CITY COUNCIL MEETING & PUBLIC HEARING
APRIL 13, 2026

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

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE TO THE FLAG

4. CONSENT AGENDA

A. City Council Special Called Meeting Minutes (Meeting of 03/23/2026)
Consideration and approval of the special called City Council meeting minutes from the meeting of March 23, 2026.

B. City Council Meeting Minutes (Meeting of 03/23/2026)
Consideration and approval of the City Council meeting minutes from the meeting of March 23, 2026.

C. Financial Management Report (Month Ending January 31, 2026)
Consideration and approval of the Financial Management Report for the month ending January 31, 2026.

5. PUBLIC HEARING

A. Announcement of Public Hearing Procedures

B. CLUP-25-05/Z-25-18/V-25-32 McKinley Homes/Morris Road
Consideration of a comprehensive land use plan amendment, rezoning and variances to allow for the construction of 110 'Dwelling, 'For-Sale' Attached' condominiums on a 15-acre property, which includes 2 existing office buildings that will remain. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). A variance is requested to Unified Development Code (UDC) Subsection 2.2.20(B) to reduce the minimum lot size and reduce the minimum amount of commercial use in the MU zoning district. The property is located at 12725 & 12735 Morris Road and is legally described as being located in Land Lot 1118, 2nd District, 2nd Section, Fulton County, Georgia.

C. PH-26-04 Unified Development Code Text Amendments – Commercial Vehicles
DEFERRED: The request has been deferred by Staff and will not be considered at this meeting.
Consideration of text amendments to Unified Development Code (UDC) Subsection 2.5.4(B) to amend the locational parking requirements for commercial vehicles in residential zoning districts.

6. OLD BUSINESS

A. MP-26-02 Lakeview Park MP/Traton Homes
DEFERRED: This item has been deferred by the Applicant to the June 1, 2026 City Council meeting and will not be considered at this meeting.
Consideration of a master plan amendment to exchange 200,000 square feet of office for 25 'For-Sale' single-family detached homes and 27 'For-Sale' townhomes in the Lakeview Park Master Plan. A master plan amendment is requested to the Lakeview Park Master Plan to allow for the change in development mix. The property is located at 0 Lakeview Parkway and is legally described as being located in Land Lots 744, 745, 752 & 753, 1st District, 2nd Section, Fulton County, Georgia.

7. NEW BUSINESS

A. Purchase Approval: FY2026 Police Fleet Replacement
Consideration and approval of the purchase of seven (7) 2026 Ford Police Interceptor Utility vehicles from Hardy Automotive under State Contract 99999-SPD-SPD0000183-0002 for a total vehicle cost of $313,705, the upfitting for these vehicles from the City's chosen vendor, Dana Safety Supply, Inc., for a total of $156,864.75, for an overall project cost totaling $470,569.75, and with authorization for the Mayor to sign all necessary documents.

B. Agreement: One Day in Paris Sidewalk Encroachment Agreement
Consideration and approval of a Sidewalk Encroachment Agreement with One Day in Paris, LLC located at 35 Milton Avenue, and with authorization for the Mayor to execute all necessary documents.

C. Agreement: Sky Elements Drone Display
Consideration and approval of an Agreement with Sky Elements, LLC for drone display services on July 3, 2026 for the City's extended 2026 Fourth of July celebration, in an amount not to exceed $60,000.00, and with authorization for the Mayor to execute all necessary documents.

D. Agreement: RCS Productions
Consideration and approval of an Agreement with RCS Productions for a July 3rd concert at Brooke Street Park, in an amount not to exceed $23,638.00, and with authorization for the Mayor to execute all necessary documents.

E. Appointment of Alternate Natural Resources Commission Member
Consideration and approval of the appointment of Nivedita Ranade to replace Dana Davis as an Alternate Member of the Natural Resources Commission.

8. WORK SESSION ITEMS

A. TSPLOST III
Discussion of TSPLOST III Project List.

9. PUBLIC COMMENT

10. REPORTS

11. EXECUTIVE SESSION (IF NECESSARY)

12. ADJOURNMENT

STAFF REPORT

Department: City Clerk
Submitted By: Grace Orehosky
Meeting Date: April 13, 2026

AGENDA ITEM:

City Council Special Called Meeting Minutes (Meeting of 03/23/2026)
Consideration and approval of the special called City Council meeting minutes from the meeting of March 23, 2026.

STAFF RECOMMENDATION:

Approve, as part of the Consent Agenda, the minutes from the March 23, 2026 special called City Council meeting at 5:00 p.m.

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

ITEM DESCRIPTION:

Acting City Clerk, Grace Orehosky, prepared a synopsis of the pertinent information that occurred during the special called City Council meeting on March 23, 2026 at 5:00 p.m..

ALTERNATIVES:

Do not approve the special called City Council meeting minutes as part of the Consent Agenda and consider as a New Business item.

ATTACHMENTS:

1. 2026-03-23 SC Minutes

City Council Special Called Meeting
MARCH 23, 2026
UNOFFICIAL MINUTES
Office of the City Clerk

ALPHARETTA CITY HALL
COUNCIL CHAMBERS | 2 PARK PLAZA | 5:00 PM

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1. **CALL TO ORDER**
   - Mayor Gilvin called the meeting to order at 5:00 p.m.
2. **ROLL CALL**
   - **Council Members**
     - Mayor Jim Gilvin
     - Mayor Pro Tem Dan Merkel (arrived after Roll Call)
     - T. Kirk Driskell
     - Katie Reeves
     - Douglas J. DeRito (arrived after Roll Call)
     - John Hipes
     - Fergal M. Brady
   - **Staff**
     - Chris Lagerbloom, City Administrator
     - John Robison, Assistant City Administrator
     - Molly Esswein, City Attorney
     - Grace Orehosky, Municipal Records Officer
     - Trent Lindgren, Chief of Police
     - Pete Sewczwicz, Director of Public Works

- Kathi Cook, Director of Community Development
- Adam Montgomery, Director of Information Technology
- Deanna McKay, Public Communication & Engagement Coordinator
- Michael Woodman, Planning and Development Services Manager
- Bret Schroder, Code Enforcement Manager

3. PLEDGE OF ALLEGIENCE

4. WORK SESSION

A. Text Amendment Discussion: Chapter 30, Offenses and Miscellaneous Provisions, and Chapter 10, Businesses and Business Regulations

Discussion regarding text amendments to Chapter 30, Offenses and Miscellaneous Provisions, and Chapter 10, Businesses and Business Regulations, of the Code of the City of Alpharetta.

- Chief of Police, Trent Lindgren, came forward to present the proposed amendments and additions to Chapters 30 and 10 of the Code of the City of Alpharetta. Chief Lindgren stated that it has been quite some time since the ordinances were updated, and with the opening of the new Jail – the intent of the new ordinances is to give more control to the local police in terms of discouraging undesirable behaviors without giving someone a permanent criminal record. The new ordinances will allow the City to maintain local control to address these behaviors at the municipal level.
- Proposed Revisions:
  - Sec. 30-5 Firearms
  - Sec. 30-7 Urban Camping and Improper Use of Property
  - Sec. 30-85 Loitering for the Purpose of Engaging in the Solicitation of Sex Acts
- City Attorney, Molly Esswein, discussed the suggested amendments to the sections on Firearms, Urban Camping and Improper Use of Property, and Loitering for the Purpose of Engaging in the Solicitation of Sex Acts. The purpose of the amendments is to clean up the language for consistency between ordinances and for enforcement purposes.

CITY COUNCIL DISCUSSION:

- Council Member Reeves commented that there are still some properties of significant size in Alpharetta, and asked if it would be worthwhile to put restrictions on the use of bows and crossbows, but not to require a permit to fire bows or crossbows.
    - Chief Lindgren responded that he has no objection to either process. The goal in implementing the ordinance is to ensure safety and provide authority for the Police Department to address certain behaviors.
    - City Attorney, Molly Esswein, responded to Council Member Reeves' inquiry regarding permitting. Currently, with the permitting process, if someone violates that code section, they would not be eligible for a permit to discharge a bow or crossbow within the City for a period of five years. If the permit process is removed, then the only recourse could be a citation with punishment, but they would continue to be able to discharge a bow.
- Mayor Gilvin commented that the reason for permitting is if you have a bad actor and they don't have a permit, then you don't know who that bad actor may be. If there are a limited number of people that are permitted, then that would be a starting place if a complaint were received.
- Council Member DeRito asked to confirm that the purpose of these ordinances is to provide the Police Department with more authority to enforce the laws and to adjudicate at the local level versus a state charge.
    - Chief Lindgren confirmed that this is the purpose.
- Council Member Hipes asked about the proposed revisions to Sec. 30-7 Urban Camping and Improper Use of Property, and if it addressed lying down.
    - City Attorney, Molly Esswein, responded that lying down is addressed in the section for ingress and egress from buildings, driveways, streets, alleys, or any other real property.
- Proposed New:
    - Sec. 30-9 Discharge of Bows or Crossbows
    - Sec. 30-10 Interference of a City Officer

- Sec. 30-11 False Representations to Police or to any City Department, Employee, or Agent
- Sec. 30-13 Loitering or Prowling
- Sec. 30-14 Petty Trespass
- Sec. 30-15 Street Racing and Reckless Driving Exhibitions
- Sec. 30-16 Vandalism
- Sec. 30-17 Aggressive Panhandling
- Sec. 30-19 Public Drunkenness
- Sec. 30-21 Avoiding a Traffic Sign, Signal, or Light
- Sec. 30-23 Public Urination or Defecation
- Sec. 30-24 Creating a Disturbance at Schools
- Sec. 30-86 Loitering for the Purpose of Engaging in Drug-Related Activity
- Sec. 10-450 Temporary Sales

- City Attorney, Molly Esswein, discussed the proposed new ordinances, which will provide the Police Department with authority to write local ordinance citations instead of state criminal citations.

CITY COUNCIL DISCUSSION:

- Council Member Brady asked about adding a provision regarding noise to the proposed Sec. 30-15 Street Racing and Reckless Driving Exhibitions.
    - Chief Lindgren responded that there are state laws that address the noise of the mufflers, but that the goal with this ordinance is to eliminate the audience by making it a violation of the ordinance to be a participant, which will in turn eliminate the noise because the revving is done for the audience.
- Council Member Hipes asked about an electric bike ordinance and why that wouldn't be a part of this set of revisions and additions.
    - City Attorney, Molly Esswein, responded that e-bikes are already addressed in the Parks and Recreation portion of the Code, and rather than creating a new

ordinance within Chapter 30, the already existing Parks and Recreation ordinance will be reviewed and revised as necessary.

- Council Member Hipes asked about the addition of a golf cart ordinance to the Streets and Sidewalks chapter.
    - City Attorney, Molly Esswein, responded that a golf cart ordinance is part of the discussion related to e-bikes and will be addressed in a later round of revisions.
    - Council Member Reeves asked what the City can do to increase training for the kids who are riding an e-bike/motorcycle and to provide the public with information on what's expected.
- Council Member DeRito asked if a situation where someone is sitting in an inside ATM while another person is trying to use the ATM would fall under the loitering ordinance or the aggressive pan handling ordinance.
    - Chief Lindgren responded that that particular situation would fall under the aggressive pan handling ordinance due to the proximity to the ATM. The aggressive pan handling ordinance will provide the authority for the Police Department to address that specific situation.
- Council Member Hipes asked about the definition of "drunkenness," and if it would be tied to a blood alcohol content or just behavior. Mr. Hipes also asked how erratic behavior would be tied to intoxication.
    - Chief Lindgren responded that it would just be the observation of behavior. Erratic behavior would be tied to intoxication based upon the odor of alcoholic beverages or a call from a complainant. No field sobriety tests would be conducted – it would be based upon the knowledge and experience of the officer.
- Council Member DeRito asked about considering not only drunkenness, but other types of impairment.
    - City Attorney, Molly Esswein responded that state law only provides the authority for a municipality to adopt an ordinance as it relates to public drunkenness and disorderly conduct. If someone were not under the influence of alcohol and were

behaving erratically, the Police Department would likely look at the disorderly conduct provisions.

- Council Member Hipes asked if the City wanted a permit process or not for temporary sales.
    - City Attorney, Molly Esswein, responded that at this time we are not wanting to implement a permitting process because staff would be inundated. Additionally, there are other ordinance provisions already in place to prevent this issue, so rather than adding this section to the Businesses chapter, it can be addressed there.

5. **EXECUTIVE SESSION (IF NECESSARY)**

❖ Council Member DeRito offered a motion to recess the meeting.

- Council Member Driskell seconded the motion.
- The motion was approved unanimously (7-0).

- Mayor Gilvin recessed the meeting at 5:46 p.m. for the purposes of litigation.

❖ Council Member DeRito offered a motion to reconvene the meeting.

- Mayor Pro Tem Merkel seconded the motion.
- The motion was approved unanimously (7-0).

- Mayor Gilvin reconvened the meeting at 6:11 p.m.

6. **ADJOURNMENT**

❖ Council Member Hipes offered a motion to adjourn the meeting.

- Mayor Pro Tem Merkel seconded the motion.
- The motion was approved unanimously (7-0).

- With there being no further items to consider or discuss, Mayor Gilvin adjourned the meeting at 6:11 p.m.

Respectfully submitted,

Grace Orehosky

Grace Orehosky, Acting City Clerk

STAFF REPORT

Department: City Clerk
Submitted By: Grace Orehosky
Meeting Date: April 13, 2026

AGENDA ITEM:

City Council Meeting Minutes (Meeting of 03/23/2026)
Consideration and approval of the City Council meeting minutes from the meeting of March 23, 2026.

STAFF RECOMMENDATION:

Approve, as part of the Consent Agenda, the minutes from the March 23, 2026 City Council meeting at 6:30 p.m.

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

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ITEM DESCRIPTION:

Acting City Clerk, Grace Orehosky, prepared a synopsis of the pertinent information that occurred during the City Council meeting on March 23, 2026 at 6:30 p.m.

ALTERNATIVES:

Do not approve the City Council meeting minutes as part of the Consent Agenda and consider as a New Business item.

ATTACHMENTS:

1. 2026-03-23 CC Minutes

City Council Meeting & Public Hearing
MARCH 23, 2026
UNOFFICIAL MINUTES
Office of the City Clerk

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

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     - Molly Esswein, City Attorney
     - Grace Orehosky, Municipal Records Officer
     - Adam Montgomery, Director of Information Technology
     - Kathi Cook, Director of Community Development

- Morgan Rodgers, Director of Recreation, Parks, and Cultural Services
- Pete Sewczwicz, Director of Public Works
- Trent Lindgren, Chief of Police
- Deanna McKay, Public Communication & Engagement Coordinator
- Michael Woodman, Planning and Development Services Manager
- George Doyle, Transportation Engineer

3. PLEDGE TO THE FLAG

4. CONSENT AGENDA

A. City Council Special Called Meeting Minutes (Meeting of 3/2/2026)

Consideration and approval of the City Council special called meeting minutes from the special called meeting of March 2, 2026.

B. City Council Meeting Minutes (Meeting of 3/2/2026)

Consideration and approval of the City Council meeting minutes from the meeting of March 2, 2026.

C. Ratification of Emergency Procurement Declaration: Encore Road Bridge

Consideration of approval of the ratification of an emergency procurement declaration in order to assess apron damage to the Encore Road Bridge.

D. Ratification of New National Opioids Settlement - Six Remnant Defendants

Consideration and approval of the Mayor's ratification of opting in to the New National Opioids Settlement: Six Remnant Defendants by executing the Combined Subdivision Participation and Release Form.

E. Premises Use Agreement: Alpharetta Methodist Church and the City of Alpharetta

Consideration and approval of the Premises Use Agreement between the City of Alpharetta and the Alpharetta Methodist Church located at 69 N. Main Street, permitting the use of the parking lot for Taste of Alpharetta 2026.

F. Premises Use Agreement: Alpharetta Methodist Church and the City of Alpharetta

Consideration and approval of the Premises Use Agreement between the City of Alpharetta and Alpharetta Methodist Church located at 69 N. Main Street, permitting the use of the parking lot for Wire & Wood 2026.

PUBLIC COMMENTS:

- There were no public comments.

❖ Council Member DeRito offered a motion to approve the consent agenda.

  - Council Member Merkel seconded the motion.
  - The motion was approved unanimously (7-0).

5. PUBLIC HEARING

A. Announcement of Public Hearing Procedures

- City Attorney, Molly Esswein, read the public hearing procedures aloud.

B. MP-26-01/CU-26-01 Spirit of God Church/Windward MP Pod 16

Consideration of a master plan amendment and conditional use to allow an existing building to be re-used for a church. A master plan amendment is requested to the Windward Master Plan Pod 16 to add 'Church, Synagogue' as a conditional use and a conditional use is requested to allow 'Church, Synagogue' for Spirit of God Church. The property is located at 145 Nobel Court and is legally described as being located in Land Lot 1047, 2nd District, 1st Section, Fulton County, Georgia.

- Planning and Development Services Manager, Michael Woodman, came forward to present this item.
- The applicant, Spirit of God Church, is requesting a master plan amendment and conditional use to operate a 'Church, Synagogue' in an existing 18,207 square foot office/industrial building. A master plan amendment is requested to the Windward Master Plan Pod 16 to add 'Church, Synagogue' as a conditional use and a conditional use is requested to allow Spirit of God Church to operate a 'Church, Synagogue' on the subject property. The subject property is located at 145 Nobel Court.
- This item was considered at the February 5, 2026 & March 5, 2026 Planning Commission meetings. There were public comments in favor and in opposition at the two (2) meetings. Those in opposition had concerns over parking, compatibility of

church use with existing businesses, and security concerns. At the February 5th meeting, the Planning Commission deferred the applicant's request to the March 5, 2026 Planning Commission meeting. Vote 7-0. At the March 5th meeting, the Planning Commission recommended approval of the applicant's request subject to the staff recommended conditions. Vote 4-3.

- Staff recommends that Mayor and Council approve MP-26-01/CU-26-01 Spirit of God Church/Windward Master Plan Pod 16, subject to the following conditions:

    1. 'Church, Synagogue' shall be added as a conditional use in Pod 16 of the Windward Master Plan.

    2. 'Church, Synagogue' shall be an approved use by the City of Alpharetta at 145 Nobel Court with a maximum seating capacity of no more than 124 seats in the primary sanctuary of the church. Seating capacity is based on a total of 62 parking spaces on the property. If parking spaces are removed, an equivalent amount of seating capacity shall be reduced in compliance with the City's parking requirements.

    3. There shall be no 'Church, Synagogue' permitted on the subject property, except for a 'Church, Synagogue' operated by Spirit of God Christian Church, Inc. In the event that a 'Church, Synagogue' is not operated by the Spirit of God Christian Church, Inc., then the City may initiate appropriate application to terminate the Conditional Use Permit for said operation and any zoning condition amendments consistent with such action, and the City shall comply with all necessary procedural requirements of the City's Unified Development Code and the state Zoning Procedures Law.

    4. There shall be no day care center or academic school operated on the property.

    5. In an effort to avoid traffic and parking conflicts between the church's operations, office/industrial tenant operations on the subject property, and business operations on surrounding and nearby properties, the church's primary worship service(s) in the sanctuary shall be limited to Saturday and Sunday. Additional weekday church activities, except for the operations of church administrative offices and minor worship and church activities, shall be scheduled at 5 PM or after if needed to avoid conflict with parking and traffic constraints to the

maximum extent practicable. Nothing contained herein shall preclude special events, such as Easter, Christmas, or other seasonal activities or worship services.

6. If the existing loading dock will be utilized, the 2 parking spaces in the loading dock area and the 3 parking spaces directly south of the loading area shall be marked with signage stating, "No Parking on the Weekday", as approved by Staff.

7. Property owner shall replace missing landscaping, such as trees in parking lot tree island, if there are no utility conflicts, as approved by Staff.

8. Church/applicant shall hire an off-duty officer to control traffic, if required by the City due to traffic impacts during services.

9. Dumpster shall be located in a masonry enclosure with opaque metal gate, with final approval by Staff.

10. Outside speakers shall be prohibited. For purposes of this condition, a speaker shall mean a non-portable device which is capable of producing or reproducing sound, such as music or a person's voice, from an amplified or combined sound source and is projected out to an audience.

- The submitted request, if approved, would allow Spirit of God Church to operate a 'Church, Synagogue' in an existing 18,207 square foot office/industrial building. A master plan amendment is requested to the Windward Master Plan Pod 16 to add 'Church, Synagogue' as a conditional use and a conditional use is requested to allow Spirit of God Church to operate a 'Church, Synagogue' at the subject property. The subject property is located at 145 Nobel Court.

- The 1.62-acre property is zoned CUP (Community Unit Plan) and is subject to the Windward Master Plan Pod 16. The two (2) story building was developed in 2000 as an office/industrial space. The subject property and surrounding properties are zoned CUP with a Business Center land use designation in the Windward Master Plan. Sierra-Cedar is located to the west, an undeveloped parcel is located to the north and west, Georgia Power is located to the east, and Chemence Corporate Headquarters and 400

North Business Park are located to the south. The comprehensive land use plan designation of the property is 'Corporate Office'.

- The Windward Master Plan was approved in 1980 with a substantial update in 1993 (MP-92-03) for a 3,000+ acre planned community, including residential, commercial, office, industrial and recreational uses. Windward Pod 16 consists of nineteen (19) acres and has a land use designation of 'Business Center', which allows office, research and development, and light industrial (distribution and light manufacturing) uses. The Master Plan has been amended on several occasions, including Pods 56 and 66 for 'Church, Synagogue' use.

- According to the application, Spirit of God Church is a non-denominational Christian church with a congregation of approximately 200 members, of which approximately 60% attend services virtually. The church is currently holding worship services at the Doubletree Hotel in Roswell. The church proposes to occupy approximately 2,000 square feet of the existing building and lease up to 16,000 square feet of the building to an office/industrial user. The applicant proposes an assembly area with a maximum seating capacity of 128 seats to be utilized for worship services. According to the applicant, the church will be open on Sundays from 9:00 AM to 3:00 PM with one (1) worship service at 10:00 AM, and church hours on the weekdays from 9:00 AM to 9:00 PM. Church staff will include five (5) to ten (10) employees. The applicant states that improvements to the property will include interior renovations to the building for a worship center and fellowship hall, re-stripe the parking lot, and upgrades to the landscaping.

- The Unified Development Code (UDC) requires one (1) parking space for each two (2) seats in the primary assembly room for a church, or 64 spaces for the 128-seat church. The remaining portion of the building (up to 16,000 square feet) to be leased to an office/industrial user requires one (1) parking space per 250 square feet for professional office space and one (1) parking spaces per 1,000 square feet for industrial use, or approximately 40 parking spaces. Office/industrial uses will operate during the weekday with church worship service primarily held on Sundays. The property is developed with 62 parking spaces. Therefore, the church should be limited to no more than 124 seats in the primary assembly room in order to comply with the City's minimum parking requirements.

- Church worship services will be on Sundays when surrounding businesses are not operating and will not have significant impacts on the surrounding road network. The subject property is currently approved for office/industrial use; therefore, there would be no change to the current peak hour trips generated by those uses.
- The Citizen Participation Plan 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. Staff received correspondence from surrounding properties with concerns over insufficient public notification; church use conflicts with Windward Business Center Association Declaration of Covenants, Conditions, and Restrictions; negative impact on surrounding property values; security concerns at surrounding properties; insufficient parking at church property; overflow parking on surrounding properties; and irregularities and errors in the applicant's application and staff report. In addition, the Windward Business Center Association, Inc. provided a letter requesting that Planning Commission defer the applicant's request to allow impacted parties sufficient time to evaluate the applicant's request.
- Community Zoning Information Meeting was held on January 14, 2026. There were no public comments on the sign-in sheet.
- Staff reviewed the applicant's proposal in consideration of the review criteria for a master plan amendment and conditional use. The applicant's proposal would be suitable as it relates to the use and development of adjacent or nearby properties, which are primarily developed with office/industrial uses. The church's peak trip generation will be on Sundays when surrounding businesses are not in operation, and the use is supported by sufficient on-site parking. In addition, 'Church, Synagogue' has been added as a conditional use in the Windward Master Plan in Pods 56 and 66, which also have a Business Center land use designation. If approved, the dumpster should be housed in an enclosure, and the church should be limited to no more than 124 seats in order to comply with the City's minimum parking requirements.
- The applicant's attorney, Wendy Kraby, came forward to present on behalf of the applicant.
- The applicant, Pastor Randall Knighton, came forward to present on behalf of the application.

- The applicant's attorney, Wendy Kraby, came forward for rebuttal.

CITY COUNCIL DISCUSSION:

- Council Member Hipes asked staff, based upon the presented diagram, where the dumpster would go and if that is something the applicant would need to resolve with staff or would staff look to the Council for how they want it handled.
- Council Member Hipes asked the applicant about their current circumstances – where they are currently holding services and how many people can be accommodated at that location.
- Council Member Hipes asked the applicant about the event that they outgrow this proposed space and the limited parking.
- Council Member DeRito asked staff about the list of MP amendments over the years provided in the staff report and what the difference is between the two prior MP amendments for churches and this request for amendment.
- Council Member Hipes asked staff about the parking requirements for the square footage of the building and what recourse the City has if there are violations of zoning conditions.
- Council Member Hipes asked the applicant about parking contingencies regarding the tennants.

PUBLIC COMMENTS:

- Darrell Thompson, 405 Ridgewood Way, Alpharetta, GA, came forward to speak in favor of the application.
- Joshua Scoggins and Jessica Cantrell, Underwood Scoggins, 202 Tribble Gap, Cumming, GA, came forward to speak on behalf of Sierra-Cedar and Alderman Drive Holdings in opposition of the application.
- Georgia Barrow, 1580 Spinnaker Drive, Alpharetta, GA, came forward to speak in opposition of the application.
- Brian Fees, 3695 Schooner Ridge, Alpharetta, GA (owner of 1255 Alderman Drive) came forward to speak in opposition of the application.

- ❖ Council Member DeRito offered a motion to extend the presentation and public comment time for two additional minutes.
- ❖ Council Member Driskell offered a motion to approve MP-26-01/CU-26-01 Spirit of God Church/Windward MP Pod 16, as presented by staff.
  - o Motion failed due to lack of a second.
- ❖ Council Member Reeves offered a motion to deny MP-26-01/CU-26-01 Spirit of God Church/Windward MP Pod 16.
- o Council Member DeRito seconded the motion.
- o The motion was approved unanimously (6-1). Driskell against.

C. Z-25-10/V-25-22 Levitan/75 & 91 Roswell Street

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.

- Planning and Development Services Manager, Michael Woodman, came forward to present this item.
- The applicant, Chris Owens on behalf of Diversified Investment Group, LLC, is requesting a rezoning and variances to allow for the construction of eight (8) 'For-Sale' single-family dwellings consisting of four (4) semi-detached units and four (4) detached homes on 1.119 acres in the Downtown. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and variances are requested to modify Downtown streetscape standards. The subject property is located at 75 & 91 Roswell Street at the northwest corner of Marietta Street and Roswell Street.
- This request was considered at the March 5, 2026 Planning Commission meeting. There was one (1) public comment in favor of the request, which was based on changes to the site access to address concerns from Victoria Square. After discussion, the

Commission recommended approval subject to the staff recommended conditions. Vote 7-0.

- Staff recommends that Mayor and Council approve Z-25-10/V-25-22 Levitan/75 & 91 Roswell Street, subject to the following conditions:

    1. The site, consisting of approximately 1.119 acres, shall be rezoned to DT-C and developed substantially similar to site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning. Uses shall be limited to 'Dwelling, 'For-Sale', Detached and Attached.

    2. Architecture and materials shall be developed substantially similar to the renderings prepared by A Classical Studio, labeled Exhibit A, 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. Each detached home shall have a unique elevation, and all homes shall have 4-sided architecture, materials and details, as approved by DRB.

    3. Density shall not exceed 7.15 dwelling units/acre.

    4. Homes along Roswell Street and Cotton Alley shall be oriented to those streets with vehicular access limited to the new alley. Front yards shall be framed with a decorative low wall, metal fencing, or hedge with brick or stone columns, as approved by DRB.

    5. Minimum building setbacks shall be: Front – 10' (Roswell St and Cotton Alley), Side – 0', and Rear – 3'.

    6. Developer shall improve Roswell Street streetscape with a minimum 4' planter (planted with street trees), minimum 6' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff. In lieu of tree grates, the soil area around trees shall be planted with evergreen ornamental grasses, groundcover and/or shrubs. Street trees and landscape strip trees shall alternate both sides of the sidewalk, as approved by DRB.

7. Developer shall improve Marietta Street streetscape with decorative pedestrian lighting, as approved by Staff.
8. Developer shall improve Cotton Alley streetscape with a planter (planted with a row of shrubs) decorative pedestrian lighting, with final approval by Staff. Cotton Alley streetscape on the developer's property shall be maintained by the HOA.
9. Brick wall along Cotton Alley shall be retained, except that the developer may reconstruct portions of the wall where necessary to allow for the proposed development, as approved by Staff.
10. Non-access easement shall be recorded on the final plat where the alley terminates near the property line along Cotton Alley, as approved by Staff.
11. Developer shall restripe the crosswalk markings at the Orchid Lane at Marietta Street and the Cotton Alley at Marietta Street intersections.
12. Developer shall install Alpha Loop special emphasis crosswalk green tips at the existing crosswalk at Roswell Street at Marietta Street, as approved by Staff. Improvement shall be eligible for impact fee credits.
13. Private alley shall be developed substantially as depicted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26 and shall include pedestrian lighting, with final approval by Staff. A decorative barrier, such as timber guard rail, brick or stone wall, etc. shall be required at the terminus of the alley, as approved by DRB. If a wall is used as a barrier, it shall be covered with creeping or climbing landscaping, as approved by DRB. Maintenance of the private alley shall be addressed in the HOA covenants.
14. Project entrance shall include a decorative paver entrance (minimum 20' deep with concrete banding on each end), as approved by Staff.
15. Landscape strips along Roswell Street and Cotton Alley shall be planted with an even mix of overstory shade trees and understory trees, as approved by DRB. Overstory trees shall be offset a minimum 15' from the face of homes and a minimum 15' from overhead utilities.

16. Existing power lines along Roswell Street frontage shall be relocated or placed underground, as noted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26.

17. Minimum 5' buffer, except where brick wall and sidewalk encroach, shall be provided along the north property line and shall be planted with a row of evergreen and deciduous trees, as approved by DRB.

18. Project entrance shall include decorative landscaping, low walls or hedge with brick or stone columns, as approved by DRB. HOA shall be responsible for regular maintenance of entrance improvements.

19. Open space shall be developed substantially as depicted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26. Open space shall be developed with decorative landscape and hardscape. Landscape shall include plant selections promoting the historic Downtown. Improvements shall be maintained by the HOA.

20. Developer shall save trees as depicted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26. Any 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.

21. Encroachment into the critical root zone (CRZ) of off-site saved trees shall be limited to no more than 20%, subject to final approval by Staff. Off-site tree removal resulting from CRZ encroachments exceeding 20% shall require written approval from the property owner.

22. Fences 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 landscape material, as approved by DRB.

23. HVAC and similar equipment shall not be visible or shall be screened from the public right-of-way or City-owned property.

24. Garbage pickup shall be accommodated from within the development.

25. Construction parking and staging shall be prohibited on Cotton Alley. A construction staging plan and traffic control plan shall be provided with the LDP, subject to final approval by Staff.

26. No more than 1 residential unit shall be permitted to be rented, as recorded in the HOA's declarations and covenants.

- The submitted request, if approved, would allow for the construction of eight (8) 'For-Sale' single-family dwellings consisting of four (4) semi-detached units and four (4) detached homes on 1.119 acres in the Downtown. The proposed density is 7.15 dwelling units per acre. A rezoning is requested from C-2 (General Commercial) to DT-C (Downtown Core) and variances are requested to modify Downtown streetscape standards. The subject property is located at 75 & 91 Roswell Street at the northwest corner of Marietta Street and Roswell Street.
- The property at the corner of Roswell Street and Marietta Street (91 Roswell Street) is undeveloped and the northern property (75 Roswell Street) is developed with a residential structure which has been converted to an office. The property was approved in 2023 to allow a two (2) story, 23,200 square foot office building with 2,500 square foot restaurant. Surrounding properties are zoned R-10M (Dwelling, 'For-Rent' and 'For-Sale', Residential) to the north and west and C-2 to the south and east. Victoria Square is located to the west, Pure Taqueria to the south, 62 and 88 Roswell Street to the east, and Roswell Street Commons and the Roswell Street City Parking Lot to the north. The property has a comprehensive land use plan designation of 'Central Business District', which supports the proposed rezoning.
- As shown in the table below, the applicant requests variances to modify Downtown Overlay streetscape standards. The property has an unusual triangular shape and has road frontage on three (3) sides.

UDC Section	Applicant's Request	Notes
UDC Appendix A: Alpharetta Downtown Code – Subsection 2.3.3 Street Types	Modify streetscape standards along Cotton Alley, Marietta Street, and Roswell Street.	The applicant requests to maintain the existing streetscapes, including a 2' planter and 6' sidewalk on Roswell Street, a 2' planter and 5' sidewalk on Marietta Street, and 2' planter and 5' sidewalk on Cotton Alley.

- The submitted site plan depicts eight (8) single-family lots consisting of four (4) detached homes and four (4) semi-detached units with access depicted from a private alley off Roswell Street. Five (5) homes are oriented to Roswell Street, and three (3) homes are oriented to Cotton Alley. Lots range in size from 2,599 to 4,329 square feet, with an average lot size of 3,153 square feet. Detached homes have an average lot width of

approximately 37' and semi-detached homes have an average lot width of approximately 33'. Both product types are proposed to be three (3) stories over basement. District regulations, including minimum building setbacks, lot size, and lot width are consistent with the DT-C development standards.

- Ten-foot (10') building setbacks and landscape strips are depicted along Roswell Street and Cotton Alley. The corner of property at Marietta Street is depicted as a tree save area. The site plan depicts maintaining the existing streetscapes along Roswell Street, Marietta Street, and Cotton Alley, of which the applicant has requested a variance to allow. Two-foot (2') planters are provided along all street frontages with five-foot (5') sidewalks on Marietta Street and Cotton Alley and a six-foot (6') sidewalk on Roswell Street. A note on the site plan indicates that the existing overhead power lines, pole and guy wires along Roswell Street will be relocated in order to remove a conflict with the required landscape strip.

- Each home and semi-detached unit will have two (2) side-by-side parking spaces within a garage and a Code-compliant driveway accommodating two (2) additional cars. The Downtown Code requires twenty (20) parking spaces for the proposed subdivision, of which 32 spaces are proposed.

- The site plan depicts 5,000 square feet, or 10.3% amenity space within the proposed development. The DT-C district requires a minimum five percent (5%) amenity space for property less than five (5) acres. Amenity space is proposed to include a pocket park with tree save area at the corner of Roswell Street and Marietta Street.

- The submitted tree survey and arborist assessment identifies three (3) specimen trees on the property, including a Water Oak, American Holly, and Southern Magnolia. The site plan depicts four (4) tree saves at the corner of Marietta Street, including a 26" Water Oak, 19" Magnolia, 23" Pecan, and ten-inch (10") Magnolia. Stormwater management is depicted as an underground facility located in the middle of the property. A portion of the facility is depicted within the alley; however, the applicant has indicated that the facility, as depicted on the site plan, includes the required ten-foot (10') access easement to allow for maintenance. However, the applicant has stated an intention to seek an agreement with Victoria Square to provide stormwater management in their stormwater pond located approximately 1,000' to the northwest.

- According to the applicant's architect, the proposed renderings reflect the Tudor Eclectic architectural style. Exterior materials include brick, stone and half-timbering. The City's Downtown Consultant reviewed the submitted renderings and believes that they generally comply with the Downtown design regulations. Additional documentation and details are necessary during the Design Review Board process to complete a comprehensive architectural review.
- The applicant provided the trip generation report below, which estimates that the subdivision would generate six (6) AM Peak Hour trips and eight (8) PM Peak Hour trips. The change of use from office and restaurant to residential would result in a reduction of approximately 53 AM Peak Hour trips and 48 PM Peak Hour trips.
- 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.
- Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 0 – 7 school age children. Numbers provided by Fulton County Schools show that all three (3) schools have enrollments that are under capacity.
- The Citizen Participation Plan Report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that the applicant received public feedback regarding traffic, access, construction staging, guest parking, price points, and architecture. Staff received correspondence from a resident in Victoria Square who supported residential use on the property but has concerns over access to the property through Victoria Square. The resident believed that access should be from Roswell Street or the commercial property to the north. In addition, it was requested that construction staging be prohibited on Cotton Alley.
- The Community Zoning Information Meeting was held on September 10, 2025. There were public comments with concerns over access through Victoria Square, construction staging on Cotton Alley, removal of bollards at Cotton Alley and City parking lot, landscaping on Cotton Alley, remove bamboo, and incorporation into Victoria Square. Staff has reviewed the applicant's proposal against the established review criteria for a

rezoning and variance. The zoning proposal is consistent with the vision of the Downtown Master Plan and future land use designation of the property and surrounding area. The area is envisioned to redevelop into a mix of residential, office and commercial uses. The proposed residential use is compatible with Victoria Square and access to the property has been moved from Cotton Alley to Roswell Street in an effort to limit impacts on Victoria Square. In addition, the proposal would have less impact on transportation facilities as compared to the office and restaurant uses previously approved on the property.

- The property has exceptional conditions due to its size, shape and topography, and the property has road frontage on three (3) sides. The Downtown streetscape requirements would impact the tree save area at the corner of Marietta Street, as well as the existing brick sidewalk and wall along Cotton Alley. The Cotton Alley sidewalk is a relatively short segment of sidewalk primarily used by Victoria Square residents, which terminates at the back of the City's Roswell Street parking lot.
- Staff provided a markup of the conditions provided by the applicant.
- The applicant, Chris Owens on behalf of Diversified Investment Group, LLC, came forward to present on behalf of the applicant.

CITY COUNCIL DISCUSSION:

- Mayor Pro Tem Merkel asked staff about stormwater plans being contingent upon approval from the abutting neighborhood.
- Council Member Brady asked staff about the sidewalk location and the reasoning behind moving it.
- Council Member Hipes asked staff if the "pocket park" shown on the landscape plan was to be open to the public or enclosed for the development.
- Council Member Brady asked the applicant what the width of the sidewalk currently is, where the street lights will be placed, and if the pocket park will be landscaped.
- Council Member Reeves asked the applicant if the conditions, as written, are what they want as it relates to the sidewalk.

PUBLIC COMMENTS:

- Francene Taylor, 2017 Hidden Alley, Alpharetta, GA, came forward to speak in favor of the application.

❖ Mayor Gilvin offered a motion to extend the presentation and public comment time for two additional minutes.

❖ Mayor Pro Tem Merkel offered a motion to approve Z-25-10/V-25-22 Levitan/75 & 91 Roswell Street, subject to the following conditions:

1. The site, consisting of approximately 1.119 acres, shall be rezoned to DT-C and developed substantially similar to site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning. Uses shall be limited to 'Dwelling, 'For-Sale', Detached and Attached.
2. Architecture and materials shall be developed substantially similar to the renderings prepared by A Classical Studio, labeled Exhibit A, 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. Each detached home shall have a unique elevation, and all homes shall have 4-sided architecture, materials and details, as approved by DRB.
3. Density shall not exceed 7.15 dwelling units/acre.
4. Homes along Roswell Street and Cotton Alley shall be oriented to those streets with vehicular access limited to the new alley. Front yards shall be framed with a decorative low wall, metal fencing, or hedge with brick or stone columns, as approved by DRB.
5. Minimum building setbacks shall be: Front – 10' (Roswell St and Cotton Alley), Side – 0', and Rear – 3'.
6. Developer shall improve Roswell Street streetscape with a minimum 4' planter, minimum 6' concrete sidewalk, and decorative pedestrian lighting, with final approval by Staff. In lieu of tree grates, the soil area around trees shall be planted with evergreen ornamental grasses, groundcover and/or shrubs. Street trees and landscape strip trees shall alternate both sides of the sidewalk, as approved by DRB.

7. Developer shall improve Marietta Street streetscape with decorative pedestrian lighting, as approved by Staff.

8. Developer shall maintain existing Cotton Alley streetscape planter and sidewalk. Landscape improvements in this area shall be subject to final approval by Staff. Cotton Alley streetscape on the developer's property shall be maintained by the HOA.

9. Brick wall along Cotton Alley shall be retained, except that the developer may reconstruct portions of the wall where necessary to allow for the proposed development, as approved by Staff.

10. Non-access easement shall be recorded on the final plat where the alley terminates near the property line along Cotton Alley, as approved by Staff.

11. Developer shall restripe the crosswalk markings at the Orchid Lane at Marietta Street and the Cotton Alley at Marietta Street intersections.

12. Developer shall install Alpha Loop special emphasis crosswalk green tips at the existing crosswalk at Roswell Street at Marietta Street, as approved by Staff. Improvement shall be eligible for impact fee credits.

13. Private alley shall be developed substantially as depicted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26 and shall include pedestrian lighting, with final approval by Staff. A decorative barrier, such as timber guard rail, brick or stone wall, etc. shall be required at the terminus of the alley, as approved by DRB. If a wall is used as a barrier, it shall be covered with creeping or climbing landscaping, as approved by DRB. Maintenance of the private alley shall be addressed in the HOA covenants.

14. Project entrance shall include a decorative paver entrance (minimum 20' deep with concrete banding on each end), as approved by Staff.

15. Landscape strips along Roswell Street and Cotton Alley shall be planted with an even mix of overstory shade trees and understory trees, as approved by DRB. Overstory trees shall be offset a total of 24' from the face of homes and overhead utilities.

16. Existing power lines along Roswell Street frontage shall be relocated horizontally, as noted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26.

17. Minimum 5' buffer, except where brick wall and sidewalk encroach, shall be provided along the north property line and shall be planted with a row of evergreen and deciduous trees, as approved by DRB.

18. Project entrance shall include decorative landscaping, low walls or hedge with brick or stone columns, as approved by DRB. HOA shall be responsible for regular maintenance of entrance improvements.

19. Open space shall be developed substantially as depicted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26. Open space shall be developed with decorative landscape and hardscape. Landscape shall include plant selections promoting the historic Downtown. Improvements shall be maintained by the HOA.

20. Developer shall save trees as depicted on the site plan prepared by Plum Creek Consulting, LLC, dated 1/14/26. Any 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.

21. Encroachment into the critical root zone (CRZ) of off-site saved trees shall be limited to no more than 20%, subject to final approval by Staff. Off-site tree removal resulting from CRZ encroachments exceeding 20% shall require written approval from the property owner.

22. Fences 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 landscape material, as approved by DRB.

23. HVAC and similar equipment shall not be visible or shall be screened from the public right-of-way or City-owned property.

24. Garbage pickup shall be accommodated from within the development.

25. Construction parking and staging shall be prohibited on Cotton Alley. A construction staging plan and traffic control plan shall be provided with the LDP, subject to final approval by Staff.

26. No more than 1 residential unit shall be permitted to be rented, as recorded in the HOA's declarations and covenants.

- Council Member Brady seconded the motion.
- The motion was approved unanimously (7-0).

D. PH-26-06 Resolution: Alpharetta Annual Capital Improvement Element (CIE) Update

Consideration and approval of a resolution authorizing transmittal of the Annual CIE Update for Fiscal Year 2025 to the Atlanta Regional Commission as part of the City's Impact Fee Program.

- City Attorney, Molly Esswein, read the Resolution title aloud.
- Transportation Engineer, George Doyle, came forward to present this item.
- The Georgia Planning Act of 1989 (The Act) requires that local governments keep their Comprehensive Plans current as a pre-requisite for maintaining Qualified Local Government status, a requirement for eligibility for receipt of State of Georgia funds. The Act requires that local governments provide annual updates to their Capital Improvement Element (CIE), prepared in accordance with the Minimum Planning Standards and Procedures and the Development Impact Fee Compliance Requirements.
- The CIE is designed to provide insight into key infrastructure and public improvement projects being undertaken and completed by local jurisdictions. The Annual Report details on an annualized basis the collection and use of funds derived from impact fees. Together these documents provide a means of tracking local government performance and serve as a tool for measuring progress with respect to achieving community goals as outlined in the Comprehensive Plan.
- The City of Alpharetta is required to transmit its annual update of the CIE to the Atlanta Regional Commission for review prior to Council Adoption.

PUBLIC COMMENTS:

- There were no public comments.

❖ Mayor Pro Tem Merkel offered a motion to approve PH-26-06 Resolution: Alpharetta Annual Capital Improvement Element (CIE) Update.

- Council Member DeRito seconded the motion.

- The motion was approved unanimously (7-0).

E. The following items have been deferred or withdrawn and will not be considered during this meeting:

1. MP-26-05/CLUP-26-03/Z-26-03/V-26-03 Empire Old Milton Pkwy/Camden Pond

   DEFERRED: This request has been deferred by the applicant to the May 18, 2026 City Council meeting and will not be considered at this meeting.

   Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, and variance in order to construct 207 'For-Sale' townhomes on 29.2 acres. A master plan amendment is requested to the Camden Pond Master Plan to allow for the proposed change in development mix. A comprehensive land use plan amendment is requested from 'Professional Business Office' to 'High Density Residential' and a rezoning is requested from CUP (Community Unit Plan) to R-10M (Dwelling, 'For-Rent or 'For-Sale' Residential. A variance is requested to Unified Development Code (UDC) Subsection 2.2.9(D) to reduce the front setback from 35' to 25'. The property is located at 3842 Old Milton Parkway and is legally described as being located in Land Lots 2, 3, 44, 45 & 49, 1st District, 1st Section, Fulton County, Georgia.

2. PH-26-04 Unified Development Code Text Amendments – Commercial Vehicles

   DEFERRED: This request has been deferred by Staff and will not be considered at this meeting.

   Consideration of text amendments to Unified Development Code (UDC) Subsection 2.5.4(B) to amend the locational parking requirements for commercial vehicles in residential zoning districts.

3. CLUP-25-05/Z-25-18/V-25-32 McKinley Homes/Morris Road

   DEFERRED: This request has been deferred by the applicant to the April 13, 2026 City Council meeting, and will not be considered at this meeting.

   Consideration of a comprehensive land use plan amendment, rezoning and variances to allow for the construction of 110 'Dwelling, 'For-Sale' Attached' condominiums on a 15-acre property, which includes 2 existing office buildings that will remain. A comprehensive land use plan amendment is requested from

'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). A variance is requested to Unified Development Code (UDC) Subsection 2.2.20(B) to reduce the minimum lot size and reduce the minimum amount of commercial use in the MU zoning district. The property is located at 12725 & 12735 Morris Road and is legally described as being located in Land Lot 1118, 2nd District, 2nd Section, Fulton County, Georgia.

4. MP-26-03/CLUP-26-01/Z-26-01/V-26-02 TPG Brookside West

DEFERRED: This request has been deferred by the applicant and will not be considered at this meeting.

Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning and variances to allow for the redevelopment of a 5 story, 130,828 square foot office building with 104 'For-Sale' townhomes on 8.77 acres in the Brookside Master Plan. A master plan amendment is requested to the Brookside Master Plan Pod A to allow the proposed development. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'High Density Residential' and a rezoning is requested from O-I (Office-Institutional) to R-10M (Dwelling, 'For-Rent' or 'For-Sale', Residential). Variances are requested from Unified Development Code (UDC) Subsection 2.2.10(d) to reduce the front setback along Brookside Parkway from 65' to 20' and reduce the minimum dwelling unit width from 20' to 18', UDC Subsection 3.2.8(B)(1)(a) to modify the 50' undisturbed buffer to a 15' planted buffer, and UDC Subsection 2.5.4 to reduce the minimum parking requirements for townhomes. The property is located at 3650 Brookside Parkway and is legally described as being located in Land Lots 43 & 44, 1st District, 1st Section, Fulton County, Georgia.

5. MP-26-04/CLUP-26-02/Z-26-02/CU-26-02 Moon Valley/Regent Partners MP

WITHDRAWN: This request has been withdrawn by the applicant and will not be considered at this meeting.

Consideration of a master plan amendment, comprehensive land use plan amendment, rezoning, and conditional use to allow a 'Greenhouse, Nursery' for Moon Valley. A master plan amendment is requested to the Regent Partners Master Plan to add 'Greenhouse, Nursery' as a conditional use. A comprehensive land use

plan amendment is requested from 'Corporate Office' to 'Commercial' and a rezoning is requested from O-I (Office-Institutional) to C-2 (General Commercial) and a conditional use is requested to allow 'Greenhouse, Nursery' for Moon Valley. The property is located at and is legally described as being located in Land Lots 753, 754, 797 & 798, 1st District, 2nd Section, Fulton County, Georgia.

6. NEW BUSINESS

A. Purchase Approval for Managed Security Services Renewal

Consideration and approval of a managed security services renewal agreement through Verinext Corp., in the amount of $94,234.74, and with authorization for the Mayor to execute all necessary documents.

- Director of Information Technology, Adam Montgomery, came forward to present this item.
- Pursuant to Georgia codes 50-18-72 and 50-14-3, some of the cybersecurity details do not require public release or discussion. The attached quote has portions redacted to protect the cybersecurity details and plans of the City.
- The Department of Information Technology recommends a renewal of a service agreement with our managed security service provider, through Verinext Corp. in the amount of $94,234.74.
- Our managed security service provider currently provides Managed Detection and Response (MDR), monthly concierge meetings with their team, and an Incident Response (IR) retainer. They are leaders in the MDR and IR space and are most often used by cyber insurance companies when a breach occurs. We have been customers of this provider for a year now. This service has proven to have increased our ability to detect, respond, and prepare for cybersecurity events by providing a single log collection location, sophisticated log analysis, human and artificial intelligence threat hunting, and incident planning.
- This is the first renewal of this agreement. Last year's cost was $88,917.43, which represents an increase of $5,317.31. The current renewal price of $94,234.74 is within the current budget.

- Last year, we conducted a competitive process with Verinext Corp., winning the business. The managed security provider has designated Verinext Corp. as the preferred pricing for this agreement and renewal.

PUBLIC COMMENTS:

- There were no public comments.

❖ Council Member DeRito offered a motion to approve the managed security services renewal agreement through Verinext Corp., in the amount of $94,234.74, and with authorization for the Mayor to execute all necessary documents.

o Mayor Pro Tem Merkel seconded the motion.

o The motion was approved unanimously (7-0).

B. Contract and Purchase Approval: Webb Bridge Road Phase 3 Shrubs/Groundcover

Consideration and approval of the award of a contract and purchase approval to Russell Landscape for Webb Bridge Road Phase 3 Shrub/Groundcover planting in an amount not to exceed $104,261.33 for the purchase, installation, and watering of shrubs, groundcovers, and sod at the newly constructed Webb Bridge Road corridor improvements (Alpharetta High School to Greenway Access Point), and with authorization for the Mayor to execute all necessary documents.

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- Tree planting at Phase 3 of the Webb Bridge Road corridor improvements is complete and ready for the next phase of landscape installation, which includes planting shrubs, groundcovers and limited sod areas. Planting locations include the beauty strips beginning just west of the Alpharetta High School entrance and continuing eastward to the Greenway access point west of Westwind Lane. A significant right-of-way area behind the sidewalk in front of the Eastgate subdivision is also included.
- The proposed Phase 3 Shrub/Groundcover planting project includes:
    - Installation of 811 shrubs in 3-gallon containers
    - Installation of 1,074 groundcovers in 1-gallon and 4" containers
    - Installation of 15 tree-form hollies
    - Installation of 494 ornamental grasses in 1-gallon containers

- Installation of 6 pallets of Tiftuf Bermuda sod in the drainage area in front of East Gate

- The planting will take place from April 1–30, 2026, in accordance with the City's landscape specifications. Deciduous and evergreen plants have been selected, including many native species. Plant selections were based on their planting environments, aesthetic value, and historical data such as best species performance on similar City projects.

- The Department of Public Works prepared landscape plans and specifications requiring the plant stock to comply with the American Standard for Nursery Stock (ANSI Z60.1-2014). Specifications also include detailed watering requirements and a one-year warranty for plants. ANSI standards and well-defined watering requirements help ensure a successful and high-quality landscape product for Alpharetta residents and visitors.

- The work proposals were provided in accordance with the City's On-Call Landscape Installation Contract with Russell Landscape (#22-104/22-105). Pricing has been reviewed by City staff and is found to be competitive based on current market conditions and in comparison with FY2025 landscape project costs. Watering per City specifications is included for all plants within the project. Maintenance of the new landscape is accounted for in the existing Citywide Landscape Maintenance contract.

- The City's Urban Forestry Program Manager will act as the City's project manager throughout all phases of the project, including installation, watering and warranty period. All planting is scheduled to be completed by April 30, 2026. Russell Landscape is required to acquire Payment & Performance Bonds for the contract.

PUBLIC COMMENTS:

- There were no public comments.

❖ Council Member Reeves offered a motion to approve the award of a contract and purchase approval to Russell Landscape for Webb Bridge Road Phase 3 Shrub/Groundcover planting in an amount not to exceed $104,261.33 for the purchase, installation, and watering of shrubs, groundcovers, and sod at the newly constructed Webb Bridge Road corridor improvements (Alpharetta High School to

Greenway Access Point), and with authorization for the Mayor to execute all necessary documents.

- Council Member Brady seconded the motion.
- The motion was approved unanimously (7-0).

C. Request For Proposal 26-111: Mid Broadwell Road Culvert and Sidewalk Construction

Consideration and approval of the award of RFP 26-111 to Summit Construction & Development for Mid Broadwell Road Culvert and Sidewalk Construction with a contract term of three hundred and thirty (330) calendar days, and with authorization for the Mayor to execute all necessary documents.

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- This agenda item is for consideration to award RFP 26-111 for Mid Broadwell Road Culvert and Sidewalk Construction. The procurement method selected is a Request for Proposals (RFP). The recommended vendor is Summit Construction & Development.
- The Mid Broadwell Road culvert currently conveys a tributary of Foe Killer Creek (Tributary 7.1) and is located immediately west of Jennifer Oaks Drive. The culvert is in poor condition and does not meet the City's desired level of service. Previous hydraulic modeling indicates that the existing culvert provides capacity only for a 2-year storm event. Multiple repairs have been performed on the existing culvert, including lining the pipe with shotcrete, repeated repairs to the rubble headwall, remediation of multiple sinkholes caused by infiltration, and addressing severe downstream scour and erosion. The culvert was identified for replacement in the City's 2021 Stormwater System Assessment prepared by Lowe Engineers. Additionally, sidewalk gaps currently exist along Mid Broadwell Road between Bethany Road and the Mid Broadwell Road culvert. To improve pedestrian safety and provide safer access to Mid Broadwell Park, it is recommended that sidewalks be completed along Mid Broadwell Road between Jennifer Oaks Drive and Bethany Road.
- On July 29, 2024, RFP 24-123 was awarded to Moffatt & Nichol for design services associated with the Mid Broadwell Road culvert replacement and sidewalk improvements. Upon completion of the project design, the Public Works Department initiated acquisition of the necessary easements and right-of-way required for

construction. The construction procurement process, as described below, has recently been completed, allowing the project to proceed to construction award. Construction funding for this project will be provided through TSPLOST 2.

- The Evaluation Committee recommends award of RFP 26-111 to Summit Construction & Development as the high-scoring proposal. The Evaluation Committee met with Summit Construction & Development on Monday March 9, 2026 to go over the project scope and the proposed Best and Final Offer (BAFO), and to ensure that city's expectations are clear for this project's construction. Summit Construction & Development has successfully completed multiple projects similar in scope to this project. The firm has performed culvert replacements both with and without road closures and has consistently reopened roadways to traffic ahead of designated deadlines established by the respective agencies. Summit Construction and Development articulated in their proposal as well as in their interview how their firm completed similar projects with similar time constraints and was very confident they could deliver a quality product given the schedule constraints associated with the project.
- For this project, Mid Broadwell Road will be closed from May 26, 2026 through July 26, 2026, to facilitate the culvert replacement. This schedule has been discussed with Summit, and the contractor understands the urgency and importance of reopening the roadway no later than July 26, 2026, to ensure normal traffic operations prior to the start of the school year. Based on Summit's experience and successful performance on similar projects, the Evaluation Committee is confident that Summit will complete the culvert replacement and reopen Mid Broadwell Road to traffic before schools are back in session. The cost proposed by Summit is considered reasonable and aligns with the construction cost estimate previously prepared for the City by the design consultant, Moffatt & Nichol.

COUNCIL DISCUSSION:

- Mayor Gilvin asked staff if both lanes were to be closed at the same time.
- Council Member Hipes asked staff how the road closure will impact traffic patterns.

PUBLIC COMMENTS:

- There were no public comments.

- ❖ Council Member Reeves offered a motion to approve the award of RFP 26-111 to Summit Construction & Development for Mid Broadwell Road Culvert and Sidewalk Construction with a contract term of three hundred and thirty (330) calendar days in an amount not to exceed $1,547,878.50, and with authorization for the Mayor to execute all necessary documents.
  - Council Member DeRito seconded the motion.
  - The motion was approved unanimously (7-0).

D. **Request For Proposal 26-109: North Park Lighting Project with Land and Water Conservation Fund Grant Funding**

Consideration and approval of the award of RFP 26-109: North Park Lighting Project with LWCF Grant Funding to PSG Energy Services, LLC in an amount totaling $739,809.41 for pole and light replacement on North Park rectangular fields 1-4, NMML field, and tennis/pickleball courts, and with authorization for the Mayor to execute all necessary documents.

- Director of Recreation, Parks, and Cultural Services, Morgan Rodgers, came forward to present this item.
- Due to the age and quality of the lights on the fields included in the scope, and age and condition of the existing wooden poles on fields 1-4, the City of Alpharetta requested RFP 26-109 North Park Lighting Project with LWCF Grant Funding proposals from contractors qualified to provide lighting upgrades to the athletic facilities at certain fields within the City's North Park, located at 13450 Cogburn Road, Alpharetta, GA.
- The project includes replacement of poles (24) and lights (228 fixtures) on North Park softball fields 1-4, and lights on multipurpose turf field, Miracle League Adaptive Field, and tennis/pickleball courts; to replace existing wooden light poles with concrete pole system and to upgrade lighting fixtures to LED. The project scope addresses removal and disposal of existing wooden poles, installing new concrete poles, and updating the current lighting to LED fixtures to no less that Class IV lighting level. Required design and permitting should also be included.

- This project detail in RFP 26-109 is funded (in part) with Land and Water Conservation Fund (LWCF) grant funds, requiring the awarded contractor to adhere to all qualifying requirements through the project duration.
- PSG Energy Services, LLC put forth a proposal that scored highest out of the two submitted, and is therefore recommended to be the service provider for requested RFP 26-109 North Park Lighting Project with LWCF Grant Funding.

PUBLIC COMMENTS:

- There were no public comments.

❖ Council Member Hipes offered a motion to approve the award of RFP 26-109: North Park Lighting Project with LWCF Grant Funding to PSG Energy Services, LLC in an amount totaling $739,809.41, with the City's portion not to exceed $369,905, for pole and light replacement on North Park rectangular fields 1-4, NMML field, and tennis/pickleball courts, and with authorization for the Mayor to execute all necessary documents.

- Council Member Brady seconded the motion.
- The motion was approved unanimously (7-0).

E. **Resolution: Condemnation of Parcel 5 of the Mid Broadwell Road Culvert and Sidewalk Project**

Consideration and approval of a Resolution to condemn property interest in Tax Parcel No. 22 433012030406 at 1285 Mid Broadwell Road, Alpharetta, GA 30004 (Parcel Owners: Eric Sean Abercrombie and Alisan Jeanine Abercrombie) of the Mid Broadwell Road Culvert and Sidewalk Project (Parcel No. 5); estimated just and adequate compensation: $2,550.00 for 435.80 square feet of Temporary Construction Easement; and, One (1) Driveway Easement, and with authorization for the Mayor to execute all necessary documents.

- City Attorney, Molly Esswein, read the Resolution title aloud and presented this item.
- The City of Alpharetta has determined that it is necessary for the City to exercise its powers of eminent domain to acquire certain interests in this parcel in furtherance of the Mid Broadwell Road Culvert and Sidewalk Project.

- Approval of this resolution will authorize the City Attorney's Office to acquire, through the use of Eminent Domain, the necessary property rights to, in, over, under, through and across the property identified as Parcel 5 of this Project in order to ensure the timely completion of the Mid Broadwell Road Culvert and Sidewalk Project. The estimated just and adequate compensation: $2,550.00 for 435.80 sq. ft. of Temporary Construction Easement; and One (1) Driveway Easement.
- Further, the Mayor and the City Administrator are specifically authorized to execute, on behalf of and as if signed by every member of the governing authority of the City, the Mayor and Council, any and all documents necessary to further the filing of any Petition for Condemnation or Declaration of Taking related to the same and/or in furtherance of this Resolution.

PUBLIC COMMENTS:

- There were no public comments.

❖ Council Member Hipes offered a motion to approve a Resolution to condemn property interest in Tax Parcel No. 22 433012030406 at 1285 Mid Broadwell Road, Alpharetta, GA 30004 (Parcel Owners: Eric Sean Abercrombie and Alisan Jeanine Abercrombie) of the Mid Broadwell Road Culvert and Sidewalk Project (Parcel No. 5); estimated just and adequate compensation: $2,550.00 for 435.80 square feet of Temporary Construction Easement; and, One (1) Driveway Easement, and with authorization for the Mayor to execute all necessary documents.

o Mayor Pro Tem Merkel seconded the motion.

o The motion was approved unanimously (7-0).

F. **Resolution: Condemnation of Parcel 6 of the Mid Broadwell Road Culvert and Sidewalk Project**

Consideration and approval of a Resolution to condemn property interest in Tax Parcel No. 22 433012030349 at 1325 Mid Broadwell Road, Alpharetta, GA 30009 (Parcel Owners: Wesley Burton McDaniel, Jr. and Judith M. McDaniel) of the Mid Broadwell Road Culvert and Sidewalk Project (Parcel No. 6); estimated just and adequate compensation: $5,750.00 for 621.22 square feet of Permanent Easement for the Construction and Maintenance of Drainage and Slopes; 5,714.79 square feet of Temporary Construction

Easement; and One (1) Driveway Easement, and with authorization for the Mayor to execute all necessary documents.

- City Attorney, Molly Esswein, read the Resolution title aloud and presented this item.
- The City of Alpharetta has determined that it is necessary for the City to exercise its powers of eminent domain to acquire certain interests in this parcel in furtherance of the Mid Broadwell Road Culvert and Sidewalk Project.
- Approval of this resolution will authorize the City Attorney's Office to acquire, through the use of Eminent Domain, the necessary property rights to, in, over, under, through and across the property identified as Parcel 6 of this Project in order to ensure the timely completion of the Mid Broadwell Road Culvert and Sidewalk Project. The estimated just and adequate compensation: $5,750.00 for 621.22 sq. ft. of Permanent Easement for the Construction and Maintenance of Drainage and Slopes; 5,714.79 sq. ft. of Temporary Construction Easement; and One (1) Driveway Easement.
- Further, the Mayor and the City Administrator are specifically authorized to execute, on behalf of and as if signed by every member of the governing authority of the City, the Mayor and Council, any and all documents necessary to further the filing of any Petition for Condemnation or Declaration of Taking related to the same and/or in furtherance of this Resolution.

PUBLIC COMMENTS:

- There were no public comments.

❖ Mayor Pro Tem Merkel offered a motion to approve a Resolution to condemn property interest in Tax Parcel No. 22 433012030349 at 1325 Mid Broadwell Road, Alpharetta, GA 30009 (Parcel Owners: Wesley Burton McDaniel, Jr. and Judith M. McDaniel) of the Mid Broadwell Road Culvert and Sidewalk Project (Parcel No. 6); estimated just and adequate compensation: $5,750.00 for 621.22 square feet of Permanent Easement for the Construction and Maintenance of Drainage and Slopes; 5,714.79 square feet of Temporary Construction Easement; and One (1) Driveway Easement, and with authorization for the Mayor to execute all necessary documents.

- Council Member Hipes seconded the motion.
- The motion was approved unanimously (7-0).

G. Resolution: Condemnation of Parcel 8 of the Mid Broadwell Road Culvert and Sidewalk Project

Consideration and approval of a Resolution to condemn property interest in Tax Parcel No. 22 433012021116 at 1066 Gramercy Lane, Alpharetta, GA 30004 (Parcel Owner: Gramercy Park Neighborhood Association, Inc.) of the Mid Broadwell Road Culvert and Sidewalk Project (Parcel No. 8); estimated just and adequate compensation: $4,450.00 for 607.72 square feet of Permanent Easement for the Construction and Maintenance of Drainage and Slopes; and, 1,518.91 square feet of Temporary Construction Easement, and with authorization for the Mayor to execute all necessary documents.

- City Attorney, Molly Esswein, read the Resolution title aloud and presented this item.
- The City of Alpharetta has determined that it is necessary for the City to exercise its powers of eminent domain to acquire certain interests in this parcel in furtherance of the Mid Broadwell Road Culvert and Sidewalk Project.
- Approval of this resolution will authorize the City Attorney's Office to acquire, through the use of Eminent Domain, the necessary property rights to, in, over, under, through and across the property identified as Parcel 8 of this Project in order to ensure the timely completion of the Mid Broadwell Road Culvert and Sidewalk Project. The estimated just and adequate compensation: $4,450.00 for 607.72 sq. ft. of Permanent Easement for the Construction and Maintenance of Drainage and Slopes; and 1,518.91 sq. ft. of Temporary Construction Easement.
- Further, the Mayor and the City Administrator are specifically authorized to execute, on behalf of and as if signed by every member of the governing authority of the City, the Mayor and Council, any and all documents necessary to further the filing of any Petition for Condemnation or Declaration of Taking related to the same and/or in furtherance of this Resolution.

PUBLIC COMMENTS:

- There were no public comments.

❖ Council Member DeRito offered a motion to approve a Resolution to condemn property interest in Tax Parcel No. 22 433012021116 at 1066 Gramercy Lane, Alpharetta, GA 30004 (Parcel Owner: Gramercy Park Neighborhood Association, Inc.) of the Mid

Broadwell Road Culvert and Sidewalk Project (Parcel No. 8); estimated just and adequate compensation: $4,450.00 for 607.72 square feet of Permanent Easement for the Construction and Maintenance of Drainage and Slopes; and, 1,518.91 square feet of Temporary Construction Easement, and with authorization for the Mayor to execute all necessary documents.

- Council Member Driskell seconded the motion.
- The motion was approved unanimously (7-0).

7. **PUBLIC COMMENT**

- There were no public comments.

8. **REPORTS**

- There were no reports.

9. **EXECUTIVE SESSION (IF NECESSARY)**

- There was not an executive session.

10. **ADJOURNMENT**

- Mayor Pro Tem Merkel offered a motion to adjourn the meeting.
  - Council Member DeRito seconded the motion.
  - The motion was approved unanimously (7-0).

- With there being no further items to consider or discuss, Mayor Gilvin adjourned the meeting at 9:03 p.m.

Respectfully submitted,

Grace Orehosky

Grace Orehosky, Acting City Clerk

STAFF REPORT

Department: Finance
Submitted By: Shawn Mitchell
Meeting Date: April 13, 2026

AGENDA ITEM:

Financial Management Report (Month Ending January 31, 2026)
Consideration and approval of the Financial Management Report for the month ending January 31, 2026.

STAFF RECOMMENDATION:

Approve the Financial Management Report for the month ending January 31, 2026.

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

ITEM DESCRIPTION:

On a monthly basis, the Finance Department prepares detailed revenue and expenditure statements for all city operating funds (including prior-year comparisons for the General Fund). In addition, this report includes:

1. Detailed capital project report including life-to-date activity;
2. Payments $5,000 and greater; and
3. Purchase orders with an estimated cost between $5,000 and $50,000.

ALTERNATIVES:

ATTACHMENTS:

1. FY 2026 Financial Management Report (7-January)

City of Alpharetta, GA

Finance Department
2 Park Plaza, Alpharetta, GA 30009
Thomas G. Harris, Finance Director
(678) 297-6094 (o)
www.alpharetta.ga.us

Financial Management Reports

for the month ending

January 31, 2026

(period 7 of 12 – unaudited)

Please visit the Financial Transparency Portal for additional information including audited financial statements, adopted budgets, and automated tools aimed at simplifying access to the City's financial data.

https://www.alpharetta.ga.us/212/Financial-Transparency

Financial Management Reports
Fiscal Year 2026

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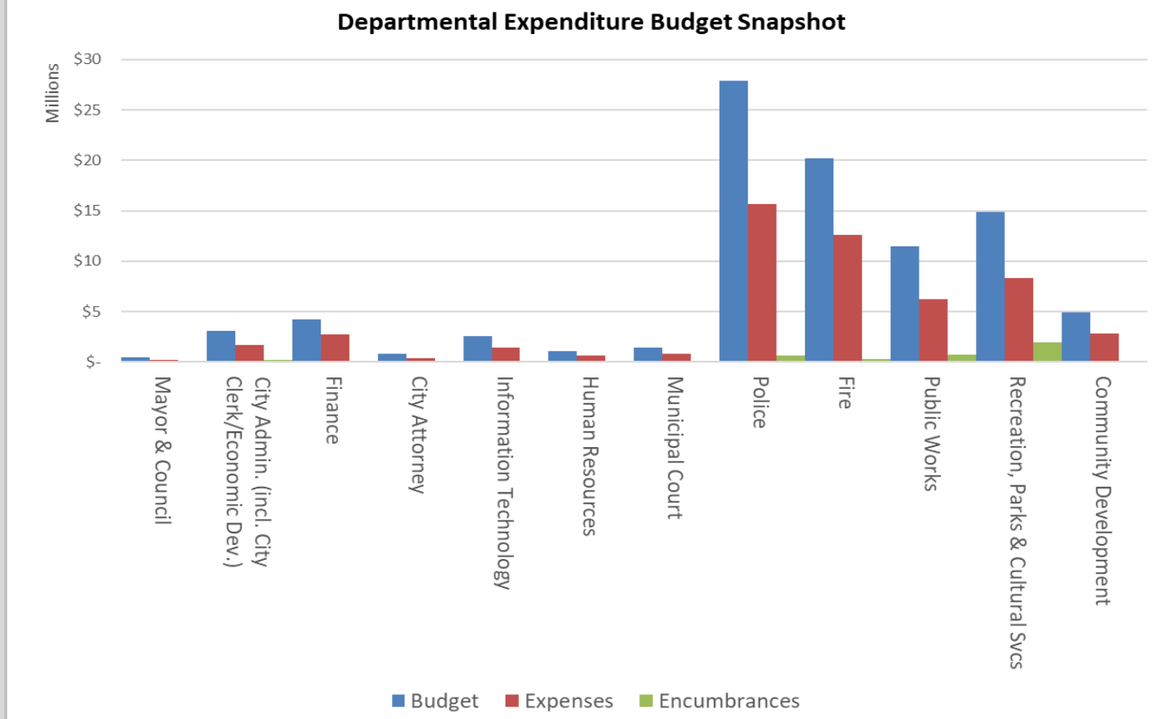
CITY OF ALPHARETTA

Financial Management Reports
Performance Dashboard
For the month ended January 31, 2026

LEGEND	
↑	Positive
↔	Neutral
↓	Negative

GENERAL FUND DETAIL

Revenues	Performance Status	Forecasted Gain/Loss
Top-10		
Property/Motor Vehicle Taxes	↔	$590,000
Local Option Sales Tax	↔	$259,500
Franchise Tax	↑	$626,691
Insurance Premium Tax	↑	$769,239
Alcohol Beverage Excise Tax	↔	$50,000
Building Permit Fees	↑	$700,000
Business and Occupational Tax	↔	$0
Court/Traffic Fines	↔	($75,000)
Recreation/Special Event Fees	↔	($43,608)
Hotel/Motel Tax (City portion)	↑	$187,500
Other Revenues	↑	$844,060
Minimum Surplus Goal Needed to Fund Capital: *($15M Annual Capital Need less $1.5M allocated in the annual budget and $4.5M allocated through TSPLOST)*		**$9.0M**
Less: Forecasted Revenue Gain		**$3.9M**
Less: Forecasted Expenditure Savings		**($3.0M)***
Favorable (Unfavorable) Net Surplus vs $15M Capital Need:		**($2.1M)***



** Forecasted losses/savings will be updated once more trend data becomes available.*

FUND SYNOPSIS

	Revenue	Expenses	Non-Allocated
General Fund (Contingency)	↔	↔	$888,917
Special Revenue Funds			
Confiscated Assets Fund (DEA)	N/A	N/A	$287,389
Opioid Settlement Fund	N/A	N/A	$19,558
Emergency 911 Fund	↓	↔	$0
Impact Fee Fund	N/A	N/A	$1,013,154
Hotel/Motel Fund	↑	↑	$509,435
Hotel/Motel Fund (Debt Svc Reserve)	N/A	N/A	$1,500,000
Debt Service Fund	↔	↔	$891,906
Proprietary Funds			
Solid Waste Fund	↔	↔	$0
Risk Management Fund	↔	↔	$1,843,707
Medical Insurance Fund	N/A	N/A	$91,269

	Non-Allocated
Grant Funds	
Operating Grant Fund	$16,505
Capital Grant Fund	$31,677
Capital Project Funds	
Capital Project Fund	$1,780,072
Capital Project Fund (Grant Matching Reserve)	$0
Stormwater Capital Fund	$249,972
Series 2022 Bond Fund (Parks)	$297,023
Series 2022 Bond Fund (Potential Arbitrage)	$1,106,566
TSPLOST I Capital Fund	$1,389,099
TSPLOST II Capital Fund	$3,881,433
Blended Component Unit	
Development Authority Fund	$294,448

BOND RATING

AAA

strongest rating available

EMERGENCY RESERVE

General Fund
$24.2M (25%)

Emergency 911 Fund
$313K (6%)

Sanitation Fund
$70K (1%)

Please Note: Current year revenue in excess of budgeted amounts may be available to augment Non-Allocated balances upon City Council approval (e.g. Impact Fees and Confiscated Asset collections).

2 PARK PLAZA
ALPHARETTA, GA 30009
PHONE: 678.297.6000
WWW.ALPHARETTA.GA.US

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: THOMAS G. HARRIS, FINANCE DIRECTOR

DATE: APRIL 13, 2026

RE: FINANCIAL MANAGEMENT REPORTS AS OF JANUARY 31, 2026

The documents contained herein represent the financial management reports for the City of Alpharetta ("city") as of the period ending January 31, 2026.

General Fund

Revenue: The following section pertains to information detailed in the attached Revenue Summary and Collection Comparison report. FY 2026 revenues are budgeted at $97 million (net of Carryforward Fund Balance totaling $5 million). As of January 31, 2026, actual revenue collections total 69% or $67 million.

Trends (property digest valuations and collection trends) indicate a net gain over budget of $3.9 million with the following details:

• Property Taxes (current year):	$ 325,000
• Motor Vehicle Tax/Title Fee:	265,000
• Local Option Sales Taxes:	259,500
• Franchise Taxes:	626,691
• Insurance Premium Taxes:	769,239
• Building Permit Fees	700,000
• Hotel Taxes (Alpharetta portion):	187,500
• Other:	775,452
Forecasted Gain:	$3,908,382

The October 1st billing for General Fund property taxes totaled roughly $34.6 million. Property taxes for public utilities is estimated at an additional $600,000. Historically, the City collects between 98% and 99% of billed property taxes within the fiscal year, with FY 2025 totaling 99%. The FY 2026 budget for property taxes (General Fund) totals $34 million and represents 97% of the initial billing. The current estimate for property taxes (General Fund) in FY 2026 totals $34.4 million, or 98% of the initial billing which is in line with historical collection averages.

MAYOR
JIM GILVIN

MAYOR PRO TEM
DAN MERKEL

COUNCIL MEMBERS
FERGAL M. BRADY
DOUGLAS J. DERITO
T. KIRK DRISKELL
JOHN HIPES
KATIE REEVES

CITY ADMINISTRATOR
CHRIS LAGERBLOOM

FY 2026 Taxbase statistics:

- Gross property valuations (before reductions for appeals and exemptions).
    - 59% Residential
    - 41% Commercial/Other
- Taxable property valuations (reduced for appeals and homestead exemptions).
    - 49% Residential
    - 51% Commercial/Other
    - Appeal and homestead exemption valuations total $2.4 billion.
        - Appeal valuations total $268 million (53% Residential; 47% Commercial).
        - Floating Homestead exemption valuations total $1.4 billion.
        - General Homestead exemption valuations (including Senior) total $725 million.
            - Annual tax savings associated with the homestead exemptions total more than $10.8 million annually.

Motor Vehicle Title Fee collections is trending 18% higher than FY 2025 ($3.7 million). Collection estimates for FY 2026 tentatively total $3.9 million ($275,000 greater than budget). Motor Vehicle Taxes are trending -5% lower than FY 2025 ($50,970) and are estimated at $40,000 for FY 2026 (-$10,000 less than budget).

The estimated gain in franchise tax collections includes multiple sources with the largest two variances as follows:

> Franchise taxes for electricity include two collections which are received annually in February (GA Power and Sawnee). FY 2026 collections will be reflected in the monthly reports for February and total $6.3 million consisting of Swanee ($695,239; 11% growth over FY 2025) and GA Power ($5,600,039; 8% growth over FY 2025). Revised collection forecast for FY 2026 totals $6.3 million and approximates a gain over budget of $545,279.
>
> Franchise taxes for natural gas collections is trending 10% higher than FY 2025 ($669,720) and is estimated at $736,412 for FY 2026 ($56,412 greater than budget).

Insurance Premium Tax collections total $7.2 million in FY 2026 and represent a 14% increase ($769,239 greater than budget) over FY 2025 collections of $6.3 million. This revenue was adjusted as part of the mid-year budget amendment to fund multiple initiatives including the 911 Fund subsidy for FY 2026. The monthly financial management report for February will reflect these adjustments.

Building Permit Fee collections is trending 39% higher than FY 2025 ($2.5 million). This revenue source is non-standard in that it experiences high variability dependent upon development/construction trends occurring within the City. While the revenue collection trend may change moving forward, staff felt it was prudent to tentatively adjust the FY 2026 collection estimate to $2.6 million ($700,000 greater than budget) pending further trend data.

Hotel/Motel tax collections is discussed within the Special Revenue Funds section of this letter.

Expenditures: The following section pertains to information detailed in the attached Expenditure Summary by Department (expenditure rollup by department) and Expenditure Summary by Category (expenditure rollup by account) reports. As of January 31, 2026, city departments (not including General Government[1]) have encumbered and expensed 62%, or $57.6 million, of their FY 2026 budget appropriations.

Contingency: The General Fund contingency balance totals $888,917.

Other Funds

The following section references information included within the attached Performance Dashboard, Grant and Capital Funds Detail Reports, GAAP Financial Statements, etc.

Operating Grant Fund (Fund 220): Unspent/unencumbered project appropriations total $64,564. Remaining appropriations are set aside for a non-allocated reserve ($16,505).

Capital Grants Fund (Fund 340): Unspent/unencumbered project appropriations total $674,686. Remaining appropriations are set aside for a non-allocated reserve ($31,677).

General Capital Project Fund (Fund 301): Unspent/unencumbered project appropriations total $13.8 million. Remaining appropriations are set aside for a non-allocated reserve ($1.8 million).

Stormwater Capital Fund (Fund 302): Unspent/unencumbered project appropriations total $3.2 million. Remaining appropriations are set aside for a non-allocated reserve ($249,972).

Series 2022 Parks Bond Fund (Fund 318): Unspent/unencumbered project appropriations total $5.9 million. Remaining appropriations are set aside for a non-allocated reserve ($297,023) and a reserve for future arbitrage liability ($1.1 million).

TSPLOST 1 Capital Project Fund (Fund 335): This fund accounts for collections under the Transportation Special Local Option Sales Tax (TSPLOST) that went into effect on April 1, 2017, and expired on March 31, 2022. Unspent/unencumbered project appropriations total $6.1 million. Remaining appropriations are set aside for a non-allocated reserve ($1.4 million).

TSPLOST 2 Capital Project Fund (Fund 336): This fund accounts for collections under the Transportation Special Local Option Sales Tax (TSPLOST) that went into effect on April 1, 2022. Appropriated funding totals $52 million and represents Tier-1 project funding.

Current project funding levels approximate 90% of forecasted revenue collections over the life of the 5-year tax (as provided by Georgia State University). For comparison purposes, TSPLOST 1 collections trended at over 90% of forecasted revenue collections. Life-to-date collections for TSPLOST 2 have trended at 121% of the original forecasted revenue collections.

Unspent/unencumbered project appropriations total $21.4 million. Remaining appropriations are set aside for a non-allocated reserve ($3.9 million).

[1] General Government is utilized to account for non-operating transactions such as transfers-out to other city funds, contingency, etc.

Hotel/Motel Fund: FY 2026 revenues are budgeted at $9.1 million (net of carryforward fund balance totaling $1.8 million).

Appropriations within the Hotel/Motel Fund are as follows:

- Alpharetta Convention & Visitor's Bureau (43.75% or $4 million).
- City of Alpharetta (37.5% or $3.4 million).
- Tourism Product Development (18.75%):
    - $1.5 million for debt service on the Series 2016 Convention Center Bonds.
    - $1.5 million for a debt service reserve (included herein to insulate the City from hotel tax fluctuations that may impact debt service funding in any given fiscal year).
    - $509,435 reserve available for appropriation by the City Council for allowable tourism product development uses.

Hotel tax collections is trending 6% higher than FY 2025 ($9.3 million) with estimates for FY 2026 tentatively totaling $9.6 million ($500,000 greater than budget). Alpharetta's share is $3.6 million ($187,500 increase over budget). However, included in the current year revenue collections is $395,032 from Priceline for the period of November 2021-June 2023. After adjusting for this prior-period revenue, the revised trend is slightly below FY 2025 (-1%).

E911 Fund: FY 2026 revenues are budgeted at $4.9 million (net of carryforward fund balance totaling $53,594). As of January 31, 2026, the city collected 35%, or $1.7 million. E911 Fund collections (non-prepaid) is trending 5% higher than FY 2025 but the collections are volatile. For example, the non-prepaid collections for FY 2025 totaled $2.9 million which is only slightly higher than the collections posted in FY 2019 ($2.7 million). That said, personnel costs in FY 2019 totaled $2.5 million with the estimate for FY 2026 totaling $3.9 million.

E911 Fund revenues cannot sustain expenditure trends; accordingly, the FY 2026 adopted budget included a reallocation of $1 million in expenditure appropriations to the General Fund.

Furthermore, the FY 2026 mid-year budget proposal, which was approved in February 2026, as well as the FY 2027 preliminary budget proposal includes subsidy requests to cover operations.

Other Items

Council Member Stipend Activity Listing: The FY 2026 budget includes appropriations of $9,200 for the Mayor and $8,000 for each City Council Post* and the available balances as of January 31, 2026 are as follows:

	Budget	Expenditures	Available Balance
Mayor: Jim Gilvin	$ 9,200	$ 4,341	$ 4,859
Post #1*: T. Kirk Driskell	$ 7,669	$ 1,436	$ 6,233
Post #2*: Katie Reeves	$ 7,669	$ 1,354	$ 6,315
Post #3: Doug DeRito	$ 8,000	$ 1,343	$ 6,657
Post #4: John Hipes	$ 8,000	$ 3,941	$ 4,059
Post #5: Fergal Brady	$ 8,000	$ 425	$ 7,575
Post #6: Dan Merkel	$ 8,000	$ 1,915	$ 6,085

**Post #1 and Post #2 have newly elected City Council Members (T. Kirk Driskell and Katie Reeves, respectively) that began service on January 1, 2026. Stipend expenditures for the period of July 1, 2025, through December 31, 2025, totaled $662 and has been removed from the table above.*

Development Authority[2] (Component Reporting Unit)

As of January 31, 2026, the Development Authority has $294,448 in forecasted resources to support its main functions of promoting the public good and general welfare, trade, commerce, industry, general tax base and the employment opportunities available in the city.

[2] The Development Authority is a public corporation created and existing under the Constitution and laws of the State of Georgia and is governed by seven directors duly appointed by the Alpharetta City Council.

GENERAL FUND

Revenue Report

CITY OF ALPHARETTA

Financial Management Reports
General Fund (Unaudited)
Revenue Summary and Collection Comparison
As of January 31, 2026

	Current Fiscal Year					Prior Fiscal Year		
	2026 Budget	2026 YTD	% Collected	2026 Estimated	Variance	2025 Actual	2025 YTD	% Collected
Top 10 Revenues:								
Property Taxes								
Current Year	$ 34,075,000	$ 32,601,523	95.7%	$ 34,400,000	$ 325,000	$ 33,031,495	$ 31,638,111	95.8%
Delinquent	329,000	(79,181)	-24.1%	329,000	-	423,173	133,398	31.5%
Motor Vehicle Tax	50,000	20,734	41.5%	40,000	(10,000)	50,970	21,919	43.0%
Motor Vehicle Title Fee	3,625,000	1,798,316	49.6%	3,900,000	275,000	3,722,481	1,496,300	40.2%
Local Option Sales Tax	22,440,500	11,841,764	52.8%	22,700,000	259,500	22,333,319	11,514,085	51.6%
Franchise Tax	7,130,000	717,635	10.1%	7,756,691	626,691	7,194,127	639,159	8.9%
Insurance Premium Tax	6,390,000	7,159,239	112.0%	7,159,239	769,239	6,279,075	6,279,075	100.0%
Alcohol Beverage Excise Tax	2,825,000	1,492,437	52.8%	2,875,000	50,000	2,812,914	1,357,636	48.3%
Building Permit Fees	1,900,000	1,388,690	73.1%	2,600,000	700,000	2,459,028	1,339,195	54.5%
Business and Occupational Tax	2,150,000	1,209,717	56.3%	2,150,000	-	1,162,682	407,091	35.0%
Court/Traffic Fines	2,275,000	1,296,129	57.0%	2,200,000	(75,000)	2,437,798	1,335,993	54.8%
Recreation/Special Event Fees	3,888,625	1,747,306	44.9%	3,845,017	(43,608)	3,666,434	1,625,472	44.3%
Hotel/Motel Tax (City portion)	3,412,500	2,203,376	64.6%	3,600,000	187,500	3,477,779	1,381,726	39.7%
subtotal	$ 90,490,625	$ 63,397,684	70.1%	$ 93,554,947	$ 3,064,322	$ 89,051,276	$ 59,169,161	66.4%
Other Revenues	6,412,421	3,786,027	59.0%	7,256,481	844,060	7,484,244	4,013,299	53.6%
Total Revenues	$ 96,903,046	$ 67,183,711	69.3%	$ 100,811,428	$ 3,908,382	$ 96,535,520	$ 63,182,460	65.4%
Carryforward Fund Balance	5,017,048							

GENERAL FUND

Expenditure Reports

CITY OF ALPHARETTA

Financial Management Reports
General Fund (unaudited)
Expenditure Summary by Department
As of January 31, 2026

	Current Fiscal Year						Prior Fiscal Year		
	2026 Budget	2026 Encumbrances	2026 Exp. (YTD)	Funds Available	% Enc./Exp.	% Exp.	2025 Exp. (Total)	2025 Exp. (YTD)	% Exp.
Expenditures by Department:									
Mayor & Council	$ 443,701	$ 3,692	$ 202,679	$ 237,330	46.5%	45.7%	$ 339,277	$ 199,686	58.9%
City Admin. (incl. City Clerk/Economic Dev.)	3,111,149	190,176	1,654,423	1,266,550	59.3%	53.2%	2,398,858	1,424,680	59.4%
Finance	4,220,564	45,136	2,748,027	1,427,401	66.2%	65.1%	4,008,240	2,603,054	64.9%
City Attorney	800,000	2,760	342,941	454,299	43.2%	42.9%	719,057	375,403	52.2%
Information Technology	2,572,375	33,245	1,426,624	1,112,505	56.8%	55.5%	2,355,024	1,442,556	61.3%
Human Resources	1,110,544	27,713	684,120	398,711	64.1%	61.6%	992,950	609,511	61.4%
Municipal Court	1,410,650	29,777	785,751	595,122	57.8%	55.7%	1,264,685	751,402	59.4%
Public Safety	-	-	-	-	-	-	42,214,823	25,933,838	61.4%
Police	27,930,459	638,218	15,696,314	11,595,927	58.5%	56.2%	-	-	-
Fire	20,242,597	318,117	12,635,773	7,288,707	64.0%	62.4%	-	-	-
Public Works	11,483,060	745,584	6,219,545	4,517,932	60.7%	54.2%	10,778,721	6,106,172	56.7%
Recreation, Parks & Cultural Svcs	14,910,577	1,983,574	8,366,318	4,560,685	69.4%	56.1%	14,565,991	8,004,922	55.0%
Community Development	4,884,783	36,322	2,807,467	2,040,994	58.2%	57.5%	4,458,793	2,665,374	59.8%
subtotal	$ 93,120,459	$ 4,054,314	$ 53,569,982	$ 35,496,163	61.9%	57.5%	$ 84,096,420	$ 50,116,597	59.6%
General Government:									
Insurance Premiums (Risk)	$ 1,060,500	$ -	$ 618,625	$ 441,875	58.3%	58.3%	$ 966,800	$ 563,967	58.3%
Gwinnett Tech Bond P&I	291,065	-	33,033	258,033	11.3%	11.3%	286,978	35,989	12.5%
Transfer(s) to other Funds	6,534,453	-	1,351,390	5,183,063	20.7%	20.7%	13,447,780	-	0.0%
Contingency	913,617	6,070	18,630	888,917	2.7%	2.0%	33,750	27,450	81.3%
subtotal	$ 8,799,635	$ 6,070	$ 2,021,678	$ 6,771,888	23.0%	23.0%	$ 14,735,308	$ 627,405	4.3%
Total Expenditures	$ 101,920,094	$ 4,060,384	$ 55,591,660	$ 42,268,051	58.5%	54.5%	$ 98,831,727	$ 50,744,002	51.3%

CITY OF ALPHARETTA

Financial Management Reports
General Fund (unaudited)
Expenditure Summary by Category
As of January 31, 2026

	Current Fiscal Year						Prior Fiscal Year		
	2026 Budget	2026 Encumbrances	2026 Exp. (YTD)	Funds Available	% Enc./Exp.	% Exp.	2025 Exp. (Total)	2025 Exp. (YTD)	% Exp.
Expenditures by Category:									
Salaries & Benefits:									
(1) Regular Salaries	$ 39,343,530	$ -	$ 22,067,936	$ 17,275,594	56.1%	56.1%	$ 36,765,832	$ 20,591,009	56.0%
Overtime	3,187,532	-	2,263,354	924,178	71.0%	71.0%	3,718,642	2,142,005	57.6%
Group Insurance	10,441,676	-	5,757,871	4,683,805	55.1%	55.1%	8,998,599	5,536,468	61.5%
FICA and Social Security	3,257,351	-	1,774,764	1,482,587	54.5%	54.5%	2,951,904	1,643,102	55.7%
Defined Benefit Pension	3,782,091	-	3,782,091	-	100.0%	100.0%	3,537,725	3,537,725	100.0%
401(A) Retirement/Match	4,426,646	-	2,175,730	2,250,916	49.2%	49.2%	3,586,378	2,158,275	60.2%
(2) Other	1,958,270	-	1,508,731	449,539	77.0%	77.0%	1,846,107	1,466,380	79.4%
subtotal	$ 66,397,096	$ -	$ 39,330,477	$ 27,066,619	59.2%	59.2%	$ 61,405,188	$ 37,074,964	60.4%
Maintenance & Operations:									
Professional Services	$ 4,111,435	$ 1,059,344	$ 2,035,275	$ 1,016,815	75.3%	49.5%	$ 3,792,072	$ 2,002,854	52.8%
Legal Services	800,000	2,760	342,941	454,299	43.2%	42.9%	719,057	375,403	52.2%
Vehicle Fuel/Maintenance	1,513,000	3,328	684,271	825,401	45.4%	45.2%	1,445,526	893,380	61.8%
Maintenance Contracts	4,769,450	1,805,530	2,542,047	421,873	91.2%	53.3%	3,681,008	1,819,496	49.4%
IT Professional Services	5,484,289	590,180	3,191,618	1,702,491	69.0%	58.2%	3,661,422	2,811,498	76.8%
General Supplies	1,292,549	168,380	682,781	441,387	65.9%	52.8%	1,284,590	744,971	58.0%
Utilities	3,437,875	-	1,902,341	1,535,534	55.3%	55.3%	3,542,059	1,780,765	50.3%
Insurance Premiums (Risk)	1,060,500	-	618,625	441,875	58.3%	58.3%	966,800	563,967	58.3%
Other	3,990,470	424,791	1,884,515	1,681,164	57.9%	47.2%	3,614,548	1,925,335	53.3%
subtotal	$ 26,459,568	$ 4,054,314	$ 13,884,415	$ 8,520,840	67.8%	52.5%	$ 22,707,081	$ 12,917,669	56.9%
Capital/Leases/Other:									
Fire Vehicle/Equip. Leases	$ 1,005,116	$ -	$ 856,037	$ 149,079	85.2%	85.2%	$ 779,059	$ 629,987	80.9%
Equipment/Capital	311,679	-	108,474	203,205	34.8%	34.8%	160,361	53,689	33.5%
Other	7,500	-	9,205	(1,705)	122.7%	122.7%	11,531	4,254	36.9%
subtotal	$ 1,324,295	$ -	$ 973,716	$ 350,579	73.5%	73.5%	$ 950,951	$ 687,930	72.3%
General Government:									
Gwinnett Tech Bond P&I	$ 291,065	$ -	$ 33,033	$ 258,033	11.3%	11.3%	$ 286,978	$ 35,989	12.5%
Transfer(s) to other Funds	6,534,453	-	1,351,390	5,183,063	20.7%	20.7%	13,447,780	-	0.0%
Contingency	913,617	6,070	18,630	888,917	2.7%	2.0%	33,750	27,450	81.3%
subtotal	$ 7,739,135	$ 6,070	$ 1,403,053	$ 6,330,013	18.2%	18.1%	$ 13,768,508	$ 63,439	0.5%
Total Expenditures	$ 101,920,094	$ 4,060,384	$ 55,591,660	$ 42,268,051	58.5%	54.5%	$ 98,831,727	$ 50,744,002	51.3%

Notes:

(1) Includes the following components: regular salaries, holiday leave, temporary and seasonal salaries, and separation payout.

(2) Includes the following components: workers compensation, educational programs, automobile allowance, tuition reimbursement, and employee service awards.

GRANT AND CAPITAL FUNDS

Revenue & Expenditure Reports

CITY OF ALPHARETTA

Financial Management Reports

Grant Funds

Operating Grant Fund Detail (Fund 220; life-to-date for active projects)

As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenues										
Public Safety										
22031150-371000	C2310	ALPHA BUS. ASSOC. K-9	17,000	17,000	-	-	-	-		-
22031150-331110	C2317	2023 BULLETPROFF VEST (DOJ)	17,000	14,835	-	2,165	2,165	-		2,165
22031150-331110	G2509	2024 BULLETPROOF VEST (DOT)	13,334	-	-	13,334	13,334	-		13,334
		subtotal			***$ -***	***$ 15,499***	***$ 15,499***	***$ -***		***$ 15,499***
Public Works										
22041100-371000	G2512	KEEP AMERICA BEAUTIFUL	10,000	10,000	$ -	$ -	$ -	$ -		$ -
		subtotal			***$ -***	***$ -***	***$ -***	***$ -***		***$ -***
Recreation, Parks & Cultural Services										
22061150-347509	C2039	WIRE & WOOD (ACVB SPONSOR)	391,324	341,324	$ -	$ 50,000	$ 50,000	$ 89,250		$ (39,250)
22061150-371000	C2234	ARTS CENTER (CERAMICS)	3,627	3,627	-	-	-	2,201		(2,201)
22061150-347509	C2308	MUSIC MATCH SPONSORSHIPS	5,120	3,145	-	1,975	1,975	2,815		(840)
22061150-371000	C2308	MUSIC MATCH APPLICATIONS	6,476	6,476	-	-	-	-		-
22061150-371000	C2528	SENIOR TALENT SHOW	2,500	2,500	-	-	-	-		-
22061150-336000	G2508	FC ARTS & CULTURE	9,000	9,000	-	-	-	-		-
22061150-371000	G2604	GRPA ATL HAWKS	2,380	-	-	2,380	2,380	2,380		-
22061150-371000	C2617	COMM AGR FACILITY RENOVATION	978	-	-	978	978	977		1
		subtotal			***$ -***	***$ 55,333***	***$ 55,333***	***$ 97,623***		***$ (42,290)***
General Government										
22090200-361000		INTEREST EARNINGS			$ -	$ -	$ -	$ 2,704		$ (2,704)
22090200-362000		REALIZED GAIN/LOSS			-	-	-	(41)		41
22090200-363000		UNREALIZED GAIN/LOSS			-	-	-	763		(763)
22090200-395000		CARRYFORWARD FUND BALANCE			-	147,257	147,257	-		147,257
		subtotal			***$ -***	***$ 147,257***	***$ 147,257***	***$ 3,426***		***$ 143,831***
		Total			**$ -**	**$ 218,089**	**$ 218,089**	**$ 101,050**		**$ 117,039**

CITY OF ALPHARETTA

Financial Management Reports

Grant Funds

Operating Grant Fund Detail (Fund 220; life-to-date for active projects)

As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Expenditures										
City Administration										
22013230-521200	C2100	MURAL ART PROJECT	24,002	10,300	$ -	$ 13,702	$ 13,702	$ 13,702	$ -	$ -
		subtotal			***$ -***	***$ 13,702***	***$ 13,702***	***$ 13,702***	***$ -***	***$ -***
Public Safety										
22031150-521200	C2310	ALPHA BUS. ASSOC K-9	17,000	10,560	$ -	$ 6,440	$ 6,440	$ -	$ -	$ 6,440
22031150-542100	C2317	2023 BULLETPROOF VEST (DOJ)	34,000	34,000	-	-	-	-	-	-
22031150-542100	G2509	2024 BULLETPROOF VEST (DOT)	26,669	14,653	-	12,016	12,016	11,229	-	787
		subtotal			***$ -***	***.***	***$ 18,456***	***$ 11,229***	***$ -***	***$ 7,227***
Public Works										
22041100-522240	G2512	KEEP AMERICA BEAUTIFUL	10,001	5,433	$ -	$ 4,568	$ 4,568	$ 94	$ -	$ 4,474
		subtotal			***$ -***	***$ 4,568***	***$ 4,568***	***$ 94***	***$ -***	***$ 4,474***
Recreation, Parks & Cultural Services										
22061159-521200	C2039	WIRE & WOOD (ACVB SPONSOR)	367,515	220,549	$ -	$ 146,966	$ 146,966	$ 57,800	$ 50,000	$ 39,166
22061150-531100	C2212	PARKING PERMIT - FILM	4,000	3,750	-	250	250	250	-	-
22061150-531100	C2234	ARTS CENTER (CERAMICS)	6,693	3,267	-	3,426	3,426	-	-	3,426
22061150-531100	C2237	PARTNERED EVENTS	5,000	4,305	-	695	695	695	-	-
22061150-521200	C2308	MUSIC MATCH APPLICATIONS	11,598	8,315	-	3,283	3,283	-	-	3,283
22061150-531100	C2528	SENIOR TALENT SHOW	6,130	-	-	6,130	6,130	2,500	-	3,630
22061150-531100	G2604	GRPA ATL HAWKS	2,380	-	-	2,380	2,380	-	-	2,380
22061150-541300	C2617	COMM AGR FACILITY RENOVATION	978	-	-	978	978	-	-	978
22061150-521200	G2508	FC ARTS & CULTURE	9,000	8,250	-	750	750	750	-	-
		subtotal			***$ -***	***$ 164,858***	***$ 164,858***	***$ 61,995***	***$ 50,000***	***$ 52,863***
Non-Allocated										
22090200-579000		CONTINGENCY			$ -	$ 16,505	$ 16,505	$ -	$ -	$ 16,505
22090200-579011		MATCH (GRANTS UNDER REVIEW)			-	-	-	-	-	-
		subtotal			***$ -***	***$ 16,505***	***$ 16,505***	***$ -***	***$ -***	***$ 16,505***
		Total			**$ -**	**$ 199,633**	**$ 218,089**	**$ 87,020**	**$ 50,000**	**$ 81,069**

CITY OF ALPHARETTA

Financial Management Reports

Grant Funds

Capital Grant Fund Detail (Fund 340; life-to-date for active projects)

As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
Public Works										
34041100-334310	G2600	FY 2026 LRA GRANT (MILLING/RESURFACING)	576,107	-	$ -	$ 576,107	$ 576,107	$ -		$ 576,107
34041100-334310	G2601	FY 2026 LMIG GRANT	781,162	-	-	781,162	781,162	$ 781,162		0
34041100-334310	G2602	FY 2026 LRA GRANT (BRIDGE MAINT.)	275,000	-	-	275,000	275,000	-		275,000
		subtotal			***$ -***	***$ 1,632,269***	***$ 1,632,269***	***$ 781,162***		***$ 851,107***
Recreation, Parks & Cultural Services										
34061150-371000	C2248	CITY AGRICULTURE PLAN (FOOD WELL)	75,000	5,314	$ -	$ 69,686	$ 69,686			$ 69,686
34061150-331310	G2507	LWCF GRANT (N PARK LIGHTING)	495,000	-	-	495,000	495,000	-		495,000
34061150-331350	G2603	ADA-AAC PARKING LOT CDBG GRANT	110,000	-	-	110,000	110,000	-		110,000
		subtotal			***$ -***	***$ 674,686***	***$ 674,686***	***$ -***		***$ 674,686***
General Government										
34090200-361000		INTEREST EARNINGS			$ -	$ -	$ -	$ 22,526		$ (22,526)
34090200-362000		REALIZED GAIN/LOSS			-	-	-	(241)		241
34090200-363000		UNRELIZED GAIN/LOSS			-	-	-	3,871		(3,871)
34090200-395000		CARRYFORWARD FUND BALANCE			-	31,677	31,677	-		31,677
		subtotal			***$ -***	***$ 31,677***	***$ 31,677***	***$ 26,157***		***$ 5,520***
		Total			**$ -**	**$ 2,338,632**	**$ 2,338,632**	**$ 807,318**		**$ 1,531,314**
Expenditures										
Public Works										
34041100-541410	G2600	FY 2026 LRA GRANT (MILLING/RESURFACING)	576,107	-	$ -	$ 576,107	$ 576,107	$ -	$ 576,107	$ -
34041100-541410	G2601	FY 2026 LMIG GRANT	781,162	-	-	781,162	781,162	-	781,162	-
34041100-541410	G2602	FY 2026 LRA GRANT (BRIDGE MAINT.)	275,000	-	-	275,000	275,000	47,818	227,182	-
		subtotal			***$ -***	***$ 1,632,269***	***$ 1,632,269***	***$ 47,818***	***$ 1,584,451***	***$ -***
Recreation, Parks & Cultural Services										
34061150-541500	C2248	CITY AGRICULTURE PLAN (FOOD WELL)	75,000	5,314	$ -	$ 69,686	$ 69,686	$ -	$ -	$ 69,686
34061150-541500	G2507	LWCF GRANT (N PARK LIGHTING)	495,000	-	-	495,000	495,000	-	-	495,000
34061150-541500	G2603	ADA-AAC PARKING LOT CDBG GRANT	110,000	-	-	110,000	110,000	-	-	110,000
		subtotal			***$ -***	***$ 674,686***	***$ 674,686***	***$ -***	***$ -***	***$ 674,686***

CITY OF ALPHARETTA

Financial Management Reports

Grant Funds

Capital Grant Fund Detail (Fund 340; life-to-date for active projects)

As of January 31, 2026

Account #	Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Non-Allocated									
34090200-579000	CONTINGENCY			$ -	$ 31,677	$ 31,677	$ -	$ -	$ 31,677
	subtotal			***$ -***	***$ 31,677***	***$ 31,677***	***$ -***	***$ -***	***$ 31,677***
	Total			**$ -**	**$ 2,338,632**	**$ 2,338,632**	**$ 47,818**	**$ 1,584,451**	**$ 706,363**

CITY OF ALPHARETTA

Financial Management Reports
Capital Project Funds
General Capital Project Fund Detail (Fund 301; life-to-date for active projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrance	FY 2026 Available Budget
Revenue										
30131150-337051	C2421	CAD/RECORDS MGMT (MILTON)	241,538	-	$ -	$ 241,538	$ 241,538	$ -		$ 241,538
30131150-332200	C2526	TESLA FLEET TAX CREDIT FY2025	30,000	-	-	30,000	30,000	-		30,000
30141100-336000	C2104	WBR PH 4 (NPP-GREENWAY)	333,926	217,707	-	116,219	116,219	-		116,219
30141100-371000	C2113	ENCORE GREENWAY GATEWAY	1,930,001	429,981	-	1,500,020	1,500,020	-		1,500,020
30161150-371000	C0922	SYNTHETIC TURF (AMBUSH)	14,100	7,050	-	7,050	7,050	7,050		-
30161150-371000	C1911	EQUESTRIAN CENTER	1,978,374	-	-	1,978,374	1,978,374	1,000,000		978,374
30161150-371000	C1929	COMM AG PROGRAM	131,405	122,164	-	9,241	9,241	11,374		(2,133)
30161150-371000	C2010	MEMORIAL PAK ENHANCEMENTS	8,000	-	-	8,000	8,000	11,000		(3,000)
30161150-371000	C2309	WACKY WORLD 2.0 (DONATIONS)	522,347	224,334	-	298,013	298,013	64,047		233,966
30161150-337052	C2426	MAYFIELD PARK - MILTON IGA	59,555	-	-	59,555	59,555	59,555		1
30174150-337000	C0910	TREE REPLACEMENT FUND	1,383,150	1,383,150	-	-	-	448,060		(448,060)
		subtotal			***$ -***	***$ 4,248,010***	***$ 4,248,010***	***$ 1,601,085***		***$ 2,646,925***
Non-Departmental										
30190200-361000		INTEREST EARNINGS			$ 300,000	$ -	$ 300,000	$ 275,776		$ 24,224
30190200-362000		REALIZED GAIN/LOSS			-	-	-	(4,436)		4,436
30190200-363000		UNREALIZED GAIN/LOSS			-	-	-	78,094		(78,094)
30190200-391100		TRANSFER-IN FROM THE GENERAL FUND			6,208,340	(1,573,887)	4,634,453	1,034,723		3,599,730
30190200-395000		CARRYFORWARD FUND BALANCE			3,405,000.00	15,044,772	18,449,772	-		18,449,772
		subtotal			***$ 9,913,340***	***$ 13,470,885***	***$ 23,384,225***	***$ 1,384,158***		***$ 22,000,067***
		Total			**$ 9,913,340**	**$ 17,718,895**	**$ 27,632,235**	**$ 2,985,243**		**$ 24,646,992**

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Expenditures										
Administration										
30113230-544100	C1300	CITY ECONOMIC DEVELOPMENT INITIATIVES	143,750	-	$ 100,000	$ 43,750	$ 143,750	$ -	$ -	$ 143,750
		subtotal			***$ 100,000***	***$ 43,750***	***$ 143,750***	***$ -***	***$ -***	***$ 143,750***
Information Technology										
30117400-542400	C1103	NETWORK AND VOIP	717,680	496,812	$ -	$ 220,868	$ 220,868	$ 11,762	$ 32,475	$ 176,631
30117400-542400	C1312	BACKUP DATA STORAGE MGMT.	510,003	503,653	-	6,350	6,350	-	-	6,350
30117400-542400	C1313	TECHNOLOGY REPLACEMENT	4,290,171	3,629,910	397,800	262,461	660,261	56,549	29,576	574,136
30117400-542400	C1519	WIRELESS ACCESS POINTS	100,000	-	-	100,000	100,000	-	100,000	-
30117400-542400	C1615	APP/DESKTOP VIRTUALIZATION	400,145	166,910	-	233,235	233,235	37,795	-	195,440
30117400-544200	C2201	CITY COUNCIL A/V REPLACEMENT	61,000	-	61,000	-	61,000	55,674	-	5,326
30117400-544200	C2300	BUSINESS CONTINUITY STUDY	50,000	-	-	50,000	50,000	35,500	-	14,500
30117400-542400	C2600	DATA CTR SERVER REPLACEMENT	500,000	-	500,000	-	500,000	460,639	3,000	36,361
		subtotal			***$ 958,800***	***$ 872,914***	***$ 1,831,714***	***$ 657,919***	***$ 165,051***	***$ 1,008,744***
Public Safety										
30131150-542200	C1202	FLEET REPLACEMENT	9,863,578	9,840,237	$ -	$ 23,341	$ 23,341	$ 12,296	$ 2,429	$ 8,616
30131150-542100	C1401	PS EQUIPMENT REPLACEMENT	1,513,925	1,497,154	-	16,771	16,771	14,656	-	2,115
30131150-541300	C1706	RAPSTC IMPROVEMENTS	254,542	254,542	-	-	-	-	-	-
30131150-542400	C2052	SECURITY SYSTEM REFRESH	472,060	378,352	-	93,708	93,708	73,727	-	19,981
30131150-542400	C2301	CAD/RECORDS MANAGEMENT SOFTWARE	2,250,001	908,920	-	1,341,081	1,341,081	3,161	1,335,263	2,658
30131150-542100	C2303	2023 OP INITIATIVES EQUIPMENT	449,502	425,736	-	23,766	23,766	22,736	-	1,030
30131150-541300	C2314	FIRE STATION FACILITIES ASSESSMENT	300,001	100,850	-	199,151	199,151	-	-	199,151
30131150-542400	C2406	REAL TIME CRIME CENTER	128,901	44,343	-	84,558	84,558	-	-	84,558
30131150-542200	C2407	ASST FIRE MARSHAL EQUIPMENT	63,382	59,866	-	3,516	3,516	-	-	3,516
30131150-542400	C2421	CAD/RECORDS MGMT (MILTON)	241,538	-	-	241,538	241,538	-	241,537	1
30131150-541300	C2501	FS81 RENOVATIONS	2,830,001	96,358	-	2,733,643	2,733,643	124,144	59,684	2,549,815
30131150-541300	C2502	2972 WB RD RENOVATIONS	234,133	156,920	-	77,213	77,213	68,200	-	9,013
30131150-542200	C2504	FY2025 FLEET REPLACEMENT	1,558,689	35,469	-	1,523,220	1,523,220	-	1,191,652	331,568
30131150-542200	V2505	FY2025 FIRE LT VEHICLE	50,000	-	-	50,000	50,000	-	50,000	-

