00:00 PM	11	0	0	11
	4/22/2025 6:15:00 PM	8	0	0	8
	4/22/2025 6:30:00 PM	8	0	0	8
	4/22/2025 6:45:00 PM	3	0	0	3
	Hour	30	0	0	30
	4/22/2025 7:00:00 PM	4	0	0	4
	4/22/2025 7:15:00 PM	5	0	0	5
	4/22/2025 7:30:00 PM	9	0	0	9
	4/22/2025 7:45:00 PM	1	0	0	1
	Hour	19	0	0	19
	4/22/2025 8:00:00 PM	5	1	0	6
	4/22/2025 8:15:00 PM	0	0	0	0
	4/22/2025 8:30:00 PM	1	0	0	1
	4/22/2025 8:45:00 PM	1	0	0	1
	Hour	7	1	0	8
	4/22/2025 9:00:00 PM	2	0	0	2
	4/22/2025 9:15:00 PM	1	0	0	1
	4/22/2025 9:30:00 PM	2	0	0	2
	4/22/2025 9:45:00 PM	0	0	0	0
	Hour	5	0	0	5
	4/22/2025 10:00:00 PM	1	0	0	1
	4/22/2025 10:15:00 PM	0	0	0	0
	4/22/2025 10:30:00 PM	0	0	0	0
	4/22/2025 10:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	4/22/2025 11:00:00 PM	0	0	0	0
	4/22/2025 11:15:00 PM	1	0	0	1
	4/22/2025 11:30:00 PM	0	0	0	0
	4/22/2025 11:45:00 PM	0	0	0	0
	Hour	1	0	0	1
	Total	228	10	0	238
	Percentage	95.8%	4.2%	0.0%	
	Grand Total	321	14	0	335
	Percentage	95.8%	4.2%	0.0%	



# All Traffic Data Services

1 - ROSWELL RD NORTH OF DRIVEWAY 3

NB	Time	Lights	Mediums	Trucks	Total
	4/22/2025	32	1	0	33
	4/22/2025 12:15:00 AM	13	1	0	14
	4/22/2025 12:30:00 AM	17	0	0	17
	4/22/2025 12:45:00 AM	18	1	1	20
	Hour	80	3	1	84
	4/22/2025 1:00:00 AM	12	1	0	13
	4/22/2025 1:15:00 AM	8	0	0	8
	4/22/2025 1:30:00 AM	5	0	0	5
	4/22/2025 1:45:00 AM	6	0	0	6
	Hour	31	1	0	32
	4/22/2025 2:00:00 AM	9	0	0	9
	4/22/2025 2:15:00 AM	6	0	0	6
	4/22/2025 2:30:00 AM	4	0	0	4
	4/22/2025 2:45:00 AM	9	0	0	9
	Hour	28	0	0	28
	4/22/2025 3:00:00 AM	1	0	0	1
	4/22/2025 3:15:00 AM	5	0	0	5
	4/22/2025 3:30:00 AM	4	0	0	4
	4/22/2025 3:45:00 AM	3	0	1	4
	Hour	13	0	1	14
	4/22/2025 4:00:00 AM	1	0	0	1
	4/22/2025 4:15:00 AM	7	2	0	9
	4/22/2025 4:30:00 AM	6	0	0	6
	4/22/2025 4:45:00 AM	12	0	0	12
	Hour	26	2	0	28
	4/22/2025 5:00:00 AM	16	1	0	17
	4/22/2025 5:15:00 AM	26	2	0	28
	4/22/2025 5:30:00 AM	13	0	0	13
	4/22/2025 5:45:00 AM	26	3	1	30
	Hour	81	6	1	88
	4/22/2025 6:00:00 AM	45	3	0	48
	4/22/2025 6:15:00 AM	40	1	1	42
	4/22/2025 6:30:00 AM	59	5	0	64
	4/22/2025 6:45:00 AM	77	3	0	80
	Hour	221	12	1	234
	4/22/2025 7:00:00 AM	116	4	0	120
	4/22/2025 7:15:00 AM	95	4	0	99
	4/22/2025 7:30:00 AM	115	4	1	120
	4/22/2025 7:45:00 AM	140	6	1	147
	Hour	466	18	2	486
	4/22/2025 8:00:00 AM	157	3	0	160
	4/22/2025 8:15:00 AM	132	5	0	137
	4/22/2025 8:30:00 AM	150	7	3	160
	4/22/2025 8:45:00 AM	158	5	0	163
	Hour	597	20	3	620
	4/22/2025 9:00:00 AM	133	5	0	138
	4/22/2025 9:15:00 AM	145	3	1	149
	4/22/2025 9:30:00 AM	172	4	0	176
	4/22/2025 9:45:00 AM	191	5	0	196
	Hour	641	17	1	659
	4/22/2025 10:00:00 AM	158	4	0	162
	4/22/2025 10:15:00 AM	165	2	0	167
	4/22/2025 10:30:00 AM	145	4	0	149
	4/22/2025 10:45:00 AM	175	5	1	181
	Hour	643	15	1	659
	4/22/2025 11:00:00 AM	176	0	0	176
	4/22/2025 11:15:00 AM	181	6	0	187
	4/22/2025 11:30:00 AM	211	3	1	215
	4/22/2025 11:45:00 AM	210	2	1	213
	Hour	778	11	2	791
	Total	3,605	105	13	3,723
	Percentage	96.8%	2.8%	0.3%	



# All Traffic Data Services

## 1 - ROSWELL RD NORTH OF DRIVEWAY 3

NB	Time	Lights	Mediums	Trucks	Total
	4/22/2025 12:00:00 PM	231	3	1	235
	4/22/2025 12:15:00 PM	218	3	0	221
	4/22/2025 12:30:00 PM	220	4	1	225
	4/22/2025 12:45:00 PM	298	1	1	300
	Hour	967	11	3	981
	4/22/2025 1:00:00 PM	256	4	2	262
	4/22/2025 1:15:00 PM	259	1	0	260
	4/22/2025 1:30:00 PM	244	3	0	247
	4/22/2025 1:45:00 PM	229	5	0	234
	Hour	988	13	2	1003
	4/22/2025 2:00:00 PM	204	4	0	208
	4/22/2025 2:15:00 PM	215	0	0	215
	4/22/2025 2:30:00 PM	204	2	2	208
	4/22/2025 2:45:00 PM	219	5	0	224
	Hour	842	11	2	855
	4/22/2025 3:00:00 PM	217	1	0	218
	4/22/2025 3:15:00 PM	235	2	0	237
	4/22/2025 3:30:00 PM	240	3	0	243
	4/22/2025 3:45:00 PM	216	1	0	217
	Hour	908	7	0	915
	4/22/2025 4:00:00 PM	242	3	1	246
	4/22/2025 4:15:00 PM	225	4	0	229
	4/22/2025 4:30:00 PM	252	2	0	254
	4/22/2025 4:45:00 PM	273	3	0	276
	Hour	992	12	1	1005
	4/22/2025 5:00:00 PM	243	2	0	245
	4/22/2025 5:15:00 PM	281	2	0	283
	4/22/2025 5:30:00 PM	260	2	0	262
	4/22/2025 5:45:00 PM	260	1	0	261
	Hour	1044	7	0	1051
	4/22/2025 6:00:00 PM	261	4	2	267
	4/22/2025 6:15:00 PM	261	1	0	262
	4/22/2025 6:30:00 PM	204	0	0	204
	4/22/2025 6:45:00 PM	218	3	0	221
	Hour	944	8	2	954
	4/22/2025 7:00:00 PM	225	0	0	225
	4/22/2025 7:15:00 PM	178	1	0	179
	4/22/2025 7:30:00 PM	207	1	0	208
	4/22/2025 7:45:00 PM	187	1	0	188
	Hour	797	3	0	800
	4/22/2025 8:00:00 PM	215	1	0	216
	4/22/2025 8:15:00 PM	140	0	0	140
	4/22/2025 8:30:00 PM	133	0	0	133
	4/22/2025 8:45:00 PM	130	2	0	132
	Hour	618	3	0	621
	4/22/2025 9:00:00 PM	136	0	0	136
	4/22/2025 9:15:00 PM	131	1	0	132
	4/22/2025 9:30:00 PM	108	0	1	109
	4/22/2025 9:45:00 PM	86	1	1	88
	Hour	461	2	2	465
	4/22/2025 10:00:00 PM	90	1	0	91
	4/22/2025 10:15:00 PM	60	0	1	61
	4/22/2025 10:30:00 PM	61	1	0	62
	4/22/2025 10:45:00 PM	55	1	0	56
	Hour	266	3	1	270
	4/22/2025 11:00:00 PM	50	1	1	52
	4/22/2025 11:15:00 PM	46	2	0	48
	4/22/2025 11:30:00 PM	24	0	1	25
	4/22/2025 11:45:00 PM	38	0	0	38
	Hour	158	3	2	163
	Total	8,985	83	15	9,083
	Percentage	98.9%	0.9%	0.2%	
	Grand Total	12,590	188	28	12,806
	Percentage	98.3%	1.5%	0.2%	



