

Table 3-6: Archaeological Sites (NAHRGIS) by Jurisdiction

Site	Jurisdiction	National Registry Status
9FU201	Alpharetta	Recommended Eligible 1996
9FU226	Roswell	Listed with Georgia Register
9FU235	Roswell	Recommended Eligible 1994
9FU257	Alpharetta	Recommended Eligible 1996
9FU272	Alpharetta	Recommended Eligible 1996
9FU278	Roswell	Listed with Georgia Register
9FU295	Milton	Recommended Eligible 1997
9FU296	Milton	Recommended Eligible 1997
9FU309	Alpharetta	Recommended Eligible 1997
9FU311	Milton	Recommended Eligible 1997
9FU313	Milton	Recommended Eligible 1997

Source: NAHRGIS

Table 4-1: MARTA Bus Routes - Weekday Service

Route	Name	Weekday Span of Service	Peak / Off-Peak Headway (minutes)	September 2011 Average Weekday Ridership*
5	Piedmont/Sandy Springs	5:10 AM – 12:50 AM	15/30	5,188
25	Peachtree Industrial Blvd	5:20 AM – 12:15 AM	40	773
85	Roswell/Mansell Rd	5:22 AM – 12:55 AM	30	1,809
87	Roswell Rd/Morgan Falls	5:14 AM – 12:12 AM	20/30	3,580
103	Shallowford Rd/Peeler RD	4:51 AM – 12:45 AM	40	845
140	North Point/Mansell P/R	6:18 AM – 12:40 AM	15/35	2,057
143	Windward P/R	5:30 AM – 8:01 PM	20	1,123
148	Medical Center/Riveredge	6:10 AM – 6:43 PM	50	175
150	Perimeter Center/Dunwoody Village	6:11 AM – 10:40 PM	30/50	559
185	Alpharetta/Holcomb Bridge Rd	5:25 AM – 12:40 AM	30	2,068

Source: MARTA Bus Schedules and other route information. *Total Average Weekday Ridership: 18,177

Table 4-2: Roadway Functional Class, Lanes, Travel Lanes, and Posted Speed

Roadway	Functional Class	Travel Lanes	Posted Speed
GA 400	Urban Freeway & Expressway	8	55/65
Holcomb Bridge (SR 140)	Principal Arterial	4/6	45
Mansell Road	Principal Arterial	6	45
Old Milton Parkway (SR 120)	Principal Arterial	6	45
Abernathy Road	Minor Arterial	4	35
Ashford Dunwoody Road	Minor Arterial	8	45
Chamblee Dunwoody Road	Minor Arterial	4	40
Crossville Road	Minor Arterial	6	45
Dunwoody Club Drive	Minor Arterial	2	25
Glenridge Connector	Minor Arterial	4	35
Hammond Drive	Minor Arterial	4	35
Haynes Bridge	Minor Arterial	6	45
Johnsons Ferry Road	Minor Arterial	2	35
Mount Vernon Road	Minor Arterial	2	35
Old Alabama Road	Minor Arterial	4	40
Roberts Drive	Minor Arterial	2	35
Peachtree Dunwoody Road	Minor Arterial	4	35
Perimeter Center Parkway	Minor Arterial	4	35
Riverside Road	Minor Arterial	2	45
Roswell Road (SR 9)	Minor Arterial	4	35
Windward Parkway	Minor Arterial	4	45
Kimball Bridge Road	Major Collector	2	45
McGinnis Ferry Road	Major Collector	2	55
Crabapple Road	Collector	2	35
Old Roswell Road	Collector	2	35
Spalding Drive	Collector	2	35
Webb Bridge Road	Collector	2	45
Westside Parkway	Collector	4	30
North Point Parkway	Local	6	25

Table 4-3: Roadway Volume and V/C Ratios (PM Peak Period)