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30131150-542100	C2506	FIRE TRUCK EQUIPMENT	187,662	75,000	112,662	-	112,662	55,846	33,525	23,291
30131150-542200	C2526	TESLA FLEET (FY2025)	346,311	345,908	-	403	403	403	-	0
30131150-542200	C2601	FY 2026 FLEET REPLACEMENT	1,600,000	-	1,600,000	-	1,600,000	90,716	-	1,509,284
30131150-542100	C2602	GATE SYSTEM REPAIR	32,000	-	32,000	-	32,000	-	-	32,000
30131150-542100	C2603	EV FAST CHARGER	260,000	-	260,000	-	260,000	254,663	-	5,337
30131150-542400	C2604	CAMERA MGMT PROGRAM	225,000	-	225,000	-	225,000	-	-	225,000
30131150-542100	C2605	FARO SCANNER	-	-	75,500	(75,500)	-	-	-	-
30131150-542200	C2616	JAIL OPERATIONS FLEET	50,150	-	-	50,150	50,150	-	-	50,150
		subtotal			***$ 2,305,162***	***$ 6,386,559***	***$ 8,691,721***	***$ 720,548***	***$ 2,914,089***	***$ 5,057,084***
Public Works										
30141100-541200	C0910	TREE REPLACEMENT FUND	$ 2,126,303	$ 1,535,636	$ -	$ 590,667	$ 590,667	$ 31,055	$ -	$ 559,612
30141100-541200	C1008	CEMETERY AUTHORITY-MAINTENANCE	481,823	266,994	-	214,829	214,829	10,500	24,850	179,479
30141100-541410	C1207	BRIDGE MAINTENANCE	1,115,212	760,840	-	354,372	354,372	1,999	340,854	11,519
30141100-541410	C1208	MAST ARM MAINTENANCE	105,000	34,700	60,000	10,300	70,300	-	37,400	32,900
30141100-541410	C1215	STRIPING & SIGNAGE	2,494,666	2,476,657	-	18,009	18,009	16,597	-	1,412
30141100-541410	C1217	TRAFFIC CALMING & INTERSECTION IMP	663,585	577,602	50,000	35,983	85,983	36,437	4,210	45,336
30141100-541410	C1218	TRAFFIC SIGNAL SYSTEM MAINTENANCE	974,269	954,066	-	20,203	20,203	16,323	3,880	-
30141100-541410	C1219	MILLING AND RESURFACING	28,695,922	28,304,837	-	391,085	391,085	33,771	325,120	32,194
30141100-541410	C1220	TRAFFIC CONTROL EQUIPMENT	1,357,079	1,144,002	200,000	13,077	213,077	68,775	21,958	122,344
30141100-541410	C1221	DESIGN SERVICES	1,113,301	1,014,137	45,000	54,164	99,164	32,834	29,997	36,333
30141100-542200	C1223	FLEET REPLACEMENT	2,420,224	1,736,045	395,000	289,179	684,179	436,399	228,145	19,636
30141100-541200	C1302	TREE PLANTING & LANDSCAPING IMP	1,699,772	1,201,123	165,000	333,649	498,649	19,391	63,832	415,427
30141100-541420	C1801	SIDEWALK MAINTENANCE & REPAIR	240,001	164,811	-	75,190	75,190	35,411	34,950	4,829
30141100-542100	C1802	PW EQUIPMENT REPLACEMENT	277,374	253,783	-	23,591	23,591	16,052	-	7,539
30141100-541410	C1901	TRAFFIC RESPONSIVE SYSTEM MAINT	550,003	547,546	-	2,457	2,457	-	-	2,457
30141100-541300	C1902	FIRE STATION RENOVATIONS	435,003	432,405	-	2,598	2,598	-	-	2,598
30141100-541300	C1904	PW HQ RENOVATIONS	90,000	-	90,000	-	90,000	64,371	12,418	13,211
30141100-541300	C1906	CITY HALL RENOVATIONS	97,500	36,060	32,500	28,940	61,440	-	-	61,440
30141100-541300	C2003	HVAC REPLACEMENTS	591,730	491,730	100,000	-	100,000	9,428	65,595	24,977
30141100-541300	C2004	GENERATOR REPLACEMENT	100,000	-	100,000	-	100,000	35,499	-	64,501

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30141100-542400	C2026	TCC HARDWARE/SOFTWARE	170,003	112,571	-	57,432	57,432	3,396	-	54,036
30141100-541410	C2048	STREETLIGHT MAINTENANCE	434,080	301,748	-	132,332	132,332	12,852	4,920	114,560
30141100-541500	C2050	REC FACILITY MAINTENANCE	205,000	155,000	50,000	-	50,000	9,440	-	40,560
30141100-541300	C2053	PARKING GARAGE MAINTENANCE	381,308	299,219	50,000	32,089	82,089	3,390	-	78,699
30141100-541410	C2104	WEBB BR ROAD PH4 (NPP-GREENWAY)	333,925	229,165	-	104,760	104,760	-	104,760	-
30141100-541410	C2113	ENCORE GREENWAY GATEWAY	1,930,002	639,191	-	1,290,811	1,290,811	50,145	1,240,646	21
30141100-521200	C2242	NORTHPOINT ALPHALINK (ARC/LCI)	365,001	106,191	-	258,810	258,810	-	35,638	223,172
30141100-541200	C2409	SR9 LANDSCAPING	1,665,000	-	740,000	925,000	1,665,000	-	-	1,665,000
30141100-542100	C2410	WINTER WEATHER EQUIPMENT	65,000	-	-	65,000	65,000	-	47,880	17,120
30141100-541410	C2509	BRICK PAVER MAINTENANCE/REPAIR	50,001	26,399	-	23,602	23,602	23,051	-	551
30141100-544200	C2510	DOWNTOWN BUS SHELTERS	6,920	3,970	-	2,950	2,950	-	-	2,950
30141100-541300	C2511	FACILITY ASSESSMENT/RENOVATIONS	339,647	-	150,000	189,647	339,647	-	189,647	150,000
30141100-541300	C2512	PS FACILITY MAINTENANCE	174,999	74,999	100,000	-	100,000	46,867	37,200	15,934
30141100-542200	C2513	FY 2025 FORESTRY ASST VEHICLE	50,000	43,915	-	6,085	6,085	1,878	-	4,207
30141100-541410	G2601	FY 2026 LMIG GRANT	234,349	-	-	234,349	234,349	-	234,349	-
30141100-542100	C2611	STAND-ON COMPACT LOADER	50,000	-	50,000	-	50,000	50,000	-	-
		subtotal			***$ 2,377,500***	***$ 5,781,160***	***$ 8,158,660***	***$ 1,065,860***	***$ 3,088,248***	***$ 4,004,552***
Recreation, Parks & Cultural Services										
30161150-541200	C1210	TREE MAINT-PLANTING-REMOVAL	$ 809,757	$ 584,757	$ 225,000	$ -	$ 225,000	$ 122,625	$ 5,229	$ 97,146
30161150-541500	C1221	DESIGN SERVICES	260,425	220,669	25,000	14,756	39,756	2,400	-	37,356
30161150-542200	C1232	FLEET	534,010	520,838	-	13,172	13,172	-	-	13,172
30161150-542100	C1402	RP EQUIPMENT REPLACEMENT	1,195,788	1,019,830	50,000	125,958	175,958	47,354	-	128,604
30161150-544200	C1527	VETERANS MEMORIAL	105,667	75,806	-	29,861	29,861	5,000	-	24,861
30161150-541500	C1614	THE STORIES PROJECT	85,000	78,065	-	6,935	6,935	-	-	6,935
30161150-541510	C1636	GREENWAY REPAIR AND MAINTENANCE	1,438,594	488,071	250,000	700,523	950,523	4,064	1,956	944,503
30161150-541500	C1804	PARK REPAIRS/IMPROVEMENTS	1,182,213	986,650	146,000	49,563	195,563	34,618	15,213	145,732
30161150-541500	C1806	PARKS PLAYGROUND EQUIPMENT	808,640	738,640	70,000	-	70,000	-	70,000	-
30161150-544100	C1807	PUBLIC ARTS PROGRAM	386,000	303,840	45,000	37,160	82,160	-	13,500	68,660
30161150-541500	C1911	EQUESTRIAN CENTER	1,978,374	-	-	1,978,374	1,978,374	37,010	1,941,364	-
30161150-541500	C1926	NORTHSIDE MOU (PARKS)	149,904	149,500	-	404	404	-	-	404
30161150-541500	C1929	COMMUNITY AGRICULTURE PROGRAM	131,409	104,993	-	26,416	26,416	12,637	-	13,779

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30161150-541500	C2010	PARK ENHANCEMENTS	676,218	660,305	-	15,913	15,913	3,355	3,356	9,202
30161150-541500	C2035	NORTH PARK RESTROOM 1 - 4	271,180	-	255,000	16,180	271,180	-	266,097	5,083
30161150-541500	C2051	FOUNTAIN MAINTENANCE	86,306	81,606	-	4,700	4,700	4,700	-	-
30161150-541500	C2202	ATHLETIC COURTS RESURFACING	198,433	175,655	-	22,778	22,778	-	-	22,778
30161150-541500	C2248	CITY AGRICULTURE PLAN (FOOD WELL)	75,000	5,314	-	69,686	69,686		-	69,686
30161150-541500	C2304	PARK WOOD POLE REPLACEMENT	125,000	-	125,000	-	125,000	-	-	125,000
30161150-541500	C2309	WACKY WORLD 2.0 (DONATIONS)	522,430	7,411	-	515,019	515,019	507,060	4,999	2,959
30161150-541500	C2411	PARK TRAIL MAINTENANCE	300,000	194,005	100,000	5,995	105,995	-	-	105,995
30161150-541500	C2412	CULTURAL ARTS MASTER PLAN	30,001	29,122	-	879	879	-	878	1
30161150-544100	C2415	PUBLIC ART FUND (CITY LOCATIONS)	82,500	-	25,000	57,500	82,500	2,020	-	80,480
30161150-544100	C2416	PUBLIC ART DEV (CITY PROP)	20,000	-	10,000	10,000	20,000	-	-	20,000
30161150-544100	C2417	PUBLIC ART IN PARKS	40,001	10,111	20,000	9,890	29,890	7,424	-	22,466
30161150-541500	C2426	MAYFIELD PARK - MILTON IGA	124,556	123,962	-	594	594	204	-	390
30161150-541500	C2514	INNOV ACADEMY SOCCER	40,001	36,182	-	3,819	3,819	3,819	-	-
30161150-541500	C2515	PARK SECURITY IMPROVEMENTS	124,000	-	44,000	80,000	124,000	-	-	124,000
30161150-541500	C2612	WILLS PARK FIELD 5 TURF	100,000	-	100,000	-	100,000	5,289	-	94,712
30161150-541500	C2613	WB MIDDLE - FOOTBALL FIELD	50,000	-	50,000	-	50,000	-	-	50,000
30161150-541500	G2507	LWCF GRANT MATCH (NORTH PARK LIGHTING)	500,001	101,164	-	398,837	398,837	650	-	398,187
30161150-541500	G2603	ADA-AAC PARKING LOT-CITY FUNDING	147,359	-	-	147,359	147,359	-	-	147,359
		subtotal			***$ 1,540,000***	***$ 4,342,271***	***$ 5,882,271***	***$ 800,229***	***$ 2,322,592***	***$ 2,759,450***
Community Development										
30174150-544100	C0019	DOWNTOWN PARKING FUND	523,552	315,748	$ -	$ 207,804	$ 207,804	$ -	$ -	$ 207,804
30174150-541410	C1603	DESIGN SERVICES	711,108	517,284	63,600	130,224	193,824	28,976	23,208	141,641
30174150-523400	C2402	GARDEN DISTRICT SIGNAGE	12,700	10,838	-	1,862	1,862	-	-	1,862
30174150-544100	C2403	SOUTH MAIN DISTRICT	200,000	36,607	-	163,393	163,393	2,000	14,393	147,000
30174150-544100	C2404	BROOKSIDE PARK GATEWAY	300,000	6,863	-	293,137	293,137	-	21,637	271,500
30174150-541410	C2414	BROOKSIDE PARKWAY LAND DIET	40,001	37,128	-	2,873	2,873	2,241	631	1
30174150-544100	C2500	DWTN WAYFINDING SIGNAGE	33,692	32,538	-	1,154	1,154	-	-	1,154
30174150-544200	C2516	MILTON AVE LIGHTING	50,000	-	-	50,000	50,000		11,375	38,625
30174150-541410	C2517	ENTRY MONUMENTS	50,000	-	-	50,000	50,000	10,394	14,319	25,287

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30174150-521200	C2527	NF COMP TRANSPORTATION PLAN	60,000	-	-	60,000	60,000	42,880	-	17,120
30174150-521200	C2614	COMPREHENSIVE PLAN UPDATE	120,000	-	120,000	-	120,000	47,396	70,125	2,479
		subtotal			***$ 183,600***	***$ 960,447***	***$ 1,144,047***	***$ 133,887***	***$ 155,687***	***$ 854,473***
Non-Departmental										
30190200-579000		NON-ALLOCATED			$ 2,448,278	$ (668,206)	$ 1,780,072	$ -	$ -	$ 1,780,072
30190200-579011		MATCH (GRANTS UNDER REVIEW)			-	-	-	-	-	-
		subtotal			***$ 2,448,278***	***$ (668,206)***	***$ 1,780,072***	***$ -***	***$ -***	***$ 1,780,072***
		Total			**$ 9,913,340**	**$ 17,718,895**	**$ 27,632,235**	**$ 3,378,443**	**$ 8,645,667**	**15,608,125**

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Revenue									
Non-Departmental									
30290200-361000	INTEREST EARNINGS	696,501	596,501	$ 100,000	$ -	$ 100,000	$ 60,196		$ 39,804
30290200-362000	REALIZED GAIN/LOSS			-	-	-	(1,488)		1,488
30290200-363000	UNREALIZED GAIN/LOSS			-	-	-	17,433		(17,433)
30290200-391100	TRANSFER IN/GENERAL FUND MATCH	21,914,364	20,014,364	1,900,000	-	1,900,000	316,667		1,583,333
30290200-395000	CARRYFORWARD FUND BALANCE	4,863,655	-	-	4,863,655	4,863,655	-		4,863,655
	subtotal			***$ 2,000,000***	***$ 4,863,655***	***$ 6,863,655***	***$ 392,808***		***$ 6,470,847***
	Total			**$ 2,000,000**	**$ 4,863,655**	**$ 6,863,655**	**$ 392,808**		**$ 6,470,847**
Expenditures									
Public Works									
30241100-541430-C1308	SW PIPE & STRUCTURE R&M	19,069,229	12,472,296	$ 2,000,000	$ 4,596,933	$ 6,596,933	$ 1,926,891	$ 1,457,288	$ 3,212,754
30241100-541430-C2518	MID-BORADWELL CULVERT	124,349	107,599	-	16,750	16,750	11,384	11,216	(5,850)
	subtotal			***$ 2,000,000***	***$ 4,613,683***	***$ 6,613,683***	***$ 1,938,275***	***$ 1,468,505***	***$ 3,206,904***
Non-Departmental									
30290200-579000	NON-ALLOCATED			$ -	$ 249,972	$ 249,972	$ -	$ -	$ 249,972
	subtotal			***$ -***	***$ 249,972***	***$ 249,972***	***$ -***	***$ -***	***$ 249,972***
	Total			**$ 2,000,000**	**$ 4,863,655**	**$ 6,863,655**	**$ 1,938,275**	**$ 1,468,505**	**$ 3,456,876**

CITY OF ALPHARETTA

Financial Management Reports
Capital Project Funds
2022 Parks Bond Fund Detail (Fund 318; life-to-date for all projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2022-2025 Total Project Authorization	Fiscal Years 2022-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
Non-Departmental										
31890200-361000		INTEREST EARNINGS			$ -	$ -	$ -	$ 395,219		$ (395,219)
31890200-395000		CARRYFORWARD FUND BALANCE			-	25,466,891	25,466,891	-		25,466,891
		subtotal			***$ -***	***$ 25,466,891***	***$ 25,466,891***	***$ 395,219***		***$ 25,071,672***
		Total			**$ -**	**$ 25,466,891**	**$ 25,466,891**	**$ 395,219**		**$ 25,071,672**
Expenditures										
31841100-541420	C1712	ALPHALOOP	6,071,696	684,254	$ -	$ 5,387,442	$ 5,387,442	$ 41,799	$ 4,003	$ 5,341,640
31841100-541420	C2520	ALPHALOOP (ROSWELL ST)	617,087	43,675	-	573,412	573,412	2,745	570,667	0
31841100-541420	C2521	ALPHALOOP (DEVORE RD)	43,965	30,644	-	13,321	13,321	6,187	7,134	0
31841100-541420	C2522	ALPHALOOP (OMP TO THOMPSON)	432,157	47,025	-	385,132	385,132	5,700	379,432	1
31841100-541420	C2523	ALPHALOOP (HBR TO WESTSIDE)	35,095	34,952	-	143	143	143	-	0
31841100-541420	C2619	ALPHALOOP (LAKEVIEW PKWY)	300,000	-	-	300,000	300,000	-	-	300,000
31861150-541500	C0922	SYNTHETIC TURF	1,631,777	1,631,777	-	-	-	-	-	-
31861150-541500	C1911	EQUESTRIAN CENTER (CITY)	4,495,909	1,444,597	-	3,051,312	3,051,312	67,022	2,860,946	123,344
31861150-541500	C2011	WILLS PARK MASTER PLAN IMP	7,625,459	773,415	-	6,852,044	6,852,044	249,041	6,578,848	24,156
31861150-541500	C2216	UNION HILL PARK	3,280,002	698,406	-	2,581,596	2,581,596	17,178	2,555,097	9,321
31861150-541500	C2217	MID-BROADWELL PARK	496,021	496,021	-	-	-	-	-	-
31861150-541500	C2218	OLD RUCKER PARK	3,360,000	410,530	-	2,949,470	2,949,470	20,859	2,878,597	50,014
31861150-541500	C2219	FARMHOUSE PARK	2,000,000	30,570	-	1,969,430	1,969,430	-	1,898,860	70,570
31861150-541500	C2220	WATERS ROAD PARK	1,256,501	1,256,501	-	-	-	-	-	-
31861150-541500	C2245	WILLS PARK MAINTENANCE FACILITY	328,634	328,634	-	-	-	-	-	-
31890200-579000		PARKS RESERVE	297,023	-	-	297,023	297,023	-	-	297,023
31890200-579012		RESERVE FOR ARBITRAGE	1,106,566	-	-	1,106,566	1,106,566	-	-	1,106,566
31890200-584000		DEBT ISSUANCE COSTS	368,549	368,549	-	-	-	-	-	-
		Total			**$ -**	**$ 25,466,891**	**$ 25,466,891**	**$ 410,675**	**$ 17,733,582**	**$ 7,322,634**

CITY OF ALPHARETTA

Financial Management Reports
Capital Project Funds
TSPLOST I Fund Detail (Fund 335; life-to-date for all projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2018-2025 Total Project Authorization	Fiscal Years 2018-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
Non-Departmental										
33590200-395000		CARRYFORWARD FUND BALANCE			$ 400,000	$ 23,916,756	$ 24,316,756	$ -		$ 24,316,756
33541100-361000		INTEREST EARNINGS			300,000	-	300,000	542,024		(242,024)
		Total			**$ 700,000**	**$ 23,916,756**	**$ 24,616,756**	**$ 542,024**		**$ 24,074,732**
Expenditures										
Administration										
33541100-541410	C1631	MCGINNIS FERRY IGA (FORSYTH)	$ 5,026,415	$ 1,323,437	$ -	$ 3,702,978	$ 3,702,978	$ 650	$ -	$ 3,702,329
33541100-541410	C1713	KIMBALL BR RD OP IMP.	1,359,742	1,297,487	-	62,255	62,255	-	61,170	1,085
33541100-541410	C1717	OLD MILTON PKWY CAPACITY IMP.	5,579,476	4,720,172	-	859,304	859,304	133,832	30,786	694,686
33541100-541410	C2054	GA 400 BRIDGES (WEBB; KIMBALL)	4,886,000	2,811,714	-	2,074,286	2,074,286	691,429	1,382,857	0
33541100-541410	C2113	ENCORE GREENWAY GATEWAY	6,678,125	1,356,541	-	5,321,584	5,321,584	141,502	4,966,832	213,250
33541100-541410	C2229	WEBB BRIDGE RD PHASE 2 (ROUNDABOUT-PARK)	6,000,001	4,300,918	-	1,699,083	1,699,083	395,146	275,930	1,028,007
33541100-541410	C2232	WEBB BRIDGE RD PHASE 3 (GREENWAY-ROUNDABOUT)	17,000,002	7,491,835	-	9,508,167	9,508,167	2,972,697	6,071,431	464,039
33590200-579000		CONTINGENCY			700,000	689,099	1,389,099	-	-	1,389,099
		Total			**$ 700,000**	**$ 23,916,756**	**$ 24,616,756**	**$ 4,335,255**	**$ 12,789,006**	**$ 7,492,495**

CITY OF ALPHARETTA

Financial Management Reports
Capital Project Funds
TSPLOST II Fund Detail (Fund 336; life-to-date for all projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2022-2025 Total Project Authorization	Fiscal Years 2022-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
Non-Departmental										
33690200-313400		TSPLOST II			$ -	$ 6,985,201	$ 6,985,201	$ 8,071,462		$ (1,086,261)
33641100-361000		INTEREST EARNINGS			400,000	-	400,000	611,012		(211,012)
33690200-395000		CARRYFORWARD FUND BALANCE			7,000,000	19,276,729	26,276,729	-		26,276,729
		Total			**$ 7,400,000**	**$ 26,261,930**	**$ 33,661,930**	**$ 8,682,474**		**$ 24,979,456**
Expenditures										
33641100-541410	C1215	STRIPING & SIGNAGE	$ 280,000	$ -	$ 280,000	$ -	$ 280,000.00	$ 34,804.49	$ 158,000.00	$ 87,195.51
33641100-541410	C1219	MILLING & RESURFACING	2,788,893	-	2,788,893	-	2,788,893	19,304	2,344,705	424,884
33641100-541410	C1713	KIMBALL BR RD GAP	500,001	204,810	-	295,191	295,191	76,752	112,387	106,052
33641100-541420	C1801	SIDEWALK MAINT/REPAIR	750,000	-	750,000	-	750,000	154,081	387,420	208,499
33641100-541410	C2040	TRADEWINDS PARKWAY	2,000,000	437,015	-	1,562,985	1,562,985	-	-	1,562,985
33641100-541410	C2104	WEBB BRIDGE ROAD (NPP-GREENWAY)	13,500,002	8,215,523	-	5,284,479	5,284,479	812,002	935,765	3,536,713
33641100-541410	C2107	NORTH POINT PARKWAY IMP	703,442	439,207	-	264,235	264,235	-	188,099	76,136
33641100-541410	C2224	RAISED INTSECTION (MARIETTA ST)	350,002	292,706	-	57,296	57,296	26,140	31,155	1
33641100-541410	C2225	CROSSINGS (CITY CTR/CHURCHES)	750,001	38,061	-	711,940	711,940	-	80,639	631,301
33641100-541410	C2226	PEDESTRIAN BRIDGES (WW PKWY)	4,000,002	2,329,398	-	1,670,604	1,670,604	50,656	1,394,953	224,995
33641100-541410	C2230	CUMMING ST CORRIDOR	4,757,527	340,811	-	4,416,716	4,416,716	390,925	827,866	3,197,925
33641100-541420	C2242	NP ALPHALINK			-	7,937,063	7,937,063	-	-	7,937,063
33641100-541420	C2305	ALPHALOOP (OMP - NORTHWINDS)	11,110,929	11,048,736	-	62,193	62,193	58,079	-	4,114
33641100-541410	C2427	DRYDEN RD EXTENSION	3,000,000	1,098	-	2,998,902	2,998,902	-	-	2,998,902
33641100-521200	C2607	TSPLOST 3 EXHIBITS	100,000	-	100,000	-	100,000	6,435	7,865	85,700
33641100-541410	C2608	MID BROADWELL CROSSWALK	50,000	-	50,000	-	50,000	-	-	50,000
33641100-541410	C2609	NORTHWINDS CROSSWALK	300,000	-	300,000	-	300,000	46,939	-	253,061
33641100-541410	C2610	MAST ARMS (KIMBALL/NWINDS)	250,000	-	250,000	-	250,000	1,868	237,965	10,167
33690200-579000		CONTINGENCY	3,881,433	-	2,881,107	1,000,326	3,881,433	-	-	3,881,433
		Total			**$ 7,400,000**	**$ 26,261,930**	**$ 33,661,930**	**$ 1,677,985**	**$ 6,706,820**	**$ 25,277,126**

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Impact Fee Fund (Fund 270; life-to-date for active projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
27074110-341321		IMPACT FEES STREETS & HIGHWAYS	4,138,766	4,138,766	$ -	$ -	$ -	$ 112,847		$ (112,847)
27074110-341323		IMPACT FEES RECREATION & PARKS	9,121,036	9,121,036	-	-	-	394,702		(394,702)
27074110-341324		IMPACT FEES PUBLIC SAFETY	1,132,965	1,132,965	-	-	-	26,606		(26,606)
27074110-362000		REALIZED GAIN/LOSS			-	-	-	(1,547)		1,547
27074110-363000		UNREALIZED GAIN/LOSS			-	-	-	27,569		(27,569)
27074110-395000		CARRYFORWARD FUND BALANCE	6,079,080	-	575,000	5,504,080	6,079,080	-		6,079,080
27074110-361000		INTEREST EARNINGS	769,478	769,478	-	-	-	99,478		(99,478)
		Total			**$ 575,000**	**$ 5,504,080**	**$ 6,079,080**	**$ 659,655**		**$ 5,419,425**
Expenditures										
Public Safety										
27031150-541300	C2501	FS 81 RENOVATIONS	170,000	-	$ -	$ 170,000	170,000	$ -	$ -	$ 170,000
		subtotal			***$ -***	***$ 170,000***	***$ 170,000***	***$ -***	***$ -***	***$ 170,000***
Public Works										
27041100-541420	C2242	NP ALPHALINK	2,062,937	-	$ -	$ 2,062,937	$ 2,062,937	$ -	$ -	$ 2,062,937
		subtotal			***$ -***	***$ 2,062,937***	***$ 2,062,937***	***$ -***	***$ -***	***$ 2,062,937***
Recreation, Parks & Cultural Services										
27061150-541500	C2011	WILLS PARK MASTER PLAN	328,634	21,930	$ -	$ 306,704	$ 306,704	$ 306,704	$ -	$ -
27061150-541500	C2035	NORTH PARK RESTROOM 1 - 4 (DESIGN)	528,820	-	345,000	183,820	528,820	49,904	478,916	-
27061150-541410	C2113	ENCORE GREENWAY GATEWAY	2,000,001	201,893	-	1,798,108	1,798,108	263,513	1,534,594	1
27061150-541500	C2612	WILLS PARKL FIELD 5 TURF	150,000	-	150,000	-	150,000	-	-	150,000
27061150-541500	C2615	MARIETTA-ROSWELL ST PARK	20,000	-	20,000	-	20,000	19,000	-	1,000
		subtotal			***$ 515,000***	***$ 2,288,632***	***$ 2,803,632***	***$ 639,121***	***$ 2,013,510***	***$ 151,001***

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Impact Fee Fund (Fund 270; life-to-date for active projects)
As of January 31, 2026

Account #	Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Non-Departmental									
27074110-521200	PROFESSIONAL SERVICES			$ -	$ 29,357	$ 29,357		$ 29,356	$ 1
27074110-579001	NON-ALLOCATED STREETS & HIGHWAYS			-	52,039	52,039	-	-	52,039
27074110-579002	NON-ALLOCATED PARKS				840,756	840,756	-	-	840,756
27074110-579003	NON-ALLOCATED PUBLIC SAFETY			60,000	60,359	120,359	-	-	120,359
	subtotal			***$ 60,000***	***$ 982,511***	***$ 1,042,511***	***$ -***	***$ 29,356***	***$ 1,013,155***
	Total			**$ 575,000**	**$ 5,504,080**	**$ 6,079,080**	**$ 639,121**	**$ 2,042,866**	**$ 3,397,093**

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Hotel/Motel Fund (Fund 275; life-to-date for active projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
27590150-314100		HOTEL/MOTEL TAXES	98,056,554	88,956,554	$ 9,100,000	$ -	$ 9,100,000	$ 5,019,938		$ 4,080,062
27590150-319201		PEALTY/INT HOTEL/MOTEL TAX	4,804	4,804	-	-	-	844		(844)
27590150-362000		REALIZED GAIN/LOSS			-	-	-	(536)		536
27590150-363000		UNREALIZED GAIN/LOSS			-	-	-	9,534		(9,534)
27590150-361000		INTEREST EARNINGS	197,536	177,536	20,000	-	20,000	32,249		(12,249)
		subtotal			***$ 9,120,000***	***$ -***	***$ 9,120,000***	***$ 5,062,030***		***$ 4,057,970***
Non-Departmental										
27590150-395000		CARRYFORWARD FUND BALANCE	1,752,468	-	$ -	$ 1,752,468	$ 1,752,468	$ -		$ 1,752,468
		subtotal			***$ -***	***$ 1,752,468***	***$ 1,752,468***	***$ -***		***$ 1,752,468***
		Total			**$ 9,120,000**	**$ 1,752,468**	**$ 10,872,468**	**$ 5,062,030**		**$ 5,810,438**
Expenditures										
Alpharetta Convention & Visitors Bureau										
27590150-572002		ALPHA CONV & VISITORS BUREAU DISTRIBUTION	42,748,387	38,767,137	$ 3,981,250	$ -	$ 3,981,250	$ 1,878,192	$ -	$ 2,103,058
		subtotal			***$ 3,981,250***	***$ -***	***$ 3,981,250***	***$ 1,878,192***	***$ -***	***$ 2,103,058***
City of Alpharetta										
27590150-611100		CITY OF ALPHARETTA DISTRIBUTION	36,168,502	32,756,002	$ 3,412,500	$ -	$ 3,412,500	$ 1,887,022	$ -	$ 1,525,478
		subtotal			***$ 3,412,500***	***$ -***	***$ 3,412,500***	***$ 1,887,022***	***$ -***	***$ 1,525,478***
Recreation, Parks & Cultural Services										
27590150-541500	C2011	WILLS PARK MASTER PLAN	15,070	-	$ -	$ 15,070	15,070	$ 15,070	$ -	-
		subtotal			***$ -***	***$ 15,070***	***$ 15,070***	***$ 15,070***	***$ -***	***$ -***
Tourism Product Development										
27590150-521200		PROFESSIONAL SERVICES	47,635	42,135	$ 5,500	$ -	$ 5,500	$ -	$ -	$ 5,500
27590150-579000		TPD RESERVE	509,435	-	-	509,435	509,435	-	-	509,435
27590150-579006		DEBT SERVICE RESERVE	1,500,000	-	272,037	1,227,963	1,500,000	-	-	1,500,000
27590151-581100	D1600	PRINCIPAL (2016 CONF CTR BOND)	4,505,000	3,665,000	840,000	-	840,000	-	-	840,000
27590151-582100	D1600	INTEREST PAYMENT (2016 CONF CTR BOND)	7,282,292	6,673,579	608,713	-	608,713	304,356	-	304,357
		subtotal			***$ 1,726,250***	***$ 1,737,398***	***$ 3,463,648***	***$ 304,356***	***$ -***	***$ 3,159,292***
		Total			**$ 9,120,000**	**$ 1,752,468**	**$ 10,872,468**	**$ 4,084,640**	**$ -**	**$ 6,787,828**

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Confiscated Assets Fund (Fund 210; life-to-date for active projects)
As of January 31, 2026

Account #		Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue										
DEA										
21031110-351300		CONFISCATION/FEDERAL SEIZURE	3,556,480	3,556,480	$ -	$ -	$ -	$ 27,787		$ (27,787)
21031110-395000		CARRYFORWARD FUND BALANCE	491,829	-	290,000	201,829	491,829	-		491,829
		Total			**$ 290,000**	**$ 201,829**	**$ 491,829**	**$ 27,787**		**$ 464,042**
Expenditures										
DEA										
21031110-521200		PROFESSIONAL SERVICES	1,618	72	$ -	$ 1,546	$ 1,546	1,546	-	$ (0)
21031110-523500		EMPLOYEE TRAVEL	47,178	32,030	-	15,148	15,148	-	-	15,148
21031110-523700		EMPLOYEE TRAINING	66,279	63,779	-	2,500	2,500	-	-	2,500
21031110-531100		GENERAL SUPPLIES AND MATERIALS	127,897	107,620	-	20,277	20,277	-	-	20,277
21031110-531700		EMPLOYEE UNIFORMS	21,098	-	-	21,098	21,098	17,904	-	3,194
21031110-542100		MACHINERY AND EQUIPMENT	71,589	-	-	71,589	71,589	-	-	71,589
21031110-542100	C2503	ARTIC FURNITURE	25,000	-	-	25,000	25,000	-	-	25,000
21031110-542100	C2507	DRONE 1ST RESPONDER PROGRAM	18,800	-	-	18,800	18,800	-	-	18,800
21031110-542100	C2606	TRUNARC DRUG IDENTIFIER	28,952	-	28,952	-	28,952	-	-	28,952
21031110-579000		CONTINGENCY		-	261,048	25,871	286,919	(470)	-	287,389
		Total			**$ 290,000**	**$ 201,829**	**$ 491,829**	**$ 18,981**	**$ -**	**$ 472,848**

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
State Confiscated Assets Fund (Fund 211; life-to-date for active projects)
As of January 31, 2026

Account #	Project	Fiscal Years 2013-2025 Total Project Authorization	Fiscal Years 2013-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue									
State									
21131120-351301	CONFISCATION/STATE SEIZURE	334,711	334,711	$ -	$ -	$ -			$ -
21131120-395000	CARRYFORWARD FUND BALANCE	27,136	-	-	27,136	27,136	-		27,136
	subtotal			***$ -***	***$ 27,136***	***$ 27,136***	***$ -***		***$ 27,136***
	Total			**$ -**	**$ 27,136**	**$ 27,136**	**$ -**		**$ 27,136**
Expenditures									
State									
21131120-532400	NON-RECURRING EXPENSES	361,486	334,350	$ -	$ 27,136	$ 27,136	$ 17,812	$ -	$ 9,324
	subtotal			***$ -***	***$ 27,136***	***$ 27,136***	***$ 17,812***	***$ -***	***$ 9,324***
	Total			**$ -**	**$ 27,136**	**$ 27,136**	**$ 17,812**	**$ -**	**$ 9,324**

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Opioid Settlement Fund (Fund 213; life-to-date for active projects)
As of January 31, 2026

Account #	Project	Fiscal Years 2024-2025 Total Project Authorization	Fiscal Years 2024-2025 Prior Year Actuals	FY 2026 Original Appropriation	FY 2026 Transfers / Adjustments	FY 2026 Revised Budget	FY 2026 Collections / Expenditures	FY 2026 Encumbrances	Available Budget
Revenue									
21331510-351920	OPIOID SETTLEMENT	78,958	78,958	$ -	$ -	$ -	$ 15,151		$ (15,151)
21331510-395000	CARRYFORWARD			-	78,958	78,958	-		78,958
	subtotal			***$ -***	***$ 78,958***	***$ 78,958***	***$ 15,151***		***$ 63,807***
	Total			**$ -**	**$ 78,958**	**$ 78,958**	**$ 15,151**		**$ 63,807**
Expenditures									
21331510-523700	EMPLOYEE TRAINING	59,400	-	$ -	$ 59,400	$ 59,400	$ 59,400	$ -	$ -
21331510-579000	CONTINGENCY	19,558	-	-	19,558	19,558	-	-	19,558
	subtotal			***$ -***	***$ 78,958***	***$ 78,958***	***$ 59,400***	***$ -***	***$ 19,558***
	Total			**$ -**	**$ 78,958**	**$ 78,958**	**$ 59,400**	**$ -**	**$ 19,558**

OTHER REPORTS

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2026

Vendor	Description	Department	$ Amount
AFLAC	VOL SUPP INSURANCE	General Government	$ 13,141.75
ALLIED WASTE SERVICE	WASTE MANAGEMENT SERVICES	Various Departments	$ 483,203.70
ALPHARETTA CONVENTION & VISITORS BUREAU	NOVEMBER FY26 OCCUPANCY TAX	General Government	$ 301,033.37
AMERICAN FACILITY	JANITORIAL/CUSTODIAL SERVICES	Various Departments	$ 11,482.19
AMERICAN FACILITY	JANITORIAL/CUSTODIAL SERVICES	Various Departments	$ 11,482.19
ANGELA KRAUSE	CURRENT YEAR PROPERTY TAXES	General Government	$ 93,821.83
ANIMAL CONTROL	ANIMAL TRAPPING SERVICES	Public Works	$ 49,081.05
ARLEN J. KIRCHOFF JR	MID BROADWELL PARCEL 2	Public Works	$ 5,300.00
AT&T/BELLSOUTH @ 85	911 AT&T SERVICE FEE (E-911 OPERATIONS)	Public Safety	$ 17,300.00
AT&T/BELLSOUTH @ 85	TELEPHONE SERVICES, LONG DISTANCE AND LOCAL (E-911)	Public Safety	$ 10,105.21
ATKINSREALIS USA INC	PROJECT MANAGEMENT SERVICES (VARIOUS PROJECTS)	Public Works	$ 12,954.65
AZIMUTH CONTRACTORS	CONSTRUCTION, CURB AND GUTTER (INCLUDES MAINTENANCE)	Public Works	$ 46,938.71
B&W MECHANICAL CONTRACTORS, INC.	FIRE STATION 81 WATER HEATERS, COMMERCIAL	Public Works	$ 19,993.00
BRAND ENFORCERS LLC	VIDEO DESIGN AND ENGINEERING SERVICES	City Administration	$ 6,500.00
CAMBRIDGE INVESTMENT	CONSULTING FEE	Finance	$ 12,810.96
CARL BLACK BUICK GMC	VEHICLE REPAIR & MAINTENANCE	Various Departments	$ 12,584.55
CARL BLACK BUICK GMC	VEHICLE REPAIR PD7661	Risk Management	$ 10,267.63
CHARLES MACHINE WORK	LOADERS, FRONT END (FOR CRAWLER TRACTORS)	Public Works	$ 46,994.32
Chateau Elan	COUNCIL RETREAT REMAINING BALANCE	City Administration	$ 13,589.16
CHMURA ECONOMICS & ANALYTICS, LLC	DATABASE SOFTWARE	City Administration	$ 10,375.00
CORPORATE BILLING	VEHICLES REPAIRS	Public Safety	$ 35,689.71
COSTAR GROUP INC	INTERNET DATABASE SUBSCRIPTIONS	City Administration	$ 5,465.16
COUSINS PROPERTIES L	CURRENT YEAR PROPERTY TAXES	General Government	$ 15,435.68
CRABAPPLE TURF	ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES	Rec., Parks & Cultural Services	$ 18,898.21
CRABAPPLE TURF	ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES	Rec., Parks & Cultural Services	$ 5,010.91
CRABAPPLE TURF	ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES	Rec., Parks & Cultural Services	$ 18,898.24
CSTE INC	CONSTRUCTION, CURB AND GUTTER (INCLUDES MAINTENANCE)	Public Works	$ 13,828.50
CUMBERLAND LANDSCAPE	ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES	Rec., Parks & Cultural Services	$ 5,660.16
CUMBERLAND LANDSCAPE	ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES	Rec., Parks & Cultural Services	$ 5,660.16

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2026

Vendor	Description	Department	$ Amount
DATA MEDIA ASSOCIATE	PRINTING AND BINDING	Finance	$ 19,608.46
DC POOL SERVICE LLC.	POOL AND SPLASHPAD SERVICE	Rec., Parks & Cultural Services	$ 8,170.00
DC POOL SERVICE LLC.	POOL AND SPLASHPAD SERVICES	Rec., Parks & Cultural Services	$ 6,510.00
ESIS INC	MONTHLY WC INVOICE	Risk Management	$ 9,080.68
F7 NWO LLC	CURRENT YEAR PROPERTY TAXES	General Government	$ 14,305.95
F7 NWO LLC	CURRENT YEAR PROPERTY TAXES	General Government	$ 5,379.23
FLOCK GROUP INC	FLOCK SAFETY ANNUAL MAINTENANCE RENEWAL	Public Safety	$ 238,000.00
FULTON COUNTY BOARD OF COMMISSIONERS	DEC25 LOCAL CRIME VICTIMS ASSIST COLLECT REPORT	Police	$ 6,797.84
FULTON COUNTY-DEPT OF FINANCE	WATER AND SEWER UTILITIES	Various Departments	$ 9,687.13
GA POWER	UTILITY, LIGHT POLE INSTALLATION (WBR PH2 (ROUNDABOUT-PARK))	Public Works	$ 13,218.18
GA POWER	UTILITY, LIGHT POLE INSTALLATION (WBR PH2 (ROUNDABOUT-PARK))	Public Works	$ 280,000.00
GA POWER	TELEPHONE, UTILITY, LIGHT POLE INSTALLATION	Public Works	$ 500,000.00
GALLS INC	EMPLOYEE UNIFORMS	Public Safety	$ 6,700.34
GEORGIA BRIDGE AND CONCRETE	RETAINAGE PAYABLE: Contract Withholding: 23-003	General Government	$ 23,377.65
GEORGIA GREEN GROUND	SR 400 INTERCHANGE	Public Works	$ 15,517.80
GEORGIA INFRASTRUCTURE	CONSTRUCTION, HIKE AND BIKE TRAIL	Rec., Parks & Cultural Services	$ 48,067.05
GEORGIA POWER CO	ELECTRICITY UTILITIES	Various Departments	$ 208,443.70
GEORGIA POWER CO	ELECTRICITY UTILITIES	Public Safety	$ 7,211.45
GEORGIA SUPERIOR COURT CLERK'S CO-OP	MONTHY DISBURSEMENT REPORT	Police	$ 30,865.27
GREATER NF CHAMBER OF COMMERCE	ADVERTISING	City Administration	$ 11,000.00
GRESCO SUPPLY, INC	CAMERAS AND ACCESSORIES, AERIAL PHOTOGRAPH	Information Technology	$ 10,340.00
HARD TIME PRODUCTS,	INMATE CLOTHING	Police	$ 9,036.76
INTEGRATED CONSTRUCTION	PARK AREA CONSTRUCTION/RENOVATION (VARIOUS PROJECT)	Rec., Parks & Cultural Services	$ 333,860.78
JARRARD & DAVIS	OCTOBER & NOVEMBER LEGAL SERVICES	Legal Services	$ 122,158.82
JARRARD & DAVIS	DECEMBER 2025 INVOICE	Legal Services	$ 54,807.05
JERICHO DESIGN GROUP	FS 81 RENOVATIONS	Fire Administration	$ 76,677.30
JERICHO DESIGN GROUP	FS 81 RENOVATIONS	Public Safety	$ 14,605.20
JOANN STORES LLC	CURRENT YEAR PROPERTY TAXES	General Government	$ 18,346.87

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2026

Vendor	Description	Department	$ Amount
KIMBROUGH INDUSTRIAL	HEATING, VENTILATING AND AIR CONDITIONING (HVAC)	Public Works	$ 17,021.83
LD GYMNASTICS INC	GYMNASTICS DECEMBER CAMP	Rec., Parks & Cultural Services	$ 13,353.75
LD GYMNASTICS INC	INSTRUCTORS, CLASSES FOR THE PUBLIC	Rec., Parks & Cultural Services	$ 41,454.00
MASSANA CONSTRUCTION	CONSTRUCTION, BRIDGE (FY 26 LRA GRANT (BRIDGE MAINT))	Public Works	$ 47,818.00
MAULDIN & JENKINS	ACCOUNTING/AUDITING/BUDGET CONSULTING	Finance	$ 10,500.00
MEER ELECTRIC	ELECTRICAL	Various Departments	$ 33,453.06
MEER ELECTRIC	ELECTRICAL	Rec., Parks & Cultural Services	$ 22,235.00
MKSK INC.	COMPREHENSIVE PLAN UPDATE	Community Development	$ 10,485.00
MKSK INC.	COMPREHENSIVE PLAN UPDATE	Community Development	$ 8,875.00
MORTON SALT	ROAD MAINTENANCE SALT (SEE CLASS 192 FOR ICE REMOVAL)	Public Works	$ 16,394.23
N.S.E.W INC.	CONSTRUCTION, SIDEWALK AND DRIVEWAY	Public Works	$ 81,388.00
NATIONAL FLOOD INSURANCE	WBR PH3 (GREENWAY-ROUNDABOUT) FEES	Public Works	$ 8,250.00
NEXTERA ENERGY SERVICES	NATURAL GAS UTILITIES	Various Departments	$ 5,013.91
NEXTERA ENERGY SERVICES	NATURAL GAS UTILITIES	Various Departments	$ 6,882.32
NORTH CHEROKEE ELECT	TRAFFIC SIGNAL MAINTENANCE AND REPAIR	Risk Management	$ 40,650.00
NORTH FULTON REGIONAL RADIO SYS AUTH.	RADIO FREQUENCY ACCESS SERVICES	Various Departments	$ 144,050.00
OHMSHIV	CONSTRUCTION, SIDEWALK (WBR PH3 (GREENWAY-ROUNDABOUT))	Public Works	$ 609,020.76
OVERHEAD DOOR CO	FACILITY REPAIR & MAINTENANCE	Public Works	$ 17,267.00
PATHSOLUTIONS INC.	APPLICATIONS SOFTWARE (FOR MAIN FRAME SYSTEMS)	Information Technology	$ 26,955.00
PEACE OFFICER'S ANNUITY BENEFIT FUND OF GA	MUNICIPAL COURT FINES	Police	$ 14,698.71
PINNACLE LEASING	CURRENT YEAR PROPERTY TAXES	General Government	$ 15,356.29
PLAY BY DESIGN, LLC.	WACKY WORLD DESIGN, VISIT	Rec., Parks & Cultural Services	$ 8,325.00
POND & COMPANY	DESIGN BUILD SERVICES (WBR PH4 (NPP-GREENWAY))	Public Works	$ 20,464.16
RHYTHM N SHOES LLC	1ST PAYMENT - INSTRUCTORS, CLASSES	Rec., Parks & Cultural Services	$ 6,292.44
RINGCENTRAL, INC.	COMMUNICATION SYSTEMS, INTEGRATED (INCLUDES TELEPHONE)	Various Departments	$ 9,497.42
RURAL METRO	MONTHLY SUBSIDY FEE-JANUARY 2026	Fire Administration	$ 31,317.99
RUSSELL LANDSCAPE	GROUNDS MAINTENANCE: MOWING, EDGING, PLANT	Public Works	$ 60,979.91
RUSSELL LANDSCAPE	LANDSCAPING (INCLUDING DESIGN, FERTILIZING, PLANTING)	Risk Management	$ 16,936.00

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2026

Vendor	Description	Department	$ Amount
SAVILLE & COMPANY	ADDING INSURANCE, 3 PIERCE PUMBERS #8621, 8622, 8620	Risk Management	$ 7,258.00
SAWNEE ELECTRIC MEMBERSHIP	ELECTRICITY UTILITIES	Various Departments	$ 35,493.89
SLAM MECHANICAL LLC	PLUMBING MAINTENANCE AND REPAIR	Rec., Parks & Cultural Services	$ 8,500.00
SOL CONSTRUCTION LLC	CONSTRUCTION, SIDEWALK (CUMMING ST CORRIDOR)	Public Works	$ 210,089.80
STEPHEN A. LASER ASSOCIATES	DETENTION ACCOUNT PSYCH EVALS	Police	$ 8,500.00
STEPHEN A. LASER ASSOCIATES	DETENTION ACCOUNT PSYCH ASSESSMENTS	Police	$ 5,000.00
SUMMIT CONSTRUCTION	CONSTRUCTION, SEWER AND STORM DRAIN	Public Works	$ 16,300.00
SUMMIT SOLUTIONZ INC	TELECONFERENCE SYSTEMS, AUDIO/VIDEO	City Clerk	$ 9,260.00
T&T UNIFORMS, INC.	EMPLOYEE UNIFORMS	Public Safety	$ 10,222.53
THE DUMPSTER CO	ROADSIDE, GROUNDS, RECREATIONAL AND PARK AREA SERVICES	Rec., Parks & Cultural Services	$ 5,140.80
THE F. A. BARTLETT	TREE AND SHRUB REMOVAL SERVICES	Various Departments	$ 6,736.00
TOKIO MARINE HCC	DEDUCTIBLE REIMBURSEMENT - KEELEN	Risk Management	$ 9,382.29
TOP TIER TREES	TREE AND SHRUB REMOVAL SERVICES	Public Works	$ 13,450.00
TRI SCAPES	ROADSIDE MAINTENANCE SERVICES (INCLUDING MOWING)	Rec., Parks & Cultural Services	$ 47,475.50
TROUTMAN PEPPER LOCKE LLP	SERVICES THOUGH 12/31/25	Legal Services	$ 5,315.05
TRUIST BANK	PCARD STATEMENT JANUARY 2026	Various Departments	$ 168,727.16
UNIVERSAL CONCEPTS	DECORATIONS: CHRISTMAS, PARTY, ETC.	Rec., Parks & Cultural Services	$ 5,000.00
UNIVERSAL CONCEPTS	DECORATIONS: CHRISTMAS, PARTY, ETC.	Rec., Parks & Cultural Services	$ 46,167.50
URBAN SDK, INC.	DATA PROCESSING, COMPUTER, PROGRAMMING, AND SOFTWARE	Public Works	$ 44,500.00
VERIZON WIRELESS	TELECOMMUNICATION SERVICES	Various Departments	$ 6,731.42
VERIZON WIRELESS	TELEPHONE SERVICES, CELLULAR	Various Departments	$ 13,887.86
WADE FORD INC	CLASS 5 TRUCKS (16,001 - 19,500 LB. GVWR)	Public Works	$ 92,056.00
WATT COMMERCIAL SWEEPING	STREET SWEEPING SERVICES	Public Works	$ 13,946.30
WILLIAM LAWSON SWAN	MID BROADWELL RD PARCEL 4	Public Works	$ 5,850.00
WINDWARD ACQUISITION	CURRENT YEAR PROPERTY TAXES	General Government	$ 22,868.64
WINSTON'S OUTDOOR CO	ASPHALT PAVERS MAINTENANCE AND REPAIR	Public Works	$ 49,528.80

CITY OF ALPHARETTA

Financial Management Reports

Listing of PO's between $5,000.01 and $50,000.00

for the month ended January 31, 2026

Purchase Order #	Vendor	Department	Purchase Order Amt.	Description
26000530	BRAND ENFORCERS LLC	ADMINISTRATION	6,500.00	VIDEO DESIGN FOR MONTHLY CHIEF CHAT INFORMATIONAL VIDEO
26000534	WADE FORD INC	PUBLIC WORKS	47,880.00	(4) BUYER SNOW PLOWS AND INSTALLATION ON F-750 TRUCKS
26000539	ARTS ALPHARETTA INC	REC, PARKS & CULTURAL SERVICES	13,500.00	FINAL PAYMENT FOR BI-YEARLY OUTDOOR ON-LOAN SCULPTURE PROGRAM
26000540	PRIME CONTRACTORS INC.	REC, PARKS & CULTURAL SERVICES	15,213.00	CONCRETE WORK AT NORTH PARK
26000541	URBAN SDK, INC.	PUBLIC WORKS	44,500.00	SOFTWARE TO PROVIDE TRAFFIC SPEED AND VOLUME ANALYTICS
26000543	B&W MECHANICAL CONTRACTORS, INC.	PUBLIC WORKS	19,993.00	EMERGENCY WATER HEATER REPLACEMENT AT FIRE STATION 81
26000546	TERRAMARK LAND SURVEYING INC	PUBLIC WORKS	9,670.00	SURVEYING SERVICES AT WESTSIDE PKWY AT WINDWARD PKWY
26000547	TERRAMARK LAND SURVEYING INC	PUBLIC WORKS	7,600.00	SURVEYING SERVICES AT MORRISON PKWY AT HAYNES BRIDGE RD
26000548	RUSSELL LANDSCAPE, LLC	PUBLIC WORKS	16,936.00	MASONRY REPAIR DUE TO VEHICULAR ACCIDENT ON WINDWARD PKWY
26000549	CHMURA ECONOMICS & ANALYTICS, LLC	ADMINISTRATION	10,375.00	LABOR DATA SOFTWARE FOR ECONOMIC DEVELOPMENT
26000552	BROOKS-BERRY-HAYNIE & ASSOCIATES, INC.	PUBLIC WORKS	12,250.00	MAST ARM REPAIR DUE TO VEHICULAR ACCIDENT AT WATERS RD AND KIMBALL BRIDGE RD
26000555	WARD COMPANIES LLC	REC, PARKS & CULTURAL SERVICES	6,400.00	PORTABLE TOILETS AND HAND SANITIZING RENTALS FOR 2026 TASTE OF ALPHARETTA
26000556	EDGE BUSINESS SYSTEMS LLC	INFORMATION TECHNOLOGY	5,300.00	(5) CANON 1643I MULTI-FUNCTION PRINTERS WITH DELIVERY AND INSTALLATION
26000557	PATHSOLUTIONS INC.	INFORMATION TECHNOLOGY	26,955.00	PATHSOLUTIONS TOTAL VIEW NETWORK MONITORING TOOL
26000559	NATIONAL FLOOD INSURANCE PROGRAM	PUBLIC WORKS	8,250.00	LETTER OF MAP REVISION TO FEMA FOR NEW BRIDG ON WEBB BRIDGE RD
26000560	MOFFATT & NICHOL	PUBLIC WORKS	8,200.00	ROUNDABOUT STUDY AT DOUGLAS RD AT CLUBHOUSE DR
26000564	MORTON SALT, INC.	PUBLIC WORKS	17,056.00	(100) TONS OF BULK SAFE-T SALT
26000565	NEARMAP US, INC	INFORMATION TECHNOLOGY	9,820.00	NEARMAP AI SOFTWARE RENEWAL
26000568	RCS PRODUCTIONS & ENTERTAINMENT INC	REC, PARKS & CULTURAL SERVICES	17,000.00	LIVE MUSIC AND ENTERTAINMENT FOR 2026 TASTE OF ALPHARETTA
26000573	CARAHSOFT TECHNOLOGY CORPORATION	ADMINISTRATION	45,120.00	ECIVICS GRANTS NETWORK SOFTWARE
26000574	GREATER NORTH FULTON	ADMINISTRATION	6,000.00	MEMBERSHIP DUES FOR CHAIRMAN'S CIRCLE INVESTOR LEVEL FOR CALENDAR YEAR 2026
26000575	STEPHEN A. LASER ASSOCIATES, PC	POLICE	13,500.00	PRE-EMPLOYMENT PSYCHOLOGICAL EVALUATIONS
26000576	EDGE BUSINESS SYSTEMS LLC	INFORMATION TECHNOLOGY	24,276.00	(14) MULTI-FUNCTION PRINTER REPLACEMENTS WITH DELIVERY AND INSTALLATION
26000578	MORTON SALT, INC.	PUBLIC WORKS	17,056.00	(100) TONS OF BULK SAFE-T SALT
26000581	DIAMOND GLASS CO INC	PUBLIC WORKS	37,200.00	REPLACEMENT AND/OR REPAIR OF WINDOWS AT POLICE, JAIL, AND EVIDENCE BUILDINGS
26000582	ROBERTS COMMERCIAL FLOORING LLC	PUBLIC WORKS	12,417.60	REMOVAL OF CARPET/INSTALLATION OF LAMINATE VINYL PLANK FLOORING AT PUBLIC WORKS

City of Alpharetta
Balance Sheet
Governmental Funds
January 31, 2026

	Major Governmental Funds						Non-Major	Total
	General Fund	Capital Project Fund	Capital Grant Fund	2022 Bond Fund	T-SPLOST Capital Fund	T-SPLOST II Capital Fund	Governmental Funds	Governmental Funds
ASSETS								
Cash / Cash Equivalents / Investments	$ 48,840,513	$ 17,700,345	$ 1,762,929	$ 25,559,237	$ 21,638,186	$ 33,926,173	$ 18,303,155	$ 167,730,537
Receivables (net of allowance for uncollectibles)								
Taxes Receivable								
Property Taxes	2,386,272	-	-	-	-	-	-	2,386,272
Other Taxes	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-
Accounts	1,215,701	-	-	-	-	-	378,006	1,593,706
Due from Other Funds	1,676,336	-	-	-	-	-	14,303	1,690,639
Intergovernmental Receivable	-	30,500	-	-	-	-	316,354	346,854
Cash - Restricted	273,006	456,365	-	-	-	-	-	729,371
Total Assets	**54,391,828**	**18,187,210**	**1,762,929**	**25,559,237**	**21,638,186**	**33,926,173**	**19,011,817**	**174,477,379**
LIABILITIES AND FUND BALANCES								
Liabilities								
Current								
Accounts Payable	593,993	28,191	45,427	820	544,874	66,280	73,008	1,352,593
Retainage Payable	-	41,855	2,391	46,157	495,126	473,870	79,038	1,138,437
Intergovernmental Payable	-	-	-	-	-	-	-	-
Claims Payable	-	-	-	-	-	-	-	-
Payroll Payable	1,288,374	-	-	-	-	-	80,524	1,368,897
Due to Other Funds	-	-	-	-	-	-	354,688	354,688
Deferred Revenue	4,936,844	30,500	-	-	-	-	391,360	5,358,704
Unearned Revenue	165,776	-	920,792	-	-	-	-	1,086,568
Non-Current								
Unclaimed Property	105,106	-	-	-	-	-	-	105,106
Claims Payable	-	-	-	-	-	-	-	-
Total Liabilities	**7,090,093**	**100,546**	**968,610**	**46,976**	**1,040,000**	**540,150**	**978,618**	**10,764,994**
Fund Balances:								
Restricted for:								
Capital Projects	-	7,660,925	(821,810)	6,375,089	6,420,081	22,797,770	4,659,329	47,091,384
Law Enforcement	-	-	-	-	-	-	237,723	237,723
Emergency Telephone Activities	-	-	-	-	-	-	(1,000,494)	(1,000,494)
Debt Service	-	-	-	-	-	-	4,928,682	4,928,682
Promotion of Tourism	-	-	-	-	-	-	1,233,955	1,233,955
Assigned for:								
Grant Projects	-	-	-	-	-	-	117,031	117,031
Arbitrage	-	-	-	1,106,566	-	-	-	1,106,566
Encumbrances	4,060,384	8,645,667	1,584,451	17,733,582	12,789,006	6,706,820	3,878,489	55,398,399
Unallocated	43,241,351	1,780,072	31,677	297,023	1,389,099	3,881,433	3,978,484	54,599,139
Total Fund Balances	47,301,735	18,086,664	794,319	25,512,260	20,598,186	33,386,023	18,033,199	163,712,385
Total Liabilities and Fund Balances	**$ 54,391,828**	**$ 18,187,210**	**$ 1,762,929**	**$ 25,559,237**	**$ 21,638,186**	**$ 33,926,173**	**$ 19,011,817**	**$ 174,477,379**

City of Alpharetta
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Period Ended January 31, 2026

	Major Governmental Funds						Non-Major	Total
	General Fund	Capital Project Fund	Capital Grant Fund	S2022 Const Bond Fund	T-SPLOST Capital Fund	T-SPLOST II Capital Fund	Governmental Funds	Governmental Funds
REVENUES								
Taxes:								
Property Tax	$ 34,569,203	$ -	$ -	$ -	$ -	$ -	$ 6,054,718	$ 40,623,921
Local Option Sales Tax	11,841,764	-	-	-	-	-	-	11,841,764
Transportation SPLOST	-	-	-	-	-	8,071,462	-	8,071,462
Other Taxes	10,951,870	-	-	-	-	-	5,020,783	15,972,653
Licenses and permits	2,765,515	-	-	-	-	-	-	2,765,515
Intergovernmental	108,594	507,615	781,162	-	-	-	-	1,397,370
Charges for services	2,711,368	-	-	-	-	-	1,826,567	4,537,934
Impact Fees	-	-	-	-	-	-	534,155	534,155
Fines/Forfeitures	1,296,129	-	-	-	-	-	27,787	1,323,916
Investment earnings (Loss)	676,861	379,526	29,297	456,044	616,685	715,816	309,330	3,183,559
Contributions and Donations	68,032	1,093,471	-	-	-	-	8,373	1,169,876
Misc Revenue	46,954	-	-	-	-	-	-	46,954
Other	-	-	-	-	-	-	15,151	15,151
Total revenues	**65,036,289**	**1,980,612**	**810,459**	**456,044**	**616,685**	**8,787,278**	**13,796,864**	**91,484,231**
EXPENDITURES								
Current:								
Unallocated	-	-	-	-	-	-	-	-
General government	8,508,780	657,919	-	-	-	-	2,213,820	11,380,520
Public safety	28,362,007	720,548	-	-	-	-	2,830,713	31,913,268
Public works	6,224,576	1,065,860	47,818	56,574	4,335,255	1,677,985	1,938,369	15,346,437
Economic and community development	2,808,826	133,887	-	-	-	-	-	2,942,713
Alpharetta Business Community	-	-	-	-	-	-	-	-
Culture and recreation	8,369,540	800,229	-	354,100	-	-	701,116	10,224,986
Contingency	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-
Debt service:								-
Principal	-	-	-	-	-	-	-	-
Interest	33,033	-	-	-	-	-	1,535,273	1,568,305
Other Costs		-	-	-	-	-	-	-
Bond issuance costs	-	-	-	-	-	-	-	-
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	**54,306,761**	**3,378,443**	**47,818**	**410,675**	**4,335,255**	**1,677,985**	**9,219,291**	**73,376,228**
Excess (deficiency) of revenues over (under) expenditures	10,729,527	(1,397,832)	762,641	45,369	(3,718,570)	7,109,294	4,577,573	18,108,003
OTHER FINANCING SOURCES (USES)								
Transfers in	2,203,376	1,034,723	-	-	-	-	316,667	3,554,766
Transfers out	(1,351,390)	-	-	-	-	-	(1,887,022)	(3,238,412)
Loan Proceeds	-	-	-	-	-	-	-	-
Capital Leases	-	-	-	-	-	-	-	-
Sale of capital assets	30,782	-	-	-	-	-	-	30,782
Sale of non-capital assets	820	-	-	-	-	-	-	820
Land Sale	-	-	-	-	-	-	-	-
Insurance Proceeds	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
Total other financing sources and (uses)	883,588	1,034,723	-	-	-	-	(1,570,355)	347,956
Net change in fund balances	11,613,115	(363,108)	762,641	45,369	(3,718,570)	7,109,294	3,007,218	18,455,958
Fund balances - beginning	**35,688,620**	**18,449,772**	**31,677**	**25,466,891**	**24,316,756**	**26,276,729**	**15,025,981**	**145,256,427**
Fund balances - ending	**$ 47,301,735**	**$ 18,086,664**	**$ 794,319**	**$ 25,512,260**	**$ 20,598,186**	**$ 33,386,023**	**$ 18,033,199**	**$ 163,712,385**

City of Alpharetta
Combining Balance Sheet
Non-Major Governmental Funds
January 31, 2026

	Special Revenue									Total Non-major
	Hotel Motel	Impact Fee	Federal Confiscated Assets	State Confiscated Assets	Grant Operating	E911	Opioid Settlement Fund	Debt Service Fund	Stormwater Capital Fund	Governmental Funds
ASSETS										
Cash / Cash Equivalents / Investments	$ 2,418,355	$ 6,199,624	$ 505,373	$ 9,324	$ 183,536	$ (235,302)	$ 34,710	$ 5,824,840	$ 3,362,694	$ 18,303,155
Taxes Receivable	-	-	-	-	-	-	-	-	-	-
Pre-Paid Expenditures	-	-	-	-	-	-	-	-	-	-
Accounts Receivable	-	-	-	-	-	-	-	-	-	-
Property Taxes	11,094	-	-	-	-	-	-	366,911	-	378,006
Intergovernmental Receivable	-	-	-	-	14,303	-	-	-	-	14,303
Due From Other Funds	316,354									316,354
Restricted	-	-	-	-	-	-	-	-	-	-
Total Assets	**2,745,803**	**6,199,624**	**505,373**	**9,324**	**197,839**	**(235,302)**	**34,710**	**6,191,752**	**3,362,694**	**19,011,817**
LIABILITIES										
Accounts Payable	948	49,197	4,737	-	-	12,862	-	4,253	1,011	73,008
Retainage Payable	754	39,727	-	-	-	-	-	-	38,558	79,038
Intergovernmental Payable	-	-	-	-	-	-	-	-	-	-
Arbitrage Payable	-	-	-	-	-	-	-	-	-	-
Compensated Absences	-	-	-	-	-	-	-	-	-	-
Payroll Liabilities	-	-	-	-	-	80,524	-	-	-	80,524
Due to Other Fund	-	-	-	-	-	354,688	-	-	-	354,688
Deferred Revenue	10,146	-	-	-	14,303	-	-	366,911	-	391,360
Unearned Revenue	-	-	-	-	-	-	-	-	-	-
Total Liabilities	**11,848**	**88,923**	**4,737**	**-**	**14,303**	**448,074**	**-**	**371,164**	**39,570**	**978,618**
FUND BALANCES										
Restricted:										
Capital Projects	-	3,054,681	-	-	-	-	-	-	1,604,648	4,659,329
Law Enforcement	-	-	213,247	9,324	-	-	15,152	-	-	237,723
Promotion of Tourism	1,233,955	-	-	-	-	-	-	-	-	1,233,955
Emergency Telephone Activities	-	-	-	-	-	(1,000,494)	-	-	-	(1,000,494)
Debt Service	-	-	-	-	-	-	-	4,928,682	-	4,928,682
Assigned for: Grant Projects	-	-	-	-		-	-	-	-	-
Grant Projects	-	-	-	-	117,031	-	-	-	-	117,031
Encumbrances	-	2,042,866	-	-	50,000	317,118	-	-	1,468,505	3,878,489
Unallocated	1,500,000	1,013,154	287,389	-	16,505	-	19,558	891,906	249,972	3,978,484
Total Fund Balances	2,733,955	6,110,701	500,636	9,324	183,536	(683,375)	34,710	5,820,588	3,323,124	18,033,199
Total Liabilities and Fund Balances	**$ 2,745,803**	**$ 6,199,624**	**$ 505,373**	**$ 9,324**	**$ 197,839**	**$ (235,302)**	**$ 34,710**	**$ 6,191,752**	**$ 3,362,694**	**$ 19,011,817**

City of Alpharetta
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Non-major Governmental Funds
For the Period Ended January 31, 2026

	Special Revenue									Total Non-major
	Hotel Motel	Impact Fee	Federal Confiscated Assets	State Confiscated Assets	Grant Operating	E911 Fund	Opioid Settlement Fund	Debt Service Fund	Stormwater Service Fund	Governmental Funds
REVENUES:										
Hotel Motel Tax	$ 5,020,783	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,020,783
Property tax	-	-	-	-	-	-	-	6,054,718	-	6,054,718
Charges for Service	-	-	-	-	89,250	1,737,317	-	-	-	1,826,567
Impact Fees	-	534,155	-	-	-	-	-	-	-	534,155
Forfeiture Income	-	-	27,787	-	-	-	-	-	-	27,787
Intergovernmental	-	-	-	-	-	-	-	-	-	-
Contributions & Donations	-	-	-	-	8,373	-	-	-	-	8,373
Investment Earnings (Loss)	45,343	136,587	-	-	3,751	(10,062)	-	52,634	81,077	309,330
Other	-	-	-	-	-	-	15,151	-	-	15,151
Total revenues	**5,066,126**	**670,742**	**27,787**	**-**	**101,375**	**1,727,254**	**15,151**	**6,107,352**	**81,077**	**13,796,864**
EXPENDITURES:										
Tourism	2,197,618	-	-	-	-	-	-	-	-	2,197,618
Community Development	-	-	-	-	-	-	-	-	-	-
Culture/Recreation	-	639,121	-	-	61,995	-	-	-	-	701,116
Public Safety	-	-	18,981	17,812	11,229	2,723,291	59,400	-	-	2,830,713
Public Works	-	-	-	-	94	-	-	-	1,938,275	1,938,369
General Government	-	-	-	-	13,702	-	-	2,500	-	16,202
Debt Service:	-	-	-	-	-	-	-	-	-	-
Principal	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	1,535,273	-	1,535,273
Bond Issuance Costs	-	-	-	-	-	-	-	-	-	-
Total expenditures	**2,197,618**	**639,121**	**18,981**	**17,812**	**87,020**	**2,723,291**	**59,400**	**1,537,773**	**1,938,275**	**9,219,291**
Excess (deficiency) of revenues over expenditures	2,868,508	31,621	8,806	(17,812)	14,354	(996,037)	(44,249)	4,569,579	(1,857,198)	4,577,573
OTHER FINANCING SOURCES (USES):										
Transfers in / out:										
General fund	(1,887,022)	-	-	-	-	-	-	-	316,667	(1,570,355)
Budgeted Fund Balance:	-	-	-	-	-	-	-	-	-	-
Capital Leases	-	-	-	-	-	-	-	-	-	-
Total other financing sources	(1,887,022)	-	-	-	-	-	-	-	316,667	(1,570,355)
Net change in fund balances	981,486	31,621	8,806	(17,812)	14,354	(996,037)	(44,249)	4,569,579	(1,540,531)	3,007,218
Fund balances - beginning	**1,752,469**	**6,079,081**	**491,830**	**27,136**	**169,182**	**312,662**	**78,958**	**1,251,008**	**4,863,655**	**15,025,981**
Fund balances - ending	**$ 2,733,955**	**$ 6,110,701**	**$ 500,636**	**$ 9,324**	**$ 183,536**	**$ (683,375)**	**$ 34,710**	**$ 5,820,588**	**$ 3,323,124**	**$ 18,033,199**

City of Alpharetta
Enterprise Fund -Solid Waste
Statement of Net Position
January 31, 2026

.	Solid Waste
ASSETS	
Current Assets:	
Cash and Cash Equivalents & Investments	$ 1,563,806
Inventories, at cost	-
Accounts Receivables (net of allowance for uncollectibles)	71,677
Prepaid Insurance Expenses	-
Total Current Assets	1,635,482
Noncurrent Assets:	
Restricted Cash, Cash Equivalents, and Investments	-
Total Restricted Assets	-
Other	-
Capital Assets	
Buildings and System	-
Machinery and Equipment	-
Less Accumulated Depreciation	-
Total Capital Assets (net of accumulated depreciation)	-
Total Noncurrent Assets	-
Total Assets	**1,635,482**
LIABILITIES	
Current Liabilities:	
Accounts Payable	700
Accounts Payable/ Customer Credit Balances	31,649
Accounts Payable/ Customer Pre-Paid Service	-
Payroll Liabilities	1,808
Accrued Salaries	-
Accrued Interest Payable	-
Compensated Absences Payable	-
Notes Payable - Revenue Bonds	-
Due to Other Funds	-
Total Current Liabilities	34,157
Current Liabilities Payable from Restricted Assets:	
Revenue Bonds Payable	-
Total Current Liabilities Payable from Restricted Assets	-
Noncurrent Liabilities:	
Customer Deposits	-
Compensated Absences less Current Portion	-
Revenue Bonds Payable	-
Total Noncurrent Liabilities	-
Total Liabilities	**34,157**
NET ASSETS	
Invested in Capital Assets, net of related debt	-
Reserved for Debt Service	-
Reserved for Encumbrances	-
Unreserved	1,601,325
Total Net Assets	1,601,325
Total Liabilities & Net Assets	**$ 1,635,482**

City of Alpharetta
Enterprise Fund - Solid Waste
Statement of Revenues, Expenses, and Changes in Net Position
For the Period Ended January 31, 2026

Operating revenues:	
Charges for sales and services:	
Refuse Collection charges	$ 4,442,138
Misc Revenue	-
Total operating revenues	4,442,138
Operating expenses:	
Administration	6,090,526
Non-departmental	-
Total operating expenses	6,090,526
Operating Gain (loss)	(1,648,388)
Non-operating revenues (expenses):	
Investment earnings (Loss)	34,593
Total non-operating revenue (expenses)	34,593
Income (loss) before transfers	(1,613,795)
Transfers In	-
Transfers Out	-
Change In Net Assets	(1,613,795)
Total net assets-beginning	**69,563**
Total net assets-ending (net of encumbrances)	**(1,544,233)**
Adjustments to GAAP basis:	
Encumbrances	3,145,558
Misc adj-Encumbrances Resv/Prior Year	
Total net assets-ending	**$ 1,601,325**

DEVELOPMENT AUTHORITY

Revenue & Expenditure Report
GAAP Financial Statements

ALPHARETTA DEVELOPMENT AUTHORITY

Financial Management Report - As of January 31, 2026 (unaudited)

	Account #	Project	Total Budget	Actuals (Collections/ Expenditures)	Encumbrances	Remaining
Revenues						
	99575100-346900	Bond Application Fee	$ -	$ 46,250		$ (46,250)
	99575100-361000	Investment Earnings	-	8,111		(8,111)
		subtotal	***$ -***	***$ 54,361***		***$ (54,361)***
(1)	99575100-395000	Carryforward Fund Balance	$ 486,587	$ -		$ 486,587
		subtotal	***$ 486,587***	***$ -***		***$ 486,587***
		Total	**$ 486,587**	**$ 54,361**		**$ 432,226**
Expenditures						
	99575100-571000	Local Job Creation Grant Program	$ 32,500	$ -	$ -	$ 32,500
	99575100-521200-C2529	Market Feasibility Study	123,053	90,857	32,195	1
	99575100-544100-C1601	High Impact Permitting Grant Program (IGA with COA)	20,948	-	-	20,948
	99575100-544100-C2422	Connect Forward Grant Program	50,000	-	-	50,000
	99575100-544100-C2618	Lights on the Loop	20,000	20,000	-	-
		subtotal	***$ 246,501***	***$ 110,857***	***$ 32,195***	***$ 103,449***
	99575100-579000	Reserve	$ 240,086	$ -	$ -	$ 240,086
		Total	**$ 486,587**	**$ 110,857**	**$ 32,195**	**$ 343,535**

(1) Carryforward Fund Balance represents cash available at the end of the prior fiscal year that is programmed into the current fiscal year budget. As this account represents cash already received, there will not be actual collections.

Fund Balance Reconciliation

Fund Balance (beginning of Fiscal Year)		**$ 486,588**
Revenues collected to date		54,361
Expenditures incurred to date		(110,857)
Fund Balance*		**$ 430,092**
Fund Balance Allocation (forecasted):		
Non-Spendable (unspent/remaining project allocations)	$	135,644
Spendable (available for investment by the Board)		294,448
		$ 430,092

** May differ from the Fund Balance figures in the attached Balance Sheet due to forecasted revenue collections that are anticipated, but not yet collected.*

City of Alpharetta
Balance Sheet
COMPONENT UNIT-DEVELOPMENT AUTHORITY
January 31, 2026

ASSETS		
Current Assets:		
Cash and Cash Equivalents	$	430,092
Investments		-
Receivables		-
Restricted Cash for Bond Issuance Costs		-
Total Assets		**430,092**
LIABILITIES		
Current Liabilities:		
Accounts Payable		-
Deferred Revenue		-
Due to Other Funds		-
Total Current Liabilities		-
Current Liabilities Payable from Restricted Assets:		
		-
Total Current Liabilities Payable from Restricted Assets		-
Noncurrent Liabilities:		
		-
Total Noncurrent Liabilities		-
Total Liabilities		-
Fund Balance		
Restricted		135,644
Unallocated		294,448
Total Fund Balance		430,092
Total Liabilities & Fund Balance		**$ 430,092**

City of Alpharetta
Statement of Revenues, Expenditures, and Changes in Fund Balance
COMPONENT UNIT-DEVELOPMENT AUTHORITY
For the Period Ended January 31, 2026

	Actual Amounts
Revenues	
Rent/Royalties	$ 46,250
State Grant	-
Fees	-
Contributions & Donations	-
Miscellaneous Income-Interest	8,111
Miscellaneous Revenue	-
Total Revenues	**54,361**
Expenditures	
Economic Development	143,052
Maintenance Contracts	-
Donation to private source	-
Utilities - Miscellaneous	-
Debt Service:	
Principal	-
Interest	-
Total Expenditures	**143,052**
Excess (deficiency) of revenues over (under) expenditures	(88,691)
Other Financing Sources (Uses)	
Sale of capital assets	-
Net Change in Fund Balances	(88,691)
Fund Balance, Beginning of Year	**486,588**
Encumbrances	32,195
Fund Balance, End of Year	**430,092**

THE CITY OF
ALPHARETTA
GEORGIA

STAFF REPORT

Department: Legal
Submitted By:
Meeting Date: April 13, 2026

AGENDA ITEM:

Announcement of Public Hearing Procedures

STAFF RECOMMENDATION:

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

ITEM DESCRIPTION:

ALTERNATIVES:

ATTACHMENTS:

CITY COUNCIL STAFF REPORT

Department: Community Development
Submitted By: Kathi Cook
Prepared By: Michael Woodman
Meeting Date: April 13, 2026

AGENDA ITEM: CLUP-25-05/Z-25-18/V-25-32 MCKINLEY HOMES/MORRIS ROAD

The applicant, McKinley Homes, is requesting a comprehensive land use plan amendment, rezoning and variance to allow a mixed-use development consisting of 110 'For-Sale' condominium units, 207,000 square feet of office (existing), and 5,000 square feet of retail/restaurant use on 14.976 acres in the Windward Parkway and Highway 9 Strategic Master Plan. The proposed density is 7.35 dwelling units per acre. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed-Use). A variance is requested to reduce the minimum lot size in the MU district and reduce the minimum commercial percentage in the MU district. The property is located at 12725 and 12735 Morris Road at the southwest corner of Old Morris Road and Morris Road.

This item was considered at the March 5, 2026 Planning Commission meeting. There were no public comments. After discussion, the Commission recommended approval subject to the staff recommended conditions. Vote 7-0

STAFF RECOMMENDATION:

Approve CLUP-25-05/Z-25-18/V-25-32 McKinley Homes/Morris Road, subject to the following conditions:

1. The 14.976-acre property shall be zoned MU and the site shall be developed substantially similar to the site plan prepared by PEC, revised 3/30/26, except for changes required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. The comprehensive land use plan designation shall be 'Mixed Use'.
3. Maximum residential density shall be limited to no more than 7.35 dwelling units per acre.
4. Architecture and materials shall be developed substantially similar to the submitted renderings, except for modifications required to comply with the conditions below, subject to final approval by DRB. Condominium building shall have 4-sided architecture, materials and details, as approved by DRB. Parking deck shall have materials and details that are compatible with the condominium building, as approved by DRB.
5. Development regulations shall be as follows:
   a. 110 'For-Sale' condominium units shall be permitted in a building with a maximum height of 3-stories. Minimum 30% of units shall be 1-bedroom and no units shall have more than 2 bedrooms. No more than 10% of units shall be rented as stated in the Condominium documents.
   b. Retail/Restaurant – Maximum 5,000 square feet shall be permitted in the ground floor of an office building, not including outdoor dining areas. A restaurant shall include outdoor dining areas. No drive-through restaurants shall be permitted.
   c. Office – Maximum 212,000 square feet and maximum building height of 4 stories shall be permitted.
6. Master Plan shall be limited to the following uses and further restricted by conditions of zoning:
   a. Office
   b. Retail
   c. Restaurant (no drive-through)
   d. 'For-Sale' Residential
7. Retail uses shall be limited to the following:
   a. Art Gallery
   b. Bakery
   c. Barber Shop and Beauty Shop
   d. Book Store
   e. Brewery
   f. Dry Cleaning Pick-up Station
   g. Fitness Studio
   h. Florist, Retail without Greenhouse

i. Grocery Store (not to exceed 5,000 SF)
j. Office Supply Store (not to exceed 3,000 SF)
k. Print Shop
l. Restaurant (no drive-through)
m. Retail Establishment

8. Internal drive aisles shall be private.
9. Sidewalk along east side of condominium building shall connect to the public sidewalk along Morris Road.
10. Minimum building setbacks/landscape strips shall be 10' on the side and rear property lines.
11. Developer shall save trees as depicted on the plans prepared by Root Zone Tree Consultants, dated 11/5/25. Construction near Tree 2195 shall be under the supervision of the project arborist with a comprehensive tree care plan tailored to offset any impacts to this tree and provide basic care, as approved by Staff.
12. Minimum 4.26 acres of open space shall be provided within the development, substantially as depicted on site plan prepared by PEC, revised 3/30/26. Central amenity space at main project entrance of Morris Road shall be enhanced with seating/gathering amenities, hardscape and landscaping and shall be connected to the internal sidewalk system, as approved by Staff.
13. Developer shall submit a traffic impact study (TIS) with methodologies and analyses to be coordinated with, reviewed, and approved by Staff prior to LDP. If applicable, any geometric, traffic control, and/or signal improvements identified and evaluated in the updated TIS to mitigate unacceptable levels-of-service (LOS) operations shall also be coordinated with and approved by Staff and implemented by the developer. To safely accommodate vehicular movements entering or exiting the public right-of-way at the studied intersections, applicable existing left turn lane or right turn lane storage and taper lengths shall also be improved to the minimum lengths needed, as identified and approved by Staff.

Design Conditions:

14. Condominium building shall address Morris Road, including ground floor units with individual walkouts and front yards defined by a decorative low wall, hedge with decorative columns or decorative fence located outside of the required landscape strip, as approved by DRB.
15. At-grade pedestrian and bicycle connections shall be provided throughout the site, including between buildings and recreational facilities within the development. Pedestrian crossings throughout development shall be ramped and the surface materials shall be brick pavers, cobblestones or architecturally treated concrete products, as approved by DRB.
16. Detention facilities shall not be visible from the public right-of-way, except as a decorative water feature, as approved by Staff. Developer shall install a pond aerator and perimeter decorative landscaping, where feasible, as approved by Staff.
17. Developer shall provide at least 2 original focal point features (sculptures, murals or monument) located at prominent locations within the development, with final approval by the Cultural Arts Commission. Construction of 1 sculpture, mural shall be required concurrent with the first CO and all sculptures, murals shall be completed prior to final CO.
18. Corner of Morris Road and Old Morris Road shall be designed with a minimum 5,000 square foot open space and shall incorporate a decorative low wall, hardscape, and landscape, as approved by DRB.
19. Project entrances off Morris Road and Old Morris Road shall be designed with a minimum 2,500 square foot open space and shall incorporate a decorative low wall, hardscape, and landscape, as approved by DRB.
20. Developer shall remove westernmost existing driveway on Morris Road and shall extend the sidewalk to connect to the existing sidewalk. Landscape strip shall be planted in the area of the removed driveway.
21. Provide detailed street planting for Morris Road and Old Morris Road. Landscape plan shall be approved by DRB prior to submission of an LDP.
22. Developer shall dedicate a public access easement and construct a minimum 12' concrete, accessible multi-use trail connection as depicted on site plan prepared by PEC, revised 3/30/26, with final alignment, design and materials approved by Staff and construction completed prior to the first CO. Trail shall be laid out and constructed with the least impact to existing trees. Low impact construction techniques shall be used to minimize impacts to the CRZ of the trees to be conserved, as approved by the City Arborist. Property owner shall allow a future secondary trail connection (at the south end of the lake) to the multi-use trail for the properties to the west. Multi-use trail connection shall include seating/gathering areas, lighting, landscaping, and trailhead amenities consistent with the Windward Parkway and Highway 9 Strategic Master Plan. Wayfinding signage shall be provided at key location(s) along the trail, as approved by Staff. Condominium association shall be responsible for maintenance of the trail. Multi-use trail connection shall be eligible for impact fee credits.

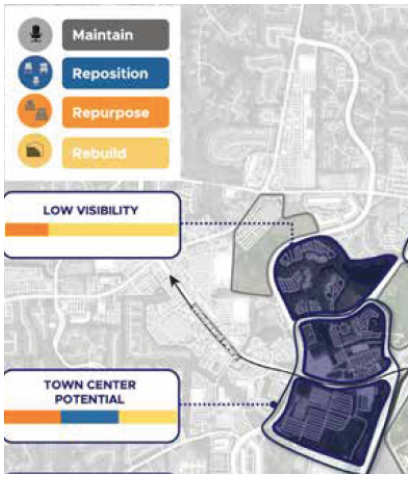
23. Retaining walls shall receive architectural façade treatment or be heavily landscaped. Retaining walls visible from developed areas exceeding 16' in height shall be terraced.
24. Developer shall provide bicycle racks, benches, trash receptacles, decorative crosswalks, planters, kiosks and other street furniture, where appropriate, throughout the development. Bicycle facilities shall be provided throughout the development.
25. Prior to LDP, the applicant shall submit for approval a document titled 'McKinley Homes/Morris Road Design Standards'. This document shall include elevations or architectural themes of buildings, specifications for street furniture including benches, trash receptacles, lighting, fountains, bicycle racks, bus shelter, signage landscaping themes and focal point features and shall be substantially similar to the submitted renderings, as amended. Design standards will be presented to Staff and the DRB for review and approval. This document shall address entrance treatment details for the Morris Road entrance.
26. Backside of buildings or 'back of house' functions (such as loading or dumpster area) shall not be visible from the street. Parapet walls shall be used, as needed, to screen roof-top mechanical equipment and views.
27. Prior to LDP, applicant shall submit a revised master plan for the entire parcel to the City, which shall incorporate the approved conditions, as well as the following:
    a. Approved specifications and standards identified for each use within the total development.
    b. Pedestrian network.
    c. Overall planned open space areas.
28. All site plans and civil design plans hereafter submitted to the City of Alpharetta shall state as the first note: "This plan reflects conditions stipulated through public hearing regarding case CLUP-25-05/Z-25-18/V-25-32 McKinley Homes/Morris Road".

ITEM DESCRIPTION:

The submitted request, if approved, would allow a mixed-use development consisting of 110 'For-Sale' condominium units, 207,000 square feet of office (existing), and 5,000 square feet of retail/restaurant use on 14.976 acres in the Windward Parkway and Highway 9 Strategic Master Plan. The proposed residential density is 7.35 dwelling units per acre. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed-Use). A variance is requested to reduce the minimum lot size in the MU district and reduce the minimum commercial percentage in the MU district. The property is located at 12725 and 12735 Morris Road at the southwest corner of Old Morris Road and Morris Road.

The property is zoned O-I and is developed with two (2), four (4) story office buildings and an 828-space surface parking lot known as Deerfield Point. Surrounding properties are zoned C-2 (General Commercial) to the south, O-I and C-2 to the west, City of Milton to the north, and AG (Agriculture) and C-1 (Neighborhood Commercial) to the east. The Windward Plaza shopping center is located to the south, LA Fitness and Courtyard by Mariott Hotel are located to the west, Verizon office buildings are located to the north, and Morris Cemetery, Hampton Inn & Suites, and an undeveloped commercial property are located to the east. The comprehensive land use plan designation of the property is 'Corporate Office' and is located in the Windward Parkway and Highway 9 Strategic Master Plan.

The Windward Parkway and Highway 9 Strategic Master Plan was updated in 2024 in coordination with the City of Alpharetta, the City of Milton, and the TrueNorth 400 CID. The plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. Construction of higher-density housing ('For-Sale' townhomes and large-scale multi-family) integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area.



As shown in the images below, a connection is depicted through the subject property and Windward Plaza shopping center connecting Windward Parkway to Morris Road. The connection is envisioned to promote pedestrian scaled redevelopment of the shopping center and would provide access to the residential area of Deerfield. A trail connection is also depicted along Old Morris Road with the intent of providing a connection to the MARTA Park-and-Ride. The trail connection is likely to be placed on the east side of Old Morris Road, which is not adjacent to the subject property. The property is also located just south of the City of Milton's future Deerfield Lake Loop, which is a one (1) mile recreational loop around an existing lake and adjacent to the Verizon campus. A private trailhead is depicted on the subject property and would provide access to the Deerfield Lake Loop, as well as a secondary trail connection to the properties to the west. As shown on the following page, trailhead amenities were contemplated in the Plan to create an identity and promote use of the trail system.

Windward Pkwy/Morris Rd Connection

Deerfield Lake Loop

Trailhead Amenities

The Windward Parkway & Highway 9 Strategic Master Plan also identifies a key site in the City of Milton, which is an eight (8) acre undeveloped property on the north side of Morris Road, which sits between the Verizon corporate campus and a seven (7) acre lake. The Plan suggests that the site be developed with public amenities (public park) and event facilities with restaurant that take advantage of the adjacent lake.

Variances are requested to reduce the minimum lot size in the MU district from 25 acres to 14.976 acres and to reduce the minimum commercial percentage from ten percent (10%) to 1.5%. The proposed mixed-use development would include approximately 63.5% office, 35% residential, and 1.5% commercial. There is approximately 259,376 SF of commercial uses in the adjacent Windward Plaza shopping center, as well as two (2) adjacent hotels with approximately 257 hotel rooms. The proposed mixed-use development would be supported by the future and existing commercial uses in the immediate vicinity of the property.

SITE PLAN

The submitted site plan depicts the two (2) existing office buildings (212,000 square feet) to remain and a new three (3) story, 110-unit 'For-Sale' condominium building and parking deck added in the existing parking lot on the west side of the property. A central amenity area with parking is situated between the three (3) buildings at the main project entrance off Morris Road. 5,000 square feet on the ground floor of the north office building is depicted to be converted to commercial use. The 'For-Sale' condominium building is pulled up to Morris Road with a three (3) level parking deck connected at the south end of the building. The westernmost curb cut on Morris Road will be removed, and the remaining two (2) curb cuts on Morris Road and curb cut on Old Morris Road will be utilized for the development.

A 35' setback is depicted on Morris Road and Old Morris Road, 50' setback on the west side of the property, and 25' setback on the south side of the property and adjacent to Morris Cemetery. Building setbacks, landscape strips, and planters are variable along the primary drive aisle running through the property. Five-foot (5') sidewalks have been added to the primary drive aisle, which will function as a street providing vehicular and pedestrian connectivity between Morris Road and Windward Parkway through the proposed development and the Windward Plaza shopping center. Sidewalks have also been added to provide connections to the office buildings and converted commercial space. The existing sidewalks along Morris Road and Old Morris Road are depicted to remain. A ten-foot (10') multi-use trail is depicted on the west side of the development, which is located between the condominium building and the lake. The trail provides connectivity between Morris Road and Windward Parkway and would connect to the future eight (8) acre public park/event facility on the north side of Morris Road in the City of Milton.

A three (3) level parking deck with 210 spaces is depicted attached to the south end of the condominium building. The parking deck has access from the main drive aisle on the east side of the condominium building. An additional

612 surface parking spaces will serve the property. As shown in the table below, the UDC parking regulations require 811 parking spaces for the proposed development, which includes a 25% shared parking reduction. The applicant submitted a parking analysis showing that the three (3) uses have different peak periods of demand. The parking study demonstrates that the amount of parking provided within the development will exceed the parking demand.

Parking Table

Use	SF/dus	UDC Parking Rate	Required Parking*
Office	207,000 SF	1/250 SF	621 spaces
Condominium	110 dus	(34 dus x 1.5/unit) +(76 dus x 2/unit)	152 spaces
Retail/Restaurant	5,000 SF	1/100 SF	38 spaces
Total Required			**811 spaces**
Total Provided			**822 spaces**

*UDC permits a 25% shared parking reduction for existing and new uses.

The open space plan depicts 4.26 acres of open space, which includes 1.49 acres of civic space and 2.77 acres amenity space. The MU district requires a minimum ten percent (10%) civic space, as well as one (1) acre of open space per 100 population generated by residential uses. 2020 U.S. Census data reflects 2.52 persons per household in the City, of which the proposed development would generate a population of approximately 277 residents. Therefore, 2.77 acres of open space and 1.49 acres of civic space (4.26 acres total) is required for the development. The site plan depicts civic space to include a multi-use trail connection. Amenity space is depicted to include a pool/amenity area, courtyards, lobby/amenity area, central amenity area, yards, balconies, landscaped areas, entry features, and outdoor seating areas.

Because the property is already developed, natural tree areas are limited to the perimeter of the property. All other trees on the property would have been planted at the time the property was developed. Existing perimeter trees will remain, except where the pedestrian trail is depicted on the west side of the property. A shared detention pond (lake) serving the subject property and Windward Plaza shopping center is located on the west side of the property and extends onto the adjacent property to the west.

TRAFFIC

The total trip generation for the applicant's proposal is estimated in the table below, which would add 110 'For-Sale' condominium units and convert 5,000 square feet of the approximate 212,000 square feet of existing office use to commercial use. The trip generation report estimates that the combined uses would generate approximately 317 AM Peak Hour trips and 323 PM Peak Hour trips. Based on the current use of the property as an office development, the applicant's proposal would result in an estimated increase of 60 AM Peak Hour trips and 82 PM Peak Hour trips.

Land Use	Code	Density (SF/DU)	Period	TOTAL	IN	OUT
Multi-Family Housing (Low-Rise)	220	110 DU	Daily	740	370	370
			AM Peak Hour	51	12	39
			PM Peak Hour	60	37	23
Strip Retail Plaza (< 40 ksf)	822	5,000 SF	Daily	441	221	220
			AM Peak Hour	20	11	9
			PM Peak Hour	48	24	24
General Office Building	710	207,000 SF	Daily	1487	744	743
			AM Peak Hour	252	222	30
			PM Peak Hour	236	38	198
Total New Primary Trips			Daily	*2668*	*1335*	*1333*
			AM Peak Hour	*323*	*245*	*78*
			PM Peak Hour	*344*	*99*	*245*
Total Internal Capture Trips			Daily	*-187*	*-94*	*-94*
			AM Peak Hour	*-6*	*-3*	*-3*
			PM Peak Hour	*-21*	*-11*	*-11*
Total Net New Trips			**Daily**	***2481***	***1241***	***1239***
			AM Peak Hour	***317***	***242***	***75***
			PM Peak Hour	***323***	***88***	***234***

Based upon methodologies from ITE's Trip Generation, 12th Edition (2025)

The Windward Parkway and Highway 9 Strategic Master Plan recommends implementing new roadway or trail network improvements through the proposed site. Since Fall 2025, Staff has coordinated with their counterpart at the City of Milton and has determined that the Plan's trail network improvements are most beneficial for the subject site. The applicant's site plan depicts a ten-foot (10') pedestrian trail connection through the site.

The submitted traffic impact study analyzed seven (7) intersections in the Windward Plaza area, three (3) of which are proposed site driveways. The mixed-use development is proposed to be constructed in a single phase in 2027. The study concludes that no changes or improvements are recommended to the existing driveway configurations due to the impact of site traffic aside from closing the full-access site driveway on Morris Road. The results of the submitted traffic operations analysis for future conditions indicate all signalized study intersections will continue operating at an overall level of service (LOS) "D" or better, except for the signalized intersections of Windward Parkway at Deerfield Parkway/Westside Parkway and Windward Parkway at HP Driveway/Windward Plaza Drive. Currently submitted analyses indicate these intersections will operate at an overall LOS "E" in the PM peak hour, with a marginal increase in delay due to the impact of site generated traffic. All stop-controlled approaches at the unsignalized intersections will continue operating as LOS "B" or better with the impact of site generated traffic.

SCHOOLS

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

FULTON COUNTY SCHOOLS – 110 Condominium units

School	Estimated # New FCS Students Generated
Manning Oaks Elementary School	0 – 19
Hopewell Middle School	1 – 6
Alpharetta High School	0 – 7
Total	1 – 32

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 1 – 32 school age children. All three schools are shown to be below capacity.

STANDARDS FOR COMPREHENSIVE LAND USE PLAN AMENDMENTS

Unified Development Code Section 4.1.3 Standards for CLUP amendment approval provides the following criteria for consideration when evaluating a request for a change in land use:

A. The extent to which a change in the economy, land use or development opportunities of the area has occurred.

Response: The Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. Construction of higher-density housing integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area. The applicant's proposal is consistent with the Plan's vision.

B. The extent to which the proposed designation is in compliance with the goals and policies of the Plan.

Response: The Horizon 2040 Comprehensive Plan includes policies to allow mixed use patterns that create activity nodes in appropriate areas near or within existing suburban office developments. Land Use Strategy 10.1 and 10.2 call for "mixed use patterns that will create activity nodes near existing suburban office developments" and "retrofitting suburban office with desirable amenities." Housing Goal H and Strategy 5.3 emphasize diversifying housing options and expanding "Missing Middle" choices to balance Alpharetta's jobs-to-housing ratio. ED Policy 2 encourages investment in office districts with amenities that attract highly skilled employees.

C. The extent to which the proposed designation would require changes in the provision of public facilities and services.

Response: The proposed future land use change to allow a mixed-use development would not result in significant impacts on the transportation network as compared to standalone, suburban office development. While the addition of residential use would increase the demand on park and recreation services and facilities, the proposed mixed-use development would be supported by sufficient on-site open space, multi-use trail connections and amenities, as well as a future eight (8) acre public park in the City of Milton.

D. The extent to which the proposed designation would impact the public health, safety, and welfare.

Response: The proposal would not negatively impact public health, safety, and welfare. The intent of the proposal is to create a town center activity node in an effort to re-position the Deerfield suburban office park and Windward commercial corridor for long-term success. The Windward Parkway and Highway 9 Strategic Plan calls for transforming Windward and Morris Road into a walkable mixed-use corridor, with "infill redevelopment opportunities that balance office, residential, and commercial."

E. The extent to which additional land area is needed to be developed for a specific type of use.

Response: The Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. Construction of higher-density housing integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area.

F. The extent to which area demographics or projections are not occurring as projected.

Response: Not applicable.

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 proposed mixed-use development is suitable in view of the adjacent and nearby properties, which are developed as a suburban office park and commercial corridor. The Windward Parkway and Highway 9 Strategic Master Plan envisions the area as a town center development connecting the existing commercial node at the Windward Plaza shopping center with surrounding office and adding residential uses. The town center development is situated adjacent to a future park located across Morris Road in the City of Milton.

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 of adjacent or nearby properties, which are developed as a suburban office park and commercial corridor. The proposal is consistent with the vision of the Windward Parkway and Highway 9 Strategic Master Plan which envisions the area as a walkable, connected town center development.

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

Response: The applicant's proposal represents retrofitting an existing office development on underutilized land currently developed as a surface parking lot. The proposal would not adversely affect the natural environment. Tree saves are proposed along the perimeter of the property and around the existing lake on the west side of the property.

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

Response: The Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. Construction of higher-density housing integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area. The applicant's proposal is consistent with the Plan's vision and would bring residences closer to goods and services and where people work.

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 impact on public facilities and services. The proposed mixed-use development is located in close proximity to Georgia 400, a MARTA Park-and-Ride and bus route and would not have significant impact on the surrounding roadway network. In addition, the proposed development would be supported by sufficient on-site open space, multi-use trail connections and amenities, as well as a future eight (8) acre public park in the City of Milton.

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 Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. Construction of higher-density housing integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area. The

applicant's proposal is consistent with the Plan's vision and would bring residences closer to goods and services and where people work.

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 not negatively impact public health, safety, and welfare. The intent of the proposal is to create a town center activity node in an effort to re-position the Deerfield suburban office park and Windward commercial corridor for long-term success. The Windward Parkway and Highway 9 Strategic Plan calls for transforming Windward and Morris Road into a walkable mixed-use corridor, with "infill redevelopment opportunities that balance office, residential, and commercial."

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

Response: The Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. Construction of higher-density housing integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area. The applicant's proposal is consistent with the Plan's vision and would bring residences closer to goods and services and where people work.

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

Response: The comprehensive land use plan designation of the subject property is 'Corporate Office', which requires an amendment to 'Mixed Use' to allow the applicant's proposal.

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 subject property has exceptional conditions due to its unusual shape. The Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. The City's MU zoning district did not contemplate retrofitting and connecting existing development(s) to create mixed-use environments, which could occur on smaller properties. The request to reduce the minimum commercial percentage is supported by the approximately 259,376 SF of existing commercial uses in the adjacent Windward Plaza shopping center.

(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 proposal represents an infill opportunity along the Windward Parkway corridor where most large parcels of land are already developed. The proposal is consistent with the vision for the area to become a town center by introducing residential use and connecting the development with the adjacent retail center.

(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 related to its town center designation in the Windward Parkway and Highway 9 Strategic Master Plan. In addition, the proposed minimum lot size reduction has been approved at other mixed-use developments, including at Northwinds Summit. The request to reduce the minimum commercial percentage is supported by the approximately 259,376 SF of existing commercial uses in the adjacent Windward Plaza shopping center.

CONCURRENCES

Staff has reviewed the applicant's proposal against the review criteria for a comprehensive land use plan amendment, rezoning and variance. The proposal is consistent with the Windward Parkway and Highway 9 Strategic Master Plan, which envisions the property as part of a town center development. Construction of higher-density housing integrated with existing and future uses, such as public parks, experiential retail, and trails, is viewed as the most effective way to attract new residents to the area. The proposed mixed-use development is consistent with land use, housing and economic development strategies in the comprehensive plan, which encourage mixed use patterns that create activity nodes in appropriate areas near or within existing suburban office developments, emphasize diversifying housing options and expanding "Missing Middle" housing choices, and encourages investment in office districts with amenities that attract highly skilled employees. In addition, the proposed development would not have significant impact on public facilities and services.

The Windward Parkway and Highway 9 Strategic Master Plan envisions the subject property as part of a town center development, which includes repurposing, repositioning and rebuilding the existing environment. The City's MU zoning district did not contemplate retrofitting and connecting existing development(s) to create mixed-use environments, which could occur on smaller properties. The request to reduce the minimum commercial percentage is supported by the approximately 259,376 SF of existing commercial uses in the adjacent Windward Plaza shopping center.

CITIZEN PARTICIPATION PLAN

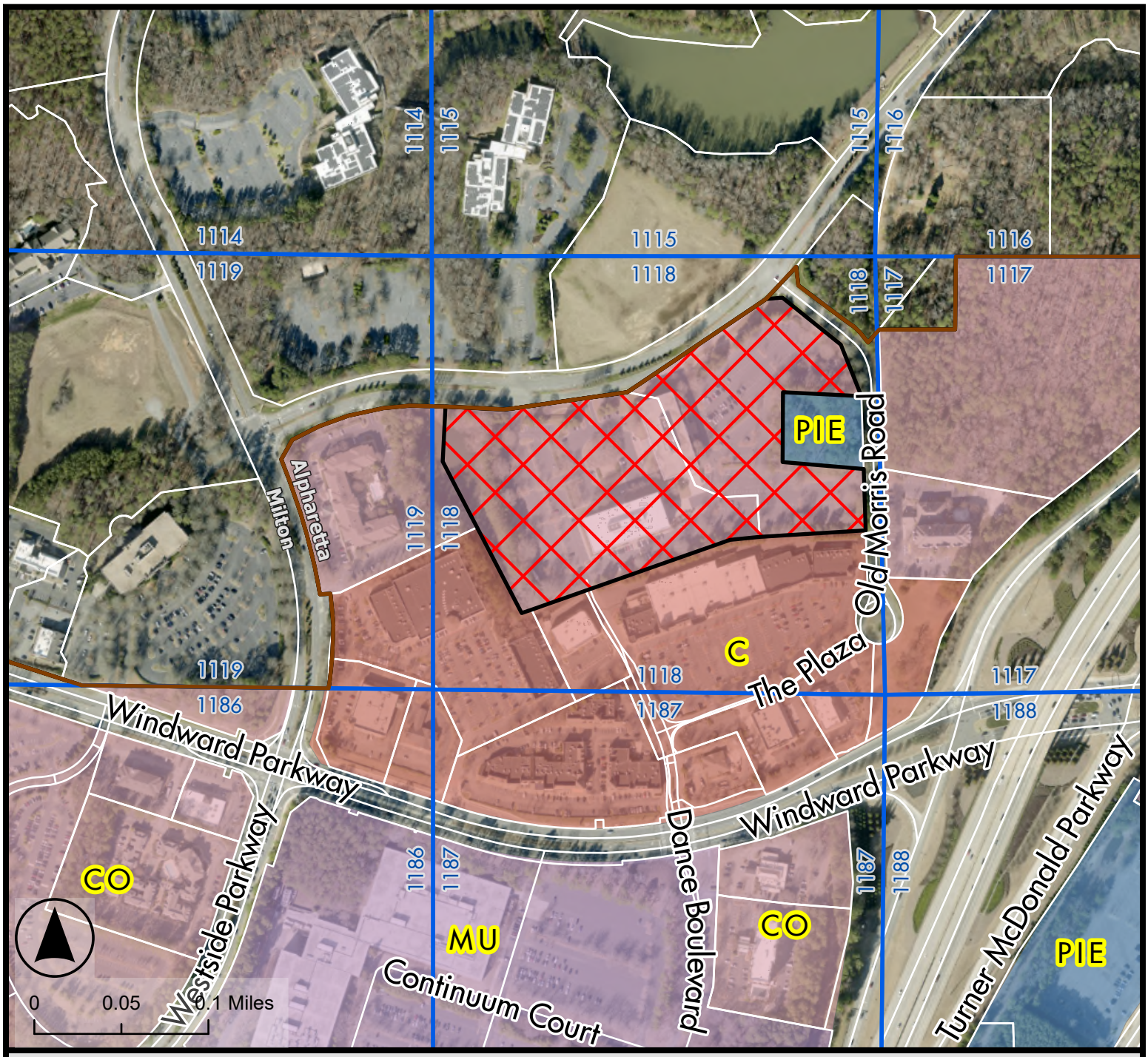
The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. The report states that no public comments were received, except for those received at the CZIM.

COMMUNITY ZONING INFORMATION MEETING

CZIM was held on November 12, 2025. There was one (1) public comment with concerns over protecting the tree canopy.