# All Traffic Data Services

## 1 - ROSWELL RD NORTH OF DRIVEWAY 3

SB	Time	Lights	Mediums	Trucks	Total
	4/22/2025	19	1	0	20
	4/22/2025 12:15:00 AM	10	0	0	10
	4/22/2025 12:30:00 AM	11	1	0	12
	4/22/2025 12:45:00 AM	13	0	0	13
	Hour	53	2	0	55
	4/22/2025 1:00:00 AM	9	0	0	9
	4/22/2025 1:15:00 AM	17	1	1	19
	4/22/2025 1:30:00 AM	6	0	0	6
	4/22/2025 1:45:00 AM	3	0	0	3
	Hour	35	1	1	37
	4/22/2025 2:00:00 AM	3	0	0	3
	4/22/2025 2:15:00 AM	4	0	0	4
	4/22/2025 2:30:00 AM	1	1	0	2
	4/22/2025 2:45:00 AM	6	0	0	6
	Hour	14	1	0	15
	4/22/2025 3:00:00 AM	1	0	0	1
	4/22/2025 3:15:00 AM	2	0	0	2
	4/22/2025 3:30:00 AM	3	0	0	3
	4/22/2025 3:45:00 AM	6	0	1	7
	Hour	12	0	1	13
	4/22/2025 4:00:00 AM	4	0	0	4
	4/22/2025 4:15:00 AM	5	0	0	5
	4/22/2025 4:30:00 AM	8	0	0	8
	4/22/2025 4:45:00 AM	25	0	0	25
	Hour	42	0	0	42
	4/22/2025 5:00:00 AM	18	1	0	19
	4/22/2025 5:15:00 AM	20	0	0	20
	4/22/2025 5:30:00 AM	28	1	0	29
	4/22/2025 5:45:00 AM	33	4	0	37
	Hour	99	6	0	105
	4/22/2025 6:00:00 AM	70	2	0	72
	4/22/2025 6:15:00 AM	57	2	0	59
	4/22/2025 6:30:00 AM	88	1	1	90
	4/22/2025 6:45:00 AM	81	0	1	82
	Hour	296	5	2	303
	4/22/2025 7:00:00 AM	141	2	1	144
	4/22/2025 7:15:00 AM	183	4	0	187
	4/22/2025 7:30:00 AM	235	6	1	242
	4/22/2025 7:45:00 AM	265	5	0	270
	Hour	824	17	2	843
	4/22/2025 8:00:00 AM	238	6	0	244
	4/22/2025 8:15:00 AM	289	3	2	294
	4/22/2025 8:30:00 AM	254	5	1	260
	4/22/2025 8:45:00 AM	241	2	1	244
	Hour	1022	16	4	1042
	4/22/2025 9:00:00 AM	204	3	0	207
	4/22/2025 9:15:00 AM	197	2	1	200
	4/22/2025 9:30:00 AM	176	4	1	181
	4/22/2025 9:45:00 AM	197	6	3	206
	Hour	774	15	5	794
	4/22/2025 10:00:00 AM	183	3	0	186
	4/22/2025 10:15:00 AM	191	7	0	198
	4/22/2025 10:30:00 AM	178	4	0	182
	4/22/2025 10:45:00 AM	188	6	0	194
	Hour	740	20	0	760
	4/22/2025 11:00:00 AM	197	6	0	203
	4/22/2025 11:15:00 AM	209	4	0	213
	4/22/2025 11:30:00 AM	205	0	0	205
	4/22/2025 11:45:00 AM	201	3	0	204
	Hour	812	13	0	825
	Total	4,723	96	15	4,834
	Percentage	97.7%	2.0%	0.3%	



# All Traffic Data Services

## 1 - ROSWELL RD NORTH OF DRIVEWAY 3

SB	Time	Lights	Mediums	Trucks	Total
	4/22/2025 12:00:00 PM	238	4	0	242
	4/22/2025 12:15:00 PM	218	0	0	218
	4/22/2025 12:30:00 PM	225	1	1	227
	4/22/2025 12:45:00 PM	224	4	0	228
	Hour	905	9	1	915
	4/22/2025 1:00:00 PM	219	6	3	228
	4/22/2025 1:15:00 PM	206	4	1	211
	4/22/2025 1:30:00 PM	201	4	0	205
	4/22/2025 1:45:00 PM	200	1	3	204
	Hour	826	15	7	848
	4/22/2025 2:00:00 PM	217	3	0	220
	4/22/2025 2:15:00 PM	203	7	1	211
	4/22/2025 2:30:00 PM	186	7	0	193
	4/22/2025 2:45:00 PM	262	5	0	267
	Hour	868	22	1	891
	4/22/2025 3:00:00 PM	227	2	1	230
	4/22/2025 3:15:00 PM	224	3	1	228
	4/22/2025 3:30:00 PM	230	2	0	232
	4/22/2025 3:45:00 PM	222	4	0	226
	Hour	903	11	2	916
	4/22/2025 4:00:00 PM	221	6	0	227
	4/22/2025 4:15:00 PM	208	3	0	211
	4/22/2025 4:30:00 PM	174	1	0	175
	4/22/2025 4:45:00 PM	217	1	0	218
	Hour	820	11	0	831
	4/22/2025 5:00:00 PM	201	1	0	202
	4/22/2025 5:15:00 PM	210	3	0	213
	4/22/2025 5:30:00 PM	250	0	0	250
	4/22/2025 5:45:00 PM	239	3	1	243
	Hour	900	7	1	908
	4/22/2025 6:00:00 PM	199	3	0	202
	4/22/2025 6:15:00 PM	208	1	1	210
	4/22/2025 6:30:00 PM	185	2	0	187
	4/22/2025 6:45:00 PM	190	2	0	192
	Hour	782	8	1	791
	4/22/2025 7:00:00 PM	194	1	0	195
	4/22/2025 7:15:00 PM	184	2	1	187
	4/22/2025 7:30:00 PM	181	0	0	181
	4/22/2025 7:45:00 PM	172	1	0	173
	Hour	731	4	1	736
	4/22/2025 8:00:00 PM	150	0	0	150
	4/22/2025 8:15:00 PM	140	0	0	140
	4/22/2025 8:30:00 PM	116	1	0	117
	4/22/2025 8:45:00 PM	117	0	0	117
	Hour	523	1	0	524
	4/22/2025 9:00:00 PM	118	0	0	118
	4/22/2025 9:15:00 PM	91	1	1	93
	4/22/2025 9:30:00 PM	87	0	1	88
	4/22/2025 9:45:00 PM	71	1	0	72
	Hour	367	2	2	371
	4/22/2025 10:00:00 PM	70	1	0	71
	4/22/2025 10:15:00 PM	57	0	0	57
	4/22/2025 10:30:00 PM	45	1	0	46
	4/22/2025 10:45:00 PM	30	0	0	30
	Hour	202	2	0	204
	4/22/2025 11:00:00 PM	33	1	0	34
	4/22/2025 11:15:00 PM	28	0	0	28
	4/22/2025 11:30:00 PM	31	1	1	33
	4/22/2025 11:45:00 PM	15	1	0	16
	Hour	107	3	1	111
	Total	7,934	95	17	8,046
	Percentage	98.6%	1.2%	0.2%	
	Grand Total	12,657	191	32	12,880
	Percentage	98.3%	1.5%	0.2%	