Roadway	2010 Volume	2010 V/C Ratio	2010 LOS	2040 Volume	2040 V/C Ratio	2040 LOS
GA 400	24,626	1.4	F	39,373	1.4	F
Holcomb Bridge (SR 140)	11,300	1.2	F	12,710	1.4	F
Mansell Road	11,608	1.0	E	14,822	1.2	F
Old Milton Parkway (SR 120)	8,725	.94	E	14,447	1.2	F
Abernathy Road	12,959	1.0	F	15,322	1.2	F
Ashford Dunwoody	16,061	1.2	F	17,490	1.0	F
Chamblee Dunwoody Road	3,558	1.2	F	4,402	1.5	F
Crossville Road	13,668	1.1	F	16,854	1.3	F
Dunwoody Club Drive	1,671	.86	E	1,934	.98	E
Glenridge Connector	4,937	1.5	F	6,484	2.0	F
Hammond Drive	5,042	1.1	F	5,881	1.3	F
Haynes Bridge	10,476	.98	E	16,083	1.5	F
Johnsons Ferry Road	2,201	.88	E	2,361	.94	F
Mount Vernon Road	2,209	.93	E	5,695	1.2	F
North Point Parkway	3,904	.55	C	6,840	.97	E
Old Alabama Road	4,910	1.2	F	4,814	1.4	F
Roberts Drive	2,311	.91	E	2,633	1.1	F
Peachtree Dunwoody Road	5,931	1.4	F	7,631	1.6	F
Perimeter Center Parkway	7,094	.99	E	7,680	1.07	F
Riverside Road	2,884	1.0	F	3,786	1.3	F
Roswell Road (SR 9)	8,292	1.2	F	10,434	1.4	F
Windward Parkway	5,688	.97	E	7,329	1.2	F
Kimball Bridge Road	2,865	.97	E	4,94	1.3	F
McGinnis Ferry Road	2,764	1.1	F	5,279	2.0	F
Crabapple Road	2,808	1.1	F	3,815	1.5	F
Old Roswell Road	1,968	.66	D	3,075	1.0	F
Spalding Drive	2,704	1.1	F	3,138	1.2	F
Webb Bridge Road	1,657	.56	C	2,705	.92	E
Westside Parkway	4,298	.72	D	5,854	.99	E
North Point Parkway	3,904	.51	C	6,377	.90	E

Source: ARC Regional Travel Demand Model

* Traffic volume and V/C ratios are one-direction, worst case (compared to the opposing direction) values at the study area crossing point. Volume refers to PM Peak Period.

Table 4-4: Plan2040 RTP/TIP Roadway Projects

ARC ID#	Project	Location	Sponsor	Project Type	Status
AR-956	I-285 North Resurfacing: Paces Ferry Road to Ashford Dunwoody Road	Regional – Perimeter	GDOT	Operations & Safety	Programmed
AR-ML-200	I-285 North Managed Lanes and CD Improvements: I-75 North to I-85 North	Regional - Perimeter	GDOT	Managed Lanes	Long Range
AR-ML-300	SR 400 Managed Lanes: I-285 North to McFarland Road	Regional - North	GDOT	Managed Lanes	Long Range
ASP-AR-ML-310	GA 400 Managed Lanes: I-85 North to I-285 North	Regional - Central	TBD	Managed Lanes	Aspirations
ASP-AR-ML-320	GA 400 Managed Lanes: Holcomb Bridge Road to Peachtree Parkway	Regional - North	TBD	Managed Lanes	Aspirations
ASP-FN-268	Hammond Drive Widening: GA 400 to Ashford Dunwoody Road	Regional - North	TBD	General Purpose Capacity	Aspirations
ASP-FN-271	SR 120 (Old Milton Parkway) Widening: SR 400 to Kimball Bridge Road	Fulton County (North)	TBD	General Purpose Capacity	Aspirations
ASP-FN-272	GA 400 Interchange Modifications at SR 140 (Holcomb Bridge Road)	Fulton County (North)	TBD	Interchange Upgrade	Aspirations
ASP-FT-320	GA 400 New Interchange at McGinnis Ferry Road	Regional - North	TBD	Interchange Capacity	Aspirations
ASP-FT-325	McGinnis Ferry Road Widening: Union Hill Road to Tidwell Drive	Forsyth County	TBD	General Purpose Capacity	Aspirations
DK- 400	I-285N interchange upgrade at Ashford Dunwoody Road	Regional-Perimeter	GDOT	Interchange Upgrade	Long Range
DK-401	I-286 North Collector Lanes: Ashford Dunwoody to SR 141	Regional-Perimeter	GDOT	Interchange Capacity	Long Range
FN-067A	SR 9 widening: Academy Street to Windward Parkway	Fulton County (North)	GDOT	General Purpose Capacity	Programmed
FN-067B	SR widening: Upper Hembree Road to Academy Street	Fulton County (North)	GDOT	Operations & Safety	Programmed
FN-126B	SR 140: Mansell Road to Rucker Road	Fulton County (North)	GDOT	Operations & Safety	Long Range
FN-126C	Rucker Road operational improvements: Hardscrabble Road to Wills Road	Fulton County (North)	GDOT	Operations & Safety	Long Range
FN-140	Mansell Road Extension: SR 92 to SR 9	Fulton County (North)	City of Roswell	General Purpose Capacity	Programmed
FN-145	Commerce Parkway Extension: Old Roswell Road to SR 140 (Holcomb Bridge Road)	Fulton County (North)	City of Roswell	General Purpose Capacity	Long Range
FN-203	SR 140 (Holcomb Bridge Road) ATMS: SR 9 (Alpharetta Highway) to Barnwell Road	Fulton County (North)	City of Roswell	Operations & Safety	Programmed
FN-204	SR 92 ATMS: Cobb County Line to SR 9	Fulton County (North)	City of Roswell	Operations & Safety	Programmed
FN-221	Johnson Ferry Road Capacity and Operational Improvements	Fulton County (North)	City of Sandy Springs	General Purpose Capacity	Programmed

