PLANNING COMMISSION MEETING
OCTOBER 2, 2025

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MEETING MINUTES**
   a. **Approve Meeting Minutes of September 4, 2025**
4. **ITEMS FROM BOARD MEMBERS**
5. **ITEMS FROM STAFF**
6. **PUBLIC HEARING**
   a. **Public Hearing Procedure**
   b. **Z-25-10/V-25-22 Levitan/75 & 91 Roswell Street**
   This request has been deferred by the applicant and will not be considered at the October 2, 2025 Planning Commission meeting.
   Consideration of a rezoning and variance to allow for the construction of 9 'For-Sale' single-family dwelling units, including 5 detached homes and 4 semi-detached homes, on 1.12 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and a variance is requested to Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code Subsection 2.3.3 to modify streetscape requirements along Roswell Street, Marietta Street and Cotton Alley. The property is located at 75 & 91 Roswell Street and is legally described as being located in Land Lot 1269, 2nd District, 2nd Section, Fulton County, Georgia.
   c. **MP-25-08/CU-25-13/V-25-17 Hanover Windward Park/Windward MP Pod 66**
   This request has been deferred by the applicant and will not be considered at the October 2, 2025 Planning Commission meeting.
   Consideration of a master plan amendment, conditional use, and variances to allow 320 'Dwelling, 'For-Rent' units on 47.65 acres in the Windward Park mixed-use development. A master plan amendment is requested to the Windward Master Plan Pod 66 to add 'Dwelling, 'For-Rent', as well as other modifications to the Windward Park mixed-use development. A conditional use is requested to allow 'Dwelling, 'For-Rent'. Variances are requested to Unified Development Code (UDC) Subsection 2.7.0(b)(1) to increase the distance to/from the off-street parking to the door of the residential unit; UDC Subsection 2.7.0(b)(2)(i) to reduce the ratio of outdoor amenity space; UDC Subsection 2.7.0(b)(3) to allow ground floor dwellings on storefront streets and to allow first floor dwelling units on more than 2 sides of the building; UDC Subsection 2.7.0(b)(4) to reduce the minimum floor area of required balconies; UDC Subsection 2.7.0(b)(6) to reduce the first floor minimum ceiling height; and UDC Subsection 2.7.0(b)(9) to eliminate the requirement for a neighborhood grocery. The property is located at 0 North Point Parkway and 0 Dryden Road and is legally described as being located in Land Lots 1112, 1177 & 1188, 2nd District, 2nd Section, Fulton County, Georgia.
   d. **Z-24-09/E-24-03/V-24-14 Wells Fargo Redevelopment/21 North Main Street**
   This request has been deferred by the applicant and will not be considered at the October 2, 2025 Planning Commission meeting.
   Consideration of a rezoning, parking special exception, and variance to allow a 4-story building including a rooftop restaurant on 0.714 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and a parking special exception is requested to allow off-site parking. Variances are requested to Unified Development Code (UDC) Appendix A:

Alpharetta Downtown Code Subsection 3.5.5 to increase the maximum building footprint and UDC Subsection 3.2.8(D) Landscape Strips to eliminate the landscape strip on the east and north sides of the property. The property is located at 21 North Main Street and is legally described as being located in Land Lot 1268, 2nd District, 2nd Section, Fulton County, Georgia.

e. MP-25-05/CU-25-07 Northwinds Summit Vertiport
Consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

f. Z-25-07/CU-25-15/V-25-20 Alpharetta District Places
Consideration of a rezoning, conditional use, and variances to allow for 195 'Dwelling, 'For-Rent' units and approximately 35,000 square feet of retail/restaurant on 3.02 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and a conditional use is requested to allow 'Dwelling, 'For-Rent'. Variances are requested to Unified Development Code (UDC) Subsection 1.4.2 and Subsection 3.2.2 to allow utilities in a required landscape strip, Subsection 3.2.8(D) to reduce the landscape strip along Marietta Street, Subsection 3.2.8(K) to remove trees within the building setback along Marietta Street, Appendix A Subsection 2.3.3(E) to modify the Collector Street Commercial/Mixed-Use streetscape requirements for Marietta Street, Appendix A Subsection 2.4.4 to allow a parking structure to front on an arterial and a collector street without ground-floor active uses, and Appendix A Subsection 3.5.5 to increase the maximum building footprint and increase maximum building height. The property is located at 0 South Main Street and 131 South Main Street and is legally described as being located in Land Lot 695, 1st District, 2nd Section, Fulton County, Georgia.

g. Z-25-09/PH-25-15 41 Milton Avenue
Consideration of a rezoning and parking in-lieu fees to allow for the conversion of basement storage space to useable space for an office, retail, restaurant, or residential dwelling. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core). Parking in-lieu fees are requested for up to three (3) parking spaces. The property is located at 41 Milton Avenue and is legally described as being located in Land Lot 1269, 2nd District, 2nd Section, Fulton County, Georgia.

7. ADJOURNMENT

PLANNING COMMISSION MEETING
UNOFFICIAL MINUTES
SEPTEMBER 4, 2025

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

1. CALL TO ORDER

Chair Kung'u called the meeting to order at 6:30 p.m.

a. Recognition of Katie Reeves Service to the City of Alpharetta

2. ROLL CALL

A. Commissioners Present:

- Francis Kung'u, Chair
- D.C. Aiken
- Valerie Manley
- Dennis Mitchell
- William Perkins
- Jill Reynolds
- Todd Stratton

B. Staff Present:

- Kathi Cook, Director of Community Development
- Michael Woodman, Planning + Development Services Manager
- George Doyle, Transportation Engineer
- Elle Taylor, Planning & Zoning Coordinator

3. APPROVAL OF MEETING MINUTES

a. Planning Commission Minutes August xx, 2025

- Commissioner Reynolds offered a motion to approve meeting minutes from August 7, 2025.
  - Commissioner Perkins seconded the motion.
  - The motion was approved (7-0).

4. ITEMS FROM BOARD MEMBERS

5. ITEMS FROM STAFF

6. PUBLIC HEARING

a. Public Hearing Procedure

b. Z-25-07/CU-25-15/V-25-20 Alpharetta District Places

This request was deferred by the applicant to the October 2, 2025. This request was not considered at the September 4th Planning Commission meeting.

Consideration of a rezoning, conditional use, and variances to allow for 195 'Dwelling, 'For-Rent' units, 20,000 square feet of retail, and 10,000 square feet of restaurant on 3.02 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and a conditional use is requested to allow 'Dwelling, 'For-Rent'. Variances are requested to Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code Subsection 2.3.3(E) to modify the Collector Street Commercial/Mixed-Use streetscape requirements and Subsection 3.5.5 to increase the maximum building footprint. The property is located at 0 South Main Street and 131 South Main Street and is legally described as being located in Land Lot 695, 1st District, 2nd Section, Fulton County, Georgia.

c. CU-25-14 Image Studios – Windward MP

Michael Woodman, Planning &Development Services Manager, presented consideration of a conditional use to allow 'Spa Services' for Image Studios. The property is located at 3070 Windward Plaza and is legally described as being located in Land Lots 1048, 1107 & 1108, 2nd District, 1st Section, Fulton County, Georgia.

The applicant, Dele Oladeji, is requesting a conditional use to allow 'Spa Services' businesses to operate in Image Studios, which will occupy a 8,304 square foot suite in the Terraces at Windward shopping center. Image Studios leases suites to a variety of beauty, health, and wellness personal services providers. The applicant requests the following 'Spa Services': massage, waxing/sugaring/laser hair removal, spray tanning, body treatment, body wrap/scrub, body contouring, lymphatic drainage, acupuncture, facials, hydrotherapy, cool sculpting, and cellulite removal.

The property is zoned CUP (Community Unit Plan), subject to the Windward Master Plan Pod 4, which is designated Commercial. 'Spa Services' was previously added to Pod 4 with the approval of a master plan amendment and conditional use for Hanna Day Spa in 2013. That business has since vacated the premises. All surrounding properties are zoned CUP subject to the Windward Master Plan. Travelers Insurance office building is located to the north, Activate Games and a small retail building are located to the west, Hilton Garden Inn and three (3) office buildings are located to the south, and the former Wells Fargo is located to the east. The comprehensive land use plan designation of the property is 'Commercial', which supports the applicant's request.

Terraces at Windward shopping center is an 8-acre property developed with a one (1) story, 64,000 square foot retail strip center with two (2) retail outbuildings. A variety of businesses operate in the retail center, including Mellow Mushroom, J. Christopher's, The UPS Store, Helium Comedy Club, Activate Games, and Firefly to name a few. The applicant's business is located in Suites T & U of the shopping center.

Unified Development Code (UDC) Section 1.4.2 defines 'Spa Services' as, "A business that provides services, which may include non-medical massage, other personal services such as skin, nail, hair treatments, and hair removal/waxing, and may have the sale of associated retail products. Such business shall be located within a retail center, shall not occupy more than 4,000 sq. ft. and shall not be closer than 2,000 ft. to a comparable business." The use is allowed as a permitted use in the LI (Light Industrial) zoning district and as a conditional use in the CUP, O-I (Office-Institutional), O-P (Office-Professional), C-1 (Neighborhood Commercial), C-2 (General

Commercial), PSC (Planned Shopping Center), and MU (Mixed Use) zoning districts.

Image Studios leases suites to cosmetologists, hair stylists, estheticians, and other similar personal service providers. The business will have 40 suites for lease. The zoning of the property and underlying master plan allow Image Studios to offer a variety of beauty, health, and wellness personal services that do not require a customer to disrobe. The applicant requests a conditional use to allow 'Spa Services' for the following services: massage, waxing/sugaring/laser hair removal, spray tanning, body treatment, body wrap/scrub, body contouring, lymphatic drainage, acupuncture, facials, hydrotherapy, cool sculpting, and cellulite removal. Hours of operation for the business are Monday – Sunday 8:00 AM – 9:00 PM.

- Site Plan.
- Floor Plan.
- Conditional Use Review Criteria
    - *The proposed retail personal service use would complement the beauty services offered at the applicant's business, as well as other commercial uses in the Terraces at Windward shopping center. If approved, 'Spa Services' uses should be limited to no more than 4,000 square feet of the space in order to comply with the City's definition of 'Spa Services'.*

Staff has reviewed the applicant's proposal against the review criteria for a conditional use. The use would be compatible with the surrounding uses and other locations for this business, which are similarly situated in retail corridors and shopping centers. The proposed use would complement the beauty services offered at the applicant's business. If approved, conditions should be established that regulate and limit an expansion of services and signage.

Staff's recommendation is to approve CU-25-14 Image Studios – Windward Master Plan Pod 4, subject to the following conditions:

1. 'Spa Services' shall be added as a conditional use at 3070 Windward Plaza, Suite T & U and limited to no more than 4,000 square feet.
2. Conditional use approval shall be limited to Image Studios.
3. 'Spa Services' shall be limited to massage, waxing/sugaring/laser hair removal, spray tanning, body treatment, body wrap/scrub, body contouring, lymphatic drainage, acupuncture, facials, hydrotherapy, cool sculpting, and cellulite removal services.
4. Hours of operation shall be Monday – Sunday 8:00 AM – 9:00 PM.
5. Window signage shall be limited to no more than 10% of the window area and window area shall not be covered or blacked out. No lighted window trim.

There was discussion from the Commission:

Hours of Operations.

The Applicant gave a brief presentation.

- Explained "Key Pad Hours"
- Condition #4.

There was discussion from the Commission:

- Privacy
- Waste Removal

There was no public comment.

- ❖ Commissioner Reynolds offered a motion to approve.
  - Commissioner Manley seconded the motion.
  - The motion was approved unanimously (7-0)

d. Z-25-04/V-25-07 Madewell/Milton Avenue Tract

Michael Woodman, Planning &Development Services Manager presented consideration of a rezoning and variance to allow for a 1.34-acre property to be subdivided into 2 single-family detached lots. A rezoning is requested from SU (Special Use) to R-12 (Dwelling, 'For-Sale', Residential) and variances are requested to Unified Development Code (UDC) Subsection 2.2.6(D) to reduce the front and side building setbacks and UDC Subsection 3.3.2 to reduce the stream buffer and impervious setback required for a perennial stream. The property is located at 0 Milton Avenue and is legally described as being located in Land Lots 1251 & 1270, 2nd District, 2nd Section, Fulton County, Georgia.

The undeveloped, wooded property has a perennial stream, which is a tributary of Foe Killer Creek, running along its north side which has stream buffers and impervious setback covering much of the property. The applicant recently purchased the property from Fulton County Schools in order to extend a sewer connection to the property located at 249 Milton Avenue, which the applicant also owns. Surrounding properties are zoned SU to the north and east and R-15 (Dwelling, 'For-Sale', Residential) to the east, south, and west. Innovation Academy is located to the north and east, unplatted, single-family detached lots are located to the east and west, and Park Lane subdivision is located to the south. The comprehensive land use plan designation of the property is 'Low Density Residential', which supports the requested zoning district.

The applicant is requesting variances from Unified Development Code (UDC) Subsection 2.2.6(D) to reduce the front building setback from 65' to 24' and reduce the side building setback from ten-feet (10') to eight-feet (8'). In addition, the applicant requests a variance to UDC Subsection 3.3.2(D)(1)(b) to reduce the perennial stream buffer and impervious setback from 150' to 75'. According to the applicant, the variances are necessary due to the stream buffer encumbering much of the property.

Stream buffer mitigation was submitted by the applicant in an effort to offset impacts to the stream from the reduced buffer and impervious setback. The applicant proposes a buffer mitigation area equivalent to two times (2x) the encroachment area, or 1.34 acres, to be planted with buffer enhancement landscape material, recompense trees, and live stakes on streambanks. The buffer mitigation area is depicted on the two (2) residential lots, the neighboring property (249 Milton Avenue), as well as the other side of the stream on the Innovation Academy property. The buffer mitigation area on the Innovation Academy property is proposed to be a bee-friendly sanctuary habitat. The City's Stormwater Engineer does not believe the proposed mitigation will offset the impacts to the perennial stream, which is a tributary of Foe Killer Creek

flowing downstream to the Meadow Brook Hills and Milton Estates subdivisions which have experienced significant flooding issues over the years. The proposed mitigation is located on the north side of the stream which will not help mitigate the applicant's stormwater runoff located on the south side of the stream. The reduced buffer would negatively impact water quality, and result in increased velocity and amount of water flowing downstream from the applicant's property.

- Aerial Map.
- Site Plan.
- Renderings.

- Standards for Zoning Changes.
- *The zoning proposal would be suitable as it relates to the use and development of adjacent or nearby properties, which are primarily developed with similar residential uses and densities. However, the requested variances are not supported by hardship and are necessary to subdivide the property into two (2) buildable lots.*
- *The zoning proposal would adversely affect the existing use or usability of adjacent or nearby properties. Approval of the applicant's proposal to allow subdivision of the property into two (2) buildable lots would negatively impact the Foe Killer Creek tributary running along the north end of the property, as well as downstream properties.*
- *The subject property is currently zoned for a school, previously part of the Innovation Academy campus. The applicant purchased the property from Fulton County Schools in order to extend sewer to 249 Milton Avenue, which the applicant also owns and plans to redevelop with a new single-family detached home. The applicant states that the two (2) lots are necessary to offset the financial burden of having to purchase the subject property.*
- *The property does not have exceptional conditions which relate to the requested variances. The applicant purchased the property from Fulton County Schools in order to extend sewer to 249 Milton Avenue, which the applicant also owns and plans to redevelop with a new single-family detached home. The applicant states that the two (2) lots are necessary to offset the financial burden of having to purchase the subject property.*

Staff has reviewed the zoning proposal against the review criteria for a rezoning and variance. While the zoning proposal is consistent with the comprehensive land use plan designation of the property, the proposal requires variances which if approved would have negative impacts on the Foe Killer Creek tributary and downstream properties. According to the City's Stormwater Engineer, the proposed stream buffer mitigation would not offset impacts to the stream from the buffer reduction.

Staff's recommendation is to Deny Z-25-04/V-25-07 Madewell/Milton Avenue Tract request for rezoning and variances.

There was discussion from the Commission:

- Flooding in the downstream.
- Mitigation.
- Impervious surface.
- Underground detention.
- Stormwater.
- Possibly amending application to one lot to support Future Land Use Plan.

Applicant gave a brief presentation.

- Deep and Large acreage lots.
- Discussions with the City on Stormwater.
- Impact to downstream properties.
- Infrastructure issue.

There was discussion from the Commission:

- Extent of Mitigation.
- Retention from Flooding.
- Maintenance Requirements.
- Target pricing of homes.
- Existing homes on septic.
- Private sewer.
- 6" beauty strip in 8' sidewalk.
- Specimen trees.
- Wills Park Stream.
- Past stream buffer variances.

There was clarification from Staff that application does not meet criteria for a hardship.

There was no public comment.

- ❖ Commissioner Aiken offered a motion to approve with staff recommendations.
  - The motion failed due to lack of second.

- ❖ Commissioner Reynolds offered a motion to Deny.
  - Commissioner Perkins seconded the motion.
  - Motion carried (5-2)(Aiken, Kung'u)

7. ADJOURNMENT

Chair Kung'u adjourned the meeting at 8:32 p.m.

PLANNING COMMISSION MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. **AGENDA ITEM TITLE:** MP-25-05/CU-25-07 VERTIPORT/NORTHWINDS SUMMIT MP

PLANNING COMMISSION: OCTOBER 2, 2025

CITY COUNCIL: OCTOBER 27, 2025

II. **RECOMMENDATION:**

Approve MP-25-05/CU-25-07 Vertiport/Northwinds Summit MP, subject to the following conditions:

1. 'Vertiport' shall be added as a conditional use in the Northwinds Summit Master Plan.
2. 'Vertiport' shall be added as a conditional use at 1000 Summit Place and limited to the submitted plans depicting a Vertiport on the top level of a parking deck.
3. Developer shall submit a fire risk assessment in accordance with NFPA 418 Section 4.1.2, which shall be approved by the local Authority Having Jurisdiction (AHJ).
4. Developer shall provide evidence of compliance with FAA standards for planning, design, and construction of the proposed facility.

III. **REPORT IN BRIEF:**

The applicant, Kerry Armstrong, is requesting a master plan amendment and conditional use to allow a 'Vertiport' for on the top level of a parking deck which will serve nearby commercial and office uses. A master plan amendment is requested to add 'Vertiport' to the Northwinds Summit Master Plan and a conditional use is requested to allow 'Vertiport' for the applicant's proposal. There are no current development plans to construct the Vertiport or parking deck; however, the applicant wants to ensure the use is permitted if requested to be incorporated into future development. The subject property is located at 1000 Summit Place at the southeast corner of Haynes Bridge Road and Summit Place.

DISCUSSION

The submitted request, if approved, would allow a 'Vertiport' use for the applicant's Vertiport to be located on the top level of a parking deck which will serve nearby commercial and office uses. A master plan amendment is requested to add 'Vertiport' to the Northwinds Summit Master Plan and a conditional use is requested to allow 'Vertiport' for the applicant's proposal. There are no current development plans to construct the Vertiport or parking deck; however, the applicant wants to ensure the use is permitted if requested to be incorporated into future development. The subject property is located at 1000 Summit Place at the southeast corner of Haynes Bridge Road and Summit Place.

The property is zoned MU (Mixed Use) and is subject to the Northwinds Summit Master Plan. Surrounding properties are zoned O-I (Office-Institutional) to the north, east, and south and MU to the west. Fairfield Inn & Suites and two (2) office buildings are located to the north, Jackson Healthcare is located to the east,

Georgia 400 and a small O-I property are located to the south, and Lakeview Park mixed-use development is located to the west. The comprehensive land use plan designation of the property is 'Mixed Use'.

The Northwinds Summit Master Plan is a 24.55-acre mixed-use development improved with a 140-unit 'For-Rent' building for first floor active uses and a two (2) story, 32,520 square foot office building. A 32-unit 'For-Sale' Condominium building is currently under construction and a new 140-room hotel building is slated to begin construction this year. An additional 1,197,480 square feet of office development is approved within the Master Plan.

A Vertiport is associated with Advanced Air Mobility (AAM), which refers to the transport of passengers and cargo short- to medium-range distances using new and emerging aircraft technologies, such as electric vertical takeoff and landing aircrafts (eVTOL). A 'Vertiport' is defined in the City's Unified Development Code (UDC) as "An Advanced Air Mobility (AAM) station consisting of takeoff and landing facilities, and may also include charging, fueling, storage, and maintenance facilities for use by electric vertical takeoff and landing aircraft (eVTOL). A Vertiport shall not be used by helicopters." A 'Vertiport' is permitted with a conditional use in the AG (Agriculture), CUP (Community Unit Plan), O-I (Office-Institutional), PSC (Planned Shopping Center), LI (Light Industrial), SU (Special Use) and MU (Mixed-Use) zoning districts. The Resurgens Park Master Plan lists 'Heliport/Vertiport' as a permitted use and several master plans allow 'Heliport, Public/Private', as a permitted or conditional use, including Preston Ridge, Oxford Green, Mansell Ridge, and Sanctuary Park.

SITE PLAN

The site plan depicts a Vertiport on the top level of a future parking deck located at the southeast corner of Haynes Bridge Road and Summit Place. A 10,000 square foot retail building is situated in front of the parking deck along Summit Place. The parking deck includes three (3) levels. The 1st level is for retail and office parking, the 2nd level is controlled access parking, and the 3rd level is for the Vertiport. The Vertiport includes four (4) Vertiport landing pads, as well as a 10,800 square foot Vertiport terminal.

STANDARDS FOR MASTER PLAN AMENDMENTS

The Planning Commission and the City Council shall consider the following standards in considering a rezoning application, giving due weight or priority to those factors particularly appropriate to the circumstances of each application:

a. Whether the zoning proposal will permit a use that is suitable in view of the zoning use and development of adjacent and nearby property.

Response: The proposal would be suitable as it relates to the use and development of adjacent or nearby properties, which are primarily developed as office buildings. Similar to 'Heliports', 'Vertiports' are generally found at airports, on building rooftops, on parking decks, and at grade.

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

Response: The zoning proposal would not adversely affect the existing use or usability of adjacent or nearby properties, which are primarily developed as office buildings.

c. Whether the zoning proposal will adversely affect the natural environment.

Response: The proposal would not adversely affect the natural environment. The proposal is for a 'Vertiport' to be located on the top level of a parking deck and would not result in the removal of trees.

d. Whether there are substantial reasons why the property cannot or should not be used as currently zoned.

Response: The property is approved as a mixed-use development, which includes an office component. The Resurgens Park Master Plan allows a 'Vertiport' as a permitted use and several master plans allow a 'Heliport, Public/Private' as a permitted or conditional use.

e. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of public facilities or services, including but not limited to existing streets and transportation facilities, schools, water or sewer utilities, and police or fire protection.

Response: The proposal would not have significant impacts on public facilities and services. The proposed use would generate an insignificant number of trips.

f. Whether the zoning proposal is supported by new or changing conditions not anticipated or reflected in the existing zoning on the property.

Response: The proposed Vertiport is associated with Advanced Air Mobility (AAM), which refers to the transport of passengers and cargo short- to medium-range distances using new and emerging aircraf technologies, such as electric vertical takeoff and landing aircrafts (eVTOL).

g. Whether the zoning proposal reflects a reasonable balance between the promotion of the public health, safety, morality or general welfare against the right to unrestricted use of property.

Response: The proposal reflects a reasonable balance and would be compatible with surrounding uses and other locations for this business type, which are situated at airports, on building rooftops, on parking decks and at grade.

h. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Response: The subject property is approved for a mixed-use development, which includes an office component. The Resurgens Park Master Plan allows a 'Vertiport' as a permitted use and several master plans allow a 'Heliport, Public/Private' as a permitted or conditional use.

i. The extent to which the zoning proposal is consistent with the Comprehensive Plan.

Response: The zoning proposal is consistent with the comprehensive land use plan designation of the property, which is 'Mixed Use'.

CONDITIONAL USE REVIEW CRITERIA

City staff has reviewed the applicant's request and compared it to the conditional use standards established in UDC Sec. 4.2.3 (B) which are as follows:

A conditional use otherwise permitted within a zoning district shall be considered to be compatible with other uses permitted in the district, provided that due consideration is given to the following objective criteria at a public hearing and satisfactory provisions or arrangements are made for:

1. Access into and out of the property with regard to traffic and pedestrian safety, volume of traffic flow, and emergency vehicles, as well as the type of street providing access;

Response: The Northwinds Summit mixed-use development was developed in compliance with site access development standards with multiple points of access from Haynes Bridge Road and Northwinds Parkway. The use would not have significant impacts on vehicular and pedestrian access.

2. The extent to which refuse areas, loading and service areas, off street parking, and buffers and screening are provided on the property;

Response: The property will be in compliance with regard to refuse areas, loading and service areas, off-street parking, and buffers and screening.

3. Ensuring that the conditional use will not be injurious to the use and enjoyment of the environment or of other property in the immediate vicinity or diminish and impair property values within the surrounding neighborhood;

Response: The proposed use would be compatible with existing and future uses, with 'Vertiports generally located on building rooftops, parking decks, and surface parking lots. In addition, 'Vertiports serve electric vertical takeoff and landing aircrafts (eVTOL), which utilize technology that is quieter than a helicopter.

4. Ensuring that the conditional use will not increase local or state expenditures in relation to the cost of servicing or maintaining neighboring properties;

Response: Not applicable.

5. Ensuring that the conditional use will not impede the normal and orderly development of surrounding property for uses predominant in the area; and

Response: The proposed use would not impede the normal and orderly development of surrounding properties, which are primarily developed and approved as office buildings. In addition, 'Vertiports' serve

electric vertical takeoff and landing aircrafts (eVTOL), which utilize technology that is quieter than a helicopter.

6. Ensuring that the location and character of the conditional use is considered to be consistent with a desirable pattern of development for the city, in general.

Response: The location and character of the 'Vertiport' is consistent with the desirable pattern o development in the City. The proposed 'Vertiport' use is generally located on office building rooftops, parking decks, and surface parking lots. In addition, 'Vertiports' serve electric vertical takeoff and landing aircrafts (eVTOL), which utilize technology that is quieter than a helicopter.

7. Ensuring that the conditional use is appropriately separated from similar uses and conflicting uses, such as residences, government buildings, parks, churches or schools.

Response: There are no 'Vertiport' locations in the City.

CONCURRENCES

Staff has reviewed the applicant's proposal against the review criteria for a master plan amendment and conditional use. The proposed Vertiport would be compatible with the surrounding properties, which are primarily developed and approved as office buildings. Vertiports, like Heliports are similarly located at airports, on building rooftops, on parking decks, as well as at grade. In addition, 'Vertiports' serve electric vertical takeoff and landing aircrafts (eVTOL), which utilize technology that is quieter than a helicopter. In addition, the Resurgens Park Master Plan allows a Vertiport as a permitted use and several master plans allow 'Heliport, Public/Private' as a permitted or conditional use.

CITIZEN PARTICIPATION PLAN

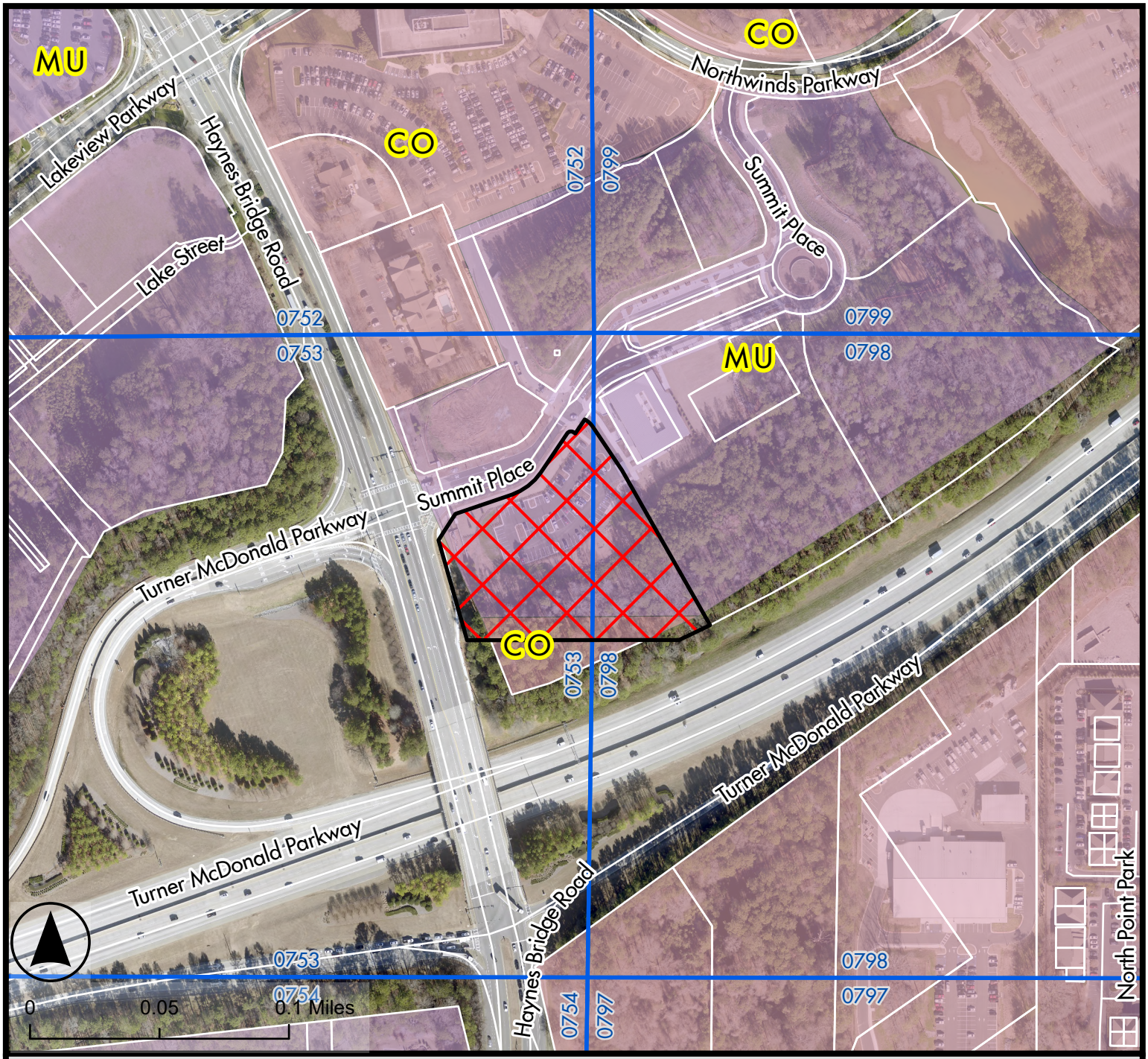
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on April 9, 2025. There were no public comments.

IV. ATTACHMENTS:

- Map Series
- CZIM
- Citizen Part B
- Application



Future Land Use Map

Northwinds Summit Vertiport
1000 Summit Place

MP-25-05, CU-25-07

D/LL: 1/2/0753, 0798

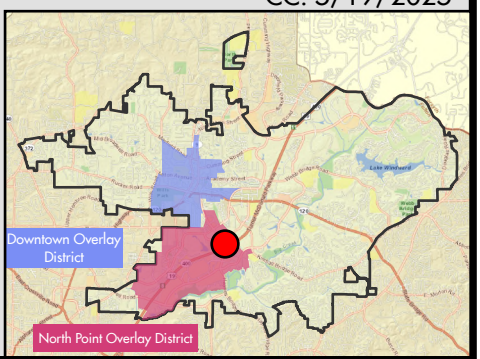
PC: 5/1/2025
CC: 5/19/2025

Legend

- MP-25-05 CU -25-07
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Future Land Use 2040

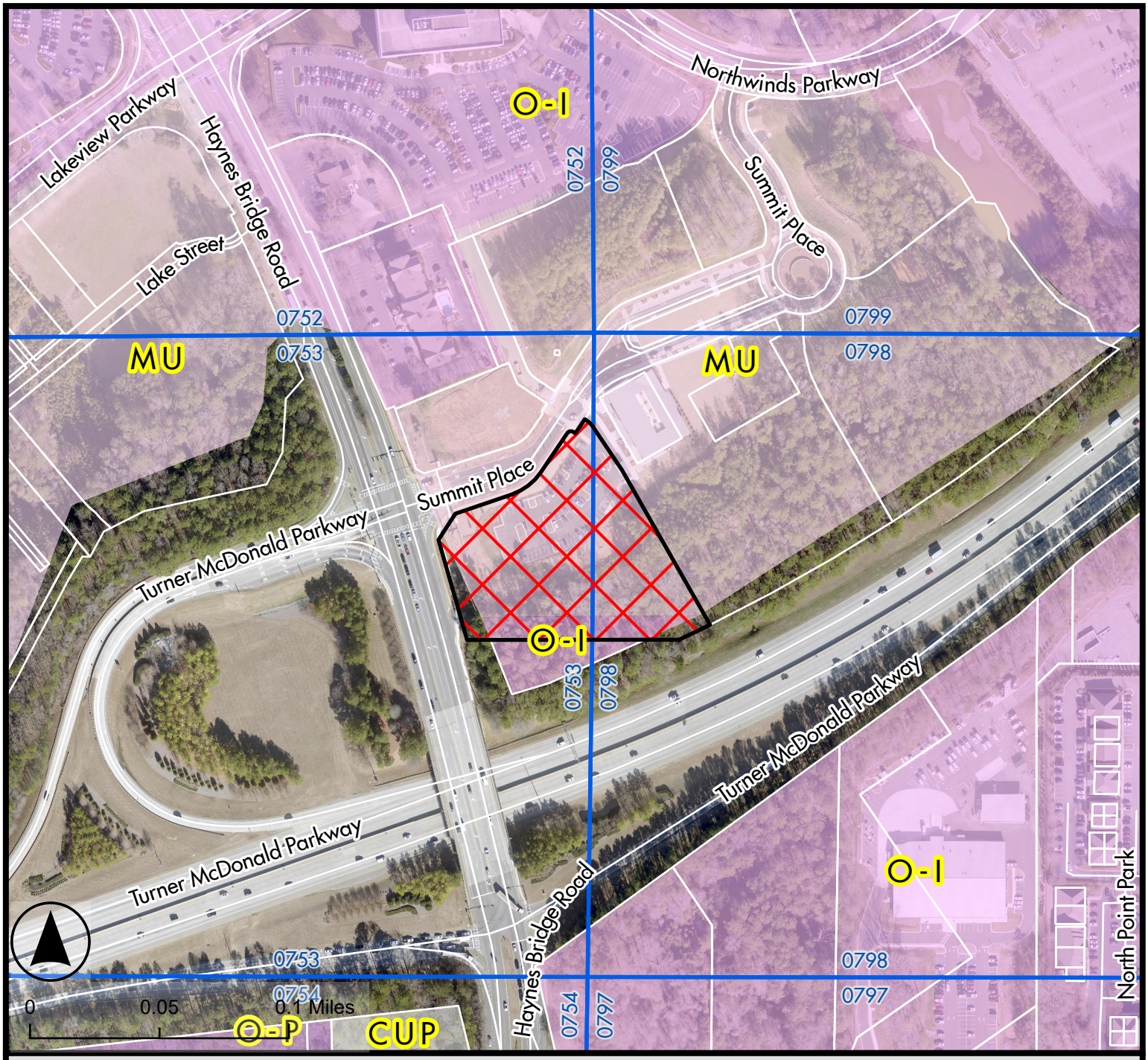
- Corporate Office
- Mixed Use



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS



Legend

- MP-25-05 CU -25-07
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Zoning District

- CUP Community Unit Plan
- MU Mixed Use
- O-I Office Institutional
- O-P Office Professional

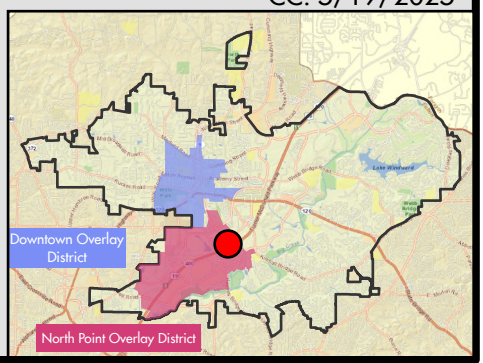
Zoning Map

Northwinds Summit Vertiport
1000 Summit Place

MP-25-05, CU-25-07

D/LL: 1/2/0753, 0798

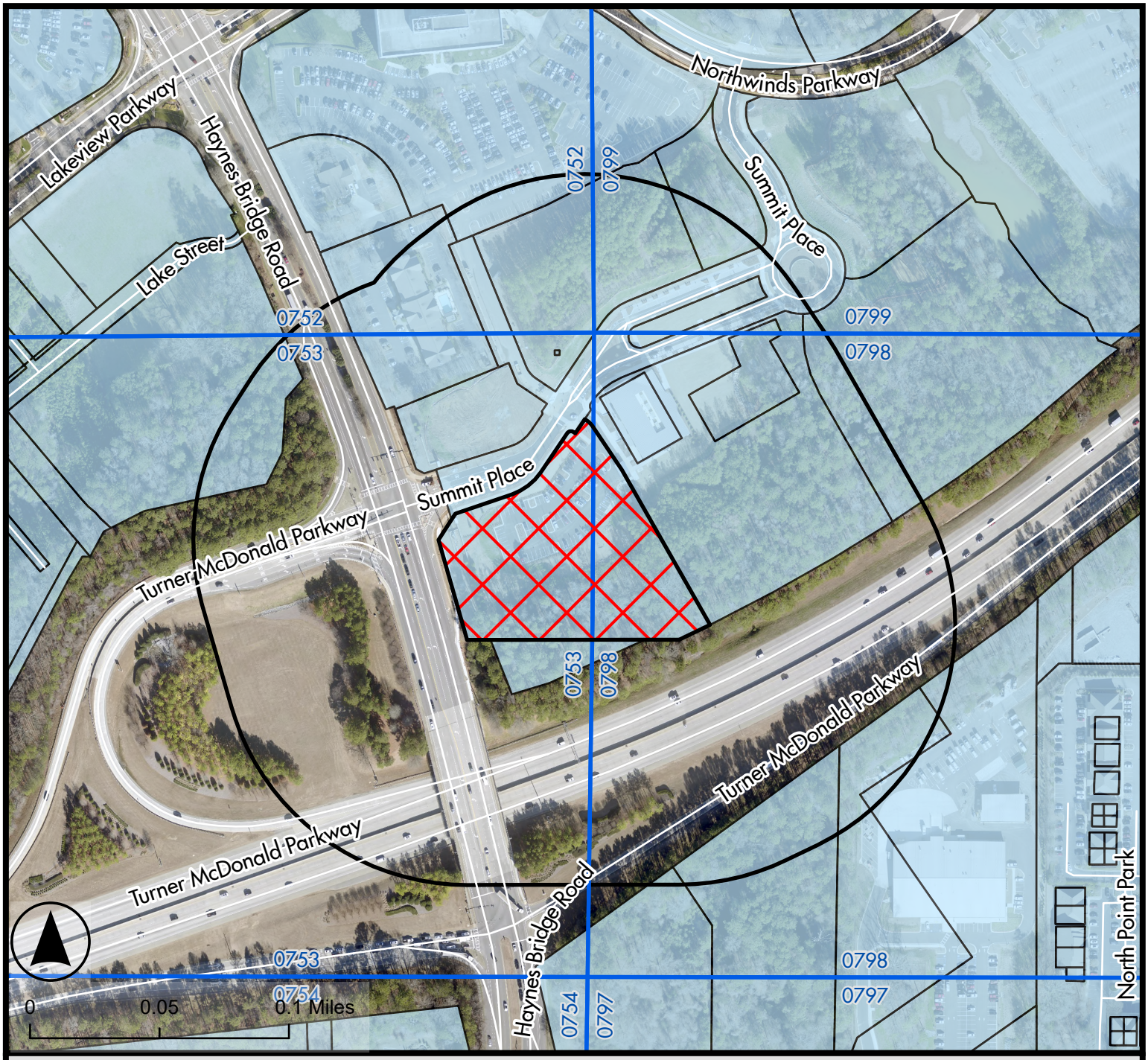
PC: 5/1/2025
CC: 5/19/2025



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS



Location Map

Northwinds Summit Vertiport
1000 Summit Place

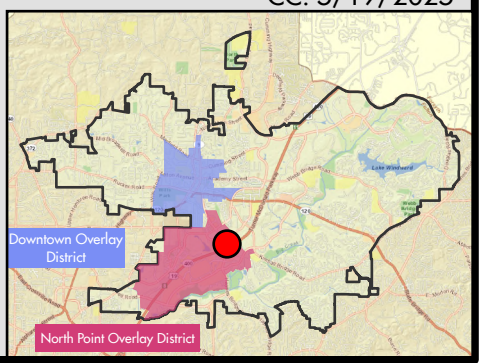
MP-25-05, CU-25-07

D/LL: 1/2/0753, 0798

PC: 5/1/2025
CC: 5/19/2025

Legend

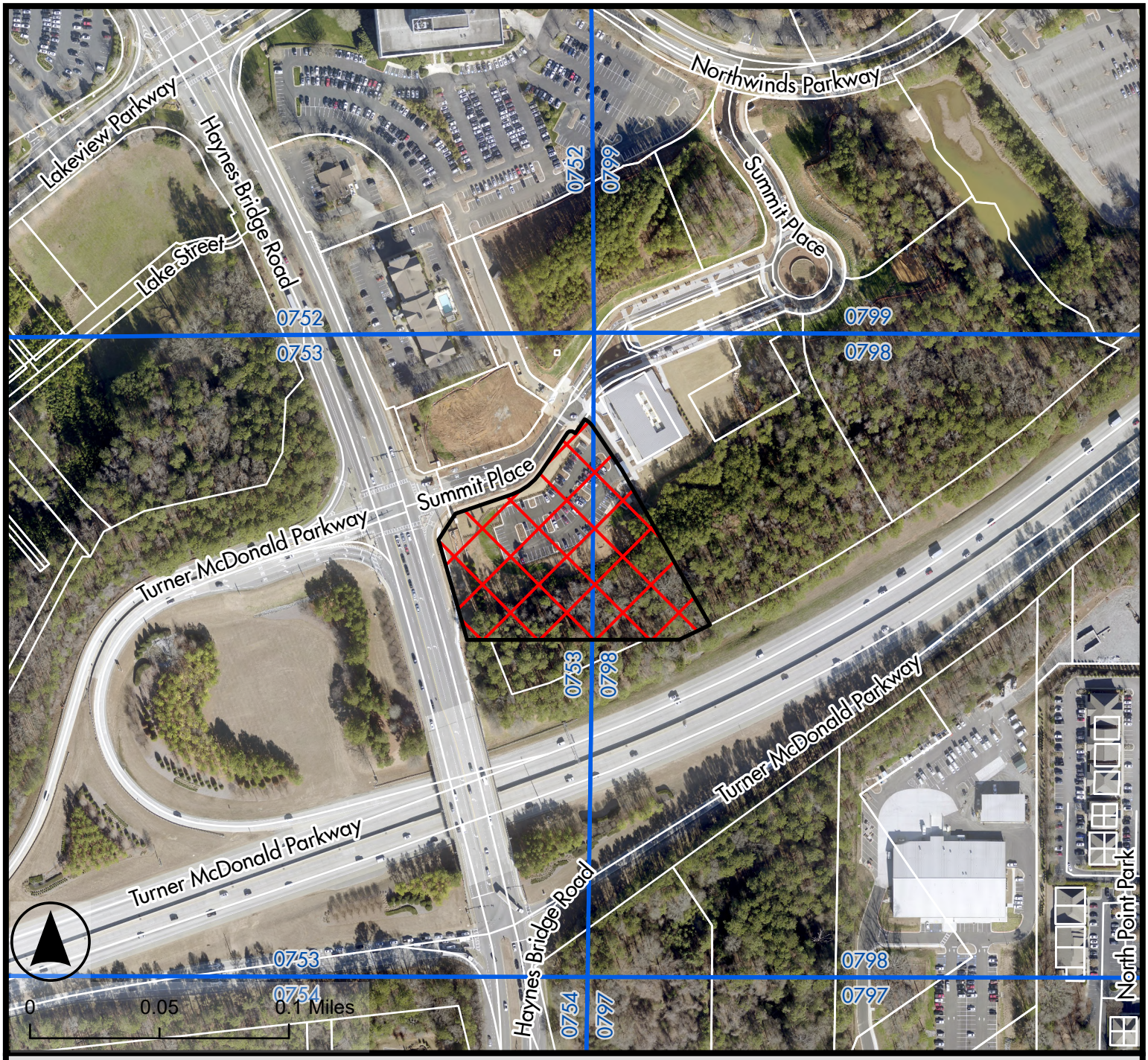
- MP-25-05 CU -25-07
- Land Lots
- Tax Parcels
- 500 ft Buffer
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS



Legend

- MP-25-05 CU -25-07
- Land Lots
- Tax Parcels
- Alpharetta City Limits

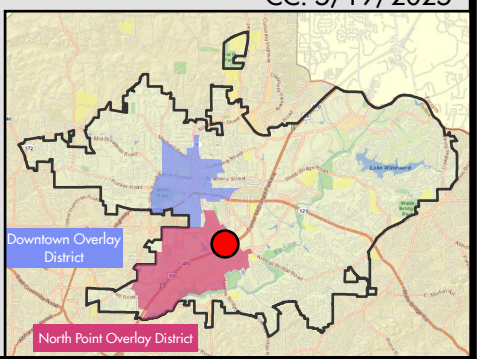
Aerial Map

Northwinds Summit Vertiport
1000 Summit Place

MP-25-05, CU-25-07

D/LL: 1/2/0753, 0798

PC: 5/1/2025
CC: 5/19/2025



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta, Fulton County, GA; Pictometry International.

Location Map Provided by: Community Development - GIS

Community Zoning Information Meeting (CZIM) April 9, 2025

Please sign-in and leave your comments and/or concerns.

MP-25-05/CU-25-07 Northwinds Summit Vertiport

NAME	ADDRESS	COMMENTS/Email address
	No	Comments

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Northwinds Summit

Contact Name: Frances Land Klee & Kerry Armstrong Telephone: 770-980-0808

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

None received.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)* _____

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: Frances Land Klee Date: 9/23/2025

Print Form

POPE & LAND
REAL ESTATE

September 15, 2025

11385 HAYNES BRIDGE RD ALPHARETTA OWNER, LLC
255 Alhambra Circle
Suite 760
Miami, FL 33134

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

This item will be considered by the **Planning Commission on Thursday, October 2, 2025, at 6:30 PM and City Council on Monday, October 27, 2025, at 6:30 PM**. The meetings will be held in the Council Chambers at City Hall, 2 Park Plaza, Alpharetta, GA 30009.

If you have any questions regarding the request, please feel free to contact us at your convenience. We can be reached at fland@popeandland.com / karmstrong@popeandland.com or (770) 980-0808.

Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

F7 NWO, LLC
3455 Peachtree Road, NE
Suite 650
Atlanta, GA 30326

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

Georgia Department of Transportation
600 W Peachtree Street, NW
Atlanta, GA 30308

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

Northwinds Summit Development, LP
3330 Cumberland Blvd., SE
Suite 300
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

NORTHWINDS SUMMIT, LP
3330 Cumberland Blvd., SE
Suite 300
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

P&L SUMMIT BCI, L.P.
3330 Cumberland Blvd., SE
Suite 300
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

CURRENT OCCUPANT
1000 Summit Place
Alpharetta, GA 30009

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

DEVELOPMENT AUTHORITY OF ALPHARETTA
2 S. Main Street
Alpharetta, GA 30009

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

FULTON COUNTY BOARD OF EDUCATION
6201 Powers Ferry Road, NW
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

HAYNES BRIDGE PARTNERS, LLC
976 W. Point Court
Lithia Springs, GA 30122

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

NORTHWINDS LAND, LLC
3330 Cumberland Blvd., SE
Suite 300
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

P & L SUMMIT BCI, LP
10 Glenlake Road, NE
SUITE 300
ATLANTA GA 30328

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a master plan amendment and conditional use to allow a 'Vertiport' in the Northwinds Summit mixed-use development. A master plan amendment is requested to the Northwinds Summit Master Plan to add 'Vertiport' as conditional use and a conditional use is requested to allow 'Vertiport' for the applicant's proposed Vertiport. The property is located at 1000 Summit Place and is legally described as being located in Land Lots 753 & 798, 1st District, 2nd Section, Fulton County, Georgia.

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

PLMH NORTHWINDS, LP
3330 Cumberland Blvd., SE
Suite 300
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

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Sincerely,

Frances Land Klee

Kerry Armstrong

POPE & LAND
REAL ESTATE

September 15, 2025

Frances Land Klee and Kerry Armstrong
3330 Cumberland Blvd., SE
Suite 300
Atlanta, GA 30339

RE: MP-25-05/CU-25-07 Northwinds Summit MP/Vertiport

Dear Property Owner:

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Sincerely,

Frances Land Klee

Kerry Armstrong

11385 HAYNES BRIDGE RD
ALPHARETTA OWNER, LLC
255 ALHAMBRA CIR, STE 760
MIAMI, FL 33134

F7 NWO, LLC
3455 PEACHTREE RD NE, STE 650
ATLANTA, GA 30326

GEORGIA DEPARTMENT OF
TRANSPORTATION
600 W PEACHTREE STREET, NW
ATLANTA, GA 30308

NORTHWINDS SUMMIT
DEVELOPMENT, LP
3330 CUMBERLAND BLVD. SE
STE 300
ATLANTA, GA 30339

NORTHWINDS SUMMIT, LP
3330 CUMBERLAND BLVD. SE
STE 300
ATLANTA, GA 30339

P&L SUMMIT BCI, L.P.
3330 CUMBERLAND BLVD. SE
STE 300
ATLANTA, GA 30339

CURRENT OCCUPANT
1000 SUMMIT PLACE
ALPHARETTA, GA 30009

DEVELOPMENT AUTHORITY OF
ALPHARETTA
2 S. MAIN ST
ALPHARETTA, GA 30009

FULTON COUNTY BOARD OF
EDUCATION
6201 POWERS FERRY RD, NW
ATLANTA, GA 30339

HAYNES BRIDGE PARTNERS, LLC
976 W. POINT CT
LITHIA SPRINGS, GA 30122

NORTHWINDS LAND, LLC
3330 CUMBERLAND BLVD. SE
STE 300
ATLANTA, GA 30339

P & L SUMMIT BCI, LP
10 GLENLAKE RD NE
SUITE 300
ATLANTA, GA 30328

PLMH NORTHWINDS, LP
3330 CUMBERLAND BLVD. SE
STE 300
ATLANTA, GA 30339

FRANCES LAND KLEE AND
KERRY ARMSTRONG
3330 CUMBERLAND BLVD. SE
STE 300
ATLANTA, GA 30339

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

X
X

FOR OFFICE USE ONLY
Case #: MP-25-05/CU-25-07
PH #:
☐ Property Taxes & Code Violations Verified
☐ Fee Paid ET Initial:

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta." Please note that a 3% convenience fee will be added to all credit card transactions.
5. Applications will be accepted on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Frances Land Klee Telephone: 770 980 0808

Address: 3330 Cumberland Blvd SE Suite: 300

City Atlanta State: GA Zip: 30339 Fax:

Mobile Tel: 404 694 9492 Email: fland@popeandland.com

Subject Property Information:

Address: 1000 Summit Place Current Zoning: MU

District: 1 Section: 2 Land Lot: 0753 and 0798 Parcel ID: 12 285007530761

Proposed Zoning: MU Current Use: Parking Lot

This Application For *(Check All That Apply):*

- ☒ Conditional Use
- ☐ Rezoning
- ☐ Variance
- ☐ Exception
- ☒ Master Plan Amendment
- ☐ Master Plan Review
- ☐ Public Hearing
- ☐ Other *(Specify):*
- ☐ Comprehensive Plan Amendment

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

The proposed use for the property is a mixed use development with the additional use of a Vertiport.

As defined in GA House Bill 156, 'Vertiport' means a designated area specifically designed for the landing, takeoff, and servicing of aircraft capable of vertical takeoff and landing. However, the use on this property will be limited to a 'Vertistop' which would only allow for the landing and takeoff for aircraft capable of vertical takeoff and landing making it more akin to a helipad, which is allowed within a Mixed Use zoning district with a conditional use permit.

Applicant's Request (Please itemize the proposal):

The applicant is requesting to add the use of a 'Vertistop' as defined above to the list of allowed uses within Pod A of the "Northwinds Summit" Master Plan as well as a conditional use to allow a vertistop/helipad within a Mixed Use zoning district.

Applicant's Intent *(Please describe what the proposal would facilitate).*

This master plan amendment and conditional use is requested in order to allow for the construction of a vertistop at 1000 Summit Place / 12 285007530761.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Lawrence P. Kelly Telephone: 770 980 0808

Address: 3330 Cumberland Blvd SE Suite: 300

City Atlanta State: GA Zip: 30339 -

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☐ Rezoning
- ☒ Conditional Use
- ☐ Variance
- ☒ Master Plan
- ☐ Land Use Application
- ☐ Other

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: Telephone:

Address: Suite:

City State: Zip:

SIGN HERE

So Sworn and Attested:

Owner Signature: Date: 2/25/2025

Notary:

Notary Signature: Leslie Jones Thomas Date: 2.25.25

LESLIE JONES THOMAS NOTARY PUBLIC FULTON COUNTY, GEORGIA MY COMMISSION EXPIRES FEBRUARY 28, 2025

12

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: _____

Subject Public Hearing Case: _____

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.



Signature: _____ Date: 2-25-2025

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

This area is currently served by a MARTA bus line 141 and is shown to have continued service even with the new draft MARTA bus network. This property is directly adjacent to GA 400 a major travel route in this region. The surrounding properties are zoned MU and O-I. There is a direct link to the Alpha Loop trail providing alternative transportation options to other areas in the City. By adding more transportation options with a Vertistop, this will help increase the accessibility to this location and the surrounding properties. All surrounding properties are zoned O-I or MU and which would be consistent with the development and use of this property.

How will this proposal affect the use and value of the surrounding properties?

By adding a transportation node to an area that is quickly growing in activity and population, it will provide increased access to the area. The surrounding uses and values would not be affected by this additional use. Any potential noise created from the (electric) aircraft capable of vertical take off would not be any greater than the noise generated by GA 400 or Marta bus routes.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

Currently the Master Plan as written does not allow for a 'Vertistop'. However, given its similarity to a helipad, the property would not be able to developed in a similar way due to a lack of updated terminology within the Master Plan. By adding 'Vertistop' along side helipad as an allowed use with a conditional use permit, it would allow for the property to be developed in a way that aligns with the existing Master Plans and conditions.

What would be the increase to population and traffic if the proposal were approved?

No increase to population or traffic is expected as a result of the proposal to have an additional use of a Vertistop.

What would be the impact to schools and utilities if the proposal were approved?

The additional use of a vertiport would not have an impact on schools or utilities in the area.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

This property has a Mixed Use designation in the Future Land Use Map which supports this request. Further, several Alpharetta Comprehensive Plan LU Policies like 8 and 10 call for the creation of activity nodes within mixed use developments in appropriate areas. This request is in line with the goals of those policies.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The advancement of flight technology that allow for aircraft to have vertical takeoffs and landings is becoming more available to the commercial market and therefore they should be included with similar uses like that of helipads in terms of locations meant to support simple pick-up and drop-offs of members of the public.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: Northwinds Summit Vertipart

Contact Name: Frances Land Klee Telephone: 404-694-9492

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- [X] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

Letters will be sent out to each of the impacted property owners to give them the opportunity to comment on the proposal. Correspondence can occur via phone, email or personal meeting, if necessary.

11385 HAYNES BRIDGE RD ALPHARETTA OWNER LLC
255 ALHAMBRA CIR STE 760
MIAMI FL 33134

DEVELOPMENT AUTHORITY OF ALPHARETTA
2 S MAIN ST
ALPHARETTA GA 30009

F7 NWO LLC
3455 PEACHTREE RD NE STE 650
ATLANTA GA 30326

FULTON COUNTY BOARD OF EDUCATION
6201 POWERS FERRY RD NW
ATLANTA GA 30339

GEORGIA DEPARTMENT OF TRANSPORTATION
600 W PEACHTREE NW
ATLANTA GA 30308

HAYNES BRIDGE PARTNERS LLC
976 W POINT CT
LITHIA SPRINGS GA 30122

NORTHWIND SUMMIT DEVELOPMENT L P
3330 CUMBERLAND BLVD STE 300
ATLANTA GA 30339

NORTHWINDS LAND LLC
3330 CUMBERLAND BLVD STE 300
ATLANTA GA 30339

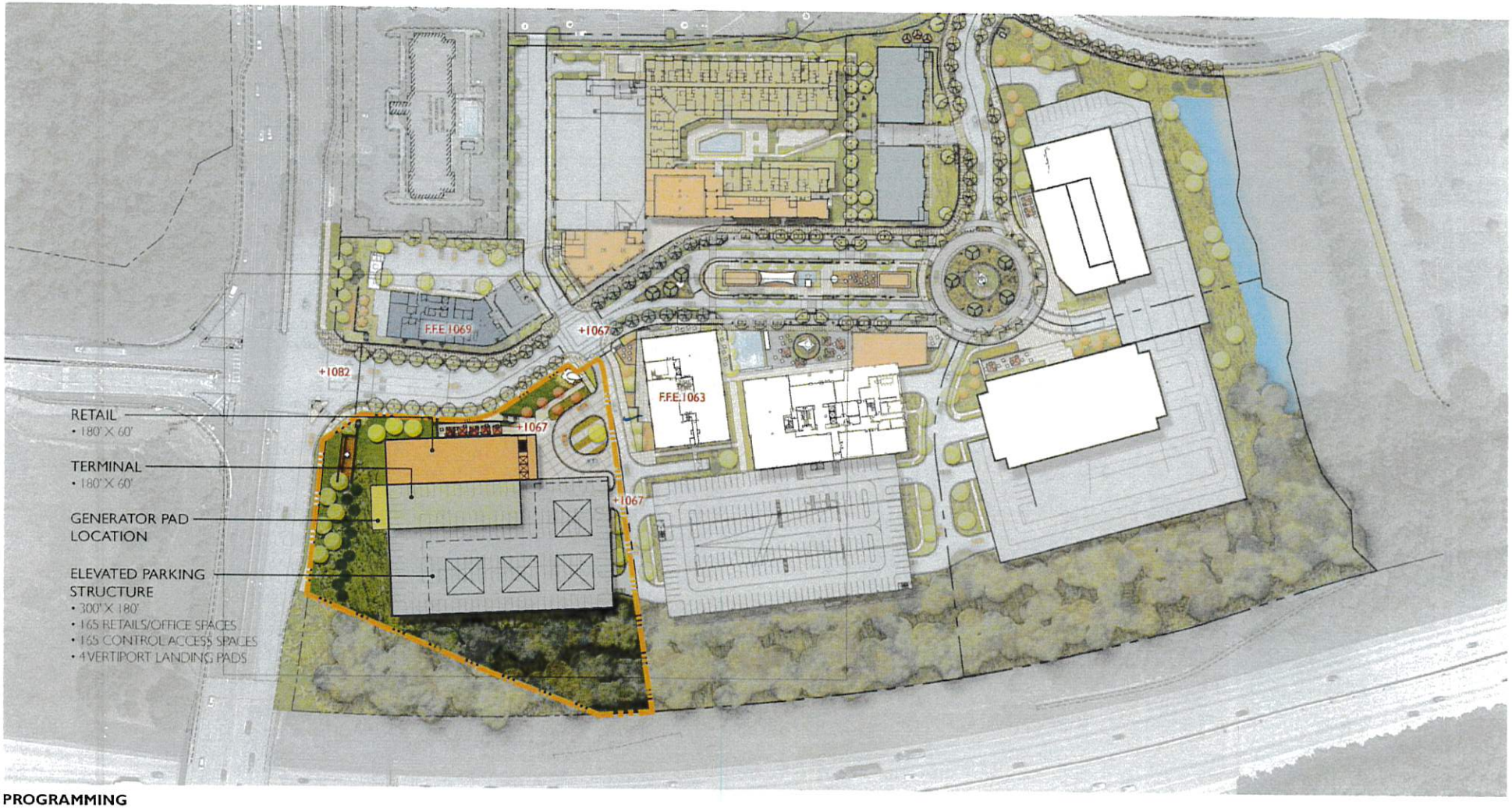
NORTHWINDS SUMMIT L P
3330 CUMBERLAND BLVD
ATLANTA GA 30339

P & L SUMMIT BCI L P
10 GLENLAKE RD NE SUITE 300
ATLANTA GA 30328

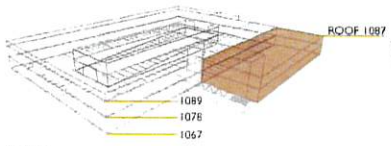
P&L SUMMIT BCI LP
3330 CUMBERLAND BLVD STE 300
ATLANTA GA 30339

PLMH NORTHWINDS LP
3330 CUMBERLAND BLVD SE STE 30
ATLANTA GA 30339

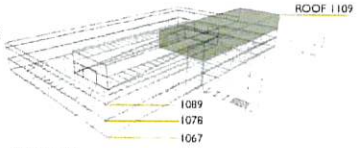
CURRENT OCCUPANT
1000 SUMMIT PLACE
ALPHARETTA GA 30009



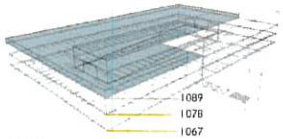
PROGRAMMING



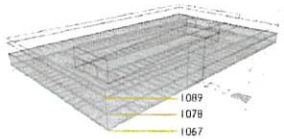
RETAIL
10,000 SF
F.F.E. 1067



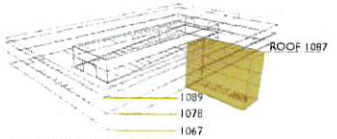
TERMINAL
10,000 SF
F.F.E. 1089



VERTIPORT LANDING
LANDING ELEVATION +1089
PARKING ELEVATION +1078
165 SPACES - CONTROL ACCESS



OFFICE/RETAIL PARKING
PARKING ELEVATION +1067
94 OFFICE SPACES | 71 RETAIL SPACES

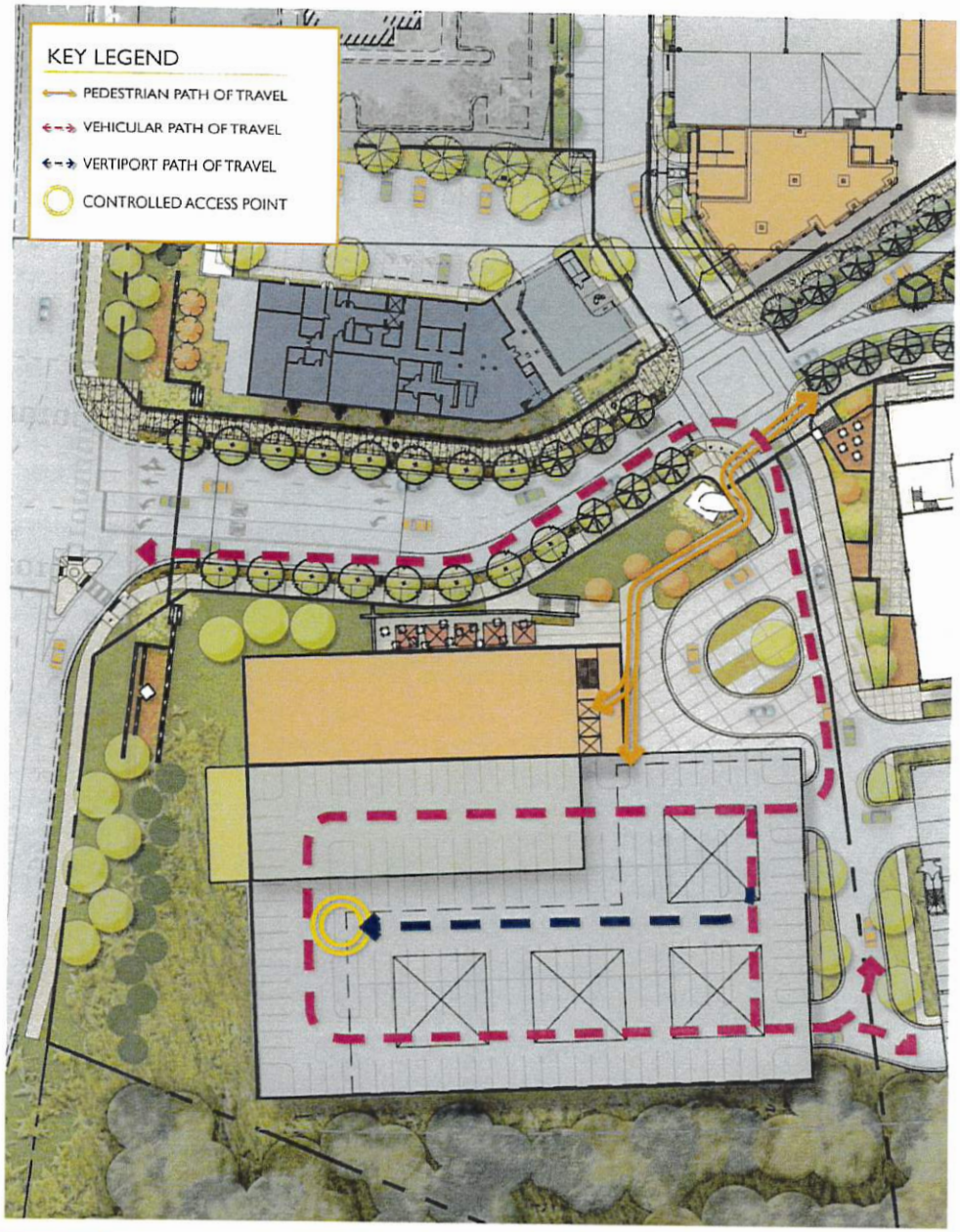


VERTICAL CIRCULATION
ELEVATOR CAB F.F.E. +1067
2 TERMINAL ELEVATORS | 2 FREIGHT ELEVATORS

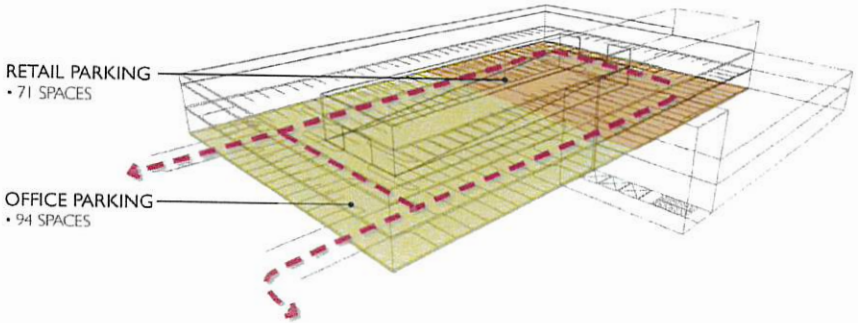
HGOR

Alpharetta GA
March 19, 2024

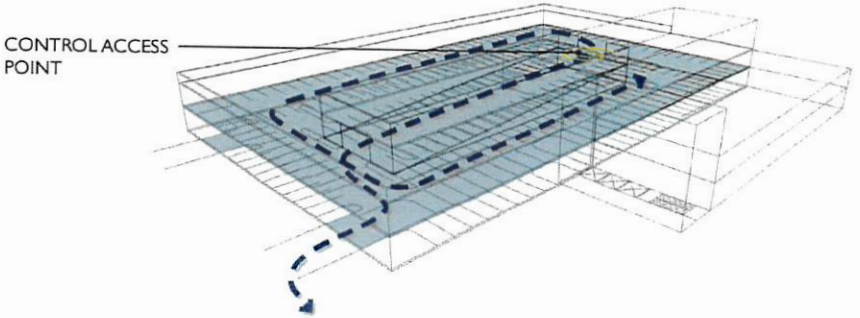
VERTIPORT
LANDING & PARKING DECK STUDY



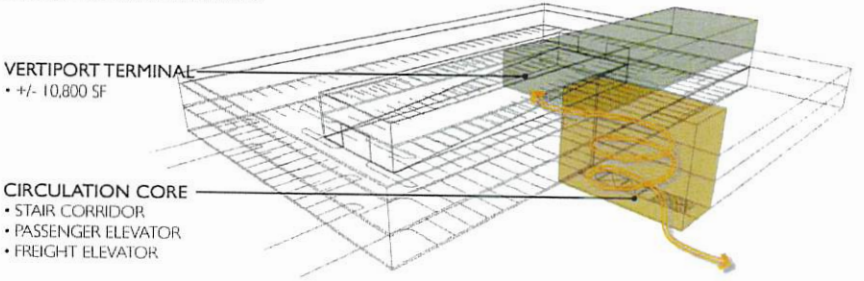
GROUND FLOOR OFFICE / RETAIL PARKING
VEHICULAR PATH OF TRAVEL



ELEVATED CONTROL ACCESS PARKING
VERTIPORT PATH OF TRAVEL



VERTICAL CIRCULATION
PEDESTRIAN PATH OF TRAVEL FROM GROUND LEVEL TO ELEVATED TERMINAL



HGOR

Alpharetta GA
March 19, 2024

VERTIPORT
LANDING & PARKING DECK STUDY

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lots 752, 753, 798, and 799 of the 1st District, 2 nd Section, City of Alpharetta of Fulton County, Georgia, and being more particularly described as follows:

Commencing at a concrete monument found at the intersection of the Northerly right-of-way of Georgia Highway 400 (variable right-of-way) and the Southeasterly right-of-way of Haynes Bridge Road (variable right-of-way); thence leaving said right-of-way of GA Highway 400 and running along said right-of-way of Haynes Bridge Road a chord distance of 162.84 feet, at North 14 degrees 37 minutes 24 seconds West, to a 1/2" rebar found; said 1/2" rebar found being the TRUE POINT OF BEGINNING; Thence continuing along said right-of-way the following courses and distances: along a curve to the left, an arc length of 259.52 feet, said curve having a radius of 1715.45 feet with a chord distance of 259.51 feet, at North 16 degrees 11 minutes 29 seconds West, to a concrete monument found; Thence North 20 degrees 31 minutes 14 seconds West, a distance of 233.83 feet, to a 1/2" rebar found; Thence North 21 degrees 31 minutes 54 seconds West, a distance of 227.26 feet to a 1/2" rebar found; Thence leaving said right-of-way North 67 degrees 54 minutes 54 seconds East, a distance of 227.26 feet to a 1/2" rebar found; Thence North 22 degrees 14 minutes 43 seconds West, a distance of 159.46 feet to a 1/2" rebar found; Thence North 22 degrees 03 minutes 46 seconds West, a distance of 126.54 feet to a 1/2" rebar found; Thence North 67 degrees 55 minutes 45 seconds East, a distance of 170.38 feet to a PK nail found; Thence North 75 degrees 33 minutes 26 seconds East, a distance of 18.04 feet to a point; Thence North 28 degrees 15 minutes 52 seconds East, a distance of 2.27 feet to a point; Thence South 61 degrees 44 minutes 08 seconds East, a distance of 32.46 feet to a 1/2" rebar found; Thence North 55 degrees 30 minutes 30 seconds East, a distance of 40.01 feet to a 1/2" rebar found; Thence North 57 degrees 36 minutes 34 seconds East, a distance of 13.26 feet to a 1/2" rebar found; Thence along a curve to the left, an arc length of 20.06 feet, said curve having a radius of 143.29 feet with a chord distance of 20.04 feet, at North 64 degrees 59 minutes 52 seconds East, to a 1/2" rebar found; Thence North 68 degrees 04 minutes 05 seconds East, a distance of 155.26 feet to a 1/2" rebar found; Thence North 21 degrees 23 minutes 55 seconds East, to a 1/2" rebar found on the Southwestern right-of-way of Northwinds Parkway (variable right-of-way); Thence along said right-of-way along a curve to the left, an arc length of 372.09 feet, said curve having a radius of 523.62 feet with a chord distance of 364.31 feet, at North 87 degrees 53 minutes 38 seconds East, to a 1/2" rebar found; Thence leaving said right-of-way South 32 degrees 28 minutes 41 seconds East, a distance of 89.52 feet to a point; Thence South 31 degrees 36 minutes 27 seconds East, a distance of 41.93 feet to a point; Thence South 30 degrees 44 minutes 13 seconds East, a distance of 42.00 feet to a point; Thence South 29 degrees 57 minutes 37 seconds East, a distance of 32.59 feet to a point; Thence South 46 degrees 33 minutes 11 seconds East, a distance of 43.83 feet to a point; Thence South 30 degrees 32 minutes 12 seconds East, a distance of 42.00 feet to a point; Thence South 29 degrees 41 minutes 46 seconds East, a distance of 42.00 feet to a point; Thence South 27 degrees 46 minutes 16 seconds East, a distance of 57.20 feet to a point; Thence South 25 degrees 57 minutes 04 seconds East, a distance of 21.78 feet to a point; Thence South 36 degrees 43 minutes 52 seconds East, a distance of 153.85 feet to a point; Thence South 42 degrees 31 minutes 13 seconds East, a distance of 61.84 feet to a point; Thence South 60 degrees 11 minutes 49 seconds East, a distance of 64.39 feet to a point; Thence South 67 degrees 54 minutes 54 seconds East, a distance of 227.26 feet to a 1/2" rebar found; Thence South 67 degrees 58 minutes 27 seconds East, a distance of 45.90 feet to a 5/8" rebar set; Thence South 52 degrees 26 minutes 18 seconds West, a distance of 40.04 feet to a concrete monument found; Thence South 49 degrees 30 minutes 01 seconds West, a distance of 219.05 feet to a concrete monument found; Thence along a curve to the right, an arc length of 820.85 feet, said curve having a radius of 3773.61 feet with a chord distance of 819.23 feet, at North 35 degrees 55 minutes 53 seconds West, to a concrete monument found; Thence South 41 degrees 54 minutes 57 seconds West, a distance of 432.59 feet to a 1/2" rebar found; said 1/2" rebar found being the TRUE POINT OF BEGINNING.

Said tract contains 24.457 acres. *RISING ROLL*

All that tract or parcel of land lying and being in Land Lot 752 of the 1ST District, 2ND Section of Fulton County, Georgia, and being more particularly described as follows:

Commencing at a point at the intersection of the Northern right-of-way of GA Highway 400 (variable right-of-way) and the Southeasterly right-of-way of Haynes Bridge Road (variable right-of-way); Thence along said right-of-way of Haynes Bridge Road in a Northeastern direction 837.5 feet to a 5/8" rebar set, said 5/8" rebar set being the TRUE POINT OF BEGINNING; Thence continuing along said right-of-way of Haynes Bridge Road the following courses and distances: along a curve to the left, an arc length of 47.78 feet, said curve having a radius of 4658.66 feet with a chord distance of 47.78 feet, at North 24 degrees 32 minutes 23 seconds West, to a PK nail set; South 73 degrees 11 minutes 44 seconds East, a distance of 10.10 feet to a PK nail set; along a curve to the left, an arc length of 781.11 feet, said curve having a radius of 4658.66 feet with a chord distance of 780.20 feet, at North 12 degrees 59 minutes 05 seconds West, to a 5/8" rebar found; Thence leaving said right-of-way along a curve to the right, an arc length of 280.72 feet, said curve having a radius of 169.76 feet with a chord distance of 248.81 feet, at South 49 degrees 06 minutes 00 seconds East, to a 1/2" rebar found; Thence South 22 degrees 21 minutes 04 seconds East, a distance of 69.20 feet to a 1/2" rebar found; Thence South 67 degrees 44 minutes 00 seconds West, a distance of 159.57 feet to a 5/8" rebar set on the Eastern right-of-way of Haynes Bridge Road, said 5/8" rebar set being the TRUE POINT OF BEGINNING. Said tract of land contains 0.807 Acre.

TITLE EXCEPTIONS

THE FOLLOWING EXCEPTIONS ARE LISTED IN SCHEDULE B, SECTION 2, OF A COMMITMENT FOR TITLE INSURANCE, AS PREPARED BY RAMSAY TITLE GROUP, LLC FOR LAWYERS TITLE INSURANCE CORPORATION, COMMITMENT NUMBER 2-12993 (RISING ROLL), DATED APRIL 15, 2004.

3. Declaration of Covenants, Conditions and Restrictions for Northwinds Business Association by Northwind Realty Corporation, a Delaware corporation, as agent for Oleifera Investments Limited, recorded in Deed Book 18204, Page 151, Records of Fulton County, Georgia; assigned by Assignment and Assumption Agreement by and between Northwind Realty Corporation, a Delaware corporation, in its own corporate capacity and in its capacity as Agent for Oleifera Investments Limited and Pope & Land Northwind, L.L.C., a georgia limited liability company, dated March 17, 1995, filed for record November 28, 1995 at 3:44 p.m., recorded in Deed Book 20291, Page 176 aforesaid Records; as supplemented by First Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association by Pope & Land Northwind, L.L.C., a Georgia limited liability company, recorded in Deed Book 20582, Page 175 aforesaid Records; as further supplemented by Second Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association by Pope & Land Northwind, L.L.C., a Georgia limited liability company recorded in Deed Book 20688, Page 78, aforesaid Records; and as further supplemented by Third Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association by Pope & Land Northwind, L.L.C., a Georgia limited liability company, recorded in Deed Book 21045, Page 93, aforesaid Records; as further supplemented by Fourth Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association, by Pope & Land Northwind, L.L.C., a Georgia limited liability company, recorded in Deed Book 21678, Page 30, aforesaid Records; as amended by Amendment to Fourth Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association, by Pope & Land Northwind, L.L.C., recorded in Deed Book 22679, Page 335, aforesaid Records; as further supplemented by Fifth Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association, by Pope & Land Northwind, L.L.C., recorded in Deed Book 22879, Page 331, aforesaid Records; as further supplemented by Sixth Supplementary Declaration of Covenants, Conditions and Restrictions for Northwind Business Association, by Pope & Land Northwind, L.L.C., a Georgia limited liability company, recorded in Deed Book 33607, Page 308, aforesaid Records; but omitting any restriction based on race, color, religion, sex, handicap, familial status, or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons.
AFFECTS SITE.

4. Easement from Mrs. J.A.Irvin Tatum, to Georgia Power Company, recorded in Deed Book 1589, Page 539, aforesaid Records.
BLANKET EASEMENT, MAY AFFECT SITE.

5. Easement from S.H. Alexander, to Georgia Power Company, recorded in Deed Book 1589, Page 539, aforesaid Records.
BLANKET EASEMENT, MAY AFFECT SITE.

6. Easement from J.H. Alexander, to Georgia Power Company, recorded in Deed Book 2209, Page 38, aforesaid Records.
BLANKET EASEMENT, MAY AFFECT SITE.

7. Easement from J.H. Alexander, to Georgia Power Company, recorded in Deed Book 2608, Page 560, aforesaid Records.
BLANKET EASEMENT, MAY AFFECT SITE.

8. Easement from S.H. Alexander, to Georgia Power Company, recorded in Deed Book 2608, Page 561, aforesaid Records.
BLANKET EASEMENT, MAY AFFECT SITE.

9. Easement from J.R. Shaw et al., to Fulton County, Georgia, recorded in Deed Book 2734, Page 643, aforesaid Records.
DOES NOT AFFECT SITE, REFERS TO THE ORIGINAL RIGHT-OF-WAY OF HAYNES BRIDGE ROAD.

10. Right of Way Easement from John R. Shaw, Jr., to Georgia Power Company, recorded in Deed Book 3777, Page 36.
BLANKET EASEMENT, MAY AFFECT SITE.

11. Permit for Anchors, Guy Poles and Wires from W.O. Dempsey, to Georgia Power Company, recorded in Deed Book 6165, Page 184, aforesaid Records.
MAY AFFECT SITE, TOO VAGUE TO PLOT.

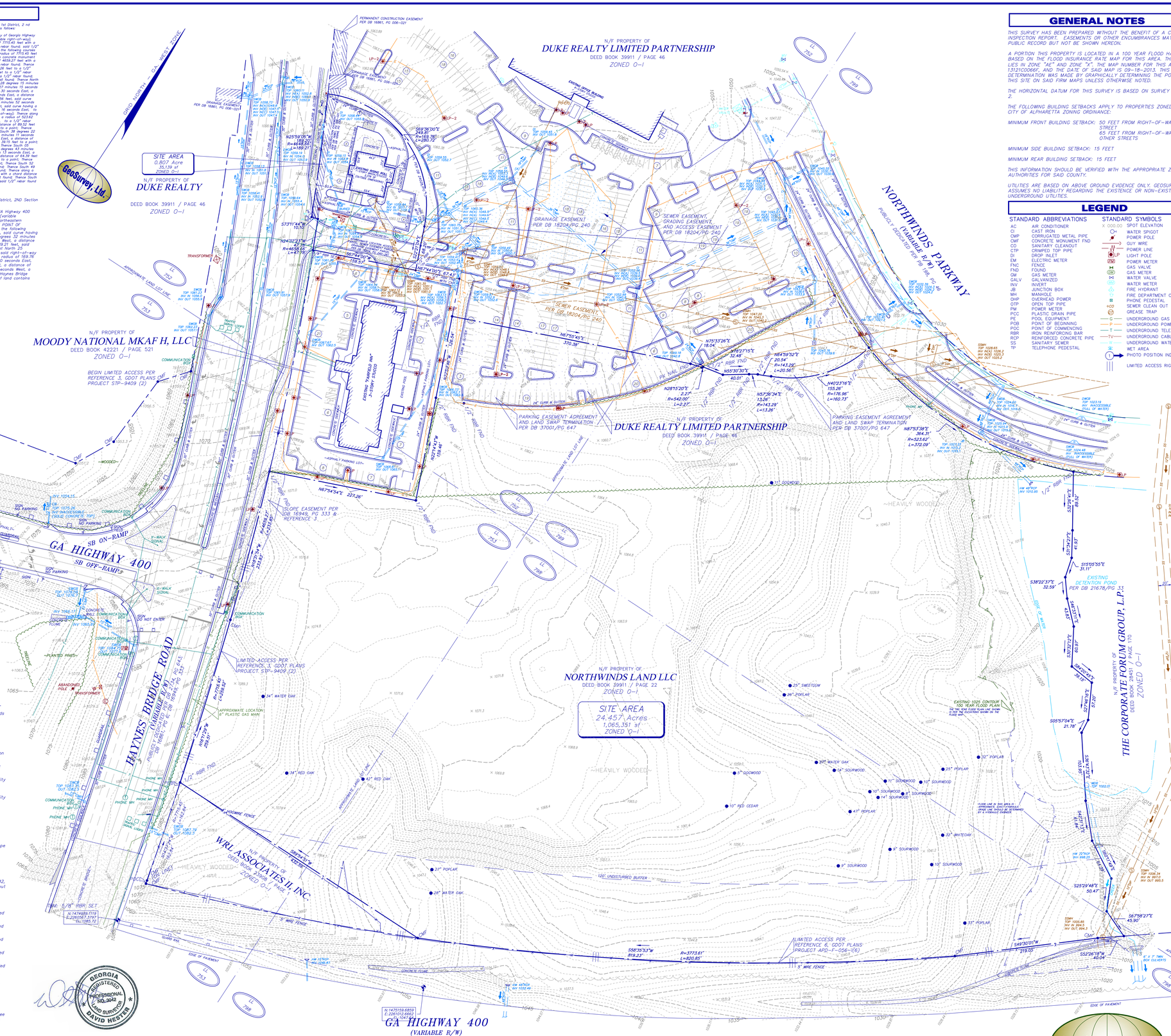
12. Easement from The Citizens and Southern National Bank as Trustee for the Citizens and Southern National Bank Income Fund, to Georgia Power Company, recorded in Deed Book 6770, Page 359, aforesaid Records.
BLANKET EASEMENT, MAY AFFECT SITE.

13. Easement for construction and drainage taken in Civil Action No. E-16456 – City of Alpharetta vs. First Union Bank of Georgia et al., recorded in Deed Book 16861, Page 6, aforesaid Records.
AFFECTS SITE AS PLOTTED.

14. Easement in Right of Way Deed from Northwind Realty Corporation, to Fulton County, Georgia, recorded in Deed Book 16949, Page 333, aforesaid Records.
REFERS TO CURRENT RIGHT-OF- WAY OF HAYNES BRIDGE ROAD. EASEMENTS CONTAINED WITHIN SAID INSTRUMENT AFFECT SITE AS PLOTTED.

15. Restrictive Covenants in Limited Warranty Deed and Restrictive Covenant Agreement between Northwind Realty Corporation, as Agent for Oleifera Investments Limited, and Northpoint Partners, Inc., a Georgia corporation, recorded in Deed Book 18204, Page 228, aforesaid Records.
RESTRICTIVE COVENANTS AFFECT SITE.

16. Short Form of Lease Agreement by and between Pope & Land Northwind, L.L.C., a Georgia limited liability company, and Bank of North Georgia, recorded in Deed Book 20515, Page 101, aforesaid Records.
AFFECTS SITE.


GRID NORTH – GA WEST ZONE
GeoSurvey, Ltd.
SITE AREA
0.807 Acre
35,139 sf
ZONED O-I
N/F PROPERTY OF
DUKE REALTY
DEED BOOK 39911 / PAGE 46
ZONED O-I
PERMANENT CONSTRUCTION EASEMENT PER DB 16861, PG 006-021
N/F PROPERTY OF
DUKE REALTY LIMITED PARTNERSHIP
DEED BOOK 39911 / PAGE 46
ZONED O-I
NORTHWINDS PARKWAY
PUBLICLY DEDICATED PER PB 168, PG 46
N/F PROPERTY OF
MOODY NATIONAL MKAF H, LLC
DEED BOOK 42221 / PAGE 521
ZONED O-I
BEGIN LIMITED ACCESS PER REFERENCE 1 RIGHT-OF-WAY PLANS OFF PROJECT STP-9409 (2)
GA HIGHWAY 400
SB ON-RAMP
SB OFF-RAMP
HAYNES BRIDGE ROAD
(VARIABLE R/W)
LIMITED ACCESS PER REFERENCE 1, GDOT PLANS PROJECT STP-9409 (2)
SLOPE EASEMENT PER DB 16949, PG 333 & REFERENCE 3
N/F PROPERTY OF
NORTHWINDS LAND LLC
DEED BOOK 39911 / PAGE 22
ZONED O-I
SITE AREA
24.457 Acres
1,065,351 sf
ZONED O-I
N/F PROPERTY OF
WRL ASSOCIATES II, INC
DEED BOOK 18208 / PAGE 7
ZONED O-I
DRAINAGE EASEMENT PER DB 18204/PG 240
SEWER EASEMENT, GRADING EASEMENT, AND ACCESS EASEMENT PER DB 18204/PG 240
SEWER EASEMENT PER DB 18204/PG 240
PARKING EASEMENT AGREEMENT AND LAND SWAP TERMINATION PER DB 37001/PG 647
PARKING EASEMENT AGREEMENT AND LAND SWAP TERMINATION PER DB 37001/PG 647
EXISTING 3-STORY STUCCO INN
EXISTING DRIVE BRIDGE
EXISTING DETENTION POND PER DB 21678/PG
N/F PROPERTY OF THE CORPORATE FORUM GROUP, L.P.
DEED BOOK 2451 / PAGE 170
ZONED O-I
LIMITED ACCESS PER REFERENCE 6, GDOT PLANS PROJECT APD-F-056-1(6)
EXISTING 1025 CONTOUR 100 YEAR FLOOD PLAIN
FLOOD LINE IN THIS AREA IS APPROXIMATE AND SHOULD BE DETERMINED BY A HYDRAULIC ENGINEER
TEMP. 5/8" RBR SET
N: 1474889.7119
E: 2216987.3797
ELL 1085.72
N: 1475159.6859
E: 2216712.6662
ELL 1085.72
APPROXIMATE LAND LOT LINE
APPROXIMATE LAND LOT LINE
EDGE OF PAVEMENT
EDGE OF PAVEMENT
HEAVILY WOODED
PLANTED PINES
5' WIRE FENCE
LOOKING FENCE
CONCRETE FLUME
CONCRETE BRIDGE
TRAFFIC SIGNAL
TRANSFORMER
COMMUNICATION MH
COMMUNICATION BOX
GMP
GAS VALVE
GAS METER
PHONE MH
PHONE MH
PHONE MH
PHONE MH
SIGN
NO PARKING
HOSPITAL
SIGN
NO PARKING
SIGN
NO PARKING
SIGN
EDGE OF PAVEMENT
SIGN
NO PARKING
SIGN
NO PARKING
SIGN
DO NOT ENTER
SIGN
DO NOT ENTER
SIGN
DO NOT ENTER

CITY COUNCIL MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. **AGENDA ITEM TITLE:** Z-25-07/CU-25-15/V-25-20 ALPHARETTA DISTRICT PLACES

PLANNING COMMISSION: OCTOBER 2, 2025

CITY COUNCIL: OCTOBER 27, 2025

II. **RECOMMENDATION:**

Approve Z-25-07/CU-25-15/V-25-20 Alpharetta District Places and Deny variance request to remove a specimen tree in the setback along Marietta Street, subject to the following conditions:

1. Site consisting of approximately 3.02 acres shall be rezoned to DT-C and developed substantially similar to site plan prepared by AEC, dated 9/26/25, except for modifications required to comply with the conditions below.
2. Architecture and materials shall be developed substantially similar to the renderings prepared by Tracy Ward, dated 9/11/25, except for modifications required to comply with the Downtown Consultant's comments and in compliance with the Alpharetta Downtown Code, subject to final approval by DRB. Buildings shall have 4-sided architecture, materials and details. Commercial storefront systems shall not be permitted. Majority of storefronts shall be recessed, subject to final approval by DRB.
3. Development regulations shall be as follows:
    a. Commercial – Commercial uses shall be limited to no more than 30,000 square feet and shall be located on the ground floor of the 'For-Rent' buildings. Restaurant (no drive-through) use shall be limited to no more than 10,000 square feet of the total commercial square footage and a maximum 2 restaurants. Office use shall be limited to no more than 5,000 square feet of the total commercial square footage.
    b. 'For-Rent' Residential – After January 1, 2028, 195 'Dwelling, 'For-Rent' units shall be permitted a Certificate of Occupancy (CO) in accordance with UDC 'For-Rent' requirements. The ground floor of the 'For-Rent' buildings shall have a minimum height of 18'. At-grade 'For-Rent' units shall be limited to no more than 2 sides of the building and shall have walkouts with sidewalk connections if differing from the renderings prepared by Tracy Ward, dated 9/11/25. Maximum building height shall be limited to 4 stories, not to exceed 60', except that the corners and middle of the 2 buildings shall be limited to 5 stories, not to exceed 60', substantially as depicted in the renderings prepared by Tracy Ward, dated 9/11/25. Units shall be limited to studio, 1, and 2 bedrooms and if dens are proposed, they shall not have a closet. No more than 58% of the units shall be 2 bedrooms. A CO shall not be issued for the 'For-Rent' building until Phase 1 construction has been substantially completed. 'For-Rent' units shall have first class amenities, which shall include a private pool, fitness center, secured gated parking, resident's lounge, business center, on-site management office, concierge services and secure elevator access. If a building permit is not issued by October 27, 2028 residential units shall revert to 'For-Sale' only.
    c. Parking Decks – Maximum 3 levels, substantially as depicted on the site plan prepared by AEC, dated 9/26/25. Any portion of the parking deck visible from Highway 9, Old Milton Parkway, Roswell Street or Marietta Street shall be treated with similar materials and finishes as the building it serves. Architectural screens, or similar, shall be used on parking deck openings visible from Old

Milton Parkway or Marietta Street, as approved by DRB. Suitability of parking deck elevation, visibility and landscape screening shall be approved by DRB. Parking decks shall be permitted without active uses along Old Milton Parkway and Marietta Street, as depicted on the site plan prepared by AEC, dated 9/26/25.

4. Commercial uses shall be limited to:
    a. Art Gallery
    b. Bakery
    c. Barber Shop/Beauty Shop
    d. Book Store
    e. Brewery (w/conditional use)
    f. Distillery (w/conditional use)
    g. Dry Cleaning, Pick-up Station
    h. Fitness Studio
    i. Florist
    j. Grocery Store
    k. Office
    l. Pet Day Care (no overnight boarding)
    m. Pet Grooming
    n. Restaurant (no drive through)
    o. Retail Establishment (no mixed sales)
    p. Shop or Studio, Craftsman/Artist
    q. Spa Services (w/conditional use)
    r. Special Event Facility (w/conditional use)
5. Building setbacks shall be as depicted on the site plan prepared by AEC, dated 9/26/25.
6. Buildings shall have a maximum building footprint of no more than 46,900 square feet (north bldg.) and 45,000 square feet (south bldg.), as depicted on the site plan prepared by AEC, dated 9/26/25.
7. Developer shall improve Marietta Street streetscape with a minimum 6' planter planted with street trees, minimum 8' sidewalk, minimum 10' travel lanes, decorative pedestrian lighting and street furnishings, with final approval by Staff. Overhead utilities along the project side of Marietta Street shall be placed underground in order to resolve conflicts with Code-required landscaping. Streetscape improvements may require additional right-of-way or easements. Streetscape improvements shall be installed using specific construction techniques, such as a floating sidewalk, to limit impacts to saved trees, as approved by the City Arborist.
8. Developer shall improve Highway 9 streetscape with a minimum 2' planter planted with shrubs, minimum 10' brick sidewalk, decorative pedestrian lighting and street furnishings, with final approval by Staff.
9. Developer shall improve Old Milton Parkway streetscape with a minimum 6' planter planted with shrubs if trees not permitted by GDOT, minimum 10' sidewalk, decorative pedestrian lighting and street furnishings, with final approval by Staff. Trees will be required between the sidewalk and building, if not allowed in the 6' planter.
10. Developer shall install off-site Site Driveway 1 on Marietta Street to be full-access with stop-sign control on the site driveway approach; on-site Site Driveway 2 on North Main Street (State Route 9) to be right-in/right-out only; and off-site Site Driveway 3 on Old Milton Parkway (OMP) to be right-in/right-out only, with final design configuration approval by Staff.
11. Developer shall install an extended raised 2' median along the southbound left-turn lane of Highway 9 at the signalized intersection of Old Milton Parkway to ensure safer site ingress/egress.
12. Developer shall construct the City's Marietta at Roswell Street Public Park Project, with final approval by Staff. Impact fee credits shall be used to develop off-site park improvements if approved by Council as part of a development agreement.

13. Developer shall install the City's Alpha Loop Special Detail striping at the Marietta Street/Roswell Street intersection pedestrian crosswalks, with final approval by Staff. Impact fee credits shall be used to develop off-site improvements if approved by Council as part of a development agreement.
14. Decorative pedestrian lighting shall be required throughout the development and shall be privately maintained.
15. Overstory shade trees shall be required in all landscape strips and shall be planted a minimum 15' from the face of the building and a minimum 15' from overhead utilities, as approved by DRB.
16. Minor encroachments of the sidewalk into the 10' landscape strip along Marietta Street shall be permitted, as approved by Staff.
17. Foundation plantings, consisting of ornamental trees, shrubs, vines and grasses, shall be required along all sides of the building, with final approval by DRB.
18. Developer shall include the City's Special Emphasis Crosswalk (Detail 903) along any driveway access point crossing and intersecting with City right-of-way, as approved by Staff.
19. Developer shall improve a pedestrian connection from the future City Park at the corner of Marietta Street and Roswell Street to Highway 9 and located between the For-Rent buildings and across the Phase 1 surface parking lot, substantially as depicted on the site plan prepared by AEC, dated 9/26/25. Pedestrian connection shall include hardscape, landscape, amenities (seating areas, trash receptacles, public art, etc.), open space, and wayfinding signage, with final approval by DRB. Pedestrian crossings shall be designated by way of featured materials such as brick pavers, cobblestones, or architecturally treated concrete products, as approved by DRB.
20. Developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks, wayfinding signage and other street furniture where appropriate throughout the development.
21. Minimum 1.16 acres of open space shall be provided in Phase 2. Open space shall be developed with decorative landscaping (plant selections consistent with the historic Downtown), hardscape, seating, and other amenities, with final approval by Staff.
22. The northwest corner of Old Milton Parkway and Highway 9 shall be designed and constructed in such a manner as to provide significant signage, landscaping, focal point feature, and architectural features appropriate for identifying the location as a gateway into Downtown Alpharetta and befitting and upscale mixed-use development, as approved by DRB. Original public art shall be subject to approval by the Cultural Arts Commission.
23. Developer shall save tree #33 (13" Cherry), #34 (15" Cherry), #37 (18" Cherry), #39 (24" Eastern Red Cedar), #40 (20" Eastern Red Cedar), and #41 (54" Oak) along Marietta Street, as well as the 13" Willow Oak at the corner of Old Milton Parkway and Highway 9.
24. Fencing and walls visible from the public right-of-way or City-owned property shall be decorative. Fences shall be metal, and walls shall be brick, stone, or similar material and shall be covered in creeping vines, as approved by DRB.
25. No "back of house" functions (such as loading or dumpster area), or non-ornamental walls or fences shall be visible from the public right-of-way.
26. HVAC and similar equipment shall not be visible or shall be screened from the public right-of-way or City-owned property.
27. Prior to LDP, the applicant shall submit to DRB for approval a document to be entitled 'Alpharetta District Places Design Standards'. This document shall include elevations of the building, unique storefront concepts, specifications for street furniture, lighting, signage, landscaping, and focal point features. The 'Alpharetta District Places Design Standards' shall ensure that quality materials and design consistency are applied throughout the development so that the completed project appears as a unified whole and conveys the high-quality image worthy of a gateway development into Downtown Alpharetta.
28. Developer shall provide a master sign plan for the development which shall utilize creative signage, such as painted signs, blade signs, and perpendicular signs, with final approval by DRB. A sign package with coordinated signage for the building and sign locations shall be submitted to the DRB for approval. The sign

package shall be incorporated into the Alpharetta District Places Design Standards and shall include standards for ground signs, wall signs, awning signs, directional signs, and other signs.

29. White lights shall be added to the top of the buildings in conjunction with the City's holiday lighting program.
30. A construction staging plan shall be provided with the LDP, subject to final approval by Staff.

III. REPORT IN BRIEF:

The applicant, Erik Rowen, is requesting a rezoning, conditional use, and variances to allow for the construction of two (2), five (5) story mixed-use buildings with 195 'For-Rent' units over 20,000 square feet of retail space and 10,000 square feet of restaurant space on 3.02 acres in the Downtown. The public hearing request represents Phase 2 of the Alpharetta District Places development. Phase 1, which includes the property along Roswell Street from Old Milton Parkway to Marietta Street, will utilize the existing C-2 (General Commercial) zoning and will consist of 17,000 square feet of retail use and 17,000 square feet of restaurant use. A rezoning is requested for Phase 2 from C-2 to DT-C (Downtown Core) and a conditional use is requested to allow 'Dwelling, 'For-Rent' use. Variances are requested to increase the maximum building footprint, increase maximum building height, reduce a landscape strip, allow utilities and easements in a landscape strip, modify the Marietta Street streetscape, and allow tree removal in the setback along Marietta Street. The subject property is located at 131 South Main Street at the northwest corner of South Main Street and Old Milton Parkway.