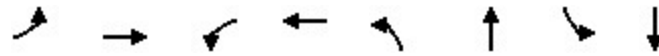
# APPENDIX C – EXISTING YEAR 2025 OPERATIONAL ANALYSIS REPORTS

---

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot

Queues

Existing AM 2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	90	89	28	26	34	532	53	1052
v/c Ratio	0.65	0.62	0.32	0.26	0.09	0.21	0.08	0.42
Control Delay (s/veh)	100.2	94.1	91.6	45.9	6.6	10.1	6.2	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.2	94.1	91.6	45.9	6.6	10.1	6.2	11.9
Queue Length 50th (ft)	110	104	33	9	9	111	14	261
Queue Length 95th (ft)	176	168	70	46	22	165	32	364
Internal Link Dist (ft)		240		139		314		306
Turn Bay Length (ft)					105		110	
Base Capacity (vph)	218	222	136	145	407	2522	672	2510
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.21	0.18	0.08	0.21	0.08	0.42

Intersection Summary

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑↑	↑↑	
Traffic Vol, veh/h	4	18	6	594	1053	12
Future Vol, veh/h	4	18	6	594	1053	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	18	6	600	1064	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1382	538	1076	0	-	0
Stage 1	1070	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	135	488	644	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	488	644	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	330	-	-
HCM Lane V/C Ratio	0.009	-	0.067	-	-
HCM Ctrl Dly (s/v)	10.6	-	16.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2: SR 9/Roswell Rd & Dwy #1/Planet Fitness Dwy #1  
 HCM 6th TWSC

Existing AM 2025

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	0	0	6	3	0	8	7	588	0	0	1054	8
Future Vol, veh/h	0	0	6	3	0	8	7	588	0	0	1054	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	3	0	8	7	600	0	0	1076	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1394	1694	542	1152	1698	300	1084	0	-	-	-	0
Stage 1	1080	1080	-	614	614	-	-	-	-	-	-	-
Stage 2	314	614	-	538	1084	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	101	92	485	153	91	696	639	-	0	0	-	-
Stage 1	233	293	-	446	481	-	-	-	0	0	-	-
Stage 2	671	481	-	495	291	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	91	485	150	90	696	639	-	-	-	-	-
Mov Cap-2 Maneuver	187	204	-	278	200	-	-	-	-	-	-	-
Stage 1	230	293	-	441	476	-	-	-	-	-	-	-
Stage 2	656	476	-	489	291	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.5		12.4		0.1		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	639	-	485	278	696	-	-
HCM Lane V/C Ratio	0.011	-	0.013	0.011	0.012	-	-
HCM Ctrl Dly (s/v)	10.7	-	12.5	18.1	10.2	-	-
HCM Lane LOS	B	-	B	C	B	-	-
HCM 95th %tile Q (veh)	0	-	0	0	0	-	-

3: SR 9/Roswell Rd & Dwy #2/Planet Fitness Dwy #2  
 HCM 6th TWSC

Existing AM 2025

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	7	0	8	22	1	10	21	587	0	0	1032	26
Future Vol, veh/h	7	0	8	22	1	10	21	587	0	0	1032	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	8	23	1	10	22	605	0	0	1064	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1425	1727	546	1181	1740	303	1091	0	-	-	-	0
Stage 1	1078	1078	-	649	649	-	-	-	-	-	-	-
Stage 2	347	649	-	532	1091	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	96	88	482	145	86	693	635	-	0	0	-	-
Stage 1	233	293	-	425	464	-	-	-	0	0	-	-
Stage 2	642	464	-	499	289	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	85	482	139	83	693	635	-	-	-	-	-
Mov Cap-2 Maneuver	181	198	-	263	187	-	-	-	-	-	-	-
Stage 1	225	293	-	410	448	-	-	-	-	-	-	-
Stage 2	609	448	-	490	289	-	-	-	-	-	-	-






















Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.1		17.2		0.4		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	635	-	271	263	556	-	-
HCM Lane V/C Ratio	0.034	-	0.057	0.086	0.02	-	-
HCM Ctrl Dly (s/v)	10.9	-	19.1	20	11.6	-	-
HCM Lane LOS	B	-	C	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	0.3	0.1	-	-

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot

HCM Signalized Intersection Capacity Analysis

Existing AM 2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	26	13	27	8	17	33	484	27	51	873	137
Future Volume (vph)	132	26	13	27	8	17	33	484	27	51	873	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Lane Util. Factor	0.95	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.90		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1682		1770	1669		1770	3511		1770	3467	
Flt Permitted	0.95	0.97		0.95	1.00		0.24	1.00		0.44	1.00	
Satd. Flow (perm)	1681	1682		1770	1669		443	3511		818	3467	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	138	27	14	28	8	18	34	504	28	53	909	143
RTOR Reduction (vph)	0	4	0	0	17	0	0	2	0	0	5	0
Lane Group Flow (vph)	90	85	0	28	9	0	34	530	0	53	1047	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	14.9	14.9		7.4	7.4		132.2	126.9		133.4	127.7	
Effective Green, g (s)	14.9	14.9		7.4	7.4		132.2	126.9		133.4	127.7	
Actuated g/C Ratio	0.08	0.08		0.04	0.04		0.73	0.71		0.74	0.71	
Clearance Time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	139	139		72	68		364	2475		636	2459	
v/s Ratio Prot	c0.05	0.05		c0.02	0.01		c0.00	0.15		0.00	c0.30	
v/s Ratio Perm							0.07			0.06		
v/c Ratio	0.65	0.61		0.39	0.13		0.09	0.21		0.08	0.43	
Uniform Delay, d1	80.0	79.8		84.1	83.2		7.2	9.2		6.3	10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.9	7.8		3.5	0.9		0.1	0.2		0.1	0.5	
Delay (s)	89.9	87.6		87.6	84.0		7.3	9.4		6.3	11.4	
Level of Service	F	F		F	F		A	A		A	B	
Approach Delay (s/veh)		88.8			85.9			9.3			11.2	
Approach LOS		F			F			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			20.0				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)				25.1	
Intersection Capacity Utilization			58.7%				ICU Level of Service				B	
Analysis Period (min)			15									

c Critical Lane Group

5: Sandy Springs Cir & Dwy #3  
 HCM 6th TWSC

Existing AM 2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	23	168	163	7	20	23
Future Vol, veh/h	23	168	163	7	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	195	190	8	23	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	198	0	-	0	346 99
Stage 1	-	-	-	-	194 -
Stage 2	-	-	-	-	152 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1372	-	-	-	625 937
Stage 1	-	-	-	-	820 -
Stage 2	-	-	-	-	860 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1372	-	-	-	611 937
Mov Cap-2 Maneuver	-	-	-	-	611 -
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	860 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1372	-	-	-	751
HCM Lane V/C Ratio	0.019	-	-	-	0.067
HCM Ctrl Dly (s/v)	7.7	0.1	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

6: Dwy #4/Car Wash Entrance & Cromwell Rd  
 HCM 6th TWSC

Existing AM 2025

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	7	10	12	2	3	1	11	0	2	0
Future Vol, veh/h	0	7	7	10	12	2	3	1	11	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	8	12	14	2	3	1	13	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	16	0	0	52	52	12	58	55	15
Stage 1	-	-	-	-	-	-	12	12	-	39	39	-
Stage 2	-	-	-	-	-	-	40	40	-	19	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1602	-	-	1602	-	-	947	839	1069	939	836	1065
Stage 1	-	-	-	-	-	-	1009	886	-	976	862	-
Stage 2	-	-	-	-	-	-	975	862	-	1000	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1602	-	-	1602	-	-	939	832	1069	921	829	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	832	-	921	829	-
Stage 1	-	-	-	-	-	-	1009	886	-	976	855	-
Stage 2	-	-	-	-	-	-	965	855	-	987	882	-