Table 4-4: Plan2040 RTP/TIP Roadway Projects cont.

ARC ID#	Project	Location	Sponsor	Project Type	Status
FN-222	SR 9 (Cumming Highway): Windward Parkway to McFarland Road	Fulton County (North)	GDOT	General Purpose Capacity	Long Range
FN-230	Johnson Ferry Road at Sandy Springs Circle upgrades	Fulton County (North)	City of Sandy Springs	Operations & Safety	Programmed
FN-267	Hammond Drive Widening: SR 9 (Roswell Road) to Glenridge Drive	Fulton County (North)	City of Sandy Springs	General Purpose Capacity	Long Range
FN-269	SR 9 (Atlanta Street) Reversible Lane Removal and Widening: Marietta Highway to Riverside Drive	Fulton County (North)	TBD	General Purpose Capacity	Long Range
FN-276	GA 400 Restriping to Create Continuous Fourth Lane In Southbound Direction: Windward Parkway to Southbound Ramp At SR 140 (Holcomb Bridge Road)	Fulton County (North)	GDOT	General Purpose Capacity	Programmed
FN-AR-100A	GA 400 Addition Of 4-Lane Collector/Distributor System: Vicinity of Hammond Drive And Abernathy Road to North of Spalding Drive	Fulton County (North)	GDOT	General Purpose Capacity	Long Range
FN-AR-185	I-285N Auxiliary westbound lane: US 19 to Riverside Drive	Regional-Perimeter	GDOT	General Purpose Capacity	Long Range
FN-AR-191	GA 400 Interchange Upgrade At Northridge Road	Regional - North	GDOT	Interchange Capacity	Programmed
FN-AR-203	I-285N at SR 9 upgrade	Regional-Perimeter	GDOT	Interchange Capacity	Long Range

Table 4-5: Plan2040 RTP/TIP Transit Projects

ARC ID#	PROJECT	LOCATION	SPONSOR	Project Type	STATUS
AR-409A	I-285 North Corridor High Capacity Rail Service - Protective ROW Acquisition: Cumberland/Galleria Area to Perimeter Center	Regional - Perimeter	TBD	Rail Capital	Long Range
AR-410A	I-285 North Corridor High Capacity Rail Service - Protective ROW Acquisition : Perimeter Center to Norcross	Regional - Perimeter	TBD	Rail Capital	Long Range
ASP-AR-409B	I-285 North Corridor High Capacity Rail Service: Cumberland / Galleria Area to Perimeter Center	Regional - Perimeter	TBD	Rail Capital	Aspirations
ASP-AR-410B	I-285 North Corridor High Capacity Rail Service: Perimeter Center to Doraville Marta Station	Regional - Perimeter	TBD	Rail Capital	Aspirations
ASP-AR-424	North Corridor High Capacity Rail Service: Perimeter Center to SR 140 (Holcomb Bridge Road)	Regional - North	TBD	Rail Capital	Aspirations
ASP-AR-425	North Corridor High Capacity Rail Service: SR 140 (Holcomb Bridge Road) to North Point Mall Area	Regional - North	TBD	Rail Capital	Aspirations
ASP-AR-426	North Corridor High Capacity Rail Service: North Point Mall Area to Windward Parkway	Regional - North	TBD	Rail Capital	Aspirations