ATTACHMENTS:

- Map Series
- Updated Site Plan
- Open Space Plan
- Traffic Impact Study
- CZIM
- Citizen Part B
- Application



Future Land Use Map

CLUP-25-05, Z-25-18, V-25-32

Mckinley Homes/Morris Rd Mixed use Development

12725 and 12735 MORRIS RD

D/LL: 2/2/1118 and 1119

PC: 12/4/2025

CC: 12/15/2025

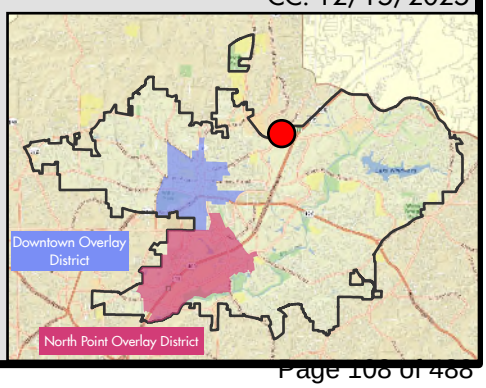
Legend

- CLUP-25-05, Z-25-18, V-25-32
- Land Lots
- Tax Parcels
- Alpharetta City Limits

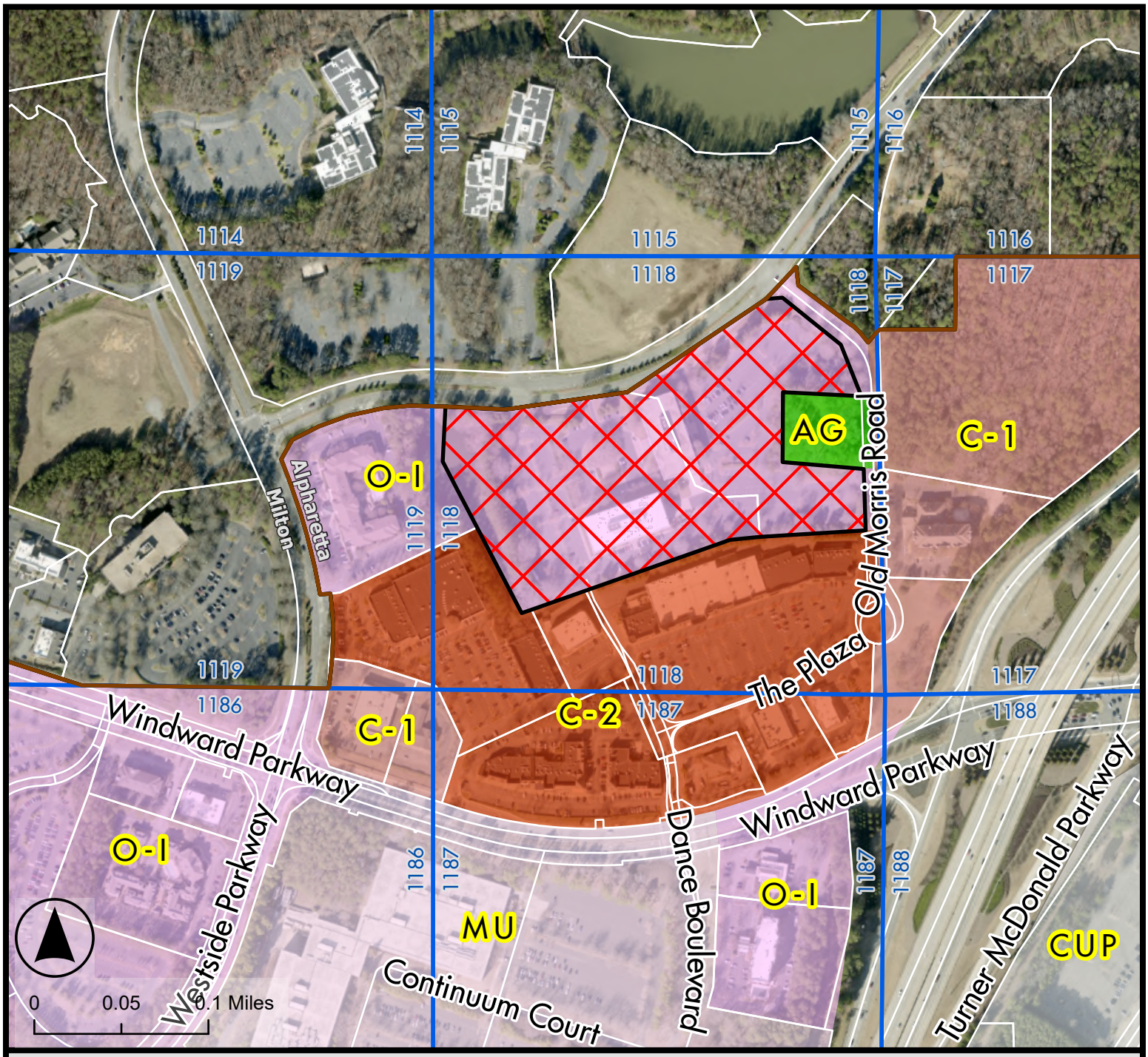
Future Land Use 2040

- Commercial
- Corporate Office
- Mixed Use
- Public, Institutional, Education

THE CITY OF ALPHARETTA GEORGIA



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



Legend

- CLUP-25-05, Z-25-18, V-25-32
- Land Lots
- Tax Parcels
- Alpharetta City Limits

Zoning District

- AG Agriculture
- C-1 Neighborhood Commercial
- General Commercial
- CUP Community Unit Plan
- MU Mixed Use
- O-I Office Institutional

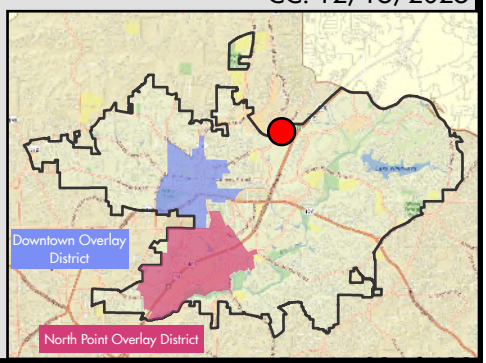
Zoning Map

Mckinley Homes/Morris Rd Mixed use Development
12725 and 12735 MORRIS RD

CLUP-25-05, Z-25-18, V-25-32

D/LL: 2/2/1118 and 1119

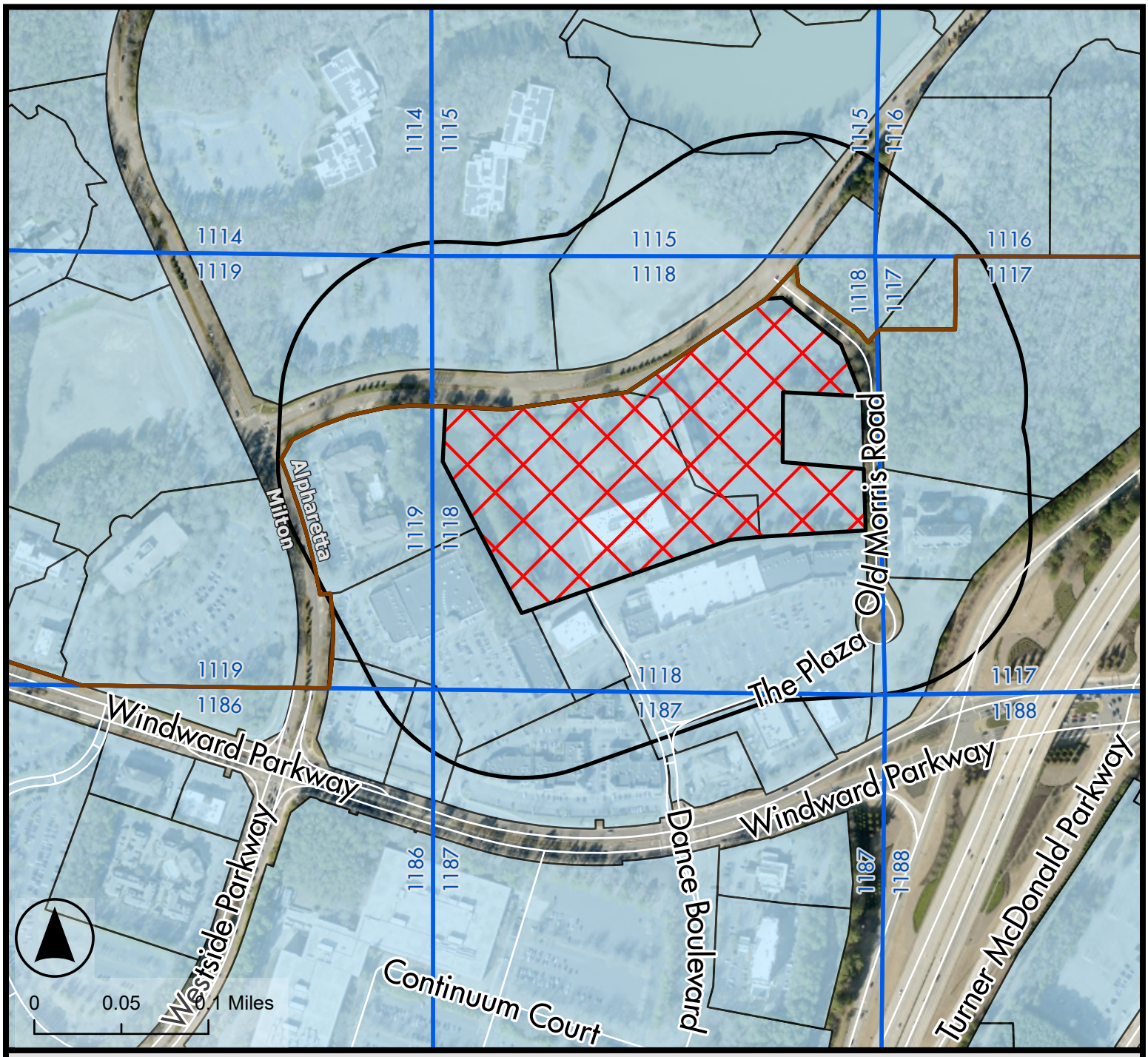
PC: 12/4/2025
CC: 12/15/2025



THE CITY OF ALPHARETTA GEORGIA

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

CLUP-25-05, Z-25-18, V-25-32



Location Map

CLUP-25-05, Z-25-18, V-25-32

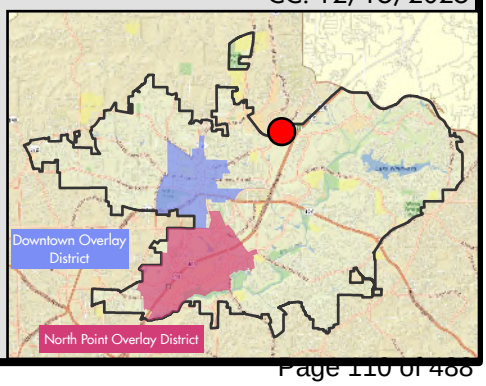
Mckinley Homes/Morris Rd Mixed use Development
12725 and 12735 MORRIS RD

D/LL: 2/2/1118 and 1119

PC: 12/4/2025
CC: 12/15/2025

Legend

- CLUP-25-05, Z-25-18, V-25-32
- Land Lots
- Tax Parcels
- 500 ft Buffer
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

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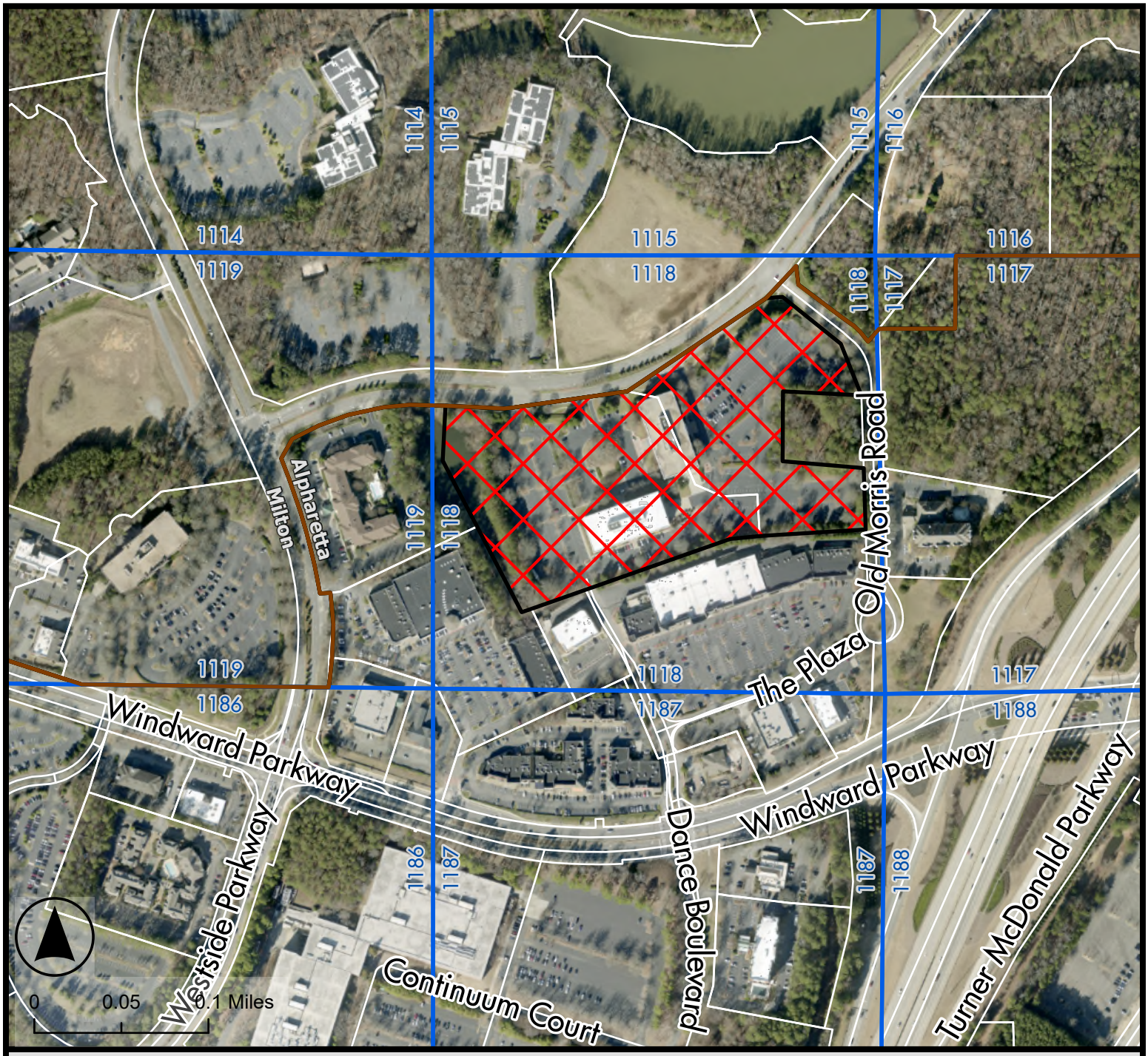


Aerial Map

CLUP-25-05, Z-25-18, V-25-32

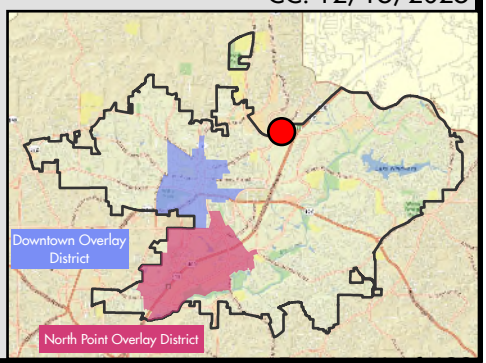
Mckinley Homes/Morris Rd Mixed use Development
12725 and 12735 MORRIS RD

D/LL: 2/2/1118 and 1119

PC: 12/4/2025
CC: 12/15/2025

Legend

- CLUP-25-05, Z-25-18, V-25-32
- Land Lots
- Tax Parcels
- Alpharetta City Limits



THE CITY OF ALPHARETTA GEORGIA

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

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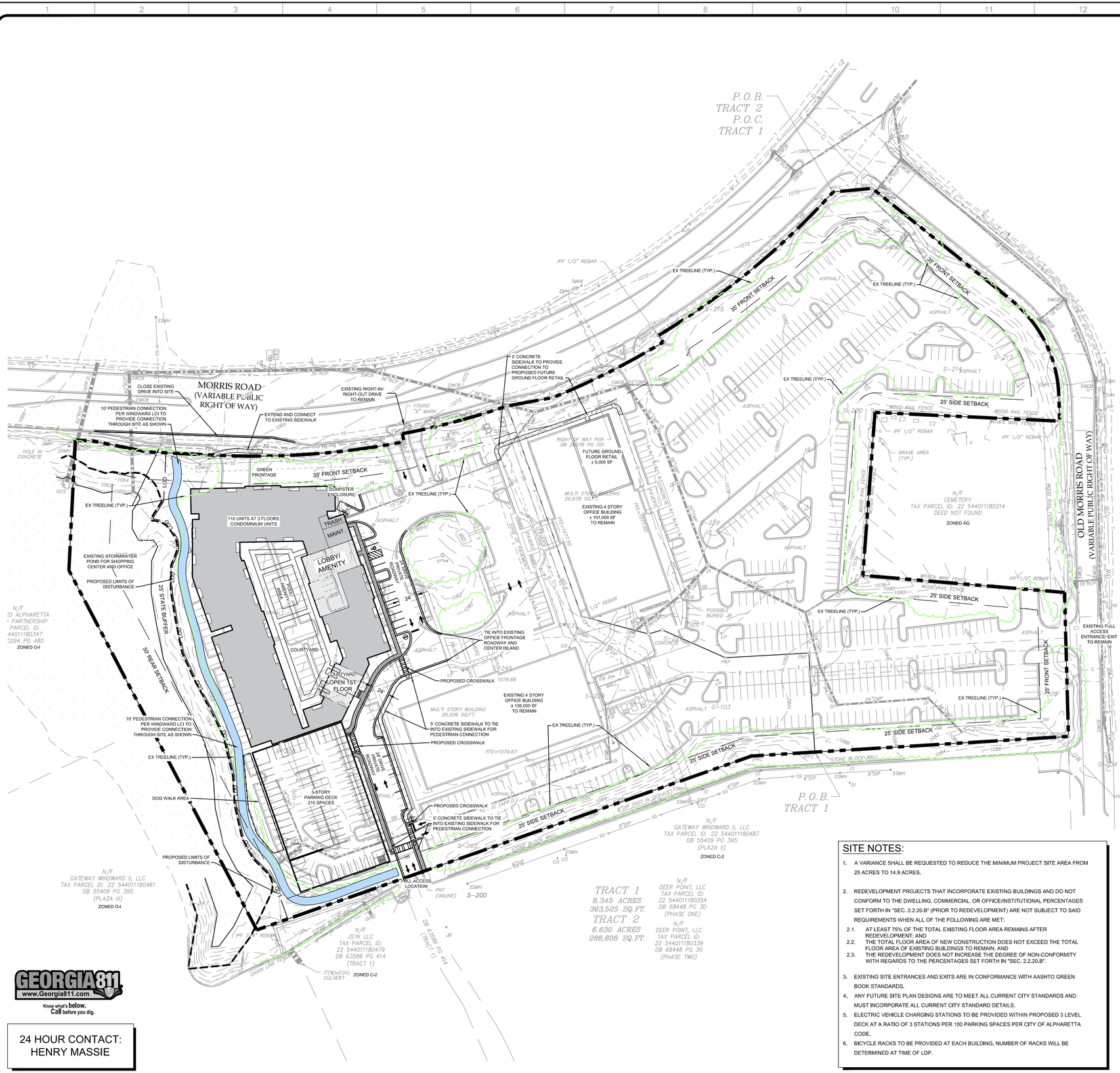
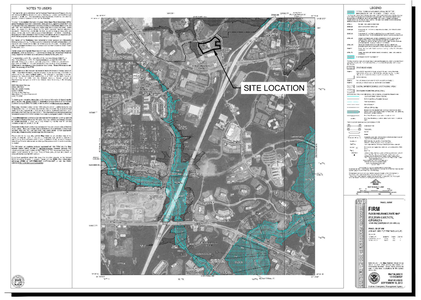
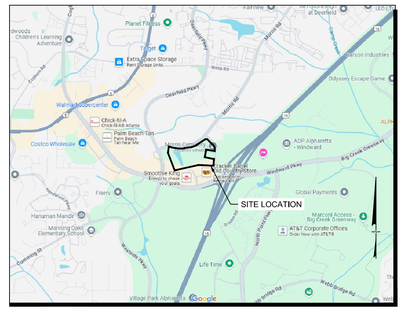




FEMA FIRM MAP
NOT TO SCALE



SITE LOCATION MAP
NOT TO SCALE

SITE DATA:	
CURRENT SITE AREA	14,976 ACRES
ZONING	
EXISTING ZONING	O-I (OFFICE - INSTITUTIONAL)
PROPOSED ZONING	MU (MIXED-USE)
ZONING JURISDICTION	CITY OF ALPHARETTA
USE CALCULATIONS	
MAXIMUM ALLOWABLE DENSITY	8 UPA
TOTAL SITE AREA	14,976 ACRES
PROPOSED MULTIFAMILY UNITS	110 UNITS
TOTAL PROPOSED DENSITY	7.3 UPA
SETBACK REQUIREMENTS	
FRONT SETBACK	LOCAL STREET - 35 FEET; ALL OTHER STREETS - 65 FEET
SIDE SETBACK	PROPERTY - 25 FEET; BUILDINGS - 20 FEET
CORNER SIDE SETBACK	35 FEET
REAR SETBACK	50 FEET
REQUIRED BUFFERS	N/A
DEVELOPMENT STANDARDS	
MIN PROJECT AREA	25 ACRES
MIN PRINCIPLE USE BREAKDOWNS	RESIDENTIAL - 25%; COMMERCIAL - 10%; OFFICE/ INSTITUTIONAL - 65%
PROPOSED MULTIFAMILY AREA	± 113,800 SF (35%)
PROPOSED GROUND FLOOR RETAIL	± 5,000 SF (1.5%)
EXISTING OFFICE BUILDING AREA	± 207,000 SF (63,5%) (97.6% TO REMAIN)
MAX IMPERVIOUS AREA	80 PERCENT
PROPOSED IMPERVIOUS AREA	62.5% (538,200 SF)
OPEN SPACE CALCULATIONS	
MIN CIVIC SPACE REQUIRED	1,497 ACRES (10% OF GROSS LAND AREA IN CONFORMANCE WITH SEC. 2.10.10.C IN THE UDC)
CIVIC SPACE PROVIDED	1,49 ACRES
MIN OPEN SPACE REQUIRED FOR RESIDENTIAL USES (IN ADDITION TO ABOVE)	1 ACRE OF OPEN SPACE/ 100 POPULATION GENERATED BY RESIDENTIAL USES
OPEN SPACE / AMENITY PROVIDED	2,77 ACRES
PARKING REQUIREMENTS	
TOTAL PARKING REQUIRED	2 SPACES/ UNIT & 1 GUEST SPACE/ 20 UNITS
PROPOSED RESIDENT PARKING	250 SPACES
TOTAL PARKING PROVIDED	2,27 SPACES PER UNIT

SITE NOTES:

1. A VARIANCE SHALL BE REQUESTED TO REDUCE THE MINIMUM PROJECT SITE AREA FROM 25 ACRES TO 14.9 ACRES.
2. REDEVELOPMENT PROJECTS THAT INCORPORATE EXISTING BUILDINGS AND DO NOT CONFORM TO THE DWELLING, COMMERCIAL, OR OFFICE/INSTITUTIONAL PERCENTAGES SET FORTH IN "SEC. 2.2.20.B" (PRIOR TO REDEVELOPMENT) ARE NOT SUBJECT TO SAID REQUIREMENTS WHEN ALL OF THE FOLLOWING ARE MET:
   - 2.1. AT LEAST 75% OF THE TOTAL EXISTING FLOOR AREA REMAINS AFTER REDEVELOPMENT; AND
   - 2.2. THE TOTAL FLOOR AREA OF NEW CONSTRUCTION DOES NOT EXCEED THE TOTAL FLOOR AREA OF EXISTING BUILDINGS TO REMAIN; AND
   - 2.3. THE REDEVELOPMENT DOES NOT INCREASE THE DEGREE OF NON-CONFORMITY WITH REGARDS TO THE PERCENTAGES SET FORTH IN "SEC. 2.2.20.B".
3. EXISTING SITE ENTRANCES AND EXITS ARE IN CONFORMANCE WITH AASHTO GREEN BOOK STANDARDS.
4. ANY FUTURE SITE PLAN DESIGNS ARE TO MEET ALL CURRENT CITY STANDARDS AND MUST INCORPORATE ALL CURRENT CITY STANDARD DETAILS.
5. ELECTRIC VEHICLE CHARGING STATIONS TO BE PROVIDED WITHIN PROPOSED 3 LEVEL DECK AT A RATIO OF 3 STATIONS PER 100 PARKING SPACES PER CITY OF ALPHARETTA CODE.
6. BICYCLE RACKS TO BE PROVIDED AT EACH BUILDING. NUMBER OF RACKS WILL BE DETERMINED AT TIME OF LDP.

MIXED USE DEVELOPMENT CALCULATIONS:

THE DEVELOPMENT BREAKDOWN IS CALCULATED AS FOLLOWS, USING METHODOLOGY APPROVED IN UDO SECTION 2.2.20.B.5.: COMBINATION OF HORIZONTAL AND VERTICAL MIXED USE: LAND USE GROSS FLOOR AREA (SQUARE FEET)/TOTAL GROSS FLOOR AREA OF ALL MU VERTICAL AND HORIZONTAL DEVELOPMENT (SQUARE FEET) = % LAND USE OF MU DEVELOPMENT. THE CALCULATION IS AS FOLLOWS:

RESIDENTIAL FLOOR AREA: 113,800 SQUARE FEET
OFFICE FLOOR AREA: 207,000 SQUARE FEET
COMMERCIAL FLOOR AREA: 5,000 SQUARE FEET
TOTAL PROJECT FLOOR AREA: 325,800 SQUARE FEET

RESIDENTIAL LAND USE IN MU DEVELOPMENT: ~35%
OFFICE LAND USE IN MU DEVELOPMENT: ~63.5%
COMMERCIAL LAND USE IN MU DEVELOPMENT: ~1.5%

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350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

MORRIS RD. MIXED USE DEVELOPMENT

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

AT

MORRIS ROAD

CITY OF ALPHARETTA JURISDICTION

FOR

McKinley Homes

MUNICIPALITY PROJECT #

REVISIONS

NO.	DATE	BY	DESCRIPTION
*1	11-05-2025	KW	STAFF COMMENTS
*2	03-30-2026	KW	PC COMMENTS

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/31/2027

ZONING MASTER PLAN

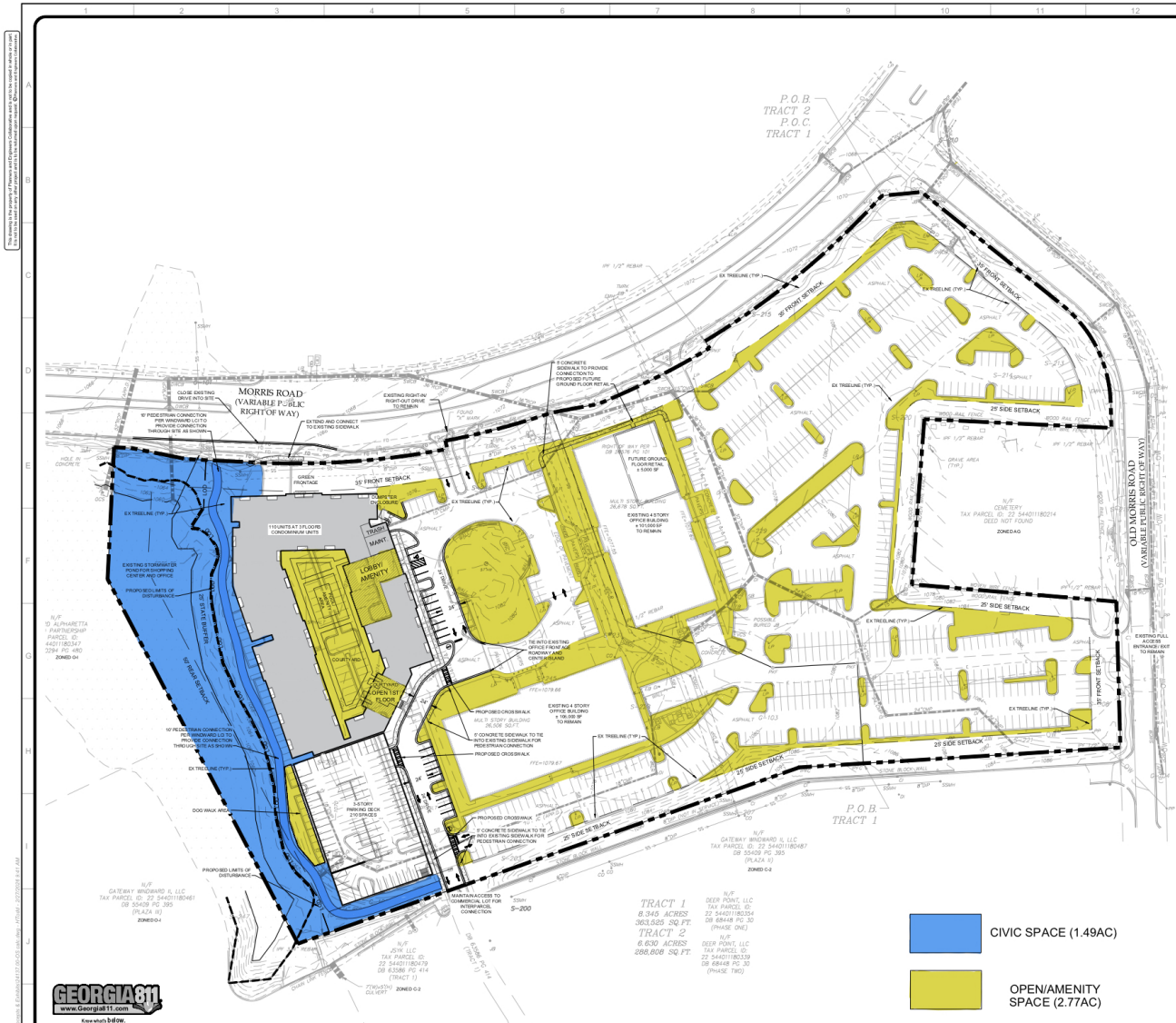
0 30 60 120 180

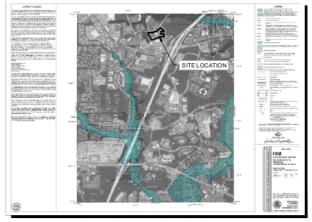
SCALE: 1" = 60'
DATE: 10/01/2025
PROJECT: 24137.00

GRID NORTH
GEORGIA WEST ZONE

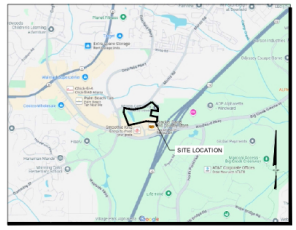
Z1
SHEET

J:\2024\24137\06\Civil\Concepts & Exhibits\Zoning\24137.00-Site Zones-3.dwg - KWood - 3/31/2026 1:02 PM





FEMA FIRM MAP
NOT TO SCALE



SITE LOCATION MAP
NOT TO SCALE

SITE DATA:	
CURRENT SITE AREA	14.976 ACRES
ZONING	
EXISTING ZONING	O-I (OFFICE - INSTITUTIONAL)
PROPOSED ZONING	MU (MIXED-USE)
ZONING JURISDICTION	CITY OF ALPHARETTA
USE CALCULATIONS	
MAXIMUM ALLOWABLE DENSITY	8 UPA
TOTAL SITE AREA	14.976 ACRES
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SIDE SETBACK	PROPERTY - 25 FEET, BUILDINGS - 20 FEET
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REAR SETBACK	50 FEET
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REVISIONS

NO.	DATE	BY	DESCRIPTION
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GEORGIA REGISTERED No. 34381 PROFESSIONAL ENGINEER KENNETH J. WEISS

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/31/2027

OPEN SPACE MASTER PLAN

0 30 60 120 180

SCALE: 1" = 60'
DATE: 2/28/2025
PROJECT: 24137.00

OS1
SHEET

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TRAFFIC IMPACT STUDY

FOR

MIXED-USE DEVELOPMENT AT MORRIS ROAD AND OLD MORRIS ROAD

CITY OF ALPHARETTA, GEORGIA

Prepared for:

Planners & Engineers Collaborative+
350 Research Ct, Ste 200
Peachtree Corners, GA 30092

Prepared By:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

January 28, 2026
Revised: February 18, 2026
A & R Project: # 25-232

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EXECUTIVE SUMMARY

Traffic impacts were evaluated for the proposed mixed-use development located southwest of the intersection of Morris Road and Old Morris Road in Alpharetta, Georgia, in accordance with the methodology approved by the city. The existing site currently consists of two four-story office buildings, of which approximately 48 percent of the 106,000 SF building and 60 percent of the 101,000 SF building are currently occupied. The proposed development includes the construction of a three-story residential building with 110 multifamily dwelling units in the northwest corner of the site, as well as the addition of a 5,000 SF retail space within the existing 101,000 SF office building. We have estimated trips from the vacant office space at full occupancy and included in our analysis.

The existing site is currently served by one full-access driveway and two right-in/right-out driveways on Morris Road, one full-access driveway on Old Morris Road and one full-access driveway at the north end of Windward Plaza Drive. The full-access driveway on Old Morris Road aligns with the Hampton Inn & Suites driveway. Following the addition of the residential and retail components, the full-access driveway on Morris Road will be closed, while all other existing driveways will be retained.

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. Deerfield Parkway @ Morris Road
2. Morris Road @ Western Site RIRO Driveway
3. Morris Road @ Eastern Site RIRO Driveway
4. Morris Road @ Old Morris Road
5. Old Morris Road @ Site Driveway / Hampton Inn & Suites Driveway
6. Windward Parkway @ HP Driveway / Windward Plaza Drive
7. Windward Parkway @ Deerfield Parkway / Westside Parkway

The following trips will be generated by the proposed development and existing vacant office space assuming as fully occupied.

- Daily Trips: 1,806 (903 enter, 903 exit)
- AM Peak Hour: 188 trips (128 enter, 60 exit)
- PM Peak Hour: 215 trips (73 enter, 142 exit)

The traffic impact study (TIS) analyzed the AM and PM Peak Hours for Existing 2026, No-Build 2027 and Build 2027 conditions. A comparison of level of service (LOS) results across the three conditions are summarized in Table E-1.

TABLE E-1: EXISTING 2026 AND FUTURE 2027 INTERSECTION OPERATIONS							
	Intersection	**Existing**		**No-Build**		**Build**	
		AM	PM	AM	PM	AM	PM
1	**Deerfield Parkway @ Morris Road**	**C (23.8)**	**B (17.2)**	**D (36.1)**	**C (19.0)**	**D (39.8)**	**C (25.3)**
	-Eastbound Approach	A (0.0)	D (36.1)	D (39.6)	D (36.2)	D (39.6)	D (36.2)
	-Westbound Approach	C (32.3)	D (40.5)	C (28.6)	D (47.6)	C (28.9)	D (50.5)
	-Northbound Approach	C (29.8)	B (11.9)	E (58.5)	B (11.8)	E (68.7)	C (20.8)
	-Southbound Approach	B (11.1)	B (14.6)	C (21.0)	B (15.6)	C (20.9)	B (15.7)
2	**Morris Road @ Western Site RIRO Driveway**						
	-Northbound Approach	A (0.0)	A (9.3)	A (0.0)	A (9.7)	A (9.2)	A (9.9)
3	**Morris Road @ Eastern Site RIRO Driveway**						
	-Northbound Approach	A (0.0)	A (9.3)	A (0.0)	A (9.7)	A (9.0)	B (10.1)
4	**Morris Road @ Old Morris Road**						
	-Westbound Left	A (8.1)	A (8.6)	A (8.3)	A (9.1)	A (8.3)	A (9.2)
	-Northbound Approach	B (10.0)	B (11.3)	B (10.4)	B (12.4)	B (10.4)	B (12.8)
5	**Old Morris Road @ Site Driveway / Hampton Inn & Suites Driveway**						
	-Eastbound Approach	A (0.0)	B (11.7)	A (0.0)	B (11.8)	B (11.7)	B (11.8)
	-Westbound Approach	B (10.1)	B (10.8)	B (10.2)	B (10.8)	B (10.2)	B (10.8)
	-Northbound Left	A (7.7)	A (0.0)	A (7.7)	A (0.0)	A (7.7)	A (0.0)
	-Southbound Left	A (7.6)	A (7.7)	A (7.6)	A (7.7)	A (7.6)	A (7.7)
6	**Windward Parkway @ Windward Plaza Drive / HP Driveway**	**B (16.1)**	**C (23.7)**	**D (48.6)**	**E (77.2)**	**D (51.4)**	**F (84.2)**
	-Eastbound Approach	A (9.9)	B (11.7)	C (22.8)	B (14.3)	C (23.0)	B (14.7)
	-Westbound Approach	B (12.0)	C (22.1)	E (55.3)	D (53.9)	E (59.0)	E (62.8)
	-Northbound Approach	E (77.6)	E (74.0)	E (72.6)	F (412.9)	E (72.6)	F (426.9)
	-Southbound Approach	E (79.0)	F (84.8)	E (79.6)	F (86.1)	F (82.0)	F (101.7)
7	**Windward Parkway @ Deerfield Parkway / Westside Parkway**	**D (43.8)**	**E (63.3)**	**D (47.8)**	**E (69.5)**	**D (48.5)**	**E (71.4)**
	-Eastbound Approach	C (33.2)	D (41.4)	D (39.6)	D (43.6)	D (40.0)	D (44.5)
	-Westbound Approach	C (31.7)	E (60.8)	C (33.7)	E (62.4)	C (35.0)	E (65.2)
	-Northbound Approach	E (64.5)	F (88.7)	E (65.0)	F (103.2)	E (64.8)	F (104.9)
	-Southbound Approach	E (74.1)	E (63.7)	E (75.4)	E (70.4)	E (75.3)	E (71.5)

The results of both the future "No Build" traffic operations analysis indicate that the northbound approach of HP Driveway at Windward Parkway (Intersection 6) will operate at LOS "F" with significant delays in the PM peak hour after the addition of traffic from adjacent Continuum Alpharetta DRI #3508. Similarly, the northbound approach of Westside Parkway at Windward Parkway (Intersection 7) will also operate at LOS "F" in the PM peak hour with considerable delays. Both intersections 6 and 7 will operate at overall LOS "E" in PM peak hour. All the stop-controlled approaches at unsignalized intersections will continue to operate at a level of service "B" or better.

The results of future "Build" traffic operations analysis indicate that the northbound and southbound approaches at signalized intersection # 6 and 7 will continue to operate at similar levels of service with marginal increased delays due to the new site traffic. All the stop-controlled approaches at unsignalized intersections will continue to operate at a level of service "B" or better.

1.0 INTRODUCTION

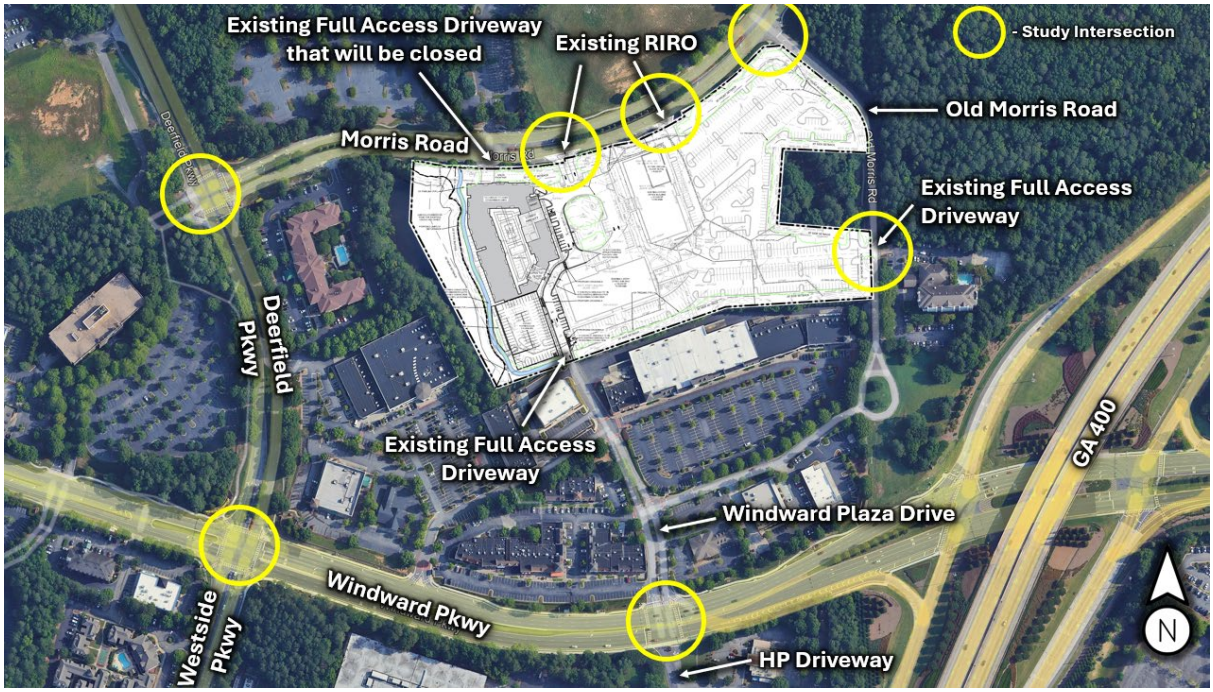
The purpose of this study is to determine the traffic impact of the proposed mixed-use development located southwest of the intersection of Morris Road and Old Morris Road in Alpharetta, Georgia, in accordance with the methodology approved by the City. The traffic analysis includes evaluation of the current operations and future conditions with the traffic generated by the development. The existing site currently consists of two four-story office buildings, of which approximately 48 percent of the 106,000 SF building and 60 percent of the 101,000 SF building are currently occupied. The proposed development includes the construction of a three-story residential building with 110 multifamily dwelling units in the northwest corner of the site, as well as the addition of a 5,000 SF retail space within the existing 101,000 SF office building in the year 2027. We have estimated trips from the vacant office space at full occupancy and included in our analysis.

This study includes the evaluation of traffic operations at the intersections of:

1. Deerfield Parkway @ Morris Road
2. Morris Road @ Western Site RIRO Driveway
3. Morris Road @ Eastern Site RIRO Driveway
4. Morris Road @ Old Morris Road
5. Old Morris Road @ Site Driveway / Hampton Inn & Suites Driveway
6. Windward Parkway @ HP Driveway / Windward Plaza Drive
7. Windward Parkway @ Deerfield Parkway / Westside Parkway

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

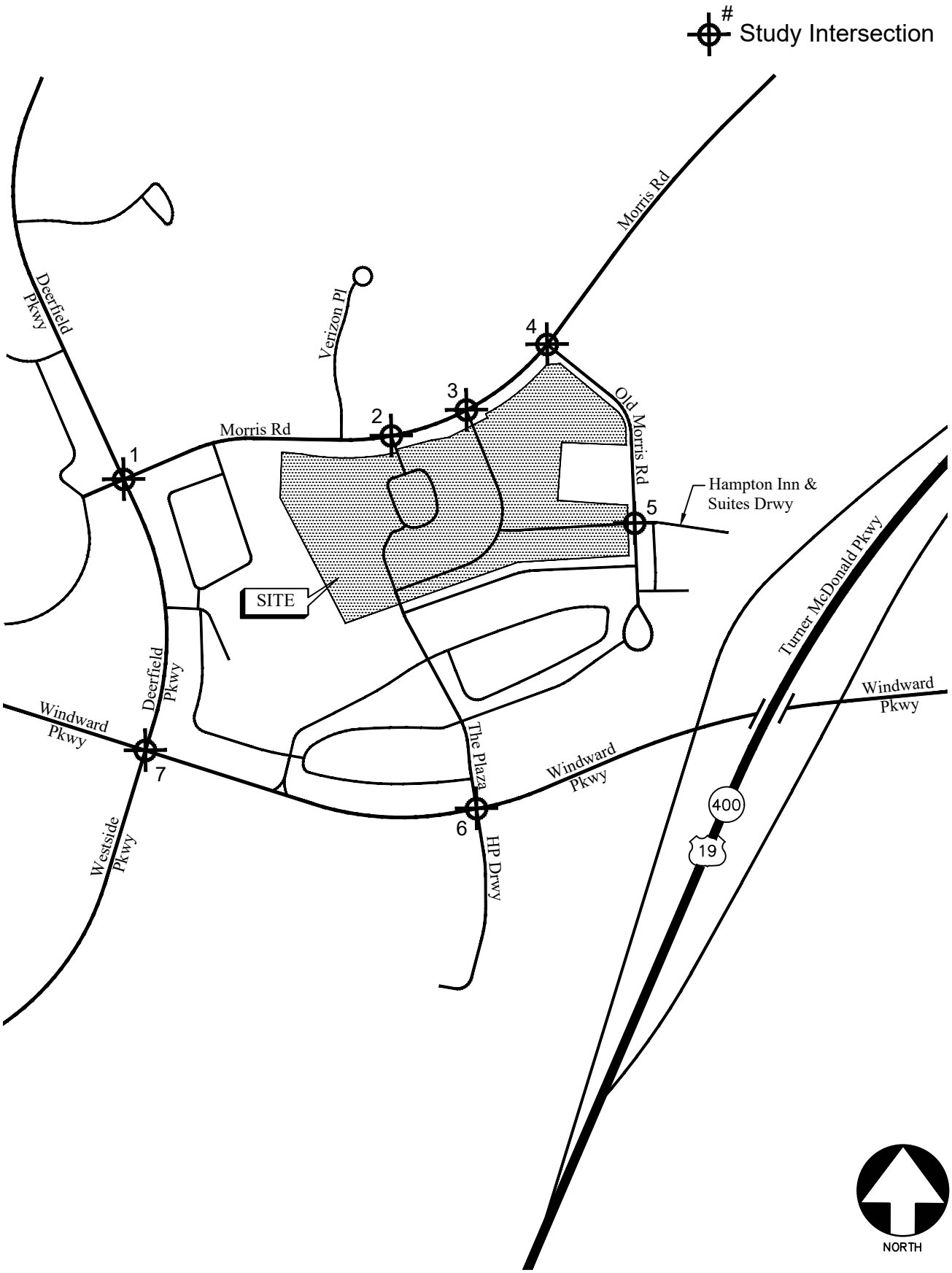
The mixed-use development will use the following existing driveways.

- **Site Driveway 1**: Right-In/Right-Out (western) driveway on Morris Road with a minor stop control on the northbound driveway approach.
- **Site Driveway 2**: Right-In/Right-Out (eastern) driveway on Morris Road with a minor stop control on the northbound driveway approach.
- **Site Driveway 3**: Full-access driveway on Old Morris Road, aligned with Hampton Inn & Suites Driveway, with a minor stop control on the eastbound (site driveway) and westbound (Hampton Inn & Suites Driveway) approaches.
- **Site Driveway 4**: Full-access driveway at the end of Windward Plaza Drive. Windward Plaza Drive aligns across from the existing signalized HP Driveway on Windward Parkway.
- **Site Driveway 5:** Full-access driveway on Morris Road at the median break east of Deerfield Parkway. Following the addition of the residential and retail components, this driveway will be closed, while all the above-mentioned existing driveways will be retained.

The mixed-use development is proposed to be fully constructed in 2027.

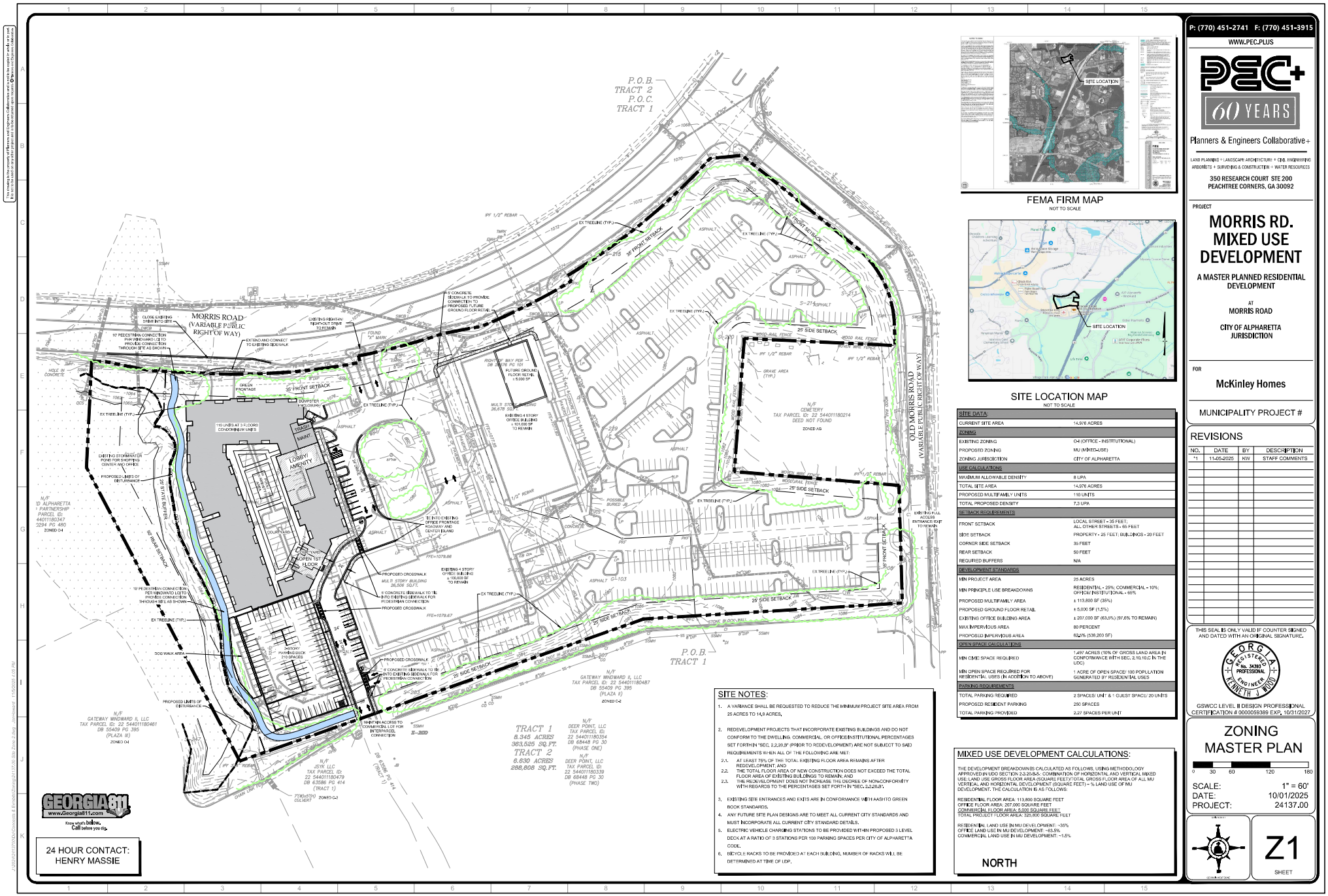
Recommendations to improve traffic operations, if any, have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.

A site plan is shown in Figure 2.



LOCATION MAP FIGURE 1

A&R Engineering Inc.



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EXISTING OFFICE BUILDING AREA	± 207,000 SF (63.5%) (97.6% TO REMAIN)
MAX IMPERVIOUS AREA	80 PERCENT
PROPOSED IMPERVIOUS AREA	62.4% (539,200 SF)
OPEN SPACE CALCULATIONS	
MIN CIVIC SPACE REQUIRED	1.497 ACRES (10% OF GROSS LAND AREA IN CONFORMANCE WITH SEC. 2.10.10.C IN THE UDO)
MIN OPEN SPACE REQUIRED FOR RESIDENTIAL USES (IN ADDITION TO ABOVE)	1 ACRE OF OPEN SPACE/ 100 POPULATION GENERATED BY RESIDENTIAL USES
PARKING REQUIREMENTS	
TOTAL PARKING REQUIRED	2 SPACES/ UNIT & 1 GUEST SPACE/ 20 UNITS
PROPOSED RESIDENT PARKING	250 SPACES
TOTAL PARKING PROVIDED	2.27 SPACES PER UNIT

MIXED USE DEVELOPMENT CALCULATIONS:

THE DEVELOPMENT BREAKDOWN IS CALCULATED AS FOLLOWS, USING METHODOLOGY APPROVED IN UDO SECTION 2.2.20.B.5: COMBINATION OF HORIZONTAL AND VERTICAL MIXED USE: LAND USE GROSS FLOOR AREA (SQUARE FEET)/ TOTAL GROSS FLOOR AREA OF ALL MU VERTICAL AND HORIZONTAL DEVELOPMENT (SQUARE FEET) = % LAND USE OF MU DEVELOPMENT. THE CALCULATION IS AS FOLLOWS:

RESIDENTIAL FLOOR AREA: 113,800 SQUARE FEET
OFFICE FLOOR AREA: 207,000 SQUARE FEET
COMMERCIAL FLOOR AREA: 5,000 SQUARE FEET
TOTAL PROJECT FLOOR AREA: 325,800 SQUARE FEET

RESIDENTIAL LAND USE IN MU DEVELOPMENT: ~35%
OFFICE LAND USE IN MU DEVELOPMENT: ~63.5%
COMMERCIAL LAND USE IN MU DEVELOPMENT: ~1.5%

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PROJECT
MORRIS RD. MIXED USE DEVELOPMENT
A MASTER PLANNED RESIDENTIAL DEVELOPMENT
AT
MORRIS ROAD
CITY OF ALPHARETTA JURISDICTION

FOR
McKinley Homes

MUNICIPALITY PROJECT #

REVISIONS

NO.	DATE	BY	DESCRIPTION
*1	11-05-2025	KW	STAFF COMMENTS

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.
GEORGIA REGISTERED No. 34301 PROFESSIONAL ENGINEER KENNETH J. WOOD
GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/31/2027

ZONING MASTER PLAN
0 30 60 120 180
SCALE: 1" = 60'
DATE: 10/01/2025
PROJECT: 24137.00

Z1
SHEET

SITE PLAN

FIGURE 2

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 Windward Parkway

Windward Parkway is an east-west, six-lane, median-divided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID: 121-6363) indicate that the daily traffic volume on Windward Parkway in 2024 was 40,300 vehicles east of Deerfield Parkway. GDOT and the City of Alpharetta classify Windward Parkway as a minor arterial roadway.

2.1.2 Deerfield Parkway

Deerfield Parkway is a north-south, four-lane, median-divided roadway with a posted speed limit of 35 mph in the vicinity of the site. City of Alpharetta classifies Deerfield Parkway as a minor arterial roadway.

2.1.3 Westside Parkway

Westside Parkway is a north-south, four-lane, median-divided roadway with a posted speed limit of 40 mph in the vicinity of the site. City of Alpharetta classifies Westside Parkway as a minor arterial roadway.

2.1.4 Morris Road

Morris Road is an east-west, four-lane, median-divided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID: 121-0963) indicate that the daily traffic volume on Morris Road in 2024 was 9,050 vehicles south of Webb Road. GDOT classifies Morris Road as a local roadway.

2.1.5 Old Morris Road

Old Morris Road is a north-south, two-lane, local roadway with a posted speed limit of 25 mph.

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

- Sidewalks are present on Windward Parkway, Deerfield Parkway, Westside Parkway, Morris Road, and Old Morris Road. Crosswalks are present at the signalized intersections of:
    - Deerfield Parkway at Morris Road (on all approaches)
    - Windward Parkway at Deerfield Parkway/Westside Parkway (on all approaches)
    - Windward Parkway @ HP Driveway / Windward Plaza Drive (on all approaches)
- MARTA 141 & 143 – bus stops are present on Windward Parkway, Deerfield Parkway and Morris Road in the vicinity of the site.
- Dedicated bike lanes are present on Windward Parkway and Westside Parkway in both directions.

2.3 Traffic Count and Signal Timing Data

Existing traffic counts were obtained at the following study intersections:

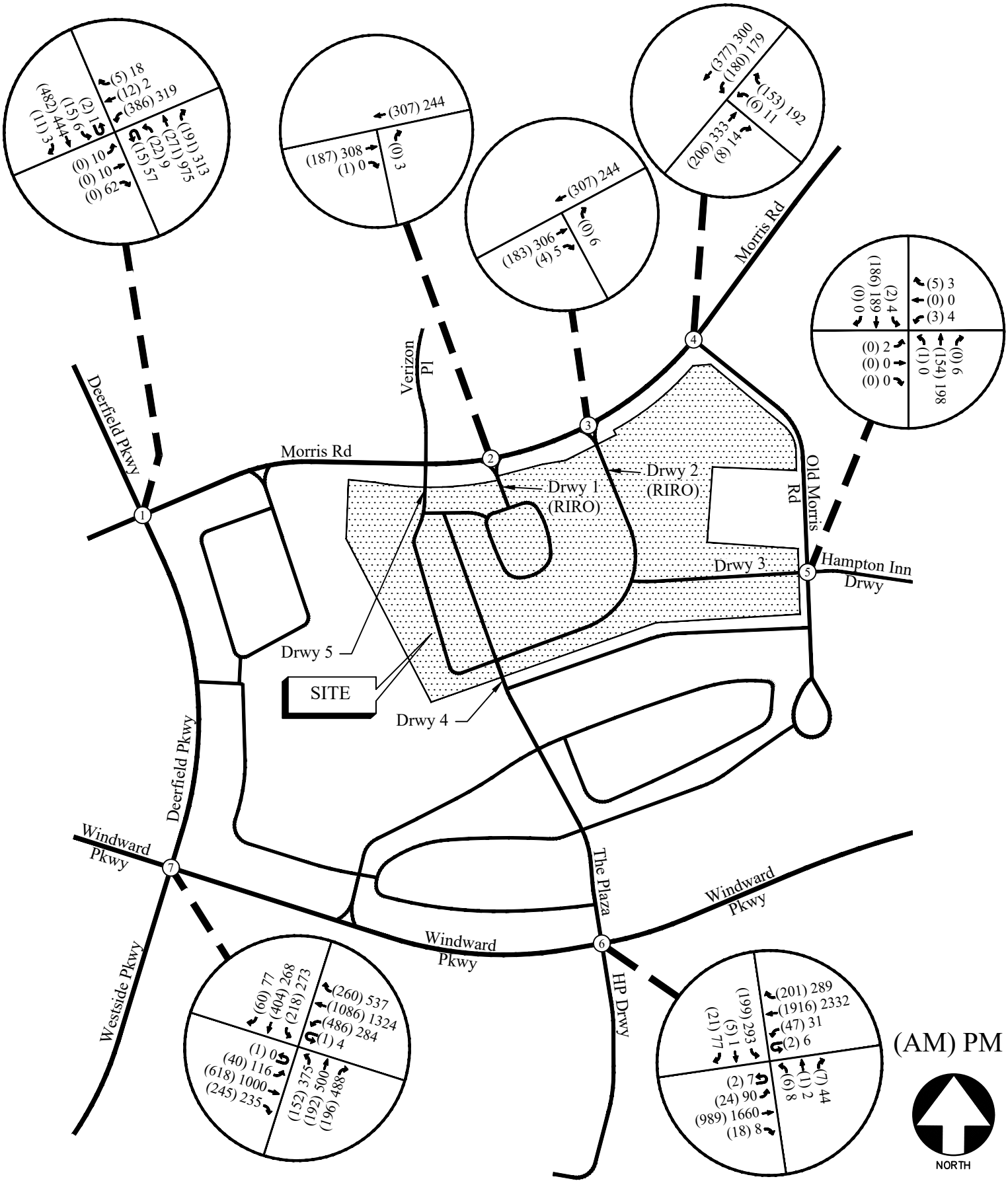
1. Deerfield Parkway @ Morris Road
2. Morris Road @ Western Site RIRO Driveway
3. Morris Road @ Eastern Site RIRO Driveway
4. Morris Road @ Old Morris Road
5. Old Morris Road @ Site Driveway / Hampton Inn & Suites Driveway
6. Windward Parkway @ HP Driveway / Windward Plaza Drive
7. Windward Parkway @ Deerfield Parkway / Westside Parkway

Turning movement counts were collected on the following dates:

- Intersections 1, 4, and 5 on Tuesday, December 09, 2025
- Intersections 2, 3, 6, and 7 on Thursday, January 08, 2026

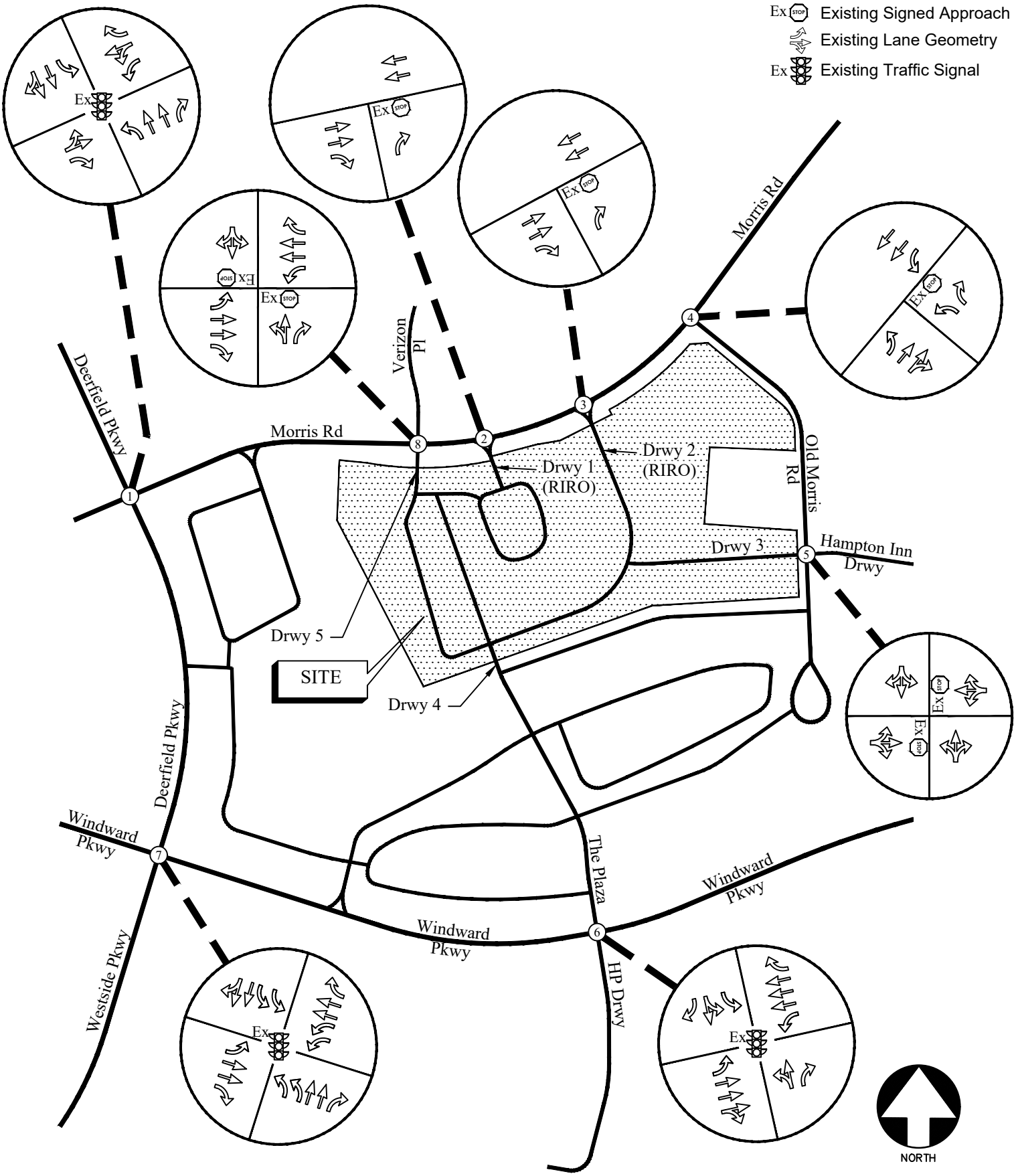
All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 3. The existing traffic control and lane geometry for the intersections are shown in Figure 4. A comparison of traffic counts collected at the intersection of Windward Parkway @ HP Driveway / Windward Plaza Drive on December 09, 2025, and January 08, 2026, did not show significant difference in the volumes between the two dates. We have therefore not made any adjustments to the traffic volumes at other intersections where the data was collected on December 09, 2025. We used a heavy vehicle percentage of 2% which we got from the GDOT Traffic Analysis and Data Application (TADA).

Existing signal phasing and timing data was obtained from the City of Alpharetta at the three signalized intersections of Deerfield Parkway at Morris Road (Intersection 1), Windward Parkway at HP Driveway / Windward Plaza Drive (Intersection 6) and Windward Parkway at Deerfield Parkway / Westside Parkway (Intersection 7) and was incorporated in the traffic analysis modeling.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 3

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 4

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.

3.1.1 City of Milton's Deerfield Active Park Development

The city plans to create a new active park on over 24 acres purchased in 2024 in two separate installments along Deerfield Parkway. This facility will include athletic fields as well as other features and amenities. The project consists of the construction of a new active park with several playing fields. Specifically, the goal of the proposed park is to include a minimum of 4 baseball fields (various sizes), 2 multipurpose (football/lacrosse/soccer) fields, a concession building, restrooms, a maintenance building, accessory prefabricated structures for use as storage buildings and pavilions, playgrounds, batting cages, scoreboards, proper seating areas for spectators, retaining walls, a parking lot, lighting, stormwater quantity control and water quality treatment, and site grading. Additionally, there will likely be inter-parcel connections for pedestrian and vehicle use to improve overall traffic operations and leverage nearby available parking.

This proposed park is outside of the study area, and its completion date is not published by City of Milton Yet. According to their website, the final draft concept plan was presented to the Parks and Recreation Advisory Board at its May 15, 2025, meeting.

3.1.2 GDOT PI # 0015078 (Big Creek Greenway Connection)

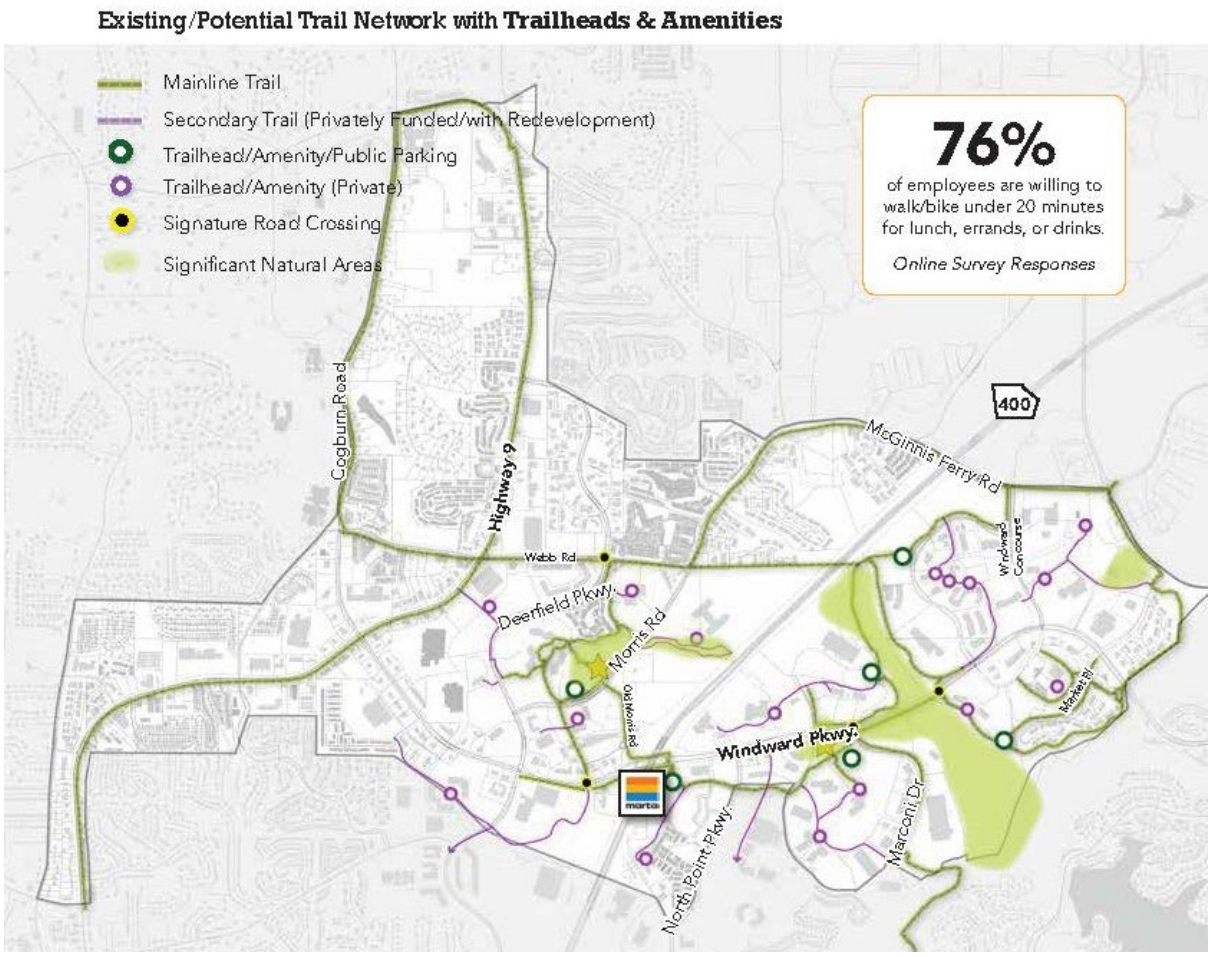
GDOT PI # 0015078 Big Creek Greenway Connector from Bethany Bend to Morris Road project includes a 10 - 12 ft wide multiuse trail from the intersection of Bethany Bend & Cogburn Road to the existing Big Creek Greenway trail head at Marconi Drive. This project is also outside of the study area of the proposed development.

3.1.3 Windward Parkway & Highway 9 Area Strategic Master Plan

The Windward Parkway & Highway 9 Strategic Master Plan completed in 2024 after a 10-month planning process, identifies investments in mobility, transportation, green space, and placemaking to improve quality of life and economic competitiveness. The five key takeaways of the plan are:

1. Improving mobility is key to the success of the area
2. The area lacks authentic and local experience
3. There is a need for additional parks and open spaces
4. Major roadways divide as well as connect the district
5. The quality of the built environment and amenities will influence working arrangements for large employers.

The site plan already incorporates the master plan's secondary trails and trailhead amenities within the site.



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 three years (2022-2024) revealed a growth of approximately 1.5% in the area. 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.

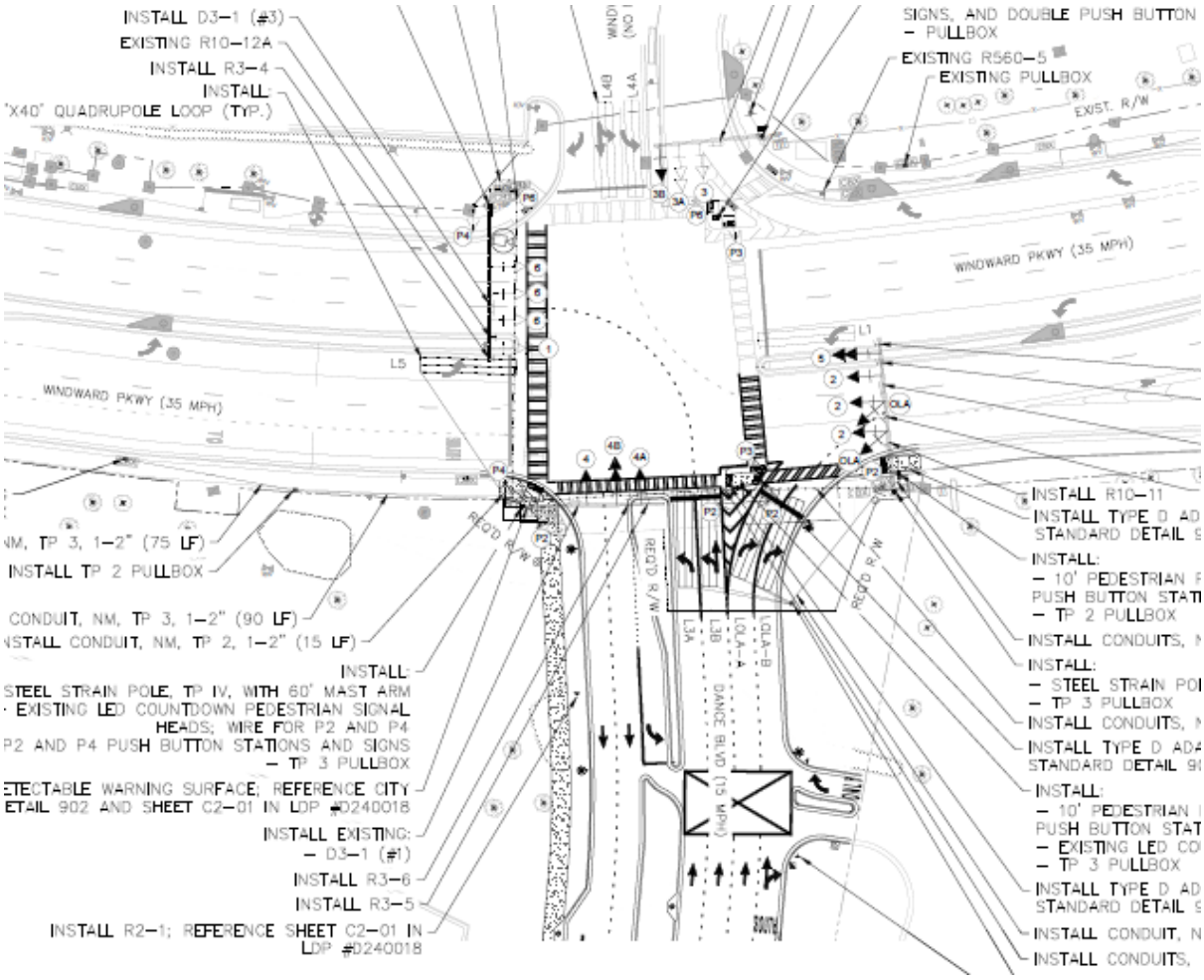
3.3 Adjacent Developments

There are currently two proposed adjacent developments in the study area.

3.3.1 Continuum Alpharetta DRI #3508

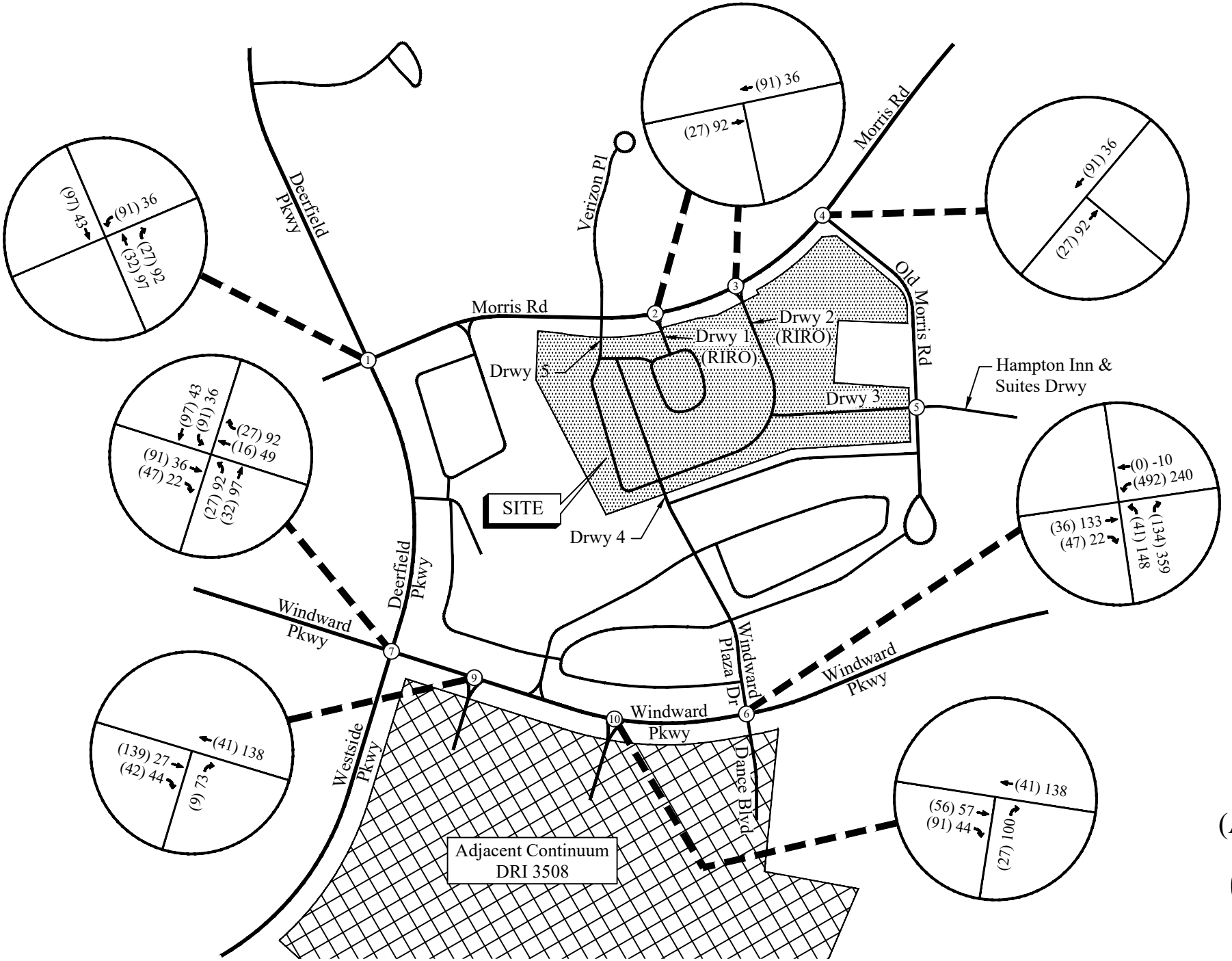
The adjacent Continuum Alpharetta (DRI #3508) site is proposed to the southeast of the Windward Parkway at Deerfield Parkway / Westside Parkway intersection. The projected AM and PM peak hour traffic volumes for this development, estimated using Figure 6 (Page 20) of the traffic study submitted by Kimley-Horn and Associates in December 2021, have been included in our analysis and are shown in Figure 5A.

At the intersection of Windward Parkway at Windward Plaza Drive/HP Driveway (Intersection 6), the adjacent development will add a left turn lane and a right turn lane on the northbound approach. This change is incorporated in the future traffic modeling.



3.3.2 Deerfield Corporate Center

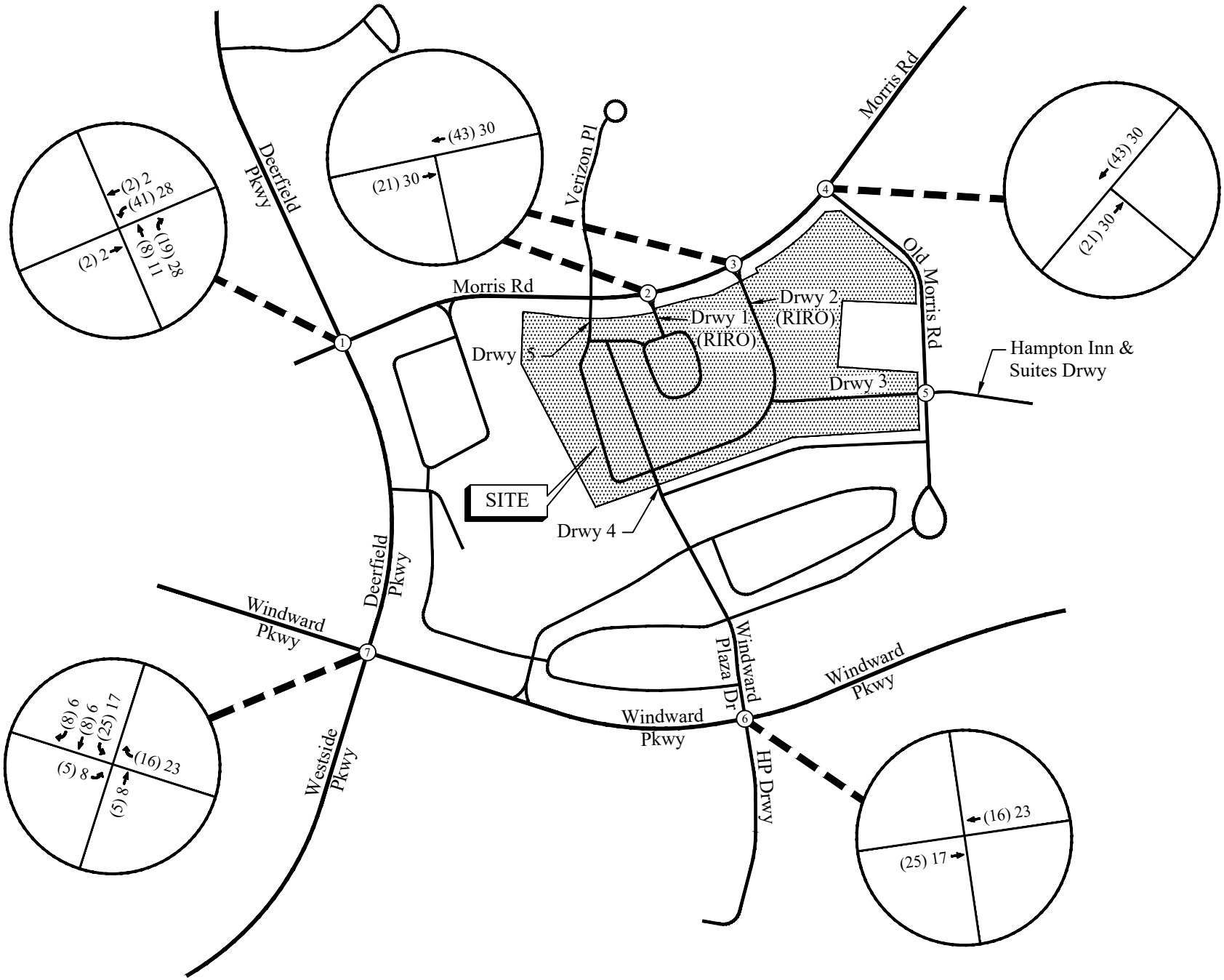
The adjacent Deerfield Corporate Center mixed-use site is located to the south of Webb Road between Deerfield Parkway and Morris Road. The projected AM and PM peak hour traffic volumes for this site, estimated using Figure 9 (Page 17) of the traffic study submitted by NV5 Engineers and Consultants in October 4, 2025, are included in our analysis and are shown in Figure 5B.



SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES
(ADJACENT CONTINUUM DRI #3508)

FIGURE 5A

A&R Engineering Inc.



SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES
(ADJACENT DEERFIELD CORPORATE CENTER)

FIGURE 5B

A&R Engineering Inc.

3.4 Project Trip Generation

Trip generation estimates were based on the rates and equations published in the *12th 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 for the site is based on the following ITE land uses: *220 – Multifamily Housing (Low-Rise), 822 – Strip Retail Plaza (<40k)* and *710 – General Office Building*. The estimated trip generation volumes are shown in Table 1.

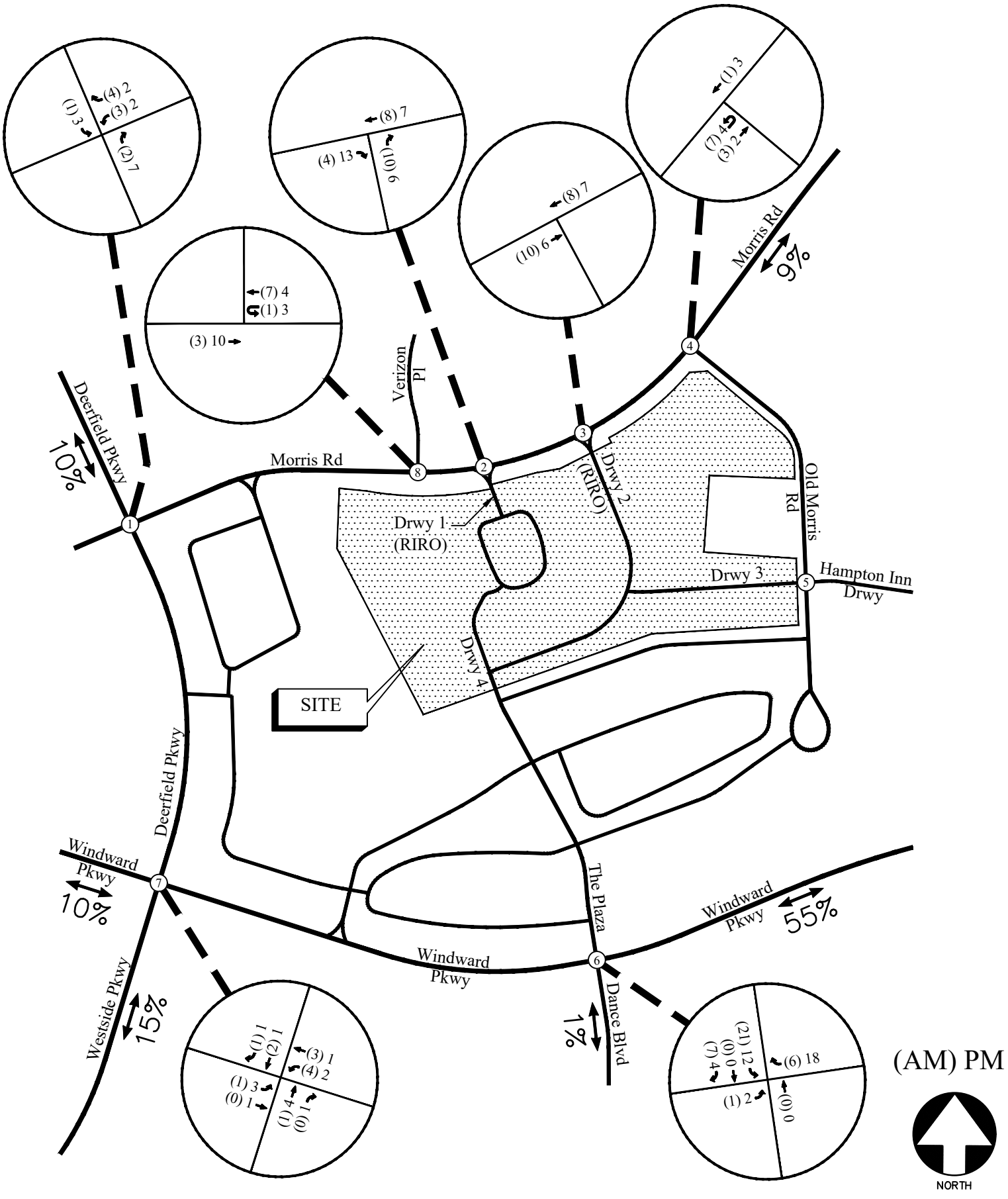
TABLE 1 – TRIP GENERATION (PROPOSED DEVELOPMENT)

Land Use	Code	Density (SF/DU)	Period	Total	In	Out
Multifamily Housing (Low-Rise)	220	110 Units	Daily	740	370	370
			AM Peak Hour	51	12	39
			PM Peak Hour	60	37	23
Strip Retail Plaza	822	5,000 SF	Daily	441	221	220
			AM Peak Hour	20	11	9
			PM Peak Hour	48	24	24
General Office Building*	710	90,520 SF	Daily	767	384	383
			AM Peak Hour	121	107	14
			PM Peak Hour	121	19	102
Total New Primary Trips			Daily	1,948	974	974
			AM Peak Hour	192	130	62
			PM Peak Hour	229	80	149
Total Internal Capture Trips			Daily	-142	-71	-71
			AM Peak Hour	-4	-2	-2
			PM Peak Hour	-14	-7	-7
Total Net New Trips			**Daily**	**1,806**	**903**	**903**
			AM Peak Hour	**188**	**128**	**60**
			PM Peak Hour	**215**	**73**	**142**

* The existing vacant general office building trips are estimated at full occupancy.

3.5 Trip Distribution and Assignment

The trip distribution describes how traffic arrives and departs from the site. Trip distributions were developed based on city's recommendations following the trip distribution used in DRI #3508. The site-generated peak hour traffic volumes, shown in Table 1, were assigned to the study area intersections based on these distributions. The outer-leg distribution and AM and PM peak hour new traffic generated by the proposed mixed-use site for the residential and non-residential trips are shown in Figures 6A and 6B, respectively.



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

FIGURE 6A

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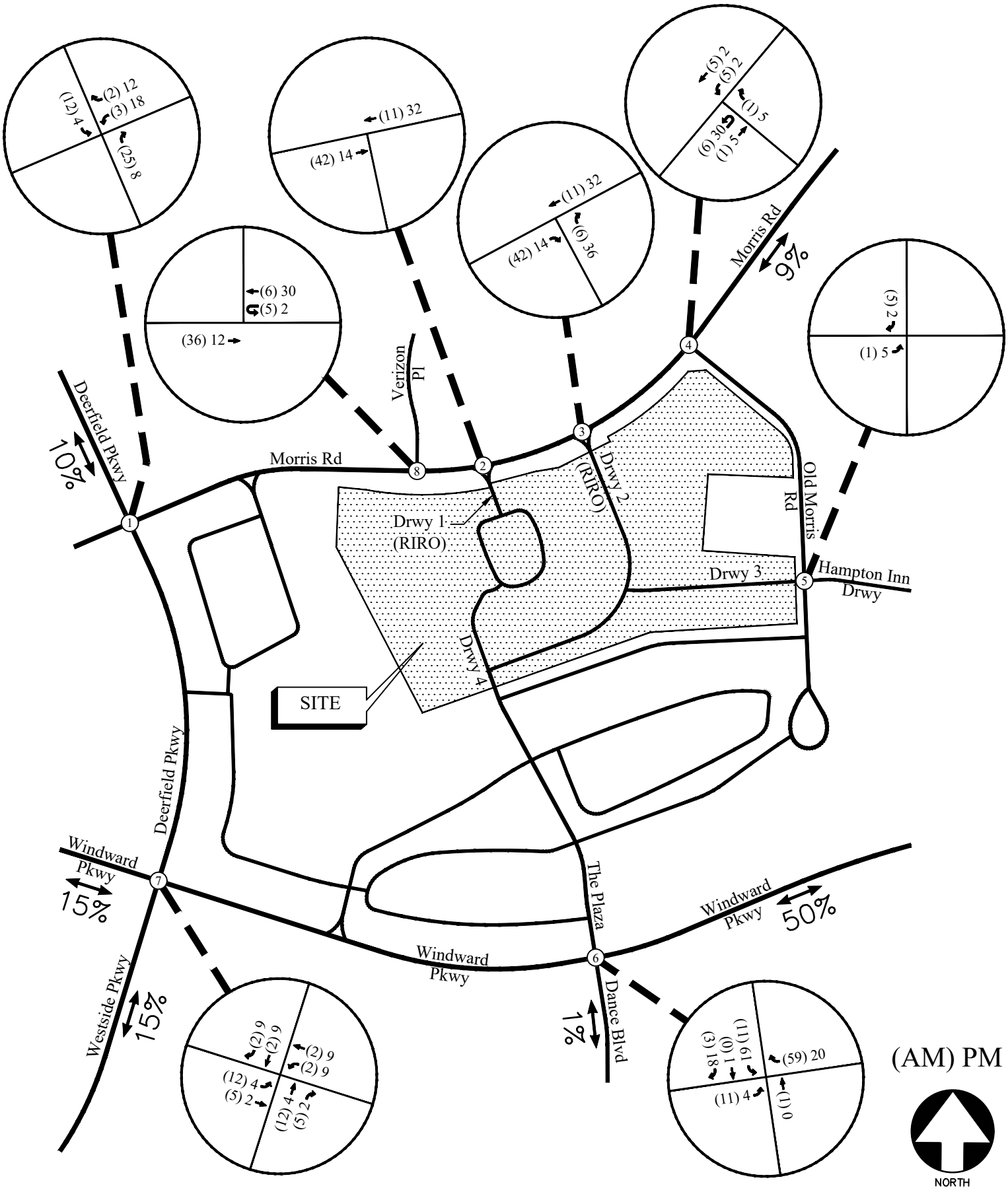
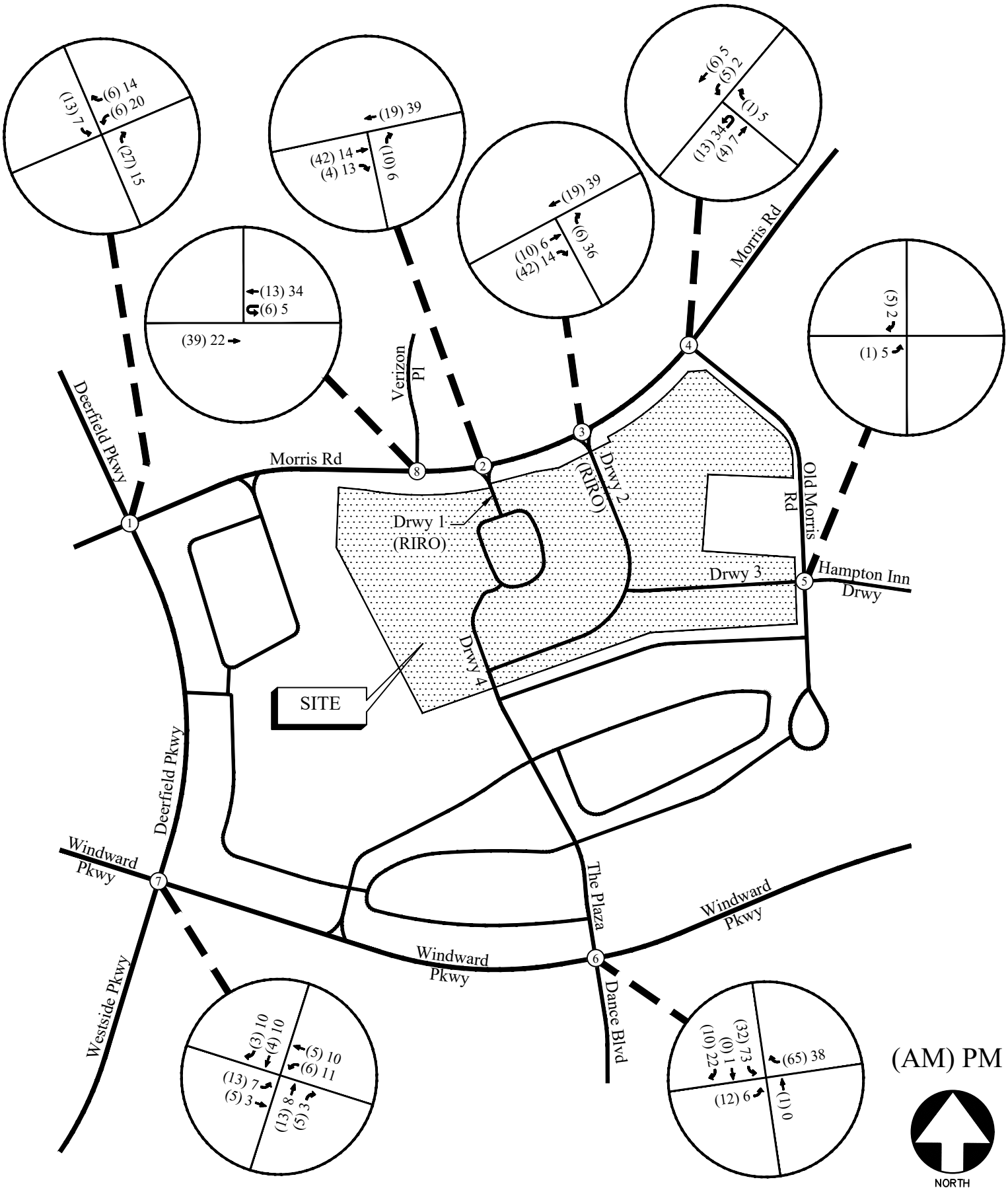


NON-RESIDENTIAL — TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (PROPOSED SITE)

FIGURE 6B

A&R Engineering Inc.



TOTAL SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES FIGURE 6C
(PROPOSED SITE) **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 12 software, which utilizes the HCM methodology, was used for analysis. The existing turning movement count data shows U-turn movements at all 3 signalized study intersections as well as split phasing operations at 2 of the 3 signalized study intersections. As per the City comments, to properly evaluate U-turn maneuvers and split phase operations within Synchro, the signalized study intersections were evaluated using HCM 2000 since HCM 7th does not evaluate these parameters in full. HCM 7th was used to report capacity analysis results for the unsignalized study intersections. 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 2 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 2 – 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 3 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 3 – 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 2026 traffic operations were analyzed at the study intersections in accordance with the HCM methodology using the volumes in Figure 3B. For signalized intersections, we used the timings provided by the City of Alpharetta. The results of the analysis are shown in Table 4.

TABLE 4 – EXISTING 2026 INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak	PM Peak
1	**Deerfield Parkway @ Morris Road** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**C (23.8)** A (0.0) C (32.3) C (29.8) B (11.1)	**B (17.2)** D (36.1) D (40.5) B (11.1) B (14.6)
2	**Morris Road @ Western Site RIRO Driveway** -Northbound Approach	Stop Controlled on NB Approach	A (0.0)	A (9.3)
3	**Morris Road @ Eastern Site RIRO Driveway** -Northbound Approach	Stop Controlled on NB Approach	A (0.0)	A (9.3)
4	**Morris Road @ Old Morris Road** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (8.1) B (10.0)	A (8.6) B (11.3)
5	**Old Morris Road @ Site Driveway / Hampton Inn & Suites Driveway** -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	A (0.0) B (10.1) A (7.7) A (7.6)	B (11.7) B (10.8) A (0.0) A (7.7)
6	**Windward Parkway @ HP Driveway / Windward Plaza Drive** -Eastbound Approach -Westbound Approach -Northbound Approach (HP Driveway) -Southbound Approach (Windward Plaza)	Signalized	**B (16.1)** A (9.9) B (12.0) E (77.6) E (79.0)	**C (23.7)** B (11.7) C (22.1) E (74.0) F (84.8)
7	**Windward Parkway @ Deerfield Parkway / Westside Parkway** -Eastbound Approach -Westbound Approach -Northbound Approach (Westside Pkwy) -Southbound Approach (Deerfield Pkwy)	Signalized	**D (43.8)** C (33.2) C (31.7) E (64.5) E (74.1)	**E (63.3)** D (41.4) E (60.8) F (88.7) E (63.7)

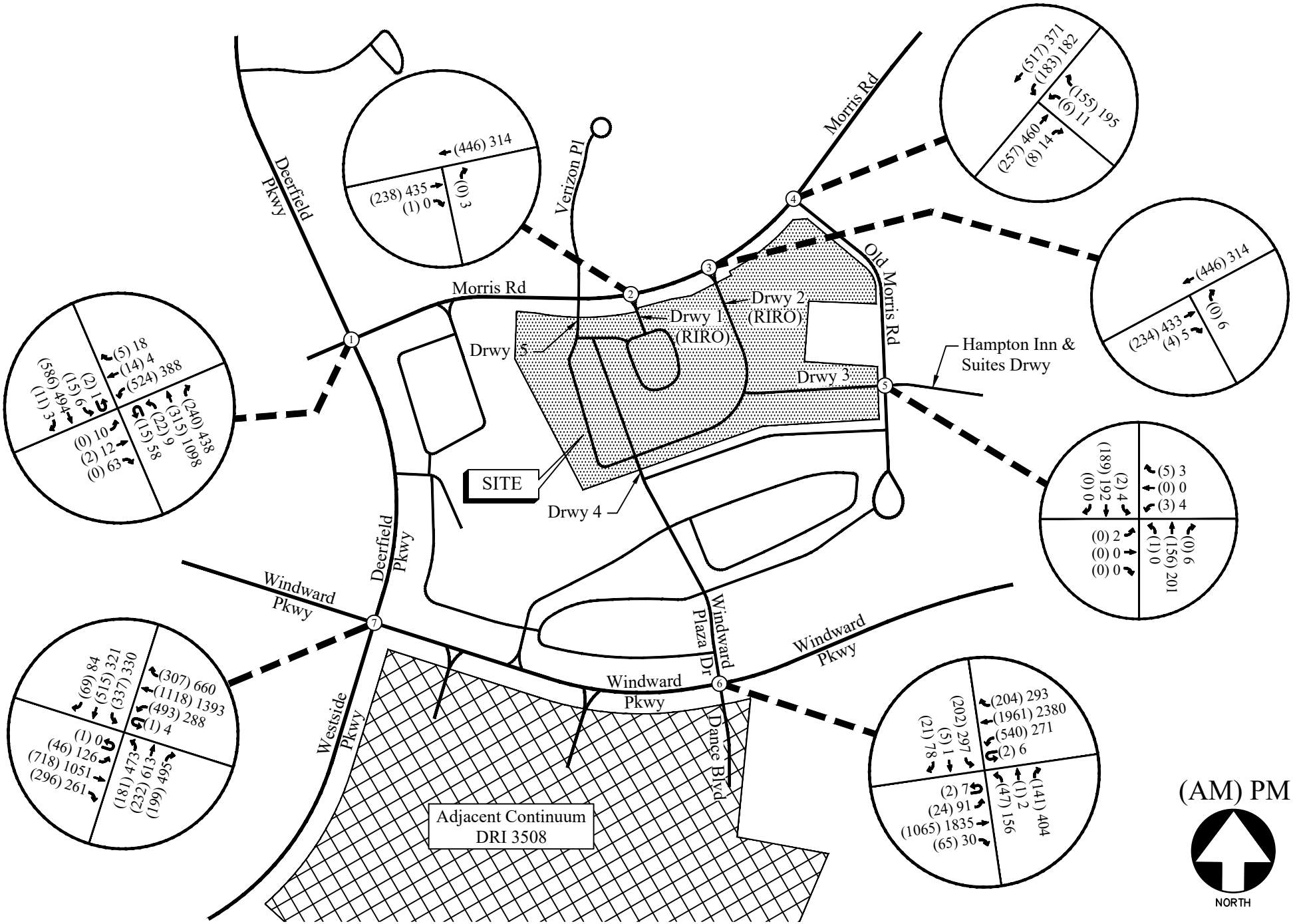
The results of existing traffic operations analysis indicate that the signalized intersections operate at an overall level of service of "D" or better except for the intersection of Windward Parkway at Deerfield Parkway / Westside Parkway during the PM peak hour which operates at an overall level of service of "E". The northbound and southbound approaches at signalized intersections 6 and 7 are experiencing considerable delays in both AM and PM peaks. The unsignalized intersections approaches operate at a level of service of "B" or better during both the AM and PM peak hours.

4.3 Future Conditions Capacity Analysis

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

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 3) plus increases for annual growth of through traffic and traffic from the planned adjacent Continuum Alpharetta DRI #3508 and Deerfield Corporate Center developments (Figures 5A and 5B). The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

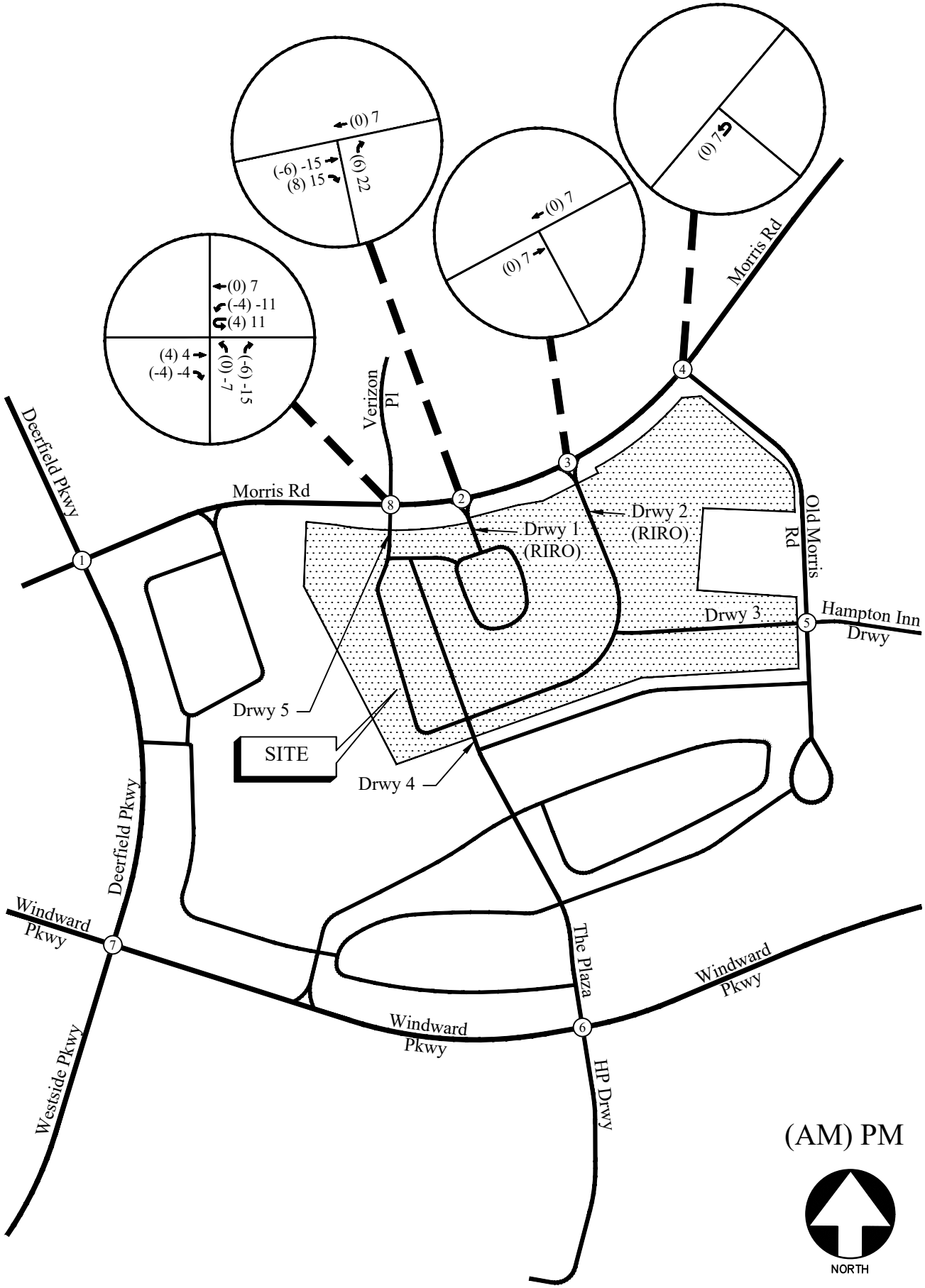
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the traffic from the proposed development. The proposed development will close the existing full access driveway on Morris Road. The entering and exiting volumes into/from this full access driveway were shifted to the western right-in/right-out driveway on Morris Road. These shifted existing volumes are shown in Figure 8. To evaluate future traffic operations in this area, the total site-generated traffic volumes from the site (Figure 6C) were added to base traffic volumes (Figure 7) and the shifted traffic (Figure 8) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 9.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

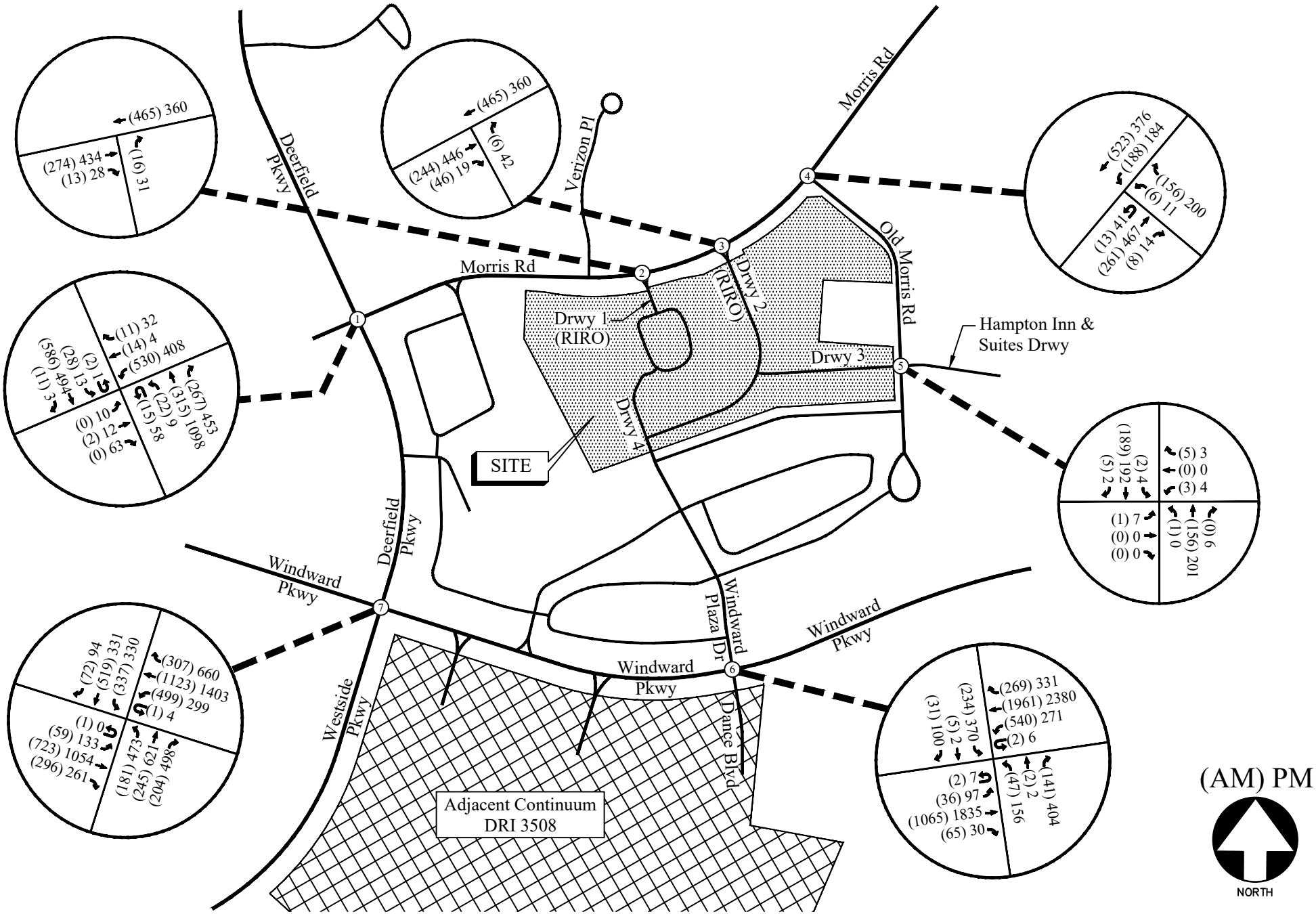
FIGURE 7

A&R Engineering Inc.



SHIFTED MORRIS ROAD FULL ACCESS DRIVEWAY FIGURE 8

EXISTING TRIPS **A&R Engineering Inc.**



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 9

A&R Engineering Inc.

The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figures 7 and 10, respectively. The results of the analysis are shown in Table 5.

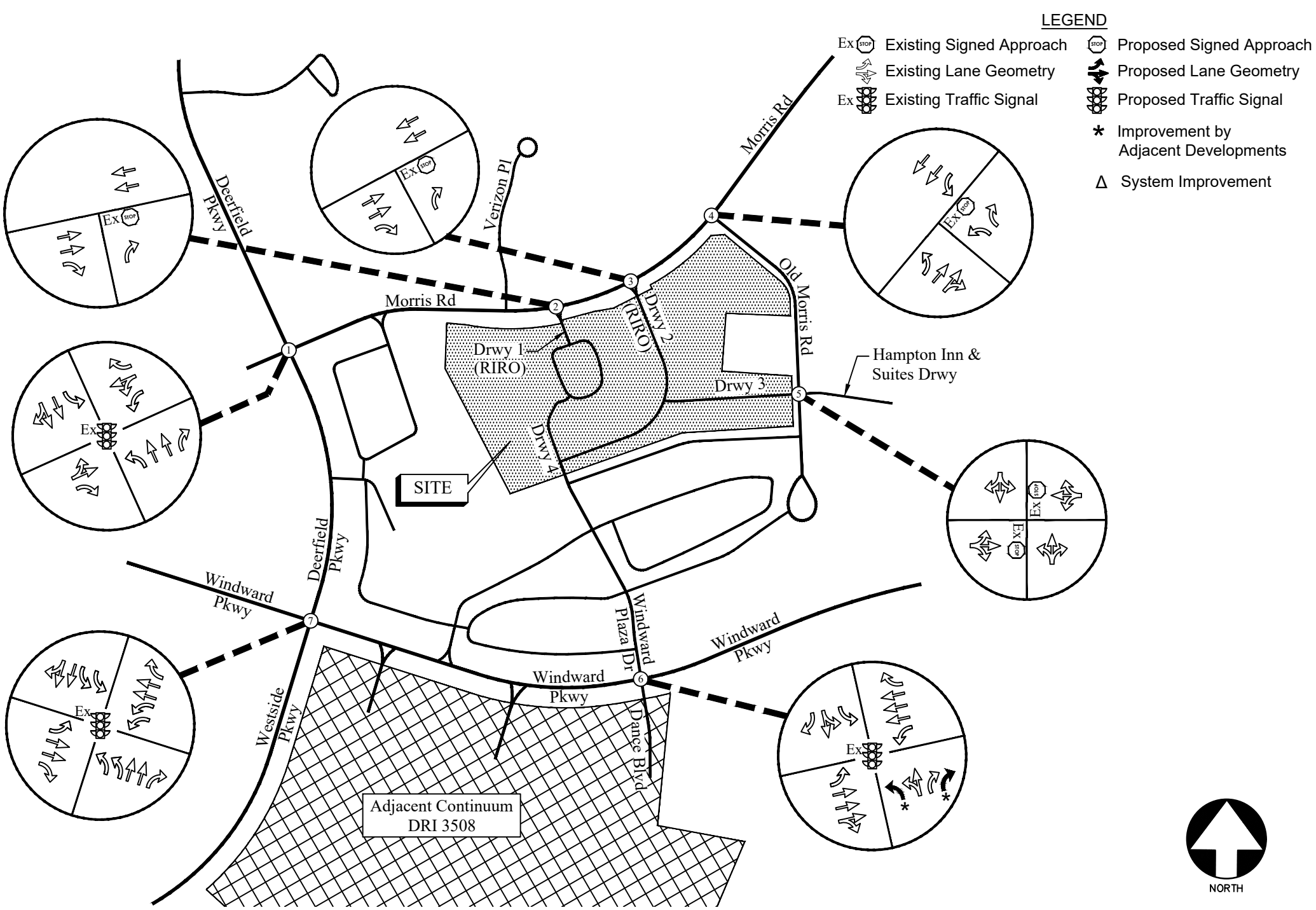
TABLE 5 – FUTURE 2027 INTERSECTION OPERATIONS

	Intersection	LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Deerfield Parkway @ Morris Road**	**D (36.1)**	**C (19.0)**	**D (39.8)**	**C (25.3)**
	-Eastbound Approach	D (39.6)	D (36.2)	D (39.6)	D (36.2)
	-Westbound Approach	C (28.6)	D (47.6)	C (28.9)	D (50.5)
	-Northbound Approach	E (58.5)	B (11.8)	E (68.7)	C (20.8)
	-Southbound Approach	C (21.0)	B (15.6)	C (20.9)	B (15.7)
2	**Morris Road @ Western Site RIRO Driveway**				
	-Northbound Approach	A (0.0)	A (9.7)	A (9.2)	A (9.9)
3	**Morris Road @ Eastern Site RIRO Driveway**				
	-Northbound Approach	A (0.0)	A (9.7)	A (9.0)	B (10.1)
4	**Morris Road @ Old Morris Road**				
	-Westbound Left	A (8.3)	A (9.1)	A (8.3)	A (9.2)
	-Northbound Approach	B (10.4)	B (12.4)	B (10.4)	B (12.8)
5	**Old Morris Road @ Site Driveway / Hampton Drwy**	A (0.0)	B (11.8)	B (11.7)	B (11.8)
	-Eastbound Approach	B (10.2)	B (10.8)	B (10.2)	B (10.8)
	-Westbound Approach	A (7.7)	A (0.0)	A (7.7)	A (0.0)
	-Northbound Left	A (7.6)	A (7.7)	A (7.6)	A (7.7)
	-Southbound Left				
6	**Windward Pkwy @ HP Drwy / Windward Plaza Dr**	**D (48.6)**	**E (77.2)**	**D (51.4)**	**F (84.2)**
	-Eastbound Approach	C (22.8)	B (14.3)	C (23.0)	B (14.7)
	-Westbound Approach	E (55.3)	D (53.9)	E (59.0)	E (62.8)
	-Northbound Approach (HP Driveway)	E (72.6)	F (412.9)	E (72.6)	F (426.9)
	-Southbound Approach (Windward Plaza Drwy)	E (79.6)	F (86.1)	F (82.0)	F (101.7)
7	**Windward Pkwy@ Deerfield Pkwy / Westside Pkwy**	**D (47.8)**	**E (69.5)**	**D (48.5)**	**E (71.4)**
	-Eastbound Approach	D (39.6)	D (43.6)	D (40.0)	D (44.5)
	-Westbound Approach	C (33.7)	E (62.4)	C (35.0)	E (65.2)
	-Northbound Approach (Westside Parkway)	E (65.0)	F (103.2)	E (64.8)	F (104.9)
	-Southbound Approach (Deerfield Parkway)	E (75.4)	E (70.4)	E (75.3)	E (71.5)

The results of both the future "No Build" traffic operations analysis indicate that the northbound approach of HP Driveway at Windward Parkway (intersection 6) will operate at LOS "F" with significant delays in the PM peak hour after the addition of traffic from adjacent Continuum Alpharetta DRI #3508. Similarly, the northbound approach of Westside Parkway at Windward Parkway (intersection 7) will also operate at LOS "F" in the PM peak hour with considerable delays. Both intersections 6 and 7 will operate at overall LOS "E" in PM peak hour. All the stop-controlled approaches at unsignalized intersections will continue to operate at a level of service "B" or better.

The results of future "Build" traffic operations analysis indicate that the northbound and southbound approaches at signalized intersection # 6 and 7 will continue to operate at similar levels of service with marginal increased delays due to the new site traffic. All the stop-controlled approaches at unsignalized intersections will continue to operate at a level of service "B" or better.

Recommendations on traffic control and lane geometry are shown in Figure 10.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 10

A&R Engineering Inc.

4.4 System Improvements

6. Windward Parkway @ HP Driveway / Windward Plaza Drive

After addition of adjacent Continuum mixed-use development's traffic and recommended lane geometry changes in the "No-Build" conditions, the northbound and southbound approaches of HP Driveway and Windward Plaza Driveway approaches will experience significant delays. Keeping the same cycle length, we recommend adjusting the splits to accommodate the increased DRI traffic volumes and revised lane geometry. The revised operations in both "No-Build" and "Build" conditions with adjusted splits are shown below in Table 6 which show significant improvement in delays and the overall level of service.