DISCUSSION

The submitted request, if approved, would allow for the construction of two (2), five (5) story mixed-use buildings with 195 'For-Rent' units over 20,000 square feet of retail space and 10,000 square feet of restaurant space on 3.02 acres in the Downtown. The proposed density is 64.5 dwelling units per acre. The public hearing request represents Phase 2 of the Alpharetta District Places development. Phase 1, which includes the property along Roswell Street from Old Milton Parkway to Marietta Street, will utilize the existing C-2 (General Commercial) zoning and will consist of 17,000 square feet of retail use and 17,000 square feet of restaurant use. A rezoning is requested for Phase 2 from C-2 to DT-C (Downtown Core) and a conditional use is requested to allow 'Dwelling, 'For-Rent' use. Variances are requested to increase the maximum building footprint, increase maximum building height, reduce a landscape strip, allow utilities and easements in a landscape strip, modify the Marietta Street streetscape, and allow tree removal in the setback along Marietta Street. The subject property is located at 131 South Main Street at the northwest corner of South Main Street and Old MIlton Parkway.

The property is developed as a 20,000 square foot retail strip center, 4,200 square foot dry cleaners, and 2,400 square foot contractor's office. Surrounding properties are zoned C-2. Alpharetta District Places Phase 1 (retail and restaurant village) will be located to the west, Walgreens and an office building are located to the south, the former Rite Aid/Off Leash building, Little Alley Steak, and Taco Bell are located to the east, and Surcheros and a commercial building are located to the north. The comprehensive land use plan designation of the property is 'Central Business District', which supports the applicant's proposal.

As shown in the table below, variances are requested to Unified Development Code (UDC) Downtown Code streetscape and site regulations (bulk and mass), as well as tree conservation and landscape requirements. The applicant cites the unusual shape of the property, multiple road frontages, and the substandard right-of-way along Marietta Street as hardships contributing to the requested variances.

Applicant's Variance Requests

UDC Section	Applicant's Request	Notes
UDC Appendix A, Subsection 3.5.5 Bulk and Mass	Increase the maximum building footprint from 20,000 SF to 46,900 SF (north bldg.) and 45,000 SF (south bldg.). Increase building height from 4 to 5 stories.	Larger building footprints can be found in the Central Business District at Teasley Place – 54,000 SF, City Center Multi-Family Bldg – 50,000 SF, Publix – 50,000 SF, Hamilton Hotel – 41,000 SF. Liberty Hall is 5 stories.
UDC Appendix A, Subsection 2.3.3 Street Types	Modify the streetscape regulations along Marietta Street. Additional right-of-way would impact the developability of the property.	Reduce the planter from seven-feet (7') to six-feet (6') and reduce sidewalk from ten-feet (10') to eight-feet (8').
UDC Subsection 3.2.8(D)	Reduce the 10' landscape strip along Marietta Street.	Variance requested in the event the sidewalk encroaches into the landscape strip in order to save trees along Marietta Street.
UDC Subsection 3.2.1	Allow utilities and easements in a landscape strip.	
UDC Subsection 3.2.8(K)	Allow tree removal in the setback along Marietta Street.	6 specimen trees identified along Marietta Street. Applicant requests to remove 1 tree (54" Water Oak).

The table below identifies residential densities in the 'Central Business District' of Downtown. When spread across Phases 1 & 2 of the development (6.09 acres), the applicant's proposed density is 32 dwelling units per acre, which is similar to the densities approved at Alpharetta Lofts and 55 Canton. For comparison, the 'For-Rent' units at City Center are situated on approximately 2.4 acres. While the residential density for City Center is spread across the 25-acre mixed-use development, the 'For-Rent' use has a density of 70 dwelling units per acre when considering only the land upon which the use was constructed.

Downtown – Residential Approvals in the Central Business District

Development Name	Type	Acres	Density
Applicant's Proposal	195 'For-Rent'	3.02 acres*	64.5 du/ac*
55 Canton	36 Condominium	1.02 acres	35.3 du/ac
City Center/Voysey	42 SFD, 168 'For-Rent'	25 acres	8 du/ac
Teasley Place	24 Condominium	1.5 acres	16 du/ac
Alpharetta Lofts	36 Condominium	1.16 acre	31 du/ac

* The proposed density is 32 dwelling units per acre when spread over Phases 1 & 2 of the Alpharetta District Places development (6.09 acres).

SITE PLAN

The submitted site plan depicts two (2), five (5) story mixed-use buildings, including 195 'For-Rent' units over 20,000 square feet of retail use and 10,000 square feet of restaurant use on the ground floor. The buildings wrap three (3) levels of structured parking, which are capped with residential amenity areas. The buildings are oriented to Old Milton Parkway, South Main Street and Marietta Street with vehicular access depicted from Old Milton Parkway (through Phase 1), Highway 9, and Marietta Street (through Phase 1). Building setbacks are depicted to be twenty-foot (20') on Old Milton Parkway and Highway 9, and ten-foot (10') on Marietta Street. A garbage/loading zone is depicted on the north side of the northernmost building which has access from Marietta Street.

The existing eight-foot (8') sidewalks along Highway 9 and Old Milton Parkway are depicted to remain with the area behind the sidewalk improved with hardscape and landscape planters. The applicant requests a variance to modify the Marietta Street streetscape to allow a reduced six-foot (6') planter and eight-foot (8') sidewalk. Twenty-foot (20') landscape strips are depicted along Highway 9 and Old Milton Parkway and a ten-foot (10') landscape strip is depicted along Marietta Street.

As shown in the table below, 466 parking spaces are required for the applicant's proposed uses. The site plan depicts 466 parking spaces in the two (2) parking decks. An additional 98 surface parking spaces are proposed in Phase 1, which exceeds the minimum parking required for Phase 1 uses by approximately 30 spaces. On-street parallel parking is also provided along Roswell Street.

Minimum Parking Requirements

Use	Unit	Parking Rate (space/SF)	Required Parking
Restaurant	10,000 SF	1/500 SF	20
Retail	20,000 SF	1/500 SF	40
'For-Rent' units	195 dus	1.5/1-bedroom unit (82) 2.5/2+ bedroom unit (113)	123 282.5
TOTAL			466

The site plan depicts 1.13 acres, or 37.6% open space within the proposed development. The DT-C district requires a minimum five percent (5%) amenity space for properties less than five (5) acres, as well as a proportional increase for densities above ten (10) dwelling units per acre or more. The applicant proposes a density of 64.5 dwelling units per acre, which equates to 32.285% amenity space for the proposed development. Amenity space includes two (2) amenity decks with a swimming pool, two (2) plazas, restaurant outdoor seating areas, sidewalks, balconies, and terraces.

The submitted tree survey and assessment identifies nine (9) specimen trees on Phase 2 of the development. A tree of quality (13" Willow Oak) is proposed to be saved at the corner of Old Milton Parkway and Highway 9 and five (5) of the six (6) specimen trees located along Marietta Street are depicted to be saved. The applicant has requested relief from the UDC requirement that specimen trees and trees of quality in the building setback along Marietta Street be saved in order to remove one (1) specimen tree.

A note on the site plan indicates that stormwater management will be designed to drain to an underground system under the parking deck and discharged through the trunk line that flows to an existing stormwater inlet on Highway 9.

RENDERINGS

The submitted renderings depict two (2), five (5) story mixed-use buildings blending several architectural styles, including Folk Victorian, Greek Revival, Federal, Neoclassical, and Romanesque. Exterior materials include brick, cast stone, stucco, cementitious panels, and metal accents. The ground floor of the buildings are dedicated to retail and restaurant space with 'For-Rent' units located above. According to the applicant, the intent of the design is to give the appearance of a city block being developed over time and not one large, new development. The UDC Downtown Code limits building footprints in the Downtown Core to no more than 20,000 square feet. The building footprints are 46,900 square feet for the north building and 45,000 square feet for the south building, which requires a variance.

The City's Downtown Consultant reviewed the proposed renderings and believes that they are substantially in compliance with the design regulations in the Downtown Overlay. The following comments and recommendations were provided by the Downtown Consultant:

1. Scale: The scale of this development seems appropriate so long as additional developments of this scale are anticipated in this area in the foreseeable future.
2. Storefronts: The storefronts below the Classical belt course are reflective of modern urban storefronts and exhibit substantially more glass than would be found in buildings of the periods suggested by the building details above the belt course. The additional visual interest, architectural variety and human scale of storefronts more reflective of Figure 7 on Page 20 of the Downtown Design Guidelines can contribute substantially to the pedestrian experience. We recommend a design approach to the storefronts that is more reflective of the concepts described in Figure 7.
3. Canopies: Consideration should be given to introducing canopies across some storefronts. Canopies need not be limited to entrances.

TRAFFIC

The applicant submitted a traffic impact study which includes a trip generation table (see below). The trip generation estimates that Phase 2 uses (For-Rent, retail, and restaurant) would generate approximately 127 AM Peak Hour trips and 280 PM Peak Hour trips. Based on the current use of the subject property as a retail strip center, dry cleaners, and contractor's office, the applicant's proposal would result in an increase of 72 AM Peak Hour trips and 122 PM Peak Hour trips.

TABLE 1 A – TRIP GENERATION (PHASE – 2)

Land Use	Code	Density (SF/DU)	Period	Total	In	Out
Multifamily Housing (Low-Rise) - Not Close to Rail Transit	220	195 Units	Daily	1,325	663	662
			AM Peak Hour	83	20	63
			PM Peak Hour	104	66	38
Strip Retail Plaza (<40k)	822	20,000 SF	Daily	1,074	537	537
			AM Peak Hour	45	27	18
			PM Peak Hour	127	64	63
Fast Casual Restaurant	930	5,000 SF	Daily	486	243	243
			AM Peak Hour	7	4	3
			PM Peak Hour	74	41	33
Fine Dining Restaurant	931	5,000 SF	Daily	419	210	209
			AM Peak Hour	4	2	2
			PM Peak Hour	39	26	13
Total New Primary Trips			Daily	3,304	1652	1,652
			AM Peak Hour	139	53	86
			PM Peak Hour	344	197	147
Total Combined Pass-By Trips			Daily	-140	-70	-70
			AM Peak Hour	0	0	0
			PM Peak Hour	-14	-10	-4
Total Internal Capture Trips			Daily	-396	-198	-198
			AM Peak Hour	-12	-6	-6
			PM Peak Hour	-50	-25	-25
Total Net New Trips			**Daily**	**2,768**	**1,384**	**1,384**
			AM Peak Hour	**127**	**47**	**80**
			PM Peak Hour	**280**	**162**	**118**

The applicant's traffic study analyzed six (6) intersections in the Downtown, as well as the three (3) site driveways. According to the report, all intersections currently operate at an overall satisfactory Level of

Service (LOS) D or better during peak hours, except the intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours. The report indicates that all intersections will operate at an overall satisfactory LOS D or better during peak hours in both the 'No-Build' and 'Build' future condition (2030 build-out year), except for the intersections at Highway 9/Old Milton Parkway and Highway 9/Academy Street. Old Milton Parkway/Highway 9 intersection operates at LOS E during peak hours in the 'No-Build' and 'Build' future condition and Highway 9/Academy Street intersection operates at LOS D in the AM Peak and LOS E in the PM Peak in the 'No-Build' and 'Build' future condition.

The traffic study concludes that Old Milton Parkway/Highway 9 will continue to operate at LOS E with slightly reduced delays due to improved lane geometry in the GDOT planned improvements to the intersection. GDOT has planned improvements at the intersection of Old Milton Parkway/Highway 9 which are anticipated to be completed by Summer 2026. The improvements include dual left-turn lanes along Old Milton Parkway in the eastbound direction, dual right-turn lanes and an extended left-turn lane (storage lane) along Highway 9 in the northbound direction, as well as updated traffic signal configurations on all intersection approaches.

SCHOOLS

Residential development is known to increase school enrollment. Fulton County calculated the potential maximum number of children who may live on the property by using the Fulton County Schools standard calculation to identify the number of children that a residential development will generate. The following chart outlines these figures:

FULTON COUNTY SCHOOLS – 195 'For-Rent' Apartments

School	Single Family Average #
Alpharetta Elementary School	0 to 0 students
Hopewell Middle School	0 to 0 students
Cambridge High School	0 to 0 students
TOTAL	0 to 0 students

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 0 school age children. Numbers provided by Fulton County Schools show that all three (3) schools have enrollments that are under capacity.

'FOR-RENT' RESIDENTIAL

Careful consideration should be given to maintaining a balance between 'For-Rent' versus 'For-Sale' product in the City. The Horizon 2040 Comprehensive Land Use Plan identifies the following housing policy as it relates to maintaining a balance between owner-occupied and renter-occupied housing in the City:

> *Housing Policy 2: Maintain a balance between 'owner-occupied' and 'renter-occupied' in Alpharetta such that at least 68% of the housing stock is 'owner-occupied'.*

There are several factors that should be considered with requests for 'For-Rent' product, such as mix of uses, design, long-term viability, impacts to City facilities and services, as well as traffic and school impacts. The property is located in the Downtown which has approximately 911,000 square feet of office with a low vacancy rate of 6.6% (Source: 2025 CoStar). High-density housing should be tied to office space where

jobs exist and/or are created, and service uses are available to limit vehicular trips. Because downtown mixed-use does not require a minimum 25 acres and on-site office, Staff looked at office within the Downtown Overlay. The existing office space in Downtown would generate approximately 3,644 employees (assuming 1 employee per 250 square feet) to support the applicant's proposed development.

When rental is considered, the City's Rental Housing Study (updated June 2022) recommends limiting an annual target entitlement of approximately 116 'For-Rent' units per year in order to achieve Housing Policy 2, as stated above. While the minimum 68% 'owner-occupied' housing policy is included in the Horizon 2040 Comprehensive Plan, the annual target recommendation is not an approved City policy. The current US Census 2023 American Community Survey 5-year estimate (2019 – 2023) shows that the City is at 68% owner-occupied housing units. Continuum and Portman Brookside were the last developments approved with a 'For-Rent' use. Staff adheres to a five (5) year timeframe when making recommendations on public hearing requests that include a 'For-Rent' use. Housing policies are developed by the community as part of the City's Comprehensive Plan, which is updated every five (5) years.

The applicant proposes two (2), five (5) story buildings with 195 'For-Rent' units to be completed in one (1) phase. On-site amenities will include covered parking, ground floor active uses (retail/restaurant/office), and amenities, including a swimming pool. In addition, the development is located less than 500' from Publix, which is in compliance with the City's 'For-Rent' regulations requiring that a neighborhood grocery be located within 1,500' of Downtown 'For-Rent' dwellings. 42% of the units, or 82 units, will be one (1) bedroom and 58%, or 113 units, will be two (2) bedrooms. 195 'For-Rent' units would generate approximately 538 people that could occupy approximately 134,500 square feet of office space (based on 1 employee per 250 square feet). As shown in the table below, a CO could be issued for the applicant's rental units in 2028.

'For-Rent' Request – Certificate of Occupancy (CO) Year

	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Applicant's Proposal							195			195
Continuum					280					280
Portman Brookside						335				335
Annual Recommended Target	116	116	116	116	116	116	116	116	116	1,044
Cumulative Total	+116	+232	+348	+464	+300	+81	+2	+118	+234	234

STANDARDS FOR ZONING CHANGES

The Planning Commission and the City Council shall consider the following standards in considering a rezoning application, giving due weight or priority to those factors particularly appropriate to the circumstances of each application:

a. Whether the zoning proposal will permit a use that is suitable in view of the zoning use and development of adjacent and nearby property.

Response: The zoning proposal would permit uses that are consistent with the future land use designation of the property and the surrounding area, which is 'Central Business District'. The current zoning is inconsistent with the walkable vision for Downtown and allows auto-oriented uses.

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

Response: The zoning proposal would not adversely affect the existing use or usability of adjacent or nearby properties. The intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours. The traffic study concludes that the intersection will continue to operate at LOS E with slightly reduced delays due to improved lane geometry with GDOT's planned improvements to the intersection.

c. Whether the zoning proposal will adversely affect the natural environment.

Response: The proposal would not adversely impact the natural environment. The developer proposes to save five (5) specimen trees located along the Marietta Street frontage, as well as one (1) tree of quality (13" Willow Oak) at the corner of Old Milton Parkway and Highway 9. However, the 54" Oak should be saved if it does not conflict with streetscape improvements.

d. Whether there are substantial reasons why the property cannot or should not be used as currently zoned.

Response: The current zoning of the property is C-2, which does not allow residential use and is inconsistent with the vision for Downtown to become a walkable, mixed-use environment. The current zoning also allows auto-oriented uses, such as automotive repair and service, gas station, and restaurant with drive-through.

e. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of public facilities or services, including but not limited to existing streets and transportation facilities, schools, water or sewer utilities, and police or fire protection.

Response: The zoning proposal would not cause an excessive burden on public facilities and services. The intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours. The traffic study concludes that the intersection will continue to operate at LOS E with slightly reduced delays due to improved lane geometry with GDOT's planned improvements to the intersection.

f. Whether the zoning proposal is supported by new or changing conditions not anticipated or reflected in the existing zoning on the property.

Response: The subject property is located in the Downtown Overlay, which includes opportunities for properties to redevelop under the Downtown zoning districts. The requested rezoning is consistent with the future land use designation of the property and surrounding area, which is 'Central Business District'.

g. Whether the zoning proposal reflects a reasonable balance between the promotion of the public health, safety, morality or general welfare against the right to unrestricted use of property.

Response: The request would not negatively impact public health, safety or welfare. The intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours. The traffic study concludes that the intersection will continue to operate at LOS E with slightly reduced delays due to improved lane

geometry with GDOT's planned improvements to the intersection. In addition, the proposal will result in additional residents to support Downtown businesses.

h. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Response: The current zoning of the property is C-2, which does not allow residential use and is inconsistent with the vision for Downtown to become a walkable, mixed-use environment. The current zoning also allows auto-oriented uses, such as automotive repair and service, gas station, and restaurant with drive-through.

i. The extent to which the zoning proposal is consistent with the Comprehensive Plan.

Response: The future land use designation of the property is 'Central Business District', which supports the proposed rezoning request.

CONDITIONAL USE REVIEW CRITERIA

City staff has reviewed the applicant's request and compared it to the conditional use standards established in UDC Sec. 4.2.3 (B) which are as follows:

A conditional use otherwise permitted within a zoning district shall be considered to be compatible with other uses permitted in the district, provided that due consideration is given to the following objective criteria at a public hearing and satisfactory provisions, or arrangements are made for:

1. Access into and out of the property with regard to traffic and pedestrian safety, volume of traffic flow, and emergency vehicles, as well as the type of street providing access;

Response: Vehicular access to Alpharetta District Places is proposed by way of three (3) right-in/right-out driveways on Old Milton Parkway, Highway 9, and Marietta Street. Multiple points of access to the proposed development will help disperse traffic.

2. The extent to which refuse areas, loading and service areas, off street parking, and buffers and screening are provided on the property.

Response: The above-referenced site improvements will be accommodated with the applicant's proposed development. In addition, the applicant understands that the development must comply with the City's 'For-Rent' regulations, including being located within 1,500' of a neighborhood grocery. Publix is located less than 500' from the proposed development, as measured along the most direct improved pedestrian route from door to door.

3. Ensuring that the conditional use will not be injurious to the use and enjoyment of the environment or of other property in the immediate vicinity or diminish and impair property values within the surrounding neighborhood.

Response: The conditional use to allow 'For-Rent' residential use would bring in additional residents to support Downtown businesses.

4. Ensuring that the conditional use will not increase local or state expenditures in relation to the cost of servicing or maintaining neighboring properties.

Response: Not applicable.

5. Ensuring that the conditional use will not impede the normal and orderly development of surrounding property for uses predominant in the area; and

Response: The addition of a residential use at the subject property is consistent with the desirable development pattern as described in the Comprehensive Plan and Downtown Master Plan Update and would not impede normal and orderly development of surrounding properties. The intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours. The traffic study concludes that the intersection will continue to operate at LOS E with slightly reduced delays due to improved lane geometry with GDOT's planned improvements to the intersection. In addition, the proposal will result in additional residents to support Downtown businesses.

6. Ensuring that the location and character of the conditional use is considered to be consistent with a desirable pattern of development for the city, in general.

Response: The addition of a residential use at the subject property is consistent with the desirable development pattern as described in the Comprehensive Plan and Downtown Master Plan Update. The intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours. The traffic study concludes that the intersection will continue to operate at LOS E with slightly reduced delays due to improved lane geometry with GDOT's planned improvements to the intersection. In addition, the proposal will result in additional residents to support Downtown businesses.

7. Ensuring that the conditional use is appropriately separated from similar uses and conflicting uses, such as residences, government buildings, parks, churches, or schools.

Response: Not applicable.

VARIANCE REVIEW CRITERIA

The City of Alpharetta Unified Development Code Article IV, Section 4.5.3 outlines the criteria set forth for granting a variance. The ordinance specifically states..."a variance may be granted in whole or in part, or with conditions, in such individual case of unnecessary hardship upon a finding that":

(1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography; or

Response: The proposed building footprints are consistent with building footprints in the Downtown Core at Teasley Place, City Center, and Publix, which are approximately 50,000 square feet. The building

primarily appears as four (4) stories, with the 5th story stepped back along most of the building façade. If approved, the 5th story should be limited to corners and middle, as depicted on the renderings.

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

Response: Application of the ordinance would create an unnecessary hardship. The proposed building footprints are similar in size to building footprints in the Downtown at Teasley Place, City Center, and Publix. However, the 54" Oak should be saved if it does not conflict with streetscape improvements.

(3) There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or

Response: The property has peculiar conditions with road frontage on three (3) sides. The proposed building footprints are consistent with building footprints in the Downtown Core at Teasley Place, City Center and Publix. The building primarily appears as four (4) stories, with the 5th story stepped back along most of the building façade.

CONCURRENCES

Staff has reviewed the applicant's proposal against the established review criteria for a rezoning, conditional use, and variance. The applicant's request is consistent with the future land use designation of the property and the desirable development pattern as described in the Comprehensive Plan and Downtown Master Plan Update. The current zoning of the property is inconsistent with the walkable vision for Downtown and allows auto-oriented uses. The request would not negatively impact adjacent and nearby properties or public health, safety or welfare. The intersection at Old Milton Parkway/Highway 9 currently operates at LOS E during peak hours and even with the applicant's proposal will continue to operate at LOS E with slightly reduced delays due to improved lane geometry with GDOT's planned improvements to the intersection. In addition, the proposal will result in additional residents to support Downtown businesses.

The applicant's request to allow 'For-Rent' residential is consistent with the conditional use review criteria and the City's housing tenure policy of at least 68% owner-occupied housing. High-density housing should be tied to office space where jobs exist or are created, and service uses are available to limit vehicular trips. The existing office space in Downtown would support the applicant's proposal to add a 'For-Rent' residential use.

The proposed building footprints are consistent with building footprints in the Downtown Core at Teasley Place, City Center and Publix. The building primarily appears as four (4) stories, with the 5th story limited to the end and middle of the buildings and stepped back along most of the building façades. The site is located in the Downtown Overlay within walking distance to Publix, multiple restaurants, and other goods and services. If approved, the 54" Oak along Marietta Street should be saved.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that the applicant held meetings with Victoria Square on July 31st

and Windsong on August 13th. According to the applicant, the project was well-received with comments regarding traffic, emphasize Old Milton Parkway entrance, and Marietta Street is too narrow. The applicant also reached out to existing tenants on the subject property, as well as Pure Taqueria and TBB. The applicant provided several letters of support from nearby residents and downtown business owners.

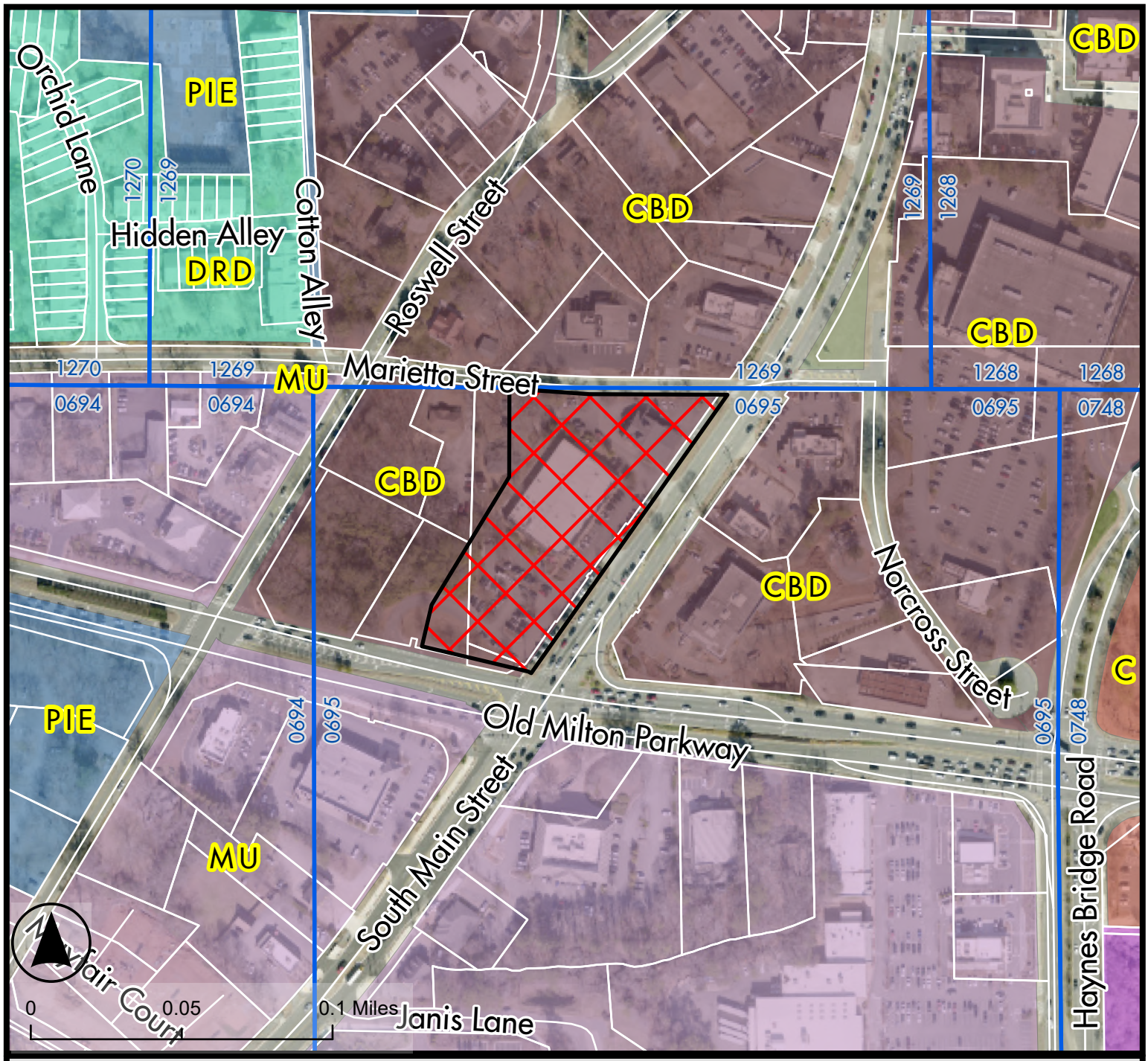
Several residents expressed specific concerns regarding additional traffic on Marietta Street between Roswell Street and Old Milton Parkway.

COMMUNITY ZONING INFORMATION MEETING

CZIM was held on August 13, 2025. There were public comments in opposition to the request with concerns over additional expensive apartments and traffic.

IV. ATTACHMENTS:

- Map Series
- Updated Information
- Revised Traffic Impact Study
- CZIM
- Citizen Part B
- Public Comments
- Application



Legend

- Z-25-07, CU-25-15, V-25-20
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Future Land Use 2040

- Central Business District
- Commercial
- Downtown Residential Density
- Medium Density Residential
- Mixed Use
- Mixed Use Live Work
- Parks, Recreation, Open Space
- Public, Institutional, Education

Future Land Use Map

Alpharetta District Places

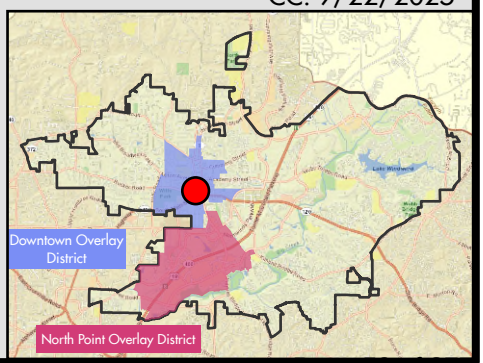
131 South Main Street/ 82 Marietta St

Z-25-07, CU-25-15, V-25-20

D/LL: 1/2/695 & 694

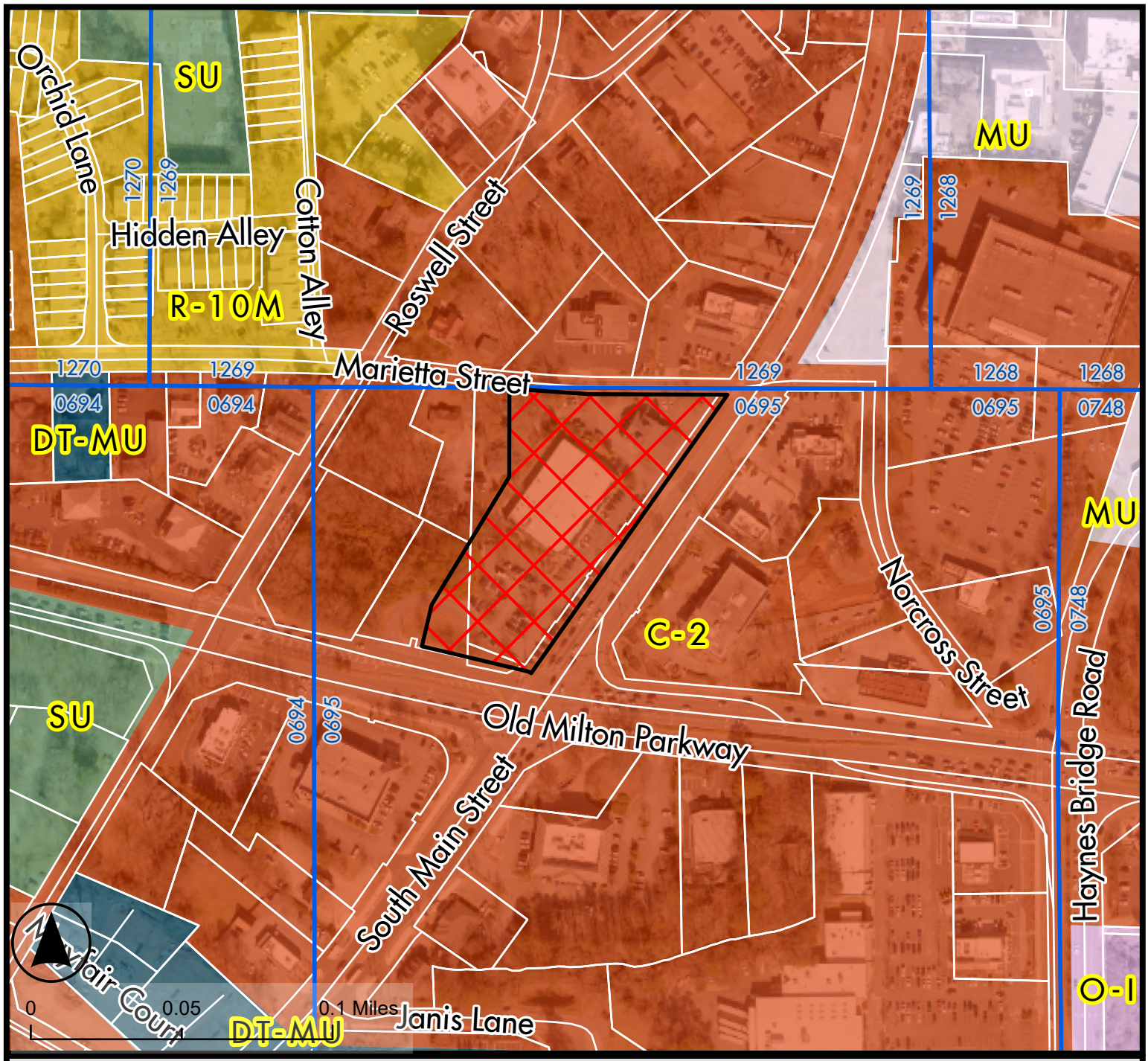
PC: 9/4/2025

CC: 9/22/2025



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS



Legend

- Z-25-07, CU-25-15, V-25-20
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Zoning District

- General Commercial
- DT-MU Downtown Mixed Use
- MU Mixed Use
- O-I Office Institutional
- R-10M Multi Family Residential (HDR)
- R-4A Single Family Detached Residential (Low Density)
- R-8A Single Family Attached Residential (Medium Density)
- SU Special Use

Zoning Map

Alpharetta District Places

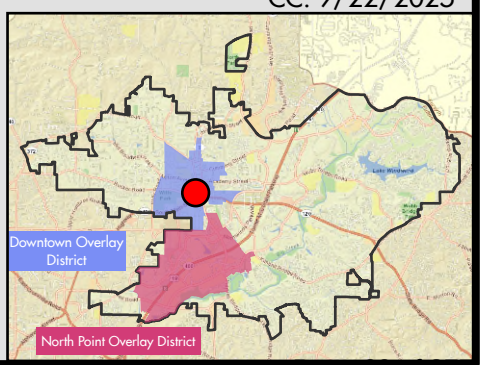
131 South Main Street/ 82 Marietta St

Z-25-07, CU-25-15, V-25-20

D/LL: 1/2/695 & 694

PC: 9/4/2025

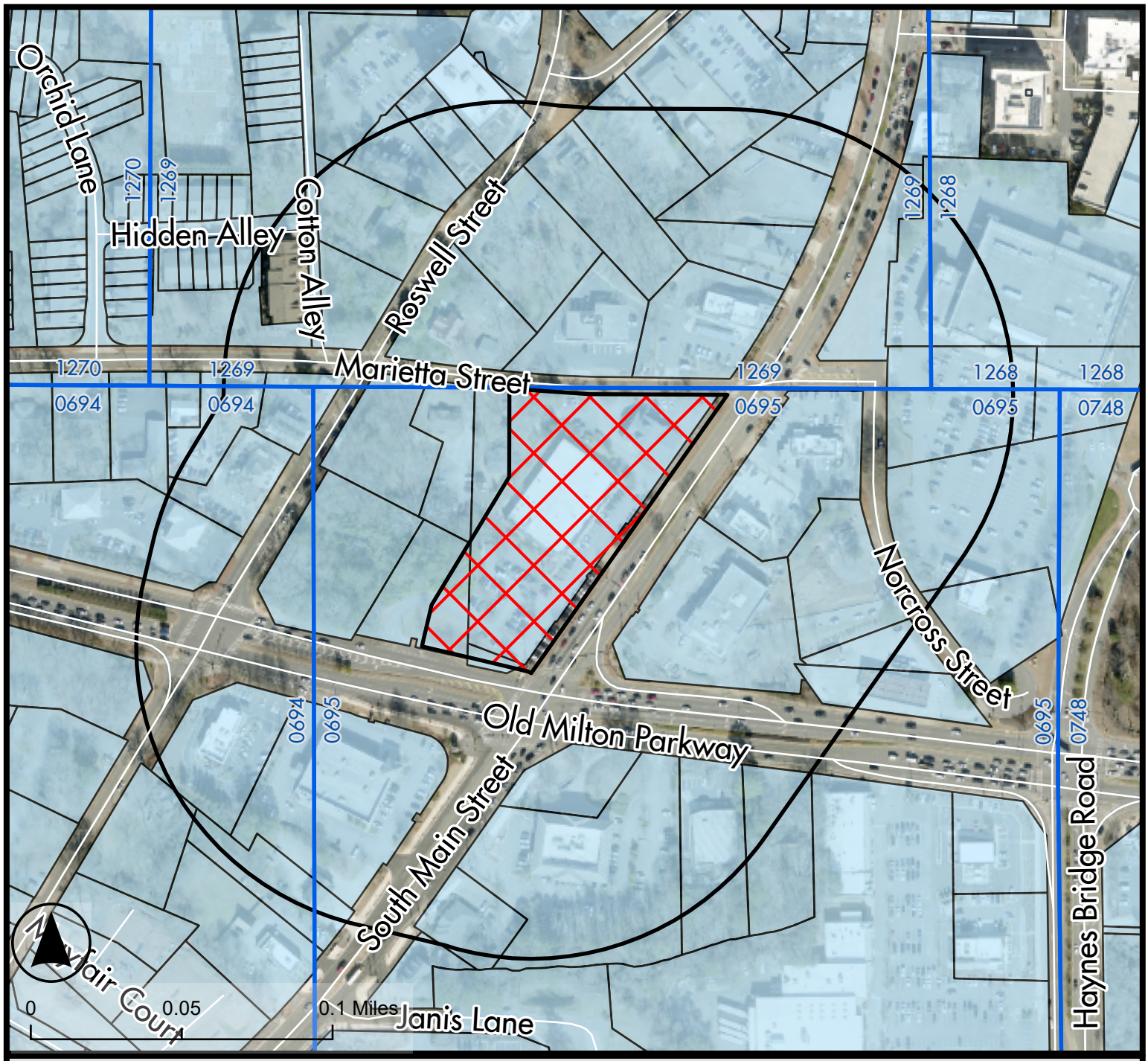
CC: 9/22/2025



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS

Z-25-07, CU-25-15, V-25-20



Location Map

Alpharetta District Places

131 South Main Street/ 82 Marietta St

Z-25-07, CU-25-15, V-25-20

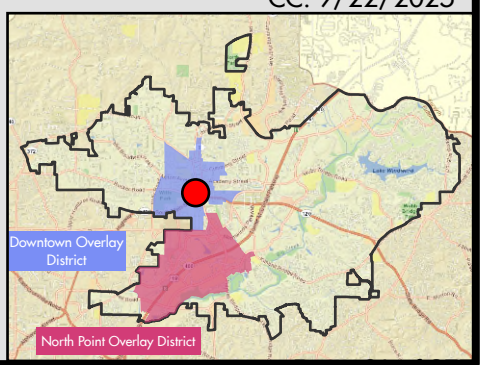
D/LL: 1/2/695 & 694

PC: 9/4/2025

CC: 9/22/2025

Legend

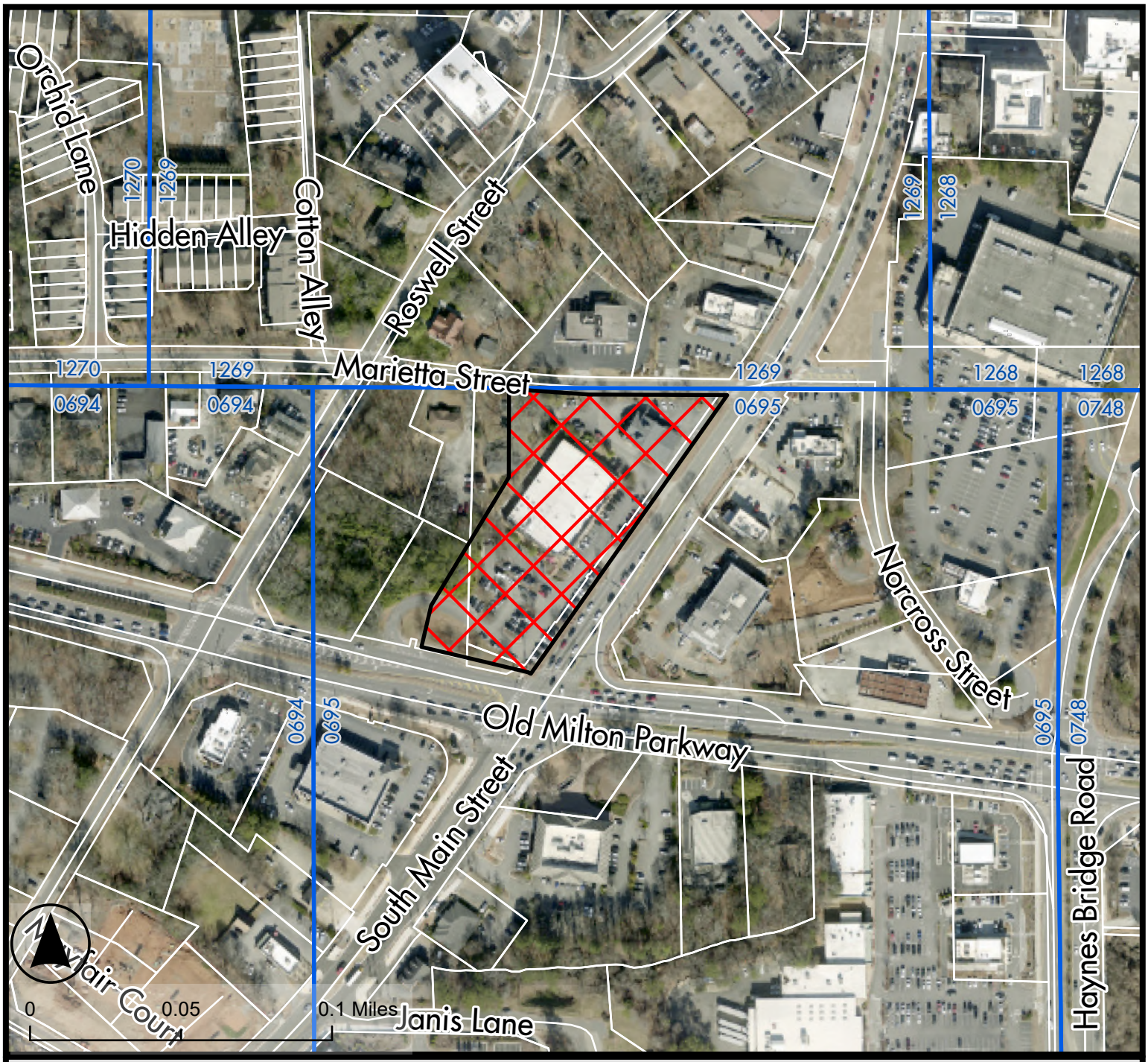
- Z-25-07, CU-25-15, V-25-20
- Land Lots
- Tax Parcels
- 500 ft Buffer
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS

Z-25-07, CU-25-15, V-25-20



Aerial Map

Alpharetta District Places

131 South Main Street/ 82 Marietta St

Z-25-07, CU-25-15, V-25-20

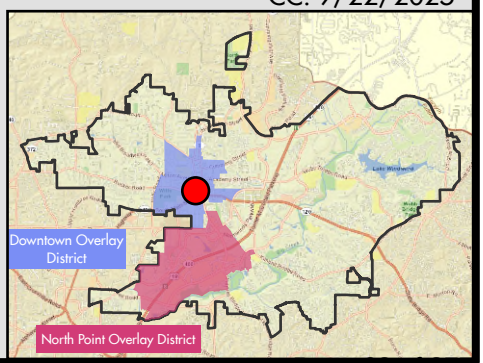
D/LL: 1/2/695 & 694

PC: 9/4/2025

CC: 9/22/2025

Legend

- Z-25-07, CU-25-15, V-25-20
- Land Lots
- Tax Parcels
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS



SITE LOCATION MAP (NTS)

STORMWATER MANAGEMENT CALCULATIONS

TOTAL ACREAGE: 2.95 AC.

PROPOSED VOLUME: 12,000 C.F./ DEVELOPED ACRE
2.95 AC X 12,000 C.F. = 35,400 C.F. REQUIRED VOLUME

PROPOSED VOLUME UNDER PARKING DECK: 36,330 C.F.
CONCRETE STORM CHAMBER UNITS (7'x15'x8') = 865 C.F PER UNIT
42 UNITS PROPOSED: 42 x 865 = 36,330 C.F.

OVERALL STORMWATER CONCEPT NARRATIVE

EACH SUB BASIN WITHIN THE DEVELOPMENT IS DESIGNED TO DRAIN TO THE UNDERGROUND STORMWATER SYSTEM UNDER THE PARKING DECK WITHIN THAT BASIN. ONCE THE STORMWATER IS TREATED AND DETAINED, IT WILL BE DIRECTED TO A DISCHARGE STORMWATER TRUNK LINE THAT FLOWS TO AN EXISTING STORMWATER INLET LOCATED IN SOUTH MAIN STREET (S.R.9).

CITY OF ALPHARETTA STORMWATER NOTE:

1. STORMWATER MANAGEMENT WILL BE HANDLED UNDERGROUND BENEATH THE PROPOSED PARKING DECK
2. STORMWATER MANAGEMENT INCLUDING RRv WILL BE REQUIRED WITH LAND DEVELOPMENT PERMIT.
3. RRv CANNOT BE IMBEDDED IN THE DETENTION POND.
4. RELEASE OF THE DETENTION CAN NOT BE DONE IN SUCH A WAY TO CAUSE AN EROSIVE CONDITION.

CITY OF ALPHARETTA NOTES:

1. THIS PROPERTY IS LOCATED IN THE DOWNTOWN OVERLAY AND THE DESIGN, AMENITIES, AND PLANT MATERIALS SHALL BE IN COMPLIANCE WITH THE CITY'S STREETSCAPE STANDARDS.
2. THE MAIL KIOSK SHALL COMPLY WITH USPS NATIONAL DELIVERY PLANNING STANDARDS PER USPS GROWTH MANAGER APPROVALS.
3. THERE ARE NO STREAMS OR WETLANDS LOCATED ON THE PROPERTY.
4. THERE IS NO FEMA FLOODPLAIN LOCATED ON THE PROPERTY

CITY OF ALPHARETTA FIRE NOTE:

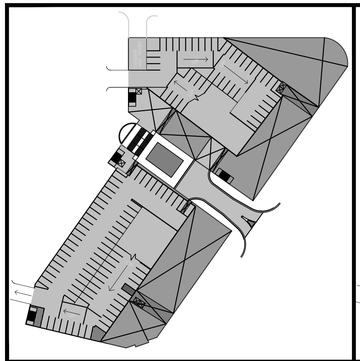
1. IF APPROVED, THIS PROPERTY WILL NEED TO BE PERMITTED AND DEMONSTRATE COMPLIANCE WITH ALL ADOPTED CODES AND STANDARDS BY THE STATE OF GEORGIA AND LOCAL AUTHORITY HAVING JURISDICTION, INCLUDING BUT NOT LIMITED TO 2018 INTERNATIONAL FIRE CODE (INCLUDING APPENDIX D), 2018 NFPA 101 LIFE SAFETY CODE, 2010 AMERICANS WITH DISABILITIES ACT, AND CITY OF ALPHARETTA SPRINKLER ORDINANCE #220. TOWNHOMES TO HAVE FIRE SPRINKLER SYSTEM PER COA #220.

SITE DATA	
OWNER(S):	BUR ROG, INC. P.O. BOX 642 ALPHARETTA, GA 30009
PARCEL ID:	12 258406950781, 12 258406950856, 12 258406951128, 12 258406951094
TOTAL SITE AREA:	3.02 ACRES (phase II) (131,551 S.F.)
LAND LOTS	694, 695 & 1269
DISTRICT/ SECTION	1ST DISTRICT,/ 2ND SECTION FULTON COUNTY
ZONING	
CURRENT ZONING:	C-2
PROPOSED ZONING:	DT-C
PROPOSED USE:	RETAIL /MULTI-FAMILY /RESTAURANT
PERFORMANCE STANDARDS	
MINIMUM FRONT SETBACK :	0'-10' max
MINIMUM SIDE SETBACK:	0'
MINIMUM REAR SETBACK:	6' no alley, 3' with alley
MAXIMUM BUILDING HEIGHT:	4 stories- 60'
MAXIMUM BUILDING FOOTPRINT:	20,000 S.F.
PROPOSED BUILDING FOOTPRINT	South Building: 45,000 S.F. North Building 46,900 S.F.
MINIMUM FIRST FLOOR HEIHT	18'
MINIMUM AMENITY SPACE	5% (6,578 S.F.)
ACTUAL AMENITY SPACE	37.6% (49,524 S.F.)
MAXIMUM LOT COVERAGE	90% (118,396 S.F.)
PROPOSED LOT COVERAGE:	60.8% (80,000 S.F.)
PARKING & LOADING AREAS	
	MULTI-FAMILY: 1 PER BEDROOM + .5 VISITOR SPACE PER UNIT 82: 1-BEDROOM: 82 + 113: 2-BEDROOM: 226 = 308 SPACES VISITOR SPACES REQUIRED: 195 X .5 = 98 TOTAL PARKING SPACES REQUIRED: 406 SPACES
	RETAIL: 1 PER 500 SQ. FT. PLUS 1 EMPLOYEE 20,000 SQ. FT. / 500 = 40 SPACES TOTAL PARKING SPACES REQUIRED: 40 SPACES
	RESTAURANT: 1 PER 500 SQ. FT. 10,000 SQ. FT. / 500 = 20 SPACES TOTAL PARKING SPACES REQUIRED: 20 SPACES
	TOTAL ADA SPACES REQUIRED: 9 SPACES TOTAL PARKING SPACES REQUIRED: 466 TOTAL PARKING SPACES PROVIDED: 466 IN PARKING DECK
GENERAL NOTES	
VARIANCE(S)	
UDC APPENDIX A: 3.5.5 BULK AND MASS	BUILDING FOOTPRINT IN EXCESS OF 20,000 S.F.
MARIETTA STREET RIGHT OF WAY	ALLOW A SMALLER RIGHT OF WAY AND PROVIDE SIDEWALK AND LANDSCAPE STRIP

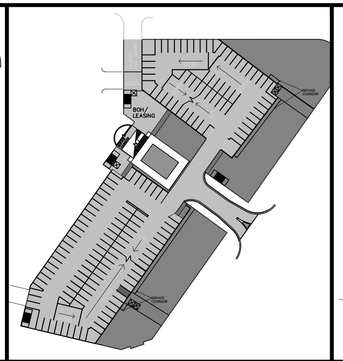
SITE PLAN CHECK LIST

	Element Description
X	Key and/or legend and site location map with North arrow
X	Boundary survey of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning.
X	Acreage of the subject property.
X	Location of land lot lines and identification of land lots.
X	Existing, proposed, new dedicated, and future reserved rights-of-way of all streets, roads, and rail lines adjacent to and on the subject property.
X	Proposed streets on the subject site.
X	Current zoning of the subject site and adjoining properties.
X	Existing buildings (with square footages, heights, and stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property.
X	Location of proposed buildings with square footages, heights, and stories.
n/a	Layout and minimum lot size of proposed single-family residential lots.
X	Topography of subject site.
X	Required and proposed setbacks.
X	100-year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps.
X	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed.
X	Tree lines, woodlands, significant trees with critical root zones (1.3 x trunk diameter), and open fields on subject site.
X	Required and proposed parking spaces, loading, and unloading facilities.
X	Lakes, streams, and other waters on the site and associated buffers. Wetlands shown on GIS maps or survey.
X	Proposed stormwater management facilities.
X	Entrance distance profile assuming the driver's eye at a height of 3.5 feet.
X	Existing driveways located within 150 feet of the subject property on adjacent or nearby parcels (including those parcels on the opposite side of a public street).
X	Proposed access driveways and the available intersection sight distance (according to AASHTO Green Book).

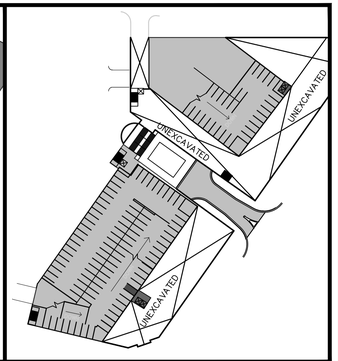
LINE	BEARING	DISTANCE
L1	N 62°49'08" W	5.50'
L2	N 13°32'06" E	14.26'
L3	N 76°27'53" W	10.00'
L4	S 13°32'06" W	14.29'
L5	N 30°18'24" E	7.68'
L6	N 63°25'38" E	37.09'
L7	S 00°19'05" W	26.53'
L8	S 62°22'16" E	9.97'
L9	S 02°49'33" W	14.50'



LEVEL 2 PARKING DECK
ACCESS FROM OLD MILTON DRIVEWAY
119 SPACES



LEVEL 1 PARKING DECK
ACCESS FROM SOUTH MAIN STREET
149 SPACES



LEVEL 0 PARKING DECK
ACCESS FROM INTERNAL RAMP ONLY
198 SPACES

AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecatl.com

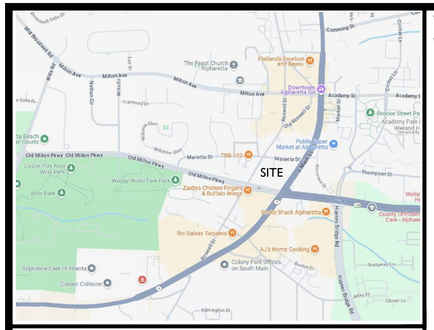
NORTH
40 0 40 80
Scale 1" = 40'

ZONING PLAN
PHASES 2

ALPHARETTA DISTRICT PLACES

ALPHARETTA, GEORGIA

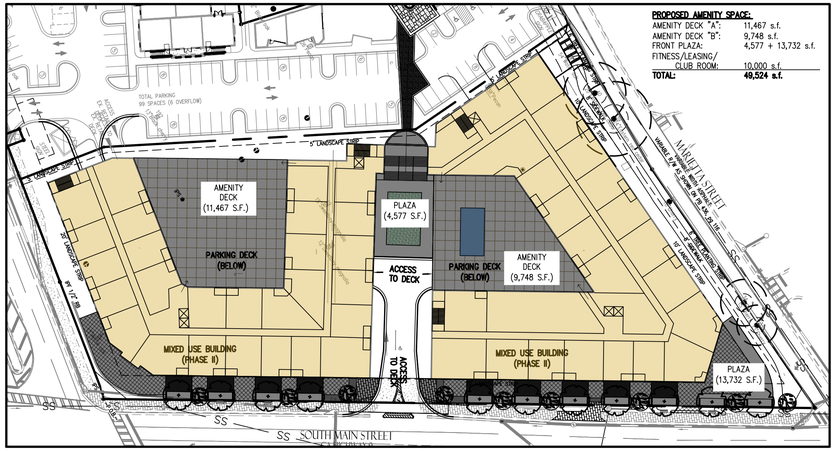
PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: SEPTEMBER 26, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr



SITE LOCATION MAP (NTS)

Site Plan Check List

☒	Element Description
☒	Key and/or legend and site location map with North arrow
☒	Boundary survey of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning.
☒	Acreage of the subject property.
☒	Location of land lot lines and identification of land lots.
☒	Existing, proposed, new dedicated, and future reserved rights-of-way of all streets, roads, and rail lines adjacent to and on the subject property.
☒	Proposed streets on the subject site.
☒	Current zoning of the subject site and adjoining properties.
☒	Existing buildings (with square footages, heights, and stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property.
☒	Location of proposed buildings with square footages, heights, and stories.
☒	Layout and minimum lot size of proposed single-family residential lots.
☒	Topography of subject site.
☒	Required and proposed setbacks.
☒	100-year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps.
☒	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed.
☒	Tree lines, woodlands, significant trees with critical root zones (1.3 x trunk diameter), and open fields on subject site.
☒	Required and proposed parking spaces, loading, and unloading facilities.
☒	Lakes, streams, and other waters on the site and associated buffers. Wetlands shown on GIS maps or survey.
☒	Proposed stormwater management facilities.
☒	Entrance distance profile assuming the driver's eye at a height of 3.5 feet.
☒	Existing driveways located within 150 feet of the subject property on adjacent or nearby parcels (including those parcels on the opposite side of a public street).
☒	Proposed access driveways and the available intersection sight distance (according to AASHTO Green Book).

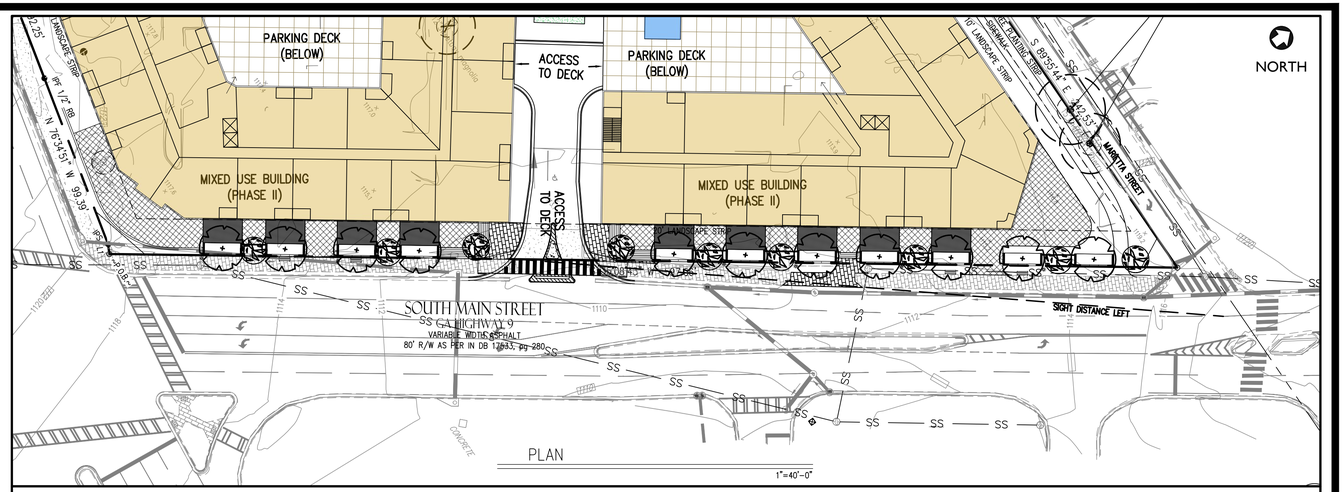


PROPOSED AMENITY SPACE:

AMENITY DECK "A":	11,467 s.f.
AMENITY DECK "B":	9,748 s.f.
FRONT PLAZA:	4,577 + 13,732 s.f.
FITNESS/LEASING/ CLUB ROOM:	10,000 s.f.
TOTAL:	**49,524 s.f.**

AMENITY SPACE EXHIBIT (49,524 S.F.)

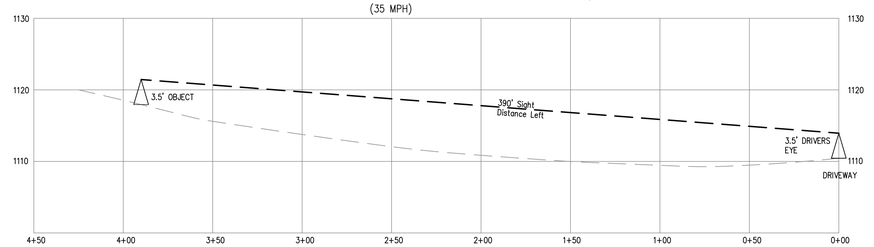
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PLAN

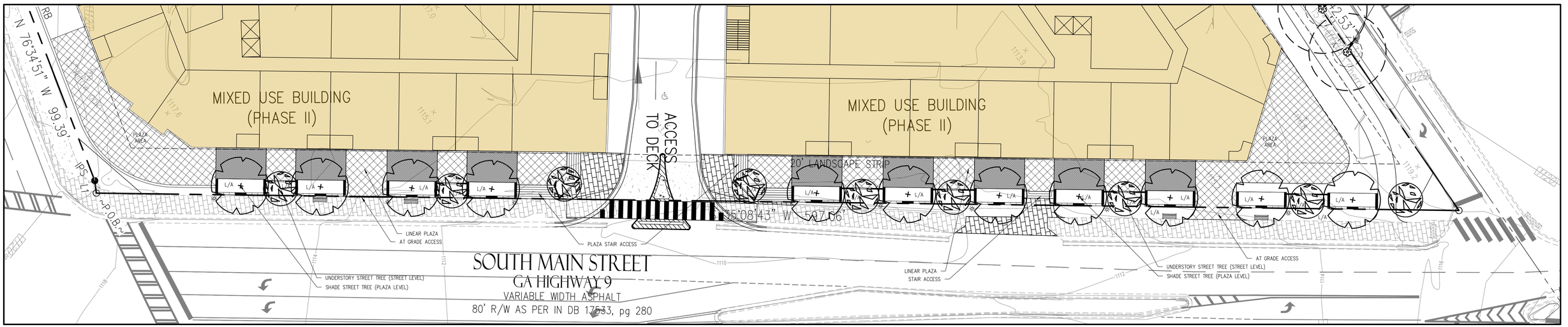
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South Main Street
Sight Distance Left (right in/ right out driveway)
(35 MPH)



PROFILE

H-SCALE: 1"=40' V-SCALE:1"=10'



CONCEPTUAL FRONTAGE HARDSCAPE PLAN

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NORTH

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Scale 1" = 20'

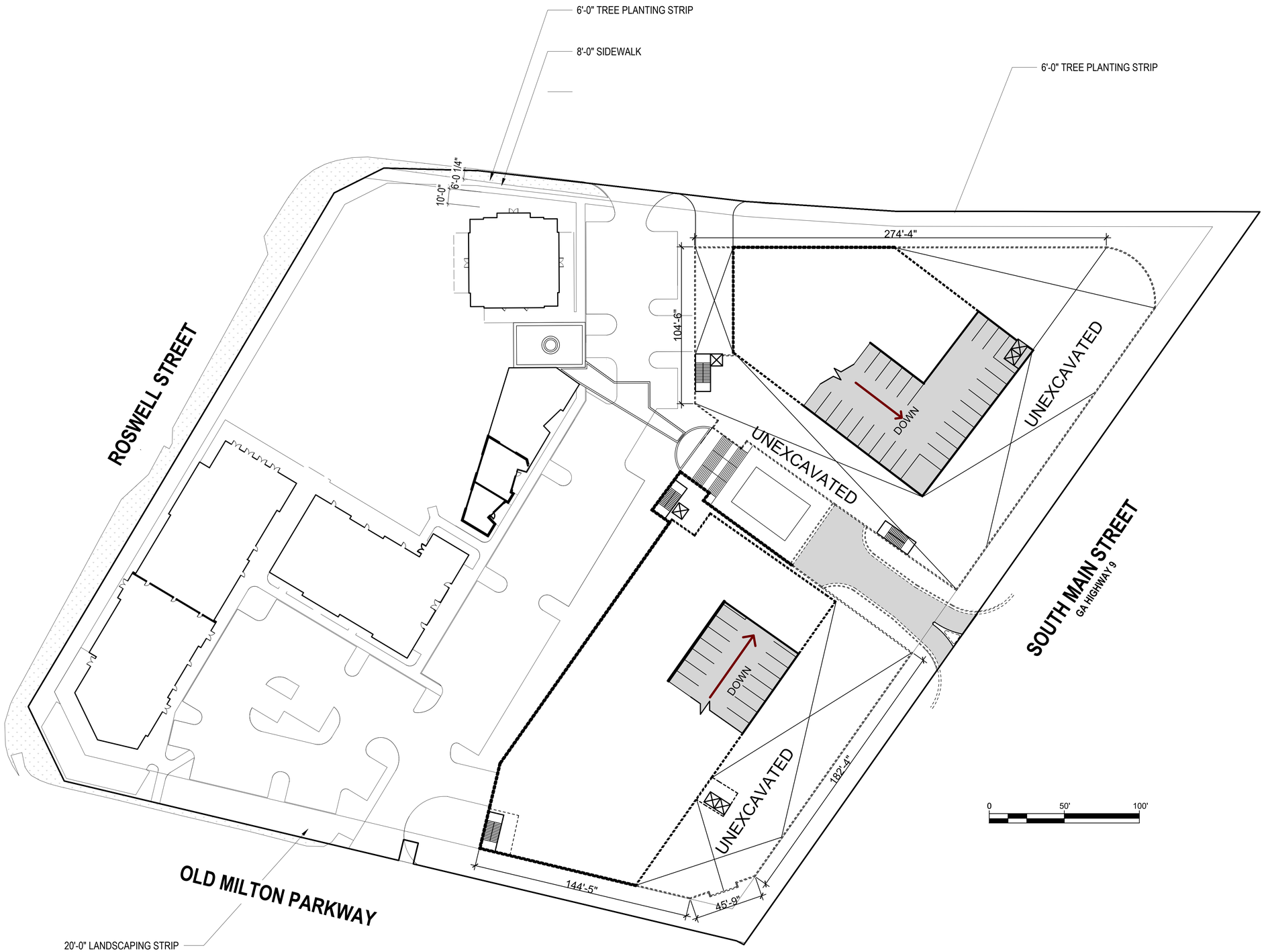
ZONING PLAN
PHASES 2

ALPHARETTA DISTRICT PLACES

ALPHARETTA, GEORGIA

Alpharetta District Places

PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: SEPTEMBER 26, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr



U-1 PARKING TERMINATION LEVEL

Scale: 1/32"=1'-0"

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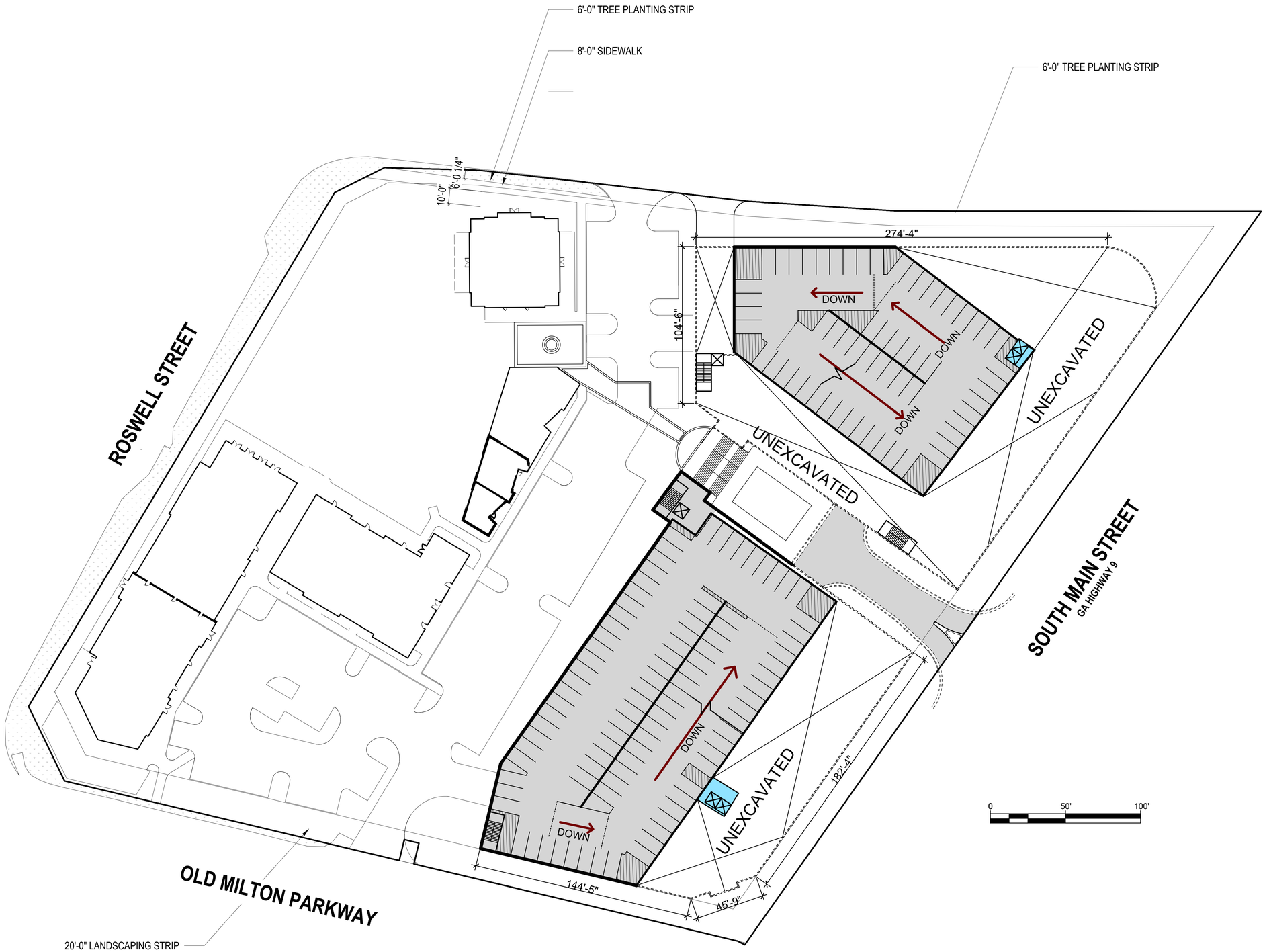
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Bur-Rog Mixed Use

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U0 LOWER PARKING LEVEL

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U1 GROUND LEVEL

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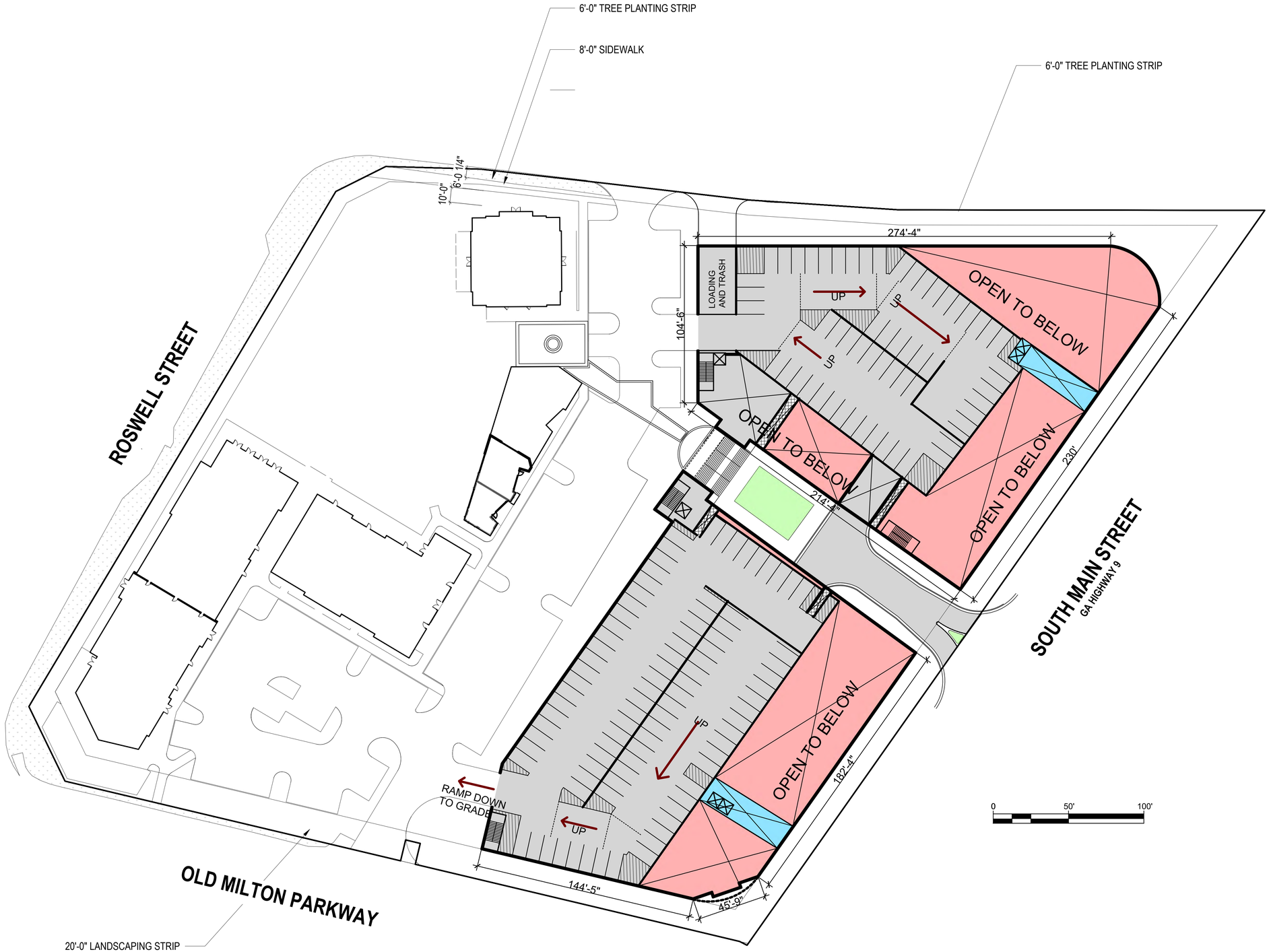
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U2 MEZZANINE PARKING

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2 SECOND FLOOR

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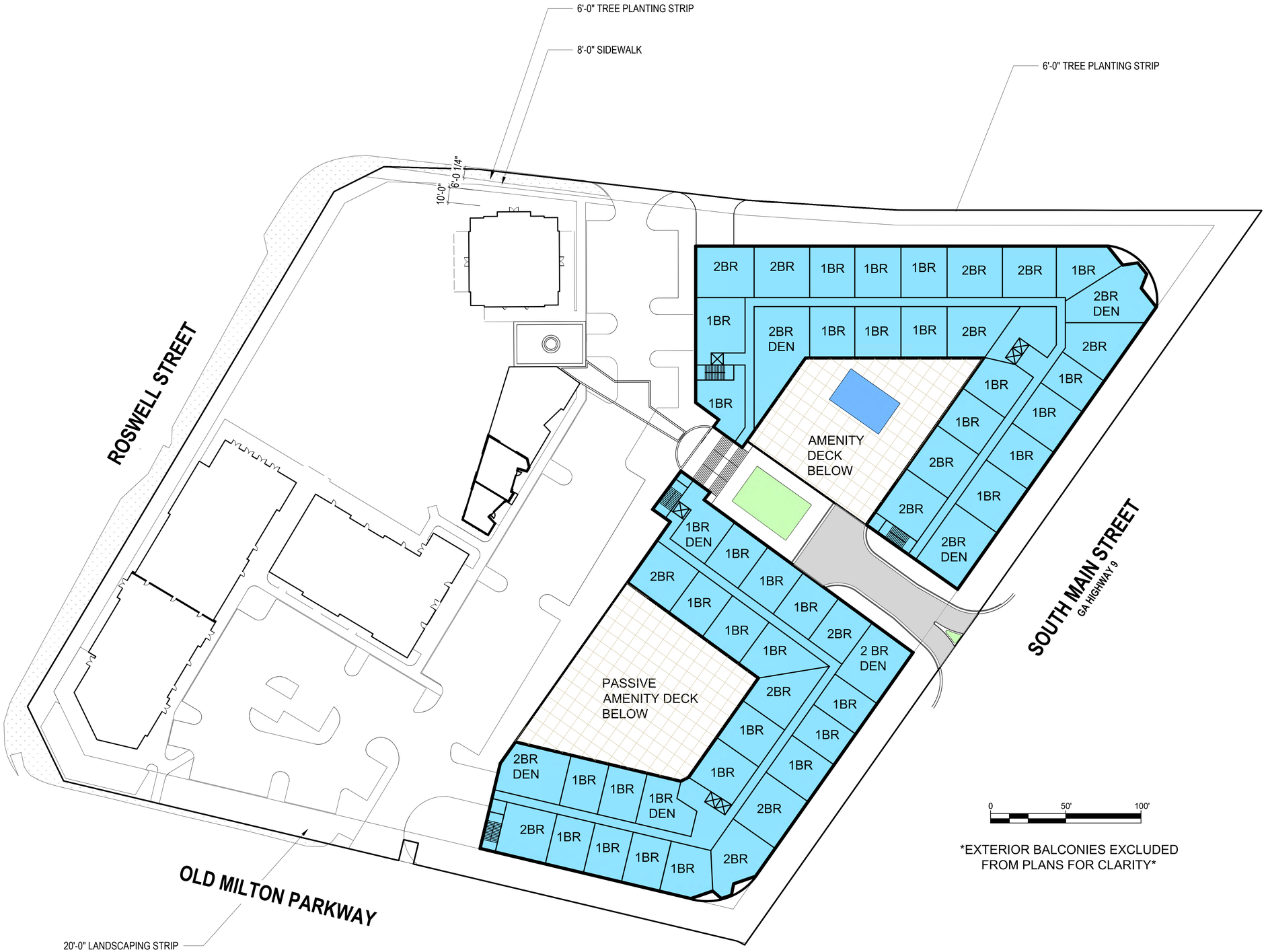
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EXTERIOR BALCONIES EXCLUDED FROM PLANS FOR CLARITY

3 THIRD FLOOR

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EXTERIOR BALCONIES EXCLUDED FROM PLANS FOR CLARITY

4 FOURTH FLOOR

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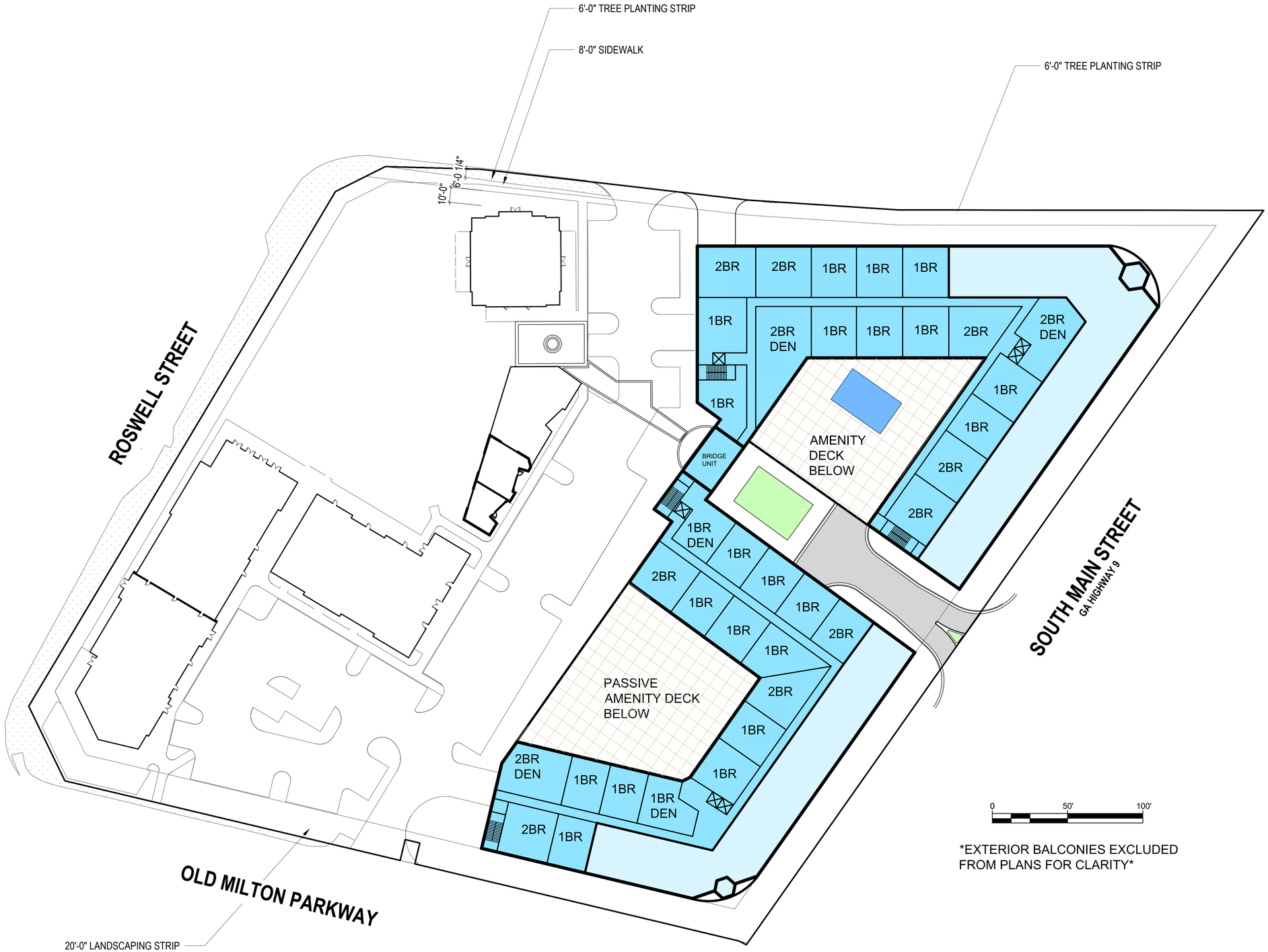
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EXTERIOR BALCONIES EXCLUDED FROM PLANS FOR CLARITY

5 PENTHOUSE LEVEL (4TH FLOOR REAR SIDE)

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A Downtown Mixed-Use Development

Zoning Submission

9/11/25

Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



TRAFFIC IMPACT STUDY
FOR
ALPHARETTA DISTRICT PLACE
MIXED USE DEVELOPMENT AT
SR 9 (S MAIN STREET) AND OLD MILTON PARKWAY

CITY OF ALPHARETTA, GEORGIA



Prepared for:

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50 Warm Springs Circle
Roswell, GA 30075

Prepared By:

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2160 Kingston Court, Suite O
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Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

September 09, 2025
A & R Project # 25-104

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EXECUTIVE SUMMARY

Traffic impacts were evaluated for the proposed Alpharetta District Place mixed-use development, located within the quadrilateral area bounded by South Main Street to the east, Old Milton Parkway to the south, Roswell Street to the west, and Marietta Street to the north, in the City of Alpharetta, Georgia, following the methodology agreed upon by the City of Alpharetta. The project will be constructed in two phases. Phase 1, consisting of 17,000 square feet of retail space and 17,000 square feet of restaurant space, will be built on currently vacant (undisturbed) land and is expected to be completed in 2026. Phase 2 will consist of 20,000 square feet of retail space, 10,000 square feet of restaurant space, and 195 multi-family residential units. The existing buildings on the site will be demolished to accommodate Phase 2 construction, which is expected to be completed in 2030.

The development proposes the following driveways.

- Site Driveway 1: New full-access driveway on Marietta Street
- Site Driveway 2: Existing Right-In/Right-Out (RIRO) driveway on SR 9 (S Main Street)
- Site Driveway 3: Existing Right-In/Right-Out (RIRO) driveway on SR Old Milton Parkway

Existing and future traffic operations during the AM Peak Hour (7:00 AM – 9:00 AM) and PM Peak Hour (4:00 PM – 6:00 PM) were analyzed at the following intersections under 'Existing,' 'No-Build,' and 'Build' conditions:

1. SR 120 (Old Milton Parkway) at SR 9 (S Main Street)
2. SR 9 (S Main Street) at Marietta Street
3. SR 9 (S Main Street) at Milton Avenue/Academy Street
4. Milton Avenue at Roswell Street/Canton Street
5. Roswell Street at Marietta Street
6. Old Milton Parkway at Roswell Street
7. Marietta Street at Site Driveway 1
8. SR 9 (S Main Street) at Site Driveway 2 (RIRO)
9. Old Milton Parkway at Site Driveway 3 (RIRO)

The following trips will be generated by the proposed site (Phase 1 and 2 combined).

- Phase 1 and 2 combined
    - Daily Trips: 4,337 (2,169 enter, 2,168 exit)
    - AM Peak Hour: 188 trips (82 enter, 106 exit)
    - PM Peak Hour: 496 trips (283 enter, 213 exit)

The Traffic Impact Study (TIS) analyzed the AM and PM Peak Hours for Existing, No-Build, and Build conditions. A comparison of Level of Service (LOS) results across all scenarios is summarized in Tables E-1 below.

Table E-1 – Existing and Future Intersection Operations (2030)

	Intersection	Existing Condition		(2030) No Build Condition		(2030) Build Condition	
		AM	PM	AM	PM	AM	PM
1	**SR 120 (Old Milton Pkwy) at SR 9 (S Main St)**	**E (64.4)**	**E (79.5)**	**E (58.3)**	**E (69.0)**	**E (60.0)**	**E (75.3)**
	-Eastbound Approach	E (75.6)	E (75.3)	D (49.3)	E (67.3)	D (51.2)	E (67.3)
	-Westbound Approach	E (55.2)	F (113.4)	D (52.8)	E (69.0)	E (55.7)	E (78.9)
	-Northbound Approach	D (51.9)	D (53.8)	D (48.4)	E (70.5)	D (49.6)	E (78.3)
	-Southbound Approach	E (72.2)	D (51.4)	E (78.5)	E (68.6)	E (78.2)	E (72.2)
2	**SR 9 (S Main St) at Marietta St**						
	-Eastbound Approach	C (15.6)	B (11.0)	C (17.7)	B (11.5)	C (19.5)	B (12.5)
	-Westbound Approach	B (10.9)	B (13.2)	B (11.4)	B (14.8)	B (11.4)	B (14.8)
	-Northbound Left	C (15.3)	A (9.4)	C (18.1)	A (9.9)	C (18.3)	B (10.1)
	-Southbound Left	A (9.4)	B (10.4)	A (9.8)	B (11.3)	A (9.8)	B (11.3)
3	**SR 9 (S Main St) at Milton Ave/Academy St**	**C (32.6)**	**D (42.8)**	**D (37.1)**	**E (60.3)**	**D (37.7)**	**E (62.2)**
	-Eastbound Approach	E (62.9)	D (48.4)	E (64.2)	D (40.5)	E (66.8)	D (40.3)
	-Westbound Approach	E (60.2)	E (56.9)	E (68.3)	E (76.3)	E (68.4)	E (75.7)
	-Northbound Approach	C (22.1)	D (40.1)	C (25.4)	E (60.9)	C (25.4)	E (65.3)
	-Southbound Approach	B (19.6)	C (32.2)	C (24.3)	D (53.1)	C (24.4)	E (56.4)
4	**Milton Ave at Roswell St/Canton St**	**A (8.7)**	**C (21.7)**	**A (9.2)**	**C (23.4)**	**B (13.5)**	**C (24.2)**
	-Eastbound Approach	A (9.0)	B (19.5)	A (9.6)	C (20.1)	B (14.3)	C (21.2)
	-Westbound Approach	A (7.8)	C (23.8)	A (8.0)	C (26.5)	B (11.8)	C (27.7)
	-Northbound Approach	B (12.0)	B (18.8)	B (12.8)	B (19.3)	B (12.6)	B (19.5)
	-Southbound Approach	B (11.9)	B (18.4)	B (12.7)	B (18.8)	B (16.1)	B (19.3)
5	**Roswell St at Marietta St**						
	-Eastbound Approach	C (15.8)	B (14.5)	C (18.2)	C (16.7)	C (20.4)	C (23.6)
	-Westbound Approach	C (13.7)	B (13.2)	C (15.1)	B (14.5)	C (15.7)	C (18.6)
	-Northbound Left	A (7.8)	A (7.8)	A (7.9)	A (7.9)	A (7.9)	A (7.9)
	-Southbound Left	A (8.0)	A (8.0)	A (8.1)	A (8.1)	A (8.2)	A (8.5)
6	**Old Milton Pkwy at Roswell St**	**C (23.3)**	**C (29.7)**	**C (25.6)**	**C (33.8)**	**C (26.7)**	**D (44.0)**
	-Eastbound Approach	B (13.7)	B (16.6)	B (17.6)	C (21.2)	B (18.5)	C (27.7)
	-Westbound Approach	B (12.4)	C (22.4)	B (14.8)	C (28.8)	B (16.4)	D (44.6)
	-Northbound Approach	F (80.1)	E (76.8)	E (79.2)	E (75.2)	E (78.5)	E (75.1)
	-Southbound Approach	E (68.1)	E (64.6)	E (67.6)	E (62.3)	E (66.1)	E (58.8)

7	**Marietta St at Site Drwy 1** -Westbound Left -Northbound Approach	-	-	-	-	A (7.4) A (9.0)	A (7.7) A (9.5)
8	**SR 9 (S Main St) at Site Drwy 2 (RIRO)** -Eastbound Approach	-	-	-	-	C (15.9)	B (13.7)
9	**Old Milton Pkwy at Site Drwy 3 (RIRO)** -Southbound Approach	-	-	-	-	B (13.0)	C (22.3)

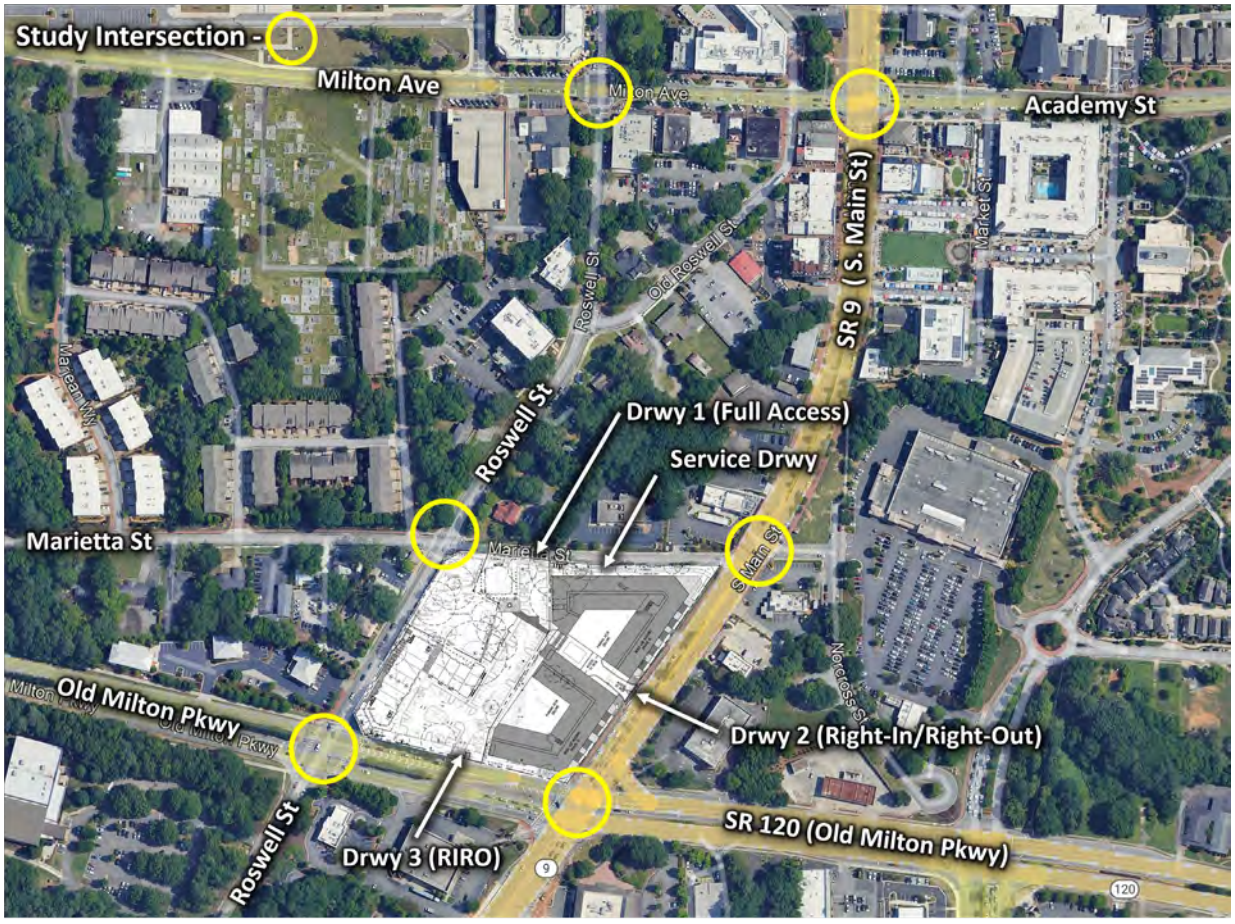
The results of "No Build" and "Build" traffic operations analysis for Phase 2, 2030 indicate that the intersection of SR 120 (Old Milton Parkway) at SR 9 (S. Main Street) will continue to operate at an overall LOS "E" in the AM and PM peak hours as in "Existing" conditions with slightly reduced delays because of the improved lane geometry in the planned improvements to the intersection. All other study intersections will operate at an overall level of service "E" or better in both AM and PM peak hours with marginal delays due to the site generated trips.

1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact of the proposed Alpharetta District Place mixed-use development, located within the quadrilateral area bounded by South Main Street to the east, Old Milton Parkway to the south, Roswell Street to the west, and Marietta Street to the north, in the City of Alpharetta, Georgia, as per the methodology agreed by City of Alpharetta. The traffic analysis includes evaluation of the current operations and future conditions with the traffic generated by the development. The project will be constructed in two phases. Phase 1, consisting of 17,000 square feet of retail space and 17,000 square feet of restaurant space, will be built on currently vacant (undisturbed) land and is expected to be completed in 2026. Phase 2 will consist of 20,000 square feet of retail space, 10,000 square feet of restaurant space, and 195 multi-family residential units. The existing buildings on the site will be demolished to accommodate Phase 2 construction, which is expected to be completed in 2030.

1.1 Study Area

Below is the satellite imagery with an overlay showing the site location and proposed study intersections.



1.2 Proposed Development and Project Phasing

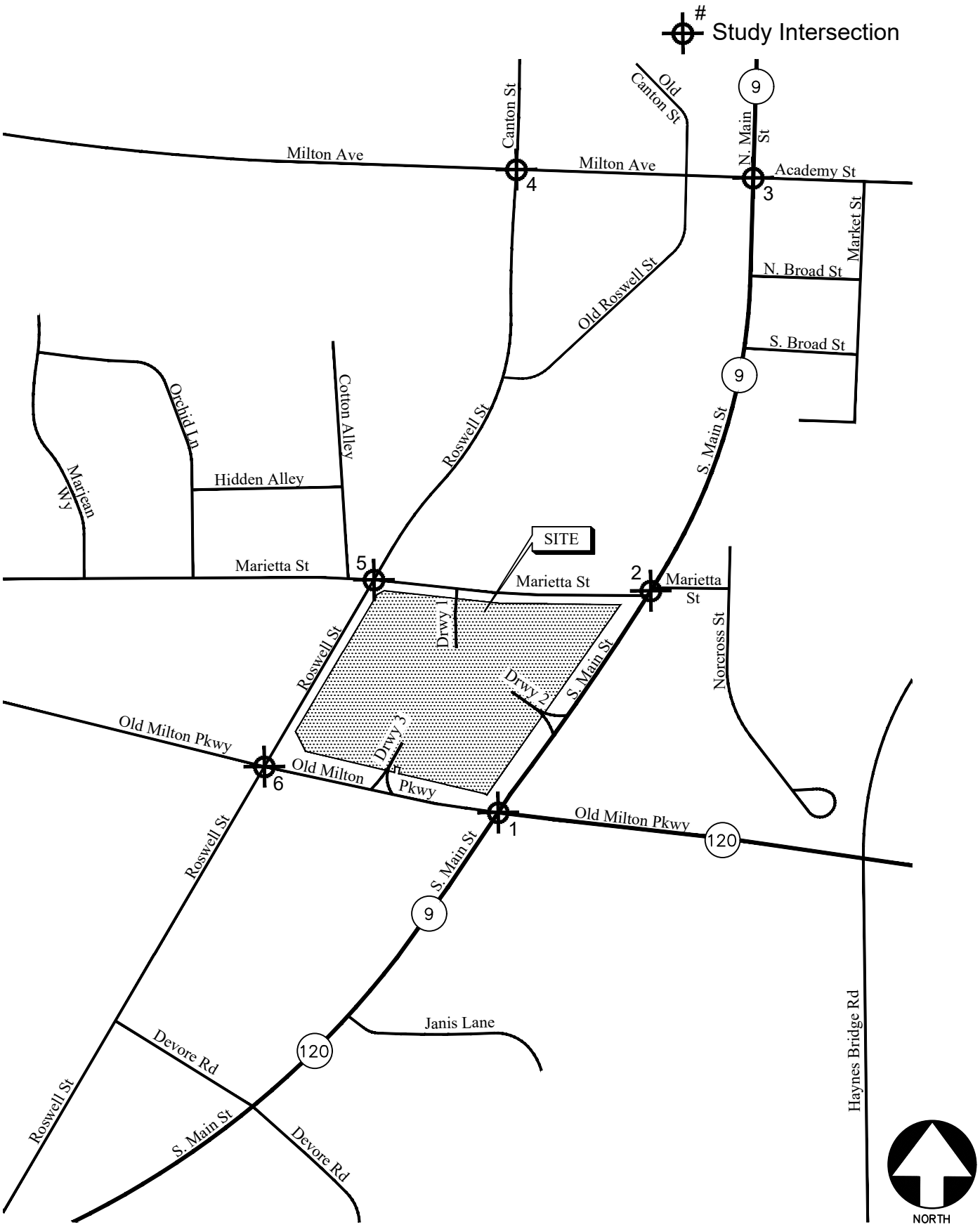
The development proposes the following driveways.

- **Site Driveway 1**: New full-access driveway on Marietta Street will serve as the southbound approach, controlled by a minor stop control.
- **Site Driveway 2**: Existing Right-In/Right-Out (RIRO) driveway on SR 9 (S Main Street) will serve as the eastbound approach, controlled by a minor stop control.
- **Site Driveway 3**: Existing Right-In/Right-Out (RIRO) driveway on SR Old Milton Parkway will serve as the southbound approach, controlled by a minor stop control.
- A service driveway on Marietta Street for trash/deliveries only.

The project will be constructed in two phases. Phase 1 will include 17,000 square feet of retail space and 17,000 square feet of restaurant space. It will be built on currently vacant (undisturbed) land and is expected to be completed in 2026. Phase 2 will include 20,000 square feet of retail space, 10,000 square feet of restaurant space, and 195 multi-family residential units. The existing buildings on the site will be demolished for Phase 2 construction and it will be completed in 2030. As approved by the City in the methodology process, this study includes the evaluation of traffic operations at the intersections of:

1. SR 120 (Old Milton Parkway) at SR 9 (S Main Street)
2. SR 9 (S Main Street) at Marietta Street
3. SR 9 (S Main Street) at Milton Avenue/Academy Street
4. Milton Avenue at Roswell Street/Canton Street
5. Roswell Street at Marietta Street
6. Old Milton Parkway at Roswell Street

Recommendations to improve traffic operations, if any, have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING CONDITIONS

2.1 Transportation Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 120 (Old Milton Parkway)

SR 120 (Old Milton Parkway) is an east-west, median-divided roadway. West of SR 9 (South Main Street), it has four lanes and a posted speed limit of 35 mph. East of SR 9, it becomes a six-lane, median-divided roadway with a posted speed limit of 45 mph, in the vicinity of the site. GDOT traffic counts (Station ID: 121-0306) indicate that the daily traffic volume on SR 120 (Old Milton Parkway) in 2023 was 45,500 vehicles east of SR 9 (S Main Street). GDOT and the City of Alpharetta classifies SR 120 (Old Milton Parkway) as a principal arterial roadway to the east of SR 9, and as a minor arterial roadway to the west of SR 9.