Table 4-6: TIA 2010 Projects along GA 400 Corridor

TIA ID#	Project Name	Type	Subregion	Delivery	Network Year	Funding In Millions \$			
						TIA	Federal	Local	Total
TIA-FN-013	Hammond Drive: SR 9 (Roswell Road) to SR 400 - Improvements	Roadway	North Subregion	Medium	2030	10.0	-	23.5	33.5
TIA-FN-014	GA 400: I-285 North to Spalding Drive - Collector Distributor Lanes	Roadway	North Subregion	High	2030	60.0	30.0	-	190.0
TIA-FN-035	SR 9 (Atlanta Street): Chattahoochee River to SR 120 (Marietta Highway) - Widening and Corridor Improvements	Roadway	North Subregion	Medium	2030	20.4	-	-	20.4
TIA-FN-003	SR 120 (Old Milton Parkway): GA 400 to Kimball Bridge Road - Widening	Roadway	North Subregion	Medium	Aspirations	37.0	-	-	37.0
TIA-DK-069	Mt Vernon Road: Fulton County Line to Dunwoody Club Drive - Corridor Improvements	Roadway	North Subregion	N/A	Exempt	12.0	-	-	12.0
TIA-FN-005	SR 120 (Old Milton Parkway) at GA 400 and Morris Road - Interchange/Intersection Improvements	Roadway	North Subregion	N/A	Exempt	1.9	-	-	1.9
TIA-FN-034	GA 400 at SR 140 (Holcomb Bridge Road) - Interchange Improvements	Roadway	North Subregion	Medium	N/A	23.0	25.0	-	48.0
TIA-AR-030	I-285 North at GA 400 - Interchange Improvements	Roadway	I-285 Corridor	Low	N/A	112.5	337.5	-	450.0
TIA-M-005	MARTA Tunnel and Platform Lighting Upgrade	Transit	Regional	N/A	Exempt	28.0	-	-	28.0
TIA-M-006	MARTA Tunnel Ventilation Rehabilitation	Transit	Regional	N/A	Exempt	0.7	-	-	0.7
TIA-AR-037	MARTA North Heavy Rail Line Extension to SR 140 - Project Development Activities	Transit	North Subregion	Low	Aspirations	37.0	-	-	37.0

Source: TIA/ARC 2011

Table 4-7: Sandy Springs TMP Projects in Study Area

Project ID No.	Project	Sponsor	Time Period
B2	Reconstruct Northridge Road at SR 400 interchange (coordinate with GDOT's SR 400 improvements)	GDOT	Long
B4	Construct collector/distributor road system including Hammond Drive ramps at SR 400 (coordinate with GDOT's SR 400 improvements)	GDOT/RTP	Short
B5	Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.	Sandy Springs	Short
B6	Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, Spalding Drive at Jett Ferry Road, Peachtree-Dunwoody Road at Spalding Drive, and Peachtree- Dunwoody Road at Abernathy Drive.	Sandy Springs	Short
C4	Prepare design and implementation plan for transit circulator in downtown Sandy Springs, express bus service to Perimeter Center, and express bus service to Sandy Springs MARTA Rail Station	Sandy Springs	Short
C5	Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliffwood Drive, and from I-285 to the City of Atlanta	Sandy Springs	Short
C10	Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.	Sandy Springs	Short
C18	Provide express transit service between downtown Sandy Springs and Perimeter Center via Hammond Drive (include one intercept parking structure as anchor point for service)	Sandy Springs	Mid
C20	Provide express transit service between downtown Sandy Springs and MARTA Sandy Springs Station via Mount Vernon Road (include one intercept parking structure as anchor point for service)	Sandy Springs	Long
D1	Improve Johnson Ferry Road from the Chattahoochee River to Abernathy Road and widen Abernathy Road from Johnson Ferry Road to Roswell Road to provide 4 through lanes with bike lanes and 8-foot sidewalk	GDOT	Short
D4	Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	Sandy Springs	Short
E2	Construct sidewalks with bike lanes along River Valley Road from Johnson Ferry Road to Riverside Drive	Sandy Springs	Short
E3	Construct sidewalks with bike lanes along Riverside Drive from River Valley Road to Heards Ferry Road and extend sidewalks north on Riverside Drive to swim and tennis club	Sandy Springs	Short