TABLE 6 – FUTURE 2027 INTERSECTION 6 OPERATION (WITH SIGNAL TIMING IMPROVEMENTS)

Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
6	**Windward Parkway @ HP Driveway / Windward Plaza Drive**	**C (32.4)**	**D (39.0)**	**C (34.0)**	**D (46.5)**
	-Eastbound Approach	D (40.8)	C (28.5)	D (41.7)	D (38.3)
	-Westbound Approach	C (22.1)	D (35.4)	C (23.7)	D (44.3)
	-Northbound Approach	E (72.6)	E (70.8)	E (72.6)	E (70.8)
	-Southbound Approach	E (78.9)	E (73.4)	E (79.2)	E (65.4)

7. Windward Parkway @ Deerfield Parkway / Westside Parkway

The intersection of Windward Parkway @ Deerfield Parkway/Westside Parkway which will operate at LOS "E" in "Existing" and "No-Build" conditions with the westbound, northbound and southbound approaches operating at LOS "E" and "F" in AM and/or PM peak hours. This intersection has dual left-turn lanes in three approaches and a single left-turn lane on the eastbound approach, has right-turn lanes on all but the southbound approach in the PM peak hour. This intersection serves approximately 6,000 trips in the PM peak. Based on the traffic volumes and existing lane geometry, we consider the intersection is operating at its maximum capacity and no minor improvements will improve the delays. Further, the impact of site generated traffic at this intersection is minimal.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development located southwest of the intersection of Morris Road and Old Morris Road in Alpharetta, Georgia. The existing site currently consists of two four-story office buildings, of which approximately 48 percent of the 106,000 SF building and 60 percent of the 101,000 SF building are currently occupied. The proposed development includes the construction of a three-story residential building with 110 multifamily dwelling units in the northwest corner of the site, as well as the addition of a 5,000 SF retail space within the existing 101,000 SF office building. We have estimated trips from the vacant office space at full occupancy and included in our analysis.

The existing site is currently served by one full-access driveway and two right-in/right-out driveways on Morris Road, one full-access driveway on Old Morris Road and one full-access driveway at the north end of Windward Plaza Drive. The full-access driveway on Old Morris Road aligns with the Hampton Inn & Suites driveway. Following the addition of the residential and retail components, the full-access driveway on Morris Road will be closed, while all other existing driveways will be retained.

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. Deerfield Parkway @ Morris Road
2. Morris Road @ Western Site RIRO Driveway
3. Morris Road @ Eastern Site RIRO Driveway
4. Morris Road @ Old Morris Road
5. Old Morris Road @ Site Driveway / Hampton Inn & Suites Driveway
6. Windward Parkway @ HP Driveway / Windward Plaza Drive
7. Windward Parkway @ Deerfield Parkway / Westside Parkway

The results of both the future "No Build" traffic operations analysis indicate that the northbound approach of HP Driveway at Windward Parkway (intersection 6) will operate at LOS "F" with significant delays in the PM peak hour after the addition of traffic from adjacent Continuum Alpharetta DRI #3508. Similarly, the northbound approach of Westside Parkway at Windward Parkway (intersection 7) will also operate at LOS "F" in the PM peak hour with considerable delays. Both intersections 6 and 7 will operate at overall LOS "E" in PM peak hour. All the stop-controlled approaches at unsignalized intersections will continue to operate at a level of service "B" or better.

The results of future "Build" traffic operations analysis indicate that the northbound and southbound approaches at signalized intersection # 6 and 7 will continue to operate at similar levels of service with marginal increased delays due to the new site traffic. All the stop-controlled approaches at unsignalized intersections will continue to operate at a level of service "B" or better.

Apart from closing the full access site driveway on Morris Road as noted on the site plan, no changes are recommended to the existing site driveway configurations.

Appendix

Existing Intersection Traffic Counts .....
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis.....
Future “Build” Intersection Analysis.....
Traffic Volume Worksheets .....

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Deerfield Parkway @ Morris Road
7-9 am | 4-6 pm

File Name : 20250428
Site Code : 20250428
Start Date : 12-09-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Deerfield Parkway Northbound					Deerfield Parkway Southbound					Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	35	49	1	87	2	125	2	1	130	0	0	2	2	88	4	2	94	313
07:15 AM	6	63	74	4	147	1	127	0	0	128	0	0	2	2	96	0	1	97	374
07:30 AM	4	72	85	6	167	2	124	0	0	126	0	0	0	0	113	0	1	114	407
07:45 AM	4	79	62	8	153	3	129	0	0	132	0	0	0	0	122	3	2	127	412
Total	16	249	270	19	554	8	505	2	1	516	0	0	4	4	419	7	6	432	1506
08:00 AM	3	70	53	6	132	3	125	5	1	134	0	0	0	0	117	2	3	122	388
08:15 AM	3	35	44	1	83	2	90	3	0	95	0	0	0	0	74	0	1	75	253
08:30 AM	13	80	58	2	153	2	132	1	1	136	0	0	0	0	103	4	1	108	397
08:45 AM	3	86	36	6	131	8	135	2	0	145	0	0	0	0	92	6	0	98	374
Total	22	271	191	15	499	15	482	11	2	510	0	0	0	0	386	12	5	403	1412
*** BREAK ***																			
04:00 PM	6	210	68	11	295	2	78	0	0	80	3	3	10	16	53	0	4	57	448
04:15 PM	2	180	73	10	265	3	82	1	0	86	4	0	8	12	62	1	1	64	427
04:30 PM	0	191	87	11	289	4	104	1	0	109	1	0	6	7	71	4	3	78	483
04:45 PM	4	255	78	15	352	5	106	0	0	111	1	0	15	16	70	1	3	74	553
Total	12	836	306	47	1201	14	370	2	0	386	9	3	39	51	256	6	11	273	1911
05:00 PM	1	217	73	12	303	0	100	0	0	100	4	5	29	38	101	0	8	109	550
05:15 PM	2	258	76	11	347	0	119	3	1	123	2	3	13	18	77	1	5	83	571
05:30 PM	2	245	86	19	352	1	119	0	0	120	3	2	5	10	71	0	2	73	555
05:45 PM	4	241	72	21	338	4	99	1	0	104	1	1	5	7	93	3	1	97	546
Total	9	961	307	63	1340	5	437	4	1	447	10	11	52	73	342	4	16	362	2222
Grand Total	59	2317	1074	144	3594	42	1794	19	4	1859	19	14	95	128	1403	29	38	1470	7051
Apprch %	1.6	64.5	29.9	4		2.3	96.5	1	0.2		14.8	10.9	74.2		95.4	2	2.6		
Total %	0.8	32.9	15.2	2	51	0.6	25.4	0.3	0.1	26.4	0.3	0.2	1.3	1.8	19.9	0.4	0.5	20.8	

A & R Engineering, Inc.

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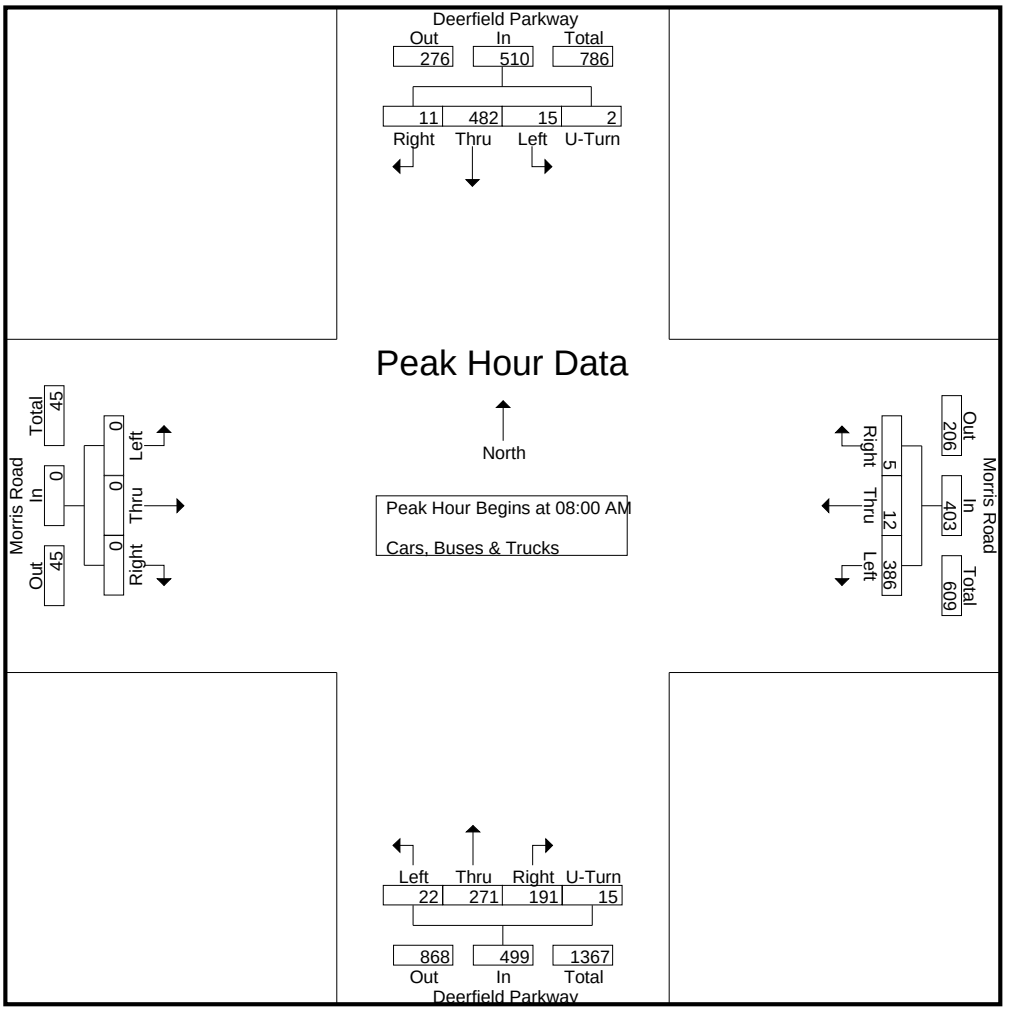
Marietta, GA 30067

TMC Data
Deerfield Parkway @ Morris Road
7-9 am | 4-6 pm

File Name : 20250428
Site Code : 20250428
Start Date : 12-09-2025
Page No : 2

	Deerfield Parkway Northbound					Deerfield Parkway Southbound					Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	3	70	53	**6**	132	3	125	**5**	**1**	134	0	0	0	0	**117**	2	**3**	**122**	388
08:15 AM	3	35	44	1	83	2	90	3	0	95	0	0	0	0	74	0	1	75	253
08:30 AM	**13**	80	**58**	2	**153**	2	132	1	1	136	0	0	0	0	103	4	1	108	**397**
08:45 AM	3	**86**	36	6	131	**8**	**135**	2	0	**145**	0	0	0	0	92	**6**	0	98	374
Total Volume	22	271	191	15	499	15	482	11	2	510	0	0	0	0	386	12	5	403	1412
% App. Total	4.4	54.3	38.3	3		2.9	94.5	2.2	0.4		0	0	0		95.8	3	1.2		
PHF	.423	.788	.823	.625	.815	.469	.893	.550	.500	.879	.000	.000	.000	.000	.825	.500	.417	.826	.889



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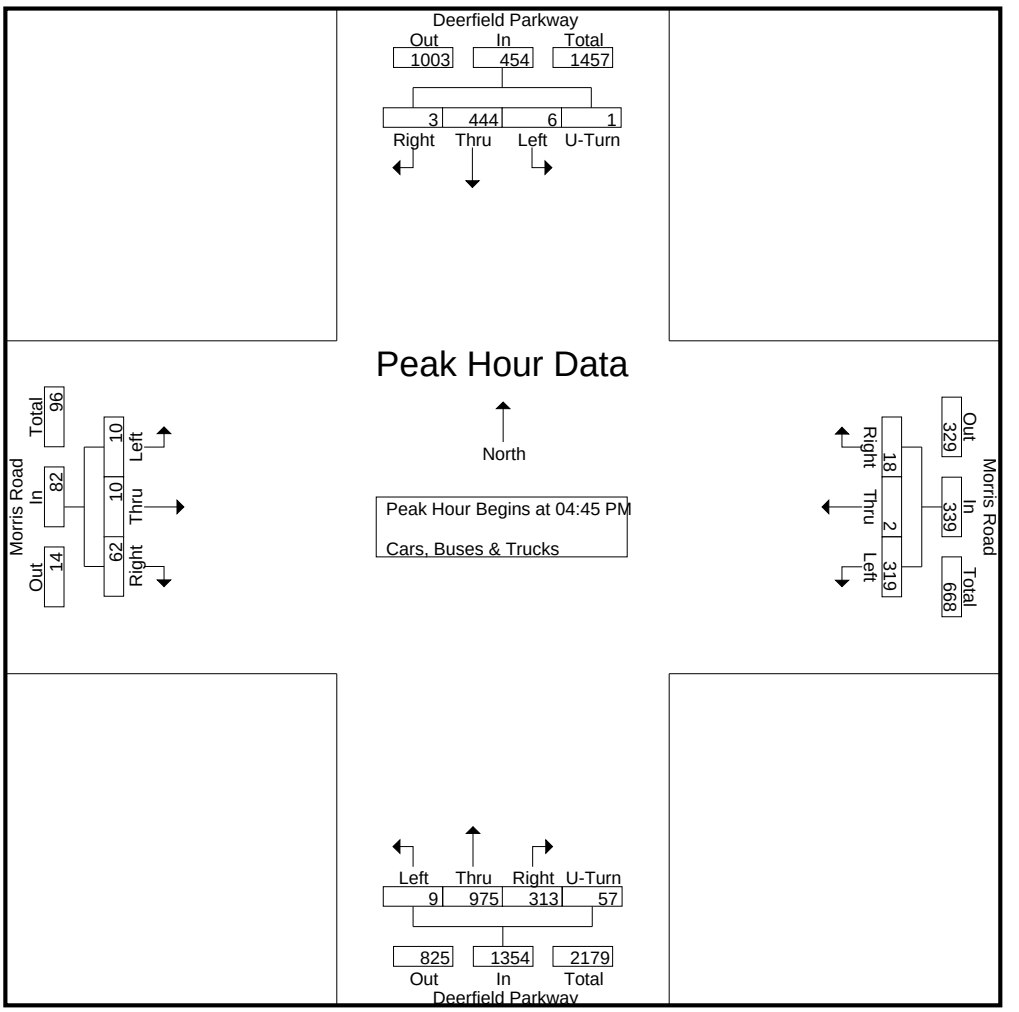
TMC Data
Deerfield Parkway @ Morris Road
7-9 am | 4-6 pm

File Name : 20250428
Site Code : 20250428
Start Date : 12-09-2025
Page No : 3

	Deerfield Parkway Northbound					Deerfield Parkway Southbound					Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	**4**	255	78	15	**352**	**5**	106	0	0	111	1	0	15	16	70	**1**	3	74	553
05:00 PM	1	217	73	12	303	0	100	0	0	100	**4**	**5**	**29**	**38**	**101**	0	**8**	**109**	550
05:15 PM	2	**258**	76	11	347	0	**119**	**3**	**1**	**123**	2	3	13	18	77	1	5	83	**571**
05:30 PM	2	245	**86**	**19**	352	1	119	0	0	120	3	2	5	10	71	0	2	73	555
Total Volume	9	975	313	57	1354	6	444	3	1	454	10	10	62	82	319	2	18	339	2229
% App. Total	0.7	72	23.1	4.2		1.3	97.8	0.7	0.2		12.2	12.2	75.6		94.1	0.6	5.3		
PHF	.563	.945	.910	.750	.962	.300	.933	.250	.250	.923	.625	.500	.534	.539	.790	.500	.563	.778	.976



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2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Old Morris Road
7-9 am | 4-6 pm

File Name : 20250429
Site Code : 20250429
Start Date : 12-09-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Old Morris Road Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	16	18	0	0	0	0	0	39	3	42	24	124	0	148	208
07:15 AM	1	0	16	17	0	0	0	0	0	80	0	80	33	88	0	121	218
07:30 AM	1	0	23	24	0	0	0	0	0	77	3	80	59	103	0	162	266
07:45 AM	1	0	24	25	0	0	0	0	0	54	3	57	54	110	0	164	246
Total	5	0	79	84	0	0	0	0	0	250	9	259	170	425	0	595	938
08:00 AM	2	0	36	38	0	0	0	0	0	58	1	59	42	101	0	143	240
08:15 AM	0	0	40	40	0	0	0	0	0	53	2	55	40	92	0	132	227
08:30 AM	2	0	39	41	0	0	0	0	0	53	2	55	38	89	0	127	223
08:45 AM	2	0	38	40	0	0	0	0	0	42	3	45	60	95	0	155	240
Total	6	0	153	159	0	0	0	0	0	206	8	214	180	377	0	557	930
*** BREAK ***																	
04:00 PM	2	0	35	37	0	0	0	0	0	68	1	69	42	40	0	82	188
04:15 PM	1	0	43	44	0	0	0	0	0	76	3	79	47	67	0	114	237
04:30 PM	2	0	35	37	0	0	0	0	0	67	1	68	55	61	0	116	221
04:45 PM	3	0	47	50	0	0	0	0	0	85	9	94	41	86	0	127	271
Total	8	0	160	168	0	0	0	0	0	296	14	310	185	254	0	439	917
05:00 PM	4	0	49	53	0	0	0	0	0	80	0	80	44	85	0	129	262
05:15 PM	0	0	49	49	0	0	0	0	0	78	3	81	52	69	0	121	251
05:30 PM	4	0	47	51	0	0	0	0	0	90	2	92	42	60	0	102	245
05:45 PM	0	0	48	48	0	0	0	0	0	67	5	72	33	85	0	118	238
Total	8	0	193	201	0	0	0	0	0	315	10	325	171	299	0	470	996
Grand Total	27	0	585	612	0	0	0	0	0	1067	41	1108	706	1355	0	2061	3781
Apprch %	4.4	0	95.6		0	0	0		0	96.3	3.7		34.3	65.7	0		
Total %	0.7	0	15.5	16.2	0	0	0	0	0	28.2	1.1	29.3	18.7	35.8	0	54.5	

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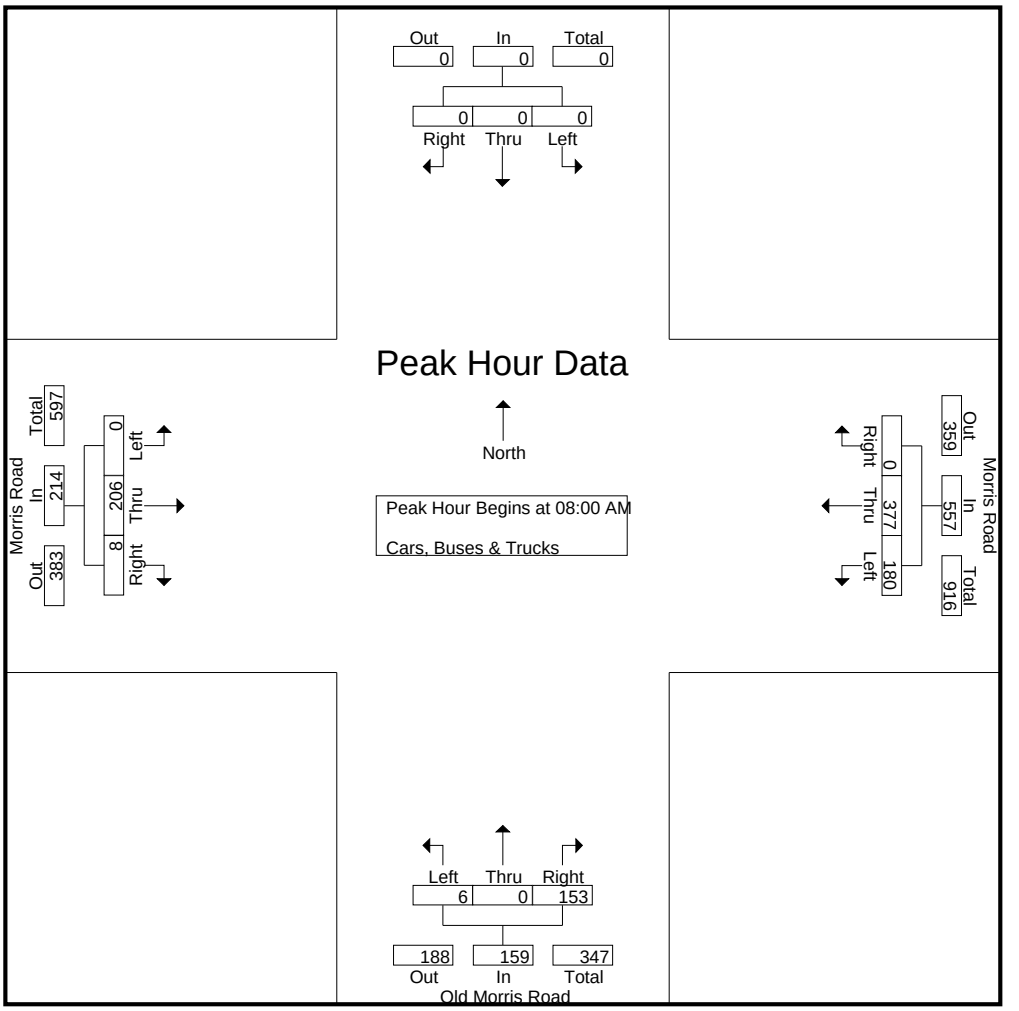
Marietta, GA 30067

TMC Data
Morris Road @ Old Morris Road
7-9 am | 4-6 pm

File Name : 20250429
Site Code : 20250429
Start Date : 12-09-2025
Page No : 2

	Old Morris Road Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	0	36	38	0	0	0	0	0	**58**	1	**59**	42	**101**	0	143	**240**
08:15 AM	0	0	**40**	40	0	0	0	0	0	53	2	55	40	92	0	132	227
08:30 AM	2	0	39	**41**	0	0	0	0	0	53	2	55	38	89	0	127	223
08:45 AM	2	0	38	40	0	0	0	0	0	42	**3**	45	**60**	95	0	**155**	240
Total Volume	6	0	153	159	0	0	0	0	0	206	8	214	180	377	0	557	930
% App. Total	3.8	0	96.2		0	0	0		0	96.3	3.7		32.3	67.7	0		
PHF	.750	.000	.956	.970	.000	.000	.000	.000	.000	.888	.667	.907	.750	.933	.000	.898	.969



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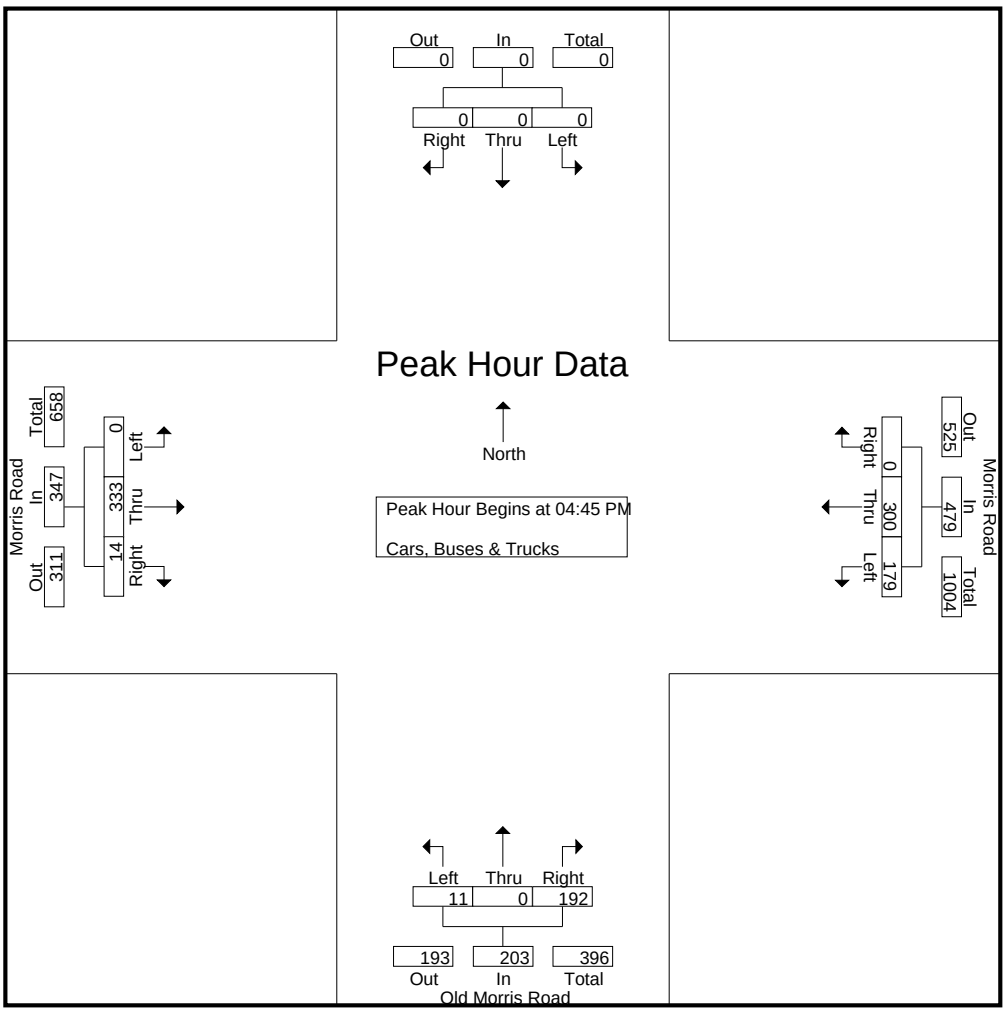
2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Old Morris Road
7-9 am | 4-6 pm

File Name : 20250429
Site Code : 20250429
Start Date : 12-09-2025
Page No : 3

	Old Morris Road Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	0	47	50	0	0	0	0	0	85	**9**	**94**	41	**86**	0	127	**271**
05:00 PM	**4**	0	**49**	**53**	0	0	0	0	0	80	0	80	44	85	0	**129**	262
05:15 PM	0	0	49	49	0	0	0	0	0	78	3	81	**52**	69	0	121	251
05:30 PM	4	0	47	51	0	0	0	0	0	**90**	2	92	42	60	0	102	245
Total Volume	11	0	192	203	0	0	0	0	0	333	14	347	179	300	0	479	1029
% App. Total	5.4	0	94.6		0	0	0		0	96	4		37.4	62.6	0		
PHF	.688	.000	.980	.958	.000	.000	.000	.000	.000	.925	.389	.923	.861	.872	.000	.928	.949



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2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Old Morris Road @ Site Drwy-
Hampton Inn Drwy
7-9 am | 4-6 pm

File Name : 20250430
Site Code : 20250430
Start Date : 12-09-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Old Morris Road Northbound				Old Morris Road Southbound				Site Drwy Eastbound				Hampton Inn Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	0	17	3	24	0	27	0	0	0	0	1	1	1	3	47
07:15 AM	0	16	0	16	0	33	0	33	1	0	0	1	1	0	0	1	51
07:30 AM	0	24	0	24	0	61	1	62	0	0	0	0	0	0	0	0	86
07:45 AM	0	23	0	23	4	53	0	57	0	0	0	0	1	0	2	3	83
Total	0	80	0	80	7	171	1	179	1	0	0	1	3	1	3	7	267
08:00 AM	1	37	0	38	0	43	0	43	0	0	0	0	0	0	1	1	82
08:15 AM	0	39	0	39	0	42	0	42	0	0	0	0	1	0	1	2	83
08:30 AM	0	38	0	38	2	38	0	40	0	0	0	0	2	0	3	5	83
08:45 AM	0	40	0	40	0	63	0	63	0	0	0	0	0	0	0	0	103
Total	1	154	0	155	2	186	0	188	0	0	0	0	3	0	5	8	351
*** BREAK ***																	
04:00 PM	0	36	0	36	1	41	1	43	0	0	1	1	4	0	1	5	85
04:15 PM	0	44	0	44	2	48	0	50	0	0	1	1	0	0	0	0	95
04:30 PM	0	35	0	35	1	53	2	56	1	0	0	1	1	0	1	2	94
04:45 PM	0	49	1	50	2	48	0	50	1	0	0	1	1	0	0	1	102
Total	0	164	1	165	6	190	3	199	2	0	2	4	6	0	2	8	376
05:00 PM	0	51	0	51	0	44	0	44	1	0	0	1	0	0	1	1	97
05:15 PM	0	48	3	51	1	54	0	55	0	0	0	0	1	0	1	2	108
05:30 PM	0	50	2	52	1	43	0	44	0	0	0	0	2	0	1	3	99
05:45 PM	0	46	0	46	3	34	1	38	0	0	0	0	0	0	2	2	86
Total	0	195	5	200	5	175	1	181	1	0	0	1	3	0	5	8	390
Grand Total	1	593	6	600	20	722	5	747	4	0	2	6	15	1	15	31	1384
Apprch %	0.2	98.8	1		2.7	96.7	0.7		66.7	0	33.3		48.4	3.2	48.4		
Total %	0.1	42.8	0.4	43.4	1.4	52.2	0.4	54	0.3	0	0.1	0.4	1.1	0.1	1.1	2.2	

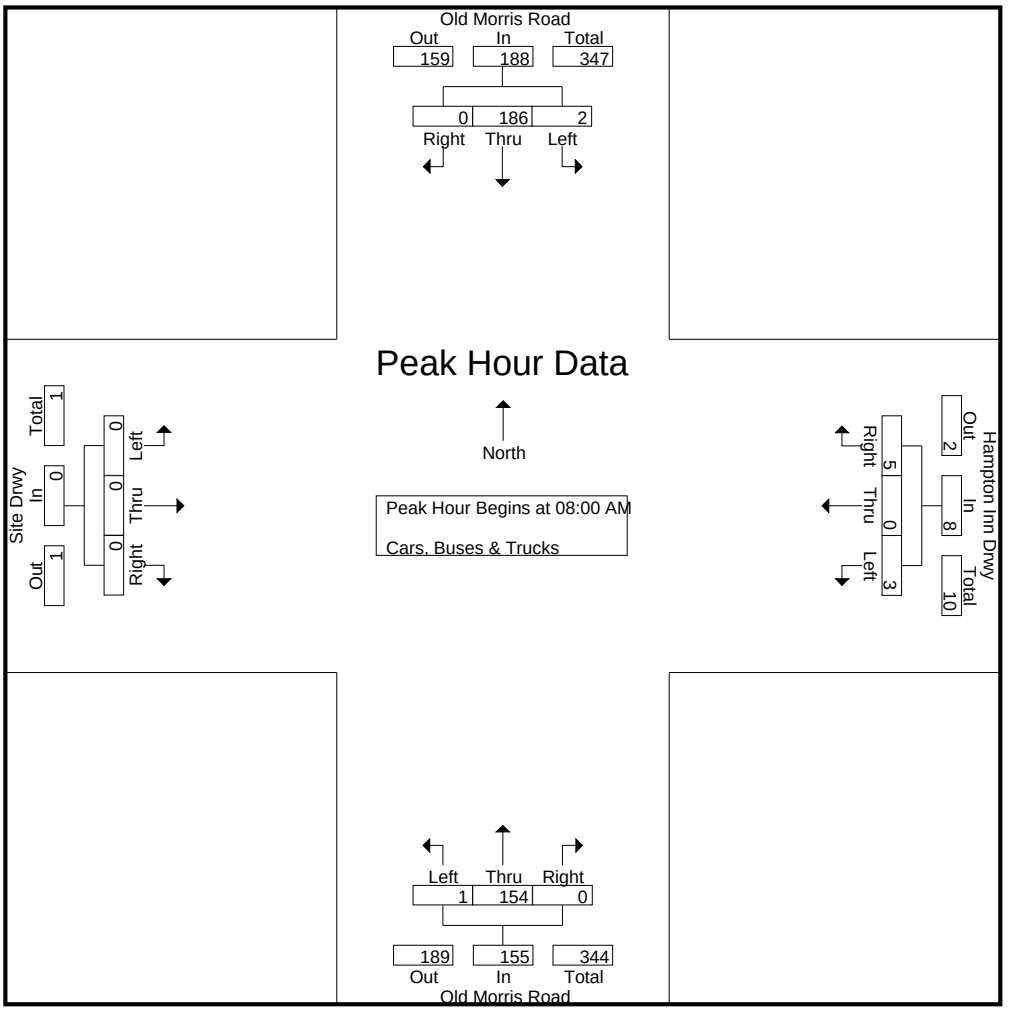
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Old Morris Road @ Site Drwy-
Hampton Inn Drwy
7-9 am | 4-6 pm

File Name : 20250430
Site Code : 20250430
Start Date : 12-09-2025
Page No : 2

	Old Morris Road Northbound				Old Morris Road Southbound				Site Drwy Eastbound				Hampton Inn Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	37	0	38	0	43	0	43	0	0	0	0	0	0	1	1	82
08:15 AM	0	39	0	39	0	42	0	42	0	0	0	0	1	0	1	2	83
08:30 AM	0	38	0	38	**2**	38	0	40	0	0	0	0	**2**	0	**3**	**5**	83
08:45 AM	0	**40**	0	**40**	0	**63**	0	**63**	0	0	0	0	0	0	0	0	**103**
Total Volume	1	154	0	155	2	186	0	188	0	0	0	0	3	0	5	8	351
% App. Total	0.6	99.4	0		1.1	98.9	0		0	0	0		37.5	0	62.5		
PHF	.250	.963	.000	.969	.250	.738	.000	.746	.000	.000	.000	.000	.375	.000	.417	.400	.852



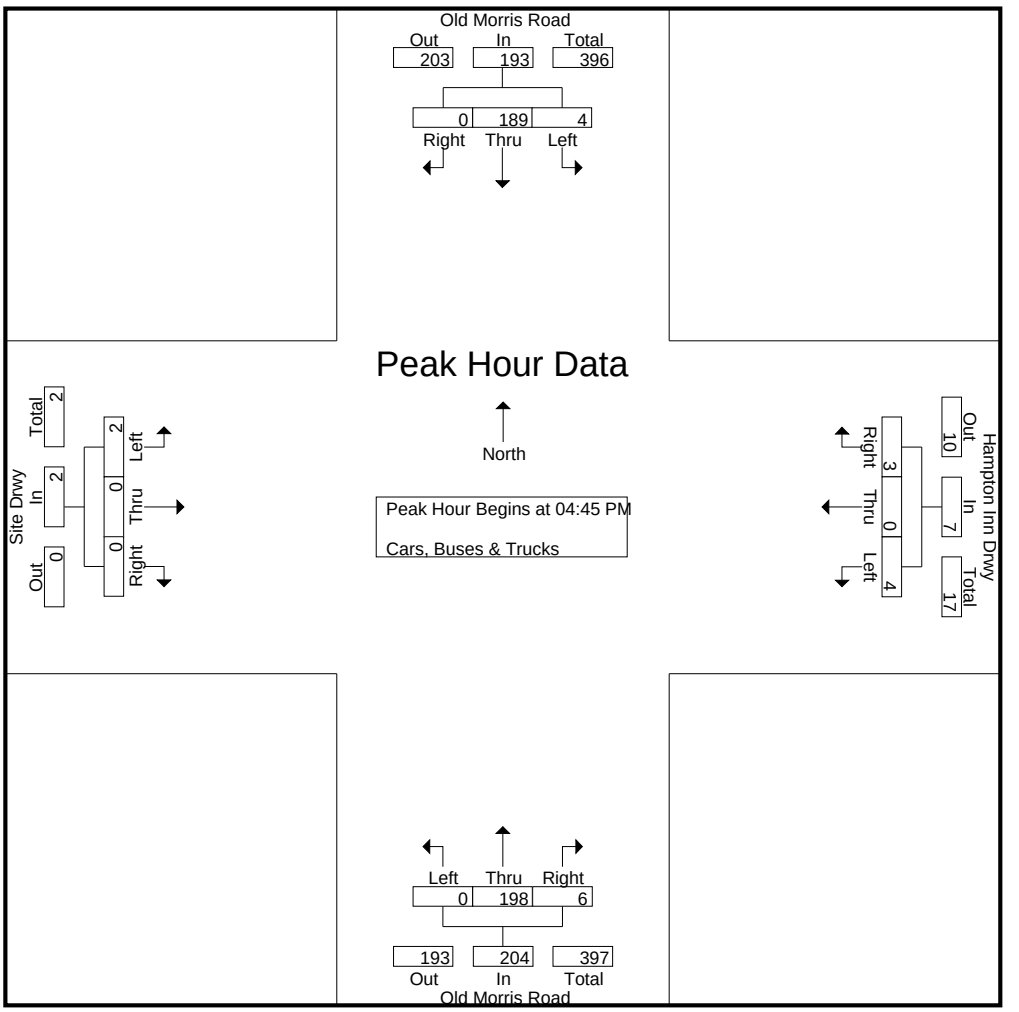
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Old Morris Road @ Site Drwy-
Hampton Inn Drwy
7-9 am | 4-6 pm

File Name : 20250430
Site Code : 20250430
Start Date : 12-09-2025
Page No : 3

	Old Morris Road Northbound				Old Morris Road Southbound				Site Drwy Eastbound				Hampton Inn Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	49	1	50	**2**	48	0	50	**1**	0	0	**1**	1	0	0	1	102
05:00 PM	0	**51**	0	51	0	44	0	44	1	0	0	1	0	0	**1**	1	97
05:15 PM	0	48	**3**	51	1	**54**	0	**55**	0	0	0	0	1	0	1	2	**108**
05:30 PM	0	50	2	**52**	1	43	0	44	0	0	0	0	**2**	0	1	**3**	99
Total Volume	0	198	6	204	4	189	0	193	2	0	0	2	4	0	3	7	406
% App. Total	0	97.1	2.9		2.1	97.9	0		100	0	0		57.1	0	42.9		
PHF	.000	.971	.500	.981	.500	.875	.000	.877	.500	.000	.000	.500	.500	.000	.750	.583	.940



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Windward Parkway @ Deerfield Parkway-
Westside Parkway
7-9 am | 4-6 pm

File Name : 20260004
Site Code : 20260004
Start Date : 01-08-2026
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Westside Parkway Northbound				Deerfield Parkway Southbound				Windward Parkway Eastbound					Windward Parkway Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	23	37	26	86	75	124	7	206	5	127	44	2	178	81	132	32	2	247	717
07:15 AM	35	102	34	171	60	152	6	218	4	126	50	0	180	76	172	22	0	270	839
07:30 AM	33	84	44	161	69	111	12	192	9	150	64	0	223	106	241	36	2	385	961
07:45 AM	36	88	38	162	87	138	12	237	14	138	80	0	232	123	237	60	1	421	1052
Total	127	311	142	580	291	525	37	853	32	541	238	2	813	386	782	150	5	1323	3569
08:00 AM	48	54	49	151	57	142	13	212	7	125	47	1	180	124	286	55	1	466	1009
08:15 AM	47	72	39	158	60	130	22	212	8	154	74	0	236	134	269	69	0	472	1078
08:30 AM	46	48	55	149	56	122	15	193	17	146	69	1	233	116	286	67	1	470	1045
08:45 AM	37	47	58	142	54	102	15	171	10	178	63	0	251	106	341	90	0	537	1101
Total	178	221	201	600	227	496	65	788	42	603	253	2	900	480	1182	281	2	1945	4233
*** BREAK ***																			
04:00 PM	108	165	153	426	59	71	13	143	22	213	69	1	305	74	256	118	3	451	1325
04:15 PM	233	170	313	716	69	78	18	165	46	116	65	0	227	99	301	125	2	527	1635
04:30 PM	255	181	332	768	74	84	31	189	41	54	69	0	164	84	279	123	13	499	1620
04:45 PM	156	186	206	548	65	65	26	156	40	165	64	1	270	86	322	166	3	577	1551
Total	752	702	1004	2458	267	298	88	653	149	548	267	2	966	343	1158	532	21	2054	6131
05:00 PM	116	154	170	440	110	82	18	210	34	188	68	2	292	79	412	152	2	645	1587
05:15 PM	148	224	146	518	108	102	14	224	35	194	55	0	284	88	316	175	0	579	1605
05:30 PM	175	222	125	522	64	92	30	186	33	219	56	0	308	72	369	182	0	623	1639
05:45 PM	128	143	80	351	81	98	35	214	33	209	52	1	295	75	308	119	2	504	1364
Total	567	743	521	1831	363	374	97	834	135	810	231	3	1179	314	1405	628	4	2351	6195
Grand Total	1624	1977	1868	5469	1148	1693	287	3128	358	2502	989	9	3858	1523	4527	1591	32	7673	20128
Apprch %	29.7	36.1	34.2		36.7	54.1	9.2		9.3	64.9	25.6	0.2		19.8	59	20.7	0.4		
Total %	8.1	9.8	9.3	27.2	5.7	8.4	1.4	15.5	1.8	12.4	4.9	0	19.2	7.6	22.5	7.9	0.2	38.1	

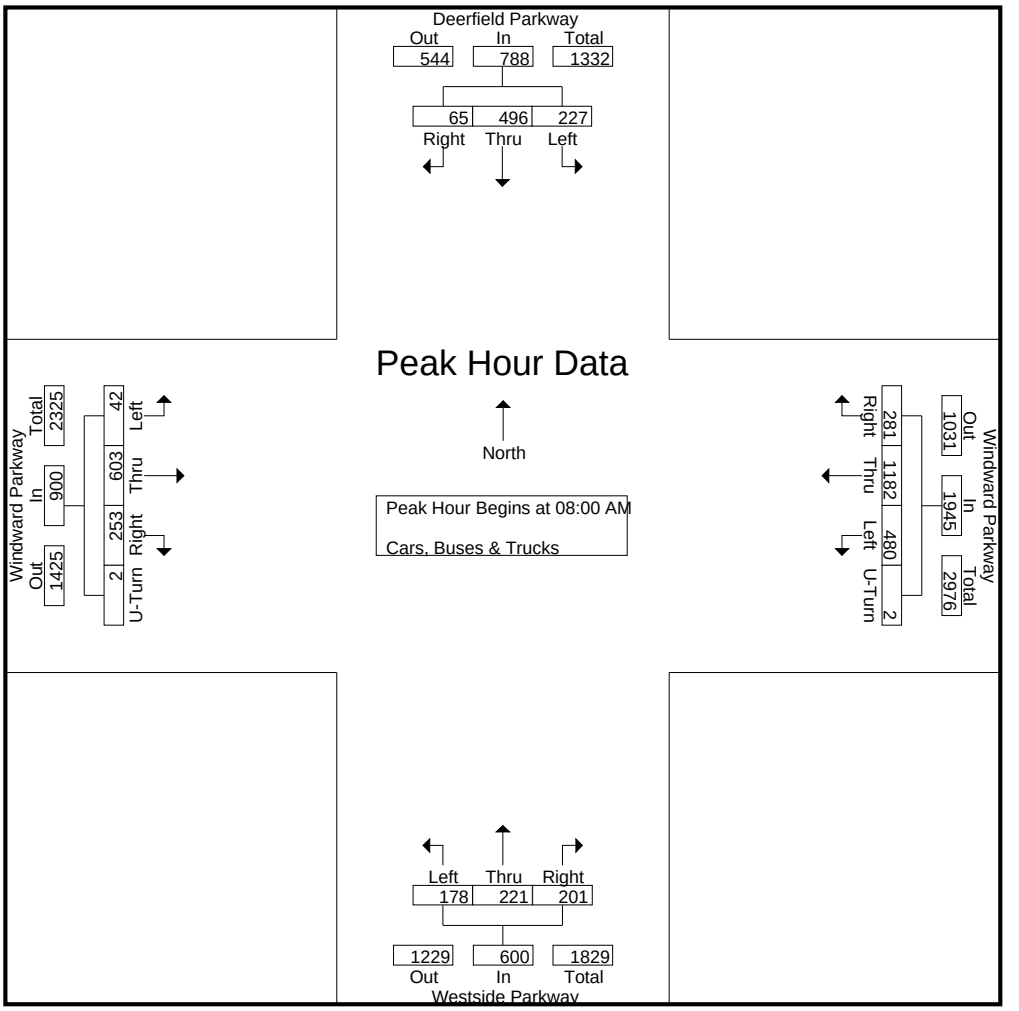
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Windward Parkway @ Deerfield Parkway-
Westside Parkway
7-9 am | 4-6 pm

File Name : 20260004
Site Code : 20260004
Start Date : 01-08-2026
Page No : 2

	Westside Parkway Northbound				Deerfield Parkway Southbound				Windward Parkway Eastbound					Windward Parkway Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	**48**	54	49	151	57	**142**	13	**212**	7	125	47	**1**	180	124	286	55	**1**	466	1009
08:15 AM	47	**72**	39	**158**	**60**	130	**22**	212	8	154	**74**	0	236	**134**	269	69	0	472	1078
08:30 AM	46	48	55	149	56	122	15	193	**17**	146	69	1	233	116	286	67	1	470	1045
08:45 AM	37	47	**58**	142	54	102	15	171	10	**178**	63	0	**251**	106	**341**	**90**	0	**537**	**1101**
Total Volume	178	221	201	600	227	496	65	788	42	603	253	2	900	480	1182	281	2	1945	4233
% App. Total	29.7	36.8	33.5		28.8	62.9	8.2		4.7	67	28.1	0.2		24.7	60.8	14.4	0.1		
PHF	.927	.767	.866	.949	.946	.873	.739	.929	.618	.847	.855	.500	.896	.896	.867	.781	.500	.905	.961



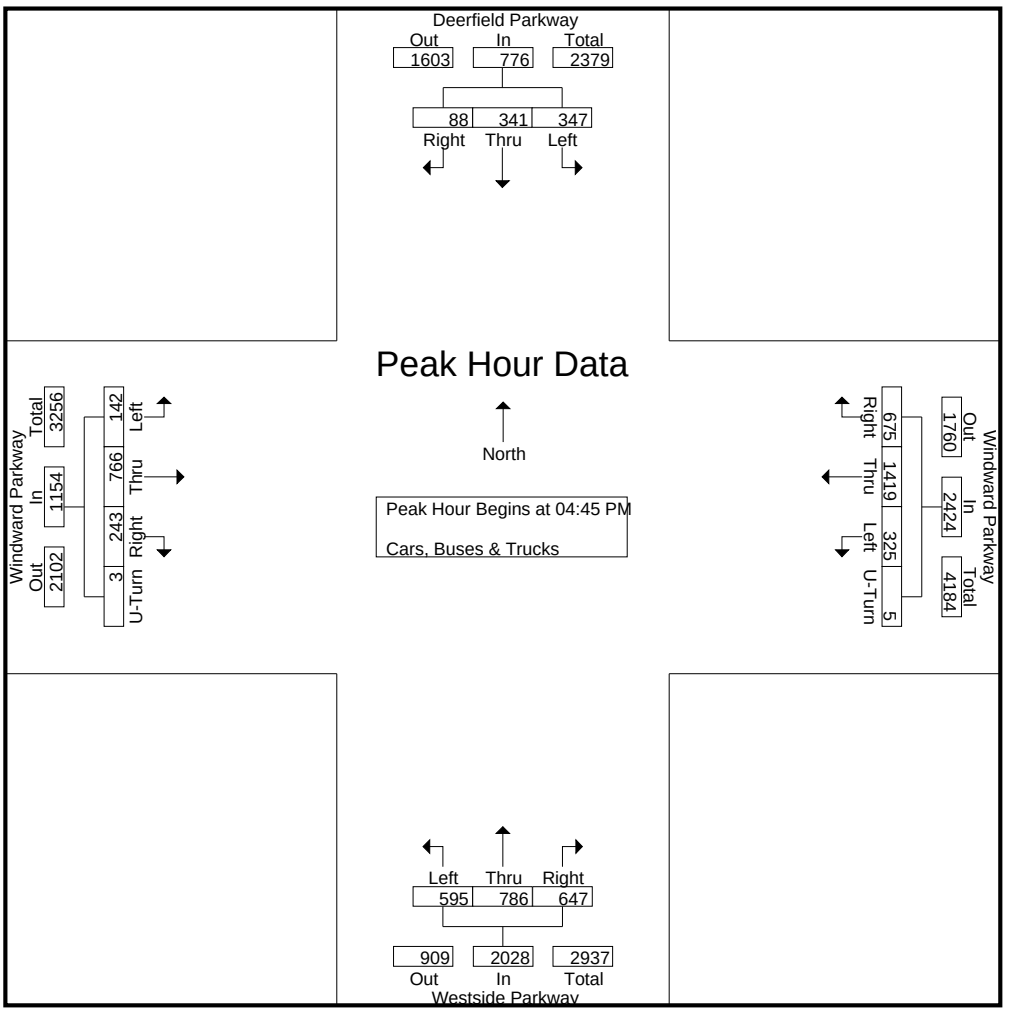
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Windward Parkway @ Deerfield Parkway-
Westside Parkway
7-9 am | 4-6 pm

File Name : 20260004
Site Code : 20260004
Start Date : 01-08-2026
Page No : 3

	Westside Parkway Northbound				Deerfield Parkway Southbound				Windward Parkway Eastbound					Windward Parkway Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	156	186	**206**	**548**	65	65	26	156	**40**	165	64	1	270	86	322	166	**3**	577	1551
05:00 PM	116	154	170	440	**110**	82	18	210	34	188	**68**	**2**	292	79	**412**	152	2	**645**	1587
05:15 PM	148	**224**	146	518	108	**102**	14	**224**	35	194	55	0	284	**88**	316	175	0	579	1605
05:30 PM	**175**	222	125	522	64	92	**30**	186	33	**219**	56	0	**308**	72	369	**182**	0	623	**1639**
Total Volume	595	786	647	2028	347	341	88	776	142	766	243	3	1154	325	1419	675	5	2424	6382
% App. Total	29.3	38.8	31.9		44.7	43.9	11.3		12.3	66.4	21.1	0.3		13.4	58.5	27.8	0.2		
PHF	.850	.877	.785	.925	.789	.836	.733	.866	.888	.874	.893	.375	.937	.923	.861	.927	.417	.940	.973



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Windward Parkway @ HP Driveway/
The Plaza
7-9 am | 4-6 pm

File Name : 20260005
Site Code : 20260005
Start Date : 01-08-2026
Page No : 1

Groups Printed- Cars, Buses & Trucks

	HP Driveway Northbound				The Plaza Southbound				Windward Parkway Eastbound					Windward Parkway Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	1	1	3	5	42	0	2	44	3	224	2	1	230	9	243	17	1	270	549
07:15 AM	2	0	1	3	45	1	1	47	4	215	0	1	220	8	266	24	1	299	569
07:30 AM	1	0	1	2	45	0	4	49	4	259	2	0	265	11	380	48	0	439	755
07:45 AM	2	0	4	6	68	1	3	72	9	251	3	1	264	14	415	43	0	472	814
Total	6	1	9	16	200	2	10	212	20	949	7	3	979	42	1304	132	2	1480	2687
08:00 AM	2	1	3	6	51	2	5	58	6	224	2	0	232	18	459	47	1	525	821
08:15 AM	4	0	4	8	50	0	4	54	5	244	4	0	253	9	464	40	0	513	828
08:30 AM	0	0	0	0	55	2	7	64	6	243	7	2	258	13	461	55	1	530	852
08:45 AM	0	0	0	0	43	1	5	49	7	278	5	0	290	7	532	59	0	598	937
Total	6	1	7	14	199	5	21	225	24	989	18	2	1033	47	1916	201	2	2166	3438
*** BREAK ***																			
04:00 PM	4	1	6	11	61	0	18	79	15	407	2	4	428	4	425	102	4	535	1053
04:15 PM	7	1	4	12	52	0	12	64	18	476	4	2	500	6	506	61	1	574	1150
04:30 PM	1	0	13	14	59	1	11	71	17	454	1	1	473	1	486	66	1	554	1112
04:45 PM	0	0	6	6	56	0	19	75	24	415	0	0	439	6	558	62	2	628	1148
Total	12	2	29	43	228	1	60	289	74	1752	7	7	1840	17	1975	291	8	2291	4463
05:00 PM	3	0	24	27	88	0	25	113	29	438	1	2	470	6	615	61	1	683	1293
05:15 PM	3	1	7	11	85	1	18	104	23	420	4	1	448	10	557	73	1	641	1204
05:30 PM	2	1	7	10	64	0	15	79	14	387	3	4	408	9	602	93	2	706	1203
05:45 PM	3	0	4	7	79	1	18	98	18	351	1	2	372	14	481	72	0	567	1044
Total	11	2	42	55	316	2	76	394	84	1596	9	9	1698	39	2255	299	4	2597	4744
Grand Total	35	6	87	128	943	10	167	1120	202	5286	41	21	5550	145	7450	923	16	8534	15332
Apprch %	27.3	4.7	68		84.2	0.9	14.9		3.6	95.2	0.7	0.4		1.7	87.3	10.8	0.2		
Total %	0.2	0	0.6	0.8	6.2	0.1	1.1	7.3	1.3	34.5	0.3	0.1	36.2	0.9	48.6	6	0.1	55.7	

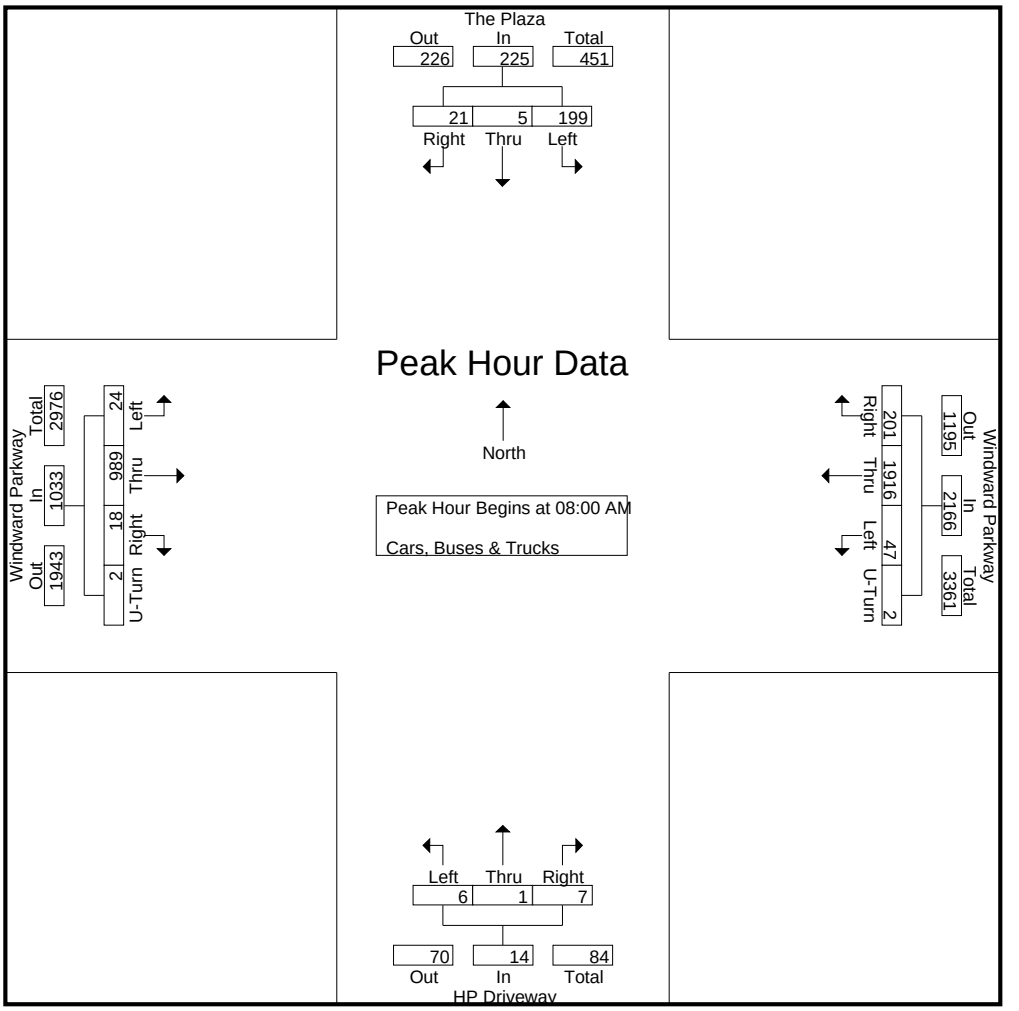
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Windward Parkway @ HP Driveway/
The Plaza
7-9 am | 4-6 pm

File Name : 20260005
Site Code : 20260005
Start Date : 01-08-2026
Page No : 2

	HP Driveway Northbound				The Plaza Southbound				Windward Parkway Eastbound					Windward Parkway Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	2	**1**	3	6	51	**2**	5	58	6	224	2	0	232	**18**	459	47	**1**	525	821
08:15 AM	**4**	0	**4**	**8**	50	0	4	54	5	244	4	0	253	9	464	40	0	513	828
08:30 AM	0	0	0	0	**55**	2	**7**	**64**	6	243	**7**	**2**	258	13	461	55	1	530	852
08:45 AM	0	0	0	0	43	1	5	49	**7**	**278**	5	0	**290**	7	**532**	**59**	0	**598**	**937**
Total Volume	6	1	7	14	199	5	21	225	24	989	18	2	1033	47	1916	201	2	2166	3438
% App. Total	42.9	7.1	50		88.4	2.2	9.3		2.3	95.7	1.7	0.2		2.2	88.5	9.3	0.1		
PHF	.375	.250	.438	.438	.905	.625	.750	.879	.857	.889	.643	.250	.891	.653	.900	.852	.500	.906	.917



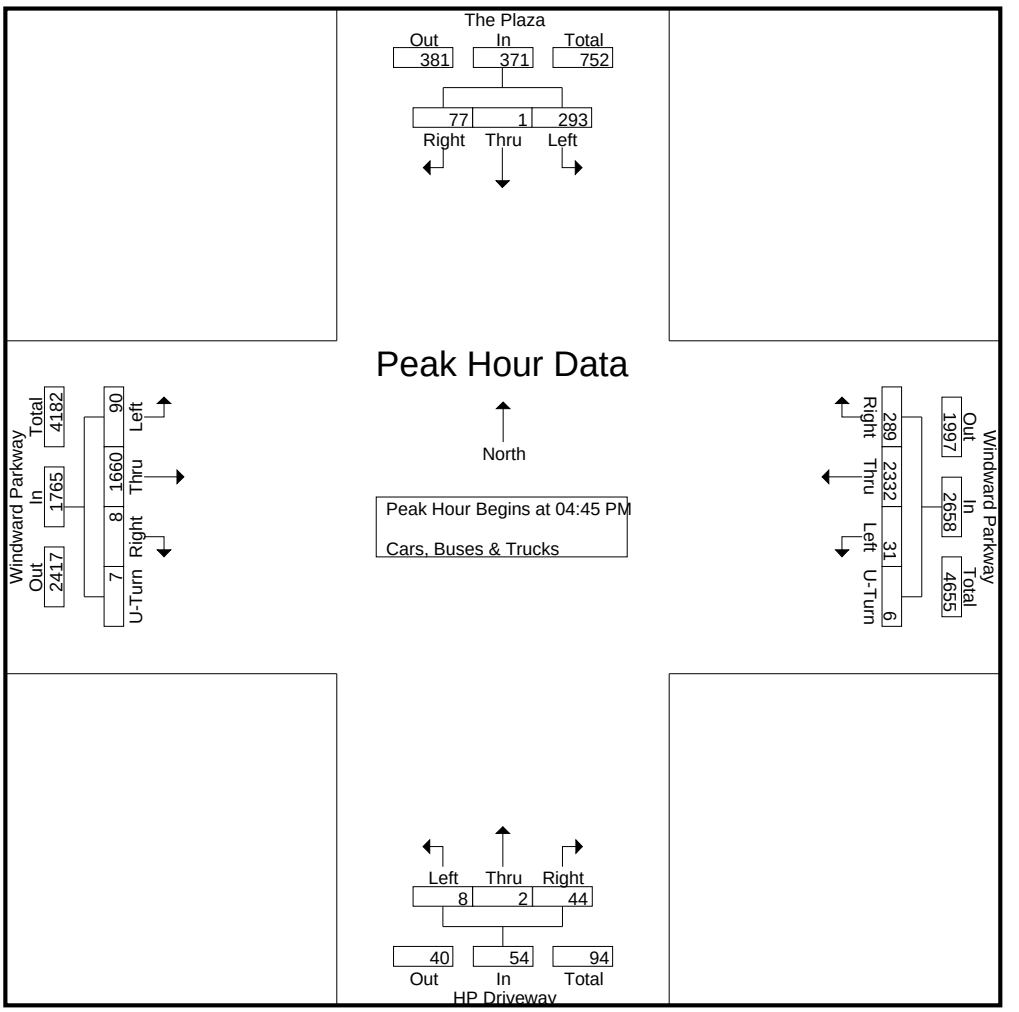
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Windward Parkway @ HP Driveway/
The Plaza
7-9 am | 4-6 pm

File Name : 20260005
Site Code : 20260005
Start Date : 01-08-2026
Page No : 3

	HP Driveway Northbound				The Plaza Southbound				Windward Parkway Eastbound					Windward Parkway Westbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	0	0	6	6	56	0	19	75	24	415	0	0	439	6	558	62	**2**	628	1148
05:00 PM	**3**	0	**24**	**27**	**88**	0	**25**	**113**	**29**	**438**	1	2	**470**	6	**615**	61	1	683	**1293**
05:15 PM	3	**1**	7	11	85	**1**	18	104	23	420	**4**	1	448	**10**	557	73	1	641	1204
05:30 PM	2	1	7	10	64	0	15	79	14	387	3	**4**	408	9	602	**93**	2	**706**	1203
Total Volume	8	2	44	54	293	1	77	371	90	1660	8	7	1765	31	2332	289	6	2658	4848
% App. Total	14.8	3.7	81.5		79	0.3	20.8		5.1	94.1	0.5	0.4		1.2	87.7	10.9	0.2		
PHF	.667	.500	.458	.500	.832	.250	.770	.821	.776	.947	.500	.438	.939	.775	.948	.777	.750	.941	.937



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Full Access Driveway
7-9 am | 4-6 pm

File Name : 20260007
Site Code : 20260007
Start Date : 01-08-2026
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Full Access Driveway Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	11	0	11	1	84	0	85	97
07:15 AM	0	0	0	0	0	0	0	0	0	64	2	66	1	100	0	101	167
07:30 AM	0	0	2	2	0	0	0	0	0	58	0	58	1	77	0	78	138
07:45 AM	0	0	2	2	0	0	0	0	0	57	1	58	0	77	0	77	137
Total	0	0	5	5	0	0	0	0	0	190	3	193	3	338	0	341	539
08:00 AM	0	0	3	3	0	0	0	0	0	45	0	45	2	83	0	85	133
08:15 AM	0	0	0	0	0	0	0	0	0	43	2	45	0	82	0	82	127
08:30 AM	0	0	0	0	0	0	0	0	0	42	1	43	1	80	0	81	124
08:45 AM	0	0	3	3	0	0	0	0	0	52	1	53	1	62	0	63	119
Total	0	0	6	6	0	0	0	0	0	182	4	186	4	307	0	311	503
*** BREAK ***																	
04:00 PM	1	0	3	4	0	0	0	0	0	72	0	72	2	49	0	51	127
04:15 PM	0	0	3	3	0	0	0	0	0	76	1	77	0	57	0	57	137
04:30 PM	1	0	3	4	0	0	0	0	0	69	0	69	3	52	0	55	128
04:45 PM	1	0	5	6	0	0	0	0	0	86	0	86	1	51	0	52	144
Total	3	0	14	17	0	0	0	0	0	303	1	304	6	209	0	215	536
05:00 PM	1	0	2	3	0	0	0	0	0	61	2	63	6	62	0	68	134
05:15 PM	1	0	5	6	0	0	0	0	0	64	2	66	4	62	0	66	138
05:30 PM	4	0	3	7	0	0	0	0	0	82	0	82	0	62	0	62	151
05:45 PM	1	0	0	1	0	0	0	0	0	66	0	66	3	60	0	63	130
Total	7	0	10	17	0	0	0	0	0	273	4	277	13	246	0	259	553
Grand Total	10	0	35	45	0	0	0	0	0	948	12	960	26	1100	0	1126	2131
Apprch %	22.2	0	77.8		0	0	0		0	98.8	1.2		2.3	97.7	0		
Total %	0.5	0	1.6	2.1	0	0	0	0	0	44.5	0.6	45	1.2	51.6	0	52.8	

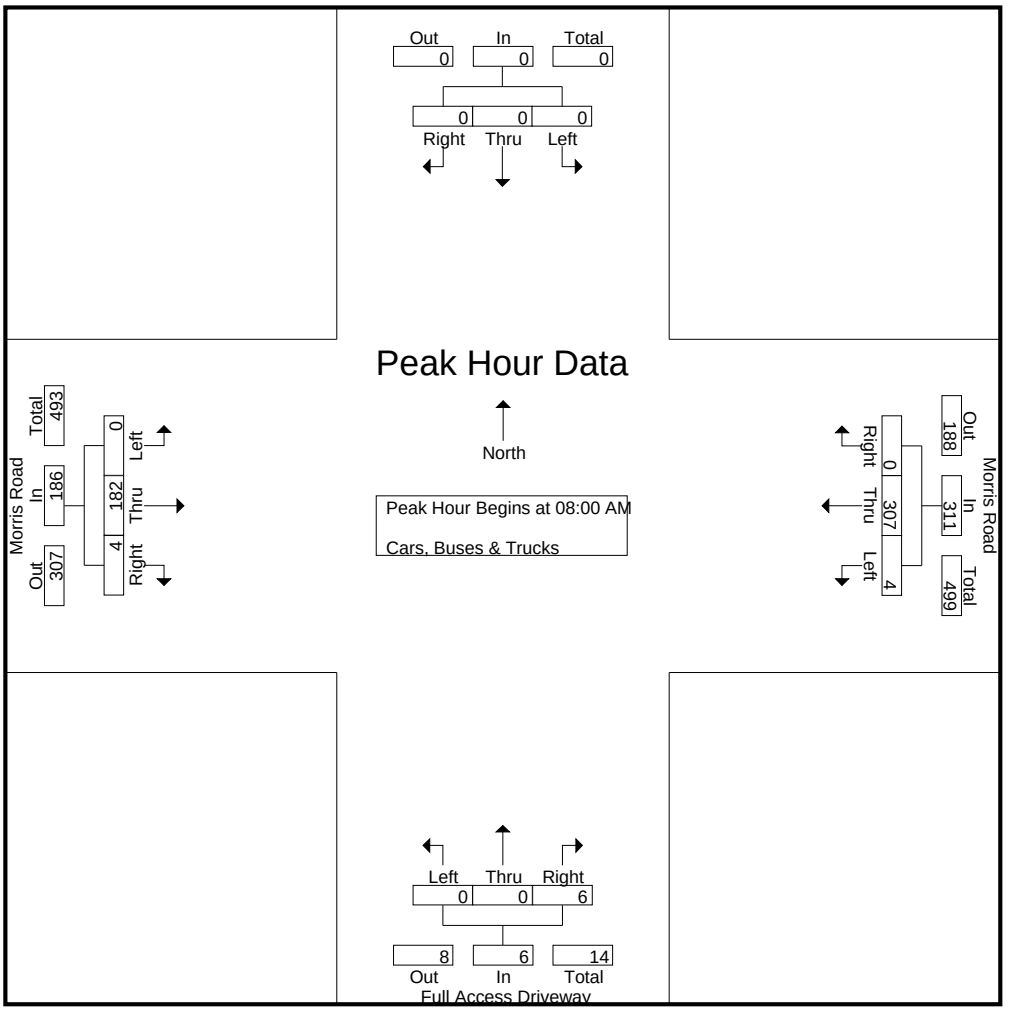
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Full Access Driveway
7-9 am | 4-6 pm

File Name : 20260007
Site Code : 20260007
Start Date : 01-08-2026
Page No : 2

	Full Access Driveway Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**3**	**3**	0	0	0	0	0	45	0	45	**2**	**83**	0	**85**	**133**
08:15 AM	0	0	0	0	0	0	0	0	0	43	**2**	45	0	82	0	82	127
08:30 AM	0	0	0	0	0	0	0	0	0	42	1	43	1	80	0	81	124
08:45 AM	0	0	3	3	0	0	0	0	0	**52**	1	**53**	1	62	0	63	119
Total Volume	0	0	6	6	0	0	0	0	0	182	4	186	4	307	0	311	503
% App. Total	0	0	100		0	0	0		0	97.8	2.2		1.3	98.7	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.875	.500	.877	.500	.925	.000	.915	.945



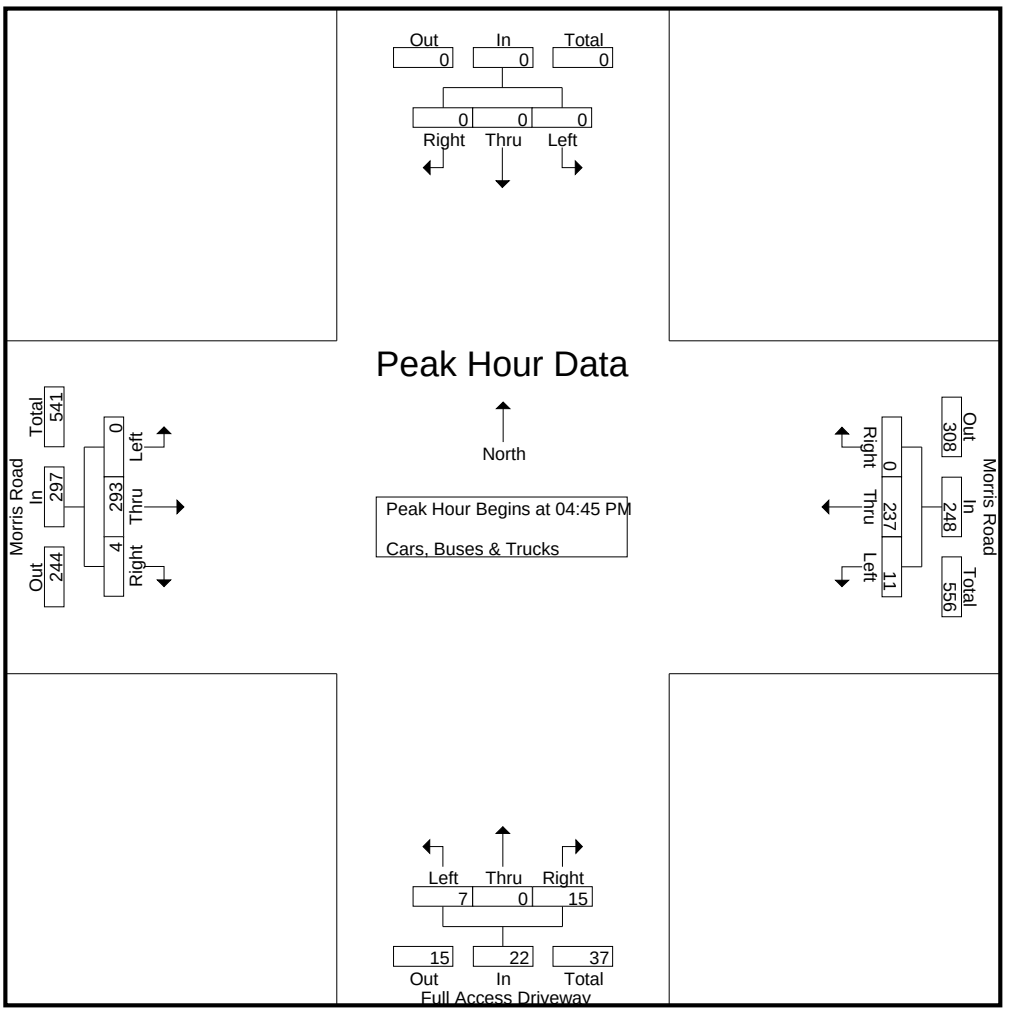
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Full Access Driveway
7-9 am | 4-6 pm

File Name : 20260007
Site Code : 20260007
Start Date : 01-08-2026
Page No : 3

	Full Access Driveway Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	**5**	6	0	0	0	0	0	**86**	0	**86**	1	51	0	52	144
05:00 PM	1	0	2	3	0	0	0	0	0	61	**2**	63	**6**	**62**	0	**68**	134
05:15 PM	1	0	5	6	0	0	0	0	0	64	2	66	4	62	0	66	138
05:30 PM	**4**	0	3	**7**	0	0	0	0	0	82	0	82	0	62	0	62	**151**
Total Volume	7	0	15	22	0	0	0	0	0	293	4	297	11	237	0	248	567
% App. Total	31.8	0	68.2		0	0	0		0	98.7	1.3		4.4	95.6	0		
PHF	.438	.000	.750	.786	.000	.000	.000	.000	.000	.852	.500	.863	.458	.956	.000	.912	.939



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Western RIRO Drwy
7-9 am | 4-6 pm

File Name : 20260008
Site Code : 20260008
Start Date : 01-08-2026
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Western RIRO Drwy Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	12	0	12	0	84	0	84	96
07:15 AM	0	0	0	0	0	0	0	0	0	64	0	64	0	100	0	100	164
07:30 AM	0	0	0	0	0	0	0	0	0	60	0	60	0	77	0	77	137
07:45 AM	0	0	1	1	0	0	0	0	0	59	0	59	0	77	0	77	137
Total	0	0	1	1	0	0	0	0	0	195	0	195	0	338	0	338	534
08:00 AM	0	0	0	0	0	0	0	0	0	48	0	48	0	83	0	83	131
08:15 AM	0	0	0	0	0	0	0	0	0	43	0	43	0	82	0	82	125
08:30 AM	0	0	0	0	0	0	0	0	0	41	1	42	0	80	0	80	122
08:45 AM	0	0	0	0	0	0	0	0	0	55	0	55	0	62	0	62	117
Total	0	0	0	0	0	0	0	0	0	187	1	188	0	307	0	307	495
*** BREAK ***																	
04:00 PM	0	0	1	1	0	0	0	0	0	75	0	75	0	50	0	50	126
04:15 PM	0	0	1	1	0	0	0	0	0	79	0	79	0	57	0	57	137
04:30 PM	0	0	1	1	0	0	0	0	0	72	0	72	0	53	0	53	126
04:45 PM	0	0	0	0	0	0	0	0	0	91	0	91	0	52	0	52	143
Total	0	0	3	3	0	0	0	0	0	317	0	317	0	212	0	212	532
05:00 PM	0	0	0	0	0	0	0	0	0	63	0	63	0	63	0	63	126
05:15 PM	0	0	2	2	0	0	0	0	0	69	0	69	0	63	0	63	134
05:30 PM	0	0	1	1	0	0	0	0	0	85	0	85	0	66	0	66	152
05:45 PM	0	0	1	1	0	0	0	0	0	66	0	66	0	61	0	61	128
Total	0	0	4	4	0	0	0	0	0	283	0	283	0	253	0	253	540
Grand Total	0	0	8	8	0	0	0	0	0	982	1	983	0	1110	0	1110	2101
Apprch %	0	0	100		0	0	0		0	99.9	0.1		0	100	0		
Total %	0	0	0.4	0.4	0	0	0	0	0	46.7	0	46.8	0	52.8	0	52.8	

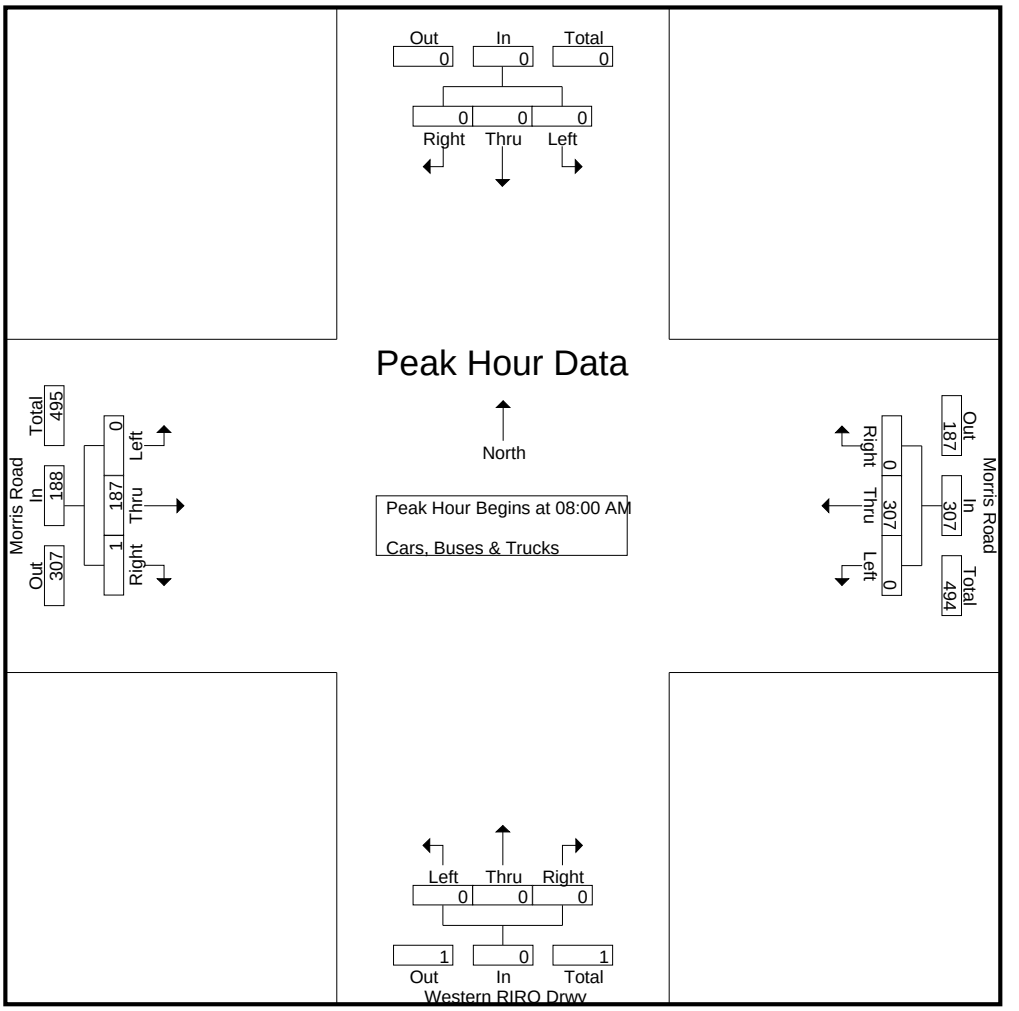
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Western RIRO Drwy
7-9 am | 4-6 pm

File Name : 20260008
Site Code : 20260008
Start Date : 01-08-2026
Page No : 2

	Western RIRO Drwy Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	48	0	48	0	**83**	0	**83**	**131**
08:15 AM	0	0	0	0	0	0	0	0	0	43	0	43	0	82	0	82	125
08:30 AM	0	0	0	0	0	0	0	0	0	41	**1**	42	0	80	0	80	122
08:45 AM	0	0	0	0	0	0	0	0	0	**55**	0	**55**	0	62	0	62	117
Total Volume	0	0	0	0	0	0	0	0	0	187	1	188	0	307	0	307	495
% App. Total	0	0	0		0	0	0		0	99.5	0.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.850	.250	.855	.000	.925	.000	.925	.945



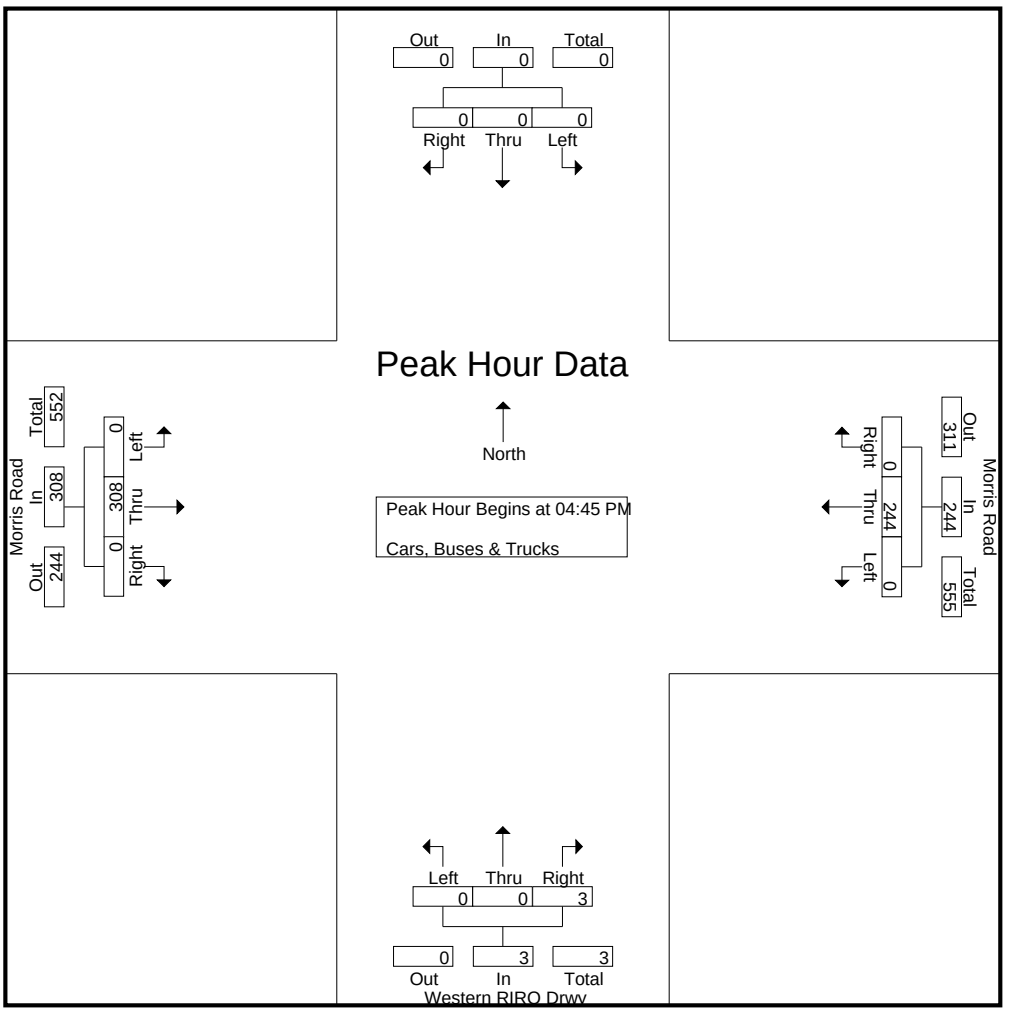
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Western RIRO Drwy
7-9 am | 4-6 pm

File Name : 20260008
Site Code : 20260008
Start Date : 01-08-2026
Page No : 3

	Western RIRO Drwy Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**91**	0	**91**	0	52	0	52	143
05:00 PM	0	0	0	0	0	0	0	0	0	63	0	63	0	63	0	63	126
05:15 PM	0	0	**2**	**2**	0	0	0	0	0	69	0	69	0	63	0	63	134
05:30 PM	0	0	1	1	0	0	0	0	0	85	0	85	0	**66**	0	**66**	**152**
Total Volume	0	0	3	3	0	0	0	0	0	308	0	308	0	244	0	244	555
% App. Total	0	0	100		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.375	.375	.000	.000	.000	.000	.000	.846	.000	.846	.000	.924	.000	.924	.913



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Eastern RIRO Drwy
7-9 am | 4-6 pm

File Name : 20260009
Site Code : 20260009
Start Date : 01-08-2026
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Eastern RIRO Drwy Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	12	0	12	0	84	0	84	96
07:15 AM	0	0	0	0	0	0	0	0	0	63	1	64	0	100	0	100	164
07:30 AM	0	0	0	0	0	0	0	0	0	58	2	60	0	77	0	77	137
07:45 AM	0	0	1	1	0	0	0	0	0	59	1	60	0	77	0	77	138
Total	0	0	1	1	0	0	0	0	0	192	4	196	0	338	0	338	535
08:00 AM	0	0	0	0	0	0	0	0	0	47	1	48	0	83	0	83	131
08:15 AM	0	0	0	0	0	0	0	0	0	41	2	43	0	82	0	82	125
08:30 AM	0	0	0	0	0	0	0	0	0	40	1	41	0	80	0	80	121
08:45 AM	0	0	0	0	0	0	0	0	0	55	0	55	0	62	0	62	117
Total	0	0	0	0	0	0	0	0	0	183	4	187	0	307	0	307	494
*** BREAK ***																	
04:00 PM	0	0	1	1	0	0	0	0	0	75	1	76	0	50	0	50	127
04:15 PM	0	0	1	1	0	0	0	0	0	78	2	80	0	57	0	57	138
04:30 PM	0	0	1	1	0	0	0	0	0	72	1	73	0	53	0	53	127
04:45 PM	0	0	1	1	0	0	0	0	0	90	1	91	0	52	0	52	144
Total	0	0	4	4	0	0	0	0	0	315	5	320	0	212	0	212	536
05:00 PM	0	0	2	2	0	0	0	0	0	62	1	63	0	63	0	63	128
05:15 PM	0	0	2	2	0	0	0	0	0	69	2	71	0	63	0	63	136
05:30 PM	0	0	1	1	0	0	0	0	0	85	1	86	0	66	0	66	153
05:45 PM	0	0	1	1	0	0	0	0	0	66	1	67	0	61	0	61	129
Total	0	0	6	6	0	0	0	0	0	282	5	287	0	253	0	253	546
Grand Total	0	0	11	11	0	0	0	0	0	972	18	990	0	1110	0	1110	2111
Apprch %	0	0	100		0	0	0		0	98.2	1.8		0	100	0		
Total %	0	0	0.5	0.5	0	0	0	0	0	46	0.9	46.9	0	52.6	0	52.6	

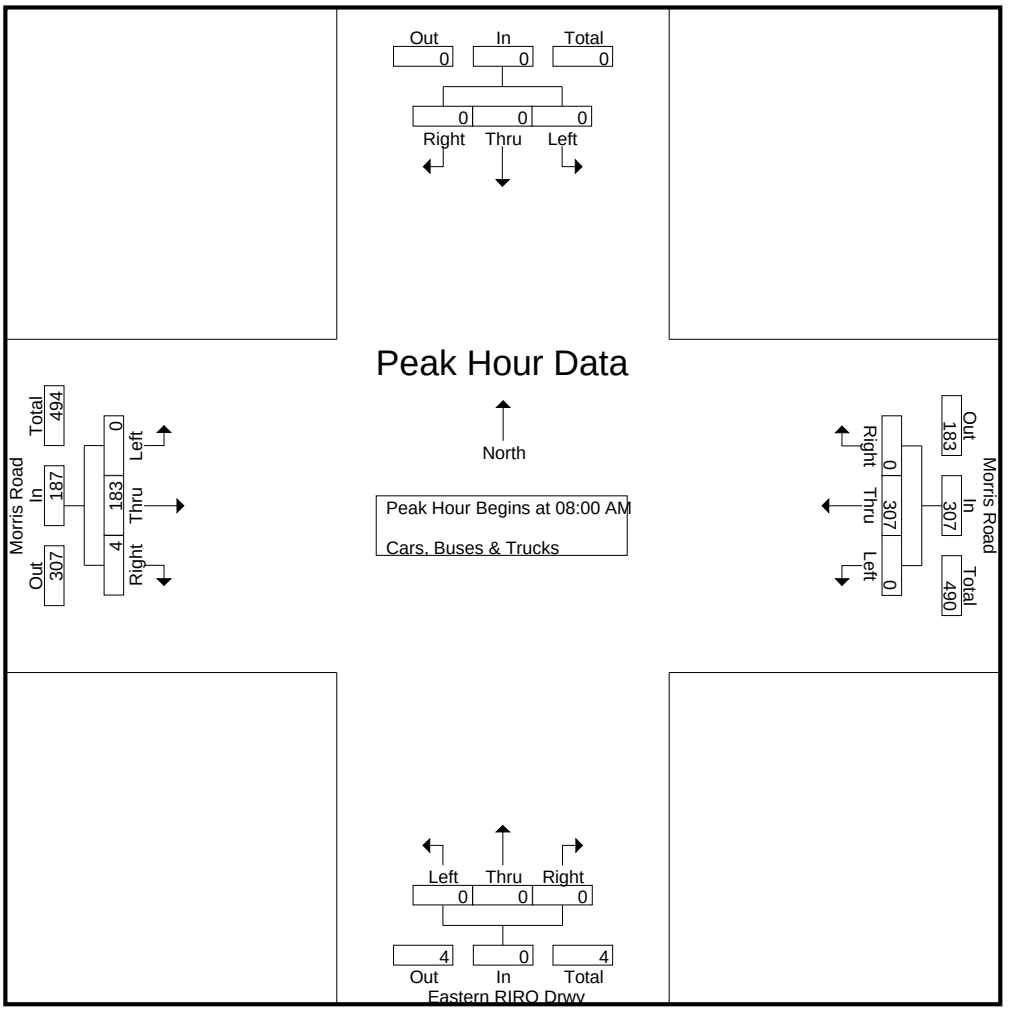
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Eastern RIRO Drwy
7-9 am | 4-6 pm

File Name : 20260009
Site Code : 20260009
Start Date : 01-08-2026
Page No : 2

	Eastern RIRO Drwy Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	47	1	48	0	**83**	0	**83**	**131**
08:15 AM	0	0	0	0	0	0	0	0	0	41	**2**	43	0	82	0	82	125
08:30 AM	0	0	0	0	0	0	0	0	0	40	1	41	0	80	0	80	121
08:45 AM	0	0	0	0	0	0	0	0	0	**55**	0	**55**	0	62	0	62	117
Total Volume	0	0	0	0	0	0	0	0	0	183	4	187	0	307	0	307	494
% App. Total	0	0	0		0	0	0		0	97.9	2.1		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.832	.500	.850	.000	.925	.000	.925	.943



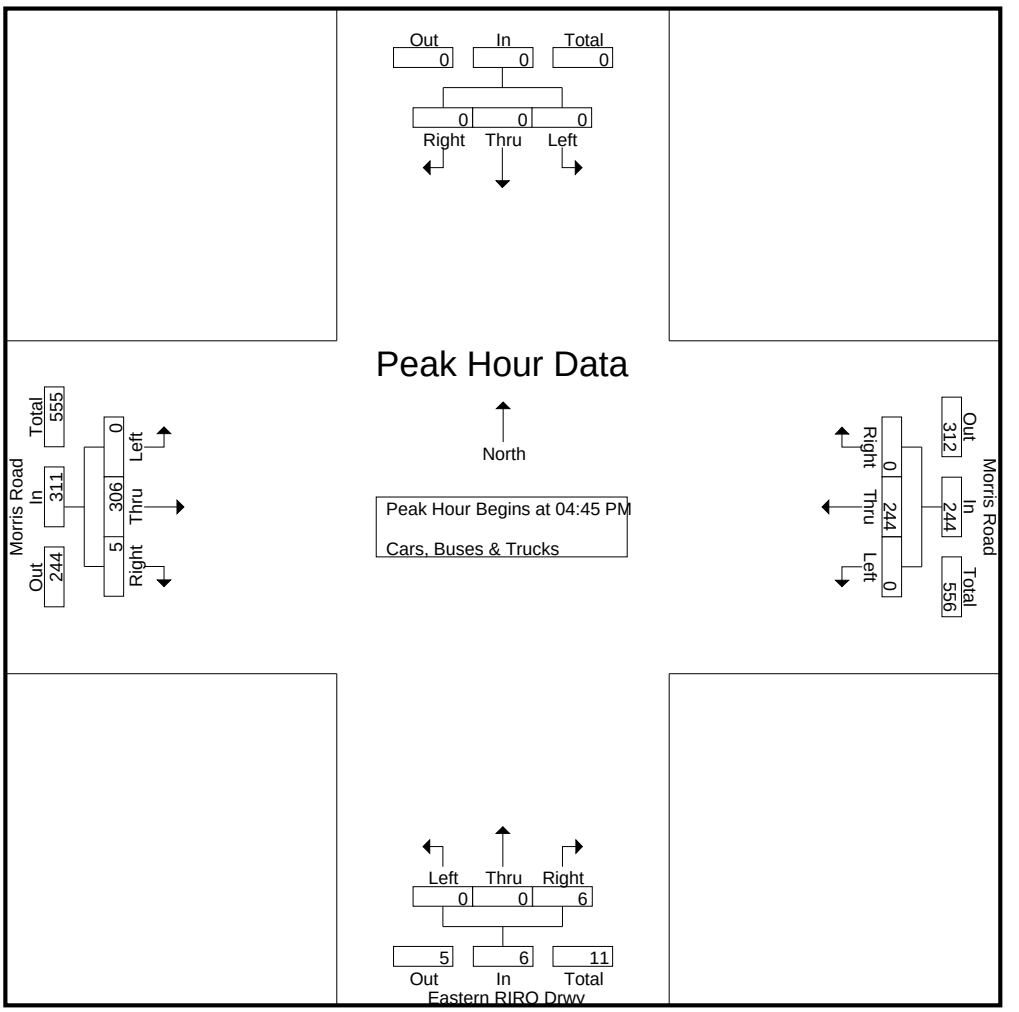
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Morris Road @ Eastern RIRO Drwy
7-9 am | 4-6 pm

File Name : 20260009
Site Code : 20260009
Start Date : 01-08-2026
Page No : 3

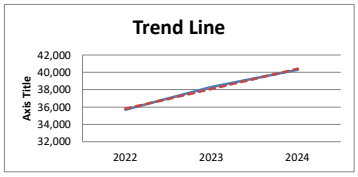
	Eastern RIRO Drwy Northbound				Southbound				Morris Road Eastbound				Morris Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	0	0	0	0	0	**90**	1	**91**	0	52	0	52	144
05:00 PM	0	0	**2**	**2**	0	0	0	0	0	62	1	63	0	63	0	63	128
05:15 PM	0	0	2	2	0	0	0	0	0	69	**2**	71	0	63	0	63	136
05:30 PM	0	0	1	1	0	0	0	0	0	85	1	86	0	**66**	0	**66**	**153**
Total Volume	0	0	6	6	0	0	0	0	0	306	5	311	0	244	0	244	561
% App. Total	0	0	100		0	0	0		0	98.4	1.6		0	100	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.850	.625	.854	.000	.924	.000	.924	.917



LINEAR REGRESSION OF DAILY TRAFFIC

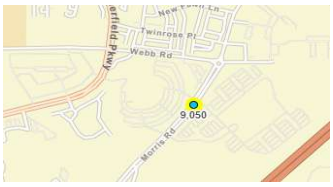
Location	Growth Rate	R Squared	Station ID	Route	2022	2023	2024
Windward Pkwy (E of Deerfield Pkwy)	6.2%	0.99	121-6363	00928401	35,700	38,300	40,300
Morris Rd (S of Webb Rd)	1.5%	0.86	121-0963	00004127	8,780	9,010	9,050
SR 9-N. Main St (N of Deerfield Pkwy)	-6.5%	0.70	121-0150	00000900	22,800	19,800	20,000
Windward Pkwy (E of Marconi Dr)	1.1%	1.00	121-0928	00928401	18,700	18,900	19,100
SR 9-N. Main St (W of Windward Pkwy)	1.0%	1.00	121-0148	00000900	19,400	19,600	19,800
Weighted Average	**1.4%**	0.81	Sum of Count Stations =		105,380	105,610	108,250

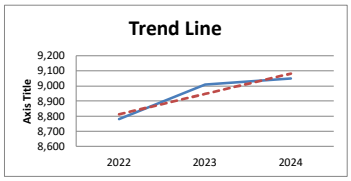
Location	Traffic Counter	RCLINK	2022	2023	2024
Windward Pkwy (E of Deerfield Pkwy)	121-6363	00928401	35,700	38,300	40,300



Growth Rate	6.2%	Intercept	-4,614,800	Slope	2,300.00
Trend Line			35,800	38,100	40,400

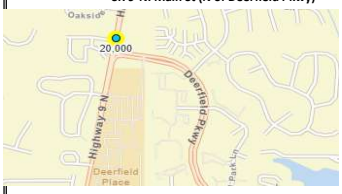
Location	Traffic Counter	RCLINK	2022	2023	2024
Morris Rd (S of Webb Rd)	121-0963	00004127	8,780	9,010	9,050

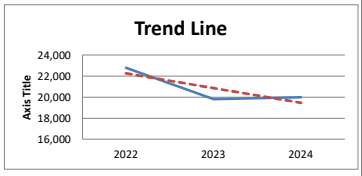




Growth Rate	1.5%	Intercept	-264,158	Slope	135.00
Trend Line			8,812	8,947	9,082

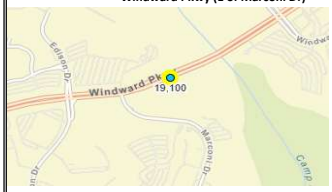
Location	Traffic Counter	RCLINK	2022	2023	2024
SR 9-N. Main St (N of Deerfield Pkwy)	121-0150	00000900	22,800	19,800	20,000

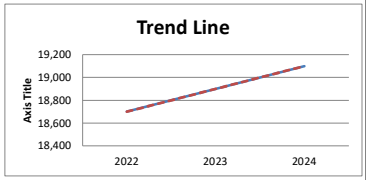




Growth Rate	-6.5%	Intercept	2,853,067	Slope	-1,400.00
Trend Line			22,267	20,867	19,467

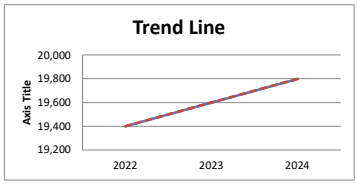
Location	Traffic Counter	RCLINK	2022	2023	2024
Windward Pkwy (E of Marconi Dr)	121-0928	00928401	18,700	18,900	19,100





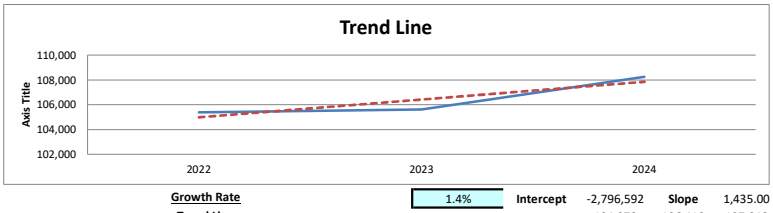
Growth Rate	1.1%	Intercept	-385,700	Slope	200.00
Trend Line			18,700	18,900	19,100

Location	Traffic Counter	RCLINK	2022	2023	2024
SR 9-N. Main St (W of Windward Pkwy)	121-0148	00000900	19,400	19,600	19,800



Growth Rate	1.0%	Intercept	-385,000	Slope	200.00
Trend Line			19,400	19,600	19,800

Weighted Average	2022	2023	2024
Sum of Count Stations	105,380	105,610	108,250



Growth Rate	1.4%	Intercept	-2,796,592	Slope	1,435.00
Trend Line			104,978	106,413	107,848

EXISTING INTERSECTION ANALYSIS

Lane Group	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	Ø3
Lane Configurations											
Traffic Volume (vph)	386	12	5	15	22	271	191	2	15	482	
Future Volume (vph)	386	12	5	15	22	271	191	2	15	482	
Lane Group Flow (vph)	221	226	6	0	42	304	215	0	19	554	
Turn Type	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	
Protected Phases	4	4		1	1	6		5	5	2	3
Permitted Phases			4	6	6		6	2	2		
Detector Phase	4	4	4	1	1	6	6	5	5	2	
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	5.0	5.0	20.0	20.0	5.0	5.0	20.0	5.0
Minimum Split (s)	36.8	36.8	36.8	15.0	15.0	33.5	33.5	15.0	15.0	31.5	31.5
Total Split (s)	18.0	18.0	18.0	13.0	13.0	39.0	39.0	11.0	11.0	37.0	12.0
Total Split (%)	22.5%	22.5%	22.5%	16.3%	16.3%	48.8%	48.8%	13.8%	13.8%	46.3%	15%
Yellow Time (s)	3.8	3.8	3.8	3.3	3.3	4.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.0	3.0	2.3	2.3	3.0	3.0	2.3	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)	6.0	6.0	6.0		6.3	6.3	6.3		6.0	6.3	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	None
v/c Ratio	0.64	0.65	0.01		0.08	0.15	0.21		0.03	0.28	
Control Delay (s/veh)	37.4	37.8	0.0		12.8	15.5	8.9		6.6	11.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	37.4	37.8	0.0		12.8	15.5	8.9		6.6	11.7	
Queue Length 50th (ft)	106	109	0		15	58	26		3	82	
Queue Length 95th (ft)	167	170	0		38	105	100		12	131	
Internal Link Dist (ft)		932				953				854	
Turn Bay Length (ft)	200				145		115		125		
Base Capacity (vph)	348	350	493		565	2072	1016		672	1954	
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	0.64	0.65	0.01		0.07	0.15	0.21		0.03	0.28	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45.2 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Deerfield Pkwy & Morris Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	0	386	12	5	15	22	271	191	2	15
Future Volume (vph)	0	0	0	386	12	5	15	22	271	191	2	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	6.0		6.3	6.3	6.3		6.0
Lane Util. Factor				0.95	0.95	1.00		1.00	0.95	1.00		1.00
Frt				1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected				0.95	0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)				1681	1690	1583		1770	3539	1583		1770
Flt Permitted				0.95	0.95	1.00		0.42	1.00	1.00		0.57
Satd. Flow (perm)				1681	1690	1583		779	3539	1583		1055
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	434	13	6	17	25	304	215	2	17
RTOR Reduction (vph)	0	0	0	0	0	5	0	0	0	99	0	0
Lane Group Flow (vph)	0	0	0	221	226	1	0	42	304	116	0	19
Turn Type			Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4	6	6		6	2	2
Actuated Green, G (s)				16.4	16.4	16.4		46.5	43.3	43.3		43.8
Effective Green, g (s)				16.4	16.4	16.4		46.5	43.3	43.3		43.8
Actuated g/C Ratio				0.21	0.21	0.21		0.58	0.54	0.54		0.55
Clearance Time (s)				6.0	6.0	6.0		6.3	6.3	6.3		6.0
Vehicle Extension (s)				2.0	2.0	2.0		1.5	6.0	6.0		1.5
Lane Grp Cap (vph)				344	346	324		492	1915	856		595
v/s Ratio Prot				0.13	c0.13			c0.00	0.09			0.00
v/s Ratio Perm						0.00		0.05		0.07		0.02
v/c Ratio				0.64	0.65	0.00		0.09	0.16	0.14		0.03
Uniform Delay, d1				29.1	29.2	25.3		7.2	9.2	9.1		8.3
Progression Factor				1.00	1.00	1.00		1.99	1.71	5.75		1.00
Incremental Delay, d2				3.1	3.4	0.0		0.0	0.2	0.3		0.0
Delay (s)				32.2	32.5	25.3		14.4	15.9	52.5		8.3
Level of Service				C	C	C		B	B	D		A
Approach Delay (s/veh)		0.0			32.3				29.8			
Approach LOS		A			C				C			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	24.6
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	482	11
Future Volume (vph)	482	11
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.3	
Lane Util. Factor	0.95	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3528	
Flt Permitted	1.00	
Satd. Flow (perm)	3528	
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	542	12
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	553	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	41.8	
Effective Green, g (s)	41.8	
Actuated g/C Ratio	0.52	
Clearance Time (s)	6.3	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	1843	
v/s Ratio Prot	c0.16	
v/s Ratio Perm		
v/c Ratio	0.30	
Uniform Delay, d1	10.8	
Progression Factor	1.00	
Incremental Delay, d2	0.4	
Delay (s)	11.2	
Level of Service	B	
Approach Delay (s/veh)	11.1	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	1	0	307	0	0
Future Vol, veh/h	187	1	0	307	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	1	0	327	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	99
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	937
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	937
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	4	0	307	0	0
Future Vol, veh/h	183	4	0	307	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	70	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	4	0	327	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	97
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	940
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	940
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	206	8	180	377	6	153
Future Vol, veh/h	0	206	8	180	377	6	153
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	210	-	-	145	-	200	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	212	8	186	389	6	158

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	389	0	0	221	0	782	110
Stage 1	-	-	-	-	-	216	-
Stage 2	-	-	-	-	-	565	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	814	-	-	1346	-	331	922
Stage 1	-	-	-	-	-	799	-
Stage 2	-	-	-	-	-	532	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	814	-	-	1346	-	285	922
Mov Cap-2 Maneuver	-	-	-	-	-	285	-
Stage 1	-	-	-	-	-	799	-
Stage 2	-	-	-	-	-	459	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.62	10.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	922	814	-	-	1346	-
HCM Lane V/C Ratio	0.022	0.171	-	-	-	0.138	-
HCM Ctrl Dly (s/v)	17.9	9.7	0	-	-	8.1	-
HCM Lane LOS	C	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.6	0	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	0	5	1	154	0	2	186	0
Future Vol, veh/h	0	0	0	3	0	5	1	154	0	2	186	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	4	0	6	1	181	0	2	219	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	407	219	407	407	181	219	0	0	181	0	0
Stage 1	224	224	-	184	184	-	-	-	-	-	-	-
Stage 2	184	184	-	224	224	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	554	533	821	554	533	861	1351	-	-	1394	-	-
Stage 1	779	719	-	818	748	-	-	-	-	-	-	-
Stage 2	818	748	-	779	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	549	532	821	553	532	861	1351	-	-	1394	-	-
Mov Cap-2 Maneuver	549	532	-	553	532	-	-	-	-	-	-	-
Stage 1	778	717	-	817	747	-	-	-	-	-	-	-
Stage 2	812	747	-	778	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	10.12	0.05	0.08
HCM LOS	A	B		

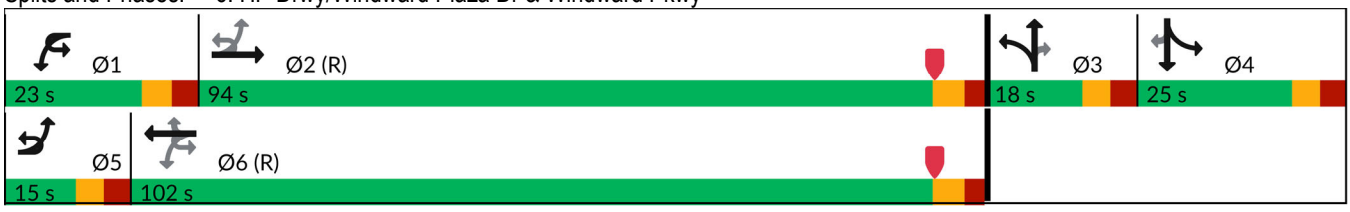
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	-	712	19	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.013	0.002	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	0	10.1	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

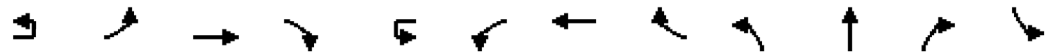
Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	24	989	2	47	1916	201	1	7	199	5	21
Future Volume (vph)	2	24	989	2	47	1916	201	1	7	199	5	21
Lane Group Flow (vph)	0	28	1095	0	53	2083	218	8	8	110	111	23
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	5	5	2	1	1	6		3		4	4	
Permitted Phases	2	2		6	6		6		3			4
Detector Phase	5	5	2	1	1	6	6	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	38.5	38.5	38.5
Total Split (s)	15.0	15.0	94.0	23.0	23.0	102.0	102.0	18.0	18.0	25.0	25.0	25.0
Total Split (%)	9.4%	9.4%	58.8%	14.4%	14.4%	63.8%	63.8%	11.3%	11.3%	15.6%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.19	0.30		0.14	0.55	0.18	0.09	0.04	0.68	0.69	0.08
Control Delay (s/veh)		12.5	9.4		6.4	11.9	4.3	74.9	0.3	90.0	90.2	0.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		12.5	9.4		6.4	11.9	4.3	74.9	0.3	90.0	90.2	0.5
Queue Length 50th (ft)		3	153		9	305	23	8	0	121	122	0
Queue Length 95th (ft)		m33	207		32	548	76	28	0	190	191	0
Internal Link Dist (ft)			1157			744		317			249	
Turn Bay Length (ft)		200			160		175					35
Base Capacity (vph)		181	3681		472	3780	1209	129	257	200	201	323
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		0.15	0.30		0.11	0.55	0.18	0.06	0.03	0.55	0.55	0.07

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 159 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy





Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	24	989	18	2	47	1916	201	6	1	7	199
Future Volume (vph)	2	24	989	18	2	47	1916	201	6	1	7	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2		6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00		1.00	1.00	0.95
Frt		1.00	1.00			1.00	1.00	0.85		1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00		0.96	1.00	0.95
Satd. Flow (prot)		1770	5071			1770	5085	1583		1785	1583	1681
Flt Permitted		0.07	1.00			0.23	1.00	1.00		0.96	1.00	0.95
Satd. Flow (perm)		122	5071			424	5085	1583		1785	1583	1681
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	26	1075	20	2	51	2083	218	7	1	8	216
RTOR Reduction (vph)	0	0	1	0	0	0	0	38	0	0	8	0
Lane Group Flow (vph)	0	28	1094	0	0	53	2083	180	0	8	0	110
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		114.3	111.0			117.4	112.6	112.6		3.2	3.2	15.4
Effective Green, g (s)		114.3	111.0			117.4	112.6	112.6		3.2	3.2	15.4
Actuated g/C Ratio		0.71	0.69			0.73	0.70	0.70		0.02	0.02	0.10
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2		6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0		1.5	1.5	2.5
Lane Grp Cap (vph)		121	3518			351	3578	1114		35	31	161
v/s Ratio Prot		c0.00	0.22			0.00	c0.41			c0.00		0.07
v/s Ratio Perm		0.16				0.11		0.11			0.00	
v/c Ratio		0.23	0.31			0.15	0.58	0.16		0.23	0.01	0.68
Uniform Delay, d1		9.4	9.6			6.2	11.9	7.9		77.2	76.8	69.9
Progression Factor		1.65	1.00			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.3	0.2			0.1	0.7	0.3		1.2	0.0	10.4
Delay (s)		15.8	9.8			6.2	12.6	8.2		78.4	76.9	80.4
Level of Service		B	A			A	B	A		E	E	F
Approach Delay (s/veh)			9.9				12.0			77.6		
Approach LOS			A				B			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	21
Future Volume (vph)	5	21
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1689	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1689	1583
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	5	23
RTOR Reduction (vph)	0	21
Lane Group Flow (vph)	111	2
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	15.4	15.4
Effective Green, g (s)	15.4	15.4
Actuated g/C Ratio	0.10	0.10
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	162	152
v/s Ratio Prot	c0.07	
v/s Ratio Perm		0.00
v/c Ratio	0.69	0.01
Uniform Delay, d1	70.0	65.4
Progression Factor	1.00	1.00
Incremental Delay, d2	10.5	0.0
Delay (s)	80.4	65.5
Level of Service	F	E
Approach Delay (s/veh)	79.0	
Approach LOS	E	