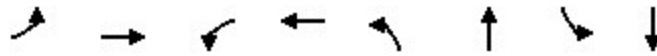
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			3			8.6			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1021	1602	-	-	1602	-	-	829
HCM Lane V/C Ratio	0.017	-	-	-	0.007	-	-	0.003
HCM Ctrl Dly (s/v)	8.6	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot

Queues

Existing PM 2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	129	99	102	78	971	73	919
v/c Ratio	0.74	0.71	0.72	0.65	0.20	0.43	0.20	0.42
Control Delay (s/veh)	100.8	93.4	108.8	76.6	10.1	18.2	10.2	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.8	93.4	108.8	76.6	10.1	18.2	10.2	16.4
Queue Length 50th (ft)	161	149	116	85	27	300	25	264
Queue Length 95th (ft)	237	227	187	156	52	394	49	337
Internal Link Dist (ft)		240		139		314		306
Turn Bay Length (ft)					105		110	
Base Capacity (vph)	237	240	156	176	387	2240	377	2187
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.54	0.63	0.58	0.20	0.43	0.19	0.42

Intersection Summary

1: SR 9/Roswell Rd & Cromwell Rd  
 HCM 6th TWSC

Existing PM 2025

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	16	14	12	1067	945	16
Future Vol, veh/h	16	14	12	1067	945	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	15	13	1135	1005	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1608	511	1022	0	-	0
Stage 1	1014	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	96	508	675	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	94	508	675	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	34.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	152	-	-
HCM Lane V/C Ratio	0.019	-	0.21	-	-
HCM Ctrl Dly (s/v)	10.4	-	34.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q (veh)	0.1	-	0.8	-	-

2: SR 9/Roswell Rd & Dwy #1/Planet Fitness Dwy #1  
 HCM 6th TWSC

Existing PM 2025

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	7	0	4	15	0	32	8	1035	0	0	917	15
Future Vol, veh/h	7	0	4	15	0	32	8	1035	0	0	917	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	4	16	0	33	8	1078	0	0	955	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1518	2057	486	1572	2065	539	971	0	-	-	-	0
Stage 1	963	963	-	1094	1094	-	-	-	-	-	-	-
Stage 2	555	1094	-	478	971	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	82	54	527	74	54	487	706	-	0	0	-	-
Stage 1	274	332	-	228	288	-	-	-	0	0	-	-
Stage 2	484	288	-	537	329	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	76	53	527	73	53	487	706	-	-	-	-	-
Mov Cap-2 Maneuver	186	164	-	170	162	-	-	-	-	-	-	-
Stage 1	271	332	-	225	285	-	-	-	-	-	-	-
Stage 2	446	285	-	533	329	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Ctrl Dly, s/v	20.5		17.8		0.1		0				
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	706	-	243	170	487	-	-
HCM Lane V/C Ratio	0.012	-	0.047	0.092	0.068	-	-
HCM Ctrl Dly (s/v)	10.2	-	20.5	28.3	12.9	-	-
HCM Lane LOS	B	-	C	D	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	0.3	0.2	-	-

3: SR 9/Roswell Rd & Dwy #2/Planet Fitness Dwy #2  
 HCM 6th TWSC

Existing PM 2025

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	22	0	39	48	1	24	56	1005	0	0	831	49
Future Vol, veh/h	22	0	39	48	1	24	56	1005	0	0	831	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	40	49	1	24	57	1026	0	0	848	50

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1501	2013	449	1564	2038	513	898	0	-	-	-	0
Stage 1	873	873	-	1140	1140	-	-	-	-	-	-	-
Stage 2	628	1140	-	424	898	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	84	58	557	75	56	506	752	-	0	0	-	-
Stage 1	311	366	-	214	274	-	-	-	0	0	-	-
Stage 2	437	274	-	578	356	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	75	54	557	66	52	506	752	-	-	-	-	-
Mov Cap-2 Maneuver	183	160	-	152	149	-	-	-	-	-	-	-
Stage 1	287	366	-	198	253	-	-	-	-	-	-	-
Stage 2	383	253	-	537	356	-	-	-	-	-	-	-





















Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	18.9		30.6		0.5		0			
HCM LOS	C		D							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	752	-	321	152	462	-	-
HCM Lane V/C Ratio	0.076	-	0.194	0.322	0.055	-	-
HCM Ctrl Dly (s/v)	10.2	-	18.9	39.6	13.2	-	-
HCM Lane LOS	B	-	C	E	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0.7	1.3	0.2	-	-

#### 4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot

#### HCM Signalized Intersection Capacity Analysis

Existing PM 2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	28	28	95	43	55	75	919	13	70	640	242
Future Volume (vph)	194	28	28	95	43	55	75	919	13	70	640	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Lane Util. Factor	0.95	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.92		1.00	1.00		1.00	0.96	
Flt Protected	0.95	0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1664		1770	1707		1770	3532		1770	3394	
Flt Permitted	0.95	0.97		0.95	1.00		0.27	1.00		0.24	1.00	
Satd. Flow (perm)	1681	1664		1770	1707		494	3532		452	3394	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	202	29	29	99	45	57	78	957	14	73	667	252
RTOR Reduction (vph)	0	6	0	0	26	0	0	0	0	0	20	0
Lane Group Flow (vph)	131	123	0	99	76	0	78	971	0	73	900	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	19.1	19.1		14.0	14.0		121.4	114.2		122.6	115.0	
Effective Green, g (s)	19.1	19.1		14.0	14.0		121.4	114.2		122.6	115.0	
Actuated g/C Ratio	0.11	0.11		0.08	0.08		0.67	0.63		0.68	0.64	
Clearance Time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	178	176		137	132		384	2240		363	2168	
v/s Ratio Prot	c0.08	0.07		c0.06	0.04		0.01	c0.27		c0.01	0.27	
v/s Ratio Perm							0.13			0.13		
v/c Ratio	0.74	0.70		0.72	0.58		0.20	0.43		0.20	0.41	
Uniform Delay, d1	78.0	77.7		81.1	80.1		10.9	16.6		10.9	16.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.6	11.4		17.1	6.0		0.3	0.6		0.3	0.6	
Delay (s)	92.6	89.1		98.2	86.1		11.1	17.2		11.2	16.6	
Level of Service	F	F		F	F		B	B		B	B	
Approach Delay (s/veh)		90.8			92.1			16.7			16.2	
Approach LOS		F			F			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			30.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			25.1		
Intersection Capacity Utilization			59.2%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

5: Sandy Springs Cir & Dwy #3  
 HCM 6th TWSC

Existing PM 2025

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	
Traffic Vol, veh/h	57	199	328	13	30	74
Future Vol, veh/h	57	199	328	13	30	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	276	456	18	42	103

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	474	0	-	0	761 237
Stage 1	-	-	-	-	465 -
Stage 2	-	-	-	-	296 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1084	-	-	-	342 764
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	729 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1084	-	-	-	313 764
Mov Cap-2 Maneuver	-	-	-	-	313 -
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	729 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.1	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1084	-	-	-	540
HCM Lane V/C Ratio	0.073	-	-	-	0.267
HCM Ctrl Dly (s/v)	8.6	0.2	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.2	-	-	-	1.1

6: Dwy #4/Car Wash Entrance & Cromwell Rd  
 HCM 6th TWSC

Existing PM 2025

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	8	6	13	17	0	20	0	19	0	0	0
Future Vol, veh/h	0	8	6	13	17	0	20	0	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	8	18	24	0	28	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	19	0	0	75	75	15	88	79	24
Stage 1	-	-	-	-	-	-	15	15	-	60	60	-
Stage 2	-	-	-	-	-	-	60	60	-	28	19	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1597	-	-	915	815	1065	897	811	1052
Stage 1	-	-	-	-	-	-	1005	883	-	951	845	-
Stage 2	-	-	-	-	-	-	915	815	-	946	966	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1591	-	-	1597	-	-	908	806	1065	867	802	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	908	806	-	867	802	-
Stage 1	-	-	-	-	-	-	1005	883	-	951	836	-
Stage 2	-	-	-	-	-	-	941	836	-	964	880	-