Source: Sandy Springs Transportation Master Plan 2008

Table 4-8: Dunwoody CTP Projects in Study Area

Project ID	Type	Project Description	Party	Date
2	Bicycle/ Pedestrian	Includes signed bike route and/or sharrows: North Peachtree Road, Tilly Mill Road, Peachford Road, Old Spring House Lane, Dunwoody Park, Perimeter Center East, Valley View Road, Meadow Lane Road, Vermack Road, Peeler Road, Happy Hollow Road Womack Road, Olde Perimeter Way, Ridgeview Road.	City of Dunwoody, ARC, PCID	2011 - 2015
11	Intersection	Chamblee Dunwoody Road at Spalding Drive: Reconfigure intersection to increase safety	City of Dunwoody, ARC, T-SPLOST	2011- 2015
14	Bicycle/ Pedestrian	On-street bike lane or multi-use path adjacent to the roadway along Chamblee Dunwoody Road from North Shallowford Road to Mount Vernon Road and Roberts Drive to Spalding Drive. See also Dunwoody Village Master Plan, Five Year	City of Dunwoody, ARC, TSPLOST*	2016- 2020
19	Bicycle/ Pedestrian	Neighborhood Trails: Residential bicycle/pedestrian connections to surrounding neighborhoods – As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #6	City of Dunwoody, LCI, ARC	2021 - 2030
20	Bicycle/ Pedestrian	New path connection between Ridgeview Road (North) and Ridgeview Road (South) Multi-use trail along Dunwoody Gables Drive	City of Dunwoody	2021 - 2030
21	Bicycle/ Pedestrian	On-street bike lane or multi-use path adjacent to the roadway along Spalding Drive to connect to future Sandy Springs facility	City of Dunwoody, Georgia DOT	2021 - 2030
22c	Center Turn Lane	Add center turn lane, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Dunwoody City Limit and Ashford Dunwoody Road	City of Dunwoody, ARC, TSPLOST*	Long Range
25	Multi-modal, Georgetown/ North Shallowford Master Plan	Cotillion multi-modal improvements - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #11	City of Dunwoody, LCI, ARC, GDOT	2021 - 2030

Source: City of Dunwoody Comprehensive Transportation Plan 2011

Table 4-9: Roswell Projects in Study Area

Project Number	Project Title	Project Type	Description	Timeframe for Completion
02-1008	Riverside Road Bicycle Lanes	Bicycle	Add bicycle lanes along Riverside Road from Dogwood Road to Old Alabama Road.	Long Range FY 2017-2025
02-1009	Riverside Road Bicycle Lanes	Bicycle	Add bicycle lanes in the narrow pavement gap between the Riverside Road/Old Alabama Road intersection and a point between Old Alabama Road and Martin Road.	Long Range FY 2017-2025
03-1004	Multi-Use Bridge over Holcomb Bridge Road (SR 140)	Bridge	Install a multi-use bicycle and pedestrian bridge over Holcomb Bridge Road (SR 140) at Market Boulevard. This will connect the trail system between the Chattahoochee River and Big Creek Park.	Long Range FY 2017-2025
03-1005	SR 400 Bridge Multi-Use Path	Bridge	Construct a 10' multi-use bridge supported on the existing SR 400 bridge supports connecting Don White Park with Island Ford Park in the city of Sandy Springs.	Long Range FY 2026-2035
05-1025	Riverside Road	Intersection Improvement	Construct a roundabout and remove the existing traffic signal.	Long Range FY 2026-2035
05-1032	Old Alabama Road	Intersection Improvement	Construct a roundabout at the intersection of Old Alabama Road and Riverside Road facilitating the removal of the traffic signal. Also included in this project will be accommodations for pedestrians and bicyclists.	Long Range FY 2026-2035
05-1036	Grimes Bridge Road	Intersection Improvement	Construct a roundabout at the intersection of Grimes Bridge Road and Dogwood Road facilitating the removal of the traffic signal. Also included in this project will be accommodations for pedestrians and bicyclists.	Long Range FY 2026-2035
06-1001	Dogwood Road Multi-Use Trail -	Multi-Use Path	Add a 12-foot multi-use trail along the eastern side of Dogwood Road from Riverside Road to Grimes Bridge Road.	Long Range FY 2017-2025
06-1002	Big Creek Multi-Use Trail across Holcomb Bridge Road (SR 140)	Multi-Use Path	Construct a multimodal facility to connect the existing multi-use path on Old Alabama Road south of Holcomb Bridge Road (SR 140) with Big Creek Park along Old Alabama Road. Given the congestion at the intersection of Old Alabama Road and Holcomb Bridge Road (SR 140), this trail will cross Holcomb Bridge Road (SR 140) one block west at Market Boulevard at an at grade crosswalk. (See also RDOT# 03-1004)	Long Range FY 2017-2025
06-1006	Old Dogwood Road Multi-Use Trail	Multi-Use Path	Add a 12-foot multi-use trail along the east side of Dogwood Road/SR 400 ROW.	Long Range FY 2017-2025
06-1009	Old Holcomb Bridge Road Multi-Use Trail	Multi-Use Path	Install a 12-foot multi-use trail along the east side of Dogwood Road/SR 400 ROW. This project would include a bicycle and pedestrian bridge over Holcomb Bridge Road (SR 140).	Long Range FY 2017-2025
07-1039	Old Dogwood Road Sidewalks	Pedestrian	Construct missing sidewalk on the eastern side of Old Dogwood Road at the Grimes Bridge/Dogwood Road intersection.	Long Range FY 2026-2035
07-1015	Old Holcomb Bridge Road Sidewalks	Pedestrian	Add a sidewalk along the western side of road from Dogwood Road to Chadds Ford Way.	Long Range FY 2026-2035