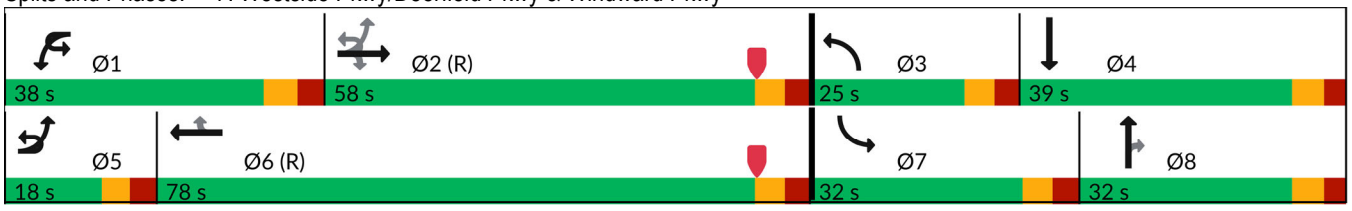
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	40	618	245	486	1086	260	152	192	196	218	404
Future Volume (vph)	1	40	618	245	486	1086	260	152	192	196	218	404
Lane Group Flow (vph)	0	44	657	261	518	1155	277	162	204	209	232	494
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	2	2		2			6			8		
Detector Phase	5	5	2	2	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	34.5	34.5	15.0	36.5	36.5	16.4	31.4	31.4	16.6	32.4
Total Split (s)	18.0	18.0	58.0	58.0	38.0	78.0	78.0	25.0	32.0	32.0	32.0	39.0
Total Split (%)	11.3%	11.3%	36.3%	36.3%	23.8%	48.8%	48.8%	15.6%	20.0%	20.0%	20.0%	24.4%
Yellow Time (s)	3.4	3.4	3.7	3.7	4.0	3.7	3.7	3.4	3.7	3.7	3.6	3.7
All-Red Time (s)	3.0	3.0	2.8	2.8	3.0	2.8	2.8	3.0	2.7	2.7	3.0	2.7
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)		6.4	6.5	6.5	7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.18	0.45	0.34	0.86	0.57	0.28	0.61	0.39	0.51	0.71	0.83
Control Delay (s/veh)		17.9	36.8	10.0	88.8	14.2	2.0	81.5	63.1	11.2	85.6	73.1
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 (s/veh)		17.9	36.8	10.0	88.8	14.2	2.0	81.5	63.1	11.2	85.6	73.1
Queue Length 50th (ft)		17	262	36	227	411	12	87	105	0	130	269
Queue Length 95th (ft)		40	375	121	304	137	28	126	142	76	176	344
Internal Link Dist (ft)			1028			1157			735			953
Turn Bay Length (ft)		180		180	380			200		200	200	
Base Capacity (vph)		301	1466	775	674	2014	989	399	583	435	544	718
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		0.15	0.45	0.34	0.77	0.57	0.28	0.41	0.35	0.48	0.43	0.69

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 7: Westside Pkwy/Deerfield Pkwy & Windward Pkwy



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	40	618	245	1	486	1086	260	152	192	196	218
Future Volume (vph)	1	40	618	245	1	486	1086	260	152	192	196	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6
Lane Util. Factor		1.00	0.95	1.00		0.97	0.95	1.00	0.97	0.95	1.00	0.97
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)		1770	3539	1583		3433	3539	1583	3433	3539	1583	3433
Flt Permitted		0.22	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)		417	3539	1583		3433	3539	1583	3433	3539	1583	3433
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	43	657	261	1	517	1155	277	162	204	209	232
RTOR Reduction (vph)	0	0	0	120	0	0	0	90	0	0	178	0
Lane Group Flow (vph)	0	44	657	141	0	518	1155	187	162	204	31	232
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases	2	2		2				6			8	
Actuated Green, G (s)		71.5	66.3	66.3		28.1	89.8	89.8	12.3	23.8	23.8	15.3
Effective Green, g (s)		71.5	66.3	66.3		28.1	89.8	89.8	12.3	23.8	23.8	15.3
Actuated g/C Ratio		0.45	0.41	0.41		0.18	0.56	0.56	0.08	0.15	0.15	0.10
Clearance Time (s)		6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6
Vehicle Extension (s)		2.1	5.1	5.1		2.1	5.1	5.1	2.1	2.1	2.1	2.1
Lane Grp Cap (vph)		230	1466	655		602	1986	888	263	526	235	328
v/s Ratio Prot		0.01	0.19			c0.15	c0.33		0.05	0.06		c0.07
v/s Ratio Perm		0.08		0.09				0.12			0.02	
v/c Ratio		0.19	0.45	0.22		0.86	0.58	0.21	0.62	0.39	0.13	0.71
Uniform Delay, d1		25.2	33.7	30.1		64.0	22.9	17.5	71.6	61.5	59.1	70.2
Progression Factor		1.00	1.00	1.00		1.19	0.55	0.23	1.00	1.00	1.00	1.07
Incremental Delay, d2		0.2	1.0	0.8		10.1	1.1	0.5	3.1	0.2	0.1	5.3
Delay (s)		25.4	34.7	30.9		86.5	13.6	4.5	74.7	61.7	59.2	80.1
Level of Service		C	C	C		F	B	A	E	E	E	F
Approach Delay (s/veh)			33.2				31.7			64.5		
Approach LOS			C				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	404	60
Future Volume (vph)	404	60
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.4	
Lane Util. Factor	0.95	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	3470	
Flt Permitted	1.00	
Satd. Flow (perm)	3470	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	430	64
RTOR Reduction (vph)	7	0
Lane Group Flow (vph)	487	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	27.0	
Effective Green, g (s)	27.0	
Actuated g/C Ratio	0.17	
Clearance Time (s)	6.4	
Vehicle Extension (s)	2.1	
Lane Grp Cap (vph)	585	
v/s Ratio Prot	c0.14	
v/s Ratio Perm		
v/c Ratio	0.83	
Uniform Delay, d1	64.3	
Progression Factor	0.97	
Incremental Delay, d2	8.7	
Delay (s)	71.3	
Level of Service	E	
Approach Delay (s/veh)	74.1	
Approach LOS	E	

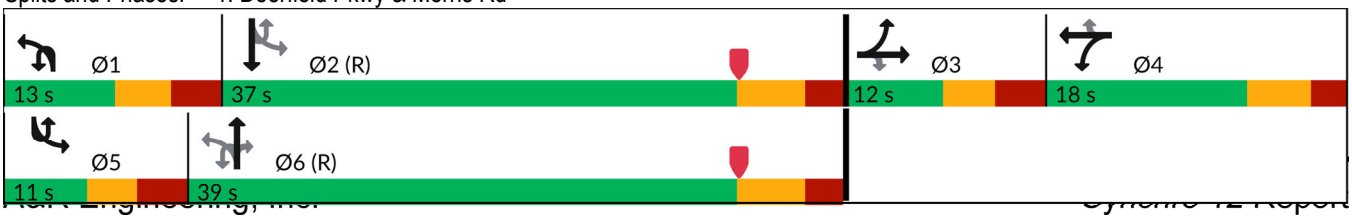
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	62	319	2	18	57	9	975	313	1	6	444
Future Volume (vph)	10	62	319	2	18	57	9	975	313	1	6	444
Lane Group Flow (vph)	20	63	163	165	18	0	67	995	319	0	7	456
Turn Type	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	3		4	4		1	1	6		5	5	2
Permitted Phases		3			4	6	6		6	2	2	
Detector Phase	3	3	4	4	4	1	1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	5.0	5.0	20.0	20.0	5.0	5.0	20.0
Minimum Split (s)	31.5	31.5	36.8	36.8	36.8	15.0	15.0	33.5	33.5	15.0	15.0	31.5
Total Split (s)	12.0	12.0	18.0	18.0	18.0	13.0	13.0	39.0	39.0	11.0	11.0	37.0
Total Split (%)	15.0%	15.0%	22.5%	22.5%	22.5%	16.3%	16.3%	48.8%	48.8%	13.8%	13.8%	46.3%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.3	3.3	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	3.0	3.0	2.2	2.2	2.2	3.0	3.0	2.3	2.3	3.0	3.0	2.3
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)	6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0	6.3
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max
v/c Ratio	0.17	0.21	0.70	0.71	0.05		0.12	0.50	0.32		0.02	0.27
Control Delay (s/veh)	38.4	1.6	50.0	50.5	0.2		5.6	10.1	2.5		8.7	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	38.4	1.6	50.0	50.5	0.2		5.6	10.1	2.5		8.7	15.5
Queue Length 50th (ft)	10	0	81	82	0		15	162	19		1	78
Queue Length 95th (ft)	30	0	#164	#166	0		m22	337	63		7	119
Internal Link Dist (ft)	121			932				953				854
Turn Bay Length (ft)			200				145		115		125	
Base Capacity (vph)	136	312	256	256	418		552	2006	1009		315	1675
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	0.15	0.20	0.64	0.64	0.04		0.12	0.50	0.32		0.02	0.27

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 19.2 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
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: Deerfield Pkwy & Morris Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	10	10	62	319	2	18	57	9	975	313	1	6
Future Volume (vph)	10	10	62	319	2	18	57	9	975	313	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		1.00	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.98	1.00	0.95	0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1817	1583	1681	1686	1583		1770	3539	1583		1770
Flt Permitted		0.98	1.00	0.95	0.95	1.00		0.43	1.00	1.00		0.24
Satd. Flow (perm)		1817	1583	1681	1686	1583		808	3539	1583		439
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	10	63	326	2	18	58	9	995	319	1	6
RTOR Reduction (vph)	0	0	60	0	0	16	0	0	0	131	0	0
Lane Group Flow (vph)	0	20	3	163	165	2	0	67	995	188	0	7
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4	6	6		6	2	2
Actuated Green, G (s)		4.3	4.3	11.0	11.0	11.0		44.0	39.4	39.4		36.5
Effective Green, g (s)		4.3	4.3	11.0	11.0	11.0		44.0	39.4	39.4		36.5
Actuated g/C Ratio		0.05	0.05	0.14	0.14	0.14		0.55	0.49	0.49		0.46
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0
Vehicle Extension (s)		1.5	1.5	2.0	2.0	2.0		1.5	6.0	6.0		1.5
Lane Grp Cap (vph)		97	85	231	231	217		499	1742	779		216
v/s Ratio Prot		c0.01		0.10	c0.10			c0.01	c0.28			0.00
v/s Ratio Perm			0.00			0.00		0.07		0.12		0.01
v/c Ratio		0.21	0.04	0.71	0.71	0.01		0.13	0.57	0.24		0.03
Uniform Delay, d1		36.2	35.9	33.0	33.0	29.8		8.6	14.3	11.7		12.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		0.64	0.77	0.70		1.00
Incremental Delay, d2		0.4	0.1	7.8	8.4	0.0		0.0	1.1	0.6		0.0
Delay (s)		36.6	36.0	40.7	41.4	29.8		5.5	12.2	8.8		12.2
Level of Service		D	D	D	D	C		A	B	A		B
Approach Delay (s/veh)		36.1			40.5				11.1			
Approach LOS		D			D				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	24.6
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	444	3
Future Volume (vph)	444	3
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.3	
Lane Util. Factor	0.95	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3536	
Flt Permitted	1.00	
Satd. Flow (perm)	3536	
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	453	3
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	455	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	35.5	
Effective Green, g (s)	35.5	
Actuated g/C Ratio	0.44	
Clearance Time (s)	6.3	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	1569	
v/s Ratio Prot	0.13	
v/s Ratio Perm		
v/c Ratio	0.29	
Uniform Delay, d1	14.2	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	14.7	
Level of Service	B	
Approach Delay (s/veh)	14.6	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	308	0	0	244	0	3
Future Vol, veh/h	308	0	0	244	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	338	0	0	268	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	169
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	845
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	845
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.28
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	845	-	-
HCM Lane V/C Ratio	0.004	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	5	0	244	0	6
Future Vol, veh/h	306	5	0	244	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	70	-	-	-	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	333	5	0	265	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	166
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	849
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	849
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.27
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	849	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	333	14	179	300	11	192
Future Vol, veh/h	0	333	14	179	300	11	192
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	210	-	-	145	-	200	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	351	15	188	316	12	202

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	316	0	0	365	0	893	183
Stage 1	-	-	-	-	-	358	-
Stage 2	-	-	-	-	-	535	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	905	-	-	1190	-	281	829
Stage 1	-	-	-	-	-	678	-
Stage 2	-	-	-	-	-	552	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	905	-	-	1190	-	237	829
Mov Cap-2 Maneuver	-	-	-	-	-	237	-
Stage 1	-	-	-	-	-	678	-
Stage 2	-	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.21	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	829	905	-	-	1190	-
HCM Lane V/C Ratio	0.049	0.244	-	-	-	0.158	-
HCM Ctrl Dly (s/v)	21	10.7	0	-	-	8.6	-
HCM Lane LOS	C	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	1	0	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	0	0	4	0	3	0	198	6	4	189	0
Future Vol, veh/h	2	0	0	4	0	3	0	198	6	4	189	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	4	0	3	0	211	6	4	201	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	420	427	201	423	423	214	201	0	0	217	0	0
Stage 1	210	210	-	214	214	-	-	-	-	-	-	-
Stage 2	211	217	-	210	210	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	543	520	840	541	522	826	1371	-	-	1353	-	-
Stage 1	792	729	-	788	726	-	-	-	-	-	-	-
Stage 2	791	723	-	792	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	539	518	840	539	520	826	1371	-	-	1353	-	-
Mov Cap-2 Maneuver	539	518	-	539	520	-	-	-	-	-	-	-
Stage 1	790	726	-	788	726	-	-	-	-	-	-	-
Stage 2	788	723	-	790	726	-	-	-	-	-	-	-

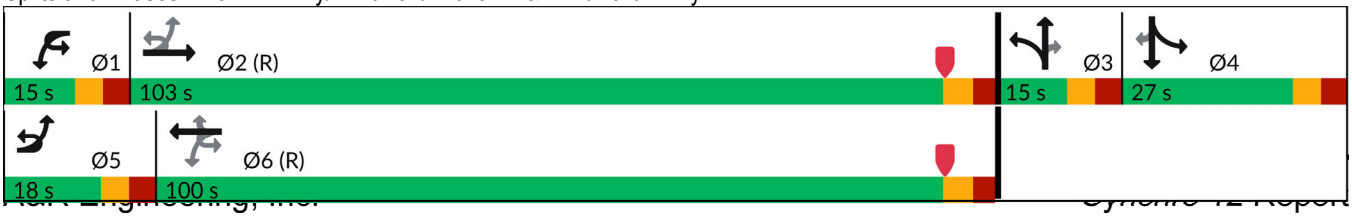
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.7	10.75	0	0.16
HCM LOS	B	B		

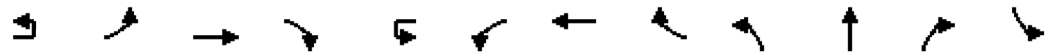
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1371	-	-	539	633	37	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.012	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.7	10.8	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	90	1660	6	31	2332	289	2	44	293	1	77
Future Volume (vph)	7	90	1660	6	31	2332	289	2	44	293	1	77
Lane Group Flow (vph)	0	103	1775	0	39	2481	307	11	47	156	157	82
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	5	5	2	1	1	6		3		4	4	
Permitted Phases	2	2		6	6		6		3			4
Detector Phase	5	5	2	1	1	6	6	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	38.5	38.5	38.5
Total Split (s)	18.0	18.0	103.0	15.0	15.0	100.0	100.0	15.0	15.0	27.0	27.0	27.0
Total Split (%)	11.3%	11.3%	64.4%	9.4%	9.4%	62.5%	62.5%	9.4%	9.4%	16.9%	16.9%	16.9%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.71	0.52		0.22	0.77	0.29	0.12	0.26	0.81	0.81	0.29
Control Delay (s/veh)		67.0	8.4		10.8	24.2	8.2	75.9	3.4	97.8	98.1	6.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		67.0	8.4		10.8	24.2	8.2	75.9	3.4	97.8	98.1	6.7
Queue Length 50th (ft)		69	160		12	711	72	11	0	171	172	0
Queue Length 95th (ft)		m105	m168		25	817	136	35	0	#271	#275	27
Internal Link Dist (ft)			1157			744		317			249	
Turn Bay Length (ft)		200			160		175					35
Base Capacity (vph)		174	3413		207	3243	1062	96	189	217	218	300
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		0.59	0.52		0.19	0.77	0.29	0.11	0.25	0.72	0.72	0.27

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 130 (81%), Referenced to phase 2:EBTL and 6:WBTL, 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: HP Drwy/Windward Plaza Dr & Windward Pkwy





Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	90	1660	8	6	31	2332	289	8	2	44	293
Future Volume (vph)	7	90	1660	8	6	31	2332	289	8	2	44	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2		6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00		1.00	1.00	0.95
Frt		1.00	1.00			1.00	1.00	0.85		1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00		0.96	1.00	0.95
Satd. Flow (prot)		1770	5081			1770	5085	1583		1790	1583	1681
Flt Permitted		0.04	1.00			0.10	1.00	1.00		0.96	1.00	0.95
Satd. Flow (perm)		71	5081			179	5085	1583		1790	1583	1681
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	96	1766	9	6	33	2481	307	9	2	47	312
RTOR Reduction (vph)	0	0	0	0	0	0	0	54	0	0	45	0
Lane Group Flow (vph)	0	103	1775	0	0	39	2481	253	0	11	2	156
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		113.9	105.0			105.4	100.8	100.8		6.4	6.4	18.4
Effective Green, g (s)		113.9	105.0			105.4	100.8	100.8		6.4	6.4	18.4
Actuated g/C Ratio		0.71	0.66			0.66	0.63	0.63		0.04	0.04	0.12
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2		6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0		1.5	1.5	2.5
Lane Grp Cap (vph)		145	3334			163	3203	997		71	63	193
v/s Ratio Prot		c0.04	c0.35			0.01	c0.49			c0.01		0.09
v/s Ratio Perm		0.47				0.15		0.16			0.00	
v/c Ratio		0.71	0.53			0.24	0.77	0.25		0.15	0.03	0.81
Uniform Delay, d1		41.2	14.5			11.1	21.4	13.0		74.2	73.8	69.1
Progression Factor		1.53	0.54			1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		8.1	0.4			0.3	1.9	0.6		0.4	0.1	20.9
Delay (s)		71.2	8.2			11.4	23.3	13.6		74.6	73.9	90.0
Level of Service		E	A			B	C	B		E	E	F
Approach Delay (s/veh)			11.7				22.1			74.0		
Approach LOS			B				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	77
Future Volume (vph)	1	77
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1686	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1686	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1	82
RTOR Reduction (vph)	0	73
Lane Group Flow (vph)	157	9
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	18.4	18.4
Effective Green, g (s)	18.4	18.4
Actuated g/C Ratio	0.12	0.12
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	193	182
v/s Ratio Prot	c0.09	
v/s Ratio Perm		0.01
v/c Ratio	0.81	0.05
Uniform Delay, d1	69.1	63.0
Progression Factor	1.00	1.00
Incremental Delay, d2	21.9	0.1
Delay (s)	91.0	63.1
Level of Service	F	E
Approach Delay (s/veh)	84.8	
Approach LOS	F	

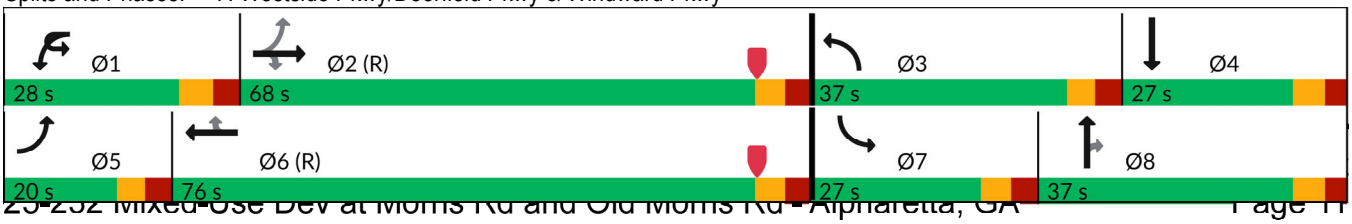
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	116	1000	235	284	1324	537	375	500	488	273	268
Future Volume (vph)	116	1000	235	284	1324	537	375	500	488	273	268
Lane Group Flow (vph)	120	1031	242	297	1365	554	387	515	503	281	355
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	34.5	34.5	15.0	36.5	36.5	16.4	31.4	31.4	16.6	32.4
Total Split (s)	20.0	68.0	68.0	28.0	76.0	76.0	37.0	37.0	37.0	27.0	27.0
Total Split (%)	12.5%	42.5%	42.5%	17.5%	47.5%	47.5%	23.1%	23.1%	23.1%	16.9%	16.9%
Yellow Time (s)	3.4	3.7	3.7	4.0	3.7	3.7	3.4	3.7	3.7	3.6	3.7
All-Red Time (s)	3.0	2.8	2.8	3.0	2.8	2.8	3.0	2.7	2.7	3.0	2.7
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)	6.4	6.5	6.5	7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.73	0.72	0.32	0.78	0.85	0.61	0.80	0.69	1.04	0.77	0.56
Control Delay (s/veh)	58.4	44.1	7.8	70.3	56.0	29.5	79.5	64.2	88.6	80.7	55.2
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 (s/veh)	58.4	44.1	7.8	70.3	56.0	29.5	79.5	64.2	88.6	80.7	55.2
Queue Length 50th (ft)	72	484	25	172	573	261	208	270	~410	138	156
Queue Length 95th (ft)	147	588	91	224	688	402	260	346	#673	189	203
Internal Link Dist (ft)		1028			1157			735			953
Turn Bay Length (ft)	180		180	380			200		200	200	
Base Capacity (vph)	198	1430	760	450	1603	901	656	748	483	437	630
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	0.61	0.72	0.32	0.66	0.85	0.61	0.59	0.69	1.04	0.64	0.56

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 125
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: 7: Westside Pkwy/Deerfield Pkwy & Windward Pkwy



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	116	1000	235	4	284	1324	537	375	500	488	273	268
Future Volume (vph)	116	1000	235	4	284	1324	537	375	500	488	273	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lane Util. Factor	1.00	0.95	1.00		0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1583		3433	3539	1583	3433	3539	1583	3433	3421
Flt Permitted	0.06	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	119	3539	1583		3433	3539	1583	3433	3539	1583	3433	3421
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	120	1031	242	4	293	1365	554	387	515	503	281	276
RTOR Reduction (vph)	0	0	121	0	0	0	185	0	0	149	0	16
Lane Group Flow (vph)	120	1031	121	0	297	1365	369	387	515	354	281	339
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	2		2				6			8		
Actuated Green, G (s)	75.3	64.7	64.7		17.8	72.5	72.5	22.5	33.9	33.9	17.1	28.7
Effective Green, g (s)	75.3	64.7	64.7		17.8	72.5	72.5	22.5	33.9	33.9	17.1	28.7
Actuated g/C Ratio	0.47	0.40	0.40		0.11	0.45	0.45	0.14	0.21	0.21	0.11	0.18
Clearance Time (s)	6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Vehicle Extension (s)	2.1	5.1	5.1		2.1	5.1	5.1	2.1	2.1	2.1	2.1	2.1
Lane Grp Cap (vph)	165	1431	640		381	1603	717	482	749	335	366	613
v/s Ratio Prot	0.05	0.29			c0.09	c0.39		c0.11	0.15		0.08	0.10
v/s Ratio Perm	0.29		0.08				0.23			c0.22		
v/c Ratio	0.73	0.72	0.19		0.78	0.85	0.51	0.80	0.69	1.06	0.77	0.55
Uniform Delay, d1	33.1	40.0	30.7		69.2	39.0	31.2	66.6	58.2	63.1	69.5	59.8
Progression Factor	1.00	1.00	1.00		0.88	1.31	2.24	1.00	1.00	1.00	0.97	0.90
Incremental Delay, d2	12.9	3.2	0.7		6.0	3.9	1.7	8.9	2.2	64.9	8.1	0.6
Delay (s)	46.0	43.2	31.4		66.8	55.1	71.5	75.5	60.3	128.0	75.7	54.2
Level of Service	D	D	C		E	E	E	E	E	F	E	D
Approach Delay (s/veh)		41.4				60.8			88.7			63.7
Approach LOS		D				E			F			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	63.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	77
Future Volume (vph)	77
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	79
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

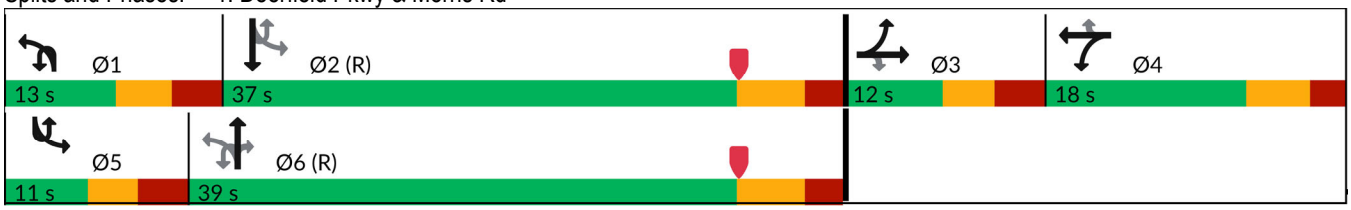
FUTURE "NO-BUILD" INTERSECTION ANALYSIS

Lane Group	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	2	524	14	5	15	22	315	240	2	15	586
Future Volume (vph)	2	524	14	5	15	22	315	240	2	15	586
Lane Group Flow (vph)	2	300	305	6	0	42	354	270	0	19	670
Turn Type	NA	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	3	4	4		1	1	6		5	5	2
Permitted Phases				4	6	6		6	2	2	
Detector Phase	3	4	4	4	1	1	6	6	5	5	2
Switch Phase											
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	5.0	20.0	20.0	5.0	5.0	20.0
Minimum Split (s)	31.5	36.8	36.8	36.8	15.0	15.0	33.5	33.5	15.0	15.0	31.5
Total Split (s)	12.0	18.0	18.0	18.0	13.0	13.0	39.0	39.0	11.0	11.0	37.0
Total Split (%)	15.0%	22.5%	22.5%	22.5%	16.3%	16.3%	48.8%	48.8%	13.8%	13.8%	46.3%
Yellow Time (s)	3.0	3.8	3.8	3.8	3.3	3.3	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	3.0	2.2	2.2	2.2	3.0	3.0	2.3	2.3	3.0	3.0	2.3
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)	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0	6.3
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	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	C-Max	C-Max	None	None	C-Max
v/c Ratio	0.02	0.66	0.67	0.01		0.11	0.20	0.29		0.03	0.41
Control Delay (s/veh)	35.5	37.1	37.4	0.0		15.6	20.5	10.8		8.6	16.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	35.5	37.1	37.4	0.0		15.6	20.5	10.8		8.6	16.5
Queue Length 50th (ft)	1	134	137	0		19	86	91		4	123
Queue Length 95th (ft)	8	#333	#340	0		40	124	131		13	174
Internal Link Dist (ft)	121		932				953				854
Turn Bay Length (ft)		200				145		115		125	
Base Capacity (vph)	139	455	458	581		394	1743	917		551	1623
Starvation Cap Reductn	0	0	0	0		0	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	0.01	0.66	0.67	0.01		0.11	0.20	0.29		0.03	0.41

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45.2 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Deerfield Pkwy & Morris Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	2	0	524	14	5	15	22	315	240	2	15
Future Volume (vph)	0	2	0	524	14	5	15	22	315	240	2	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0	6.0		6.3	6.3	6.3		6.0
Lane Util. Factor		1.00		0.95	0.95	1.00		1.00	0.95	1.00		1.00
Frt		1.00		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		1.00		0.95	0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1863		1681	1690	1583		1770	3539	1583		1770
Flt Permitted		1.00		0.95	0.95	1.00		0.30	1.00	1.00		0.54
Satd. Flow (perm)		1863		1681	1690	1583		558	3539	1583		1006
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	2	0	589	16	6	17	25	354	270	2	17
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	165	0	0
Lane Group Flow (vph)	0	2	0	300	305	2	0	42	354	105	0	19
Turn Type		NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4	6	6		6	2	2
Actuated Green, G (s)		1.0		21.7	21.7	21.7		34.3	31.0	31.0		31.4
Effective Green, g (s)		1.0		21.7	21.7	21.7		34.3	31.0	31.0		31.4
Actuated g/C Ratio		0.01		0.27	0.27	0.27		0.43	0.39	0.39		0.39
Clearance Time (s)		6.0		6.0	6.0	6.0		6.3	6.3	6.3		6.0
Vehicle Extension (s)		1.5		2.0	2.0	2.0		1.5	6.0	6.0		1.5
Lane Grp Cap (vph)		23		455	458	429		289	1371	613		413
v/s Ratio Prot		c0.00		0.18	c0.18			c0.01	0.10			0.00
v/s Ratio Perm						0.00		0.06		0.07		0.02
v/c Ratio		0.09		0.66	0.67	0.00		0.15	0.26	0.17		0.05
Uniform Delay, d1		39.0		25.9	25.9	21.3		13.8	16.7	16.1		14.9
Progression Factor		1.00		1.00	1.00	1.00		1.75	1.64	6.44		1.00
Incremental Delay, d2		0.6		2.6	2.8	0.0		0.1	0.4	0.6		0.0
Delay (s)		39.6		28.5	28.8	21.3		24.2	27.8	104.1		14.9
Level of Service		D		C	C	C		C	C	F		B
Approach Delay (s/veh)		39.6			28.6				58.5			
Approach LOS		D			C				E			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	24.6
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	586	11
Future Volume (vph)	586	11
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.3	
Lane Util. Factor	0.95	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3530	
Flt Permitted	1.00	
Satd. Flow (perm)	3530	
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	658	12
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	668	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	29.4	
Effective Green, g (s)	29.4	
Actuated g/C Ratio	0.37	
Clearance Time (s)	6.3	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	1297	
v/s Ratio Prot	c0.19	
v/s Ratio Perm		
v/c Ratio	0.52	
Uniform Delay, d1	19.7	
Progression Factor	1.00	
Incremental Delay, d2	1.5	
Delay (s)	21.2	
Level of Service	C	
Approach Delay (s/veh)	21.0	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	1	0	446	0	0
Future Vol, veh/h	238	1	0	446	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	253	1	0	474	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	127
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	900
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	900
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	234	4	0	446	0	0
Future Vol, veh/h	234	4	0	446	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	70	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	4	0	474	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	124
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	903
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	903
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	257	8	183	517	6	155
Future Vol, veh/h	0	257	8	183	517	6	155
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	210	-	-	145	-	200	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	265	8	189	533	6	160

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	533	0	0	273	0	913	137
Stage 1	-	-	-	-	-	269	-
Stage 2	-	-	-	-	-	644	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	660	-	-	1287	-	273	887
Stage 1	-	-	-	-	-	752	-
Stage 2	-	-	-	-	-	485	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	660	-	-	1287	-	233	887
Mov Cap-2 Maneuver	-	-	-	-	-	233	-
Stage 1	-	-	-	-	-	752	-
Stage 2	-	-	-	-	-	414	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.16	10.36
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	887	660	-	-	1287	-
HCM Lane V/C Ratio	0.027	0.18	-	-	-	0.147	-
HCM Ctrl Dly (s/v)	20.9	9.9	0	-	-	8.3	-
HCM Lane LOS	C	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	0	5	1	156	0	2	189	0
Future Vol, veh/h	0	0	0	3	0	5	1	156	0	2	189	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	4	0	6	1	184	0	2	222	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	413	413	222	413	413	184	222	0	0	184	0	0
Stage 1	227	227	-	186	186	-	-	-	-	-	-	-
Stage 2	186	186	-	227	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	550	529	817	550	529	859	1347	-	-	1391	-	-
Stage 1	776	716	-	816	746	-	-	-	-	-	-	-
Stage 2	816	746	-	776	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	544	528	817	548	528	859	1347	-	-	1391	-	-
Mov Cap-2 Maneuver	544	528	-	548	528	-	-	-	-	-	-	-
Stage 1	774	715	-	815	745	-	-	-	-	-	-	-
Stage 2	809	745	-	774	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	10.15	0.05	0.08
HCM LOS	A	B		

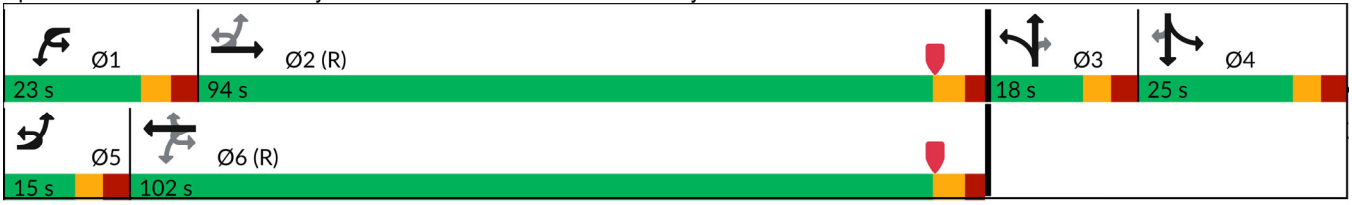
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	-	708	19	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.013	0.002	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	0	10.2	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	24	1065	2	540	1961	204	47	1	141	202	5
Future Volume (vph)	2	24	1065	2	540	1961	204	47	1	141	202	5
Lane Group Flow (vph)	0	28	1229	0	589	2132	222	26	26	153	112	113
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	15.0	15.0	94.0	23.0	23.0	102.0	102.0	18.0	18.0	18.0	25.0	25.0
Total Split (%)	9.4%	9.4%	58.8%	14.4%	14.4%	63.8%	63.8%	11.3%	11.3%	11.3%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.22	0.44		1.38	0.61	0.20	0.30	0.30	0.53	0.69	0.69
Control Delay (s/veh)		12.9	22.8		209.6	15.7	5.1	82.1	82.1	16.7	90.8	91.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		12.9	22.8		209.6	15.7	5.1	82.1	82.1	16.7	90.8	91.1
Queue Length 50th (ft)		9	213		~630	456	34	28	28	0	123	124
Queue Length 95th (ft)		m22	291		#918	578	79	65	65	42	194	194
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		164	2769		428	3495	1128	121	122	344	199	200
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		0.17	0.44		1.38	0.61	0.20	0.21	0.21	0.44	0.56	0.57

Intersection Summary

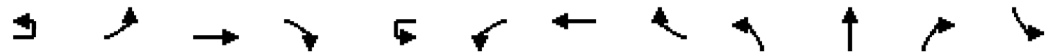
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 159 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds 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: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Lane Group Flow (vph)	23
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	25.0
Total Split (%)	15.6%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.08
Control Delay (s/veh)	0.5
Queue Delay	0.0
Total Delay (s/veh)	0.5
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	322
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.07

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	24	1065	65	2	540	1961	204	47	1	141	202
Future Volume (vph)	2	24	1065	65	2	540	1961	204	47	1	141	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (prot)		1770	5041			1770	5085	1583	1681	1688	2787	1681
Flt Permitted		0.07	1.00			0.16	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (perm)		127	5041			298	5085	1583	1681	1688	2787	1681
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	26	1158	71	2	587	2132	222	51	1	153	220
RTOR Reduction (vph)	0	0	4	0	0	0	0	42	0	0	145	0
Lane Group Flow (vph)	0	28	1225	0	0	589	2132	180	26	26	8	112
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		91.1	87.7			117.1	107.3	107.3	8.3	8.3	8.3	15.5
Effective Green, g (s)		91.1	87.7			117.1	107.3	107.3	8.3	8.3	8.3	15.5
Actuated g/C Ratio		0.57	0.55			0.73	0.67	0.67	0.05	0.05	0.05	0.10
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		107	2763			428	3410	1061	87	87	144	162
v/s Ratio Prot		0.01	0.24			c0.20	0.42		c0.02	0.02		0.07
v/s Ratio Perm		0.14				c0.81		0.11			0.00	
v/c Ratio		0.26	0.44			1.38	0.63	0.17	0.30	0.30	0.06	0.69
Uniform Delay, d1		15.9	21.6			32.0	14.9	9.8	73.0	73.0	72.1	69.9
Progression Factor		1.10	1.04			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.4			183.5	0.9	0.3	0.7	0.7	0.1	11.1
Delay (s)		17.9	22.9			215.4	15.8	10.1	73.8	73.8	72.2	81.0
Level of Service		B	C			F	B	B	E	E	E	F
Approach Delay (s/veh)			22.8				55.3			72.6		
Approach LOS			C				E			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	21
Future Volume (vph)	5	21
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1689	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1689	1583
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	5	23
RTOR Reduction (vph)	0	21
Lane Group Flow (vph)	113	2
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	15.5	15.5
Effective Green, g (s)	15.5	15.5
Actuated g/C Ratio	0.10	0.10
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	163	153
v/s Ratio Prot	c0.07	
v/s Ratio Perm		0.00
v/c Ratio	0.69	0.01
Uniform Delay, d1	69.9	65.3
Progression Factor	1.00	1.00
Incremental Delay, d2	11.1	0.0
Delay (s)	81.1	65.4
Level of Service	F	E
Approach Delay (s/veh)	79.6	
Approach LOS	E	

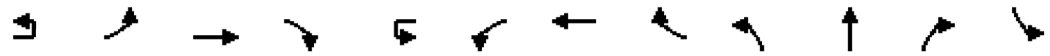
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	46	718	296	493	1118	307	181	232	199	337	515
Future Volume (vph)	1	46	718	296	493	1118	307	181	232	199	337	515
Lane Group Flow (vph)	0	50	764	315	525	1189	327	193	247	212	359	621
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	2	2		2			6			8		
Detector Phase	5	5	2	2	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	34.5	34.5	15.0	36.5	36.5	16.4	31.4	31.4	16.6	32.4
Total Split (s)	18.0	18.0	58.0	58.0	38.0	78.0	78.0	25.0	32.0	32.0	32.0	39.0
Total Split (%)	11.3%	11.3%	36.3%	36.3%	23.8%	48.8%	48.8%	15.6%	20.0%	20.0%	20.0%	24.4%
Yellow Time (s)	3.4	3.4	3.7	3.7	4.0	3.7	3.7	3.4	3.7	3.7	3.6	3.7
All-Red Time (s)	3.0	3.0	2.8	2.8	3.0	2.8	2.8	3.0	2.7	2.7	3.0	2.7
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)		6.4	6.5	6.5	7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.24	0.57	0.43	0.88	0.64	0.35	0.67	0.46	0.50	0.80	0.88
Control Delay (s/veh)		21.2	43.4	14.9	93.5	16.9	2.1	82.2	64.2	11.2	84.6	73.4
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 (s/veh)		21.2	43.4	14.9	93.5	16.9	2.1	82.2	64.2	11.2	84.6	73.4
Queue Length 50th (ft)		22	348	75	246	234	14	104	126	0	203	357
Queue Length 95th (ft)		46	447	178	314	212	31	146	175	79	260	378
Internal Link Dist (ft)			1028			1157			735			953
Turn Bay Length (ft)		180		180	380			200		200	200	
Base Capacity (vph)		262	1330	727	665	1864	944	399	577	435	544	740
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		0.19	0.57	0.43	0.79	0.64	0.35	0.48	0.43	0.49	0.66	0.84

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 7: Westside Pkwy/Deerfield Pkwy & Windward Pkwy



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	46	718	296	1	493	1118	307	181	232	199	337
Future Volume (vph)	1	46	718	296	1	493	1118	307	181	232	199	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6
Lane Util. Factor		1.00	0.95	1.00		0.97	0.95	1.00	0.97	0.95	1.00	0.97
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)		1770	3539	1583		3433	3539	1583	3433	3539	1583	3433
Flt Permitted		0.19	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)		357	3539	1583		3433	3539	1583	3433	3539	1583	3433
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	49	764	315	1	524	1189	327	193	247	212	359
RTOR Reduction (vph)	0	0	0	133	0	0	0	112	0	0	180	0
Lane Group Flow (vph)	0	50	764	182	0	525	1189	215	193	247	32	359
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases	2	2		2				6			8	
Actuated Green, G (s)		65.8	60.2	60.2		27.9	83.1	83.1	13.5	24.5	24.5	20.9
Effective Green, g (s)		65.8	60.2	60.2		27.9	83.1	83.1	13.5	24.5	24.5	20.9
Actuated g/C Ratio		0.41	0.38	0.38		0.17	0.52	0.52	0.08	0.15	0.15	0.13
Clearance Time (s)		6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6
Vehicle Extension (s)		2.1	5.1	5.1		2.1	5.1	5.1	2.1	2.1	2.1	2.1
Lane Grp Cap (vph)		196	1331	595		598	1838	822	289	541	242	448
v/s Ratio Prot		0.01	0.22			c0.15	c0.34		0.06	0.07		c0.10
v/s Ratio Perm		0.10		0.12				0.14			0.02	
v/c Ratio		0.26	0.57	0.31		0.88	0.65	0.26	0.67	0.46	0.13	0.80
Uniform Delay, d1		29.0	39.7	35.2		64.4	27.8	21.4	71.1	61.7	58.6	67.5
Progression Factor		1.00	1.00	1.00		1.24	0.54	0.19	1.00	1.00	1.00	1.08
Incremental Delay, d2		0.3	1.8	1.3		11.2	1.4	0.6	4.6	0.3	0.1	8.2
Delay (s)		29.3	41.5	36.5		91.0	16.3	4.6	75.7	62.0	58.7	81.0
Level of Service		C	D	D		F	B	A	E	E	E	F
Approach Delay (s/veh)			39.6				33.7			65.0		
Approach LOS			D				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	515	69
Future Volume (vph)	515	69
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.4	
Lane Util. Factor	0.95	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	3477	
Flt Permitted	1.00	
Satd. Flow (perm)	3477	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	548	73
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	615	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	32.1	
Effective Green, g (s)	32.1	
Actuated g/C Ratio	0.20	
Clearance Time (s)	6.4	
Vehicle Extension (s)	2.1	
Lane Grp Cap (vph)	697	
v/s Ratio Prot	c0.18	
v/s Ratio Perm		
v/c Ratio	0.88	
Uniform Delay, d1	62.1	
Progression Factor	0.99	
Incremental Delay, d2	10.8	
Delay (s)	72.2	
Level of Service	E	
Approach Delay (s/veh)	75.4	
Approach LOS	E	

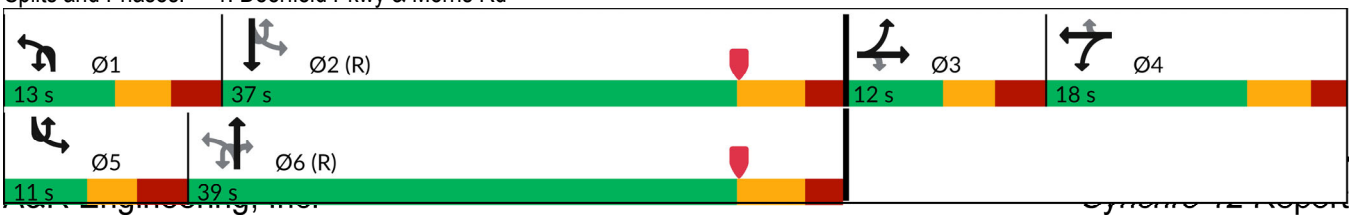
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	63	388	4	18	58	9	1098	438	1	6	494
Future Volume (vph)	12	63	388	4	18	58	9	1098	438	1	6	494
Lane Group Flow (vph)	22	64	198	202	18	0	68	1120	447	0	7	507
Turn Type	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	3		4	4		1	1	6		5	5	2
Permitted Phases		3			4	6	6		6	2	2	
Detector Phase	3	3	4	4	4	1	1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	5.0	5.0	20.0	20.0	5.0	5.0	20.0
Minimum Split (s)	31.5	31.5	36.8	36.8	36.8	15.0	15.0	33.5	33.5	15.0	15.0	31.5
Total Split (s)	12.0	12.0	18.0	18.0	18.0	13.0	13.0	39.0	39.0	11.0	11.0	37.0
Total Split (%)	15.0%	15.0%	22.5%	22.5%	22.5%	16.3%	16.3%	48.8%	48.8%	13.8%	13.8%	46.3%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.3	3.3	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	3.0	3.0	2.2	2.2	2.2	3.0	3.0	2.3	2.3	3.0	3.0	2.3
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)	6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0	6.3
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max
v/c Ratio	0.18	0.21	0.80	0.81	0.04		0.14	0.57	0.44		0.03	0.31
Control Delay (s/veh)	38.7	1.6	57.3	58.9	0.2		5.4	10.9	3.0		8.7	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	38.7	1.6	57.3	58.9	0.2		5.4	10.9	3.0		8.7	16.2
Queue Length 50th (ft)	11	0	100	102	0		13	152	30		1	90
Queue Length 95th (ft)	33	0	#213	#218	0		m16	385	m144		7	133
Internal Link Dist (ft)	121			932				953				854
Turn Bay Length (ft)			200				145		115		125	
Base Capacity (vph)	136	312	260	261	422		511	1969	1024		263	1637
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	0.16	0.21	0.76	0.77	0.04		0.13	0.57	0.44		0.03	0.31

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 19.2 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
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: Deerfield Pkwy & Morris Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	10	12	63	388	4	18	58	9	1098	438	1	6
Future Volume (vph)	10	12	63	388	4	18	58	9	1098	438	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		1.00	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.98	1.00	0.95	0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1821	1583	1681	1687	1583		1770	3539	1583		1770
Flt Permitted		0.98	1.00	0.95	0.95	1.00		0.40	1.00	1.00		0.18
Satd. Flow (perm)		1821	1583	1681	1687	1583		743	3539	1583		337
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	12	64	396	4	18	59	9	1120	447	1	6
RTOR Reduction (vph)	0	0	61	0	0	15	0	0	0	168	0	0
Lane Group Flow (vph)	0	22	3	198	202	3	0	68	1120	279	0	7
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4	6	6		6	2	2
Actuated Green, G (s)		4.3	4.3	11.9	11.9	11.9		43.1	38.5	38.5		35.6
Effective Green, g (s)		4.3	4.3	11.9	11.9	11.9		43.1	38.5	38.5		35.6
Actuated g/C Ratio		0.05	0.05	0.15	0.15	0.15		0.54	0.48	0.48		0.45
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0
Vehicle Extension (s)		1.5	1.5	2.0	2.0	2.0		1.5	6.0	6.0		1.5
Lane Grp Cap (vph)		97	85	250	250	235		459	1703	761		167
v/s Ratio Prot		c0.01		0.12	c0.12			c0.01	c0.32			0.00
v/s Ratio Perm			0.00			0.00		0.07		0.18		0.02
v/c Ratio		0.23	0.04	0.79	0.81	0.01		0.15	0.66	0.37		0.04
Uniform Delay, d1		36.3	35.9	32.9	32.9	29.0		9.1	15.7	13.1		13.0
Progression Factor		1.00	1.00	1.00	1.00	1.00		0.59	0.76	0.59		1.00
Incremental Delay, d2		0.4	0.1	14.7	16.3	0.0		0.0	1.4	1.0		0.0
Delay (s)		36.7	36.0	47.5	49.3	29.0		5.4	13.4	8.6		13.0
Level of Service		D	D	D	D	C		A	B	A		B
Approach Delay (s/veh)		36.2			47.6				11.8			
Approach LOS		D			D				B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	24.6
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	494	3
Future Volume (vph)	494	3
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.3	
Lane Util. Factor	0.95	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3536	
Flt Permitted	1.00	
Satd. Flow (perm)	3536	
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	504	3
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	506	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	34.6	
Effective Green, g (s)	34.6	
Actuated g/C Ratio	0.43	
Clearance Time (s)	6.3	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	1529	
v/s Ratio Prot	0.14	
v/s Ratio Perm		
v/c Ratio	0.33	
Uniform Delay, d1	15.0	
Progression Factor	1.00	
Incremental Delay, d2	0.6	
Delay (s)	15.6	
Level of Service	B	
Approach Delay (s/veh)	15.6	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	0	0	314	0	3
Future Vol, veh/h	435	0	0	314	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	0	0	345	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	239
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	762
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	762
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	762	-	-
HCM Lane V/C Ratio	0.004	-	-
HCM Ctrl Dly (s/v)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	433	5	0	314	0	6
Future Vol, veh/h	433	5	0	314	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	70	-	-	-	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	471	5	0	341	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	235
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	766
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	766
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	766	-	-
HCM Lane V/C Ratio	0.009	-	-
HCM Ctrl Dly (s/v)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	460	14	182	371	11	195
Future Vol, veh/h	0	460	14	182	371	11	195
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	210	-	-	145	-	200	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	484	15	192	391	12	205

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	391	0	0	499	0	1070	249
Stage 1	-	-	-	-	-	492	-
Stage 2	-	-	-	-	-	578	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	812	-	-	1061	-	216	750
Stage 1	-	-	-	-	-	580	-
Stage 2	-	-	-	-	-	524	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	812	-	-	1061	-	177	750
Mov Cap-2 Maneuver	-	-	-	-	-	177	-
Stage 1	-	-	-	-	-	580	-
Stage 2	-	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.01	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	750	812	-	-	1061	-
HCM Lane V/C Ratio	0.065	0.274	-	-	-	0.181	-
HCM Ctrl Dly (s/v)	26.8	11.6	0	-	-	9.1	-
HCM Lane LOS	D	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	1.1	0	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	4	0	3	0	201	6	4	192	0
Future Vol, veh/h	2	0	0	4	0	3	0	201	6	4	192	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	4	0	3	0	214	6	4	204	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	427	433	204	430	430	217	204	0	0	220	0	0
Stage 1	213	213	-	217	217	-	-	-	-	-	-	-
Stage 2	214	220	-	213	213	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	538	516	836	536	518	823	1367	-	-	1349	-	-
Stage 1	789	726	-	785	723	-	-	-	-	-	-	-
Stage 2	788	721	-	789	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	514	836	534	516	823	1367	-	-	1349	-	-
Mov Cap-2 Maneuver	534	514	-	534	516	-	-	-	-	-	-	-
Stage 1	787	724	-	785	723	-	-	-	-	-	-	-
Stage 2	785	721	-	787	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.77	10.8	0	0.16
HCM LOS	B	B		

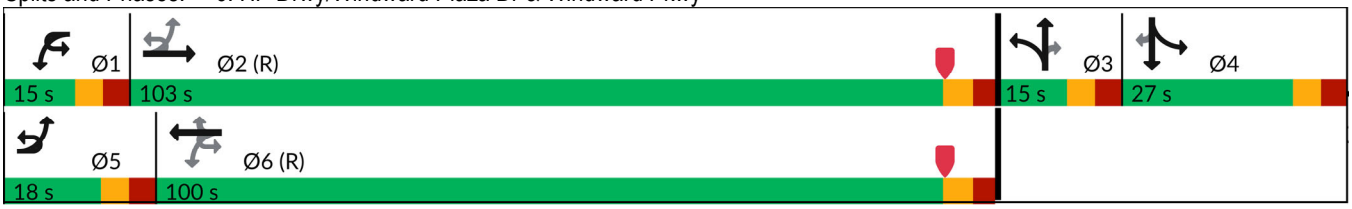
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1367	-	-	534	628	37	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.012	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.8	10.8	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	91	1835	6	271	2380	293	156	2	404	297	1
Future Volume (vph)	7	91	1835	6	271	2380	293	156	2	404	297	1
Lane Group Flow (vph)	0	104	1984	0	294	2532	312	85	83	430	158	159
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	18.0	18.0	103.0	15.0	15.0	100.0	100.0	15.0	15.0	15.0	27.0	27.0
Total Split (%)	11.3%	11.3%	64.4%	9.4%	9.4%	62.5%	62.5%	9.4%	9.4%	9.4%	16.9%	16.9%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.71	0.65		1.60	0.81	0.30	0.94	0.92	1.47	0.82	0.82
Control Delay (s/veh)		62.5	11.8		320.8	27.1	8.7	153.2	148.1	260.3	99.7	99.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.5	11.8		320.8	27.1	8.7	153.2	148.1	260.3	99.7	99.8
Queue Length 50th (ft)		66	226		~398	756	77	96	94	~265	173	174
Queue Length 95th (ft)		m94	m193		#607	849	140	#222	#216	#396	#283	#285
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		174	3071		184	3128	1030	90	90	292	215	216
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	0.65		1.60	0.81	0.30	0.94	0.92	1.47	0.73	0.74

Intersection Summary

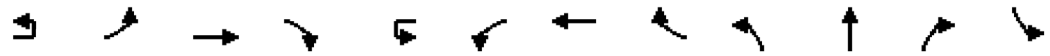
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 130 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds 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: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	78
Future Volume (vph)	78
Lane Group Flow (vph)	83
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	27.0
Total Split (%)	16.9%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.30
Control Delay (s/veh)	6.9
Queue Delay	0.0
Total Delay (s/veh)	6.9
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	298
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.28

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	91	1835	30	6	271	2380	293	156	2	404	297
Future Volume (vph)	7	91	1835	30	6	271	2380	293	156	2	404	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	1.00			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (prot)		1770	5073			1770	5085	1583	1681	1687	2787	1681
Flt Permitted		0.04	1.00			0.06	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (perm)		77	5073			110	5085	1583	1681	1687	2787	1681
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	97	1952	32	6	288	2532	312	166	2	430	316
RTOR Reduction (vph)	0	0	1	0	0	0	0	56	0	0	143	0
Lane Group Flow (vph)	0	104	1983	0	0	294	2532	256	85	83	287	158
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		105.9	96.8			109.0	98.4	98.4	8.6	8.6	8.6	18.4
Effective Green, g (s)		105.9	96.8			109.0	98.4	98.4	8.6	8.6	8.6	18.4
Actuated g/C Ratio		0.66	0.61			0.68	0.62	0.62	0.05	0.05	0.05	0.12
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		147	3069			184	3127	973	90	90	149	193
v/s Ratio Prot		0.04	0.39			c0.11	0.50		0.05	0.05		0.09
v/s Ratio Perm		0.43				c0.98		0.16			c0.10	
v/c Ratio		0.71	0.65			1.60	0.81	0.26	0.94	0.92	1.93	0.82
Uniform Delay, d1		39.4	20.5			42.9	23.6	14.1	75.5	75.4	75.7	69.2
Progression Factor		1.42	0.54			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		7.2	0.6			293.0	2.4	0.7	75.5	68.6	440.9	22.4
Delay (s)		63.1	11.7			336.0	26.0	14.8	150.9	144.0	516.6	91.6
Level of Service		E	B			F	C	B	F	F	F	F
Approach Delay (s/veh)			14.3				53.9			412.9		
Approach LOS			B				D			F		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	77.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	78
Future Volume (vph)	1	78
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1686	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1686	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1	83
RTOR Reduction (vph)	0	73
Lane Group Flow (vph)	159	10
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	18.4	18.4
Effective Green, g (s)	18.4	18.4
Actuated g/C Ratio	0.12	0.12
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	193	182
v/s Ratio Prot	c0.09	
v/s Ratio Perm		0.01
v/c Ratio	0.82	0.05
Uniform Delay, d1	69.2	63.0
Progression Factor	1.00	1.00
Incremental Delay, d2	23.4	0.1
Delay (s)	92.6	63.1
Level of Service	F	E
Approach Delay (s/veh)	86.1	
Approach LOS	F	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	126	1051	261	288	1393	660	473	613	495	330	321
Future Volume (vph)	126	1051	261	288	1393	660	473	613	495	330	321
Lane Group Flow (vph)	130	1084	269	301	1436	680	488	632	510	340	418
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	34.5	34.5	15.0	36.5	36.5	16.4	31.4	31.4	16.6	32.4
Total Split (s)	20.0	68.0	68.0	28.0	76.0	76.0	37.0	37.0	37.0	27.0	27.0
Total Split (%)	12.5%	42.5%	42.5%	17.5%	47.5%	47.5%	23.1%	23.1%	23.1%	16.9%	16.9%
Yellow Time (s)	3.4	3.7	3.7	4.0	3.7	3.7	3.4	3.7	3.7	3.6	3.7
All-Red Time (s)	3.0	2.8	2.8	3.0	2.8	2.8	3.0	2.7	2.7	3.0	2.7
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)	6.4	6.5	6.5	7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.77	0.76	0.35	0.78	0.90	0.73	0.86	0.89	1.11	0.84	0.77
Control Delay (s/veh)	65.6	45.7	10.1	63.9	58.9	32.3	79.8	78.0	110.8	82.8	65.7
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 (s/veh)	65.6	45.7	10.1	63.9	58.9	32.3	79.8	78.0	110.8	82.8	65.7
Queue Length 50th (ft)	85	522	44	164	635	361	262	352	~467	160	188
Queue Length 95th (ft)	#166	628	119	m203	m#798	m503	322	#471	#705	222	#321
Internal Link Dist (ft)		1028			1157			735			953
Turn Bay Length (ft)	180		180	380			200		200	200	
Base Capacity (vph)	196	1427	759	450	1593	929	656	708	461	437	542
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	0.66	0.76	0.35	0.67	0.90	0.73	0.74	0.89	1.11	0.78	0.77

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
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: 7: Westside Pkwy/Deerfield Pkwy & Windward Pkwy

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	126	1051	261	4	288	1393	660	473	613	495	330	321
Future Volume (vph)	126	1051	261	4	288	1393	660	473	613	495	330	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lane Util. Factor	1.00	0.95	1.00		0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1583		3433	3539	1583	3433	3539	1583	3433	3429
Flt Permitted	0.06	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	116	3539	1583		3433	3539	1583	3433	3539	1583	3433	3429
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	130	1084	269	4	297	1436	680	488	632	510	340	331
RTOR Reduction (vph)	0	0	121	0	0	0	217	0	0	144	0	14
Lane Group Flow (vph)	130	1084	148	0	301	1436	463	488	632	366	340	404
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	2		2				6			8		
Actuated Green, G (s)	75.6	64.5	64.5		18.0	72.0	72.0	26.6	32.1	32.1	18.9	24.6
Effective Green, g (s)	75.6	64.5	64.5		18.0	72.0	72.0	26.6	32.1	32.1	18.9	24.6
Actuated g/C Ratio	0.47	0.40	0.40		0.11	0.45	0.45	0.17	0.20	0.20	0.12	0.15
Clearance Time (s)	6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Vehicle Extension (s)	2.1	5.1	5.1		2.1	5.1	5.1	2.1	2.1	2.1	2.1	2.1
Lane Grp Cap (vph)	169	1426	638		386	1592	712	570	710	317	405	527
v/s Ratio Prot	0.05	0.31			c0.09	c0.41		c0.14	0.18		0.10	0.12
v/s Ratio Perm	0.31		0.09				0.29			c0.23		
v/c Ratio	0.77	0.76	0.23		0.78	0.90	0.65	0.86	0.89	1.15	0.84	0.77
Uniform Delay, d1	38.5	41.1	31.4		69.1	40.7	34.2	64.8	62.2	64.0	69.1	64.9
Progression Factor	1.00	1.00	1.00		0.80	1.31	2.01	1.00	1.00	1.00	0.96	0.90
Incremental Delay, d2	17.3	3.9	0.8		5.3	5.3	2.7	11.7	13.1	99.4	12.6	5.5
Delay (s)	55.7	45.0	32.3		60.6	58.6	71.3	76.5	75.3	163.4	78.7	63.7
Level of Service	E	D	C		E	E	E	E	E	F	E	E
Approach Delay (s/veh)		43.6				62.4			103.2			70.4
Approach LOS		D				E			F			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	69.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	84
Future Volume (vph)	84
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	87
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

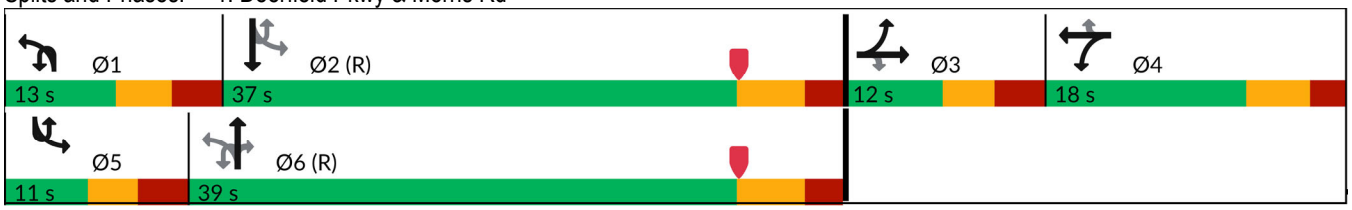
FUTURE "BUILD" INTERSECTION ANALYSIS

Lane Group	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	2	530	14	11	15	22	315	267	2	28	586
Future Volume (vph)	2	530	14	11	15	22	315	267	2	28	586
Lane Group Flow (vph)	2	304	308	12	0	42	354	300	0	33	670
Turn Type	NA	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	3	4	4		1	1	6		5	5	2
Permitted Phases				4	6	6		6	2	2	
Detector Phase	3	4	4	4	1	1	6	6	5	5	2
Switch Phase											
Minimum Initial (s)	5.0	8.0	8.0	8.0	5.0	5.0	20.0	20.0	5.0	5.0	20.0
Minimum Split (s)	31.5	36.8	36.8	36.8	15.0	15.0	33.5	33.5	15.0	15.0	31.5
Total Split (s)	12.0	18.0	18.0	18.0	13.0	13.0	39.0	39.0	11.0	11.0	37.0
Total Split (%)	15.0%	22.5%	22.5%	22.5%	16.3%	16.3%	48.8%	48.8%	13.8%	13.8%	46.3%
Yellow Time (s)	3.0	3.8	3.8	3.8	3.3	3.3	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	3.0	2.2	2.2	2.2	3.0	3.0	2.3	2.3	3.0	3.0	2.3
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)	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0	6.3
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	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	C-Max	C-Max	None	None	C-Max
v/c Ratio	0.02	0.67	0.67	0.02		0.11	0.22	0.34		0.06	0.41
Control Delay (s/veh)	35.5	36.4	36.5	0.1		15.9	22.5	11.6		8.9	16.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	35.5	36.4	36.5	0.1		15.9	22.5	11.6		8.9	16.5
Queue Length 50th (ft)	1	137	140	0		20	96	102		7	124
Queue Length 95th (ft)	8	#428	#432	0		40	127	145		19	174
Internal Link Dist (ft)	121		932				953				854
Turn Bay Length (ft)		200				145		115		125	
Base Capacity (vph)	139	456	459	582		396	1643	895		550	1620
Starvation Cap Reductn	0	0	0	0		0	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	0.01	0.67	0.67	0.02		0.11	0.22	0.34		0.06	0.41

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45.2 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Deerfield Pkwy & Morris Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	2	0	530	14	11	15	22	315	267	2	28
Future Volume (vph)	0	2	0	530	14	11	15	22	315	267	2	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0	6.0		6.3	6.3	6.3		6.0
Lane Util. Factor		1.00		0.95	0.95	1.00		1.00	0.95	1.00		1.00
Frt		1.00		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		1.00		0.95	0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1863		1681	1690	1583		1770	3539	1583		1770
Flt Permitted		1.00		0.95	0.95	1.00		0.31	1.00	1.00		0.54
Satd. Flow (perm)		1863		1681	1690	1583		576	3539	1583		1006
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	2	0	596	16	12	17	25	354	300	2	31
RTOR Reduction (vph)	0	0	0	0	0	9	0	0	0	188	0	0
Lane Group Flow (vph)	0	2	0	304	308	3	0	42	354	113	0	33
Turn Type		NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4	6	6		6	2	2
Actuated Green, G (s)		1.0		21.7	21.7	21.7		33.3	30.0	30.0		32.4
Effective Green, g (s)		1.0		21.7	21.7	21.7		33.3	30.0	30.0		32.4
Actuated g/C Ratio		0.01		0.27	0.27	0.27		0.42	0.38	0.38		0.41
Clearance Time (s)		6.0		6.0	6.0	6.0		6.3	6.3	6.3		6.0
Vehicle Extension (s)		1.5		2.0	2.0	2.0		1.5	6.0	6.0		1.5
Lane Grp Cap (vph)		23		455	458	429		289	1327	593		436
v/s Ratio Prot		c0.00		0.18	c0.18			c0.01	0.10			0.00
v/s Ratio Perm						0.00		0.05		0.07		0.03
v/c Ratio		0.09		0.67	0.67	0.01		0.15	0.27	0.19		0.08
Uniform Delay, d1		39.0		25.9	26.0	21.3		14.3	17.4	16.8		14.4
Progression Factor		1.00		1.01	1.00	1.00		1.77	1.63	7.21		1.00
Incremental Delay, d2		0.6		2.9	3.1	0.0		0.1	0.5	0.7		0.0
Delay (s)		39.6		29.0	29.2	21.3		25.3	28.8	121.9		14.5
Level of Service		D		C	C	C		C	C	F		B
Approach Delay (s/veh)		39.6			28.9				68.7			
Approach LOS		D			C				E			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	24.6
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	586	11
Future Volume (vph)	586	11
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.3	
Lane Util. Factor	0.95	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3530	
Flt Permitted	1.00	
Satd. Flow (perm)	3530	
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	658	12
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	668	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	29.4	
Effective Green, g (s)	29.4	
Actuated g/C Ratio	0.37	
Clearance Time (s)	6.3	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	1297	
v/s Ratio Prot	c0.19	
v/s Ratio Perm		
v/c Ratio	0.52	
Uniform Delay, d1	19.7	
Progression Factor	1.00	
Incremental Delay, d2	1.5	
Delay (s)	21.2	
Level of Service	C	
Approach Delay (s/veh)	20.9	
Approach LOS	C	

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	274	13	0	465	0	16
Future Vol, veh/h	274	13	0	465	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	291	14	0	495	0	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	146
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	875
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	875
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	875	-	-
HCM Lane V/C Ratio	0.019	-	-
HCM Ctrl Dly (s/v)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	46	0	465	0	6
Future Vol, veh/h	244	46	0	465	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	70	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	260	49	0	495	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	130
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	896
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	896
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	896	-	-
HCM Lane V/C Ratio	0.007	-	-
HCM Ctrl Dly (s/v)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	13	261	8	188	523	6	156
Future Vol, veh/h	13	261	8	188	523	6	156
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	210	-	-	145	-	200	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	13	269	8	194	539	6	161

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	539	0	0	277	0	957	139
Stage 1	-	-	-	-	-	300	-
Stage 2	-	-	-	-	-	657	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	654	-	-	1282	-	256	884
Stage 1	-	-	-	-	-	725	-
Stage 2	-	-	-	-	-	477	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	654	-	-	1282	-	212	884
Mov Cap-2 Maneuver	-	-	-	-	-	212	-
Stage 1	-	-	-	-	-	710	-
Stage 2	-	-	-	-	-	405	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.49	2.2	10.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	212	884	654	-	-	1282	-
HCM Lane V/C Ratio	0.029	0.182	0.021	-	-	0.151	-
HCM Ctrl Dly (s/v)	22.5	10	10.6	-	-	8.3	-
HCM Lane LOS	C	A	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.7	0.1	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	0	3	0	5	1	156	0	2	189	5
Future Vol, veh/h	1	0	0	3	0	5	1	156	0	2	189	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	4	0	6	1	184	0	2	222	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	416	416	225	413	419	184	228	0	0	184	0	0
Stage 1	230	230	-	186	186	-	-	-	-	-	-	-
Stage 2	186	186	-	227	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	547	527	814	550	525	859	1340	-	-	1391	-	-
Stage 1	773	714	-	816	746	-	-	-	-	-	-	-
Stage 2	816	746	-	776	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	542	526	814	548	524	859	1340	-	-	1391	-	-
Mov Cap-2 Maneuver	542	526	-	548	524	-	-	-	-	-	-	-
Stage 1	771	713	-	815	745	-	-	-	-	-	-	-
Stage 2	809	745	-	774	710	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.66	10.15	0.05	0.08
HCM LOS	B	B		

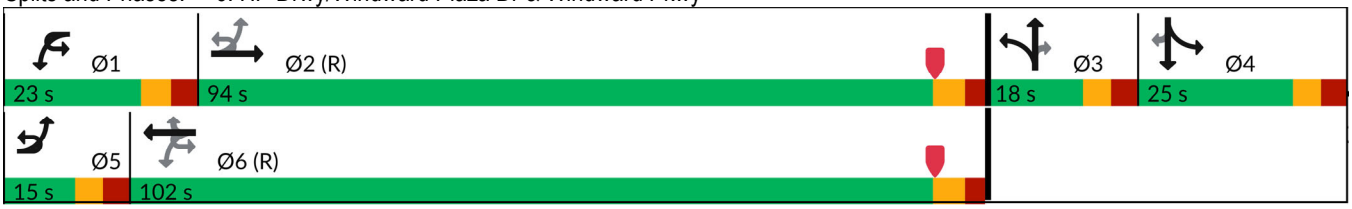
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	542	708	18	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.013	0.002	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	11.7	10.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	36	1065	2	540	1961	269	47	2	141	234	5
Future Volume (vph)	2	36	1065	2	540	1961	269	47	2	141	234	5
Lane Group Flow (vph)	0	41	1229	0	589	2132	292	27	26	153	130	129
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	15.0	15.0	94.0	23.0	23.0	102.0	102.0	18.0	18.0	18.0	25.0	25.0
Total Split (%)	9.4%	9.4%	58.8%	14.4%	14.4%	63.8%	63.8%	11.3%	11.3%	11.3%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.32	0.44		1.42	0.63	0.26	0.31	0.30	0.53	0.75	0.74
Control Delay (s/veh)		20.3	22.9		228.9	17.8	5.8	82.5	81.9	16.6	94.0	93.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		20.3	22.9		228.9	17.8	5.8	82.5	81.9	16.6	94.0	93.0
Queue Length 50th (ft)		15	213		~652	477	48	29	28	0	143	142
Queue Length 95th (ft)		m42	292		#918	588	104	68	65	42	221	220
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		160	2769		414	3372	1106	121	122	344	201	202
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		0.26	0.44		1.42	0.63	0.26	0.22	0.21	0.44	0.65	0.64

Intersection Summary

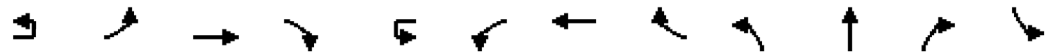
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 159 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds 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: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	31
Future Volume (vph)	31
Lane Group Flow (vph)	34
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	25.0
Total Split (%)	15.6%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.11
Control Delay (s/veh)	0.8
Queue Delay	0.0
Total Delay (s/veh)	0.8
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	324
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.10

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	36	1065	65	2	540	1961	269	47	2	141	234
Future Volume (vph)	2	36	1065	65	2	540	1961	269	47	2	141	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.96	1.00	0.95
Satd. Flow (prot)		1770	5041			1770	5085	1583	1681	1692	2787	1681
Flt Permitted		0.06	1.00			0.16	1.00	1.00	0.95	0.96	1.00	0.95
Satd. Flow (perm)		120	5041			298	5085	1583	1681	1692	2787	1681
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	39	1158	71	2	587	2132	292	51	2	153	254
RTOR Reduction (vph)	0	0	4	0	0	0	0	58	0	0	145	0
Lane Group Flow (vph)	0	41	1225	0	0	589	2132	234	27	26	8	130
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		92.5	87.8			116.0	104.9	104.9	8.3	8.3	8.3	16.6
Effective Green, g (s)		92.5	87.8			116.0	104.9	104.9	8.3	8.3	8.3	16.6
Actuated g/C Ratio		0.58	0.55			0.73	0.66	0.66	0.05	0.05	0.05	0.10
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		117	2766			415	3333	1037	87	87	144	174
v/s Ratio Prot		0.01	0.24			c0.19	0.42		c0.02	0.02		c0.08
v/s Ratio Perm		0.19				c0.83		0.15			0.00	
v/c Ratio		0.35	0.44			1.42	0.64	0.23	0.31	0.30	0.06	0.75
Uniform Delay, d1		16.1	21.5			31.1	16.3	11.1	73.1	73.0	72.1	69.7
Progression Factor		1.59	1.05			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.5	0.4			202.4	1.0	0.5	0.7	0.7	0.1	15.2
Delay (s)		26.1	22.9			233.5	17.3	11.6	73.8	73.8	72.2	84.9
Level of Service		C	C			F	B	B	E	E	E	F
Approach Delay (s/veh)			23.0				59.0			72.6		
Approach LOS			C				E			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	31
Future Volume (vph)	5	31
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1688	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1688	1583
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	5	34
RTOR Reduction (vph)	0	30
Lane Group Flow (vph)	129	4
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	16.6	16.6
Effective Green, g (s)	16.6	16.6
Actuated g/C Ratio	0.10	0.10
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	175	164
v/s Ratio Prot	0.08	
v/s Ratio Perm		0.00
v/c Ratio	0.74	0.02
Uniform Delay, d1	69.6	64.4
Progression Factor	1.00	1.00
Incremental Delay, d2	14.1	0.0
Delay (s)	83.7	64.4
Level of Service	F	E
Approach Delay (s/veh)	82.0	
Approach LOS	F	

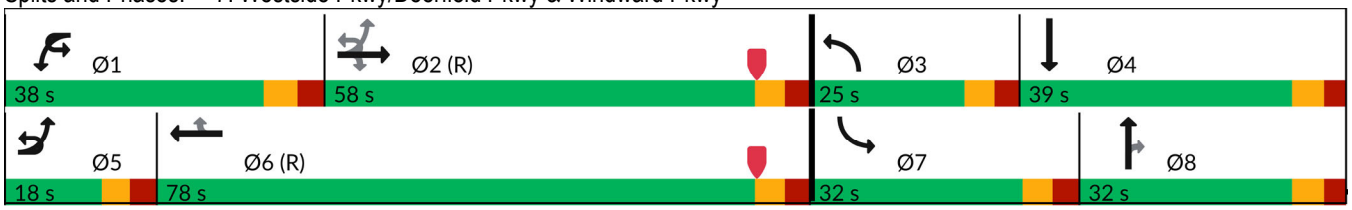
Intersection Summary

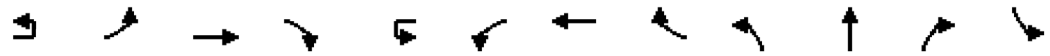
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	59	723	296	499	1123	307	181	245	204	337	519
Future Volume (vph)	1	59	723	296	499	1123	307	181	245	204	337	519
Lane Group Flow (vph)	0	64	769	315	532	1195	327	193	261	217	359	629
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases	2	2		2			6			8		
Detector Phase	5	5	2	2	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	15.0	5.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	15.0	34.5	34.5	15.0	36.5	36.5	16.4	31.4	31.4	16.6	32.4
Total Split (s)	18.0	18.0	58.0	58.0	38.0	78.0	78.0	25.0	32.0	32.0	32.0	39.0
Total Split (%)	11.3%	11.3%	36.3%	36.3%	23.8%	48.8%	48.8%	15.6%	20.0%	20.0%	20.0%	24.4%
Yellow Time (s)	3.4	3.4	3.7	3.7	4.0	3.7	3.7	3.4	3.7	3.7	3.6	3.7
All-Red Time (s)	3.0	3.0	2.8	2.8	3.0	2.8	2.8	3.0	2.7	2.7	3.0	2.7
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)		6.4	6.5	6.5	7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.31	0.58	0.44	0.88	0.65	0.35	0.67	0.48	0.51	0.80	0.89
Control Delay (s/veh)		22.4	43.9	15.0	99.5	16.0	2.1	82.2	64.5	11.2	84.5	73.4
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 (s/veh)		22.4	43.9	15.0	99.5	16.0	2.1	82.2	64.5	11.2	84.5	73.4
Queue Length 50th (ft)		29	354	77	256	187	14	104	133	0	202	362
Queue Length 95th (ft)		55	450	179	322	221	31	146	184	80	261	#375
Internal Link Dist (ft)			1028			1157			735			953
Turn Bay Length (ft)		180		180	380			200		200	200	
Base Capacity (vph)		257	1320	723	665	1848	937	399	579	440	544	743
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		0.25	0.58	0.44	0.80	0.65	0.35	0.48	0.45	0.49	0.66	0.85

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
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: 7: Westside Pkwy/Deerfield Pkwy & Windward Pkwy





Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	59	723	296	1	499	1123	307	181	245	204	337
Future Volume (vph)	1	59	723	296	1	499	1123	307	181	245	204	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6
Lane Util. Factor		1.00	0.95	1.00		0.97	0.95	1.00	0.97	0.95	1.00	0.97
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)		1770	3539	1583		3433	3539	1583	3433	3539	1583	3433
Flt Permitted		0.19	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)		346	3539	1583		3433	3539	1583	3433	3539	1583	3433
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	63	769	315	1	531	1195	327	193	261	217	359
RTOR Reduction (vph)	0	0	0	133	0	0	0	113	0	0	183	0
Lane Group Flow (vph)	0	64	769	182	0	532	1195	214	193	261	34	359
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases	2	2		2				6			8	
Actuated Green, G (s)		65.8	59.7	59.7		28.1	82.3	82.3	13.5	24.8	24.8	20.9
Effective Green, g (s)		65.8	59.7	59.7		28.1	82.3	82.3	13.5	24.8	24.8	20.9
Actuated g/C Ratio		0.41	0.37	0.37		0.18	0.51	0.51	0.08	0.16	0.16	0.13
Clearance Time (s)		6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6
Vehicle Extension (s)		2.1	5.1	5.1		2.1	5.1	5.1	2.1	2.1	2.1	2.1
Lane Grp Cap (vph)		196	1320	590		602	1820	814	289	548	245	448
v/s Ratio Prot		0.01	0.22			c0.15	c0.34		0.06	0.07		c0.10
v/s Ratio Perm		0.12		0.12				0.14			0.02	
v/c Ratio		0.33	0.58	0.31		0.88	0.66	0.26	0.67	0.48	0.14	0.80
Uniform Delay, d1		29.4	40.2	35.5		64.4	28.5	21.8	71.1	61.7	58.4	67.5
Progression Factor		1.00	1.00	1.00		1.34	0.49	0.18	1.00	1.00	1.00	1.08
Incremental Delay, d2		0.4	1.9	1.4		11.6	1.5	0.6	4.6	0.3	0.1	8.2
Delay (s)		29.8	42.1	36.9		97.5	15.5	4.5	75.7	62.0	58.5	80.9
Level of Service		C	D	D		F	B	A	E	E	E	F
Approach Delay (s/veh)			40.0				35.0			64.8		
Approach LOS			D				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	519	72
Future Volume (vph)	519	72
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.4	
Lane Util. Factor	0.95	
Frt	0.98	
Flt Protected	1.00	
Satd. Flow (prot)	3474	
Flt Permitted	1.00	
Satd. Flow (perm)	3474	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	552	77
RTOR Reduction (vph)	7	0
Lane Group Flow (vph)	622	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	32.4	
Effective Green, g (s)	32.4	
Actuated g/C Ratio	0.20	
Clearance Time (s)	6.4	
Vehicle Extension (s)	2.1	
Lane Grp Cap (vph)	703	
v/s Ratio Prot	c0.18	
v/s Ratio Perm		
v/c Ratio	0.88	
Uniform Delay, d1	62.0	
Progression Factor	0.99	
Incremental Delay, d2	10.9	
Delay (s)	72.1	
Level of Service	E	
Approach Delay (s/veh)	75.3	
Approach LOS	E	

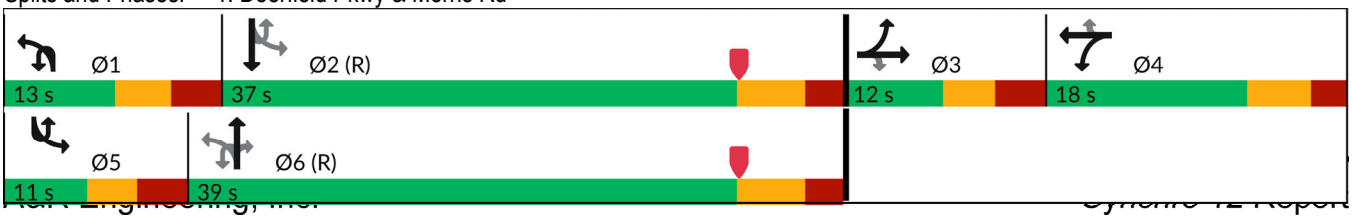
Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	63	408	4	32	58	9	1098	453	1	13	494
Future Volume (vph)	12	63	408	4	32	58	9	1098	453	1	13	494
Lane Group Flow (vph)	22	64	208	212	33	0	68	1120	462	0	14	507
Turn Type	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	3		4	4		1	1	6		5	5	2
Permitted Phases		3			4	6	6		6	2	2	
Detector Phase	3	3	4	4	4	1	1	6	6	5	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	8.0	8.0	8.0	5.0	5.0	20.0	20.0	5.0	5.0	20.0
Minimum Split (s)	31.5	31.5	36.8	36.8	36.8	15.0	15.0	33.5	33.5	15.0	15.0	31.5
Total Split (s)	12.0	12.0	18.0	18.0	18.0	13.0	13.0	39.0	39.0	11.0	11.0	37.0
Total Split (%)	15.0%	15.0%	22.5%	22.5%	22.5%	16.3%	16.3%	48.8%	48.8%	13.8%	13.8%	46.3%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.3	3.3	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	3.0	3.0	2.2	2.2	2.2	3.0	3.0	2.3	2.3	3.0	3.0	2.3
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)	6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0	6.3
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	Max	Max	C-Max
v/c Ratio	0.18	0.21	0.82	0.83	0.08		0.14	0.77	0.55		0.05	0.31
Control Delay (s/veh)	38.7	1.6	59.6	61.4	0.4		5.8	20.9	6.4		9.1	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	38.7	1.6	59.6	61.4	0.4		5.8	20.9	6.4		9.1	16.3
Queue Length 50th (ft)	11	0	109	111	0		13	356	95		3	90
Queue Length 95th (ft)	33	0	#225	#233	m0		m16	m383	m162		11	133
Internal Link Dist (ft)	121			932				953				854
Turn Bay Length (ft)			200				145		115		125	
Base Capacity (vph)	136	312	262	262	423		502	1446	844		262	1628
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	0.16	0.21	0.79	0.81	0.08		0.14	0.77	0.55		0.05	0.31

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 19.2 (24%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
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: Deerfield Pkwy & Morris Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	10	12	63	408	4	32	58	9	1098	453	1	13
Future Volume (vph)	10	12	63	408	4	32	58	9	1098	453	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		1.00	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.98	1.00	0.95	0.95	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1821	1583	1681	1687	1583		1770	3539	1583		1770
Flt Permitted		0.98	1.00	0.95	0.95	1.00		0.47	1.00	1.00		0.12
Satd. Flow (perm)		1821	1583	1681	1687	1583		867	3539	1583		217
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	12	64	416	4	33	59	9	1120	462	1	13
RTOR Reduction (vph)	0	0	61	0	0	28	0	0	0	202	0	0
Lane Group Flow (vph)	0	22	3	208	212	5	0	68	1120	260	0	14
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4	6	6		6	2	2
Actuated Green, G (s)		4.3	4.3	12.1	12.1	12.1		36.1	31.5	31.5		42.2
Effective Green, g (s)		4.3	4.3	12.1	12.1	12.1		36.1	31.5	31.5		42.2
Actuated g/C Ratio		0.05	0.05	0.15	0.15	0.15		0.45	0.39	0.39		0.53
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0		6.3	6.3	6.3		6.0
Vehicle Extension (s)		1.5	1.5	2.0	2.0	2.0		1.5	6.0	6.0		1.5
Lane Grp Cap (vph)		97	85	254	255	239		443	1393	623		265
v/s Ratio Prot		c0.01		0.12	c0.13			c0.01	c0.32			0.01
v/s Ratio Perm			0.00			0.00		0.06		0.16		0.02
v/c Ratio		0.23	0.04	0.82	0.83	0.02		0.15	0.80	0.42		0.05
Uniform Delay, d1		36.3	35.9	32.9	33.0	28.9		12.5	21.5	17.6		11.6
Progression Factor		1.00	1.00	1.03	1.03	1.00		0.62	0.87	1.01		1.00
Incremental Delay, d2		0.4	0.1	17.4	19.3	0.0		0.0	3.5	1.4		0.4
Delay (s)		36.7	36.0	51.2	53.1	28.9		7.8	22.3	19.1		12.0
Level of Service		D	D	D	D	C		A	C	B		B
Approach Delay (s/veh)		36.2			50.5				20.8			
Approach LOS		D			D				C			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	24.6
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	494	3
Future Volume (vph)	494	3
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.3	
Lane Util. Factor	0.95	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3536	
Flt Permitted	1.00	
Satd. Flow (perm)	3536	
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	504	3
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	506	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	34.4	
Effective Green, g (s)	34.4	
Actuated g/C Ratio	0.43	
Clearance Time (s)	6.3	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	1520	
v/s Ratio Prot	c0.14	
v/s Ratio Perm		
v/c Ratio	0.33	
Uniform Delay, d1	15.2	
Progression Factor	1.00	
Incremental Delay, d2	0.6	
Delay (s)	15.8	
Level of Service	B	
Approach Delay (s/veh)	15.7	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	434	28	0	360	0	31
Future Vol, veh/h	434	28	0	360	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	90	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	477	31	0	396	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	238
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	763
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	763
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	763	-	-
HCM Lane V/C Ratio	0.045	-	-
HCM Ctrl Dly (s/v)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	446	19	0	360	0	42
Future Vol, veh/h	446	19	0	360	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	70	-	-	-	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	485	21	0	391	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	242
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	758
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	758
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.05
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	758	-	-
HCM Lane V/C Ratio	0.06	-	-
HCM Ctrl Dly (s/v)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	41	467	14	184	376	11	200
Future Vol, veh/h	41	467	14	184	376	11	200
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	210	-	-	145	-	200	0
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	43	492	15	194	396	12	211

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	396	0	0	506	0	1171	253
Stage 1	-	-	-	-	-	585	-
Stage 2	-	-	-	-	-	585	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	806	-	-	1055	-	186	746
Stage 1	-	-	-	-	-	520	-
Stage 2	-	-	-	-	-	520	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	806	-	-	1055	-	144	746
Mov Cap-2 Maneuver	-	-	-	-	-	144	-
Stage 1	-	-	-	-	-	492	-
Stage 2	-	-	-	-	-	424	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.76	3.02	12.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	144	746	806	-	-	1055	-
HCM Lane V/C Ratio	0.081	0.282	0.054	-	-	0.184	-
HCM Ctrl Dly (s/v)	32.3	11.7	9.7	-	-	9.2	-
HCM Lane LOS	D	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	1.2	0.2	-	-	0.7	-

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	7	0	0	4	0	3	0	201	6	4	192	2
Future Vol, veh/h	7	0	0	4	0	3	0	201	6	4	192	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	0	4	0	3	0	214	6	4	204	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	428	434	205	430	432	217	206	0	0	220	0	0
Stage 1	214	214	-	217	217	-	-	-	-	-	-	-
Stage 2	214	220	-	213	215	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	537	515	835	536	516	823	1365	-	-	1349	-	-
Stage 1	788	726	-	785	723	-	-	-	-	-	-	-
Stage 2	788	721	-	789	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	513	835	534	515	823	1365	-	-	1349	-	-
Mov Cap-2 Maneuver	533	513	-	534	515	-	-	-	-	-	-	-
Stage 1	786	723	-	785	723	-	-	-	-	-	-	-
Stage 2	785	721	-	787	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.85	10.8	0	0.16
HCM LOS	B	B		

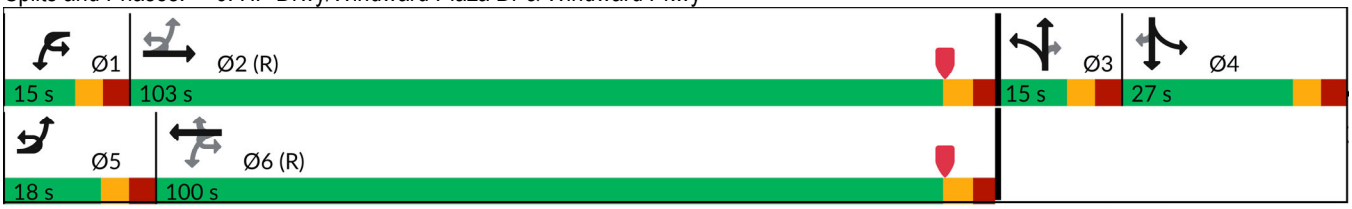
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	-	533	628	36	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.012	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.8	10.8	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	97	1835	6	271	2380	331	156	2	404	370	2
Future Volume (vph)	7	97	1835	6	271	2380	331	156	2	404	370	2
Lane Group Flow (vph)	0	110	1984	0	294	2532	352	85	83	430	197	199
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	18.0	18.0	103.0	15.0	15.0	100.0	100.0	15.0	15.0	15.0	27.0	27.0
Total Split (%)	11.3%	11.3%	64.4%	9.4%	9.4%	62.5%	62.5%	9.4%	9.4%	9.4%	16.9%	16.9%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.74	0.65		1.78	0.83	0.35	0.94	0.92	1.50	0.93	0.94
Control Delay (s/veh)		66.0	11.7		402.6	28.6	9.2	153.2	148.1	274.0	114.3	115.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		66.0	11.7		402.6	28.6	9.2	153.2	148.1	274.0	114.3	115.2
Queue Length 50th (ft)		73	213		~399	765	91	96	94	~273	221	224
Queue Length 95th (ft)		m102	m193		#605	849	158	#222	#216	#404	#390	#393
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		174	3071		165	3063	1019	90	90	286	215	216
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		0.63	0.65		1.78	0.83	0.35	0.94	0.92	1.50	0.92	0.92

Intersection Summary

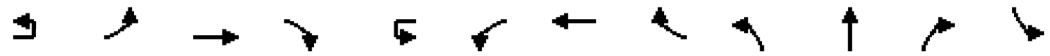
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 130 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds 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: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	100
Future Volume (vph)	100
Lane Group Flow (vph)	106
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	27.0
Total Split (%)	16.9%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.36
Control Delay (s/veh)	13.0
Queue Delay	0.0
Total Delay (s/veh)	13.0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	56
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	298
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.36

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	97	1835	30	6	271	2380	331	156	2	404	370
Future Volume (vph)	7	97	1835	30	6	271	2380	331	156	2	404	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	1.00			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (prot)		1770	5073			1770	5085	1583	1681	1687	2787	1681
Flt Permitted		0.04	1.00			0.06	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (perm)		77	5073			112	5085	1583	1681	1687	2787	1681
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	103	1952	32	6	288	2532	352	166	2	430	394
RTOR Reduction (vph)	0	0	1	0	0	0	0	66	0	0	136	0
Lane Group Flow (vph)	0	110	1983	0	0	294	2532	286	85	83	294	197
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		106.2	96.8			105.1	96.3	96.3	8.6	8.6	8.6	20.2
Effective Green, g (s)		106.2	96.8			105.1	96.3	96.3	8.6	8.6	8.6	20.2
Actuated g/C Ratio		0.66	0.61			0.66	0.60	0.60	0.05	0.05	0.05	0.13
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		150	3069			164	3060	952	90	90	149	212
v/s Ratio Prot		0.04	0.39			c0.10	0.50		0.05	0.05		0.12
v/s Ratio Perm		0.44				c1.07		0.18			c0.11	
v/c Ratio		0.73	0.65			1.79	0.83	0.30	0.94	0.92	1.97	0.93
Uniform Delay, d1		42.2	20.5			38.7	25.3	15.5	75.5	75.4	75.7	69.2
Progression Factor		1.42	0.54			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.9	0.6			380.0	2.7	0.8	75.5	68.6	460.4	42.0
Delay (s)		68.7	11.7			418.7	28.0	16.3	150.9	144.0	536.1	111.1
Level of Service		E	B			F	C	B	F	F	F	F
Approach Delay (s/veh)			14.7				62.8			426.9		
Approach LOS			B				E			F		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	84.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2	100
Future Volume (vph)	2	100
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1686	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1686	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	2	106
RTOR Reduction (vph)	0	93
Lane Group Flow (vph)	199	13
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	20.2	20.2
Effective Green, g (s)	20.2	20.2
Actuated g/C Ratio	0.13	0.13
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	212	199
v/s Ratio Prot	c0.12	
v/s Ratio Perm		0.01
v/c Ratio	0.94	0.07
Uniform Delay, d1	69.3	61.6
Progression Factor	1.00	1.00
Incremental Delay, d2	44.3	0.1
Delay (s)	113.6	61.7
Level of Service	F	E
Approach Delay (s/veh)	101.7	
Approach LOS	F	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	133	1054	261	299	1403	660	473	621	498	330	331
Future Volume (vph)	133	1054	261	299	1403	660	473	621	498	330	331
Lane Group Flow (vph)	137	1087	269	312	1446	680	488	640	513	340	438
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6		3	8		7	4
Permitted Phases	2		2			6			8		
Detector Phase	5	2	2	1	6	6	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	34.5	34.5	15.0	36.5	36.5	16.4	31.4	31.4	16.6	32.4
Total Split (s)	20.0	68.0	68.0	28.0	76.0	76.0	37.0	37.0	37.0	27.0	27.0
Total Split (%)	12.5%	42.5%	42.5%	17.5%	47.5%	47.5%	23.1%	23.1%	23.1%	16.9%	16.9%
Yellow Time (s)	3.4	3.7	3.7	4.0	3.7	3.7	3.4	3.7	3.7	3.6	3.7
All-Red Time (s)	3.0	2.8	2.8	3.0	2.8	2.8	3.0	2.7	2.7	3.0	2.7
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)	6.4	6.5	6.5	7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.80	0.77	0.36	0.79	0.91	0.74	0.86	0.90	1.11	0.84	0.81
Control Delay (s/veh)	68.9	46.3	10.2	63.7	61.8	34.0	79.8	79.3	113.0	82.5	67.5
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 (s/veh)	68.9	46.3	10.2	63.7	61.8	34.0	79.8	79.3	113.0	82.5	67.5
Queue Length 50th (ft)	92	526	44	170	648	369	262	357	~474	160	198
Queue Length 95th (ft)	#187	631	119	m206	m#913	m505	322	#480	#714	#222	#342
Internal Link Dist (ft)		1028			1157			735			953
Turn Bay Length (ft)	180		180	380			200		200	200	
Base Capacity (vph)	196	1419	756	450	1584	924	656	708	461	437	542
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	0.70	0.77	0.36	0.69	0.91	0.74	0.74	0.90	1.11	0.78	0.81

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
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: 7: Westside Pkwy/Deerfield Pkwy & Windward Pkwy

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	133	1054	261	4	299	1403	660	473	621	498	330	331
Future Volume (vph)	133	1054	261	4	299	1403	660	473	621	498	330	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Lane Util. Factor	1.00	0.95	1.00		0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1583		3433	3539	1583	3433	3539	1583	3433	3422
Flt Permitted	0.06	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	116	3539	1583		3433	3539	1583	3433	3539	1583	3433	3422
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	137	1087	269	4	308	1446	680	488	640	513	340	341
RTOR Reduction (vph)	0	0	122	0	0	0	216	0	0	144	0	16
Lane Group Flow (vph)	137	1087	147	0	312	1446	464	488	640	369	340	422
Turn Type	pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	1	6		3	8		7	4
Permitted Phases	2		2				6			8		
Actuated Green, G (s)	75.7	64.2	64.2		18.3	71.6	71.6	26.6	32.1	32.1	18.9	24.6
Effective Green, g (s)	75.7	64.2	64.2		18.3	71.6	71.6	26.6	32.1	32.1	18.9	24.6
Actuated g/C Ratio	0.47	0.40	0.40		0.11	0.45	0.45	0.17	0.20	0.20	0.12	0.15
Clearance Time (s)	6.4	6.5	6.5		7.0	6.5	6.5	6.4	6.4	6.4	6.6	6.4
Vehicle Extension (s)	2.1	5.1	5.1		2.1	5.1	5.1	2.1	2.1	2.1	2.1	2.1
Lane Grp Cap (vph)	173	1420	635		392	1583	708	570	710	317	405	526
v/s Ratio Prot	0.06	0.31			c0.09	c0.41		c0.14	0.18		0.10	0.12
v/s Ratio Perm	0.32		0.09				0.29			c0.23		
v/c Ratio	0.79	0.77	0.23		0.80	0.91	0.66	0.86	0.90	1.16	0.84	0.80
Uniform Delay, d1	40.3	41.4	31.6		69.0	41.3	34.6	64.8	62.4	64.0	69.1	65.4
Progression Factor	1.00	1.00	1.00		0.80	1.35	2.09	1.00	1.00	1.00	0.95	0.90
Incremental Delay, d2	20.3	4.0	0.9		5.8	5.8	2.6	11.7	14.4	102.9	12.5	7.4
Delay (s)	60.6	45.4	32.5		60.8	61.7	74.8	76.5	76.8	166.8	78.4	66.1
Level of Service	E	D	C		E	E	E	E	E	F	E	E
Approach Delay (s/veh)		44.5				65.2			104.9			71.5
Approach LOS		D				E			F			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	71.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	94
Future Volume (vph)	94
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	97
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

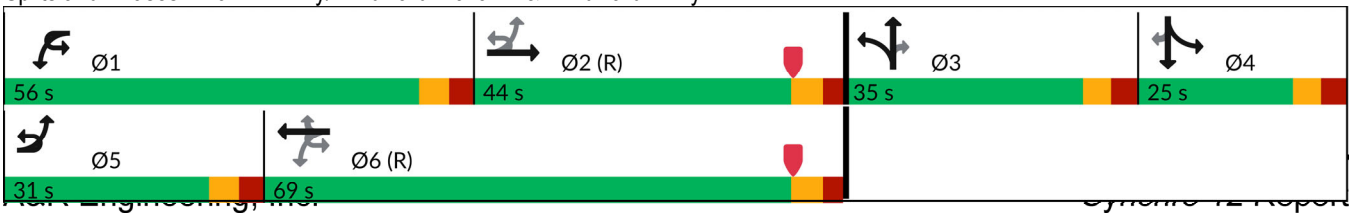
IMPROVED INTERSECTION ANALYSIS

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	24	1065	2	540	1961	204	47	1	141	202	5
Future Volume (vph)	2	24	1065	2	540	1961	204	47	1	141	202	5
Lane Group Flow (vph)	0	28	1229	0	589	2132	222	26	26	153	112	113
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	31.0	31.0	44.0	56.0	56.0	69.0	69.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	19.4%	19.4%	27.5%	35.0%	35.0%	43.1%	43.1%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.25	0.72		0.86	0.61	0.20	0.30	0.30	0.53	0.69	0.69
Control Delay (s/veh)		16.1	42.3		50.5	15.8	5.9	82.0	82.0	16.7	90.0	90.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		16.1	42.3		50.5	15.8	5.9	82.0	82.0	16.7	90.0	90.2
Queue Length 50th (ft)		9	227		497	449	40	28	28	0	121	123
Queue Length 95th (ft)		m22	#583		627	578	88	64	64	41	190	190
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		323	1702		687	3490	1121	300	301	624	200	201
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		0.09	0.72		0.86	0.61	0.20	0.09	0.09	0.25	0.56	0.56

Intersection Summary

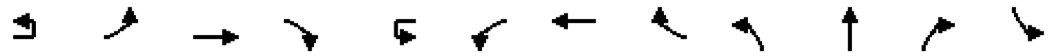
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 159 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Lane Group Flow (vph)	23
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	25.0
Total Split (%)	15.6%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.08
Control Delay (s/veh)	0.5
Queue Delay	0.0
Total Delay (s/veh)	0.5
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	323
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.07

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	24	1065	65	2	540	1961	204	47	1	141	202
Future Volume (vph)	2	24	1065	65	2	540	1961	204	47	1	141	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (prot)		1770	5041			1770	5085	1583	1681	1688	2787	1681
Flt Permitted		0.08	1.00			0.09	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (perm)		153	5041			165	5085	1583	1681	1688	2787	1681
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	26	1158	71	2	587	2132	222	51	1	153	220
RTOR Reduction (vph)	0	0	4	0	0	0	0	37	0	0	145	0
Lane Group Flow (vph)	0	28	1225	0	0	589	2132	185	26	26	8	112
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		57.3	53.9			117.0	107.2	107.2	8.3	8.3	8.3	15.6
Effective Green, g (s)		57.3	53.9			117.0	107.2	107.2	8.3	8.3	8.3	15.6
Actuated g/C Ratio		0.36	0.34			0.73	0.67	0.67	0.05	0.05	0.05	0.10
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		89	1698			688	3406	1060	87	87	144	163
v/s Ratio Prot		0.01	0.24			c0.30	0.42		c0.02	0.02		0.07
v/s Ratio Perm		0.11				c0.32		0.12			0.00	
v/c Ratio		0.31	0.72			0.86	0.63	0.17	0.30	0.30	0.06	0.69
Uniform Delay, d1		40.4	46.5			39.2	15.0	9.9	73.0	73.0	72.1	69.8
Progression Factor		0.46	0.84			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.6	2.2			9.9	0.9	0.4	0.7	0.7	0.1	10.5
Delay (s)		19.3	41.3			49.1	15.9	10.2	73.8	73.8	72.2	80.3
Level of Service		B	D			D	B	B	E	E	E	F
Approach Delay (s/veh)			40.8				22.1			72.6		
Approach LOS			D				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	21
Future Volume (vph)	5	21
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1689	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1689	1583
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	5	23
RTOR Reduction (vph)	0	21
Lane Group Flow (vph)	113	2
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	15.6	15.6
Effective Green, g (s)	15.6	15.6
Actuated g/C Ratio	0.10	0.10
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	164	154
v/s Ratio Prot	c0.07	
v/s Ratio Perm		0.00
v/c Ratio	0.69	0.01
Uniform Delay, d1	69.9	65.3
Progression Factor	1.00	1.00
Incremental Delay, d2	10.5	0.0
Delay (s)	80.3	65.3
Level of Service	F	E
Approach Delay (s/veh)	78.9	
Approach LOS	E	

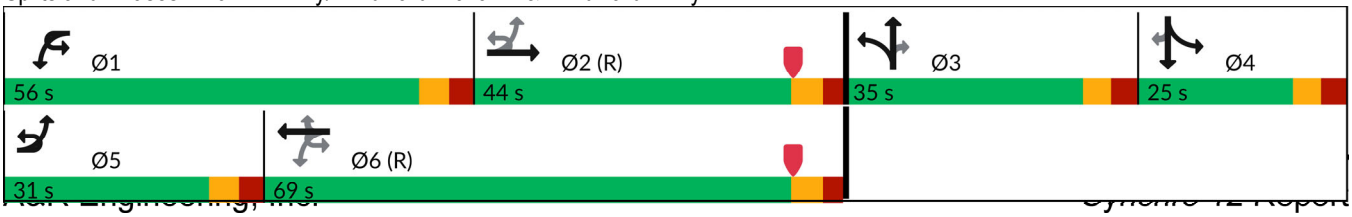
Intersection Summary

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	91	1835	6	271	2380	293	156	2	404	297	1
Future Volume (vph)	7	91	1835	6	271	2380	293	156	2	404	297	1
Lane Group Flow (vph)	0	104	1984	0	294	2532	312	85	83	430	158	159
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	31.0	31.0	44.0	56.0	56.0	69.0	69.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	19.4%	19.4%	27.5%	35.0%	35.0%	43.1%	43.1%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.75	0.84		0.90	0.87	0.33	0.63	0.61	0.69	0.72	0.72
Control Delay (s/veh)		71.9	29.2		77.8	34.0	13.8	89.8	88.4	11.7	83.9	84.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		71.9	29.2		77.8	34.0	13.8	89.8	88.4	11.7	83.9	84.1
Queue Length 50th (ft)		63	635		253	786	101	92	90	0	169	170
Queue Length 95th (ft)		m97	m#999		360	#1154	213	151	149	56	246	247
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		318	2373		580	2923	957	300	301	851	231	232
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		0.33	0.84		0.51	0.87	0.33	0.28	0.28	0.51	0.68	0.69

Intersection Summary

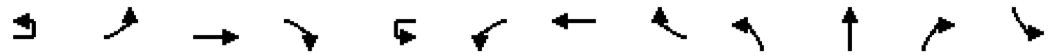
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 130 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	78
Future Volume (vph)	78
Lane Group Flow (vph)	83
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	25.0
Total Split (%)	15.6%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.24
Control Delay (s/veh)	1.7
Queue Delay	0.0
Total Delay (s/veh)	1.7
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	349
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	91	1835	30	6	271	2380	293	156	2	404	297
Future Volume (vph)	7	91	1835	30	6	271	2380	293	156	2	404	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	1.00			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (prot)		1770	5073			1770	5085	1583	1681	1687	2787	1681
Flt Permitted		0.05	1.00			0.05	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (perm)		99	5073			92	5085	1583	1681	1687	2787	1681
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	97	1952	32	6	288	2532	312	166	2	430	316
RTOR Reduction (vph)	0	0	1	0	0	0	0	47	0	0	395	0
Lane Group Flow (vph)	0	104	1983	0	0	294	2532	265	85	83	35	158
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		83.4	74.9			106.9	92.0	92.0	13.0	13.0	13.0	21.0
Effective Green, g (s)		83.4	74.9			106.9	92.0	92.0	13.0	13.0	13.0	21.0
Actuated g/C Ratio		0.52	0.47			0.67	0.57	0.57	0.08	0.08	0.08	0.13
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		140	2374			328	2923	910	136	137	226	220
v/s Ratio Prot		0.04	0.39			c0.14	c0.50		c0.05	0.05		0.09
v/s Ratio Perm		0.35				c0.46		0.17			0.01	
v/c Ratio		0.74	0.84			0.90	0.87	0.29	0.63	0.61	0.15	0.72
Uniform Delay, d1		32.9	37.2			53.7	28.8	17.4	71.1	71.0	68.4	66.7
Progression Factor		1.42	0.67			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		10.0	2.1			24.8	3.8	0.8	6.3	5.1	0.1	10.0
Delay (s)		56.7	27.1			78.5	32.5	18.2	77.4	76.1	68.5	76.6
Level of Service		E	C			E	C	B	E	E	E	E
Approach Delay (s/veh)			28.5				35.4			70.8		
Approach LOS			C				D			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	78
Future Volume (vph)	1	78
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1686	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1686	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1	83
RTOR Reduction (vph)	0	72
Lane Group Flow (vph)	159	11
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	21.0	21.0
Effective Green, g (s)	21.0	21.0
Actuated g/C Ratio	0.13	0.13
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	221	207
v/s Ratio Prot	c0.09	
v/s Ratio Perm		0.01
v/c Ratio	0.72	0.05
Uniform Delay, d1	66.7	60.8
Progression Factor	1.00	1.00
Incremental Delay, d2	10.0	0.1
Delay (s)	76.7	60.9
Level of Service	E	E
Approach Delay (s/veh)	73.4	
Approach LOS	E	

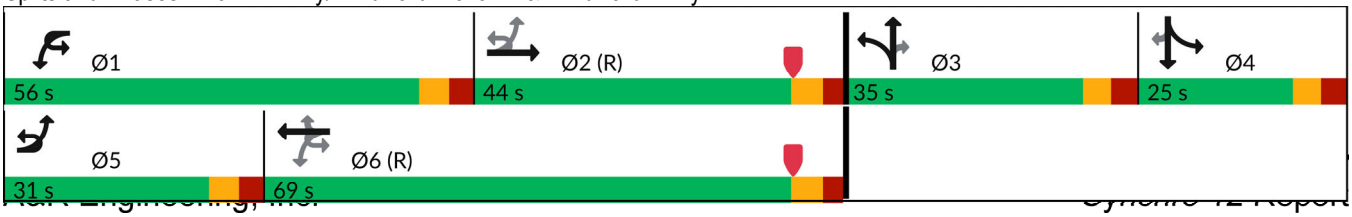
Intersection Summary

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	36	1065	2	540	1961	269	47	2	141	234	5
Future Volume (vph)	2	36	1065	2	540	1961	269	47	2	141	234	5
Lane Group Flow (vph)	0	41	1229	0	589	2132	292	27	26	153	130	129
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	31.0	31.0	44.0	56.0	56.0	69.0	69.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	19.4%	19.4%	27.5%	35.0%	35.0%	43.1%	43.1%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.36	0.74		0.87	0.64	0.27	0.31	0.30	0.53	0.72	0.71
Control Delay (s/veh)		21.8	43.3		52.6	18.3	8.5	82.5	81.9	16.6	90.2	89.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		21.8	43.3		52.6	18.3	8.5	82.5	81.9	16.6	90.2	89.4
Queue Length 50th (ft)		15	227		504	469	72	29	28	0	141	140
Queue Length 95th (ft)		m37	#582		648	612	143	67	64	41	212	211
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		322	1660		680	3351	1081	300	302	624	207	208
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		0.13	0.74		0.87	0.64	0.27	0.09	0.09	0.25	0.63	0.62

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 159 (99%), Referenced to phase 2:EBTL and 6:WBTL, 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: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	31
Future Volume (vph)	31
Lane Group Flow (vph)	34
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	25.0
Total Split (%)	15.6%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.11
Control Delay (s/veh)	0.7
Queue Delay	0.0
Total Delay (s/veh)	0.7
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	329
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.10

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	36	1065	65	2	540	1961	269	47	2	141	234
Future Volume (vph)	2	36	1065	65	2	540	1961	269	47	2	141	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.96	1.00	0.95
Satd. Flow (prot)		1770	5041			1770	5085	1583	1681	1692	2787	1681
Flt Permitted		0.08	1.00			0.08	1.00	1.00	0.95	0.96	1.00	0.95
Satd. Flow (perm)		153	5041			156	5085	1583	1681	1692	2787	1681
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	39	1158	71	2	587	2132	292	51	2	153	254
RTOR Reduction (vph)	0	0	4	0	0	0	0	39	0	0	145	0
Lane Group Flow (vph)	0	41	1225	0	0	589	2132	253	27	26	8	130
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		57.4	52.6			115.4	104.2	104.2	8.3	8.3	8.3	17.2
Effective Green, g (s)		57.4	52.6			115.4	104.2	104.2	8.3	8.3	8.3	17.2
Actuated g/C Ratio		0.36	0.33			0.72	0.65	0.65	0.05	0.05	0.05	0.11
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		103	1657			680	3311	1030	87	87	144	180
v/s Ratio Prot		0.01	0.24			c0.30	0.42		c0.02	0.02		c0.08
v/s Ratio Perm		0.13				c0.32		0.16			0.00	
v/c Ratio		0.40	0.74			0.87	0.64	0.25	0.31	0.30	0.06	0.72
Uniform Delay, d1		45.0	47.6			40.2	16.8	11.6	73.1	73.0	72.1	69.1
Progression Factor		0.50	0.84			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.7	2.5			10.9	1.0	0.6	0.7	0.7	0.1	12.6
Delay (s)		23.4	42.3			51.0	17.7	12.2	73.8	73.8	72.2	81.7
Level of Service		C	D			D	B	B	E	E	E	F
Approach Delay (s/veh)			41.7				23.7			72.6		
Approach LOS			D				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

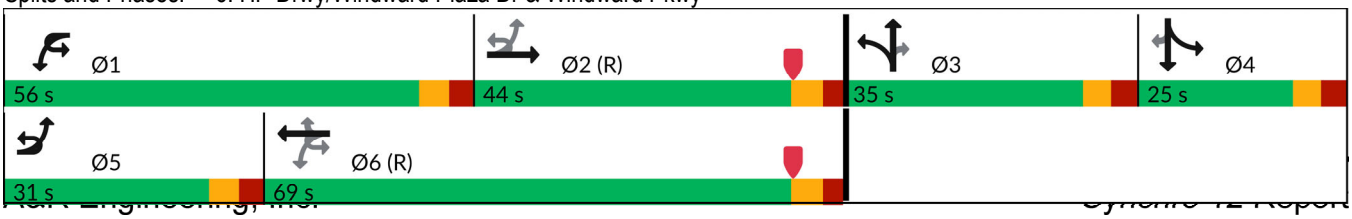
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	31
Future Volume (vph)	5	31
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1688	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1688	1583
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	5	34
RTOR Reduction (vph)	0	30
Lane Group Flow (vph)	129	4
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	17.2	17.2
Effective Green, g (s)	17.2	17.2
Actuated g/C Ratio	0.11	0.11
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	181	170
v/s Ratio Prot	0.08	
v/s Ratio Perm		0.00
v/c Ratio	0.71	0.02
Uniform Delay, d1	69.0	63.9
Progression Factor	1.00	1.00
Incremental Delay, d2	11.7	0.0
Delay (s)	80.7	63.9
Level of Service	F	E
Approach Delay (s/veh)	79.2	
Approach LOS	E	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	97	1835	6	271	2380	331	156	2	404	370	2
Future Volume (vph)	7	97	1835	6	271	2380	331	156	2	404	370	2
Lane Group Flow (vph)	0	110	1984	0	294	2532	352	85	83	430	197	199
Turn Type	pm+pt	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	5	5	2	1	1	6		3	3		4	4
Permitted Phases	2	2		6	6		6			3		
Detector Phase	5	5	2	1	1	6	6	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0	5.0	5.0	15.0	15.0	8.0	8.0	8.0	10.0	10.0
Minimum Split (s)	15.0	15.0	39.2	15.0	15.0	31.2	31.2	37.4	37.4	37.4	38.5	38.5
Total Split (s)	31.0	31.0	44.0	56.0	56.0	69.0	69.0	35.0	35.0	35.0	25.0	25.0
Total Split (%)	19.4%	19.4%	27.5%	35.0%	35.0%	43.1%	43.1%	21.9%	21.9%	21.9%	15.6%	15.6%
Yellow Time (s)	3.4	3.4	3.7	3.5	3.5	3.7	3.7	3.4	3.4	3.4	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	3.0	3.0	2.5	2.5	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)		6.4	6.2		6.5	6.2	6.2	6.4	6.4	6.4	6.5	6.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio		0.75	0.92		0.90	0.94	0.39	0.63	0.61	0.69	0.68	0.69
Control Delay (s/veh)		75.4	38.2		77.7	43.5	17.3	89.8	88.4	11.7	74.8	75.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		75.4	38.2		77.7	43.5	17.3	89.8	88.4	11.7	74.8	75.1
Queue Length 50th (ft)		71	657		254	890	142	92	90	0	205	207
Queue Length 95th (ft)		m98	m#939		356	#1165	255	151	149	56	304	306
Internal Link Dist (ft)			1157			744			317			249
Turn Bay Length (ft)		200			160		175					
Base Capacity (vph)		317	2168		578	2694	892	300	301	851	289	290
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		0.35	0.92		0.51	0.94	0.39	0.28	0.28	0.51	0.68	0.69