2.1.2 SR 9 (South Main Street)

SR 9 (South Main Street) is a north-south, four-lane, undivided roadway with a posted speed limit of 35 mph between Devore Road and Marietta Street, and 30 mph between Marietta Street and Cumming Street. While the roadway is generally undivided, it includes a median between SR 120 (Old Milton Parkway) and Milton Avenue. GDOT traffic counts (Station ID: 121-0144) indicate that the daily traffic volume on SR 9 (South Main Street) in 2023 was 22,100 vehicles south of Milton Avenue/Academy Street. GDOT and the City of Alpharetta classifies SR 9 (South Main Street) as a minor arterial roadway to the north of SR 120 and as a principal arterial roadway to the south of SR 120.

2.1.3 Milton Avenue

Milton Avenue is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site. GDOT traffic counts (Station ID: 121-0816) indicate that the daily traffic volume on Milton Avenue in 2023 was 6,410 vehicles west of Roswell Street. GDOT classifies Milton Avenue as a major urban collector roadway and the City of Alpharetta classifies Milton Avenue as a collector roadway.

2.1.4 Academy Street

Academy Street is an east–west, two-lane, undivided roadway. The posted speed limit is 30 mph between SR 9 and Haynes Bridge Road and increases to 35 mph east of Haynes Bridge Road. GDOT traffic counts (Station ID: 121-0919) indicate that the daily traffic volume on Academy Street in 2023 was 9,250 vehicles west of Haynes Bridge Road. GDOT classifies Academy Street as a major urban collector roadway and the City of Alpharetta classifies Academy Street as a collector roadway.

2.1.5 Roswell Street

Roswell Street is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site. City of Alpharetta classifies Roswell Street as a collector roadway.

2.1.6 Canton Street

Canton Street is a north-south, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site. GDOT traffic counts (Station ID: 121-0827) indicate that the daily traffic volume on Canton Street in 2023 was 4,400 vehicles north of Milton Avenue. GDOT classifies Canton Street as a major urban collector roadway and the City of Alpharetta classifies Canton Street as a collector roadway.

2.1.7 Marietta Street

Marietta Street is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site. City of Alpharetta classifies Marietta Street as a local roadway.

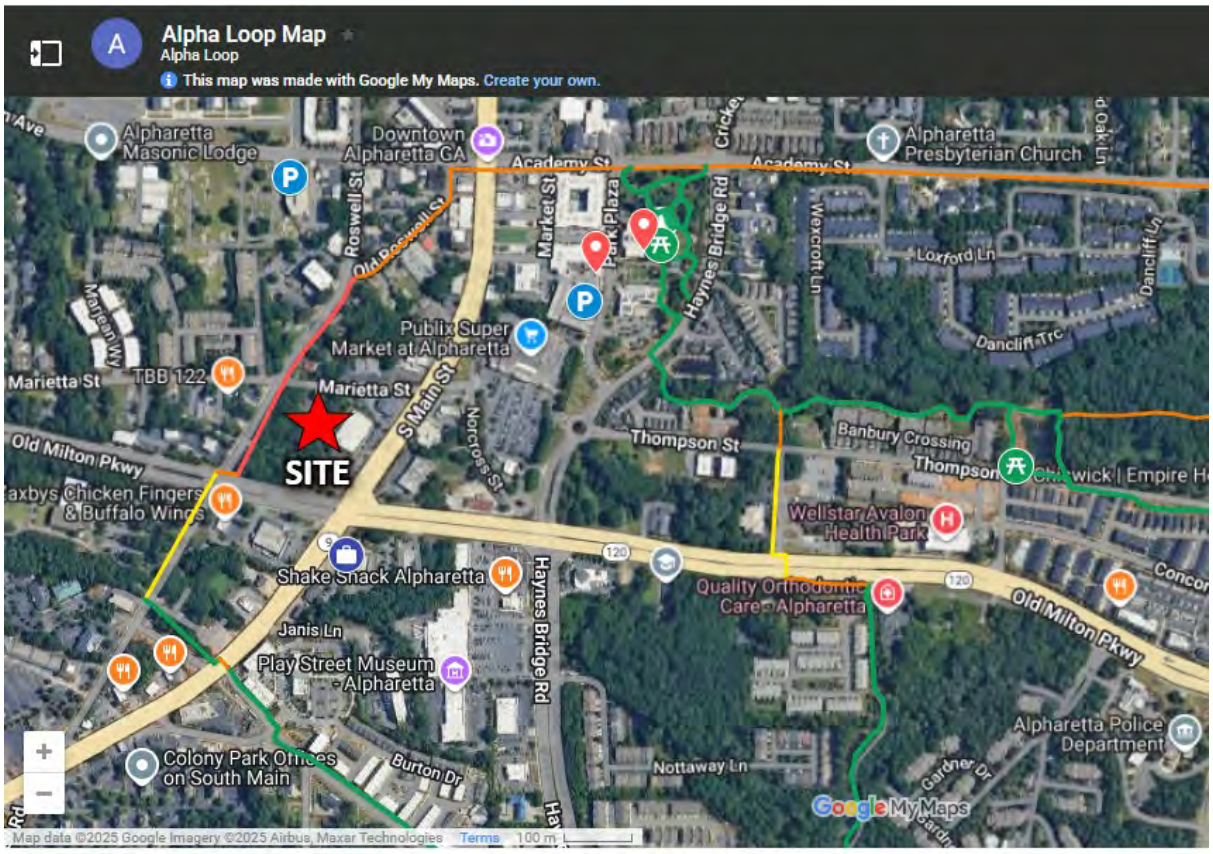
2.2 Vehicular Volume and 85th Percentile Speed Data

Speed counts were conducted at following three roadways near the proposed site and are attached in the Appendix.

- SR 9 (S. Main Street) between SR 120 (Old Milton Parkway) and Marietta Street (85th percentile speed NB 36 mph and SB 32 mph)
- Marietta Street between SR 9 (S. Main Street) and Roswell Street (85th percentile speed EB 31 mph and WB 33 mph)
- SR 120 (Old Milton Parkway) between SR 9 (S. Main Street) and Roswell Street (85th percentile speed EB 35 mph and WB 37mph)

2.3 Inventory of Pedestrian, Multi-Use Trail, Bicycle and Transit Facilities

- The sidewalks are present on SR 120 (Old Milton Parkway), SR 9 (S Main Street), Milton Avenue, Academy Street, Roswell Street, Canton Street, Marietta Street and Old Milton Parkway. Crosswalks are present at the intersections of:
    1. SR 120 (Old Milton Parkway) at SR 9 (S Main Street) (on all approaches)
    2. SR 9 (S Main Street) at Marietta Street (on southbound and westbound approaches)
    3. SR 9 (S Main Street) at Milton Avenue/Academy Street (on all approaches)
    4. Milton Avenue at Roswell Street/Canton Street (on all approaches)
    5. Roswell Street at Marietta Street (on all approaches)
    6. Old Milton Parkway at Roswell Street (on all approaches)
- The MARTA 141 – Haynes Bridge Road / Milton bus route is located within 0.3 miles of the proposed site.
- The MARTA 185 – Alpharetta bus route is located within 0.2 miles of the proposed site.
- Multi-use paths for bicycles are available along both sides of Roswell Street, Canton Street, Milton Avenue and Academy Street.
- A walking trail is located in the Alpharetta City Parks and Brooke Street Park located at 0.4-mile radius from the proposed site.
- Alpha Loop, a multi-use trail facility, runs along Roswell Street, Old Roswell Street, and Academy Street within the study network. Portions of the trail are currently under construction, while other segments are in design, with full buildout planned to enhance bicycle and pedestrian connectivity between Downtown Alpharetta, Avalon, and surrounding activity centers.



• Existing Route • Under Construction • In Design • Planned Route

2.4 Traffic Count

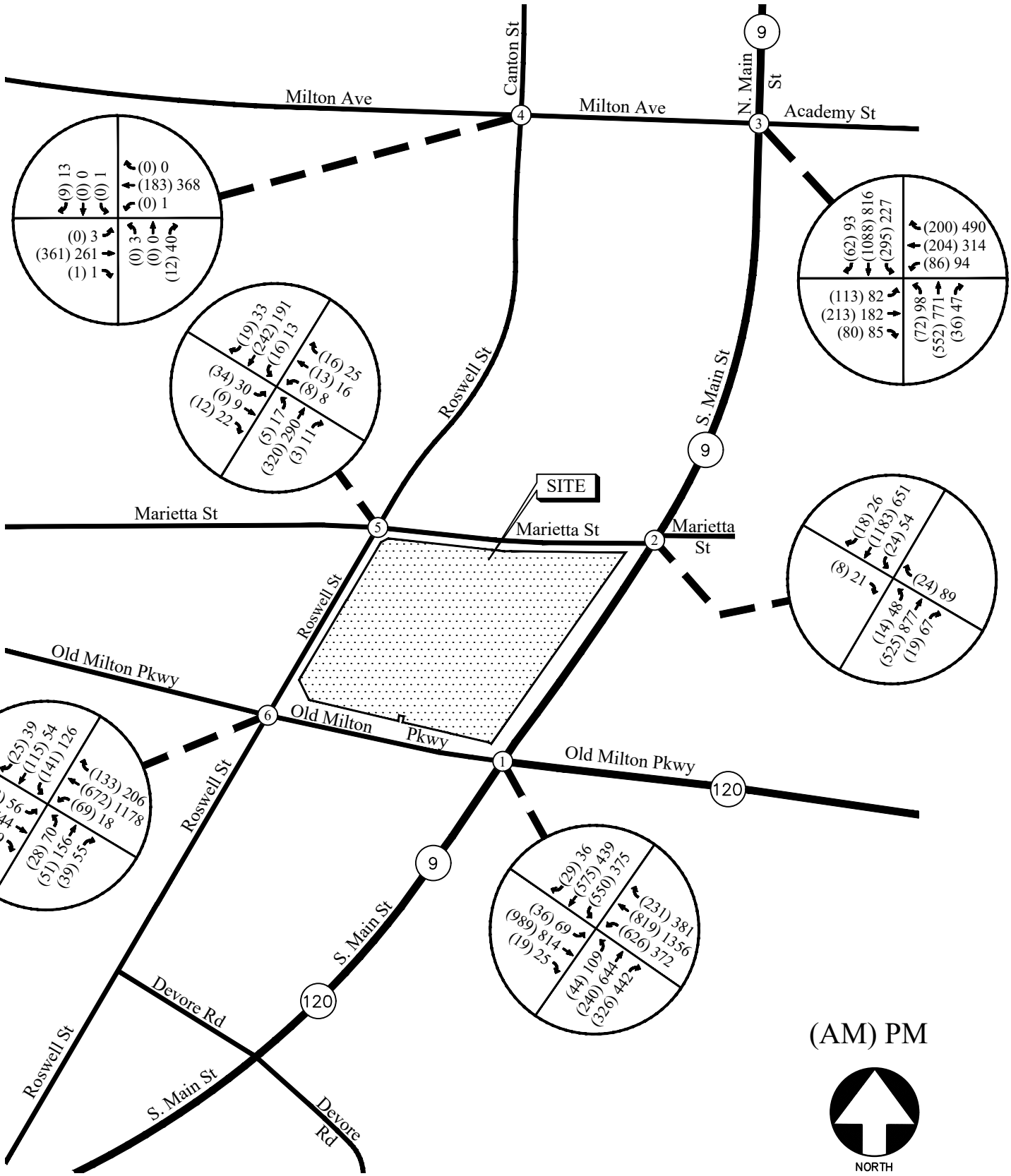
Existing traffic counts were obtained at the following study intersections:

1. SR 120 (Old Milton Parkway) at SR 9 (S Main Street)
2. SR 9 (S Main Street) at Marietta Street
3. SR 9 (S Main Street) at Milton Avenue/Academy Street
4. Milton Avenue at Roswell Street/Canton Street
5. Roswell Street at Marietta Street
6. Old Milton Parkway at Roswell Street

Turning movement counts were collected on the following dates:

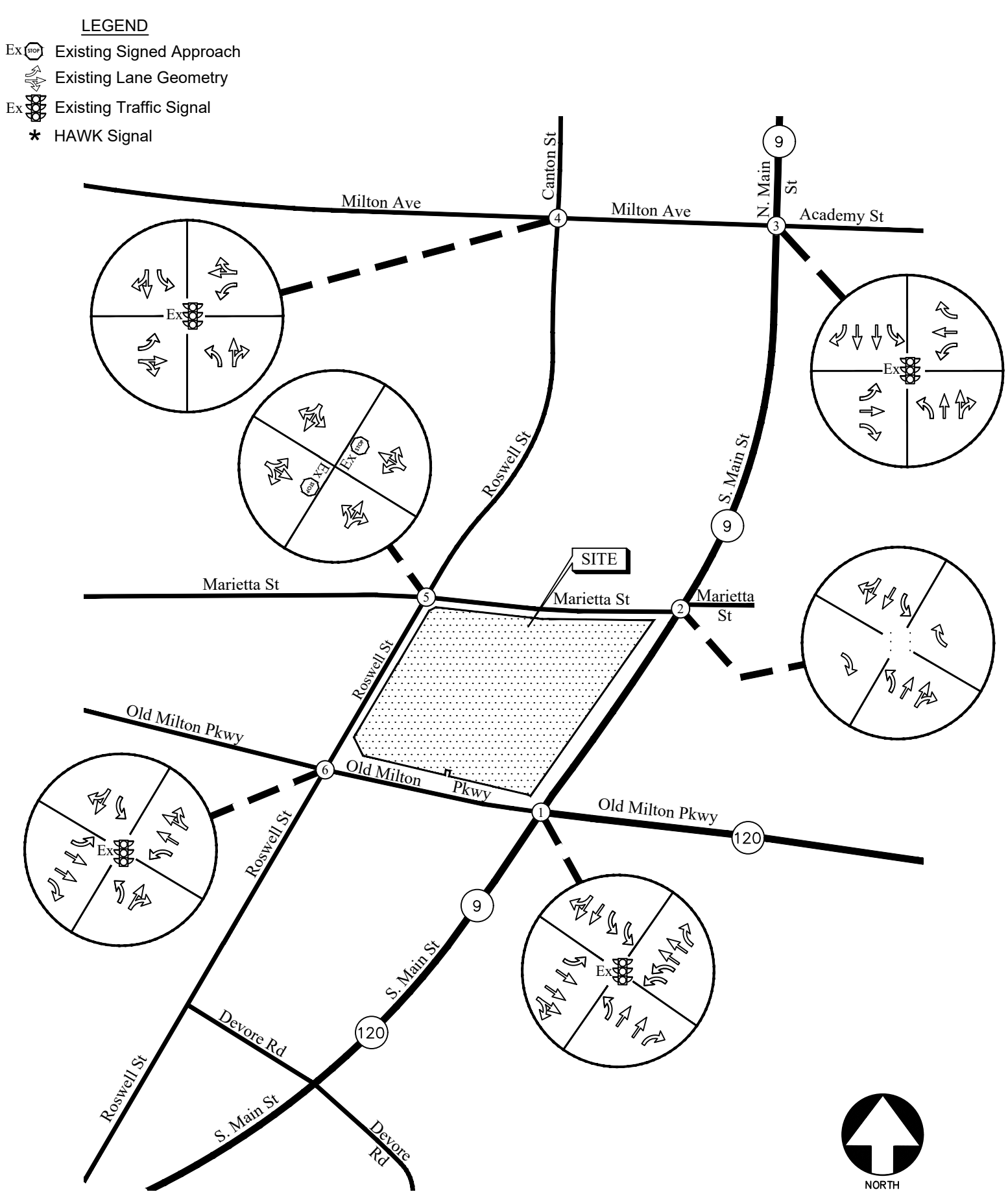
- Intersections 1, 2, and 6 on Tuesday, May 20, 2024
- Intersections 3, 4 and 5 on Wednesday, April 2, 2025

All turning movement counts including pedestrian, bicycles and truck percentages were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3. A site plan is shown in Figure 4.



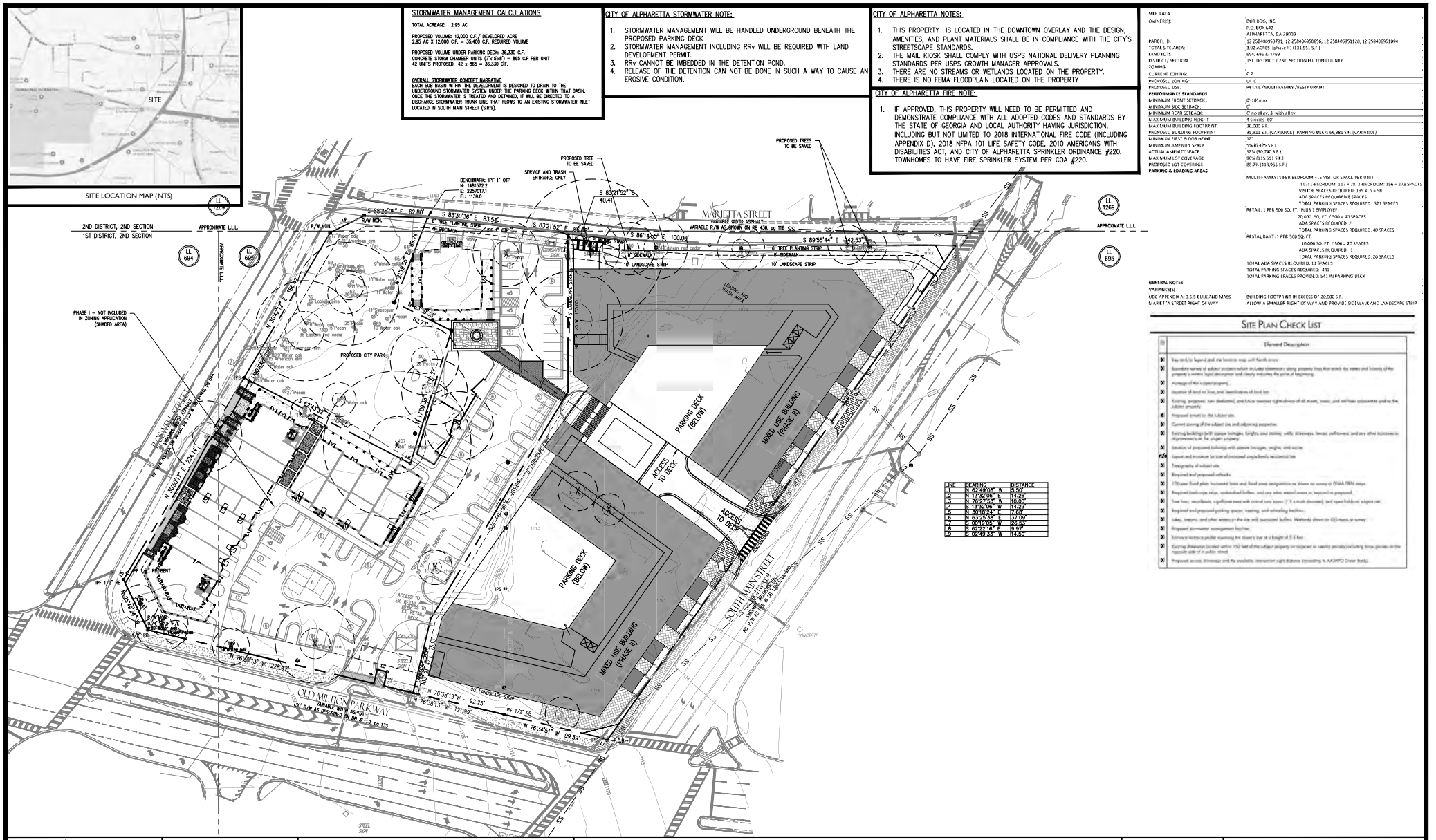
EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

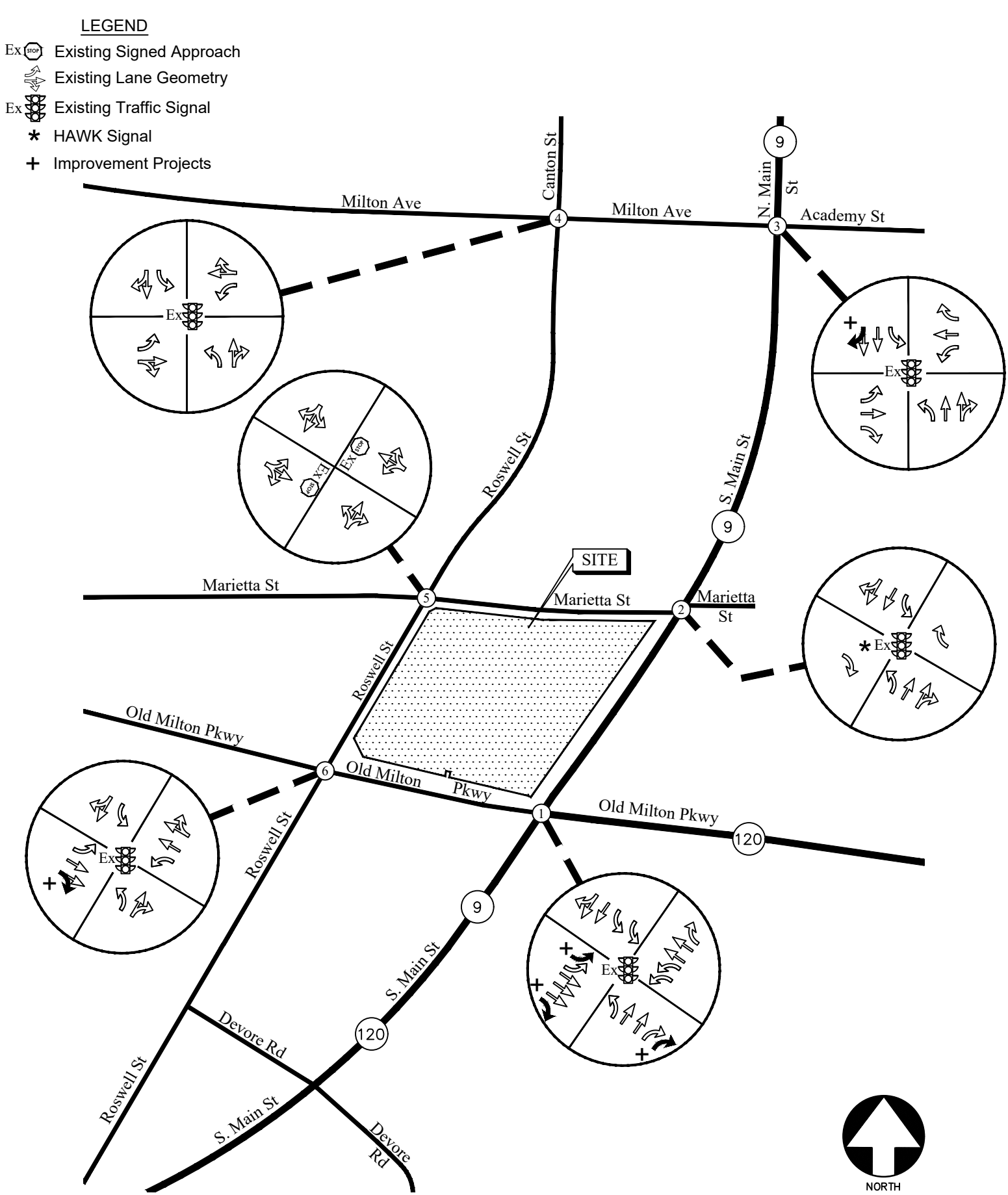
A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.


SITE
SITE LOCATION MAP (NTS)
2ND DISTRICT, 2ND SECTION
1ST DISTRICT, 2ND SECTION
APPROXIMATE L.L.L.
PHASE I – NOT INCLUDED IN ZONING APPLICATION (SHADED AREA)
PROPOSED CITY PARK
MARIETTA STREET
VARIABLE WIDTH ASPHALT
VARIABLE R/W AS SHOWN ON RB 436, pg 116
PROPOSED TREES TO BE SAVED
PROPOSED TREE TO BE SAVED
SERVICE AND TRASH ENTRANCE ONLY
BENCHMARK: IPF 1" OTP
N: 1485372.2
E: 2257017.1
EL: 1138.0
6' TREE PLANTING STRIP
6' SIDEWALK
10' LANDSCAPE STRIP
LOADING AND TRASH AREA
PARKING DECK (BELOW)
MIXED USE BUILDING (PHASE II)
ACCESS TO DECK
SOUTH MAIN STREET
VARIABLE WIDTH ASPHALT
OLD MILTON PARKWAY
VARIABLE WIDTH ASPHALT
150' R/W AS DESCRIBED IN RB 38, pg 133
20' LANDSCAPE STRIP
DOWNTOWN CONNECTOR
VARIABLE WIDTH ASPHALT
80' R/W AS SHOWN ON PB 34, pg 134
PROPOSED ENTRANCE
EXISTING ENTRANCE
EX. RETAIL BUILDING
EX. RETAIL DECK
STEEL SIGN
CONCRETE
S 83°30'36" E 83.54'
S 83°21'52" E 40.41'
S 86°14'59" E 100.08'
S 89°55'44" E 342.53'
S 88°35'06" E 62.80'
S 83°21'52" E 86.04'
S 07°09'12" E 169.74'
S 82°43'37" E 28.57'
N 07°09'12" W 169.74'
N 82°43'37" W 28.57'
S 07°09'12" E 224.14'
N 07°09'12" W 224.14'
N 76°38'13" W 228.37'
N 76°38'13" W 92.25'
N 76°38'13" W 121.99'
N 76°34'51" W 99.39'
N 29°08'24" E 30.00'
S 07°09'12" E 169.74'
S 07°09'12" E 169.74'
S 07°09'12" E 169.74



TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 5

(IMPROVEMENT PROJECTS) **A&R Engineering Inc.**

3.0 FUTURE CONDITIONS

3.1 Programmed and Planned Transportation Improvements

There are currently three programmed or planned projects in the vicinity of the proposed site. These projects will upgrade the existing study intersections, and the revised lane configurations are shown in Figure 5.

3.1.1 GDOT's Highway 9 / Main Street Widening Project

GDOT's widening and reconstruction of SR 9 (Main Street) in Alpharetta extends from Janis Lane to Cumming Street and is anticipated to be completed in 2026. Only minor improvements such as striping, signage, and signal upgrades are included within the study area. This project is included in both the "No-Build" and "Build" scenarios.

3.1.2 Alpha Loop: Old Milton Pkwy to Roswell Street

The Alpha Loop Downtown Link segment between Old Milton Parkway and Roswell Street is currently under construction. It features a wide (12'–16') multi-use path with bike amenities. This inner loop section is intended to improve mobility and is considered in both the "No-Build" and "Build" scenarios.

3.1.3 Alpha Loop: Roswell Street segment

The Alpha Loop Downtown Link segment between Old Milton Parkway and Old Roswell Street has recently been constructed. It features a wide (12'–16') multi-use path with bike amenities. This inner loop section is intended to improve mobility and is considered in the "Existing," "No-Build," and "Build" scenarios.

3.2 Background Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the data over the last five years (2018 – 2019 & 2021 – 2023) revealed growth of approximately 3% in the area. As approved by the City in the methodology process, this growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic.

3.3 Project Trip Generation

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation for the site is based on the following ITE Land use categories: *221 – Multifamily Housing (Mid-Rise) - Not Close to Rail Transit, 822 – Strip Retail Plaza (<40k), 930 – Fast Casual Restaurant, 931 – Fine Dining Restaurant* and *932 – High-Turnover (Sit-Down) Restaurant*. The trip generation is shown in Table 1 for Phase 1, Table 1A for Phase 2 and Table 2 for Phases 1 and 2 combined.

TABLE 1 – TRIP GENERATION (PHASE – 1)						
Land Use	**Code**	**Density (SF/DU)**	**Period**	**Total**	**In**	**Out**
Strip Retail Plaza (<40k)	822	17,000 SF	Daily	947	474	473
			AM Peak Hour	41	25	16
			PM Peak Hour	113	57	56
Fast Casual Restaurant	930	7,000 SF	Daily	680	340	340
			AM Peak Hour	10	5	5
			PM Peak Hour	110	60	50
Fine Dining Restaurant	931	6,000 SF	Daily	503	251	252
			AM Peak Hour	4	2	2
			PM Peak Hour	47	31	16
High-Turnover (Sit-Down) Restaurant	932	4,000 SF	Daily	429	215	214
			AM Peak Hour	38	21	17
			PM Peak Hour	36	22	14
Total New Primary Trips			Daily	2,559	1,280	1,279
			AM Peak Hour	93	53	40
			PM Peak Hour	306	170	136
Total Combined Pass-By Trips			Daily	-360	-180	-180
			AM Peak Hour	0	0	0
			PM Peak Hour	-36	-23	-13
Total Net New Trips			**Daily**	**2,199**	**1,100**	**1,099**
			AM Peak Hour	**93**	**53**	**40**
			PM Peak Hour	**270**	**147**	**123**

TABLE 1 A – TRIP GENERATION (PHASE – 2)						
Land Use	**Code**	**Density (SF/DU)**	**Period**	**Total**	**In**	**Out**
Multifamily Housing (Low-Rise) - Not Close to Rail Transit	220	195 Units	Daily	1,325	663	662
			AM Peak Hour	83	20	63
			PM Peak Hour	104	66	38
Strip Retail Plaza (<40k)	822	20,000 SF	Daily	1,074	537	537
			AM Peak Hour	45	27	18
			PM Peak Hour	127	64	63
Fast Casual Restaurant	930	5,000 SF	Daily	486	243	243
			AM Peak Hour	7	4	3
			PM Peak Hour	74	41	33
Fine Dining Restaurant	931	5,000 SF	Daily	419	210	209
			AM Peak Hour	4	2	2
			PM Peak Hour	39	26	13
Total New Primary Trips			Daily	3,304	1652	1,652
			AM Peak Hour	139	53	86
			PM Peak Hour	344	197	147
Total Combined Pass-By Trips			Daily	-140	-70	-70
			AM Peak Hour	0	0	0
			PM Peak Hour	-14	-10	-4

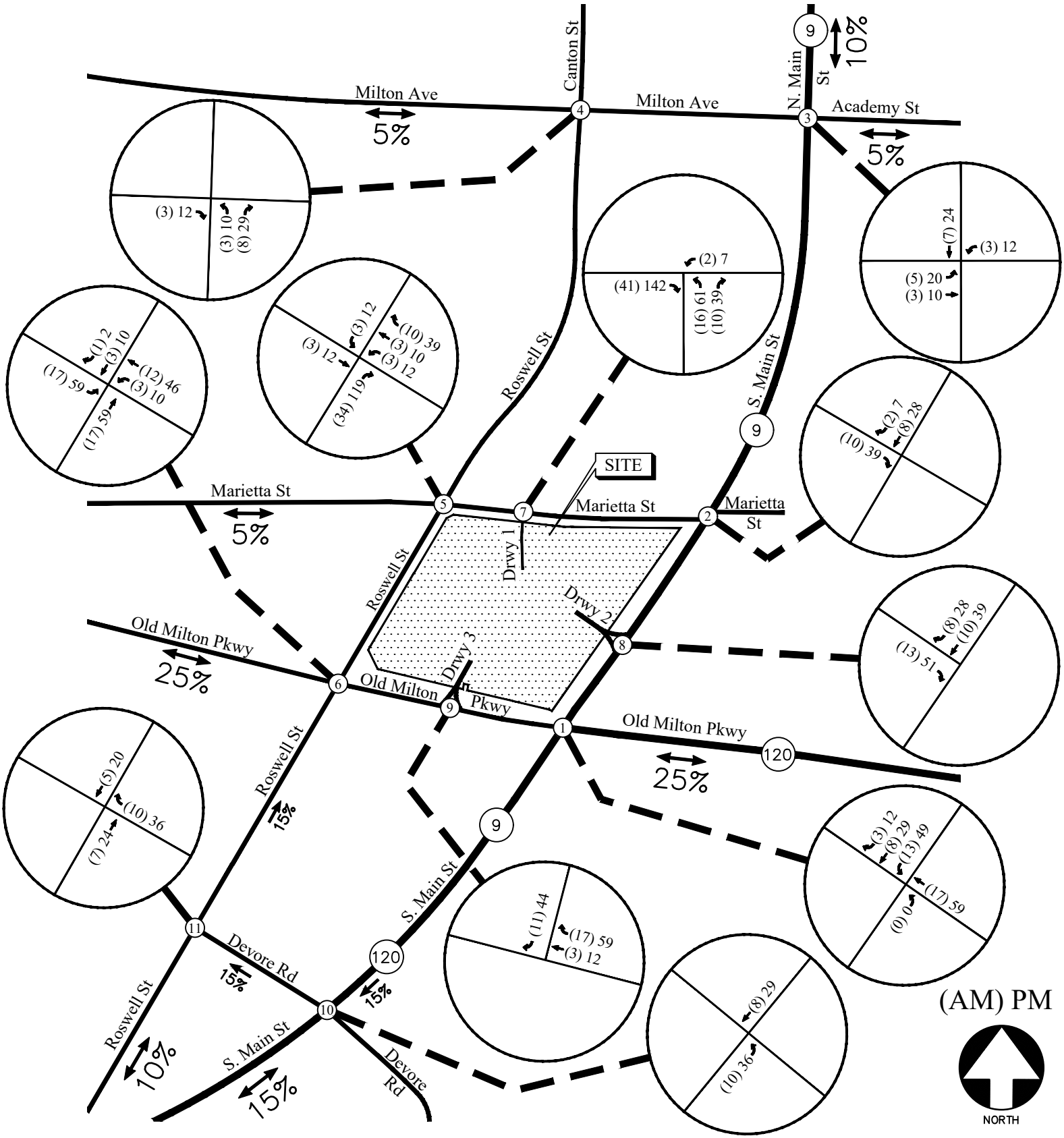
Total Internal Capture Trips	Daily	-396	-198	-198
	AM Peak Hour	-12	-6	-6
	PM Peak Hour	-50	-25	-25
Total Net New Trips	**Daily**	**2,768**	**1,384**	**1,384**
	AM Peak Hour	**127**	**47**	**80**
	PM Peak Hour	**280**	**162**	**118**

TABLE 2 – TRIP GENERATION (PHASES 1 AND 2 COMBINED)

Land Use	Code	Density (SF/DU)	Period	Total	In	Out
Multifamily Housing (Low-Rise) - Not Close to Rail Transit	220	195 Units	Daily	1,325	663	662
			AM Peak Hour	83	20	63
			PM Peak Hour	104	66	38
Strip Retail Plaza (<40k)	822	37,000 SF	Daily	1,791	896	895
			AM Peak Hour	68	41	27
			PM Peak Hour	197	99	98
Fast Casual Restaurant	930	12,000 SF	Daily	1,166	583	583
			AM Peak Hour	17	9	8
			PM Peak Hour	200	110	90
Fine Dining Restaurant	931	11,000 SF	Daily	922	461	461
			AM Peak Hour	8	4	4
			PM Peak Hour	86	57	29
High-Turnover (Sit-Down) Restaurant	932	4,000 SF	Daily	429	215	214
			AM Peak Hour	38	21	17
			PM Peak Hour	36	22	14
Total New Primary Trips			Daily	5,633	2,818	2,815
			AM Peak Hour	214	95	119
			PM Peak Hour	623	354	269
Total Combined Pass-By Trips			Daily	-470	-235	-235
			AM Peak Hour	0	0	0
			PM Peak Hour	-47	-31	-16
Total Internal Capture Trips			Daily	-826	-413	-413
			AM Peak Hour	-26	-13	-13
			PM Peak Hour	-80	-40	-40
Total Net New Trips			**Daily**	**4,337**	**2,170**	**2,167**
			AM Peak Hour	**188**	**82**	**106**
			PM Peak Hour	**496**	**283**	**213**

3.4 Trip Distribution and Assignment

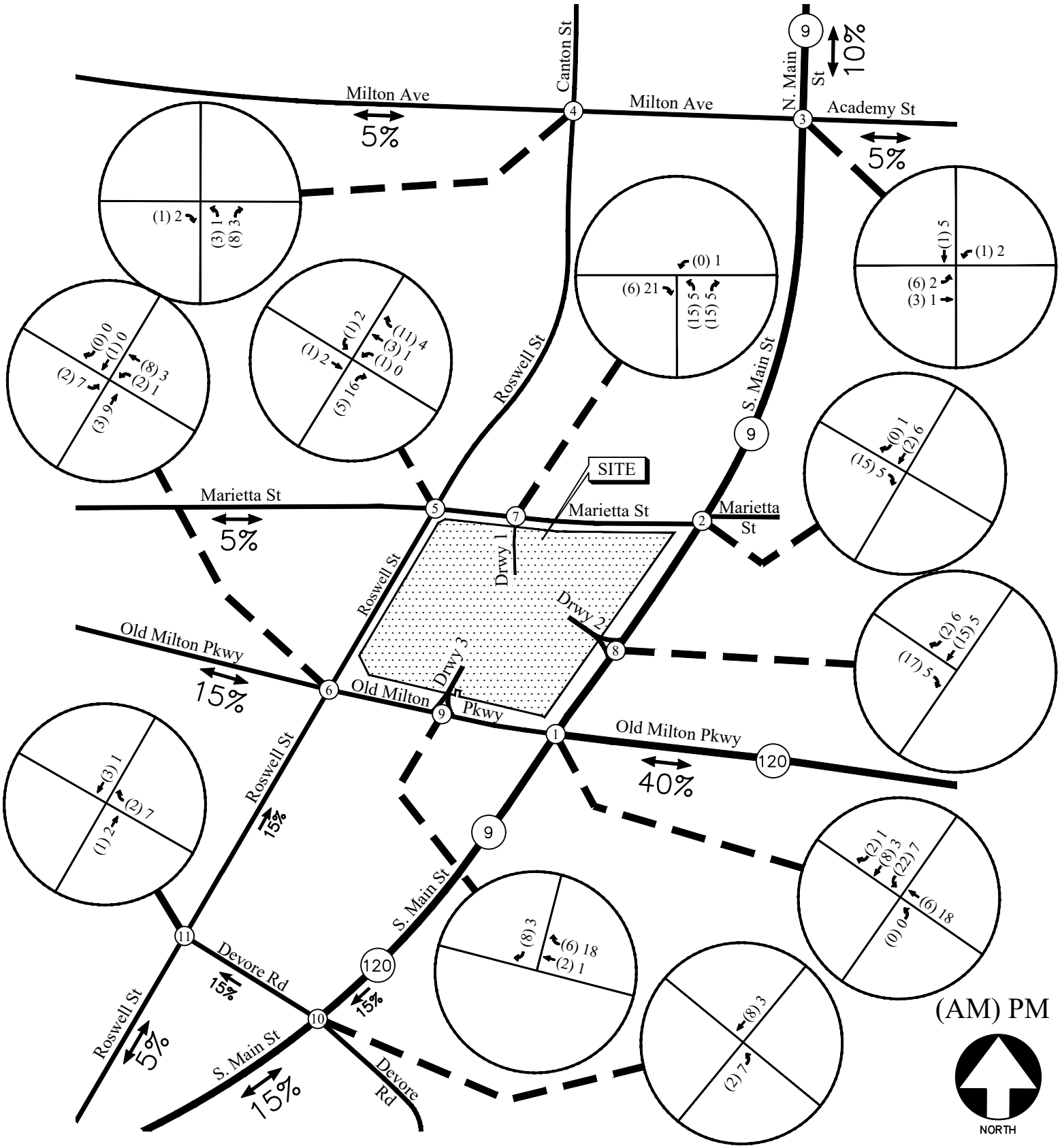
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 2, were assigned to the study area intersections based on percentages approved by the City in the methodology process. The outer-leg distribution and AM and PM peak hour new traffic generated by the proposed site for retail and residential trips are shown in Figures 6A and 6B. Pass-by volumes have also been distributed based on existing travel patterns and are shown in Figure 7.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (RETAIL TRIPS)

FIGURE 6A

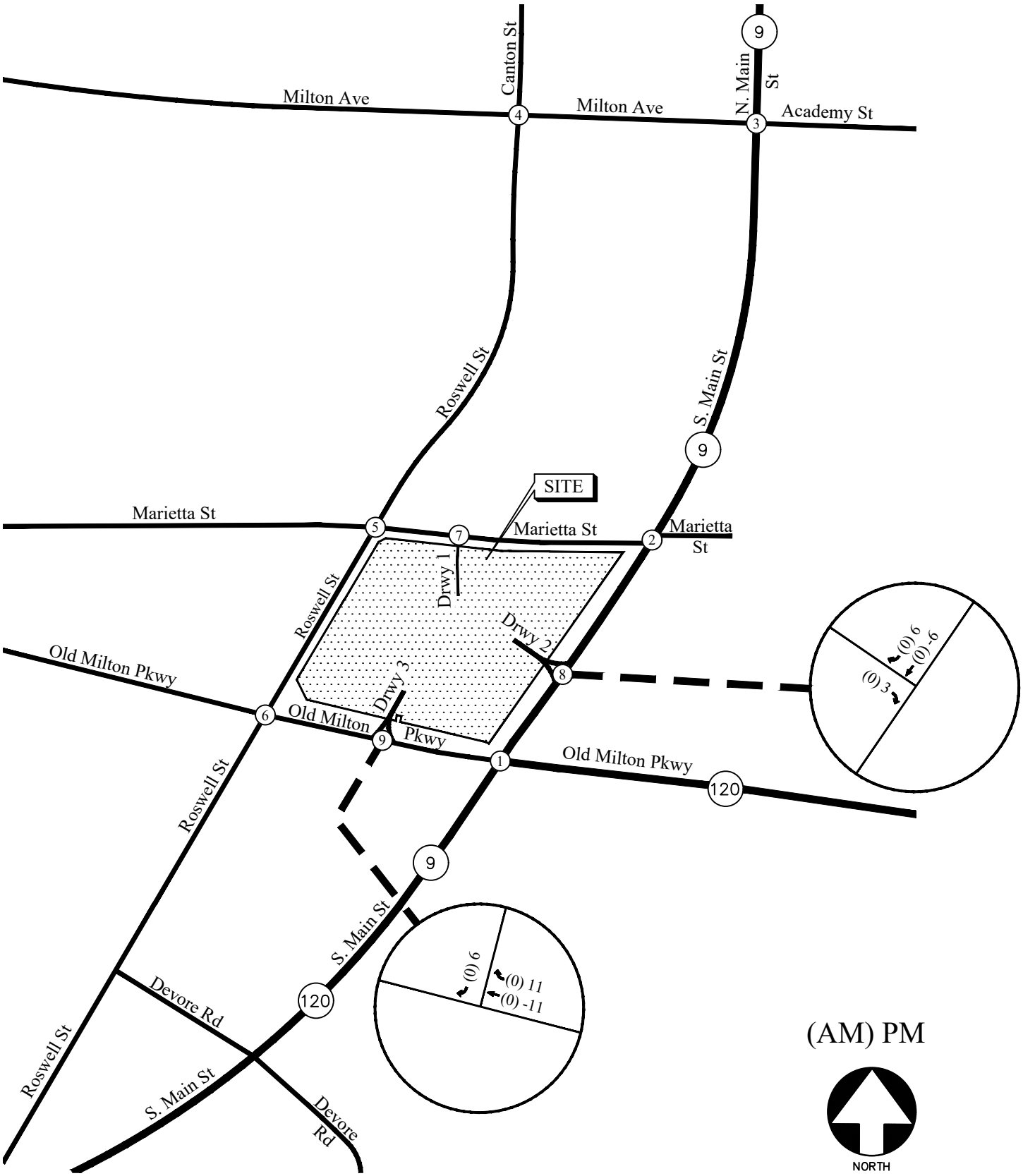
A&R Engineering Inc.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (RESIDENTIAL TRIPS)

FIGURE 6B

A&R Engineering Inc.



SITE PEAK HOUR PASS-BY VOLUMES FIGURE 7

A&R Engineering Inc.

4.0 TRAFFIC IMPACT ANALYSIS

4.1 Methodology and LOS Standards

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 7th edition (HCM 7). Synchro 11 software, which utilizes the HCM methodology, was used for analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

4.1.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 3 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designed as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 3 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 7th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

4.1.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 4 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 4 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 7th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

4.2 Existing Conditions Capacity Analysis

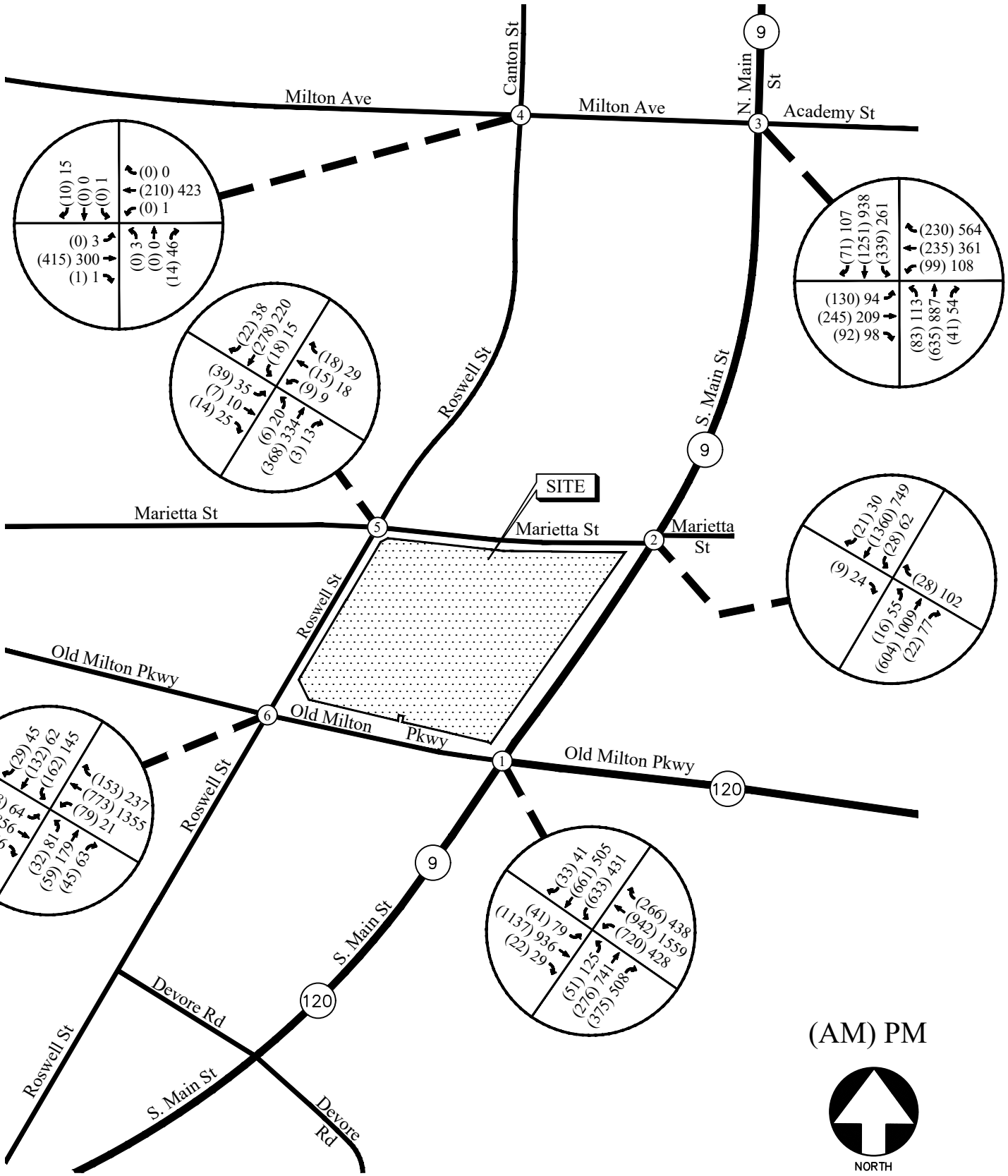
Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology using the volumes in Figure 2. Existing phasing and signal timing data available from the City of Alpharetta was used to model the signalized intersections of SR 120 (Old Milton Parkway) at SR 9 (S Main Street), SR 9 (S Main Street) at Marietta Street, SR 9 (S Main Street) at Milton Avenue/Academy Street, Milton Avenue at Roswell Street/Canton Street and Old Milton Parkway at Roswell Street. The results of the analysis are shown in Table 5.

TABLE 5 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay) AM Peak	LOS (Delay) PM Peak
1	**SR 120 (Old Milton Pkwy) at SR 9 (S Main St)**	Signalized	**E (64.4)**	**E (79.5)**
	-Eastbound Approach		E (75.6)	E (75.3)
	-Westbound Approach		E (55.2)	F (113.4)
	-Northbound Approach		D (51.9)	D (53.8)
	-Southbound Approach		E (72.2)	D (51.4)
2	**SR 9 (S Main St) at Marietta St**	HAWK Signal on SR 9		
	-Eastbound Approach		C (15.6)	B (11.0)
	-Westbound Approach		B (10.9)	B (13.2)
	-Northbound Left		C (15.3)	A (9.4)
	-Southbound Left		A (9.4)	B (10.4)
3	**SR 9 (S Main St) at Milton Ave/Academy St**	Signalized	**C (32.6)**	**D (42.8)**
	-Eastbound Approach		E (62.9)	D (48.4)
	-Westbound Approach		E (60.2)	E (56.9)
	-Northbound Approach		C (22.1)	D (40.1)
	-Southbound Approach		B (19.6)	C (32.2)
4	**Milton Ave at Roswell St/Canton St**	Signalized	**A (8.7)**	**C (21.7)**
	-Eastbound Approach		A (9.0)	B (19.5)
	-Westbound Approach		A (7.8)	C (23.8)
	-Northbound Approach		B (12.0)	B (18.8)
	-Southbound Approach		B (11.9)	B (18.4)
5	**Roswell St at Marietta St**	Stop Controlled on EB and WB Approaches and RRFB* on Roswell Street		
	-Eastbound Approach		C (15.8)	B (14.5)
	-Westbound Approach		C (13.7)	B (13.2)
	-Northbound Left		A (7.8)	A (7.8)
	-Southbound Left		A (8.0)	A (8.0)
6	**Old Milton Pkwy at Roswell St**	Signalized	**C (23.3)**	**C (29.7)**
	-Eastbound Approach		B (13.7)	B (16.6)
	-Westbound Approach		B (12.4)	C (22.4)
	-Northbound Approach		F (80.1)	E (76.8)
	-Southbound Approach		E (68.1)	E (64.6)

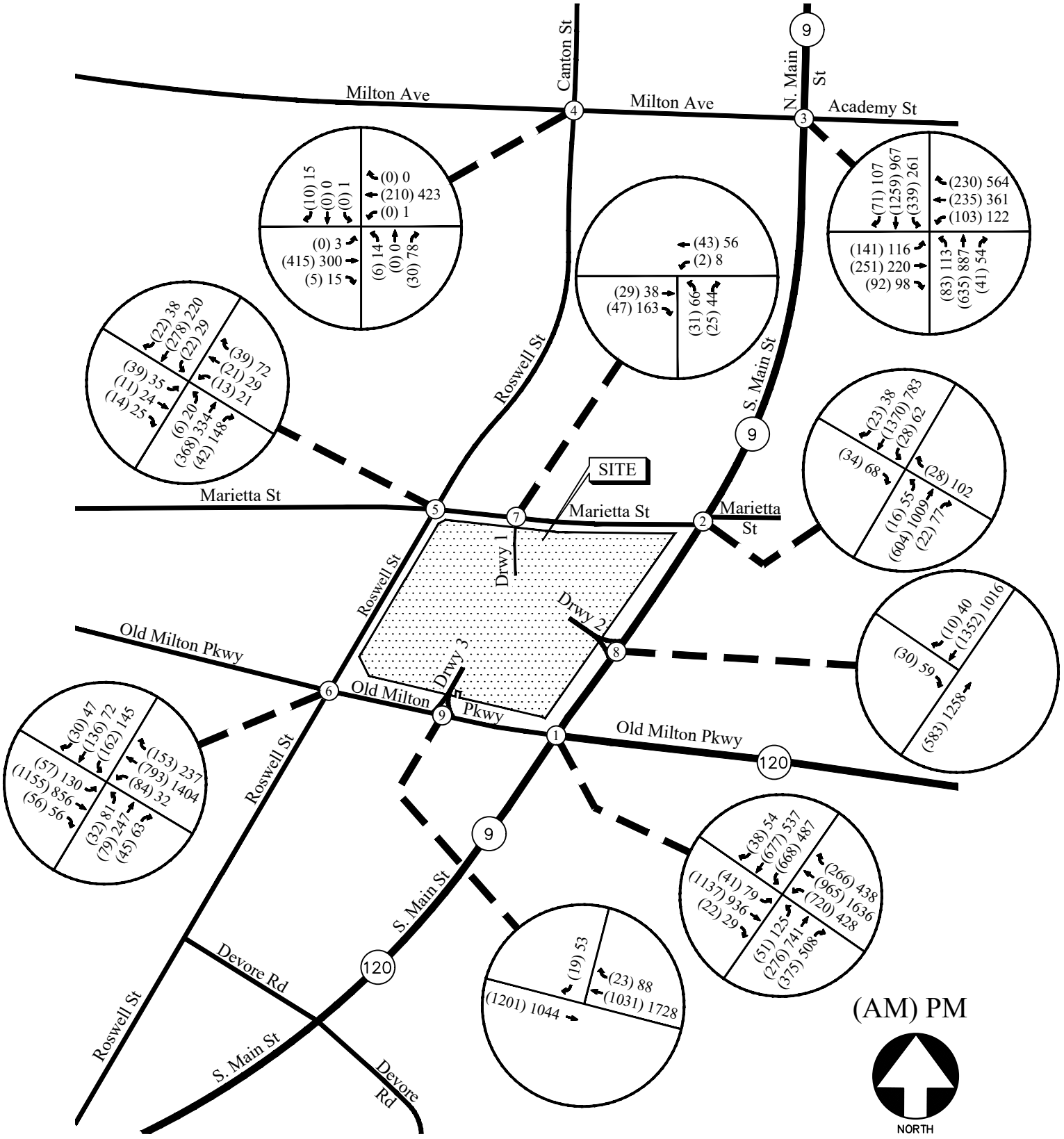
*RRFB – Rectangular Rapid Flashing Beacon

The results of existing traffic operations analysis indicate that the signalized intersection of SR 120 (Old Milton Parkway) and SR 9 (S. Main Street) is operating at an overall level-of-service (LOS) "E" in both AM and PM peak hours. All other intersections are operating at overall satisfactory levels of service "D" or better in all AM and PM peak hours with some approaches operating at LOS "E".



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 8

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 9

A&R Engineering Inc.

4.3 Future Build Conditions Capacity Analysis (Phase 2 - 2030)

The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of through traffic, shown in Figure 8.

The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5A and 5B) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development (Phase-2). These total future "Build" traffic volumes are shown in Figure 9.

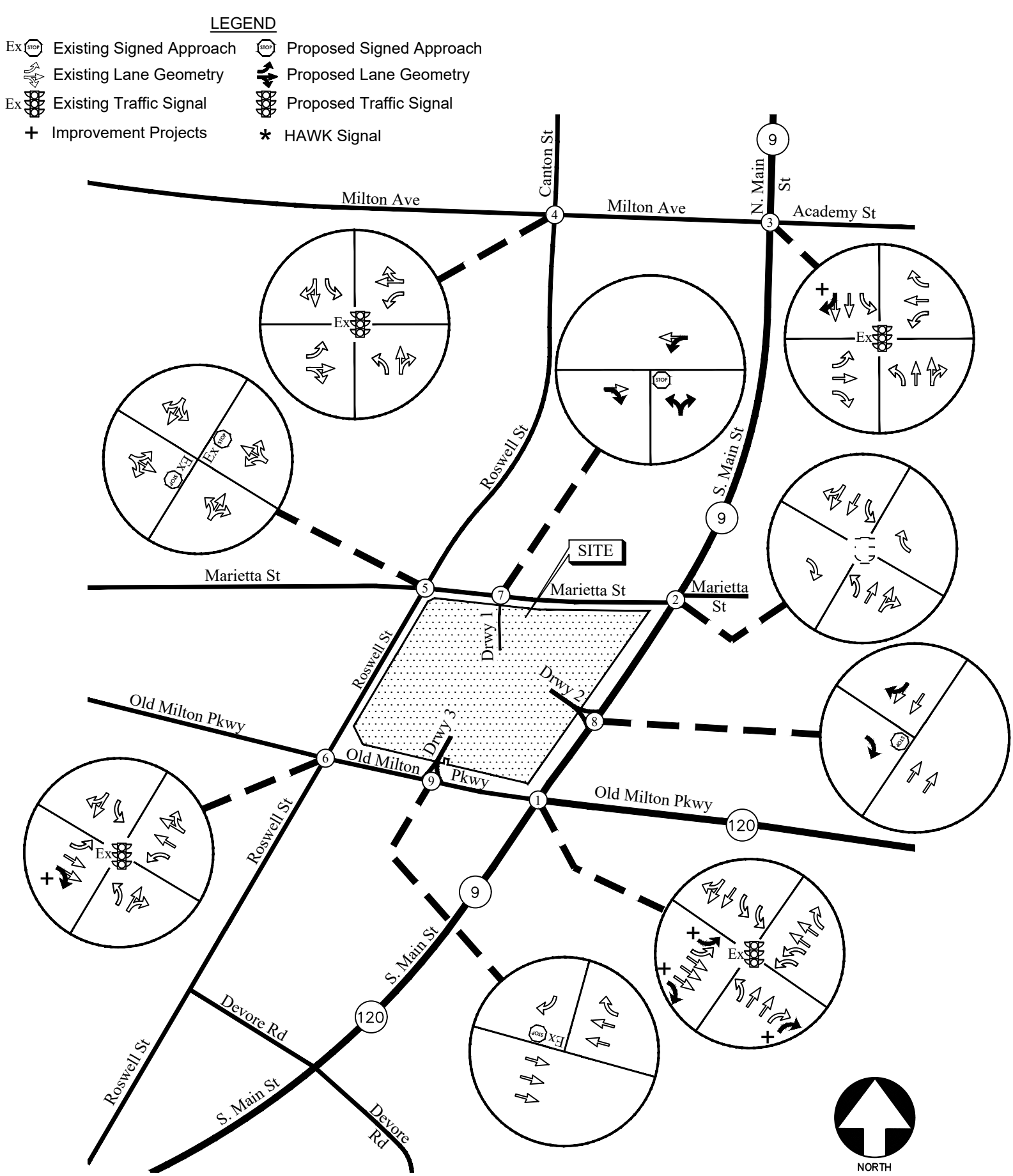
The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figure 8 and Figure 9, respectively and relevant improvements due to the programmed/planned projects. The results of the future traffic operations analysis are shown below in Table 6. Recommendations on traffic control and lane geometry are shown in Figure 10.

TABLE 6 – FUTURE INTERSECTION OPERATIONS (PHASE 1& 2 - 2030)

	Intersection	Future Condition: LOS (Delay)			
		NO-BUILD		BUILD	
		AM	PM	AM	PM
1	**SR 120 (Old Milton Pkwy) at SR 9 (S Main St)**	**E (58.3)**	**E (69.0)**	**E (60.0)**	**E (75.3)**
	-Eastbound Approach	D (49.3)	E (67.3)	D (51.2)	E (67.3)
	-Westbound Approach	D (52.8)	E (69.0)	E (55.7)	E (78.9)
	-Northbound Approach	D (48.4)	E (70.5)	D (49.6)	E (78.3)
	-Southbound Approach	E (78.5)	E (68.6)	E (78.2)	E (72.2)
2	**SR 9 (S Main St) at Marietta St**				
	-Eastbound Approach	C (17.7)	B (11.5)	C (19.5)	B (12.5)
	-Westbound Approach	B (11.4)	B (14.8)	B (11.4)	B (14.8)
	-Northbound Left	C (18.1)	A (9.9)	C (18.3)	B (10.1)
	-Southbound Left	A (9.8)	B (11.3)	A (9.8)	B (11.3)
3	**SR 9 (S Main St) at Milton Ave/Academy St**	**D (37.1)**	**E (60.3)**	**D (37.7)**	**E (62.2)**
	-Eastbound Approach	E (64.2)	D (40.5)	E (66.8)	D (40.3)
	-Westbound Approach	E (68.3)	E (76.3)	E (68.4)	E (75.7)
	-Northbound Approach	C (25.4)	E (60.9)	C (25.4)	E (65.3)
	-Southbound Approach	C (24.3)	D (53.1)	C (24.4)	E (56.4)
4	**Milton Ave at Roswell St/Canton St**	**A (9.2)**	**C (23.4)**	**B (13.5)**	**C (24.2)**
	-Eastbound Approach	A (9.6)	C (20.1)	B (14.3)	C (21.2)
	-Westbound Approach	A (8.0)	C (26.5)	B (11.8)	C (27.7)
	-Northbound Approach	B (12.8)	B (19.3)	B (12.6)	B (19.5)
	-Southbound Approach	B (12.7)	B (18.8)	B (16.1)	B (19.3)
5	**Roswell St at Marietta St**				
	-Eastbound Approach	C (18.2)	C (16.7)	C (20.4)	C (23.6)
	-Westbound Approach	C (15.1)	B (14.5)	C (15.7)	C (18.6)
	-Northbound Left	A (7.9)	A (7.9)	A (7.9)	A (7.9)
	-Southbound Left	A (8.1)	A (8.1)	A (8.2)	A (8.5)

6	**Old Milton Pkwy at Roswell St** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	**C (25.6)** B (17.6) B (14.8) E (79.2) E (67.6)	**C (33.8)** C (21.2) C (28.8) E (75.2) E (62.3)	**C (26.7)** B (18.5) B (16.4) E (78.5) E (66.1)	**D (44.0)** C (27.7) D (44.6) E (75.1) E (58.8)
7	**Marietta St at Site Drwy 1** -Westbound Left -Northbound Approach	-	-	A (7.4) A (9.1)	A (7.7) B (10.1)
8	**SR 9 (S Main St) at Site Drwy 2 (RIRO)** -Eastbound Approach	-	-	C (15.9)	B (13.7)
9	**Old Milton Pkwy at Site Drwy 3 (RIRO)** -Southbound Approach	-	-	B (13.0)	C (22.3)

The results of "No Build" and "Build" traffic operations analysis for Phase 2, 2030 indicate that the intersection of SR 120 (Old Milton Parkway) at SR 9 (S. Main Street) will continue to operate at an overall LOS "E" in the AM and PM peak hours as in "Existing" conditions with slightly reduced delays because of the improved lane geometry in the planned improvements to the intersection. All other study intersections will operate at an overall level of service "E" or better in both AM and PM peak hours with marginal delays due to the site generated trips.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 10

A&R Engineering Inc.

5.0 Site Access Turn Lane Analysis

Included below are analyses for turn lanes for all site driveways per GDOT standards. According to the trip distribution, the 24-hour two-way volume entering and exiting the site is 4,807 vehicles (passby trips included).

5.1 Left Turn Lane Analysis

For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 25 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 300 left-turning vehicles a day. The projected left-turn volumes per day for each driveway is included in Table 8.

Table 8 – GDOT Requirements for Left Turn Lanes

Intersection	Left turn traffic (% total entering)	Left-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/day)	Warrants met?
Marietta Street @ Site Driveway 1	3% Residential Trips + 3% Retail Trips	**72**	25 mph / 2-Lane / < 6,000	300	No

Per GDOT standards, a left turn lane is not warranted at any of the site driveways.

5.2 Deceleration Turn Lane Analysis

For four lane roadways with AADT's greater than or equal to 10,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 100 right turning vehicles a day. For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 25 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 200 right turning vehicles a day. The projected right-turn volumes per day for each driveway is included in Table 9.

Table 9 – GDOT Requirements for Deceleration Lanes

Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/ day)	Warrants met?
Marietta Street @ Site Driveway 1 (Full Access)	60% Residential Trips + 45% Retail Trips	**1150**	25 mph / 2-Lane / < 6,000	200	Yes
SR 9 (S Main Street) @ Site Driveway 2 (RIRO)	12% Residential Trips + 12% Retail Trips	**289**	35 mph / 4-Lane / ≥ 10,000	100	Yes
Old Milton Parkway @ Site Driveway 3 (RIRO)	25% Residential Trips + 40% Retail Trips	**893**	35 mph / 4-Lane / ≥ 10,000	100	Yes

A right turn lane is warranted at all the site driveways, per GDOT standards. However, due to the slow speed and low volumes on Marietta Street, and downtown nature of the area, pedestrian activity, and since none of the driveways in the vicinity of the site have right-turn lanes on either streets, we are not recommending right turn lanes on Marietta Street and SR 9 (Main Street).

6.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the Alpharetta District Place mixed-use development, located within the quadrilateral area bounded by South Main Street to the east, Old Milton Parkway to the south, Roswell Street to the west, and Marietta Street to the north, in the City of Alpharetta, Georgia. The project will be constructed in two phases. Phase 1, consisting of 17,000 square feet of retail space and 17,000 square feet of restaurant space, will be built on currently vacant (undisturbed) land and is expected to be completed in 2026. Phase 2 will consist of 20,000 square feet of retail space, 10,000 square feet of restaurant space, and 195 multi-family residential units. The existing buildings on the site will be demolished to accommodate Phase 2 construction, which is expected to be completed in 2030.

The development proposes the following driveways.

- Site Driveway 1: New full-access driveway on Marietta Street
- Site Driveway 2: Existing Right-In/Right-Out (RIRO) driveway on SR 9 (S Main Street)
- Site Driveway 3: Existing Right-In/Right-Out (RIRO) driveway on SR Old Milton Parkway

Existing and future traffic operations during the AM Peak Hour (7:00 AM – 9:00 AM) and PM Peak Hour (4:00 PM – 6:00 PM) were analyzed at the following intersections under 'Existing,' 'No-Build,' and 'Build' conditions:

1. SR 120 (Old Milton Parkway) at SR 9 (S Main Street)
2. SR 9 (S Main Street) at Marietta Street
3. SR 9 (S Main Street) at Milton Avenue/Academy Street
4. Milton Avenue at Roswell Street/Canton Street
5. Roswell Street at Marietta Street
6. Old Milton Parkway at Roswell Street
7. Marietta Street at Site Driveway 1
8. SR 9 (S Main Street) at Site Driveway 2 (RIRO)
9. Old Milton Parkway at Site Driveway 3 (RIRO)

The results of “No Build” and “Build” traffic operations analysis for Phase 2, 2030 indicate that the intersection of SR 120 (Old Milton Parkway) at SR 9 (S. Main Street) will continue to operate at an overall LOS “E” in the AM and PM peak hours as in “Existing” conditions with slightly reduced delays because of the improved lane geometry in the planned improvements to the intersection. All other study intersections will operate at an overall level of service “E” or better in both AM and PM peak hours with marginal delays due to the site generated trips.

6.1 Site Access Configuration

The following access configuration is recommended to be continued for the site driveway intersections:

- Site Driveway 1: New full-access driveway on Marietta Street
    - One entering and one exiting lanes
    - Stop-sign controlled on the driveway approach with Marietta Street remaining free flow
    - Provide/confirm adequate sight distance per AASHTO standards

- Site Driveway 2: Existing Right-In/Right-Out (RIRO) driveway on SR 9 (S Main Street)
    - One entering and one exiting lane
    - Stop-sign controlled on the driveway approach with SR 9 (S Main Street) remaining free flow
    - Provide/confirm adequate sight distance per AASHTO standards

- Site Driveway 3: Existing Right-In/Right-Out (RIRO) driveway on Old Milton Parkway
    - One entering and one exiting lane
    - Stop-sign controlled on the driveway approach with Old Milton Parkway remaining free flow
    - A right turn lane for entering traffic
    - Provide/confirm adequate sight distance per AASHTO standards

Appendix

Existing Intersection Traffic Counts .....
Speed Data .....
Linear Regression of Daily Traffic .....
Existing Intersection Analysis .....
Future “No-Build” Intersection Analysis (Phase 1 and 2) .....
Future “Build” Intersection Analysis (Phase 1 and 2) .....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 120 (Old Milton Pkwy) @ SR 9
(S. Main St.)
7-9 am | 4-6 pm

File Name : 20250197
Site Code : 20250197
Start Date : 05-20-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks - Cyclist

	SR 9 (Main St) Northbound					SR 9 (Main St) Southbound					SR 120 (Old Milton Pkwy) Eastbound					SR 120 (Old Milton Pkwy) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	6	53	62	1	122	138	136	6	1	281	9	237	5	0	251	144	149	40	0	333	987
07:15 AM	6	73	82	0	161	150	169	4	0	323	6	189	11	0	206	173	194	42	2	411	1101
07:30 AM	18	71	96	0	185	122	134	3	0	259	12	292	3	0	307	160	197	63	1	421	1172
07:45 AM	8	69	78	2	157	140	167	10	0	317	18	264	4	0	286	130	181	51	0	362	1122
Total	38	266	318	3	625	550	606	23	1	1180	45	982	23	0	1050	607	721	196	3	1527	4382
08:00 AM	15	57	90	0	162	139	116	9	1	265	6	225	6	0	237	149	201	56	0	406	1070
08:15 AM	12	53	75	0	140	126	132	5	1	264	7	240	5	0	252	163	214	61	0	438	1094
08:30 AM	9	61	83	0	153	145	160	5	0	310	5	260	4	2	271	184	223	63	1	471	1205
08:45 AM	12	94	78	1	185	134	143	8	0	285	8	230	3	1	242	158	181	60	0	399	1111
Total	48	265	326	1	640	544	551	27	2	1124	26	955	18	3	1002	654	819	240	1	1714	4480
*** BREAK ***																					
04:00 PM	19	150	94	0	263	94	87	4	1	186	13	189	9	0	211	94	314	98	0	506	1166
04:15 PM	28	169	100	4	301	101	94	10	1	206	15	195	12	1	223	101	328	104	2	535	1265
04:30 PM	22	168	107	1	298	87	104	7	2	200	19	200	4	0	223	75	343	96	0	514	1235
04:45 PM	27	173	114	1	315	82	118	8	0	208	11	206	5	0	222	95	360	94	0	549	1294
Total	96	660	415	6	1177	364	403	29	4	800	58	790	30	1	879	365	1345	392	2	2104	4960
05:00 PM	32	134	121	0	287	105	123	11	1	240	24	213	4	1	242	101	325	87	0	513	1282
05:15 PM	29	145	103	5	282	113	130	9	1	253	22	219	7	0	248	92	299	73	1	465	1248
05:30 PM	33	151	94	0	278	100	106	13	0	219	20	176	12	0	208	102	286	81	0	469	1174
05:45 PM	26	130	88	1	245	86	113	8	0	207	16	167	19	2	204	77	268	84	0	429	1085
Total	120	560	406	6	1092	404	472	41	2	919	82	775	42	3	902	372	1178	325	1	1876	4789
Grand Total	302	1751	1465	16	3534	1862	2032	120	9	4023	211	3502	113	7	3833	1998	4063	1153	7	7221	18611
Apprch %	8.5	49.5	41.5	0.5		46.3	50.5	3	0.2		5.5	91.4	2.9	0.2		27.7	56.3	16	0.1		
Total %	1.6	9.4	7.9	0.1	19	10	10.9	0.6	0	21.6	1.1	18.8	0.6	0	20.6	10.7	21.8	6.2	0	38.8	
Cars & Buses	302	1727	1428	16	3473	1830	1995	111	9	3945	211	3472	106	7	3796	1947	4005	1119	7	7078	18292
% Cars & Buses	100	98.6	97.5	100	98.3	98.3	98.2	92.5	100	98.1	100	99.1	93.8	100	99	97.4	98.6	97.1	100	98	98.3
Trucks	0	23	37	0	60	32	37	9	0	78	0	27	7	0	34	51	56	34	0	141	313
% Trucks	0	1.3	2.5	0	1.7	1.7	1.8	7.5	0	1.9	0	0.8	6.2	0	0.9	2.6	1.4	2.9	0	2	1.7
Cyclist	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
% Cyclist	0	0.1	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0

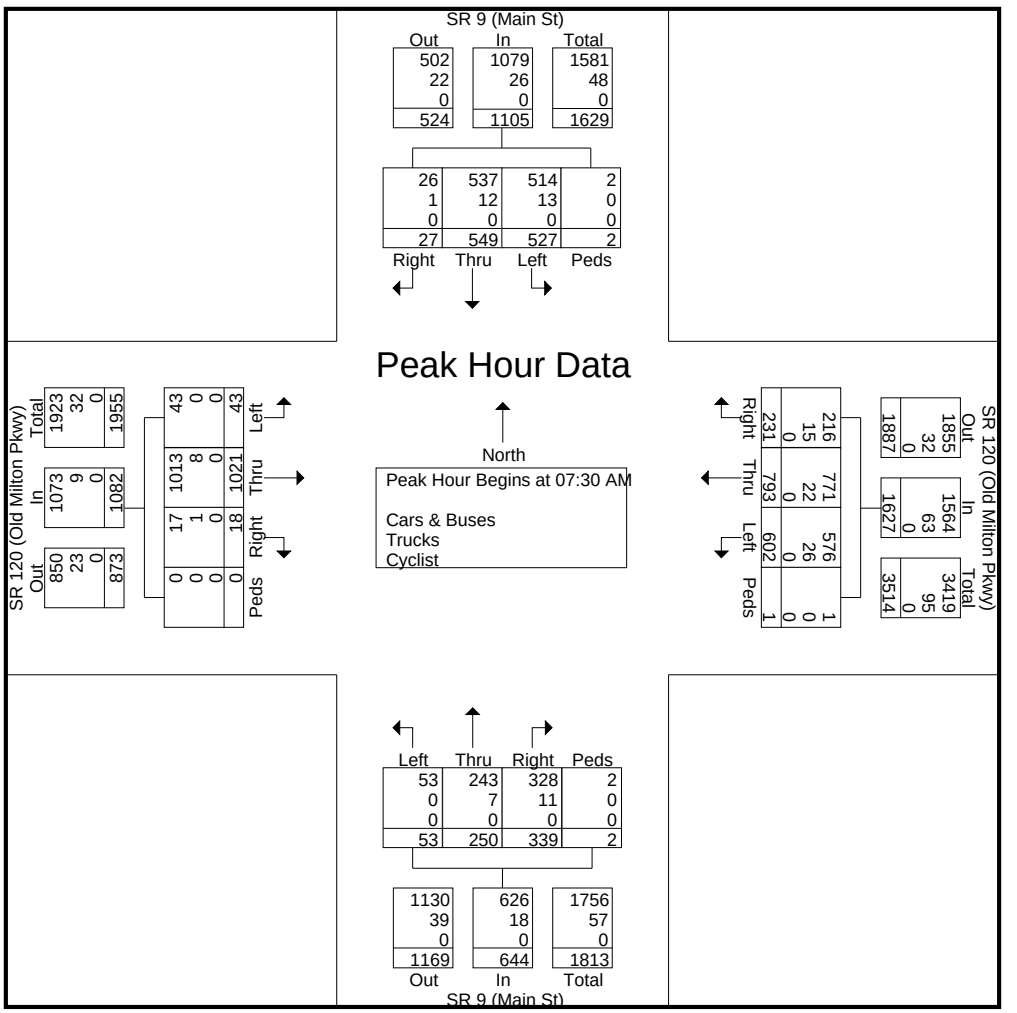
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 120 (Old Milton Pkwy) @ SR 9
(S. Main St.)
7-9 am | 4-6 pm

File Name : 20250197
Site Code : 20250197
Start Date : 05-20-2025
Page No : 2

	SR 9 (Main St) Northbound					SR 9 (Main St) Southbound					SR 120 (Old Milton Pkwy) Eastbound					SR 120 (Old Milton Pkwy) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**18**	**71**	**96**	0	**185**	122	134	3	0	259	12	**292**	3	0	**307**	160	197	**63**	**1**	421	**1172**
07:45 AM	8	69	78	**2**	157	**140**	**167**	**10**	0	**317**	**18**	264	4	0	286	130	181	51	0	362	1122
08:00 AM	15	57	90	0	162	139	116	9	**1**	265	6	225	**6**	0	237	149	201	56	0	406	1070
08:15 AM	12	53	75	0	140	126	132	5	1	264	7	240	5	0	252	**163**	**214**	61	0	**438**	1094
Total Volume	53	250	339	2	644	527	549	27	2	1105	43	1021	18	0	1082	602	793	231	1	1627	4458
% App. Total	8.2	38.8	52.6	0.3		47.7	49.7	2.4	0.2		4	94.4	1.7	0		37	48.7	14.2	0.1		
PHF	.736	.880	.883	.250	.870	.941	.822	.675	.500	.871	.597	.874	.750	.000	.881	.923	.926	.917	.250	.929	.951
Cars & Buses	53	243	328	2	626	514	537	26	2	1079	43	1013	17	0	1073	576	771	216	1	1564	4342
% Cars & Buses	100	97.2	96.8	100	97.2	97.5	97.8	96.3	100	97.6	100	99.2	94.4	0	99.2	95.7	97.2	93.5	100	96.1	97.4
Trucks	0	7	11	0	18	13	12	1	0	26	0	8	1	0	9	26	22	15	0	63	116
% Trucks	0	2.8	3.2	0	2.8	2.5	2.2	3.7	0	2.4	0	0.8	5.6	0	0.8	4.3	2.8	6.5	0	3.9	2.6
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



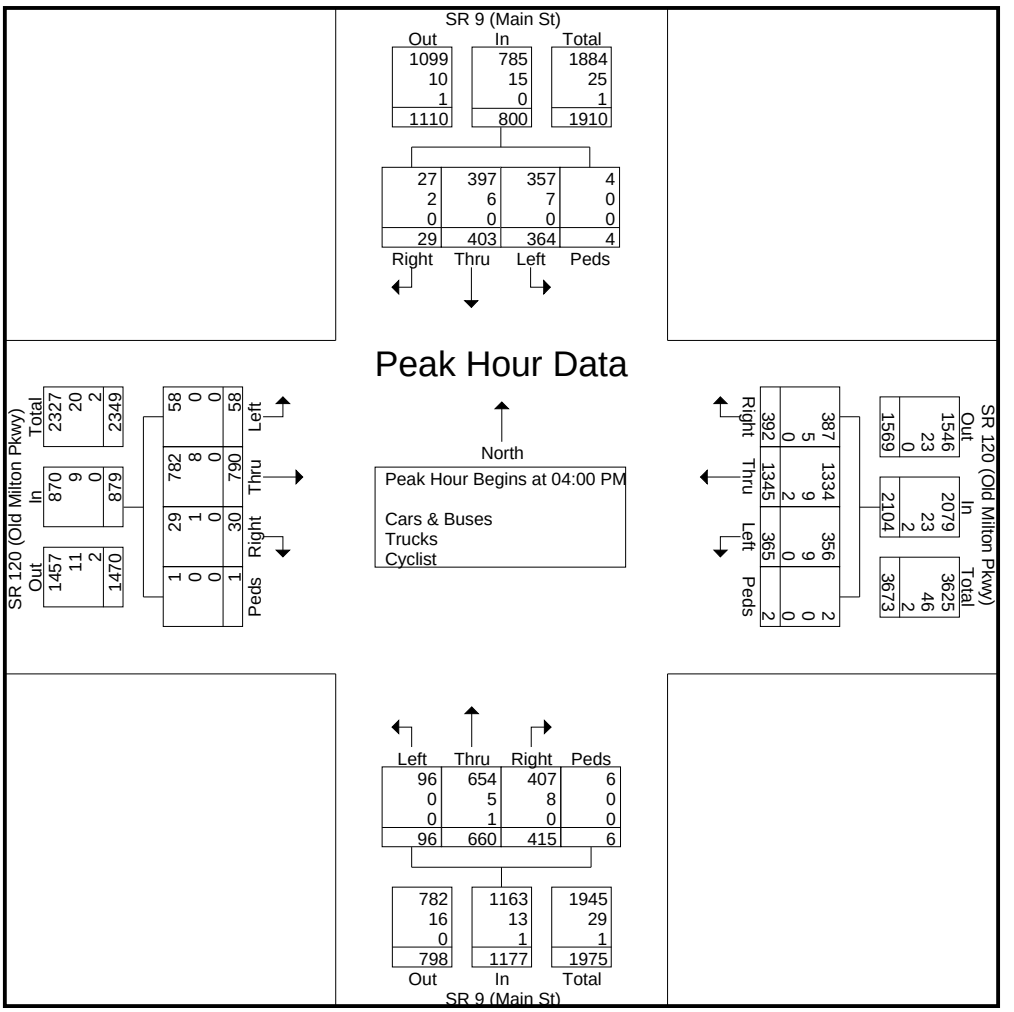
A & R Engineering, Inc.

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Marietta, GA 30067

TMC Data
SR 120 (Old Milton Pkwy) @ SR 9
(S. Main St.)
7-9 am | 4-6 pm

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	SR 9 (Main St) Northbound					SR 9 (Main St) Southbound					SR 120 (Old Milton Pkwy) Eastbound					SR 120 (Old Milton Pkwy) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	19	150	94	0	263	94	87	4	1	186	13	189	9	0	211	94	314	98	0	506	1166
04:15 PM	**28**	169	100	**4**	301	**101**	94	**10**	1	206	15	195	**12**	**1**	**223**	**101**	328	**104**	**2**	535	1265
04:30 PM	22	168	107	1	298	87	104	7	**2**	200	**19**	200	4	0	223	75	343	96	0	514	1235
04:45 PM	27	**173**	**114**	1	**315**	82	**118**	8	0	**208**	11	**206**	5	0	222	95	**360**	94	0	**549**	**1294**
Total Volume	96	660	415	6	1177	364	403	29	4	800	58	790	30	1	879	365	1345	392	2	2104	4960
% App. Total	8.2	56.1	35.3	0.5		45.5	50.4	3.6	0.5		6.6	89.9	3.4	0.1		17.3	63.9	18.6	0.1		
PHF	.857	.954	.910	.375	.934	.901	.854	.725	.500	.962	.763	.959	.625	.250	.985	.903	.934	.942	.250	.958	.958
Cars & Buses	96	654	407	6	1163	357	397	27	4	785	58	782	29	1	870	356	1334	387	2	2079	4897
% Cars & Buses	100	99.1	98.1	100	98.8	98.1	98.5	93.1	100	98.1	100	99.0	96.7	100	99.0	97.5	99.2	98.7	100	98.8	98.7
Trucks	0	5	8	0	13	7	6	2	0	15	0	8	1	0	9	9	9	5	0	23	60
% Trucks	0	0.8	1.9	0	1.1	1.9	1.5	6.9	0	1.9	0	1.0	3.3	0	1.0	2.5	0.7	1.3	0	1.1	1.2
Cyclist	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Cyclist	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 9 (S Main St) @ Marietta St
7-9am | 4-6pm

File Name : 20250198
Site Code : 20250198
Start Date : 05-20-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	SR 9 (S Main St) Northbound					SR 9 (S Main St) Southbound					Marietta St Eastbound					Marietta St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	111	3	0	117	3	157	0	0	160	0	0	1	0	1	0	0	2	0	2	280
07:15 AM	2	96	4	0	102	4	312	0	0	316	0	0	3	0	3	0	0	2	0	2	423
07:30 AM	0	53	2	0	55	0	129	1	0	130	0	0	2	0	2	0	0	2	0	2	189
07:45 AM	3	143	6	0	152	5	314	3	0	322	0	0	2	2	4	0	0	6	0	6	484
Total	8	403	15	0	426	12	912	4	0	928	0	0	8	2	10	0	0	12	0	12	1376
08:00 AM	6	127	7	0	140	5	284	7	0	296	0	0	3	0	3	0	0	5	0	5	444
08:15 AM	3	119	2	0	124	7	264	1	0	272	1	0	2	0	3	0	0	9	1	10	409
08:30 AM	2	136	4	0	142	7	320	7	0	334	0	0	0	0	0	0	0	4	0	4	480
08:45 AM	7	118	7	0	132	3	268	5	0	276	0	0	4	0	4	0	0	2	0	2	414
Total	18	500	20	0	538	22	1136	20	0	1178	1	0	9	0	10	0	0	20	1	21	1747
*** BREAK ***																					
04:00 PM	9	229	14	0	252	17	142	8	0	167	0	0	5	0	5	0	0	15	0	15	439
04:15 PM	8	215	12	1	236	11	152	3	0	166	0	0	5	0	5	0	0	23	1	24	431
04:30 PM	19	246	17	0	282	15	164	8	0	187	0	0	5	0	5	0	0	20	1	21	495
04:45 PM	15	225	22	0	262	11	150	1	0	162	1	0	8	3	12	0	0	20	1	21	457
Total	51	915	65	1	1032	54	608	20	0	682	1	0	23	3	27	0	0	78	3	81	1822
05:00 PM	7	223	12	0	242	13	149	11	1	174	0	0	4	0	4	0	0	24	0	24	444
05:15 PM	7	182	16	1	206	15	187	6	1	209	1	0	2	1	4	0	0	24	0	24	443
05:30 PM	10	167	16	1	194	19	194	8	0	221	0	0	5	0	5	0	0	22	0	22	442
05:45 PM	14	184	15	0	213	13	189	6	0	208	1	0	3	0	4	0	0	37	1	38	463
Total	38	756	59	2	855	60	719	31	2	812	2	0	14	1	17	0	0	107	1	108	1792
Grand Total	115	2574	159	3	2851	148	3375	75	2	3600	4	0	54	6	64	0	0	217	5	222	6737
Apprch %	4	90.3	5.6	0.1		4.1	93.8	2.1	0.1		6.2	0	84.4	9.4		0	0	97.7	2.3		
Total %	1.7	38.2	2.4	0	42.3	2.2	50.1	1.1	0	53.4	0.1	0	0.8	0.1	0.9	0	0	3.2	0.1	3.3	
Cars & Buses	112	2527	155	3	2797	146	3319	75	2	3542	4	0	54	6	64	0	0	215	5	220	6623
% Cars & Buses	97.4	98.2	97.5	100	98.1	98.6	98.3	100	100	98.4	100	0	100	100	100	0	0	99.1	100	99.1	98.3
Trucks	3	47	4	0	54	2	56	0	0	58	0	0	0	0	0	0	0	2	0	2	114
% Trucks	2.6	1.8	2.5	0	1.9	1.4	1.7	0	0	1.6	0	0	0	0	0	0	0	0.9	0	0.9	1.7

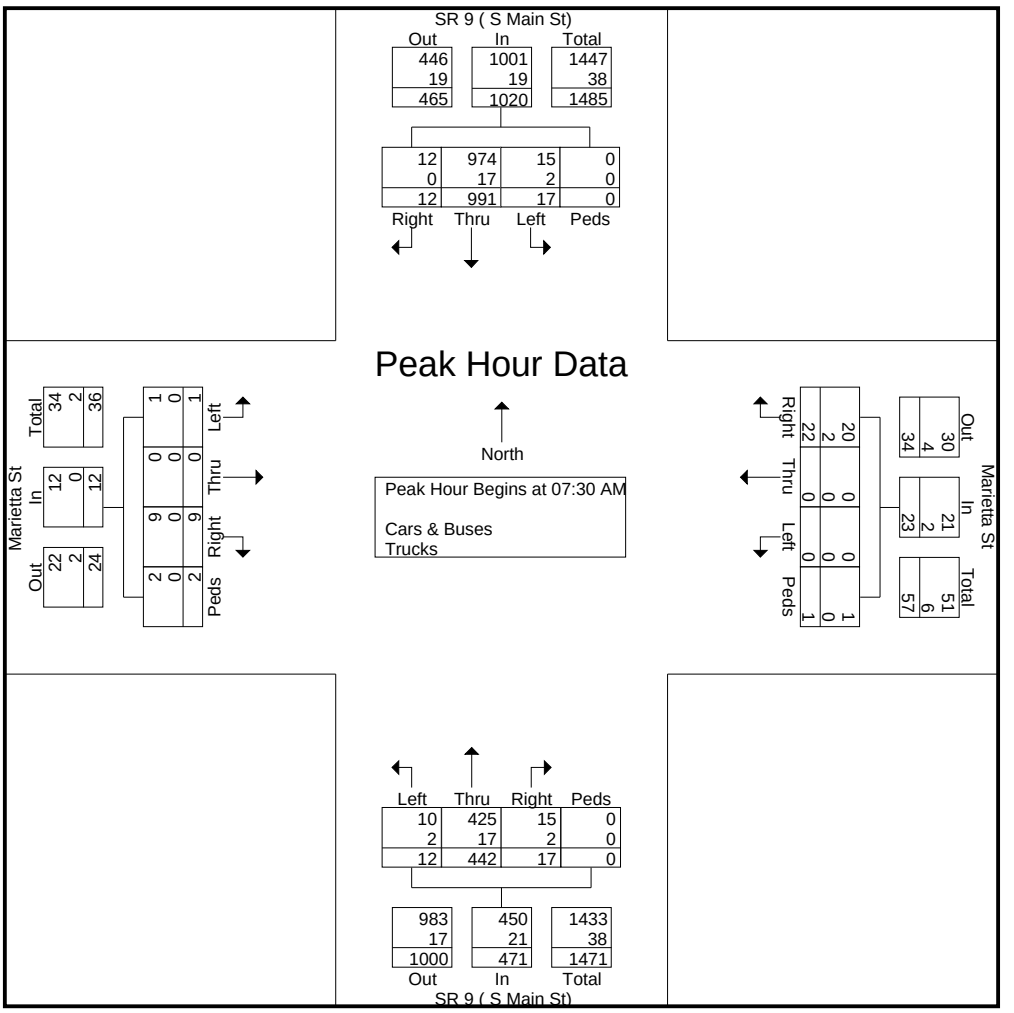
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 9 (S Main St) @ Marietta St
7-9am | 4-6pm

File Name : 20250198
Site Code : 20250198
Start Date : 05-20-2025
Page No : 2

	SR 9 (S Main St) Northbound					SR 9 (S Main St) Southbound					Marietta St Eastbound					Marietta St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	53	2	0	55	0	129	1	0	130	0	0	2	0	2	0	0	2	0	2	189
07:45 AM	3	**143**	6	0	**152**	5	**314**	3	0	**322**	0	0	2	**2**	**4**	0	0	6	0	6	**484**
08:00 AM	**6**	127	**7**	0	140	5	284	**7**	0	296	0	0	**3**	0	3	0	0	5	0	5	444
08:15 AM	3	119	2	0	124	**7**	264	1	0	272	**1**	0	2	0	3	0	0	**9**	**1**	**10**	409
Total Volume	12	442	17	0	471	17	991	12	0	1020	1	0	9	2	12	0	0	22	1	23	1526
% App. Total	2.5	93.8	3.6	0		1.7	97.2	1.2	0		8.3	0	75	16.7		0	0	95.7	4.3		
PHF	.500	.773	.607	.000	.775	.607	.789	.429	.000	.792	.250	.000	.750	.250	.750	.000	.000	.611	.250	.575	.788
Cars & Buses	10	425	15	0	450	15	974	12	0	1001	1	0	9	2	12	0	0	20	1	21	1484
% Cars & Buses	83.3	96.2	88.2	0	95.5	88.2	98.3	100	0	98.1	100	0	100	100	100	0	0	90.9	100	91.3	97.2
Trucks	2	17	2	0	21	2	17	0	0	19	0	0	0	0	0	0	0	2	0	2	42
% Trucks	16.7	3.8	11.8	0	4.5	11.8	1.7	0	0	1.9	0	0	0	0	0	0	0	9.1	0	8.7	2.8



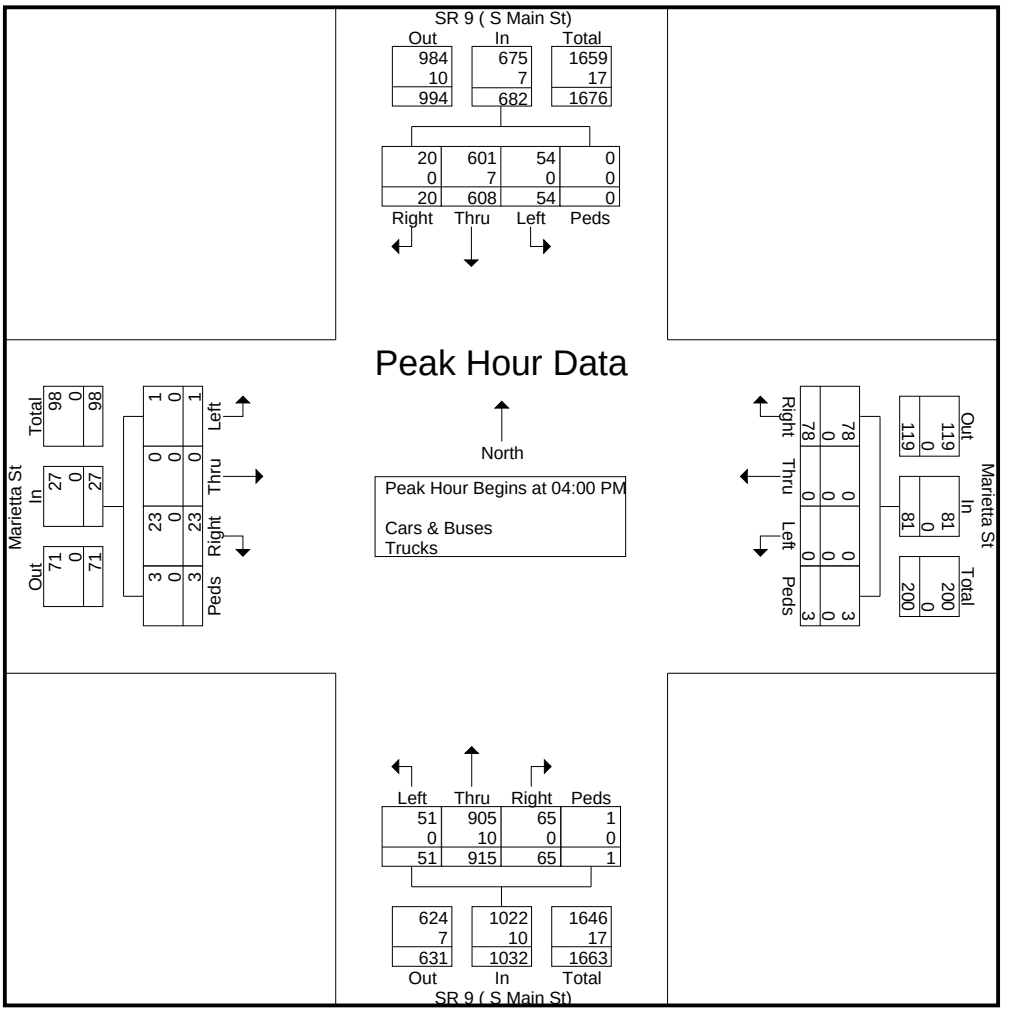
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 9 (S Main St) @ Marietta St
7-9am | 4-6pm

File Name : 20250198
Site Code : 20250198
Start Date : 05-20-2025
Page No : 3

	SR 9 (S Main St) Northbound					SR 9 (S Main St) Southbound					Marietta St Eastbound					Marietta St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	9	229	14	0	252	**17**	142	**8**	0	167	0	0	5	0	5	0	0	15	0	15	439
04:15 PM	8	215	12	**1**	236	11	152	3	0	166	0	0	5	0	5	0	0	**23**	**1**	**24**	431
04:30 PM	**19**	**246**	17	0	**282**	15	**164**	8	0	**187**	0	0	5	0	5	0	0	20	1	21	**495**
04:45 PM	15	225	**22**	0	262	11	150	1	0	162	**1**	0	**8**	**3**	**12**	0	0	20	1	21	457
Total Volume	51	915	65	1	1032	54	608	20	0	682	1	0	23	3	27	0	0	78	3	81	1822
% App. Total	4.9	88.7	6.3	0.1		7.9	89.1	2.9	0		3.7	0	85.2	11.1		0	0	96.3	3.7		
PHF	.671	.930	.739	.250	.915	.794	.927	.625	.000	.912	.250	.000	.719	.250	.563	.000	.000	.848	.750	.844	.920
Cars & Buses	51	905	65	1	1022	54	601	20	0	675	1	0	23	3	27	0	0	78	3	81	1805
% Cars & Buses	100	98.9	100	100	99.0	100	98.8	100	0	99.0	100	0	100	100	100	0	0	100	100	100	99.1
Trucks	0	10	0	0	10	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	17
% Trucks	0	1.1	0	0	1.0	0	1.2	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.9



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Main St @ Academy St - Milton Ave
7-9 am | 4-6 pm

File Name : 20250220
Site Code : 20250220
Start Date : 04-02-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks - Cyclist

	S Main St Northbound					N Main St Southbound					Academy St Eastbound					Academy St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	86	8	1	102	54	300	8	1	363	16	40	12	2	70	10	10	11	0	31	566
07:15 AM	12	110	5	0	127	33	293	12	1	339	19	41	17	5	82	18	22	18	0	58	606
07:30 AM	10	112	8	3	133	66	284	21	1	372	29	53	17	6	105	37	28	22	0	87	697
07:45 AM	15	138	13	3	169	81	273	14	0	368	37	42	15	2	96	20	33	33	1	87	720
Total	44	446	34	7	531	234	1150	55	3	1442	101	176	61	15	353	85	93	84	1	263	2589
08:00 AM	22	123	11	1	157	57	242	11	2	312	19	51	20	1	91	23	51	37	0	111	671
08:15 AM	24	115	6	1	146	78	291	14	0	383	31	56	21	2	110	20	52	68	1	141	780
08:30 AM	11	176	6	4	197	79	282	23	1	385	26	64	24	3	117	23	68	62	3	156	855
08:45 AM	22	104	2	6	134	74	210	10	0	294	35	69	26	5	135	22	31	67	2	122	685
Total	79	518	25	12	634	288	1025	58	3	1374	111	240	91	11	453	88	202	234	6	530	2991
*** BREAK ***																					
04:00 PM	36	195	8	2	241	56	164	34	3	257	13	30	30	8	81	18	65	127	2	212	791
04:15 PM	21	220	10	1	252	50	166	23	0	239	25	46	61	4	136	18	68	115	0	201	828
04:30 PM	29	226	10	4	269	41	204	25	1	271	25	39	42	4	110	14	65	131	4	214	864
04:45 PM	29	192	10	4	235	53	186	19	4	262	13	45	26	4	88	21	59	125	5	210	795
Total	115	833	38	11	997	200	720	101	8	1029	76	160	159	20	415	71	257	498	11	837	3278
05:00 PM	30	190	10	2	232	61	208	29	1	299	13	45	25	9	92	23	72	112	2	209	832
05:15 PM	21	192	12	0	225	59	201	19	3	282	27	45	16	8	96	22	89	129	0	240	843
05:30 PM	18	197	15	3	233	54	221	26	4	305	29	47	18	10	104	28	94	124	1	247	889
05:45 PM	29	154	16	0	199	63	174	29	0	266	23	39	26	10	98	18	71	125	0	214	777
Total	98	733	53	5	889	237	804	103	8	1152	92	176	85	37	390	91	326	490	3	910	3341
Grand Total	336	2530	150	35	3051	959	3699	317	22	4997	380	752	396	83	1611	335	878	1306	21	2540	12199
Apprch %	11	82.9	4.9	1.1		19.2	74	6.3	0.4		23.6	46.7	24.6	5.2		13.2	34.6	51.4	0.8		
Total %	2.8	20.7	1.2	0.3	25	7.9	30.3	2.6	0.2	41	3.1	6.2	3.2	0.7	13.2	2.7	7.2	10.7	0.2	20.8	
Cars, Buses & Trucks	336	2529	150	35	3050	959	3699	317	22	4997	380	747	396	83	1606	335	877	1306	21	2539	12192
% Cars, Buses & Trucks	100	100	100	100	100	100	100	100	100	100	100	99.3	100	100	99.7	100	99.9	100	100	100	99.9
Cyclist	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	7
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.3	0	0.1	0	0	0	0.1