Table 4-9: Roswell Projects in Study Area cont.

Project Number	Project Title	Project Type	Description	Timeframe for Completion
09-1005	Big Creek Bridge Road Phase 1	Roadway	Create a new multi-modal connection between Old Holcomb Bridge Road and Old Alabama Road. The two-lane roadway will include 11-foot lanes and 4-foot bicycle lanes on each side with a 5-foot sidewalk on one side and a 10-foot multi-use trail on the other. This phase includes a new bridge over SR 400 between Exits 7 and 8. There will be no access to SR 400 from the bridge.	In CIP
09-1013	Big Creek Bridge Road Phase 3	Roadway	Create a new connection between Big Creek Bridge Road and Mansell Road along the eastern side of SR 400.	Long Range 2017-2025
09-1024	Big Creek Bridge Road - Phase 4	Roadway	Create a new connection between the current end of Old Holcomb Bridge Road and Mansell Road near Davis Drive in Alpharetta.	Long Range FY 2026-2035
09-1046	SR 400 Northbound Off-Ramp	Roadway	Add a slip ramp from SR 400 northbound, before Exit 7A/B, to Market Boulevard to alleviate congestion at the Holcomb Bridge Road (SR 140) interchange.	Long Range FY 2017-2025
11-1007	Transit Center	Other	Construct a Transit Center to facilitate transfers between transit modes including local bus, BRT, LRT, HRT or any combination of these modes to anchor redevelopment of certain parcels that would benefit from the visibility and proximity to transit services.	Long Range FY 2026-2035
11-1001	Park and Ride Lot	Other	Construct a park and ride lot at or adjacent to the Holcomb Bridge Road (SR 140) and SR 400 interchange. The space count and location will be determined later.	Long Range FY 2017-2025

Source: Roswell Transportation Master Plan 2006, 2011

Table 4-10: Daily Person Trips

	2010	2040
From study area (Productions)	362,900	467,100
To study area (Attractions)	682,600	992,600
Within study area (Productions and Attractions)	454,500	616,200

Table 4-11: Total Person Trip Productions from Study Area

District	2010		2040		Change	Percent Change
	Trips	Percent of All Trips	Trips	Percent of All Trips		
To District						
Study Area	454,500	40.0%	616,200	38.3%	161,700	35.6%
NW Fulton	22,900	2.0%	25,500	1.6%	2,600	11.4%
NE Fulton	38,600	3.4%	49,900	3.1%	11,300	29.3%
Downtown/Midtown	16,300	1.4%	20,700	1.3%	4,400	27.0%
Buckhead	28,700	2.5%	39,800	2.5%	11,100	38.7%
Central Fulton	34,600	3.0%	44,900	2.8%	10,300	29.8%
S Fulton	6,800	0.6%	8,000	0.5%	1,200	17.6%
N DeKalb	57,100	5.0%	70,600	4.4%	13,500	23.6%
S DeKalb	5,700	0.5%	7,200	0.4%	1,500	26.3%
Forsyth	26,300	2.3%	37,900	2.4%	11,600	44.1%
Gwinnett	47,000	4.1%	65,200	4.1%	18,200	38.7%
Cobb	63,100	5.5%	75,900	4.7%	12,800	20.3%
Cherokee	9,500	0.8%	15,100	0.9%	5,600	58.9%
Hall	800	0.1%	600	0.0%	-200	-25.0%
Bartow/Paulding	800	0.1%	800	0.0%	0	0.0%
Carroll/Coweta/Douglas	1,200	0.1%	1,400	0.1%	200	16.7%
Bartow/New/Roc/Wal	800	0.1%	900	0.1%	100	12.5%
Clayton/Fayette/Hen/Spa	2,700	0.2%	2,700	0.2%	0	0.0%
Total	817,400	71.9%	1,083,300	67.3%	265,900	32.5%