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 130 (81%), Referenced to phase 2:EBTL and 6:WBTL, 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: HP Drwy/Windward Plaza Dr & Windward Pkwy



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	100
Future Volume (vph)	100
Lane Group Flow (vph)	106
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.5
Total Split (s)	25.0
Total Split (%)	15.6%
Yellow Time (s)	3.5
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	None
v/c Ratio	0.27
Control Delay (s/veh)	3.3
Queue Delay	0.0
Total Delay (s/veh)	3.3
Queue Length 50th (ft)	0
Queue Length 95th (ft)	12
Internal Link Dist (ft)	
Turn Bay Length (ft)	35
Base Capacity (vph)	399
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.27

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	97	1835	30	6	271	2380	331	156	2	404	370
Future Volume (vph)	7	97	1835	30	6	271	2380	331	156	2	404	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00	0.95	0.95	0.88	0.95
Frt		1.00	1.00			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (prot)		1770	5073			1770	5085	1583	1681	1687	2787	1681
Flt Permitted		0.06	1.00			0.05	1.00	1.00	0.95	0.95	1.00	0.95
Satd. Flow (perm)		109	5073			99	5085	1583	1681	1687	2787	1681
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	103	1952	32	6	288	2532	352	166	2	430	394
RTOR Reduction (vph)	0	0	1	0	0	0	0	53	0	0	395	0
Lane Group Flow (vph)	0	110	1983	0	0	294	2532	299	85	83	35	197
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		3	3		4
Permitted Phases	2	2			6	6		6			3	
Actuated Green, G (s)		77.5	68.4			100.3	84.8	84.8	13.0	13.0	13.0	27.6
Effective Green, g (s)		77.5	68.4			100.3	84.8	84.8	13.0	13.0	13.0	27.6
Actuated g/C Ratio		0.48	0.43			0.63	0.53	0.53	0.08	0.08	0.08	0.17
Clearance Time (s)		6.4	6.2			6.5	6.2	6.2	6.4	6.4	6.4	6.5
Vehicle Extension (s)		2.0	5.0			2.0	5.0	5.0	1.5	1.5	1.5	2.5
Lane Grp Cap (vph)		147	2168			327	2695	838	136	137	226	289
v/s Ratio Prot		0.04	0.39			c0.14	c0.50		c0.05	0.05		0.12
v/s Ratio Perm		0.32				0.42		0.19			0.01	
v/c Ratio		0.75	0.91			0.90	0.94	0.36	0.63	0.61	0.15	0.68
Uniform Delay, d1		35.3	43.1			53.6	35.2	21.8	71.1	71.0	68.4	62.1
Progression Factor		1.51	0.75			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		10.1	4.6			25.3	8.0	1.2	6.3	5.1	0.1	5.9
Delay (s)		63.2	36.9			78.9	43.2	23.0	77.4	76.1	68.5	68.0
Level of Service		E	D			E	D	C	E	E	E	E
Approach Delay (s/veh)			38.3				44.3			70.8		
Approach LOS			D				D			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2	100
Future Volume (vph)	2	100
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.5	6.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1686	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1686	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	2	106
RTOR Reduction (vph)	0	88
Lane Group Flow (vph)	199	18
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	27.6	27.6
Effective Green, g (s)	27.6	27.6
Actuated g/C Ratio	0.17	0.17
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	2.5	2.5
Lane Grp Cap (vph)	290	273
v/s Ratio Prot	c0.12	
v/s Ratio Perm		0.01
v/c Ratio	0.69	0.07
Uniform Delay, d1	62.1	55.4
Progression Factor	1.00	1.00
Incremental Delay, d2	6.0	0.1
Delay (s)	68.2	55.5
Level of Service	E	E
Approach Delay (s/veh)	65.4	
Approach LOS	E	

Intersection Summary

TRAFFIC VOLUME WORKSHEETS

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA

Traffic Volumes

A&R Engineering
February 2026

1. Deerfield Pkwy @ Morris Rd

A.M. Peak Hour

	Deerfield Parkway Northbound					Deerfield Parkway Southbound					Morris Road Eastbound					Morris Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	15	22	271	191	499	2	15	482	11	510	0	0	0	0	0	0	386	12	5	403
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	32	27	59	0	0	97	0	97	0	0	0	0	0	0	91	0	0	91
Adjacent Deerfield Corporate Center Trips:	0	0	8	19	27	0	0	0	0	0	0	0	2	0	2	0	41	2	0	43
No-Build 2027 Volumes:	15	22	315	240	592	2	15	586	11	614	0	0	2	0	2	0	524	14	5	543
New Residential Trips:	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	3	0	4	7
New Non-Residential Trips:	0	0	0	25	25	0	12	0	0	12	0	0	0	0	0	0	3	0	2	5
Total New Trips:	0	0	0	27	27	0	13	0	0	13	0	0	0	0	0	0	6	0	6	12
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	15	22	315	267	619	2	28	586	11	627	0	0	2	0	2	0	530	14	11	555

P.M. Peak Hour

	Deerfield Parkway Northbound					Deerfield Parkway Southbound					Morris Road Eastbound					Morris Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	57	9	975	313	1354	1	6	444	3	454	0	10	10	62	82	0	319	2	18	339
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	97	92	189	0	0	43	0	43	0	0	0	0	0	0	36	0	0	36
Adjacent Deerfield Corporate Center Trips:	0	0	11	28	39	0	0	0	0	0	0	0	2	0	2	0	28	2	0	30
No-Build 2027 Volumes:	58	9	1098	438	1603	1	6	494	3	504	0	10	12	63	85	0	388	4	18	410
New Residential Trips:	0	0	0	7	7	0	3	0	0	3	0	0	0	0	0	0	2	0	2	4
New Non-Residential Trips:	0	0	0	8	8	0	4	0	0	4	0	0	0	0	0	0	18	0	12	30
Total New Trips:	0	0	0	15	15	0	7	0	0	7	0	0	0	0	0	0	20	0	14	34
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	58	9	1098	453	1618	1	13	494	3	511	0	10	12	63	85	0	408	4	32	444

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA

Traffic Volumes

A&R Engineering
February 2026

2. Morris Rd @ W Site RIRO Drwy

A.M. Peak Hour

	Site Driveway 1 (Western RIRO) Northbound					- Southbound					Morris Road Eastbound					Morris Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	187	1	188	0	0	307	0	307
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	91	0	91
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	43	0	43
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	238	1	239	0	0	446	0	446
New Residential Trips:	0	0	0	10	10	0	0	0	0	0	0	0	0	4	4	0	0	8	0	8
New Non-Residential Trips:	0	0	0	0	0	0	0	0	0	0	0	0	42	0	42	0	0	11	0	11
Total New Trips:	0	0	0	10	10	0	0	0	0	0	0	0	42	4	46	0	0	19	0	19
Shifted Morris Road Full Access Driveway Trips:	0	0	0	6	6	0	0	0	0	0	0	0	-6	8	2	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	16	16	0	0	0	0	0	0	0	274	13	287	0	0	465	0	465

P.M. Peak Hour

	Site Driveway 1 (Western RIRO) Northbound					- Southbound					Morris Road Eastbound					Morris Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	0	0	3	3	0	0	0	0	0	0	0	308	0	308	0	0	244	0	244
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	92	0	92	0	0	36	0	36
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	0	30	0	30
No-Build 2027 Volumes:	0	0	0	3	3	0	0	0	0	0	0	0	435	0	435	0	0	314	0	314
New Residential Trips:	0	0	0	6	6	0	0	0	0	0	0	0	0	13	13	0	0	7	0	7
New Non-Residential Trips:	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	32	0	32
Total New Trips:	0	0	0	6	6	0	0	0	0	0	0	0	14	13	27	0	0	39	0	39
Shifted Morris Road Full Access Driveway Trips:	0	0	0	22	22	0	0	0	0	0	0	0	-15	15	0	0	0	7	0	7
Future 2027 Traffic Volumes:	0	0	0	31	31	0	0	0	0	0	0	0	434	28	462	0	0	360	0	360

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA

Traffic Volumes

A&R Engineering
February 2026

3. Morris Rd @ E Site RIRO Drwy

A.M. Peak Hour

	Site Driveway 2 (Eastern RIRO) Northbound					- Southbound					Morris Road Eastbound					Morris Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	0	0	0	0	0	0	0	0	0	0	0	183	4	187	0	0	307	0	307
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	91	0	91
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	43	0	43
No-Build 2027 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	234	4	238	0	0	446	0	446
New Residential Trips:	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	8	0	8
New Non-Residential Trips:	0	0	0	6	6	0	0	0	0	0	0	0	0	42	42	0	0	11	0	11
Total New Trips:	0	0	0	6	6	0	0	0	0	0	0	0	10	42	52	0	0	19	0	19
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	0	6	6	0	0	0	0	0	0	0	244	46	290	0	0	465	0	465

P.M. Peak Hour

	Site Driveway 2 (Eastern RIRO) Northbound					- Southbound					Morris Road Eastbound					Morris Road Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	0	0	6	6	0	0	0	0	0	0	0	306	5	311	0	0	244	0	244
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	92	0	92	0	0	36	0	36
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	0	30	0	30
No-Build 2027 Volumes:	0	0	0	6	6	0	0	0	0	0	0	0	433	5	438	0	0	314	0	314
New Residential Trips:	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	7	0	7
New Non-Residential Trips:	0	0	0	36	36	0	0	0	0	0	0	0	0	14	14	0	0	32	0	32
Total New Trips:	0	0	0	36	36	0	0	0	0	0	0	0	6	14	20	0	0	39	0	39
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	7	0	7
Future 2027 Traffic Volumes:	0	0	0	42	42	0	0	0	0	0	0	0	446	19	465	0	0	360	0	360

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA

Traffic Volumes

A&R Engineering
February 2026

4. Morris Rd @ Old Morris Rd

A.M. Peak Hour

	Old Morris Road					-					Morris Road					Morris Road				
	Northbound					**Southbound**					**Eastbound**					**Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	6	0	153	159	0	0	0	0	0	0	0	206	8	214	0	180	377	0	557
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	91	0	91
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	43	0	43
No-Build 2027 Volumes:	0	6	0	155	161	0	0	0	0	0	0	0	257	8	265	0	183	517	0	700
New Residential Trips:	0	0	0	0	0	0	0	0	0	0	7	0	3	0	10	0	0	1	0	1
New Non-Residential Trips:	0	0	0	1	1	0	0	0	0	0	6	0	1	0	7	0	5	5	0	10
Total New Trips:	0	0	0	1	1	0	0	0	0	0	13	0	4	0	17	0	5	6	0	11
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	6	0	156	162	0	0	0	0	0	13	0	261	8	282	0	188	523	0	711

P.M. Peak Hour

	Old Morris Road					-					Morris Road					Morris Road				
	Northbound					**Southbound**					**Eastbound**					**Westbound**				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	11	0	192	203	0	0	0	0	0	0	0	333	14	347	0	179	300	0	479
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	92	0	92	0	0	36	0	36
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	0	30	0	30
No-Build 2027 Volumes:	0	11	0	195	206	0	0	0	0	0	0	0	460	14	474	0	182	371	0	553
New Residential Trips:	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6	0	0	3	0	3
New Non-Residential Trips:	0	0	0	5	5	0	0	0	0	0	30	0	5	0	35	0	2	2	0	4
Total New Trips:	0	0	0	5	5	0	0	0	0	0	34	0	7	0	41	0	2	5	0	7
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
Future 2027 Traffic Volumes:	0	11	0	200	211	0	0	0	0	0	41	0	467	14	522	0	184	376	0	560

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA

Traffic Volumes

A&R Engineering
February 2026

5. Old Morris @ Hotel-Site Drwy

A.M. Peak Hour

	Old Morris Road Northbound					Old Morris Road Southbound					Site Driveway 3 Eastbound					Hampton Inn & Suites Driveway Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	1	154	0	155	0	2	186	0	188	0	0	0	0	0	0	3	0	5	8
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	1	156	0	157	0	2	189	0	191	0	0	0	0	0	0	3	0	5	8
New Residential Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Non-Residential Trips:	0	0	0	0	0	0	0	0	5	5	0	1	0	0	1	0	0	0	0	0
Total New Trips:	0	0	0	0	0	0	0	0	5	5	0	1	0	0	1	0	0	0	0	0
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	1	156	0	157	0	2	189	5	196	0	1	0	0	1	0	3	0	5	8

P.M. Peak Hour

	Old Morris Road Northbound					Old Morris Road Southbound					Site Driveway 3 Eastbound					Hampton Inn & Suites Driveway Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	0	198	6	204	0	4	189	0	193	0	2	0	0	2	0	4	0	3	7
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	0	201	6	207	0	4	192	0	196	0	2	0	0	2	0	4	0	3	7
New Residential Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Non-Residential Trips:	0	0	0	0	0	0	0	0	2	2	0	5	0	0	5	0	0	0	0	0
Total New Trips:	0	0	0	0	0	0	0	0	2	2	0	5	0	0	5	0	0	0	0	0
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	0	201	6	207	0	4	192	2	198	0	7	0	0	7	0	4	0	3	7

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA
Traffic Volumes

A&R Engineering
February 2026

6. Windward Pkwy @ HP Drwy

A.M. Peak Hour

	HP Driveway Northbound					Windward Plaza Drive Southbound					Windward Parkway Eastbound					Windward Parkway Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	6	1	7	14	0	199	5	21	225	2	24	989	18	1033	2	47	1916	201	2166
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	41	0	134	175	0	0	0	0	0	0	0	36	47	83	0	492	0	0	492
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	0	16	0	16
No-Build 2027 Volumes:	0	47	1	141	189	0	202	5	21	228	2	24	1065	65	1156	2	540	1961	204	2707
New Residential Trips:	0	0	0	0	0	0	21	0	7	28	0	1	0	0	1	0	0	0	6	6
New Non-Residential Trips:	0	0	1	0	1	0	11	0	3	14	0	11	0	0	11	0	0	0	59	59
Total New Trips:	0	0	1	0	1	0	32	0	10	42	0	12	0	0	12	0	0	0	65	65
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	47	2	141	190	0	234	5	31	270	2	36	1065	65	1168	2	540	1961	269	2772

P.M. Peak Hour

	HP Driveway Northbound					Windward Plaza Drive Southbound					Windward Parkway Eastbound					Windward Parkway Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	8	2	44	54	0	293	1	77	371	7	90	1660	8	1765	6	31	2332	289	2658
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	148	0	359	507	0	0	0	0	0	0	0	133	22	155	0	240	-10	0	230
Adjacent Deerfield Corporate Center Trips:	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	23	0	23
No-Build 2027 Volumes:	0	156	2	404	562	0	297	1	78	376	7	91	1835	30	1963	6	271	2380	293	2950
New Residential Trips:	0	0	0	0	0	0	12	0	4	16	0	2	0	0	2	0	0	0	18	18
New Non-Residential Trips:	0	0	0	0	0	0	61	1	18	80	0	4	0	0	4	0	0	0	20	20
Total New Trips:	0	0	0	0	0	0	73	1	22	96	0	6	0	0	6	0	0	0	38	38
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	156	2	404	562	0	370	2	100	472	7	97	1835	30	1969	6	271	2380	331	2988

25-232 Mixed-Use Development at Morris Road and Old Morris Road - Alpharetta, GA

Traffic Volumes

A&R Engineering
February 2026

7.Windward @ Deerfield-Westside

A.M. Peak Hour

	Westside Parkway Northbound					Deerfield Parkway Southbound					Windward Parkway Eastbound					Windward Parkway Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	152	192	196	540	0	218	404	60	682	1	40	618	245	904	1	486	1086	260	1833
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	27	32	0	59	0	91	97	0	188	0	0	91	47	138	0	0	16	27	43
Adjacent Deerfield Corporate Center Trips:	0	0	5	0	5	0	25	8	8	41	0	5	0	0	5	0	0	0	16	16
No-Build 2027 Volumes:	0	181	232	199	612	0	337	515	69	921	1	46	718	296	1061	1	493	1118	307	1919
New Residential Trips:	0	0	1	0	1	0	0	2	1	3	0	1	0	0	1	0	4	3	0	7
New Non-Residential Trips:	0	0	12	5	17	0	0	2	2	4	0	12	5	0	17	0	2	2	0	4
Total New Trips:	0	0	13	5	18	0	0	4	3	7	0	13	5	0	18	0	6	5	0	11
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	181	245	204	630	0	337	519	72	928	1	59	723	296	1079	1	499	1123	307	1930

P.M. Peak Hour

	Westside Parkway Northbound					Deerfield Parkway Southbound					Windward Parkway Eastbound					Windward Parkway Westbound				
Condition	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot	U	L	T	R	Tot
Existing 2026 Traffic Counts:	0	375	500	488	1363	0	273	268	77	618	0	116	1000	235	1351	4	284	1324	537	2149
Growth Factor (%):	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	
Adjacent Continuum DRI #3508 Trips:	0	92	97	0	189	0	36	43	0	79	0	0	36	22	58	0	0	49	92	141
Adjacent Deerfield Corporate Center Trips:	0	0	8	0	8	0	17	6	6	29	0	8	0	0	8	0	0	0	23	23
No-Build 2027 Volumes:	0	473	613	495	1581	0	330	321	84	735	0	126	1051	261	1438	4	288	1393	660	2345
New Residential Trips:	0	0	4	1	5	0	0	1	1	2	0	3	1	0	4	0	2	1	0	3
New Non-Residential Trips:	0	0	4	2	6	0	0	9	9	18	0	4	2	0	6	0	9	9	0	18
Total New Trips:	0	0	8	3	11	0	0	10	10	20	0	7	3	0	10	0	11	10	0	21
Shifted Morris Road Full Access Driveway Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	473	621	498	1592	0	330	331	94	755	0	133	1054	261	1448	4	299	1403	660	2366

Community Zoning Information Meeting (CZIM) November 12, 2025

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

CLUP-25-05/Z-25-18/V-25-32 / McKinley Homes/Morris Road

NAME	ADDRESS	COMMENTS
Carla Stern	7610 Fraywick Close Apex	Please maintain alpharetta's tree canopy - that's a concern - & please re-plant trees that are not ornamental trees.

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: 12725 and 12735 Morris Road

Contact Name: Hayley Todd Telephone: 678-684-6287

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.

Our team has not received written correspondence from this application. Ken Wood from PEC+ was at the CZIM meeting during the week of November 10, 2025. At that meeting, citizens did not express any concerns with the project except assurance that it follow the tree ordinance. The only questions were specifics about the redevelopment program, which were addressed at that meeting. Feedback was generally positive.
At the end of the meeting, there were concerns listed on the sign-in sheet regarding the tree ordinance. The development will abide by this ordinance and this was explained at the meeting.
As of this writing, we have not received any negative feedback.

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
- [x] 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.

See attached.

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: Hayley Todd Date: 11/14/2025

Print Form

Community Zoning Information Meeting (CZIM) November 12, 2025

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

CLUP-25-05/Z-25-18/V-25-32 / McKinley Homes/Morris Road

NAME	ADDRESS	COMMENTS
Carla Stern	7610 Fraywick Close Alpha	Please maintain alpharetta's tree canopy - that's a concern - & please re-plant trees that are not ornamental trees.

Planners & Engineers Collaborative+
350 RESEARCH COURT
SUITE 200
PEACHTREE CORNERS, GA 30092

10/31/2025

Re: **Neighborhood Meeting - CLUP-25-05/Z-25-18/V-25-32 McKinley Homes/Morris Road**
Planners and Engineers Collaborative, Inc. Project No. 24137.00

Dear Property Owner:

Please allow this letter to serve as public notice for consideration of a comprehensive land use plan amendment, rezoning and variances to allow for the construction of 110 'Dwelling, 'For-Sale' Attached' condominiums on a 15-acre property, which includes 2 existing office buildings that will remain. A comprehensive land use plan amendment is requested from 'Corporate Office' to 'Mixed Use' and a rezoning is requested from O-I (Office-Institutional) to MU (Mixed Use). A variance is requested to Unified Development Code (UDC) Subsection 2.2.20(B) to reduce the minimum lot size and reduce the minimum amount of commercial use in the MU zoning district. The property is located at 12725 & 12735 Morris Road and is legally described as being located in Land Lot 1118, 2nd District, 2nd Section, Fulton County, Georgia.

The Community Zoning Information Meeting (CZIM) will be held on **Wednesday, November 12 2025, at 6:00 PM** in the Community Room in Alpharetta City Hall across from the Council Chambers. Alpharetta City Hall is Located at 2 Park Plaza, Alpharetta, GA, 30009. This is an informal meeting to allow the public to view public hearing requests, ask questions, and provide feedback.

The item will be considered by the Planning Commission on **Thursday, December 4, 2025 at 6:30 PM**. and **City Council on Monday, December 15, 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 me at your convenience. I can be reached at 770-451-2741.

Sincerely,
Planners and Engineers Collaborative, Inc.

Kenneth J. Wood, P.E, LEED AP
President

For the Firm

kjw/ht/rb

1188 WINDWARD PARKWAY LLC
4168 RANDALL CT NW
ATLANTA, GA 30327

ASHFORD ALPHARETTA LIMITED, PTNF
14185 DALLAS PKWY # 1100
DALLAS, TX 75254

CELLCO PARTNERSHIP
P.O. BOX 2549
ADDISON, TX 75001

CEMETERY
13675 COGBURN RD
ALPHARETTA, GA 30004

CITY LINE DEVELOPERS LLC
1350 BLUEGRASS LAKES PKWY STE 17
ALPHARETTA, GA 30004

CITY LINE DEVELOPERS LLC
1350 BLUEGRASS LAKES PKWY SUITE
ALPHARETTA, GA 30004

DEER POINT LLC
655 ENGINEERING DR
NORCROSS, GA 30092

DEERFIELD MASTER ASSOCIATION INC
P.O. BOX 325
ALPHARETTA, GA 30009

GATEWAY WINDWARD II LLC
35 JOHNSON FERRY RD
MARIETTA, GA 30068

JSYK LLC
5158 LAKE FORREST DR
ATLANTA, GA 30342

KAM PROPERTY HOLDING LLC
20225 N SCOTTSDALE RD
SCOTTSDALE, AZ 85255

MONTGOMERY ALICE
P.O. BOX 787
LEBANON, TN 37088

NNP ALPHARETTA SPE LLC
5010 MOUNTAINVIEW PL
BRENTWOOD, TN 37027

PLAZA STAR ASSOC LLC
1792 WOODSTOCK RD STE #250B
ROSWELL, GA 30075

TWOSOME REALTY INC
P.O. BOX 1159
DEERFIELD, IL 60015

VERIZON WIRELESS
P.O. BOX 2549
ADDISON, TX 75001

VYSTAR CREDIT UNION
76 S LAURA ST
JACKSONVILLE, FL 32202

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: Henry Massie, on Behalf of McKinley Homes Telephone: 470.268.4202

Address: 655 Engineering Dr Suite:

City Peachtree Corners State: GA Zip: 30092 Fax:

Mobile Tel: Email: hmassie@mckinleyhomes.com

Subject Property Information:

Address: 12725 and 12735 MORRIS RD ALPHARETTA, GA Current Zoning: OI

District: 2 Section: 2 Land Lot: 1118, 1119 Parcel ID: 22 544011180354 and 22 544011180339

Proposed Zoning: MU Current Use: Office building complex and surface parking

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)*: _____

Applicant Request And Intent

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

A rezoning to MU to add 110 units of multi-family housing across 113,800 square feet that would join the approximately 212,000 square feet of existing office and institutional uses. The breakdown of uses would be approximately 35% residential, 1.5% commercial, and 63.5% office/institutional. The residential and commercial would be located in the new building, while the office/institutional uses would be located in the existing two buildings on-site that would be preserved. Approximately 5,000sf of the existing office buildings would be converted to commercial space. See a full description in the letter of intent.

Applicant's Request (Please itemize the proposal):

A rezoning of approximately 14.976 acres from O-I to MU to facilitate the redevelopment of an office park to add residential uses. See a full description in the letter of intent.

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

A partial redevelopment of surface parking surrounding an existing office park into 110 units of multi-family housing across 113,800 square feet that would join the approximately 212,000 square feet of existing office and institutional uses. See a full description in the letter of intent.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Deer Point LLC Telephone:

Address: 655 ENGINEERING DR Suite:

City NORCROSS State: GA Zip: 30092 -

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: McKinley Homes Telephone:

Address: Suite:

City Norcross State: GA Zip: 30092 -

So Sworn and Attested:

Owner Signature: [signature] Date: 9-29-25

Notary:

Notary Signature: [signature] Date: 9/29/2025

Ryan Cook
NOTARY PUBLIC
Walton County, GEORGIA
My Commission Expires 03/02/2026

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: McKinley Homes

Subject Public Hearing Case: MORRIS ROAD MIXED USE REDEVELOPMENT

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: 9-29-25

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

SEE ATTACHMENT

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

SEE ATTACHMENT

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

SEE ATTACHMENT

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

SEE ATTACHMENT

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

SEE ATTACHMENT

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

SEE ATTACHMENT

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

SEE ATTACHMENT

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: MORRIS ROAD MIXED USE REDEVELOPMENT

Contact Name: MCKINLEY HOMES Telephone: 678-684-6287

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.

ADJOINING PROPERTY OWNERS	SURROUNDING PROPERTY OWNERS
SURROUNDING BUSINESSES	CITY/ELECTED OFFICIALS
CITY PLANNING STAFF	PROPERTY OWNERS 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
- [x] Telephone
- [x] 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.

The above parties will be sent a letter through mail describing the proposal and relevant hearing dates. The contact information for the applicant's representative will be provided (email and phone) within the letter for questions. If interest and concerns are shown, a community meeting may be scheduled to discuss these concerns in-person. However, because of the commercial/institutional surroundings, it is unlikely that there will be an in-person meeting needed.

CITY LINE DEVELOPERS LLC
1350 BLUEGRASS LAKES PKWY STE 175
ALPHARETTA GA 30004

CEMETERY
13675 COGBURN RD
ALPHARETTA GA 30004-3655

ASHFORD ALPHARETTA LIMITED PTNRSHIP
14185 DALLAS PKWY # 1100
DALLAS TX 75254

DEERFIELD OFFICE CENTER LLC
1755 N BROWN RD STE 110
LAWRENCEVILLE GA 30043

PLAZA STAR ASSOC LLC
1792 WOODSTOCK RD STE #250B
ROSWELL GA 30075

KAM PROPERTY HOLDING LLC
20225 N SCOTTSDALE RD
SCOTTSDALE AZ 85255

GATEWAY WINDWARD II LLC
35 JOHNSON FERRY RD
MARIETTA GA 30068

1188 WINDWARD PARKWAY LLC
4168 RANDALL CT NW
ATLANTA GA 30327

NNP ALPHARETTA SPE LLC
5010 MOUNTAINVIEW PL
BRENTWOOD TN 37027

JSYK LLC
5158 LAKE FORREST DR
ATLANTA GA 30342

VYSTAR CREDIT UNION
76 S LAURA ST
JACKSONVILLE FL 32202

TWOSOME REALTY INC
P.O. BOX 1159
DEERFIELD IL 60015

CELLCO PARTNERSHIP
P.O. BOX 2549
ADDISON TX 75001

VERIZON WIRELESS
P.O. BOX 2549
ADDISON TX 75001

DEERFIELD MASTER ASSOCIATION INC
P.O. BOX 325
ALPHARETTA GA 30009-0325

MONTGOMERY ALICE
P.O. BOX 787
LEBANON TN 37088-0787

11/07/2025

Letter of Intent

12725 and 12735 Morris Road (+/- 14.976 acres)

PEC+ Project No. 24137.00

Dear Community Development Officials,

This application seeks to rezone and consolidate the approximately 14.976-acre site at 12725 and 12735 Morris Road in Alpharetta (the "Subject Property," PIDs 22 544011180354 and 22 544011180339) from O-I (Office-Institutional) to MU (Mixed Use). The change would allow for the addition of a new 110-unit condominium building while preserving the two existing buildings on-site, which together contain approximately 212,000 square feet of general office and institutional uses, of which 5,000 square feet would be converted to commercial use.

Site and Proposal

The zoning actions requested include:

- An amendment to the City of Alpharetta zoning map to rezone the Subject Property from O-I to MU (Mixed Use).
- A Future Land Use Map amendment to change the designation from Corporate Office to Mixed Use.
- A variance to UDO Section 2.2.20.D (MU Mixed Use District) to reduce the minimum required site area from 25 acres to 14.976 acres.

Under this proposal, the two existing office/institutional buildings totaling 212,000 square feet would continue to operate, with approximately 5,000 square feet of the ground floor space being converted to commercial uses. Per UDO Section 2.2.20.B.5., the 10 percent requirement for ground floor commercial space is waived as the project is a redevelopment that conforms to Section 2.2.20.B. criteria 1, 2, and 4. The dedicated site area for these uses would be 10.726 acres.

The remaining area of surface parking will be redeveloped into a 113,800-square-foot residential building. The new building will include 110 condominiums across three stories, with a unit mix of thirty-one percent one-bedroom and sixty-nine percent two-bedroom homes. Residents will have access to 6,000 square feet of interior amenity space as well as a fully amenitized central courtyard. An analysis of the shared parking is attached to this application.

Mixed Use Development Calculations

The development breakdown is calculated as follows, using methodology approved in UDO Section 2.2.20.B.5.: *Combination of Horizontal and Vertical Mixed Use:* Land Use Gross Floor Area (square feet)/Total Gross Floor Area of All MU Vertical and Horizontal Development (square feet) = % Land Use of MU Development. The calculation is as follows:

Residential Floor Area: 113,800 square feet
Office Floor Area: 207,000 square feet
Commercial Floor Area: 5,000 square feet

Total project floor area: 325,800 square feet

Residential land use in MU development: ~35%
Office land use in MU development: ~63.5%
Commercial land use in MU development: ~1.5%

Mature trees will be preserved to the maximum extent possible, as detailed in the tree report. In scale and character, the proposed development is comparable to other successful Alpharetta projects such as Milton Park and Thompson Street Flats.

Rationale for Request – Rezoning and Future Land Use Change

The Subject Property is designated Corporate Office in the City of Alpharetta's Horizon 2040 Comprehensive Plan. This application requests a change to the Mixed Use category. While the proposed program represents a departure from the traditional single-use office vision, it is strongly aligned with both Horizon 2040 and the Windward Parkway / Hwy 9 LCI Strategic Master Plan, which together establish a roadmap for revitalizing Alpharetta's corporate office parks into vibrant, mixed-use destinations.

In the 2040 comprehensive plan, *LU Strategy 10.1 and 10.2* call for "mixed use patterns that will create activity nodes near existing suburban office developments" and "retrofitting suburban office with desirable amenities." This redevelopment fulfills that intent by introducing residential and commercial uses into an existing corporate office campus. *Housing Goal H and Strategy 5.3* emphasize diversifying housing options and expanding "Missing Middle" choices to balance Alpharetta's jobs-to-housing ratio. The proposed 110 condos contribute directly to this priority. *ED Policy 2* encourages investment in office districts with amenities that attract highly-skilled employees. The project introduces residential density and walkable commercial uses that make the office environment more competitive.

The Windward Parkway LCI calls for transforming Windward and Morris Road into a walkable mixed-use corridor, with "infill redevelopment opportunities that balance office, residential, and commercial." The plan identifies the need to adapt surface parking fields into higher-value uses to enhance economic vitality. This proposal directly converts underutilized surface parking into residential and amenity space. The LCI emphasizes connectivity, walkability, and amenitized environments as key to the long-term success of Alpharetta's office areas. This redevelopment contributes to that vision by reducing reliance on single-use office, encouraging a live-work dynamic, and creating an attractive, amenitized infill development.

Together, Horizon 2040 and the Windward Parkway LCI provide a clear planning basis for this rezoning and land use change. The proposal represents the type of strategic, context-sensitive redevelopment these plans call for.

Rationale for Request – Variance to Reduce Site Area

The MU district typically requires a minimum of 25 acres. The Subject Property, at 14.976 acres, is slightly smaller, but its size and setting make it a strong candidate for a variance. This is a rare infill opportunity in the Windward corridor, where most large parcels are already fully developed and where few sites remain that can accommodate meaningful redevelopment. The property's irregular shape and the existing split between office and residential areas limit the potential for traditional greenfield-style development, but they also make it ideally suited for the type of adaptive reuse envisioned in both the Horizon 2040 Comprehensive Plan and the Windward Parkway LCI.

Those guiding documents encourage Alpharetta to retrofit aging office environments with housing and mixed-use amenities, even when sites do not meet the textbook acreage thresholds. In this case, the property's constraints actually highlight why redevelopment is needed: the surrounding area is largely built out, so the only way to achieve the City's goals for housing balance and walkable mixed-use districts is to work creatively with smaller sites like this one.

Constitutional Objections

The portions of the Code of Ordinances and Zoning Ordinance for the City of Alpharetta (the "Zoning Ordinance") which classifies or conditions the Property into any more or less intensive zoning classification and/or zoning conditions other than as requested by the Applicant and property owner are

unconstitutional, in that they would destroy the Applicant's and property owner's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Zoning Ordinance which presently restricts the Property's use to the present zoning classification, uses, regulations, requirements, and conditions is unconstitutional, illegal, null and void, and constitutes a taking of the Applicant's and the property owner's property rights in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, Article I, Section I, Paragraphs I and II of the Constitution of the State of Georgia of 1983, and in violation of the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States by denying economic and viable use of the Property while not substantially advancing legitimate state interests.

The Property is presently suitable for MU as proposed in the requested rezoning, as amended by the Applicant, and is not economically suitable for uses restricted under its present zoning and development classification, conditions, regulations, and restrictions due to its location, shape, size, surrounding development, and other factors. A denial of the requested rezoning and related variances would constitute an arbitrary and capricious act by City of Alpharetta and the City Council without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraphs I and II of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment. A refusal by the City of Alpharetta and the City Council to approve this requested rezoning, with only such additional conditions as agreed to by the Applicant and/or owner, so as to permit the only feasible economic use of the Property, would be unconstitutional between the Applicant, owner, and similarly situated property owners, in violation of Article I, Section I, Paragraph II of the Constitution of the State by discriminating of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment.

Conclusion

The applicant and owner respectfully request that the City of Alpharetta Planning Commission, Community Development staff, and Mayor and Council approve and support this rezoning request from O-I to MU, along with the associated Future Land Use Map amendment, and site area variance. The proposal will enhance the viability of existing office uses, provide high-quality new housing opportunities, and add small-scale commercial space in a manner consistent with both the Horizon 2040 Comprehensive Plan and the Windward Parkway LCI Strategic Master Plan. The developer and their representatives welcome the opportunity to meet with all interested parties and representatives.

Sincerely,

Hayley Todd

Zoning Manager, Planners and Engineers Collaborative, Inc.

11/07/2025

Alpharetta Planning Commission Review Criteria

12725 and 12735 Morris Road (+/- 14.976 acres)

PEC+ Project No. 24137.00

Dear Community Development Officials,

Please see below the following responses to the Alpharetta Planning Commission Review criteria.

1. How will this proposal be compatible with surrounding properties?

Yes, the proposed redevelopment will be compatible with surrounding properties. The site sits in the heart of the Windward corridor, which is already defined by office, institutional, and mixed-use development. By keeping the existing 212,000 square feet of office and institutional space in place, the project maintains the established corporate character of the area while layering in housing and small-scale commercial space that strengthens—not disrupts—the district.

This type of mixed-use infill is not new to Alpharetta. Developments like Milton Park and Thompson Street Flats have shown that residential and office can coexist seamlessly when designed at the right scale, and this project follows those successful models. The three-story condominium building, interior courtyard, and 6,000 square feet of amenity space create a self-contained, high-quality residential environment that complements its neighbors rather than competes with them. Mature trees will be preserved wherever possible, adding to the buffer and reinforcing Alpharetta's character.

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

The proposal will increase the use and value of surrounding properties. By converting underutilized surface parking into high-quality residential and commercial space, the project introduces new residents and activity that directly support nearby offices, shops, and services. The presence of new housing creates a built-in customer base and strengthens the market appeal of the Windward corridor. Rather than diminish surrounding property values, the redevelopment elevates them by improving the look, feel, and functionality of the district.

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

The property cannot reasonably be developed to its fullest economic potential under its current O-I zoning. While office use is permitted, the regional office market has shifted, with higher vacancy rates and less demand for single-use suburban office campuses. Without repositioning, the site faces diminished long-term viability. Both the Horizon 2040 Comprehensive Plan and the Windward Parkway LCI identify the need to adapt office parks by layering in housing and mixed-use amenities. The current zoning does not allow that evolution, limiting economic use.

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

Approval of the proposal would add 110 condominium units, which translates to an estimated 200–250 new residents. Traffic impacts will be modest: residential uses generate fewer peak-hour trips per acre than office or retail uses, and the housing is being built on land that is currently surface parking rather than displacing existing uses. Furthermore, placing housing next to jobs aligns with Horizon 2040 and the Windward LCI's goal of reducing long commutes and balancing local traffic patterns.

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

The 110 condominium units are not expected to create a significant burden on schools, as most are one- and two-bedroom units, which typically house fewer school-aged children than single-family homes. Utilities—including water, sewer, and stormwater—are already in place and were originally designed for a

site of this intensity. The project represents a fiscally efficient use of existing infrastructure, consistent with Horizon 2040's directive to focus growth where capacity exists.

6. How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?
The Future Land Use Map designates the site as Corporate Office. This application requests a change to Mixed Use. While this is a shift, it is directly consistent with the Horizon 2040 Comprehensive Plan and the Windward Parkway LCI Strategic Master Plan, which both call for the retrofitting of office districts into walkable, mixed-use nodes. Horizon 2040 explicitly identifies the need for more housing choices near jobs, while the LCI calls for infill redevelopment of parking fields and greater connectivity. This proposal fulfills those goals by keeping the office component intact while introducing new housing and amenities.

7. Are there existing or changing conditions which affect the development of the property and support the proposed request?
Yes. Changing office market conditions, underutilization of surface parking, and Alpharetta's high jobs-to-housing ratio all support the proposed request. Horizon 2040 highlights Alpharetta's 3.3 jobs-to-households ratio—the highest in Fulton County—as evidence of the need for more housing near employment centers. The Windward Parkway LCI similarly emphasizes adapting the corridor with infill housing and amenities to sustain long-term success. These conditions show that mixed-use redevelopment of this site is both timely and necessary.

The developer and their representatives welcome the opportunity to meet with all interested parties and representatives.

Sincerely,

Hayley Todd

Zoning Manager, Planners and Engineers Collaborative, Inc.

11/10/2025

BZA Review Criteria

12725 and 12735 Morris Road (+/- 14.976 acres)

PEC+ Project No. 24137.00

Dear Community Development Officials,

Please see below the following responses to the Alpharetta Planning Commission Review criteria.

1. Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

Yes. The Subject Property exhibits several exceptional conditions related to its size and shape that distinguish it from other parcels zoned O-I or MU in Alpharetta. At 14.976 acres, the site is smaller than the 25-acre minimum typically required for the MU district, yet it is one of the few remaining properties within the Windward corridor that offers a realistic opportunity for infill redevelopment. Its irregular configuration, existing internal circulation, and division between the developed office area and the proposed redevelopment area create a physical layout that does not lend itself to greenfield-style, master-planned mixed-use development.

The site's limitations are what make it an appropriate candidate for a reduction in minimum acreage. The property is already built out with over 212,000 square feet of office and institutional space, leaving roughly four acres of surface parking available for adaptive reuse. These characteristics—an infill setting, irregular geometry, and existing infrastructure—constitute extraordinary conditions that justify the requested variance.

2. Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Yes. Strict application of the Zoning Code's minimum site area requirement for the MU district would create an unnecessary hardship for this property. The site's current configuration—an established office campus with limited remaining developable area—makes it physically impossible to meet the 25-acre threshold without assembling adjoining parcels, most of which are already developed and under separate ownership. Requiring full compliance would therefore prevent any meaningful opportunity for redevelopment or reinvestment on this property, even though it is ideally located for the type of infill mixed-use project envisioned in the City's own planning documents.

The hardship is not self-imposed; it stems from existing conditions that predate this request. The property was developed long before the current UDO standards were adopted, and its acreage, internal layout, and surrounding built context leave little flexibility for expansion. Without relief from the minimum acreage requirement, the property would remain locked into an aging, single-use configuration that runs counter to the goals of both the *Horizon 2040 Comprehensive Plan* and the *Windward Parkway LCI Strategic Master Plan*, which call for retrofitting office sites with mixed-use amenities. Granting the variance simply allows the site to evolve in the direction the City has already endorsed.

3. Are there conditions that are peculiar to the subject property? Please describe them in detail.

Yes. Several conditions are peculiar to this property that distinguish it from others in the same zoning classification. The Subject Property is an established, built-out office campus within the Windward corridor, containing over 212,000 square feet of existing office and institutional space across two buildings. Its internal layout, existing circulation patterns, and limited undeveloped area make it unique among potential mixed-use candidates in Alpharetta.

Unlike vacant or greenfield sites, this property's developable area is confined to roughly four acres of existing surface parking situated between the two office buildings. The resulting geometry—a split site

with distinct office and redevelopment areas—creates constraints that do not exist on larger, more uniform parcels. Moreover, the surrounding land uses are already fully developed, eliminating the possibility of parcel assemblage to meet the 25-acre MU minimum.
The site's infill location, irregular shape, and the presence of mature tree stands further reinforce its distinctiveness. These factors combine to create conditions that are both unusual and inherent to the property, justifying consideration for flexibility under the City's variance criteria.

4. Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code?
No. Granting this variance would not cause any detriment to the public good, nor would it impair the purpose or intent of the City's Zoning Code. In fact, the requested relief directly supports the City's broader planning goals by enabling redevelopment that aligns with both the *Horizon 2040 Comprehensive Plan* and the *Windward Parkway LCI Strategic Master Plan.*
The intent of the MU district is to encourage thoughtfully integrated developments that combine complementary uses—residential, commercial, and office—in a cohesive, pedestrian-friendly environment. The proposed project achieves exactly that outcome, simply at a smaller scale due to the existing conditions of the property. The reduction in minimum site area does not alter the character, intensity, or design expectations of the MU district; it only allows an appropriately sized infill site to participate in the same mixed-use framework envisioned for larger tracts.
Rather than undermining the purpose of the Code, this variance advances it by promoting adaptive reuse, reducing reliance on surface parking, and adding new housing choices in a location already served by infrastructure. The resulting development will enhance the corridor's appearance, support nearby businesses, and contribute to a more balanced and sustainable pattern of growth—outcomes that are entirely consistent with the public interest.

The developer and their representatives welcome the opportunity to meet with all interested parties and representatives.

Sincerely,

Hayley Todd

Zoning Manager, Planners and Engineers Collaborative, Inc.

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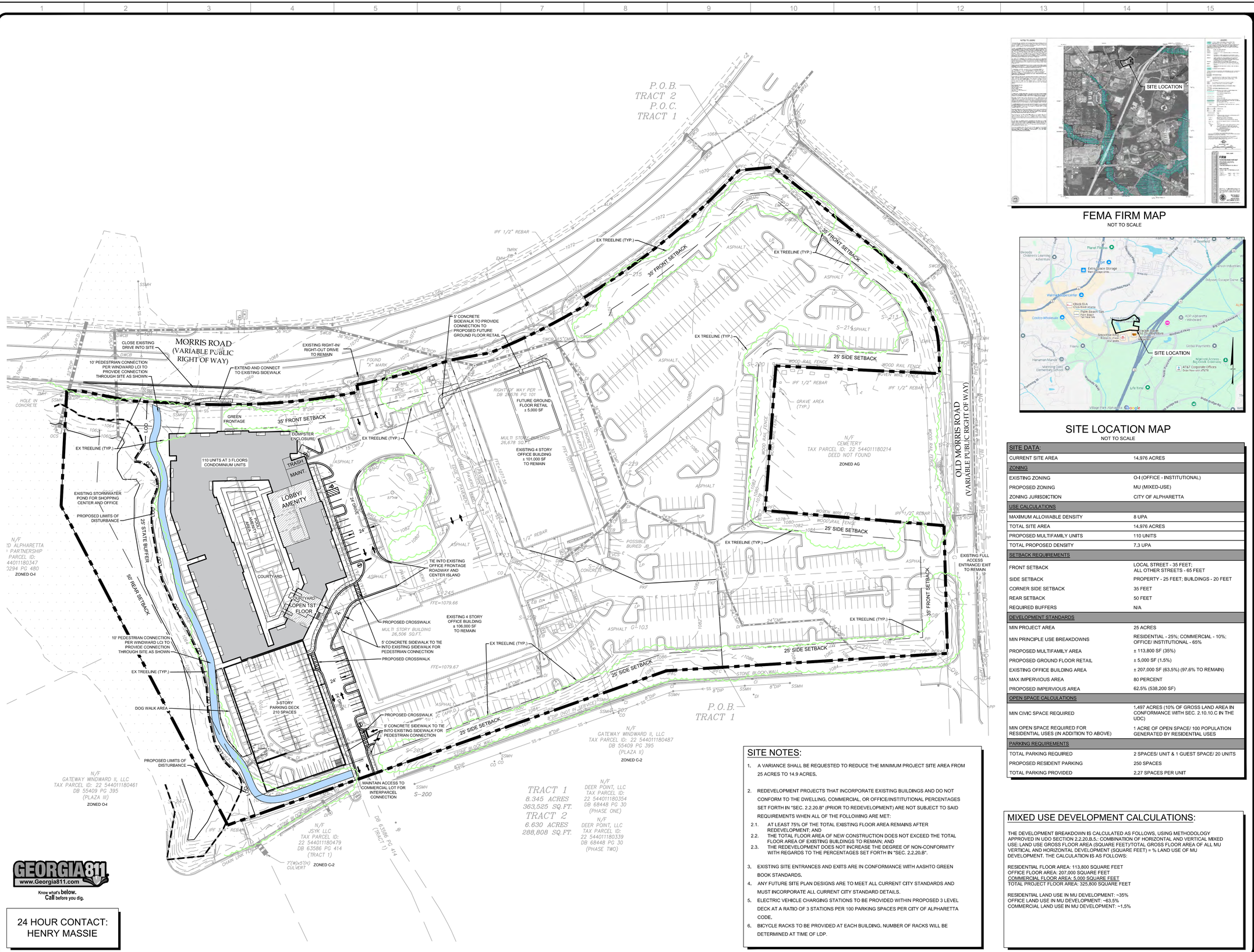

FEMA FIRM MAP
NOT TO SCALE

SITE LOCATION MAP
NOT TO SCALE

SITE DATA:	
CURRENT SITE AREA	14,976 ACRES
ZONING	
EXISTING ZONING	O-I (OFFICE - INSTITUTIONAL)
PROPOSED ZONING	MU (MIXED-USE)
ZONING JURISDICTION	CITY OF ALPHARETTA
USE CALCULATIONS	
MAXIMUM ALLOWABLE DENSITY	8 UPA
TOTAL SITE AREA	14,976 ACRES
PROPOSED MULTIFAMILY UNITS	110 UNITS
TOTAL PROPOSED DENSITY	7.3 UPA
SETBACK REQUIREMENTS	
FRONT SETBACK	LOCAL STREET - 35 FEET; ALL OTHER STREETS - 65 FEET
SIDE SETBACK	PROPERTY - 25 FEET; BUILDINGS - 20 FEET
CORNER SIDE SETBACK	35 FEET
REAR SETBACK	50 FEET
REQUIRED BUFFERS	N/A
DEVELOPMENT STANDARDS	
MIN PROJECT AREA	25 ACRES
MIN PRINCIPLE USE BREAKDOWNS	RESIDENTIAL - 25%; COMMERCIAL - 10%; OFFICE/ INSTITUTIONAL - 65%
PROPOSED MULTIFAMILY AREA	± 113,800 SF (35%)
PROPOSED GROUND FLOOR RETAIL	± 5,000 SF (1.5%)
EXISTING OFFICE BUILDING AREA	± 207,000 SF (63,5%) (97.6% TO REMAIN)
MAX IMPERVIOUS AREA	80 PERCENT
PROPOSED IMPERVIOUS AREA	62.5% (538,200 SF)
OPEN SPACE CALCULATIONS	
MIN CIVIC SPACE REQUIRED	1.497 ACRES (10% OF GROSS LAND AREA IN CONFORMANCE WITH SEC. 2.10.10.C IN THE UDC)
MIN OPEN SPACE REQUIRED FOR RESIDENTIAL USES (IN ADDITION TO ABOVE)	1 ACRE OF OPEN SPACE/ 100 POPULATION GENERATED BY RESIDENTIAL USES
PARKING REQUIREMENTS	
TOTAL PARKING REQUIRED	2 SPACES/ UNIT & 1 GUEST SPACE/ 20 UNITS
PROPOSED RESIDENT PARKING	250 SPACES
TOTAL PARKING PROVIDED	2.27 SPACES PER UNIT

SITE NOTES:

1. A VARIANCE SHALL BE REQUESTED TO REDUCE THE MINIMUM PROJECT SITE AREA FROM 25 ACRES TO 14.9 ACRES.
2. REDEVELOPMENT PROJECTS THAT INCORPORATE EXISTING BUILDINGS AND DO NOT CONFORM TO THE DWELLING, COMMERCIAL, OR OFFICE/INSTITUTIONAL PERCENTAGES SET FORTH IN "SEC. 2.2.20.B" (PRIOR TO REDEVELOPMENT) ARE NOT SUBJECT TO SAID REQUIREMENTS WHEN ALL OF THE FOLLOWING ARE MET:
   - 2.1. AT LEAST 75% OF THE TOTAL EXISTING FLOOR AREA REMAINS AFTER REDEVELOPMENT; AND
   - 2.2. THE TOTAL FLOOR AREA OF NEW CONSTRUCTION DOES NOT EXCEED THE TOTAL FLOOR AREA OF EXISTING BUILDINGS TO REMAIN; AND
   - 2.3. THE REDEVELOPMENT DOES NOT INCREASE THE DEGREE OF NON-CONFORMITY WITH REGARDS TO THE PERCENTAGES SET FORTH IN "SEC. 2.2.20.B".
3. EXISTING SITE ENTRANCES AND EXITS ARE IN CONFORMANCE WITH AASHTO GREEN BOOK STANDARDS.
4. ANY FUTURE SITE PLAN DESIGNS ARE TO MEET ALL CURRENT CITY STANDARDS AND MUST INCORPORATE ALL CURRENT CITY STANDARD DETAILS.
5. ELECTRIC VEHICLE CHARGING STATIONS TO BE PROVIDED WITHIN PROPOSED 3 LEVEL DECK AT A RATIO OF 3 STATIONS PER 100 PARKING SPACES PER CITY OF ALPHARETTA CODE.
6. BICYCLE RACKS TO BE PROVIDED AT EACH BUILDING. NUMBER OF RACKS WILL BE DETERMINED AT TIME OF LDP.

MIXED USE DEVELOPMENT CALCULATIONS:

THE DEVELOPMENT BREAKDOWN IS CALCULATED AS FOLLOWS, USING METHODOLOGY APPROVED IN UDO SECTION 2.2.20.B.5.: COMBINATION OF HORIZONTAL AND VERTICAL MIXED USE: LAND USE GROSS FLOOR AREA (SQUARE FEET)/TOTAL GROSS FLOOR AREA OF ALL MU VERTICAL AND HORIZONTAL DEVELOPMENT (SQUARE FEET) = % LAND USE OF MU DEVELOPMENT. THE CALCULATION IS AS FOLLOWS:

RESIDENTIAL FLOOR AREA: 113,800 SQUARE FEET
OFFICE FLOOR AREA: 207,000 SQUARE FEET
COMMERCIAL FLOOR AREA: 5,000 SQUARE FEET
TOTAL PROJECT FLOOR AREA: 325,800 SQUARE FEET

RESIDENTIAL LAND USE IN MU DEVELOPMENT: ~35%
OFFICE LAND USE IN MU DEVELOPMENT: ~63.5%
COMMERCIAL LAND USE IN MU DEVELOPMENT: ~1.5%

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HENRY MASSIE

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ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES
350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

MORRIS RD. MIXED USE DEVELOPMENT

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

AT

MORRIS ROAD

CITY OF ALPHARETTA JURISDICTION

FOR

McKinley Homes

MUNICIPALITY PROJECT #

REVISIONS

NO.	DATE	BY	DESCRIPTION
*1	11-05-2025	KW	STAFF COMMENTS

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000059389 EXP. 10/31/2027

ZONING MASTER PLAN

0 30 60 120 180

SCALE: 1" = 60'
DATE: 10/01/2025
PROJECT: 24137.00

GRID NORTH
GEORGIA WEST ZONE

Z1
SHEET

J:\2024\24137\00\Dsk\Concepts & Exhibits\Zoning\24137.00-Site Zone-2.dwg - JonHoward - 11/5/2025 4:05 PM

12725-12735 Morris Road

Alpharetta, GA

Architecture

Site Plan

September 3, 2025

SMALLWOOD

3495 Piedmont Road NE
Building 10, Suite 700
Atlanta, Georgia 30305

404.233.5453

McKINLEY HOMES
WHERE DREAMS COME HOME

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Part 1: Site Plan

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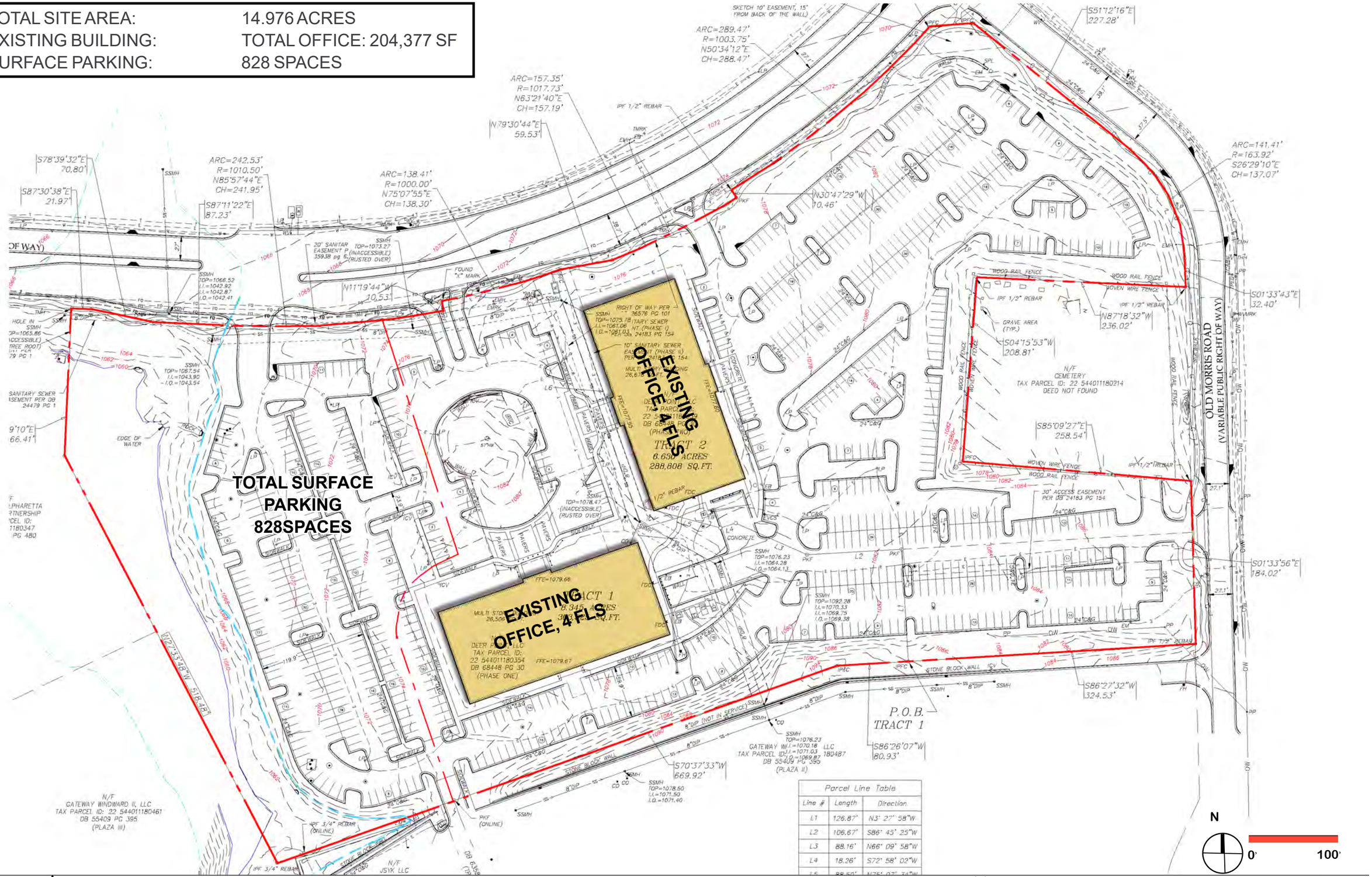
Site Plan-Existing

TOTAL SITE AREA:	14.976 ACRES
EXISTING BUILDING:	TOTAL OFFICE: 204,377 SF
SURFACE PARKING:	828 SPACES



Parcel Line Table		
Line #	Length	Direction
L1	126.87'	N3° 27' 58"W
L2	106.67'	S86° 45' 25"W
L3	88.16'	N66° 09' 58"W
L4	18.26'	S72° 58' 02"W
L5	88.50'	N75° 07' 34"W

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TOTAL SITE AREA: **14.976 ACRES**

RESIDENTIAL LAND AREA: 4.250 ACRES

REMAINING FOR OFFICE: 10.726 ACRES

PROPOSED CONDOMINIUM: 110 UNITS, 3 FLOORS

1BR (29%), 32 UNITS, 715 NSF/U,

2BR (71%), 78 UNITS-1,050 NSF/U

AMENITY: 6,000 SF

PARKING REQUIRED: 1,040 SPACES

OFFICE: 828 SPACES (204,377 SF @ 1 CAR/250SF)

CONDO (119 UNITS): 208 SPACES

Studio &1BR: *51 SPACES (1.5 CARS/UNIT)*

2 BR: 152 SPACES (2 CARS/UNIT)

VISITOR: 5 SPACES

PARKING PROVIDED: 805 SPACES

OFFICE: 590 SURFACE PARKING SPACES

CONDO: 210 SPACES IN PARKING DECK

5 VISITOR SURFACE PARKING

RESIDENTIAL LAND USE: 4.25 ACRES

MORRIS ROAD

45' SETBACK

45' SETBACK

EXISTING OFFICE, 4 FLS

OFFICE SURFACE PARKING 590 SPACES

DROP-OFF

EXISTING OFFICE, 4 FLS

CONDO -119 UNITS
3 FLOORS

RES. PARKING DECK
PRECAST
3 LEVELS
210 SPACES

20' SETBACK

OLD MORRIS ROAD (VARIABLE PUBLIC RIGHT OF WAY)

P.O.B. TRACT 1

Parcel Line Table

Line #	Length	Direction
L1	126.87'	N3° 27' 38"W
L2	106.57'	S86° 43' 25"W
L3	88.16'	N68° 09' 58"W
L4	18.28'	S79° 58' 02"W

N

0' 100'

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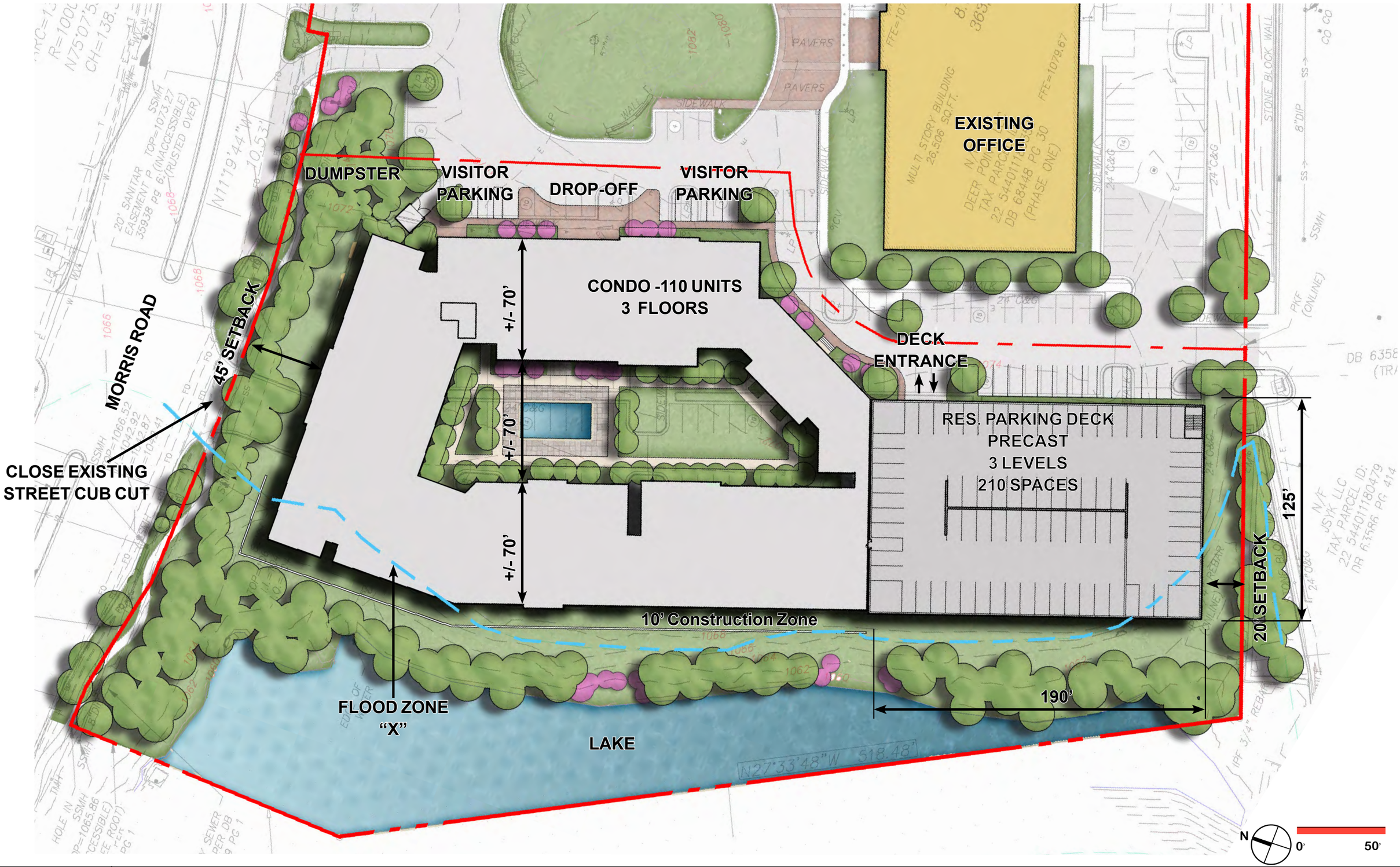

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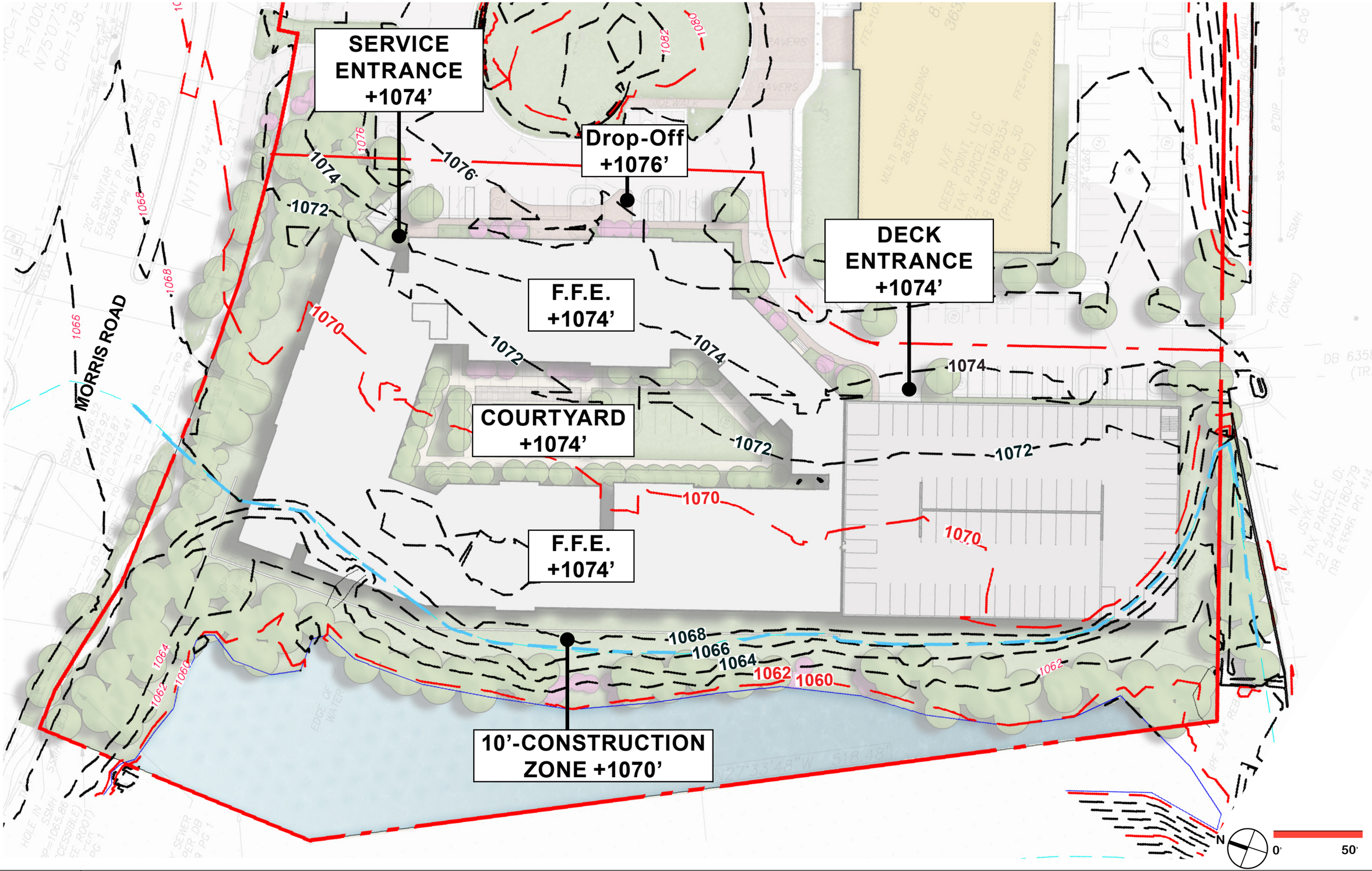

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Part 2: Exterior Design Concept

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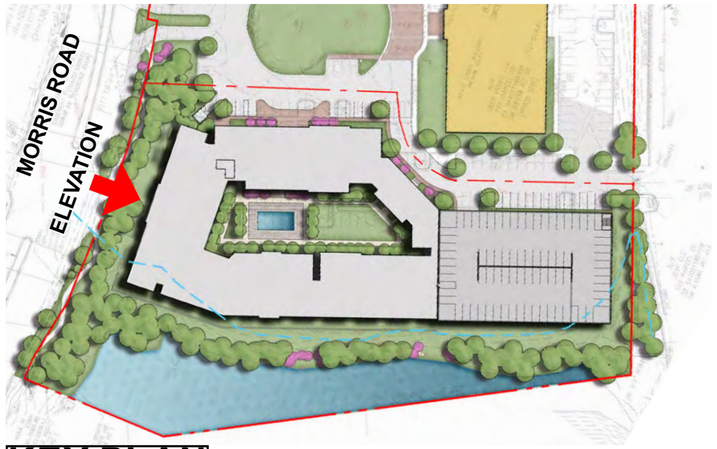
Morris Road Building Elevation



KEY PLAN

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Morris Road View

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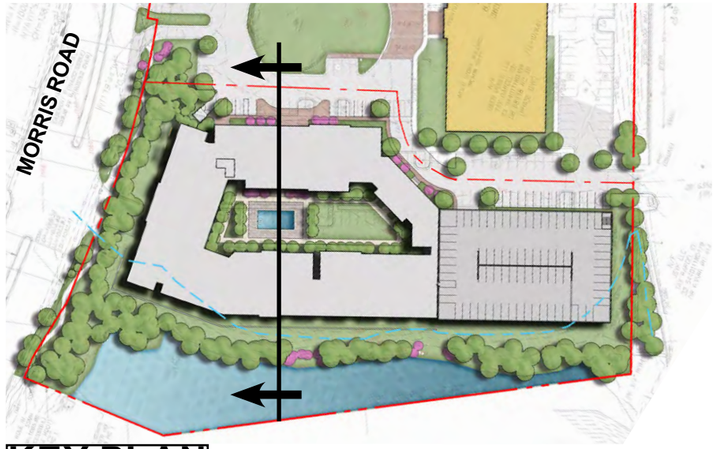
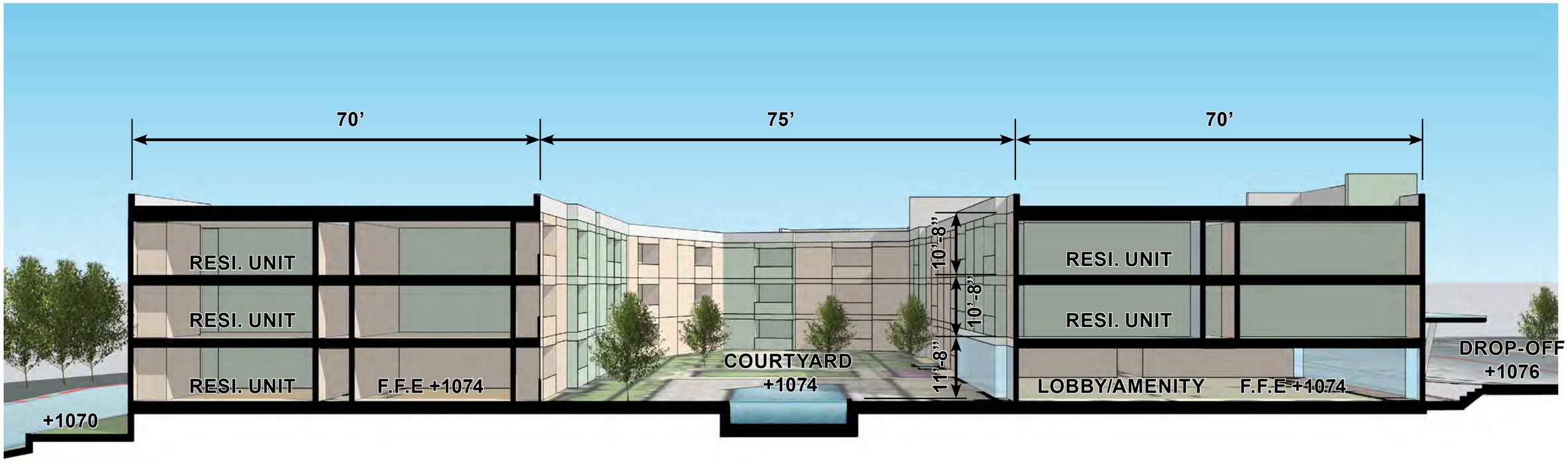


KEY PLAN



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Part 3: Floor Plan

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1st Floor Plan

32 UNITS/ FLOOR
1BR: 8 UNITS (715NSF/U)
2BR: 24 UNITS (1,050 NSF/U)

AMENITY: 6,000 SF

LOADING BAY
DUMPSTER
DROP-OFF +1076'
VISITOR PARKING
EXISTING OFFICE
MORRIS ROAD
CLOSE EXISTING STREET CUB CUT
TRASH
MAINT.
+1074'
LOBBY/ AMENITY
E.
EQP
GATE
STO.
POOL
COURTYARD
DECK ENTRANCE
UP
DW
+1074'
1070'
10' Construction Zone
FLOOD ZONE "X"
LAKE
OBSERVATION DECK
N
0'
50'

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2nd-3rd Floor Plans

39 UNITS/ FLOOR
1BR: 12 UNITS (715NSF/U)
2BR: 27 UNITS (1,050 NSF/U)

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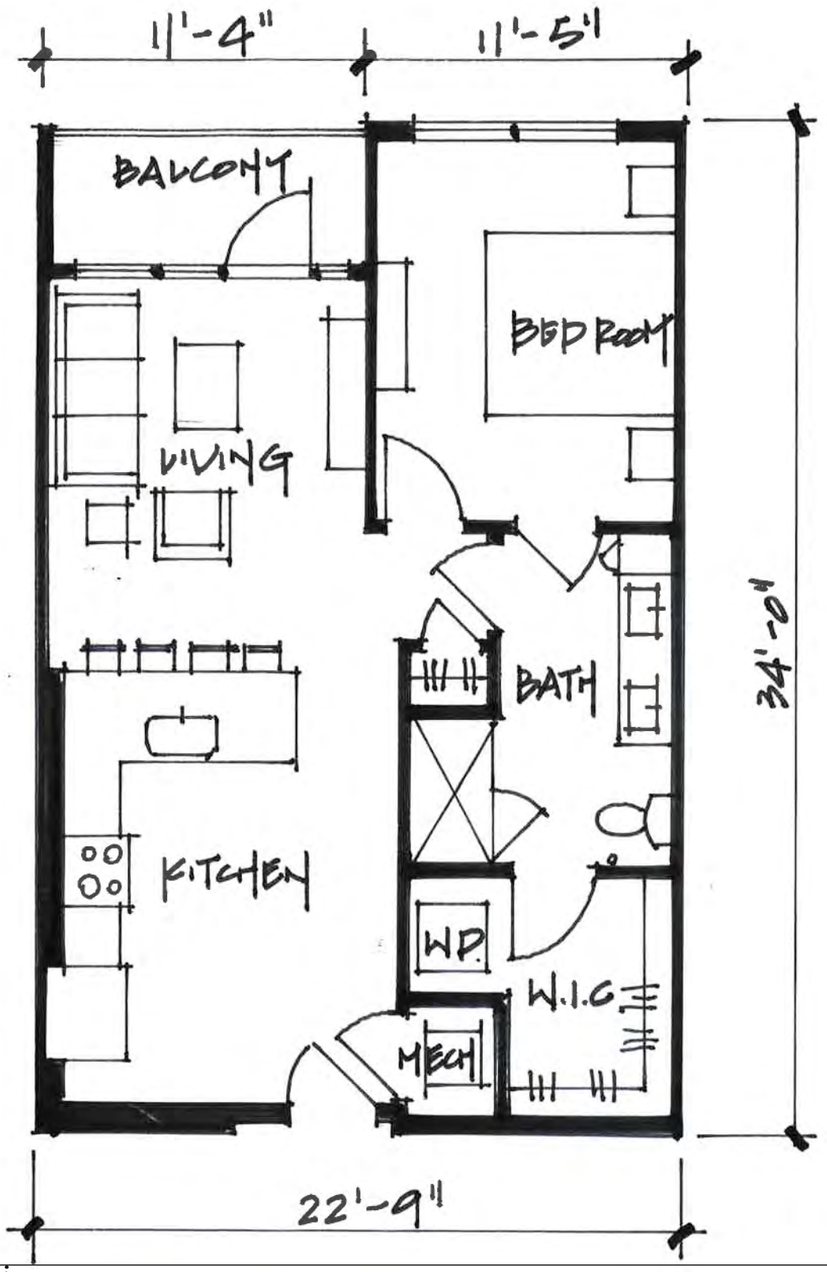
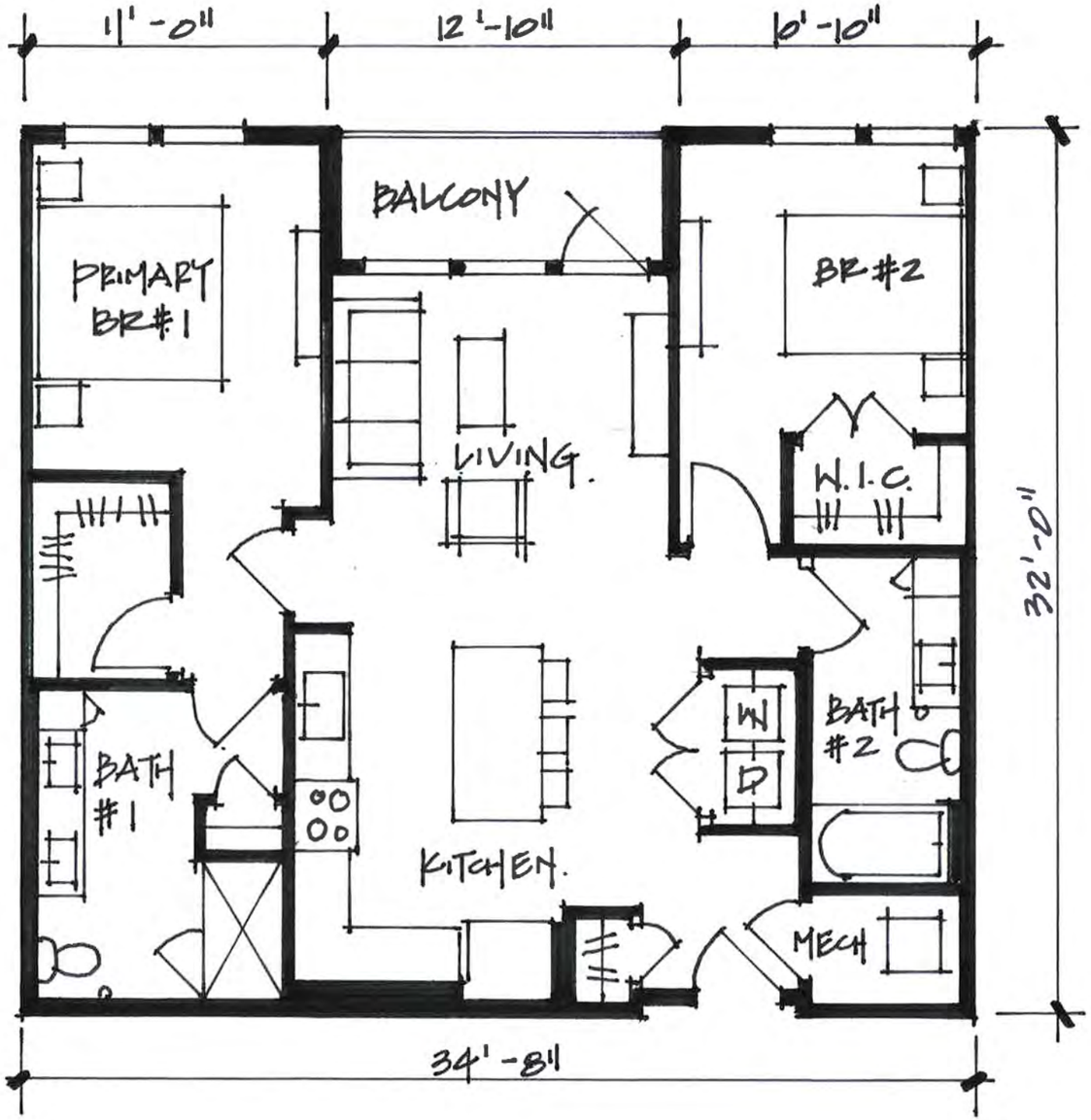
1-BEDROOM
HEATED AREA: 715 SF
BALCONY AREA: 57 SF



2-BEDROOM
HEATED AREA: 1,050 SF
BALCONY AREA: 64 SF



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SMALLWOOD

ILLUSTRATIVE SITE PLAN

NOTES:
1. EXISTING OFFICE BUILDINGS & PARKING TO REMAIN.
2. AMENITY & COURTYARD LAYOUT IS FOR CONCEPTUAL PURPOSES ONLY.

360 STUDIO LANDSCAPE ARCHITECTURE

PEC+ 60 YEARS Planners & Engineers Collaborative+

MORRIS ROAD MIXED USED DEVELOPMENT

12725 & 12735 MORRIS ROAD
CITY OF ALPHARETTA, GA

GRID NORTH
GEORGIA WEST ZONE

0 25 50 100 150

SCALE: 1" = 50'
DATE: 11/10/2025
PROJECT: 24137.00

VICINITY MAP

360 STUDIO LANDSCAPE ARCHITECTURE

PEC+ 60 YEARS Planners & Engineers Collaborative+

MORRIS ROAD MIXED USED DEVELOPMENT

12725 & 12735 MORRIS ROAD
CITY OF ALPHARETTA, GA

GRID NORTH
GEORGIA WEST ZONE

0 50 100 200 300

SCALE: 1" = 100'
DATE: 09/23/2025
PROJECT: 24137.00

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LINETYPES

PROPERTY
- Adjacent Property
- Property Line
- Center of Creek

FENCE LINES
- Barb Wire Fence
- Chain link fence
- Wood Fence
- Woven Wire Fence

SITE / TOPOGRAPHIC FEATURES
- Guardrail

EXISTING OVERHEAD
- OW — Overhead Wires

EXISTING UNDERGROUND
- C — Cable
- E — Electric
- FO — Fiber Optic
- G — Gas
- T — Telecommunications
- W — Water
- TV — Television
- Storm Drainage Line
- SS — Sanitary Sewer

GEORGIA WEST ZONE

P.O.B. TRACT 2
P.O.C. TRACT 1

N84°39'47"E 50.16'

S51°12'16"E 227.28'

30' EASEMENT PER DB 26153 PG 153 (PER SKETCH 10' EASEMENT, 15' FROM BACK OF THE WALL)

ARC=289.47'
R=1003.75'
N50°34'12"E
CH=288.47'

ARC=157.35'
R=1017.73'
N63°21'40"E
CH=157.19'

N79°30'44"E 59.53'

ARC=141.41'
R=163.92'
S26°29'10"E
CH=137.07'

S78°39'32"E 70.80'

S87°30'38"E 21.97'

ARC=242.53'
R=1010.50'
N85°57'44"E
CH=241.95'

S87°11'22"E 87.23'

ARC=138.41'
R=1000.00'
N75°07'55"E
CH=138.30'

N30°47'29"W 10.46'

MORRIS ROAD
(VARIABLE PUBLIC RIGHT OF WAY)

20' SANITARY SEWER EASEMENT PER DB 35938 pg 621

N11°19'44"W 10.53'

FOUND "X" MARK

RIGHT OF WAY PER DB 26576 PG 101

10' SANITARY SEWER EASEMENT (PHASE I) PER DB 24183 PG 154

10' SANITARY SEWER EASEMENT (PHASE II) PER DB 24183 PG 154

MULTI STORY BUILDING 26,678 SQ.FT.

N/F DEER POINT, LLC TAX PARCEL ID: 22 544011180339 DB 68448 PG 30 (PHASE TWO)

TRACT 2
6.630 ACRES
288,808 SQ.FT.

TRACT 1
8.345 ACRES
363,525 SQ.FT.

MULTI STORY BUILDING 26,506 SQ.FT.

N/F DEER POINT, LLC TAX PARCEL ID: 22 544011180354 DB 68448 PG 30 (PHASE ONE)

HOLE IN CONCRETE

STORM PIPE EASEMENT PER DB 24479 PG 1

12' SANITARY SEWER EASEMENT PER DB 24479 PG 1

N02°49'10"E 166.41'

EDGE OF WATER

N/F ASHFORD ALPHARETTA LIMITED PARTNERSHIP TAX PARCEL ID: 22 544011180347 DB 40294 PG 480

N27°33'48"W 518.48'

N/F GATEWAY WINDWARD II, LLC TAX PARCEL ID: 22 544011180461 DB 55409 PG 395 (PLAZA III)

IPF 3/4" REBAR (ONLINE)

IPF 3/4" REBAR

CHAIN LINK FENCE

7'(W)x5'(H) CULVERT

N/F JSYK LLC TAX PARCEL ID: 22 544011180479 DB 63586 PG 414 (TRACT 1)

DB 63586 PG 414 (TRACT 1)

PKF (ONLINE)

S70°37'33"W 669.92'

N/F GATEWAY WINDWARD II, LLC TAX PARCEL ID: 22 544011180487 DB 55409 PG 395 (PLAZA II)

P.O.B. TRACT 1

S86°26'07"W 80.93'

S86°27'32"W 324.53'

S01°33'56"E 184.02'

S01°33'43"E 32.40'

N87°18'32"W 236.02'

S04°15'53"W 208.81'

S85°09'27"E 258.54'

N/F CEMETERY TAX PARCEL ID: 22 544011180214 DEED NOT FOUND

OLD MORRIS ROAD (VARIABLE PUBLIC RIGHT OF WAY)

30' ACCESS EASEMENT PER DB 24183 PG 154

Parcel Line Table		
Line #	Length	Direction
L1	126.87'	N3° 27' 58"W
L2	106.67'	S86° 45' 25"W
L3	88.16'	N66° 09' 58"W
L4	18.26'	S72° 58' 02"W
L5	88.50'	N75° 07' 34"W
L6	285.05'	N19° 31' 07"W

ABBREVIATIONS

APPROX.	Approximate	I.E.	Invert Elevation
#4	1/2" Rebar	IPF	Iron Pin Found
C&G	Curb and Gutter	IPS	Iron Pin Set
CLF	Chain Link Fence	LP	Light Pole
CMP	Corrugated Metal Pipe	MW	Monitoring Well
CO	Clean Out	N/F	Now or Formerly
CPP	Corrugated Plastic Pipe	OTP	Open Top Pipe
DB	Deed Book	PB	Plat Book
DI	Drop Inlet	PG	Page
DE	Drainage Easement	PKF	PK Nail Found
EOP	Edge of Pavement	PKS	PK Nail Set
EPP	Electric Power Pole	POB	Point of Beginning
EPAN	Electric Panel	POC	Point of Commencement
ESMT	Easement	PVC	Polyvinyl Chloride Pipe
FES	Flared End Section	RBC	Rebar Capped
FFE	Finish Floor Elevation	RCP	Reinforced Concrete Pipe
FH	Fire Hydrant	RWM	Right of Way Monument
FLGP	Flag Pole	SSE	Sanitary Sewer Easement
GA	Georgia	SSMH	Sanitary Sewer Manhole
GM	Gas Meter	TRAN	Transformer
GW	Guy Wire	VCP	Vitrified Clay Pipe
HDR	Hand Rail	W.D.F.	Wood Fence
H.W.	Hard Wood	WM	Water Meter
HW	Headwall	WV	Water Valve
ICV	Irrigation Control Valve		

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SHEET 1 OF 4
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CHECKED BY: JWH
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DATE: 02/24/2025
SCALE: 1" = 50'
DATE OF FIELD WORK: 2/20/25
0 25 50 100

ALTA/NSPS LAND TITLE SURVEY
FOR
MCKINLEY HOMES
AND
CHICAGO TITLE INSURANCE COMPANY

LAND LOT(S) 1118
DISTRICT 2ND, 2ND SECTION
FULTON COUNTY GEORGIA

REVISIONS

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2			
1			

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STRUCTURE LEGEND

CABLE / TV
- Cable / TV Marker
- Cable / TV Pedestal
- Cable / TV Manhole
- Cable / TV Handhole
- Cable / TV Cable Box

FIBER OPTIC
- Fiber Optic Marker
- Fiber Optic Manhole
- Fiber Optic Pedestal

ELECTRIC/POWER
- Transformer
- Guy Wire
- Electric Meter
- Power Pole/Utility Pole
- Street Light/Light Pole
- Electric Panel
- Electric Box
- Electric Manhole
- Electric Handhole
- Electric / Power Marker
- Spot Light

PROPERTY MONUMENTS
- Right-of-Way Monument Found
- Concrete Monument Found
- Iron Pin Set
- Iron Pin Found (Rebar found)
- PK Nail Set
- PK Nail Found
- Point
- Benchmark

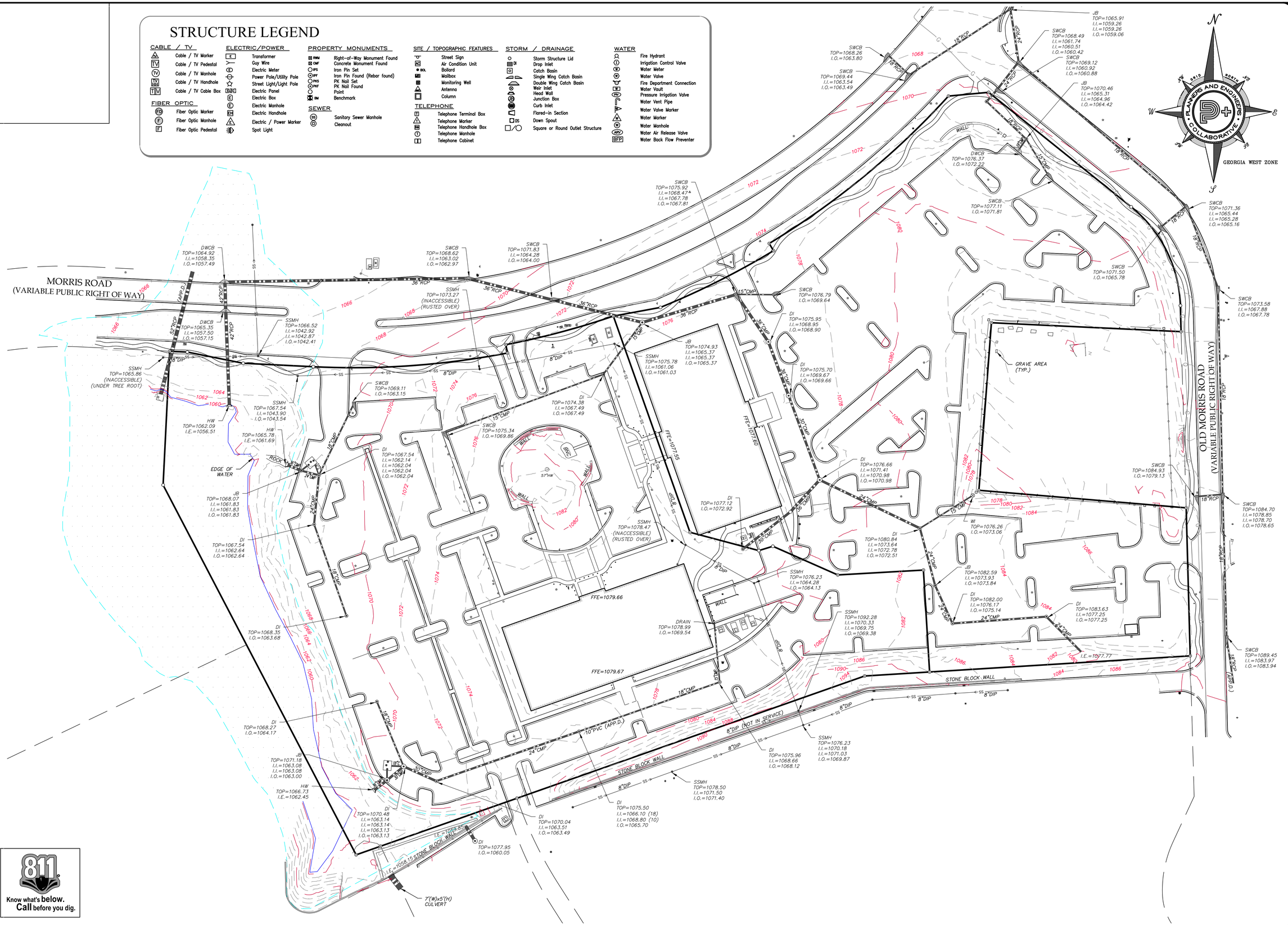
SEWER
- Sanitary Sewer Manhole
- Cleanout

SITE / TOPOGRAPHIC FEATURES
- Street Sign
- Air Condition Unit
- Bollard
- Mailbox
- Monitoring Well
- Antenna
- Column

TELEPHONE
- Telephone Terminal Box
- Telephone Marker
- Telephone Handhole Box
- Telephone Manhole
- Telephone Cabinet

STORM / DRAINAGE
- Storm Structure Lid
- Drop Inlet
- Catch Basin
- Single Wing Catch Basin
- Double Wing Catch Basin
- Weir Inlet
- Head Wall
- Junction Box
- Curb Inlet
- Flared-in Section
- Down Spout
- Square or Round Outlet Structure

WATER
- Fire Hydrant
- Irrigation Control Valve
- Water Meter
- Water Valve
- Fire Department Connection
- Water Vault
- Pressure Irrigation Valve
- Water Vent Pipe
- Water Valve Marker
- Water Marker
- Water Manhole
- Water Air Release Valve
- Water Back Flow Preventer



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GEORGIA WEST ZONE

ALTA/NSPS LAND TITLE SURVEY
FOR
MCKINLEY HOMES
AND
CHICAGO TITLE INSURANCE COMPANY

FULTON COUNTY GEORGIA

LAND LOT(S) 1118
DISTRICT 2ND, 2ND SECTION

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2			
1			

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NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION SUPPLIED AND TO THE SURVEYOR'S BEST KNOWLEDGE ARE APPROXIMATELY AS SHOWN. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ALL UTILITIES SERVING THE PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR EASEMENTS OF RECORD.

2. I HAVE EXAMINED THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP FOR FULTON COUNTY, GEORGIA AND INCORPORATED AREAS, COMMUNITY PANEL NUMBER 13121C0059F, PANEL 59 OF 450, EFFECTIVE DATE SEPTEMBER 18, 2013 AND FOUND NO PORTION OF THE PROPERTY SHOWN HEREON TO FALL WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD). THE PROPERTY SHOWN HEREON TO FALL WITHIN A DESIGNATED FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD.

3. THIS SITE IS TIED TO GRID NORTH BASED ON GPS OBSERVATIONS ADJUSTED BY PLANNERS AND ENGINEERS COLLABORATIVE IN FEBRUARY 2024. NORTH AMERICAN DATUM OF 1983 (NAD83), NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEORGIA WEST ZONE STATE PLANE COORDINATES.

4. THE TERM "CERTIFICATION" RELATING TO PROFESSIONAL ENGINEERING AND LAND SURVEYING SERVICES SHALL MEAN A SIGNED STATEMENT BASED UPON FACTS AND KNOWLEDGE KNOWN TO THE REGISTRANT AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

5. THE PROPERTY DESCRIBED HERE ON (THE "PROPERTY") IS THE SAME AS THE PROPERTY DESCRIBED IN COMMITMENT NO. 7251210–231919094 WITH AN EFFECTIVE DATE OF MARCH 29, 2024 AT 1:33 P.M. AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE PROPERTY OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE PROPERTY.

6. NO ZONING INFORMATION PROVIDED FOR BUILDING SETBACKS.

7. THIS SURVEY WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF GEORGIA.

8. THE PROPERTY HAS DIRECT ACCESS TO MORRIS ROAD, OLD MORRIS ROAD, A DEDICATED PUBLIC STREET OR HIGHWAY [AND/OR INDIRECT ACCESS TO _____, A DEDICATED PUBLIC STREET OR HIGHWAY, BY WAY OF THE ACCESS EASEMENT RECORDED IN BOOK _____ PAGE _____].

9. THERE IS NO OBSERVED EVIDENCE OF USE OF THE PROPERTY AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL [EXCEPT AS NOTED BELOW AND SHOWN HEREON].

REFERENCES

1. ALTA/NSPS CERTIFICATION TO DEERFIELD OFFICE CENTER LLC, A FLORIDA LIMITED LIABILITY COMPANY; KEVIN A. DENTI, P.A.; FLORIDA COMMUNITY BANK, NA, ITS SUCCESSORS AND ASSIGNS; AND CHICAGO TITLE INSURANCE COMPANY, PREPARED BY METRO ENGINEERING & SURVEYING CO., INC., DATED 05–08–17, LAST REVISED 6/1/17, SIGNED AND SEALED BY JAMES R. GREEN, REGISTERED LAND SURVEYOR IN THE STATE OF GEORGIA, PROFESSIONAL LICENSE NUMBER 2543.

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.

Date of Map or Plat: 02/24/2025

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TITLE EXCEPTIONS

Chicago Title Insurance Company Commitment number 7251210–231919094 with an effective date of March 29, 2024 at 1:33 p.m. was used in the preparation of this survey and the listed exceptions are as follows:

5. Deed to Secure Debt, Assignment of Rents and Leases, Security Agreement and Fixture Filing from Deerfield Office Center LLC, a Florida limited liability company and Windward Office Center LLC, a Florida limited liability company to Florida Community Bank, N.A., dated as of June 1, 2017, filed for record June 8, 2017 at 2:44 p.m., recorded in Deed Book 57585, Page 239, Records of Fulton County, Georgia; as modified by that certain First Modification to Deed to Secure Debt, Assignment of Rents and Leases, Security Agreement and Fixture Filing by and between Deerfield Office Center LLC, a Florida limited liability company, Windward Office Center LLC, a Florida limited liability company and Synovus Bank, as successor by merger with Florida Community Bank, National Association, dated effective May 1, 2020, filed for record May 15, 2020 at 4:16 p.m., recorded in Deed Book 61607, Page 466, aforesaid Records.
Comment: Affects subject property, not a survey item. Blanket in nature.

6. Assignment of Leases and Rents of Real Property from Deerfield Office Center LLC, a Florida limited liability company and Windward Office Center, LLC, a Florida limited liability company to Florida Community Bank, N.A., dated June 1, 2017, filed for record June 8, 2017 at 2:44 p.m., recorded in Deed Book 57585, Page 285, aforesaid Records.
Comment: Affects subject property, not a survey item. Blanket in nature.

7. UCC Financing Statement showing Deerfield Office Center LLC and Windward Office Center LLC as Debtors and Florida Community Bank, N.A. as Secured Party, filed for record June 8, 2017 at 2:44 p.m., recorded in Deed Book 57585, Page 301, aforesaid Records; as continued by UCC Financing Statement Amendment, filed for record May 19, 2022 at 2:44 p.m., recorded in Deed Book 65711, Page 533, aforesaid Records.
Comment: Affects subject property, not a survey item. Blanket in nature.

8. Easements as contained in that certain Right–of–Way Deed from Anton Kirby, James R. Bagwell, Roger W. Bagwell, et al to Fulton County, dated February 6, 1962, filed for record March 16, 1962 at 11:17 a.m., recorded in Deed Book 3855, Page 132, aforesaid Records.
Comment: Does not affect subject property. Previous take.

9. Right–of–Way Easement from Auton Kirby to Sawnee Electric Membership Corporation, a corporation, dated February 5, 1965, filed for record March 3, 1965 at 8:38 a.m., recorded in Deed Book 4380, Page 293, aforesaid Records.
Comment: Unable to determine exact affect of the easement. Easement is too vague.

10. Right–of–Way Easement from Auton Kirby to Sawnee Electric Membership Corporation, a corporation, dated May 12, 1969, filed for record May 28, 1969 at 8:30 a.m., recorded in Deed Book 5070, Page 216, aforesaid Records.
Comment: Unable to determine exact affect of the easement. Easement is too vague.

11. Use restrictions as contained in that certain Limited Warranty Deed from William B. Orkin to Deerfield Park, LLC, a Georgia limited liability company, dated January 10, 1997, filed for record January 13, 1997 at 1:09 p.m., recorded in Deed Book 22035, Page 147, aforesaid Records.
Comment: Affects subject property, blanket in nature.

12. Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated January 10, 1997, filed for record January 13, 1997 at 1:03 p.m., recorded in Deed Book 22035, Page 183, aforesaid Records; as affected by that certain First Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated January 8, 1998, filed for record January 12, 1998 at 4:31 p.m., recorded in Deed Book 23758, Page 34, aforesaid Records; as further affected by that certain Second Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated March 28, 1998, filed for record April 1, 1998 at 12:09 p.m., recorded in Deed Book 24183, Page 103, aforesaid Records; as further affected by that certain Third Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated April 29, 1998, filed for record April 30, 1998 at 2:51 p.m., recorded in Deed Book 24320, Page 62, aforesaid Records; as further affected by that certain Fourth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated May 29, 1998, filed for record June 2, 1998 at 12:08 p.m., recorded in Deed Book 24479, Page 70, aforesaid Records; as further affected by that certain Fifth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated September 4, 1998, filed for record September 8, 1998 at 4:09 p.m., recorded in Deed Book 25097, Page 39, aforesaid Records; as further affected by that certain Sixth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated September 21, 1998, filed for record September 22, 1998 at 12:55 p.m., recorded in Deed Book 25183, Page 86, aforesaid Records; as further affected by that certain Seventh Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated February 26, 1999, filed for record March 2, 1999 at 1:26 p.m., recorded in Deed Book 26197, Page 123, aforesaid Records; as further affected by that certain Eighth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated March 12, 1999, filed for record March 16, 1999 at 9:49 a.m., recorded in Deed Book 26273, Page 204, aforesaid Records; as further affected by that certain Ninth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated March 1999, filed for record March 16, 1999 at 9:49 a.m., recorded in Deed Book 26273, Page 216, aforesaid Records; as further affected by that certain Tenth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated April 14, 2000, filed for record April 17, 2000 at 11:17 a.m., recorded in Deed Book 28874, Page 76, aforesaid Records; as further affected by that certain Eleventh Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated May 23, 2000, filed for record May 24, 2000 at 4:18 p.m., recorded in Deed Book 29102, Page 231, aforesaid Records; as further affected by that certain Twelfth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated April 27, 2001, filed for record May 1, 2001 at 8:34 a.m., recorded in Deed Book 30302, Page 609, aforesaid Records; as further affected by that certain Thirteenth Supplemental Amendment to Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated January 2003, filed for record January 8, 2003 at 9:28 a.m., recorded in Deed Book 33933, Page 12, aforesaid Records; as further affected by that certain Fourteenth Supplemental Master Declaration of Protective Covenants and Owners Association for Deerfield by Deerfield Park, LLC, a Georgia limited liability company, dated December 5, 2007, filed for record December 14, 2007 at 8:30 a.m., recorded in Deed Book 46096, Page 17, aforesaid Records; as further affected by that certain Notice of Approval of Plans from Deerfield Park, LLC, a Georgia limited liability company, Deerfield Development Review Committee and Deerfield Master Association, a Georgia nonprofit corporation to Courtyard Management Corporation, a Delaware corporation, dated as of May 29, 1998, filed for record June 2, 1998 at 12:08 p.m., recorded in Deed Book 24479, Page 175, aforesaid Records; as further affected by that certain Variance of Master Declaration of Protective Covenants and Owners Association for Deerfield by and between Board of Directors of the Deerfield Master Association, a Georgia nonprofit corporation and Deerfield Development Review Committee, dated as of May 29, 1998, filed for record June 2, 1998 at 12:08 p.m., recorded in Deed Book 24479, Page 186, aforesaid Records.
Comment: Affects subject property, blanket in nature.

TITLE EXCEPTIONS

Chicago Title Insurance Company Commitment number 7251210–231919094 with an effective date of March 29, 2024 at 1:33 p.m. was used in the preparation of this survey and the listed exceptions are as follows:

13. Flood Plain Indemnification [sic] from Deerfield Park, LLC c/o Hines Interests to Fulton County, a political subdivision of the State of Georgia, dated November 5, 1997, filed for record November 6, 1997 at 10:18 a.m., recorded in Deed Book 23387, Page 123, aforesaid Records.
Comment: Affects subject property, blanket in nature.

14. Easement Agreement by and between Deerfield Park, LLC, a Georgia limited liability company and Deerfield Master Association, a Georgia nonprofit corporation, dated as of March 25, 1998, filed for record April 1, 1998 at 12:12 p.m., recorded in Deed Book 24183, Page 107, aforesaid Records; as amended by that certain Amended and Restated Easement Agreement by and between Deerfield Point, LLC, a Georgia limited liability company, Deerfield Park, LLC, a Georgia limited liability company and Deerfield Master Association, a Georgia nonprofit corporation, dated as of May 29, 1998, filed for record June 2, 1998 at 12:08 p.m., recorded in Deed Book 24479, Page 75, aforesaid Records.
Comment: Affects subject property. Easement is blanket in nature and not plottable.

15. Reciprocal Easement Agreement by and between Deerfield Park, LLC, a Georgia limited liability company and Deerfield Point, LLC, a Georgia limited liability company, dated as of March 25, 1998, filed for record April 1, 1998 at 11:35 a.m., recorded in Deed Book 24183, Page 154, aforesaid Records.
Comment: Affects subject property, as sewer easements are shown on survey.

16. Reciprocal Easement Agreement by and between Deerfield Park, LLC, a Georgia limited liability company and Deerfield Point, LLC, a Georgia limited liability company, dated as of March 25, 1998, filed for record April 1, 1998 at 11:35 a.m., recorded in Deed Book 24183, Page 178, aforesaid Records; as amended by that certain Amended and Restated Reciprocal Easement Agreement by and between Deerfield Park, LLC, a Georgia limited liability company, Deerfield Point, LLC, a Georgia limited liability company and Deerfield Master Association, a Georgia nonprofit corporation, dated as of May 29, 1998, filed for record June 2, 1998 at 12:08 p.m., recorded in Deed Book 24479, Page 1, aforesaid Records.
Comment: Affects subject property, as easements shown on survey.

17. Terms, conditions and obligations as contained in that certain Limited Warranty Deed from BSDAL I Limited Partnership, a Georgia limited partnership to BT Ventures Limited Partnership, a Georgia limited partnership, dated July 27, 1998, filed for record July 31, 1998 at 2:18 p.m., recorded in Deed Book 24865, Page 149, aforesaid Records.
Comment: Affects subject property (Phase I), blanket in nature.
18. Right–of–Way Easement from BT Ventures Limited Partnership to Sawnee Electric Membership Corporation, dated as of December 11, 1998, filed for record January 19, 1999 at 8:30 a.m., recorded in Deed Book 26156, Page 153, aforesaid Records.
Comment: Affects subject property, as shown on a survey. Limits of easement are confusing per Exhibit A.

19. Use restrictions as contained in that certain Limited Warranty Deed from Deerfield Park, LLC, a Georgia limited liability company to BT Ventures Limited Partnership, a Georgia limited partnership, dated February 26, 1999, filed for record March 2, 1999 at 1:26 p.m., recorded in Deed Book 26197, Page 128, aforesaid Records.
Comment: Affects subject property (Phase II), blanket in nature.

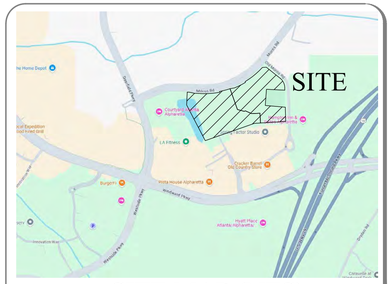
20. Right–of–Way Deed from Chris Schoen to Fulton County, dated March 15, 1999, filed for record May 6, 1999 at 11:46 a.m., recorded in Deed Book 26576, Page 101, aforesaid Records.
Comment: Affects subject property (Phase II), as right of way shown on survey.

21. Easement from BT Ventures, Limited Partnership to Georgia Power Company, filed for record July 23, 1999 at 8:30 a.m., recorded in Deed Book 27351, Page 333, aforesaid Records.
Comment: May or may not affect subject property, exhibit was not attached to the deed.
NOTE: There is no Exhibit attached to the above Easement.

22. Sewer Easement from Deerfield Holdings, L.P. to Fulton County, a political subdivision of the State of Georgia, dated June 24, 2003, filed for record September 10, 2003 at 11:27 a.m., recorded in Deed Book 35938, Page 621, aforesaid Records.
Comment: Affects subject property, as easement shown on survey.

23. Agreement by and between Deerfield Holdings, L.P., a Georgia limited partnership and Windward Exchange, LLC, a Georgia limited liability company, dated as of August 18, 2004, filed for record December 15, 2004 at 8:21 a.m., recorded in Deed Book 39031, Page 448, aforesaid Records; as assigned by that certain Assignment of Agreement from Windward Exchange, LLC, a Georgia limited liability company to Windward Star Associates, LLC, a Georgia limited liability company, dated as of December 15, 2004, filed for record December 15, 2004 at 8:21 a.m., recorded in Deed Book 39031, Page 465, aforesaid Records.
Comment: Does not affect subject property. Property described in above referenced deed located south of the subject property.

24. Those matters as shown on that certain survey entitled "ALTA/NSPS Land Title Survey To: Deerfield Office Center LLC, a Florida limited liability company; Kevin A. Denti, P.A.; Florida Community Bank, NA, its successors and assigns; and Chicago Title Insurance Company", prepared by Metro Engineering & Surveying Co., Inc., bearing the seal and certification of James R. Green, Georgia Registered Land Surveyor No. 2543, dated May 8, 2017, last revised June 1, 2017, being designated as Job No. 14073, being the following:
(a) 60 inch reinforced concrete pipe crosses northern and western boundary lines of Phase 1;
(b) 36 inch reinforced concrete pipe crosses northern boundary line of Phase 2;
(c) 24 inch reinforced concrete pipe crosses northeastern boundary line of Phase 2;
(d) Four–foot wood fence crosses southern boundary line of Phase 2;
(e) Building encroaches 1.1 feet onto Phase 1; and
(f) Building encroaches over 50 foot building setback line along Morris Road Extension.
Comment: Affects subject property, blanket in nature.



SITE MAP (NTS)

ALTA/NSPS LAND TITLE SURVEY – TABLE "A" ITEMS

1. MONUMENTS PLACED OR FOUND AT ALL MAJOR CORNERS OF THE BOUNDARY OF THE SURVEYED PROPERTY, AND SHOWN HEREON.

2. ADDRESS(ES) OF THE SURVEYED PROPERTY: 12725 & 12735 MORRIS ROAD, ALPHARETTA, GEORGIA 30004

3. FLOOD ZONE INFORMATION IS INCLUDED IN GENERAL NOTES, NOTE 2.

4. GROSS LAND AREA OF SUBJECT PROPERTY IS 14.976 ACRES.

6(A). IF THE CURRENT ZONING CLASSIFICATION, SETBACK REQUIREMENTS, THE HEIGHT AND FLOOR SPACE AREA RESTRICTIONS, AND PARKING REQUIREMENTS SPECIFIC TO THE SURVEYED PROPERTY ARE SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE, LIST THE ABOVE ITEMS ON THE PLAT OR MAP AND IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.

6(B). IF THE ZONING SETBACK REQUIREMENTS SPECIFIC TO THE SURVEYED PROPERTY ARE SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE, AND IF THOSE REQUIREMENTS DO NOT REQUIRE AN INTERPRETATION BY THE SURVEYOR, GRAPHICALLY DEPICT THOSE REQUIREMENTS ON THE PLAT OR MAP AND IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.

7(A)(1). EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL ARE SHOWN HEREON.