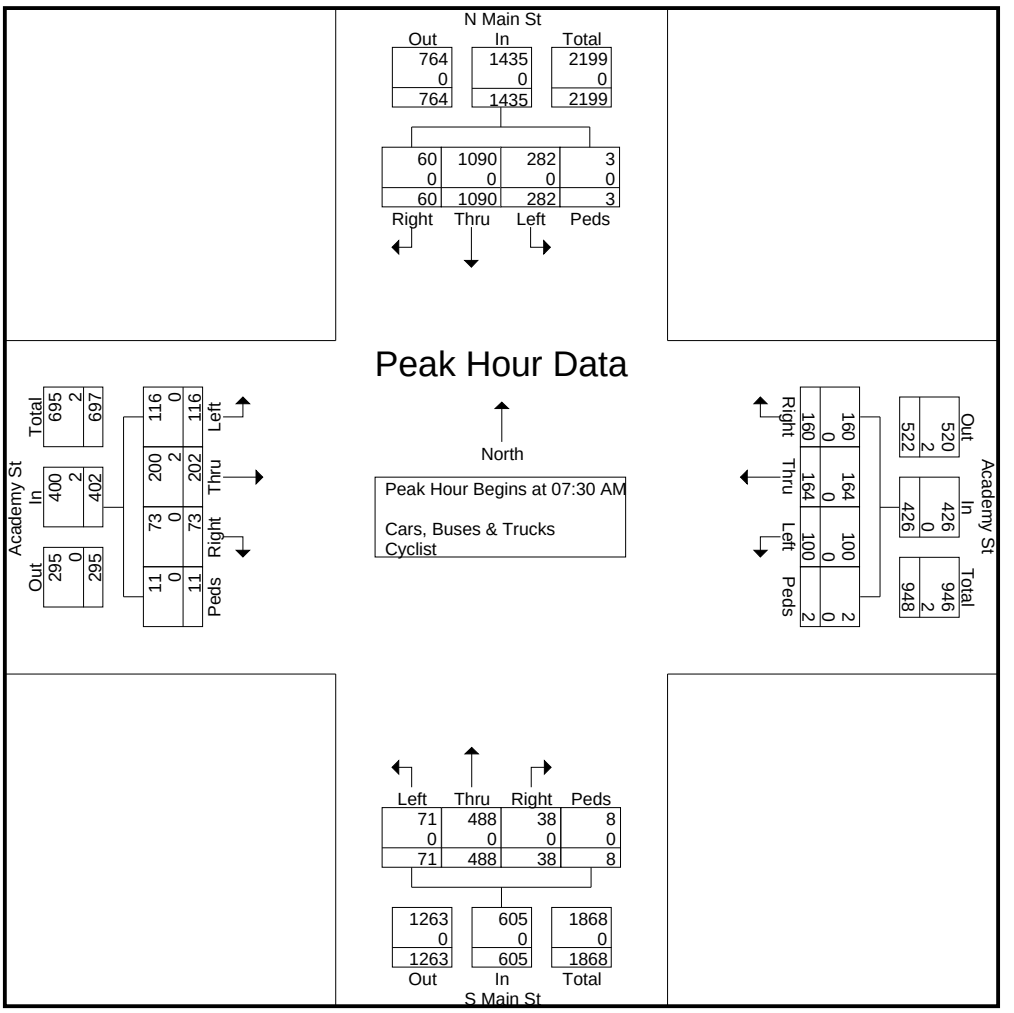
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Main St @ Academy St - Milton Ave
7-9 am | 4-6 pm

File Name : 20250220
Site Code : 20250220
Start Date : 04-02-2025
Page No : 2

	S Main St Northbound					N Main St Southbound					Academy St Eastbound					Academy St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	10	112	8	**3**	133	66	284	**21**	1	372	29	53	17	**6**	105	**37**	28	22	0	87	697
07:45 AM	15	**138**	**13**	3	**169**	**81**	273	14	0	368	**37**	42	15	2	96	20	33	33	**1**	87	720
08:00 AM	22	123	11	1	157	57	242	11	**2**	312	19	51	20	1	91	23	51	37	0	111	671
08:15 AM	**24**	115	6	1	146	78	**291**	14	0	**383**	31	**56**	**21**	2	**110**	20	**52**	**68**	1	**141**	**780**
Total Volume	71	488	38	8	605	282	1090	60	3	1435	116	202	73	11	402	100	164	160	2	426	2868
% App. Total	11.7	80.7	6.3	1.3		19.7	76	4.2	0.2		28.9	50.2	18.2	2.7		23.5	38.5	37.6	0.5		
PHF	.740	.884	.731	.667	.895	.870	.936	.714	.375	.937	.784	.902	.869	.458	.914	.676	.788	.588	.500	.755	.919
Cars, Buses & Trucks	71	488	38	8	605	282	1090	60	3	1435	116	200	73	11	400	100	164	160	2	426	2866
% Cars, Buses & Trucks	100	100	100	100	100	100	100	100	100	100	100	99.0	100	100	99.5	100	100	100	100	100	99.9
Cyclist	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.5	0	0	0	0	0	0.1



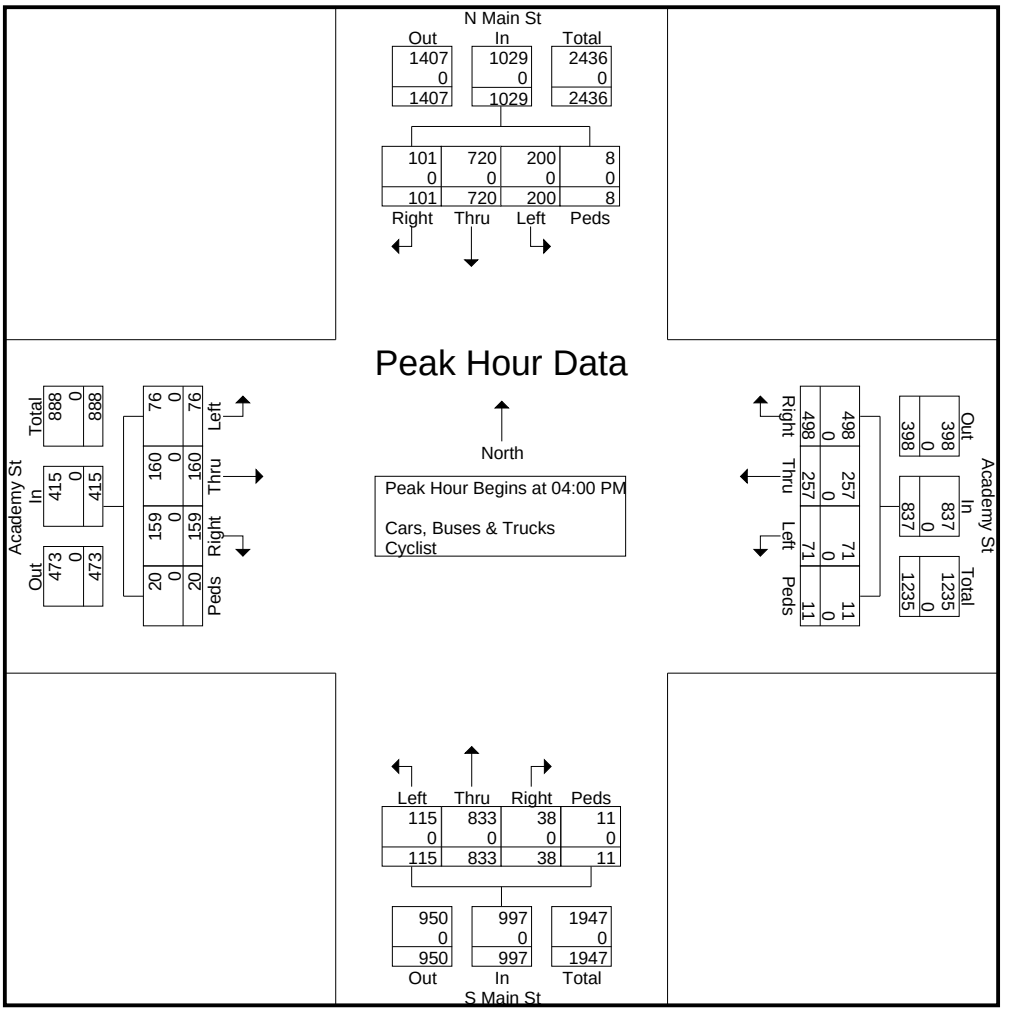
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Main St @ Academy St - Milton Ave
7-9 am | 4-6 pm

File Name : 20250220
Site Code : 20250220
Start Date : 04-02-2025
Page No : 3

	S Main St Northbound					N Main St Southbound					Academy St Eastbound					Academy St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**36**	195	8	2	241	**56**	164	**34**	3	257	13	30	30	**8**	81	18	65	127	2	212	791
04:15 PM	21	220	**10**	1	252	50	166	23	0	239	**25**	**46**	**61**	4	**136**	18	**68**	115	0	201	828
04:30 PM	29	**226**	10	**4**	**269**	41	**204**	25	1	**271**	25	39	42	4	110	14	65	**131**	4	**214**	**864**
04:45 PM	29	192	10	4	235	53	186	19	**4**	262	13	45	26	4	88	**21**	59	125	**5**	210	795
Total Volume	115	833	38	11	997	200	720	101	8	1029	76	160	159	20	415	71	257	498	11	837	3278
% App. Total	11.5	83.6	3.8	1.1		19.4	70	9.8	0.8		18.3	38.6	38.3	4.8		8.5	30.7	59.5	1.3		
PHF	.799	.921	.950	.688	.927	.893	.882	.743	.500	.949	.760	.870	.652	.625	.763	.845	.945	.950	.550	.978	.948
Cars, Buses & Trucks	115	833	38	11	997	200	720	101	8	1029	76	160	159	20	415	71	257	498	11	837	3278
% Cars, Buses & Trucks	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Milton Ave @ Roswell St - Canton St
7-9am | 4-6pm

File Name : 20250094
Site Code : 20250094
Start Date : 04-02-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks - Cyclist

	Roswell St Northbound					Canton St Southbound					Milton Avenue Eastbound					Milton Avenue Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	6	13	2	1	22	8	34	5	3	50	16	44	1	3	64	4	13	4	1	22	158
07:15 AM	4	22	1	1	28	12	50	15	0	77	29	56	4	2	91	3	24	2	2	31	227
07:30 AM	5	29	7	3	44	15	67	18	1	101	5	58	5	3	71	19	28	8	2	57	273
07:45 AM	23	24	20	0	67	13	56	8	3	80	9	77	6	7	99	17	48	6	1	72	318
Total	38	88	30	5	161	48	207	46	7	308	59	235	16	15	325	43	113	20	6	182	976
08:00 AM	27	25	6	3	61	14	42	6	2	64	6	57	11	4	78	10	47	7	5	69	272
08:15 AM	28	37	9	12	86	20	53	12	3	88	11	62	11	14	98	9	69	12	2	92	364
08:30 AM	41	37	6	4	88	34	57	5	0	96	7	58	6	5	76	9	77	9	5	100	360
08:45 AM	27	36	10	1	74	27	76	8	7	118	13	75	8	6	102	5	61	7	5	78	372
Total	123	135	31	20	309	95	228	31	12	366	37	252	36	29	354	33	254	35	17	339	1368
*** BREAK ***																					
04:00 PM	19	67	8	9	103	15	29	25	0	69	25	32	5	10	72	14	72	29	8	123	367
04:15 PM	11	45	14	8	78	27	35	26	1	89	17	60	11	24	112	11	78	25	16	130	409
04:30 PM	15	51	17	3	86	24	35	14	10	83	11	67	14	10	102	15	62	23	9	109	380
04:45 PM	17	42	12	7	78	13	34	8	4	59	14	39	6	14	73	8	77	23	12	120	330
Total	62	205	51	27	345	79	133	73	15	300	67	198	36	58	359	48	289	100	45	482	1486
05:00 PM	9	53	8	7	77	11	30	13	0	54	14	49	9	7	79	20	80	21	6	127	337
05:15 PM	10	80	12	11	113	15	50	6	1	72	11	49	6	16	82	14	78	21	12	125	392
05:30 PM	6	58	17	13	94	17	42	8	4	71	15	45	14	21	95	15	82	21	5	123	383
05:45 PM	7	57	7	19	90	17	33	8	8	66	12	48	3	14	77	21	88	20	17	146	379
Total	32	248	44	50	374	60	155	35	13	263	52	191	32	58	333	70	328	83	40	521	1491
Grand Total	255	676	156	102	1189	282	723	185	47	1237	215	876	120	160	1371	194	984	238	108	1524	5321
Apprch %	21.4	56.9	13.1	8.6		22.8	58.4	15	3.8		15.7	63.9	8.8	11.7		12.7	64.6	15.6	7.1		
Total %	4.8	12.7	2.9	1.9	22.3	5.3	13.6	3.5	0.9	23.2	4	16.5	2.3	3	25.8	3.6	18.5	4.5	2	28.6	
Cars, Buses & Trucks	255	675	156	102	1188	282	723	185	47	1237	215	873	120	160	1368	194	983	238	108	1523	5316
% Cars, Buses & Trucks	100	99.9	100	100	99.9	100	100	100	100	100	100	99.7	100	100	99.8	100	99.9	100	100	99.9	99.9
Cyclist	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
% Cyclist	0	0.1	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.2	0	0.1	0	0	0.1	0.1

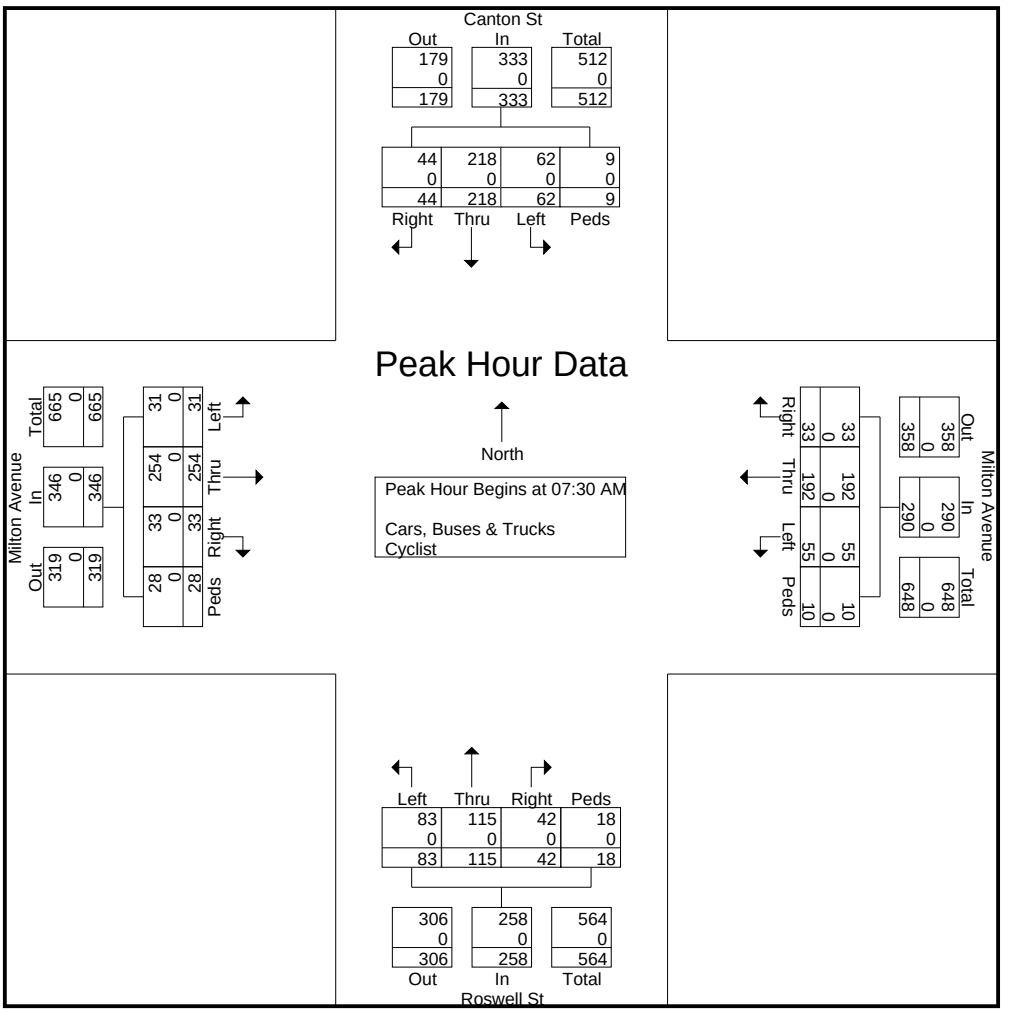
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Milton Ave @ Roswell St - Canton St
7-9am | 4-6pm

File Name : 20250094
Site Code : 20250094
Start Date : 04-02-2025
Page No : 2

	Roswell St Northbound					Canton St Southbound					Milton Avenue Eastbound					Milton Avenue Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	29	7	3	44	15	**67**	**18**	1	**101**	5	58	5	3	71	**19**	28	8	2	57	273
07:45 AM	23	24	**20**	0	67	13	56	8	**3**	80	9	**77**	6	7	**99**	17	48	6	1	72	318
08:00 AM	27	25	6	3	61	14	42	6	2	64	6	57	**11**	4	78	10	47	7	**5**	69	272
08:15 AM	**28**	**37**	9	**12**	**86**	**20**	53	12	3	88	**11**	62	11	**14**	98	9	**69**	**12**	2	**92**	**364**
Total Volume	83	115	42	18	258	62	218	44	9	333	31	254	33	28	346	55	192	33	10	290	1227
% App. Total	32.2	44.6	16.3	7		18.6	65.5	13.2	2.7		9	73.4	9.5	8.1		19	66.2	11.4	3.4		
PHF	.741	.777	.525	.375	.750	.775	.813	.611	.750	.824	.705	.825	.750	.500	.874	.724	.696	.688	.500	.788	.843
Cars, Buses & Trucks	83	115	42	18	258	62	218	44	9	333	31	254	33	28	346	55	192	33	10	290	1227
% Cars, Buses & Trucks	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



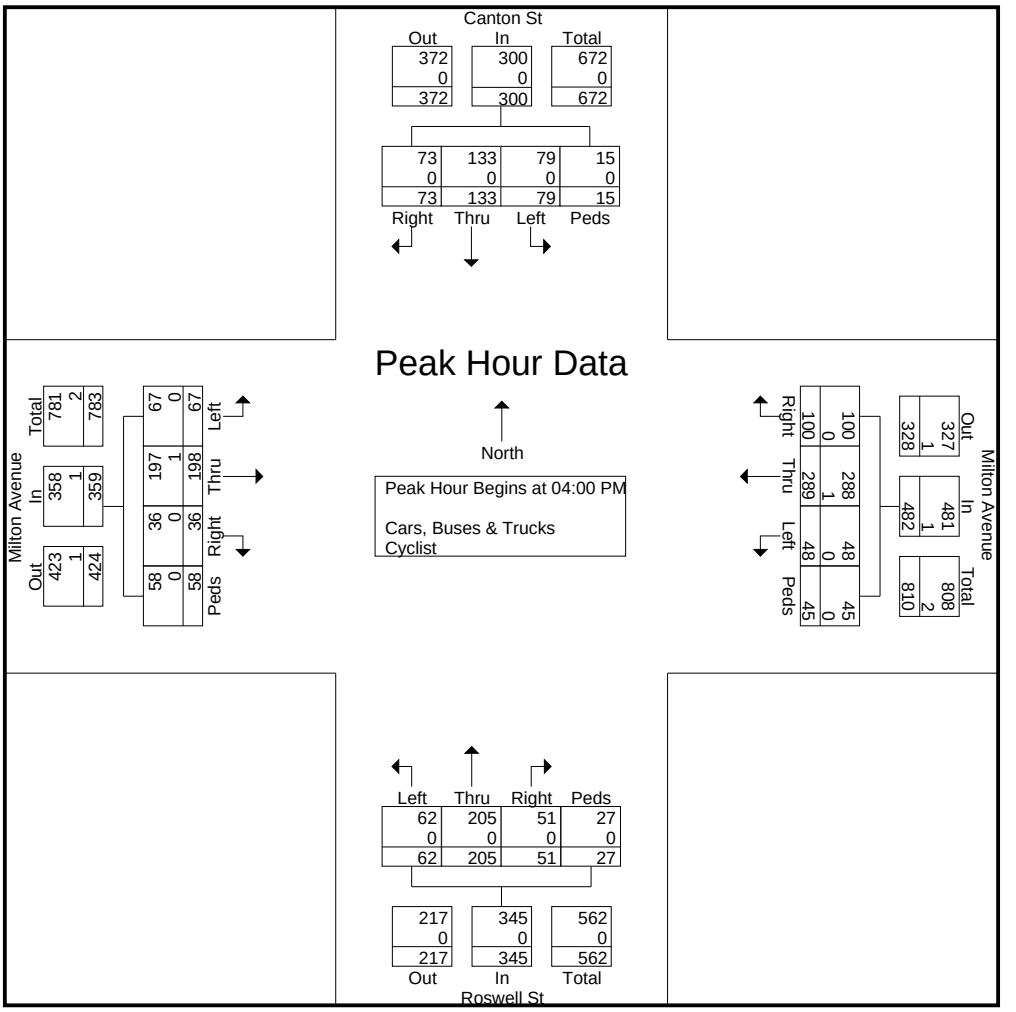
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Milton Ave @ Roswell St - Canton St
7-9am | 4-6pm

File Name : 20250094
Site Code : 20250094
Start Date : 04-02-2025
Page No : 3

	Roswell St Northbound					Canton St Southbound					Milton Avenue Eastbound					Milton Avenue Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**19**	**67**	8	**9**	**103**	15	29	25	0	69	**25**	32	5	10	72	14	72	**29**	8	123	367
04:15 PM	11	45	14	8	78	**27**	**35**	**26**	1	**89**	17	60	11	**24**	**112**	11	**78**	25	**16**	**130**	**409**
04:30 PM	15	51	**17**	3	86	24	35	14	**10**	83	11	**67**	**14**	10	102	**15**	62	23	9	109	380
04:45 PM	17	42	12	7	78	13	34	8	4	59	14	39	6	14	73	8	77	23	12	120	330
Total Volume	62	205	51	27	345	79	133	73	15	300	67	198	36	58	359	48	289	100	45	482	1486
% App. Total	18	59.4	14.8	7.8		26.3	44.3	24.3	5		18.7	55.2	10	16.2		10	60	20.7	9.3		
PHF	.816	.765	.750	.750	.837	.731	.950	.702	.375	.843	.670	.739	.643	.604	.801	.800	.926	.862	.703	.927	.908
Cars, Buses & Trucks	62	205	51	27	345	79	133	73	15	300	67	197	36	58	358	48	288	100	45	481	1484
% Cars, Buses & Trucks	100	100	100	100	100	100	100	100	100	100	100	99.5	100	100	99.7	100	99.7	100	100	99.8	99.9
Cyclist	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.3	0	0.3	0	0	0.2	0.1



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Roswell Street @ Marietta Street
7-9am | 4-6pm

File Name : 20250095
Site Code : 20250095
Start Date : 04-02-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks - Cyclist

	Roswell St Northbound					Roswell St Southbound					Marietta St Eastbound					Marietta St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	30	2	0	34	0	31	4	3	38	7	2	2	0	11	1	0	1	1	3	86
07:15 AM	1	24	1	0	26	3	51	9	1	64	11	2	1	0	14	0	4	2	0	6	110
07:30 AM	1	48	1	2	52	5	74	15	2	96	7	3	2	0	12	5	3	2	0	10	170
07:45 AM	2	67	1	2	72	5	59	7	2	73	9	3	2	0	14	3	3	1	0	7	166
Total	6	169	5	4	184	13	215	35	8	271	34	10	7	0	51	9	10	6	1	26	532
08:00 AM	0	69	1	1	71	3	50	3	4	60	7	1	3	0	11	0	4	4	1	9	151
08:15 AM	1	68	1	0	70	4	55	3	4	66	12	1	5	0	18	2	2	6	0	10	164
08:30 AM	2	116	0	0	118	4	78	6	2	90	6	1	2	0	9	3	4	5	0	12	229
08:45 AM	0	33	3	0	36	4	68	3	1	76	16	2	2	0	20	2	2	3	0	7	139
Total	3	286	5	1	295	15	251	15	11	292	41	5	12	0	58	7	12	18	1	38	683
*** BREAK ***																					
04:00 PM	1	74	0	0	75	2	41	5	0	48	6	2	3	0	11	0	6	8	0	14	148
04:15 PM	2	65	3	0	70	4	50	5	1	60	4	2	3	0	9	2	2	5	0	9	148
04:30 PM	1	60	4	0	65	8	62	6	1	77	7	1	3	2	13	1	3	2	1	7	162
04:45 PM	2	61	2	2	67	2	44	4	4	54	5	2	1	2	10	2	5	8	0	15	146
Total	6	260	9	2	277	16	197	20	6	239	22	7	10	4	43	5	16	23	1	45	604
05:00 PM	1	69	1	2	73	1	42	6	2	51	9	5	6	0	20	3	3	8	0	14	158
05:15 PM	8	74	2	1	85	7	51	10	2	70	8	2	3	0	13	0	8	8	0	16	184
05:30 PM	4	72	3	1	80	2	49	11	1	63	10	1	7	0	18	1	3	5	1	10	171
05:45 PM	4	75	5	0	84	3	49	6	1	59	3	1	6	0	10	4	2	4	1	11	164
Total	17	290	11	4	322	13	191	33	6	243	30	9	22	0	61	8	16	25	2	51	677
Grand Total	32	1005	30	11	1078	57	854	103	31	1045	127	31	51	4	213	29	54	72	5	160	2496
Apprch %	3	93.2	2.8	1		5.5	81.7	9.9	3		59.6	14.6	23.9	1.9		18.1	33.8	45	3.1		
Total %	1.3	40.3	1.2	0.4	43.2	2.3	34.2	4.1	1.2	41.9	5.1	1.2	2	0.2	8.5	1.2	2.2	2.9	0.2	6.4	
Cars, Buses & Trucks	32	1004	30	11	1077	57	853	103	31	1044	127	30	51	4	212	29	53	72	5	159	2492
% Cars, Buses & Trucks	100	99.9	100	100	99.9	100	99.9	100	100	99.9	100	96.8	100	100	99.5	100	98.1	100	100	99.4	99.8
Cyclist	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
% Cyclist	0	0.1	0	0	0.1	0	0.1	0	0	0.1	0	3.2	0	0	0.5	0	1.9	0	0	0.6	0.2

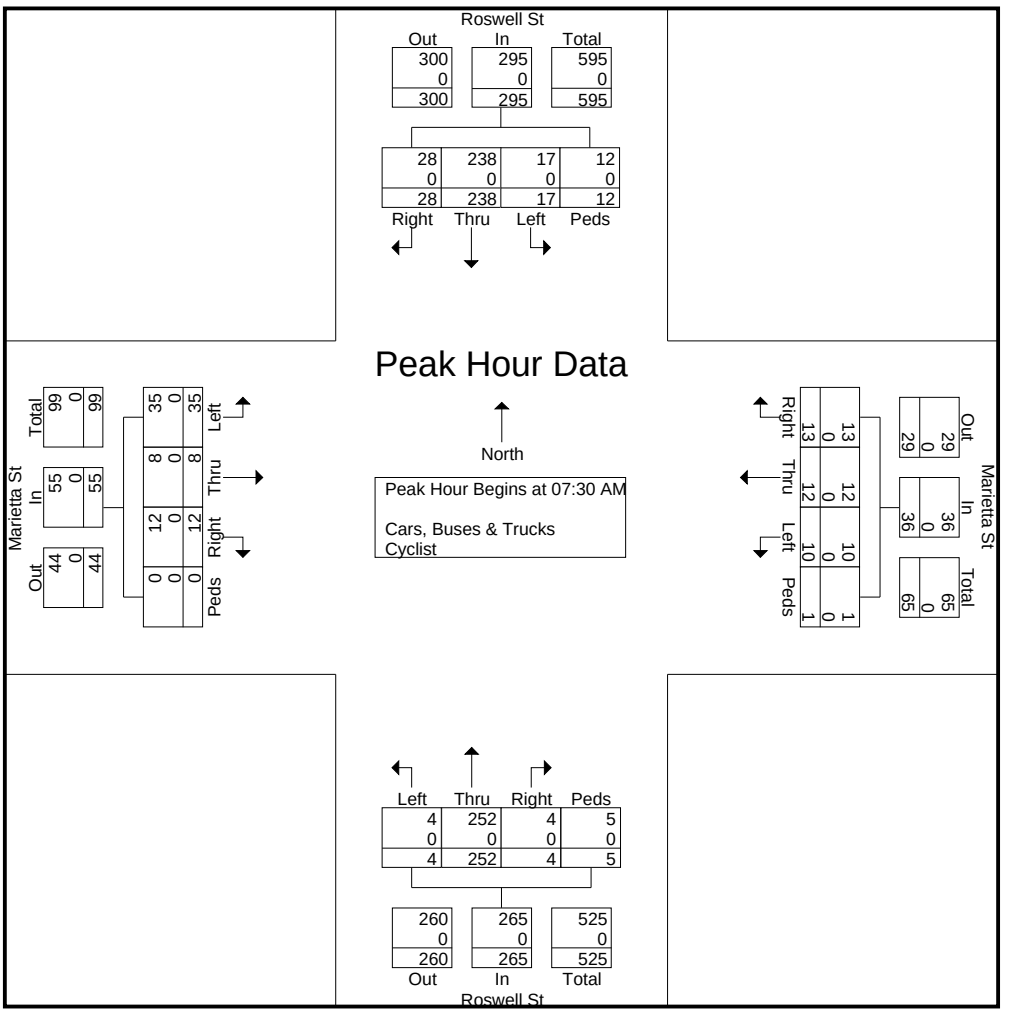
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Roswell Street @ Marietta Street
7-9am | 4-6pm

File Name : 20250095
Site Code : 20250095
Start Date : 04-02-2025
Page No : 2

	Roswell St Northbound					Roswell St Southbound					Marietta St Eastbound					Marietta St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	48	**1**	**2**	52	**5**	**74**	**15**	2	**96**	7	**3**	2	0	12	**5**	3	2	0	**10**	**170**
07:45 AM	**2**	67	1	2	**72**	5	59	7	2	73	9	3	2	0	14	3	3	1	0	7	166
08:00 AM	0	**69**	1	1	71	3	50	3	**4**	60	7	1	3	0	11	0	**4**	4	**1**	9	151
08:15 AM	1	68	1	0	70	4	55	3	4	66	**12**	1	**5**	0	**18**	2	2	**6**	0	10	164
Total Volume	4	252	4	5	265	17	238	28	12	295	35	8	12	0	55	10	12	13	1	36	651
% App. Total	1.5	95.1	1.5	1.9		5.8	80.7	9.5	4.1		63.6	14.5	21.8	0		27.8	33.3	36.1	2.8		
PHF	.500	.913	1.00	.625	.920	.850	.804	.467	.750	.768	.729	.667	.600	.000	.764	.500	.750	.542	.250	.900	.957
Cars, Buses & Trucks	4	252	4	5	265	17	238	28	12	295	35	8	12	0	55	10	12	13	1	36	651
% Cars, Buses & Trucks	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100
Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cyclist	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



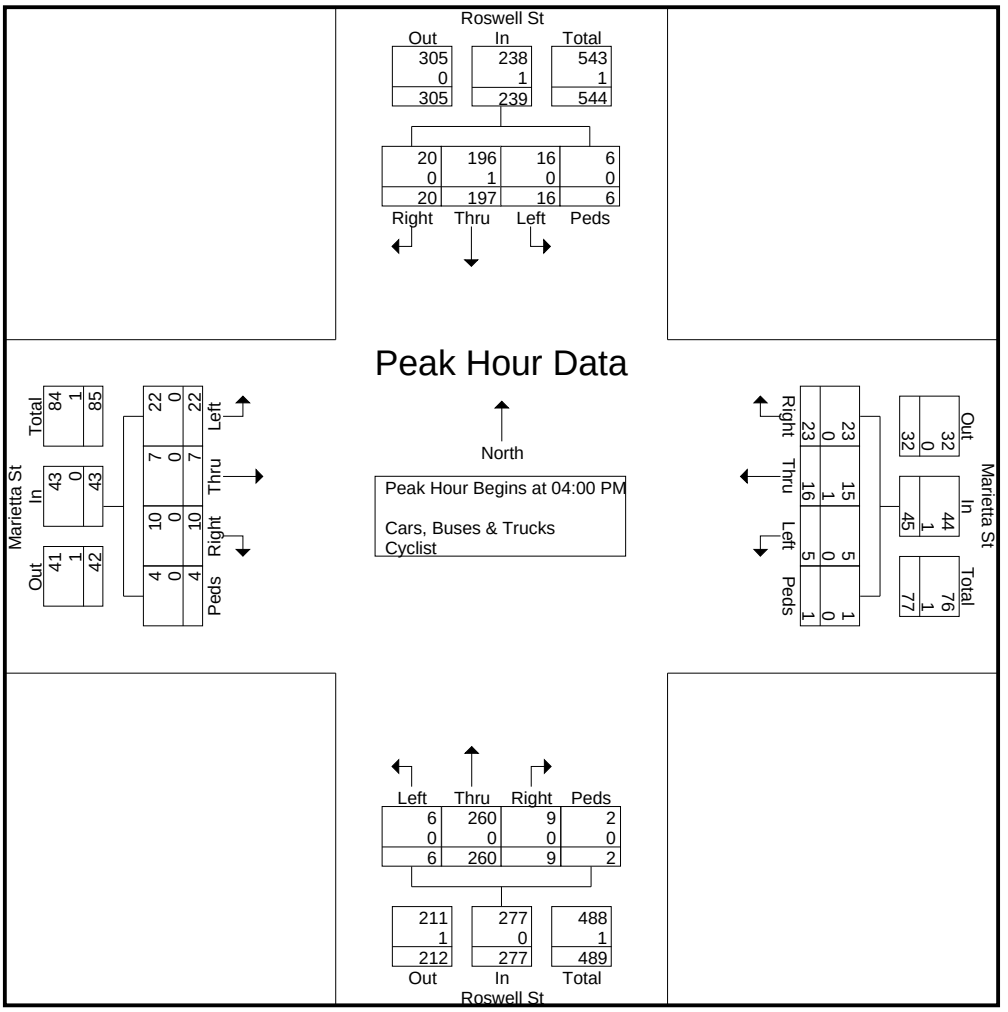
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Roswell Street @ Marietta Street
7-9am | 4-6pm

File Name : 20250095
Site Code : 20250095
Start Date : 04-02-2025
Page No : 3

	Roswell St Northbound					Roswell St Southbound					Marietta St Eastbound					Marietta St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	**74**	0	0	**75**	2	41	5	0	48	6	**2**	**3**	0	11	0	**6**	**8**	0	14	148
04:15 PM	**2**	65	3	0	70	4	50	5	1	60	4	2	3	0	9	**2**	2	5	0	9	148
04:30 PM	1	60	**4**	0	65	**8**	**62**	**6**	1	**77**	**7**	1	3	**2**	**13**	1	3	2	**1**	7	**162**
04:45 PM	2	61	2	**2**	67	2	44	4	**4**	54	5	2	1	2	10	2	5	8	0	**15**	146
Total Volume	6	260	9	2	277	16	197	20	6	239	22	7	10	4	43	5	16	23	1	45	604
% App. Total	2.2	93.9	3.2	0.7		6.7	82.4	8.4	2.5		51.2	16.3	23.3	9.3		11.1	35.6	51.1	2.2		
PHF	.750	.878	.563	.250	.923	.500	.794	.833	.375	.776	.786	.875	.833	.500	.827	.625	.667	.719	.250	.750	.932
Cars, Buses & Trucks	6	260	9	2	277	16	196	20	6	238	22	7	10	4	43	5	15	23	1	44	602
% Cars, Buses & Trucks	100	100	100	100	100	100	99.5	100	100	99.6	100	100	100	100	100	100	93.8	100	100	97.8	99.7
Cyclist	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Cyclist	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	6.3	0	0	2.2	0.3



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 120 (Old Milton Pkwy) @ Roswell St
7-9am | 4-6pm

File Name : 20250196
Site Code : 20250196
Start Date : 05-20-2025
Page No : 1

Groups Printed- Cars, Buses - Trucks

	Roswell Street Northbound					Roswell Street Southbound					SR 120 (Old Milton Pkwy) Eastbound					SR 120 (Old Milton Pkwy) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	2	4	2	2	10	11	15	5	0	31	5	188	8	0	201	10	86	15	0	111	353
07:15 AM	3	3	3	0	9	21	22	5	0	48	4	222	11	0	237	22	148	12	1	183	477
07:30 AM	7	14	19	0	40	23	31	10	0	64	10	255	16	0	281	27	176	20	2	225	610
07:45 AM	8	23	17	0	48	36	35	10	0	81	7	239	16	1	263	28	138	24	1	191	583
Total	20	44	41	2	107	91	103	30	0	224	26	904	51	1	982	87	548	71	4	710	2023
08:00 AM	13	13	11	0	37	26	17	4	0	47	6	239	12	0	257	16	189	35	3	243	584
08:15 AM	3	5	6	0	14	33	30	5	0	68	9	256	9	0	274	14	173	41	2	230	586
08:30 AM	4	10	5	0	19	46	33	6	0	85	11	270	12	0	293	11	172	33	2	218	615
08:45 AM	3	7	2	0	12	37	31	6	0	74	12	247	9	1	269	12	174	35	4	225	580
Total	23	35	24	0	82	142	111	21	0	274	38	1012	42	1	1093	53	708	144	11	916	2365
*** BREAK ***																					
04:00 PM	18	57	16	0	91	47	11	13	0	71	13	182	11	1	207	45	240	44	3	332	701
04:15 PM	16	48	17	0	81	33	15	8	0	56	16	180	4	0	200	9	268	47	3	327	664
04:30 PM	24	59	18	0	101	24	12	8	0	44	18	194	12	0	224	6	257	74	0	337	706
04:45 PM	8	44	13	1	66	25	13	14	2	54	12	176	12	0	200	4	313	45	3	365	685
Total	66	208	64	1	339	129	51	43	2	225	59	732	39	1	831	64	1078	210	9	1361	2756
05:00 PM	14	29	10	0	53	39	19	5	0	63	16	192	13	0	221	2	295	57	1	355	692
05:15 PM	24	24	14	0	62	38	10	12	0	60	10	182	12	0	204	6	313	30	9	358	684
05:30 PM	27	40	9	1	77	31	22	7	1	61	12	174	15	1	202	7	295	55	2	359	699
05:45 PM	21	20	14	0	55	30	14	16	0	60	11	174	10	0	195	6	298	56	1	361	671
Total	86	113	47	1	247	138	65	40	1	244	49	722	50	1	822	21	1201	198	13	1433	2746
Grand Total	195	400	176	4	775	500	330	134	3	967	172	3370	182	4	3728	225	3535	623	37	4420	9890
Apprch %	25.2	51.6	22.7	0.5		51.7	34.1	13.9	0.3		4.6	90.4	4.9	0.1		5.1	80	14.1	0.8		
Total %	2	4	1.8	0	7.8	5.1	3.3	1.4	0	9.8	1.7	34.1	1.8	0	37.7	2.3	35.7	6.3	0.4	44.7	
Cars, Buses	194	396	172	4	766	498	326	133	3	960	172	3336	181	4	3693	221	3493	619	36	4369	9788
% Cars, Buses	99.5	99	97.7	100	98.8	99.6	98.8	99.3	100	99.3	100	99	99.5	100	99.1	98.2	98.8	99.4	97.3	98.8	99
Trucks	1	4	4	0	9	2	4	1	0	7	0	34	1	0	35	4	42	4	1	51	102
% Trucks	0.5	1	2.3	0	1.2	0.4	1.2	0.7	0	0.7	0	1	0.5	0	0.9	1.8	1.2	0.6	2.7	1.2	1

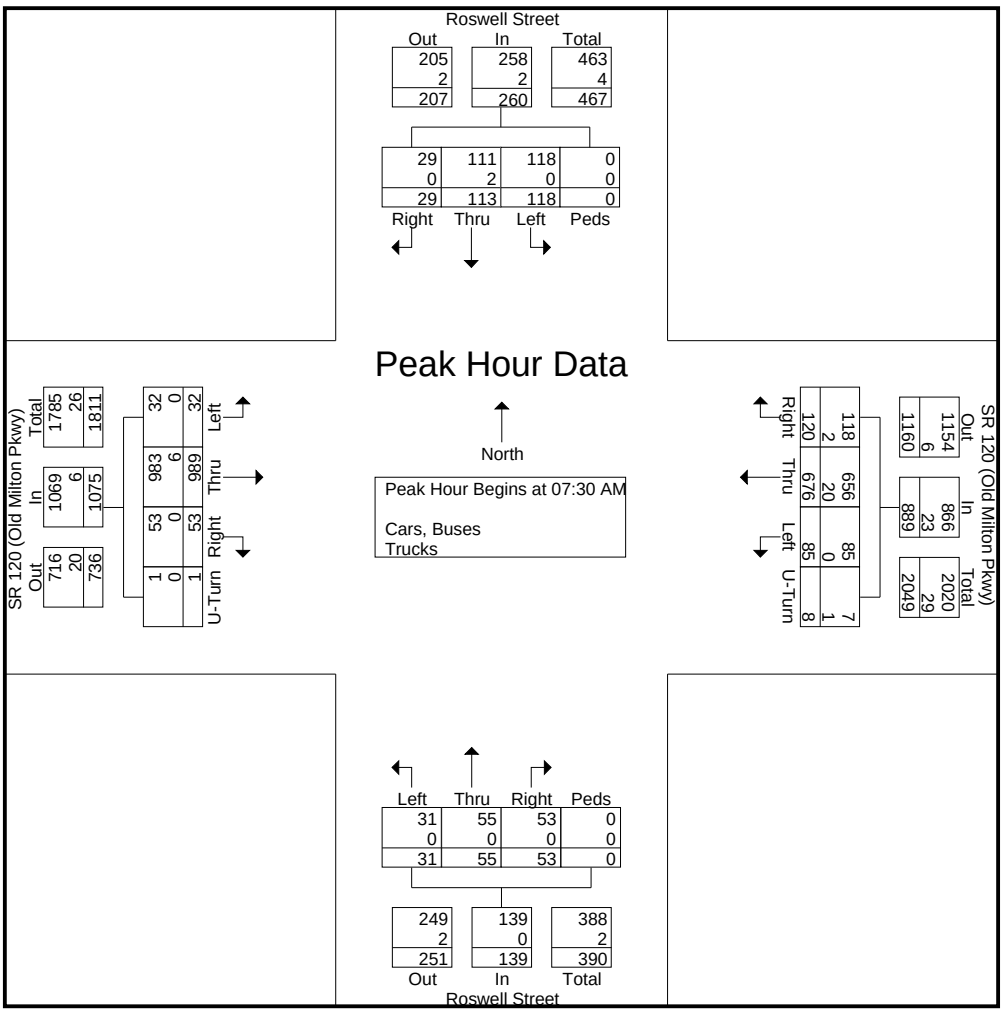
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 120 (Old Milton Pkwy) @ Roswell St
7-9am | 4-6pm

File Name : 20250196
Site Code : 20250196
Start Date : 05-20-2025
Page No : 2

	Roswell Street Northbound					Roswell Street Southbound					SR 120 (Old Milton Pkwy) Eastbound					SR 120 (Old Milton Pkwy) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	7	14	**19**	0	40	23	31	**10**	0	64	**10**	255	**16**	0	**281**	27	176	20	2	225	**610**
07:45 AM	8	**23**	17	0	**48**	**36**	**35**	10	0	**81**	7	239	16	**1**	263	**28**	138	24	1	191	583
08:00 AM	**13**	13	11	0	37	26	17	4	0	47	6	239	12	0	257	16	**189**	35	**3**	**243**	584
08:15 AM	3	5	6	0	14	33	30	5	0	68	9	**256**	9	0	274	14	173	**41**	2	230	586
Total Volume	31	55	53	0	139	118	113	29	0	260	32	989	53	1	1075	85	676	120	8	889	2363
% App. Total	22.3	39.6	38.1	0		45.4	43.5	11.2	0		3	92	4.9	0.1		9.6	76	13.5	0.9		
PHF	.596	.598	.697	.000	.724	.819	.807	.725	.000	.802	.800	.966	.828	.250	.956	.759	.894	.732	.667	.915	.968
Cars, Buses	31	55	53	0	139	118	111	29	0	258	32	983	53	1	1069	85	656	118	7	866	2332
% Cars, Buses	100	100	100	0	100	100	98.2	100	0	99.2	100	99.4	100	100	99.4	100	97.0	98.3	87.5	97.4	98.7
Trucks	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	0	20	2	1	23	31
% Trucks	0	0	0	0	0	0	1.8	0	0	0.8	0	0.6	0	0	0.6	0	3.0	1.7	12.5	2.6	1.3



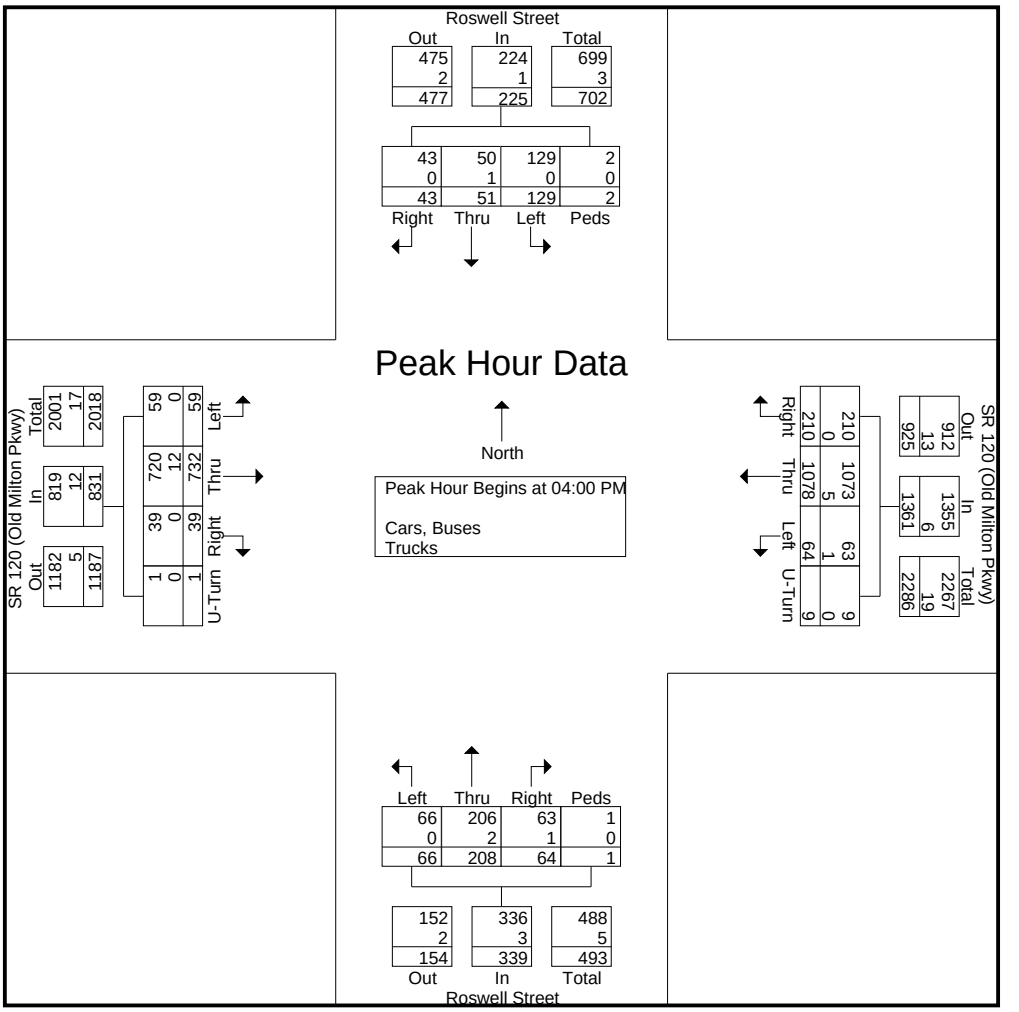
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 120 (Old Milton Pkwy) @ Roswell St
7-9am | 4-6pm

File Name : 20250196
Site Code : 20250196
Start Date : 05-20-2025
Page No : 3

	Roswell Street Northbound					Roswell Street Southbound					SR 120 (Old Milton Pkwy) Eastbound					SR 120 (Old Milton Pkwy) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	18	57	16	0	91	**47**	11	13	0	**71**	13	182	11	**1**	207	**45**	240	44	**3**	332	701
04:15 PM	16	48	17	0	81	33	**15**	8	0	56	16	180	4	0	200	9	268	47	3	327	664
04:30 PM	**24**	**59**	**18**	0	**101**	24	12	8	0	44	**18**	**194**	**12**	0	**224**	6	257	**74**	0	337	**706**
04:45 PM	8	44	13	**1**	66	25	13	**14**	**2**	54	12	176	12	0	200	4	**313**	45	3	**365**	685
Total Volume	66	208	64	1	339	129	51	43	2	225	59	732	39	1	831	64	1078	210	9	1361	2756
% App. Total	19.5	61.4	18.9	0.3		57.3	22.7	19.1	0.9		7.1	88.1	4.7	0.1		4.7	79.2	15.4	0.7		
PHF	.688	.881	.889	.250	.839	.686	.850	.768	.250	.792	.819	.943	.813	.250	.927	.356	.861	.709	.750	.932	.976
Cars, Buses	66	206	63	1	336	129	50	43	2	224	59	720	39	1	819	63	1073	210	9	1355	2734
% Cars, Buses	100	99.0	98.4	100	99.1	100	98.0	100	100	99.6	100	98.4	100	100	98.6	98.4	99.5	100	100	99.6	99.2
Trucks	0	2	1	0	3	0	1	0	0	1	0	12	0	0	12	1	5	0	0	6	22
% Trucks	0	1.0	1.6	0	0.9	0	2.0	0	0	0.4	0	1.6	0	0	1.4	1.6	0.5	0	0	0.4	0.8



SPEED DATA

Prepared by National Data & Surveying Services

SPEED

S Main St/SR 9/SR 120/Alpharetta Hwy Bet SR 120/Old Milton Pkwy & Marietta St

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_001

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	14	24	11	0	1	0	1	0	0	0	0	**51**	0	6	14	13	2	0	0	0	0	0	0	0	0	**35**	0	6	28	37	13	0	1	0	1	0	0	0	0	**86**
1:00	1	0	8	16	10	1	0	0	0	0	0	0	0	**36**	1	2	10	9	0	1	0	0	0	0	0	0	0	**23**	2	2	18	25	10	2	0	0	0	0	0	0	0	**59**
2:00	0	2	7	15	4	4	0	0	0	0	0	0	0	**32**	1	1	5	4	0	1	0	0	0	0	0	0	0	**12**	1	3	12	19	4	5	0	0	0	0	0	0	0	**44**
3:00	0	1	4	5	3	5	0	0	0	0	0	0	0	**18**	0	2	4	3	4	2	0	0	0	0	0	0	0	**15**	0	3	8	8	7	7	0	0	0	0	0	0	0	**33**
4:00	0	0	7	9	8	3	0	0	0	0	0	0	0	**27**	1	0	6	16	7	1	1	0	0	0	0	0	0	**32**	1	0	13	25	15	4	1	0	0	0	0	0	0	**59**
5:00	0	1	6	39	29	10	2	0	0	0	0	0	0	**87**	1	4	35	54	26	9	4	0	0	0	0	0	0	**133**	1	5	41	93	55	19	6	0	0	0	0	0	0	**220**
6:00	0	3	31	86	81	24	2	1	0	0	0	0	0	**228**	18	62	112	110	60	15	2	1	0	0	0	0	0	**380**	18	65	143	196	141	39	4	2	0	0	0	0	0	**608**
7:00	0	5	44	161	164	41	6	0	0	0	0	0	0	**421**	306	247	212	146	76	23	4	0	0	0	0	0	0	**1014**	306	252	256	307	240	64	10	0	0	0	0	0	0	**1435**
8:00	0	4	59	232	182	61	16	0	0	0	0	0	0	**554**	504	321	207	126	51	15	1	0	0	0	0	0	0	**1225**	504	325	266	358	233	76	17	0	0	0	0	0	0	**1779**
9:00	0	13	75	309	229	45	3	0	0	0	0	0	0	**674**	344	207	186	117	48	11	2	1	0	0	0	0	0	**916**	344	220	261	426	277	56	5	1	0	0	0	0	0	**1590**
10:00	0	11	92	304	167	28	3	0	0	0	0	0	0	**605**	198	198	198	110	40	6	1	0	0	0	0	0	0	**751**	198	209	290	414	207	34	4	0	0	0	0	0	0	**1356**
11:00	1	5	122	368	214	29	3	0	0	0	0	0	0	**742**	255	228	188	87	44	4	1	0	0	0	0	0	0	**807**	256	233	310	455	258	33	4	0	0	0	0	0	0	**1549**
12:00	16	44	177	424	193	32	1	0	0	0	0	0	0	**887**	352	222	162	87	30	7	0	1	0	0	0	0	0	**861**	368	266	339	511	223	39	1	1	0	0	0	0	0	**1748**
13:00	1	7	105	389	269	38	6	0	0	0	0	0	0	**815**	293	191	190	107	32	5	0	0	0	0	0	0	0	**818**	294	198	295	496	301	43	6	0	0	0	0	0	0	**1633**
14:00	1	7	123	390	275	32	7	1	0	0	0	0	0	**836**	231	205	182	91	26	4	0	0	0	0	0	0	0	**739**	232	212	305	481	301	36	7	1	0	0	0	0	0	**1575**
15:00	0	13	84	450	287	39	6	0	0	0	0	0	0	**879**	237	157	138	72	31	4	0	0	0	0	0	0	0	**639**	237	170	222	522	318	43	6	0	0	0	0	0	0	**1518**
16:00	2	16	68	410	367	78	3	0	0	0	0	0	0	**944**	295	178	149	86	29	3	0	0	0	0	0	0	0	**740**	297	194	217	496	396	81	3	0	0	0	0	0	0	**1684**
17:00	7	15	88	455	365	55	1	0	0	0	0	0	0	**986**	270	165	139	99	48	10	0	0	0	0	0	0	0	**731**	277	180	227	554	413	65	1	0	0	0	0	0	0	**1717**
18:00	0	3	69	450	290	44	6	1	0	0	0	0	0	**863**	204	158	131	89	26	3	1	0	0	0	0	0	0	**612**	204	161	200	539	316	47	7	1	0	0	0	0	0	**1475**
19:00	0	10	93	371	217	42	3	0	0	0	0	0	0	**736**	112	122	126	82	17	6	0	0	0	0	0	0	0	**465**	112	132	219	453	234	48	3	0	0	0	0	0	0	**1201**
20:00	1	3	62	266	188	41	3	0	3	0	0	0	0	**567**	58	93	157	84	35	6	1	1	0	0	0	0	0	**435**	59	96	219	350	223	47	4	1	3	0	0	0	0	**1002**
21:00	0	3	37	183	133	30	2	1	0	0	0	0	0	**389**	25	67	105	75	31	5	0	0	0	0	0	0	0	**308**	25	70	142	258	164	35	2	1	0	0	0	0	0	**697**
22:00	0	2	34	118	93	19	0	1	0	0	0	0	0	**267**	6	38	70	43	38	6	2	0	0	0	0	0	0	**203**	6	40	104	161	131	25	2	1	0	0	0	0	0	**470**
23:00	0	1	24	53	37	6	1	1	0	0	0	0	0	**123**	3	7	36	37	13	4	1	0	0	0	0	0	0	**101**	3	8	60	90	50	10	2	1	0	0	0	0	0	**224**
Totals	**30**	**169**	**1,433**	**5,527**	**3,816**	**707**	**75**	**6**	**4**	**0**	**0**	**0**	**0**	**11,767**	**3,715**	**2,881**	**2,762**	**1,747**	**714**	**151**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**11,995**	**3,745**	**3,050**	**4,195**	**7,274**	**4,530**	**858**	**96**	**10**	**4**	**0**	**0**	**0**	**0**	**23,762**
% of Totals	0%	1%	12%	47%	32%	6%	1%	0%	0%					100%	31%	24%	23%	15%	6%	1%	0%	0%						100%	16%	13%	18%	31%	19%	4%	0%	0%	0%					100%

STATISTICS

00:00 - 12:00	2	45	469	1568	1102	251	36	1	1	0	0	0	0	3475	1629	1278	1177	795	358	88	16	2	0	0	0	0	0	5343	1631	1323	1646	2363	1460	339	52	3	1	0	0	0	0	8818
%	0%	0%	4%	13%	9%	2%	0%	0%	0%	0%	0%	0%	0%	30%	14%	11%	10%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	45%	14%	11%	14%	20%	12%	3%	0%	0%	0%	0%	0%	0%	0%	75%
Peak Hour	11:15	11:30	11:30	11:45	9:00	8:15	8:00	5:45	0:00	0:00	0:00	0:00	0:00	11:45	8:00	7:30	7:45	6:45	6:45	6:45	6:30	6:00	0:00	0:00	0:00	0:00	0:00	8:00	8:00	7:30	11:30	11:45	9:00	8:15	8:00	6:00	0:00	0:00	0:00	0:00	0:00	8:15
Peak Volume	9	30	186	419	229	66	16	1	1	0	0	0	0	847	504	332	230	146	82	23	6	1	0	0	0	0	0	1225	504	335	349	512	277	84	17	2	1	0	0	0	0	1798
12:00 - 24:00	28	124	964	3959	2714	456	39	5	3	0	0	0	0	8292	2086	1603	1585	952	356	63	5	2	0	0	0	0	0	6652	2114	1727	2549	4911	3070	519	44	7	3	0	0	0	0	14944
%	0%	1%	8%	34%	23%	4%	0%	0%	0%	0%	0%	0%	0%	70%	18%	14%	13%	8%	3%	1%	0%	0%	0%	0%	0%	0%	0%	57%	18%	15%	22%	42%	26%	4%	0%	0%	0%	0%	0%	0%	0%	127%
Peak Hour	12:00	12:00	12:00	17:45	15:45	15:45	14:00	22:30	20:00	12:00	12:00	12:00	12:00	17:00	12:00	12:30	12:45	13:15	17:00	17:00	21:30	12:00	12:00	12:00	12:00	12:00	12:00	12:45	12:00	12:00	12:00	17:45	17:00	15:45	18:15	22:30	20:00	12:00	12:00	12:00	12:00	12:00
Peak Volume	16	44	177	492	374	81	7	2	3	0	0	0	0	986	352	239	197	112	48	10	2	1	0	0	0	0	0	868	368	266	339	583	413	84	8	2	3	0	0	0	0	1748
07:00 - 09:00	0	9	103	393	346	102	22	0	0	0	0	0	0	975	810	568	419	272	127	38	5	0	0	0	0	0	0	2239	810	577	522	665	473	140	27	0	0	0	0	0	0	3214
%	0%	0%	1%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	8%	7%	5%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	19%	7%	5%	4%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%	27%
Peak Hour	7:00	7:00	8:00	8:00	7:45	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:30	7:45	8:00	7:30	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	0	5	59	232	195	61	16	0	0	0	0	0	0	554	504	332	230	146	76	23	4	0	0	0	0	0	0	1225	504	335	276	358	258	78	17	0	0	0	0	0	0	1779
16:00 - 18:00	9	31	156	865	732	133	4	0	0	0	0	0	0	1930	565	343	288	185	77	13	0	0	0	0	0	0	0	1471	574	374	444	1050	809	146	4	0	0	0	0	0	0	3401
%	0%	0%	1%	7%	6%	1%	0%	0%	0%	0%	0%	0%	0%	16%	5%	3%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%	5%	3%	4%	9%	7%	1%	0%	0%	0%	0%	0%	0%	0%	29%
Peak Hour	16:45	16:00	17:00	16:45	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:30	16:00	16:45	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	17:00	16:45	17:00	16:15	16:30	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	7	16	88	455	367	78	4	0	0	0	0	0	0	986	295	181	149	103	48	10	0	0	0	0	0	0	0	755	297	194	227	558	413	84	4	0	0	0	0	0	0	1717

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	26	29	30	34	36	11767
SOUTHBOUND	12	19	19	27	32	11995
TOTALS	15	26	24	32	35	23762

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	25 - 34 mph	9488	81%	0	0%
SOUTHBOUND	14 - 23 mph	5709	48%	0	0%
TOTALS	24 - 33 mph	12565	53%	0	0%

Prepared by National Data & Surveying Services

SPEED

S Main St/SR 9/SR 120/Alpharetta Hwy Bet SR 120/Old Milton Pkwy & Marietta St

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	6	8	2	0	0	0	1	0	0	0	0	17	0	2	7	6	2	0	0	0	0	0	0	0	0	17	0	2	13	14	4	0	0	0	1	0	0	0	0	34
0:15	0	0	4	5	3	0	0	0	0	0	0	0	0	12	0	1	3	3	0	0	0	0	0	0	0	0	0	7	0	1	7	8	3	0	0	0	0	0	0	0	0	19
0:30	0	0	3	5	3	0	0	0	0	0	0	0	0	11	0	3	2	3	0	0	0	0	0	0	0	0	0	8	0	3	5	8	3	0	0	0	0	0	0	0	0	19
0:45	0	0	1	6	3	0	1	0	0	0	0	0	0	11	0	0	2	1	0	0	0	0	0	0	0	0	0	3	0	0	3	7	3	0	1	0	0	0	0	0	0	14
1:00	0	0	4	1	3	1	0	0	0	0	0	0	0	9	1	0	3	4	0	0	0	0	0	0	0	0	0	8	1	0	7	5	3	1	0	0	0	0	0	0	0	17
1:15	0	0	4	2	2	0	0	0	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	5	3	2	0	0	0	0	0	0	0	0	10
1:30	1	0	0	4	1	0	0	0	0	0	0	0	0	6	0	1	5	2	0	1	0	0	0	0	0	0	0	9	1	1	5	6	1	1	0	0	0	0	0	0	0	15
1:45	0	0	0	9	4	0	0	0	0	0	0	0	0	13	0	1	1	2	0	0	0	0	0	0	0	0	0	4	0	1	1	11	4	0	0	0	0	0	0	0	0	17
2:00	0	0	2	3	0	1	0	0	0	0	0	0	0	6	1	0	0	2	0	0	0	0	0	0	0	0	0	3	1	0	2	5	0	1	0	0	0	0	0	0	0	9
2:15	0	2	2	4	1	2	0	0	0	0	0	0	0	11	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	3	4	4	1	2	0	0	0	0	0	0	0	14
2:30	0	0	1	3	3	0	0	0	0	0	0	0	0	7	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	2	5	3	0	0	0	0	0	0	0	0	10
2:45	0	0	2	5	0	1	0	0	0	0	0	0	0	8	0	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	4	5	0	2	0	0	0	0	0	0	0	11
3:00	0	0	1	1	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	2	0	0	0	0	0	0	0	5
3:15	0	1	1	1	2	0	0	0	0	0	0	0	0	5	0	0	0	1	3	0	0	0	0	0	0	0	0	4	0	1	1	2	5	0	0	0	0	0	0	0	0	9
3:30	0	0	1	3	0	1	0	0	0	0	0	0	0	5	0	2	3	0	1	1	0	0	0	0	0	0	0	7	0	2	4	3	1	2	0	0	0	0	0	0	0	12
3:45	0	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	2	1	1	3	0	0	0	0	0	0	0	7
4:00	0	0	3	1	1	0	0	0	0	0	0	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	0	4	1	0	3	4	1	0	0	0	0	0	0	0	0	9
4:15	0	0	4	2	1	0	0	0	0	0	0	0	0	7	0	0	1	2	2	0	0	0	0	0	0	0	0	5	0	0	5	4	3	0	0	0	0	0	0	0	0	12
4:30	0	0	0	2	3	1	0	0	0	0	0	0	0	6	0	0	4	7	3	0	0	0	0	0	0	0	0	14	0	0	4	9	6	1	0	0	0	0	0	0	0	20
4:45	0	0	0	4	3	2	0	0	0	0	0	0	0	9	0	0	1	4	2	1	1	0	0	0	0	0	0	9	0	0	1	8	5	3	1	0	0	0	0	0	0	18
5:00	0	0	1	7	2	1	0	0	0	0	0	0	0	11	0	0	4	10	7	1	0	0	0	0	0	0	0	22	0	0	5	17	9	2	0	0	0	0	0	0	0	33
5:15	0	0	1	5	3	2	1	0	0	0	0	0	0	12	0	2	6	11	7	3	1	0	0	0	0	0	0	30	0	2	7	16	10	5	2	0	0	0	0	0	0	42
5:30	0	1	2	11	10	1	0	0	0	0	0	0	0	25	1	1	13	16	3	2	2	0	0	0	0	0	0	38	1	2	15	27	13	3	2	0	0	0	0	0	0	63
5:45	0	0	2	16	14	6	1	0	0	0	0	0	0	39	0	1	12	17	9	3	1	0	0	0	0	0	0	43	0	1	14	33	23	9	2	0	0	0	0	0	0	82
6:00	0	0	7	14	6	0	0	0	0	0	0	0	0	27	0	5	17	23	7	3	0	0	0	0	0	0	0	55	0	5	24	37	13	3	0	0	0	0	0	0	0	82
6:15	0	1	5	14	15	8	0	0	0	0	0	0	0	43	6	17	33	18	10	2	0	0	0	0	0	0	0	86	6	18	38	32	25	10	0	0	0	0	0	0	0	129
6:30	0	0	12	27	19	6	1	1	0	0	0	0	0	66	4	20	23	30	18	6	1	0	0	0	0	0	0	102	4	20	35	57	37	12	2	1	0	0	0	0	0	168
6:45	0	2	7	31	41	10	1	0	0	0	0	0	0	92	8	20	39	39	25	4	1	1	0	0	0	0	0	137	8	22	46	70	66	14	2	1	0	0	0	0	0	229
7:00	0	1	5	27	36	7	1	0	0	0	0	0	0	77	57	46	51	37	13	4	1	0	0	0	0	0	0	209	57	47	56	64	49	11	2	0	0	0	0	0	0	286
7:15	0	2	11	40	39	5	0	0	0	0	0	0	0	97	58	53	54	39	13	6	3	0	0	0	0	0	0	226	58	55	65	79	52	11	3	0	0	0	0	0	0	323
7:30	0	1	18	48	38	15	2	0	0	0	0	0	0	122	112	68	49	31	31	9	0	0	0	0	0	0	0	300	112	69	67	79	69	24	2	0	0	0	0	0	0	422
7:45	0	1	10	46	51	14	3	0	0	0	0	0	0	125	79	80	58	39	19	4	0	0	0	0	0	0	0	279	79	81	68	85	70	18	3	0	0	0	0	0	0	404
8:00	0	1	15	61	44	12	2	0	0	0	0	0	0	135	151	92	35	21	5	2	0	0	0	0	0	0	0	306	151	93	50	82	49	14	2	0	0	0	0	0	0	441
8:15	0	0	8	48	51	16	4	0	0	0	0	0	0	127	99	92	67	51	19	6	1	0	0	0	0	0	0	335	99	92	75	99	70	22	5	0	0	0	0	0	0	462
8:30	0	0	13	53	49	16	5	0	0	0	0	0	0	136	111	66	70	20	18	4	0	0	0	0	0	0	0	289	111	66	83	73	67	20	5	0	0	0	0	0	0	425
8:45	0	3	23	70	38	17	5	0	0	0	0	0	0	156	143	71	35	34	9	3	0	0	0	0	0	0	0	295	143	74	58	104	47	20	5	0	0	0	0	0	0	451
9:00	0	5	12	72	69	17	1	0	0	0	0	0	0	176	130	52	52	27	17	5	1	0	0	0	0	0	0	284	130	57	64	99	86	22	2	0	0	0	0	0	0	460
9:15	0	1	14	85	64	7	0	0	0	0	0	0	0	171	94	59	40	25	7	3	0	0	0	0	0	0	0	228	94	60	54	110	71	10	0	0	0	0	0	0	0	399
9:30	0	4	24	91	39	9	1	0	0	0	0	0	0	168	90	59	42	27	5	1	0	0	0	0	0	0	0	224	90	63	66	118	44	10	1	0	0	0	0	0	0	392
9:45	0	3	25	61	57	12	1	0	0	0	0	0	0	159	30	37	52	38	19	2	1	1	0	0	0	0	0	180	30	40	77	99	76	14	2	1	0	0	0	0	0	339
10:00	0	4	17	71	46	7	1	0	0	0	0	0	0	146	45	45	48	26	5	1	1	0	0	0	0	0	0	171	45	49	65	97	51	8	2	0	0	0	0	0	0	317
10:15	0	0	20	75	50	8	1	0	0	0	0	0	0	154	50	58	58	28	13	2	0	0	0	0	0	0	0	209	50	58	78	103	63	10	1	0	0	0	0	0	0	363
10:30	0	0	19	82	36	8	1	0	0	0	0	0	0	146	43	50	49	26	14	1	0	0	0	0	0	0	0	183	43	50	68	108	50	9	1	0	0	0	0	0	0	329
10:45	0	7	36	76	35	5	0	0	0	0	0	0	0	159	60	45	43	30	8	2	0	0	0	0	0	0	0	188	60	52	79	106	43	7	0	0	0	0	0	0	0	347
11:00	0	1	16	76	61	11	1	0	0	0	0	0	0	166	74	65	46	21	13	2	1	0	0	0	0	0	0	222	74	66	62	97	74	13	2	0	0	0	0	0	0	388
11:15	1	2	31	96	53	7	1	0	0	0	0	0	0	191	56	45	46	18	15	1	0	0	0	0	0	0	0	181	57	47	77	114	68	8	1	0	0	0	0	0	0	372
11:30	0	2	51	110	39	0	0	0	0	0	0	0	0	202	92	50	38	15	5	1	0	0	0	0	0	0	0	201	92	52	89	125	44	1	0	0	0	0	0	0	0	403
11:45	0	0	24	86	61	11	1	0	0	0	0	0	0	183	33	68	58	33	11	0	0	0	0	0	0	0	0	203	33	68	82	119	72	11	1	0	0	0	0	0	0	386

Prepared by National Data & Surveying Services

SPEED

S Main St/SR 9/SR 120/Alpharetta Hwy Bet SR 120/Old Milton Pkwy & Marietta St

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	8	19	60	107	32	6	0	0	0	0	0	0	0	232	79	59	36	21	10	2	0	1	0	0	0	0	0	208	87	78	96	128	42	8	0	1	0	0	0	0	0	440
12:15	0	9	51	101	52	4	0	0	0	0	0	0	0	217	136	36	31	15	6	1	0	0	0	0	0	0	0	225	136	45	82	116	58	5	0	0	0	0	0	0	0	442
12:30	0	1	28	125	48	12	1	0	0	0	0	0	0	215	65	68	44	24	5	2	0	0	0	0	0	0	0	208	65	69	72	149	53	14	1	0	0	0	0	0	0	423
12:45	8	15	38	91	61	10	0	0	0	0	0	0	0	223	72	59	51	27	9	2	0	0	0	0	0	0	0	220	80	74	89	118	70	12	0	0	0	0	0	0	0	443
13:00	1	4	29	93	54	20	2	0	0	0	0	0	0	203	59	68	57	18	9	0	0	0	0	0	0	0	0	211	60	72	86	111	63	20	2	0	0	0	0	0	0	414
13:15	0	1	21	118	73	3	2	0	0	0	0	0	0	218	100	44	31	24	8	0	0	0	0	0	0	0	0	207	100	45	52	142	81	3	2	0	0	0	0	0	0	425
13:30	0	1	22	81	82	11	0	0	0	0	0	0	0	197	85	49	58	30	5	3	0	0	0	0	0	0	0	230	85	50	80	111	87	14	0	0	0	0	0	0	0	427
13:45	0	1	33	97	60	4	2	0	0	0	0	0	0	197	49	30	44	35	10	2	0	0	0	0	0	0	0	170	49	31	77	132	70	6	2	0	0	0	0	0	0	367
14:00	0	3	28	117	64	6	2	1	0	0	0	0	0	221	65	58	55	23	4	0	0	0	0	0	0	0	0	205	65	61	83	140	68	6	2	1	0	0	0	0	0	426
14:15	0	2	33	89	69	14	1	0	0	0	0	0	0	208	74	45	39	20	5	2	0	0	0	0	0	0	0	185	74	47	72	109	74	16	1	0	0	0	0	0	0	393
14:30	1	2	35	86	66	4	1	0	0	0	0	0	0	195	51	47	41	23	8	2	0	0	0	0	0	0	0	172	52	49	76	109	74	6	1	0	0	0	0	0	0	367
14:45	0	0	27	98	76	8	3	0	0	0	0	0	0	212	41	55	47	25	9	0	0	0	0	0	0	0	0	177	41	55	74	123	85	8	3	0	0	0	0	0	0	389
15:00	0	2	13	123	59	7	1	0	0	0	0	0	0	205	49	51	32	19	5	2	0	0	0	0	0	0	0	158	49	53	45	142	64	9	1	0	0	0	0	0	0	363
15:15	0	1	27	112	61	5	0	0	0	0	0	0	0	206	96	41	24	19	8	2	0	0	0	0	0	0	0	190	96	42	51	131	69	7	0	0	0	0	0	0	0	396
15:30	0	4	18	96	86	11	2	0	0	0	0	0	0	217	51	32	43	15	10	0	0	0	0	0	0	0	0	151	51	36	61	111	96	11	2	0	0	0	0	0	0	368
15:45	0	6	26	119	81	16	3	0	0	0	0	0	0	251	41	33	39	19	8	0	0	0	0	0	0	0	0	140	41	39	65	138	89	16	3	0	0	0	0	0	0	391
16:00	2	13	24	95	89	15	0	0	0	0	0	0	0	238	73	44	40	20	8	1	0	0	0	0	0	0	0	186	75	57	64	115	97	16	0	0	0	0	0	0	0	424
16:15	0	1	16	108	107	27	0	0	0	0	0	0	0	259	70	39	42	25	4	0	0	0	0	0	0	0	0	180	70	40	58	133	111	27	0	0	0	0	0	0	0	439
16:30	0	2	14	78	97	23	1	0	0	0	0	0	0	215	82	55	31	20	7	2	0	0	0	0	0	0	0	197	82	57	45	98	104	25	1	0	0	0	0	0	0	412
16:45	0	0	14	129	74	13	2	0	0	0	0	0	0	232	70	40	36	21	10	0	0	0	0	0	0	0	0	177	70	40	50	150	84	13	2	0	0	0	0	0	0	409
17:00	6	10	27	115	81	14	0	0	0	0	0	0	0	253	56	38	36	33	14	5	0	0	0	0	0	0	0	182	62	48	63	148	95	19	0	0	0	0	0	0	0	435
17:15	0	1	21	109	100	18	1	0	0	0	0	0	0	250	75	48	39	24	11	2	0	0	0	0	0	0	0	199	75	49	60	133	111	20	1	0	0	0	0	0	0	449
17:30	1	2	20	102	94	11	0	0	0	0	0	0	0	230	62	38	30	25	10	1	0	0	0	0	0	0	0	166	63	40	50	127	104	12	0	0	0	0	0	0	0	396
17:45	0	2	20	129	90	12	0	0	0	0	0	0	0	253	77	41	34	17	13	2	0	0	0	0	0	0	0	184	77	43	54	146	103	14	0	0	0	0	0	0	0	437
18:00	0	0	25	125	69	11	1	0	0	0	0	0	0	231	75	43	32	25	4	0	0	0	0	0	0	0	0	179	75	43	57	150	73	11	1	0	0	0	0	0	0	410
18:15	0	0	9	124	93	10	3	0	0	0	0	0	0	239	57	40	29	25	9	1	0	0	0	0	0	0	0	161	57	40	38	149	102	11	3	0	0	0	0	0	0	400
18:30	0	0	10	114	70	12	1	0	0	0	0	0	0	207	51	42	31	24	9	0	0	0	0	0	0	0	0	157	51	42	41	138	79	12	1	0	0	0	0	0	0	364
18:45	0	3	25	87	58	11	1	1	0	0	0	0	0	186	21	33	39	15	4	2	1	0	0	0	0	0	0	115	21	36	64	102	62	13	2	1	0	0	0	0	0	301
19:00	0	4	26	75	57	16	2	0	0	0	0	0	0	180	33	42	31	20	6	3	0	0	0	0	0	0	0	135	33	46	57	95	63	19	2	0	0	0	0	0	0	315
19:15	0	6	35	115	38	7	0	0	0	0	0	0	0	201	24	30	34	20	5	1	0	0	0	0	0	0	0	114	24	36	69	135	43	8	0	0	0	0	0	0	0	315
19:30	0	0	17	92	57	6	0	0	0	0	0	0	0	172	37	27	32	21	3	2	0	0	0	0	0	0	0	122	37	27	49	113	60	8	0	0	0	0	0	0	0	294
19:45	0	0	15	89	65	13	1	0	0	0	0	0	0	183	18	23	29	21	3	0	0	0	0	0	0	0	0	94	18	23	44	110	68	13	1	0	0	0	0	0	0	277
20:00	0	1	20	73	45	12	1	0	1	0	0	0	0	153	9	28	48	17	7	1	1	1	0	0	0	0	0	112	9	29	68	90	52	13	2	1	1	0	0	0	0	265
20:15	0	0	13	62	54	13	2	0	1	0	0	0	0	145	16	22	37	20	16	2	0	0	0	0	0	0	0	113	16	22	50	82	70	15	2	0	1	0	0	0	0	258
20:30	1	2	15	70	44	10	0	0	0	0	0	0	0	142	17	20	37	22	8	1	0	0	0	0	0	0	0	105	18	22	52	92	52	11	0	0	0	0	0	0	0	247
20:45	0	0	14	61	45	6	0	0	1	0	0	0	0	127	16	23	35	25	4	2	0	0	0	0	0	0	0	105	16	23	49	86	49	8	0	0	1	0	0	0	0	232
21:00	0	1	11	46	37	5	1	0	0	0	0	0	0	101	6	23	26	21	8	1	0	0	0	0	0	0	0	85	6	24	37	67	45	6	1	0	0	0	0	0	0	186
21:15	0	2	12	55	41	8	0	0	0	0	0	0	0	118	8	15	35	20	11	2	0	0	0	0	0	0	0	91	8	17	47	75	52	10	0	0	0	0	0	0	0	209
21:30	0	0	3	35	35	8	1	1	0	0	0	0	0	83	6	20	26	23	7	2	0	0	0	0	0	0	0	84	6	20	29	58	42	10	1	1	0	0	0	0	0	167
21:45	0	0	11	47	20	9	0	0	0	0	0	0	0	87	5	9	18	11	5	0	0	0	0	0	0	0	0	48	5	9	29	58	25	9	0	0	0	0	0	0	0	135
22:00	0	0	16	36	37	8	0	0	0	0	0	0	0	97	5	15	22	7	11	3	0	0	0	0	0	0	0	63	5	15	38	43	48	11	0	0	0	0	0	0	0	160
22:15	0	2	7	37	17	2	0	0	0	0	0	0	0	65	0	8	18	14	8	0	2	0	0	0	0	0	0	50	0	10	25	51	25	2	2	0	0	0	0	0	0	115
22:30	0	0	7	20	20	4	0	1	0	0	0	0	0	52	0	7	22	9	10	1	0	0	0	0	0	0	0	49	0	7	29	29	30	5	0	1	0	0	0	0	0	101
22:45	0	0	4	25	19	5	0	0	0	0	0	0	0	53	1	8	8	13	9	2	0	0	0	0	0	0	0	41	1	8	12	38	28	7	0	0	0	0	0	0	0	94
23:00	0	0	7	24	15	2	1	0	0	0	0	0	0	49	0	4	7	13	6	3	0	0	0	0	0	0	0	33	0	4	14	37	21	5	1	0	0	0	0	0	0	82
23:15	0	1	5	12	5	4	0	1	0	0	0	0	0	28	0	0	14	8	2	1	0	0	0	0	0	0	0	25	0	1	19	20	7	5	0	1	0	0	0	0	0	53
23:30	0	0	6	5	14	0	0	0	0	0	0	0	0	25	2	1	5	8	2	0	0	0	0	0	0	0	0	18	2	1	11	13	16	0	0	0	0	0	0	0	0	43
23:45	0	0	6	12	3	0	0	0	0	0	0	0	0	21	1	2	10	8	3	0	1	0	0	0	0	0	0	25	1	2	16	20	6	0	1	0	0	0	0	0	0	46
Totals	**30**	**169**	**1,433**	**5,527**	**3,816**	**707**	**75**	**6**	**4**	**0**	**0**	**0**	**0**	**11,767**	**3,715**	**2,881**	**2,762**	**1,747**	**714**	**151**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**11,995**	**3,745**	**3,050**	**4,195**	**7,274**	**4,530**	**858**	**96**	**10**	**4**	**0**	**0**	**0**	**0**	**23,762**
% of Totals	0%	1%	12%	47%	32%	6%	1%	0%	0%	0%	0%	0%	0%	100%	31%	24%	23%	15%	6%	1%	0%	0%	0%	0%	0%	0%	0%	100%	16%	13%	18%	31%	19%	4%	0%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

S Main St/SR 9/SR 120/Alpharetta Hwy Bet SR 120/Old Milton Pkwy & Marietta St

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_001

DAILY TOTALS	NB	SB	EB	WB	Total
	11,767	11,995	0	0	23,762

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	17	17			34	12:00	232	208			440
0:15	12	7			19	12:15	217	225			442
0:30	11	8			19	12:30	215	208			423
0:45	11	3			14	12:45	223	220			443
1:00	9	8			17	13:00	203	211			414
1:15	8	2			10	13:15	218	207			425
1:30	6	9			15	13:30	197	230			427
1:45	13	4			17	13:45	197	170			367
2:00	6	3			9	14:00	221	205			426
2:15	11	3			14	14:15	208	185			393
2:30	7	3			10	14:30	195	172			367
2:45	8	3			11	14:45	212	177			389
3:00	4	1			5	15:00	205	158			363
3:15	5	4			9	15:15	206	190			396
3:30	5	7			12	15:30	217	151			368
3:45	4	3			7	15:45	251	140			391
4:00	5	4			9	16:00	238	186			424
4:15	7	5			12	16:15	259	180			439
4:30	6	14			20	16:30	215	197			412
4:45	9	9			18	16:45	232	177			409
5:00	11	22			33	17:00	253	182			435
5:15	12	30			42	17:15	250	199			449
5:30	25	38			63	17:30	230	166			396
5:45	39	43			82	17:45	253	184			437
6:00	27	55			82	18:00	231	179			410
6:15	43	86			129	18:15	239	161			400
6:30	66	102			168	18:30	207	157			364
6:45	92	137			229	18:45	186	115			301
7:00	77	209			286	19:00	180	135			315
7:15	97	226			323	19:15	201	114			315
7:30	122	300			422	19:30	172	122			294
7:45	125	279			404	19:45	183	94			277
8:00	135	306			441	20:00	153	112			265
8:15	127	335			462	20:15	145	113			258
8:30	136	289			425	20:30	142	105			247
8:45	156	295			451	20:45	127	105			232
9:00	176	284			460	21:00	101	85			186
9:15	171	228			399	21:15	118	91			209
9:30	168	224			392	21:30	83	84			167
9:45	159	180			339	21:45	87	48			135
10:00	146	171			317	22:00	97	63			160
10:15	154	209			363	22:15	65	50			115
10:30	146	183			329	22:30	52	49			101
10:45	159	188			347	22:45	53	41			94
11:00	166	222			388	23:00	49	33			82
11:15	191	181			372	23:15	28	25			53
11:30	202	201			403	23:30	25	18			43
11:45	183	203			386	23:45	21	25			46
TOTALS	3475	5343	0	0	8818	TOTALS	8292	6652	0	0	14944
SPLIT %	39%	61%	0%	0%	37%	SPLIT %	55%	45%	0%	0%	63%

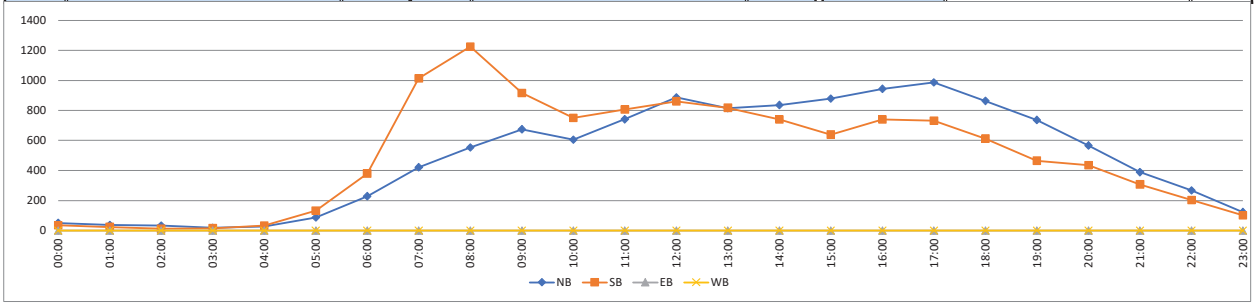
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	51	35			86
01:00	02:00	36	23			59
02:00	03:00	32	12			44
03:00	04:00	18	15			33
04:00	05:00	27	32			59
05:00	06:00	87	133			220
06:00	07:00	228	380			608
07:00	08:00	421	1014			1435
08:00	09:00	554	1225			1779
09:00	10:00	674	916			1590
10:00	11:00	605	751			1356
11:00	12:00	742	807			1549
12:00	13:00	887	861			1748
13:00	14:00	815	818			1633
14:00	15:00	836	739			1575
15:00	16:00	879	639			1518
16:00	17:00	944	740			1684
17:00	18:00	986	731			1717
18:00	19:00	863	612			1475
19:00	20:00	736	465			1201
20:00	21:00	567	435			1002
21:00	22:00	389	308			697
22:00	23:00	267	203			470
23:00	00:00	123	101			224

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3475	5343			8818
Peak Hour	11:00	8:00			8:15
Peak Volume	742	1225			1798
Peak Hour Factor	0.918	0.914			0.973
Peak Period	12:00	to	00:00		
Volume	8292	6652			14944
Peak Hour	17:00	12:45			12:00
Peak Volume	986	868			1748
Peak Hour Factor	0.974	0.943			0.986
Peak Period	07:00	to	09:00		
Volume	975	2239			3214
Peak Hour	8:00	8:00			8:00
Peak Volume	554	1225			1779
Peak Hour Factor	0.888	0.914			0.963
Peak Period	16:00	to	18:00		
Volume	1930	1471			3401
Peak Hour	17:00	16:30			17:00
Peak Volume	986	755			1717
Peak Hour Factor	0.974	0.948			0.956



Prepared by National Data & Surveying Services

SPEED

SR 120/Old Milton Pkwy Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_003

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	1	1	15	13	6	4	1	0	0	0	0	0	0	41	0	0	11	23	16	9	0	0	0	0	0	0	0	59	1	1	26	36	22	13	1	0	0	0	0	0	0	100
1:00	1	1	4	8	3	5	0	0	0	0	0	0	0	22	0	0	7	15	7	1	3	0	0	0	0	0	0	33	1	1	11	23	10	6	3	0	0	0	0	0	0	55
2:00	0	1	3	6	1	1	0	0	0	0	0	0	0	12	0	1	5	10	4	1	1	0	0	0	0	0	0	22	0	2	8	16	5	2	1	0	0	0	0	0	0	34
3:00	0	0	4	9	6	3	1	0	1	0	0	0	0	24	0	0	5	11	2	0	1	0	0	0	0	0	0	19	0	0	9	20	8	3	2	0	1	0	0	0	0	43
4:00	2	1	20	17	15	7	5	0	0	0	0	0	0	67	0	0	6	17	4	2	2	0	0	0	0	0	0	31	2	1	26	34	19	9	7	0	0	0	0	0	0	98
5:00	9	33	73	57	37	23	9	0	1	0	0	0	0	242	0	3	27	46	26	10	1	0	0	0	0	0	0	113	9	36	100	103	63	33	10	0	1	0	0	0	0	355
6:00	184	138	123	81	48	60	13	3	1	0	0	0	0	651	0	5	18	87	107	51	21	3	0	0	0	0	0	292	184	143	141	168	155	111	34	6	1	0	0	0	0	943
7:00	326	249	248	145	84	45	7	0	0	0	0	0	0	1104	0	7	71	276	270	124	27	2	0	0	0	0	0	777	326	256	319	421	354	169	34	2	0	0	0	0	0	1881
8:00	399	335	345	194	66	8	2	0	0	0	0	0	0	1349	2	53	163	471	216	55	8	1	0	0	0	0	0	969	401	388	508	665	282	63	10	1	0	0	0	0	0	2318
9:00	317	255	231	172	107	24	6	0	0	0	0	0	0	1112	16	32	148	449	277	39	10	0	0	0	0	0	0	971	333	287	379	621	384	63	16	0	0	0	0	0	0	2083
10:00	374	230	211	118	80	15	4	0	0	0	0	0	0	1032	3	22	125	380	203	67	12	1	0	0	0	0	0	813	377	252	336	498	283	82	16	1	0	0	0	0	0	1845
11:00	364	201	240	164	79	26	7	1	0	0	0	0	0	1082	3	36	186	444	212	37	2	0	1	0	0	0	0	921	367	237	426	608	291	63	9	1	1	0	0	0	0	2003
12:00	332	255	226	180	89	31	3	0	0	0	0	0	0	1116	3	47	205	576	203	36	7	0	0	0	0	0	0	1077	335	302	431	756	292	67	10	0	0	0	0	0	0	2193
13:00	306	242	241	183	81	19	0	0	0	0	0	0	0	1072	12	90	217	464	214	43	5	0	0	0	0	0	0	1045	318	332	458	647	295	62	5	0	0	0	0	0	0	2117
14:00	345	227	190	166	62	16	1	0	0	0	0	0	0	1007	5	54	232	513	233	43	5	0	0	0	0	0	0	1085	350	281	422	679	295	59	6	0	0	0	0	0	0	2092
15:00	342	219	157	97	81	35	7	1	0	0	0	0	0	939	2	45	222	664	278	53	8	0	0	0	0	0	0	1272	344	264	379	761	359	88	15	1	0	0	0	0	0	2211
16:00	392	244	171	112	77	24	0	0	0	0	0	0	0	1020	25	119	544	552	135	15	0	0	0	0	0	0	0	1390	417	363	715	664	212	39	0	0	0	0	0	0	0	2410
17:00	362	232	173	76	55	25	7	1	0	0	0	0	0	931	33	118	413	699	230	34	3	0	0	0	0	0	0	1530	395	350	586	775	285	59	10	1	0	0	0	0	0	2461
18:00	331	182	158	69	65	42	3	4	0	0	0	0	0	854	7	67	236	589	297	75	10	3	0	0	0	0	0	1284	338	249	394	658	362	117	13	7	0	0	0	0	0	2138
19:00	273	177	126	94	94	38	12	2	0	0	0	0	0	816	0	25	94	259	243	130	31	3	1	0	0	0	0	786	273	202	220	353	337	168	43	5	1	0	0	0	0	1602
20:00	74	130	161	138	90	35	12	2	0	0	0	0	0	642	2	20	102	278	163	48	9	4	0	0	0	0	0	626	76	150	263	416	253	83	21	6	0	0	0	0	0	1268
21:00	34	92	138	100	52	23	6	0	0	0	0	0	0	445	0	21	80	175	135	46	17	1	0	0	0	0	0	475	34	113	218	275	187	69	23	1	0	0	0	0	0	920
22:00	11	46	70	61	29	13	2	0	0	0	0	0	0	232	0	8	64	139	49	6	5	0	0	0	0	0	0	271	11	54	134	200	78	19	7	0	0	0	0	0	0	503
23:00	1	15	30	34	16	9	3	0	0	0	0	0	0	108	0	4	34	66	27	16	0	0	0	0	0	0	0	147	1	19	64	100	43	25	3	0	0	0	0	0	0	255
Totals	**4,780**	**3,506**	**3,358**	**2,294**	**1,323**	**531**	**111**	**14**	**3**	**0**	**0**	**0**	**0**	**15,920**	**113**	**777**	**3,215**	**7,203**	**3,551**	**941**	**188**	**18**	**2**	**0**	**0**	**0**	**0**	**16,008**	**4,893**	**4,283**	**6,573**	**9,497**	**4,874**	**1,472**	**299**	**32**	**5**	**0**	**0**	**0**	**0**	**31,928**
% of Totals	30%	22%	21%	14%	8%	3%	1%	0%	0%					100%	1%	5%	20%	45%	22%	6%	1%	0%	0%					100%	15%	13%	21%	30%	15%	5%	1%	0%	0%					100%

STATISTICS

00:00 - 12:00	1977	1445	1517	984	532	221	55	4	3	0	0	0	0	6738	24	159	772	2229	1344	396	88	7	1	0	0	0	0	5020	2001	1604	2289	3213	1876	617	143	11	4	0	0	0	0	11758
%	12%	9%	10%	6%	3%	1%	0%	0%	0%	0%	0%	0%	0%	42%	0%	1%	5%	14%	8%	2%	1%	0%	0%	0%	0%	0%	0%	32%	13%	10%	14%	20%	12%	4%	1%	0%	0%	0%	0%	0%	0%	74%
Peak Hour	8:00	8:00	8:00	8:15	9:00	6:15	6:30	6:00	2:45	0:00	0:00	0:00	0:00	8:00	9:45	8:00	11:30	11:45	7:15	7:00	6:30	6:45	10:15	0:00	0:00	0:00	0:00	11:45	8:00	8:00	8:00	11:45	9:00	6:45	6:30	6:00	2:45	0:00	0:00	0:00	0:00	8:00
Peak Volume	399	335	345	201	107	67	15	3	1	0	0	0	0	1349	19	53	226	534	284	124	31	4	1	0	0	0	0	1044	401	388	508	719	384	174	46	6	1	0	0	0	0	2318
12:00 - 24:00	2803	2061	1841	1310	791	310	56	10	0	0	0	0	0	9182	89	618	2443	4974	2207	545	100	11	1	0	0	0	0	10988	2892	2679	4284	6284	2998	855	156	21	1	0	0	0	0	20170
%	18%	13%	12%	8%	5%	2%	0%	0%	0%	0%	0%	0%	0%	58%	1%	4%	15%	31%	14%	3%	1%	0%	0%	0%	0%	0%	0%	69%	18%	17%	27%	39%	19%	5%	1%	0%	0%	0%	0%	0%	0%	127%
Peak Hour	15:30	12:15	12:45	13:15	19:45	18:45	19:30	18:30	12:00	12:00	12:00	12:00	12:00	12:00	17:00	16:15	16:15	17:00	18:00	19:00	18:45	20:15	18:30	12:00	12:00	12:00	12:00	16:45	16:00	16:30	16:15	17:00	18:00	19:00	19:00	18:00	18:30	12:00	12:00	12:00	12:00	16:15
Peak Volume	403	260	257	191	97	50	17	5	0	0	0	0	0	1116	33	122	579	699	297	130	31	5	1	0	0	0	0	1534	417	364	768	775	362	168	43	7	1	0	0	0	0	2505
07:00 - 09:00	725	584	593	339	150	53	9	0	0	0	0	0	0	2453	2	60	234	747	486	179	35	3	0	0	0	0	0	1746	727	644	827	1086	636	232	44	3	0	0	0	0	0	4199
%	5%	4%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	1%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	11%	5%	4%	5%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	26%
Peak Hour	8:00	8:00	8:00	7:45	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	8:00	8:00	8:00	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	8:00	8:00	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	399	335	345	197	94	45	7	0	0	0	0	0	0	1349	2	53	163	471	284	124	27	3	0	0	0	0	0	969	401	388	508	665	378	169	34	3	0	0	0	0	0	2318
16:00 - 18:00	754	476	344	188	132	49	7	1	0	0	0	0	0	1951	58	237	957	1251	365	49	3	0	0	0	0	0	0	2920	812	713	1301	1439	497	98	10	1	0	0	0	0	0	4871
%	5%	3%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	1%	6%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	18%	5%	4%	8%	9%	3%	1%	0%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	16:00	16:30	16:15	16:00	16:15	16:30	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:15	16:15	17:00	17:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:30	16:15	17:00	17:00	16:45	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	392	247	189	112	78	30	7	1	0	0	0	0	0	1030	33	122	579	699	230	34	3	0	0	0	0	0	0	1534	417	364	768	775	285	59	10	1	0	0	0	0	0	2505

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	11	20	20	29	35	15920
WESTBOUND	24	28	28	33	37	16008
TOTALS	15	26	24	32	36	31928

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	16 - 25 mph	6864	43%	0	0%
WESTBOUND	24 - 33 mph	11599	72%	0	0%
TOTALS	22 - 31 mph	16448	52%	0	0%