Table 4-12: Total Person Trip Attractions to Study Area

District	2010		2040		Change	Percent Change
	Trips	Percent of All Trips	Trips	Percent of All Trips		
From District						
Study Area	454,500	40.0%	616,200	38.3%	161,700	35.6%
NW Fulton	47,400	4.2%	55,300	3.4%	7,900	16.7%
NE Fulton	80,100	7.0%	100,100	6.2%	20,000	25.0%
Downtown/Midtown	8,000	0.7%	12,100	0.8%	4,100	51.3%
Buckhead	22,600	2.0%	33,600	2.1%	11,000	48.7%
Central Fulton	53,400	4.7%	71,600	4.5%	18,200	34.1%
S Fulton	16,800	1.5%	21,400	1.3%	4,600	27.4%
N DeKalb	84,300	7.4%	102,900	6.4%	18,600	22.1%
S DeKalb	23,500	2.1%	27,800	1.7%	4,300	18.3%
Forsyth	64,900	5.7%	135,600	8.4%	70,700	108.9%
Gwinnett	93,300	8.2%	134,600	8.4%	41,300	44.3%
Cobb	110,400	9.7%	152,000	9.4%	41,600	37.7%
Cherokee	39,400	3.5%	71,100	4.4%	31,700	80.5%
Hall	5,700	0.5%	10,900	0.7%	5,200	91.2%
Bartow/Paulding	6,800	0.6%	13,400	0.8%	6,600	97.1%
Carroll/Coweta/Douglas	6,700	0.6%	15,200	0.9%	8,500	126.9%
Bartow/Newton/Roc/Wal	7,800	0.7%	18,900	1.2%	11,100	142.3%
Clayton/Fayette/Hen/Spa	11,500	1.0%	16,100	1.0%	4,600	40.0%
Total	1,137,100	100.0%	1,608,800	100.0%	471,700	41.5%

Table 4-13: Study Area Trips by Type

Trip Purpose	Total Productions (Includes Internal Trips)		Total Attractions (Includes Internal Trips)	
	2010	2040	2010	2040
HBW	14.7%	14.3%	23.6%	25.0%
HBO	34.4%	30.8%	39.8%	38.0%
NHB	51.0%	54.9%	36.7%	37.0%

Source: ARC Travel Demand Model 2011

**Table 4-14: 2010 Top HBW Trips
(Both Directions)**

Rank	From	To	Daily Trips	Percent of Study Area Total
1	Study Area	Study Area	56,400	17.0%
2	Cobb	Study Area	50,600	15.2%
3	Gwinnett	Study Area	41,900	12.6%
4	N DeKalb	Study Area	31,700	9.5%
5	Forsyth	Study Area	26,800	8.1%
6	NE Fulton	Study Area	20,200	6.1%
7	Cherokee	Study Area	19,400	5.8%
8	Central Fulton	Study Area	18,300	5.5%
9	NW Fulton	Study Area	11,400	3.4%
10	S DeKalb	Study Area	9,900	3.0%
Total of Top 10			286,600	86.3%
Total Study Area HBW Trips			332,000	100.0%

Source: ARC Travel Demand Model

Table 4-15: 2040 Top HBW Trips (Both Directions)

Rank	From	To	Daily Trips	Percent of Study Area Total
1	Study Area	Study Area	84,700	17.9%
2	Cobb	Study Area	66,600	14.1%
3	Gwinnett	Study Area	53,800	11.4%
4	N DeKalb	Study Area	50,900	10.8%
5	Forsyth	Study Area	40,500	8.6%
6	NE Fulton	Study Area	32,300	6.8%
7	Cherokee	Study Area	27,200	5.8%
8	Central Fulton	Study Area	25,600	5.4%
9	NW Fulton	Study Area	14,700	3.1%
10	S DeKalb	Study Area	9,400	2.0%
Total			405,700	85.9%
Total Study Area HBW Trips			472,100	100.0%

Source: ARC Travel Demand Model 2011

Table 4-16: HBW Person Trip Attractions to Study Area

From District	2010		2040		Change	Percent Change
	Trips	Percent	Trips	Percent		
Internal	56,400	21.0%	84,700	21.1%	28,300	50.2%
Cobb	38,500	14.3%	53,900	13.4%	15,400	40.0%
Gwinnett	33,300	12.4%	44,800	11.1%	11,500	34.5%
Forsyth	22,500	8.4%	47,300	11.8%	24,800	110.2%
N DeKalb	20,100	7.5%	26,000	6.5%	5,900	29.4%
Cherokee	18,100	6.7%	30,900	7.7%	12,800	70.7%
NE Fulton	17,400	6.5%	23,200	5.8%	5,800	33.3%
Central Fulton	12,300	4.6%	17,200	4.3%	4,900	39.8%
NW Fulton	9,900	3.7%	13,000	3.2%	3,100	31.3%
S DeKalb	9,100	3.4%	8,900	2.2%	-200	-2.2%
Other	30,900	11.5%	52,000	12.9%	21,100	68.3%
Total	268,500	100.0%	401,900	100.0%	133,400	49.7%