7(C). MEASURED HEIGHT OF ALL BUILDINGS ABOVE GRADE SHOWN HEREON.

8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK ARE SOWN HEREON.

9. NUMBER AND TYPE OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS, LOTS AND IN PARKING STRUCTURES IS SHOWN HEREON.

10. THERE ARE NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS OR ALLEYS BY ANY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY, AND NO ENCROACHMENTS ONTO THE PROPERTY BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES.

11. OBSERVED EVIDENCE OF UNDERGROUND UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY LOCATED AND SHOWN HEREON. NO ADDITIONAL LOCATE OR INVESTIGATION OF UTILITIES REQUESTED BY THE CLIENT.

13. ADJACENT OWNER INFORMATION IS SHOWN HEREON AS REQUIRED BY GEORGIA STANDARDS.

14. DISTANCE FROM PROPERTY TO INTERSECTION OF THE (NEAREST STREET) IS SHOWN HEREON.

16. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

17. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES IF SUCH INFORMATION IS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED WAS COLLECTED USING A TOPCON TOTAL STATION "ES103", "ES105", GEOMAX ZOOM90 ROBOTIC STATATION, A GEOMAX ZENIUS800 SERIES DATA COLLECTOR, eGPS 20TL GNSS RECEIVER WITH A SITE–LOCALIZED RTK NETWORK, AND HAS A RELATIVE POSITIONAL ACCURACY OF 0.1 FEET.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 569,456 FEET.

To McKINLEY HOMES AND CHICAGO TITLE INSURANCE COMPANY:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1–4, 8, 9, 10, 13, and 16 of Table A thereof. The field work was completed on: 02/24/2025

Date of Map or Plat: 02/20/2025

_____
Surveyor's Signature

_____
Printed name

SHEET 3 OF 4
DRAWN BY: MS
CHECKED BY: JMH
FILE NO: 14073
DATE: 02/24/2025
SCALE: 1" = 50'
DATE OF FIELD WORK: 2/20/25
0 25 50 100

ALTA/NSPS LAND TITLE SURVEY
FOR
McKINLEY HOMES
AND
CHICAGO TITLE INSURANCE COMPANY

LAND LOT(S) 1118 DISTRICT 2ND SECTION
FULTON COUNTY GEORGIA

REVISIONS

	REV	DATE	DESCRIPTION	BY
5				
4				
3				
2				
1				

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ARBORISTS • SURVEYING & CONSTRUCTION • WATER RESOURCES
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(770)451-1480 www.pecplus.com
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J:\2024\14073\00\Sur\Drawings\14737-00 - ALTA.dwg - MStodola - 2/25/2025 9:13 AM

The drawing is the property of Planners and Engineers Collaborative and is not to be copied in whole or in part. It is not to be used on any other project and is to be returned upon request. ©Planners and Engineers Collaborative

LEGAL DESCRIPTION – OVERALL TRACT

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 1118, of the 2nd District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

BEGIN at a found iron pin with cap located at the most westerly end of mitered intersection created by the southerly right of way of Morris Road (variable public right of way) and the southwesterly and westerly right of way line of Old Morris Road (variable public right of way), said rebar being the TRUE POINT OF BEGINNING;

THENCE along said miter thence N84°39'47"E a distance of 50.16 feet to a found iron pin with cap at the most easterly end of said miter; thence along said southwesterly and westerly right of way line of Old Morris Road the following courses and distances: S51°12'16"E a distance of 227.28 feet to a point; along a curve turning to the right with an arc length of 141.41 feet, having a radius of 163.92 feet, being subtended by a chord bearing of S26°29'10"E, and a chord length of 137.07 feet to a point; S01°33'43"E a distance of 32.40 feet to a found 1/2 inch rebar; thence leaving said southwesterly and westerly right of way line of Old Morris Road and proceed N87°18'32"W a distance of 236.02 feet to a found 1/2 inch rebar; thence S04°15'53"W a distance of 208.81 feet to a found iron pin with cap; thence S85°09'27"E a distance of 258.54 feet to a found 1/2 inch rebar on said westerly right of way line of Old Morris Road; thence along said westerly right of way line of Old Morris Road S01°33'56"E a distance of 184.02 feet to a found 1/2 inch rebar; thence leaving said westerly right of way line of Old Morris Road and proceed S86°27'32"W a distance of 324.53 feet to a found iron pin with cap; thence S86°26'07"W a distance of 80.93 feet to a found iron pin with cap; thence S70°37'33"W a distance of 669.92 feet to a found 3/4 inch rebar; thence N27°33'48"W a distance of 518.48 feet to a found hole in concrete sidewalk located along said southerly right of way line of Morris Road; thence along said southerly right of way the following courses and distances: N02°49'10"E a distance of 166.41 feet to a point; S87°30'38"E a distance of 21.97 feet to a point; S78°39'32"E a distance of 70.80 feet to a point; S87°11'22"E a distance of 87.23 feet to a point; along a curve turning to the left with an arc length of 242.53 feet, having a radius of 1010.50 feet, being subtended by a chord bearing of N85°57'44"E, and a chord length of 241.95 feet to a found PK Nail on top of sign; N11°19'44"W a distance of 10.53 feet to a found 'X' mark on concrete sidewalk; along a curve turning to the left with an arc length of 138.41 feet, having a radius of 1000.00 feet, being subtended by a chord bearing of N75°07'55"E, and a chord length of 138.30 feet to a found iron pin with cap; N79°30'44"E a distance of 59.53 feet to a point; along a curve turning to the left with an arc length of 157.35 feet, having a radius of 1017.73 feet, being subtended by a chord bearing of N63°21'40"E, and a chord length of 157.19 feet to a found PK Nail; N30°47'29"W a distance of 10.46 feet to a found 1/2 inch rebar; along a curve turning to the left with an arc length of 289.47 feet, having a radius of 1003.75 feet, being subtended by a chord bearing of N50°34'12"E, and a chord length of 288.47 feet to a found iron pin with cap, said rebar being the TRUE POINT OF BEGINNING.

Tract or parcel contains 652,333 square feet or 14.976 acres.

LEGAL DESCRIPTION – TRACT 1

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 1118, of the 2nd District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

To find the TRUE POINT OF BEGINNING COMMENCE at a found iron pin with cap located at the most westerly end of mitered intersection created by the southerly right of way of Morris Road (variable public right of way) and the southwesterly and westerly right of way line of Old Morris Road (variable public right of way); thence along said miter thence N84°39'47"E a distance of 50.16 feet to a found iron pin with cap at the most easterly end of said miter; thence along said southwesterly and westerly right of way line of Old Morris Road the following courses and distances: S51°12'16"E a distance of 227.28 feet to a point; along a curve turning to the right with an arc length of 141.41 feet, having a radius of 163.92 feet, being subtended by a chord bearing of S26°29'10"E, and a chord length of 137.07 feet to a point; S01°33'43"E a distance of 32.40 feet to a found 1/2 inch rebar; thence leaving said southwesterly and westerly right of way line of Old Morris Road and proceed N87°18'32"W a distance of 236.02 feet to a found 1/2 inch rebar; thence S04°15'53"W a distance of 208.81 feet to a found iron pin with cap; thence S85°09'27"E a distance of 258.54 feet to a found 1/2 inch rebar on said westerly right of way line of Old Morris Road; thence along said westerly right of way line of Old Morris Road S01°33'56"E a distance of 184.02 feet to a found 1/2 inch rebar; thence leaving said westerly right of way line of Old Morris Road and proceed S86°27'32"W a distance of 324.53 feet to a found iron pin with cap, said rebar being the TRUE POINT OF BEGINNING;

With the TRUE POINT OF BEGINNING thus established thence S86°26'07"W a distance of 80.93 feet to a found iron pin with cap; thence S70°37'33"W a distance of 669.92 feet to a found 3/4 inch rebar; thence N27°33'48"W a distance of 518.48 feet to a found hole in concrete sidewalk located along said southerly right of way line of Morris Road; thence along said southerly right of way the following courses and distances: N02°49'10"E a distance of 166.41 feet to a point; S87°30'38"E a distance of 21.97 feet to a point; S78°39'32"E a distance of 70.80 feet to a point; S87°11'22"E a distance of 87.23 feet to a point; along a curve turning to the left with an arc length of 242.53 feet, having a radius of 1010.50 feet, being subtended by a chord bearing of N85°57'44"E, and a chord length of 241.95 feet to a found PK Nail on top of sign; N11°19'44"W a distance of 10.53 feet to a found 'X' mark on concrete sidewalk; along a curve turning to the left with an arc length of 138.41 feet, having a radius of 1000.00 feet, being subtended by a chord bearing of N75°07'55"E, and a chord length of 138.30 feet to a found iron pin with cap; thence leaving said southerly right of way of Morris Road and proceed S19°31'07"E a distance of 285.05 feet to a found 1/2 inch rebar; thence S75°07'34"E a distance of 88.50 feet to a point; thence N72°58'02"E a distance of 18.26 feet to a point; thence S66°09'58"E a distance of 88.16 feet to a found PK Nail; thence N86°45'25"E a distance of 106.67 feet to a found PK Nail; thence S03°27'58"E a distance of 126.87 feet to a found iron pin with cap, said rebar being the TRUE POINT OF BEGINNING.

Tract or parcel contains 363,525 square feet or 8.345 acres.

LEGAL DESCRIPTION – TRACT 2

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 1118, of the 2nd District, 2nd Section, Fulton County, Georgia and being more particularly described as follows:

BEGIN at a found iron pin with cap located at the most westerly end of mitered intersection created by the southerly right of way of Morris Road (variable public right of way) and the southwesterly and westerly right of way line of Old Morris Road (variable public right of way), said rebar being the TRUE POINT OF BEGINNING;

THENCE along said miter thence N84°39'47"E a distance of 50.16 feet to a found iron pin with cap at the most easterly end of said miter; thence along said southwesterly and westerly right of way line of Old Morris Road the following courses and distances: S51°12'16"E a distance of 227.28 feet to a point; along a curve turning to the right with an arc length of 141.41 feet, having a radius of 163.92 feet, being subtended by a chord bearing of S26°29'10"E, and a chord length of 137.07 feet to a point; S01°33'43"E a distance of 32.40 feet to a found 1/2 inch rebar; thence leaving said southwesterly and westerly right of way line of Old Morris Road and proceed N87°18'32"W a distance of 236.02 feet to a found 1/2 inch rebar; thence S04°15'53"W a distance of 208.81 feet to a found iron pin with cap; thence S85°09'27"E a distance of 258.54 feet to a found 1/2 inch rebar on said westerly right of way line of Old Morris Road; thence along said westerly right of way line of Old Morris Road S01°33'56"E a distance of 184.02 feet to a found 1/2 inch rebar; thence leaving said westerly right of way line of Old Morris Road and proceed S86°27'32"W a distance of 324.53 feet to a found iron pin with cap; thence N03°27'58"W a distance of 126.87 feet to a found PK Nail; thence S86°45'25"W a distance of 106.67 feet to a found PK Nail; thence N66°09'58"W a distance of 88.16 feet to a point; thence S72°58'02"W a distance of 18.26 feet to a point; thence N75°07'34"W a distance of 88.50 feet to a found 1/2 inch rebar; thence N19°31'07"W a distance of 285.05 feet to a found iron pin with cap located along said southerly right of way line of Morris Road; thence along said southerly right of way the following courses and distances: N79°30'44"E a distance of 59.53 feet to a point; along a curve turning to the left with an arc length of 157.35 feet, having a radius of 1017.73 feet, being subtended by a chord bearing of N63°21'40"E, and a chord length of 157.19 feet to a found PK Nail; N30°47'29"W a distance of 10.46 feet to a found 1/2 inch rebar; along a curve turning to the left with an arc length of 289.47 feet, having a radius of 1003.75 feet, being subtended by a chord bearing of N50°34'12"E, and a chord length of 288.47 feet to a found iron pin with cap, said rebar being the TRUE POINT OF BEGINNING.

Tract or parcel contains 288,808 square feet or 6.630 acres.

SHEET 4 OF 4
DRAWN BY: MS
CHECKED BY: JNH
FILE NO.: 24137.00
DATE: 02/24/2025
SCALE: 1" = 50'
DATE OF FIELD WORK: 2/20/25
0 25 50 100

ALTA/NSPS LAND TITLE SURVEY
FOR
MCKINLEY HOMES
AND
CHICAGO TITLE INSURANCE COMPANY

FULTON COUNTY GEORGIA

LAND LOT(S) 1118
DISTRICT 2ND, 2ND SECTION

REVISIONS

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2			
1			

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LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES
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C.O.A.-LSF000004

Know what's below. Call before you dig.

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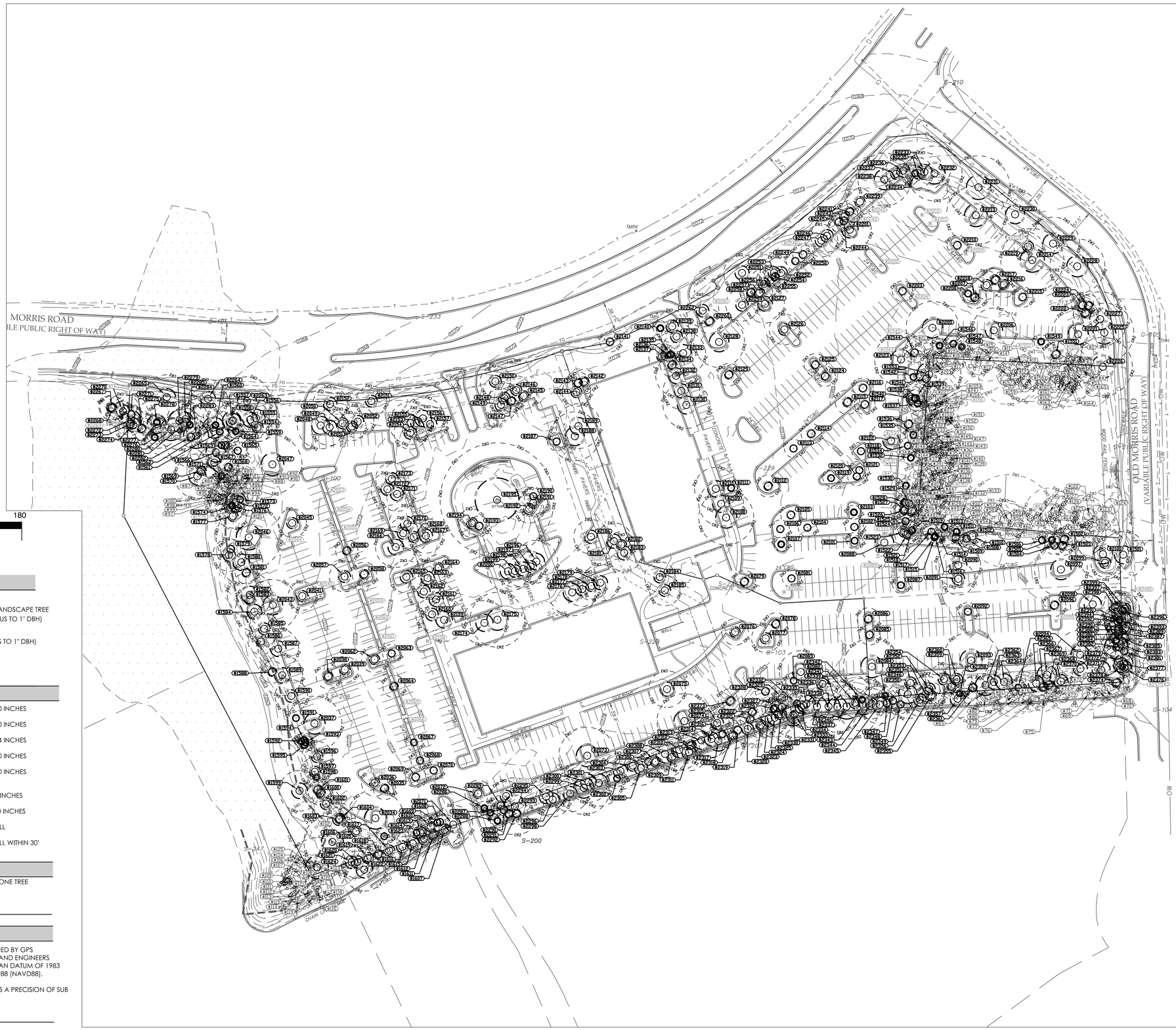

TREE LEGEND

SPECIMEN TREE - TREE OF QUALITY- LANDSCAPE TREE - BOUNDARY TREE & CRZ (1.3' RADIUS TO 1" DBH)

STRUCTURAL ROOT PLATE .5' RADIUS TO 1" DBH)

DDH/ POOR TREE

RECORDED TREE SIZE:

SWEETGUM AND POPLAR TREES	30 INCHES
PINE TREES	30 INCHES
ALL OTHER TREES	24 INCHES
CONIFEROUS TREES	20 INCHES
BEECH, TUPELO, PERSIMMON, SASSAFRAS MAGNOLIA	20 INCHES
FLOWERING UNDERSTORY TREES	8 INCHES
SOURWOOD TREES	10 INCHES
LANDSCAPED TREES	ALL
BOUNDARY TREES	ALL WITHIN 30'

SPECIMEN TREE NOTE

SPECIMEN TREE REPORT COMPLETED 10-1-2025 BY ROOT ZONE TREE CONSULTANTS:
JAMES MAHONEY
ISA CERTIFIED ARBORIST SO #10291A

ADDITIONAL NOTES

1. THE TREE FEATURES SHOWN HEREON WERE DETERMINED BY GPS OBSERVATIONS AND WERE ADJUSTED BY PLANNERS AND ENGINEERS COLLABORATIVE IN OCTOBER 2025, NORTH AMERICAN DATUM OF 1983 (NAD83), NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEORGIA WEST ZONE STATE PLANE COORDINATES.
2. THE FIELD DATA UPON WHICH THIS MAP IS BASED HAS A PRECISION OF SUB 1-METER.
3. EQUIPMENT USED:
HORIZONTAL - TRIMBLE DA2 SERIES

MORRIS RD

FOR
MCKINLEY HOMES
655 ENGINEERING DRIVE, SUITE 208,
PEACHTREE CORNERS, GA 30092

MORRIS RD (12725 & 12735), ALPHARETTA GA, 30004

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A DIVISION OF PLANNERS AND ENGINEERS COLLABORATIVE WWW.PECATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION

TREE SURVEY

DATE: 10-1-2025
PROJECT: 24137.00

PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION

SHEET #
S1
OF

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SPECIMEN TREE DATA			
TREE #	DBH "	SPECIES	Quality
1553	31	SOUTHERN RED OAK	GOOD
1555	23	MAGNOLIA	GOOD
1557	24	MAGNOLIA	GOOD
1562	27	RIVER BIRCH	GOOD
1566	25	CHERRY	GOOD
1570	22	BLACK WILLOW	GOOD
1580	21	MAGNOLIA	GOOD
1582	22	MAGNOLIA	GOOD
1587	20	MAGNOLIA	GOOD
1589	20	MAGNOLIA	GOOD
1599	20	MAGNOLIA	GOOD
1605	28	TUPELO	GOOD
1624	29	BLACK WILLOW	GOOD
2034	28	WILLOW OAK	GOOD
2037	27	WILLOW OAK	GOOD
2043	25	WILLOW OAK	GOOD
2046	32	WILLOW OAK	GOOD
2047	29	WILLOW OAK	GOOD
2048	23	MAGNOLIA	GOOD
2073	28	WILLOW OAK	GOOD
2074	27	WILLOW OAK	GOOD
2084	28	WILLOW OAK	GOOD
2088	24	WILLOW OAK	GOOD
2093	28	WILLOW OAK	GOOD
2094	24	WILLOW OAK	GOOD
2097	26	WILLOW OAK	GOOD
2100	25	SWEETGUM	GOOD
2108	27	WILLOW OAK	GOOD
2123	26	WILLOW OAK	GOOD
2128	25	WILLOW OAK	GOOD
2153	21	MAGNOLIA	GOOD
2156	21	MAGNOLIA	GOOD
2188	24	WILLOW OAK	GOOD
2190	9	KOUSA DOGWOOD	GOOD
2191	14	KOUSA DOGWOOD	GOOD
2192	14	KOUSA DOGWOOD	GOOD
2193	10	KOUSA DOGWOOD	GOOD
2194	14	KOUSA DOGWOOD	GOOD
2195	56	WATER OAK	FAIR
2205	26	WILLOW OAK	GOOD
2213	29	WILLOW OAK	GOOD
2214	31	WILLOW OAK	GOOD
2221	26	WILLOW OAK	GOOD
2225	29	WILLOW OAK	GOOD
2226	29	WILLOW OAK	GOOD
2227	27	WILLOW OAK	GOOD
2228	27	WILLOW OAK	GOOD
2229	26	WILLOW OAK	GOOD
2230	24	WILLOW OAK	GOOD
2231	31	WILLOW OAK	GOOD
2232	27	MAGNOLIA	GOOD
2238	26	MAGNOLIA	GOOD
2248	10	KOUSA DOGWOOD	POOR
2249	10	KOUSA DOGWOOD	GOOD
2250	9	KOUSA DOGWOOD	GOOD
2263	24	RED MAPLE	GOOD
2277	24	RIVER BIRCH	GOOD
2279	28	PINE	GOOD
2280	28	RIVER BIRCH	GOOD
2283	32	RIVER BIRCH	GOOD
2293	28	CEDAR	GOOD
2297	20	CEDAR	DDH
2299	26	CEDAR	GOOD
2300	20	CEDAR	GOOD
2301	23	CEDAR	GOOD
2308	23	CEDAR	GOOD
2310	20	CEDAR	GOOD
2313	23	CEDAR	GOOD
2317	26	CEDAR	GOOD
2331	28	CEDAR	GOOD
2333	23	CEDAR	GOOD
2335	23	CEDAR	GOOD
2337	26	CEDAR	GOOD
2338	29	CEDAR	GOOD
2339	25	CEDAR	GOOD
2340	32	CEDAR	GOOD
2343	26	CEDAR	GOOD
2350	24	SHUMARD OAK	GOOD
2364	21	MAGNOLIA	GOOD
2366	20	MAGNOLIA	GOOD
2369	25	MAGNOLIA	GOOD
2382	30	PINE	GOOD
2392	34	PINE	GOOD

LANDSCAPE TREE DATA			
TREE #	DBH "	SPECIES	Quality
1501	23	CHERRY	GOOD
1502	11	PINE	GOOD
1503	10	PINE	GOOD
1504	9	PINE	GOOD
1505	7	PINE	GOOD
1506	8	PINE	GOOD
1507	7	CHERRY	DDH
1508	9	SWEETGUM	GOOD
1509	12	SWEETGUM	GOOD
1510	13	PINE	GOOD
1511	7	SWEETGUM	GOOD
1512	7	SWEETGUM	GOOD
1513	7	CHERRY	GOOD
1514	6	POPLAR	GOOD
1515	8	CHERRY	GOOD
1516	7	RED MAPLE	GOOD
1517	7	PINE	GOOD
1518	8	PINE	GOOD
1519	6	PINE	GOOD
1520	15	PAULONIA	INVASIVE
1521	10	PINE	GOOD
1522	13	PINE	GOOD
1523	13	PINE	GOOD
1524	9	PINE	GOOD
1525	13	PINE	GOOD
1526	9	PINE	GOOD
1527	14	PINE	GOOD
1528	7	SWEETGUM	GOOD
1529	6	PINE	GOOD
1530	7	SWEETGUM	GOOD
1531	8	PINE	DDH
1532	7	PINE	GOOD
1533	10	PINE	DDH
1534	8	PINE	GOOD
1535	8	PINE	GOOD
1536	11	PINE	GOOD
1537	8	PINE	GOOD
1538	8	PINE	GOOD
1539	9	PINE	GOOD
1540	13	PINE	GOOD
1541	10	TUPELO	GOOD
1542	8	PINE	GOOD
1543	8	PINE	DDH
1544	10	PINE	GOOD
1545	7	PINE	DDH
1546	7	PINE	GOOD
1547	8	PINE	GOOD
1548	6	PINE	GOOD
1549	7	PINE	GOOD
1550	8	PINE	DDH
1551	12	PINE	GOOD
1552	8	PINE	DDH
1554	14	MAGNOLIA	GOOD
1556	19	MAGNOLIA	GOOD
1558	18	MAGNOLIA	GOOD
1559	7	SWEETGUM	GOOD
1560	7	PINE	GOOD
1561	8	CHERRY	GOOD
1563	8	SWEETGUM	GOOD
1564	10	SWEETGUM	GOOD
1565	9	CHERRY	GOOD
1567	16	bald cypress	GOOD
1568	10	bald cypress	GOOD
1569	12	RED MAPLE	GOOD
1571	6	CHERRY	GOOD
1572	26	POPLAR	GOOD
1573	8	SWEETGUM	GOOD
1574	14	PINE	GOOD
1575	8	PINE	DDH
1576	7	POPLAR	GOOD
1577	13	SWEETGUM	GOOD
1578	16	PINE	GOOD
1579	10	CHERRY	GOOD
1581	11	MAGNOLIA	GOOD
1583	13	MAGNOLIA	GOOD
1584	19	MAGNOLIA	GOOD
1585	15	MAGNOLIA	GOOD
1586	13	MAGNOLIA	GOOD
1588	11	MAGNOLIA	GOOD
1590	16	PINE	GOOD
1591	8	PINE	GOOD
1592	7	WATER OAK	GOOD
1593	7	CHERRY	GOOD
1594	7	RED MAPLE	GOOD
1595	7	PINE	GOOD
1596	15	WATER OAK	GOOD
1597	14	PINE	GOOD
1598	6	WATER OAK	GOOD
1600	12	PINE	GOOD
1601	12	WATER OAK	GOOD
1602	15	MAGNOLIA	GOOD
1603	16	MAGNOLIA	GOOD
1604	12	MAGNOLIA	GOOD
1606	13	MAGNOLIA	GOOD
1607	15	SHUMARD OAK	GOOD
1608	9	CHERRY	GOOD
1609	8	WATER OAK	GOOD
1610	13	WATER OAK	GOOD
1611	13	SHUMARD OAK	GOOD
1612	14	SHUMARD OAK	GOOD
1613	15	PINE	GOOD

LANDSCAPE TREE DATA			
TREE #	DBH "	SPECIES	Quality
1614	8	CHERRY	GOOD
1615	16	SHUMARD OAK	GOOD
1616	15	SHUMARD OAK	GOOD
1617	14	SHUMARD OAK	GOOD
1618	12	SHUMARD OAK	GOOD
1619	14	SHUMARD OAK	GOOD
1620	16	SHUMARD OAK	GOOD
1621	16	SHUMARD OAK	GOOD
1622	21	POPLAR	GOOD
1623	8	CHERRY	GOOD
2035	11	SILVER MAPLE	GOOD
2036	13	SILVER MAPLE	GOOD
2038	12	SILVER MAPLE	GOOD
2039	13	SILVER MAPLE	GOOD
2040	12	SILVER MAPLE	POOR
2041	14	SILVER MAPLE	GOOD
2042	11	SILVER MAPLE	POOR
2044	19	SILVER MAPLE	POOR
2045	14	SILVER MAPLE	GOOD
2049	18	MAGNOLIA	GOOD
2050	14	MAGNOLIA	GOOD
2051	14	MAGNOLIA	GOOD
2052	16	MAGNOLIA	GOOD
2053	7	RED MAPLE	POOR
2054	8	RED MAPLE	POOR
2055	9	RED MAPLE	POOR
2056	11	RED MAPLE	FAIR
2057	15	SILVER MAPLE	FAIR
2058	12	SILVER MAPLE	GOOD
2059	12	RED MAPLE	POOR
2060	10	RED MAPLE	POOR
2061	11	RED MAPLE	POOR
2062	13	SILVER MAPLE	GOOD
2063	9	SILVER MAPLE	GOOD
2064	11	RED MAPLE	FAIR
2065	9	RED MAPLE	POOR
2066	9	RED MAPLE	POOR
2067	8	RED MAPLE	FAIR
2068	9	RED MAPLE	GOOD
2069	10	SILVER MAPLE	GOOD
2070	9	SILVER MAPLE	GOOD
2071	19	SHUMARD OAK	GOOD
2072	13	SILVER MAPLE	GOOD
2075	18	SILVER MAPLE	GOOD
2076	13	SILVER MAPLE	GOOD
2077	14	SILVER MAPLE	GOOD
2078	11	SILVER MAPLE	GOOD
2079	11	SILVER MAPLE	GOOD
2080	12	SILVER MAPLE	POOR
2081	9	SILVER MAPLE	GOOD
2082	21	WILLOW OAK	GOOD
2083	8	MAGNOLIA	GOOD
2085	10	SILVER MAPLE	GOOD
2086	11	SILVER MAPLE	GOOD
2087	8	SILVER MAPLE	GOOD
2089	9	SILVER MAPLE	POOR
2090	22	WILLOW OAK	GOOD
2091	16	WILLOW OAK	GOOD
2092	9	SILVER MAPLE	GOOD
2095	10	SILVER MAPLE	POOR
2096	11	SILVER MAPLE	GOOD
2098	22	WILLOW OAK	GOOD
2099	14	CHERRY	GOOD
2101	8	SILVER MAPLE	GOOD
2102	9	SILVER MAPLE	GOOD
2103	7	SILVER MAPLE	GOOD
2104	9	SILVER MAPLE	GOOD
2105	10	SILVER MAPLE	GOOD
2106	9	SILVER MAPLE	GOOD
2107	7	SILVER MAPLE	GOOD
2109	22	WILLOW OAK	GOOD
2110	21	WILLOW OAK	GOOD
2111	8	SILVER MAPLE	GOOD
2112	11	SILVER MAPLE	GOOD
2113	9	SILVER MAPLE	GOOD
2114	10	SILVER MAPLE	GOOD
2115	12	SILVER MAPLE	GOOD
2116	10	SILVER MAPLE	GOOD
2117	10	SILVER MAPLE	GOOD
2118	9	SILVER MAPLE	GOOD
2119	8	SILVER MAPLE	GOOD
2120	9	CHERRY	GOOD
2121	9	CHERRY	GOOD
2122	21	WILLOW OAK	GOOD
2124	10	SILVER MAPLE	GOOD
2125	11	SILVER MAPLE	GOOD
2126	15	SILVER MAPLE	GOOD
2127	19	WILLOW OAK	GOOD
2129	11	SILVER MAPLE	GOOD
2130	23	WILLOW OAK	GOOD
2131	18	WILLOW OAK	GOOD
2132	20	WILLOW OAK	GOOD
2133	22	WILLOW OAK	GOOD
2134	12	HOLLY	GOOD
2135	7	HOLLY	GOOD
2136	6	HOLLY	GOOD
2137	13	HOLLY	GOOD
2138	15	CHERRY	GOOD
2139	16	CHERRY	GOOD
2140	7	CHERRY	GOOD
2141	10	SILVER MAPLE	GOOD
2142	12	HOLLY	GOOD
2143	11	HOLLY	GOOD
2144	14	HOLLY	GOOD

LANDSCAPE TREE DATA			
TREE #	DBH "	SPECIES	Quality
2145	13	MAGNOLIA	GOOD
2146	14	MAGNOLIA	GOOD
2147	11	MAGNOLIA	GOOD
2148	15	MAGNOLIA	GOOD
2149	16	MAGNOLIA	GOOD
2150	15	SILVER MAPLE	GOOD
2151	15	SILVER MAPLE	GOOD
2152	17	SILVER MAPLE	GOOD
2154	16	MAGNOLIA	GOOD
2155	15	MAGNOLIA	GOOD
2157	17	MAGNOLIA	GOOD
2158	16	SILVER MAPLE	POOR
2159	21	CHERRY	GOOD
2160	16	CHERRY	GOOD
2161	18	CHERRY	GOOD
2162	16	CHERRY	GOOD
2163	17	CHERRY	GOOD
2164	13	SILVER MAPLE	GOOD
2165	16	SILVER MAPLE	GOOD
2166	20	SILVER MAPLE	GOOD
2167	17	SILVER MAPLE	GOOD
2168	14	CHERRY	GOOD
2169	15	CHERRY	GOOD
2170	18	CHERRY	GOOD
2171	17	CHERRY	GOOD
2172	16	CHERRY	GOOD
2173	16	CHERRY	GOOD
2174	22	WILLOW OAK	GOOD
2175	27	WILLOW OAK	GOOD
2176	23	CHERRY	GOOD
2177	17	CHERRY	GOOD
2178	14	CHERRY	GOOD
2179	18	CHERRY	GOOD
2180	12	CHERRY	POOR
2181	18	CHERRY	GOOD
2182	13	CHERRY	GOOD
2183	18	CHERRY	GOOD
2184	15	RED MAPLE	GOOD
2185	15	RED MAPLE	GOOD
2186	17	RED MAPLE	GOOD
2187	9	RED MAPLE	GOOD
2189	22	WILLOW OAK	GOOD
2196	21	CRAPE MYRTLE	GOOD
2197	15	CRAPE MYRTLE	GOOD
2198	18	CRAPE MYRTLE	GOOD
2199	16	CRAPE MYRTLE	GOOD
2200	20	CRAPE MYRTLE	GOOD
2201	21	WILLOW OAK	GOOD
2202	12	SILVER MAPLE	POOR
2203	10	SILVER MAPLE	GOOD
2204	9	SILVER MAPLE	POOR
2206	22	WILLOW OAK	GOOD
2207	11	SILVER MAPLE	GOOD
2208	8	SILVER MAPLE	GOOD
2209	12	SILVER MAPLE	POOR
2210	10	SILVER MAPLE	GOOD
2211	11	SILVER MAPLE	POOR
2212	11	SILVER MAPLE	POOR
2215	10	SILVER MAPLE	GOOD
2216	13	CHERRY	GOOD
2217	12	CHERRY	GOOD
2218	14	CHERRY	GOOD
2219	14	PINE	GOOD
2220	11	PINE	DDH
2222	12	PINE	GOOD
2223	11	PINE	GOOD
2224	11	PINE	GOOD
2233	19	MAGNOLIA	GOOD
2234	8	MAGNOLIA	GOOD
2235	15	MAGNOLIA	GOOD
2236	17	MAGNOLIA	GOOD
2237	14	MAGNOLIA	GOOD
2239	13	PINE	GOOD
2240	11	PINE	DDH
2241	11	PINE	GOOD
2242	8	PINE	DDH
2243	13	PINE	GOOD
2244	10	PINE	GOOD
2245	10	PINE	GOOD
2246	16	PINE	GOOD
2247	16	PINE	GOOD
2251	18	SILVER MAPLE	GOOD
2252	16	PINE	GOOD
2253	15	PINE	GOOD
2254	11	PINE	GOOD
2255	14	PINE	GOOD
2256	15	PINE	GOOD
2257	13	PINE	GOOD
2258	11	PINE	GOOD
2259	16	PINE	GOOD
2260	12	CHERRY	GOOD
2261	14	CHERRY	POOR
2262	16	CHERRY	GOOD
2264	19	RED MAPLE	GOOD
2265	22	RED MAPLE	GOOD
2266	21	RED MAPLE	POOR
2267	12	CHERRY	GOOD
2268	12	SWEETGUM	GOOD
2269	8	SWEETGUM	POOR
2270	17	POPLAR	GOOD
2271	10	CHERRY	GOOD
2272	24	PINE	GOOD
2273	11	PINE	GOOD
2274	18	PINE	GOOD

LANDSCAPE TREE DATA			
TREE #	DBH "	SPECIES	Quality
2275	11	SWEETGUM	GOOD
2276	7	RED MAPLE	GOOD
2278	7	PINE	GOOD
2281	16	RIVER BIRCH	GOOD
2282	10	SWEETGUM	GOOD
2284	7	SWEETGUM	GOOD
2285	18	PINE	GOOD
2286	7	MAGNOLIA	GOOD
2287	7	MAGNOLIA	GOOD
2288	7	MAGNOLIA	GOOD
2289	10	CHERRY	GOOD
2290	10	CHERRY	GOOD
2291	11	CHERRY	GOOD
2292	11	CHERRY	GOOD
2294	15	MAGNOLIA	GOOD
2295	18	CEDAR	GOOD
2296	17	CEDAR	GOOD
2298	18	CEDAR	GOOD
2302	8	CHERRY	GOOD
2303	18	CEDAR	GOOD
2304	14	SHUMARD OAK	GOOD
2305	17	SHUMARD OAK	GOOD
2306	9	SHUMARD OAK	GOOD
2307	13	SHUMARD OAK	GOOD
2309	14	SHUMARD OAK	GOOD
2311	18	CEDAR	GOOD
2312	12	CEDAR	GOOD
2314	18	CEDAR	GOOD
2315	16	MAGNOLIA	GOOD
2316	9	SHUMARD OAK	GOOD
2318	13	SHUMARD OAK	GOOD
2319	10	SHUMARD OAK	GOOD
2320	15	SHUMARD OAK	GOOD
2321	10	PINE	GOOD
2322	10	MAGNOLIA	GOOD
2323	13	SHUMARD OAK	GOOD
2324	18	CEDAR	GOOD
2325	19	CEDAR	GOOD
2326	8	PINE	GOOD
2327	11	PINE	GOOD
2328	10	MAGNOLIA	GOOD
2329	14	MAGNOLIA	GOOD
2330	14	CEDAR	GOOD
2332	9	CHERRY	GOOD
2334	16	CEDAR	GOOD
2336	15	MAGNOLIA	GOOD
2341	14	CEDAR	GOOD
2342	7	WILLOW OAK	GOOD
2344	15	CEDAR	GOOD
2345	19	CEDAR	GOOD
2346	6	CHERRY	GOOD
2347	10	CHERRY	GOOD
2348	9	CHERRY	GOOD
2349	9	CHERRY	GOOD
2351	15	PINE	GOOD
2352	15	PINE	GOOD
2353	18	SHUMARD OAK	GOOD
2354	15	PINE	GOOD
2355	13	CHERRY	GOOD
2356	16	SHUMARD OAK	GOOD
2357	19	SHUMARD OAK	GOOD
2358	6	CHERRY	GOOD
2359	12	PINE	GOOD
2360	15	PINE	GOOD
2361	11	PINE	GOOD
2362	26	POPLAR	GOOD
2363	18	MAGNOLIA	GOOD
2365	8	CHERRY	GOOD
2367	12	POPLAR	GOOD
2368	12	POPLAR	GOOD
2370	18	MAGNOLIA	GOOD
2371	18	MAGNOLIA	GOOD
2372	23	WILLOW OAK	GOOD
2373	12	MAGNOLIA	GOOD
2374	12	HONEY LOCUST	GOOD
2375	12	PINE	DDH
2376	19	PINE	GOOD
2377	24	PINE	GOOD
2378	6	PINE	GOOD
2379	19	PINE	GOOD
2380	22	PINE	DDH
2381	9	SWEETGUM	GOOD
2383	18	PINE	GOOD
2384	7	POST OAK	GOOD
2385	22	PINE	GOOD
2386	10	WATER OAK	GOOD
2387	12	PINE	GOOD
2388	11	PINE	GOOD
2389	16	PINE	GOOD
2390	20	PINE	GOOD
2391	8	SWEETGUM	GOOD
2393	6	PINE	GOOD
2394	15	PINE	GOOD
2395	10	PINE	DDH
2396	11	PINE	GOOD
2397	18	PINE	GOOD
2398	14	CHERRY	GOOD
2399	14	CHERRY	GOOD
2400	11	CHERRY	DDH

BOUNDARY TREE DATA			
TREE #	DBH "	SPECIES	Quality
2	6	WATER OAK	GOOD
3	18	PINE	GOOD
4	13	WATER OAK	GOOD
5	16	PINE	GOOD
6	15	WATER OAK	GOOD
7	22	WATER OAK	GOOD
8	16	SWEETGUM	GOOD
9	18	PINE	GOOD
10	9	CHERRY	GOOD
11	6	CHERRY	GOOD
12	14	PINE	GOOD
13	29	PINE	GOOD
14	18	PINE	GOOD
15	13	PINE	GOOD
16	32	PINE	GOOD
17	28	PINE	GOOD
18	15	PINE	GOOD
19	14	PINE	GOOD
20	12	PINE	GOOD
21	22	CHERRY	GOOD
22	27	PINE	GOOD
23	7	PINE	GOOD
24	10	SWEETGUM	GOOD
25	19	CHERRY	GOOD
26	26	NORTHERN RED OAK	GOOD
27	6	SWEETGUM	GOOD
28	14	PINE	GOOD
29	7	SOUTHERN RED OAK	GOOD
30	11	SWEETGUM	GOOD
31	12	PINE	GOOD
32	14	PINE	GOOD
33	17	PINE	GOOD
34	8	POPLAR	GOOD
35	13	SWEETGUM	GOOD
36	6	RED MAPLE	GOOD
37	34	SOUTHERN RED OAK	GOOD
38	9	PINE	GOOD
39	13	PINE	GOOD
40	6	CHERRY	GOOD
41	9	SWEETGUM	DDH
42	18	PINE	GOOD
43	20	PINE	GOOD
44	12	SWEETGUM	GOOD
45	11	PERSIMMON	GOOD
46	14	PINE	GOOD
47	18	SWEETGUM	GOOD
48	9	POPLAR	GOOD
49	17	SWEETGUM	GOOD
50	29	SOUTHERN RED OAK	DDH
51	10	SWEETGUM	GOOD
52	22	PINE	GOOD
53	17	PINE	GOOD
54	10	PINE	GOOD
55	17	TUPELO	GOOD
56	46	POPLAR	GOOD
57	19	PINE	GOOD
58	17	PINE	GOOD
59	8	WATER OAK	GOOD
60	19	PINE	GOOD
61	9	WATER OAK	GOOD
62	10	PINE	DDH
63	21	PINE	GOOD
64	23	PINE	GOOD
65	23	PINE	GOOD
66	12	POPLAR	GOOD
67	27	POPLAR	GOOD
68	11	MAGNOLIA	GOOD
69	10	MAGNOLIA	GOOD
70	9	MAGNOLIA	GOOD
71	16	MAGNOLIA	GOOD
72	12	MAGNOLIA	GOOD

BOUNDARY TREE DATA			
TREE #	DBH "	SPECIES	Quality
73	11	MAGNOLIA	GOOD
74	11	MAGNOLIA	GOOD
75	12	MAGNOLIA	GOOD
76	11	MAGNOLIA	GOOD
77	12	MAGNOLIA	GOOD
78	12	MAGNOLIA	GOOD
79	16	MAGNOLIA	GOOD
80	16	MAGNOLIA	GOOD
81	7	MAGNOLIA	GOOD
82	7	MAGNOLIA	GOOD
83	22	SHUMARD OAK	GOOD
106	9	RED MAPLE	GOOD
107	14	RED MAPLE	GOOD
108	13	SWEETGUM	GOOD
109	22	PINE	GOOD
110	6	RED MAPLE	GOOD
111	6	RED MAPLE	GOOD
112	20	SWEETGUM	GOOD
113	14	SWEETGUM	GOOD
114	7	RIVER BIRCH	GOOD
115	6	RIVER BIRCH	GOOD
116	10	RIVER BIRCH	GOOD
117	8	BRADFORD PEAR	NVASIVE
118	12	RIVER BIRCH	GOOD
119	6	MULBERRY	GOOD
120	5	RIVER BIRCH	GOOD
121	6	MULBERRY	GOOD
122	14	PINE	GOOD
123	19	PINE	GOOD
124	19	WATER OAK	GOOD
125	24	PINE	GOOD
126	18	PINE	GOOD
127	24	PINE	GOOD
128	6	WATER OAK	GOOD
129	12	POPLAR	GOOD
130	19	PINE	GOOD
131	8	WATER OAK	GOOD
132	5	POPLAR	GOOD
133	21	POPLAR	GOOD
134	14	PINE	GOOD
135	9	PINE	DDH
136	14	SWEETGUM	GOOD
137	9	POPLAR	GOOD
138	18	PINE	GOOD
139	20	PINE	GOOD
140	12	SWEETGUM	GOOD
141	15	POPLAR	GOOD
142	8	POPLAR	GOOD
143	8	SWEETGUM	GOOD
144	18	PINE	GOOD
145	19	PINE	GOOD
146	14	PINE	GOOD
147	12	PINE	GOOD
148	4	SWEETGUM	GOOD
149	17	SWEETGUM	GOOD
150	6	SWEETGUM	GOOD
151	11	PINE	GOOD
152	12	PINE	GOOD
153	8	WATER OAK	GOOD
154	9	PINE	GOOD
155	15	PINE	GOOD
156	13	SWEETGUM	POOR
157	21	PINE	GOOD
158	20	PINE	GOOD
159	16	PINE	GOOD
160	19	PINE	GOOD
161	6	PINE	GOOD
162	10	PINE	GOOD
163	21	PINE	GOOD
164	5	PERSIMMON	GOOD
165	16	PINE	GOOD

DENSITY TREE DATA			
TREE #	DBH "	SPECIES	Quality
1	11	RED MAPLE	DDH
84	10	PINE	GOOD
85	11	PINE	GOOD
86	12	PINE	GOOD
87	8	PINE	GOOD
88	12	PINE	GOOD
89	14	PINE	GOOD
90	13	PINE	GOOD
91	15	PINE	GOOD
92	19	PINE	GOOD
93	17	RED MAPLE	GOOD
94	6	RED MAPLE	GOOD
95	8	PINE	GOOD
96	12	PINE	GOOD
97	13	PINE	GOOD
98	6	RED MAPLE	GOOD
99	14	SWEETGUM	GOOD
100	7	RED MAPLE	GOOD
101	7	PINE	GOOD
102	28	POPLAR	GOOD
103	10	RIVER BIRCH	GOOD
104	13	WATER OAK	GOOD
105	8	RED MAPLE	GOOD

MORRIS RD

FOR
MCKINLEY HOMES
655 ENGINEERING DRIVE, SUITE 208,
PEACHTREE CORNERS, GA 30092

MORRIS RD (12726 & 12735), ALPHARETTA GA, 30004

ROOT ZONE TREE CONSULTANTS
350 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092 (678) 684-6202 WWW.RZCONSULTANTS.COM
A DIVISION OF PLANNERS AND ENGINEERS COLLABORATIVE WWW.PEC-ATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION

TREE SURVEY

DATE: 10-1-2025
PROJECT: 24137.00

PRELIMINARY
NOT TO BE RELEASED FOR CONSTRUCTION

SHEET #
S2
OF

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11/07/2025

Shared Parking Analysis

12725 and 12735 Morris Road (+/- 14.976 acres)

PEC+ Project No. 24137.00

Dear Community Development Officials,

This parking analysis pertains to the application to rezone and consolidate the approximately 14.976-acre site at 12725 and 12735 Morris Road in Alpharetta (the "Subject Property," PIDs 22 544011180354 and 22 544011180339) from O-I (Office-Institutional) to MU (Mixed Use), that requires.

Site and Proposal

Under this proposal, the two existing office/institutional buildings totaling 212,000 square feet would continue to operate, with approximately 5,000 square feet of the ground floor space being converted to commercial uses. Approximately 256 surface parking spaces will be redeveloped into a 110 multi-family units and 250 new parking spaces (surface and deck).

The zoning actions requested are below:

- An amendment to the City of Alpharetta zoning map to rezone the Subject Property from O-I to MU (Mixed Use).
- A Future Land Use Map amendment to change the designation from Corporate Office to Mixed Use.
- A variance to UDO Section 2.2.20.D (MU Mixed Use District) to reduce the minimum required site area from 25 acres to 14.976 acres.

Existing Parking Conditions

The existing site currently contains approximately 212,000 square feet of office space served entirely by surface parking. Based on a standard office parking ratio of 1 space per 250 square feet, the existing office use requires approximately 848 spaces.

A review of on-site conditions indicates that the property presently provides 828 surface parking spaces, resulting in a minor deficit of roughly 20 spaces relative to the theoretical code requirement. Despite this technical shortfall, the existing parking supply appears to function adequately for the current office operation, suggesting that actual demand is somewhat lower than the maximum code standard.

Table 1. Existing conditions

Use	**Size / Units**	**Parking Ratio**	**Spaces Required**	**Spaces Provided**	**Surplus / (Deficit)**
Office (existing)	212,000 SF	1 / 250 SF	848	828	(20)
Total	—	—	**848**	**828**	**(20)**

Proposed Redevelopment Summary

Under the proposed redevelopment program, the project includes approximately 207,000 square feet of office, 5,000 square feet of ground-floor retail, and 110 condominium units. Based on applicable parking ratios, the combined total parking requirement for all uses equals 1,079 spaces:

- **Office (207,000 SF at 1/250 SF) → 828 spaces required**
- **Retail (5,000 SF at 1/200 SF) → 25 spaces required**
- **Residential (110 units at 2 spaces per unit + 1:20 guest ratio) → 226 spaces required**

Table 2. Proposed redevelopment scenario (unadjusted requirements)

Use	Size / Units	Parking Ratio	Spaces Required	Spaces Provided	Surplus / (Deficit)
Office (to remain)	207,000 SF	1 / 250 SF	828	—	—
Retail (new)	5,000 SF	1 / 200 SF	25	—	—
Residential (new condos)	110 units	2 / unit + 1:20 guest	226	250	**+24**
Subtotal (Total Code Requirement)	—	—	**1,079**	**822 (250 deck + 572 surface)**	**(257)**

Shared Parking Analysis Summary

A total of 822 parking spaces are provided in the redevelopment plan, consisting of 572 surface spaces and a 250-space residential parking deck. This represents a net deficit of 257 spaces relative to the raw combined code requirements (1,079 – 822 = 257).

However, the zoning ordinance allows shared parking when uses have offsetting peak periods of demand. In this case, the three land uses demonstrate distinctly different peak hours:

- **Office:** Weekdays, 9 AM–5 PM
- **Retail:** Weekdays, 4–7 PM; Weekends, 1–2 PM
- **Residential:** Evenings and overnight (5 PM–8 AM weekdays; 7 PM–9 AM weekends)

Because the residential and retail peaks occur primarily outside of office hours, the site's effective shared demand is substantially lower than the sum of individual requirements. During weekday daytime hours, office demand dominates, while evenings and weekends see increased residential and retail use as office demand falls off.

Accordingly, the 822 provided spaces are likely to function adequately under a shared parking arrangement, especially given the distinct separation in peak activity periods among the uses. That said, **a** modest expansion of the structured parking deck could be considered to provide a small operational

buffer, ensuring adequate supply during transitional periods (e.g., weekday evenings when office users overlap briefly with residents and retail patrons).

Table 3. Shared Parking Summary

Use	Peak Hours (Weekday)	Peak Hours (Weekend)	Required Spaces (Code)	Estimated Effective Demand (Shared)	Notes
Office	9 AM – 5 PM	N/A	828	~828	Dominant weekday daytime use
Retail	4 – 7 PM	1 – 2 PM	25	~20 (shares w/ residential)	Evening and weekend complement office
Residential	5 PM – 8 AM	7 PM – 9 AM	226	~200	Peak opposite office hours
Total (Effective Shared Demand)	—	—	**1,079**	**≈1,048**	Supply = **822** (adequate under shared use; may benefit from minor deck expansion)

Rationale for Shared Parking

UDO Section 2.5.1.A and B require a minimum of 1,079 parking spaces for the combined office, residential, and commercial program on the site. The applicant is requesting approval to provide 822 spaces instead—a reduction of about twenty-three percent. This reduction is not only reasonable, but it is also consistent with the policy direction of both the Horizon 2040 Comprehensive Plan and the Windward Parkway LCI.

Both plans call for creating walkable, mixed-use environments that balance parking supply with modern travel behavior. The Subject Property already benefits from a mix of uses with different peak demand times—residents use spaces most heavily at night and on weekends, while the office component peaks during weekday hours. This natural complementarity means that fewer spaces are needed than if the uses were built in isolation. The site is also located in the heart of the Windward corridor, where existing and planned transportation improvements—vehicular, pedestrian, and bike—will continue to expand mobility choices beyond driving alone.

Perhaps most importantly, the residential building itself will be constructed on what is currently surface parking. Requiring the full 1,079 spaces would undermine the very goals of the City's plans by forcing an overbuilt parking field and discouraging the type of compact, infill redevelopment the LCI envisions. Other Alpharetta projects, including Avalon and Milton Park, have shown that developments with a reduced parking ratio can succeed when they provide a thoughtful mix of uses, high-quality design, and strong connections to surrounding amenities. The same principles apply here.

Conclusion

The applicant and owner respectfully request that the City of Alpharetta Planning Commission, Community Development staff, and Mayor and Council approve and support this shared parking scheme that is supported by the UDC. The proposal will enhance the viability of existing office uses, provide high-quality new housing opportunities, and add small-scale commercial space in a manner consistent with both the Horizon 2040 Comprehensive Plan and the Windward Parkway LCI Strategic Master Plan. The developer and their representatives welcome the opportunity to meet with all interested parties and representatives.

Sincerely,

Hayley Todd

Zoning Manager, Planners and Engineers Collaborative, Inc.

SPECIMEN TREE REPORT

City of Alpharetta

Surveyed by: James Mahoney ISA#: SO:10291A

Project # 24137.00

TREE REPORT FOR:

McKinley Homes, 655 Engineering Drive, Suite 208, Peachtree Corners, GA 30092

PROPERTY ADDRESS:

Morris Rd (12725 & 12735), Alpharetta GA, 30004

Specimen Tree Inventory

Some trees on a site warrant special consideration and encouragement for preservation. Specifications for these trees are established under the City of Alpharetta's Tree Preservation and Replacement Regulations. The intent of these specifications is to provide the necessary information to facilitate project design, plan review and enforcement processes. The purpose is to make the city of Alpharetta a more attractive place to live, provide a healthy living environment, and better control of storm water runoff, noise, glare and soil erosion.
The City of Alpharetta Specimen tree specifications are organized by size:

SWEETGUM AND POPLAR TREES 30" DBH
PINE TREES 30" DBH
ALL OTHER TREES 24" DBH
CONIFEROUS TREES 20" DBH
BEECH, TUPELO, PERSIMMON, SASSAFRAS, MAGNOLIA 20" DBH
FLOWERING UNDERSTORY TREES 8" DBH
SOURWOOD TREES 10" DBH

- In addition, all Landscape trees regardless of size

And condition:

Life expectancy greater than 15 years
Relatively sound and solid trunk with no visible decay
No more than one major and several minor dead limbs (hardwoods)
No major insect or pathological problems

Site Location

The site is located in the city of Alpharetta, it is south of Morris road and West of Old Morris road. It is directly north of a shopping plaza and bordered to the west by a LA fitness and a housing complex. The site is currently developed and the majority of the trees onsite are Landscape trees, with a few wild grown Specimen trees along its Boundary as well as one tree that it appears the site was developed around. There is a Cemetery along it's eastern boundary with a large amount of Specimen trees present on it as well as adjacent to it. There is a retention pond along its western Boundary and a small floodplain to the south west just before a retaining wall from the adjacent site. Overall the site appears to be healthy.

Definitions

Tree Number: Trees are tagged with an aluminum disk that shows a unique number to identify the tree.

Species: Trees are listed by a regional common name and botanical name.

Diameter at Breast Height (DBH): The diameter of a trunk at 4.5' above ground level. If tree is split, measurement is taken at narrowest point below bifurcation. Measured in inches.

Condition:

Excellent: A specimen tree that is a State Champion and warrants saving at all costs. This classification would be confirmed by the County Arborist and the Georgia Forestry Council.

Good: A specimen tree with healthy productive tip growth. A sound trunk with no visible damage or decay. No major limb loss and healthy branch unions. No visible insect or disease infestations. Life expectancy of more than 15 years.

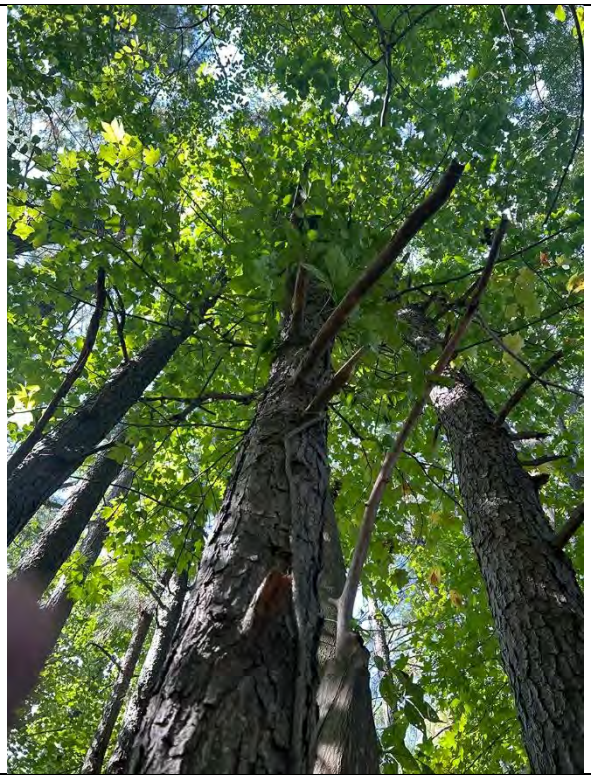
Fair: A specimen tree with healthy but not vigorous tip growth. Less than 30% of crown is dead. No major dead limbs and no major trunk cavities or damage. Branch unions show some signs of stress. Tree is expected to live longer than 10 years.

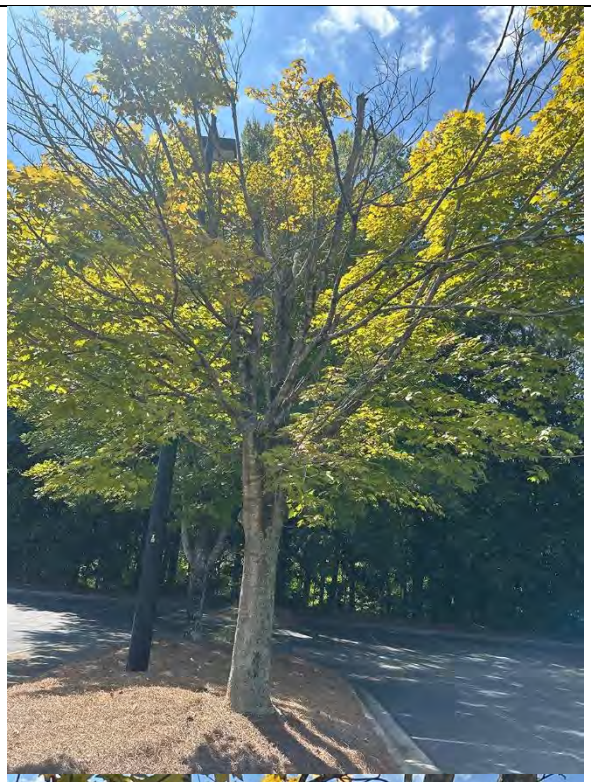
Poor: More than 30% of the crown is dead or has significant tip die back. More than one major limb is dead and are large trunk cavities with visible decay. Severe insect or disease damage leading to immediate death. Roots are visible and show signs of decay and rot. Life expectancy is less than 10 years.

DDH: Tree has no bud or leaf production. All limbs are barren and rot is visible, or there is severe or uncorrectable damage that will lead to a loss of property or life if there is tree failure.

Invasive: Tree species whose native range is not within the Piedmont classification.

Specimen Tree Summary: Most of the specimen sized trees on site Meet the city of Alpharetta specimen standards for specimen trees.

		Tree #1575 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1575 is a DDH Tree. The tree meets this designation due to It being Dead.

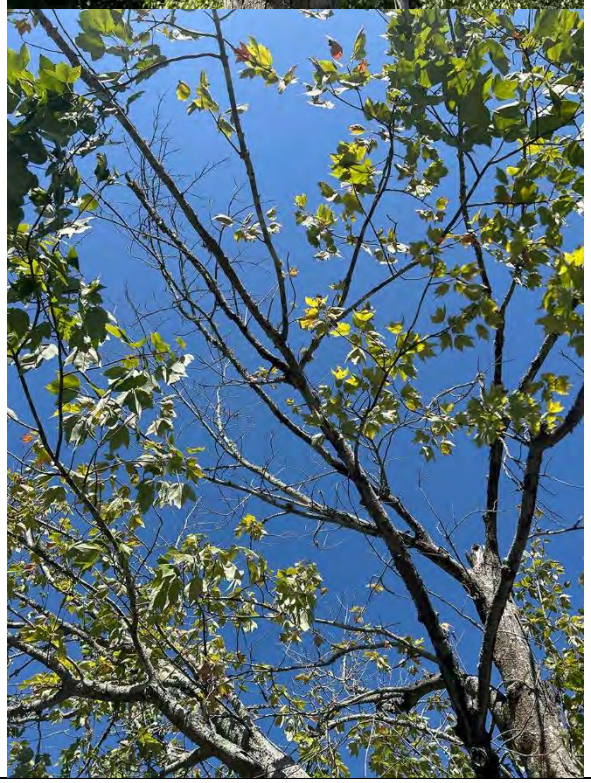


Tree #2040 is a Silver Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2040 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having Fruiting Bodies.

Tree #2042 is a Silver Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2042 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.

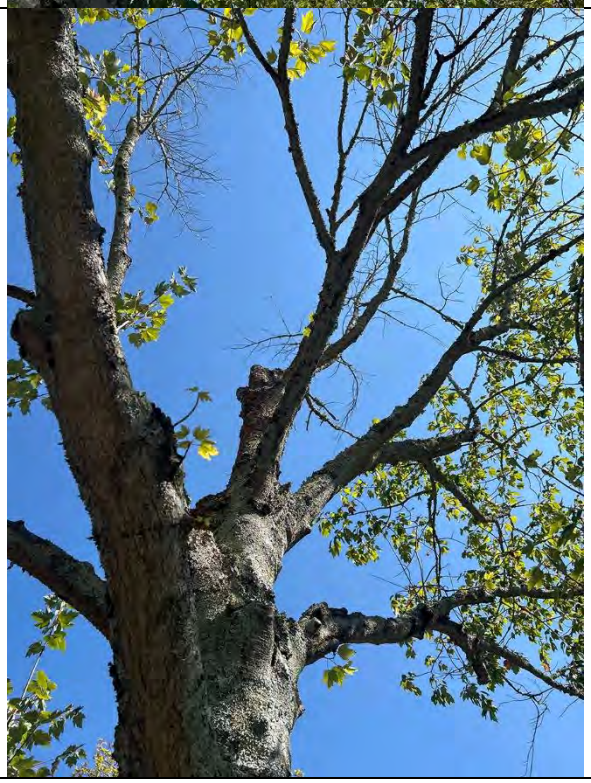
Tree #2044 is a Silver Maple, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2044 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Fruiting Bodies.

		Tree #2053 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2053 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.



Tree #2054 is a Red Maple, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2054 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.

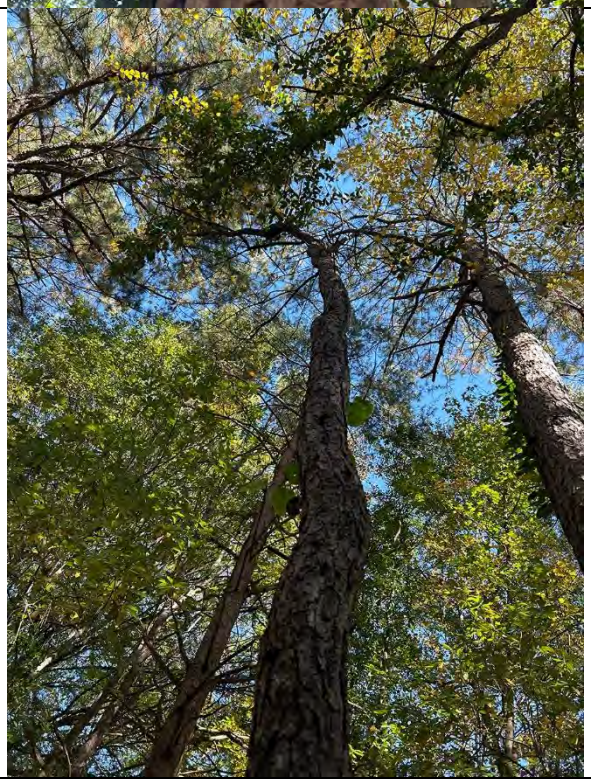
		Tree #2055 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2055 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback.
		Tree #2059 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2059 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.

		Tree #2060 is a Red Maple, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2060 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.
		Tree #2061 is a Red Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2061 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.

		Tree #2065 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2065 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.
		Tree #2066 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2066 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Fruiting Bodies.

Tree #2158 is a Silver Maple, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2158 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.

		Tree #4032 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4032 is a tree of POOR quality. The tree meets this designation due to it having a Split with Included Bark.
		Tree #4033 is a Pine, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4033 is a DDH Tree. The tree meets this designation due to It being Dead.

		Tree #4051 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4051 is a DDH Tree. The tree meets this designation due to It being Dead.
		Tree #4161 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4161 is a DDH Tree. The tree meets this designation due to It being Dead.

		Tree #4185 is a Red Maple, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4185 is a DDH Tree. The tree meets this designation due to It being Dead.

TREE DATA					
Tree #	DBH "	Common name	Scientific name	Condition	Status
1554	14	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1554 is a Magnolia, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1554 is a tree of GOOD quality.
1555	23	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1555 is a Magnolia, it has DBH of 23 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1555 is a tree of GOOD quality.
1556	19	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1556 is a Magnolia, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1556 is a tree of GOOD quality.
1557	24	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1557 is a Magnolia, it has DBH of 24 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1557 is a tree of GOOD quality.
1558	18	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1558 is a Magnolia, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1558 is a tree of GOOD quality.
1559	7	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #1559 is a Sweetgum, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1559 is a tree of GOOD quality.
1560	7	PINE	*Pinus spp.*	GOOD	Tree #1560 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1560 is a tree of GOOD quality.
1561	8	CHERRY	*Prunus avium*	GOOD	Tree #1561 is a Cherry, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1561 is a tree of GOOD quality.
1562	27	RIVER BIRCH	*Betula nigra*	GOOD	Tree #1562 is a River Birch, it has DBH of 27 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1562 is a tree of GOOD quality.

1563	8	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #1563 is a Sweetgum, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1563 is a tree of GOOD quality.
1564	10	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #1564 is a Sweetgum, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1564 is a tree of GOOD quality.
1565	9	CHERRY	*Prunus avium*	GOOD	Tree #1565 is a Cherry, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1565 is a tree of GOOD quality.
1566	25	CHERRY	*Prunus avium*	GOOD	Tree #1566 is a Cherry, it has DBH of 25 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1566 is a tree of GOOD quality.
1567	16	BALD CYPRESS	*Taxodium distichum*	GOOD	Tree #1567 is a Blad Cypress, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1567 is a tree of GOOD quality.
1568	10	BALD CYPRESS	*Taxodium distichum*	GOOD	Tree #1568 is a Blad Cypress, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1568 is a tree of GOOD quality.
1569	12	RED MAPLE	*Acer rubrum*	GOOD	Tree #1569 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1569 is a tree of GOOD quality.
1570	22	BLACK WILLOW	*Salix nigra*	GOOD	Tree #1570 is a Black Willow, it has DBH of 22 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1570 is a tree of GOOD quality.
1571	6	CHERRY	*Prunus avium*	GOOD	Tree #1571 is a Cherry, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1571 is a tree of GOOD quality.

1572	26	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #1572 is a Poplar, it has DBH of 26 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1572 is a tree of GOOD quality.
1573	8	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #1573 is a Sweetgum, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1573 is a tree of GOOD quality.
1574	14	PINE	*Pinus spp.*	GOOD	Tree #1574 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1574 is a tree of GOOD quality.
1575	8	PINE	*Pinus spp.*	DDH	Tree #1575 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1575 is a DDH Tree. The tree meets this designation due to it being Dead.
1576	7	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #1576 is a Poplar, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1576 is a tree of GOOD quality.
1577	13	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #1577 is a Sweetgum, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1577 is a tree of GOOD quality.
1578	16	PINE	*Pinus spp.*	GOOD	Tree #1578 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1578 is a tree of GOOD quality.
1579	10	CHERRY	*Prunus avium*	GOOD	Tree #1579 is a Cherry, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1579 is a tree of GOOD quality.
1580	21	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1580 is a Magnolia, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1580 is a tree of GOOD quality.

1581	11	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1581 is a Magnolia, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1581 is a tree of GOOD quality.
1582	22	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1582 is a Magnolia, it has DBH of 22 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1582 is a tree of GOOD quality.
1583	13	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1583 is a Magnolia, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1583 is a tree of GOOD quality.
1584	19	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1584 is a Magnolia, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1584 is a tree of GOOD quality.
1585	15	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1585 is a Magnolia, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1585 is a tree of GOOD quality.
1586	13	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1586 is a Magnolia, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1586 is a tree of GOOD quality.
1587	20	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1587 is a Magnolia, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1587 is a tree of GOOD quality.
1588	11	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1588 is a Magnolia, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1588 is a tree of GOOD quality.
1589	20	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1589 is a Magnolia, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1589 is a tree of GOOD quality.

1590	16	PINE	*Pinus spp.*	GOOD	Tree #1590 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1590 is a tree of GOOD quality.
1591	8	PINE	*Pinus spp.*	GOOD	Tree #1591 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1591 is a tree of GOOD quality.
1592	7	WATER OAK	*Quercus nigra*	GOOD	Tree #1592 is a Water Oak, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1592 is a tree of GOOD quality.
1593	7	CHERRY	*Prunus avium*	GOOD	Tree #1593 is a Cherry, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1593 is a tree of GOOD quality.
1594	7	RED MAPLE	*Acer rubrum*	GOOD	Tree #1594 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1594 is a tree of GOOD quality.
1595	7	PINE	*Pinus spp.*	GOOD	Tree #1595 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1595 is a tree of GOOD quality.
1596	15	WATER OAK	*Quercus nigra*	GOOD	Tree #1596 is a Water Oak, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1596 is a tree of GOOD quality.
1597	14	PINE	*Pinus spp.*	GOOD	Tree #1597 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1597 is a tree of GOOD quality.
1598	6	WATER OAK	*Quercus nigra*	GOOD	Tree #1598 is a Water Oak, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1598 is a tree of GOOD quality.

1599	20	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1599 is a Magnolia, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1599 is a tree of GOOD quality.
1600	12	PINE	*Pinus spp.*	GOOD	Tree #1600 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1600 is a tree of GOOD quality.
1601	12	WATER OAK	*Quercus nigra*	GOOD	Tree #1601 is a Water Oak, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1601 is a tree of GOOD quality.Multiple broken branches
1602	15	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1602 is a Magnolia, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1602 is a tree of GOOD quality.
1603	16	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1603 is a Magnolia, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1603 is a tree of GOOD quality.
1604	12	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1604 is a Magnolia, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1604 is a tree of GOOD quality.
1605	28	TUPELO	*Nyssa sylvatica*	GOOD	Tree #1605 is a Black Tupelo, it has DBH of 28 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1605 is a tree of GOOD quality.
1606	13	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #1606 is a Magnolia, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1606 is a tree of GOOD quality.
1607	15	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1607 is a Shumard Oak, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1607 is a tree of GOOD quality.

1608	9	CHERRY	*Prunus avium*	GOOD	Tree #1608 is a Cherry, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1608 is a tree of GOOD quality.
1609	8	WATER OAK	*Quercus nigra*	GOOD	Tree #1609 is a Water Oak, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1609 is a tree of GOOD quality.
1610	13	WATER OAK	*Quercus nigra*	GOOD	Tree #1610 is a Water Oak, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1610 is a tree of GOOD quality.
1611	13	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1611 is a Shumard Oak, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1611 is a tree of GOOD quality.
1612	14	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1612 is a Shumard Oak, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1612 is a tree of GOOD quality.
1613	15	PINE	*Pinus spp.*	GOOD	Tree #1613 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1613 is a tree of GOOD quality.
1614	8	CHERRY	*Prunus avium*	GOOD	Tree #1614 is a Cherry, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1614 is a tree of GOOD quality.
1615	16	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1615 is a Shumard Oak, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1615 is a tree of GOOD quality.
1616	15	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1616 is a Shumard Oak, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1616 is a tree of GOOD quality.

1617	14	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1617 is a Shumard Oak, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1617 is a tree of GOOD quality.
1618	12	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1618 is a Shumard Oak, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1618 is a tree of GOOD quality.
1619	14	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1619 is a Shumard Oak, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1619 is a tree of GOOD quality.
1620	16	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1620 is a Shumard Oak, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1620 is a tree of GOOD quality.
1621	16	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #1621 is a Shumard Oak, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1621 is a tree of GOOD quality.
1622	21	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #1622 is a Poplar, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1622 is a tree of GOOD quality.
1623	8	CHERRY	*Prunus avium*	GOOD	Tree #1623 is a Cherry, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #1623 is a tree of GOOD quality.
2034	28	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2034 is a Willow Oak, it has DBH of 28 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2034 is a tree of GOOD quality.
2035	11	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2035 is a Silver Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2035 is a tree of GOOD quality.

2036	13	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2036 is a Silver Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2036 is a tree of GOOD quality.
2037	27	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2037 is a Willow Oak, it has DBH of 27 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2037 is a tree of GOOD quality.
2038	12	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2038 is a Silver Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2038 is a tree of GOOD quality.
2039	13	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2039 is a Silver Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2039 is a tree of GOOD quality.
2040	12	SILVER MAPLE	*Acer saccharinum*	POOR	Tree #2040 is a Silver Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2040 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having Fruiting Bodies.
2041	14	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2041 is a Silver Maple, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2041 is a tree of GOOD quality.
2042	11	SILVER MAPLE	*Acer saccharinum*	POOR	Tree #2042 is a Silver Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2042 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.
2043	25	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2043 is a Willow Oak, it has DBH of 25 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2043 is a tree of GOOD quality.
2044	19	SILVER MAPLE	*Acer saccharinum*	POOR	Tree #2044 is a Silver Maple, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2044 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Fruiting Bodies.

2045	14	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2045 is a Silver Maple, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2045 is a tree of GOOD quality.
2046	32	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2046 is a Willow Oak, it has DBH of 32 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2046 is a tree of GOOD quality.
2047	29	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2047 is a Willow Oak, it has DBH of 29 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2047 is a tree of GOOD quality.
2048	23	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2048 is a Magnolia, it has DBH of 23 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2048 is a tree of GOOD quality.
2049	18	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2049 is a Magnolia, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2049 is a tree of GOOD quality.
2050	14	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2050 is a Magnolia, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2050 is a tree of GOOD quality.
2051	14	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2051 is a Magnolia, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2051 is a tree of GOOD quality.
2052	16	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2052 is a Magnolia, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2052 is a tree of GOOD quality.
2053	7	RED MAPLE	*Acer rubrum*	POOR	Tree #2053 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2053 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.

2054	8	RED MAPLE	*Acer rubrum*	POOR	Tree #2054 is a Red Maple, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2054 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.
2055	9	RED MAPLE	*Acer rubrum*	POOR	Tree #2055 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2055 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback.
2056	11	RED MAPLE	*Acer rubrum*	FAIR	Tree #2056 is a Red Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2056 is a tree of FAIR quality.
2057	15	SILVER MAPLE	*Acer saccharinum*	FAIR	Tree #2057 is a Silver Maple, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2057 is a tree of FAIR quality.
2058	12	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2058 is a Silver Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2058 is a tree of GOOD quality.
2059	12	RED MAPLE	*Acer rubrum*	POOR	Tree #2059 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2059 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.
2060	10	RED MAPLE	*Acer rubrum*	POOR	Tree #2060 is a Red Maple, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2060 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.
2061	11	RED MAPLE	*Acer rubrum*	POOR	Tree #2061 is a Red Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2061 is a tree of POOR quality. The tree meets this designation due to it having Tip Dieback and it having a Major Trunk Wound.
2062	13	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2062 is a Silver Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2062 is a tree of GOOD quality.

2063	9	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2063 is a Silver Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2063 is a tree of GOOD quality.
2064	11	RED MAPLE	*Acer rubrum*	FAIR	Tree #2064 is a Red Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2064 is a tree of FAIR quality.
2065	9	RED MAPLE	*Acer rubrum*	POOR	Tree #2065 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2065 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.
2066	9	RED MAPLE	*Acer rubrum*	POOR	Tree #2066 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2066 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Fruiting Bodies.
2067	8	RED MAPLE	*Acer rubrum*	FAIR	Tree #2067 is a Red Maple, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2067 is a tree of FAIR quality.
2068	9	RED MAPLE	*Acer rubrum*	GOOD	Tree #2068 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2068 is a tree of GOOD quality.
2069	10	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2069 is a Silver Maple, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2069 is a tree of GOOD quality.
2070	9	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2070 is a Silver Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2070 is a tree of GOOD quality.
2071	19	SHUMARD OAK	*Quercus shumardii*	GOOD	Tree #2071 is a Shumard Oak, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2071 is a tree of GOOD quality.

2072	13	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2072 is a Silver Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2072 is a tree of GOOD quality.
2151	15	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2151 is a Silver Maple, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2151 is a tree of GOOD quality.
2152	17	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2152 is a Silver Maple, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2152 is a tree of GOOD quality.
2153	21	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2153 is a Magnolia, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2153 is a tree of GOOD quality.
2154	16	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2154 is a Magnolia, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2154 is a tree of GOOD quality.
2155	15	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2155 is a Magnolia, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2155 is a tree of GOOD quality.
2156	21	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2156 is a Magnolia, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2156 is a tree of GOOD quality.
2157	17	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2157 is a Magnolia, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2157 is a tree of GOOD quality.
2158	16	SILVER MAPLE	*Acer saccharinum*	POOR	Tree #2158 is a Silver Maple, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2158 is a tree of POOR quality. The tree meets this designation due to it having a Major Trunk Wound and it having Tip Dieback.

2159	21	CHERRY	*Prunus avium*	GOOD	Tree #2159 is a Cherry, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2159 is a tree of GOOD quality.
2160	16	CHERRY	*Prunus avium*	GOOD	Tree #2160 is a Cherry, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2160 is a tree of GOOD quality.
2161	18	CHERRY	*Prunus avium*	GOOD	Tree #2161 is a Cherry, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2161 is a tree of GOOD quality.
2162	16	CHERRY	*Prunus avium*	GOOD	Tree #2162 is a Cherry, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2162 is a tree of GOOD quality.
2163	17	CHERRY	*Prunus avium*	GOOD	Tree #2163 is a Cherry, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2163 is a tree of GOOD quality.
2164	13	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2164 is a Silver Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2164 is a tree of GOOD quality.
2165	16	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2165 is a Silver Maple, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2165 is a tree of GOOD quality.
2166	20	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2166 is a Silver Maple, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2166 is a tree of GOOD quality.
2167	17	SILVER MAPLE	*Acer saccharinum*	GOOD	Tree #2167 is a Silver Maple, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2167 is a tree of GOOD quality.

2168	14	CHERRY	*Prunus avium*	GOOD	Tree #2168 is a Cherry, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2168 is a tree of GOOD quality.
2169	15	CHERRY	*Prunus avium*	GOOD	Tree #2169 is a Cherry, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2169 is a tree of GOOD quality.
2170	18	CHERRY	*Prunus avium*	GOOD	Tree #2170 is a Cherry, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2170 is a tree of GOOD quality.
2171	17	CHERRY	*Prunus avium*	GOOD	Tree #2171 is a Cherry, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2171 is a tree of GOOD quality.
2172	16	CHERRY	*Prunus avium*	GOOD	Tree #2172 is a Cherry, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2172 is a tree of GOOD quality.
2173	16	CHERRY	*Prunus avium*	GOOD	Tree #2173 is a Cherry, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2173 is a tree of GOOD quality.
2174	22	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2174 is a Willow Oak, it has DBH of 22 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2174 is a tree of GOOD quality.
2175	27	WILLOW OAK	*Quercus phellos*	GOOD	Tree #2175 is a Willow Oak, it has DBH of 27 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2175 is a tree of GOOD quality.
2193	10	KOUSA DOGWOOD	*Cornus kousa*	GOOD	Tree #2193 is a Kousa Dogwood, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2193 is a tree of GOOD quality.

2194	14	KOUSA DOGWOOD	*Cornus kousa*	GOOD	Tree #2194 is a Kousa Dogwood, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2194 is a tree of GOOD quality.
2195	56	WATER OAK	*Quercus nigra*	FAIR	Tree #2195 is a Water Oak, it has DBH of 56 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2195 is a tree of FAIR quality.
2197	15	CRAPE MYRTLE	*Lagerstroemia spp*	GOOD	Tree #2197 is a Crape Myrtle, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2197 is a tree of GOOD quality.
2198	18	CRAPE MYRTLE	*Lagerstroemia spp*	GOOD	Tree #2198 is a Crape Myrtle, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2198 is a tree of GOOD quality.
2199	16	CRAPE MYRTLE	*Lagerstroemia spp*	GOOD	Tree #2199 is a Crape Myrtle, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2199 is a tree of GOOD quality.
2200	20	CRAPE MYRTLE	*Lagerstroemia spp*	GOOD	Tree #2200 is a Crape Myrtle, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2200 is a tree of GOOD quality.
2263	24	RED MAPLE	*Acer rubrum*	GOOD	Tree #2263 is a Red Maple, it has DBH of 24 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2263 is a tree of GOOD quality.
2264	19	RED MAPLE	*Acer rubrum*	GOOD	Tree #2264 is a Red Maple, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2264 is a tree of GOOD quality.
2283	32	RIVER BIRCH	*Betula nigra*	GOOD	Tree #2283 is a River Birch, it has DBH of 32 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2283 is a tree of GOOD quality.

2286	7	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2286 is a Magnolia, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2286 is a tree of GOOD quality.
2287	7	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2287 is a Magnolia, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2287 is a tree of GOOD quality.
2288	7	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2288 is a Magnolia, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2288 is a tree of GOOD quality.
2289	10	CHERRY	*Prunus avium*	GOOD	Tree #2289 is a Cherry, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2289 is a tree of GOOD quality.
2290	10	CHERRY	*Prunus avium*	GOOD	Tree #2290 is a Cherry, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2290 is a tree of GOOD quality.
2291	11	CHERRY	*Prunus avium*	GOOD	Tree #2291 is a Cherry, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2291 is a tree of GOOD quality.
2292	11	CHERRY	*Prunus avium*	GOOD	Tree #2292 is a Cherry, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2292 is a tree of GOOD quality.
2293	28	CEDAR	*Juniperus virginiana*	GOOD	Tree #2293 is a Cedar, it has DBH of 28 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2293 is a tree of GOOD quality.
2294	15	MAGNOLIA	*Magnolia grandiflora*	GOOD	Tree #2294 is a Magnolia, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #2294 is a tree of GOOD quality.

4001	16	RED MAPLE	*Acer rubrum*	FAIR	Tree #4001 is a Red Maple, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4001 is a tree of FAIR quality.
4002	15	PINE	*Pinus spp.*	GOOD	Tree #4002 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4002 is a tree of GOOD quality.
4003	20	PINE	*Pinus spp.*	GOOD	Tree #4003 is a Pine, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4003 is a tree of GOOD quality.
4004	16	PINE	*Pinus spp.*	GOOD	Tree #4004 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4004 is a tree of GOOD quality.
4005	6	RED MAPLE	*Acer rubrum*	FAIR	Tree #4005 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4005 is a tree of FAIR quality.
4006	12	PINE	*Pinus spp.*	GOOD	Tree #4006 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4006 is a tree of GOOD quality.
4007	15	PINE	*Pinus spp.*	GOOD	Tree #4007 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4007 is a tree of GOOD quality.
4008	10	PINE	*Pinus spp.*	GOOD	Tree #4008 is a Pine, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4008 is a tree of GOOD quality.
4009	12	PINE	*Pinus spp.*	GOOD	Tree #4009 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4009 is a tree of GOOD quality.

4010	11	PINE	*Pinus spp.*	GOOD	Tree #4010 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4010 is a tree of GOOD quality.
4011	11	PINE	*Pinus spp.*	GOOD	Tree #4011 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4011 is a tree of GOOD quality.
4012	8	PINE	*Pinus spp.*	GOOD	Tree #4012 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4012 is a tree of GOOD quality.
4013	14	PINE	*Pinus spp.*	GOOD	Tree #4013 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4013 is a tree of GOOD quality.
4014	11	PINE	*Pinus spp.*	GOOD	Tree #4014 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4014 is a tree of GOOD quality.
4015	6	RED MAPLE	*Acer rubrum*	GOOD	Tree #4015 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4015 is a tree of GOOD quality.
4016	14	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4016 is a Sweetgum, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4016 is a tree of GOOD quality.
4017	6	RED MAPLE	*Acer rubrum*	GOOD	Tree #4017 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4017 is a tree of GOOD quality.
4018	8	PINE	*Pinus spp.*	GOOD	Tree #4018 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4018 is a tree of GOOD quality.

4019	9	PINE	*Pinus spp.*	GOOD	Tree #4019 is a Pine, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4019 is a tree of GOOD quality.
4020	15	PINE	*Pinus spp.*	GOOD	Tree #4020 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4020 is a tree of GOOD quality.
4021	6	PINE	*Pinus spp.*	GOOD	Tree #4021 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4021 is a tree of GOOD quality.
4022	9	PINE	*Pinus spp.*	GOOD	Tree #4022 is a Pine, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4022 is a tree of GOOD quality.
4023	11	PINE	*Pinus spp.*	GOOD	Tree #4023 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4023 is a tree of GOOD quality.
4024	12	PINE	*Pinus spp.*	GOOD	Tree #4024 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4024 is a tree of GOOD quality.
4025	17	PINE	*Pinus spp.*	GOOD	Tree #4025 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4025 is a tree of GOOD quality.
4026	12	PINE	*Pinus spp.*	GOOD	Tree #4026 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4026 is a tree of GOOD quality.
4027	5	CHERRY	*Prunus avium*	GOOD	Tree #4027 is a Cherry, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4027 is a tree of GOOD quality.

4028	12	PINE	*Pinus spp.*	GOOD	Tree #4028 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4028 is a tree of GOOD quality.
4029	9	bald cypress	*Taxodium distichum*	GOOD	Tree #4029 is a Blad Cypress, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4029 is a tree of GOOD quality.
4030	9	RED MAPLE	*Acer rubrum*	GOOD	Tree #4030 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4030 is a tree of GOOD quality.
4031	6	RED MAPLE	*Acer rubrum*	GOOD	Tree #4031 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4031 is a tree of GOOD quality.
4032	16	PINE	*Pinus spp.*	POOR	Tree #4032 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4032 is a tree of POOR quality. The tree meets this designation due to it having a Split with Included Bark.
4033	4	PINE	*Pinus spp.*	DDH	Tree #4033 is a Pine, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4033 is a DDH Tree. The tree meets this designation due to it being Dead.
4034	10	PINE	*Pinus spp.*	GOOD	Tree #4034 is a Pine, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4034 is a tree of GOOD quality.
4035	6	PINE	*Pinus spp.*	GOOD	Tree #4035 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4035 is a tree of GOOD quality.
4036	15	PINE	*Pinus spp.*	GOOD	Tree #4036 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4036 is a tree of GOOD quality.

4037	9	PINE	*Pinus spp.*	GOOD	Tree #4037 is a Pine, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4037 is a tree of GOOD quality.
4038	13	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4038 is a Sweetgum, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4038 is a tree of GOOD quality.
4039	4	RED MAPLE	*Acer rubrum*	GOOD	Tree #4039 is a Red Maple, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4039 is a tree of GOOD quality.
4042	9	ALDER	*Alnus spp.*	GOOD	Tree #4042 is an ALDER, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4042 is a tree of GOOD quality.
4043	7	ALDER	*Alnus spp.*	GOOD	Tree #4043 is an ALDER, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4043 is a tree of GOOD quality.
4044	14	PINE	*Pinus spp.*	GOOD	Tree #4044 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4044 is a tree of GOOD quality.
4045	6	RED MAPLE	*Acer rubrum*	GOOD	Tree #4045 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4045 is a tree of GOOD quality.
4046	5	RED MAPLE	*Acer rubrum*	GOOD	Tree #4046 is a Red Maple, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4046 is a tree of GOOD quality.
4047	5	HOLLY	*Ilex spp.*	GOOD	Tree #4047 is a Holly, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4047 is a tree of GOOD quality.

4048	12	PINE	*Pinus spp.*	GOOD	Tree #4048 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4048 is a tree of GOOD quality.
4049	7	PINE	*Pinus spp.*	GOOD	Tree #4049 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4049 is a tree of GOOD quality.
4050	18	PINE	*Pinus spp.*	GOOD	Tree #4050 is a Pine, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4050 is a tree of GOOD quality.
4051	6	PINE	*Pinus spp.*	DDH	Tree #4051 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4051 is a DDH Tree. The tree meets this designation due to it being Dead.
4052	8	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4052 is a Sweetgum, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4052 is a tree of GOOD quality.
4053	4	TUPELO	*Nyssa sylvatica*	GOOD	Tree #4053 is a Black Tupelo, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4053 is a tree of GOOD quality.
4054	8	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4054 is a Poplar, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4054 is a tree of GOOD quality.
4055	13	PINE	*Pinus spp.*	GOOD	Tree #4055 is a Pine, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4055 is a tree of GOOD quality.
4056	14	PINE	*Pinus spp.*	GOOD	Tree #4056 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4056 is a tree of GOOD quality.

4057	14	PINE	*Pinus spp.*	GOOD	Tree #4057 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4057 is a tree of GOOD quality.
4058	22	PINE	*Pinus spp.*	GOOD	Tree #4058 is a Pine, it has DBH of 22 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4058 is a tree of GOOD quality.
4059	14	PINE	*Pinus spp.*	GOOD	Tree #4059 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4059 is a tree of GOOD quality.
4060	6	PINE	*Pinus spp.*	GOOD	Tree #4060 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4060 is a tree of GOOD quality.
4061	7	PINE	*Pinus spp.*	GOOD	Tree #4061 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4061 is a tree of GOOD quality.
4062	5	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4062 is a Poplar, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4062 is a tree of GOOD quality.
4063	21	PINE	*Pinus spp.*	GOOD	Tree #4063 is a Pine, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4063 is a tree of GOOD quality.
4064	19	PINE	*Pinus spp.*	GOOD	Tree #4064 is a Pine, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4064 is a tree of GOOD quality.
4065	15	PINE	*Pinus spp.*	GOOD	Tree #4065 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4065 is a tree of GOOD quality.

4066	5	PINE	*Pinus spp.*	GOOD	Tree #4066 is a Pine, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4066 is a tree of GOOD quality.
4067	4	PINE	*Pinus spp.*	GOOD	Tree #4067 is a Pine, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4067 is a tree of GOOD quality.
4068	10	PINE	*Pinus spp.*	GOOD	Tree #4068 is a Pine, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4068 is a tree of GOOD quality.
4069	11	PINE	*Pinus spp.*	GOOD	Tree #4069 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4069 is a tree of GOOD quality.
4070	7	RED MAPLE	*Acer rubrum*	GOOD	Tree #4070 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4070 is a tree of GOOD quality.
4071	6	alder	*Alnus spp.*	GOOD	Tree #4071 is an ALDER, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4071 is a tree of GOOD quality.
4072	16	PINE	*Pinus spp.*	GOOD	Tree #4072 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4072 is a tree of GOOD quality.
4074	4	RED MAPLE	*Acer rubrum*	GOOD	Tree #4074 is a Red Maple, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4074 is a tree of GOOD quality.
4075	5	alder	*Alnus spp.*	GOOD	Tree #4075 is an ALDER, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4075 is a tree of GOOD quality.

4076	5	PINE	*Pinus spp.*	GOOD	Tree #4076 is a Pine, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4076 is a tree of GOOD quality.
4077	5	RED MAPLE	*Acer rubrum*	GOOD	Tree #4077 is a Red Maple, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4077 is a tree of GOOD quality.
4078	7	PINE	*Pinus spp.*	GOOD	Tree #4078 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4078 is a tree of GOOD quality.
4079	15	PINE	*Pinus spp.*	GOOD	Tree #4079 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4079 is a tree of GOOD quality.
4080	12	PINE	*Pinus spp.*	GOOD	Tree #4080 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4080 is a tree of GOOD quality.
4081	9	PINE	*Pinus spp.*	GOOD	Tree #4081 is a Pine, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4081 is a tree of GOOD quality.
4082	5	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4082 is a Poplar, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4082 is a tree of GOOD quality.
4083	8	CHERRY	*Prunus avium*	GOOD	Tree #4083 is a Cherry, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4083 is a tree of GOOD quality.
4084	6	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4084 is a Poplar, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4084 is a tree of GOOD quality.

4085	11	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4085 is a Poplar, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4085 is a tree of GOOD quality.
4086	14	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4086 is a Poplar, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4086 is a tree of GOOD quality.
4087	4	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4087 is a Sweetgum, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4087 is a tree of GOOD quality.
4088	19	PINE	*Pinus spp.*	GOOD	Tree #4088 is a Pine, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4088 is a tree of GOOD quality.
4089	12	PINE	*Pinus spp.*	GOOD	Tree #4089 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4089 is a tree of GOOD quality.
4090	15	PINE	*Pinus spp.*	GOOD	Tree #4090 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4090 is a tree of GOOD quality.
4091	7	RED MAPLE	*Acer rubrum*	GOOD	Tree #4091 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4091 is a tree of GOOD quality.
4092	4	CHERRY	*Prunus avium*	GOOD	Tree #4092 is a Cherry, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4092 is a tree of GOOD quality.
4093	8	PINE	*Pinus spp.*	GOOD	Tree #4093 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4093 is a tree of GOOD quality.

4094	20	PINE	*Pinus spp.*	GOOD	Tree #4094 is a Pine, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4094 is a tree of GOOD quality.
4095	7	PINE	*Pinus spp.*	GOOD	Tree #4095 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4095 is a tree of GOOD quality.
4096	7	PINE	*Pinus spp.*	GOOD	Tree #4096 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4096 is a tree of GOOD quality.
4097	5	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4097 is a Sweetgum, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4097 is a tree of GOOD quality.
4098	15	PINE	*Pinus spp.*	GOOD	Tree #4098 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4098 is a tree of GOOD quality.
4099	21	PINE	*Pinus spp.*	GOOD	Tree #4099 is a Pine, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4099 is a tree of GOOD quality.
4100	5	CHERRY	*Prunus avium*	GOOD	Tree #4100 is a Cherry, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4100 is a tree of GOOD quality.
4101	6	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4101 is a Sweetgum, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4101 is a tree of GOOD quality.
4102	5	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4102 is a Sweetgum, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4102 is a tree of GOOD quality.

4103	4	CHERRY	*Prunus avium*	GOOD	Tree #4103 is a Cherry, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4103 is a tree of GOOD quality.
4104	17	PINE	*Pinus spp.*	GOOD	Tree #4104 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4104 is a tree of GOOD quality.
4105	16	PINE	*Pinus spp.*	GOOD	Tree #4105 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4105 is a tree of GOOD quality.
4106	15	PINE	*Pinus spp.*	GOOD	Tree #4106 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4106 is a tree of GOOD quality.
4107	6	PINE	*Pinus spp.*	GOOD	Tree #4107 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4107 is a tree of GOOD quality.
4108	13	PINE	*Pinus spp.*	GOOD	Tree #4108 is a Pine, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4108 is a tree of GOOD quality.
4109	16	PINE	*Pinus spp.*	GOOD	Tree #4109 is a Pine, it has DBH of 16 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4109 is a tree of GOOD quality.
4110	7	PINE	*Pinus spp.*	GOOD	Tree #4110 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4110 is a tree of GOOD quality.
4111	4	RED MAPLE	*Acer rubrum*	GOOD	Tree #4111 is a Red Maple, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4111 is a tree of GOOD quality.

4112	20	PINE	*Pinus spp.*	GOOD	Tree #4112 is a Pine, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4112 is a tree of GOOD quality.
4113	6	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4113 is a Sweetgum, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4113 is a tree of GOOD quality.
4114	7	PINE	*Pinus spp.*	GOOD	Tree #4114 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4114 is a tree of GOOD quality.
4115	6	CHERRY	*Prunus avium*	GOOD	Tree #4115 is a Cherry, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4115 is a tree of GOOD quality.
4116	26	PINE	*Pinus spp.*	GOOD	Tree #4116 is a Pine, it has DBH of 26 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4116 is a tree of GOOD quality.
4117	5	TUPELO	*Nyssa sylvatica*	GOOD	Tree #4117 is a Black Tupelo, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4117 is a tree of GOOD quality.
4118	22	PINE	*Pinus spp.*	GOOD	Tree #4118 is a Pine, it has DBH of 22 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4118 is a tree of GOOD quality.
4119	4	HOLLY	*Ilex spp.*	GOOD	Tree #4119 is a Holly, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4119 is a tree of GOOD quality.
4120	17	PINE	*Pinus spp.*	GOOD	Tree #4120 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4120 is a tree of GOOD quality.

4121	13	PINE	*Pinus spp.*	GOOD	Tree #4121 is a Pine, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4121 is a tree of GOOD quality.
4122	11	PINE	*Pinus spp.*	GOOD	Tree #4122 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4122 is a tree of GOOD quality.
4123	10	RED MAPLE	*Acer rubrum*	GOOD	Tree #4123 is a Red Maple, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4123 is a tree of GOOD quality.
4124	14	PINE	*Pinus spp.*	GOOD	Tree #4124 is a Pine, it has DBH of 14 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4124 is a tree of GOOD quality.
4125	4	RED MAPLE	*Acer rubrum*	GOOD	Tree #4125 is a Red Maple, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4125 is a tree of GOOD quality.
4126	8	PINE	*Pinus spp.*	GOOD	Tree #4126 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4126 is a tree of GOOD quality.
4127	13	PINE	*Pinus spp.*	GOOD	Tree #4127 is a Pine, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4127 is a tree of GOOD quality.
4128	19	PINE	*Pinus spp.*	GOOD	Tree #4128 is a Pine, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4128 is a tree of GOOD quality.
4129	4	PINE	*Pinus spp.*	GOOD	Tree #4129 is a Pine, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4129 is a tree of GOOD quality.

4130	9	PINE	*Pinus spp.*	GOOD	Tree #4130 is a Pine, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4130 is a tree of GOOD quality.
4131	17	PINE	*Pinus spp.*	GOOD	Tree #4131 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4131 is a tree of GOOD quality.
4132	5	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4132 is a Sweetgum, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4132 is a tree of GOOD quality.
4133	11	PINE	*Pinus spp.*	GOOD	Tree #4133 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4133 is a tree of GOOD quality.
4134	6	PINE	*Pinus spp.*	GOOD	Tree #4134 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4134 is a tree of GOOD quality.
4135	20	PINE	*Pinus spp.*	GOOD	Tree #4135 is a Pine, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4135 is a tree of GOOD quality.
4136	4	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4136 is a Sweetgum, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4136 is a tree of GOOD quality.
4138	8	PINE	*Pinus spp.*	GOOD	Tree #4138 is a Pine, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4138 is a tree of GOOD quality.
4139	7	PINE	*Pinus spp.*	GOOD	Tree #4139 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4139 is a tree of GOOD quality.

4140	17	PINE	*Pinus spp.*	GOOD	Tree #4140 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4140 is a tree of GOOD quality.
4141	7	PINE	*Pinus spp.*	GOOD	Tree #4141 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4141 is a tree of GOOD quality.
4142	15	PINE	*Pinus spp.*	GOOD	Tree #4142 is a Pine, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4142 is a tree of GOOD quality.
4143	20	PINE	*Pinus spp.*	GOOD	Tree #4143 is a Pine, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4143 is a tree of GOOD quality.
4144	13	RED MAPLE	*Acer rubrum*	GOOD	Tree #4144 is a Red Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4144 is a tree of GOOD quality.
4145	10	RED MAPLE	*Acer rubrum*	GOOD	Tree #4145 is a Red Maple, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4145 is a tree of GOOD quality.
4146	8	RED MAPLE	*Acer rubrum*	GOOD	Tree #4146 is a Red Maple, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4146 is a tree of GOOD quality.
4147	20	PINE	*Pinus spp.*	GOOD	Tree #4147 is a Pine, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4147 is a tree of GOOD quality.
4148	12	RED MAPLE	*Acer rubrum*	GOOD	Tree #4148 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4148 is a tree of GOOD quality.

4149	5	RED MAPLE	*Acer rubrum*	GOOD	Tree #4149 is a Red Maple, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4149 is a tree of GOOD quality.
4150	4	alder	*Alnus spp.*	GOOD	Tree #4150 is an ALDER, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4150 is a tree of GOOD quality.
4151	24	PINE	*Pinus spp.*	GOOD	Tree #4151 is a Pine, it has DBH of 24 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4151 is a tree of GOOD quality.
4152	12	PINE	*Pinus spp.*	GOOD	Tree #4152 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4152 is a tree of GOOD quality.
4153	9	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4153 is a Sweetgum, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4153 is a tree of GOOD quality.
4154	11	RED MAPLE	*Acer rubrum*	GOOD	Tree #4154 is a Red Maple, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4154 is a tree of GOOD quality.
4155	9	RED MAPLE	*Acer rubrum*	GOOD	Tree #4155 is a Red Maple, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4155 is a tree of GOOD quality.
4156	13	PINE	*Pinus spp.*	GOOD	Tree #4156 is a Pine, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4156 is a tree of GOOD quality.
4157	7	TUPELO	*Nyssa sylvatica*	GOOD	Tree #4157 is a Black Tupelo, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4157 is a tree of GOOD quality.

4158	17	PINE	*Pinus spp.*	GOOD	Tree #4158 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4158 is a tree of GOOD quality.
4159	7	PINE	*Pinus spp.*	GOOD	Tree #4159 is a Pine, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4159 is a tree of GOOD quality.
4160	21	PINE	*Pinus spp.*	GOOD	Tree #4160 is a Pine, it has DBH of 21 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4160 is a tree of GOOD quality.
4161	6	PINE	*Pinus spp.*	DDH	Tree #4161 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4161 is a DDH Tree. The tree meets this designation due to it being Dead.
4162	6	PINE	*Pinus spp.*	GOOD	Tree #4162 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4162 is a tree of GOOD quality.
4163	6	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4163 is a Sweetgum, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4163 is a tree of GOOD quality.
4164	5	RED MAPLE	*Acer rubrum*	GOOD	Tree #4164 is a Red Maple, it has DBH of 5 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4164 is a tree of GOOD quality.
4165	10	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4165 is a Sweetgum, it has DBH of 10 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4165 is a tree of GOOD quality.
4166	9	alder	*Alnus spp.*	GOOD	Tree #4166 is an ALDER, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4166 is a tree of GOOD quality.

4167	20	RED MAPLE	*Acer rubrum*	GOOD	Tree #4167 is a Red Maple, it has DBH of 20 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4167 is a tree of GOOD quality.
4168	12	PINE	*Pinus spp.*	GOOD	Tree #4168 is a Pine, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4168 is a tree of GOOD quality.
4169	17	PINE	*Pinus spp.*	GOOD	Tree #4169 is a Pine, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4169 is a tree of GOOD quality.
4170	6	WATER OAK	*Quercus nigra*	GOOD	Tree #4170 is a Water Oak, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4170 is a tree of GOOD quality.
4171	4	CHERRY	*Prunus avium*	GOOD	Tree #4171 is a Cherry, it has DBH of 4 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4171 is a tree of GOOD quality.
4172	7	RED MAPLE	*Acer rubrum*	GOOD	Tree #4172 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4172 is a tree of GOOD quality.
4173	12	RED MAPLE	*Acer rubrum*	GOOD	Tree #4173 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4173 is a tree of GOOD quality.
4174	18	RED MAPLE	*Acer rubrum*	GOOD	Tree #4174 is a Red Maple, it has DBH of 18 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4174 is a tree of GOOD quality.
4175	12	RED MAPLE	*Acer rubrum*	GOOD	Tree #4175 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4175 is a tree of GOOD quality.

4176	8	RED MAPLE	*Acer rubrum*	GOOD	Tree #4176 is a Red Maple, it has DBH of 8 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4176 is a tree of GOOD quality.
4177	6	RED MAPLE	*Acer rubrum*	GOOD	Tree #4177 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4177 is a tree of GOOD quality.
4178	6	RED MAPLE	*Acer rubrum*	GOOD	Tree #4178 is a Red Maple, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4178 is a tree of GOOD quality.
4179	7	RED MAPLE	*Acer rubrum*	GOOD	Tree #4179 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4179 is a tree of GOOD quality.
4180	7	RED MAPLE	*Acer rubrum*	GOOD	Tree #4180 is a Red Maple, it has DBH of 7 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4180 is a tree of GOOD quality.
4181	12	SWEETGUM	*Liquidambar styraciflua*	GOOD	Tree #4181 is a Sweetgum, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4181 is a tree of GOOD quality.
4182	17	RED MAPLE	*Acer rubrum*	GOOD	Tree #4182 is a Red Maple, it has DBH of 17 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4182 is a tree of GOOD quality.
4183	15	RED MAPLE	*Acer rubrum*	GOOD	Tree #4183 is a Red Maple, it has DBH of 15 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4183 is a tree of GOOD quality.
4184	27	POPLAR	*Liriodendron tulipifera*	GOOD	Tree #4184 is a Poplar, it has DBH of 27 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4184 is a tree of GOOD quality.

4185	19	RED MAPLE	*Acer rubrum*	DDH	Tree #4185 is a Red Maple, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4185 is a DDH Tree. The tree meets this designation due to it being Dead.
4186	13	RED MAPLE	*Acer rubrum*	GOOD	Tree #4186 is a Red Maple, it has DBH of 13 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4186 is a tree of GOOD quality.
4187	9	WATER OAK	*Quercus nigra*	GOOD	Tree #4187 is a Water Oak, it has DBH of 9 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4187 is a tree of GOOD quality.
4188	12	RED MAPLE	*Acer rubrum*	GOOD	Tree #4188 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4188 is a tree of GOOD quality.
4189	12	RED MAPLE	*Acer rubrum*	GOOD	Tree #4189 is a Red Maple, it has DBH of 12 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4189 is a tree of GOOD quality.
4190	11	PINE	*Pinus spp.*	GOOD	Tree #4190 is a Pine, it has DBH of 11 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4190 is a tree of GOOD quality.
4191	6	PINE	*Pinus spp.*	GOOD	Tree #4191 is a Pine, it has DBH of 6 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4191 is a tree of GOOD quality.
4192	19	RED MAPLE	*Acer rubrum*	GOOD	Tree #4192 is a Red Maple, it has DBH of 19 inches when measured at 4.5' from the ground and has been tagged with an aluminum tag showing the Tree number. Tree #4192 is a tree of GOOD quality.