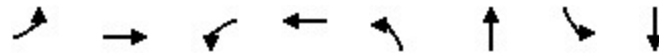
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			3.2			8.9			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	978	1591	-	-	1597	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	-

# APPENDIX D – OPENING YEAR 2026 OPERATIONAL ANALYSIS REPORTS

---

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	90	90	28	26	34	537	53	1063
v/c Ratio	0.65	0.63	0.32	0.26	0.09	0.21	0.08	0.42
Control Delay (s/veh)	100.2	94.7	91.6	45.9	6.6	10.1	6.2	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.2	94.7	91.6	45.9	6.6	10.1	6.2	12.0
Queue Length 50th (ft)	110	105	33	9	9	112	14	266
Queue Length 95th (ft)	176	171	70	46	22	166	32	369
Internal Link Dist (ft)		240		139		314		306
Turn Bay Length (ft)					105		110	
Base Capacity (vph)	218	222	136	145	402	2522	670	2509
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.41	0.21	0.18	0.08	0.21	0.08	0.42

Intersection Summary

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑↑	↑↑	
Traffic Vol, veh/h	4	18	6	600	1064	12
Future Vol, veh/h	4	18	6	600	1064	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	18	6	606	1075	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1396	544	1087	0	-	0
Stage 1	1081	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	132	483	638	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	483	638	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	284	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	638	-	324	-	-
HCM Lane V/C Ratio	0.009	-	0.069	-	-
HCM Ctrl Dly (s/v)	10.7	-	16.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	0	0	6	3	0	8	7	594	0	0	1065	8
Future Vol, veh/h	0	0	6	3	0	8	7	594	0	0	1065	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	3	0	8	7	606	0	0	1087	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1408	1711	548	1164	1715	303	1095	0	-	-	-	0
Stage 1	1091	1091	-	620	620	-	-	-	-	-	-	-
Stage 2	317	620	-	544	1095	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	99	90	480	150	89	693	633	-	0	0	-	-
Stage 1	229	289	-	442	478	-	-	-	0	0	-	-
Stage 2	669	478	-	491	288	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	97	89	480	147	88	693	633	-	-	-	-	-
Mov Cap-2 Maneuver	184	201	-	275	198	-	-	-	-	-	-	-
Stage 1	226	289	-	437	473	-	-	-	-	-	-	-
Stage 2	654	473	-	485	288	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.6		12.5		0.1		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	633	-	480	275	693	-	-
HCM Lane V/C Ratio	0.011	-	0.013	0.011	0.012	-	-
HCM Ctrl Dly (s/v)	10.8	-	12.6	18.2	10.3	-	-
HCM Lane LOS	B	-	B	C	B	-	-
HCM 95th %tile Q (veh)	0	-	0	0	0	-	-

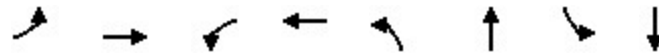
Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	7	0	8	22	1	10	21	593	0	0	1042	26
Future Vol, veh/h	7	0	8	22	1	10	21	593	0	0	1042	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	8	23	1	10	22	611	0	0	1074	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1438	1743	551	1192	1756	306	1101	0	-	-	-	0
Stage 1	1088	1088	-	655	655	-	-	-	-	-	-	-
Stage 2	350	655	-	537	1101	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	94	86	478	143	84	690	630	-	0	0	-	-
Stage 1	230	290	-	421	461	-	-	-	0	0	-	-
Stage 2	639	461	-	496	286	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	90	83	478	137	81	690	630	-	-	-	-	-
Mov Cap-2 Maneuver	178	196	-	260	185	-	-	-	-	-	-	-
Stage 1	222	290	-	406	445	-	-	-	-	-	-	-
Stage 2	606	445	-	487	286	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	19.3		17.3		0.4		0			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	630	-	268	260	553	-	-
HCM Lane V/C Ratio	0.034	-	0.058	0.087	0.021	-	-
HCM Ctrl Dly (s/v)	10.9	-	19.3	20.2	11.6	-	-
HCM Lane LOS	B	-	C	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	0.3	0.1	-	-

Queues
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	129	99	102	79	981	73	927
v/c Ratio	0.74	0.70	0.72	0.65	0.21	0.44	0.20	0.42
Control Delay (s/veh)	101.0	92.5	108.8	76.6	10.2	18.4	10.3	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.0	92.5	108.8	76.6	10.2	18.4	10.3	16.6
Queue Length 50th (ft)	163	149	116	85	27	306	25	268
Queue Length 95th (ft)	241	227	187	156	52	399	49	341
Internal Link Dist (ft)		240		139		314		306
Turn Bay Length (ft)					105		110	
Base Capacity (vph)	237	240	156	176	383	2236	373	2183
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.54	0.63	0.58	0.21	0.44	0.20	0.42

Intersection Summary

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot  
 HCM Signalized Intersection Capacity Analysis

Background AM 2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	26	13	27	8	17	33	489	27	51	882	138
Future Volume (vph)	133	26	13	27	8	17	33	489	27	51	882	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Lane Util. Factor	0.95	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.90		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1683		1770	1669		1770	3512		1770	3467	
Flt Permitted	0.95	0.97		0.95	1.00		0.23	1.00		0.44	1.00	
Satd. Flow (perm)	1681	1683		1770	1669		437	3512		814	3467	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	139	27	14	28	8	18	34	509	28	53	919	144
RTOR Reduction (vph)	0	4	0	0	17	0	0	2	0	0	5	0
Lane Group Flow (vph)	90	86	0	28	9	0	34	535	0	53	1058	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	14.9	14.9		7.4	7.4		132.2	126.9		133.4	127.7	
Effective Green, g (s)	14.9	14.9		7.4	7.4		132.2	126.9		133.4	127.7	
Actuated g/C Ratio	0.08	0.08		0.04	0.04		0.73	0.71		0.74	0.71	
Clearance Time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	139	139		72	68		360	2475		633	2459	
v/s Ratio Prot	c0.05	0.05		c0.02	0.01		c0.00	0.15		0.00	c0.31	
v/s Ratio Perm							0.07			0.06		
v/c Ratio	0.65	0.62		0.39	0.13		0.09	0.22		0.08	0.43	
Uniform Delay, d1	80.0	79.8		84.1	83.2		7.3	9.2		6.3	10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.9	8.3		3.5	0.9		0.1	0.2		0.1	0.6	
Delay (s)	89.9	88.2		87.6	84.0		7.4	9.4		6.3	11.5	
Level of Service	F	F		F	F		A	A		A	B	
Approach Delay (s/veh)		89.1			85.9			9.3			11.2	
Approach LOS		F			F			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			20.1				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)				25.1	
Intersection Capacity Utilization			59.0%				ICU Level of Service				B	
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	23	170	165	7	20	23
Future Vol, veh/h	23	170	165	7	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	198	192	8	23	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	200	0	-	0	349
Stage 1	-	-	-	-	196
Stage 2	-	-	-	-	153
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1370	-	-	-	622
Stage 1	-	-	-	-	818
Stage 2	-	-	-	-	859
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1370	-	-	-	608
Mov Cap-2 Maneuver	-	-	-	-	608
Stage 1	-	-	-	-	800
Stage 2	-	-	-	-	859