Prepared by National Data & Surveying Services

SPEED

SR 120/Old Milton Pkwy Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_003

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	1	1	8	4	3	1	1	0	0	0	0	0	0	19	0	0	4	3	5	3	0	0	0	0	0	0	0	15	1	1	12	7	8	4	1	0	0	0	0	0	0	34
0:15	0	0	2	4	2	1	0	0	0	0	0	0	0	9	0	0	4	7	6	1	0	0	0	0	0	0	0	18	0	0	6	11	8	2	0	0	0	0	0	0	0	27
0:30	0	0	4	3	1	1	0	0	0	0	0	0	0	9	0	0	2	8	3	4	0	0	0	0	0	0	0	17	0	0	6	11	4	5	0	0	0	0	0	0	0	26
0:45	0	0	1	2	0	1	0	0	0	0	0	0	0	4	0	0	1	5	2	1	0	0	0	0	0	0	0	9	0	0	2	7	2	2	0	0	0	0	0	0	0	13
1:00	0	0	1	1	1	1	0	0	0	0	0	0	0	4	0	0	2	4	1	0	0	0	0	0	0	0	0	7	0	0	3	5	2	1	0	0	0	0	0	0	0	11
1:15	0	1	0	2	2	2	0	0	0	0	0	0	0	7	0	0	1	6	4	1	1	0	0	0	0	0	0	13	0	1	1	8	6	3	1	0	0	0	0	0	0	20
1:30	1	0	2	2	0	2	0	0	0	0	0	0	0	7	0	0	2	2	2	0	1	0	0	0	0	0	0	7	1	0	4	4	2	2	1	0	0	0	0	0	0	14
1:45	0	0	1	3	0	0	0	0	0	0	0	0	0	4	0	0	2	3	0	0	1	0	0	0	0	0	0	6	0	0	3	6	0	0	1	0	0	0	0	0	0	10
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	3	2	1	1	0	0	0	0	0	0	8	0	0	2	4	2	1	1	0	0	0	0	0	0	10
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2:30	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0	0	0	3	2	0	0	0	0	0	0	0	0	5	0	0	1	5	3	0	0	0	0	0	0	0	0	9
2:45	0	1	1	3	0	1	0	0	0	0	0	0	0	6	0	0	3	3	0	0	0	0	0	0	0	0	0	6	0	1	4	6	0	1	0	0	0	0	0	0	0	12
3:00	0	0	1	2	1	1	0	0	0	0	0	0	0	5	0	0	3	4	1	0	0	0	0	0	0	0	0	8	0	0	4	6	2	1	0	0	0	0	0	0	0	13
3:15	0	0	1	2	2	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	1	5	2	0	0	0	0	0	0	0	0	8
3:30	0	0	1	2	2	1	1	0	1	0	0	0	0	8	0	0	2	2	0	0	1	0	0	0	0	0	0	5	0	0	3	4	2	1	2	0	1	0	0	0	0	13
3:45	0	0	1	3	1	1	0	0	0	0	0	0	0	6	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	1	5	2	1	0	0	0	0	0	0	0	9
4:00	0	0	1	1	0	1	2	0	0	0	0	0	0	5	0	0	1	3	1	2	0	0	0	0	0	0	0	7	0	0	2	4	1	3	2	0	0	0	0	0	0	12
4:15	0	0	7	6	6	1	0	0	0	0	0	0	0	20	0	0	1	4	1	0	1	0	0	0	0	0	0	7	0	0	8	10	7	1	1	0	0	0	0	0	0	27
4:30	2	1	9	5	5	2	0	0	0	0	0	0	0	24	0	0	1	6	2	0	1	0	0	0	0	0	0	10	2	1	10	11	7	2	1	0	0	0	0	0	0	34
4:45	0	0	3	5	4	3	3	0	0	0	0	0	0	18	0	0	3	4	0	0	0	0	0	0	0	0	0	7	0	0	6	9	4	3	3	0	0	0	0	0	0	25
5:00	1	4	17	6	3	5	1	0	1	0	0	0	0	38	0	1	5	6	4	4	0	0	0	0	0	0	0	20	1	5	22	12	7	9	1	0	1	0	0	0	0	58
5:15	0	3	16	14	6	8	3	0	0	0	0	0	0	50	0	1	4	10	8	3	0	0	0	0	0	0	0	26	0	4	20	24	14	11	3	0	0	0	0	0	0	76
5:30	2	13	15	16	10	9	4	0	0	0	0	0	0	69	0	1	7	11	3	2	0	0	0	0	0	0	0	24	2	14	22	27	13	11	4	0	0	0	0	0	0	93
5:45	6	13	25	21	18	1	1	0	0	0	0	0	0	85	0	0	11	19	11	1	1	0	0	0	0	0	0	43	6	13	36	40	29	2	2	0	0	0	0	0	0	128
6:00	6	21	20	20	5	15	2	0	0	0	0	0	0	89	0	1	3	16	14	3	3	0	0	0	0	0	0	40	6	22	23	36	19	18	5	0	0	0	0	0	0	129
6:15	30	35	28	18	12	14	2	1	1	0	0	0	0	141	0	0	4	14	13	10	5	0	0	0	0	0	0	46	30	35	32	32	25	24	7	1	1	0	0	0	0	187
6:30	74	41	37	21	14	14	7	1	0	0	0	0	0	209	0	0	5	16	37	26	8	1	0	0	0	0	0	93	74	41	42	37	51	40	15	2	0	0	0	0	0	302
6:45	74	41	38	22	17	17	2	1	0	0	0	0	0	212	0	4	6	41	43	12	5	2	0	0	0	0	0	113	74	45	44	63	60	29	7	3	0	0	0	0	0	325
7:00	65	54	41	28	15	22	3	0	0	0	0	0	0	228	0	1	7	52	47	24	6	0	0	0	0	0	0	137	65	55	48	80	62	46	9	0	0	0	0	0	0	365
7:15	90	61	60	36	28	10	3	0	0	0	0	0	0	288	0	2	16	67	81	35	12	0	0	0	0	0	0	213	90	63	76	103	109	45	15	0	0	0	0	0	0	501
7:30	84	66	65	43	23	11	0	0	0	0	0	0	0	292	0	0	15	61	65	43	8	2	0	0	0	0	0	194	84	66	80	104	88	54	8	2	0	0	0	0	0	486
7:45	87	68	82	38	18	2	1	0	0	0	0	0	0	296	0	4	33	96	77	22	1	0	0	0	0	0	0	233	87	72	115	134	95	24	2	0	0	0	0	0	0	529
8:00	95	77	77	51	25	2	1	0	0	0	0	0	0	328	0	5	31	105	61	16	2	1	0	0	0	0	0	221	95	82	108	156	86	18	3	1	0	0	0	0	0	549
8:15	91	80	74	57	22	2	0	0	0	0	0	0	0	326	1	22	45	79	54	21	5	0	0	0	0	0	0	227	92	102	119	136	76	23	5	0	0	0	0	0	0	553
8:30	107	86	99	51	9	1	1	0	0	0	0	0	0	354	1	9	42	125	49	13	1	0	0	0	0	0	0	240	108	95	141	176	58	14	2	0	0	0	0	0	0	594
8:45	106	92	95	35	10	3	0	0	0	0	0	0	0	341	0	17	45	162	52	5	0	0	0	0	0	0	0	281	106	109	140	197	62	8	0	0	0	0	0	0	0	622
9:00	74	59	70	58	35	8	2	0	0	0	0	0	0	306	0	4	24	83	90	18	8	0	0	0	0	0	0	227	74	63	94	141	125	26	10	0	0	0	0	0	0	533
9:15	87	75	46	40	19	5	2	0	0	0	0	0	0	274	0	8	41	141	63	6	0	0	0	0	0	0	0	259	87	83	87	181	82	11	2	0	0	0	0	0	0	533
9:30	76	56	44	32	41	10	1	0	0	0	0	0	0	260	0	3	33	130	72	9	2	0	0	0	0	0	0	249	76	59	77	162	113	19	3	0	0	0	0	0	0	509
9:45	80	65	71	42	12	1	1	0	0	0	0	0	0	272	16	17	50	95	52	6	0	0	0	0	0	0	0	236	96	82	121	137	64	7	1	0	0	0	0	0	0	508
10:00	83	51	53	22	23	5	3	0	0	0	0	0	0	240	0	5	25	71	61	22	3	0	0	0	0	0	0	187	83	56	78	93	84	27	6	0	0	0	0	0	0	427
10:15	93	45	40	41	25	2	1	0	0	0	0	0	0	247	0	2	36	85	51	21	4	0	0	0	0	0	0	199	93	47	76	126	76	23	5	0	0	0	0	0	0	446
10:30	101	69	58	23	17	5	0	0	0	0	0	0	0	273	3	8	29	121	44	10	1	0	0	0	0	0	0	216	104	77	87	144	61	15	1	0	0	0	0	0	0	489
10:45	97	65	60	32	15	3	0	0	0	0	0	0	0	272	0	7	35	103	47	14	4	1	0	0	0	0	0	211	97	72	95	135	62	17	4	1	0	0	0	0	0	483
11:00	69	45	46	37	20	7	2	1	0	0	0	0	0	227	0	8	30	101	55	11	0	0	1	0	0	0	0	206	69	53	76	138	75	18	2	1	1	0	0	0	0	433
11:15	90	47	70	47	17	4	3	0	0	0	0	0	0	278	1	9	52	121	56	5	2	0	0	0	0	0	0	246	91	56	122	168	73	9	5	0	0	0	0	0	0	524
11:30	114	57	56	39	23	7	1	0	0	0	0	0	0	297	2	13	59	111	42	10	0	0	0	0	0	0	0	237	116	70	115	150	65	17	1	0	0	0	0	0	0	534
11:45	91	52	68	41	19	8	1	0	0	0	0	0	0	280	0	6	45	111	59	11	0	0	0	0	0	0	0	232	91	58	113	152	78	19	1	0	0	0	0	0	0	512

Prepared by National Data & Surveying Services

SPEED

SR 120/Old Milton Pkwy Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_003

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	81	57	51	47	25	14	2	0	0	0	0	0	0	277	1	11	66	114	63	13	3	0	0	0	0	0	0	271	82	68	117	161	88	27	5	0	0	0	0	0	0	548
12:15	103	67	62	51	14	7	1	0	0	0	0	0	0	305	0	12	56	147	50	9	0	0	0	0	0	0	0	274	103	79	118	198	64	16	1	0	0	0	0	0	0	579
12:30	78	67	59	46	17	2	0	0	0	0	0	0	0	269	1	11	35	162	45	9	4	0	0	0	0	0	0	267	79	78	94	208	62	11	4	0	0	0	0	0	0	536
12:45	70	64	54	36	33	8	0	0	0	0	0	0	0	265	1	13	48	153	45	5	0	0	0	0	0	0	0	265	71	77	102	189	78	13	0	0	0	0	0	0	0	530
13:00	71	62	75	40	20	4	0	0	0	0	0	0	0	272	4	15	53	120	47	12	1	0	0	0	0	0	0	252	75	77	128	160	67	16	1	0	0	0	0	0	0	524
13:15	89	64	63	55	17	1	0	0	0	0	0	0	0	289	1	22	55	117	47	8	4	0	0	0	0	0	0	254	90	86	118	172	64	9	4	0	0	0	0	0	0	543
13:30	67	56	65	50	22	10	0	0	0	0	0	0	0	270	1	20	54	112	62	16	0	0	0	0	0	0	0	265	68	76	119	162	84	26	0	0	0	0	0	0	0	535
13:45	79	60	38	38	22	4	0	0	0	0	0	0	0	241	6	33	55	115	58	7	0	0	0	0	0	0	0	274	85	93	93	153	80	11	0	0	0	0	0	0	0	515
14:00	99	70	37	48	9	3	0	0	0	0	0	0	0	266	0	9	39	124	79	15	0	0	0	0	0	0	0	266	99	79	76	172	88	18	0	0	0	0	0	0	0	532
14:15	71	55	46	31	19	5	0	0	0	0	0	0	0	227	0	13	72	121	44	12	2	0	0	0	0	0	0	264	71	68	118	152	63	17	2	0	0	0	0	0	0	491
14:30	96	44	64	50	12	4	1	0	0	0	0	0	0	271	5	15	67	129	54	3	0	0	0	0	0	0	0	273	101	59	131	179	66	7	1	0	0	0	0	0	0	544
14:45	79	58	43	37	22	4	0	0	0	0	0	0	0	243	0	17	54	139	56	13	3	0	0	0	0	0	0	282	79	75	97	176	78	17	3	0	0	0	0	0	0	525
15:00	76	42	30	28	25	16	1	0	0	0	0	0	0	218	0	4	40	167	85	21	4	0	0	0	0	0	0	321	76	46	70	195	110	37	5	0	0	0	0	0	0	539
15:15	77	55	30	22	24	10	4	1	0	0	0	0	0	223	1	14	73	157	55	9	2	0	0	0	0	0	0	311	78	69	103	179	79	19	6	1	0	0	0	0	0	534
15:30	95	60	45	19	16	2	2	0	0	0	0	0	0	239	1	18	46	147	71	15	2	0	0	0	0	0	0	300	96	78	91	166	87	17	4	0	0	0	0	0	0	539
15:45	94	62	52	28	16	7	0	0	0	0	0	0	0	259	0	9	63	193	67	8	0	0	0	0	0	0	0	340	94	71	115	221	83	15	0	0	0	0	0	0	0	599
16:00	96	66	39	25	20	8	0	0	0	0	0	0	0	254	5	21	56	143	72	14	0	0	0	0	0	0	0	311	101	87	95	168	92	22	0	0	0	0	0	0	0	565
16:15	118	61	49	37	17	3	0	0	0	0	0	0	0	285	5	22	102	172	42	1	0	0	0	0	0	0	0	344	123	83	151	209	59	4	0	0	0	0	0	0	0	629
16:30	81	63	46	26	22	5	0	0	0	0	0	0	0	243	13	47	201	91	9	0	0	0	0	0	0	0	0	361	94	110	247	117	31	5	0	0	0	0	0	0	0	604
16:45	97	54	37	24	18	8	0	0	0	0	0	0	0	238	2	29	185	146	12	0	0	0	0	0	0	0	0	374	99	83	222	170	30	8	0	0	0	0	0	0	0	612
17:00	87	62	57	25	21	8	3	1	0	0	0	0	0	264	0	24	91	207	66	8	0	0	0	0	0	0	0	396	87	86	148	232	87	16	3	1	0	0	0	0	0	660
17:15	100	68	37	14	3	9	0	0	0	0	0	0	0	231	6	17	93	180	72	15	2	0	0	0	0	0	0	385	106	85	130	194	75	24	2	0	0	0	0	0	0	616
17:30	93	44	41	17	21	5	2	0	0	0	0	0	0	223	23	42	118	142	48	6	0	0	0	0	0	0	0	379	116	86	159	159	69	11	2	0	0	0	0	0	0	602
17:45	82	58	38	20	10	3	2	0	0	0	0	0	0	213	4	35	111	170	44	5	1	0	0	0	0	0	0	370	86	93	149	190	54	8	3	0	0	0	0	0	0	583
18:00	79	41	48	26	23	13	1	0	0	0	0	0	0	231	0	11	63	196	80	10	2	1	0	0	0	0	0	363	79	52	111	222	103	23	3	1	0	0	0	0	0	594
18:15	96	49	44	12	7	3	1	1	0	0	0	0	0	213	0	12	56	184	69	16	0	2	0	0	0	0	0	339	96	61	100	196	76	19	1	3	0	0	0	0	0	552
18:30	83	56	31	15	13	4	0	0	0	0	0	0	0	202	0	24	65	118	78	24	0	0	0	0	0	0	0	309	83	80	96	133	91	28	0	0	0	0	0	0	0	511
18:45	73	36	35	16	22	22	1	3	0	0	0	0	0	208	7	20	52	91	70	25	8	0	0	0	0	0	0	273	80	56	87	107	92	47	9	3	0	0	0	0	0	481
19:00	63	48	28	24	24	8	4	0	0	0	0	0	0	199	0	7	29	74	65	27	8	1	0	0	0	0	0	211	63	55	57	98	89	35	12	1	0	0	0	0	0	410
19:15	72	49	35	19	24	12	1	2	0	0	0	0	0	214	0	4	25	67	62	39	10	0	1	0	0	0	0	208	72	53	60	86	86	51	11	2	1	0	0	0	0	422
19:30	86	45	37	27	24	8	5	0	0	0	0	0	0	232	0	8	22	74	70	21	5	1	0	0	0	0	0	201	86	53	59	101	94	29	10	1	0	0	0	0	0	433
19:45	52	35	26	24	22	10	2	0	0	0	0	0	0	171	0	6	18	44	46	43	8	1	0	0	0	0	0	166	52	41	44	68	68	53	10	1	0	0	0	0	0	337
20:00	21	32	43	39	24	15	4	0	0	0	0	0	0	178	2	9	27	74	35	13	0	0	0	0	0	0	0	160	23	41	70	113	59	28	4	0	0	0	0	0	0	338
20:15	10	43	49	36	26	9	6	0	0	0	0	0	0	179	0	7	32	65	40	14	4	2	0	0	0	0	0	164	10	50	81	101	66	23	10	2	0	0	0	0	0	343
20:30	20	22	27	37	25	6	2	2	0	0	0	0	0	141	0	1	20	72	39	11	1	1	0	0	0	0	0	145	20	23	47	109	64	17	3	3	0	0	0	0	0	286
20:45	23	33	42	26	15	5	0	0	0	0	0	0	0	144	0	3	23	67	49	10	4	1	0	0	0	0	0	157	23	36	65	93	64	15	4	1	0	0	0	0	0	301
21:00	10	27	43	25	9	1	1	0	0	0	0	0	0	116	0	1	9	63	41	13	4	1	0	0	0	0	0	132	10	28	52	88	50	14	5	1	0	0	0	0	0	248
21:15	7	24	43	31	11	8	2	0	0	0	0	0	0	126	0	16	35	35	41	13	4	0	0	0	0	0	0	144	7	40	78	66	52	21	6	0	0	0	0	0	0	270
21:30	7	21	27	27	16	9	1	0	0	0	0	0	0	108	0	2	17	56	30	10	4	0	0	0	0	0	0	119	7	23	44	83	46	19	5	0	0	0	0	0	0	227
21:45	10	20	25	17	16	5	2	0	0	0	0	0	0	95	0	2	19	21	23	10	5	0	0	0	0	0	0	80	10	22	44	38	39	15	7	0	0	0	0	0	0	175
22:00	3	24	27	15	8	1	0	0	0	0	0	0	0	78	0	6	19	41	18	1	3	0	0	0	0	0	0	88	3	30	46	56	26	2	3	0	0	0	0	0	0	166
22:15	7	10	20	17	6	4	0	0	0	0	0	0	0	64	0	2	22	33	11	1	1	0	0	0	0	0	0	70	7	12	42	50	17	5	1	0	0	0	0	0	0	134
22:30	1	5	13	13	10	5	2	0	0	0	0	0	0	49	0	0	19	40	8	3	1	0	0	0	0	0	0	71	1	5	32	53	18	8	3	0	0	0	0	0	0	120
22:45	0	7	10	16	5	3	0	0	0	0	0	0	0	41	0	0	4	25	12	1	0	0	0	0	0	0	0	42	0	7	14	41	17	4	0	0	0	0	0	0	0	83
23:00	0	2	12	13	6	3	2	0	0	0	0	0	0	38	0	3	11	12	5	6	0	0	0	0	0	0	0	37	0	5	23	25	11	9	2	0	0	0	0	0	0	75
23:15	1	6	9	8	2	1	0	0	0	0	0	0	0	27	0	0	12	17	6	2	0	0	0	0	0	0	0	37	1	6	21	25	8	3	0	0	0	0	0	0	0	64
23:30	0	3	7	10	3	3	1	0	0	0	0	0	0	27	0	0	8	23	5	5	0	0	0	0	0	0	0	41	0	3	15	33	8	8	1	0	0	0	0	0	0	68
23:45	0	4	2	3	5	2	0	0	0	0	0	0	0	16	0	1	3	14	11	3	0	0	0	0	0	0	0	32	0	5	5	17	16	5	0	0	0	0	0	0	0	48
Totals	**4,780**	**3,506**	**3,358**	**2,294**	**1,323**	**531**	**111**	**14**	**3**	**0**	**0**	**0**	**0**	**15,920**	**113**	**777**	**3,215**	**7,203**	**3,551**	**941**	**188**	**18**	**2**	**0**	**0**	**0**	**0**	**16,008**	**4,893**	**4,283**	**6,573**	**9,497**	**4,874**	**1,472**	**299**	**32**	**5**	**0**	**0**	**0**	**0**	**31,928**
% of Totals	30%	22%	21%	14%	8%	3%	1%	0%	0%	0%	0%	0%	0%	100%	1%	5%	20%	45%	22%	6%	1%	0%	0%	0%	0%	0%	0%	100%	15%	13%	21%	30%	15%	5%	1%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

SR 120/Old Milton Pkwy Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,920	16,008	31,928

DAILY TOTALS

15-Minutes Interval

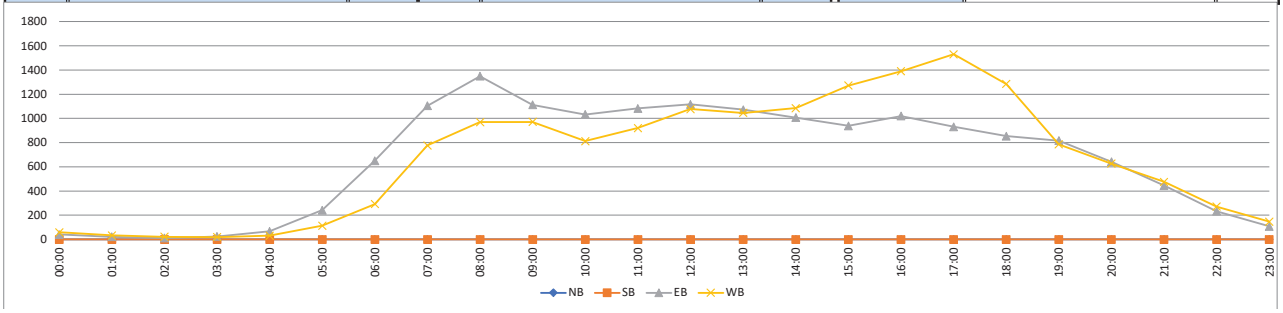
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			19	15	34	12:00			277	271	548
0:15			9	18	27	12:15			305	274	579
0:30			9	17	26	12:30			269	267	536
0:45			4	9	13	12:45			265	265	530
1:00			4	7	11	13:00			272	252	524
1:15			7	13	20	13:15			289	254	543
1:30			7	7	14	13:30			270	265	535
1:45			4	6	10	13:45			241	274	515
2:00			2	8	10	14:00			266	266	532
2:15			0	3	3	14:15			227	264	491
2:30			4	5	9	14:30			271	273	544
2:45			6	6	12	14:45			243	282	525
3:00			5	8	13	15:00			218	321	539
3:15			5	3	8	15:15			223	311	534
3:30			8	5	13	15:30			239	300	539
3:45			6	3	9	15:45			259	340	599
4:00			5	7	12	16:00			254	311	565
4:15			20	7	27	16:15			285	344	629
4:30			24	10	34	16:30			243	361	604
4:45			18	7	25	16:45			238	374	612
5:00			38	20	58	17:00			264	396	660
5:15			50	26	76	17:15			231	385	616
5:30			69	24	93	17:30			223	379	602
5:45			85	43	128	17:45			213	370	583
6:00			89	40	129	18:00			231	363	594
6:15			141	46	187	18:15			213	339	552
6:30			209	93	302	18:30			202	309	511
6:45			212	113	325	18:45			208	273	481
7:00			228	137	365	19:00			199	211	410
7:15			288	213	501	19:15			214	208	422
7:30			292	194	486	19:30			232	201	433
7:45			296	233	529	19:45			171	166	337
8:00			328	221	549	20:00			178	160	338
8:15			326	227	553	20:15			179	164	343
8:30			354	240	594	20:30			141	145	286
8:45			341	281	622	20:45			144	157	301
9:00			306	227	533	21:00			116	132	248
9:15			274	259	533	21:15			126	144	270
9:30			260	249	509	21:30			108	119	227
9:45			272	236	508	21:45			95	80	175
10:00			240	187	427	22:00			78	88	166
10:15			247	199	446	22:15			64	70	134
10:30			273	216	489	22:30			49	71	120
10:45			272	211	483	22:45			41	42	83
11:00			227	206	433	23:00			38	37	75
11:15			278	246	524	23:15			27	37	64
11:30			297	237	534	23:30			27	41	68
11:45			280	232	512	23:45			16	32	48
TOTALS	0	0	6738	5020	11758	TOTALS	0	0	9182	10988	20170
SPLIT %	0%	0%	57%	43%	37%	SPLIT %	0%	0%	46%	54%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			41	59	100
01:00	02:00			22	33	55
02:00	03:00			12	22	34
03:00	04:00			24	19	43
04:00	05:00			67	31	98
05:00	06:00			242	113	355
06:00	07:00			651	292	943
07:00	08:00			1104	777	1881
08:00	09:00			1349	969	2318
09:00	10:00			1112	971	2083
10:00	11:00			1032	813	1845
11:00	12:00			1082	921	2003
12:00	13:00			1116	1077	2193
13:00	14:00			1072	1045	2117
14:00	15:00			1007	1085	2092
15:00	16:00			939	1272	2211
16:00	17:00			1020	1390	2410
17:00	18:00			931	1530	2461
18:00	19:00			854	1284	2138
19:00	20:00			816	786	1602
20:00	21:00			642	626	1268
21:00	22:00			445	475	920
22:00	23:00			232	271	503
23:00	00:00			108	147	255

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			6738	5020	11758
Peak Hour			8:00	8:45	8:00
Peak Volume			1349	1016	2318
Peak Hour Factor			0.953	0.904	0.932
Peak Period	12:00	to	00:00		
Volume			9182	10988	20170
Peak Hour			12:00	16:45	16:15
Peak Volume			1116	1534	2505
Peak Hour Factor			0.915	0.968	0.949
Peak Period	07:00	to	09:00		
Volume			2453	1746	4199
Peak Hour			8:00	8:00	8:00
Peak Volume			1349	969	2318
Peak Hour Factor			0.953	0.862	0.932
Peak Period	16:00	to	18:00		
Volume			1951	2920	4871
Peak Hour			16:15	16:45	16:15
Peak Volume			1030	1534	2505
Peak Hour Factor			0.904	0.968	0.949



Prepared by National Data & Surveying Services

SPEED

Marietta St Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_002

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	4	0	1	2	2	0	0	0	0	0	0	0	0	0	5
6:00	0	0	3	4	1	0	0	0	0	0	0	0	0	8	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	1	3	5	1	0	0	0	0	0	0	0	0	10
7:00	0	0	3	1	1	0	0	0	0	0	0	0	0	5	1	3	7	7	0	0	0	0	0	0	0	0	0	18	1	3	10	8	1	0	0	0	0	0	0	0	0	23
8:00	3	4	4	6	2	0	0	0	0	0	0	0	0	19	1	4	10	15	8	1	0	0	0	0	0	0	0	39	4	8	14	21	10	1	0	0	0	0	0	0	0	58
9:00	0	3	8	4	1	0	0	0	0	0	0	0	0	16	0	7	11	8	2	1	0	0	0	0	0	0	0	29	0	10	19	12	3	1	0	0	0	0	0	0	0	45
10:00	0	0	3	5	1	0	0	0	0	0	0	0	0	9	1	5	7	8	1	0	0	0	0	0	0	0	0	22	1	5	10	13	2	0	0	0	0	0	0	0	0	31
11:00	5	2	4	3	0	0	0	0	0	0	0	0	0	14	2	12	8	10	5	1	0	0	0	0	0	0	0	38	7	14	12	13	5	1	0	0	0	0	0	0	0	52
12:00	5	11	7	2	0	0	0	0	0	0	0	0	0	25	11	4	15	15	3	0	0	0	0	0	0	0	0	48	16	15	22	17	3	0	0	0	0	0	0	0	0	73
13:00	2	6	6	3	1	0	0	0	0	0	0	0	0	18	3	7	5	20	6	3	0	0	0	0	0	0	0	44	5	13	11	23	7	3	0	0	0	0	0	0	0	62
14:00	7	4	8	3	1	0	0	0	0	0	0	0	0	23	4	7	20	13	3	0	0	0	0	0	0	0	0	47	11	11	28	16	4	0	0	0	0	0	0	0	0	70
15:00	6	7	6	4	2	0	0	0	0	0	0	0	0	25	3	12	13	17	4	0	0	0	0	0	0	0	0	49	9	19	19	21	6	0	0	0	0	0	0	0	0	74
16:00	3	4	11	4	2	0	0	0	0	0	0	0	0	24	0	9	12	16	6	1	0	0	0	0	0	0	0	44	3	13	23	20	8	1	0	0	0	0	0	0	0	68
17:00	5	2	8	3	1	0	0	0	0	0	0	0	0	19	1	8	15	22	8	0	0	0	0	0	0	0	0	54	6	10	23	25	9	0	0	0	0	0	0	0	0	73
18:00	5	9	11	1	0	0	0	0	0	0	0	0	0	26	6	15	17	23	5	1	0	0	0	0	0	0	0	67	11	24	28	24	5	1	0	0	0	0	0	0	0	93
19:00	2	6	3	2	2	0	0	0	0	0	0	0	0	15	3	5	9	8	3	0	0	0	0	0	0	0	0	28	5	11	12	10	5	0	0	0	0	0	0	0	0	43
20:00	1	3	7	1	0	0	0	0	0	0	0	0	0	12	6	6	6	7	5	1	0	0	0	0	0	0	0	31	7	9	13	8	5	1	0	0	0	0	0	0	0	43
21:00	1	2	3	1	0	0	0	0	0	0	0	0	0	7	2	4	0	4	3	0	0	0	0	0	0	0	0	13	3	6	3	5	3	0	0	0	0	0	0	0	0	20
22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	6	6	1	1	0	0	0	0	0	0	0	14	0	0	7	7	1	1	0	0	0	0	0	0	0	16
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	2	3	1	0	0	0	0	0	0	0	0	7	0	2	3	3	1	0	0	0	0	0	0	0	0	9
Totals	45	64	98	50	15	0	0	0	0	0	0	0	0	272	44	111	166	205	65	10	0	0	0	0	0	0	0	601	89	175	264	255	80	10	0	0	0	0	0	0	0	873
% of Totals	17%	24%	36%	18%	6%									100%	7%	18%	28%	34%	11%	2%								100%	10%	20%	30%	29%	9%	1%								100%

STATISTICS

00:00 - 12:00	8	9	26	25	6	0	0	0	0	0	0	0	0	74	5	33	46	51	17	3	0	0	0	0	0	0	0	155	13	42	72	76	23	3	0	0	0	0	0	0	0	229
%	3%	3%	10%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	27%	2%	12%	17%	19%	6%	1%	0%	0%	0%	0%	0%	0%	0%	57%	5%	15%	26%	28%	8%	1%	0%	0%	0%	0%	0%	0%	0%	84%
Peak Hour	11:15	11:45	9:00	7:45	7:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	11:45	11:45	11:00	11:45	11:45	8:00	7:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	11:45	11:30	11:45	8:45	11:45	8:00	7:15	0:00	0:00	0:00	0:00	0:00	0:00	0:00	11:45
Peak Volume	7	10	8	6	3	0	0	0	0	0	0	0	0	24	8	12	15	19	8	1	0	0	0	0	0	0	0	54	13	17	21	22	10	1	0	0	0	0	0	0	0	78
12:00 - 24:00	37	55	72	25	9	0	0	0	0	0	0	0	0	198	39	78	120	154	48	7	0	0	0	0	0	0	0	446	76	133	192	179	57	7	0	0	0	0	0	0	0	644
%	14%	20%	26%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	73%	14%	29%	44%	57%	18%	3%	0%	0%	0%	0%	0%	0%	0%	164%	28%	49%	71%	66%	21%	3%	0%	0%	0%	0%	0%	0%	0%	237%
Peak Hour	14:45	12:00	17:30	15:30	15:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:15	12:00	18:00	17:30	17:30	16:30	12:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	18:00	12:00	18:00	17:30	15:30	16:30	12:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	17:30
Peak Volume	8	11	14	7	3	0	0	0	0	0	0	0	0	29	11	15	21	24	11	3	0	0	0	0	0	0	0	67	16	24	35	27	13	3	0	0	0	0	0	0	0	94
07:00 - 09:00	3	4	7	7	3	0	0	0	0	0	0	0	0	24	2	7	17	22	8	1	0	0	0	0	0	0	0	57	5	11	24	29	11	1	0	0	0	0	0	0	0	81
%	1%	1%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	9%	1%	3%	6%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	21%	2%	4%	9%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	8:00	8:00	7:30	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	8:00	7:30	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	7:30	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	3	4	5	6	3	0	0	0	0	0	0	0	0	19	2	4	10	15	8	1	0	0	0	0	0	0	0	39	4	8	15	21	10	1	0	0	0	0	0	0	0	58
16:00 - 18:00	8	6	19	7	3	0	0	0	0	0	0	0	0	43	1	17	27	38	14	1	0	0	0	0	0	0	0	98	9	23	46	45	17	1	0	0	0	0	0	0	0	141
%	3%	2%	7%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	6%	10%	14%	5%	0%	0%	0%	0%	0%	0%	0%	0%	36%	3%	8%	17%	17%	6%	0%	0%	0%	0%	0%	0%	0%	0%	52%
Peak Hour	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:45	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:45	16:00	16:00	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	5	4	11	4	2	0	0	0	0	0	0	0	0	24	1	9	15	23	11	1	0	0	0	0	0	0	0	54	6	13	23	27	13	1	0	0	0	0	0	0	0	73

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	15	22	22	27	31	272
WESTBOUND	18	25	24	30	33	601
TOTALS	17	24	24	29	32	873

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	17 - 26 mph	163	60%	0	0%
WESTBOUND	20 - 29 mph	375	62%	0	0%
TOTALS	20 - 29 mph	524	60%	0	0%

Prepared by National Data & Surveying Services

SPEED

Marietta St Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:00	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:45	0	0	1	3	0	0	0	0	0	0	0	0	0	**4**	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1	3	0	0	0	0	0	0	0	0	0	**5**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
7:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	2	1	2	0	0	0	0	0	0	0	0	0	**5**	0	2	1	3	0	0	0	0	0	0	0	0	0	**6**
7:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**	0	1	3	2	0	0	0	0	0	0	0	0	0	**6**
7:45	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	1	0	3	3	0	0	0	0	0	0	0	0	0	**7**	1	0	4	3	1	0	0	0	0	0	0	0	0	**9**
8:00	1	1	0	2	0	0	0	0	0	0	0	0	0	**4**	0	0	1	6	2	1	0	0	0	0	0	0	0	**10**	1	1	1	8	2	1	0	0	0	0	0	0	0	**14**
8:15	0	0	2	1	2	0	0	0	0	0	0	0	0	**5**	0	2	5	2	2	0	0	0	0	0	0	0	0	**11**	0	2	7	3	4	0	0	0	0	0	0	0	0	**16**
8:30	0	1	2	3	0	0	0	0	0	0	0	0	0	**6**	1	0	0	3	2	0	0	0	0	0	0	0	0	**6**	1	1	2	6	2	0	0	0	0	0	0	0	0	**12**
8:45	2	2	0	0	0	0	0	0	0	0	0	0	0	**4**	0	2	4	4	2	0	0	0	0	0	0	0	0	**12**	2	4	4	4	2	0	0	0	0	0	0	0	0	**16**
9:00	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**	0	3	2	3	2	0	0	0	0	0	0	0	0	**10**	0	3	5	3	2	0	0	0	0	0	0	0	0	**13**
9:15	0	0	2	3	0	0	0	0	0	0	0	0	0	**5**	0	0	5	0	0	0	0	0	0	0	0	0	0	**5**	0	0	7	3	0	0	0	0	0	0	0	0	0	**10**
9:30	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**	0	2	3	2	0	0	0	0	0	0	0	0	0	**7**	0	3	5	2	1	0	0	0	0	0	0	0	0	**11**
9:45	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**	0	2	1	3	0	1	0	0	0	0	0	0	0	**7**	0	4	2	4	0	1	0	0	0	0	0	0	0	**11**
10:00	0	0	2	1	1	0	0	0	0	0	0	0	0	**4**	0	1	4	1	0	0	0	0	0	0	0	0	0	**6**	0	1	6	2	1	0	0	0	0	0	0	0	0	**10**
10:15	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**	0	1	0	2	0	0	0	0	0	0	0	0	0	**3**	0	1	0	4	0	0	0	0	0	0	0	0	0	**5**
10:30	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	2	2	1	1	0	0	0	0	0	0	0	0	**6**	0	2	2	2	1	0	0	0	0	0	0	0	0	**7**
10:45	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	1	1	1	4	0	0	0	0	0	0	0	0	0	**7**	1	1	2	5	0	0	0	0	0	0	0	0	0	**9**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	2	1	1	0	0	0	0	0	0	0	0	**6**	0	2	2	1	1	0	0	0	0	0	0	0	0	**6**
11:15	2	0	2	0	0	0	0	0	0	0	0	0	0	**4**	0	1	1	2	1	0	0	0	0	0	0	0	0	**5**	2	1	3	2	1	0	0	0	0	0	0	0	0	**9**
11:30	2	1	1	2	0	0	0	0	0	0	0	0	0	**6**	1	3	1	1	2	0	0	0	0	0	0	0	0	**8**	3	4	2	3	2	0	0	0	0	0	0	0	0	**14**
11:45	1	1	1	1	0	0	0	0	0	0	0	0	0	**4**	1	6	4	6	1	1	0	0	0	0	0	0	0	**19**	2	7	5	7	1	1	0	0	0	0	0	0	0	**23**

Prepared by National Data & Surveying Services

SPEED

Marietta St Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	2	4	2	0	0	0	0	0	0	0	0	0	0	8	0	0	5	5	1	0	0	0	0	0	0	0	0	11	2	4	7	5	1	0	0	0	0	0	0	0	0	19
12:15	1	0	2	2	0	0	0	0	0	0	0	0	0	5	5	1	3	3	0	0	0	0	0	0	0	0	0	12	6	1	5	5	0	0	0	0	0	0	0	0	0	17
12:30	1	5	1	0	0	0	0	0	0	0	0	0	0	7	2	0	3	5	2	0	0	0	0	0	0	0	0	12	3	5	4	5	2	0	0	0	0	0	0	0	0	19
12:45	1	2	2	0	0	0	0	0	0	0	0	0	0	5	4	3	4	2	0	0	0	0	0	0	0	0	0	13	5	5	6	2	0	0	0	0	0	0	0	0	0	18
13:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5	0	0	2	7	2	1	0	0	0	0	0	0	0	12	0	1	5	8	2	1	0	0	0	0	0	0	0	17
13:15	2	2	1	0	1	0	0	0	0	0	0	0	0	6	1	3	0	4	1	1	0	0	0	0	0	0	0	10	3	5	1	4	2	1	0	0	0	0	0	0	0	16
13:30	0	2	1	1	0	0	0	0	0	0	0	0	0	4	2	3	0	5	2	1	0	0	0	0	0	0	0	13	2	5	1	6	2	1	0	0	0	0	0	0	0	17
13:45	0	1	1	1	0	0	0	0	0	0	0	0	0	3	0	1	3	4	1	0	0	0	0	0	0	0	0	9	0	2	4	5	1	0	0	0	0	0	0	0	0	12
14:00	2	1	3	1	0	0	0	0	0	0	0	0	0	7	1	3	6	4	0	0	0	0	0	0	0	0	0	14	3	4	9	5	0	0	0	0	0	0	0	0	0	21
14:15	2	2	2	2	1	0	0	0	0	0	0	0	0	9	1	1	4	3	0	0	0	0	0	0	0	0	0	9	3	3	6	5	1	0	0	0	0	0	0	0	0	18
14:30	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	1	3	2	2	0	0	0	0	0	0	0	0	9	2	1	4	2	2	0	0	0	0	0	0	0	0	11
14:45	2	1	2	0	0	0	0	0	0	0	0	0	0	5	1	2	7	4	1	0	0	0	0	0	0	0	0	15	3	3	9	4	1	0	0	0	0	0	0	0	0	20
15:00	2	2	2	0	0	0	0	0	0	0	0	0	0	6	2	4	4	2	1	0	0	0	0	0	0	0	0	13	4	6	6	2	1	0	0	0	0	0	0	0	0	19
15:15	2	3	2	0	1	0	0	0	0	0	0	0	0	8	0	4	3	3	0	0	0	0	0	0	0	0	0	10	2	7	5	3	1	0	0	0	0	0	0	0	0	18
15:30	2	1	1	2	0	0	0	0	0	0	0	0	0	6	0	2	4	6	1	0	0	0	0	0	0	0	0	13	2	3	5	8	1	0	0	0	0	0	0	0	0	19
15:45	0	1	1	2	1	0	0	0	0	0	0	0	0	5	1	2	2	6	2	0	0	0	0	0	0	0	0	13	1	3	3	8	3	0	0	0	0	0	0	0	0	18
16:00	0	3	5	1	1	0	0	0	0	0	0	0	0	10	0	2	4	1	1	1	0	0	0	0	0	0	0	9	0	5	9	2	2	1	0	0	0	0	0	0	0	19
16:15	0	1	1	2	0	0	0	0	0	0	0	0	0	4	0	3	2	7	0	0	0	0	0	0	0	0	0	12	0	4	3	9	0	0	0	0	0	0	0	0	0	16
16:30	2	0	4	0	1	0	0	0	0	0	0	0	0	7	0	3	1	3	4	0	0	0	0	0	0	0	0	11	2	3	5	3	5	0	0	0	0	0	0	0	0	18
16:45	1	0	1	1	0	0	0	0	0	0	0	0	0	3	0	1	5	5	1	0	0	0	0	0	0	0	0	12	1	1	6	6	1	0	0	0	0	0	0	0	0	15
17:00	1	0	1	0	1	0	0	0	0	0	0	0	0	3	0	1	2	5	0	0	0	0	0	0	0	0	0	8	1	1	3	5	1	0	0	0	0	0	0	0	0	11
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	1	4	6	0	0	0	0	0	0	0	0	13	0	2	1	6	6	0	0	0	0	0	0	0	0	15
17:30	3	1	5	1	0	0	0	0	0	0	0	0	0	10	1	3	7	9	1	0	0	0	0	0	0	0	0	21	4	4	12	10	1	0	0	0	0	0	0	0	0	31
17:45	1	1	2	0	0	0	0	0	0	0	0	0	0	4	0	2	5	4	1	0	0	0	0	0	0	0	0	12	1	3	7	4	1	0	0	0	0	0	0	0	0	16
18:00	2	2	6	0	0	0	0	0	0	0	0	0	0	10	2	0	5	2	1	1	0	0	0	0	0	0	0	11	4	2	11	2	1	1	0	0	0	0	0	0	0	21
18:15	1	2	1	0	0	0	0	0	0	0	0	0	0	4	2	6	4	9	1	0	0	0	0	0	0	0	0	22	3	8	5	9	1	0	0	0	0	0	0	0	0	26
18:30	1	2	3	0	0	0	0	0	0	0	0	0	0	6	2	0	4	5	2	0	0	0	0	0	0	0	0	13	3	2	7	5	2	0	0	0	0	0	0	0	0	19
18:45	1	3	1	1	0	0	0	0	0	0	0	0	0	6	0	9	4	7	1	0	0	0	0	0	0	0	0	21	1	12	5	8	1	0	0	0	0	0	0	0	0	27
19:00	0	2	2	2	1	0	0	0	0	0	0	0	0	7	0	0	1	3	3	0	0	0	0	0	0	0	0	7	0	2	3	5	4	0	0	0	0	0	0	0	0	14
19:15	1	2	0	0	0	0	0	0	0	0	0	0	0	3	2	1	3	1	0	0	0	0	0	0	0	0	0	7	3	3	3	1	0	0	0	0	0	0	0	0	0	10
19:30	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	4	2	1	0	0	0	0	0	0	0	0	0	7	1	4	2	1	1	0	0	0	0	0	0	0	0	9
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1	0	3	3	0	0	0	0	0	0	0	0	0	7	1	2	4	3	0	0	0	0	0	0	0	0	0	10
20:00	1	3	2	1	0	0	0	0	0	0	0	0	0	7	2	1	2	1	2	1	0	0	0	0	0	0	0	9	3	4	4	2	2	1	0	0	0	0	0	0	0	16
20:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	3	1	0	0	0	0	0	0	0	0	7	0	2	2	3	1	0	0	0	0	0	0	0	0	8
20:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3	4	3	1	1	2	0	0	0	0	0	0	0	0	11	4	3	4	1	2	0	0	0	0	0	0	0	0	14
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22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0	1	0	0	0	0	0	0	0	5	0	0	3	2	0	1	0	0	0	0	0	0	0	6
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22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	1	1	1	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	3
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	45	64	98	50	15	0	0	0	0	0	0	0	0	272	44	111	166	205	65	10	0	0	0	0	0	0	0	601	89	175	264	255	80	10	0	0	0	0	0	0	0	873
% of Totals	17%	24%	36%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	100%	7%	18%	28%	34%	11%	2%	0%	0%	0%	0%	0%	0%	0%	100%	10%	20%	30%	29%	9%	1%	0%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Marietta St Bet Roswell St & S Main St/SR 9/SR 120/Alpharetta Hwy

Day: Tuesday
Date: 7/8/2025

City: Alpharetta
Project #: GA25_180179_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	272	601	873

DAILY TOTALS

15-Minutes Interval

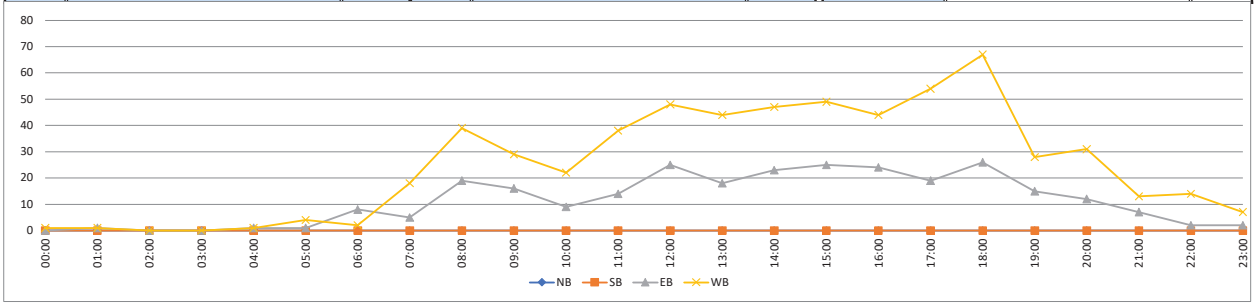
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			8	11	19
0:15			0	1	1	12:15			5	12	17
0:30			0	0	0	12:30			7	12	19
0:45			0	0	0	12:45			5	13	18
1:00			0	0	0	13:00			5	12	17
1:15			1	0	1	13:15			6	10	16
1:30			0	1	1	13:30			4	13	17
1:45			0	0	0	13:45			3	9	12
2:00			0	0	0	14:00			7	14	21
2:15			0	0	0	14:15			9	9	18
2:30			0	0	0	14:30			2	9	11
2:45			0	0	0	14:45			5	15	20
3:00			0	0	0	15:00			6	13	19
3:15			0	0	0	15:15			8	10	18
3:30			0	0	0	15:30			6	13	19
3:45			0	0	0	15:45			5	13	18
4:00			0	0	0	16:00			10	9	19
4:15			0	0	0	16:15			4	12	16
4:30			0	0	0	16:30			7	11	18
4:45			1	1	2	16:45			3	12	15
5:00			0	0	0	17:00			3	8	11
5:15			0	1	1	17:15			2	13	15
5:30			1	1	2	17:30			10	21	31
5:45			0	2	2	17:45			4	12	16
6:00			3	1	4	18:00			10	11	21
6:15			0	0	0	18:15			4	22	26
6:30			1	0	1	18:30			6	13	19
6:45			4	1	5	18:45			6	21	27
7:00			0	2	2	19:00			7	7	14
7:15			1	5	6	19:15			3	7	10
7:30			2	4	6	19:30			2	7	9
7:45			2	7	9	19:45			3	7	10
8:00			4	10	14	20:00			7	9	16
8:15			5	11	16	20:15			1	7	8
8:30			6	6	12	20:30			3	11	14
8:45			4	12	16	20:45			1	4	5
9:00			3	10	13	21:00			1	3	4
9:15			5	5	10	21:15			2	4	6
9:30			4	7	11	21:30			2	0	2
9:45			4	7	11	21:45			2	6	8
10:00			4	6	10	22:00			1	5	6
10:15			2	3	5	22:15			1	2	3
10:30			1	6	7	22:30			0	3	3
10:45			2	7	9	22:45			0	4	4
11:00			0	6	6	23:00			0	2	2
11:15			4	5	9	23:15			0	3	3
11:30			6	8	14	23:30			2	1	3
11:45			4	19	23	23:45			0	1	1
TOTALS	0	0	74	155	229	TOTALS	0	0	198	446	644
SPLIT %	0%	0%	32%	68%	26%	SPLIT %	0%	0%	31%	69%	74%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			0	1	1
01:00	02:00			1	1	2
02:00	03:00			0	0	0
03:00	04:00			0	0	0
04:00	05:00			1	1	2
05:00	06:00			1	4	5
06:00	07:00			8	2	10
07:00	08:00			5	18	23
08:00	09:00			19	39	58
09:00	10:00			16	29	45
10:00	11:00			9	22	31
11:00	12:00			14	38	52
12:00	13:00			25	48	73
13:00	14:00			18	44	62
14:00	15:00			23	47	70
15:00	16:00			25	49	74
16:00	17:00			24	44	68
17:00	18:00			19	54	73
18:00	19:00			26	67	93
19:00	20:00			15	28	43
20:00	21:00			12	31	43
21:00	22:00			7	13	20
22:00	23:00			2	14	16
23:00	00:00			2	7	9

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			74	155	229
Peak Hour			8:00	8:00	8:00
Peak Volume			19	39	58
Peak Hour Factor			0.792	0.813	0.906
Peak Period	12:00	to	00:00		
Volume			198	446	644
Peak Hour			15:15	18:00	17:30
Peak Volume			29	67	94
Peak Hour Factor			0.725	0.761	0.758
Peak Period	07:00	to	09:00		
Volume			24	57	81
Peak Hour			8:00	8:00	8:00
Peak Volume			19	39	58
Peak Hour Factor			0.792	0.813	0.906
Peak Period	16:00	to	18:00		
Volume			43	98	141
Peak Hour			16:00	16:45	17:00
Peak Volume			24	54	73
Peak Hour Factor			0.600	0.643	0.589

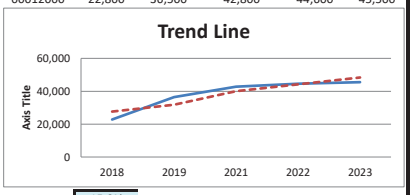


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
SR 120/Old Milton Pkwy (W of Haynes Bridge Rd)	15.0%	0.83	121-0306	00012000	22,800	36,500	42,800	44,600	45,500
SR 9/S. Main St (S of Milton Ave/Academy St)	-3.8%	0.88	121-0144	00000900	25,000	25,200	22,500	21,900	22,100
SR 9/S. Main St (N of Devore Rd)	-3.7%	0.69	121-0142	00000900	26,500	26,300	22,500	23,400	23,600
Milton Ave (W of Roswell St)	-0.8%	0.04	121-0816	00133601	6,820	7,490	7,390	7,570	6,410
Duluth St (E of Haynes Bridge Rd)	-0.2%	0.02	121-0308	00012000	35,900	36,200	34,300	35,700	36,100
Weighted Average	**2.5%**	0.60	Sum of Count Stations =		117,020	131,690	129,490	133,170	133,710

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 120/Old Milton Pkwy (W of Haynes Bridge Rd)	121-0306	00012000	22,800	36,500	42,800	44,600	45,500

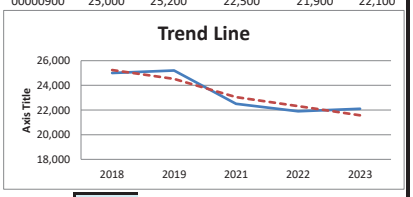




Growth Rate	15.0%	**Intercept**	-8,311,807	**Slope**	4,132.56
Trend Line	27,695	31,828	40,093	44,226	48,358

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 9/S. Main St (S of Milton Ave/Academy St)	121-0144	00000900	25,000	25,200	22,500	21,900	22,100

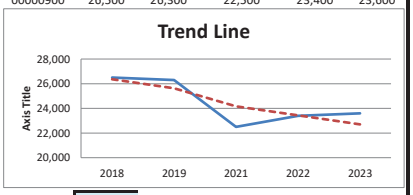




Growth Rate	-3.8%	**Intercept**	1,505,897	**Slope**	-733.72
Trend Line	25,248	24,514	23,047	22,313	21,579

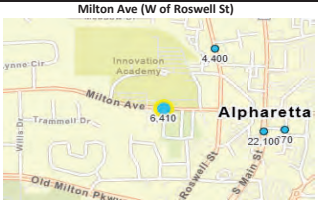
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 9/S. Main St (N of Devore Rd)	121-0142	00000900	26,500	26,300	22,500	23,400	23,600

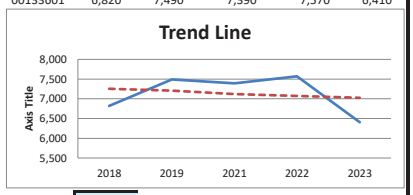




Growth Rate	-3.7%	**Intercept**	1,502,317	**Slope**	-731.40
Trend Line	26,362	25,630	24,167	23,436	22,705

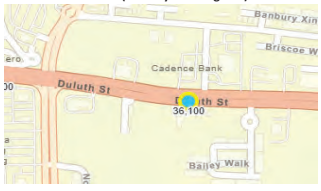
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Milton Ave (W of Roswell St)	121-0816	00133601	6,820	7,490	7,390	7,570	6,410

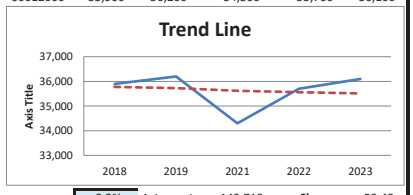




Growth Rate	-0.8%	**Intercept**	98,533	**Slope**	-45.23
Trend Line	7,254	7,208	7,118	7,073	7,027

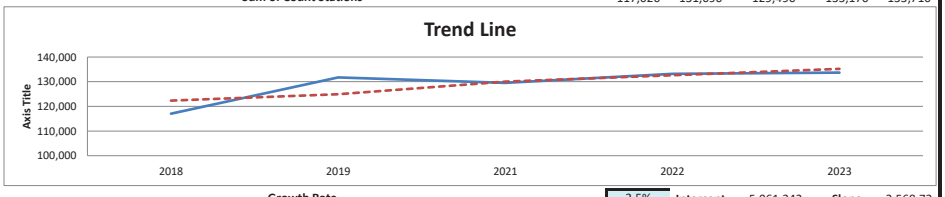
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Duluth St (E of Haynes Bridge Rd)	121-0308	00012000	35,900	36,200	34,300	35,700	36,100





Growth Rate	-0.2%	**Intercept**	143,719	**Slope**	-53.49
Trend Line	35,779	35,726	35,619	35,565	35,512

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	117,020	131,690	129,490	133,170	133,710



Growth Rate	2.5%	**Intercept**	-5,061,342	**Slope**	2,568.72
Trend Line	122,337	124,906	130,043	132,612	135,181

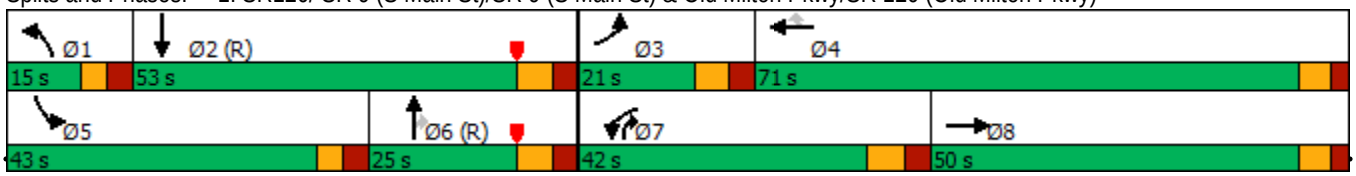
EXISTING INTERSECTION ANALYSIS

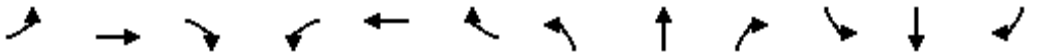
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	36	989	626	819	231	44	240	326	550	575
Future Volume (vph)	36	989	626	819	231	44	240	326	550	575
Lane Group Flow (vph)	38	1061	659	862	243	46	253	343	579	636
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8	7	4		1	6	7	5	2
Permitted Phases					4			6		
Detector Phase	3	8	7	4	4	1	6	7	5	2
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	15.0	6.0	6.0	15.0
Minimum Split (s)	15.0	46.3	15.0	32.3	32.3	15.0	45.2	15.0	15.0	51.2
Total Split (s)	21.0	50.0	42.0	71.0	71.0	15.0	25.0	42.0	43.0	53.0
Total Split (%)	13.1%	31.3%	26.3%	44.4%	44.4%	9.4%	15.6%	26.3%	26.9%	33.1%
Yellow Time (s)	4.0	3.9	4.7	3.9	3.9	3.3	4.2	4.7	3.0	4.2
All-Red Time (s)	3.0	2.4	3.0	2.4	2.4	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.3	7.7	6.3	6.3	6.3	7.2	7.7	6.0	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	None	C-Min
v/c Ratio	0.39	0.80	0.91	0.59	0.30	0.51	0.43	0.53	0.84	0.56
Control Delay	75.8	80.6	79.2	37.0	5.6	93.4	64.6	28.1	78.5	71.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
Total Delay	75.8	80.6	79.2	37.0	5.6	105.3	64.6	28.1	78.5	71.4
Queue Length 50th (ft)	39	375	348	360	13	48	128	180	325	359
Queue Length 95th (ft)	m80	473	#448	441	71	95	186	298	388	427
Internal Link Dist (ft)		523		753			763			618
Turn Bay Length (ft)	155		385		250	140		290	200	
Base Capacity (vph)	151	1413	743	1468	810	98	586	656	809	1139
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	21	0	32	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.75	0.89	0.60	0.30	0.70	0.43	0.52	0.72	0.56

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 122 (76%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR120/ SR 9 (S Main St)/SR 9 (S Main St) & Old Milton Pkwy/SR 120 (Old Milton Pkwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	989	19	626	819	231	44	240	326	550	575	29
Future Volume (veh/h)	36	989	19	626	819	231	44	240	326	550	575	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1885	1811	1900	1900	1856	1856	1900	1856	1870
Adj Flow Rate, veh/h	38	1041	20	659	862	0	46	253	343	579	605	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	0	1	6	0	0	3	3	0	3	2
Cap, veh/h	54	1320	25	707	1475		60	668	616	652	1161	59
Arrive On Green	0.01	0.08	0.08	0.20	0.43	0.00	0.03	0.19	0.19	0.06	0.11	0.11
Sat Flow, veh/h	1753	5239	101	3483	3441	1610	1810	3526	1568	3510	3412	175
Grp Volume(v), veh/h	38	687	374	659	862	0	46	253	343	579	312	324
Grp Sat Flow(s),veh/h/ln	1753	1729	1882	1742	1721	1610	1810	1763	1568	1755	1763	1824
Q Serve(g_s), s	3.5	31.2	31.2	29.8	30.6	0.0	4.0	10.0	27.2	26.2	26.7	26.8
Cycle Q Clear(g_c), s	3.5	31.2	31.2	29.8	30.6	0.0	4.0	10.0	27.2	26.2	26.7	26.8
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	54	871	474	707	1475		60	668	616	652	600	621
V/C Ratio(X)	0.71	0.79	0.79	0.93	0.58		0.77	0.38	0.56	0.89	0.52	0.52
Avail Cap(c_a), veh/h	153	944	514	747	1475		98	668	616	812	600	621
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.5	69.2	69.2	62.7	34.8	0.0	76.8	56.6	37.8	73.5	58.7	58.7
Incr Delay (d2), s/veh	14.1	4.6	8.2	18.0	0.9	0.0	18.7	1.6	3.6	10.1	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	15.2	17.0	14.7	12.8	0.0	2.2	4.6	11.1	13.4	13.3	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.5	73.7	77.3	80.7	35.8	0.0	95.5	58.2	41.4	83.5	61.9	61.8
LnGrp LOS	F	E	E	F	D		F	E	D	F	E	E
Approach Vol, veh/h		1099			1521			642			1215	
Approach Delay, s/veh		75.6			55.2			51.9			72.2	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	61.7	11.9	74.9	35.7	37.5	40.2	46.6
Change Period (Y+Rc), s	* 6.3	7.2	7.0	6.3	6.0	7.2	7.7	6.3
Max Green Setting (Gmax), s	* 8.7	45.8	14.0	64.7	37.0	17.8	34.3	43.7
Max Q Clear Time (g_c+I1), s	6.0	28.8	5.5	32.6	28.2	29.2	31.8	33.2
Green Ext Time (p_c), s	0.0	6.2	0.0	12.1	1.5	0.0	0.7	7.1

Intersection Summary	
HCM 6th Ctrl Delay	64.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	24	14	525	19	24	1183	18
Future Vol, veh/h	0	0	8	0	0	24	14	525	19	24	1183	18
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	70	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	9	17	4	12	12	2	0
Mvmt Flow	0	0	10	0	0	30	18	665	24	30	1497	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	763	-	-	334	1523	0	-	665	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.08	4.44	-	-	4.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.39	2.37	-	-	2.32	-	-
Pot Cap-1 Maneuver	0	0	351	0	0	642	368	-	0	856	-	-
Stage 1	0	0	-	0	0	-	-	-	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	-	350	-	-	641	367	-	-	856	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	10.9	0.4	0.2
HCM LOS	C	B		

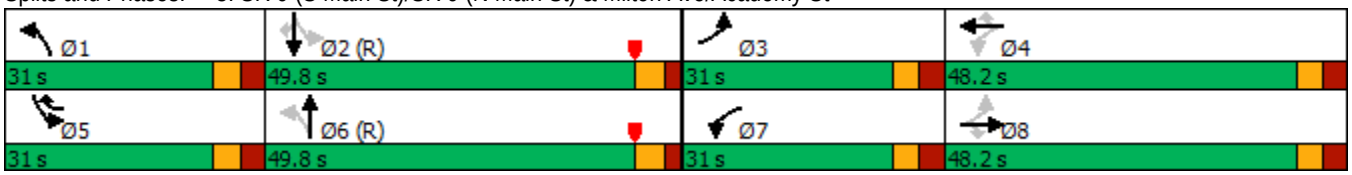
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	367	-	350	641	856	-	-
HCM Lane V/C Ratio	0.048	-	0.029	0.047	0.035	-	-
HCM Control Delay (s)	15.3	-	15.6	10.9	9.4	-	-
HCM Lane LOS	C	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	113	213	80	86	204	200	72	552	295	1088	62
Future Volume (vph)	113	213	80	86	204	200	72	552	295	1088	62
Lane Group Flow (vph)	123	232	87	93	222	217	78	639	321	1183	67
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	3	8		7	4	5	1	6	5	2	
Permitted Phases	8		8	4		4	6		2		2
Detector Phase	3	8	8	7	4	5	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	6.0	15.0	6.0	15.0	15.0
Minimum Split (s)	15.0	30.2	30.2	15.0	32.2	15.0	15.0	31.9	15.0	28.9	28.9
Total Split (s)	31.0	48.2	48.2	31.0	48.2	31.0	31.0	49.8	31.0	49.8	49.8
Total Split (%)	19.4%	30.1%	30.1%	19.4%	30.1%	19.4%	19.4%	31.1%	19.4%	31.1%	31.1%
Yellow Time (s)	3.1	3.2	3.2	3.2	3.2	3.2	3.2	3.7	3.2	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.2	3.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.2	6.2	6.2	6.2	6.2	6.2	5.9	6.2	5.9	5.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min	C-Min
v/c Ratio	0.53	0.75	0.26	0.43	0.79	0.38	0.30	0.38	0.61	0.59	0.07
Control Delay	52.0	78.2	7.2	49.1	84.5	5.7	13.3	18.1	18.4	26.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	78.2	7.2	49.1	84.5	5.7	13.3	18.1	18.4	26.5	0.9
Queue Length 50th (ft)	101	235	0	75	228	0	18	125	135	412	0
Queue Length 95th (ft)	145	315	34	113	309	55	46	198	230	600	7
Internal Link Dist (ft)		526			208			1013		405	
Turn Bay Length (ft)	90		75	110			120		230		75
Base Capacity (vph)	337	498	483	350	498	634	438	1673	579	2014	914
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.47	0.18	0.27	0.45	0.34	0.18	0.38	0.55	0.59	0.07

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 15 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 9 (S Main St)/SR 9 (N Main St) & Milton Ave/Academy St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	213	80	86	204	200	72	552	36	295	1088	62
Future Volume (veh/h)	113	213	80	86	204	200	72	552	36	295	1088	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	232	87	93	222	217	78	600	39	321	1183	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	314	260	198	288	389	287	1714	111	555	2129	943
Arrive On Green	0.07	0.17	0.17	0.06	0.15	0.15	0.04	0.53	0.53	0.09	0.59	0.59
Sat Flow, veh/h	1810	1900	1569	1810	1900	1575	1810	3220	209	1810	3610	1599
Grp Volume(v), veh/h	123	232	87	93	222	217	78	336	303	321	1183	67
Grp Sat Flow(s),veh/h/ln	1810	1900	1569	1810	1900	1575	1810	1805	1624	1810	1805	1599
Q Serve(g_s), s	9.1	18.6	7.8	6.9	18.0	19.3	3.1	17.1	17.2	12.5	32.0	2.9
Cycle Q Clear(g_c), s	9.1	18.6	7.8	6.9	18.0	19.3	3.1	17.1	17.2	12.5	32.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	209	314	260	198	288	389	287	961	865	555	2129	943
V/C Ratio(X)	0.59	0.74	0.34	0.47	0.77	0.56	0.27	0.35	0.35	0.58	0.56	0.07
Avail Cap(c_a), veh/h	364	499	412	378	499	564	501	961	865	666	2129	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	63.5	59.0	54.0	65.2	52.9	17.5	21.5	21.5	14.6	20.0	14.1
Incr Delay (d2), s/veh	1.9	4.7	1.1	1.3	3.3	0.9	0.5	1.0	1.1	0.7	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.5	3.2	3.2	9.0	7.9	1.4	7.7	6.9	5.2	13.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	68.2	60.0	55.3	68.5	53.8	18.1	22.5	22.6	15.3	21.1	14.2
LnGrp LOS	E	E	E	E	E	D	B	C	C	B	C	B
Approach Vol, veh/h		442			532			717			1571	
Approach Delay, s/veh		62.9			60.2			22.1			19.6	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	100.3	17.3	30.4	21.2	91.1	15.1	32.7
Change Period (Y+Rc), s	* 6.2	5.9	6.1	* 6.2	* 6.2	5.9	* 6.2	* 6.2
Max Green Setting (Gmax), s	* 25	43.9	24.9	* 42	* 25	43.9	* 25	* 42
Max Q Clear Time (g_c+I1), s	5.1	34.0	11.1	21.3	14.5	19.2	8.9	20.6
Green Ext Time (p_c), s	0.2	6.9	0.2	1.6	0.5	5.9	0.1	2.4

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

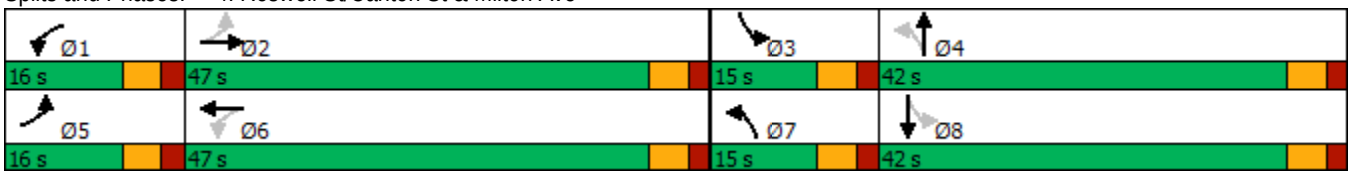
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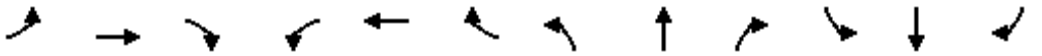
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBT	NBT	SBT	Ø1	Ø3	Ø5	Ø7
Lane Configurations								
Traffic Volume (vph)	361	183	0	0				
Future Volume (vph)	361	183	0	0				
Lane Group Flow (vph)	431	218	14	11				
Turn Type	NA	NA	NA	NA				
Protected Phases	2	6	4	8	1	3	5	7
Permitted Phases								
Detector Phase	2	6	4	8				
Switch Phase								
Minimum Initial (s)	15.0	15.0	6.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	40.5	40.5	40.9	41.2	15.9	15.0	15.0	15.0
Total Split (s)	47.0	47.0	42.0	42.0	16.0	15.0	16.0	15.0
Total Split (%)	39.2%	39.2%	35.0%	35.0%	13%	13%	13%	13%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.5	5.5	5.5	5.5				
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	None	None	None	None	None	None
v/c Ratio	0.25	0.15	0.05	0.04				
Control Delay	5.2	5.0	15.6	15.6				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	5.2	5.0	15.6	15.6				
Queue Length 50th (ft)	0	0	2	2				
Queue Length 95th (ft)	211	108	16	14				
Internal Link Dist (ft)	290	526	449	397				
Turn Bay Length (ft)								
Base Capacity (vph)	1708	1452	1127	1160				
Starvation Cap Reductn	0	0	0	0				
Spillback Cap Reductn	0	0	0	0				
Storage Cap Reductn	0	0	0	0				
Reduced v/c Ratio	0.25	0.15	0.01	0.01				

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 47
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Roswell St/Canton St & Milton Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	361	1	0	183	0	0	0	12	0	0	9
Future Volume (veh/h)	0	361	1	0	183	0	0	0	12	0	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.90	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	1.00	0.87
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	430	1	0	218	0	0	0	14	0	0	11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	626	902	2	473	769	0	559	0	366	555	0	385
Arrive On Green	0.00	0.48	0.48	0.00	0.48	0.00	0.00	0.00	0.29	0.00	0.00	0.29
Sat Flow, veh/h	1810	1895	4	1810	1615	0	1810	0	1281	1810	0	1346
Grp Volume(v), veh/h	0	0	431	0	218	0	0	0	14	0	0	11
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1615	0	1810	0	1281	1810	0	1346
Q Serve(g_s), s	0.0	0.0	7.1	0.0	3.8	0.0	0.0	0.0	0.4	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	7.1	0.0	3.8	0.0	0.0	0.0	0.4	0.0	0.0	0.3
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	626	0	904	473	769	0	559	0	366	555	0	385
V/C Ratio(X)	0.00	0.00	0.48	0.00	0.28	0.00	0.00	0.00	0.04	0.00	0.00	0.03
Avail Cap(c_a), veh/h	1033	0	1706	880	1450	0	927	0	1012	923	0	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	8.2	0.0	7.3	0.0	0.0	0.0	11.9	0.0	0.0	11.9
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.5	0.0	1.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.0	0.0	7.8	0.0	0.0	0.0	12.0	0.0	0.0	11.9
LnGrp LOS	A	A	A	A	A	A	A	A	B	A	A	B
Approach Vol, veh/h		431			218			14			11	
Approach Delay, s/veh		9.0			7.8			12.0			11.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	27.5	0.0	18.7	0.0	27.5	0.0	18.7
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	10.5	41.5	9.5	36.5	10.5	41.5	9.5	36.5
Max Q Clear Time (g_c+I1), s	0.0	9.1	0.0	2.4	0.0	5.8	0.0	2.3
Green Ext Time (p_c), s	0.0	6.0	0.0	0.0	0.0	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	6	12	8	13	16	5	320	3	16	242	19
Future Vol, veh/h	34	6	12	8	13	16	5	320	3	16	242	19
Conflicting Peds, #/hr	13	0	12	5	0	6	12	0	5	6	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	6	13	8	14	17	5	333	3	17	252	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	682	661	287	669	670	354	285	0	0	342	0	0
Stage 1	309	309	-	351	351	-	-	-	-	-	-	-
Stage 2	373	352	-	318	319	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	367	385	757	374	381	694	1289	-	-	1228	-	-
Stage 1	705	663	-	670	636	-	-	-	-	-	-	-
Stage 2	652	635	-	698	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	334	370	739	351	367	681	1273	-	-	1221	-	-
Mov Cap-2 Maneuver	334	370	-	351	367	-	-	-	-	-	-	-
Stage 1	693	644	-	663	629	-	-	-	-	-	-	-
Stage 2	612	628	-	661	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	13.7	0.1	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1273	-	-	387	453	1221	-	-
HCM Lane V/C Ratio	0.004	-	-	0.14	0.085	0.014	-	-
HCM Control Delay (s)	7.8	0	-	15.8	13.7	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

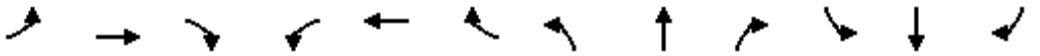
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	33	1004	49	69	672	28	51	141	115
Future Volume (vph)	33	1004	49	69	672	28	51	141	115
Lane Group Flow (vph)	34	1035	51	71	830	29	93	145	145
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	6.0	8.0	6.0	8.0
Minimum Split (s)	15.0	28.9	28.9	15.0	36.9	15.0	47.7	15.0	39.7
Total Split (s)	15.0	78.0	78.0	19.0	82.0	15.0	41.0	22.0	48.0
Total Split (%)	9.4%	48.8%	48.8%	11.9%	51.3%	9.4%	25.6%	13.8%	30.0%
Yellow Time (s)	3.3	3.5	3.5	3.1	3.5	3.3	3.7	3.1	3.7
All-Red Time (s)	3.0	2.4	2.4	3.0	2.4	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.9	5.9	6.1	5.9	6.3	6.7	6.1	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.08	0.46	0.05	0.21	0.37	0.16	0.60	0.55	0.52
Control Delay	8.3	16.9	0.1	9.8	29.5	51.2	69.9	61.4	67.2
Queue Delay	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Total Delay	8.3	16.9	0.1	9.8	30.9	51.2	69.9	61.4	67.2
Queue Length 50th (ft)	10	287	0	39	438	25	73	131	139
Queue Length 95th (ft)	24	382	0	m66	523	53	133	194	212
Internal Link Dist (ft)		629			523		492		465
Turn Bay Length (ft)	360		430	290		120		115	
Base Capacity (vph)	453	2254	1075	402	2223	197	398	273	474
Starvation Cap Reductn	0	0	0	0	1133	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.46	0.05	0.18	0.76	0.15	0.23	0.53	0.31

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Roswell St & Old Milton Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1004	49	69	672	133	28	51	39	141	115	25
Future Volume (veh/h)	33	1004	49	69	672	133	28	51	39	141	115	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1856	1870	1900	1900	1900	1900	1870	1900
Adj Flow Rate, veh/h	34	1035	0	71	693	137	29	53	40	145	119	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	0	3	2	0	0	0	0	2	0
Cap, veh/h	472	2350		396	1941	384	155	68	51	220	185	40
Arrive On Green	0.03	0.66	0.00	0.04	0.66	0.66	0.03	0.07	0.07	0.09	0.12	0.12
Sat Flow, veh/h	1810	3582	1610	1810	2934	580	1810	1005	758	1810	1487	325
Grp Volume(v), veh/h	34	1035	0	71	416	414	29	0	93	145	0	145
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1763	1751	1810	0	1763	1810	0	1812
Q Serve(g_s), s	1.0	22.4	0.0	2.0	16.7	16.8	2.4	0.0	8.3	11.6	0.0	12.2
Cycle Q Clear(g_c), s	1.0	22.4	0.0	2.0	16.7	16.8	2.4	0.0	8.3	11.6	0.0	12.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.43	1.00		0.18
Lane Grp Cap(c), veh/h	472	2350		396	1166	1159	155	0	119	220	0	226
V/C Ratio(X)	0.07	0.44		0.18	0.36	0.36	0.19	0.00	0.78	0.66	0.00	0.64
Avail Cap(c_a), veh/h	517	2350		477	1166	1159	204	0	378	245	0	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.79	0.79	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	13.3	0.0	9.7	12.0	12.0	66.7	0.0	73.5	61.0	0.0	66.7
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.2	0.7	0.7	0.6	0.0	10.6	5.5	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.1	0.0	0.8	6.7	6.7	1.1	0.0	4.2	5.8	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	13.9	0.0	9.9	12.7	12.7	67.3	0.0	84.1	66.4	0.0	69.7
LnGrp LOS	A	B		A	B	B	E	A	F	E	A	E
Approach Vol, veh/h		1069			901			122			290	
Approach Delay, s/veh		13.7			12.4			80.1			68.1	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	111.8	19.8	17.5	11.8	110.9	10.6	26.6
Change Period (Y+Rc), s	* 6.3	5.9	6.1	* 6.7	6.1	5.9	* 6.3	* 6.7
Max Green Setting (Gmax), s	* 8.7	76.1	15.9	* 34	12.9	72.1	* 8.7	* 41
Max Q Clear Time (g_c+I1), s	3.0	18.8	13.6	10.3	4.0	24.4	4.4	14.2
Green Ext Time (p_c), s	0.0	13.6	0.1	0.5	0.1	18.9	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

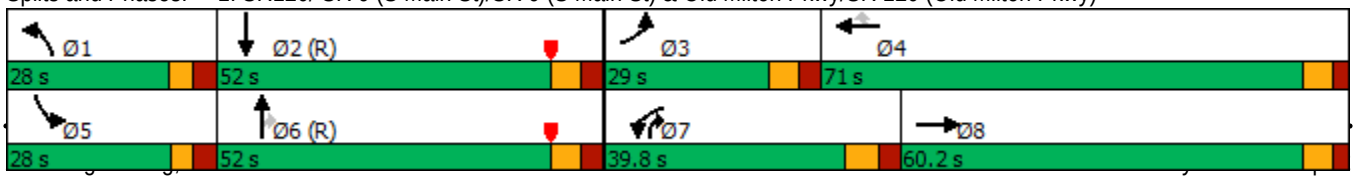
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

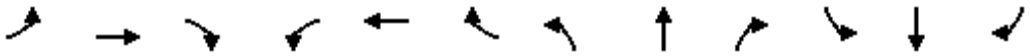
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	69	814	372	1356	381	109	644	442	375	439
Future Volume (vph)	69	814	372	1356	381	109	644	442	375	439
Lane Group Flow (vph)	72	874	388	1413	397	114	671	460	391	495
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8	7	4		1	6	7	5	2
Permitted Phases					4			6		
Detector Phase	3	8	7	4	4	1	6	7	5	2
Switch Phase										
Minimum Initial (s)	6.0	8.0	6.0	8.0	8.0	6.0	15.0	6.0	6.0	15.0
Minimum Split (s)	15.0	46.3	15.0	32.3	32.3	15.0	45.2	15.0	15.0	51.2
Total Split (s)	29.0	60.2	39.8	71.0	71.0	28.0	52.0	39.8	28.0	52.0
Total Split (%)	16.1%	33.4%	22.1%	39.4%	39.4%	15.6%	28.9%	22.1%	15.6%	28.9%
Yellow Time (s)	4.0	3.9	4.7	3.9	3.9	3.3	4.2	4.7	3.0	4.2
All-Red Time (s)	3.0	2.4	3.0	2.4	2.4	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.3	7.7	6.3	6.3	6.3	7.2	7.7	6.0	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	Min	None	C-Min	None	None	C-Min
v/c Ratio	0.59	0.60	0.77	1.12	0.58	0.69	0.63	0.64	0.92	0.43
Control Delay	91.9	72.8	84.7	117.3	27.9	99.9	58.1	33.7	107.3	35.4
Queue Delay	0.0	0.0	0.0	2.5	0.0	672.3	0.0	0.0	0.0	0.0
Total Delay	91.9	72.8	84.7	119.8	27.9	772.2	58.1	33.7	107.3	35.5
Queue Length 50th (ft)	85	373	230	~1007	207	133	362	338	203	247
Queue Length 95th (ft)	143	425	282	#1146	328	204	454	455	#328	292
Internal Link Dist (ft)		523		753			763			618
Turn Bay Length (ft)	155		385		250	140		290	200	
Base Capacity (vph)	206	1548	618	1259	680	217	1071	772	428	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	501	0	217	0	0	0	44
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.56	0.63	1.86	0.58	114.00	0.63	0.60	0.91	0.45

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 5 (3%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR120/ SR 9 (S Main St)/SR 9 (S Main St) & Old Milton Pkwy/SR 120 (Old Milton Pkwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	814	25	372	1356	381	109	644	442	375	439	36
Future Volume (veh/h)	69	814	25	372	1356	381	109	644	442	375	439	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1900	1885	1856	1900	1900	1885	1870	1900	1870	1870
Adj Flow Rate, veh/h	72	848	26	388	1412	0	114	671	460	391	457	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	0	0	1	3	0	0	1	2	0	2	2
Cap, veh/h	89	1456	45	439	1267		134	1149	705	422	1212	100
Arrive On Green	0.02	0.09	0.09	0.13	0.36	0.00	0.07	0.32	0.32	0.24	0.73	0.73
Sat Flow, veh/h	1711	5170	158	3483	3526	1610	1810	3582	1575	3510	3317	275
Grp Volume(v), veh/h	72	567	307	388	1412	0	114	671	460	391	244	251
Grp Sat Flow(s),veh/h/ln	1711	1729	1871	1742	1763	1610	1810	1791	1575	1755	1777	1815
Q Serve(g_s), s	7.6	28.3	28.4	19.7	64.7	0.0	11.2	28.2	41.1	19.6	9.2	9.3
Cycle Q Clear(g_c), s	7.6	28.3	28.4	19.7	64.7	0.0	11.2	28.2	41.1	19.6	9.2	9.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	89	974	527	439	1267		134	1149	705	422	649	663
V/C Ratio(X)	0.81	0.58	0.58	0.88	1.11		0.85	0.58	0.65	0.93	0.38	0.38
Avail Cap(c_a), veh/h	209	1035	560	621	1267		218	1149	705	429	649	663
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.5	71.5	71.5	77.3	57.7	0.0	82.4	51.1	38.9	67.6	16.6	16.6
Incr Delay (d2), s/veh	14.5	1.2	2.3	10.6	62.8	0.0	15.7	2.2	4.7	25.8	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	13.4	14.7	9.4	39.2	0.0	5.8	13.1	16.8	9.5	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.1	72.7	73.8	87.9	120.4	0.0	98.1	53.3	43.5	93.4	18.2	18.2
LnGrp LOS	F	E	E	F	F		F	D	D	F	B	B
Approach Vol, veh/h		946			1800			1245			886	
Approach Delay, s/veh		75.3			113.4			53.8			51.4	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	73.0	16.4	71.0	27.7	65.0	30.4	57.0
Change Period (Y+Rc), s	* 6.3	7.2	7.0	6.3	6.0	7.2	7.7	6.3
Max Green Setting (Gmax), s	* 22	44.8	22.0	64.7	22.0	44.8	32.1	53.9
Max Q Clear Time (g_c+I1), s	13.2	11.3	9.6	66.7	21.6	43.1	21.7	30.4
Green Ext Time (p_c), s	0.2	6.2	0.1	0.0	0.1	1.4	1.0	10.4

Intersection Summary	
HCM 6th Ctrl Delay	79.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	21	0	0	89	48	877	67	54	651	26
Future Vol, veh/h	0	0	21	0	0	89	48	877	67	54	651	26
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	7	1	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	70	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	23	0	0	97	52	953	73	59	708	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	374	-	-	482	742	0	-	954	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	629	0	0	536	874	-	0	729	-	-
Stage 1	0	0	-	0	0	-	-	-	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	-	625	-	-	533	869	-	-	728	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	13.2	0.5	0.8
HCM LOS	B	B		

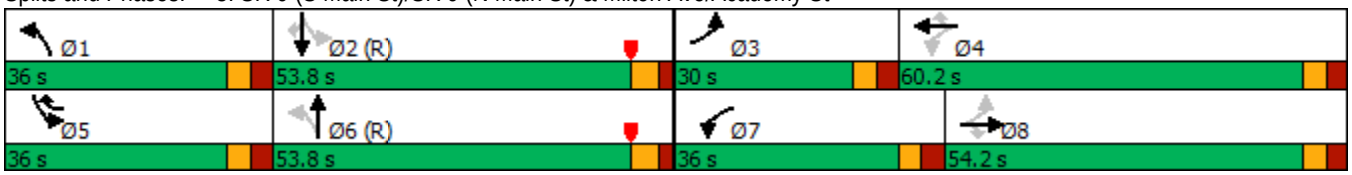
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	869	-	625	533	728	-	-
HCM Lane V/C Ratio	0.06	-	0.037	0.181	0.081	-	-
HCM Control Delay (s)	9.4	-	11	13.2	10.4	-	-
HCM Lane LOS	A	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.7	0.3	-	-

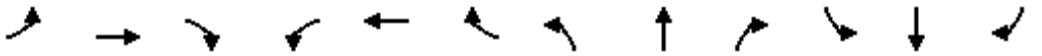
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	82	182	85	94	314	490	98	771	227	816	93
Future Volume (vph)	82	182	85	94	314	490	98	771	227	816	93
Lane Group Flow (vph)	86	192	89	99	331	516	103	861	239	859	98
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	3	8		7	4	5	1	6	5	2	
Permitted Phases	8		8	4		4	6		2		2
Detector Phase	3	8	8	7	4	5	1	6	5	2	2
Switch Phase											
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	6.0	6.0	15.0	6.0	15.0	15.0
Minimum Split (s)	15.0	30.2	30.2	15.0	32.2	15.0	15.0	31.9	15.0	28.9	28.9
Total Split (s)	30.0	54.2	54.2	36.0	60.2	36.0	36.0	53.8	36.0	53.8	53.8
Total Split (%)	16.7%	30.1%	30.1%	20.0%	33.4%	20.0%	20.0%	29.9%	20.0%	29.9%	29.9%
Yellow Time (s)	3.1	3.2	3.2	3.2	3.2	3.2	3.2	3.7	3.2	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.2	3.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.2	6.2	6.2	6.2	6.2	6.2	5.9	6.2	5.9	5.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min	C-Min
v/c Ratio	0.49	0.51	0.24	0.35	0.86	0.82	0.28	0.53	0.58	0.45	0.12
Control Delay	53.5	67.9	9.9	47.9	89.5	40.7	30.2	61.7	21.5	28.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	67.9	9.9	47.9	89.5	40.7	30.2	61.7	21.5	28.9	5.6
Queue Length 50th (ft)	75	205	0	87	382	342	81	514	116	323	2
Queue Length 95th (ft)	112	275	46	126	477	409	138	623	197	467	42
Internal Link Dist (ft)		526			208			1013		405	
Turn Bay Length (ft)	90		75	110			120		230		75
Base Capacity (vph)	291	506	466	406	570	705	537	1626	491	1917	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.38	0.19	0.24	0.58	0.73	0.19	0.53	0.49	0.45	0.12

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 161 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 9 (S Main St)/SR 9 (N Main St) & Milton Ave/Academy St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	182	85	94	314	490	98	771	47	227	816	93
Future Volume (veh/h)	82	182	85	94	314	490	98	771	47	227	816	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	192	89	99	331	516	103	812	49	239	859	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	559	460	367	570	609	306	1410	85	354	1720	752
Arrive On Green	0.04	0.29	0.29	0.05	0.30	0.30	0.04	0.44	0.44	0.08	0.48	0.48
Sat Flow, veh/h	1810	1900	1564	1810	1900	1575	1810	3238	195	1810	3610	1578
Grp Volume(v), veh/h	86	192	89	99	331	516	103	453	408	239	859	98
Grp Sat Flow(s),veh/h/ln	1810	1900	1564	1810	1900	1575	1810	1805	1628	1810	1805	1578
Q Serve(g_s), s	5.9	14.3	7.7	6.8	26.6	54.0	5.7	34.0	34.0	12.8	29.4	6.2
Cycle Q Clear(g_c), s	5.9	14.3	7.7	6.8	26.6	54.0	5.7	34.0	34.0	12.8	29.4	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	221	559	460	367	570	609	306	786	709	354	1720	752
V/C Ratio(X)	0.39	0.34	0.19	0.27	0.58	0.85	0.34	0.58	0.58	0.67	0.50	0.13
Avail Cap(c_a), veh/h	381	559	460	577	570	609	526	786	709	500	1720	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	49.9	47.6	41.6	53.4	50.7	27.5	38.3	38.3	28.5	32.4	26.3
Incr Delay (d2), s/veh	0.8	0.5	0.3	0.3	1.3	10.6	0.7	3.1	3.4	1.7	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.0	3.1	3.2	13.1	23.3	2.6	16.0	14.5	5.8	13.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	50.4	47.8	41.9	54.7	61.2	28.2	41.3	41.7	30.1	33.4	26.6
LnGrp LOS	D	D	D	D	D	E	C	D	D	C	C	C
Approach Vol, veh/h		367			946			964			1196	
Approach Delay, s/veh		48.4			56.9			40.1			32.2	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	91.7	14.1	60.2	21.5	84.3	15.1	59.1
Change Period (Y+Rc), s	* 6.2	5.9	6.1	* 6.2	* 6.2	5.9	* 6.2	* 6.2
Max Green Setting (Gmax), s	* 30	47.9	23.9	* 54	* 30	47.9	* 30	* 48
Max Q Clear Time (g_c+I1), s	7.7	31.4	7.9	56.0	14.8	36.0	8.8	16.3
Green Ext Time (p_c), s	0.3	7.7	0.1	0.0	0.4	5.6	0.2	2.2

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

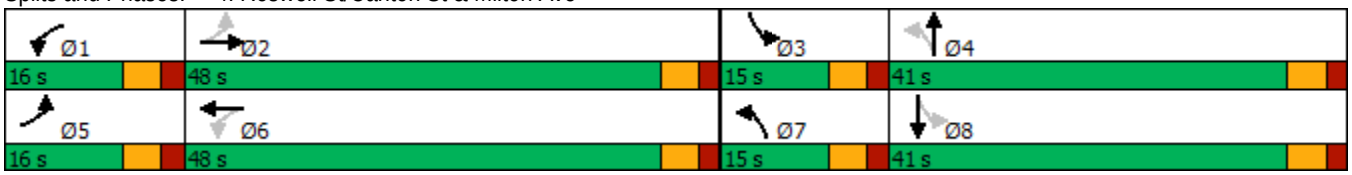
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

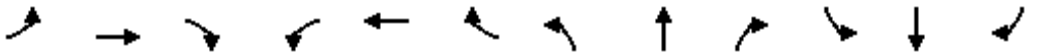
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	261	1	368	3	0	1	0
Future Volume (vph)	3	261	1	368	3	0	1	0
Lane Group Flow (vph)	3	288	1	404	3	44	1	14
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	6.0	5.0	6.0
Minimum Split (s)	15.0	40.5	15.9	40.5	15.0	40.9	15.0	40.9
Total Split (s)	16.0	48.0	16.0	48.0	15.0	41.0	15.0	41.0
Total Split (%)	13.3%	40.0%	13.3%	40.0%	12.5%	34.2%	12.5%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
v/c Ratio	0.00	0.22	0.00	0.36	0.01	0.18	0.00	0.06
Control Delay	10.0	11.2	10.0	13.0	16.3	21.5	16.0	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	11.2	10.0	13.0	16.3	21.5	16.0	20.4
Queue Length 50th (ft)	0	31	0	48	1	11	0	4
Queue Length 95th (ft)	6	222	3	348	7	50	4	22
Internal Link Dist (ft)		290		526		449		397
Turn Bay Length (ft)	15		185		160		250	
Base Capacity (vph)	789	1611	858	1370	470	946	465	972
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	0.00	0.18	0.00	0.29	0.01	0.05	0.00	0.01

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 54.1
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Roswell St/Canton St & Milton Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	261	1	1	368	0	3	0	40	1	0	13
Future Volume (veh/h)	3	261	1	1	368	0	3	0	40	1	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.91	0.95		1.00	0.92		0.86	0.89		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	1.00	0.87
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	287	1	1	404	0	3	0	44	1	0	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	738	3	381	626	0	534	0	429	487	0	433
Arrive On Green	0.00	0.39	0.39	0.00	0.39	0.00	0.00	0.00	0.35	0.00	0.00	0.35
Sat Flow, veh/h	1810	1891	7	1810	1615	0	1810	0	1226	1810	0	1246
Grp Volume(v), veh/h	3	0	288	1	404	0	3	0	44	1	0	14
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	1615	0	1810	0	1226	1810	0	1246
Q Serve(g_s), s	0.1	0.0	9.3	0.0	17.5	0.0	0.1	0.0	2.1	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.1	0.0	9.3	0.0	17.5	0.0	0.1	0.0	2.1	0.0	0.0	0.6
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	740	381	626	0	534	0	429	487	0	433
V/C Ratio(X)	0.01	0.00	0.39	0.00	0.65	0.00	0.01	0.00	0.10	0.00	0.00	0.03
Avail Cap(c_a), veh/h	481	0	942	601	802	0	728	0	508	686	0	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	18.8	16.5	21.4	0.0	18.0	0.0	18.8	18.2	0.0	18.4
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	2.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.2	0.0	6.8	0.0	0.0	0.0	0.6	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	19.5	16.5	23.8	0.0	18.0	0.0	18.9	18.2	0.0	18.5
LnGrp LOS	B	A	B	B	C	A	B	A	B	B	A	B
Approach Vol, veh/h		291			405			47			15	
Approach Delay, s/veh		19.5			23.8			18.8			18.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	38.9	5.6	35.5	5.8	38.7	5.8	35.2
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	10.5	42.5	9.5	35.5	10.5	42.5	9.5	35.5
Max Q Clear Time (g_c+I1), s	2.0	11.3	2.0	4.1	2.1	19.5	2.1	2.6
Green Ext Time (p_c), s	0.0	3.6	0.0	0.2	0.0	4.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	9	22	8	16	25	17	290	11	13	191	33
Future Vol, veh/h	30	9	22	8	16	25	17	290	11	13	191	33
Conflicting Peds, #/hr	7	0	10	6	0	3	10	0	6	3	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	10	24	9	17	27	18	312	12	14	205	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	644	627	243	638	638	331	250	0	0	330	0	0
Stage 1	261	261	-	360	360	-	-	-	-	-	-	-
Stage 2	383	366	-	278	278	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	389	403	801	392	397	715	1327	-	-	1241	-	-
Stage 1	748	696	-	662	630	-	-	-	-	-	-	-
Stage 2	644	626	-	733	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	385	786	359	379	706	1314	-	-	1234	-	-
Mov Cap-2 Maneuver	347	385	-	359	379	-	-	-	-	-	-	-
Stage 1	729	680	-	647	616	-	-	-	-	-	-	-
Stage 2	588	612	-	685	668	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	13.2	0.4	0.4
HCM LOS	B	B		

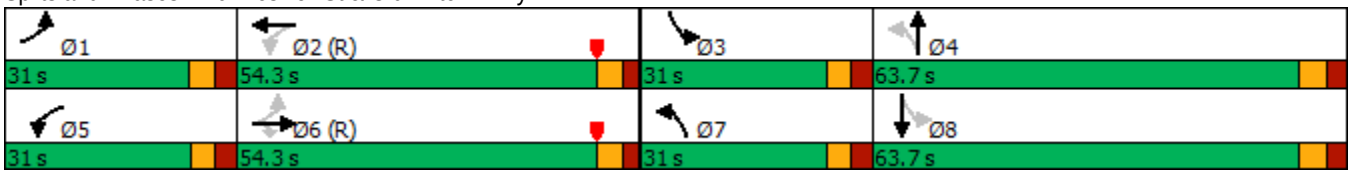
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1314	-	-	443	490	1234	-	-
HCM Lane V/C Ratio	0.014	-	-	0.148	0.108	0.011	-	-
HCM Control Delay (s)	7.8	0	-	14.5	13.2	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0	-	-

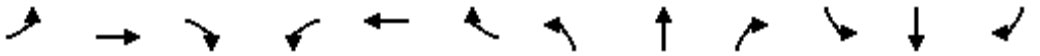
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	744	49	18	1178	70	156	126	54
Future Volume (vph)	56	744	49	18	1178	70	156	126	54
Lane Group Flow (vph)	57	759	50	18	1412	71	215	129	95
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0	6.0	8.0	6.0	8.0
Minimum Split (s)	15.0	28.9	28.9	15.0	36.9	15.0	47.7	15.0	39.7
Total Split (s)	31.0	54.3	54.3	31.0	54.3	31.0	63.7	31.0	63.7
Total Split (%)	17.2%	30.2%	30.2%	17.2%	30.2%	17.2%	35.4%	17.2%	35.4%
Yellow Time (s)	3.3	3.5	3.5	3.1	3.5	3.3	3.7	3.1	3.7
All-Red Time (s)	3.0	2.4	2.4	3.0	2.4	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.9	5.9	6.1	5.9	6.3	6.7	6.1	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.29	0.35	0.05	0.04	0.68	0.23	0.76	0.52	0.29
Control Delay	17.4	20.1	0.1	18.6	55.8	48.1	85.8	55.9	49.1
Queue Delay	0.0	0.0	0.0	0.0	49.6	0.0	0.0	0.0	0.0
Total Delay	17.4	20.1	0.1	18.6	105.4	48.1	85.8	55.9	49.1
Queue Length 50th (ft)	23	237	0	12	924	64	238	120	77
Queue Length 95th (ft)	55	363	0	m17	m840	96	309	160	124
Internal Link Dist (ft)		629			523		492		465
Turn Bay Length (ft)	360		430	290		120		115	
Base Capacity (vph)	347	2169	1000	555	2063	429	575	318	568
Starvation Cap Reductn	0	0	0	0	1040	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.35	0.05	0.03	1.38	0.17	0.37	0.41	0.17

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 25 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Roswell St & Old Milton Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	744	49	18	1178	206	70	156	55	126	54	39
Future Volume (veh/h)	56	744	49	18	1178	206	70	156	55	126	54	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1885	1900	1900	1885	1870	1900	1870	1900
Adj Flow Rate, veh/h	57	759	0	18	1202	210	71	159	56	129	55	40
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0	2	1	0	0	1	2	0	2	0
Cap, veh/h	236	2225		446	1871	325	282	192	68	204	172	125
Arrive On Green	0.03	0.63	0.00	0.02	0.61	0.61	0.04	0.14	0.14	0.07	0.17	0.17
Sat Flow, veh/h	1810	3554	1610	1781	3051	530	1810	1330	468	1810	1005	731
Grp Volume(v), veh/h	57	759	0	18	703	709	71	0	215	129	0	95
Grp Sat Flow(s),veh/h/ln	1810	1777	1610	1781	1791	1789	1810	0	1799	1810	0	1736
Q Serve(g_s), s	2.1	18.3	0.0	0.7	44.9	45.7	6.0	0.0	20.9	10.8	0.0	8.6
Cycle Q Clear(g_c), s	2.1	18.3	0.0	0.7	44.9	45.7	6.0	0.0	20.9	10.8	0.0	8.6
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.26	1.00		0.42
Lane Grp Cap(c), veh/h	236	2225		446	1099	1098	282	0	259	204	0	298
V/C Ratio(X)	0.24	0.34		0.04	0.64	0.65	0.25	0.00	0.83	0.63	0.00	0.32
Avail Cap(c_a), veh/h	427	2225		657	1099	1098	451	0	570	323	0	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	16.0	0.0	13.0	22.1	22.3	61.8	0.0	74.9	60.3	0.0	65.3
Incr Delay (d2), s/veh	0.5	0.4	0.0	0.0	0.3	0.3	0.5	0.0	6.7	3.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.7	0.0	0.3	18.8	19.1	2.8	0.0	10.3	5.2	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	16.4	0.0	13.0	22.4	22.6	62.3	0.0	81.6	63.5	0.0	66.0
LnGrp LOS	B	B		B	C	C	E	A	F	E	A	E
Approach Vol, veh/h		816			1430			286			224	
Approach Delay, s/veh		16.6			22.4			76.8			64.6	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	116.3	19.1	32.7	9.7	118.6	14.2	37.6
Change Period (Y+Rc), s	* 6.3	5.9	6.1	* 6.7	6.1	5.9	* 6.3	* 6.7
Max Green Setting (Gmax), s	* 25	48.4	24.9	* 57	24.9	48.4	* 25	* 57
Max Q Clear Time (g_c+I1), s	4.1	47.7	12.8	22.9	2.7	20.3	8.0	10.6
Green Ext Time (p_c), s	0.1	0.6	0.2	1.4	0.0	10.3	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

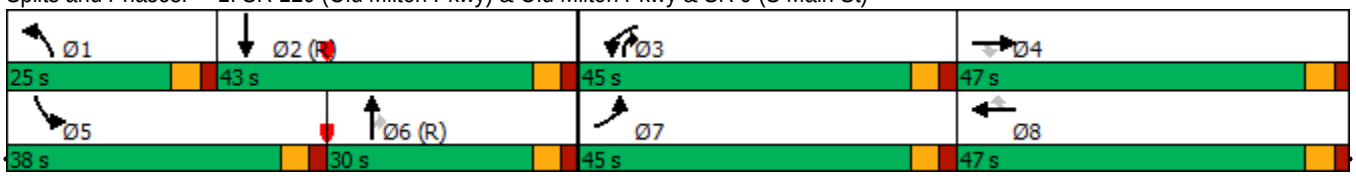
FUTURE "NO-BUILD" INTERSECTION ANALYSIS (PHASE 1 AND 2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	41	1137	22	720	942	266	51	276	375	633	661
Future Volume (vph)	41	1137	22	720	942	266	51	276	375	633	661
Lane Group Flow (vph)	43	1197	23	758	992	280	54	291	395	666	731
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		1	6	3	5	2
Permitted Phases			4			8			6		
Detector Phase	7	4	4	3	8	8	1	6	3	5	2
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	43.5	15.0	15.0	49.5
Total Split (s)	45.0	47.0	47.0	45.0	47.0	47.0	25.0	30.0	45.0	38.0	43.0
Total Split (%)	28.1%	29.4%	29.4%	28.1%	29.4%	29.4%	15.6%	18.8%	28.1%	23.8%	26.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min
v/c Ratio	0.28	0.91	0.05	0.91	0.63	0.34	0.47	0.50	0.34	0.95	0.66
Control Delay	96.7	55.2	0.1	75.1	35.2	10.8	84.9	64.6	23.0	106.6	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	55.2	0.1	75.1	35.2	10.8	84.9	64.6	23.0	106.6	60.1
Queue Length 50th (ft)	24	452	0	397	412	60	56	150	115	377	284
Queue Length 95th (ft)	m42	513	m0	#500	498	133	103	203	161	#485	430
Internal Link Dist (ft)		523			753			763			618
Turn Bay Length (ft)	155		155	385		250	140		290	200	
Base Capacity (vph)	831	1348	509	855	1572	828	219	587	1191	711	1112
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.89	0.05	0.89	0.63	0.34	0.25	0.50	0.33	0.94	0.66

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 120 (Old Milton Pkwy) & Old Milton Pkwy & SR 9 (S Main St)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1137	22	720	942	266	51	276	375	633	661	33
Future Volume (veh/h)	41	1137	22	720	942	266	51	276	375	633	661	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1885	1811	1900	1900	1856	1856	1900	1856	1870
Adj Flow Rate, veh/h	43	1197	0	758	992	0	54	291	395	666	696	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	0	1	6	0	0	3	3	0	3	2
Cap, veh/h	91	1287		810	1563		70	634	1138	709	1172	59
Arrive On Green	0.05	0.50	0.00	0.23	0.45	0.00	0.04	0.18	0.18	0.07	0.11	0.11
Sat Flow, veh/h	3401	5187	1610	3483	3441	1610	1810	3526	2752	3510	3415	172
Grp Volume(v), veh/h	43	1197	0	758	992	0	54	291	395	666	359	372
Grp Sat Flow(s),veh/h/ln	1700	1729	1610	1742	1721	1610	1810	1763	1376	1755	1763	1824
Q Serve(g_s), s	2.0	34.5	0.0	34.2	35.4	0.0	4.7	11.8	15.8	30.2	31.0	31.0
Cycle Q Clear(g_c), s	2.0	34.5	0.0	34.2	35.4	0.0	4.7	11.8	15.8	30.2	31.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	91	1287		810	1563		70	634	1138	709	605	626
V/C Ratio(X)	0.47	0.93		0.94	0.63		0.77	0.46	0.35	0.94	0.59	0.59
Avail Cap(c_a), veh/h	840	1345		860	1563		221	634	1138	713	605	626
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.79	0.79	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.7	39.0	0.0	60.2	33.5	0.0	76.2	58.7	32.3	73.7	60.3	60.3
Incr Delay (d2), s/veh	3.0	9.3	0.0	16.7	0.9	0.0	16.3	2.4	0.8	20.2	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	13.1	0.0	16.7	14.6	0.0	2.5	5.5	5.3	16.4	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	48.3	0.0	77.0	34.4	0.0	92.5	61.0	33.1	93.9	64.6	64.5
LnGrp LOS	E	D		E	C		F	E	C	F	E	E
Approach Vol, veh/h		1240			1750			740			1397	
Approach Delay, s/veh		49.3			52.8			48.4			78.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	60.4	42.7	45.2	37.8	34.3	9.8	78.2
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	19.5	37.5	39.5	41.5	32.5	24.5	39.5	41.5
Max Q Clear Time (g_c+I1), s	6.7	33.0	36.2	36.5	32.2	17.8	4.0	37.4
Green Ext Time (p_c), s	0.1	2.6	1.0	3.2	0.1	3.2	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	58.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	0	0	28	16	604	22	28	1360	21
Future Vol, veh/h	0	0	9	0	0	28	16	604	22	28	1360	21
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	70	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	9	17	4	12	12	2	0
Mvmt Flow	0	0	11	0	0	35	20	765	28	35	1722	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	878	-	-	384	1752	0	-	765	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.08	4.44	-	-	4.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.39	2.37	-	-	2.32	-	-
Pot Cap-1 Maneuver	0	0	295	0	0	595	295	-	0	782	-	-
Stage 1	0	0	-	0	0	-	-	-	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	-	294	-	-	594	294	-	-	782	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.7	11.4	0.5	0.2
HCM LOS	C	B		

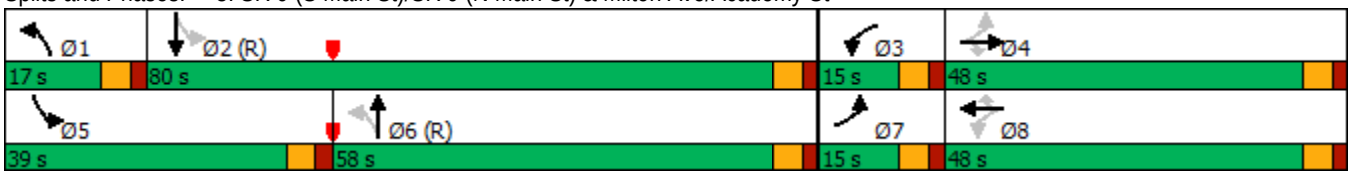
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	294	-	294	594	782	-	-
HCM Lane V/C Ratio	0.069	-	0.039	0.06	0.045	-	-
HCM Control Delay (s)	18.1	-	17.7	11.4	9.8	-	-
HCM Lane LOS	C	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	0.1	-	-

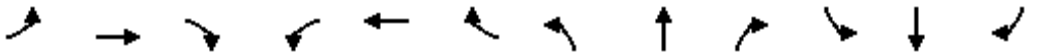
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	130	245	92	99	235	230	83	635	339	1251
Future Volume (vph)	130	245	92	99	235	230	83	635	339	1251
Lane Group Flow (vph)	141	266	100	108	255	250	90	735	368	1437
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		1	6	5	2
Permitted Phases	4		4	8		8	6		2	
Detector Phase	7	4	4	3	8	8	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	31.5	15.0	28.5
Total Split (s)	15.0	48.0	48.0	15.0	48.0	48.0	17.0	58.0	39.0	80.0
Total Split (%)	9.4%	30.0%	30.0%	9.4%	30.0%	30.0%	10.6%	36.3%	24.4%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.75	0.80	0.26	0.60	0.77	0.52	0.43	0.45	0.70	0.71
Control Delay	71.2	80.8	4.7	59.0	78.3	9.6	29.6	27.3	20.1	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	80.8	4.7	59.0	78.3	9.6	29.6	27.3	20.1	28.8
Queue Length 50th (ft)	118	271	0	89	258	0	46	196	153	546
Queue Length 95th (ft)	170	354	25	133	340	76	99	316	248	771
Internal Link Dist (ft)		526			208			1013		405
Turn Bay Length (ft)	90		75	110			120		230	
Base Capacity (vph)	188	504	508	181	504	599	237	1643	617	2034
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.53	0.20	0.60	0.51	0.42	0.38	0.45	0.60	0.71

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 9 (S Main St)/SR 9 (N Main St) & Milton Ave/Academy St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	245	92	99	235	230	83	635	41	339	1251	71
Future Volume (veh/h)	130	245	92	99	235	230	83	635	41	339	1251	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	266	100	108	255	250	90	690	45	368	1360	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	342	283	200	342	284	231	1646	107	525	2038	115
Arrive On Green	0.06	0.18	0.18	0.06	0.18	0.18	0.04	0.51	0.51	0.11	0.59	0.59
Sat Flow, veh/h	1810	1900	1573	1810	1900	1581	1810	3219	210	1810	3472	196
Grp Volume(v), veh/h	141	266	100	108	255	250	90	387	348	368	706	731
Grp Sat Flow(s),veh/h/ln	1810	1900	1573	1810	1900	1581	1810	1805	1624	1810	1805	1863
Q Serve(g_s), s	9.5	21.4	8.9	7.7	20.3	24.7	3.8	21.3	21.4	14.9	42.4	42.7
Cycle Q Clear(g_c), s	9.5	21.4	8.9	7.7	20.3	24.7	3.8	21.3	21.4	14.9	42.4	42.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.11
Lane Grp Cap(c), veh/h	200	342	283	200	342	284	231	923	830	525	1060	1094
V/C Ratio(X)	0.70	0.78	0.35	0.54	0.75	0.88	0.39	0.42	0.42	0.70	0.67	0.67
Avail Cap(c_a), veh/h	200	505	418	200	505	420	296	923	830	701	1060	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	62.6	57.4	50.8	62.1	63.9	21.1	24.3	24.3	16.8	22.4	22.5
Incr Delay (d2), s/veh	10.2	4.4	0.7	2.9	3.4	13.5	1.1	1.4	1.6	2.0	3.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	10.9	3.6	3.7	10.2	11.0	1.7	9.6	8.7	6.4	18.9	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	66.9	58.2	53.7	65.5	77.4	22.2	25.7	25.9	18.8	25.7	25.7
LnGrp LOS	E	E	E	D	E	E	C	C	C	B	C	C
Approach Vol, veh/h		507			613			825			1805	
Approach Delay, s/veh		64.2			68.3			25.4			24.3	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	99.4	15.0	34.3	23.4	87.3	15.0	34.3
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	11.5	74.5	9.5	42.5	33.5	52.5	9.5	42.5
Max Q Clear Time (g_c+I1), s	5.8	44.7	9.7	23.4	16.9	23.4	11.5	26.7
Green Ext Time (p_c), s	0.1	21.4	0.0	1.9	1.0	9.7	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

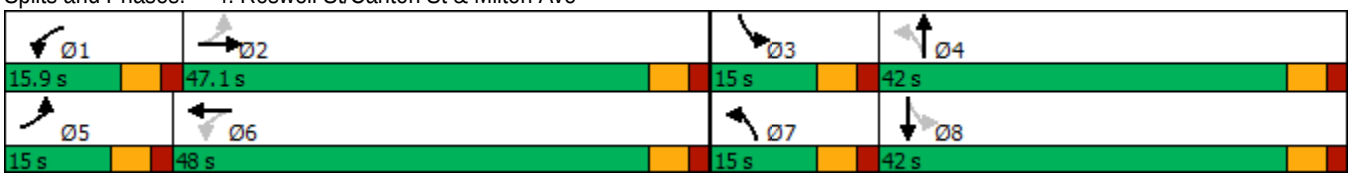
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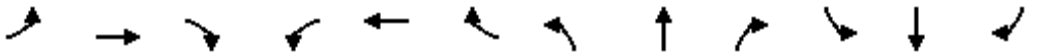
User approved pedestrian interval to be less than phase max green.