Source: ARC Travel Demand Model 2011

Table 4-17: HBW Person Trip Productions from Study Area

To District	2010		2040		Change	Percent Change
	Trips	Percent	Trips	Percent		
Internal	56,400	47.1%	84,700	54.6%	28,300	50.2%
Cobb	12,100	10.1%	12,700	8.2%	600	5.0%
Gwinnett	11,600	9.7%	14,400	9.3%	2,800	24.1%
Forsyth	8,600	7.2%	9,000	5.8%	400	4.7%
N DeKalb	6,400	5.3%	6,000	3.9%	-400	-6.3%
NE Fulton	6,000	5.0%	8,400	5.4%	2,400	40.0%
Cherokee	4,800	4.0%	7,300	4.7%	2,500	52.1%
NW Fulton	4,300	3.6%	3,600	2.3%	-700	-16.3%
Central Fulton	2,800	2.3%	4,000	2.6%	1,200	42.9%
S DeKalb	1,500	1.3%	1,700	1.1%	200	13.3%
Other	5,300	4.4%	3,200	2.1%	-2,100	-39.6%
Total	119,800	100.0%	155,000	100.0%	35,200	29.4%

Source: ARC Travel Demand Model 2011

**Table 4-18: AM Peak Period Average Travel Times
 (Minutes: Automobile/Transit)**

District	To Downtown (Minutes for Automobile/Transit)		From Downtown (Minutes for Automobile/Transit)	
	2010	2040	2010	2040
Windward	65 / 94	89 / 116	53 / 91	70 / 98
North Point	59 / 77	77 / 84	49 / 77	68 / 79
Perimeter	42 / 41	54 / 41	42 / 41	56 / 41

Source: ARC Travel Demand Model 2011

Table 4-19: Total Trips Mode Shares (Percent)

Mode	2010		2040	
	Productions (Percent)	Attractions (Percent)	Productions (Percent)	Attractions (Percent)
Drive Alone	59	59	60	59
Shared Ride	39	39	38	39
Transit	2	2	2	2
Total	100	100	100	100

Source: ARC Travel Demand Model 2011

Table 4-20: HBW Mode Shares (Percent)

Mode	2010		2040	
	Productions (Percent)	Attractions (Percent)	Productions (Percent)	Attractions (Percent)
Drive Alone	83	86	83	86
Shared Ride	11	10	11	10
Transit	6	4	6	4
Total	100	100	100	100

Source: ARC Travel Demand Model 2011

Table 4-21: Transit Trip Productions From Study Area

To District	2010		2040		Change	Percent Change
	Trips	Percent	Trips	Percent		
Study Area	7,200	55.4%	9,100	51.7%	1,900	26.4%
CBD/Midtown	2,100	16.2%	2,600	14.8%	500	23.8%
N DeKalb	1000	7.7%	1,600	9.1%	600	60.0%
Central Fulton	1000	7.7%	1,700	9.7%	700	70.0%
Buckhead	800	6.2%	1,400	8.0%	600	75.0%
Other	900	6.9%	1,200	6.8%	300	33.3%
Total	13,000	100.0%	17,600	100.0%	4,600	35.4%

Source: ARC Travel Demand Model 2011

Table 4-22: Transit Trip Attractions to Study Area

From District	2010		2040		Change	Percent Change
	Trips	Percent	Trips	Percent		
Study Area	7,200	38.5%	9,100	34.0%	1,900	26.4%
N DeKalb	2,400	12.8%	3,100	11.6%	700	29.2%
Central Fulton	1700	9.1%	2,200	8.2%	500	29.4%
S Fulton	1300	7.0%	2,000	7.5%	700	53.8%
S DeKalb	1000	5.3%	1,900	7.1%	900	90.0%
Other	5,100	27.3%	8,500	31.7%	3400	66.7%
Total	18,700	100.0%	26,800	100.0%	8,100	43.3%

Source: ARC Travel Demand Model 2011