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	748
HCM Lane V/C Ratio	0.02	-	-	-	0.067
HCM Ctrl Dly (s/v)	7.7	0.1	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	7	10	12	2	3	1	11	0	2	0
Future Vol, veh/h	0	7	7	10	12	2	3	1	11	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	8	12	14	2	3	1	13	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	16	0	0	52	52	12	58	55	15
Stage 1	-	-	-	-	-	-	12	12	-	39	39	-
Stage 2	-	-	-	-	-	-	40	40	-	19	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1602	-	-	1602	-	-	947	839	1069	939	836	1065
Stage 1	-	-	-	-	-	-	1009	886	-	976	862	-
Stage 2	-	-	-	-	-	-	975	862	-	1000	882	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1602	-	-	1602	-	-	939	832	1069	921	829	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	832	-	921	829	-
Stage 1	-	-	-	-	-	-	1009	886	-	976	855	-
Stage 2	-	-	-	-	-	-	965	855	-	987	882	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	3	8.6	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1021	1602	-	-	1602	-	-	829
HCM Lane V/C Ratio	0.017	-	-	-	0.007	-	-	0.003
HCM Ctrl Dly (s/v)	8.6	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	16	14	12	1078	954	16
Future Vol, veh/h	16	14	12	1078	954	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	15	13	1147	1015	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1624	516	1032	0	-	0
Stage 1	1024	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	93	504	669	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	504	669	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	36.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	669	-	147	-	-
HCM Lane V/C Ratio	0.019	-	0.217	-	-
HCM Ctrl Dly (s/v)	10.5	-	36.2	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q (veh)	0.1	-	0.8	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	7	0	4	15	0	32	8	1045	0	0	926	15
Future Vol, veh/h	7	0	4	15	0	32	8	1045	0	0	926	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	4	16	0	33	8	1089	0	0	965	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1534	2078	491	1588	2086	545	981	0	-	-	-	0
Stage 1	973	973	-	1105	1105	-	-	-	-	-	-	-
Stage 2	561	1105	-	483	981	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	79	53	523	72	52	482	699	-	0	0	-	-
Stage 1	271	329	-	225	285	-	-	-	0	0	-	-
Stage 2	480	285	-	534	326	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	73	52	523	71	51	482	699	-	-	-	-	-
Mov Cap-2 Maneuver	183	162	-	169	160	-	-	-	-	-	-	-
Stage 1	268	329	-	223	282	-	-	-	-	-	-	-
Stage 2	442	282	-	530	326	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.8		17.9		0.1		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	699	-	240	169	482	-	-
HCM Lane V/C Ratio	0.012	-	0.048	0.092	0.069	-	-
HCM Ctrl Dly (s/v)	10.2	-	20.8	28.5	13	-	-
HCM Lane LOS	B	-	C	D	B	-	-
HCM 95th %tile Q (veh)	0	-	0.2	0.3	0.2	-	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	22	0	39	48	1	24	56	1015	0	0	839	49
Future Vol, veh/h	22	0	39	48	1	24	56	1015	0	0	839	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	40	49	1	24	57	1036	0	0	856	50




















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1514	2031	453	1578	2056	518	906	0	-	-	-	0
Stage 1	881	881	-	1150	1150	-	-	-	-	-	-	-
Stage 2	633	1150	-	428	906	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	82	57	554	74	55	502	747	-	0	0	-	-
Stage 1	308	363	-	211	271	-	-	-	0	0	-	-
Stage 2	434	271	-	575	353	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	73	53	554	65	51	502	747	-	-	-	-	-
Mov Cap-2 Maneuver	181	158	-	150	147	-	-	-	-	-	-	-
Stage 1	285	363	-	195	250	-	-	-	-	-	-	-
Stage 2	380	250	-	534	353	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Ctrl Dly, s/v	19.1		31		0.5		0				
HCM LOS	C		D								

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	747	-	318	150	458	-	-
HCM Lane V/C Ratio	0.076	-	0.196	0.327	0.056	-	-
HCM Ctrl Dly (s/v)	10.2	-	19.1	40.2	13.3	-	-
HCM Lane LOS	B	-	C	E	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0.7	1.3	0.2	-	-

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot  
 HCM Signalized Intersection Capacity Analysis

Background PM 2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	28	28	95	43	55	76	928	13	70	646	244
Future Volume (vph)	196	28	28	95	43	55	76	928	13	70	646	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Lane Util. Factor	0.95	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.92		1.00	1.00		1.00	0.96	
Flt Protected	0.95	0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1664		1770	1707		1770	3532		1770	3394	
Flt Permitted	0.95	0.97		0.95	1.00		0.26	1.00		0.24	1.00	
Satd. Flow (perm)	1681	1664		1770	1707		488	3532		444	3394	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	204	29	29	99	45	57	79	967	14	73	673	254
RTOR Reduction (vph)	0	6	0	0	26	0	0	0	0	0	20	0
Lane Group Flow (vph)	133	123	0	99	76	0	79	981	0	73	907	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	19.3	19.3		14.0	14.0		121.2	113.9		122.4	114.7	
Effective Green, g (s)	19.3	19.3		14.0	14.0		121.2	113.9		122.4	114.7	
Actuated g/C Ratio	0.11	0.11		0.08	0.08		0.67	0.63		0.68	0.64	
Clearance Time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	180	178		137	132		380	2234		358	2162	
v/s Ratio Prot	c0.08	0.07		c0.06	0.04		0.01	c0.28		c0.01	0.27	
v/s Ratio Perm							0.13			0.13		
v/c Ratio	0.74	0.69		0.72	0.58		0.21	0.44		0.20	0.42	
Uniform Delay, d1	77.9	77.5		81.1	80.1		11.0	16.8		11.0	16.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.6	10.6		17.1	6.0		0.3	0.6		0.3	0.6	
Delay (s)	92.6	88.1		98.2	86.1		11.3	17.4		11.3	16.8	
Level of Service	F	F		F	F		B	B		B	B	
Approach Delay (s/veh)		90.3			92.1			17.0			16.4	
Approach LOS		F			F			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			30.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			25.1		
Intersection Capacity Utilization			59.5%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	
Traffic Vol, veh/h	57	201	331	13	30	74
Future Vol, veh/h	57	201	331	13	30	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	279	460	18	42	103

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	478	0	-	0	767 239
Stage 1	-	-	-	-	469 -
Stage 2	-	-	-	-	298 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1081	-	-	-	339 762
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	727 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1081	-	-	-	310 762
Mov Cap-2 Maneuver	-	-	-	-	310 -
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	727 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.1	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1081	-	-	-	536
HCM Lane V/C Ratio	0.073	-	-	-	0.269
HCM Ctrl Dly (s/v)	8.6	0.2	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.2	-	-	-	1.1

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	8	6	13	17	0	20	0	19	0	0	0
Future Vol, veh/h	0	8	6	13	17	0	20	0	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	8	18	24	0	28	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	19	0	0	75	75	15	88	79	24
Stage 1	-	-	-	-	-	-	15	15	-	60	60	-
Stage 2	-	-	-	-	-	-	60	60	-	28	19	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1597	-	-	915	815	1065	897	811	1052
Stage 1	-	-	-	-	-	-	1005	883	-	951	845	-
Stage 2	-	-	-	-	-	-	915	815	-	946	966	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1591	-	-	1597	-	-	908	806	1065	867	802	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	908	806	-	867	802	-
Stage 1	-	-	-	-	-	-	1005	883	-	951	836	-
Stage 2	-	-	-	-	-	-	941	836	-	964	880	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			3.2			8.9			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	978	1591	-	-	1597	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑↑	↑↑	
Traffic Vol, veh/h	6	18	7	602	1075	12
Future Vol, veh/h	6	18	7	602	1075	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	18	7	608	1086	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1410	549	1098	0	-	0
Stage 1	1092	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	129	480	631	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	480	631	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	631	-	284	-	-
HCM Lane V/C Ratio	0.011	-	0.085	-	-
HCM Ctrl Dly (s/v)	10.8	-	18.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	4	0	14	3	0	8	15	593	0	0	1063	21
Future Vol, veh/h	4	0	14	3	0	8	15	593	0	0	1063	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	14	3	0	8	15	605	0	0	1085	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1429	1731	553	1178	1741	303	1106	0	-	-	-	0
Stage 1	1096	1096	-	635	635	-	-	-	-	-	-	-
Stage 2	333	635	-	543	1106	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	95	87	477	146	86	693	627	-	0	0	-	-
Stage 1	228	287	-	433	471	-	-	-	0	0	-	-
Stage 2	654	471	-	492	284	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	85	477	139	84	693	627	-	-	-	-	-
Mov Cap-2 Maneuver	180	197	-	265	190	-	-	-	-	-	-	-
Stage 1	223	287	-	423	460	-	-	-	-	-	-	-
Stage 2	631	460	-	477	284	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Ctrl Dly, s/v	15.9		12.6		0.3		0				
HCM LOS	C		B								