Lane Group	EBT	WBT	NBT	SBT	Ø1	Ø3	Ø5	Ø7
Lane Configurations								
Traffic Volume (vph)	415	210	0	0				
Future Volume (vph)	415	210	0	0				
Lane Group Flow (vph)	495	250	17	12				
Turn Type	NA	NA	NA	NA				
Protected Phases	2	6	4	8	1	3	5	7
Permitted Phases								
Detector Phase	2	6	4	8				
Switch Phase								
Minimum Initial (s)	15.0	15.0	6.0	6.0	5.0	5.0	5.0	5.0
Minimum Split (s)	40.5	40.5	40.9	41.2	15.9	15.0	15.0	15.0
Total Split (s)	47.1	48.0	42.0	42.0	15.9	15.0	15.0	15.0
Total Split (%)	39.3%	40.0%	35.0%	35.0%	13%	13%	13%	13%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.5	5.5	5.5	5.5				
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	None	None	None	None	None	None
v/c Ratio	0.31	0.19	0.06	0.04				
Control Delay	6.9	6.3	17.9	17.7				
Queue Delay	0.0	0.0	0.0	0.0				
Total Delay	6.9	6.3	17.9	17.7				
Queue Length 50th (ft)	0	0	3	2				
Queue Length 95th (ft)	251	124	18	14				
Internal Link Dist (ft)	290	526	449	397				
Turn Bay Length (ft)								
Base Capacity (vph)	1627	1389	1056	1087				
Starvation Cap Reductn	0	0	0	0				
Spillback Cap Reductn	0	0	0	0				
Storage Cap Reductn	0	0	0	0				
Reduced v/c Ratio	0.30	0.18	0.02	0.01				

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 49.7
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Roswell St/Canton St & Milton Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	415	1	0	210	0	0	0	14	0	0	10
Future Volume (veh/h)	0	415	1	0	210	0	0	0	14	0	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.90	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	1.00	0.87
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	494	1	0	250	0	0	0	17	0	0	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	607	930	2	436	793	0	547	0	365	541	0	383
Arrive On Green	0.00	0.49	0.49	0.00	0.49	0.00	0.00	0.00	0.28	0.00	0.00	0.28
Sat Flow, veh/h	1810	1895	4	1810	1615	0	1810	0	1280	1810	0	1346
Grp Volume(v), veh/h	0	0	495	0	250	0	0	0	17	0	0	12
Grp Sat Flow(s),veh/h/ln	1810	0	1899	1810	1615	0	1810	0	1280	1810	0	1346
Q Serve(g_s), s	0.0	0.0	8.8	0.0	4.6	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	8.8	0.0	4.6	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	607	0	932	436	793	0	547	0	365	541	0	383
V/C Ratio(X)	0.00	0.00	0.53	0.00	0.32	0.00	0.00	0.00	0.05	0.00	0.00	0.03
Avail Cap(c_a), veh/h	954	0	1611	816	1400	0	894	0	953	888	0	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	8.6	0.0	7.5	0.0	0.0	0.0	12.7	0.0	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.1	0.0	1.4	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	9.6	0.0	8.0	0.0	0.0	0.0	12.8	0.0	0.0	12.7
LnGrp LOS	A	A	A	A	A	A	A	A	B	A	A	B
Approach Vol, veh/h		495			250			17			12	
Approach Delay, s/veh		9.6			8.0			12.8			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	29.6	0.0	19.5	0.0	29.6	0.0	19.5
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	10.4	41.6	9.5	36.5	9.5	42.5	9.5	36.5
Max Q Clear Time (g_c+I1), s	0.0	10.8	0.0	2.5	0.0	6.6	0.0	2.3
Green Ext Time (p_c), s	0.0	7.0	0.0	0.1	0.0	3.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	7	14	9	15	18	6	368	3	18	278	22
Future Vol, veh/h	39	7	14	9	15	18	6	368	3	18	278	22
Conflicting Peds, #/hr	13	0	12	5	0	6	12	0	5	6	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	7	15	9	16	19	6	383	3	19	290	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	780	757	327	766	767	404	326	0	0	392	0	0
Stage 1	353	353	-	403	403	-	-	-	-	-	-	-
Stage 2	427	404	-	363	364	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	315	339	719	322	335	651	1245	-	-	1178	-	-
Stage 1	668	634	-	628	603	-	-	-	-	-	-	-
Stage 2	610	603	-	660	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	282	324	702	298	321	639	1230	-	-	1171	-	-
Mov Cap-2 Maneuver	282	324	-	298	321	-	-	-	-	-	-	-
Stage 1	656	614	-	620	596	-	-	-	-	-	-	-
Stage 2	566	596	-	619	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	15.1	0.1	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1230	-	-	334	400	1171	-	-
HCM Lane V/C Ratio	0.005	-	-	0.187	0.109	0.016	-	-
HCM Control Delay (s)	7.9	0	-	18.2	15.1	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.4	0	-	-

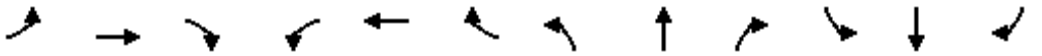
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	38	1155	79	773	32	59	162	132
Future Volume (vph)	38	1155	79	773	32	59	162	132
Lane Group Flow (vph)	39	1249	81	955	33	107	167	166
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	8.0	6.0	8.0
Minimum Split (s)	15.0	28.9	15.0	36.9	15.0	47.7	15.0	39.7
Total Split (s)	15.0	78.0	19.0	82.0	15.0	41.0	22.0	48.0
Total Split (%)	9.4%	48.8%	11.9%	51.3%	9.4%	25.6%	13.8%	30.0%
Yellow Time (s)	3.3	3.5	3.1	3.5	3.3	3.7	3.1	3.7
All-Red Time (s)	3.0	2.4	3.0	2.4	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.9	6.1	5.9	6.3	6.7	6.1	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.10	0.57	0.30	0.44	0.17	0.64	0.63	0.62
Control Delay	9.2	20.1	6.5	3.1	50.0	72.4	63.6	72.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	9.2	20.1	6.5	3.2	50.0	72.4	63.6	72.2
Queue Length 50th (ft)	12	389	6	33	28	88	151	161
Queue Length 95th (ft)	28	521	m15	42	57	151	216	238
Internal Link Dist (ft)		629		523		492		465
Turn Bay Length (ft)	360		290		120		115	
Base Capacity (vph)	391	2195	324	2187	204	398	271	474
Starvation Cap Reductn	0	0	0	258	0	0	0	0
Spillback Cap Reductn	0	72	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.59	0.25	0.50	0.16	0.27	0.62	0.35

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Roswell St & Old Milton Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1155	56	79	773	153	32	59	45	162	132	29
Future Volume (veh/h)	38	1155	56	79	773	153	32	59	45	162	132	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1856	1870	1900	1900	1900	1900	1870	1900
Adj Flow Rate, veh/h	39	1191	58	81	797	158	33	61	46	167	136	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	0	3	2	0	0	0	0	2	0
Cap, veh/h	404	2215	108	314	1881	373	165	76	57	239	209	46
Arrive On Green	0.03	0.64	0.64	0.04	0.64	0.64	0.03	0.08	0.08	0.10	0.14	0.14
Sat Flow, veh/h	1810	3476	169	1810	2932	581	1810	1005	758	1810	1484	327
Grp Volume(v), veh/h	39	613	636	81	479	476	33	0	107	167	0	166
Grp Sat Flow(s),veh/h/ln	1810	1791	1855	1810	1763	1751	1810	0	1764	1810	0	1811
Q Serve(g_s), s	1.2	30.2	30.3	2.4	21.4	21.4	2.7	0.0	9.6	13.3	0.0	13.9
Cycle Q Clear(g_c), s	1.2	30.2	30.3	2.4	21.4	21.4	2.7	0.0	9.6	13.3	0.0	13.9
Prop In Lane	1.00		0.09	1.00		0.33	1.00		0.43	1.00		0.18
Lane Grp Cap(c), veh/h	404	1141	1182	314	1131	1123	165	0	133	239	0	256
V/C Ratio(X)	0.10	0.54	0.54	0.26	0.42	0.42	0.20	0.00	0.80	0.70	0.00	0.65
Avail Cap(c_a), veh/h	447	1141	1182	393	1131	1123	211	0	378	246	0	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	16.0	16.0	12.4	14.1	14.1	65.4	0.0	72.8	59.2	0.0	65.0
Incr Delay (d2), s/veh	0.1	1.8	1.8	0.3	0.9	0.9	0.6	0.0	10.6	8.2	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.7	13.2	1.0	8.7	8.7	1.3	0.0	4.8	6.7	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	17.8	17.8	12.7	15.0	15.0	66.0	0.0	83.3	67.4	0.0	67.7
LnGrp LOS	B	B	B	B	B	B	E	A	F	E	A	E
Approach Vol, veh/h		1288			1036			140			333	
Approach Delay, s/veh		17.6			14.8			79.2			67.6	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	108.6	21.4	18.8	11.9	107.9	10.9	29.3
Change Period (Y+Rc), s	* 6.3	5.9	6.1	* 6.7	6.1	5.9	* 6.3	* 6.7
Max Green Setting (Gmax), s	* 8.7	76.1	15.9	* 34	12.9	72.1	* 8.7	* 41
Max Q Clear Time (g_c+I1), s	3.2	23.4	15.3	11.6	4.4	32.3	4.7	15.9
Green Ext Time (p_c), s	0.0	16.5	0.0	0.5	0.1	21.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

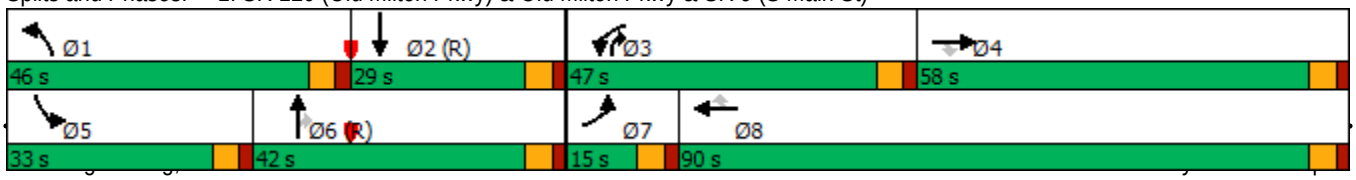
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

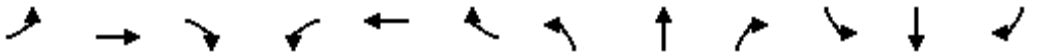
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	79	936	29	428	1559	438	125	741	508	431	505
Future Volume (vph)	79	936	29	428	1559	438	125	741	508	431	505
Lane Group Flow (vph)	82	975	30	446	1624	456	130	772	529	449	569
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		1	6	3	5	2
Permitted Phases			4			8			6		
Detector Phase	7	4	4	3	8	8	1	6	3	5	2
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	43.5	15.0	15.0	49.5
Total Split (s)	15.0	58.0	58.0	47.0	90.0	90.0	46.0	42.0	47.0	33.0	29.0
Total Split (%)	8.3%	32.2%	32.2%	26.1%	50.0%	50.0%	25.6%	23.3%	26.1%	18.3%	16.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min
v/c Ratio	0.51	0.52	0.05	0.79	0.98	0.53	0.71	1.03	0.50	0.88	0.64
Control Delay	86.9	61.5	0.4	82.2	63.9	18.6	98.2	107.8	37.0	110.9	75.8
Queue Delay	0.0	0.6	0.0	0.0	42.7	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	86.9	62.0	0.4	82.2	106.6	18.6	98.6	107.8	37.0	110.9	75.8
Queue Length 50th (ft)	50	331	0	264	990	193	152	~527	239	284	254
Queue Length 95th (ft)	83	491	4	315	#1165	303	224	#663	281	#353	426
Internal Link Dist (ft)		523			753			763			618
Turn Bay Length (ft)	155		155	385		250	140		290	200	
Base Capacity (vph)	172	1858	660	799	1657	858	406	750	1241	535	889
Starvation Cap Reductn	0	455	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	794	0	70	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.69	0.05	0.56	1.88	0.53	0.39	1.03	0.43	0.84	0.64

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 120 (Old Milton Pkwy) & Old Milton Pkwy & SR 9 (S Main St)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	936	29	428	1559	438	125	741	508	431	505	41
Future Volume (veh/h)	79	936	29	428	1559	438	125	741	508	431	505	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1900	1885	1856	1900	1900	1885	1870	1900	1870	1870
Adj Flow Rate, veh/h	82	975	0	446	1624	0	130	772	529	449	526	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	0	0	1	3	0	0	1	2	0	2	2
Cap, veh/h	117	1865		503	1653		151	839	1047	490	963	78
Arrive On Green	0.01	0.12	0.00	0.14	0.47	0.00	0.08	0.23	0.23	0.19	0.39	0.39
Sat Flow, veh/h	3319	5187	1610	3483	3526	1610	1810	3582	2748	3510	3321	271
Grp Volume(v), veh/h	82	975	0	446	1624	0	130	772	529	449	281	288
Grp Sat Flow(s),veh/h/ln	1659	1729	1610	1742	1763	1610	1810	1791	1374	1755	1777	1815
Q Serve(g_s), s	4.4	31.8	0.0	22.6	81.7	0.0	12.8	37.9	26.7	22.6	22.1	22.3
Cycle Q Clear(g_c), s	4.4	31.8	0.0	22.6	81.7	0.0	12.8	37.9	26.7	22.6	22.1	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	117	1865		503	1653		151	839	1047	490	515	526
V/C Ratio(X)	0.70	0.52		0.89	0.98		0.86	0.92	0.51	0.92	0.54	0.55
Avail Cap(c_a), veh/h	175	1865		803	1655		407	839	1047	536	515	526
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.0	64.8	0.0	75.5	47.1	0.0	81.4	67.3	43.0	72.3	46.1	46.1
Incr Delay (d2), s/veh	6.4	0.2	0.0	7.3	18.1	0.0	12.9	16.9	1.7	19.8	4.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	15.0	0.0	10.5	38.8	0.0	6.5	19.3	9.3	11.2	10.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.4	65.0	0.0	82.9	65.2	0.0	94.3	84.2	44.8	92.1	50.2	50.2
LnGrp LOS	F	E		F	E		F	F	D	F	D	D
Approach Vol, veh/h		1057			2070			1431			1018	
Approach Delay, s/veh		67.3			69.0			70.5			68.6	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.6	57.7	31.5	70.2	30.6	47.6	11.9	89.9
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	40.5	23.5	41.5	52.5	27.5	36.5	9.5	84.5
Max Q Clear Time (g_c+I1), s	14.8	24.3	24.6	33.8	24.6	39.9	6.4	83.7
Green Ext Time (p_c), s	0.3	0.0	1.4	6.5	0.5	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	69.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	24	0	0	102	55	1009	77	62	749	30
Future Vol, veh/h	0	0	24	0	0	102	55	1009	77	62	749	30
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	7	1	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	70	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	26	0	0	111	60	1097	84	67	814	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	430	-	-	554	853	0	-	1098	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	579	0	0	481	795	-	0	643	-	-
Stage 1	0	0	-	0	0	-	-	-	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	-	576	-	-	479	790	-	-	642	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	14.8	0.5	0.8
HCM LOS	B	B		

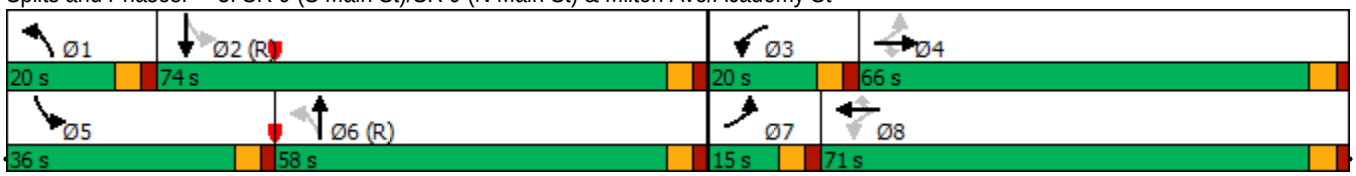
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	790	-	576	479	642	-	-
HCM Lane V/C Ratio	0.076	-	0.045	0.231	0.105	-	-
HCM Control Delay (s)	9.9	-	11.5	14.8	11.3	-	-
HCM Lane LOS	A	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.9	0.3	-	-

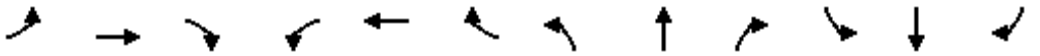
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	94	209	98	108	361	564	113	887	261	938
Future Volume (vph)	94	209	98	108	361	564	113	887	261	938
Lane Group Flow (vph)	99	220	103	114	380	594	119	991	275	1100
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		1	6	5	2
Permitted Phases	4		4	8		8	6		2	
Detector Phase	7	4	4	3	8	8	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	31.5	15.0	28.5
Total Split (s)	15.0	66.0	66.0	20.0	71.0	71.0	20.0	58.0	36.0	74.0
Total Split (%)	8.3%	36.7%	36.7%	11.1%	39.4%	39.4%	11.1%	32.2%	20.0%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.50	0.47	0.22	0.34	0.75	0.88	0.47	0.71	0.75	0.63
Control Delay	46.8	59.2	5.9	41.0	68.5	38.0	34.6	42.9	39.8	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	59.2	5.9	41.0	68.5	38.0	34.6	42.9	39.8	37.7
Queue Length 50th (ft)	82	228	0	95	420	309	63	345	163	484
Queue Length 95th (ft)	110	276	37	125	472	433	m101	m#666	315	705
Internal Link Dist (ft)		526			208			1013		405
Turn Bay Length (ft)	90		75	110			120		230	
Base Capacity (vph)	199	638	581	346	691	785	286	1391	415	1747
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.34	0.18	0.33	0.55	0.76	0.42	0.71	0.66	0.63

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 9 (S Main St)/SR 9 (N Main St) & Milton Ave/Academy St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	209	98	108	361	564	113	887	54	261	938	107
Future Volume (veh/h)	94	209	98	108	361	564	113	887	54	261	938	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	220	103	114	380	594	119	934	57	275	987	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	680	563	425	691	575	220	1154	70	297	1352	155
Arrive On Green	0.05	0.36	0.36	0.05	0.36	0.36	0.05	0.36	0.36	0.11	0.42	0.42
Sat Flow, veh/h	1810	1900	1572	1810	1900	1581	1810	3234	197	1810	3255	373
Grp Volume(v), veh/h	99	220	103	114	380	594	119	521	470	275	547	553
Grp Sat Flow(s),veh/h/ln	1810	1900	1572	1810	1900	1581	1810	1805	1626	1810	1805	1823
Q Serve(g_s), s	6.2	15.1	8.1	7.1	28.6	65.5	7.5	47.0	47.0	17.5	45.8	45.8
Cycle Q Clear(g_c), s	6.2	15.1	8.1	7.1	28.6	65.5	7.5	47.0	47.0	17.5	45.8	45.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.20
Lane Grp Cap(c), veh/h	242	680	563	425	691	575	220	644	580	297	750	757
V/C Ratio(X)	0.41	0.32	0.18	0.27	0.55	1.03	0.54	0.81	0.81	0.93	0.73	0.73
Avail Cap(c_a), veh/h	256	680	563	478	691	575	269	644	580	402	750	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	41.9	39.7	34.2	45.5	57.3	38.0	52.4	52.4	41.6	44.1	44.2
Incr Delay (d2), s/veh	1.1	0.3	0.2	0.3	0.9	46.1	2.1	10.6	11.6	22.6	6.2	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.4	3.2	3.3	13.9	33.5	3.5	23.4	21.2	9.7	22.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	42.2	39.8	34.6	46.5	103.4	40.1	63.0	64.0	64.3	50.3	50.3
LnGrp LOS	D	D	D	C	D	F	D	E	E	E	D	D
Approach Vol, veh/h		422			1088			1110			1375	
Approach Delay, s/veh		40.5			76.3			60.9			53.1	
Approach LOS		D			E			E			D	

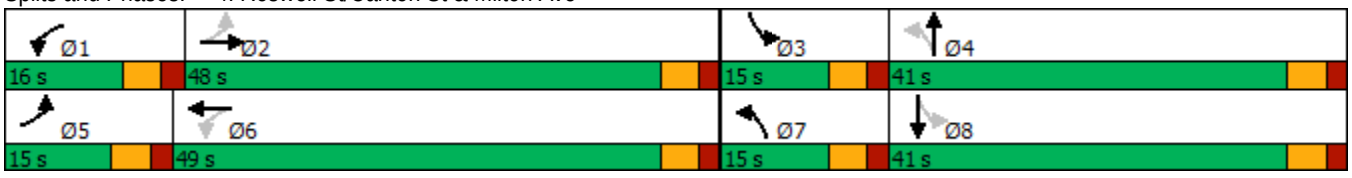
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	80.3	14.7	70.0	25.6	69.7	13.7	71.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	14.5	68.5	14.5	60.5	30.5	52.5	9.5	65.5
Max Q Clear Time (g_c+I1), s	9.5	47.8	9.1	17.1	19.5	49.0	8.2	67.5
Green Ext Time (p_c), s	0.1	12.7	0.1	1.8	0.6	2.6	0.0	0.0

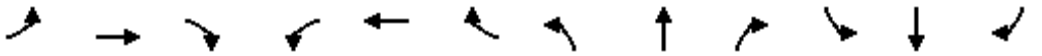
Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	300	1	423	3	0	1	0
Future Volume (vph)	3	300	1	423	3	0	1	0
Lane Group Flow (vph)	3	331	1	465	3	51	1	16
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	6.0	5.0	6.0
Minimum Split (s)	15.0	40.5	15.9	40.5	15.0	40.9	15.0	40.9
Total Split (s)	15.0	48.0	16.0	49.0	15.0	41.0	15.0	41.0
Total Split (%)	12.5%	40.0%	13.3%	40.8%	12.5%	34.2%	12.5%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
v/c Ratio	0.00	0.25	0.00	0.41	0.01	0.20	0.00	0.06
Control Delay	10.0	11.2	10.0	13.7	17.0	22.6	17.0	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	11.2	10.0	13.7	17.0	22.6	17.0	21.4
Queue Length 50th (ft)	0	37	0	61	1	13	0	4
Queue Length 95th (ft)	6	257	3	417	7	57	4	25
Internal Link Dist (ft)		290		526		449		397
Turn Bay Length (ft)	15		185		160		250	
Base Capacity (vph)	726	1610	832	1381	456	914	451	938
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	0.00	0.21	0.00	0.34	0.01	0.06	0.00	0.02

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 55.4
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Roswell St/Canton St & Milton Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	300	1	1	423	0	3	0	46	1	0	15
Future Volume (veh/h)	3	300	1	1	423	0	3	0	46	1	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.91	0.95		1.00	0.92		0.86	0.89		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	1.00	0.87
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	330	1	1	465	0	3	0	51	1	0	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	747	2	356	633	0	529	0	426	477	0	430
Arrive On Green	0.00	0.39	0.39	0.00	0.39	0.00	0.00	0.00	0.35	0.00	0.00	0.35
Sat Flow, veh/h	1810	1893	6	1810	1615	0	1810	0	1225	1810	0	1245
Grp Volume(v), veh/h	3	0	331	1	465	0	3	0	51	1	0	16
Grp Sat Flow(s),veh/h/ln	1810	0	1898	1810	1615	0	1810	0	1225	1810	0	1245
Q Serve(g_s), s	0.1	0.0	11.1	0.0	21.3	0.0	0.1	0.0	2.5	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.1	0.0	11.1	0.0	21.3	0.0	0.1	0.0	2.5	0.0	0.0	0.7
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	0	750	356	633	0	529	0	426	477	0	430
V/C Ratio(X)	0.01	0.00	0.44	0.00	0.73	0.00	0.01	0.00	0.12	0.00	0.00	0.04
Avail Cap(c_a), veh/h	415	0	932	573	812	0	720	0	502	673	0	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	19.2	16.6	22.4	0.0	18.3	0.0	19.2	18.5	0.0	18.8
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	4.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.9	0.0	8.5	0.0	0.0	0.0	0.7	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	20.1	16.6	26.5	0.0	18.3	0.0	19.3	18.5	0.0	18.8
LnGrp LOS	B	A	C	B	C	A	B	A	B	B	A	B
Approach Vol, veh/h		334			466			54			17	
Approach Delay, s/veh		20.1			26.5			19.3			18.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	39.7	5.6	35.6	5.8	39.4	5.8	35.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	10.5	42.5	9.5	35.5	9.5	43.5	9.5	35.5
Max Q Clear Time (g_c+I1), s	2.0	13.1	2.0	4.5	2.1	23.3	2.1	2.7
Green Ext Time (p_c), s	0.0	4.2	0.0	0.3	0.0	5.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	10	25	9	18	29	20	334	13	15	220	38
Future Vol, veh/h	35	10	25	9	18	29	20	334	13	15	220	38
Conflicting Peds, #/hr	7	0	10	6	0	3	10	0	6	3	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	11	27	10	19	31	22	359	14	16	237	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	742	723	278	735	736	379	288	0	0	379	0	0
Stage 1	300	300	-	416	416	-	-	-	-	-	-	-
Stage 2	442	423	-	319	320	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	334	355	766	338	349	672	1286	-	-	1191	-	-
Stage 1	713	669	-	618	595	-	-	-	-	-	-	-
Stage 2	598	591	-	697	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	336	751	304	331	664	1274	-	-	1184	-	-
Mov Cap-2 Maneuver	291	336	-	304	331	-	-	-	-	-	-	-
Stage 1	691	652	-	601	578	-	-	-	-	-	-	-
Stage 2	535	574	-	644	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	14.5	0.4	0.4
HCM LOS	C	B		

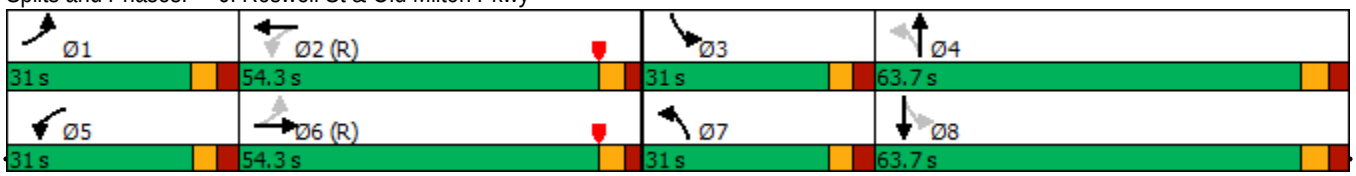
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	382	439	1184	-	-
HCM Lane V/C Ratio	0.017	-	-	0.197	0.137	0.014	-	-
HCM Control Delay (s)	7.9	0	-	16.7	14.5	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0	-	-

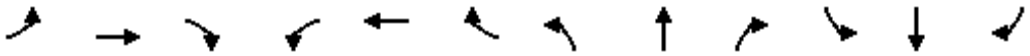
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	64	856	21	1355	81	179	145	62
Future Volume (vph)	64	856	21	1355	81	179	145	62
Lane Group Flow (vph)	65	930	21	1625	83	247	148	109
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	8.0	6.0	8.0
Minimum Split (s)	15.0	28.9	15.0	36.9	15.0	47.7	15.0	39.7
Total Split (s)	31.0	54.3	31.0	54.3	31.0	63.7	31.0	63.7
Total Split (%)	17.2%	30.2%	17.2%	30.2%	17.2%	35.4%	17.2%	35.4%
Yellow Time (s)	3.3	3.5	3.1	3.5	3.3	3.7	3.1	3.7
All-Red Time (s)	3.0	2.4	3.0	2.4	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.9	6.1	5.9	6.3	6.7	6.1	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.48	0.45	0.07	0.84	0.25	0.80	0.58	0.30
Control Delay	31.4	23.8	11.8	47.5	46.1	87.7	55.5	49.5
Queue Delay	0.0	0.0	0.0	48.5	0.0	0.0	0.0	0.0
Total Delay	31.4	23.8	11.8	96.0	46.1	87.7	55.5	49.5
Queue Length 50th (ft)	28	332	9	1054	73	275	135	89
Queue Length 95th (ft)	78	476	m15	m#1151	107	357	176	141
Internal Link Dist (ft)		629		523		492		465
Turn Bay Length (ft)	360		290		120		115	
Base Capacity (vph)	291	2072	476	1930	452	575	316	568
Starvation Cap Reductn	0	0	0	852	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	0.22	0.45	0.04	1.51	0.18	0.43	0.47	0.19

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 25 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Roswell St & Old Milton Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	856	56	21	1355	237	81	179	63	145	62	45
Future Volume (veh/h)	64	856	56	21	1355	237	81	179	63	145	62	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1885	1900	1900	1885	1870	1900	1870	1900
Adj Flow Rate, veh/h	65	873	57	21	1383	242	83	183	64	148	63	46
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0	2	1	0	0	1	2	0	2	0
Cap, veh/h	173	2032	133	356	1797	310	306	215	75	216	191	139
Arrive On Green	0.03	0.60	0.60	0.02	0.59	0.59	0.05	0.16	0.16	0.08	0.19	0.19
Sat Flow, veh/h	1810	3386	221	1781	3053	527	1810	1333	466	1810	1003	733
Grp Volume(v), veh/h	65	458	472	21	803	822	83	0	247	148	0	109
Grp Sat Flow(s),veh/h/ln	1810	1777	1830	1781	1791	1790	1810	0	1799	1810	0	1736
Q Serve(g_s), s	2.5	25.0	25.0	0.8	60.3	62.9	6.8	0.0	24.0	12.1	0.0	9.8
Cycle Q Clear(g_c), s	2.5	25.0	25.0	0.8	60.3	62.9	6.8	0.0	24.0	12.1	0.0	9.8
Prop In Lane	1.00		0.12	1.00		0.29	1.00		0.26	1.00		0.42
Lane Grp Cap(c), veh/h	173	1066	1098	356	1054	1053	306	0	290	216	0	330
V/C Ratio(X)	0.37	0.43	0.43	0.06	0.76	0.78	0.27	0.00	0.85	0.69	0.00	0.33
Avail Cap(c_a), veh/h	364	1066	1098	564	1054	1053	465	0	570	322	0	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.18	0.18	0.18	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	19.4	19.4	15.4	27.6	28.2	58.9	0.0	73.4	57.6	0.0	63.0
Incr Delay (d2), s/veh	1.3	1.3	1.2	0.0	1.0	1.1	0.5	0.0	7.0	3.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	10.8	11.1	0.3	25.7	26.8	3.2	0.0	11.8	5.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	20.7	20.6	15.4	28.6	29.2	59.4	0.0	80.5	61.4	0.0	63.5
LnGrp LOS	C	C	C	B	C	C	E	A	F	E	A	E
Approach Vol, veh/h		995			1646			330			257	
Approach Delay, s/veh		21.2			28.8			75.2			62.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	111.8	20.4	35.7	10.0	113.9	15.1	41.0
Change Period (Y+Rc), s	* 6.3	5.9	6.1	* 6.7	6.1	5.9	* 6.3	* 6.7
Max Green Setting (Gmax), s	* 25	48.4	24.9	* 57	24.9	48.4	* 25	* 57
Max Q Clear Time (g_c+I1), s	4.5	64.9	14.1	26.0	2.8	27.0	8.8	11.8
Green Ext Time (p_c), s	0.1	0.0	0.3	1.6	0.0	10.6	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

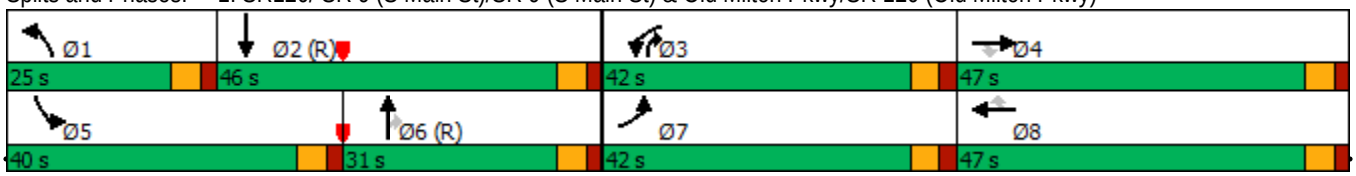
FUTURE "BUILD" INTERSECTION ANALYSIS (PHASE 1 AND 2)

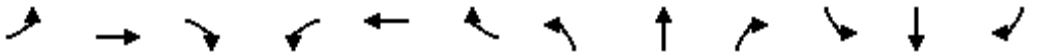
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	41	1137	22	720	965	266	51	276	375	668	677
Future Volume (vph)	41	1137	22	720	965	266	51	276	375	668	677
Lane Group Flow (vph)	43	1197	23	758	1016	280	54	291	395	703	753
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		1	6	3	5	2
Permitted Phases			4			8			6		
Detector Phase	7	4	4	3	8	8	1	6	3	5	2
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	43.5	15.0	15.0	49.5
Total Split (s)	42.0	47.0	47.0	42.0	47.0	47.0	25.0	31.0	42.0	40.0	46.0
Total Split (%)	26.3%	29.4%	29.4%	26.3%	29.4%	29.4%	15.6%	19.4%	26.3%	25.0%	28.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min
v/c Ratio	0.28	0.90	0.05	0.96	0.66	0.35	0.47	0.50	0.35	0.95	0.66
Control Delay	95.6	53.4	0.1	84.2	37.6	11.9	84.9	64.3	24.0	103.9	58.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.6	53.4	0.1	84.2	37.6	11.9	84.9	64.3	24.0	103.9	58.2
Queue Length 50th (ft)	24	453	0	407	442	65	56	148	118	397	293
Queue Length 95th (ft)	m41	479	m0	#537	533	141	103	201	164	#503	439
Internal Link Dist (ft)		208			753			763			243
Turn Bay Length (ft)	155		155	385		250	140		290	200	
Base Capacity (vph)	768	1345	508	790	1534	811	219	585	1139	755	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.89	0.05	0.96	0.66	0.35	0.25	0.50	0.35	0.93	0.66

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR120/ SR 9 (S Main St)/SR 9 (S Main St) & Old Milton Pkwy/SR 120 (Old Milton Pkwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1137	22	720	965	266	51	276	375	668	677	38
Future Volume (veh/h)	41	1137	22	720	965	266	51	276	375	668	677	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1885	1811	1900	1900	1856	1856	1900	1856	1870
Adj Flow Rate, veh/h	43	1197	0	758	1016	0	54	291	395	703	713	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	0	1	6	0	0	3	3	0	3	2
Cap, veh/h	91	1287		793	1546		70	612	1107	748	1181	66
Arrive On Green	0.05	0.50	0.00	0.23	0.45	0.00	0.04	0.17	0.17	0.07	0.11	0.11
Sat Flow, veh/h	3401	5187	1610	3483	3441	1610	1810	3526	2752	3510	3393	190
Grp Volume(v), veh/h	43	1197	0	758	1016	0	54	291	395	703	370	383
Grp Sat Flow(s),veh/h/ln	1700	1729	1610	1742	1721	1610	1810	1763	1376	1755	1763	1821
Q Serve(g_s), s	2.0	34.5	0.0	34.4	36.9	0.0	4.7	11.9	16.1	31.9	32.0	32.0
Cycle Q Clear(g_c), s	2.0	34.5	0.0	34.4	36.9	0.0	4.7	11.9	16.1	31.9	32.0	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	91	1287		793	1546		70	612	1107	748	613	634
V/C Ratio(X)	0.47	0.93		0.96	0.66		0.77	0.48	0.36	0.94	0.60	0.60
Avail Cap(c_a), veh/h	776	1345		795	1546		221	612	1107	757	613	634
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.7	39.0	0.0	61.0	34.4	0.0	76.2	59.6	33.5	73.3	60.3	60.3
Incr Delay (d2), s/veh	3.8	11.3	0.0	21.8	1.0	0.0	16.3	2.6	0.9	19.4	4.4	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	13.3	0.0	17.3	15.3	0.0	2.5	5.6	5.5	17.2	16.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	50.3	0.0	82.8	35.5	0.0	92.5	62.2	34.4	92.7	64.7	64.6
LnGrp LOS	E	D		F	D		F	E	C	F	E	E
Approach Vol, veh/h		1240			1774			740			1456	
Approach Delay, s/veh		51.2			55.7			49.6			78.2	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	61.2	41.9	45.2	39.6	33.3	9.8	77.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	19.5	40.5	36.5	41.5	34.5	25.5	36.5	41.5
Max Q Clear Time (g_c+I1), s	6.7	34.0	36.4	36.5	33.9	18.1	4.0	38.9
Green Ext Time (p_c), s	0.1	3.7	0.0	3.2	0.2	3.4	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	34	0	0	28	16	604	22	28	1370	23
Future Vol, veh/h	0	0	34	0	0	28	16	604	22	28	1370	23
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	70	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	9	17	4	12	12	2	0
Mvmt Flow	0	0	43	0	0	35	20	765	28	35	1734	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	885	-	-	384	1766	0	-	765	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.08	4.44	-	-	4.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.39	2.37	-	-	2.32	-	-
Pot Cap-1 Maneuver	0	0	292	0	0	595	291	-	0	782	-	-
Stage 1	0	0	-	0	0	-	-	-	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	-	291	-	-	594	290	-	-	782	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	11.4	0.5	0.2
HCM LOS	C	B		

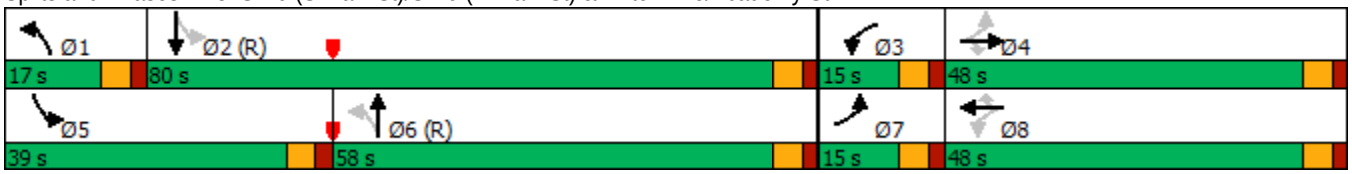
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	290	-	291	594	782	-	-
HCM Lane V/C Ratio	0.07	-	0.148	0.06	0.045	-	-
HCM Control Delay (s)	18.3	-	19.5	11.4	9.8	-	-
HCM Lane LOS	C	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.2	0.1	-	-

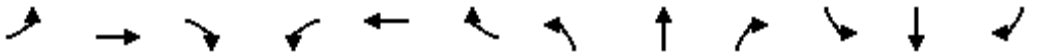
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	141	251	92	103	235	230	83	635	339	1259
Future Volume (vph)	141	251	92	103	235	230	83	635	339	1259
Lane Group Flow (vph)	153	273	100	112	255	250	90	735	368	1445
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		1	6	5	2
Permitted Phases	4		4	8		8	6		2	
Detector Phase	7	4	4	3	8	8	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	31.5	15.0	28.5
Total Split (s)	15.0	48.0	48.0	15.0	48.0	48.0	17.0	58.0	39.0	80.0
Total Split (%)	9.4%	30.0%	30.0%	9.4%	30.0%	30.0%	10.6%	36.3%	24.4%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.78	0.80	0.26	0.62	0.75	0.52	0.43	0.45	0.71	0.72
Control Delay	74.4	80.0	4.6	59.6	75.8	9.4	30.6	27.9	20.7	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	80.0	4.6	59.6	75.8	9.4	30.6	27.9	20.7	29.6
Queue Length 50th (ft)	128	278	0	92	257	0	48	200	156	556
Queue Length 95th (ft)	#185	362	25	138	338	75	101	317	250	783
Internal Link Dist (ft)		526			208			1013		405
Turn Bay Length (ft)	90		75	110			120		230	
Base Capacity (vph)	195	504	508	181	504	599	233	1623	612	2017
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.54	0.20	0.62	0.51	0.42	0.39	0.45	0.60	0.72

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 9 (S Main St)/SR 9 (N Main St) & Milton Ave/Academy St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	251	92	103	235	230	83	635	41	339	1259	71
Future Volume (veh/h)	141	251	92	103	235	230	83	635	41	339	1259	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	273	100	112	255	250	90	690	45	368	1368	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	342	283	196	342	284	229	1646	107	525	2039	115
Arrive On Green	0.06	0.18	0.18	0.06	0.18	0.18	0.04	0.51	0.51	0.11	0.59	0.59
Sat Flow, veh/h	1810	1900	1573	1810	1900	1581	1810	3219	210	1810	3473	195
Grp Volume(v), veh/h	153	273	100	112	255	250	90	387	348	368	709	736
Grp Sat Flow(s),veh/h/ln	1810	1900	1573	1810	1900	1581	1810	1805	1624	1810	1805	1863
Q Serve(g_s), s	9.5	22.0	8.9	8.0	20.3	24.7	3.8	21.3	21.4	14.9	42.8	43.1
Cycle Q Clear(g_c), s	9.5	22.0	8.9	8.0	20.3	24.7	3.8	21.3	21.4	14.9	42.8	43.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	200	342	283	196	342	284	229	923	830	525	1060	1094
V/C Ratio(X)	0.76	0.80	0.35	0.57	0.75	0.88	0.39	0.42	0.42	0.70	0.67	0.67
Avail Cap(c_a), veh/h	200	505	418	196	505	420	294	923	830	701	1060	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	62.8	57.4	51.0	62.1	63.9	21.2	24.3	24.3	16.8	22.5	22.5
Incr Delay (d2), s/veh	15.1	5.2	0.7	4.0	3.4	13.5	1.1	1.4	1.6	2.0	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.3	3.6	3.9	10.2	11.0	1.7	9.6	8.7	6.4	19.1	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	68.0	58.2	55.0	65.5	77.4	22.3	25.7	25.9	18.8	25.8	25.8
LnGrp LOS	E	E	E	E	E	E	C	C	C	B	C	C
Approach Vol, veh/h		526			617			825			1813	
Approach Delay, s/veh		66.8			68.4			25.4			24.4	
Approach LOS		E			E			C			C	

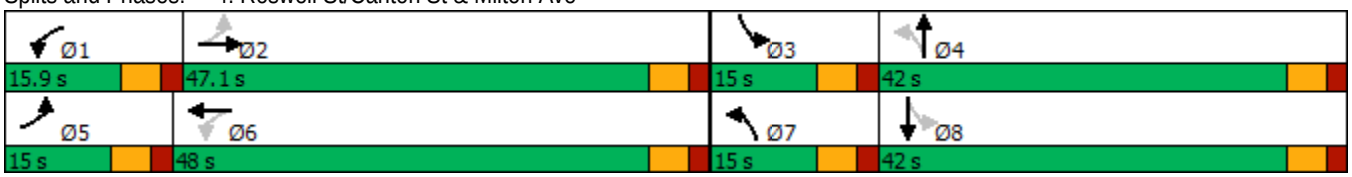
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	99.4	15.0	34.3	23.4	87.3	15.0	34.3
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	11.5	74.5	9.5	42.5	33.5	52.5	9.5	42.5
Max Q Clear Time (g_c+I1), s	5.8	45.1	10.0	24.0	16.9	23.4	11.5	26.7
Green Ext Time (p_c), s	0.1	21.3	0.0	1.9	1.0	9.7	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Lane Group	EBT	WBT	NBL	NBT	SBT	Ø1	Ø3	Ø5
Lane Configurations								
Traffic Volume (vph)	415	210	6	0	0			
Future Volume (vph)	415	210	6	0	0			
Lane Group Flow (vph)	500	250	7	36	12			
Turn Type	NA	NA	pm+pt	NA	NA			
Protected Phases	2	6	7	4	8	1	3	5
Permitted Phases			4					
Detector Phase	2	6	7	4	8			
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	6.0	6.0	5.0	5.0	5.0
Minimum Split (s)	40.5	40.5	15.0	40.9	41.2	15.9	15.0	15.0
Total Split (s)	47.1	48.0	15.0	42.0	42.0	15.9	15.0	15.0
Total Split (%)	39.3%	40.0%	12.5%	35.0%	35.0%	13%	13%	13%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5			
Lead/Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	None	None	None	None	None	None
v/c Ratio	0.37	0.21	0.02	0.12	0.04			
Control Delay	10.6	9.6	14.8	16.3	18.7			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	10.6	9.6	14.8	16.3	18.7			
Queue Length 50th (ft)	59	25	2	10	3			
Queue Length 95th (ft)	321	156	9	28	16			
Internal Link Dist (ft)	290	526		451	397			
Turn Bay Length (ft)			160					
Base Capacity (vph)	1598	1379	436	1043	1045			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.31	0.18	0.02	0.03	0.01			

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 52.7
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Roswell St/Canton St & Milton Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	415	5	0	210	0	6	0	30	0	0	10
Future Volume (veh/h)	0	415	5	0	210	0	6	0	30	0	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	0.97		0.92	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	1.00	0.87
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	494	6	0	250	0	7	0	36	0	0	12
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	512	829	10	343	715	0	510	0	493	508	0	374
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.00	0.01	0.00	0.38	0.00	0.00	0.28
Sat Flow, veh/h	1810	1872	23	1810	1615	0	1810	0	1309	1810	0	1345
Grp Volume(v), veh/h	0	0	500	0	250	0	7	0	36	0	0	12
Grp Sat Flow(s),veh/h/ln	1810	0	1895	1810	1615	0	1810	0	1309	1810	0	1345
Q Serve(g_s), s	0.0	0.0	12.2	0.0	6.2	0.0	0.2	0.0	1.1	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.0	0.0	12.2	0.0	6.2	0.0	0.2	0.0	1.1	0.0	0.0	0.4
Prop In Lane	1.00		0.01	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	0	839	343	715	0	510	0	493	508	0	374
V/C Ratio(X)	0.00	0.00	0.60	0.00	0.35	0.00	0.01	0.00	0.07	0.00	0.00	0.03
Avail Cap(c_a), veh/h	791	0	1291	648	1124	0	775	0	782	787	0	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.9	0.0	11.2	0.0	14.2	0.0	12.2	0.0	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.9	0.0	2.1	0.0	0.1	0.0	0.3	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	14.3	0.0	11.8	0.0	14.2	0.0	12.2	0.0	0.0	16.1
LnGrp LOS	A	A	B	A	B	A	B	A	B	A	A	B
Approach Vol, veh/h		500			250			43			12	
Approach Delay, s/veh		14.3			11.8			12.6			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	32.5	0.0	28.5	0.0	32.5	6.1	22.5
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	10.4	41.6	9.5	36.5	9.5	42.5	9.5	36.5
Max Q Clear Time (g_c+I1), s	0.0	14.2	0.0	3.1	0.0	8.2	2.2	2.4
Green Ext Time (p_c), s	0.0	6.8	0.0	0.2	0.0	3.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	39	11	14	13	21	39	6	368	42	22	278	22
Future Vol, veh/h	39	11	14	13	21	39	6	368	42	22	278	22
Conflicting Peds, #/hr	13	0	12	5	0	6	12	0	5	6	0	13
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	11	15	14	22	41	6	383	44	23	290	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	823	806	327	796	795	424	326	0	0	433	0	0
Stage 1	361	361	-	423	423	-	-	-	-	-	-	-
Stage 2	462	445	-	373	372	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	295	318	719	307	323	634	1245	-	-	1137	-	-
Stage 1	662	629	-	613	591	-	-	-	-	-	-	-
Stage 2	584	578	-	652	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	303	702	280	307	623	1230	-	-	1131	-	-
Mov Cap-2 Maneuver	248	303	-	280	307	-	-	-	-	-	-	-
Stage 1	650	606	-	606	584	-	-	-	-	-	-	-
Stage 2	516	571	-	604	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.4	15.7	0.1	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1230	-	-	300	411	1131	-	-
HCM Lane V/C Ratio	0.005	-	-	0.222	0.185	0.02	-	-
HCM Control Delay (s)	7.9	0	-	20.4	15.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.7	0.1	-	-

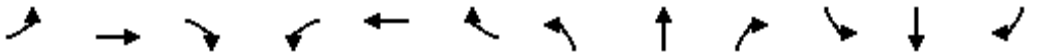
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	57	1155	84	793	32	79	162	136
Future Volume (vph)	57	1155	84	793	32	79	162	136
Lane Group Flow (vph)	59	1249	87	976	33	127	167	171
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	8.0	6.0	8.0
Minimum Split (s)	15.0	28.9	15.0	36.9	15.0	47.7	15.0	39.7
Total Split (s)	15.0	78.0	19.0	82.0	15.0	41.0	22.0	48.0
Total Split (%)	9.4%	48.8%	11.9%	51.3%	9.4%	25.6%	13.8%	30.0%
Yellow Time (s)	3.3	3.5	3.1	3.5	3.3	3.7	3.1	3.7
All-Red Time (s)	3.0	2.4	3.0	2.4	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.9	6.1	5.9	6.3	6.7	6.1	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.16	0.58	0.33	0.46	0.16	0.68	0.63	0.59
Control Delay	10.2	21.6	7.2	3.0	48.1	78.6	61.8	68.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	10.2	21.7	7.2	3.1	48.1	78.6	61.8	68.8
Queue Length 50th (ft)	19	407	5	33	27	114	148	164
Queue Length 95th (ft)	40	542	m17	49	56	183	212	241
Internal Link Dist (ft)		629		234		492		463
Turn Bay Length (ft)	360		290		120		115	
Base Capacity (vph)	369	2145	314	2133	219	397	272	474
Starvation Cap Reductn	0	0	0	301	0	0	0	0
Spillback Cap Reductn	0	58	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.60	0.28	0.53	0.15	0.32	0.61	0.36

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Roswell St & Old Milton Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	1155	56	84	793	153	32	79	45	162	136	30
Future Volume (veh/h)	57	1155	56	84	793	153	32	79	45	162	136	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1856	1870	1900	1900	1900	1900	1870	1900
Adj Flow Rate, veh/h	59	1191	58	87	818	158	33	81	46	167	140	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	0	0	3	2	0	0	0	0	2	0
Cap, veh/h	392	2180	106	307	1850	357	174	99	56	238	224	50
Arrive On Green	0.03	0.63	0.63	0.04	0.63	0.63	0.03	0.09	0.09	0.09	0.15	0.15
Sat Flow, veh/h	1810	3476	169	1810	2947	569	1810	1138	646	1810	1483	328
Grp Volume(v), veh/h	59	613	636	87	489	487	33	0	127	167	0	171
Grp Sat Flow(s),veh/h/ln	1810	1791	1855	1810	1763	1753	1810	0	1784	1810	0	1811
Q Serve(g_s), s	1.8	31.1	31.1	2.7	22.9	22.9	2.6	0.0	11.2	13.1	0.0	14.2
Cycle Q Clear(g_c), s	1.8	31.1	31.1	2.7	22.9	22.9	2.6	0.0	11.2	13.1	0.0	14.2
Prop In Lane	1.00		0.09	1.00		0.32	1.00		0.36	1.00		0.18
Lane Grp Cap(c), veh/h	392	1123	1163	307	1107	1100	174	0	154	238	0	274
V/C Ratio(X)	0.15	0.55	0.55	0.28	0.44	0.44	0.19	0.00	0.82	0.70	0.00	0.62
Avail Cap(c_a), veh/h	427	1123	1163	386	1107	1100	221	0	382	246	0	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	16.9	16.9	13.3	15.3	15.3	63.8	0.0	71.9	57.9	0.0	63.7
Incr Delay (d2), s/veh	0.2	1.9	1.9	0.5	1.3	1.3	0.5	0.0	10.3	8.4	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	13.1	13.6	1.1	9.5	9.4	1.3	0.0	5.6	6.6	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	18.8	18.8	13.8	16.6	16.6	64.3	0.0	82.2	66.3	0.0	66.0
LnGrp LOS	B	B	B	B	B	B	E	A	F	E	A	E
Approach Vol, veh/h		1308			1063			160			338	
Approach Delay, s/veh		18.5			16.4			78.5			66.1	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	106.3	21.2	20.6	12.0	106.2	10.9	30.9
Change Period (Y+Rc), s	* 6.3	5.9	6.1	* 6.7	6.1	5.9	* 6.3	* 6.7
Max Green Setting (Gmax), s	* 8.7	76.1	15.9	* 34	12.9	72.1	* 8.7	* 41
Max Q Clear Time (g_c+I1), s	3.8	24.9	15.1	13.2	4.7	33.1	4.6	16.2
Green Ext Time (p_c), s	0.0	16.9	0.0	0.7	0.1	21.2	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	47	2	43	31	25
Future Vol, veh/h	29	47	2	43	31	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	51	2	47	34	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	83	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	919	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	918	1042
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	970	-	-	1514	-
HCM Lane V/C Ratio	0.063	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	583	1352	10
Future Vol, veh/h	0	30	0	583	1352	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	634	1470	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	735	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	362	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	362	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	362	-
HCM Lane V/C Ratio	-	0.09	-
HCM Control Delay (s)	-	15.9	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.3	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1201	1031	23	0	19
Future Vol, veh/h	0	1201	1031	23	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1305	1121	25	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	561
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	471
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	471
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13
HCM LOS			B

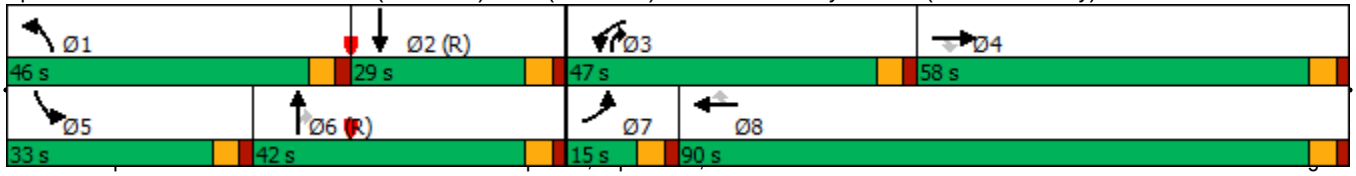
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	471
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	13
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

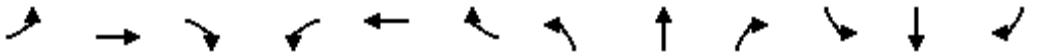
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	79	936	29	428	1636	438	125	741	508	487	537
Future Volume (vph)	79	936	29	428	1636	438	125	741	508	487	537
Lane Group Flow (vph)	82	975	30	446	1704	456	130	772	529	507	615
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		1	6	3	5	2
Permitted Phases			4			8			6		
Detector Phase	7	4	4	3	8	8	1	6	3	5	2
Switch Phase											
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	43.5	15.0	15.0	49.5
Total Split (s)	15.0	58.0	58.0	47.0	90.0	90.0	46.0	42.0	47.0	33.0	29.0
Total Split (%)	8.3%	32.2%	32.2%	26.1%	50.0%	50.0%	25.6%	23.3%	26.1%	18.3%	16.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min
v/c Ratio	0.51	0.52	0.05	0.79	1.03	0.53	0.71	1.06	0.51	0.95	0.69
Control Delay	81.8	69.0	0.3	82.2	75.4	19.4	98.2	117.6	37.7	118.0	75.0
Queue Delay	0.0	0.8	0.0	0.0	30.9	0.0	3.3	0.0	0.0	0.0	0.1
Total Delay	81.8	69.7	0.3	82.2	106.4	19.4	101.5	117.6	37.7	118.0	75.0
Queue Length 50th (ft)	50	387	0	264	~1134	202	152	~527	239	320	284
Queue Length 95th (ft)	83	480	m1	315	#1266	314	224	#663	281	#432	446
Internal Link Dist (ft)		208			753			763			243
Turn Bay Length (ft)	155		155	385		250	140		290	200	
Base Capacity (vph)	172	1858	660	799	1657	853	406	726	1223	535	887
Starvation Cap Reductn	0	526	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	807	0	194	0	0	0	9
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.73	0.05	0.56	2.00	0.53	0.61	1.06	0.43	0.95	0.70

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR120/ SR 9 (S Main St)/SR 9 (S Main St) & Old Milton Pkwy/SR 120 (Old Milton Pkwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	936	29	428	1636	438	125	741	508	487	537	54
Future Volume (veh/h)	79	936	29	428	1636	438	125	741	508	487	537	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1900	1900	1885	1856	1900	1900	1885	1870	1900	1870	1870
Adj Flow Rate, veh/h	82	975	0	446	1704	0	130	772	529	507	559	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	0	0	1	3	0	0	1	2	0	2	2
Cap, veh/h	117	1869		503	1655		151	789	1008	536	942	94
Arrive On Green	0.01	0.12	0.00	0.14	0.47	0.00	0.08	0.22	0.22	0.20	0.38	0.38
Sat Flow, veh/h	3319	5187	1610	3483	3526	1610	1810	3582	2745	3510	3256	325
Grp Volume(v), veh/h	82	975	0	446	1704	0	130	772	529	507	304	311
Grp Sat Flow(s),veh/h/ln	1659	1729	1610	1742	1763	1610	1810	1791	1373	1755	1777	1804
Q Serve(g_s), s	4.4	31.8	0.0	22.6	84.5	0.0	12.8	38.6	27.3	25.6	24.6	24.7
Cycle Q Clear(g_c), s	4.4	31.8	0.0	22.6	84.5	0.0	12.8	38.6	27.3	25.6	24.6	24.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	117	1869		503	1655		151	789	1008	536	514	522
V/C Ratio(X)	0.70	0.52		0.89	1.03		0.86	0.98	0.52	0.95	0.59	0.60
Avail Cap(c_a), veh/h	175	1869		803	1655		407	789	1008	536	514	522
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.0	64.7	0.0	75.5	47.7	0.0	81.4	69.8	45.0	71.0	46.9	47.0
Incr Delay (d2), s/veh	7.3	0.3	0.0	7.3	30.1	0.0	12.9	27.3	2.0	25.9	5.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	15.0	0.0	10.5	42.7	0.0	6.5	20.6	9.5	13.1	11.2	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	65.0	0.0	82.9	77.8	0.0	94.3	97.1	46.9	96.8	51.9	51.9
LnGrp LOS	F	E		F	F		F	F	D	F	D	D
Approach Vol, veh/h		1057			2150			1431			1122	
Approach Delay, s/veh		67.3			78.9			78.3			72.2	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.6	57.6	31.5	70.4	33.0	45.1	11.9	90.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	40.5	23.5	41.5	52.5	27.5	36.5	9.5	84.5
Max Q Clear Time (g_c+I1), s	14.8	26.7	24.6	33.8	27.6	40.6	6.4	86.5
Green Ext Time (p_c), s	0.3	0.0	1.4	6.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	68	0	0	102	55	1009	77	62	783	38
Future Vol, veh/h	0	0	68	0	0	102	55	1009	77	62	783	38
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	7	1	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	70	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	74	0	0	111	60	1097	84	67	851	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	452	-	-	554	898	0	-	1098	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	560	0	0	481	765	-	0	643	-	-
Stage 1	0	0	-	0	0	-	-	-	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	-	557	-	-	479	761	-	-	642	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	14.8	0.5	0.8
HCM LOS	B	B		

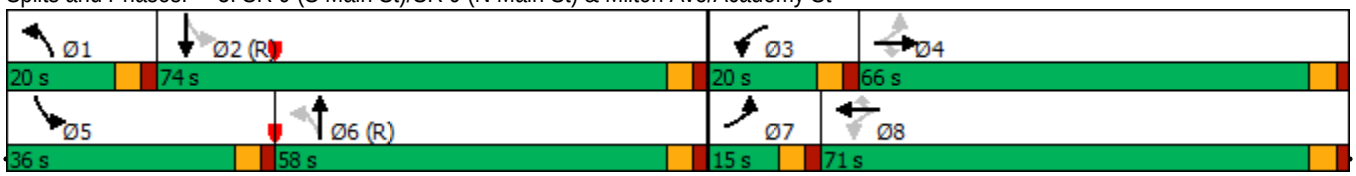
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	761	-	557	479	642	-	-
HCM Lane V/C Ratio	0.079	-	0.133	0.231	0.105	-	-
HCM Control Delay (s)	10.1	-	12.5	14.8	11.3	-	-
HCM Lane LOS	B	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	0.9	0.3	-	-

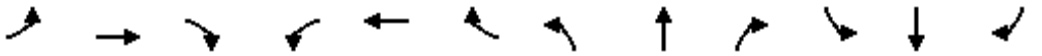
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	116	220	98	122	361	564	113	887	261	967
Future Volume (vph)	116	220	98	122	361	564	113	887	261	967
Lane Group Flow (vph)	122	232	103	128	380	594	119	991	275	1131
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		3	8		1	6	5	2
Permitted Phases	4		4	8		8	6		2	
Detector Phase	7	4	4	3	8	8	1	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	5.0	15.0
Minimum Split (s)	15.0	31.5	31.5	15.0	31.5	31.5	15.0	31.5	15.0	28.5
Total Split (s)	15.0	66.0	66.0	20.0	71.0	71.0	20.0	58.0	36.0	74.0
Total Split (%)	8.3%	36.7%	36.7%	11.1%	39.4%	39.4%	11.1%	32.2%	20.0%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.60	0.49	0.22	0.39	0.74	0.89	0.49	0.72	0.75	0.65
Control Delay	51.9	60.0	5.9	41.8	67.8	39.3	37.5	46.0	40.6	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	60.0	5.9	41.8	67.8	39.3	37.5	46.0	40.6	39.0
Queue Length 50th (ft)	101	241	0	106	417	318	68	363	167	515
Queue Length 95th (ft)	132	292	37	138	472	445	m106	m#652	317	733
Internal Link Dist (ft)		526			208			1013		405
Turn Bay Length (ft)	90		75	110			120		230	
Base Capacity (vph)	202	638	581	337	691	780	274	1381	413	1731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.36	0.18	0.38	0.55	0.76	0.43	0.72	0.67	0.65

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 9 (S Main St)/SR 9 (N Main St) & Milton Ave/Academy St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	220	98	122	361	564	113	887	54	261	967	107
Future Volume (veh/h)	116	220	98	122	361	564	113	887	54	261	967	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	232	103	128	380	594	119	934	57	275	1018	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	685	567	428	691	575	208	1111	68	297	1330	148
Arrive On Green	0.05	0.36	0.36	0.06	0.36	0.36	0.05	0.34	0.34	0.12	0.41	0.41
Sat Flow, veh/h	1810	1900	1573	1810	1900	1581	1810	3233	197	1810	3267	362
Grp Volume(v), veh/h	122	232	103	128	380	594	119	521	470	275	562	569
Grp Sat Flow(s),veh/h/ln	1810	1900	1573	1810	1900	1581	1810	1805	1625	1810	1805	1825
Q Serve(g_s), s	7.6	16.0	8.1	8.0	28.6	65.5	7.6	48.0	48.0	18.6	48.3	48.3
Cycle Q Clear(g_c), s	7.6	16.0	8.1	8.0	28.6	65.5	7.6	48.0	48.0	18.6	48.3	48.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.20
Lane Grp Cap(c), veh/h	256	685	567	428	691	575	208	620	559	297	735	743
V/C Ratio(X)	0.48	0.34	0.18	0.30	0.55	1.03	0.57	0.84	0.84	0.93	0.76	0.77
Avail Cap(c_a), veh/h	256	685	567	473	691	575	256	620	559	391	735	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	41.9	39.4	33.8	45.5	57.3	39.9	54.5	54.5	45.1	45.9	46.0
Incr Delay (d2), s/veh	1.3	0.3	0.1	0.4	0.9	46.1	2.5	13.0	14.2	23.7	7.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.8	3.2	3.7	13.9	33.5	3.6	24.2	22.0	10.3	23.4	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	42.2	39.5	34.2	46.5	103.4	42.4	67.5	68.7	68.8	53.4	53.4
LnGrp LOS	D	D	D	C	D	F	D	E	E	E	D	D
Approach Vol, veh/h		457			1102			1110			1406	
Approach Delay, s/veh		40.3			75.7			65.3			56.4	
Approach LOS		D			E			E			E	

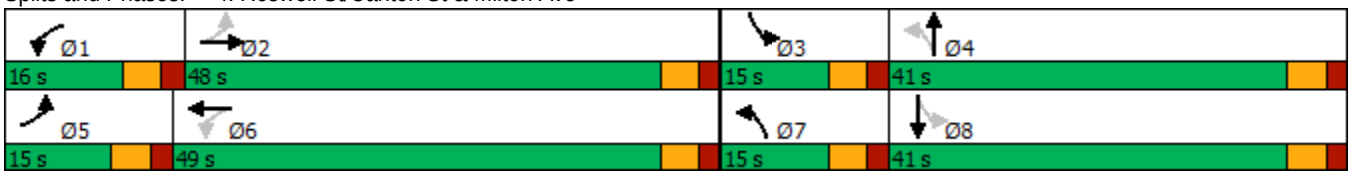
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	78.8	15.6	70.4	26.6	67.4	15.0	71.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	14.5	68.5	14.5	60.5	30.5	52.5	9.5	65.5
Max Q Clear Time (g_c+I1), s	9.6	50.3	10.0	18.0	20.6	50.0	9.6	67.5
Green Ext Time (p_c), s	0.1	11.9	0.1	1.9	0.6	1.9	0.0	0.0

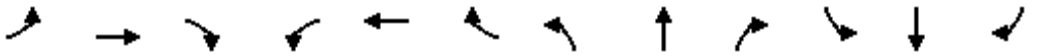
Intersection Summary	
HCM 6th Ctrl Delay	62.2
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	300	1	423	14	0	1	0
Future Volume (vph)	3	300	1	423	14	0	1	0
Lane Group Flow (vph)	3	346	1	465	15	86	1	16
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	7	4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	6.0	5.0	6.0
Minimum Split (s)	15.0	40.5	15.9	40.5	15.0	40.9	15.0	40.9
Total Split (s)	15.0	48.0	16.0	49.0	15.0	41.0	15.0	41.0
Total Split (%)	12.5%	40.0%	13.3%	40.8%	12.5%	34.2%	12.5%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	Min	None	None	None	None
v/c Ratio	0.01	0.30	0.00	0.47	0.04	0.32	0.00	0.06
Control Delay	10.7	12.9	11.0	15.8	16.9	24.0	17.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	12.9	11.0	15.8	16.9	24.0	17.0	21.2
Queue Length 50th (ft)	0	44	0	67	3	17	0	3
Queue Length 95th (ft)	6	275	3	424	20	88	4	25
Internal Link Dist (ft)		290		526		451		397
Turn Bay Length (ft)	15		185		160		250	
Base Capacity (vph)	643	1533	734	1334	447	860	437	881
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	0.00	0.23	0.00	0.35	0.03	0.10	0.00	0.02

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 58
Natural Cycle: 115
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Roswell St/Canton St & Milton Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	300	15	1	423	0	14	0	78	1	0	15
Future Volume (veh/h)	3	300	15	1	423	0	14	0	78	1	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.91	0.95		1.00	0.92		0.86	0.90		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.88	1.00	1.00	0.87
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	330	16	1	465	0	15	0	86	1	0	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	695	34	335	624	0	547	0	441	454	0	426
Arrive On Green	0.00	0.39	0.39	0.00	0.39	0.00	0.02	0.00	0.36	0.00	0.00	0.34
Sat Flow, veh/h	1810	1787	87	1810	1615	0	1810	0	1230	1810	0	1244
Grp Volume(v), veh/h	3	0	346	1	465	0	15	0	86	1	0	16
Grp Sat Flow(s),veh/h/ln	1810	0	1874	1810	1615	0	1810	0	1230	1810	0	1244
Q Serve(g_s), s	0.1	0.0	12.2	0.0	21.9	0.0	0.5	0.0	4.3	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.1	0.0	12.2	0.0	21.9	0.0	0.5	0.0	4.3	0.0	0.0	0.8
Prop In Lane	1.00		0.05	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	0	729	335	624	0	547	0	441	454	0	426
V/C Ratio(X)	0.01	0.00	0.47	0.00	0.74	0.00	0.03	0.00	0.20	0.00	0.00	0.04
Avail Cap(c_a), veh/h	403	0	904	548	797	0	711	0	495	647	0	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	20.2	17.3	23.3	0.0	18.2	0.0	19.5	19.0	0.0	19.3
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.0	4.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.4	0.0	8.8	0.0	0.2	0.0	1.2	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	21.2	17.3	27.8	0.0	18.2	0.0	19.7	19.0	0.0	19.3
LnGrp LOS	B	A	C	B	C	A	B	A	B	B	A	B
Approach Vol, veh/h		349			466			101			17	
Approach Delay, s/veh		21.2			27.7			19.5			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	39.8	5.6	37.1	5.9	39.6	7.0	35.7
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	10.5	42.5	9.5	35.5	9.5	43.5	9.5	35.5
Max Q Clear Time (g_c+I1), s	2.0	14.2	2.0	6.3	2.1	23.9	2.5	2.8
Green Ext Time (p_c), s	0.0	4.4	0.0	0.6	0.0	5.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	24	25	21	29	72	20	334	148	29	220	38
Future Vol, veh/h	35	24	25	21	29	72	20	334	148	29	220	38
Conflicting Peds, #/hr	7	0	10	6	0	3	10	0	6	3	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	26	27	23	31	77	22	359	159	31	237	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	874	898	278	845	839	452	288	0	0	524	0	0
Stage 1	330	330	-	489	489	-	-	-	-	-	-	-
Stage 2	544	568	-	356	350	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	272	281	766	285	304	612	1286	-	-	1053	-	-
Stage 1	687	649	-	564	553	-	-	-	-	-	-	-
Stage 2	527	510	-	666	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	204	260	751	239	282	604	1274	-	-	1047	-	-
Mov Cap-2 Maneuver	204	260	-	239	282	-	-	-	-	-	-	-
Stage 1	664	620	-	547	536	-	-	-	-	-	-	-
Stage 2	419	494	-	588	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	18.6	0.3	0.9
HCM LOS	C	C		

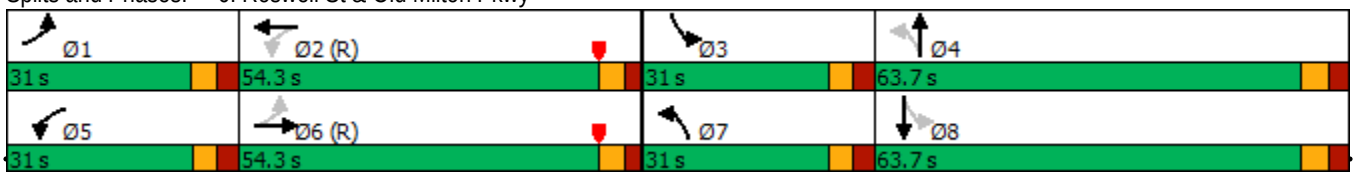
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	283	394	1047	-	-
HCM Lane V/C Ratio	0.017	-	-	0.319	0.333	0.03	-	-
HCM Control Delay (s)	7.9	0	-	23.6	18.6	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	1.4	0.1	-	-

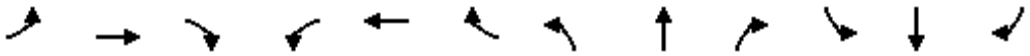
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	130	856	32	1404	81	247	145	72
Future Volume (vph)	130	856	32	1404	81	247	145	72
Lane Group Flow (vph)	133	930	33	1675	83	316	148	121
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	6.0	15.0	6.0	8.0	6.0	8.0
Minimum Split (s)	15.0	28.9	15.0	36.9	15.0	47.7	15.0	39.7
Total Split (s)	31.0	54.3	31.0	54.3	31.0	63.7	31.0	63.7
Total Split (%)	17.2%	30.2%	17.2%	30.2%	17.2%	35.4%	17.2%	35.4%
Yellow Time (s)	3.3	3.5	3.1	3.5	3.3	3.7	3.1	3.7
All-Red Time (s)	3.0	2.4	3.0	2.4	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	5.9	6.1	5.9	6.3	6.7	6.1	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
v/c Ratio	0.72	0.49	0.11	0.99	0.22	0.84	0.61	0.29
Control Delay	63.2	29.2	16.0	63.8	41.4	87.1	52.6	47.4
Queue Delay	0.0	0.0	0.0	41.1	0.0	0.0	0.0	0.0
Total Delay	63.2	29.2	16.0	104.9	41.4	87.1	52.6	47.4
Queue Length 50th (ft)	102	364	16	1092	69	357	128	100
Queue Length 95th (ft)	188	512	m25	m#1315	101	448	167	151
Internal Link Dist (ft)		629		234		492		463
Turn Bay Length (ft)	360		290		120		115	
Base Capacity (vph)	285	1898	456	1700	494	579	313	568
Starvation Cap Reductn	0	0	0	651	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	0.47	0.49	0.07	1.60	0.17	0.55	0.47	0.21

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 25 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Roswell St & Old Milton Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	856	56	32	1404	237	81	247	63	145	72	47
Future Volume (veh/h)	130	856	56	32	1404	237	81	247	63	145	72	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1870	1885	1900	1900	1885	1870	1900	1870	1900
Adj Flow Rate, veh/h	133	873	57	33	1433	242	83	252	64	148	73	48
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0	2	1	0	0	1	2	0	2	0
Cap, veh/h	162	1906	124	335	1670	278	340	283	72	207	235	155
Arrive On Green	0.05	0.56	0.56	0.03	0.54	0.54	0.05	0.20	0.20	0.08	0.22	0.22
Sat Flow, veh/h	1810	3386	221	1781	3072	511	1810	1449	368	1810	1052	692
Grp Volume(v), veh/h	133	458	472	33	826	849	83	0	316	148	0	121
Grp Sat Flow(s),veh/h/ln	1810	1777	1830	1781	1791	1793	1810	0	1818	1810	0	1744
Q Serve(g_s), s	5.9	27.3	27.3	1.5	70.4	73.9	6.6	0.0	30.5	11.6	0.0	10.4
Cycle Q Clear(g_c), s	5.9	27.3	27.3	1.5	70.4	73.9	6.6	0.0	30.5	11.6	0.0	10.4
Prop In Lane	1.00		0.12	1.00		0.29	1.00		0.20	1.00		0.40
Lane Grp Cap(c), veh/h	162	1000	1030	335	973	974	340	0	355	207	0	390
V/C Ratio(X)	0.82	0.46	0.46	0.10	0.85	0.87	0.24	0.00	0.89	0.71	0.00	0.31
Avail Cap(c_a), veh/h	328	1000	1030	534	973	974	502	0	576	318	0	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	23.2	23.2	18.6	34.8	35.6	54.1	0.0	70.5	54.3	0.0	58.3
Incr Delay (d2), s/veh	9.9	1.5	1.5	0.1	9.2	10.6	0.4	0.0	10.0	4.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.0	12.3	0.6	32.7	34.6	3.1	0.0	15.4	5.6	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	24.7	24.6	18.7	44.0	46.2	54.5	0.0	80.5	58.8	0.0	58.7
LnGrp LOS	D	C	C	B	D	D	D	A	F	E	A	E
Approach Vol, veh/h		1063			1708			399			269	
Approach Delay, s/veh		27.7			44.6			75.1			58.8	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	103.7	19.9	41.9	10.9	107.2	14.9	46.9
Change Period (Y+Rc), s	* 6.3	5.9	6.1	* 6.7	6.1	5.9	* 6.3	* 6.7
Max Green Setting (Gmax), s	* 25	48.4	24.9	* 57	24.9	48.4	* 25	* 57
Max Q Clear Time (g_c+I1), s	7.9	75.9	13.6	32.5	3.5	29.3	8.6	12.4
Green Ext Time (p_c), s	0.3	0.0	0.3	2.1	0.0	9.9	0.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	163	8	56	66	44
Future Vol, veh/h	38	163	8	56	66	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	177	9	61	72	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	218	0	120	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1352	-	876	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	870	1030
Mov Cap-2 Maneuver	-	-	-	-	870	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	928	-	-	1352	-
HCM Lane V/C Ratio	0.129	-	-	0.006	-
HCM Control Delay (s)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	0	1258	1016	40
Future Vol, veh/h	0	59	0	1258	1016	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	0	1367	1104	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	552	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	477	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	477	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	477	-
HCM Lane V/C Ratio	-	0.134	-
HCM Control Delay (s)	-	13.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.5	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1044	1728	88	0	53
Future Vol, veh/h	0	1044	1728	88	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1135	1878	96	0	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	939
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	265
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	265
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	265
HCM Lane V/C Ratio	-	-	0.217
HCM Control Delay (s)	-	-	22.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

TRAFFIC VOLUME WORKSHEETS

25-104 - Alpharetta District Place - Mixed-Use Development, Alpharetta, GA

Traffic Volumes

A&R Engineering
August 2025

1. SR 120 @ SR 9

A.M. Peak Hour

Condition	SR 120/ SR 9 (S Main Street) Northbound				SR 9 (S Main Street) Southbound				Old Milton Parkway Eastbound				SR 120 (Old Milton Parkway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	44	240	326	610	550	575	29	1154	36	989	19	1044	626	819	231	1676
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	51	276	375	702	633	661	33	1327	41	1137	22	1200	720	942	266	1928
Retail & Restaurant Trips:	0	0	0	0	13	8	3	24	0	0	0	0	0	17	0	17
Residential Trips:	0	0	0	0	22	8	2	32	0	0	0	0	0	6	0	6
Total Site Trips:	0	0	0	0	35	16	5	56	0	0	0	0	0	23	0	23
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	51	276	375	702	668	677	38	1383	41	1137	22	1200	720	965	266	1951

P.M. Peak Hour

Condition	SR 120/ SR 9 (S Main Street) Northbound				SR 9 (S Main Street) Southbound				Old Milton Parkway Eastbound				SR 120 (Old Milton Parkway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	109	644	442	1195	375	439	36	850	69	814	25	908	372	1356	381	2109
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	125	741	508	1374	431	505	41	977	79	936	29	1044	428	1559	438	2425
Retail & Restaurant Trips:	0	0	0	0	49	29	12	90	0	0	0	0	0	59	0	59
Residential Trips:	0	0	0	0	7	3	1	11	0	0	0	0	0	18	0	18
Total Site Trips:	0	0	0	0	56	32	13	101	0	0	0	0	0	77	0	77
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	125	741	508	1374	487	537	54	1078	79	936	29	1044	428	1636	438	2502

25-104 - Alpharetta District Place - Mixed-Use Development, Alpharetta, GA

Traffic Volumes

A&R Engineering
August 2025

2. SR 9 @ Marietta St

A.M. Peak Hour

	SR 9 (S Main Street) Northbound				SR 9 (S Main Street) Southbound				Marietta Street Eastbound				Marietta Street Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	14	525	19	558	24	1183	18	1225	0	0	8	8	0	0	24	24
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	16	604	22	642	28	1360	21	1409	0	0	9	9	0	0	28	28
Retail & Restaurant Trips:	0	0	0	0	0	8	2	10	0	0	10	10	0	0	0	0
Residential Trips:	0	0	0	0	0	2	0	2	0	0	15	15	0	0	0	0
Total Site Trips:	0	0	0	0	0	10	2	12	0	0	25	25	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	16	604	22	642	28	1370	23	1421	0	0	34	34	0	0	28	28

P.M. Peak Hour

	SR 9 (S Main Street) Northbound				SR 9 (S Main Street) Southbound				Marietta Street Eastbound				Marietta Street Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	48	877	67	992	54	651	26	731	0	0	21	21	0	0	89	89
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	55	1009	77	1141	62	749	30	841	0	0	24	24	0	0	102	102
Retail & Restaurant Trips:	0	0	0	0	0	28	7	35	0	0	39	39	0	0	0	0
Residential Trips:	0	0	0	0	0	6	1	7	0	0	5	5	0	0	0	0
Total Site Trips:	0	0	0	0	0	34	8	42	0	0	44	44	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	55	1009	77	1141	62	783	38	883	0	0	68	68	0	0	102	102

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Traffic Volumes

A&R Engineering
August 2025

3. SR 9 @ Milton Ave-Academy St

A.M. Peak Hour

	SR 9 (S Main Street) Northbound				SR 9 (N Main Street) Southbound				Milton Avenue Eastbound				Academy Street Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	72	552	36	660	295	1088	62	1445	113	213	80	406	86	204	200	490
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	83	635	41	759	339	1251	71	1661	130	245	92	467	99	235	230	564
Retail & Restaurant Trips:	0	0	0	0	0	7	0	7	5	3	0	8	3	0	0	3
Residential Trips:	0	0	0	0	0	1	0	1	6	3	0	9	1	0	0	1
Total Site Trips:	0	0	0	0	0	8	0	8	11	6	0	17	4	0	0	4
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	83	635	41	759	339	1259	71	1669	141	251	92	484	103	235	230	568

P.M. Peak Hour

	SR 9 (S Main Street) Northbound				SR 9 (N Main Street) Southbound				Milton Avenue Eastbound				Academy Street Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	98	771	47	916	227	816	93	1136	82	182	85	349	94	314	490	898
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	113	887	54	1054	261	938	107	1306	94	209	98	401	108	361	564	1033
Retail & Restaurant Trips:	0	0	0	0	0	24	0	24	20	10	0	30	12	0	0	12
Residential Trips:	0	0	0	0	0	5	0	5	2	1	0	3	2	0	0	2
Total Site Trips:	0	0	0	0	0	29	0	29	22	11	0	33	14	0	0	14
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	113	887	54	1054	261	967	107	1335	116	220	98	434	122	361	564	1047

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Traffic Volumes

A&R Engineering
August 2025

4. Milton Ave @ Roswell-Canton

A.M. Peak Hour

	Roswell Street **Northbound**				Canton Street **Southbound**				Milton Avenue **Eastbound**				Milton Avenue **Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	12	12	0	0	9	9	0	361	1	362	0	183	0	183
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	0	14	14	0	0	10	10	0	415	1	416	0	210	0	210
Retail & Restaurant Trips:	3	0	8	11	0	0	0	0	0	0	3	3	0	0	0	0
Residential Trips:	3	0	8	11	0	0	0	0	0	0	1	1	0	0	0	0
Total Site Trips:	6	0	16	22	0	0	0	0	0	0	4	4	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	6	0	30	36	0	0	10	10	0	415	5	420	0	210	0	210

P.M. Peak Hour

	Roswell Street **Northbound**				Canton Street **Southbound**				Milton Avenue **Eastbound**				Milton Avenue **Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	3	0	40	43	1	0	13	14	3	261	1	265	1	368	0	369
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	3	0	46	49	1	0	15	16	3	300	1	304	1	423	0	424
Retail & Restaurant Trips:	10	0	29	39	0	0	0	0	0	0	12	12	0	0	0	0
Residential Trips:	1	0	3	4	0	0	0	0	0	0	2	2	0	0	0	0
Total Site Trips:	11	0	32	43	0	0	0	0	0	0	14	14	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	14	0	78	92	1	0	15	16	3	300	15	318	1	423	0	424

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Traffic Volumes

A&R Engineering
August 2025

5. Roswell St @ Marietta St

A.M. Peak Hour

	Roswell Street **Northbound**				Roswell Street **Southbound**				Marietta Street **Eastbound**				Marietta Street **Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	5	320	3	328	16	242	19	277	34	6	12	52	8	13	16	37
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	6	368	3	377	18	278	22	318	39	7	14	60	9	15	18	42
Retail & Restaurant Trips:	0	0	34	34	3	0	0	3	0	3	0	3	3	3	10	16
Residential Trips:	0	0	5	5	1	0	0	1	0	1	0	1	1	3	11	15
Total Site Trips:	0	0	39	39	4	0	0	4	0	4	0	4	4	6	21	31
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	6	368	42	416	22	278	22	322	39	11	14	64	13	21	39	73

P.M. Peak Hour

	Roswell Street **Northbound**				Roswell Street **Southbound**				Marietta Street **Eastbound**				Marietta Street **Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	17	290	11	318	13	191	33	237	30	9	22	61	8	16	25	49
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	20	334	13	367	15	220	38	273	35	10	25	70	9	18	29	56
Retail & Restaurant Trips:	0	0	119	119	12	0	0	12	0	12	0	12	12	10	39	61
Residential Trips:	0	0	16	16	2	0	0	2	0	2	0	2	0	1	4	5
Total Site Trips:	0	0	135	135	14	0	0	14	0	14	0	14	12	11	43	66
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	20	334	148	502	29	220	38	287	35	24	25	84	21	29	72	122

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Traffic Volumes

A&R Engineering
August 2025

6. Old Milton Pkwy @ Roswell St

A.M. Peak Hour

	Roswell Street Northbound				Roswell Street Southbound				Old Milton Parkway Eastbound				Old Milton Parkway Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	28	51	39	118	141	115	25	281	33	1004	49	1086	69	672	133	874
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	32	59	45	136	162	132	29	323	38	1155	56	1249	79	773	153	1005
Retail & Restaurant Trips:	0	17	0	17	0	3	1	4	17	0	0	17	3	12	0	15
Residential Trips:	0	3	0	3	0	1	0	1	2	0	0	2	2	8	0	10
Total Site Trips:	0	20	0	20	0	4	1	5	19	0	0	19	5	20	0	25
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	32	79	45	156	162	136	30	328	57	1155	56	1268	84	793	153	1030

P.M. Peak Hour

	Roswell Street Northbound				Roswell Street Southbound				Old Milton Parkway Eastbound				Old Milton Parkway Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	70	156	55	281	126	54	39	219	56	744	49	849	18	1178	206	1402
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	81	179	63	323	145	62	45	252	64	856	56	976	21	1355	237	1613
Retail & Restaurant Trips:	0	59	0	59	0	10	2	12	59	0	0	59	10	46	0	56
Residential Trips:	0	9	0	9	0	0	0	0	7	0	0	7	1	3	0	4
Total Site Trips:	0	68	0	68	0	10	2	12	66	0	0	66	11	49	0	60
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	81	247	63	391	145	72	47	264	130	856	56	1042	32	1404	237	1673

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Traffic Volumes

A&R Engineering
August 2025

7. Marietta St @ Drwy 1

A.M. Peak Hour

	Site Driveway 1 Northbound				- Southbound				Marietta Street Eastbound				Marietta Street Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	25	0	25	0	37	0	37
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	0	0	0	0	0	0	0	0	29	0	29	0	43	0	43
Retail & Restaurant Trips:	16	0	10	26	0	0	0	0	0	0	41	41	2	0	0	2
Residential Trips:	15	0	15	30	0	0	0	0	0	0	6	6	0	0	0	0
Total Site Trips:	31	0	25	56	0	0	0	0	0	0	47	47	2	0	0	2
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	31	0	25	56	0	0	0	0	0	29	47	76	2	43	0	45

P.M. Peak Hour

	Site Driveway 1 Northbound				- Southbound				Marietta Street Eastbound				Marietta Street Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	33	0	33	0	49	0	49
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	0	0	0	0	0	0	0	0	38	0	38	0	56	0	56
Retail & Restaurant Trips:	61	0	39	100	0	0	0	0	0	0	142	142	7	0	0	7
Residential Trips:	5	0	5	10	0	0	0	0	0	0	21	21	1	0	0	1
Total Site Trips:	66	0	44	110	0	0	0	0	0	0	163	163	8	0	0	8
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	66	0	44	110	0	0	0	0	0	38	163	201	8	56	0	64

8. SR 9 @ Drwy 2 (RIRO)

A.M. Peak Hour

	SR 9 (S Main Street) Northbound				SR 9 (S Main Street) Southbound				Site Driveway 2 (Righ-In/Right-Out) Eastbound				- Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	507	0	507	0	1154	0	1154	0	0	0	0	0	0	0	0
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	583	0	583	0	1327	0	1327	0	0	0	0	0	0	0	0
Retail & Restaurant Trips:	0	0	0	0	0	10	8	18	0	0	13	13	0	0	0	0
Residential Trips:	0	0	0	0	0	15	2	17	0	0	17	17	0	0	0	0
Total Site Trips:	0	0	0	0	0	25	10	35	0	0	30	30	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	0	583	0	583	0	1352	10	1362	0	0	30	30	0	0	0	0

P.M. Peak Hour

	SR 9 (S Main Street) Northbound				SR 9 (S Main Street) Southbound				Site Driveway 2 (Righ-In/Right-Out) Eastbound				- Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	1094	0	1094	0	850	0	850	0	0	0	0	0	0	0	0
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	1258	0	1258	0	978	0	978	0	0	0	0	0	0	0	0
Retail & Restaurant Trips:	0	0	0	0	0	39	28	67	0	0	51	51	0	0	0	0
Residential Trips:	0	0	0	0	0	5	6	11	0	0	5	5	0	0	0	0
Total Site Trips:	0	0	0	0	0	44	34	78	0	0	56	56	0	0	0	0
Pass-by Trips:	0	0	0	0	0	-6	6	0	0	0	3	3	0	0	0	0
Future 2030 Traffic Volumes:	0	1258	0	1258	0	1016	40	1056	0	0	59	59	0	0	0	0

25-104 - Alpharetta District Place - Mixed-Use Development, Alpharetta, GA
Traffic Volumes

A&R Engineering
August 2025

9. Old Milton Pkwy @ Drwy 3

A.M. Peak Hour

Condition	- Northbound				Site Driveway 3 (Right-In/Right-Out) Southbound				Old Milton Parkway Eastbound				Old Milton Parkway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	1044	0	1044	0	892	0	892
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	0	0	0	0	0	0	0	0	1201	0	1201	0	1026	0	1026
Retail & Restaurant Trips:	0	0	0	0	0	0	11	11	0	0	0	0	0	3	17	20
Residential Trips:	0	0	0	0	0	0	8	8	0	0	0	0	0	2	6	8
Total Site Trips:	0	0	0	0	0	0	19	19	0	0	0	0	0	5	23	28
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2030 Traffic Volumes:	0	0	0	0	0	0	19	19	0	1201	0	1201	0	1031	23	1054

P.M. Peak Hour

Condition	- Northbound				Site Driveway 3 (Right-In/Right-Out) Southbound				Old Milton Parkway Eastbound				Old Milton Parkway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	0	0	0	0	0	908	0	908	0	1501	0	1501
Growth Factor (%):	3	3	3		3	3	3		3	3	3		3	3	3	
No-Build 2030 Volumes:	0	0	0	0	0	0	0	0	0	1044	0	1044	0	1726	0	1726
Retail & Restaurant Trips:	0	0	0	0	0	0	44	44	0	0	0	0	0	12	59	71
Residential Trips:	0	0	0	0	0	0	3	3	0	0	0	0	0	1	18	19
Total Site Trips:	0	0	0	0	0	0	47	47	0	0	0	0	0	13	77	90
Pass-by Trips:	0	0	0	0	0	0	6	6	0	0	0	0	0	-11	11	0
Future 2030 Traffic Volumes:	0	0	0	0	0	0	53	53	0	1044	0	1044	0	1728	88	1816

Community Zoning Information Meeting (CZIM) August 13, 2025

Please sign-in and leave your comments and/or concerns.