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	627	-	349	265	693	-	-
HCM Lane V/C Ratio	0.024	-	0.053	0.012	0.012	-	-
HCM Ctrl Dly (s/v)	10.9	-	15.9	18.7	10.3	-	-
HCM Lane LOS	B	-	C	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	0	0	-	-

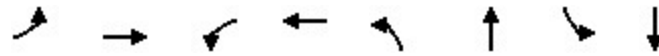
Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	8	0	9	22	1	10	21	600	0	0	1048	26
Future Vol, veh/h	8	0	9	22	1	10	21	600	0	0	1048	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	9	23	1	10	22	619	0	0	1080	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1448	1757	554	1203	1770	310	1107	0	-	-	-	0
Stage 1	1094	1094	-	663	663	-	-	-	-	-	-	-
Stage 2	354	663	-	540	1107	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	92	84	476	140	82	686	626	-	0	0	-	-
Stage 1	228	288	-	417	457	-	-	-	0	0	-	-
Stage 2	636	457	-	494	284	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	88	81	476	134	79	686	626	-	-	-	-	-
Mov Cap-2 Maneuver	176	194	-	257	183	-	-	-	-	-	-	-
Stage 1	220	288	-	402	441	-	-	-	-	-	-	-
Stage 2	603	441	-	484	284	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Ctrl Dly, s/v	19.6		17.5		0.4		0				
HCM LOS	C		C								

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	626	-	264	257	549	-	-
HCM Lane V/C Ratio	0.035	-	0.066	0.088	0.021	-	-
HCM Ctrl Dly (s/v)	11	-	19.6	20.4	11.7	-	-
HCM Lane LOS	B	-	C	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	0.3	0.1	-	-

Queues























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	90	28	27	34	544	53	1070
v/c Ratio	0.65	0.63	0.32	0.27	0.09	0.22	0.08	0.43
Control Delay (s/veh)	100.1	94.2	91.6	45.3	6.7	10.2	6.3	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.1	94.2	91.6	45.3	6.7	10.2	6.3	12.1
Queue Length 50th (ft)	111	105	33	9	9	114	14	268
Queue Length 95th (ft)	177	171	70	46	22	170	32	374
Internal Link Dist (ft)		240		139		314		306
Turn Bay Length (ft)					105		110	
Base Capacity (vph)	218	222	136	146	399	2520	664	2508
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.41	0.21	0.18	0.09	0.22	0.08	0.43

Intersection Summary

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot  
 HCM Signalized Intersection Capacity Analysis

With Project AM 2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	26	13	27	8	18	33	495	27	51	889	138
Future Volume (vph)	134	26	13	27	8	18	33	495	27	51	889	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Lane Util. Factor	0.95	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.89		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1683		1770	1666		1770	3512		1770	3468	
Flt Permitted	0.95	0.97		0.95	1.00		0.23	1.00		0.43	1.00	
Satd. Flow (perm)	1681	1683		1770	1666		432	3512		807	3468	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	140	27	14	28	8	19	34	516	28	53	926	144
RTOR Reduction (vph)	0	4	0	0	18	0	0	1	0	0	5	0
Lane Group Flow (vph)	91	86	0	28	9	0	34	543	0	53	1065	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	15.0	15.0		7.4	7.4		132.1	126.8		133.3	127.6	
Effective Green, g (s)	15.0	15.0		7.4	7.4		132.1	126.8		133.3	127.6	
Actuated g/C Ratio	0.08	0.08		0.04	0.04		0.73	0.70		0.74	0.71	
Clearance Time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	140	140		72	68		356	2474		628	2458	
v/s Ratio Prot	c0.05	0.05		c0.02	0.01		c0.00	0.15		0.00	c0.31	
v/s Ratio Perm							0.07			0.06		
v/c Ratio	0.65	0.62		0.39	0.13		0.10	0.22		0.08	0.43	
Uniform Delay, d1	80.0	79.7		84.1	83.2		7.3	9.3		6.3	11.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.3	7.8		3.5	0.9		0.1	0.2		0.1	0.6	
Delay (s)	90.3	87.6		87.6	84.1		7.4	9.5		6.4	11.6	
Level of Service	F	F		F	F		A	A		A	B	
Approach Delay (s/veh)		88.9			85.8			9.4			11.3	
Approach LOS		F			F			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			20.1				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)				25.1	
Intersection Capacity Utilization			59.3%				ICU Level of Service				B	
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	25	170	165	7	21	24
Future Vol, veh/h	25	170	165	7	21	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	198	192	8	24	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	200	0	-	0	353
Stage 1	-	-	-	-	196
Stage 2	-	-	-	-	157
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1370	-	-	-	618
Stage 1	-	-	-	-	818
Stage 2	-	-	-	-	855
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1370	-	-	-	603
Mov Cap-2 Maneuver	-	-	-	-	603
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	855

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.1	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	744
HCM Lane V/C Ratio	0.021	-	-	-	0.07
HCM Ctrl Dly (s/v)	7.7	0.1	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	7	11	11	2	3	1	13	0	2	0
Future Vol, veh/h	0	7	7	11	11	2	3	1	13	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	8	13	13	2	3	1	15	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	16	0	0	53	53	12	60	56	14
Stage 1	-	-	-	-	-	-	12	12	-	40	40	-
Stage 2	-	-	-	-	-	-	41	41	-	20	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1602	-	-	946	838	1069	936	835	1066
Stage 1	-	-	-	-	-	-	1009	886	-	975	862	-
Stage 2	-	-	-	-	-	-	974	861	-	999	882	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1603	-	-	1602	-	-	938	831	1069	916	828	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	938	831	-	916	828	-
Stage 1	-	-	-	-	-	-	1009	886	-	975	855	-
Stage 2	-	-	-	-	-	-	964	854	-	984	882	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			3.3			8.6			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1026	1603	-	-	1602	-	-	828
HCM Lane V/C Ratio	0.019	-	-	-	0.008	-	-	0.003
HCM Ctrl Dly (s/v)	8.6	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	14	14	1088	966	16
Future Vol, veh/h	20	14	14	1088	966	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	15	15	1157	1028	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1646	523	1045	0	-	0
Stage 1	1037	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	90	499	661	-	-	-
Stage 1	303	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	88	499	661	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	41.9	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	661	-	133	-	-
HCM Lane V/C Ratio	0.023	-	0.272	-	-
HCM Ctrl Dly (s/v)	10.6	-	41.9	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q (veh)	0.1	-	1	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	20	0	18	15	0	32	26	1044	0	0	920	33
Future Vol, veh/h	20	0	18	15	0	32	26	1044	0	0	920	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	0	19	16	0	33	27	1088	0	0	958	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1573	2117	496	1621	2134	544	992	0	-	-	-	0
Stage 1	975	975	-	1142	1142	-	-	-	-	-	-	-
Stage 2	598	1142	-	479	992	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	74	50	519	68	49	483	693	-	0	0	-	-
Stage 1	270	328	-	213	273	-	-	-	0	0	-	-
Stage 2	456	273	-	537	322	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	67	48	519	64	47	483	693	-	-	-	-	-
Mov Cap-2 Maneuver	173	155	-	155	148	-	-	-	-	-	-	-
Stage 1	259	328	-	205	262	-	-	-	-	-	-	-
Stage 2	408	262	-	518	322	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	21.9		18.7		0.3		0			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	693	-	253	155	483	-	-
HCM Lane V/C Ratio	0.039	-	0.156	0.101	0.069	-	-
HCM Ctrl Dly (s/v)	10.4	-	21.9	30.8	13	-	-
HCM Lane LOS	B	-	C	D	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.5	0.3	0.2	-	-

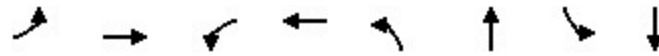
Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W		W	W		W	W			W	W
Traffic Vol, veh/h	25	0	43	48	1	24	58	1030	0	0	846	50
Future Vol, veh/h	25	0	43	48	1	24	58	1030	0	0	846	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	44	49	1	24	59	1051	0	0	863	51

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1533	2058	457	1601	2083	526	914	0	-	-	-	0
Stage 1	889	889	-	1169	1169	-	-	-	-	-	-	-
Stage 2	644	1169	-	432	914	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	80	54	551	71	52	496	742	-	0	0	-	-
Stage 1	304	360	-	205	265	-	-	-	0	0	-	-
Stage 2	428	265	-	572	350	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	71	50	551	61	48	496	742	-	-	-	-	-
Mov Cap-2 Maneuver	178	155	-	145	143	-	-	-	-	-	-	-
Stage 1	280	360	-	189	244	-	-	-	-	-	-	-
Stage 2	373	244	-	526	350	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	19.9		32.2		0.5		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	742	-	311	145	451	-	-
HCM Lane V/C Ratio	0.08	-	0.223	0.338	0.057	-	-
HCM Ctrl Dly (s/v)	10.3	-	19.9	42	13.5	-	-
HCM Lane LOS	B	-	C	E	B	-	-
HCM 95th %tile Q (veh)	0.3	-	0.8	1.4	0.2	-	-

Queues
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	134	131	99	104	79	993	73	939
v/c Ratio	0.74	0.71	0.72	0.65	0.21	0.44	0.21	0.43
Control Delay (s/veh)	101.1	93.2	108.8	77.0	10.3	18.6	10.4	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.1	93.2	108.8	77.0	10.3	18.6	10.4	16.7
Queue Length 50th (ft)	164	151	116	87	27	312	25	274
Queue Length 95th (ft)	242	229	187	159	52	406	49	347
Internal Link Dist (ft)		240		139		314		306
Turn Bay Length (ft)					105		110	
Base Capacity (vph)	237	240	156	176	378	2234	367	2181
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.55	0.63	0.59	0.21	0.44	0.20	0.43

Intersection Summary

4: SR 9/Roswell Rd & Sandy Springs Cir/Trader Joe's Parking Lot  
 HCM Signalized Intersection Capacity Analysis

With Project PM 2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	28	29	95	43	57	76	940	13	70	657	245
Future Volume (vph)	198	28	29	95	43	57	76	940	13	70	657	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Lane Util. Factor	0.95	0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.91		1.00	1.00		1.00	0.96	
Flt Protected	0.95	0.97		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1663		1770	1704		1770	3532		1770	3395	
Flt Permitted	0.95	0.97		0.95	1.00		0.26	1.00		0.23	1.00	
Satd. Flow (perm)	1681	1663		1770	1704		480	3532		437	3395	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	206	29	30	99	45	59	79	979	14	73	684	255
RTOR Reduction (vph)	0	6	0	0	27	0	0	0	0	0	19	0
Lane Group Flow (vph)	134	125	0	99	77	0	79	993	0	73	920	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	19.4	19.4		14.0	14.0		121.1	113.8		122.3	114.6	
Effective Green, g (s)	19.4	19.4		14.0	14.0		121.1	113.8		122.3	114.6	
Actuated g/C Ratio	0.11	0.11		0.08	0.08		0.67	0.63		0.68	0.64	
Clearance Time (s)	6.6	6.6		6.1	6.1		5.6	6.4		6.0	6.4	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	179		137	132		375	2233		353	2161	
v/s Ratio Prot	c0.08	0.08		c0.06	0.05		0.01	c0.28		c0.01	0.27	
v/s Ratio Perm							0.13			0.13		
v/c Ratio	0.74	0.70		0.72	0.59		0.21	0.44		0.21	0.43	
Uniform Delay, d1	77.9	77.5		81.1	80.2		11.1	16.9		11.1	16.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.0	11.2		17.1	6.5		0.3	0.6		0.3	0.6	
Delay (s)	92.8	88.7		98.2	86.7		11.4	17.6		11.4	16.9	
Level of Service	F	F		F	F		B	B		B	B	
Approach Delay (s/veh)		90.8			92.3			17.1			16.5	
Approach LOS		F			F			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			30.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			180.0				Sum of lost time (s)			25.1		
Intersection Capacity Utilization			59.9%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	61	200	331	14	33	80
Future Vol, veh/h	61	200	331	14	33	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	278	460	19	46	111

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	479	0	-	0	779 240
Stage 1	-	-	-	-	470 -
Stage 2	-	-	-	-	309 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1080	-	-	-	333 761
Stage 1	-	-	-	-	595 -
Stage 2	-	-	-	-	718 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1080	-	-	-	302 761
Mov Cap-2 Maneuver	-	-	-	-	302 -
Stage 1	-	-	-	-	540 -
Stage 2	-	-	-	-	718 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.2	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1080	-	-	-	527
HCM Lane V/C Ratio	0.078	-	-	-	0.298
HCM Ctrl Dly (s/v)	8.6	0.2	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.3	-	-	-	1.2

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	8	6	15	15	0	20	0	23	0	0	0
Future Vol, veh/h	0	8	6	15	15	0	20	0	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	8	21	21	0	28	0	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	19	0	0	78	78	15	94	82	21
Stage 1	-	-	-	-	-	-	15	15	-	63	63	-
Stage 2	-	-	-	-	-	-	63	63	-	31	19	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1595	-	-	1597	-	-	911	812	1065	889	808	1056
Stage 1	-	-	-	-	-	-	1005	883	-	948	842	-
Stage 2	-	-	-	-	-	-	948	842	-	986	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1595	-	-	1597	-	-	902	801	1065	853	797	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	801	-	853	797	-
Stage 1	-	-	-	-	-	-	1005	883	-	948	831	-
Stage 2	-	-	-	-	-	-	936	831	-	956	880	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			3.6			8.9			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	982	1595	-	-	1597	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-	0.013	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	-

## **6344 ROSWELL ROAD – CONDITIONAL USE PERMIT REQUEST**

### **CM#1 SUMMARY**

Community Meeting #1 (CM#1) was held at a vacant storefront located in the shopping center that shares a parking lot with the bank affected by the proposed CUP. A total of seven community members attended.

Discussion was minimal, with the majority of questions coming from one attendee. Her primary concerns focused on traffic impact and access to the shopping center. We explained that the proposed CUP is expected to generate fewer than 100 additional vehicle trips per day, which does not meet the threshold for requiring a full traffic study. She appeared satisfied with this explanation.

She also inquired about the existing Roswell Road access point, specifically whether it would be changed to a one-way entrance. We clarified that there are no plans to alter the current access configuration. This response was well received.

No additional questions or concerns were raised during the meeting. We provided our contact information for any follow-up inquiries.



## There Is A New Comment For Zoning Case U-25-2

---

**From** Sandy Springs GIS <gis@sandyspringsga.gov>

**Date** Mon 5/12/2025 2:00 PM

**To** Planning and Zoning Public Comments <PZPublicComments@SandySpringsga.gov>

**Case ID:** U-25-2

**Time Submitted:** 20250512175505.539000

**Citizen Name:** Greg Hurme

**Citizen Email:** [REDACTED]

**Citizen Phone:** [REDACTED]

**Citizen Address:** 122 Cromwell Road

**Favorability:** Neutral

**Comment:** what kind of drive-through facility are we discussing? fast food, bank, etc.

---

This e-mail message (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message (including any attachments) is strictly prohibited. If you have received this message in error, please contact the sender and destroy all copies of the original message (including attachments). The City of Sandy Springs is a public entity subject to the Official Code of Georgia Annotated §§ 50-18-70 to 50-18-76 concerning public records. Email is covered under such laws and thus may be subject to disclosure.

## **6344 ROSWELL ROAD – CONDITIONAL USE PERMIT REQUEST**

### **CM#2 SUMMARY**

Community Meeting #2 (CM#2) was held at Sandy Springs City Hall. Only one community member attended the meeting. He did not have any questions or comments.