Z-25-07/CU-25-15/V-25-20 / Alpharetta District Places

NAME	ADDRESS	COMMENTS
Steven Smith	12043 Orchid Lane Alph GA 30009	
David Paul	12020 orchid Lane Alpha GA 30009	
Traci Detchon	2011 Hidden Alley Alpharetta GA 30009	
Tim Sutton	12094 Cotton Alley ALPH. 30009	
P. Milewski	3025 Vance Ct Alpharetta, GA 30009	

Community Zoning Information Meeting (CZIM) August 13, 2025

Please sign-in and leave your comments and/or concerns.

Z-25-07/CU-25-15/V-25-20 / Alpharetta District Places

NAME	ADDRESS	COMMENTS
Trace + Francelle Taylor	2017 Hidden Aly Alpharetta, GA 30009	
Heagle Holley	250 Main Jean Way 30009	
Kulichristie	131 South Main 3009	
Georgina Zambrano	8552 Birch Hollow T	Don't build it. Alpharetta does not need more expensive Apartments, NO add'l traffic.
BONNIE STEADMAN	255 VAUGHAN DR ALPHARETTA 30009	Concerned about increased traffic impact

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Alpharetta District Places

Contact Name: Erik Rowen Telephone: 770-530-8013

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

(please see attached sheet for meetings and questions/ concerns)

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- [x] Letter
- [x] Personal Visits
- [ ] Telephone
- [x] Group Meeting
- [x] Email
- [ ] Other *(Please Specify)* _____

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: _____ Date: _____

Print Form

Alpharetta District Places- Community Outreach

The development team, in addition to sending out letters, met in person with many of the local communities and businesses and below are the Meetings and Notes:

Victoria Square- Neighborhood Meeting: 7/31/25

- We invited a group from the neighborhood to our office to review the presentation. This was led by Jack Nugent. He attended with 3 other residents (Todd Friel , Susan Friel and I other)
- I emailed with Francene Taylor and have given a few additional invitations to meet and continue our dialogue.
    - After CZIM sent additional invitation to meet to discuss the project.
- I have reached out to another resident Aaron Grondin to set up a meeting with additional residents.
- The project was very well received
    - They seemed to love the idea in general.
    - They made the comment to emphasize the entrance on Old Milton Parkway to relieve any added traffic on Marietta. They feel that Marietta is very narrow.
    - Larger Monument Sign, GPS coordinates, Well Lit are some ideas
    - They love the widened sidewalk on Marietta
    - I shared the impact of the traffic study with them

Windsong- Neighborhood Meeting: 8/13/25

In Attendance: Bess Allen, Shawn Allen, Bruce Black, Cary Siegel, Chuck Turner, Melinda Turner, Hayden Turner, Laura Kriteman, Dr. Kriteman, Art Abbey, Mrs. Abbey, Hugh ?, Phyllis Holley, Buzz Hill, Barbara Hill, Stacey Rowen

- We held a neighborhood meeting at the home of Shaun Allen. 15-20 residents attended where we presented the project to them and took feedback
- Most of their concerns related to traffic.

Bur Rog Existing Tenant outreach: 8/13/25

1. I went to most of the tenants in the shopping center and left business cards to meet with tenant owners and offered to meet in person this included :
    a. Alpharetta Cleaners – I met with Joanne and discussed project with her.
    b. Davinci Donuts- Left business card (invitation to meet , call or stop by)
    c. Borellis Salon- Met with Kelli (owner) at my office showed presentation
    d. Flour Power- Left business card for owner Ferdinando

e. Body by Design – Been exchanging messages with owner (Neal) Plan to meet with him/ talk on phone.
f. Crust - We have previously met with Darren from Crust on 2 occasions to discuss our development.

TBB (Theo Brothers Bakery): 7/30/25

- Sent an email to meet or talk with Michelle Sedgwick (owner) – She has not returned email

Pure Taqueria: 7/30/25

- Sent email to Chris Sedgwick to meet to discuss project.
    - After CZIM Sent an additional email to Chris to continue the conversation.

Letter Responses

- We did receive some responses from the letters, and most were general questions about the project. Some did have concerns relating to traffic already being heavy in the area.

AEC
50 Warm Springs Circle
Roswell, Georgia 30075-4937
Main: 770.641.1942
Fax: 770.998.6924

July 28, 2025

RE: **Z-25-07/CU-25-15/V-25-20 Alpharetta District Places**
131 South Main Street
Re-Zoning, Conditional Use and Variance Request

Dear Property Owner:

Please allow this updated letter to serve as public notice for consideration of a rezoning, conditional use, and variances to allow for 195 Dwelling, 'For-Rent' units, 20,000 square feet of retail, and 10,000 square feet of restaurant on 3.02 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and a conditional use is requested to allow 'Dwelling, 'For-Rent'. Variances are requested to Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code Subsection 2.3.3(E) to modify the Collector Street Commercial/Mixed-Use streetscape requirements and Subsection 3.5.5 to increase the maximum building footprint. The property is located at 0 South Main Street and 131 South Main Street and is legally described as being located in Land Lot 695, 1st District, 2nd Section, Fulton County, Georgia. We have attached a copy of the filed site plan for your convenience.

The Community Zoning Information Meeting (CZIM) for this request will be held on Wednesday **August 13th, 2025, at 6:00 p.m.** at Alpharetta City Hall (2 park Plaza, Alpharetta, Ga. 30009). We are still in the process of looking at design options and want to hear from you if you have any other questions or concerns regarding the proposed development.

This item will also be considered by the **Planning Commission on Thursday, September 4, 2025 at 6:30 PM** and **City Council on Monday, September 22, 2025 at 6:30 PM.** The meeting(s) will be held in the Council Chambers at City Hall, 2 Park Plaza, Alpharetta, GA 30009.

If you have any questions or comments regarding the above request, please feel free to contact me at your convenience. I can be reached at slr@aecatl.com or (770) 641-1942.

Sincerely,
AEC, Inc.

Steven L. Rowe, ASLA
Vice President

SLR/SCH/slr
Attachments

M:\2025 JOBS\25-5172 Bur-Rog Alpharetta\SUBMITTALS\Zoning Submittal (7-1-2025)\CZIM Neighbor Letter (7-9-2025).docx

From: Woodman, Michael
To: Taylor, Elicia
Subject: Fwd: CZIM, August 13th
Date: Friday, August 15, 2025 7:28:03 AM
Attachments: image001.png

[redacted]

[redacted]

[redacted]

[redacted]:

From: Todd and Susan Friel [redacted]
Date: August 14, 2025 at 9:26:26 PM EDT
To: "Woodman, Michael" <mwoodman@alpharetta.ga.us>
Subject: RE: CZIM, August 13th

Hello Mr. Woodman;
We had the pleasure of meeting with the developer directly before the CZIM and it was very beneficial.
We were not able to make the CZIM due to a prior commitment, so we wanted to give you our small feedback on this project.
Our main concern is the amount of traffic on Marietta Street from Roswell street to Main street. There is no plan to widen this street, which is already too narrow for the amount of traffic that is on it now.
We seriously believe this is a safety issue, and we would ask the city to consider widening Marietta to handle the new traffic.
Thank you,
Todd and Susan Friel
12021 Orchid Lane

> On 07/31/2025 8:56 AM EDT Woodman, Michael <mwoodman@alpharetta.ga.us> wrote:
>
> Good morning.
>
> The applicant does not give any indication on price point in their application. However, the Alpharetta land values and City requirements related to For-Rent apartments will produce a higher rental price point. In meetings with the applicants, they have discussed a market study that they commissioned which showed young professionals and empty nesters as the target market. We have asked the applicant to submit that information.
>
> ---
>
> **From:** Todd and Susan Friel <allthefriels@comcast.net>
> **Sent:** Thursday, July 31, 2025 8:29 AM
> **To:** Woodman, Michael <mwoodman@alpharetta.ga.us>
> **Subject:** Re: CZIM, August 13th
>
> Good Morning:
>
> Is there any indication that these could be low income/subsidized apartments, mid-income or luxury apartments? We assume they had to have made some sort of description to the city on these units.
>
> Thank you for your help on this.
>
> Todd and Susan Friel
>
> > On 07/29/2025 4:31 PM EDT Woodman, Michael <mwoodman@alpharetta.ga.us> wrote:
> >
> > Good afternoon.
> >
> > The developer is proposing 195 For-Rent apartment units over 30,000 SF of retail and restaurant space along the ground floor. The buildings is proposed to be 5 stories.
> > The developer has not provided information on price points. Please let me know if you have any questions.
> >
> > Sent from my iPhone
> >
> > > On Jul 29, 2025, at 4:05 PM, Todd and Susan Friel [redacted] > wrote:
> > >
> > > Thank you, sir, for this information. Very helpful.
> > >
> > > Will the rental spaces be apartments? Will this be 5 stories of apartments?
> > >
> > > Has the developer given any indication on what the rental price point will be?
> > >
> > > Thank you,
> > >
> > > Todd and Susan Friel

On 07/23/2025 12:32 PM EDT Woodman, Michael <mwoodman@alpharetta.ga.us> wrote:

Good afternoon.

The City has received a public hearing request for the property along South Main Street from Old Milton Pkwy to Marietta Street, which is currently developed with a shopping center (Crust, Da Vinci's Donuts, etc.) and the dry cleaners. You can find information on the request at the link below. Look for the item called 'Alpharetta District Places'. The property along Roswell Street from Old Milton Pkwy to Marietta Street represents Phase 1 of the development, but that property already has the required zoning and is not part of the request below. The request below is scheduled for CZIM on August 13th.

https://www.alpharetta.ga.us/158/Public-Hearings

Please let me know if you have any questions.

Best regards,

GEORGIA'S CONNECTED CITY

Michael Woodman, AICP
Planning & Development Services Manager
Community Development
City of Alpharetta
2 Park Plaza, Alpharetta, GA 30009
Ph. (678) 297-6072
mwoodman@alpharetta.ga.us

From: Todd and Susan Friel <al[redacted]
Sent: Wednesday, July 23, 2025 12:21 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: CZIM, August 13th

Hello Mr. Woodman:

My husband and I live at 12021 Orchid Lane (Victoria Square subdivision). Some of our neighbors have received information from the City regarding the tract of land across from Pure restaurant. This would be the land that is bound by Old Milton, Roswell street, Marietta street and Highway 9.

One of the neighbors posted on NextDoor that the proposed development would be added to the CZIM for August 13th. I went to the meeting information for that CZIM, but didn't see it listed (it could be that I don't know the name of the applicant...).

Could you tell us if this proposed development will be included at the CZIM on 8/13 and if not, which one it would be? Also, is there any posted information on the city website for this development? We were wondering if we could see it ahead of time.

Thank you so much,

Todd and Susan Friel

From: Woodman, Michael
To: [redacted]
Cc: Taylor, Elicia
Subject: RE: Information on PHA-2500034 131 South Main Street redevelopment
Date: Wednesday, July 23, 2025 4:29:14 PM
Attachments: image001.png

Good afternoon, Francene.

You can find more information about that request, which is called Alpharetta District Places at the link below. Please let me know if you have any trouble finding it or have questions about the request.

https://www.alpharetta.ga.us/158/Public-Hearings

Best regards,

GEORGIA'S CONNECTED CITY

Michael Woodman, AICP
Planning & Development Services Manager
Community Development
City of Alpharetta
2 Park Plaza, Alpharetta, GA 30009
Ph. (678) 297-6072
mwoodman@alpharetta.ga.us

From: Francene Taylor [redacted]
Sent: Wednesday, July 23, 2025 4:22 PM
To: Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: Information on PHA-2500034 131 South Main Street redevelopment

This message needs your attention

- This is a personal email address.

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Michael

Good afternoon - I'm reaching out to get more information on the proposed redevelopment of 131 South Main Street. We've received the mailed notification and will be attending the CZIM but I have not been able to find any information on the city website about this project using either PHA- 2500034 or 131 South Main as search criteria.

Can you point me in the direction of any available documentation or help me with more specific search terms?

Thank you in advance
Francene Taylor
[redacted]

From:	Woodman, Michael
To:	Taylor, Elicia
Subject:	FW: Alpharetta District Places/41 Milton and other general parking requirement thoughts and comments
Date:	Thursday, July 24, 2025 11:32:23 AM
Attachments:	image001.png image002.png

FYI – public comment for Alpharetta District Places and 41 Milton Avenue

From: Nugent, Jack [redacted]
Sent: Thursday, July 24, 2025 10:58 AM
To: Gilvin, Jim <jgilvin@alpharetta.ga.us>; Mitchell, Donald <dmitchell@alpharetta.ga.us>; DeRito, Doug <DDerito@alpharetta.ga.us>; Hipes, John <jhipes@alpharetta.ga.us>; Merkel, Dan <dmerkel@alpharetta.ga.us>; Woodman, Michael <mwoodman@alpharetta.ga.us>; Cook, Kathi <Kcook@alpharetta.ga.us>
Cc: Erik Rowen <erik.rowen@mckibbonplaces.com>
Subject: Alpharetta District Places/41 Milton and other general parking requirement thoughts and comments

This message could be suspicious

- This name is similar to someone in the City of Alpharetta.
- This is their first mail to some recipients.

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Good morning Mayor, Council Members, Michael and Kathi!

First and foremost, thank you for all of your hard work to have created such an outstanding livable city and your continued efforts to ensure that it will continue to thrive, prosper and meet the needs of all of its residents. I am really proud to call Alpharetta home and to share all it has to offer with friends and colleagues that come to visit. I joke with my wife that if I was the one visiting, I'd be jealous of us for living here!

I am writing this as a resident that lives and works in downtown Alpharetta – in Victoria Square, directly facing the Roswell Street parking lot with my office in Thrive above Minnie Olivia. I am a bit spoiled because I get to walk to and from work every day. I really couldn't park much closer if I tried.

But, the funny thing is, as I walk through the parking lot, visitors don't know I live right there. I would say that at least two nights a week, I'll have a car slowly creeping behind me in hopes that I am heading to a car in the lot so that they can take my space. It used to be creepy, but I am used to it! And, it usually happens when I walk out of Thrive and walk through the Old Roswell lot too. Except for Monday nights when many businesses are closed, parking remains a premium in downtown.

So, while I am very pro-smart development that falls within the City's long term plans, I do have a tendency to overthink parking needs and requirements and how existing businesses might be affected by developments and redevelopments.

So, just a couple of thoughts.

On Alpharetta District Places – I want to point out a couple of issues related to these two pieces of data.

PARKING & LOADING AREAS	
	MULTI-FAMILY: 1 PER BEDROOM + .5 VISITOR SPACE PER UNIT 117: 1-BEDROOM: 117 + 78: 2-BEDROOM: 156 = 273 SPACES VISITOR SPACES REQUIRED: 195 X .5 = 98 ADA SPACES REQUIRED:8 SPACES TOTAL PARKING SPACES REQUIRED: 371 SPACES
	RETAIL: 1 PER 500 SQ. FT. PLUS 1 EMPLOYEE 20,000 SQ. FT. / 500 = 40 SPACES ADA SPACES REQUIRED: 2 TOTAL PARKING SPACES REQUIRED: 40 SPACES
	RESTAURANT: 1 PER 500 SQ. FT. 10,000 SQ. FT. / 500 = 20 SPACES ADA SPACES REQUIRED: 1 TOTAL PARKING SPACES REQUIRED: 20 SPACES TOTAL ADA SPACES REQUIRED: 11 SPACES TOTAL PARKING SPACES REQUIRED: 431 TOTAL PARKING SPACES PROVIDED: 541 IN PARKING DECK
GENERAL NOTES	

TRIP GENERATION

The results of the analysis for the proposed development are shown in Table 1, below.

TABLE 1 – TRIP GENERATION (PHASE – 1)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 822 – Strip Retail Plaza (<40k)	17,000 sf	25	16	41	57	56	113	947
ITE 930 – Fast Casual Restaurant	7,000 sf	5	5	10	60	50	110	680
ITE 931 – Fine Dining Restaurant	6,000 sf	2	2	4	31	16	47	503
Pass-by Trips (0%) 44%		0	0	0	-14	-7	-21	-210
ITE 932 – High-Turnover (Sit-Down) Restaurant	4,000 sf	21	17	38	22	14	36	429
Pass-by Trips (0%) 43%		0	0	0	-9	-6	-15	-150
Total Trips (without Reductions)		**53**	**40**	**93**	**170**	**136**	**306**	**2,559**
New External Trips (with Reductions)		**53**	**40**	**93**	**147**	**123**	**270**	**2,199**

TABLE 2 – TRIP GENERATION (PHASES 1 AND 2)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 822 – Strip Retail Plaza (<40k)	37,000 sf	41	27	68	99	98	197	1,791
Mixed-Use Reduction		-3	-3	-6	-9	-10	-19	-179
ITE 930 – Fast Casual Restaurant	12,000 sf	9	8	17	110	90	200	1,166
Mixed-Use Reduction		-2	-2	-4	-6	-6	-12	-117
ITE 931 – Fine Dining Restaurant	11,000 sf	4	4	8	57	29	86	922
Mixed-Use Reduction		-1	-1	-2	-5	-5	-10	-92
Pass-by Trips (0%) 44%		0	0	0	-23	-11	-34	-340
ITE 932 – High-Turnover (Sit-Down) Restaurant	4,000 sf	21	17	38	22	14	36	429
Mixed-Use Reduction		-1	-1	-2	-2	-2	-4	-43
Pass-by Trips (0%) 43%		0	0	0	-9	-5	-14	-140
ITE 220 – Multifamily Housing (Low-Rise) - Not Close to Rail Transit	220 units	22	69	91	73	42	115	1486
Mixed-Use Reduction		-7	-7	-14	-23	-22	-45	-431
Total Trips (without Reductions)		**97**	**125**	**222**	**361**	**273**	**634**	**5,794**
New External Trips (with Reductions)		**83**	**111**	**194**	**284**	**212**	**496**	**4,452**

First – I do not know the specific city requirements for parking, but assuming their statements about the requirements on there are accurate, in their "total required," they are not accounting for employee spaces at all. They show 431 required vs 541 provided, so there is an excess – just not the excess as presented.

Second – this is just commentary on the existing city requirements if that 2/1000 is correct as presented. I do know that the City has made the requirements lower in the downtown area because of City provided parking. But, I would suggest that prospectively, consideration be given to proximity to the deck at City Hall or the 92 Milton decl, to the Roswell or Old Roswell parking lots. I am sure you already have it on the horizon, but as more and more is done further south on Main, and if this Alpharetta District Places goes through, we need more

parking. If that means the lot across from me will have to be a deck, so be it. I moved downtown and knew I may have to one day deal with that. It actually does not worry me because the city does have high standards that you have put in to place. But, in the case of Alpharetta District Places, maybe the Alpharetta Community Center might be the best spot to target for the excess at this point.

However, and this is where I am pulling in 41 Milton, (and maybe this is already the case), if you do go forward and approve that, I think the fees collected should be placed in some sort of escrow/sinking fund specifically set aside for any new parking structure. And, knowing that a new parking structure may be required, consideration should be given to tying the fees per waived space to an index of the then current cost of a single parking space in a newly constructed parking garage. It is what is is for the existing applications, but I am just thinking prospectively.

Along those same lines, when I work on properties around the US, the typical retail parking requirement falls in to the 3.5-4.5/1000, not the 2/1000. And, it is very common to see ratios as high as 12/1000 for full service sit down restaurants. Using the applicant for Alpharetta District Places own trip generation schedule, we can see the PM peak for fine dining at 57 per hour. 57! The fast casual? 110! The retail? 99! The high turnover? 22. So 57+100+99+22 = 278 per hour!!!!! The retail and restaurant spaces required per the current requirements as presented above? 60 spaces!!!!!! (We do know that is understated because of the lack of employee parking accounted for). But 278 coming in to the 60 required spaces!

While I'd be sad to see Crust, Davinci's and my drycleaner go away, it does look like a nice project with new retail and restaurants and much needed (in my opinion) multifamily. I live downtown. I expect both change and density. But, I do think you need to look realistically at what we have, what has already been approved, and what has been proposed.

Reduced ratios because it is downtown doesn't work if there is not sufficient parking in downtown (already). A fee for a parking waiver is nice, but it doesn't create additional parking. A true parking census, with a true kind of sources and uses of parking for as-is, approved, and proposed that can be updated with each new approval would be great to view in conjunction with each application.

Thanks for considering my thoughts.

Jack Nugent
12082 Cotton Alley
[redacted]

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and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.

From: Erik Rowen
To: Woodman, Michael; Cook, Kathi
Cc: Taylor, Elicia
Subject: Windsong Meeting
Date: Friday, August 1, 2025 4:33:41 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image001.png

Michael,
Today I met with Shaun Allen who is a resident of Windsong. I went though my new powerpoint neighborhood presentation. He seemed excited about the project and felt it was a benefit to their community (speaking for himself not others). He didn't seem to think there would be opposition. He indicated that he felt that the MF would contribute to higher property values.

We are currently planning an open house next Thursday for his neighbors next week at his house.

I will share more as I continue to reach out.

Please continue to share any letters from neighbors once redacted.

Erik Rowen | **President**
m: 770-530-8013
e: erik.rowen@mckibbonplaces.com

McKIBBON PLACES

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From: Woodman, Michael <mwoodman@alpharetta.ga.us>
Sent: Friday, August 1, 2025 12:52 PM
To: Erik Rowen <erik.rowen@mckibbonplaces.com>; Cook, Kathi <Kcook@alpharetta.ga.us>
Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>
Subject: RE: ADP Victoria Square Neighborhood Meeting

Thanks for the update, Erik. Good to hear that the meeting with Victoria Square went well.

Elle will continue to send you any public comment emails we receive.

Have a nice weekend!

From: Erik Rowen <erik.rowen@mckibbonplaces.com>
Sent: Thursday, July 31, 2025 6:48 PM
To: Cook, Kathi <Kcook@alpharetta.ga.us>; Woodman, Michael <mwoodman@alpharetta.ga.us>
Subject: ADP Victoria Square Neighborhood Meeting

Kathi, Michael,
This afternoon we had a meeting with residents of Victoria Square to present our Phase 1 and 2 for Alpharetta District Places. The residents attending were:
-Jack Nugent
-Todd Friel
-Susa Friel

The project was very well received
They seemed to love the idea in general.
They made the comment to emphasize the entrance on Old Milton Parkway to relieve any added traffic on Marietta. They feel that Marietta is very narrow.
-Larger Monument Sign, GPS coordinates, Well Lit are some ideas
They love the widened sidewalk on Marietta
I shared the impact of the traffic study with them

Franciene Taylor who is a very active resident apparently had some concerns about the project. I have reached out to her and she was unfortunately unable to attend today. I will meet with her next week when she gets back to town.

I have also reached out to both Chris and Michele Sedgwick regarding getting together to discuss the project. I have not heard back yet.

I met with Kim Zane today regarding public art. She seems excited about the project and will start connecting us with local artists.

Please continue to send all redacted letters from residents and business owners. We would like to meet with them one on one, preferably prior to CZIM and help address concerns or misinformation.

McKIBBON PLACES

Erik Rowen
President
Email erik.rowen@mckibbonplaces.com
Mobile 770-530-8013

7 Old Roswell Street, Alpharetta, GA 30009
www.mckibbonplaces.com

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PURE TAQUERIA LLC
103 ROSWELL ST
ALPHARETTA GA 30009

PALMER FAMILY INVESTMENTS LLC
11460 ALPHARETTA HWY
ROSWELL GA 30076-3801

122 MARIETTA STREET LLC
119 ROSWELL ST
ALPHARETTA GA 30009

CURRENT OCCUPANT
12062 Cotton Alley
ALPHARETTA GA 30009

CURRENT OCCUPANT
12064 Cotton Alley
ALPHARETTA GA 30009

CURRENT OCCUPANT
12066 Cotton Alley
ALPHARETTA GA 30009

CURRENT OCCUPANT
12068 Cotton Alley
ALPHARETTA GA 30009

CURRENT OCCUPANT
12070 Cotton Alley
ALPHARETTA GA 30009

CURRENT OCCUPANT
12072 Cotton Alley
ALPHARETTA GA 30009

KLD ROSWELL STREET LLC
12460 CRABAPPLE RD STE 202 317
ALPHARETTA GA 30004

TKB2 PROPERTIES LLC
125 N CHRISTOPHERS RUN
ALPHARETTA GA 30004

SEDG INVESTMENTS LLC
13050 BETHANY RD
ALPHARETTA GA 30009-1931

ALPHARETTA BEACH HOUSE LLC
131 ROSWELL ST # B201
ALPHARETTA GA 30009

KELL BUILDING PARTNERS LLC
131 ROSWELL ST STE B201
ALPHARETTA GA 30009

MULKEY LAWRENCE W
13630 BIRMINGHAM HWY
ALPHARETTA GA 30004

MAINSTREET PORTFOLIO LLC
13913 TREE LOFT RD
ALPHARETTA GA 30004

PARK PLAZA PARTNERS LLC
15144 TAYLOR RD
ALPHARETTA GA 30004

HAIGLER CAPITAL LLC
164 ROSWELL ST
ALPHARETTA GA 30009

SOUTH MAIN DEVELOPMENT
PARTNERS LLC
1819 PEACHTREE RD SUITE 575
ATLANTA GA 30309

DIVERSIFIED INVESTMENT
GROUP R E H LLC
1865 BETHANY WAY
ALPHARETTA GA 30009

HAIGLER CAPITAL LLC
2005 OLD MILTON PKWY
ALPHARETTA GA 30009

TAYLOR TRACE S &
TAYLOR FRANCENE H
2017 HIDDEN ALY
ALPHARETTA GA 30009

TAYLOR HAROLD T
2165 OLD MILTON PKWY
ALPHARETTA GA 30004-1910

SS ALPHARETTA CGP LLC
361 SUMMIT BLVD STE 110
BIRMINGHAM AL 35243

CEMETERY
3693 STEWART ROAD
ATLANTA GA 30340

ARIEL HOLDINGS LLC
48 OLD ROSWELL ST
ALPHARETTA GA 30009-7908

CORNERSTONE INVESTMENT GROUP LLC
6190 POWERS FERRY RD STE 230
ATLANTA GA 30339

CITY OF ALPHARETTA
6765 KALI CT
SUWANEE GA 30024

VICTORIA SQUARE TOWNHOME
ASSOCIATION INC
P.O. BOX 2458
ALPHARETTA GA 30023-2458

BUR ROG INC
P.O. BOX 642
ALPHARETTA GA 30009

SCHIRMER GINGER POMERANCE
201 ALLEN RD SUITE 300
ATLANTA GA 30328

NEW MAMMOTH DETAIL SALON INC
2145 OLD MILTON PKWY
ALPHARETTA GA 30004

ZAINA PROPERTIES LLC
314 KENT VALLEY CIR
TUCKER GA 30084

SHAMOUN GEORGIA HOLDING LLC
366 SAN MIGUEL DR SUITE 310
NEWPORT BEACH CA 92660

CARLOS L BAGWELL
REVOCABLE TRUST THE
40 ROSWELL ST
ALPHARETTA GA 30009

ARIEL HOLDINGS II FIFTY
FOUR ROSWELL ST L L C
54 ROSWELL ST
ALPHARETTA GA 30009-1930

PARK PLAZA PARTNERS LLC
65 ROSWELL ST SUITE 300
ALPHARETTA GA 30009

VICTORIA SQUARE TOWNHOME
ASSOCIATION INC
7380 MCGINNIS FERRY RD STE 200
SUWANEE GA 30024

PUBLIX SUPER MARKETS INC
P.O. BOX 32018
LAKELAND FL 33802

CD II PROPERTIES LLC
PO BOX 99
DEMOREST GA 30535

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: Z-25-07 CU-25-15

PH #: V-25-20

☐ Property Taxes & Code Violations Verified

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta." Please note that a 3% convenience fee will be added to all credit card transactions.
5. Applications will be accepted on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Erik Rowen Telephone: 770-530-8013

Address: 7 Old Roswell Street Suite:

City Alpharetta State: Ga Zip: 30009 Fax:

Mobile Tel: Email: erik.rowen@mckibbonplaces.com

Subject Property Information:

Address: 131 South Main Street/ 82 Marietta St. Current Zoning: C-2

District: 1 Section: 2 Land Lot: 695 Parcel ID: 12 258406950856, 12 258406950781, 12 258406951128

Proposed Zoning: DT-C Current Use: Retail/ Office

This Application For *(Check All That Apply)*:

- ☒ Conditional Use
- ☒ Rezoning
- ☒ Variance
- ☐ Exception
- ☐ Master Plan Amendment
- ☐ Master Plan Review
- ☐ Public Hearing
- ☐ Other *(Specify)*:
- ☐ Comprehensive Plan Amendment

Applicant Request And Intent

What is the proposed use(s) of the property?

The proposed use is a mixed use development including retail, restaurant and multi-family residential.

Applicant's Request (Please itemize the proposal):

We are requesting the following on the property:

- Rezoning the property from C-2 to DT-C
- Variance to allow a building footprint in excess of 20,000 s.f.
- Variance to allow for an alternate Right of Way Treatment for Marietta Street
- Conditional Use to allow for Multi-Family Rental units in the project

Applicant's Intent *(Please describe what the proposal would facilitate)*:

Please see letter of intent.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Bur Rog, Inc. Telephone:

Address: P.O. Box 642 Suite:

City Alpharetta State: Ga Zip: 30009 -

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☒ Rezoning
- ☒ Conditional Use
- ☒ Variance
- ☐ Master Plan
- ☐ Land Use Application
- ☐ Other

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: Erik Rowen Telephone: 770-530-8013

Address: 7 Old Roswell Street Suite:

City Alpharetta State: Ga. Zip: 30009 -

So Sworn and Attested:

Owner Signature: John R Burgess Date: 6/25/2025

Notary:

Notary Signature: Caitlin Leigh Bates Date: 6/25/2025

CAITLIN LEIGH BATES NOTARY PUBLIC FULTON COUNTY, GA MY COMMISSION EXPIRES AUGUST 31 2026

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: Greg Swayne

Subject Public Hearing Case: Alpharetta District Places

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: None Position: None

Description of Contribution: None Value: $0.00

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature:  Date: 6-27-25

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

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Name of Applicant or Opponent: Brent Beecham

Subject Public Hearing Case: Alpharetta District Places

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: $0.00

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____ Date: 7-1-2025

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: Erik Rowen

Subject Public Hearing Case: Alpharetta Distric Places

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: N/A Position: N/A

Description of Contribution: N/A Value: $0

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: Date: 6/28/25

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: John Burgess

Subject Public Hearing Case: Alpharetta District Places

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: $0.00

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: John R Burgess Date: 6/25/2025

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The proposed mixed use development is consistent with the surrounding properties and the current development trends in the downtown corridor.

How will this proposal affect the use and value of the surrounding properties?

The proposed development will have no impact to the use of surrounding properties and will have a positive impact to the value of the surrounding properties.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

The property is currently developed with C-2 uses but cannot be developed as a integrated mixed use as currently proposed. The proposed residential use would not be permitted within the C-2 zoning and the residential use is critical for the economic viability of the proposed commercial uses.

What would be the increase to population and traffic if the proposal were approved?

The proposed population increase will be approximately 273 residents and the increase to the traffic will be as stated in the Traffic Study.

What would be the impact to schools and utilities if the proposal were approved?

There would be minimal impact to the local schools and the existing utility infrastructure is well within its capacity to handle the increase demand to public utilities.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

The proposed property is listed as Central Business District in the CLUP and the proposed development is consistent with the Future Land Use Map.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The proposed development is consistent with the current development trends within the downtown area and will be a positive addition to Downtown Alpharetta.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow a building footprint exceeding 20,000 square feet

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the shape of he property, being surrounded by public right of ways, requires a unique design to be permitted to screen the proposed parking deck from public view that will exceed the 20,000 square foot limit in the Downtown District. The intent is to have the architecture designed in such a way that creates a human scale to the development and the mass of the building.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, breaking up the building would not achieve the City's goal of screening parking from public view.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, this subject property is surrounded by public Right of Way and requires each frontage to be treated as a front facade.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

No, if relief is granted, there would be no detriment to the public and would not impair the intent of the Zoning Code.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow alternative treatment for the Marietta Street right-of-way.

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the existing Right of Way (ROW) of Marietta Street is sub-standard and dedicating the additional ROW from this property would impact the developability of the property along the Marietta Street frontage.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, the dedication of additional ROW would impact the developability of the Marietta Street Frontage. Although we are requesting a variance to the added ROW, we worked with the City Staff to create a street section that provides the landscape area and sidewalk the City required while allowing the property to be developed by the applicant. The streetscape will be as follows:
- 6' tree planting zone
- 8' sidewalk
- 10' shrub planting area outside of the building, 5' adjacent to the building.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

The existence of a sub-standard ROW on Marietta Street is the reason for the variance.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

If the variance is granted, there would be not detriment to the public good and meets the intent of the Zoning Code since the City is getting the required landscape

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow a building footprint exceeding 20,000 square feet. (Appendix A-Article 3, Sec. 3.5.5)

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the shape of he property, being surrounded by public right of ways, requires a unique design to be permitted to screen the proposed parking deck from public view that will exceed the 20,000 square foot limit in the Downtown District. The intent is to have the architecture designed in such a way that creates a human scale to the development and the mass of the building.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, breaking up the building would not achieve the City's goal of screening parking from public view.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, this subject property is surrounded by public Right of Way and requires each frontage to be treated as a front facade.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

No, if relief is granted, there would be no detriment to the public and would not impair the intent of the Zoning Code.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

Board Of Zoning Appeals Review Criteria

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow alternative treatment for the Marietta Street right-of-way and reduction of the required landscape strip to accommodate existing trees. (Appendix A-Article 1, Sec. 2.3.3.H)

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the existing Right of Way (ROW) of Marietta Street is sub-standard and dedicating the additional ROW from this property would impact the developability of the property along the Marietta Street frontage.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, the dedication of additional ROW would impact the developability of the Marietta Street Frontage. Although we are requesting a variance to the added ROW, we worked with the City Staff to create a street section that provides the landscape area and sidewalk the City required while allowing the property to be developed by the applicant. The streetscape will be as follows:
- 6' tree planting zone
- 8' sidewalk
- 10' shrub planting area outside of the building, 5' adjacent to the building.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

The existence of a sub-standard ROW on Marietta Street is the reason for the variance.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

If the variance is granted, there would be not detriment to the public good and meets the intent of the Zoning Code since the City is getting the required landscape

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow impact and removal of some specimen trees along Marietta Street for the construction of the required sidewalk. (Article III, Sec. 3.2.4.B.2)

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the existing roadway and City required improvements make is impossible to not impact the trees of quality and removal a specimen tree. We are committed to working with the City Arborist to preserve the trees of quality on this frontage but must remove the specimen tree.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, a strict application of the required road and sidewalk improvements will me removing of the trees of quality and specimen tree. By adjusting the sidewalk routing, we can save the trees of quality but must remove the specimen tree due to projected impacts.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, the current locations of the trees as they relate to the existing Marietta Street.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

If the variance is granted, there would be not detriment to the public good and meets the intent of the Zoning Code.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow a parking structure to partially front an arterial or collector road (Old Milton Parkway) without an front facing activated use. (Appendix A-Article 2, Sec. 2.4.4.A)

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the grade of the existing site and street will allow a portion of the parking deck to be screened by the grade but as the grade falls away, a portion of the deck may be visible.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, adding activated space in this area would reduce the size of the parking deck and make meeting the City's minimum parking requirements not possible.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, the existing grade, small size of the property, and the City's request to separate the building into two make meeting the requirement of the code of the site make impossible.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

If the variance is granted, there would be not detriment to the public good and meets the intent of the Zoning Code since proper screening and architectural finish of the deck will make it look like an active part of the structure.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow residential uses to accommodate the ground story facing an arterial or collector road (Old Milton Parkway) (Appendix A-Article 2, Sec. 2.4.4.A&B)

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the existing sloping grade along Old Milton Parkway would make the ground level below the grade of Old Milton Parkway. The exposed first level grade of Old Milton Parkway will be the residential (level 2) of the building, but the entirety of the South Main Street frontage will be a commercial use on the ground floor.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes, the zoning code anticipates a flat site and the proposed site is sloping and would make the commercial use not viable.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, existing sloping grade of Old Milton Parkway.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

If the variance is granted, there would be not detriment to the public good.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Variance to allow under-story trees to be planted in the landscape strip under existing utility lines along road frontages. (Article III, Sec. 3.2.8.D.3)

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes, the existing utility poles are located within or on the Right of Way and may impact the planting of over-story shade trees due to utility conflicts.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

No, but the planting of over-story trees near and under existing utility lines will be severely pruned by the utility companies for their line maintenance. The better solution is to allow for the planting of acceptable under-story trees in these specific locations.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes, existing utility lines, that can't be relocated for economic reasons, is the reason for the variance.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

If the variance is granted, there would be not detriment to the public good and meets the intent of the Zoning Code since the City is getting the required landscape trees along the road frontages.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: Alpharetta District Places

Contact Name: Erik Rowen Telephone: 770-530-8013

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

(Please See Attached List

of residents within 500')

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

A letter will be sent to all land owners within 500' of the proposed property detailing the request and the residents will have the opportunity respond in the following ways:
- Telephone Call
- E-Mail Response
- In-Person Meeting if Requested.

DIVERSIFIED INVESTMENT GROUP R E H LLC
1865 BETHANY WAY
ALPHARETTA GA 30009

JACK & KATHLEEN NUGENT REVOCABLE T R THE
12082 COTTON ALY
ALPHARETTA GA 30009

CITY OF ALPHARETTA
2 SOUTH MAIN ST
ALPHARETTA GA 30004-1932

ARIEL HOLDINGS II FIFTY FOUR ROSWE LL ST L L C
54 ROSWELL ST
ALPHARETTA GA 30009-1930

TAYLOR HAROLD T
2165 OLD MILTON PKWY
ALPHARETTA GA 30004-1910

PUBLIX SUPER MARKETS INC
P.O. BOX 32018
LAKELAND FL 33802

KLD ROSWELL STREET LLC
12460 CRABAPPLE RD STE 202 317
ALPHARETTA GA 30004

NEW MAMMOTH DETAIL SALON INC
2145 OLD MILTON PKWY
ALPHARETTA GA 30004

PUBLIX SUPER MARKETS INC
P O BOX 32018
LAKELAND FL 33802-2018

SS ALPHARETTA CGP LLC
361 SUMMIT BLVD STE 110
BIRMINGHAM AL 35243

MAINSTREET PORTFOLIO LLC
13913 TREE LOFT RD
ALPHARETTA GA 30004

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30009-1940

PALMER FAMILY INVESTMENTS LLC
11460 ALPHARETTA HWY
ROSWELL GA 30076-3801

CITY OF ALPHARETTA
2 SOUTH MAIN ST # 19
ALPHARETTA GA 30004

BUR ROG INC
P.O. BOX 642
ALPHARETTA GA 30009

CARLOS L BAGWELL REVOCABLE TRUST T HE
40 ROSWELL ST
ALPHARETTA GA 30009

PARK PLAZA PARTNERS LLC
15144 TAYLOR RD
ALPHARETTA GA 30004

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30009

CORNERSTONE INVESTMENT GROUP LLC
6190 POWERS FERRY RD STE 230
ATLANTA GA 30339

HAIGLER CAPITAL LLC
164 ROSWELL ST
ALPHARETTA GA 30009

CEMETERY
3693 STEWART ROAD
ATLANTA GA 30340

SHAMOUN GEORGIA HOLDING LLC
366 SAN MIGUEL DR SUITE 310
NEWPORT BEACH CA 92660

HAIGLER CAPITAL LLC
2005 OLD MILTON PKWY
ALPHARETTA GA 30009

PUBLIX SUPER MARKETS INC
P O BOX 32018
LAKELAND FL 33802-2018

PARK PLAZA PARTNERS LLC
15144 TAYLOR RD
ALPHARETTA GA 30004

TKB2 PROPERTIES LLC
125 N CHRISTOPHERS RUN
ALPHARETTA GA 30004

BOOTHE JOHN D & CLARE F
2007 HIDDEN ALY
ALPHARETTA GA 30009

KOVALEV ANDREY & KAVALIOVA MARYIA
12003 ORCHID LANE
ALPHARETTA GA 30009

MULKEY LAWRENCE W
13630 BIRMINGHAM HWY
ALPHARETTA GA 30004

MOHAMED M YUSUF M & KHEDR SHEREEN M
2009 HIDDEN ALLEY
ALPHARETTA GA 30009

TAYLOR TRACE S & TAYLOR FRANCENE H
2017 HIDDEN ALY
ALPHARETTA GA 30009

SOUTH MAIN DEVELOPMENT PARTNERS LLC
1819 PEACHTREE RD SUITE 575
ATLANTA GA 30309

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30009

VICTORIA SQUARE TOWNHOME ASSOCIATI
ON INC
P.O. BOX 2458
ALPHARETTA GA 30023-2458

PARK PLAZA PARTNERS LLC
15144 TAYLOR RD
ALPHARETTA GA 30004

PURE TAQUERIA LLC
103 ROSWELL ST
ALPHARETTA GA 30009

DETCHON TRACI L
2011 HIDDEN ALY
ALPHARETTA GA 30009

YACKEL STEFFANIE
2010 HIDDEN ALY
ALPHARETTA GA 30009

122 MARIETTA STREET LLC
119 ROSWELL ST
ALPHARETTA GA 30009

SCHIRMER GINGER POMERANCE
201 ALLEN RD SUITE 300
ATLANTA GA 30328

MINICHIELLO DONALD & MARILYN
2012 HIDDEN ALLEY
ALPHARETTA GA 30004

CITY OF ALPHARETTA
2 S SOUTH MAIN ST
ALPHARETTA GA 30004-1936

SEDG INVESTMENTS LLC
13050 BETHANY RD
ALPHARETTA GA 30009

THOMSON KENNETH JAMES & TAMATHA REA
2014 HIDDEN ALY
ALPHARETTA GA 30009

CD II PROPERTIES LLC
PO BOX 99
DEMOREST GA 30535

SEDG INVESTMENTS LLC
13050 BETHANY RD
ALPHARETTA GA 30009-1931

JONES WILLIAM W & JONES DEBORAH J
2016 HIDDEN ALY
ALPHARETTA GA 30009

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30009

DIVERSIFIED INVESTMENT GROUP LLC
1865 BETHANY WAY
ALPHARETTA GA 30004

VICTORIA SQUARE TOWNHOME ASSOCIATI
ON INC
P.O. BOX 2458
ALPHARETTA GA 30023-2458

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30009

PARK PLAZA PARTNERS LLC
15144 TAYLOR RD
ALPHARETTA GA 30004

VICTORIA SQUARE TOWNHOME ASSOCIATI
ON INC
7380 MCGINNIS FERRY RD STE 200
SUWANEE GA 30024

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30004

KELL BUILDING PARTNERS LLC
131 ROSWELL ST STE B201
ALPHARETTA GA 30009

CITY OF ALPHARETTA
2 SOUTH MAIN ST
ALPHARETTA GA 30004

ZAINA PROPERTIES LLC
314 KENT VALLEY CIR
TUCKER GA 30084

ARIEL HOLDINGS LLC
48 OLD ROSWELL ST
ALPHARETTA GA 30009-7908

BRAHMBHATT RISHI KAPIL
3771 ARC WAY
LAWRENCEVILLE GA 30044

ZAINA PROPERTIES LLC
314 KENT VALLEY CIR
TUCKER GA 30084

CITY OF ALPHARETTA
6765 KALI CT
SUWANEE GA 30024

PARK PLAZA PARTNERS LLC
65 ROSWELL ST SUITE 300
ALPHARETTA GA 30009

ALPHARETTA BEACH HOUSE LLC
131 ROSWELL ST # B201
ALPHARETTA GA 30009

CITY OF ALPHARETTA THE
2 S MAIN ST
ALPHARETTA GA 30004

PUBLIX SUPER MARKETS INC
P.O. BOX 32018
LAKELAND FL 33802

BUR ROG INC
PO BOX 642
ALPHARETTA GA 30009-1940

RUDD NICOLE M
2013 HIDDEN ALY
ALPHARETTA GA 30009

BONIFACE DORY ANNA
2015 HIDDEN ALY
ALPHARETTA GA 30009

AEC
50 Warm Springs Circle
Roswell, Georgia 30075-4937
Main: 770.641.1942
Fax: 770.998.6924

July 1st, 2025

The Mayor and City Council
City of Alpharetta
2 Park Plaza
Alpharetta, Georgia 30009

RE: **131 South Main Street**
Re-Zoning and Variance Request
C-2 to DTC

Dear Mayor and Councilpersons:

On behalf of **Alpharetta District Places, LLC**, the Applicant, is seeking a change in zoning and concurrent variances on approximately 2.95 acre property at 131 South Main Street. The property is currently used as a retail commercial property. The property is currently Zoned C-2, and we are seeking to change the zoning to DTC (Downtown Core District). The Comprehensive Land Use Plan and Future Land Use Map call for the property to be used as Central Business District which is consistent with our requested zoning.

This prominent site encompasses an entire City block and is planned as a two(2) phase development. The subject property constitutes Phase 2, located along the eastern edge of the block fronting South Main Street. Phase 1, to the west, will remain zoned C-2 and is planned for commercial retail and restaurant uses. The property is strategically positioned adjacent to active improvements being made by Georgia DOT along S.R. 9. The surrounding context includes C-2 zoned properties to the north (including Surcheros Restaurant and Cornerstone Mortgage Group) and to the south (Walgreens Pharmacy across Old Milton Parkway).

The proposed development will be a pedestrian-oriented, mixed-use building that integrates retail, restaurant, and potential office space at the street level, with multi-family rental units and residential amenities above. A structured parking deck is planned to be fully wrapped and concealed from all three public street frontages, preserving the integrity and walkability of the streetscape. There will also be pedestrian connectivity between the Phase 1 retail/ commercial and the Phase 2 mixed use, further reemphasizing the pedestrian-oriented connectivity of Downtown Alpharetta and the Alphaloop. The building will feature varying heights, up to five stories, and will incorporate historically inspired architecture that appropriately addresses South Main Street, Old Milton Parkway, and Marietta Street. It will also be detailed in such a manner to appear to have grown on the site over time and not be

one large new urban development. Rather it will be more a destination and potential landmark for Downtown Alpharetta.

To realize the above vision, we are requesting two (2) variances and a Conditional Use to allow for multi-family rental units in order to develop the property.

1. **Conditional Use Permit** to allow for 195 **multi-family rental units** within the mixed-use structure. This is essential to deliver a well-balanced, urban community consistent with Downtown Alpharetta's evolving fabric.
2. **Variance to allow a building footprint exceeding 20,000 square feet**. This request is necessary due to the site geometry and the integrated approach to concealing the parking deck. The architectural design breaks down the massing through a primary arched vehicular entrance and incorporates pedestrian paseos that connect to Phase 1 and the adjacent City Park at Roswell Street and Marietta Street. These strategies ensure a pedestrian-friendly scale and enhance visual interest.
3. **Variance to allow alternative treatment for the Marietta Street right-of-way**. In collaboration with City staff, we have proposed a streetscape solution that includes a tree planting zone, sidewalk, and building-adjacent landscape strip—provided via permanent easements rather than formal right-of-way dedication. This solution delivers the City's desired "main street" aesthetic while preserving development viability and public access.

We believe this proposal reflects a thoughtful, urban-minded approach to infill development and aligns with the City's strategic goals for Downtown Alpharetta. The project emphasizes quality architecture, connectivity, and active street-level uses, contributing to a dynamic, walkable district.

We look forward to working in partnership with the Planning Commission, City Council, and City staff during the zoning review process. We thank you for your consideration in this matter and respectfully request that the re-zoning request be granted as requested since it meets the intent of the City's CLUP as well as the infrastructure connectivity plan. If you have any questions or require further information, please feel free to contact me at your convenience.

Sincerely,
AEC, Inc.

Steven L. Rowe, ASLA
Vice President

SLR/SCH/slr

M:\2025 JOBS\25-5172 Bur-Rog Alpharetta\SUBMITTALS\Zoning Submittal (7-1-2025)\Re-Zoning Letter of Intent-constitutional assertions-ADP 070125.docx

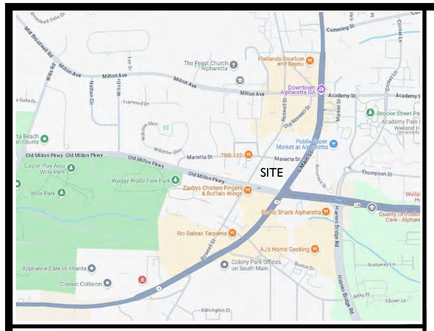
Constitutional Assertions Attachment

The applicant respectfully submits that the failure to approve the re-zoning, conditional use and variance requests would be unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the Alpharetta City Council without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal by the Alpharetta City Council to approve the re-zoning application for the Property in accordance with the zoning criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. The application of the City of Alpharetta Unified Development Code, facially and as applied to the Property, which restricts the Property to any zoning classification, uses, or to any zoning classification other than the classification as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

For all the foregoing reasons, it is submitted on behalf of the Applicant that the re-zoning application of the applicant meets the requirements of the Alpharetta Unified Development Code. This notice is being given to comply with the provisions of O.C.G.A. § 36-33-5 to afford the City an opportunity to grant the requested re-zoning. If action is not taken by the City Council to grant the re-zoning within a reasonable time, a claim will be filed in the Superior Court of Fulton County demanding just and adequate compensation under Georgia law for the taking of the Property, diminution of value of the Property, attorney's fees and other damages in an amount no less than Ten Million Dollars ($10,000,000) arising out of the unlawful deprivation of the Applicant's property rights.

We thank you for your consideration in this matter and respectfully request that the re-zoning, conditional use and variance requests be granted as requested. If you have any questions or require further information, please feel free to contact me at your convenience.



SITE LOCATION MAP (NTS)

SITE DATA	
OWNER(S):	BUR ROG, INC. P.O. BOX 642 ALPHARETTA, GA 30009
PARCEL ID:	12 2S840695O781, 12 2S840695O856, 12 2S840695 1128, 12 2S840695 1094
TOTAL SITE AREA:	3.02 ACRES (phase II)
LAND LOTS	694, 695 & 1269
DISTRICT/ SECTION	1ST DISTRICT / 2ND SECTION FULTON COUNTY
ZONING	
CURRENT ZONING:	C-2
PROPOSED ZONING:	DT-C
PROPOSED USE:	RETAIL /MULTI-FAMILY /RESTAURANT
PERFORMANCE STANDARDS	
MINIMUM FRONT SETBACK :	0'-10' max
MINIMUM SIDE SETBACK:	0'
MINIMUM REAR SETBACK:	6' no alley, 3' with alley
MAXIMUM BUILDING HEIGHT:	4 stories- 60'
MAXIMUM BUILDING FOOTPRINT:	20,000 S.F.
PROPOSED BUILDING FOOTPRINT	35,911 S.F. (VARIANCE)- PARKING DECK: 66,381 S.F. (VARIANCE)
MINIMUM FIRST FLOOR HEIHT	18'
MINIMUM AMENITY SPACE	5% (6,425 S.F.)
MAXIMUM LOT COVERAGE	90% (115,651 S.F.)
PROPOSED LOT COVERAGE:	88.7% (113,955 S.F.)
PARKING & LOADING AREAS	
	MULTI-FAMILY: 1 PER BEDROOM + .5 VISITOR SPACE PER UNIT 117: 1-BEDROOM: 117 + 78: 2-BEDROOM: 156 = 273 SPACES VISITOR SPACES REQUIRED: 195 X .5 = 98 ADA SPACES REQUIRED:8 SPACES TOTAL PARKING SPACES REQUIRED: 371 SPACES
	RETAIL: 1 PER 500 SQ. FT. PLUS 1 EMPLOYEE 20,000 SQ. FT. / 500 = 40 SPACES ADA SPACES REQUIRED: 2 TOTAL PARKING SPACES REQUIRED: 40 SPACES
	RESTAURANT: 1 PER 500 SQ. FT. 10,000 SQ. FT. / 500 = 20 SPACES ADA SPACES REQUIRED: 1 TOTAL PARKING SPACES REQUIRED: 20 SPACES
	TOTAL ADA SPACES REQUIRED: 11 SPACES TOTAL PARKING SPACES REQUIRED: 431 TOTAL PARKING SPACES PROVIDED: 541 IN PARKING DECK
GENERAL NOTES	
VARIANCE(S)	
UDC APPENDIX A: 3.5.5 BULK AND MASS	BUILDING FOOTPRINT IN EXCESS OF 20,000 S.F.
MARIETTA STREET RIGHT OF WAY	ALLOW A SMALLER RIGHT OF WAY AND PROVIDE SIDEWALK AND LANDSCAPE STRIP

SITE PLAN CHECK LIST

	Element Description
X	Key and/or legend and site location map with North arrow
X	Boundary survey of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning.
X	Acreage of the subject property.
X	Location of land lot lines and identification of land lots.
X	Existing, proposed, new dedicated, and future reserved rights-of-way of all streets, roads, and rail lines adjacent to and on the subject property.
X	Proposed streets on the subject site.
X	Current zoning of the subject site and adjoining properties.
X	Existing buildings (with square footages, heights, and stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property.
X	Location of proposed buildings with square footages, heights, and stories.
n/a	Layout and minimum lot size of proposed single-family residential lots.
X	Topography of subject site.
X	Required and proposed setbacks.
X	100-year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps.
X	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed.
X	Tree lines, woodlands, significant trees with critical root zones (1.3 x trunk diameter), and open fields on subject site.
X	Required and proposed parking spaces, loading, and unloading facilities.
X	Lakes, streams, and other waters on the site and associated buffers. Wetlands shown on GIS maps or survey.
X	Proposed stormwater management facilities.
X	Entrance distance profile assuming the driver's eye at a height of 3.5 feet.
X	Existing driveways located within 150 feet of the subject property on adjacent or nearby parcels (including those parcels on the opposite side of a public street)
X	Proposed access driveways and the available intersection sight distance (according to AASHTO Green Book).

STORMWATER MANAGEMENT CALCULATIONS

TOTAL ACREAGE: 2.95 AC.

PROPOSED VOLUME: 12,000 C.F./ DEVELOPED ACRE
2.95 AC X 12,000 C.F. = 35,400 C.F. REQUIRED VOLUME

PROPOSED VOLUME UNDER PARKING DECK: 36,330 C.F.
CONCRETE STORM CHAMBER UNITS (7'x15'x8') = 865 C.F PER UNIT
42 UNITS PROPOSED: 42 x 865 = 36,330 C.F.

OVERALL STORMWATER CONCEPT NARRATIVE
EACH SUB BASIN WITHIN THE DEVELOPMENT IS DESIGNED TO DRAIN TO THE UNDERGROUND STORMWATER SYSTEM UNDER THE PARKING DECK WITHIN THAT BASIN. ONCE THE STORMWATER IS TREATED AND DETAINED, IT WILL BE DIRECTED TO A DISCHARGE STORMWATER TRUNK LINE THAT FLOWS TO AN EXISTING STORMWATER INLET LOCATED IN SOUTH MAIN STREET (S.R.9).

CITY OF ALPHARETTA NOTES:

1. THIS PROPERTY IS LOCATED IN THE DOWNTOWN OVERLAY AND THE DESIGN, AMENITIES, AND PLANT MATERIALS SHALL BE IN COMPLIANCE WITH THE CITY'S STREETSCAPE STANDARDS.
2. THE MAIL KIOSK SHALL COMPLY WITH USPS NATIONAL DELIVERY PLANNING STANDARDS PER USPS GROWTH MANAGER APPROVALS.
3. THERE ARE NO STREAMS OR WETLANDS LOCATED ON THE PROPERTY.
4. THERE IS NO FEMA FLOODPLAIN LOCATED ON THE PROPERTY

CITY OF ALPHARETTA STORMWATER NOTE:

1. STORMWATER MANAGEMENT WILL BE HANDLED UNDERGROUND BENEATH THE PROPOSED PARKING DECK
2. STORMWATER MANAGEMENT INCLUDING RRv WILL BE REQUIRED WITH LAND DEVELOPMENT PERMIT.
3. RRv CANNOT BE IMBEDDED IN THE DETENTION POND.
4. RELEASE OF THE DETENTION CAN NOT BE DONE IN SUCH A WAY TO CAUSE AN EROSIVE CONDITION.

CITY OF ALPHARETTA FIRE NOTE:

1. IF APPROVED, THIS PROPERTY WILL NEED TO BE PERMITTED AND DEMONSTRATE COMPLIANCE WITH ALL ADOPTED CODES AND STANDARDS BY THE STATE OF GEORGIA AND LOCAL AUTHORITY HAVING JURISDICTION, INCLUDING BUT NOT LIMITED TO 2018 INTERNATIONAL FIRE CODE (INCLUDING APPENDIX D), 2018 NFPA 101 LIFE SAFETY CODE, 2010 AMERICANS WITH DISABILITIES ACT, AND CITY OF ALPHARETTA SPRINKLER ORDINANCE #220. TOWNHOMES TO HAVE FIRE SPRINKLER SYSTEM PER COA #220.

LINE	BEARING	DISTANCE
L1	N 62°49'08" W	5.50'
L2	N 13°32'06" E	14.26'
L3	N 76°27'53" W	10.00'
L4	S 13°32'06" W	14.29'
L5	N 30°18'24" E	7.68'
L6	N 63°25'38" E	37.09'
L7	S 00°19'05" W	26.53'
L8	S 62°22'16" E	9.97'
L9	S 02°49'33" W	14.50'

NORTH
40 0 40 80
Scale 1" = 40'

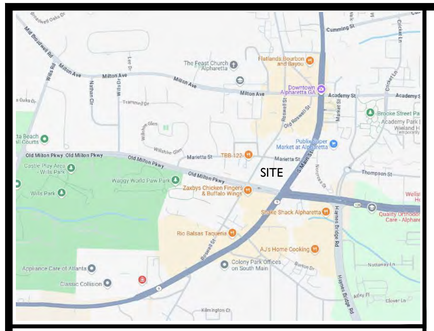
AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecad.com

ZONING PLAN
PHASES 2

ALPHARETTA DISTRICT PLACES

ALPHARETTA, GEORGIA

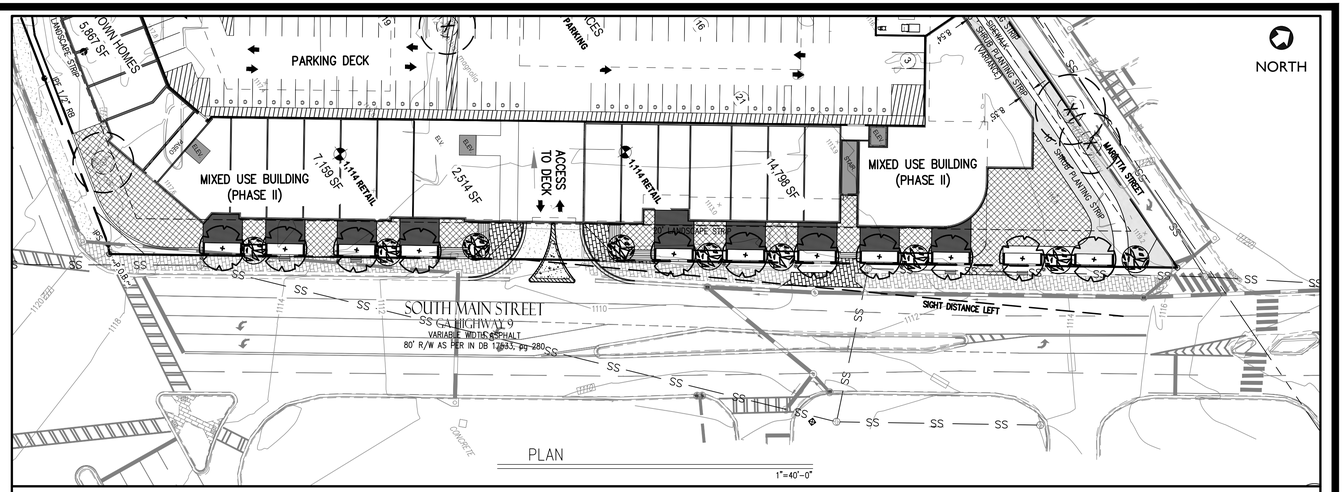
PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: July 1, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr



SITE LOCATION MAP (NTS)

Site Plan Check List

	Element Description
☒	Key and/or legend and site location map with North arrow
☒	Boundary survey of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning.
☒	Acreage of the subject property.
☒	Location of land lot lines and identification of land lots.
☒	Existing, proposed, new dedicated, and future reserved rights-of-way of all streets, roads, and rail lines adjacent to and on the subject property.
☒	Proposed streets on the subject site.
☒	Current zoning of the subject site and adjoining properties.
☒	Existing buildings (with square footages, heights, and stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property.
☒	Location of proposed buildings with square footages, heights, and stories.
☒	Layout and minimum lot size of proposed single-family residential lots.
☒	Topography of subject site.
☒	Required and proposed setbacks.
☒	100-year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps.
☒	Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed.
☒	Tree lines, woodlands, significant trees with critical root zones (1.3 x trunk diameter), and open Fields on subject site.
☒	Required and proposed parking spaces, loading, and unloading facilities.
☒	Lakes, streams, and other waters on the site and associated buffers. Wetlands shown on GIS maps or survey.
☐	Proposed stormwater management facilities.
☒	Entrance distance profile assuming the driver's eye at a height of 3.5 feet.
☒	Existing driveways located within 150 feet of the subject property on adjacent or nearby parcels (including those parcels on the opposite side of a public street).
☒	Proposed access driveways and the available intersection sight distance (according to AASHTO Green Book).



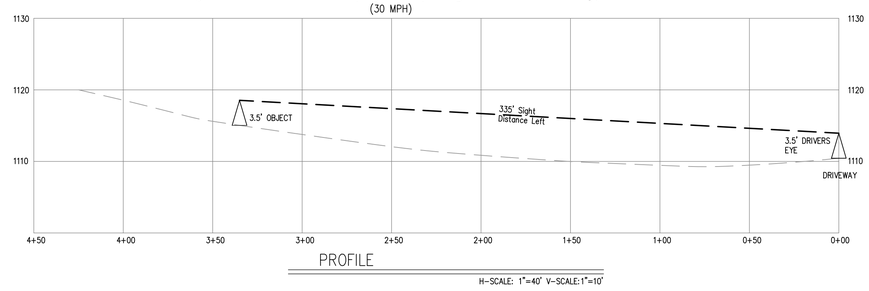
PLAN

1"=40'-0"

South Main Street

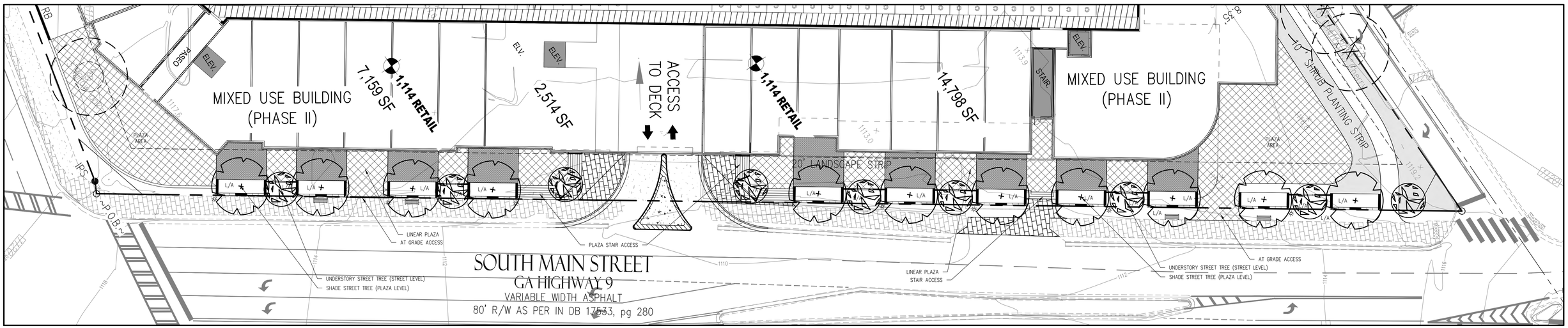
Sight Distance Left (right in/ right out driveway)

(30 MPH)



PROFILE

H-SCALE: 1"=40' V-SCALE:1"=10'



CONCEPTUAL FRONTAGE HARDSCAPE PLAN

1"=20'-0"

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NORTH

20 0 20 40

Scale 1" = 20'

ZONING PLAN
PHASES 2

ALPHARETTA DISTRICT PLACES

ALPHARETTA, GEORGIA

Alpharetta District Places

PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: July 1, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr

A&R Engineering, Inc.

Memorandum

To: Transportation Engineer,
City of Alpharetta.
From: Abdul Amer, PE., PTOE, A&R Engineering, Inc.
Date: June 26, 2025
Subject: Traffic Generation Memorandum for "Alpharetta District Place" Mixed-Use Development at S. Main Street/Old Milton Parkway/Roswell Street/Marietta Street - Alpharetta, GA | A&R 25-104

The purpose of this memorandum is to estimate the trip generation that will result from the mixed-use development in the quadrilateral area bounded by South Main Street in the east, Old Milton Parkway in the south, Roswell Street in the west and Marietta Street in the north in Alpharetta, GA. The development will be constructed in the following two phases.

Phase-1

Phase 1 will consist of 17,000 square feet of retail space and 17,000 square feet of restaurant space. It will be constructed on the currently vacant (undisturbed) land and is expected to be completed in 2026. It consists of the following land-uses:

Strip Retail Plaza: 17,000 sf
Fast Causal Restaurant: 7,000 sf
Fine Dining Restaurant: 6,000 sf
High-Turnover (Sit-Down) Restaurant: 4,000 sf

Phase-2

Phase 2 will consist of 20,000 square feet of retail space, 10,000 square feet of restaurant space, and 220 multi-family residential units. The existing buildings on the site will be demolished for Phase 2 construction and it will be completed in 2030. It consists of the following land-uses:

Strip Retail Plaza: 20,000 sf
Fast Causal Restaurant: 5,000 sf
Fine Dining Restaurant: 5,000 sf
Multi-Family Housing (Low-Rise): 220 units

The development will have a three-level parking deck. Both phases (1, 2) will have access to it. The development will have the following access locations:

1. Full Access Driveway on Marietta Street
2. Right-In/Right-Out Driveway on SR 9 (S Main Street)
3. Right-In/Right-Out Driveway on Old Milton Parkway
4. Service Driveway (for trash/deliveries) on Marietta Street

The location of the site is shown on next page in Figure 1.



METHODOLOGY

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation referenced is based on the following ITE Land Use Categories: *220 – Multifamily Housing (Low-Rise) - Not Close to Rail Transit, 822 – Strip Retail Plaza (<40k), 930 – Fast Casual Restaurant, 931 – Fine Dining Restaurant* and *932 – High-Turnover (Sit-Down) Restaurant*. The trip generation is shown in Table 1 for Phase 1, and Table 2 for Phases 1 and 2 combined.

Land Use: 220 – Multifamily Housing (Low-Rise) - Not Close to Rail Transit: Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels).

Land Use: 822 – Strip Retail Plaza (<40k): A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA).

Land Use: 930 – Fast Casual Restaurant: A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A typical duration of stay for an eat-in customer is 40 minutes or less.

Land Use: 931 – Fine Dining Restaurant: A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour.

Land Use: 932 – High-Turnover (Sit-Down) Restaurant: This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less.

TRIP GENERATION

The results of the analysis for the proposed development are shown in Table 1, below.

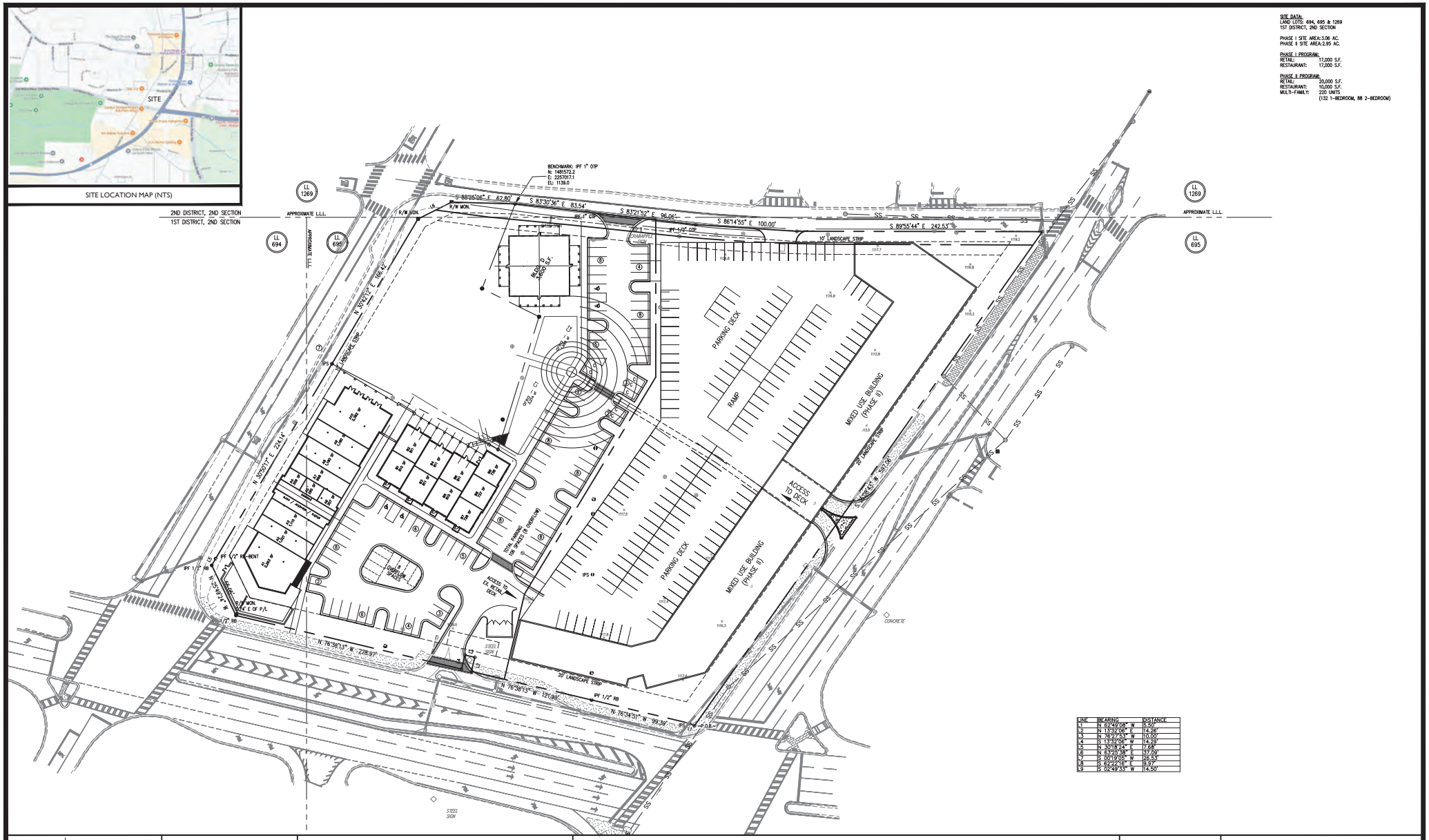
TABLE 1 – TRIP GENERATION (PHASE – 1)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 822 – Strip Retail Plaza (<40k)	17,000 sf	25	16	41	57	56	113	947
ITE 930 – Fast Casual Restaurant	7,000 sf	5	5	10	60	50	110	680
ITE 931 – Fine Dining Restaurant	6,000 sf	2	2	4	31	16	47	503
Pass-by Trips (0%) 44%		0	0	0	-14	-7	-21	-210
ITE 932 – High-Turnover (Sit-Down) Restaurant	4,000 sf	21	17	38	22	14	36	429
Pass-by Trips (0%) 43%		0	0	0	-9	-6	-15	-150
Total Trips (without Reductions)		**53**	**40**	**93**	**170**	**136**	**306**	**2,559**
New External Trips (with Reductions)		**53**	**40**	**93**	**147**	**123**	**270**	**2,199**

TABLE 2 – TRIP GENERATION (PHASES 1 AND 2)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 822 – Strip Retail Plaza (<40k)	37,000 sf	41	27	68	99	98	197	1,791
Mixed-Use Reduction		-3	-3	-6	-9	-10	-19	-179
ITE 930 – Fast Casual Restaurant	12,000 sf	9	8	17	110	90	200	1,166
Mixed-Use Reduction		-2	-2	-4	-6	-6	-12	-117
ITE 931 – Fine Dining Restaurant	11,000 sf	4	4	8	57	29	86	922
Mixed-Use Reduction		-1	-1	-2	-5	-5	-10	-92
Pass-by Trips (0%) 44%		0	0	0	-23	-11	-34	-340
ITE 932 – High-Turnover (Sit-Down) Restaurant	4,000 sf	21	17	38	22	14	36	429
Mixed-Use Reduction		-1	-1	-2	-2	-2	-4	-43
Pass-by Trips (0%) 43%		0	0	0	-9	-5	-14	-140
ITE 220 – Multifamily Housing (Low-Rise) - Not Close to Rail Transit	220 units	22	69	91	73	42	115	1486
Mixed-Use Reduction		-7	-7	-14	-23	-22	-45	-431
Total Trips (without Reductions)		**97**	**125**	**222**	**361**	**273**	**634**	**5,794**
New External Trips (with Reductions)		**83**	**111**	**194**	**284**	**212**	**496**	**4,452**

Based on trip generation rates published in the Institute of Transportation Engineer's Trip Generation Manual, 11th edition, the proposed development will generate 194 new external two-way trips in the AM peak hour, 496 new external two-way trips in the PM peak hour and 4,452 new external two-way trips in a 24-hour duration.



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NORTH
40 0 40 80
Scale 1" = 40'

PRELIMINARY SITE PLAN
PHASES 1 and 2

ALPHARETTA DISTRICT PLACE

ALPHARETTA, GEORGIA

PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: June 3, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

~SURVEY NOTES~

FIELD MEASUREMENTS WERE TAKEN WITH A LEICA GS18 DUAL FREQUENCY GNSS RECEIVER, USING AN RTK CONNECTION TO AN ON SITE LEICA GS18 BASE STATION. FIELD DATA HAS A RELATIVE POSITIONAL ACCURACY OF 0.1'.

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TYPE OF SURVEY: RETRACEMENT

SOURCE OF TITLE DESCRIPTION FOR PROPERTY SHOWN HEREON: DB 53189, pg 19, DB 36465, pg 544, DB 57980, pg 263, DB 17583, pg 280, DB 44506, pg 182

PROPERTY OWNERS AS OF SURVEY DATE: CITY OF ALPHARETTA & BUR ROG INC

PARCEL NUMBER: 12 258406950732, 12 258406950781, 12 258406950856, 12 258406951128, 12 258406951094, 12 258406950823

~ZONING INFORMATION~

COUNTY: CITY OF ALPHARETTA
ZONE: C-2
SETBACK REQUIREMENTS:
FRONT: CONDITIONAL (BASED ON PREVAILING DEVELOPMENT PATTERNS)
REAR: 10'
SIDE: CONDITIONAL (BASED ON PREVAILING DEVELOPMENT PATTERNS)

~FLOOD NOTE~

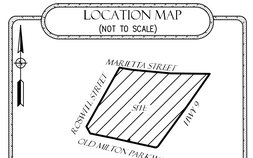
BASED ON AN INTERPRETATION OF FLOOD INSURANCE RATE MAP NO. 13121C0058F, EFFECTIVE DATE 9/18/2013, THIS SITE IS NOT LOCATED WITHIN THE 100-YEAR FLOOD PRONE AREA. IF THE ACCURATE LOCATION AND/OR ELEVATION OF THE FLOOD HAZARD IS REQUIRED A DETAILED STUDY MAY BE NECESSARY.

NOTES:
THERE ARE UTILITY EASEMENTS ASSOCIATED WITH TRACTS 1-3 OF UNKNOWN WIDTH PER DB 24662, pg 19 AND DB 29522, pg 168.

UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE PER UTILITY SKETCH BY GROUNDHAWK SUBTERRANEAN INTELLIGENCE DATED 2/24/2025.

GRID NORTH
SPC - GA WEST ZONE

LOCATION MAP
(NOT TO SCALE)



GRAPHIC SCALE

0 40 80 120
(IN FEET)
1 inch = 40 ft.

TOTAL AREA
6.01 ACRES
PARCEL# 12 258406950732, 12 258406950781, 12 258406950856, 12 258406951128, 12 258406951094, & 12 258406950823

~LEGEND~

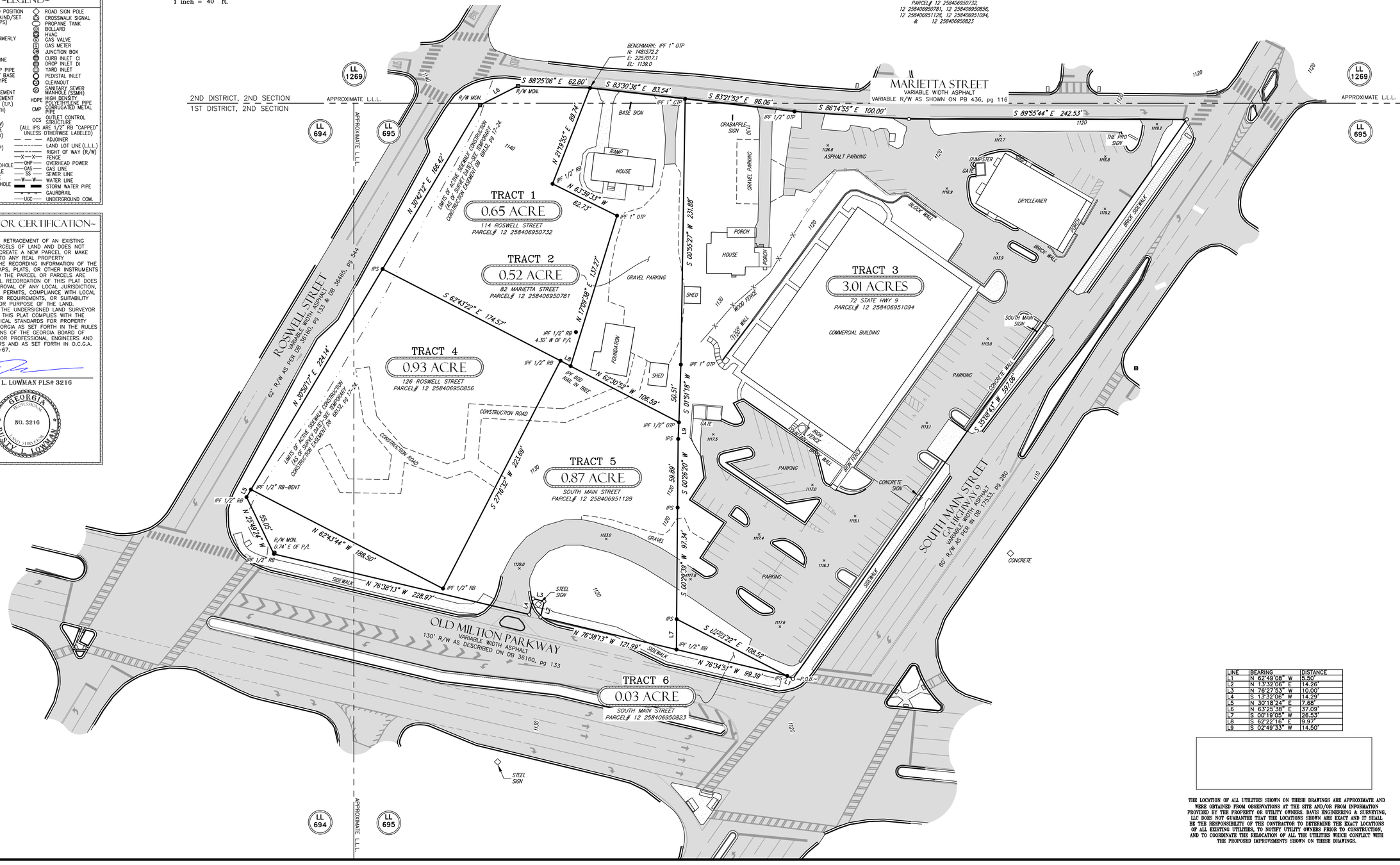
○	CALCULATED POSITION	◇	ROAD SIGN POLE
●	IRON PIN FOUND/SET (IPF/IPS)		CROSSWALK SIGNAL
⊠	MONUMENT		PROPANE TANK
C/L	CENTERLINE		BOLLARD
N/F	NOW OR FORMERLY		HVAC
DB	DEED BOOK		GAS VALVE
PB	PLAT BOOK		GAS METER
PG	PAGE		JUNCTION BOX
P/L	PROPERTY LINE		CURB INLET CI
RB	REBAR		DROP INLET DI
CTP	CRIMPED TOP PIPE		YARD INLET
NSB	NAIL SET AT BASE		PEDISTAL INLET
OTP	OPEN TOP PIPE		CLEANOUT
SR	SOLID ROD		SANITARY SEWER MANHOLE (SSMH)
AE	ACCESS EASEMENT	HDPE	HIGH DENSITY POLYETHYLENE PIPE
UE	UTILITY EASEMENT	CMP	CORRUGATED METAL PIPE
	TELEPHONE PED. (T.P.)		
	FIRE HYDRANT (FH)	OCS	OUTLET CONTROL STRUCTURE
	WATER METER		(ALL IPS ARE 1/2" RB "CAPPED" UNLESS OTHERWISE LABELED)
	WATER VALVE (WV)		
	IRRIGATION VALVE		
	POWER BOX (PBX)		ADJOINER
	POWER BOX		LAND LOT LINE (L.L.L.)
	POWER POLE (PP)		RIGHT OF WAY (R/W)
	LIGHTPOLE		FENCE
	UTILITY POLE	OHP	OVERHEAD POWER
	ELECTRIC HANDHOLE	GAS	GAS LINE
	COM. HANDHOLE	SS	SEWER LINE
	COM. MANHOLE	W	WATER LINE
	TRAFFIC HANDHOLE		STORM WATER PIPE
	TRAFFIC BOX		GAURDRAIL
	TRAFFIC POLE	UGC	UNDERGROUND COM.

~SURVEYOR CERTIFICATION~

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.

DUSTY L. LOWMAN PLS# 3216

GEORGIA REGISTERED NO. 3216 DUSTY L. LOWMAN LAND SURVEYOR



LINE	BEARING	DISTANCE
L1	N 62°49'08" W	5.50'
L2	N 13°32'06" E	14.26'
L3	N 76°27'53" W	10.00'
L4	S 13°32'06" W	14.29'
L5	N 30°18'24" E	7.68'
L6	N 63°25'38" E	37.09'
L7	S 00°19'05" W	26.53'
L8	S 62°22'16" E	9.97'
L9	S 02°49'33" W	14.50'

THE LOCATION OF ALL UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE AND WERE OBTAINED FROM OBSERVATIONS AT THE SITE AND/OR FROM INFORMATION PROVIDED BY THE PROPERTY OR UTILITY OWNERS. DAVIS ENGINEERING & SURVEYING, LLC DOES NOT GUARANTEE THAT THE LOCATIONS SHOWN ARE EXACT AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATIONS OF ALL EXISTING UTILITIES, TO NOTIFY UTILITY OWNERS PRIOR TO CONSTRUCTION, AND TO COORDINATE THE RELOCATION OF ALL THE UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS.

CERTIFICATE OF AUTHORIZATION NUMBER: LSF 000580

PREPARED BY
DES DAVIS
ENGINEERING & SURVEYING
24 DAWSON VILLAGE WAY SOUTH
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234
DAVISENGINEERS.COM

SURVEY FOR:
BUR ROG, INC
LAND LOTS 694, 695, & 1269
1st & 2nd DISTRICT, 2nd SECTION
CITY OF ALPHARETTA
FULTON COUNTY, GEORGIA

DRAWING BY: CAW
DRAWING DATE: 2/20/2025
FIELD CREW: BP
FIELD DATE: 2/13/2025
FILE: 25-056 ALTA.dwg

SHEET NO. 1 OF 2

PROJECT NO. 25-056

UTILITIES & TOPO PAGE

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

~SURVEY NOTES~

FIELD MEASUREMENTS WERE TAKEN WITH A LEICA GS18 DUAL FREQUENCY GNSS RECEIVER, USING AN RTK CONNECTION TO AN ON SITE LEICA GS18 BASE STATION. FIELD DATA HAS A RELATIVE POSITIONAL ACCURACY OF 0.1'.

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~TOPOGRAPHIC NOTE~

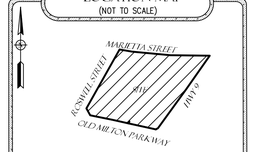
TOPOGRAPHIC DATA SHOWN HEREON COLLECTED ON FIELD WORK DATE SHOWN. CONTOURS SHOWN AT 2' INTERVALS. CONTROL COORDINATES FOR THIS SURVEY WERE OBTAINED USING A LEICA GS18T RECEIVING CORRECTIONS VIA CONNECTION TO THE LEICA GPS NETWORK.

NOTES:
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GRAPHIC SCALE
0 40 80 120
(IN FEET)
1 inch = 40 ft.

GRID NORTH
SPC - GA WEST ZONE

LOCATION MAP
(NOT TO SCALE)


~LEGEND~

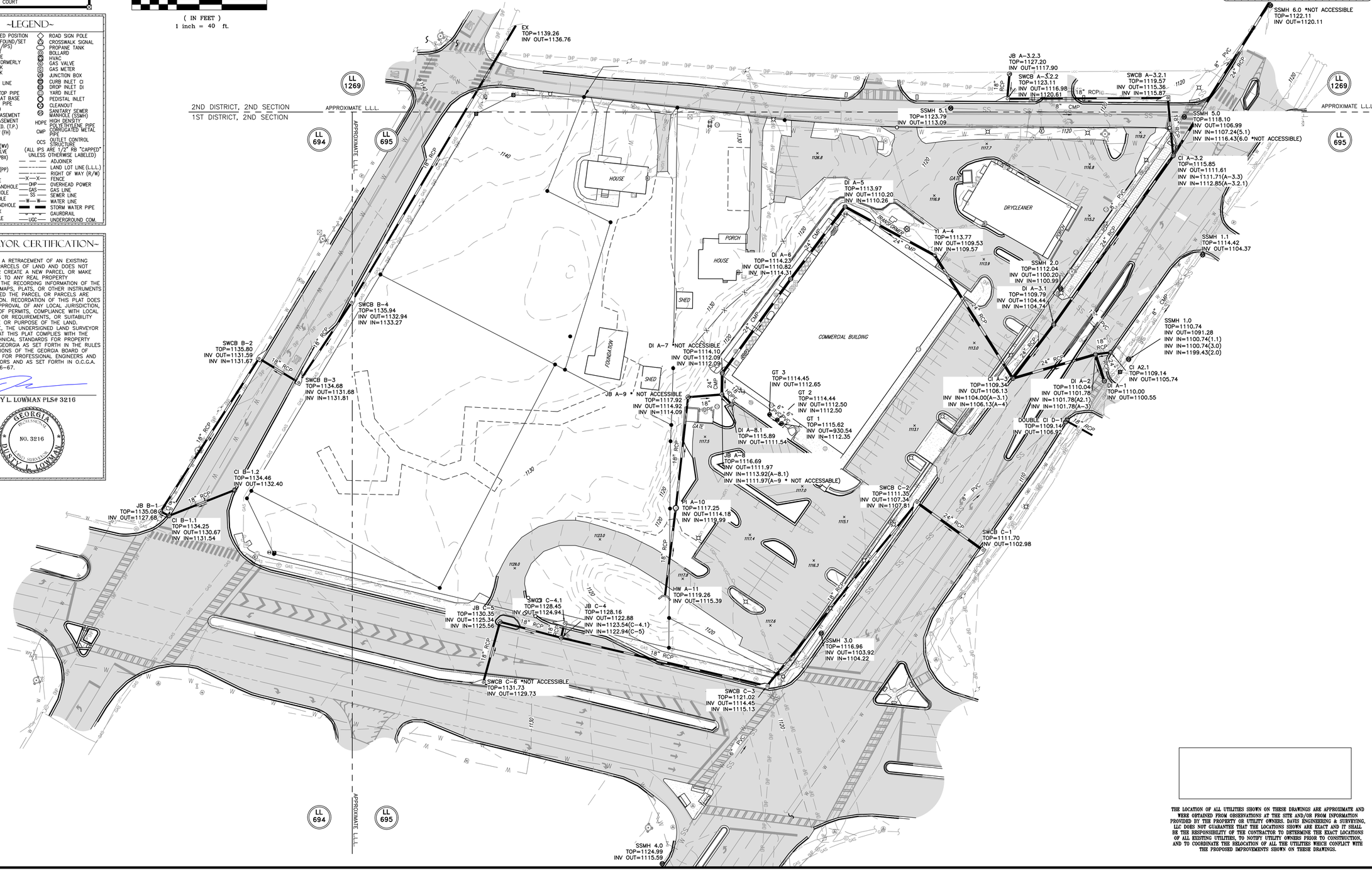
- CALCULATED POSITION
- IRON PIN FOUND/SET (DIP/IPS)
- MONUMENT
- C/L CENTERLINE
- N/F NOW OR FORMERLY
- DB DEED BOOK
- PB PLAT BOOK
- PG PAGE
- P/L PROPERTY LINE
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- OTP OPEN TOP PIPE
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- LIGHTPOLE
- UTILITY POLE
- ELECTRIC HANDHOLE
- COM. HANDHOLE
- COM. MANHOLE
- TRAFFIC HANDHOLE
- TRAFFIC BOX
- TRAFFIC POLE
- ROAD SIGN POLE
- CROSSWALK SIGNAL
- PROPANE TANK
- BOLLARD
- HVAC
- GAS VALVE
- GAS METER
- JUNCTION BOX
- CURB INLET CI
- DROP INLET DI
- YARD INLET
- PEDISTAL INLET
- CLEANOUT
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- HDPE HIGH DENSITY POLYETHYLENE PIPE
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- ADJOINER
- LAND LOT LINE (L.L.L.)
- RIGHT OF WAY (R/W)
- FENCE
- OHP OVERHEAD POWER
- GAS GAS LINE
- SS SEWER LINE
- WATER LINE
- STORM WATER PIPE
- GUARDRAIL
- UGC UNDERGROUND COM.

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DUSTY L. LOWMAN PLS# 3216

GEORGIA REGISTERED NO. 3216 LAND SURVEYOR DUSTY L. LOWMAN



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PREPARED BY
DES DAVIS
ENGINEERING & SURVEYING
24 DAWSON VILLAGE WAY SOUTH
DAWSONVILLE, GA 30534
PHONE: (706) 265-1234
DAVISENGINEERS.COM
CERTIFICATE OF AUTHORIZATION NUMBER: LSF 000580

SURVEY FOR:
BUR ROG, INC
LAND LOTS 694, 695, & 1269
1st & 2nd DISTRICT, 2nd SECTION
CITY OF ALPHARETTA
FULTON COUNTY, GEORGIA

DRAWING BY: CAW
DRAWING DATE: 2/20/2025
FIELD CREW: BP
FIELD DATE: 2/13/2025
FILE: 25-056 ALTA.dwg

SHEET NO. 2 OF 2
PROJECT NO. 25-056

Tree Summary Report

April 10, 2025 |
Total Tree Count: 29

Filters Applied

Tree Filter:
(Specimen Tree='No - Decfects/Health' or
Specimen Tree='Yes')
Client Site Filter:
(Client Site=82 Marietta Street)

Sweetbay magnolia Tree ID #19

131 South Main Street

Tree Details

Tree Tag #:	19
Scientific Name:	Magnolia virginiana
Common Name:	Sweetbay magnolia
Condition:	Good
DBH:	15
Observation Comments:	
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296840
Latitude:	34.072044
Address:	131 South Main Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Sweetbay magnolia Tree ID #20

131 South Main Street

Tree Details

Tree Tag #:	20
Scientific Name:	Magnolia virginiana
Common Name:	Sweetbay magnolia
Condition:	Good
DBH:	12
Observation Comments:	
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296738
Latitude:	34.071994
Address:	131 South Main Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Cherry Tree ID #33

25 Marietta Street

Tree Details

Tree Tag #:	33
Scientific Name:	Prunus species
Common Name:	Cherry
Condition:	Fair
DBH:	13
Observation Comments:	Street tree
Specimen Tree:	Yes

Tree Location

Longitude:	-84.295890
Latitude:	34.072708
Address:	25 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Cherry Tree ID #34
25 Marietta Street

Tree Details

Tree Tag #:	34
Scientific Name:	Prunus species
Common Name:	Cherry
Condition:	Fair
DBH:	15
Observation Comments:	Street tree
Specimen Tree:	Yes

Tree Location

Longitude:	-84.295962
Latitude:	34.072712
Address:	25 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Cherry Tree ID #37

113 South Main Street

Tree Details

Tree Tag #:	37
Scientific Name:	Prunus species
Common Name:	Cherry
Condition:	Fair
DBH:	18
Observation Comments:	Street tree
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296310
Latitude:	34.072702
Address:	113 South Main Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Eastern red cedar Tree ID #39

131 South Main Street

Tree Details

Tree Tag #:	39
Scientific Name:	Juniperus virginiana
Common Name:	Eastern red cedar
Condition:	Good
DBH:	24
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296586
Latitude:	34.072704
Address:	131 South Main Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Eastern red cedar Tree ID #40

72 Marietta Street

Tree Details

Tree Tag #:	40
Scientific Name:	Juniperus virginiana
Common Name:	Eastern red cedar
Condition:	Good
DBH:	20
Observation Comments:	Tree Grouping with tree #39
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296674
Latitude:	34.072701
Address:	72 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Water oak Tree ID #41

72 Marietta Street

Tree Details

Tree Tag #:	41
Scientific Name:	Quercus nigra
Common Name:	Water oak
Condition:	Good
DBH:	54
Observation Comments:	Stub cuts, Specimen, broken stubs
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296794
Latitude:	34.072696
Address:	72 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Pecan Tree ID #46

72 Marietta Street

Tree Details

Tree Tag #:	46
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Fair
DBH:	38
Observation Comments:	
Specimen Tree:	Yes

Tree Location

Longitude:	-84.296856
Latitude:	34.072504
Address:	72 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Pecan Tree ID #48

84 Marietta Street

Tree Details

Tree Tag #:	48
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Good
DBH:	25
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297074
Latitude:	34.072687
Address:	84 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Pecan Tree ID #50

82 Marietta Street

Tree Details

Tree Tag #:	50
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Good
DBH:	26
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297339
Latitude:	34.072397
Address:	82 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Pecan Tree ID #51
82 Marietta Street

Tree Details

Tree Tag #:	51
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Fair
DBH:	25
Observation Comments:	
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297306
Latitude:	34.072312
Address:	82 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Pecan Tree ID #52

82 Marietta Street

Tree Details

Tree Tag #:	52
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Fair
DBH:	26
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297226
Latitude:	34.072220
Address:	82 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Water oak Tree ID #56

88 Roswell Street

Tree Details

Tree Tag #:	56
Scientific Name:	Quercus nigra
Common Name:	Water oak
Condition:	Fair
DBH:	28
Observation Comments:	Lateral branch cracks Pruning wounds Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297362
Latitude:	34.072781
Address:	88 Roswell Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Water oak Tree ID #57

84 Marietta Street

Tree Details

Tree Tag #:	57
Scientific Name:	Quercus nigra
Common Name:	Water oak
Condition:	Fair
DBH:	40
Observation Comments:	Broken stubs
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297470
Latitude:	34.072803
Address:	84 Marietta Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Pecan Tree ID #62

114 Roswell Street

Tree Details

Tree Tag #:	62
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Poor
DBH:	39
Observation Comments:	In severe decline
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.297590
Latitude:	34.072577
Address:	114 Roswell Street
City:	Alpharetta

Photos



image.jpg
4/7/2025

Pecan Tree ID #72
114 Roswell Street

Tree Details

Tree Tag #:	72
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Good
DBH:	25
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297570
Latitude:	34.072487
Address:	114 Roswell Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Eastern red cedar Tree ID #74

114 Roswell Street

Tree Details

Tree Tag #:	74
Scientific Name:	Juniperus virginiana
Common Name:	Eastern red cedar
Condition:	Poor
DBH:	38
Observation Comments:	Severe decline 50% dieback
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.297728
Latitude:	34.072477
Address:	114 Roswell Street
City:	Alpharetta

Photos



image.jpg
4/7/2025

Pecan Tree ID #85
114 Roswell Street

Tree Details

Tree Tag #:	85
Scientific Name:	Carya illinoiensis
Common Name:	Pecan
Condition:	Poor
DBH:	27
Observation Comments:	Broken stubs, canopy dieback, doesn't meet quality
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.297795
Latitude:	34.072314
Address:	114 Roswell Street
City:	Alpharetta

Photos



image.jpg
4/7/2025

Cherry Tree ID #88

114 Roswell Street

Tree Details

Tree Tag #:	88
Scientific Name:	Prunus species
Common Name:	Cherry
Condition:	Fair
DBH:	11
Observation Comments:	
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297728
Latitude:	34.072257
Address:	114 Roswell Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

American elm Tree ID #99

126 Roswell Street

Tree Details

Tree Tag #:	99
Scientific Name:	Ulmus americana
Common Name:	American elm
Condition:	Poor
DBH:	27
Observation Comments:	Alpharetta pw impacts, non specimen quality
Specimen Tree:	Yes

Tree Location

Longitude:	-84.298049
Latitude:	34.072190
Address:	126 Roswell Street
City:	Alpharetta

Photos

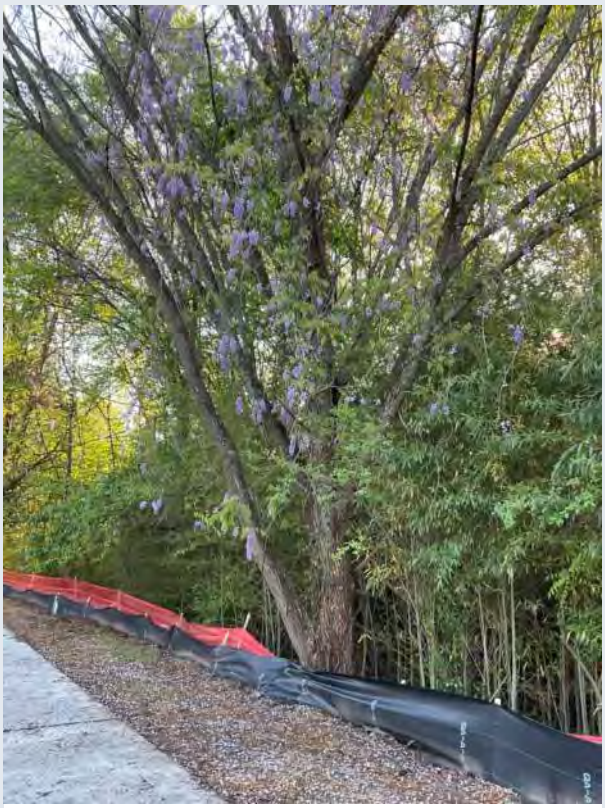


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4/8/2025

Black oak Tree ID #107

82 Marietta Street

Tree Details

Tree Tag #:	107
Scientific Name:	Quercus velutina
Common Name:	Black oak
Condition:	Poor
DBH:	56
Observation Comments:	Trunk failure, specimen non quality
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.297427
Latitude:	34.072168
Address:	82 Marietta Street
City:	Alpharetta

Photos

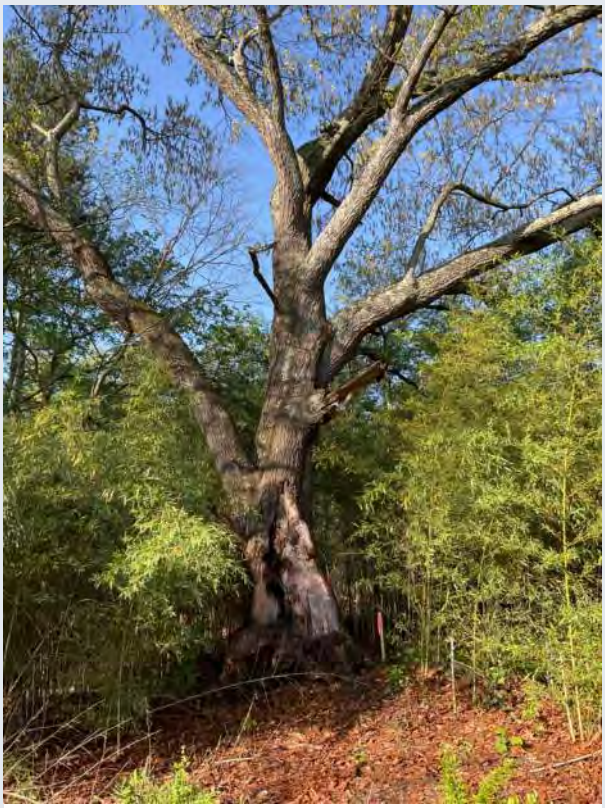


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4/8/2025

Magnolia Tree ID #134

126 Roswell Street

Tree Details

Tree Tag #:	134
Scientific Name:	Magnolia spp
Common Name:	Magnolia
Condition:	Poor
DBH:	26
Observation Comments:	Specimen Root Plate impacts for construction
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.298076
Latitude:	34.071999
Address:	126 Roswell Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Water oak Tree ID #135

126 Roswell Street

Tree Details

Tree Tag #:	135
Scientific Name:	Quercus nigra
Common Name:	Water oak
Condition:	Poor
DBH:	33
Observation Comments:	Machine impacts, Root plate impacts
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.298103
Latitude:	34.071924
Address:	126 Roswell Street
City:	Alpharetta

Photos



image.jpg
4/8/2025

Water oak Tree ID #138

126 Roswell Street

Tree Details

Tree Tag #:	138
Scientific Name:	Quercus nigra
Common Name:	Water oak
Condition:	Poor
DBH:	40
Observation Comments:	Machine impacts, soil pushed at based, Structural root plate impacts
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.298181
Latitude:	34.071794
Address:	126 Roswell Street
City:	Alpharetta

Photos



image.jpg
4/8/2025

Black cherry Tree ID #150

126 Roswell Street

Tree Details

Tree Tag #:	150
Scientific Name:	Prunus serotina
Common Name:	Black cherry
Condition:	Fair
DBH:	10
Observation Comments:	
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297934
Latitude:	34.071625
Address:	126 Roswell Street
City:	Alpharetta

Photos



image.jpg
4/8/2025

Water oak Tree ID #166

126 Roswell Street

Tree Details

Tree Tag #:	166
Scientific Name:	Quercus nigra
Common Name:	Water oak
Condition:	Fair
DBH:	30
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297694
Latitude:	34.071629
Address:	126 Roswell Street
City:	Alpharetta

Photos

There are no saved photos for this feature.

Black cherry Tree ID #191

155 Alpharetta Highway

Tree Details

Tree Tag #:	191
Scientific Name:	Prunus serotina
Common Name:	Black cherry
Condition:	Poor
DBH:	12
Observation Comments:	Specimen without quality
Specimen Tree:	No - Decfects/Health

Tree Location

Longitude:	-84.297230
Latitude:	34.071900
Address:	155 Alpharetta Highway
City:	Alpharetta

Photos



image.jpg
4/8/2025

Black cherry Tree ID #192

155 Alpharetta Highway

Tree Details

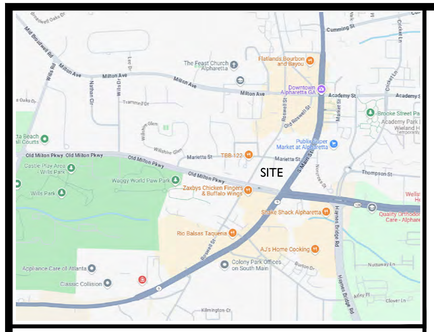
Tree Tag #:	192
Scientific Name:	Prunus serotina
Common Name:	Black cherry
Condition:	Good
DBH:	13
Observation Comments:	Specimen
Specimen Tree:	Yes

Tree Location

Longitude:	-84.297304
Latitude:	34.071836
Address:	155 Alpharetta Highway
City:	Alpharetta

Photos

There are no saved photos for this feature.



SITE LOCATION MAP (NTS)

2ND DISTRICT, 2ND SECTION
1ST DISTRICT, 2ND SECTION

APPROXIMATE L.L.L.

LL 1269

LL 694

LL 695

PHASE I – NOT INCLUDED IN ZONING APPLICATION (SHADED AREA)

PROPOSED CITY PARK

BENCHMARK: IPF 1" OTP
N: 1481572.2
E: 2257017.1
EL: 1139.0

S 88°08'06" E 62.80'

S 83°30'36" E 83.54'

S 83°21'52" E 96.06'

S 86°14'55" E 100.06'

S 89°55'44" E 247.53'

S 37°04'43" W 397.08'

N 30°19'12" E 166.62'

N 22°41'45" E 224.14'

N 76°38'13" W 228.37'

N 76°38'13" W 121.99'

N 76°34'51" W 99.39'

S 27°10'30" E 225.27'

S 00°56'57" E 225.27'

P.O.B.

IPF 1/2" RB

IPF 1/2" RB - BENT

IPF 1" OTP

IPF 1/2" PIPE

IPS

R/W MON.

30' WIDE ACCESS EASEMENT

10' WIDE ACCESS EASEMENT

10' SHRUB PLANTING STRIP

5' SHRUB PLANTING STRIP (VARIANCE)

8' TREE PLANTING STRIP

5' SIDEWALK

10' WIDE 40' LANDSCAPE STRIP

20' LANDSCAPE STRIP

DRYCLEANER

COMMERCIAL BUILDING

CONCRETE

STEEL SIGN

LINE	BEARING	DISTANCE
L1	N 62°49'08" W	5.50'
L2	N 13°32'06" E	14.26'
L3	N 76°27'53" W	10.00'
L4	S 13°32'06" W	14.29'
L5	N 30°18'24" E	7.68'
L6	N 63°25'38" E	37.09'
L7	S 00°19'05" W	26.53'
L8	S 62°22'16" E	9.97'
L9	S 02°49'33" W	14.50'

NOTE:
1. REFERENCE SURVEY BY DAVIS ENGINEERING AND SURVEYING FOR BUR ROG, INC. DATED 2/20/2022.
2. REFERENCE ARBORIST REPORT BY HIS HANDS TREE PRESERVATION DATED APRIL 10, 2025.

pid	Common Name	Scientific Name	Condition	Tree Tag#	DBH	Specimen Tree
540						
155	Water oak	Quercus nigra				
20	Willow oak	Quercus phellos	Good	1	13	
21	Willow oak	Quercus phellos	Good	2	14	
22	Willow oak	Quercus phellos	Good	3	10	
23	Willow oak	Quercus phellos	Good	4	13	
24	Red maple	Acer rubrum	Good	5	4	
25	Red maple	Acer rubrum	Good	6	6	
26	Chinese elm	Ulmus parvifolia	Good	7	8	
27	River birch	Betula nigra	Good	8		
28	River birch	Betula nigra	Good	9		
29	Chinese elm	Ulmus parvifolia	Good	10	6	
30	Japanese zelkova	Zelkova serrata	Poor	11	9	
31	Japanese zelkova	Zelkova serrata	Good	12	10	
32	Japanese zelkova	Zelkova serrata	Good	13	9	
33	White ash	Fraxinus americana	Fair	14	9	
34	Sweetbay magnolia	Magnolia virginiana	Fair	15	6	
35	Sweetbay magnolia	Magnolia virginiana	Good	16		
36	Red maple	Acer rubrum	Good	17	7	
37	Bruhard oak	Quercus shumardii	Good	18	19	
38	Sweetbay magnolia	Magnolia virginiana	Good	19	15	Yes
39	Sweetbay magnolia	Magnolia virginiana	Good	20	12	Yes
40	Red maple	Acer rubrum	Poor	21	7	
41	Bruhard oak	Quercus shumardii	Fair	22	6	
42	Japanese zelkova	Zelkova serrata	Poor	23	10	
43	Japanese zelkova	Zelkova serrata	Good	24	6	
44	Japanese zelkova	Zelkova serrata	Good	25	7	
45	Common crapemyrtle	Lagerstroemia spp	Good	26	19	
46	Japanese zelkova	Zelkova serrata	Good	27	13	
47	Common crapemyrtle	Lagerstroemia spp	Good	28	12	
48	Common crapemyrtle	Lagerstroemia spp	Fair	29	12	
49	Common crapemyrtle	Lagerstroemia spp	Good	30	14	
50	Japanese zelkova	Zelkova serrata	Fair	31	13	
51	Red maple	Acer rubrum	Good	32	11	
52	Cherry	Prunus species	Fair	33	13	Yes
53	Cherry	Prunus species	Fair	34	15	Yes
54	Cherry	Prunus species	Dead	35	9	
55	Cherry	Prunus species	Fair	36	9	
56	Cherry	Prunus species	Fair	37	16	Yes
57	Switzooth oak	Quercus acutissima	Poor	38	21	
58	Eastern red cedar	Juniperus virginiana	Good	39	24	Yes
59	Eastern red cedar	Juniperus virginiana	Good	40	20	Yes
60	Water oak	Quercus nigra	Good	41	54	Yes
61	Arborvitae	Thuja species	Fair	42	14	
62	Arborvitae	Thuja species	Fair	43	14	
63	Pecan	Carya illinoensis	Poor	44	23	
64	Cherry	Prunus species	Fair	45	13	
65	Pecan	Carya illinoensis	Fair	46	38	Yes
66	Pecan	Carya illinoensis	Fair	47	20	
67	Pecan	Carya illinoensis	Good	48	25	Yes
68	Arborvitae	Thuja species	Good	49	8	
69	Pecan	Carya illinoensis	Good	50	26	Yes
70	Pecan	Carya illinoensis	Fair	51	25	Yes
71	Pecan	Carya illinoensis	Fair	52	26	Yes
72	Willow oak	Quercus phellos	Good	53	14	
73	Water oak	Quercus nigra	Good	54	7	
74	Pecan	Carya illinoensis	Good	55	7	
75	Water oak	Quercus nigra	Fair	56	28	Yes
76	Water oak	Quercus nigra	Fair	57	40	Yes
77	American elm	Ulmus americana	Fair	58	11	
78	American elm	Ulmus americana	Fair	59	13	
79	Water oak	Quercus nigra	Good	60	17	
80	Pecan	Carya illinoensis	Poor	61	11	
81	Pecan	Carya illinoensis	Poor	62	39	No - Declects/Health
82	Water oak	Quercus nigra	Good	63	10	
83	Water oak	Quercus nigra	Good	64	19	
84	Water oak	Quercus nigra	Good	65	9	
85	Water oak	Quercus nigra	Fair	66	10	
86	Water oak	Quercus nigra	Good	67	11	
87	Water oak	Quercus nigra	Good	68	11	
88	Water oak	Quercus nigra	Good	69	10	
89	Sweetgum	Liquidambar styaciflua	Fair	70	11	
90	Pecan	Carya illinoensis	Good	71	17	
91	Pecan	Carya illinoensis	Good	72	25	Yes
92	Pecan	Carya illinoensis	Fair	73	15	
93	Eastern red cedar	Juniperus virginiana	Poor	74	36	No - Declects/Health
94	Water oak	Quercus nigra	Fair	75	16	
95	Loblolly pine	Pinus taeda	Fair	76	12	
96	American elm	Ulmus americana	Fair	77	11	
97	American elm	Ulmus americana	Fair	78	9	
98	Cherry	Prunus species	Fair	79	7	
99	Water oak	Quercus nigra	Fair	80	16	
100	American elm	Ulmus americana	Fair	81	15	
101	Water oak	Quercus nigra	Good	82	17	
102	Water oak	Quercus nigra	Fair	83	13	
103	Water oak	Quercus nigra	Fair	84		
104	Pecan	Carya illinoensis	Poor	85	27	No - Declects/Health
105	Water oak	Quercus nigra	Good	86	13	
106	Cherry	Prunus species	Good	87	7	
107	Cherry	Prunus species	Fair	88	11	Yes
108	Water oak	Quercus nigra	Fair	89	10	
109	Water oak	Quercus nigra	Fair	90	12	
110	Water oak	Quercus nigra	Fair	91	14	
111	Water oak	Quercus nigra	Good	92	9	
112	Water oak	Quercus nigra	Good	93	12	
113	Cherry	Prunus species	Fair	94	7	
114	Water oak	Quercus nigra	Good	95	12	
115	Water oak	Quercus nigra	Fair	96	17	
116	Water oak	Quercus nigra	Fair	97	12	
117	American basswood	Tilia americana	Fair	98	10	
120	American elm	Ulmus americana	Poor	99	27	Yes
121	Water oak	Quercus nigra	Fair	100	10	
122	Water oak	Quercus nigra	Fair	101	11	
123	Water oak	Quercus nigra	Fair	102	7	
124	Water oak	Quercus nigra	Fair	103	8	
125	Black walnut	Juglans nigra	Dead	104	21	
126	Black walnut	Juglans nigra	Fair	105	21	
127	Pecan	Carya illinoensis	Fair	106	8	
128	Black oak	Quercus velutina	Poor	107	56	No - Declects/Health
129	Pecan	Carya illinoensis	Fair	108	10	
130	Loblolly pine	Pinus taeda		109	15	
131	Loblolly pine	Pinus taeda	Fair	110	12	
132	Pecan	Carya illinoensis	Fair	111	12	
133	Pecan	Carya illinoensis	Fair	112	12	
134	Loblolly pine	Pinus taeda	Fair	113	24	
135	Loblolly pine	Pinus taeda	Poor	114	16	
136	White oak	Quercus alba	Fair	115	12	
137	Loblolly pine	Pinus taeda	Fair	116	19	
138	Loblolly pine	Pinus taeda		117	16	
139	Loblolly pine	Pinus taeda	Dead	118	12	
140	Loblolly pine	Pinus taeda	Fair	119	10	
141	Loblolly pine	Pinus taeda	Fair	120	16	
142	Water oak	Quercus nigra	Fair	121	7	
143	Pecan	Carya illinoensis	Fair	122	16	
144	Water oak	Quercus nigra	Fair	123	15	
145	Pecan	Carya illinoensis	Fair	124	16	
146	Pecan	Carya illinoensis	Fair	125	14	
147	Sweetgum	Liquidambar styaciflua	Fair	126	9	
148	Loblolly pine	Pinus taeda		127	23	
149	Loblolly pine	Pinus taeda		128	24	
150	American elm	Ulmus americana	Fair	129	9	
151	Loblolly pine	Pinus taeda	Fair	130	26	
152	Pecan	Carya illinoensis	Fair	131	15	
153	Sweetgum	Liquidambar styaciflua	Fair	132	7	
154	Pecan	Carya illinoensis	Fair	133	9	
155	Magnolia	Magnolia spp	Poor	134	26	No - Declects/Health
156	Water oak	Quercus nigra	Poor	135	33	No - Declects/Health
157	Loblolly pine	Pinus taeda	Fair	136	21	
158	Loblolly pine	Pinus taeda	Dead	137	26	
159	Water oak	Quercus nigra	Poor	138	40	No - Declects/Health
160	Water oak	Quercus nigra	Good	139	14	
161	Water oak	Quercus nigra	Good	140	20	
162	Pecan	Carya illinoensis	Poor	141	10	
163	Pecan	Carya illinoensis		142	9	
164	Water oak	Quercus nigra	Good	143	13	
165	Water oak	Quercus nigra	Good	144	16	
166	Water oak	Quercus nigra	Good	145	16	
167	Water oak	Quercus nigra	Good	146	23	
168	Water oak	Quercus nigra	Fair	147	17	
169	Pecan	Carya illinoensis	Fair	148	9	
170	Water oak	Quercus nigra	Good	149	14	
171	Black cherry	Prunus serotina	Fair	150	10	Yes
172	Water oak	Quercus nigra	Good	151	10	
173	Pecan	Carya illinoensis	Fair	152	11	
174	Water oak	Quercus nigra	Good	153	10	
175	Water oak	Quercus nigra	Good	154	20	
176	Water oak	Quercus nigra	Good	155	17	
177	Pecan	Carya illinoensis	Fair	156	10	
178	Water oak	Quercus nigra	Good	157	17	
179	Water oak	Quercus nigra	Good	158	20	
180	Pecan	Carya illinoensis	Fair	159	14	
181	Water oak	Quercus nigra	Fair	160	9	
182	Loblolly pine	Pinus taeda	Fair	161	18	
183	Bowdoir	Acer negundo	Fair	162		
184	Loblolly pine	Pinus taeda	Fair	163	16	
185	Water oak	Quercus nigra	Fair	165	20	
187	Water oak	Quercus nigra	Fair	166	30	Yes
188	Loblolly pine	Pinus taeda	Fair	167	26	
189	Loblolly pine	Pinus taeda	Dead	168	17	
190	Loblolly pine	Pinus taeda	Fair	169	12	
191	Loblolly pine	Pinus taeda	Fair	170		
192	Loblolly pine	Pinus taeda	Fair	171	14	
193	Loblolly pine	Pinus taeda	Fair	172		
194	Loblolly pine	Pinus taeda	Fair	173	20	
195	Loblolly pine	Pinus taeda	Fair	174	13	
196	Pecan	Carya illinoensis	Fair	175	12	
197	Loblolly pine	Pinus taeda	Fair	176	17	
198	Water oak	Quercus nigra	Good	177	7	
199	Loblolly pine	Pinus taeda	Fair	178	17	
200	Loblolly pine	Pinus taeda	Fair	179	13	
201	Loblolly pine	Pinus taeda	Fair	180	14	
202	American elm	Ulmus americana	Fair	181	12	
203	Loblolly pine	Pinus taeda	Fair	182	12	
204	American elm	Ulmus americana	Fair	183	9	
205	Loblolly pine	Pinus taeda	Fair	184	15	
206	Loblolly pine	Pinus taeda	Fair	185	17	
207	Loblolly pine	Pinus taeda	Fair	186	12	
208	Loblolly pine	Pinus taeda	Fair	187	18	
209	Loblolly pine	Pinus taeda	Fair	188	12	
210	Sweetgum	Liquidambar styaciflua	Fair	189	8	
211	American elm	Ulmus americana	Fair	190	9	
212	Black cherry	Prunus serotina	Poor	191	12	No - Declects/Health
213	Black cherry	Prunus serotina	Good	192	13	Yes
214	Loblolly pine	Pinus taeda	Fair	193	11	
215	Loblolly pine	Pinus taeda	Fair	194	9	
216	Pecan	Carya illinoensis	Fair	195	18	
217	Sweetgum	Liquidambar styaciflua	Good	196	8	
218	Loblolly pine	Pinus taeda	Fair	197	20	
219	Magnolia	Magnolia spp	Fair	198	8	
220	Sweetgum	Liquidambar styaciflua	Fair	199	10	
221	Sweetgum	Liquidambar styaciflua	Good	200	8	
222	Red maple	Acer rubrum	Fair	201	22	
223	Eastern red cedar	Juniperus virginiana	Good	202	8	

AEC
CIVIL ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell • Georgia • 30075
(770) 641-1942 • www.aecatl.com

NORTH

40 0 40 80

Scale 1" = 40'

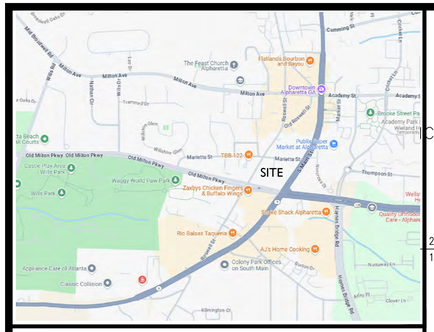
TREE SURVEY EXHIBIT

ALPHARETTA DISTRICT PLACES

ALPHARETTA, GEORGIA

Alpharetta District Places

PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: July 1, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr



SITE LOCATION MAP (NTS)

2ND DISTRICT, 2ND SECTION
1ST DISTRICT, 2ND SECTION

APPROXIMATE L.L.L.

LL 1269
LL 694
LL 695

BENCHMARK: IPF 1" OTP
N: 1481572.2
E: 2257017.1
EL: 1139.0

MARIETTA STREET
VARIABLE WIDTH: ASPHALT
VARIABLE R/W AS SHOWN ON PB 436, pg 116

S 83°21'52" E 40.41'
S 86°14'55" E 100.00'
S 89°55'44" E 242.53'

IPF 1" OTP
IPF 1/2" OTP
R/W MON.

ROSWELL STREET
VARIABLE WIDTH ASPHALT
60' R/W AS SHOWN ON PB 30, pg 133 & DB 36961, pg 534

PHASE 1 – NOT INCLUDED IN ZONING APPLICATION (SHADED AREA)

N 01° 04' 25" W 155.85'

N 51° 09' 30" E 251.64'

20' LANDSCAPE STRIP

S 35°08'43" W 397.06'

SOUTH MAIN STREET
VARIABLE WIDTH ASPHALT
80' R/W AS SHOWN ON DB 36961, pg 280

IPF 1/2" RB-BENT
IPF 1/2" RB
IPS
P.O.B.

N 13° 21' 47" E 75.13'

N 76°38'13" W 92.25'

N 76°34'51" W 99.39'

OLD MILTON PARKWAY
VARIABLE WIDTH ASPHALT
130' R/W AS DESCRIBED ON DB 34, pg 133

LINE	BEARING	DISTANCE
L1	N 62°49'08" W	5.50'

NOTES:

1. REFERENCE SURVEY BY DAVIS ENGINEERING AND SURVEYING DATED 2/20/2025.

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Roswell • Georgia • 30075
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NORTH
40 0 40 80
Scale 1" = 40'

SURVEY EXHIBIT
PHASE 2

ALPHARETTA DISTRICT PLACES

ALPHARETTA, GEORGIA

Alpharetta District Places

PROJECT INFORMATION
PROJECT NO.: 25-5172
DATE: July 10, 2025
SCALE: 1" = 40'
FILE NAME: 25-5172P01.dwg
DESIGN/DRAWN: SLR/slr

ARCHITECT
D. Tracy Ward
Est. 1993



ARCHITECT
D. Tracy Ward
Est. 1993

2026

DISTRICT PLACES

HARETTA

ARCHITECT
D. Tracy Ward
Est. 1993


ARCHITECT
D. Tracy Ward
Est. 1993

ARCHITECT
D. Tracy Ward
Est. 1993



ARCHITECT
D. Tracy Ward
Est. 1993


ARCHITECT
D. Tracy Ward
Est. 1993


SIGN
ARCHITECT
D. Tracy Ward
Est. 1993


SIGNAGE
SIGNAGE
DISTRICT PLACES
ARCHITECT
D. TRACY WARD
EST. 1993


DISTRICT DISTRICT
SIGNAGE
ARCHITECT
D. Tracy Ward
Est. 1993

SIGNAGE

ARCHITECT
D. Tracy Ward
Est. 1993


RESTAURANT
ARCHITECT
D. Tracy Ward
Est. 1993


ARCHITECT
D. Tracy Ward
Est. 1993

A Downtown Mixed-Use Development

Planning Commission Presentation

10/02/25

Alpharetta District Places

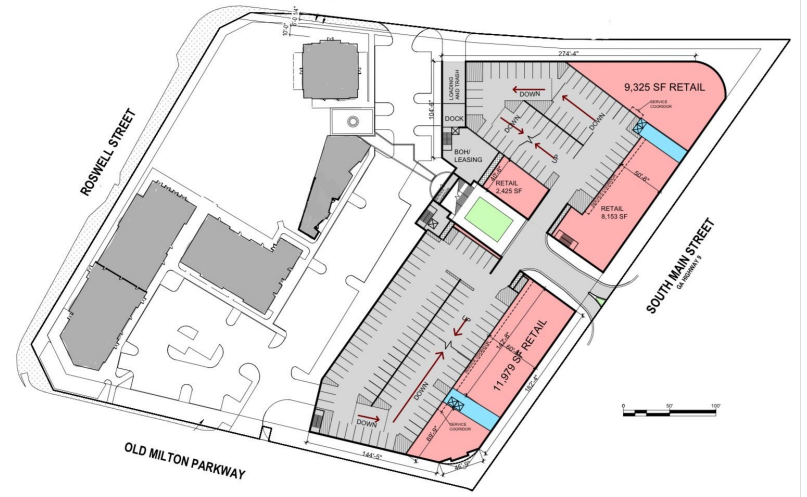
A Downtown Mixed- Use Development

Project Program

- **Retail (Ground Level)**
  - Area- 30,000 sf
    - Restaurant
    - Retail
- **Multi-Family (Upper Levels)**
  - 195 Units
- **Parking**
  - Structured
  - 462 Provided
- **Outdoor Amenity**
  - 12,000- 18,000 sf
  - Outdoor Dining & Green Space
  - Interior Park & Amenity Decks



UPPER LEVELS



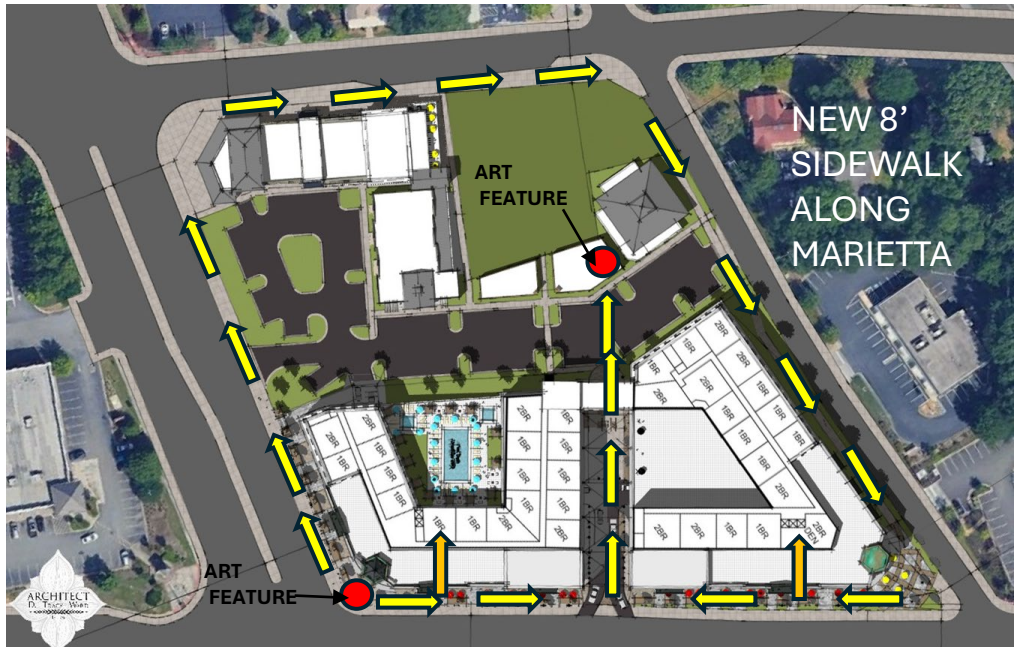
GROUND LEVEL

Alpharetta District Places

A Downtown Mixed- Use Development

Walkability and Main Street Activation

NEW ALPHA LOOP 12’ SIDEWALK



ACTIVATED NEW **20’+** SIDEWALK ALONG S. MAIN



ACTIVATED USES



STREET TREES



STREET FURNITURE

Alpharetta District Places

A Downtown Mixed- Use Development

Main Street Connectivity

- Pedestrian Activation of a Gap in Main Street
- Gateway To Downtown Alpharetta



BEFORE



AFTER

Alpharetta District Places

A Downtown Mixed- Use Development

Resident Demographics and Downtown Businesses

One key driver for prospective renters/buyers is the proximity and access to lifestyle amenities such as bars, restaurants, and entertainment. Additionally, accessibility to retail, particularly grocers and convenience stores, creates strong value propositions.

Noell Consulting Group's Estimate:

- **Noell estimates 30% of households will be 55+ years or older.**
- **Full-time employment: Up to 50%**
- **Part-time employment: 20%-30%**
- **Fully Retired: 15%-20%**

WORK FROM HOME POPULATION

This map illustrates the percentage of workers in Alpharetta, GA, who work remotely as of 2023. The data indicates a significant shift toward remote work, with many areas reporting over 30% of employees working from home. Although work from home is prevalent in the region, employers have recently started mandating workers return to the office. Home Depot is an example, a trend that is becoming increasingly popular. That said, coworking spaces are an attractive amenity space to prospective renter audiences across many competitive communities.

Traffic Study Findings

- All of the intersections function above the E level or above with both phases of the project included.

- The list of intersections that function at the same level of service (LOS) in both the no-build and build condition:
  - Highway 9 and Old Milton Parkway
  - Highway 9 and Marietta Street
  - Highway 9 and Milton Ave/ Academy St.
  - Roswell Street and Marietta Street

- This mixed-use development will generate up to 80 **less** trips in the peak hour due to “internal capture” vs. a similar project with separated Euclidean Zoning uses.

- The proposed development will work with the existing transportation infrastructure with no system improvements required.

Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development



Alpharetta District Places

A Downtown Mixed- Use Development

Thank You

PLANNING COMMISSION MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. **AGENDA ITEM TITLE:** Z-25-09/PH-25-15 41 MILTON AVENUE

PLANNING COMMISSION: OCTOBER 2, 2025

CITY COUNCIL: OCTOBER 27, 2025

II. **RECOMMENDATION:**

Approve Z-25-09/PH-25-15 41 Milton Avenue, subject to the following conditions:

1. Site consisting of approximately 0.132 acres shall be rezoned to DT-C. Property shall be limited to the existing uses consisting of one (1) Dwelling, For-Sale Condominium unit and 'Barber/Beauty Shop'. In addition, the 997 square foot basement area shall be limited to office or retail use.
2. Retail uses shall be limited to: Art Gallery', 'Barber/Beauty Shop', 'Book Store', 'Florist, Retail (no greenhouse)', 'Print Shop', 'Retail Establishment (no mixed sales)', and 'Shop or Studio, Craftsman/Artist'.
3. Property owner shall submit a building permit for the change of use of the basement area, which will require a secondary means of egress for the space.
4. Property owner shall pay a lump sum parking in-lieu fee of $9,000.00 prior to the issuance of a building permit for retail use or $13,500.00 prior to the issuance of a building permit for office use.
5. Property owner shall utilize creative signage, such as a painted sign, blade sign, or perpendicular sign, with final approval by DRB.
6. White lights shall be added to the top of the building to participate in the City's holiday lighting program.
7. No more than 1 of the residential units shall be permitted to be rented, as recorded in a deed restriction on the property.

III. **REPORT IN BRIEF:**

The applicant, Matthew Khodayari, is requesting a rezoning and parking in-lieu fees to convert a basement storage area into usable space for retail, restaurant, office, or residential dwelling unit on a 0.132-acre property in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and parking in-lieu fees is requested for up to three (3) parking spaces. The subject property is located at 41 Milton Avenue near the northeast corner of Canton Street and Milton Avenue.

DISCUSSION

The submitted request, if approved, would allow for the conversion of a basement storage area into usable space for retail, restaurant, office, or residential dwelling unit on a 0.132-acre property in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and parking in-lieu fees is requested for up to three (3) parking spaces. The subject property is located at 41 Milton Avenue near the northeast corner of Canton Street and Milton Avenue.

The two (2) story mixed-use building on the property underwent a significant renovation in 2020. The former Alpha Theatre building, which contained a residential unit in the basement, was converted to a

'Barber/Beauty Shop' on the 1st floor and a residence on the 2nd floor. The basement area is approximately 1,141 square feet, which includes a 144 square foot storage room that will remain as storage. Surrounding properties are zoned C-2 to the west and south and DT-C to the north and east. The Hamilton Hotel is located to the north and east, Thrive and Valor are located to the south, and a future City pocket park is located to the west. The comprehensive land use plan designation of the property is 'Central Business District', which supports the applicant's proposal.

FLOOR PLAN

The submitted floor plan depicts a 997 square foot basement area to be converted to retail, restaurant, office or residential dwelling. The space has access from an exterior door on the west side of the building, as well as from within the hair salon space by way of an elevator and stairway.

As shown in the table below, two (2) to three (3) spaces would be required for the conversion of the basement area to the applicant's proposed uses. There is no available land area on the property for the construction of parking spaces and the applicant requests parking in-lieu fees.

Minimum Parking Requirements

Use	Basement Area	Parking Rate (space/SF)	Required Parking
Restaurant	997 SF	1/500 SF	2 spaces
Retail	997 SF	1/500 SF	2 spaces
Office	997 SF	3/1,000 SF	3 spaces
'For-Sale' Dwelling	997 SF	1.5/1-bedroom unit	2 spaces

TRAFFIC

Staff calculated vehicular trips generated from the proposed uses. It is estimated that the proposed conversion of the basement storage area to usable space would generate Peak Hour trips as shown in the table below.

Use	AM Peak Hour trips	PM Peak Hour trips
Restaurant (coffee shop)	11	4
Retail	1	1
Office	2	2
'For-Sale' Dwelling	1	1

PARKING

Within the Downtown, parking can be met with parking located on-site, as well as on-street parking located adjacent to and on the same side of the street as the subject site. If parking cannot be satisfied as described above, an applicant may pursue Parking in-lieu fees. Parking in-lieu fees allow parking requirements to be satisfied through payment of parking in-lieu fees according to the table below. Payments to the Downtown Parking Fund have been approved at a few locations in the Downtown, including 44 Milton Avenue, 55/61 Roswell Street, Alpharetta Lofts (58 Canton Street), CORO building (37 Old Roswell Street), and 75/91 Roswell Street.

Parking In-Lieu Fee Schedule

If the Number of Required Spaces Satisfied through In-Lieu Program is Between:	The Fee Due is:
1—5 spaces	$4,500 per space
6—20 spaces	$22,500 + $8,000 per space over 5
21—40 spaces	$142,500 + $14,000 per space over 20
41 spaces and greater	$422,500 + $20,000 per space over 40

The applicant requests parking in-lieu fees for up to three (3) parking spaces. Based on the Parking In-Lieu Fee Schedule above, a shortfall of two (2) parking spaces would require a lump sum payment of $9,000.00 and a shortfall of three (3) spaces would require a lump sum payment of $13,500.00.

The table below identifies Downtown public parking facilities, including number of spaces, peak utilization, and approximate walking distance to the applicant's property. Peak utilization for surface parking lots and on-street parking is derived from the *Downtown Alpharetta Parking Study* (June 2018), while the Milton Avenue parking deck and City Center parking deck utilization is based on Staff observations (pre-pandemic). Besides on-street public parking, the Milton Avenue Parking Deck and Roswell Street Parking Lot are the nearest public parking facilities to the applicant's property. The Roswell Street City Parking Lot and Milton Avenue Parking Deck have the greatest available capacity.

Downtown Parking Facilities

Parking Facility	Number of Spaces	Peak Utilization	Distance to Subject Property
City Center Parking Deck	601*	70%	~1,600'
Milton Avenue Parking Deck	260	65%	~450'
Old Roswell Street Parking Lot	66	90-100%	~450'
Roswell Street Parking Lot	77	30-60%	~850'
On-street spaces	191	90-100%	~50'

*Approximately 100 spaces are reserved for the Alpharetta-Fulton County Library, 86 spaces reserved for the City Center apartments and 82 spaces in the new portion of the deck reserved for Data Scan.

PARKING IN-LIEU FEES REVIEW CRITERIA

Applications for parking in-lieu fees must be made to the city council, which will then hold a public hearing to approve or deny the application. The city council must consider the following in reviewing an application for parking in-lieu:

a. The availability of parking in the Downtown Overlay:

Response: As shown in the table above, there are several public parking facilities in the Downtown. Besides on-street parking, the closest facilities to the applicant's property are the Milton Avenue Parking Deck and Old Roswell Street Parking Lot, of which the Old Roswell Street Parking Lot has the highest peak utilization of any of the Downtown parking facilities. The Milton Avenue Parking Deck is located within approximately 400' of the subject property and has one of the lower peak utilizations at 65%. An article from the National Parking Association, PARKING magazine, states that parking designers typically use a maximum walking distance of 300' – 600' for retail customers and 1,200' – 1,500' for employee parking.

The Milton Avenue Parking Deck and Roswell Street Parking Lot are located within the maximum walking distance for retail customers and employees.

b. The availability of alternative transportation in the Downtown Overlay;

Response: MARTA bus routes 141 and 185 service the Alpharetta area with route 141 running directly through Downtown Alpharetta. There are five (5) bus stops within approximately 1,000' of the subject property with two (2) stops on Academy Street and three (3) stops on North Main Street.

c. The impact on the public health, safety, and general welfare; and

Response: The subject property is located in close proximity to the Milton Avenue Parking Deck and Roswell Street Parking Lot, which have the lowest peak utilizations of Downtown public parking facilities. There would not be a negative impact on public health, safety, or general welfare if parking in-lieu fees is required for the shortfall of two (2) to three (3) parking spaces for retail or office use. However, parking reductions have not been approved for residential uses in the Downtown and a restaurant use would generate the greatest need for parking and therefore is not supported.

d. Other considerations deemed material to the application by city council.

Response: The subject property is land locked and there is no available land to develop parking. Parking in-lieu fees have been approved at other Downtown locations, including 44 Milton Avenue, 55/61 Roswell Street, Alpharetta Lofts (58 Canton Street), CORO building (37 Old Roswell Street), 75/91 Roswell Street, and 55 Canton Street. However, parking reductions have not been approved for residential uses in the Downtown and a restaurant use would generate the greatest need for parking and therefore is not supported.

STANDARDS FOR ZONING CHANGES

The Planning Commission and the City Council shall consider the following standards in considering a rezoning application, giving due weight or priority to those factors particularly appropriate to the circumstances of each application:

a. Whether the zoning proposal will permit a use that is suitable in view of the zoning use and development of adjacent and nearby property.

Response: The zoning proposal is consistent with the future land use designation of the property and surrounding area, which is 'Central Business District'. The area is envisioned to redevelop into a mix of residential, office and neighborhood commercial uses.

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

Response: The zoning proposal would not adversely affect the existing use or usability of adjacent or nearby properties. The area is envisioned to redevelop into a mix of residential, office and neighborhood commercial uses.

c. Whether the zoning proposal will adversely affect the natural environment.

Response: The proposal would have no impact on the natural environment. The request is to convert the existing basement space to usable area.

d. Whether there are substantial reasons why the property cannot or should not be used as currently zoned.

Response: The property is currently zoned C-2, which does not allow residential use, except for in an existing residential structure. The requested zoning is consistent with the future land use designation of the property and surrounding area, which is 'Central Business District'. The area is envisioned to redevelop into a mix of residential, office and neighborhood commercial uses.

e. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of public facilities or services, including but not limited to existing streets and transportation facilities, schools, water or sewer utilities, and police or fire protection.

Response: The zoning proposal would not cause an excessive burden on public facilities and services. A restaurant use, such as a coffee shop, would generate the most trips. If approved, it is recommended that uses in the basement space be limited to retail, office, or dwelling.

f. Whether the zoning proposal is supported by new or changing conditions not anticipated or reflected in the existing zoning on the property.

Response: The subject property is located in the Downtown Overlay, which includes opportunities for properties to develop under the Downtown zoning districts. The zoning proposal is consistent with the future land use designation of the property and surrounding area, which is 'Central Business District'.

g. Whether the zoning proposal reflects a reasonable balance between the promotion of the public health, safety, morality or general welfare against the right to unrestricted use of property.

Response: The request would not negatively impact public health, safety or welfare. The zoning proposal is consistent with the future land use designation of the property.

h. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Response: The property is currently zoned C-2, which does not allow residential use, except for in an existing residential structure. The requested zoning is consistent with the future land use designation of the property and surrounding area, which is 'Central Business District'. The area is envisioned to redevelop into a mix of residential, office and neighborhood commercial uses.

i. The extent to which the zoning proposal is consistent with the Comprehensive Plan.

Response: The future land use designation of the property is 'Central Business District', which allows the proposed DT-C zoning district and uses.

CONCURRENCES

Staff has reviewed the applicant's proposal against the established review criteria for a rezoning and parking in-lieu fees. The zoning proposal is consistent with the vision of the Downtown Master Plan and future land use designation of the property and surrounding area, which is 'Central Business District'. The area is envisioned to redevelop into a mix of residential, office and commercial uses. The property is land locked and there is no available land to construct parking. The request for parking in-lieu fees is supported for retail and office use based on there being nearby public parking opportunities. However, parking reductions have not been approved for residential uses in the Downtown and a restaurant use would generate the greatest need for parking and therefore is not supported.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.

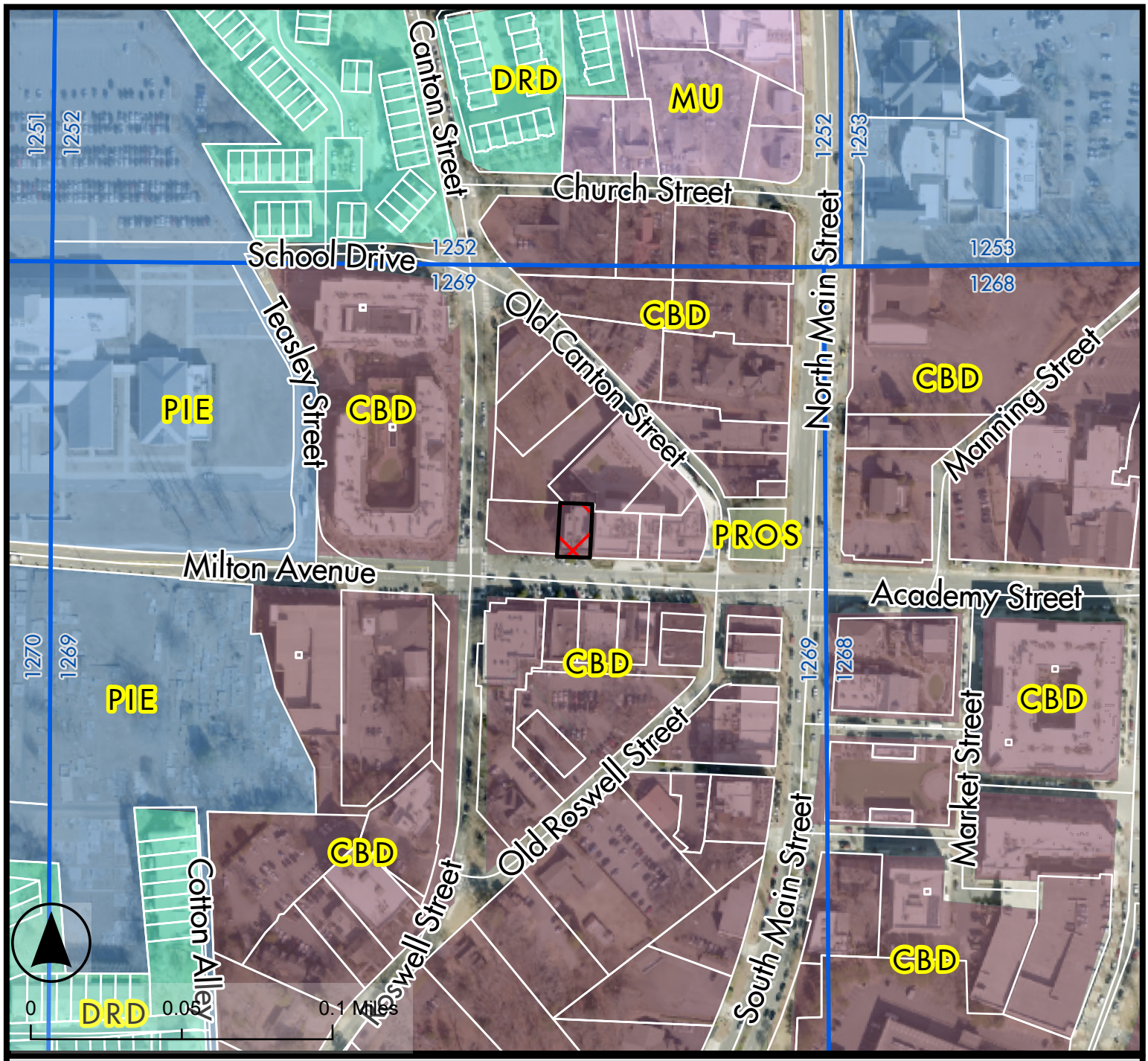
COMMUNITY ZONING INFORMATION MEETING

CZIM was held on August 13, 2025. There were no public comments.

IV. ATTACHMENTS:

- Map Series
- CZIM
- Citizen Part B
- Application

Z-25-09, PH-25-15



Future Land Use Map

41 Milton Ave

Z-25-09, PH-25-15

D/LL: 2/2/1269

PC: 9/4/2025

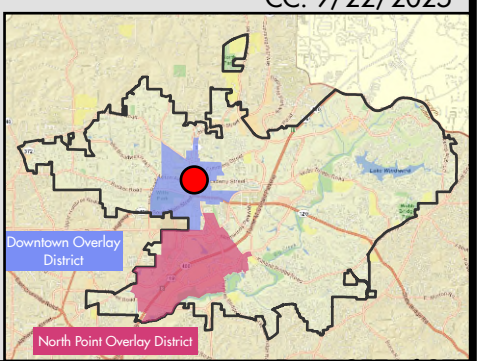
CC: 9/22/2025

Legend

- Z-25-09, PH-25-15
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Future Land Use 2040

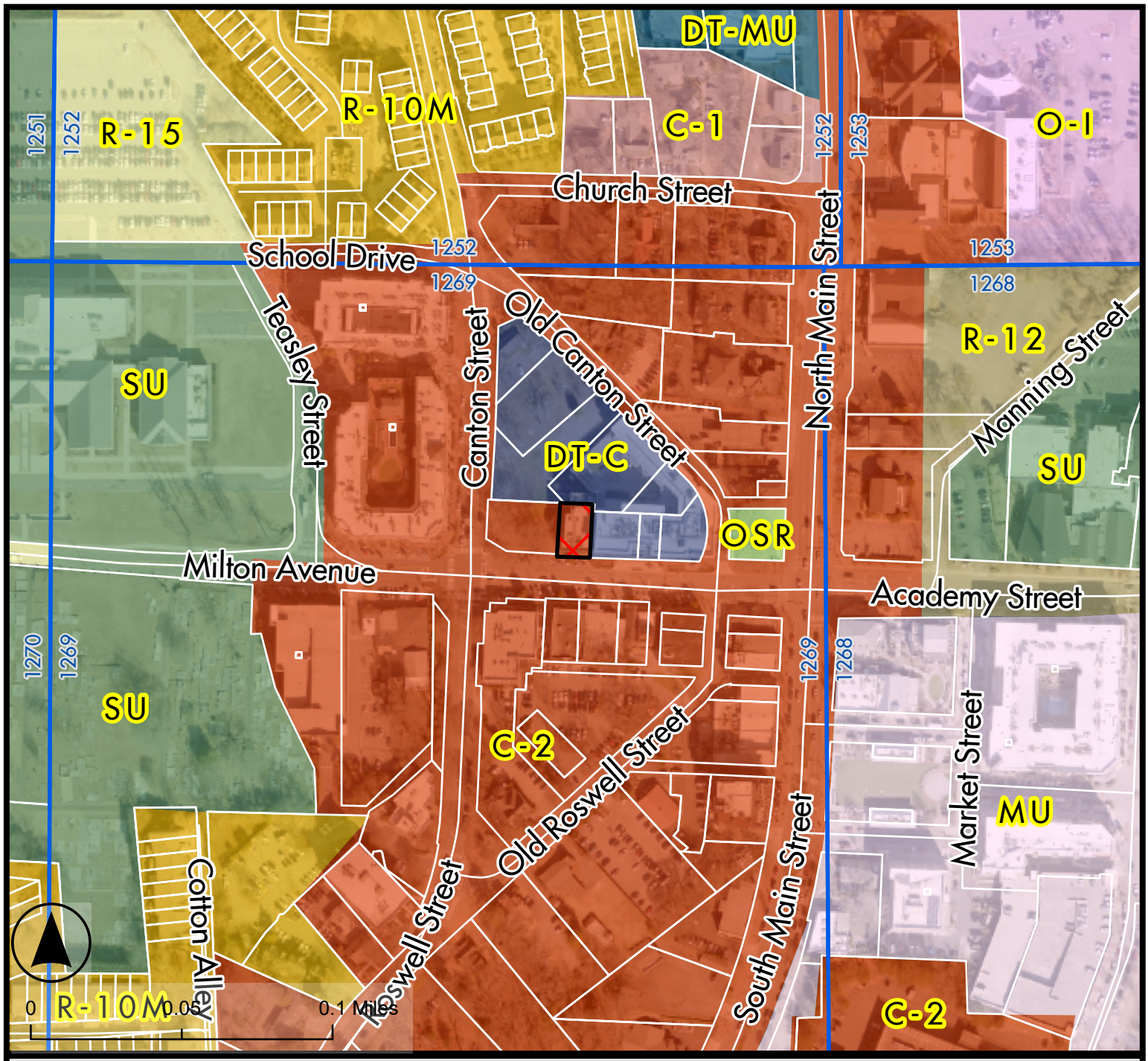
- Central Business District
- Downtown Residential Density
- Mixed Use
- Parks, Recreation, Open Space
- Public, Institutional, Education



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS

Z-25-09, PH-25-15



Legend

- Z-25-09, PH-25-15
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Zoning District

- C-1 Neighborhood Commercial
- General Commercial
- DT-C Downtown Core
- DT-MU Downtown Mixed Use
- MU Mixed Use
- O-I Office Institutional
- OSR Open Space and Recreational
- R-10M Multi Family Residential (HDR)
- R-12 Single Family Detached Residential
- R-15 Single Family Detached Residential
- SU Special Use

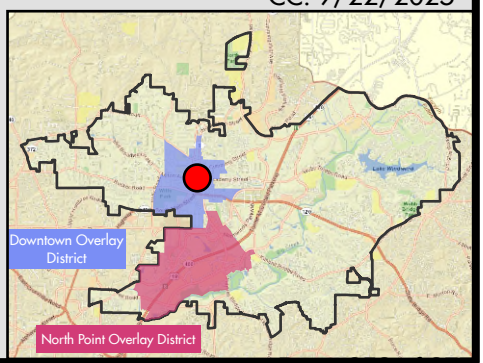
Zoning Map

41 Milton Ave

Z-25-09, PH-25-15

D/LL: 2/2/1269

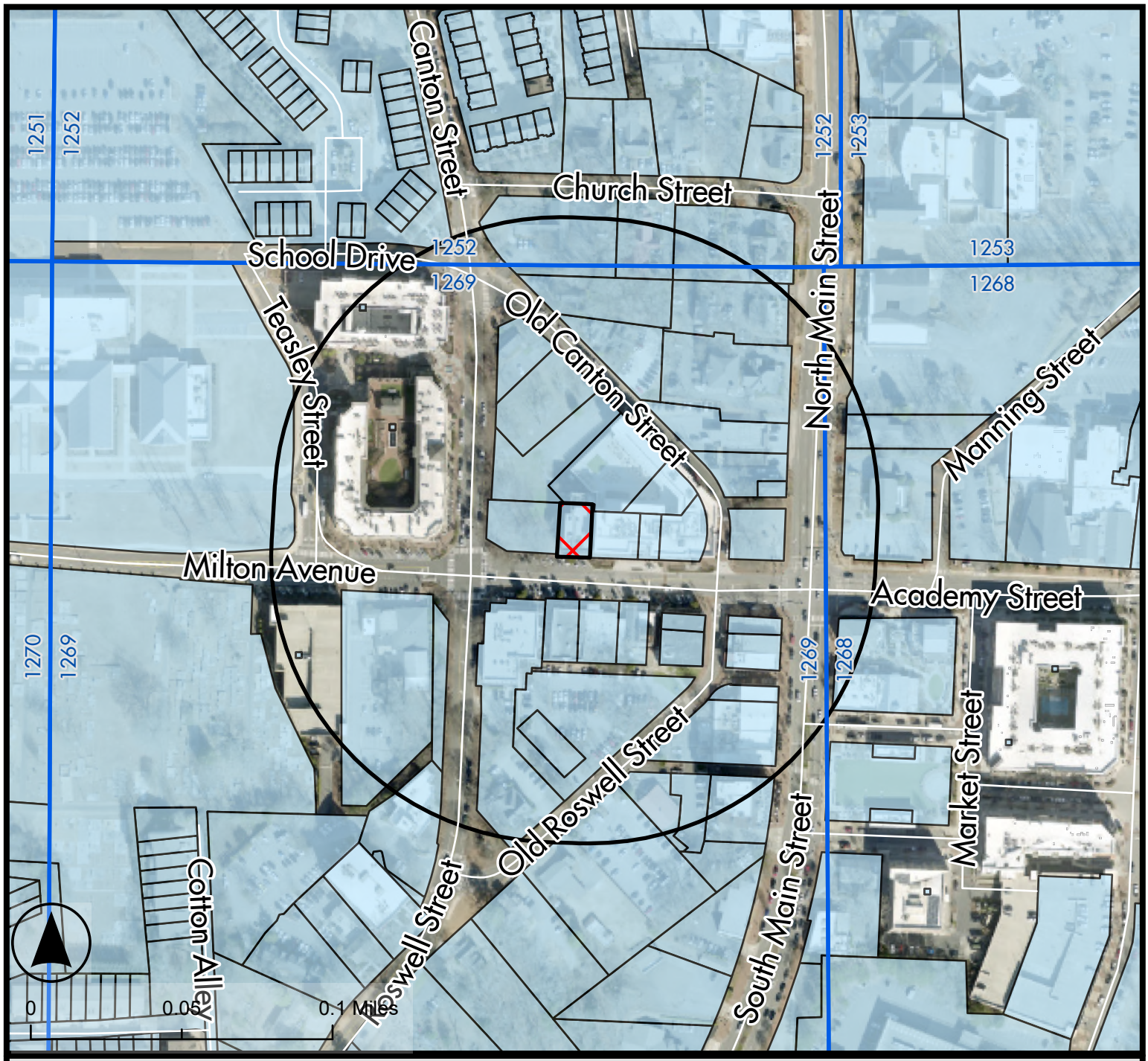
PC: 9/4/2025
CC: 9/22/2025



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS

Z-25-09, PH-25-15



Location Map

41 Milton Ave

Z-25-09, PH-25-15

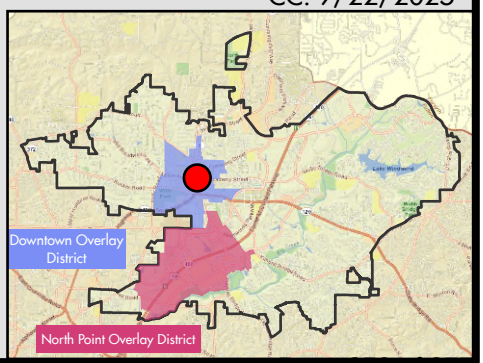
D/LL: 2/2/1269

PC: 9/4/2025

CC: 9/22/2025

Legend

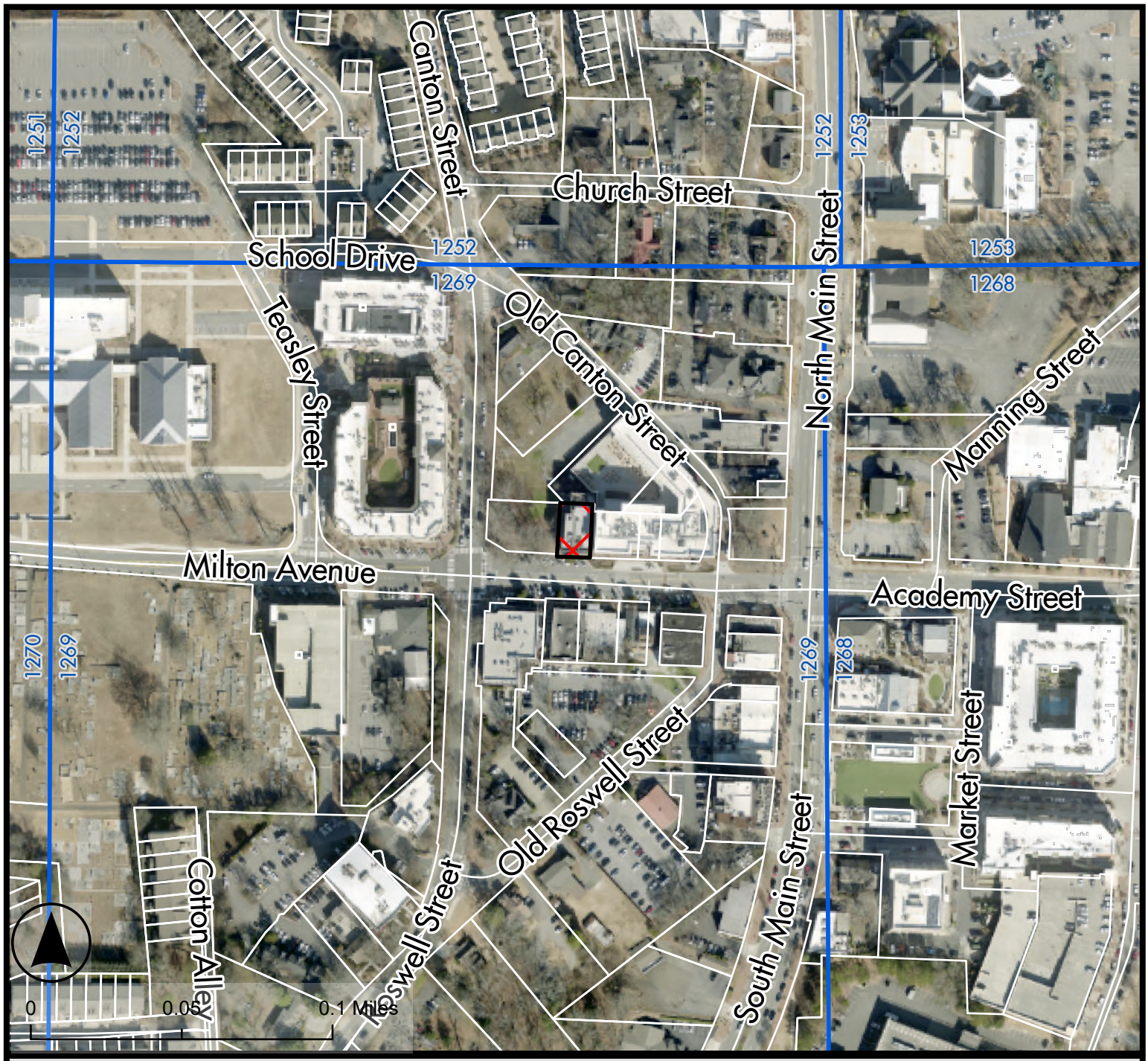
- Z-25-09, PH-25-15
- Land Lots
- Tax Parcels
- 500 ft Buffer
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS

Z-25-09, PH-25-15



Aerial Map

41 Milton Ave

Z-25-09, PH-25-15

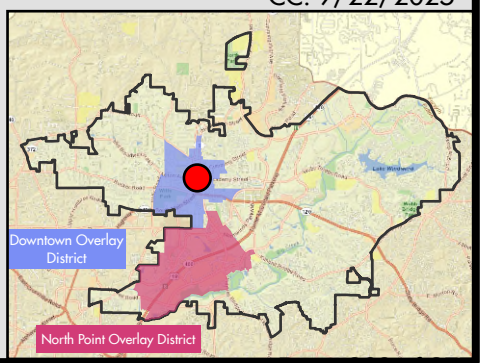
D/LL: 2/2/1269

PC: 9/4/2025

CC: 9/22/2025

Legend

- Z-25-09, PH-25-15
- Land Lots
- Tax Parcels
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

Credit: City of Alpharetta. Location Map Provided by: Community Development - GIS

Community Zoning Information Meeting (CZIM) August 13, 2025

Please sign-in and leave your comments and/or concerns.

Z-25-09/PH-25-15 / 41 Milton Avenue

NAME	ADDRESS	COMMENTS
		No Comments

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY
Case #: _____
PH #: _____
☐ Property Taxes & Code Violations Verified
☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta." Please note that a 3% convenience fee will be added to all credit card transactions.
5. Applications will be accepted on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Matthew Khodayari Telephone: 7704578111

Address: 41 Milton Avenue Suite: 100

City Alpharetta State: Ga Zip: 30009 Fax: -

Mobile Tel: 4042779221 Email:

Subject Property Information:

Address: 41 Milton Avenue Current Zoning: C-2

District: Section: Land Lot: Parcel ID:

Proposed Zoning: DT/C Current Use: Storage

This Application For *(Check All That Apply)*:

☐ Conditional Use
☐ Master Plan Amendment
☐ Comprehensive Plan Amendment
☐ Rezoning
☐ Master Plan Review
☐ Variance
☐ Public Hearing
☐ Exception
☐ Other *(Specify)* Parking In Lieu Fees

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

use basement for office, retail, restaurant or dwelling

Applicant's Request (Please itemize the proposal):

To rezone the building to DT/C (Downtown Core). Parking In Lieu Fees for up to 3 parking spaces in order to utilize the basement for office, retail, restaurant, or dwelling.

Applicant's Intent *(Please describe what the proposal would facilitate).*

To have the opportunity to better utilize the space.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: M. Matthew Khodayari Telephone: 404-277-9221

Address: 41 Milton Avenue Suite: 100

City Alpharetta State: GA Zip: 30009 - 1570

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ■ Rezoning
- ☐ Conditional Use
- ☐ Variance
- ☐ Master Plan
- ☐ Land Use Application
- ☐ Other

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: Matthew Khodayari Telephone: 4042779221

Address: Suite:

City 41 Milton Avenue State: GA Zip: 30009 - 1570

So Sworn and Attested:

Owner Signature: Date: 7/2/25

Notary:

Mara Ceko
NOTARY PUBLIC
Forsyth County, Georgia
My Commission Expires 03/30/2026

Notary Signature: Date: 7-2-25

12

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: Matthew Khodayari

Subject Public Hearing Case: _____

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: N/A Position: 0.00

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67A-1.

Signature: _____ Date: 7/29/25

13

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

41 Milton Ave., is adjacent to The Hamilton Hotel,across the street from Thrive Co-working, Teasley Place with residential, restaurants and retail.

How will this proposal affect the use and value of the surrounding properties?

No

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

No. Given the location, the space can be utilized as an income producer.

What would be the increase to population and traffic if the proposal were approved?

Minimal

What would be the impact to schools and utilities if the proposal were approved?

None

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

This is an existing building.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

No

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: 41 Milton Avenue

Contact Name: Matthew Khodayari Telephone: 4042779221

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

Amber Davis_ The Hamilton

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- ☐ Letter
- ☐ Telephone
- ☐ Email
- ☐ Personal Visits
- ☐ Group Meeting
- ☐ Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

MOORE JAMES CALHOUN & TRACY LYNNE
1040 PATHWAYS DR
SUNNYSIDE FL 32461-7461

PARSONS ACE HARDWARE INC
10465 STONEFIELD LNDG
DULUTH GA 30097-5951

ALPHARETTA LOFTS RETAIL LLC
11785 NORTHFALL LANE STE 510
ALPHARETTA GA 30009

61 OLD CANTON LLC
14195 HOPEWELL RD
ALPHARETTA GA 30004

RAM DEVELOPMENT PARTNERS LLC
14195 HOPEWELL RD
ALPHARETTA GA 30004

DEMAND & ESCROW LLC
1630 RANDALL MILL PL
ATLANTA GA 30327

33 SOUTH MAIN LLC
1905 EVERGREEN LN
ALPHARETTA GA 30009

DEVELOPMENT AUTHORITY OF ALPHARETTA
2 S MAIN ST
ALPHARETTA GA 30009

NATURES VERANDA LLC
225 OAKMERE DR
ALPHARETTA GA 30009

BEANIES PROP LLC
231 VAUGHAN DR
ALPHARETTA GA 30009

TWENTY NORTH MAIN LLC
231 VAUGHN DR
ALPHARETTA GA 30009-2333

LUNSFORD SARA H
245 CHINABERRY DR
ROSWELL GA 30076

MF COTTON HOUSE DEVELOPMENT LLC
26 MILTON AVE
ALPHARETTA GA 30009

RAM DEVELOPMENT PARTNERS LLC
26 MILTON AVE
ALPHARETTA GA 30004

ALPHARETTA TOWN COMMONS II LLC
2660 PEACHTREE RD UNIT 32G
ATLANTA GA 30305

ALPHARETTA TOWN COMMONS LLC
2801 BUFORD HWY NE STE T 70
ATLANTA GA 30329

DELSON STORES INC
3270 COCHISE DR
ATLANTA GA 30339

28 NORTH MAIN STREET LLC
3270 COCHISE DR SE
ATLANTA GA 30339-4319

KAJ ASHER FREEDOM PROPERTIES LLC
3396 CAVERTON LANE
ALPHARETTA GA 30022

HYPERCHATTER LLC
35 OLD CANTON ST
ALPHARETTA GA 30009

CARLOS L BAGWELL REVOCABLE TRUST THE
40 ROSWELL ST
ALPHARETTA GA 30009

MILTON CAPITAL FUND LLC
41 MILTON AVE
ALPHARETTA GA 30009-1570

CHURCH STREET COMMERCIAL PROP LLC
435 ST REGIS DR
ALPHARETTA GA 30022

ANTHONY WILLIAM PARKER
FAMILY PROTECTION TRUST THE
4465 S JONES BLVD
LAS VEGAS NV 89103

JWJ REAL ESTATE LLC
45 ROSWELL ST STE A
ALPHARETTA GA 30009

9 S MAIN STREET LLC
5 S MAIN ST
ALPHARETTA GA 30009

ZAGORIA FAMILY TRUST THE
50 CANTON ST # 202
ALPHARETTA GA 30009

RADOV STEPHANIE
50 CANTON ST # 203
ALPHARETTA GA 30009

MUELLER HERBERT M & CATHY J
50 CANTON ST 201
ALPHARETTA GA 30009

SHUSTER MICHAEL H & HELAINE G
50 CANTON ST UNIT 204
ALPHARETTA GA 30009

COHEN FAMILY LIVING TRUST THE
50 CANTON ST UNIT 205
ALPHARETTA GA 30009

VILLOUTREIX EILEEN
50 CANTON ST UNIT 208
ALPHARETTA GA 30005

PAGANO RAY & CYNTHIA
50 CANTON ST UNIT 301
ALPHARETTA GA 30009

NEIBERT JOSEPH KYLE &
KAREN DENISE
50 CANTON ST UNIT 302
ALPHARETTA GA 30009

FENNELL ROBERT P & PATRICIA
50 CANTON ST UNIT 303
ALPHARETTA GA 30009

HASKINS RICHARD
50 CANTON ST UNIT 304
ALPHARETTA GA 30009

CURRY EDDIE W & DEBRA V
50 CANTON ST UNIT 305
ALPHARETTA GA 30009

HAISLIP WALLACE G &
HAISLIP LINDA R
50 CANTON ST UNIT 306
ALPHARETTA GA 30009

IVIE DAVID A & SUSAN H
50 CANTON ST UNIT 307
ALPHARETTA GA 30009

ZLATOPER BARRY
50 CANTON ST UNIT 308
ALPHARETTA GA 30009

NORRIS MICHAEL E & BEVERLY W
50 CANTON ST UNIT 401
ALPHARETTA GA 30009

PRATT HANNAN TRUST THE
50 CANTON ST UNIT 402
ALPHARETTA GA 30009

MARY ANN SLAVIK
REVOCABLE LIVING TRUST THE
50 CANTON ST UNIT 403
ALPHARETTA GA 30009

HAMBY MICHAEL & HAMBY MALINDA
50 CANTON ST UNIT 404
ALPHARETTA GA 30009

MOORCONES JOEPH J & DAWN L
50 CANTON ST UNIT 405
ALPHARETTA GA 30009

SCHUSTER FRANK KENNETH & SUSAN MARIE
50 CANTON ST UNIT 406
ALPHARETTA GA 30009

BUTCHART JAMES D & HANSEN WAYNE E
50 CANTON ST UNIT 407
ALPHARETTA GA 30009

MARITAL TRUST
50 CANTON ST UNIT 408
ALPHARETTA GA 30009

44 MILTON AVENUE PARTNERS LLC
53 S MAIN ST STE 300
ALPHARETTA GA 30009

TRICORNER HOLDINGS LLC
5400 LAUREL SPRINGS SUITE 407
SUWANEE GA 30024

VALLE PEDRO L & VALLE WANDA I
58 CANTON ST
ALPHARETTA GA 30009

RICHEY ROGER A & RICHEY JANE M
58 CANTON ST # 207
ALPHARETTA GA 30009

LORETTA DOLORES CAUDILL
REVOCABLE TRUST OF 1992 THE
58 CANTON ST # 310
ALPHARETTA GA 30009

FRADY JAMES W & MYRA J
58 CANTON ST # 311
ALPHARETTA GA 30009

PENICK SUSAN
58 CANTON ST # 411
ALPHARETTA GA 30009

ALPHARETTA LOFTS RETAIL LLC
58 CANTON ST STE 204
ALPHARETTA GA 30009

FRANCESCHI CARLOS A & HELGA L
58 CANTON ST UNIT 201
ALPHARETTA GA 30009

CHRISMER SCOTT EDWARD
58 CANTON ST UNIT 202
ALPHARETTA GA 30009

HARTY LINDA BEASLEY
58 CANTON ST UNIT 203
ALPHARETTA GA 30009

TERESA DUNCAN SCHISLER
REVOCABLE TRUST THE
58 CANTON ST UNIT 204
ALPHARETTA GA 30009

NORMAN GOLDHABER TRUST THE
58 CANTON ST UNIT 205
ALPHARETTA GA 30009

HOFFMAN CAROL D
58 CANTON ST UNIT 206
ALPHARETTA GA 30009-3684

KLEIN ROBERT EDWARD &
GAIL KATHRYN
58 CANTON ST UNIT 208 209
ALPHARETTA GA 30009

SANTORO ALISON
58 CANTON ST UNIT 210
ALPHARETTA GA 30009

SALERNO SANDEI E
58 CANTON ST UNIT 211
ALPHARETTA GA 30009

RITTER STEVEN R & ELIZABETH A
58 CANTON ST UNIT 301
ALPHARETTA GA 30009

CIULLA JOHN J
58 CANTON ST UNIT 302
ALPHARETTA GA 30009

LOOBY THOMAS F & KIMBERLY H
58 CANTON ST UNIT 304
ALPHARETTA GA 30009

WICKS MARY ANN
58 CANTON ST UNIT 306
ALPHARETTA GA 30009

O TOOLE WILLIAM S & KATHY S
58 CANTON ST UNIT 307
ALPHARETTA GA 30009

CAROLYN JANET PALMER
REVOCABLE TRUST
58 CANTON ST UNIT 401
ALPHARETTA GA 30009

WHYTE FRANCIS XAVIER &
WHYTE ANNE TERESA
58 CANTON ST UNIT 402
ALPHARETTA GA 30004

FRYMAN KATHLEEN A
58 CANTON ST UNIT 403
ALPHARETTA GA 30009

MARCOUX ROBERT H
58 CANTON ST UNIT 404
ALPHARETTA GA 30009

ARANGO ALBERTO & HELGA
58 CANTON ST UNIT 406
ALPHARETTA GA 30009

LINDA ARTUSIO LIVING TRUST THE
58 CANTON ST UNIT 407
ALPHARETTA GA 30009

HARBOUR KENNETH DALE &
HARBOUR ISABEL MERIE
58 CANTON ST UNIT 408
ALPHARETTA GA 30009

SEABURY BARBARA K
58 CANTON ST UNIT 409
ALPHARETTA GA 30009

DONNER SHEILA B & DONNER GARY W
58 CANTON ST UNIT 410
ALPHARETTA GA 30009

TONYA GAYE JOHNSON
REVOCABLE TRUST THE
58 CANTON ST UNIT 412
ALPHARETTA GA 30009

JOHANSSON WENDY E
58 S CANTON ST 305
ALPHARETTA GA 30009

O'DONNELL DEREK &
ROZEBOOM SHARON
665 WILLOW OAK WAY
ROSWELL GA 30076-6423

ALPHARETTA FIRST METHODIST CHURCH INC
69 N MAIN ST
ALPHARETTA GA 30009

ONE SOUTH MAIN LLC
710 COOPER SANDY CV
ALPHARETTA GA 30004

TEASLEY PLACE RETAIL LLC
766 BLACKFOOT TRL
SUWANEE GA 30024

GCKR REALTY LLC
7690 WILD VIOLET DR
CUMMING GA 30040-3103

FULTON COUNTY BOARD OF EDUCATION
786 CLEVELAND AVE
ATLANTA GA 30315

JCH PROPERTIES LLC
80 MILTON AVE
ALPHARETTA GA 30009-1508

TRUCK & TAP ALPHARETTA LLC
8640 MAIN ST
WOODSTOCK GA 30188

GEORGIAN COMMUNITY ASSOCIATION INC THE
958 MCEVER RDG STE B5
GAINESVILLE GA 30504

D & R MILLER HOLDINGS LLC
980 BIRMINGHAM RD STE 501-391
ALPHARETTA GA 30004

DALE L LOWELL REVOCABLE TRUST THE
P O BOX 611183
SUNNYSIDE FL 32461

ACADEMY & MAIN LLC
PO BOX 1081
ALPHARETTA GA 30009

MILTON CAPITAL FUND, LLC
404-277-9221 | MCFLLC87@GMAIL.COM

M. Matthew Khodayari
41 Milton Avenue,
Alpharetta GA 30009
770-475-8111

07/01/25

Zoning Commission
City of Alpharetta
Alpharetta, GA 30009

Subject: Request for Rezoning – 41 Milton Avenue, Alpharetta, GA 30009

To Whom It May Concern,

I am writing to formally request the rezoning of my property located at 41 Milton Avenue, Alpharetta, GA 30009. The purpose of this request is to allow for more effective utilization of the property and to enhance its contribution to the vitality and economic activity of the downtown area.

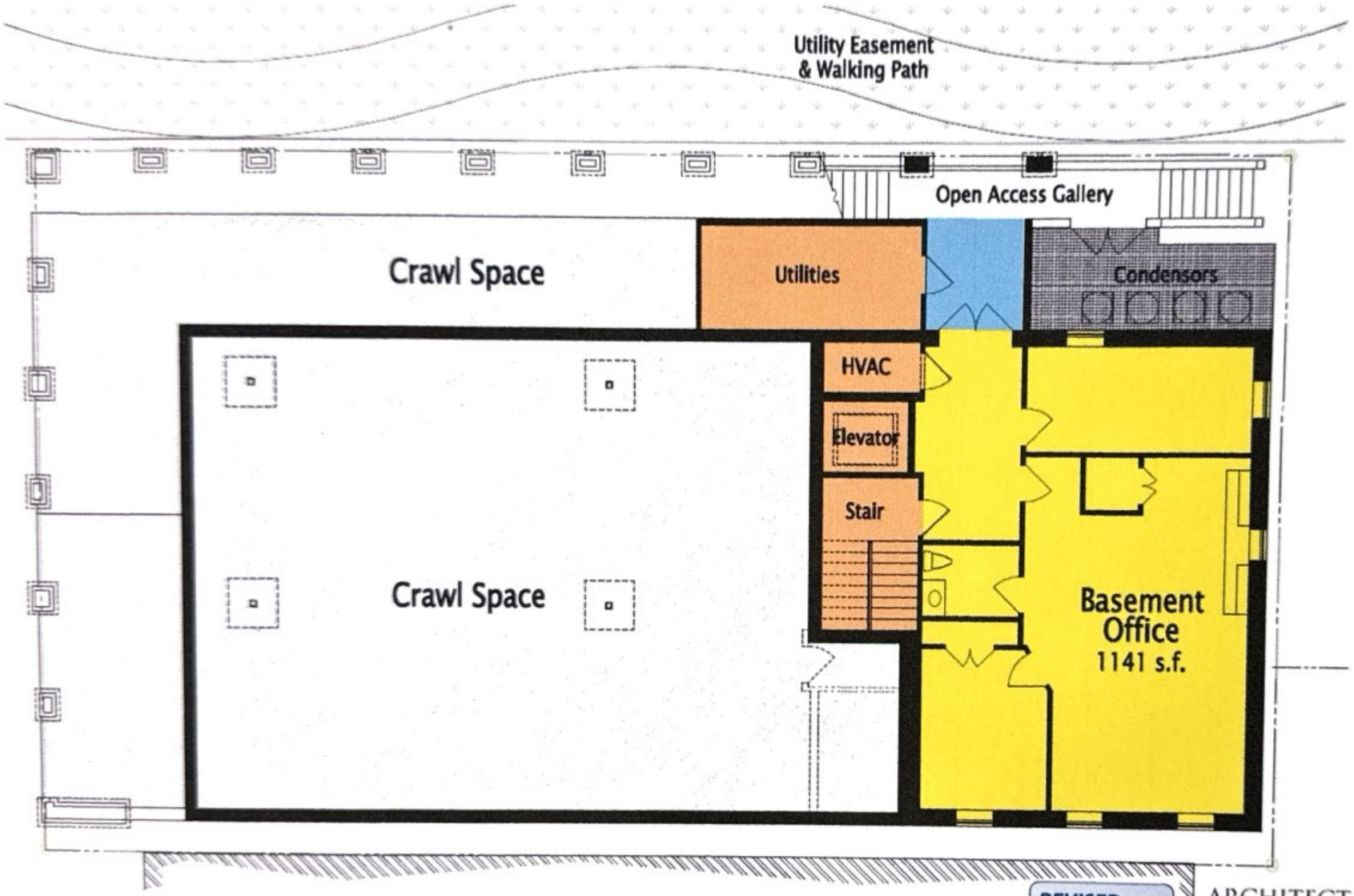
The building has the capacity for up to three (3) parking spaces, fees in lieu of parking, in accordance with applicable city policies. I would be willing to explore the

My intent is to make the best use of this strategic location in a way that supports increased foot traffic and engagement with local businesses. I believe this change will be mutually beneficial for both the property and the broader downtown Alpharetta community.

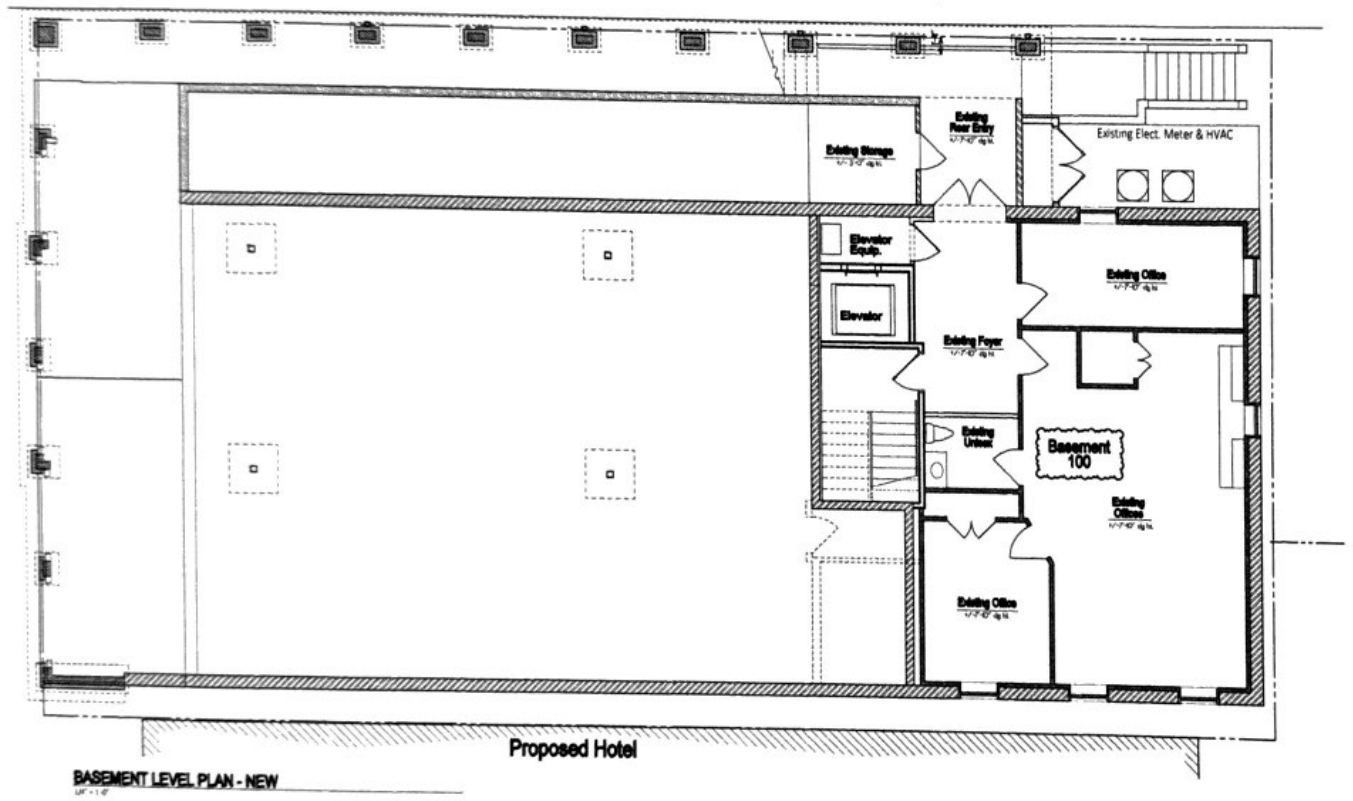
Thank you for your time and consideration. I welcome the opportunity to discuss this request further and provide any additional information that may assist in your evaluation.

Sincerely,

M. Matthew Khodayari



Elev/Stair/HVAC/Util
396 s.f.



BASEMENT LEVEL PLAN - NEW

Renovations
41 Milton Avenue
Alpharetta, GA

ARCHITECT
D. TRACY WARD
EST. 1913

Design Professional	D. Tracy Ward, GA #8230
Issue Date	04/12/2019

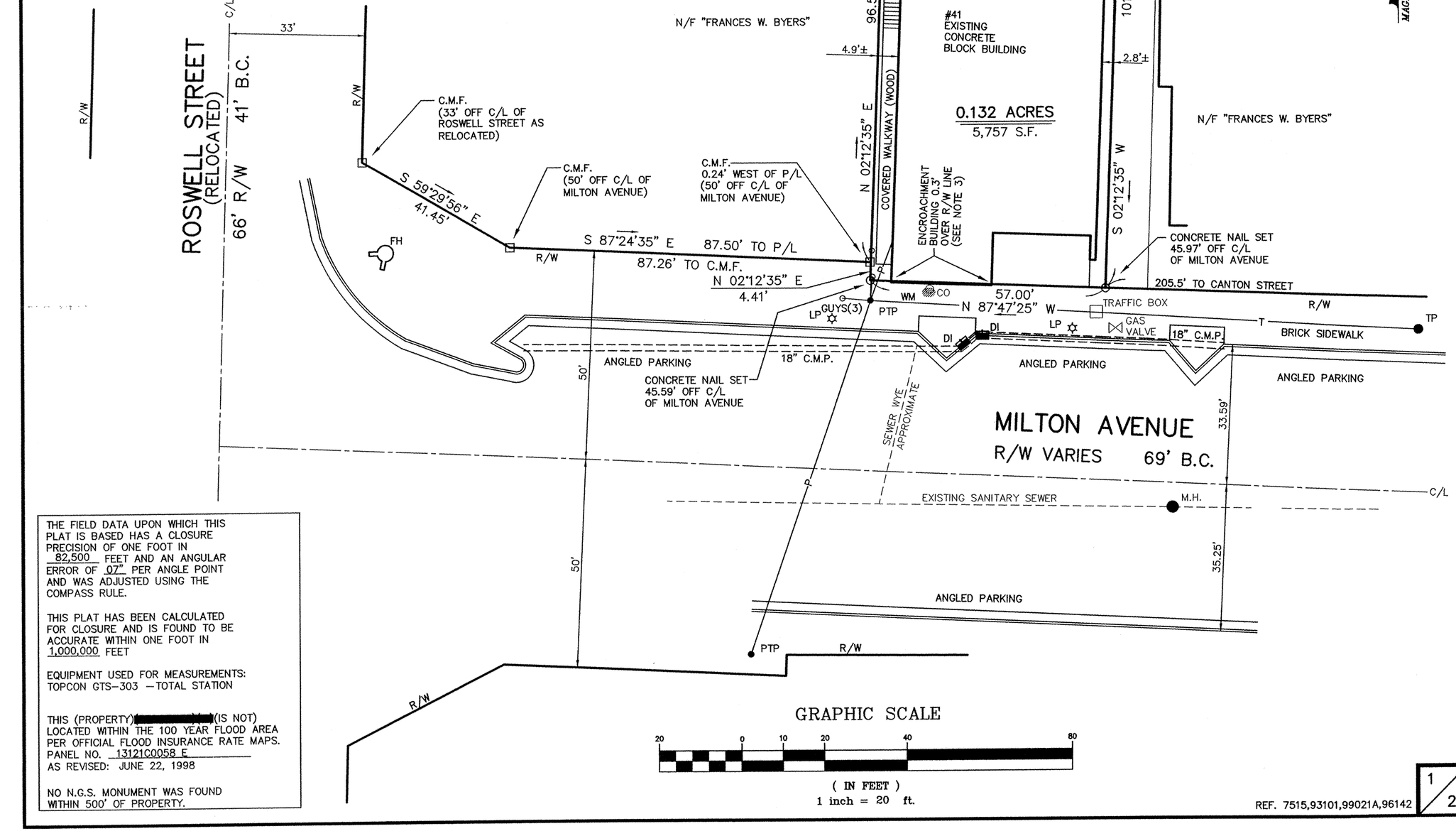
Date	Description
02/08/2018	REVIEW SET
09/27/2018	REVIEW SET
03/15/2019	REVIEW & PRICING SET
04/01/2019	COORDINATION
04/12/2019	ISSUE FOR PERMIT
07/12/2019	ISSUE FOR PERMIT
08/09/2019	REV 1

Project Name	41 Milton Avenue
Project Number	15027
Drawn by	JR/DTW
Designed by	DTW
Checked by	DTW
Description	
Sheet Number	

LEGEND: ABBREVIATIONS AND SYMBOLS

A.K.A.	– ALSO KNOWN AS
B.C.	– BACK OF CURB
B.L.	– BUILDING SETBACK LINE
B.L.W.	– BUILDING LINE WIDTH
BW	– BOTTOM OF WALL (GROUND)
C&G	– CURB AND GUTTER
℄	– CENTERLINE
CB	– CATCH BASIN
CH	– CHORD
C.M.P.	– CORRUGATED METAL PIPE
C/T	– CRIMP TOP PIPE
D.E.	– DRAINAGE EASEMENT
DI	– DROP INLET WITH GRATE
DWCB	– DOUBLE WING CB
EP	– EDGE OF PAVEMENT
FH	– FIRE HYDRANT
HW	– HEADWALL
I.P.F.	– IRON PIN FOUND
I.P.S.	– IRON PIN SET (1/2" R/B)
JB	– JUNCTION BOX
L	– LENGTH OF CURVE
L.F.E.	– LOWEST FLOOR ELEVATION
L.L.L.	– LAND LOT LINE
LP	– LIGHT POLE
M.F.E.	– MINIMUM FLOOR ELEVATION
MH	– MANHOLE
M.S.L.	– MEAN SEA LEVEL
O/T	– OPEN TOP PIPE
PAV'T	– PAVEMENT
PB	– POWER BOX
P.O.B.	– POINT OF BEGINNING
P/L	– PROPERTY LINE
R	– RADIUS OF CURVE
R.B.L.	– REAR BUILDING LINE
R.C.P.	– REINFORCED CONCRETE PIPE
R/B	– REINFORCING BAR
R/W	– RIGHT OF WAY
S.B.L.	– SIDE BUILDING LINE
S.S.	– SANITARY SEWER
S.S.E.	– SANITARY SEWER EASEMENT
SWCB	– SINGLE WING CB
TW	– TOP OF WALL
WM	– WATER METER
YI	– YARD INLET (PEDESTAL INLET)
—·—·—	– STREAM
—F—	– FLOOD LIMITS
—P—	– POWER LINE
—T—	– TELEPHONE LINE
—X—	– WIRE FARM FENCE LINE
—□—	– WOOD FENCE LINE
—O—	– CHAIN LINK FENCE LINE

THIS IS A TWO SHEET DOCUMENT



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)

1 inch = 20 ft.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 82,500 FEET AND AN ANGULAR ERROR OF 07" PER ANGLE POINT AND WAS ADJUSTED USING THE COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 1,000,000 FEET

EQUIPMENT USED FOR MEASUREMENTS: TOPCON GTS-303 – TOTAL STATION

THIS (PROPERTY) [redacted] (IS NOT) LOCATED WITHIN THE 100 YEAR FLOOD AREA PER OFFICIAL FLOOD INSURANCE RATE MAPS. PANEL NO. 13121C0058 E AS REVISED: JUNE 22, 1998

NO N.G.S. MONUMENT WAS FOUND WITHIN 500' OF PROPERTY.

REF. 7515,93101,99021A,96142

BRUMBELOW–REESE & ASSOC., INC.
LAND SURVEYING SERVICES
GEORGIA REGISTRATION NO. 2072
13685 HIGHWAY 9
ALPHARETTA, GEORGIA 30004–3616
PHONE (770) 475–6817
FAX (770) 569–4948
EMAIL––BRASSINC@COMCAST.NET

GEORGIA REGISTERED No. 2072 LAND SURVEYOR RODNEY H. REESE

MEMBER OF S.A.M.S.O.G.

LOCATED IN:
LAND LOT(S): 1269
DISTRICT: 2, SECTION: 2
CITY OF: ALPHARETTA
COUNTY OF: FULTON
STATE OF GEORGIA

SURVEY FOR
WESLEY & JULIA WILLIAMS
NEIGHBORS BANK
FIRST AMERICAN TITLE INSURANCE CO.

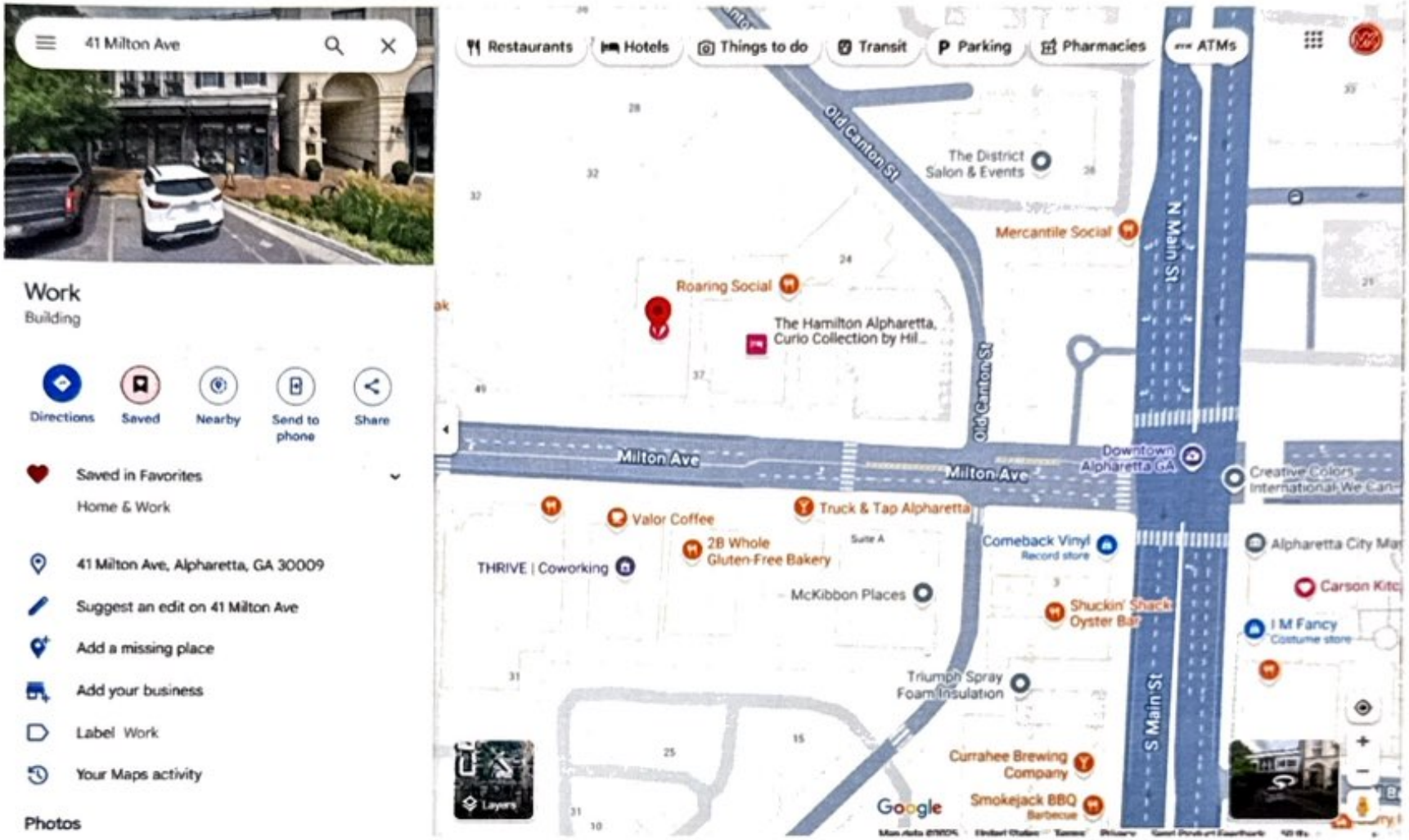
DATE: JULY 10, 2005

REVISIONS:
11–11–05, ADDRESSED LENDER & TITLE INSURER COMMENTS

FIELD BY: SDR,JB
DRAWN BY: PPM,KRB
CHECKED BY: RHR
DRAWING: WILLIAMS
JOB NO. 2005–148

1/2

G:\Land Projects\2005-148\dwg\WILLIAMS.dwg, 11/14/2005 8:09:28 AM, 1:20



Source: Google Map