Total Specimen Sized and Quality Trees, Landscape Trees, Boundary trees and Buffer Trees: 275
Excellent Condition 0
Good Condition: 253
Fair Condition: 5
Poor Conditions: 13
DDH Condition: 4
Invasive Condition: 0

TREE LEGEND

- DENSITY TREE - & CRZ (1.3' RADIUS TO 1" DBH)
- PROTECTED TREE BEHIND LAKE BUFFER & CRZ (1.3' RADIUS TO 1" DBH)
- SPECIMEN TREE - TREE OF QUALITY- LANDSCAPE TREE - BOUNDARY TREE & CRZ (1.3' RADIUS TO 1" DBH)
- STRUCTURAL ROOT PLATE .5' RADIUS TO 1" DBH)
- DDH/ POOR TREE

RECORDED TREE SIZE:

SWEETGUM AND POPLAR TREES	30 INCHES
PINE TREES	30 INCHES
ALL OTHER TREES	24 INCHES
CONIFEROUS TREES	20 INCHES
BEECH, TUPELO, PERSIMMON, SASSAFRAS MAGNOLIA	20 INCHES
FLOWERING UNDERSTORY TREES	8 INCHES
SOURWOOD TREES	10 INCHES
LANDSCAPED TREES	ALL PLANTED TREES
BOUNDARY TREES	ALL WITHIN 30'

SPECIMEN TREE NOTE

SPECIMEN TREE REPORT COMPLETED 11-5-2025 BY ROOT ZONE TREE CONSULTANTS:
JAMES MAHONEY
ISA CERTIFIED ARBORIST SO #10291A

ADDITIONAL NOTES

1. THE TREE FEATURES SHOWN HEREON WERE DETERMINED BY GPS OBSERVATIONS AND WERE ADJUSTED BY PLANNERS AND ENGINEERS COLLABORATIVE IN NOVEMBER 2025. NORTH AMERICAN DATUM OF 1983 (NAD83), NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEORGIA WEST ZONE STATE PLANE COORDINATES.
2. THE FIELD DATA UPON WHICH THIS MAP IS BASED HAS A PRECISION OF SUB 1-METER.
3. EQUIPMENT USED:
HORIZONTAL - TRIMBLE DA2 SERIES

MORRIS RD

FOR
MCKINLEY HOMES
655 ENGINEERING DRIVE, SUITE 208,
PEACHTREE CORNERS, GA 30092

MORRIS RD (12725 & 12735), ALPHARETTA GA, 30004

ROOT ZONE TREE CONSULTANTS
350 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092 (678) 684-6202 WWW.RZCONSULTANTS.COM
A DIVISION OF PLANNERS AND ENGINEERS COLLABORATIVE WWW.PEC-ATL.COM

REVISIONS:

NO.	DATE	BY	DESCRIPTION

TREE SURVEY

DATE: 11-5-2025
PROJECT: 24137.00

PRELIMINARY

NOT TO BE RELEASED FOR CONSTRUCTION

SHEET #
S1
OF

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SPECIMEN TREE DATA			
TREE #	DBH "	SPECIES	Quality
1562	27	RIVER BIRCH	GOOD
1566	25	CHERRY	GOOD
2195	56	WATER OAK	FAIR

BOUNDARY TREE DATA			
TREE #	DBH "	SPECIES	Quality
1607	15	SHUMARD OAK	GOOD
1611	13	SHUMARD OAK	GOOD
1612	14	SHUMARD OAK	GOOD
1615	16	SHUMARD OAK	GOOD
1616	15	SHUMARD OAK	GOOD
1617	14	SHUMARD OAK	GOOD
1618	12	SHUMARD OAK	GOOD
1619	14	SHUMARD OAK	GOOD
1620	16	SHUMARD OAK	GOOD
1621	16	SHUMARD OAK	GOOD
1622	21	POPLAR	GOOD
2288	7	MAGNOLIA	GOOD
2290	10	CHERRY	GOOD
2291	11	CHERRY	GOOD
2292	11	CHERRY	GOOD
2293	28	CEDAR	GOOD
2294	15	MAGNOLIA	GOOD

LANDSCAPE TREE DATA			
TREE #	DBH "	SPECIES	Quality
1554	14	MAGNOLIA	GOOD
1555	23	MAGNOLIA	GOOD
1556	19	MAGNOLIA	GOOD
1557	24	MAGNOLIA	GOOD
1558	18	MAGNOLIA	GOOD
1580	21	MAGNOLIA	GOOD
1581	11	MAGNOLIA	GOOD
1582	22	MAGNOLIA	GOOD
1583	13	MAGNOLIA	GOOD
1584	19	MAGNOLIA	GOOD
1585	15	MAGNOLIA	GOOD
1586	13	MAGNOLIA	GOOD
1587	20	MAGNOLIA	GOOD
1589	20	MAGNOLIA	GOOD
1602	15	MAGNOLIA	GOOD
1603	16	MAGNOLIA	GOOD
1604	12	MAGNOLIA	GOOD
1605	28	TUPELO	GOOD
1606	13	MAGNOLIA	GOOD
2034	28	WILLOW OAK	GOOD
2035	11	SILVER MAPLE	GOOD
2036	13	SILVER MAPLE	GOOD
2037	27	WILLOW OAK	GOOD
2038	12	SILVER MAPLE	GOOD
2039	13	SILVER MAPLE	GOOD
2040	12	SILVER MAPLE	POOR
2041	14	SILVER MAPLE	GOOD
2042	11	SILVER MAPLE	POOR
2043	25	WILLOW OAK	GOOD
2044	19	SILVER MAPLE	POOR
2045	14	SILVER MAPLE	GOOD
2046	32	WILLOW OAK	GOOD
2047	29	WILLOW OAK	GOOD
2048	23	MAGNOLIA	GOOD
2049	18	MAGNOLIA	GOOD
2050	14	MAGNOLIA	GOOD
2051	14	MAGNOLIA	GOOD
2052	16	MAGNOLIA	GOOD
2053	7	RED MAPLE	POOR
2054	8	RED MAPLE	POOR
2055	9	RED MAPLE	POOR
2056	11	RED MAPLE	FAIR
2057	15	SILVER MAPLE	FAIR
2058	12	SILVER MAPLE	GOOD
2059	12	RED MAPLE	POOR
2060	10	RED MAPLE	POOR

LANDSCAPE TREE DATA			
TREE #	DBH "	SPECIES	Quality
2161	18	CHERRY	GOOD
2162	16	CHERRY	GOOD
2163	17	CHERRY	GOOD
2164	13	SILVER MAPLE	GOOD
2165	16	SILVER MAPLE	GOOD
2166	20	SILVER MAPLE	GOOD
2167	17	SILVER MAPLE	GOOD
2168	14	CHERRY	GOOD
2169	15	CHERRY	GOOD
2170	18	CHERRY	GOOD
2171	17	CHERRY	GOOD
2172	16	CHERRY	GOOD
2173	16	CHERRY	GOOD
2174	22	WILLOW OAK	GOOD
2175	27	WILLOW OAK	GOOD
2193	10	KOUSA DOGWOOD	GOOD
2194	14	KOUSA DOGWOOD	GOOD
2197	15	CRAPE MYRTLE	GOOD
2198	18	CRAPE MYRTLE	GOOD
2199	16	CRAPE MYRTLE	GOOD
2200	20	CRAPE MYRTLE	GOOD
2263	24	RED MAPLE	GOOD
2286	7	MAGNOLIA	GOOD
2287	7	MAGNOLIA	GOOD
2289	10	CHERRY	GOOD

DENSITY TREE DATA			
TREE #	DBH "	SPECIES	Quality
1559	7	SWEETGUM	GOOD
1560	7	PINE	GOOD
1561	8	CHERRY	GOOD
1563	8	SWEETGUM	GOOD
1564	10	SWEETGUM	GOOD
1565	9	CHERRY	GOOD
1567	16	BALD CYPRESS	GOOD
1568	10	BALD CYPRESS	GOOD
1572	26	POPLAR	GOOD
1573	8	SWEETGUM	GOOD
1574	14	PINE	GOOD
1575	8	PINE	DDH
1576	7	POPLAR	GOOD
1577	13	SWEETGUM	GOOD
1578	16	PINE	GOOD
1579	10	CHERRY	GOOD
1588	11	MAGNOLIA	GOOD
1590	16	PINE	GOOD
1591	8	PINE	GOOD
1592	7	WATER OAK	GOOD
1593	7	CHERRY	GOOD
1594	7	RED MAPLE	GOOD
1595	7	PINE	GOOD
1596	15	WATER OAK	GOOD
1597	14	PINE	GOOD
1598	6	WATER OAK	GOOD
1600	12	PINE	GOOD
1601	12	WATER OAK	GOOD
1608	9	CHERRY	GOOD
1609	8	WATER OAK	GOOD
1610	13	WATER OAK	GOOD
1613	15	PINE	GOOD
1614	8	CHERRY	GOOD
1623	8	CHERRY	GOOD
2264	19	RED MAPLE	GOOD
4001	16	RED MAPLE	FAIR
4002	15	PINE	GOOD
4003	20	PINE	GOOD
4004	16	PINE	GOOD
4005	6	RED MAPLE	FAIR
4006	12	PINE	GOOD
4007	15	PINE	GOOD
4008	10	PINE	GOOD
4009	12	PINE	GOOD
4010	11	PINE	GOOD
4061	7	PINE	GOOD
4062	5	POPLAR	GOOD
4063	21	PINE	GOOD
4082	5	POPLAR	GOOD
4083	8	CHERRY	GOOD
4084	6	POPLAR	GOOD
4100	5	CHERRY	GOOD
4133	11	PINE	GOOD
4168	12	PINE	GOOD
4169	17	PINE	GOOD
4170	6	WATER OAK	GOOD
4171	4	CHERRY	GOOD
4172	7	RED MAPLE	GOOD
4173	12	RED MAPLE	GOOD
4181	12	SWEETGUM	GOOD
4182	17	RED MAPLE	GOOD
4183	15	RED MAPLE	GOOD
4189	12	RED MAPLE	GOOD
4190	11	PINE	GOOD
4191	6	PINE	GOOD
4192	19	RED MAPLE	GOOD

LAKE BUFFER TREE DATA			
TREE #	DBH "	SPECIES	Quality
1569	12	RED MAPLE	GOOD
1570	22	BLACK WILLOW	GOOD
1571	6	CHERRY	GOOD
1599	20	MAGNOLIA	GOOD
2283	32	RIVER BIRCH	GOOD
4011	11	PINE	GOOD
4012	8	PINE	GOOD
4013	14	PINE	GOOD
4014	11	PINE	GOOD
4015	6	RED MAPLE	GOOD
4016	14	SWEETGUM	GOOD
4017	6	RED MAPLE	GOOD
4018	8	PINE	GOOD
4019	9	PINE	GOOD
4020	15	PINE	GOOD
4021	6	PINE	GOOD
4022	9	PINE	GOOD
4023	11	PINE	GOOD
4024	12	PINE	GOOD
4025	17	PINE	GOOD
4026	12	PINE	GOOD
4027	5	CHERRY	GOOD
4028	12	PINE	GOOD
4029	9	bald cypress	GOOD
4030	9	RED MAPLE	GOOD
4031	6	RED MAPLE	GOOD
4032	16	PINE	POOR
4033	4	PINE	DDH
4034	10	PINE	GOOD
4035	6	PINE	GOOD
4036	15	PINE	GOOD
4037	9	PINE	GOOD
4038	13	SWEETGUM	GOOD
4039	4	RED MAPLE	GOOD
4042	9	ALDER	GOOD
4043	7	ALDER	GOOD
4044	14	PINE	GOOD
4045	6	RED MAPLE	GOOD
4046	5	RED MAPLE	GOOD
4047	5	HOLLY	GOOD
4048	12	PINE	GOOD
4049	7	PINE	GOOD
4050	18	PINE	GOOD
4051	6	PINE	DDH
4052	8	SWEETGUM	GOOD
4053	4	TUPELO	GOOD
4054	8	POPLAR	GOOD
4055	13	PINE	GOOD
4056	14	PINE	GOOD
4057	14	PINE	GOOD
4058	22	PINE	GOOD
4059	14	PINE	GOOD
4060	6	PINE	GOOD
4064	19	PINE	GOOD
4065	15	PINE	GOOD
4066	5	PINE	GOOD
4067	4	PINE	GOOD
4068	10	PINE	GOOD
4069	11	PINE	GOOD
4070	7	RED MAPLE	GOOD
4071	6	alder	GOOD
4072	16	PINE	GOOD
4074	4	RED MAPLE	GOOD
4075	5	alder	GOOD
4076	5	PINE	GOOD
4077	5	RED MAPLE	GOOD
4078	7	PINE	GOOD
4079	15	PINE	GOOD
4080	12	PINE	GOOD
4081	9	PINE	GOOD
4085	11	POPLAR	GOOD
4086	14	POPLAR	GOOD
4087	4	SWEETGUM	GOOD
4088	19	PINE	GOOD
4089	12	PINE	GOOD
4090	15	PINE	GOOD
4091	7	RED MAPLE	GOOD
4092	4	CHERRY	GOOD
4093	8	PINE	GOOD
4094	20	PINE	GOOD
4095	7	PINE	GOOD
4096	7	PINE	GOOD
4097	5	SWEETGUM	GOOD

LAKE BUFFER TREE DATA			
TREE #	DBH "	SPECIES	Quality
4098	15	PINE	GOOD
4099	21	PINE	GOOD
4101	6	SWEETGUM	GOOD
4102	5	SWEETGUM	GOOD
4103	4	CHERRY	GOOD
4104	17	PINE	GOOD
4105	16	PINE	GOOD
4106	15	PINE	GOOD
4107	6	PINE	GOOD
4108	13	PINE	GOOD
4109	16	PINE	GOOD
4110	7	PINE	GOOD
4111	4	RED MAPLE	GOOD
4112	20	PINE	GOOD
4113	6	SWEETGUM	GOOD
4114	7	PINE	GOOD
4115	6	CHERRY	GOOD
4116	26	PINE	GOOD
4117	5	TUPELO	GOOD
4118	22	PINE	GOOD
4119	4	HOLLY	GOOD
4120	17	PINE	GOOD
4121	13	PINE	GOOD
4122	11	PINE	GOOD
4123	10	RED MAPLE	GOOD
4124	14	PINE	GOOD
4125	4	RED MAPLE	GOOD
4126	8	PINE	GOOD
4127	13	PINE	GOOD
4128	19	PINE	GOOD
4129	4	PINE	GOOD
4130	9	PINE	GOOD
4131	17	PINE	GOOD
4132	5	SWEETGUM	GOOD
4134	6	PINE	GOOD
4135	20	PINE	GOOD
4136	4	SWEETGUM	GOOD
4138	8	PINE	GOOD
4139	7	PINE	GOOD
4140	17	PINE	GOOD
4141	7	PINE	GOOD
4142	15	PINE	GOOD
4143	20	PINE	GOOD
4144	13	RED MAPLE	GOOD
4145	10	RED MAPLE	GOOD
4146	8	RED MAPLE	GOOD
4147	20	PINE	GOOD
4148	12	RED MAPLE	GOOD
4149	5	RED MAPLE	GOOD
4150	4	alder	GOOD
4151	24	PINE	GOOD
4152	12	PINE	GOOD
4153	9	SWEETGUM	GOOD
4154	11	RED MAPLE	GOOD
4155	9	RED MAPLE	GOOD
4156	13	PINE	GOOD
4157	7	TUPELO	GOOD
4158	17	PINE	GOOD
4159	7	PINE	GOOD
4160	21	PINE	GOOD
4161	6	PINE	DDH
4162	6	PINE	GOOD
4163	6	SWEETGUM	GOOD
4164	5	RED MAPLE	GOOD
4165	10	SWEETGUM	GOOD
4166	9	alder	GOOD
4167	20	RED MAPLE	GOOD
4174	18	RED MAPLE	GOOD
4175	12	RED MAPLE	GOOD
4176	8	RED MAPLE	GOOD
4177	6	RED MAPLE	GOOD
4178	6	RED MAPLE	GOOD
4179	7	RED MAPLE	GOOD
4180	7	RED MAPLE	GOOD
4184	27	POPLAR	GOOD
4185	19	RED MAPLE	DDH
4186	13	RED MAPLE	GOOD
4187	9	WATER OAK	GOOD
4188	12	RED MAPLE	GOOD

MORRIS RD

FOR
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655 ENGINEERING DRIVE, SUITE 208,
PEACHTREE CORNERS, GA 30092

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REVISIONS:

NO.	DATE	BY	DESCRIPTION

TREE SURVEY

DATE: 11-5-2025
PROJECT: 24137.00

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S2
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STAFF REPORT

Department: Police
Submitted By: Stephanie Cochran
Meeting Date: April 13, 2026

AGENDA ITEM:

Purchase Approval: FY2026 Police Fleet Replacement
Consideration and approval of the purchase of seven (7) 2026 Ford Police Interceptor Utility vehicles from Hardy Automotive under State Contract 99999-SPD-SPD0000183-0002 for a total vehicle cost of $313,705, the upfitting for these vehicles from the City's chosen vendor, Dana Safety Supply, Inc., for a total of $156,864.75, for an overall project cost totaling $470,569.75, and with authorization for the Mayor to sign all necessary documents.

STAFF RECOMMENDATION:

Staff recommends awarding the purchase of seven (7) 2026 Ford Police Interceptor Utility vehicles to Hardy Automotive under State Contract 99999-SPD-SPD0000183-0002 at a total vehicle cost of $313,705, with an additional $156,864.75 for the required upfitting, for a total project cost of $470,569.75.

BUDGET & PROCUREMENT:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: THE TOTAL COST FOR THE SEVEN (7) 2026 FORD POLICE INTERCEPTOR UTILITY VEHICLES IS $313,705. REQUIRED UPFITTING TOTALS $156,864.75, RESULTING IN AN OVERALL PROJECT COST OF $470,569.75. OF THE SEVEN VEHICLES, TWO WILL REPLACE UNITS TOTALED IN ACCIDENTS AND WILL BE FUNDED THROUGH THE RISK REPLACEMENT ACCOUNT IN THE AMOUNT OF $134,448.50. THE REMAINING FIVE VEHICLES WILL BE FUNDED THROUGH THE FY2026 FLEET REPLACEMENT ACCOUNT.

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
FY 2026 FLEET REPLACEMENT / 30131150-542200-C2601	$336,121.25
RISK REPLACEMENT / 60015550-552201	$134,448.5

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
.	$0.00
.	$0.00

ITEM DESCRIPTION:

This agenda item requests consideration and approval to purchase seven (7) 2026 Ford Police Interceptor Utility vehicles from Hardy Automotive under State Contract 99999-SPD-SPD0000183-0002 at a total vehicle cost of $313,705. The required upfitting for these vehicles totals $156,864.75, bringing the overall project cost to $470,569.75.

BACKGROUND

Our Ford service provider continues to meet expectations for service quality and timeliness, consistently completing

repairs efficiently. Ford vehicles have demonstrated improvements in both quality and reliability, and the hybrid powertrain option is anticipated to reduce fuel costs over the vehicle lifecycle.
Officer vehicle preferences vary. Some officers prefer the Ford Police Interceptor Utility for its smaller size and improved maneuverability. Others—particularly larger or taller officers, officers assigned additional equipment, or those responsible for Police K9 operations—require the larger Chevrolet Tahoe to ensure adequate space, comfort, and functionality.

PROCUREMENT METHOD

Statewide Contract: Statewide contracts meet the competitive procurement requirements established by the State of Georgia. Local governments that utilize these contracts can rely on the State's research, solicitation, and negotiation processes, which typically result in cost savings due to volume-based pricing that smaller jurisdictions are unable to achieve independently. Additional benefits include increased efficiency and time savings, as the procurement process has already been completed.
Staff recommends using the State of Georgia Contract rather than initiating a separate competitive procurement. Many manufacturers and authorized fleet dealers, including Ford, structure their pricing around high-volume statewide agreements. These agreements offer pre-negotiated, volume-based discounts that individual solicitations generally cannot match. As a result, the State Contract often represents the most cost-effective and advantageous purchasing method.

For this procurement, staff obtained State Contract pricing from two authorized vendors. Hardy Automotive quoted $313,705 for seven (7) 2026 Ford Police Interceptor Utility vehicles, while Wade Ford submitted a quote of $333,235 for the same units. Hardy's pricing is the lowest available under the State Contract and confirms the competitiveness of the selected vendor.

The seven (7) vehicles we will be replacing are as follows:

Two (2) Wreck Replacements

1. 1FM5K8AB9RGA25400 24-42
2. 1FM5K8ABXRGA25342 24-11

Five (5) Scheduled Replacements

	Unit #	Year	Model Make	VIN	Mileage	Tag #
1.	15-23	2016	Ford Explorer	1FM5K8AR9GGA08199	SUV 151,082 mi	GV2686F
2.	18-13	2017	Ford Explorer	1FM5K8AR4HGE15431	SUV 155,780 mi	GV2690L
3.	19-16	2018	Ford Explorer	1FM5K8AR1JGC75876	SUV 139,069 mi	GV1789M
4.	18-12	2017	Ford Explorer	1FM5K8AR2HGE15430	SUV 139,195 mi	GV2689L
5.	15-21	2016	Ford Explorer	1FM5K8AR5GGA08197	SUV 143,895 mi	GV2684F

ALTERNATIVES:

Council could not approve the purchase.

ATTACHMENTS:

1. Wade Ford - LT ROBINSON HYBRID2026 PIU Proposal Quote
2. Dana safety Supply Quote SO# 620866 - Alpharetta (2026 Patrol PIU)
3. Hardy 2026 Ford Explorer PIU Hybrid
4. Hardy State Contract

PRICING PROPOSAL

DATE Tuesday, March 24, 2026

GA Statewide Contract 99999-001-SPD0000218-0001

Account Manager: RON MORGAN 404-637-3924

CUSTOMER ALPHARETTA DEPT OF PUBLIC SAFETY
CONTACT SERGENT ROSARIO
PHONE
EMAIL srosario@alpharetta.ga.us
ADDRESS

VEHICLE			TRADE		
Vehicle	2026 HYBRID PIU				
Color	AGATE BLACK				
Stock #	NEED TO ORDER		VIN		
			Miles		
PRICING			**Actual Value**		
PRICE		$50,905.00	Tires	-	
STOCK FEE		$0.00	Mileage Adjustment	-	
Delivery Fee		$0.00	Mechanical repairs	-	
EXTRA KEYS & FOBS (2/2)		$0.00	Brakes	-	
Vehicle Selling Price		$50,905.00	Scratches / Paint	-	
TOTAL UPFIT		$0.00	Body Damage / Dents	-	
Discount / GPC	-	($3,300.00)	Extra Allowance	+	
Difference		$47,605.00	Allowance:		$0.00
			FLEETTAIL		
Taxes 7%	+	$0.00	Name		
Trade Payoff	+	$0.00	Address		
PREM EXTENDED 5YR / 100	+	$0.00			
Service PLAN 7 / 100	+	$0.00	Phone		
Shipping Fee	+	$0.00			
Balance Due (estimate)		$47,605.00	Email		
Total Quantity (2 UNITS)		7			
Order Total		$333,235.00			

NOTES

This sales order does not guarantee availability
A purchase order is required to guarantee availability.

X _____ *Ron Morgan* _____

Buyer **Date** **Account Manager** **Date** **3/24/2026**

Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620866-A
Customer No.	ALPHA

Bill To	Ship To
ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
1	1	Y	MISC EMPLB01KVR-4Q4 Warehouse: ATLA	1,798.0000	1,798.00
1	1	N	RVID-SO6-FIU-HO Delivery Info: 662110 ACARI REAR MOUNT LIGHTSTICK - FORD PIU Warehouse: ATLA Lights NOT Included Requires (6) MPower 3 wire, Screw mount lights Includes Wire harness for 3 wire RVID -Housing Only Vehicle: Ford PIU 2020+ Lightheads: SoundOff, mPower, Screw Mount Harness: 3 wire (connect n go) 6 total modules	485.0000	485.00
2	2	N	EMPSCG2SMS4D Delivery Info: 662108 SOI, MPWR FASCIA C-N-G, 4", SM, BLK HSG, RED/WHT Warehouse: ATLA 4" 3-Wire Light w/ Screw Mount, for use with mpower Arrow Kit and Connect-n-Go, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/White	99.0000	198.00
4	4	N	EMPSCG2SMS4M Delivery Info: 662108 SOI mpower Fascia 4" 3-wire Warehouse: ATLA	99.0000	396.00

Print Date	03/24/26
Print Time	09:28:26 AM
Page No.	1

Continued on Next Page

Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620866-A
Customer No.	ALPHA

Bill To	**Ship To**
ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
2	2	N	EMPS2QMS4J Delivery Info: 662108 SOI, MPWR FASCIA, 4", QM, BLK HSG, RED/BLU Warehouse: ATLA NO SOI CONFIG ONLINE On Hatch above tag to shine back when hatch is open or on lip of hatch when open	99.0000	198.00
1	1	Y	ENGSA5201 SOI 500 SERIES SIREN W/ BUILT IN LINK MODULE Warehouse: ATLA bluePRINT® 500 Series Remote Amplifier with Link, 10-16v, 200 Watt dual-tone	581.7600	581.76
1	1	Y	ENGCP18004 SOI ROTARY CONTROL PANEL W/MICROPHONE Warehouse: ATLA Rotary Control Panel with Microphone, compatible with bluePRINT® Control Systems (Remote)	164.3500	164.35
1	1	Y	ENGLNVH018 SOI BLUEPRINT 500 LINK, 2024+ PIU/EXPLORER Warehouse: ATLA Vehicle Harness for bluePRINT® 500 with Link with 25' data cable for Ford F-150 2024-2025, Ford Police Interceptor / Explorer 2025	176.4000	176.40
3	3	N	ENGND04102 Delivery Info: 662108 SOI 10 OUTPUT REMOTE NODE W/ MAGNETIC I.D. Warehouse: ATLA	196.0000	588.00

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Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620866-A
Customer No.	ALPHA

Bill To	**Ship To**
ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
3	3	N	ENGHNK06 Delivery Info: 662108 SOI 10FT REMOTE NODE HARNESS Warehouse: ATLA	77.4000	232.20
1	1	N	PSRNMC1 Delivery Info: 662108 SOI Replacement Microphone & Strain Relief for #ETSA48 Warehouse: ATLA Replacement Microphone & Strain Relief for #ETSA481RSP, #ETSA482RSP	65.0000	65.00
1	1	N	PSRN4MCEXT Delivery Info: 662108 SOS MIC EXTENSION CABLE Warehouse: ATLA	58.0000	58.00
1	1	N	ENGSYMD01 Delivery Info: 662108 SOI SOUND OFF / BLUEPRINT SYNC MODULE Warehouse: ATLA	218.0000	218.00
2	2	N	ETSS100J Delivery Info: 662108 SOI 100J SERIES COMPOSITE SPEAKER Warehouse: ATLA 100J series composite speaker w/ universal bail brkt-100 watt	179.0000	358.00
1	1	N	ETSKLF101 Delivery Info: 662108 SOI LOW FREQUENCY AFTERSHOCK SIREN W/1 SPEAKERS Warehouse: ATLA LF Aftershock Siren System, includes: 100 Watt Speaker, 200 Watt Amplifier and Universal Bracket	414.3400	414.34

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DANA SAFETY SUPPLY, INC
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Telephone: 800-845-0045

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Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
1	1	N	ETSSLFVBK07 Delivery Info: 662108 SOI 2020 PIUT AFTERSHOCK MNT BRACKET PASS. Warehouse: ATLA	29.5800	29.58
4	4	N	EMPS4STS5RBW Delivery Info: 662108 SOI, MPWR HD, 4", STM, CLR HSG, RED/BLU/WHT Warehouse: ATLA HD 4" Light, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Clear Lens, 18 LED, Tricolor - Red/Blue/White **Mounted in upper Channel**	109.7000	438.80
2	2	N	EMPSA05BU-8 Delivery Info: 662108 SOI, MPWR FASCIA, 4X2, QM, BLK HSG, RED/BLU/WHT Warehouse: ATLA 4"x2" mpower Fascia with Quick Mount 36 LED 9-32 Volt SAE with 1.5' Pigtail Black Housing with Clear Lens RED/BLU/WHT **Mounted on side of bumper**	159.3000	318.60
2	2	N	EMPS4STS5RBW Delivery Info: 662108 SOI, MPWR HD, 4", STM, CLR HSG, RED/BLU/WHT Warehouse: ATLA HD 4" Light, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Clear Lens, 18 LED, Tricolor - Red/Blue/White **Mounted under side Mirrors**	109.7000	219.40

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Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620866-A
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ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
4	4	N	PMP4BZL01B Delivery Info: 662108 SOI 4" MPOWER HD BLACK BEZEL Warehouse: ATLA	10.8000	43.20
1	1	Y	PMP2BKUMB8-D SOI UNDER MIRROR MOUNT BRACKET KIT, DRIVER, 2025 Warehouse: ATLA Under Mirror Mount Bracket Kit (each) for installation on Ford PI Utility 2025 for use with mpower® 3" and 4" Stud and Intersector Surface Mount, Driver Side	23.9500	23.95
1	1	Y	PMP2BKUMB8-P SOI UNDER MIRROR MOUNT BRACKET KIT, PASS., 2025 PIU Warehouse: ATLA Under Mirror Mount Bracket Kit (each) for installation on Ford PI Utility 2025 for use with mpower® 3" and 4" Stud and Intersector Surface Mount, Passenger Side	23.9500	23.95
2	2	N	EMPS4STS5RBW Delivery Info: 662108 SOI, MPWR HD, 4", STM, CLR HSG, RED/BLU/WHT Warehouse: ATLA HD 4" Light, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Clear Lens, 18 LED, Tricolor - Red/Blue/White **Mounted on rear doors at B pillar**	109.7000	219.40
2	2	N	PMP2BKDGAJ Delivery Info: 662108 SOI 4" mPOWER 90 DEGREE MOUNTING BRACKET, BLACK Warehouse: ATLA	8.9500	17.90

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Sales Quote

DANA SAFETY SUPPLY, INC
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Telephone: 800-845-0045

Sales Quote No.	620866-A
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ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
4	4	N	EMPS4STS5RBW Delivery Info: 662108 SOI, MPWR HD, 4", STM, CLR HSG, RED/BLU/WHT Warehouse: ATLA HD 4" Light, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Clear Lens, 18 LED, Tricolor - Red/Blue/White **Mounted in Rear side cargo window x2 per side**	109.7000	438.80
2	2	N	PMP2WSDDB Delivery Info: 662108 SOI 4" MPOWER DUAL WINDOW SHROUD-BLACK Warehouse: ATLA	15.7500	31.50
1	1	N	EBSDL0002-D Delivery Info: 662108 SOI, OBSERVE, SMALL FORM DOME LIGHT, 3", R/W Warehouse: ATLA obSERVE+ Dome Light - 3" Round, Dual Color - Red/White	56.2800	56.28
1	1	N	EBSDL0002-D Delivery Info: 662108 SOI obSERVE+ Dome Light 3", R/W Warehouse: ATLA obSERVE+ Dome Light - 3" Round, Dual Color - Red/White Prisoner Compartment area - Assigned to Multi press button	56.2800	56.28

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Sales Quote

DANA SAFETY SUPPLY, INC
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GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620866-A
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ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
2	2	N	EBSDL0002-D Delivery Info: 662108 SOI obSERVE+ Dome Light 3", R/W Warehouse: ATLA obSERVE+ Dome Light - 3" Round, Dual Color - Red/White **1 in cargo Area, 1 on rear Hatch** Wire to toggle on D Pillar	56.2800	112.56
1	1	N	36-2125 Delivery Info: 662113 WESTIN 2020 FORD PI UTILITY PUSH BUMPER Warehouse: ATLA	336.3800	336.38
1	1	N	36-2125PB Delivery Info: 662113 WESTIN 2020 FORD PI UTILITY PIT BAR Warehouse: ATLA	309.0000	309.00
1	1	N	36-6005SMP4 Delivery Info: 662113 WESTIN 4 head top chanel for SOS Mpower Warehouse: ATLA	39.0000	39.00
1	1	N	36-2125WC Delivery Info: 662113 WESTIN WIRE COVER - PART Warehouse: ATLA	39.0000	39.00
1	1	N	GK10342UHK Delivery Info: 662115 SMC DUAL VERT. RACK 2 UNIV. LOCKS W/ HC KEY Warehouse: ATLA "Dual T-Rail Mount2 Universal XL Handcuff Key Override"	440.3000	440.30

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Sales Quote No.	620866-A
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ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
1	1	N	PK1126ITU20TM Delivery Info: 662115 SMC #10XL C Horizontal Sliding Window Warehouse: ATLA Coated Polycarbonate With Vinyl Coated Expanded Metal Window Security Screen XL Panel Partition TM (Tall Man)	804.3000	804.30
1	1	Y	QK0635ITU25 SMC FULL REPLACEMENT TRANSPORT SEAT TPO PLASTIC Warehouse: ATLA	1,224.3000	1,224.30
1	1	N	WK0514ITU20 Delivery Info: 662115 SMC VERTICALSTEEL WINDOW BARS FOR 2020+ PIUT Warehouse: ATLA	230.3000	230.30
1	1	N	T-FDEXRM1-20N-PSPPLR Delivery Info: 662116 TruckVault Magnum 1 Dwr for 2023 PIU Warehouse: ATLA Quote 259662	3,017.7500	3,017.75
1	1	N	425-6162 Delivery Info: 662256 JOTTO, CONSOLE Warehouse: ATLA Faceplates for Console: 425-6295 425-6281 BLANK FILLERS FOR REST OF CONSOLE	298.3100	298.31

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Sales Quote

DANA SAFETY SUPPLY, INC
500 S EDWARDIA DR
GREENSBORO, NC 27409

Telephone: 800-845-0045

Sales Quote No.	620866-A
Customer No.	ALPHA

Bill To	**Ship To**
ALPHARETTA, CITY OF EMAIL ALL INVOICES cmiller@alpharetta.ga.us ALPHARETTA, GA 30009	(For Pickup - ATLA) ATLANTA WAREHOUSE 4729 NELSON BROGDON BLVD SUITE C SUGAR HILL, GA 30518
Contact: **Telephone:** 678-297-6317 **E-mail:** psfleet@alpharetta.ga.u	**Contact:** Kamaria Everett **Telephone:** 470.209.4977 **E-mail:**

Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
1	1	N	425-6674 Delivery Info: 662256 JOTTO floor plate for 2020 int suv Warehouse: ATLA	170.9500	170.95
1	1	N	425-3704 Delivery Info: 662256 JOTTO DUAL INTERNAL CUP HOLDER Warehouse: ATLA	59.6600	59.66
1	1	N	425-0017 Delivery Info: 662256 JOTTO PT Hinged Brother Armrest Warehouse: ATLA Designed to mount to either horizontal or vertical, Jotto Desk's new Hinged Brother Armrest is an easy to use flip-up armrest and printer mount all in one. Engineered for the installer, the Brother Hinged Armrest works with Floor Plates or Consoles, the height is adjusted with simple hand tools, and Cable strain relief protects connectors on the printer from damage. Created with the user in mind the armrest position can be adjusted for the user's preference. The Hinged Brother Armrest fits the Brother PocketJet 6/7 Printer and paper roll.	427.8000	427.80
1	1	N	425-5010-5182 Delivery Info: 662256 JD Computer Mounts with Gamber/Kodiak/Havis/LedCo Plat Warehouse: ATLA Computer Mounts with Gamber/Kodiak/Havis/LedCo Plate FOR 2020 FPIU	328.0000	328.00
2	2	N	MMSU-1 Delivery Info: 662484 MAGNETIC MIC SINGLE UNIT CONVERSION KIT Warehouse: ATLA	39.0000	78.00

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Sales Quote

DANA SAFETY SUPPLY, INC
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Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
2	2	N	C-MCB Delivery Info: 662485 HAV CONSOLE MICROPHONE CLIP BRACKET Warehouse: ATLA	18.0000	36.00
1	1	N	USBC100-5461 Delivery Info: 662487 LIND POWER SUPPLY Warehouse: ATLA	169.0000	169.00
1	1	N	PJ822 Delivery Info: 662547(35) BRO POCKET JET 8 (THERMAL PRINTER W/ USB Warehouse: ATLA	399.0000	399.00
1	1	N	LB3692-003 Delivery Info: 662547(35) BROTHER POWER CORD Warehouse: ATLA	32.9500	32.95
1	1	N	14.0434 Delivery Info: 662488 ABLE2 Multi-Port Accessory Box with USB Warehouse: ATLA	42.0000	42.00
1	1	N	T52217B Delivery Info: 662117 TIGERTOUGH2020 Ford Police Interceptor Utility With I Warehouse: ATLA 2020 Ford Police Interceptor Utility With IronBand Driver's Bucket - Black Tactical	189.0500	189.05
1	1	Y	INSTALL DSS INSTALLATION OF EQUIPMENT - Utility Rocket Warehouse: ATLA	295.0000	295.00

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03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
1	1	Y	INSTALL DSS INSTALLATION OF EQUIPMENT - Motorola Radio Warehouse: ATLA	225.0000	225.00
1	1	N	SHOP SHOP SUPPLIES - WIRE/CONNECTORS/RELAYS/INSTALL KI Warehouse: ATLA	395.0000	395.00
1	1	Y	INSTALL DSS INSTALLATION OF EQUIPMENT Warehouse: ATLA	3,895.0000	3,895.00
2	2	N	SBT201 Delivery Info: 662489 BLUELINE SEATBELT LOCK- TOP BUTTON Warehouse: ATLA	56.0000	112.00
4	4	N	SB-KEY Delivery Info: 662489 BLUELINE - SEATBELT LOCK - KEY Warehouse: ATLA	2.5000	10.00
1	1	N	HINVI-2-6 Delivery Info: 662536 HINVI - Non Visible Personal Safety Lighthead Warehouse: ATLA HINVI - Non Visible, Personal Safety Lighthead, 9-32v Surface mount	208.0000	208.00
1	1	N	NONSTOCK Mounting bracket for UV light Warehouse: ATLA	15.0000	15.00

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Sales Quote

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GREENSBORO, NC 27409

Telephone: 800-845-0045

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Quote Date	Ship Via	F.O.B.	Customer PO Number	Payment Method
03/23/26	UPS GROUND FREIGHT	PPAY & ADD TO INVOICE	2026 PIU PATROL	NET30

Entered By	Salesperson	Ordered By	Resale Number
Jake Porter	JAKE PORTER-Atlanta	J. Hickel	

Order Quantity	Approve Quantity	Tax	Item Number / Description	Unit Price	Extended Price
1	1	N	7160-0250 Delivery Info: 662118 GJ NOTEPAD V UNIVERSAL COMPUTER CRADLE Warehouse: ATLA WILL ADJUST FOR COMPUTERS WITH THE FOLLOWING: WIDTH - 10.62 TO 16.5 INCHES THICKNESS - UP TO 1.50 INCHES DEPTH - 9.00 TO 12.38 INCHES ********** REPLACES NP-NOTEPAD4-XL **********	289.0000	289.00
1	1	N	FREIGHT INCOMING FREIGHT Warehouse: ATLA	300.0000	300.00
1	1	N	LBX110001 BRO USB Cable Type A to C, 10 ft Warehouse: ATLA	32.9500	32.95

Approved By: _____

☐ **Approve All Items & Quantities**

Quote Good for 30 Days

Print Date	03/24/26
Print Time	09:28:26 AM
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Subtotal	22,409.25
Freight	0.00
Order Total	22,409.25

By accepting this quote/order, the customer expressly acknowledges and agrees that to the extent not expressly prohibited by law, and except to the extent arising from or relating to the gross negligence or willful misconduct of DSS, its agents or its employees, DSS shall not be liable to the customer, or any third party for any damage to the vehicle/products resulting from or arising out of any ACTS OF GOD, including without limitation, any fires, floods, earthquakes, tornados, hail or similar weather events.

2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Client Proposal

Prepared by:
Desmond Delesline
Date: 03/20/2026

2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

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As Configured Vehicle	4
Selected Equip & Specs	6
Warranty	20

Prepared by: Desmond Delesline
03/20/2026

Hardy Family Ford | 1255 Charles Hardy Parkway Dallas Georgia | 301571181

2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Pricing Summary - Single Vehicle

	MSRP
Vehicle Pricing	
Base Vehicle Price	$48,550.00
Options	$560.00
Colors	$0.00
Upfitting	$0.00
Fleet Discount	$0.00
Fuel Charge	$0.00
Destination Charge	$1,795.00
Subtotal	$50,905.00

Pre-Tax Adjustments

Code	Description	MSRP
FAJ	FLEET ADJUSTMENT	-$6,200.00
DEL	DELIVERY	$110.00
Total		$44,815.00
	Total for x7	$313,705.00

Customer Signature

Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared by: Desmond Delesline
03/20/2026

Hardy Family Ford | 1255 Charles Hardy Parkway Dallas Georgia | 301571181

2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

As Configured Vehicle

Code	Description	MSRP
K8A	Base Vehicle Price (K8A)	$48,550.00
500A	Order Code 500A *Includes:* *- Engine: 3.3L V6 Direct-Injection Hybrid System* *136-MPH top speed. Police-calibrated.* *- Transmission: 10-Speed Automatic* *Includes manual police pursuit mode (steering wheel execution).* *- 3.73 Axle Ratio* *- Tires: 255/60R18 AS BSW* *- Wheels: 18" x 8" 5-Spoke Painted Black Steel* *Includes black wheel-lip molding, polished stainless steel hub cover and center caps.* *- Unique HD Cloth Front Bucket Seats w/Vinyl Rear* *Includes reduced bolsters, driver 6-way power track (fore/aft, up/down, tilt with manual recline, 2-way power lumbar), passenger 8-way power track with 2-way power recline and 2-way power lumbar and built-in steel intrusion plates in both driver/passenger seatbacks.* *- Radio: AM/FM/MP3 Capable* *Includes 100 watt siren/speaker prep kit, clock, 4 speakers, 1 USB port, 8" color LCD screen center-stack smart display, supports Android Auto and Apple CarPlay and fleet telematics modem. Allows data to be provided to support Ford Pro telematics and data services via optional subscription, including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts. Device enables optional telematics services through Ford or authorized providers via paid subscription. Subscribe at https://fordpro.com/en-us/telematics/ or call 1-833-811-FORD (3673).* *- SYNC Phoenix Communication & Entertainment System* *Includes hands-free voice command support compatible with most Bluetooth connected mobile devices, 911 Assist, VHR, SYNC Services, AppLink, Bluetooth, steering wheel controls, USB port and auxiliary input jack.*	N/C
99W	Engine: 3.3L V6 Direct-Injection Hybrid System *136-MPH top speed. Police-calibrated.*	Included
44B	Transmission: 10-Speed Automatic *Includes manual police pursuit mode (steering wheel execution).*	Included
STDAX	3.73 Axle Ratio	Included
STDTR	Tires: 255/60R18 AS BSW	Included
STDWL	Wheels: 18" x 8" 5-Spoke Painted Black Steel *Includes black wheel-lip molding, polished stainless steel hub cover and center caps.*	Included
9	Unique HD Cloth Front Bucket Seats w/Vinyl Rear *Includes reduced bolsters, driver 6-way power track (fore/aft, up/down, tilt with manual recline, 2-way power lumbar), passenger 8-way power track with 2-way power recline and 2-way power lumbar and built-in steel intrusion plates in both driver/passenger seatbacks.*	Included
PAINT	Monotone Paint Application	STD
119WB	119" Wheelbase	STD
STDRD	Radio: AM/FM/MP3 Capable	Included

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

As Configured Vehicle (cont'd)

Code	Description	MSRP
	Includes 100 watt siren/speaker prep kit, clock, 4 speakers, 1 USB port, 8" color LCD screen center-stack smart display, supports Android Auto and Apple CarPlay and fleet telematics modem. Allows data to be provided to support Ford Pro telematics and data services via optional subscription, including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts. Device enables optional telematics services through Ford or authorized providers via paid subscription. Subscribe at https://fordpro.com/en-us/telematics/ or call 1-833-811-FORD (3673). *Includes:* *- SYNC Phoenix Communication & Entertainment System* *Includes hands-free voice command support compatible with most Bluetooth connected mobile devices, 911 Assist, VHR, SYNC Services, AppLink, Bluetooth, steering wheel controls, USB port and auxiliary input jack.*	
153	Front License Plate Bracket	N/C
51R	Driver Only LED Bulb Spot Lamp (Unity)	$400.00
52P	Hidden Door-Lock Plunger *Includes:* *- Rear-Door Controls Inoperable* *Locks, handles and windows. Can manually remove window or door disable plate with special tool. Locks/windows operable from driver's door switches.*	$160.00
68G	Rear-Door Controls Inoperable *Locks, handles and windows. Can manually remove window or door disable plate with special tool. Locks/windows operable from driver's door switches.*	Included
425	50-State Emissions System	STD
UM_01	Agate Black	N/C
9W_01	Charcoal Black w/Unique HD Cloth Front Bucket Seats w/Vinyl Rear	N/C

SUBTOTAL	$49,110.00
Destination Charge	$1,795.00
TOTAL	$50,905.00

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs

Dimensions

- Conventional Capacity: 5,000 lbs.
- GCWR: 10,500 lbs.
- Vehicle body length: 198.8"
- Vehicle body width: 82.6"
- Vehicle body height: 69.4"
- Wheelbase: 119.1"
- Front track: 66.9"
- Rear track: 66.9"
- Interior rear cargo volume: 52.3 cu.ft.
- Interior rear cargo volume with seats folded: 90.6 cu.ft.
- Max interior rear cargo volume: 90.6 cu.ft.
- Total passenger volume: 118.0 cu.ft.
- Headroom first-row: 40.7"
- Headroom second-row: 40.4"
- Leg room first-row: 43.0"
- Leg room second-row: 40.7"
- Shoulder room first-row: 61.8"
- Shoulder room second-row: 61.3"
- Hip room first-row: 59.3"
- Hip room second-row: 59.1"

Powertrain

- Spark ignition system
- 3.3L V-6 port/direct injection, DOHC, variable valve control, engine with 285HP
- Engine cylinders: V-6
- Horsepower: 285 HP@6500 RPM
- Torque: 260 lb.-ft.@4000 RPM
- Engine oil cooler
- Heavy-duty radiator
- Hybrid electric motor starter
- 10-speed automatic
- Automatic full-time AWD
- All-wheel drive
- Recommended fuel: regular unleaded
- Easy Fuel capless fuel filler
- All-speed ABS and driveline traction control
- Permanent locking hub control
- 318.0 hybrid net horsepower
- Hybrid torque 322.0 lbs.-ft.

Fuel Economy and Emissions

- Gasoline secondary fuel type
- ULEV II emissions

Suspension and Handling

- Standard ride suspension
- Gas-pressurized front shock absorbers
- Gas-pressurized rear shock absorbers

Driveability

- 4-wheel disc brakes
- Front and rear ventilated disc brakes
- 4-wheel antilock (ABS) brakes
- Four channel ABS brakes
- Regenerative brakes
- Brake assist system
- Hill start assist
- Independent front suspension
- Strut front suspension
- Front anti-roll bar
- Front coil springs
- Independent rear suspension
- Rear anti-roll bar
- Multi-link rear suspension
- Electric power-assist steering system
- Rack-pinion steering

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

- 2-wheel steering system

Body Exterior

- Trailer wiring harness
- Monotone paint
- Black wheel well trim
- Black door handles
- Body-coloured front bumper
- Body-coloured rear bumper
- Black rear bumper rub strip
- Convex spotter in driver and passenger side door mirrors
- **Exterior mirror LED spot lights**
- Conventional left rear passenger door
- Liftgate rear cargo door
- 18 x 8-inch front and rear black steel wheels
- 4 doors
- Body-coloured bodyside cladding
- Black side window trim
- Black windshield trim
- Front tow hook
- Black front bumper rub strip
- Black grille
- Standard style side mirrors
- Black door mirrors
- Conventional right rear passenger door
- P255/60RW18 AS BSW front and rear tires

Convenience

- Power door locks
- Power tailgate/rear door lock
- Day/Night rearview mirror
- Cargo area tray/organizer
- Power cargo area access release
- Rear window defroster
- Yes rear windshield wipers
- Driver and passenger door bins
- Retained accessory power
- PRND in IP
- Keyfob activated door locks
- Cruise control with steering wheel mounted controls
- Power first-row windows
- Driver foot rest
- Heated rear wiper park
- Fixed rear windshield
- Locking glove box
- Dashboard storage
- Trip computer

Comfort

- Automatic climate control
- Rear climate control system
- Rear under seat climate control ducts
- Full headliner coverage
- Full floor coverage
- Carpet rear seatback upholstery
- Manual tilting steering wheel
- Dual-zone front climate control
- Cabin air filter
- Cloth headliner material
- Full vinyl floor covering
- Vinyl rear seat upholstery
- Urethane steering wheel
- Manual telescopic steering wheel

Seats and Trim

- Seating capacity: 5
- Driver seat with 8-way directional controls
- Bucket front seats
- Front passenger seat with 8-way directional controls

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

- Height adjustable front seat head restraints
- Manual reclining driver seat
- Power driver seat fore/aft control
- Power reclining passenger seat
- Power passenger seat fore/aft control
- Fixed rear seats
- Split-bench rear seat
- Front passenger seat with 2-way power lumbar
- Manual front seat head restraint control
- Power height adjustable driver seat
- Power driver seat cushion tilt
- Power height adjustable control passenger seat
- Power passenger seat cushion tilt
- Height adjustable rear seat head restraints
- Driver seat with 2-way power lumbar
- Cloth front seat upholstery

Entertainment Features

- 1 total number of 1st row displays
- Primary touchscreen display
- AM/FM
- AM radio
- Seek scan
- External memory control
- Speakers number: 4
- Voice activated audio controls
- Bluetooth wireless audio streaming
- 8 inch primary display
- AM/FM stereo radio
- In-vehicle audio
- FM radio
- Auxiliary input jack
- Standard grade speakers
- Steering wheel mounted audio controls
- Speed sensitive volume
- Integrated roof audio antenna

Lighting, Visibility and Instrumentation

- Metal-look instrument panel insert
- Trip odometer
- Digital clock
- Redundant digital speedometer
- Tachometer
- Engine hour meter
- Gauge cluster display size (inches): 12.30
- Projector beam headlights
- Auto on/off headlight control
- Variable intermittent front windshield wipers
- Front reading lights
- Variable instrument panel light
- LED brake lights
- Digital/analog instrumentation display
- Full gauge cluster screen
- Compass
- Driver information center
- Engine/electric motor temperature gauge
- Traction battery level gauge
- Deep tinted windows
- LED low and high beam headlights
- Multiple enclosed headlights
- Speed sensitive wipers
- Rear reading lights
- High mounted center stop light
- Fade interior courtesy lights

Technology and Telematics

- Vehicle integrated emergency SOS system
- Apple CarPlay/Android Auto smart device mirroring
- 2 USB ports
- Bluetooth handsfree wireless device connectivity
- Fleet Telematics Modem selective service internet access

Safety and Security

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

- Driver front impact airbag
- Curtain first and second-row overhead airbags
- Seat mounted side impact front passenger airbag
- Passenger side knee airbag
- Rear seat center 3-point seatbelt
- Front seatbelt pretensioners
- Fleet Telematics Modem vehicle tracker
- BLIS (Blind Spot Information System)
- Rear Cross-Traffic Braking collision mitigation
- External acoustic pedestrian alert
- Electronic stability control system with anti-rollover
- Manual rear child safety door locks
- Seat mounted side impact driver airbag
- Passenger front impact airbag
- Airbag occupancy sensor
- 7 airbags
- Front height adjustable seatbelts
- 2 seatbelt pre-tensioners
- Security system
- Pre-Collision Assist with Pedestrian Detection
- Pre-Collision Assist with Pedestrian Detection
- Rear camera with washer
- Reverse Sensing System rear parking sensors

Dimensions

General Weights

Curb weight	5,090 lbs.	GVWR	6,840 lbs.
Payload	1,500 lbs.		

Trailering Weights

Conventional capacity	5,000 lbs.	GCWR	10,500 lbs.

Off Road

Min ground clearance	7.5"	Loading floor height	30.9 "
Approach angle	19.3	Departure angle	21.4

Exterior Measurements

Vehicle body length	198.8"	Vehicle body width	82.6"
Vehicle body height	69.4"	Wheelbase	119.1"
Front track	66.9"	Rear track	66.9"

Interior Measurements

Interior rear cargo volume	52.3 cu.ft.	Max interior rear cargo volume	90.6 cu.ft.
Interior cargo area max width	47.9 "	Interior rear cargo volume with seats folded	90.6 cu.ft.
Length to rear seat	46.2 "		

Interior Volume

Total passenger volume	118.0 cu.ft.

Headroom

Headroom first-row	40.7"	Headroom second-row	40.4"

Legroom

Leg room first-row	43.0"	Leg room second-row	40.7"

Shoulder Room

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Shoulder room first-row	61.8"	Shoulder room second-row	61.3"

Hip Room

Hip room first-row	59.3"	Hip room second-row	59.1"

Powertrain

Engine

Engine	3.3L V-6 port/direct injection, DOHC, variable valve control, engine with 285HP	Valves per cylinder	4
Engine cylinders	V-6	Engine location	Front mounted engine
Ignition	Spark ignition system	Engine mounting direction	Longitudinal mounted engine
Engine block material	Iron engine block	Cylinder head material	Aluminum cylinder head

Engine Specs

Displacement	3.3L	cc	204 cu.in.
Bore	3.56"	Stroke	3.41"
Compression ratio	12.0		

Engine Power

Horsepower	285 HP@6500 RPM	Torque	260 lb.-ft.@4000 RPM

Alternator

Alternator amps	220A	Alternator type	Hybrid electric motor alternator

Battery

Battery amps	92Ah	Battery type	HD lead acid battery
Battery rating	850CCA		

Engine Extras

Engine cooler	Engine oil cooler	Radiator	Heavy-duty radiator
Starter	Hybrid electric motor starter		

Transmission

Transmission	10-speed automatic	Transmission electronic control	Transmission electronic control
Overdrive transmission	Overdrive transmission	Lock-up transmission	Lock-up transmission
First gear ratio	4.696	Second gear ratio	2.985
Third gear ratio	2.146	Fourth gear ratio	1.769
Fifth gear ratio	1.52	Sixth gear ratio	1.275
Reverse gear ratio	4.866	Seventh gear ratio	1
Eighth gear ratio	0.854	Ninth gear ratio	0.689
Tenth gear ratio	0.636	Selectable mode transmission	Selectable mode transmission
Transmission oil cooler	Transmission oil cooler		

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Drive Type

4WD type	Automatic full-time AWD	Drive type	All-wheel drive

Drivetrain

Axle ratio	3.73

Exhaust

Tailpipe	Stainless steel dual exhaust

Fuel

Fuel type	regular unleaded

Fuel Tank

Capless fuel filler	Easy Fuel capless fuel filler	Fuel tank capacity	18.99 gal.

Drive Feature

Traction control	All-speed ABS and driveline traction control	Locking hub control	Permanent locking hub control

Electric Powertrain

Hybrid torque	Hybrid torque 322.0 lbs.-ft.	Hybrid net horsepower	318.0 hybrid net horsepower
Number of electric motors	1	Electric powertrain	HEV (hybrid electric vehicle)
Electric motor 1 location	Front electric motor location		

Electric Vehicle Battery Pack

Traction battery type	lithium ion (Li-ion)	Gross traction battery capacity	1.5 kWh gross traction battery capacity
Traction battery output	Traction battery output 35.0 kW		

Provisions

Provisions	Police/fire provisions

Fuel Economy and Emissions

Fuel Economy

Secondary fuel type	Gasoline secondary fuel type

Emissions

Emissions	ULEV II emissions	Emissions tiers	Tier 2 Bin 5 emissions

Suspension and Handling

Suspension

Suspension	Standard ride suspension	Front shock absorbers	Gas-pressurized front shock absorbers

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Rear shock absorbers — Gas-pressurized rear shock absorbers

Driveability

Brakes

Brake type — 4-wheel disc brakes
Ventilated brakes — Front and rear ventilated disc brakes
ABS brakes — Four channel ABS brakes
ABS brakes — 4-wheel antilock (ABS) brakes

Brake Assistance

Hill start assist — Hill start assist
Brake assist system — Brake assist system

Front Suspension

Front anti-roll — Front anti-roll bar
Suspension ride type front — Independent front suspension
Suspension type front — Strut front suspension

Front Spring

Regular front springs — Regular front springs
Springs front — Front coil springs

Rear Spring

Springs rear — Rear coil springs
Rear springs — Regular grade rear springs

Rear Suspension

Rear anti-roll — Rear anti-roll bar
Suspension type rear — Multi-link rear suspension
Suspension ride type rear — Independent rear suspension

Steering

Steering — Electric power-assist steering system
Steering type — Rack-pinion steering
Steering type number of wheels — 2-wheel steering system

Exterior

Front Wheels

Front wheels diameter — 18"
Front wheels width — 8"

Rear Wheels

Rear wheels diameter — 18"
Rear wheels width — 8"

Front And Rear Wheels

Appearance — black
Material — steel

Front Tires

Aspect — 60
Diameter — 18"
Sidewalls — BSW
Speed — W

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Tread	AS	Type	P
Width	255mm		

Rear Tires

Aspect	60	Diameter	18"
Sidewalls	BSW	Speed	W
Tread	AS	Type	P
Width	255mm		

Body Exterior

Trailering

Towing class	Class III tow rating	Towing hitch	Trailer hitch
Towing wiring harness	Trailer wiring harness		

Exterior Features

Number of doors	4 doors	* **License plate front bracket**	**Front license plate bracket**

Body

Body panels	Galvanized steel and aluminum body panels with side impact beams

Mirrors

Convex spotter	Convex spotter in driver and passenger side door mirrors

Spare Tire

Spare tire	Full-size spare tire with steel wheel	Spare tire location	Spare tire mounted under the cargo floor

Aerodynamics

Spoiler	Rear lip spoiler

Wheels

Wheel covers	Wheel hub covers

Convenience

Door Locks

Door locks	Power door locks	Keyfob door locks	Keyfob activated door locks
Tailgate control	Power tailgate/rear door lock		

Cruise Control

Cruise control	Cruise control with steering wheel mounted controls

Rear View Mirror

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Day/Night rearview mirror ... Day/Night rearview mirror

Exterior Mirrors

Door mirrors ... Power door mirrors
Folding door mirrors ... Manual folding door mirrors

Front Side Windows

First-row windows ... Power first-row windows

Overhead Console

Overhead console ... Mini overhead console
Overhead console storage ... Overhead console storage

Driver Visor

Visor driver mirror ... Driver visor mirror

Passenger Visor

Visor passenger mirror ... Passenger visor mirror

Power Outlets

12V power outlets ... 2 12V power outlets

Cargo Features

Cargo tie downs ... Cargo area tie downs
Cargo light ... Cargo area light

Cargo Trim

Cargo floor type ... Carpet cargo area floor
Trunk lid trim ... Plastic trunk lid trim

Pedals

Driver foot rest ... Driver foot rest

Remote Releases

Cargo access ... Power cargo area access release

Rear Windshield

Rear window defroster ... Rear window defroster
Rear windshield ... Fixed rear windshield
Rear windshield wipers ... Yes rear windshield wipers
Heated wiper area ... Heated rear wiper park

Storage

Door bins front ... Driver and passenger door bins
Glove box ... Locking glove box
Dashboard storage ... Dashboard storage

Windows Feature

One-touch up window ... Driver and passenger one-touch up windows
One-touch down window ... Driver and passenger one-touch down windows

Windows Rear Side

Second-row windows ... Power second-row windows
Third-row windows ... Fixed third-row windows

Miscellaneous

Trip computer ... Trip computer
PRND in IP ... PRND in IP
Accessory power ... Retained accessory power

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Comfort

Climate Control

Climate control: Automatic climate control
Dual-zone front climate control: Dual-zone front climate control
Cabin air filter: Cabin air filter
Rear climate control: Rear climate control system
Rear under seat ducts: Rear under seat climate control ducts

Headliner

Headliner material: Cloth headliner material
Headliner coverage: Full headliner coverage

Door Trim

Door panel insert: Metal-look door panel insert

Floor Trim

Floor covering: Full vinyl floor covering
Floor coverage: Full floor coverage

Second-Row Seat Trim

Rear seat upholstery: Vinyl rear seat upholstery
Rear seatback upholstery: Carpet rear seatback upholstery

Steering Wheel

Steering wheel material: Urethane steering wheel
Steering wheel telescopic: Manual telescopic steering wheel
Steering wheel tilt: Manual tilting steering wheel

Seats and Trim

Seat Capacity

Seating capacity: 5

Front Seats

Driver seat direction: Driver seat with 8-way directional controls
Height adjustable driver seat: Power height adjustable driver seat
Driver seat fore/aft control: Power driver seat fore/aft control
Driver seat cushion tilt: Power driver seat cushion tilt
Passenger seat direction: Front passenger seat with 8-way directional controls
Split front seats: Bucket front seats
Reclining passenger seat: Power reclining passenger seat
Height adjustable passenger seat: Power height adjustable control passenger seat
Passenger seat fore/aft control: Power passenger seat fore/aft control
Passenger seat cushion tilt: Power passenger seat cushion tilt
Front head restraints: Height adjustable front seat head restraints
Front head restraint control: Manual front seat head restraint control
Reclining driver seat: Manual reclining driver seat

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Rear Seats

Bench seats: Split-bench rear seat
Folding second-row seats: 35-30-35 folding rear seats
Rear seat folding position: Fold forward rear seatback
Rear head restraint control: Manual rear seat head restraint control
Rear seats fixed or removable: Fixed rear seats
Rear seat direction: Front facing rear seat
Rear head restraints: Height adjustable rear seat head restraints
Number of rear head restraints: 3 rear seat head restraints

Lumbar Seats

Driver lumbar: Driver seat with 2-way power lumbar
Front passenger lumbar: Front passenger seat with 2-way power lumbar

Front Seat Trim

Front seat upholstery: Cloth front seat upholstery
Front seatback upholstery: Vinyl front seatback upholstery

Interior Accents

Interior accents: Metal-look interior accents

Gearshifter Material

Gearshifter material: Urethane gear shifter material

Entertainment Features

Displays

Primary touchscreen display: Primary touchscreen display
Primary display size: 8 inch primary display
Number of first-row displays: 1 total number of 1st row displays

Radio Features

Aux input jack: Auxiliary input jack
Seek scan: Seek scan
External memory: External memory control

Speakers

Speakers: Standard grade speakers
Speakers number: 4

Audio Features

Steering mounted audio control: Steering wheel mounted audio controls
Voice activated audio: Voice activated audio controls
Speed sensitive volume: Speed sensitive volume
Wireless streaming: Bluetooth wireless audio streaming

Lighting, Visibility and Instrumentation

Instrument Panel Trim

Panel insert: Metal-look instrument panel insert

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Instrumentation

Trip odometer	Trip odometer	Instrumentation display	Digital/analog instrumentation display

Instrumentation Displays

Speedometer	Redundant digital speedometer	Driver information center	Driver information center
Clock	Digital clock	Compass	Compass

Instrumentation Gauges

Tachometer	Tachometer	Traction battery level gauge	Traction battery level gauge
Engine/electric motor temperature gauge	Engine/electric motor temperature gauge	Gauge cluster display size (inches)	12.30
Engine hour meter	Engine hour meter		

Instrumentation Warnings

Engine temperature warning	Engine temperature warning	Oil pressure warning	Oil pressure warning
Low fuel warning	Low fuel warning	Low washer fluid warning	Low washer fluid warning
Low brake fluid warning	Low brake fluid warning	Battery charge warning	Battery charge warning
Headlights on reminder	Headlights on reminder	Key in vehicle warning	Key in vehicle warning
Door ajar warning	Door ajar warning	Trunk warning	Rear cargo ajar warning
Service interval warning	Service interval indicator	Low tire pressure warning	Tire specific low air pressure warning

Glass

Tinted windows	Deep tinted windows

Headlights

Headlights	LED low and high beam headlights	Headlight type	Projector beam headlights
Auto headlights	Auto on/off headlight control	Multiple headlights	Multiple enclosed headlights

Front Windshield

Wipers	Variable intermittent front windshield wipers	Speed sensitive wipers	Speed sensitive wipers

Interior Lighting

Variable panel light	Variable instrument panel light	Front reading lights	Front reading lights
Rear reading lights	Rear reading lights		

Lights

Interior courtesy lights	Fade interior courtesy lights	LED brake lights	LED brake lights
High mount stop light	High mounted center stop light		

Technology and Telematics

Connectivity

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2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Handsfree . . . . . Bluetooth handsfree wireless device connectivity

Emergency SOS . . Vehicle integrated emergency SOS system

Smart device integration . Apple CarPlay/Android Auto smart device mirroring

Internet Access

Internet access . . . . Fleet Telematics Modem selective service internet access

USB Ports

USB ports . . . . . 2 USB ports

Safety and Security

Airbags

Front impact airbag driver . . . Driver front impact airbag

Front impact airbag passenger . . . . . Passenger front impact airbag

Front side impact airbag driver . . . . Seat mounted side impact driver airbag

Occupancy sensor . . . . . Airbag occupancy sensor

Number of airbags . . . . . 7 airbags

Knee airbag . . . . . Passenger side knee airbag

Front side impact airbag passenger . . . . Seat mounted side impact front passenger airbag

Overhead airbags . . . . . Curtain first and second-row overhead airbags

Seatbelts

3-point seatbelt . . . . . Rear seat center 3-point seatbelt

Seatbelt pretensioners . . . Front seatbelt pretensioners

Height adjustable seatbelts . . . Front height adjustable seatbelts

Seatbelt pretensioners number . . . . . 2 seatbelt pre-tensioners

Security System

Vehicle tracker . . . . . Fleet Telematics Modem vehicle tracker

Security system . . . . . Security system

Active Driving Assistance

Blind spot . . . . . BLIS (Blind Spot Information System)

Rear collision warning . . . . Rear Cross-Traffic Braking collision mitigation

External acoustic pedestrian alert . . . External acoustic pedestrian alert

Forward collision warning . . . . Pre-Collision Assist with Pedestrian Detection

Pedestrian detection . . . . . Pre-Collision Assist with Pedestrian Detection

Cameras

Rear camera . . . . . Rear camera with washer

Traction Control

Electronic stability control . . . Electronic stability control system with anti-rollover

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Selected Equip & Specs (cont'd)

Parking Sensors

Parking sensors . . . . . Reverse Sensing System rear parking sensors

Occupant Safety

Child door locks . . Manual rear child safety door locks

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 Police Interceptor Utility AWD Base (K8A)

Price Level: 620

Warranty

Standard Warranty

Basic Warranty

Basic warranty ..... 36 months/36,000 miles

Powertrain Warranty

Powertrain warranty ..... 60 months/100,000 miles

Corrosion Perforation

Corrosion perforation warranty ..... 60 months/unlimited

Roadside Assistance Warranty

Roadside warranty ..... 60 months/60,000 miles

Hybrid/Electric Components Warranty

Hybrid/electric components warranty ..... 96 months/100,000 miles

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Statewide Contract Information Sheet

Statewide Contract Number	**99999-001-SPD0000183-0002**	NIGP Code	**07105**
Name of Contract	**Police Pursuit and Special Services Vehicles**		
Effective Date	1/4/2022	**Expiration Date**	1/3/2026

Contract Table of Contents			
Vendors Awarded	7	**Contract Information:**	**Mandatory**
Contract Information for Vendor			
Hardy Chevrolet Buick GMC, Inc.			2
Additional Contract Information			
Where to Find Pricing			3
Contract Renewals/ Extensions/ Amendments			4
Specifications			4
Ordering Instructions			5
DOAS Contact Information			6

Contract Information			
Statewide Contract Number	**99999-001-SPD0000183-0002**		
PeopleSoft Vendor Number	**0000066877**	**Location Code**	**002**
Vendor Name & Address			
Hardy Chevrolet, Inc. 1249 Charles Hardy Parkway Dallas, GA 30157			
Contract Administrator			
Colt Deems GM Fleet Manager Telephone: 770-445-6655 x 198 Fax: 770-445-9659 Email: cdeems@hardyautomotive.com	Austin Harris aharris@hardyautomotive.com 770.445.6655 EXT. 1204		
Contact Details			
Ordering Information	Hardy Chevrolet, Inc. 1249 Charles Hardy Parkway Dallas, GA. 30157		
Remitting Information	Hardy Chevrolet, Inc. 1249 Charles Hardy Parkway Dallas, GA. 30157		
Delivery Days	Coordinate Delivery Schedule upon Order		
Payment Terms	Net 30 days		
Bid Offer includes	State and Local Governments		
Acceptable payment method	ACH & Purchase Orders		

Contract Renewals/ Extensions/ Amendments:

Initial Term	1/4/2022-1/3/2024
Amendment #1	Pricing
Renewal #1:	1/4/2023-1/3/2025
Renewal #2	1/4/2025-1/3/2026
Renewal #3	TBD

Specifications

The specifications for all Police and Special Services Vehicles on this contract are the standard equipment as identified by the manufacturers. Standard Equipment can be found at http://www.fleet.ford.com/showroom/police-vehicles/

Ordering Instructions for Hardy Chevrolet

Step 1: Customer contacts one of the above account managers, Colt Deems or Austin Harris

Step 2: Customer informs the dealer which vehicle they want to order off Statewide Contract 99999-001-SDP0000183-0002

Step 3. Dealer Hardy sends customer a vehicle order sheet.

Step 5: Customer Returns Vehicle Ordering Sheet with all information completed to include options.

Step 6: Customer will be sent a signed quote for the vehicle including all

options.

Step 7: Quote will be used for customer to obtain a Purchase order.

Step 8: Once the quote is signed and the Purchase Order presented to Hardy we will then placed the order for the vehicles on the Purchase Order.

Step 9: Upon the arrival of ordered vehicles Customer will be notified that their vehicles are here pending their Pre-Delivery inspection.

Step 10: Hardy will then notify customer that their vehicles are ready for pickup/delivery.

Step 11: At time of delivery the invoice for payment will be sent with all title paperwork, MSO, and a Delivery confirmation receipt.

DOAS CONTACT INFORMATION

DOAS Contract Manager
Name: Emily Harris
Phone: 470-668-2663
Email: emily.harris@doas.ga.gov

Procurement Help Desk
Telephone: 404-657-6000
Email: procurementhelp@doas.ga.gov

DocuSign Envelope ID: 9D1018B4-D2FC-452A-AECA-0A61C97627A7

State of Georgia
Statewide Standard Contract Form

Solicitation Title	Solicitation Number	Contract Number
Police Pursuit Vehicles and Special Services Vehicles	**99999-SPD-SPD0000183**	**99999-SPD-SPD0000183-0002**

1. This Contract is entered into between the Agency and the Contractor named below:

Agency's Name
Department of Administrative Services
(hereafter called Agency)

Contractor's Name Hardy Chevrolet Buick GMC, Inc.
(hereafter called Contractor)

2. Contract to Begin:	Date of Completion:	Renewals:
12/1/2021	**11/30/2023**	**Three (3) one (1) year renewals**

3. Performance Bond, if any:	Other Bonds, if any:
N/A	**N/A**

4. Authorized Person to Receive Contract Notices for Agency:	Authorized Person to Receive Contract Notices for Contractor:
Billy Gilbert, Buyer 404-657-4277, billy.gilbert@doas.ga.gov **Eric Mercier, Contract Manager. 404) 463-1540, Eric.Nercier@DOAS.Ga.Gov**	**Juan Lizano, 770-445-9411 Est. 198** **jlizano@hardyautomotive.com**

5. The parties agree to comply with the terms and conditions of the following attachments which are by this reference made a part of the Statewide Contract:

Attachment 1: **Statewide Contract for Goods and Ancillary Services**
Attachment 2: **Solicitation (referenced above)**
Attachment 3: **Contractor's Final Response**

IN WITNESS WHEREOF, this Contract has been executed by the parties hereto.

6.

Contractor

Contractor's Name *(If other than an individual, state whether a corporation, partnership, etc.)*
Hardy Chevrolet Buick GMC, Inc.

By *(Authorized Signature)*	Date Signed
	5/11/2021

Printed Name and Title of Person Signing
Juan Lizano GM Fleet Manager

Address
1249 Charles Hardy Parkway Dalla, GA 30157

7.

Agency

Agency Name
Department of Administrative Services, State Purchasing Division

By *(Authorized Signature)*	Date Signed
Mary K Chapman	11/16/2021

Printed Name and Title of Person Signing
Mary Chapman, Interim Deputy Commissioner, State Purchasing Division, Department of Administrative Services

Address
200 Piedmont Avenue, S.E., Suite 1308, West Tower, Atlanta GA 30334-9010

STAFF REPORT

Department: Community Development
Submitted By: Kathi Cook
Meeting Date: April 13, 2026

AGENDA ITEM:

Agreement: One Day in Paris Sidewalk Encroachment Agreement
Consideration and approval of a Sidewalk Encroachment Agreement with One Day in Paris, LLC located at 35 Milton Avenue, and with authorization for the Mayor to execute all necessary documents.

STAFF RECOMMENDATION:

Approve Sidewalk Encroachment License for OnedayinParis, LLC

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

ITEM DESCRIPTION:

OnedayinParis,LLC is a restaurant planning to open at 35 Milton Avenue which is connected to the Hamilton Hotel. They plan to be open Monday - Thursday from 7 am - 10 pm and weekends until 12 pm and they are requesting approval from the city to allow outdoor seating within the right-of-way.

The city entered into a Permanent Maintenance and Infrastructure Placement Easement with the Hamilton Hotel in December of 2019 that covers the area where the outdoor seating is requested. However, the city attorney suggested creating a separate right-of-way license for retailers and restaurants that request seating or displays within the right-of-way. The restaurant plans to remove shrubs and install pavers in the area while maintaining the street trees.

The applicant's outdoor furniture choices have been approved by the Design Review Board and they plan to open the end of April. The License requires the applicant to keep a 5' pedestrian access open at all times and to keep the area clear of debris. The City has the authority to revoke the license.

ALTERNATIVES:

ATTACHMENTS:

1. Sidewalk Encroachment License (03-30-2026)

CITY OF ALPHARETTA, GEORGIA

SIDEWALK ENCROACHMENT LICENSE

Licensee: OnedayinParis, LLC (Georgia) **Contact Name:** Romain Clouté-Cazala, Owner

Contact Telephone: 973-955-9934 **Contact Email:** contact@onedayinparisbakery.com

Fronting Tax Parcel: No. 22 482512690060 **Address:** 35 Milton Avenue; Alpharetta, Georgia

Date of Issuance: _____

Licensee is a property owner, tenant and/or business operator at the property described above and desires to set up certain tables, umbrellas, chairs and/or other accoutrements (the "Encroachments") within certain designated sidewalk area(s) fronting or otherwise adjacent to the Licensee's associated business operation.

The sidewalk area(s) proposed for the Encroachments are all within right-of-way area owned and controlled by the City of Alpharetta, a Georgia municipal corporation (the "City"), and is hereinafter referred to as the "Encroachment Area".

City staff has reviewed the written request and corresponding materials filed by the Licensee, or a duly-authorized representative thereof, together with any and all other information and documentation necessary to support the issuance of this Sidewalk Encroachment License (the "License").

City, by and through its duly-authorized administrative official executing below, hereby issues this License to the Licensee under the following terms and conditions:

1. **Generally.** The materials attached hereto marked **Exhibit A** include the following information:
    a. A detailed description of the items permitted for placement in the Encroachment Area (the "Permitted Encroachments"); and
    b. A detailed description and depiction of where the Permitted Encroachments will be located and maintained within the Encroachment Area; and
    c. Specific detail addressing and mitigating any line-of-sight issues that may be created by placing and maintaining the Permitted Encroachments in the Encroachment Area; and

d. Specific detail, including corresponding site plan information, for any seasonal changes that may be made during the year regarding the Permitted Encroachments in the Encroachment Area; and
e. A detailed depiction of an open pathway, at least five (5) feet in width, to accommodate unencumbered pedestrian use of the sidewalk area(s) through the Encroachment Area; and
f. A description and depiction of the property owners, tenants, and/or business operators on either side of the Encroachment Area.

2. **Term.** This License shall commence on the date of issuance noted above and shall continue until: (a) Licensee's associated business operation is closed for more than thirty (30) consecutive days or (b) this License is terminated by the City, whichever shall occur first.

3. **Termination.** City may terminate this License without cause upon providing at least thirty (30) days' prior written notice to Licensee. In the event of an emergency to protect the health, safety, and welfare of the public, the determination of which shall be in the sole, but reasonable, discretion of the City, this License may be suspended or terminated immediately, with or without prior notice to the Licensee. The City may terminate this License for cause as provided below. Licensee may terminate this License at any time by submitting written notice to the City. Upon termination of this License, either by City or by Licensee, Licensee shall restore the Encroachment Area to the condition such area was in on the date this License was issued, reasonable wear and tear excepted.

4. **Commercially Reasonable Management Practices.** Licensee shall at all times adhere to commercially reasonable management practices and procedures to protect the environment, pedestrians, and the public generally in connection with the operation, maintenance, repair or replacement of the Encroachment Area and the Permitted Encroachments. Licensee shall maintain the Encroachment Area in a clean, safe, and orderly condition at all times. Licensee shall be solely responsible for the upkeep and regular and timely maintenance and repair of the Encroachment Area and the Permitted Encroachments, and Licensee shall bear all costs and expenses incurred in the same.

Licensee shall conduct all maintenance and repair of the Encroachment Area and the Permitted Encroachments in a manner that complies with all applicable federal, state, and local laws, ordinances, and regulations.

5. **Default; Notice; Cure.** If Licensee fails to meet any obligation under the terms of this License, the City shall give written notice of any such failure to Licensee and provide Licensee with a commercially reasonable amount of time to cure any defect. Licensee must cure all defects specified by the City in its written notice and within the commercially reasonable time specified by the City, provided, however, if the nature of such breach or default by Licensee is such that it cannot reasonably be cured within the period of time specified by the City, then Licensee shall have such additional time as is reasonably necessary to cure such breach or default so long as Licensee promptly commences such cure after receipt of written notice from the City and thereafter diligently prosecutes same to completion. Failure on the part of Licensee to cure any defects within the allotted time will be grounds for the City to terminate the License. Additionally, the City may, but shall not be required to, cure any such defect continuing after the expiration of the foregoing notice and cure period at the sole cost and expense of Licensee and assess all third-party, out-of-pocket costs actually incurred by the City against Licensee, which costs shall be evidenced by reasonable supporting documentation such as paid invoices or receipts.

6. **Insurance.** Licensee shall include the Encroachment Area within its commercial general liability policy(ies) maintained by Licensee for its associated business operation. Such policy(ies) shall name the City of Alpharetta, Georgia, its officers, employees, and agents as additional insured parties thereunder. Licensee's commercial general liability insurance shall be primary and non-contributory with respect to any insurance maintained by the City. Licensee shall also provide coverage for premises liability and contractual liability. Copies of any associated insurance policy(ies) shall be made available to the City upon reasonable request. Licensee shall provide the City with a certificate of insurance and additional insured endorsement prior to Licensee's commencement of the use of the Encroachment Area. Insurance shall not be cancelled or materially modified without at least thirty (30) days' prior written notice to the City.

7. **Indemnification.** Licensee shall indemnify and hold harmless the City, its Mayor, City Council Members, employees and contractors from and against any and all claims, losses, damages and expenses, of any person or entity, resulting from or actually or proximately caused by the existence of, operation of, failure of operation of, or maintenance or repair to the Permitted Encroachments or use of the Encroachment Area, except to the extent arising or resulting from the negligence or willful misconduct of the City.

8. **City Property.** Licensee shall repair or replace in a manner acceptable to the City any public facility, including any concrete, pavers, or any other element of the City's improved right-of-way area in the vicinity of the Encroachment Area that may be damaged by it, its employees or subcontractors during performance of this License or resulting from installation of the Permitted Encroachments within the Encroachment Area.

9. **Governing Law.** This License shall be governed by and construed in accordance with the laws of the State of Georgia. This License shall be subject to all applicable federal, state, and municipal laws, ordinances, and regulations.

10. **Non-Transferrable.** The terms and conditions of this License shall be binding upon Licensee and its employees, invitees, contractors and agents. The encroachment rights issued to Licensee herein are non-transferrable and non-assignable. This License is personal to the Licensee. This License shall not be recorded.

11. **No Waiver of Governmental Immunities.** Nothing contained herein shall be construed as a waiver of any governmental immunity or limitation of liability available to the City under Georgia law.

12. **Other Terms and Conditions.** Based on the request submitted by Licensee, the additional terms and conditions will apply to this License (enter "NONE" if applicable):
    a. Community Development – None.
    b. Public Works Department – None.

c. Police Department – None.

d. Fire Department – None.

e. Other – The Encroachment Area is subject to that certain Permanent Maintenance & Infrastructure Placement Easement dated December 9, 2019, between the City of Alpharetta, Georgia (the "City"), and MF Cotton House Development, LLC ("TCH"), a copy of which is attached hereto marked **Exhibit B**. In the event of any inconsistency between this License and the aforementioned easement, such easement shall control and Licensee must coordinate with the easement holder accordingly.

RECOMMENDED FOR ISSUANCE:

COMMUNITY DEVELOPMENT DEPARTMENT

By: _____
Kathi Cook, Director

This License is issued to Licensee and effective as of this _____ day of _____, 2026.

CITY OF ALPHARETTA, GEORGIA

By: _____
Jim Gilvin, Mayor

EXHIBIT A

Gensler

ONEDAY IN PARIS

EXTERIOR DESIGN INTENT

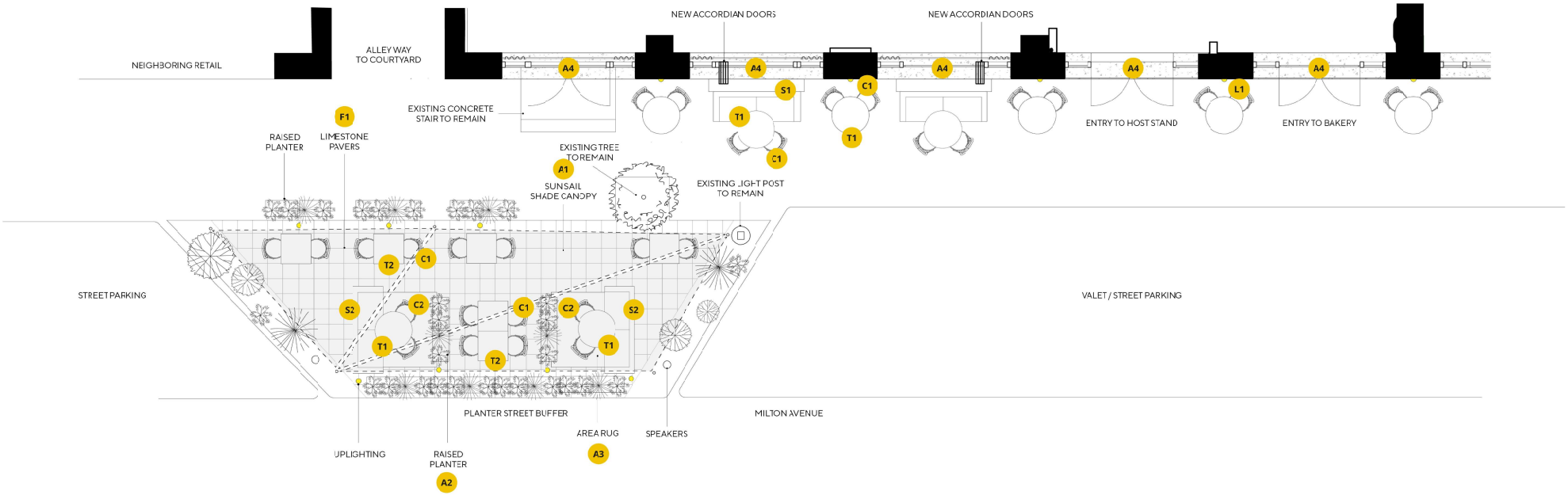
MARCH 3, 2026

SITE PLAN DIAGRAM

Gensler

TYPICAL SITE PLAN

REFER TO PAGE 4 FOR SPECIFICATIONS



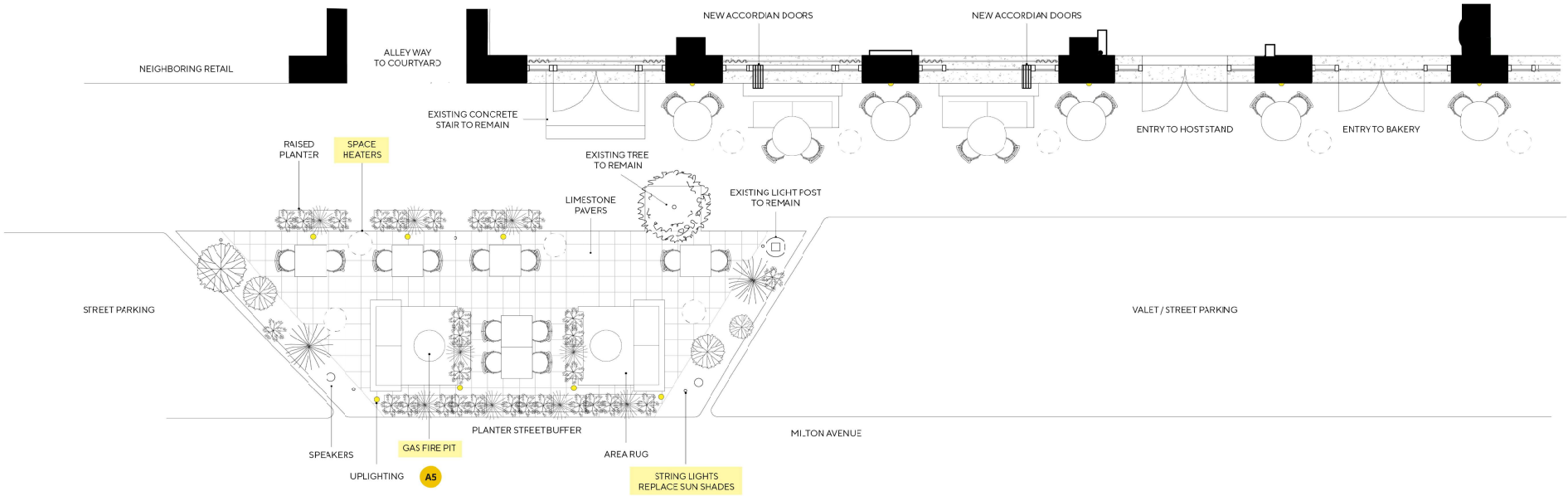
This document reflects cesign intent only. Final dimensions, details, and specifications are to be verified by the contractor and applicable consultants prior to construction.

SITE PLAN DIAGRAM

Gensler

WINTER ALTERNATIVE SITE PLAN

REFER TO PAGE 4 FOR SPECIFICATIONS



This document reflects cesign intent only. Final dimensions, details, and specifications are to be verified by the contractor and applicable consultants prior to construction.

SPECIFICATIONS

FURNITURE, FINISHES, ACCESSORIES

Gensler

FURNITURE

S1 **WEST ELM (Option 1)**
PLAYA OUTDOOR SOFA 70"
SEAT HEIGHT: 15.6"

S2 **WEST ELM (Option 2)**
WELLING BLACK METAL OUTDOOR SOFA 78.5"
SEAT HEIGHT: 17"
CUSHION COLOR: SUN
METAL FRAME: BLACK

T1 **WEST ELM**
GABLE INDOOR/OUTDOOR BISTRO
DIMS: 30" dia
CLEARANCE UNDERNEATH: 29"
TOP: WHITE, BASE: BLACK

T2 **WEST ELM**
GABLE INDOOR/OUTDOOR BISTRO
DIMS: 24' x 32"
CLEARANCE UNDERNEATH: 29"
TOP: WHITE, BASE: BLACK

C1 **RESTAURANT FURNITURE 4 LESS**
LOURDES INDOOR/OUTDOOR BISTRO STACKING CHAIR
FINISH: NATURAL/WHITE

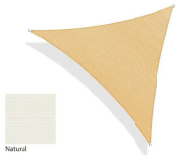
C2 **WEST ELM**
WELLING BLACK METAL OUTDOOR LOUNGE CHAIR
SEAT HEIGHT: 16.5"
CUSHION COLOR: SUN
METAL FRAME: BLACK

LIGHTING

L1 **VISUAL COMFORT & CO**
PRESSA ROUND MEDIUM WALL OUTDOOR SCONCE
FINISH: BRASS
SIZE: 12"

L2 **ARTICLE**
BORI OUTDOOR LANTERN
SIZE: LARGE
FINISH: NATURAL
optional alternate to uplighing

ACCESSORIES



A1 **PREMIUM SHADE SOLUTIONS**
SHADE SAIL
FABRIC: SUNBRELLA, NATURAL
hardware sold separately

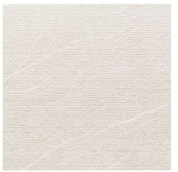
A3 **ARTICLE**
HUNDER OUTDOOR RUG
HOUNDSTOOTH
SIZE: 8X10

A5 **WOODLAND DIRECT**
STONEFIRE GAS FIRE PIT
32" DIAMETER
FINISH: BROWN, POWDER-COATED ALUMINUM

A2 **WEST ELM**
BEVELED FICONSTONE PLANTER DOUBLE - 25"W x 29"H
FINISH: WHITE

A4 **PEACHTREE AWNINGS**
SHAPE: TO MATCH EXISTING
COLOR: FABRIC TO MATCH BEHR PUMPKIN SEED
located in Lawrenceville, GA

FLOORING



F1 **STONESOURCE**
FIRENZE DESIGN STONES
FINISH: WHITE LINE, NATURAL
SIZE: 24"X24"
limestone-inspired

This document reflects cesign intent only. Final dimensions, details, and specifications are to be verified by the contractor and applicable consultants prior to construction.

ENTRY VIEW

Gensler

ENTRY VIEW

Gensler

AFTERNOON

EVENING

EVENING

This document reflects design intent only. Final dimensions, details, and specifications are to be verified by the contractor and applicable consultants prior to construction.

MILTON VIEW

Gensler

MILTON VIEW

Gensler

AFTERNOON

EVENING

This document reflects cesign intent only. Final dimensions, details, and specifications are to be verified by the contractor and applicable consultants prior to construction.

EXHIBIT B

AFTER RECORDING, RETURN TO:
MCMANAMY MCLEOD HELLER, LLC
11525 Haynes Bridge Road, Suite 250
Alpharetta, GA 30009
File # 19-14-0539

Tax Parcel IDs:
22 -4823-1269-060-9
22 -4825-1269-021-9
22 -4823-1269-010-4
22 -4825-1269-006-0
22 -4825-1269-005-2

STATE OF GEORGIA
COUNTY OF FULTON

Cross Reference:
Deed Book 57819, Page 522
Deed Book 60049, Page 437
Fulton County, Georgia records

Permanent Maintenance &
Infrastructure Placement Easement

THIS PERMANENT MAINTENANCE & INFRASTRUCTURE PLACEMENT EASEMENT (this "Easement Agreement") made this 9th day of December 2019, by and between City of Alpharetta, Georgia (the "City") and MF COTTON HOUSE DEVELOPMENT, LLC, a limited liability company organized and existing under the laws of the state of Georgia ("TCH").

WITNESSETH:

WHEREAS, TCH is the owner of a tract of land located in Land Lot 1269 of the 2nd Land District, 2nd Section of Fulton County, Georgia, being more particularly described in Exhibit "C" attached hereto and by reference made a part hereof ("TCH Property").

WHEREAS, City is the owner of certain public streets in Alpharetta, Georgia, known as Milton Avenue and Old Canton Street, both of which are public rights-of-ways (the "City ROW").

NOW THEREFORE, for and in consideration of TEN DOLLARS ($10.00), the promises herein contained, and other valuable consideration, in hand paid each party hereto unto the other, the receipt and sufficiency whereof are hereby acknowledged, the City and TCH hereby covenant and agree as follows:

1. **Grant of Permanent Easements by the City.** The City hereby grants, conveys, and confirms to TCH, and to the successors in interest and assigns of TCH with respect to TCH's Property, for the use, benefit, and enjoyment of TCH and its successors in interest and assigns, and their respective tenants, employees, invitees, agents, independent contractors, and, with regards only to Section 1.1 below, their licensees, customers and guests, the following easements:

   1.1 a perpetual easement in, to, over, under, across, and through certain portions of the City ROW, as more particularly shown on Exhibits "B", "B1", "B2", "B3" and "B4" attached hereto and incorporated herein by reference (the "Permanent Easement Area"), for the purpose of installing silva cells, benches, water vaults, planters, valet drop-off areas, right of way plantings, bollards, sidewalk hardscape, temporary shoring (including all associated components), building foundation and related components, storm drainage pipes, underground telephone lines, underground water lines, underground sewer lines, underground electric transmission lines, underground gas lines, underground cable television lines, and underground cable electronic transmission lines, all as more particularly shown on Exhibits "B", "B1", "B2", "B3" and "B4" (the "Improvements"); and

   1.2 a permanent maintenance easement for the maintenance of the Easement Area and the

Improvements described in Section 1.1 above as illustrated on that certain survey attached hereto as Exhibit "A" and the legal metes and bounds description is shown on Exhibit "A1" (the "Permanent Maintenance Easement Area"). Both Exhibits "A" and "A1" are attached hereto and incorporated herein by reference.

2. **Maintenance and Repair of Easement Area.**

2.1 TCH (a) may, when deemed necessary in the reasonable discretion of TCH; and (b) shall, when reasonably requested by the City: maintain, repair, and/or replace the Easement Area and the Improvements referred to hereinabove; provided, however, that (x) no cost or expense shall be incurred by the City in connection with the maintenance, repair, or replacement of the Easement Area or the Improvements now or hereafter located on the City ROW pursuant to this Agreement; (y) the City ROW, and any other City property or right-of-way to the extent affected, shall be returned to the condition it existed immediately prior to, and as soon as reasonably possible after, such maintenance, repair, or replacement is completed; and (z) all such maintenance, repair and replacement shall be done in a timely and safe manner.

2.2 TCH agrees that it will be responsible for the restoration of the Easement Area after construction of the Improvements so that the ground affected thereby will be left in good and sightly condition, including but not limited to water / irrigation lines located in the Easement Area between the meter and TCH Property, denoted as "IRRIGATION RPZ IN A HOT BOX" and shown on Exhibits "B" and "B1". The parties intend to field locate the aforementioned water / irrigation lines in order to prevent said water / irrigation lines from remaining in their current position under the planned crosswalk/raised intersection. In the event said water / irrigation lines shown on Exhibits "B" and "B1" remain or are placed in the location shown on said Exhibits and require maintenance or cause damage to the crosswalk/raised intersection as shown on Exhibits "B" and "B1" or other property or right-of-way of the City, then, in accordance with Section 2.1, TCH shall assume responsibility for maintenance, repair and replacement, as applicable, of said crosswalk/raised intersection or other affected property or right-of-way of the City.

2.3 The City reserves and retains the right to grade, pave and otherwise fully utilize the surface of the City ROW and any subsurface portion thereof not occupied by the Easement Area, and further provided that TCH, as a condition of the granting of this Easement Agreement, agrees and covenants that should TCH enter said property in order to maintain, remove, replace, or repair the Easement Area or the Improvements, TCH will, at its expense, fully replace in a workmanlike manner, all paving or concrete (as well as soil thereunder) removed, destroyed or broken by the said TCH in its said maintenance, removing, replacing, or repairing the Easement Area or the Improvements.

2.4 Subject to the other provisions of this Easement Agreement, TCH and City shall maintain their respective property in good condition and repair. TCH shall construct the Easement Area and Improvements as shown on the Exhibits attached hereto and in accordance with the plans and specifications related thereto and shall thereafter maintain the Easement Area and Improvements in good condition and repair.

2.5 TCH agrees that it will be responsible for the cost of any repairs to the City's infrastructure or property impacted by maintenance, modifications, or repairs to the Easement Area, the Improvements and/or other infrastructure within the Easement Area.

2.6 This Easement Agreement shall have no impact or effect on the obligations of City and TCH as they pertain to that certain Development Agreement currently in negotiations between the parties.

3. **Temporary Construction Easement.** In connection with any construction work to be performed in the construction of the Easement Area and/or the Improvements therein, City hereby grants TCH a thirty (30) foot temporary easement extending from the boundaries of the Easement Area into the City ROW (the "Temporary Construction Easement Area") for incidental encroachments upon the City ROW outside of the Easement Area, which may occur as a result of construction, so long as such encroachments are related to

reasonable requirements of construction work expeditiously pursued.

4. **Insurance; Hold Harmless.** TCH shall maintain a commercial general liability policy in the amount of $1,000,000.00 protecting the City from any and all risks arising from or related to this Easement Agreement. TCH shall indemnify and hold harmless the City for any and all claims, causes of action or other liability, sounding in contract or tort, arising from or related to this Easement Agreement, the Easement Area, the Improvements or the Temporary Construction Easement.

5. **Utility Coordination**. TCH will coordinate with, and not interfere with access to the City ROW by any utility that has a right to access the City ROW, including the Easement Area and the Temporary Construction Easement. Said coordination will include TCH's diligent effort to allocate costs related to restoration, repair and maintenance of the Easement Area as provided in the laws of the state of Georgia, this Easement Agreement, any applicable franchise agreement, the Development Agreement referenced in Section 2.5 hereof, or otherwise; provided, however, that (a) this provision shall not be interpreted to alter TCH's obligations under this Easement Agreement; (b) the City shall not be responsible for any costs related to restoration, repair or maintenance of the Easement Area and a utility's access to the same; and (c) the applicable utility and TCH shall be responsible for all such costs.

6. **Notices.** Any notices required or permitted to be given hereunder shall be given in writing and shall be delivered (a) in person; (b) by certified mail, postage prepaid, return receipt requested; (c) by email with confirmation of receipt; or (d) by a commercial overnight courier that guarantees next business day delivery and provides a receipt, and such notices shall be addressed as follows:

To City:

The City of Alpharetta
Attn: Robert J. Regus, City Administrator
2 Park Plaza
Alpharetta, Georgia 30009
Email: bregus@alpharetta.ga.us

with a copy to:

Bovis, Kyle, Burch & Medlin, LLC
Attn: C. Sam Thomas
200 Ashford Center North
Suite 500
Atlanta, Georgia 30338-2680
Email: cst@boviskyle.com

To TCH:

MF Cotton House Development, LLC
Attn: Jason Joseph
26 Milton Avenue
Alpharetta, GA 30009
Email: jj@mayfairstreetpartners.com

with a copy to:

McManamy McLeod Heller, LLC
Attn: Nathan P. Sycks, Esq.
11525 Haynes Bridge Road, Suite 250
Alpharetta, GA 30009
Phone: 404-442-6603
Email: nathan@mmhfirm.com

7. **Covenants Running with the Land.** The easements granted herein are perpetual and shall burden and benefit the TCH Property and the City ROW, respectively, and shall run with the land. The easements rights granted herein shall benefit the parties hereto and their respective successors and assigns, and successors to all or any portion of their respective properties, or any interest therein.

8. **Severability.** If any term or provision of this Easement Agreement or the application thereof to any person or circumstance shall for any reason and to any extent be held to be invalid or unenforceable, then such term or provision shall be ignored, and to the maximum extent possible, this Easement Agreement shall continue in full force and effect, but without giving effect to such term or provision.

9. **Governing Law.** This Easement Agreement shall be governed by and construed in accordance with the laws of the State of Georgia.

10. **Binding Effect.** The covenants contained herein shall exist in perpetuity and shall be binding upon and shall inure to the benefit of the City and TCH and their respective successors, successors-in-title, heirs and assigns, all to the extent permitted by law.

11. **Modification of Agreement.** This Easement Agreement may be amended, modified, or terminated at any time by declaration in writing, executed and acknowledged by all parties to the Easement Agreement or their successors or assigns; this Easement Agreement shall not be otherwise amended, modified or terminated during the term hereof.

12. **Counterparts.** This Easement Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same document.

[Signatures contained on following pages]

IN WITNESS WHEREOF, City has hereunto set his hand and seal, and TCH has caused these presents to be executed under seal as of the date first above written.

Signed, sealed and delivered
In the presence of

Witness

Notary Public

My Commission Expires: 1/7/2023

ERIN RUTH COBB NOTARY PUBLIC FORSYTH COUNTY, GEORGIA MY COMMISSION EXPIRES JANUARY 17, 2023

(Notary Seal)

Approved:

C. Sam Thomas, City Attorney

THE CITY:

City of Alpharetta, Georgia

By: _____
Jim Gilvin
Mayor

Attest: _____
Name: ~~Jim Gilvin~~ ERIN COBB
Title: ~~Mayor~~ Clerk

Official Seal

[TCH Signatures on fo

[TCH signatures page to Permanent Maintenance & Infrastructure Placement Easement]

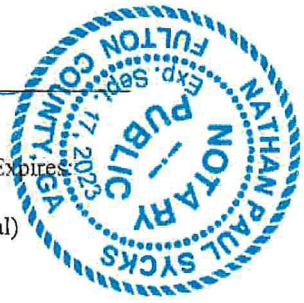
Signed, sealed and delivered
In the presence of

Witness

Notary Public

My Commission Expires:

(Notary Seal)



TCH:

MF COTTON HOUSE DEVELOPMENT, LLC, a Georgia limited liability company

By: _____ (Seal)
Jason Joseph
Its: Authorized Signatory

[Signatures end]

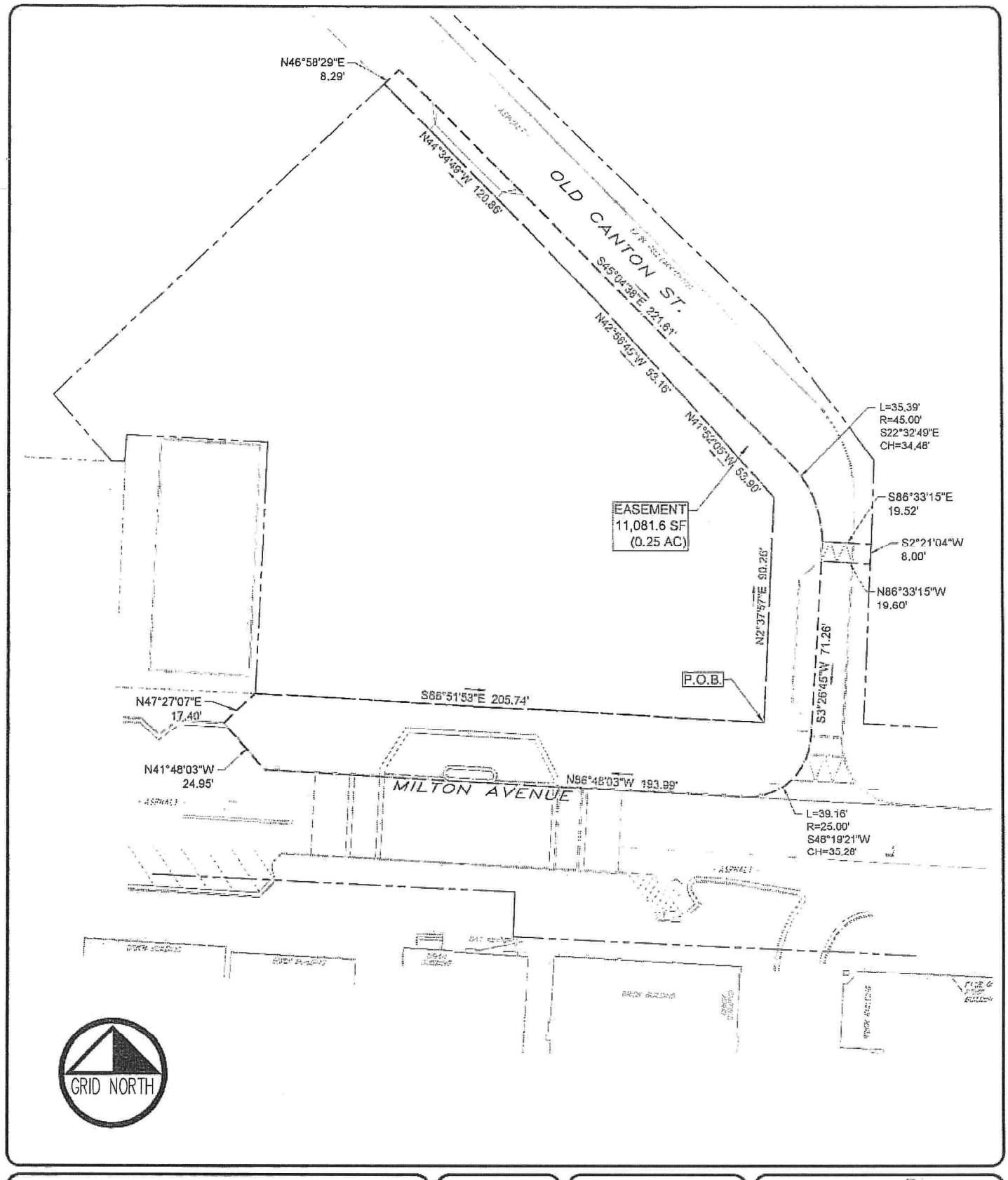


EXHIBIT A

PERMANENT MAINTENANCE
& INFRASTRUCTURE PLACEMENT EASEMENT

COTTON HOUSE

LL 1269, 2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Project No.	1732
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	12/6/19
Scale:	1"=50'

paradigm
Engineering Services, Inc.
SEVEN DUNWOODY PARK, SUITE 115
ATLANTA, GEORGIA 30338
(P) 770.605.6030 (F) 404.537.1899

PERMANENT MAINTENANCE & INFRASTRUCTURE PLACEMENT EASEMENT LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING OR BEING IN LAND LOT 1269 OF THE 2ND DISTRICT, 2ND SECTION OF FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF THE INTERSECTION OF MILTON AVENUE AND OLD CANTON STREET, ALSO BEING THE **POINT OF BEGINNING:**

THENCE RUNNING ALONG THE RIGHT OF WAY OF OLD CANTON STREET, NORTH 02 DEGREES 37 MINUTES 57 SECONDS EAST, A DISTANCE OF 90.26 FEET TO A POINT;

THENCE NORTH 41 DEGREES 52 MINUTES 05 SECONDS WEST, A DISTANCE OF 53.90 FEET TO A POINT;

THENCE NORTH 42 DEGREES 56 MINUTES 45 SECONDS WEST, A DISTANCE OF 53.16 FEET TO A POINT;

THENCE NORTH 44 DEGREES 34 MINUTES 49 SECONDS WEST, A DISTANCE OF 120.86 FEET TO A POINT;

THENCE LEAVING SAID RIGHT-OF-WAY, THENCE NORTH 46 DEGREES 58 MINUTES 29 SECONDS EAST, A DISTANCE OF 8.29 FEET TO A POINT;

THENCE RUNNING ALONG THE FACE OF CURB/GUTTER LINE OF OLD CANTON STREET, SOUTH 45 DEGREES 04 MINUTES 38 SECONDS EAST, A DISTANCE OF 221.61 FEET TO A POINT;

THENCE CONTINUING ALONG AN ARCH FOR A DISTANCE OF 35.39 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING SOUTH 22 DEGREES 32 MINUTES 49 SECONDS EAST A DISTANCE OF 34.48 FEET TO A POINT;

THENCE LEAVING SAID BACK OF CURB, SOUTH 86 DEGREES 33 MINUTES 15 SECONDS EAST, A DISTANCE OF 19.52 FEET TO A POINT;

THENCE SOUTH 02 DEGREES 21 MINUTES 04 SECONDS WEST, A DISTANCE OF 8.00 FEET TO A POINT;

THENCE NORTH 86 DEGREES 33 MINUTES 15 SECONDS WEST, A DISTANCE OF 19.60 FEET TO A POINT;

THENCE RUNNING ALONG THE FACE OF CURB/GUTTER LINE OF OLD CANTON STREET, SOUTH 03 DEGREES 26 MINUTES 45 SECONDS WEST, A DISTANCE OF 71.26 FEET TO A POINT;

THENCE CONTINUING ALONG AN ARCH FOR A DISTANCE OF 39.16 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING SOUTH 48 DEGREES 19 MINUTES 21 SECONDS WEST A DISTANCE OF 35.28 FEET TO A POINT;

THENCE RUNNING ALONG THE FACE OF CURB/GUTTER LINE OF MILTON AVENUE, NORTH 86 DEGREES 48 MINUTES 03 SECONDS WEST, A DISTANCE OF 193.99 FEET TO A POINT;

THENCE CONTINUING NORTH 41 DEGREES 48 MINUTES 03 SECONDS WEST, A DISTANCE OF 24.95 FEET TO A POINT;

THENCE LEAVING SAID FACE OF CURB/GUTTER LINE, NORTH 47 DEGREES 27 MINUTES 07 SECONDS EAST, A DISTANCE OF 17.40 FEET TO A POINT;

THENCE SOUTH 86 DEGREES 51 MINUTES 53 SECONDS EAST, A DISTANCE OF 205.74 FEET TO THE POINT OF BEGINNING,

SAID TRACT OR PARCEL OF LAND CONTAINING 11,081.6 SQUARE FEET OR 0.25 ACRES, MORE OR LESS.

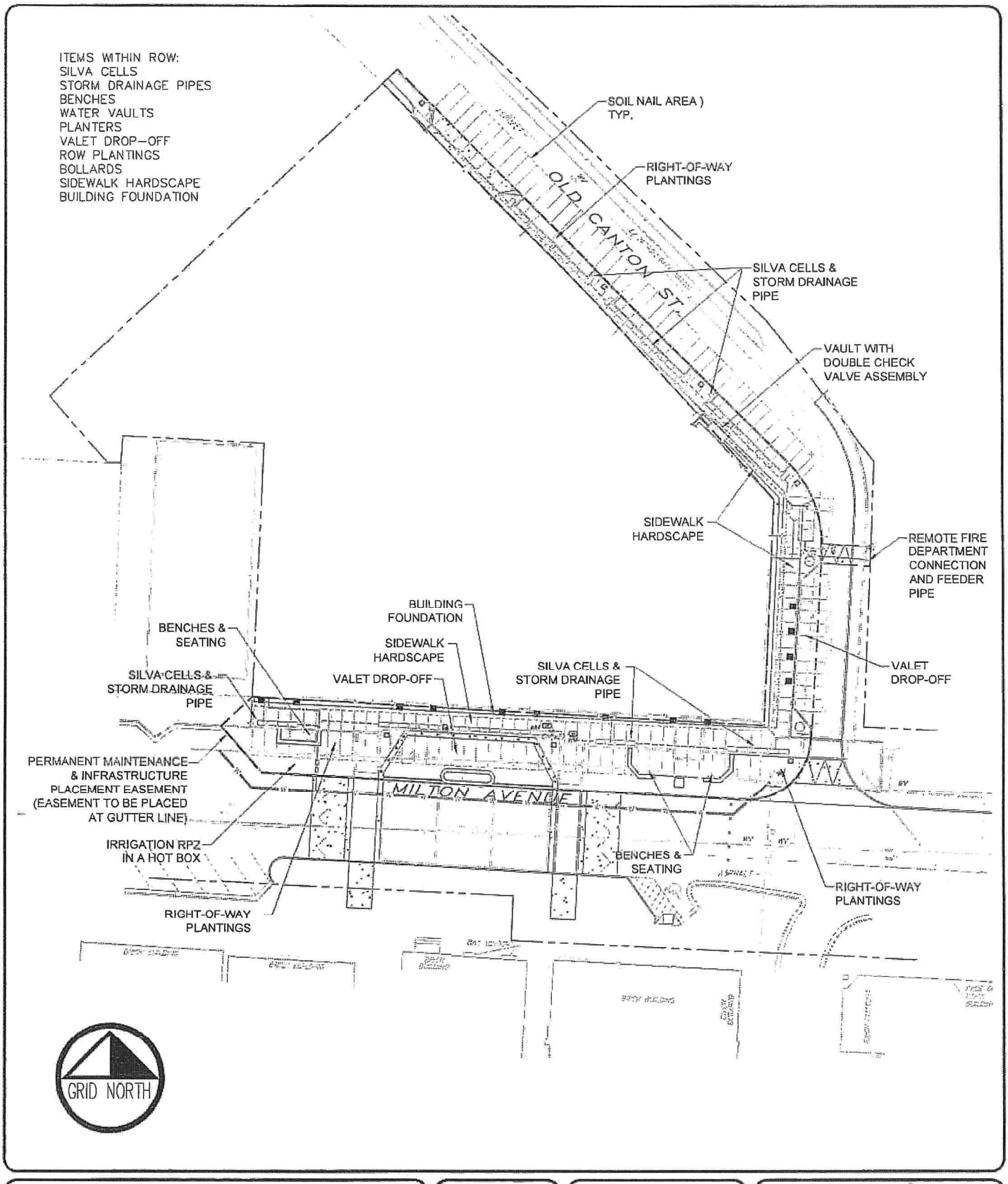


EXHIBIT B

PERMANENT MAINTENANCE
& INFRASTRUCTURE PLACEMENT EASEMENT

COTTON HOUSE

LL 1269, 2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Project No.	1732
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	12/6/19
Scale:	1"=50'

paradigm
Engineering Services, Inc.
SEVEN DUNWOODY PARK, SUITE 115
ATLANTA, GEORGIA 30338
(P) 770.605.6030 (F) 404.537.1899

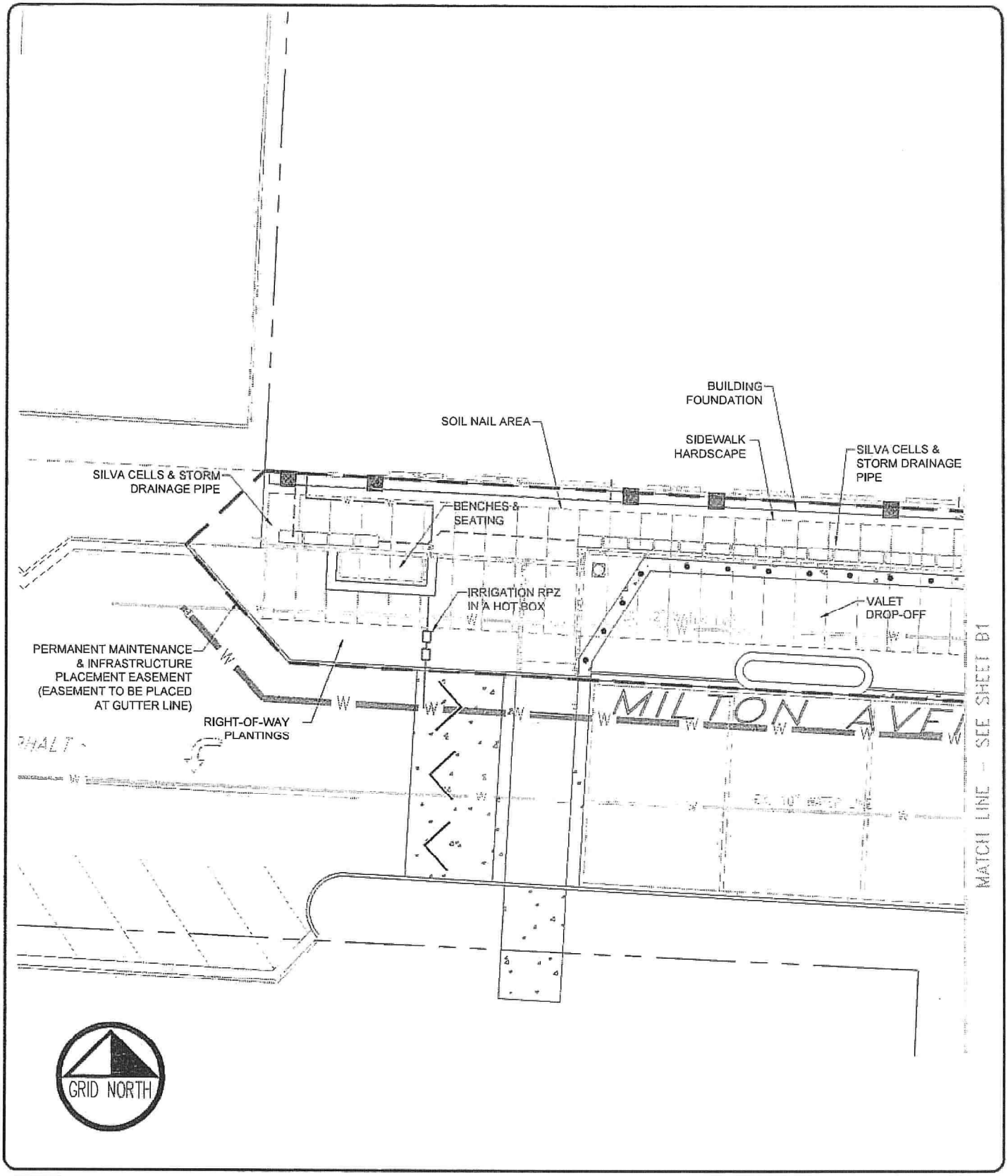


EXHIBIT B1

PERMANENT MAINTENANCE
& INFRASTRUCTURE PLACEMENT EASEMENT

COTTON HOUSE

LL 1269, 2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Project No.	1732
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	12/6/19
Scale:	1"=20'

paradigm
Engineering Services, Inc.
SEVEN DUNWOODY PARK, SUITE 115
ATLANTA, GEORGIA 30338
(P) 770.605.6030 (F) 404.537.1899

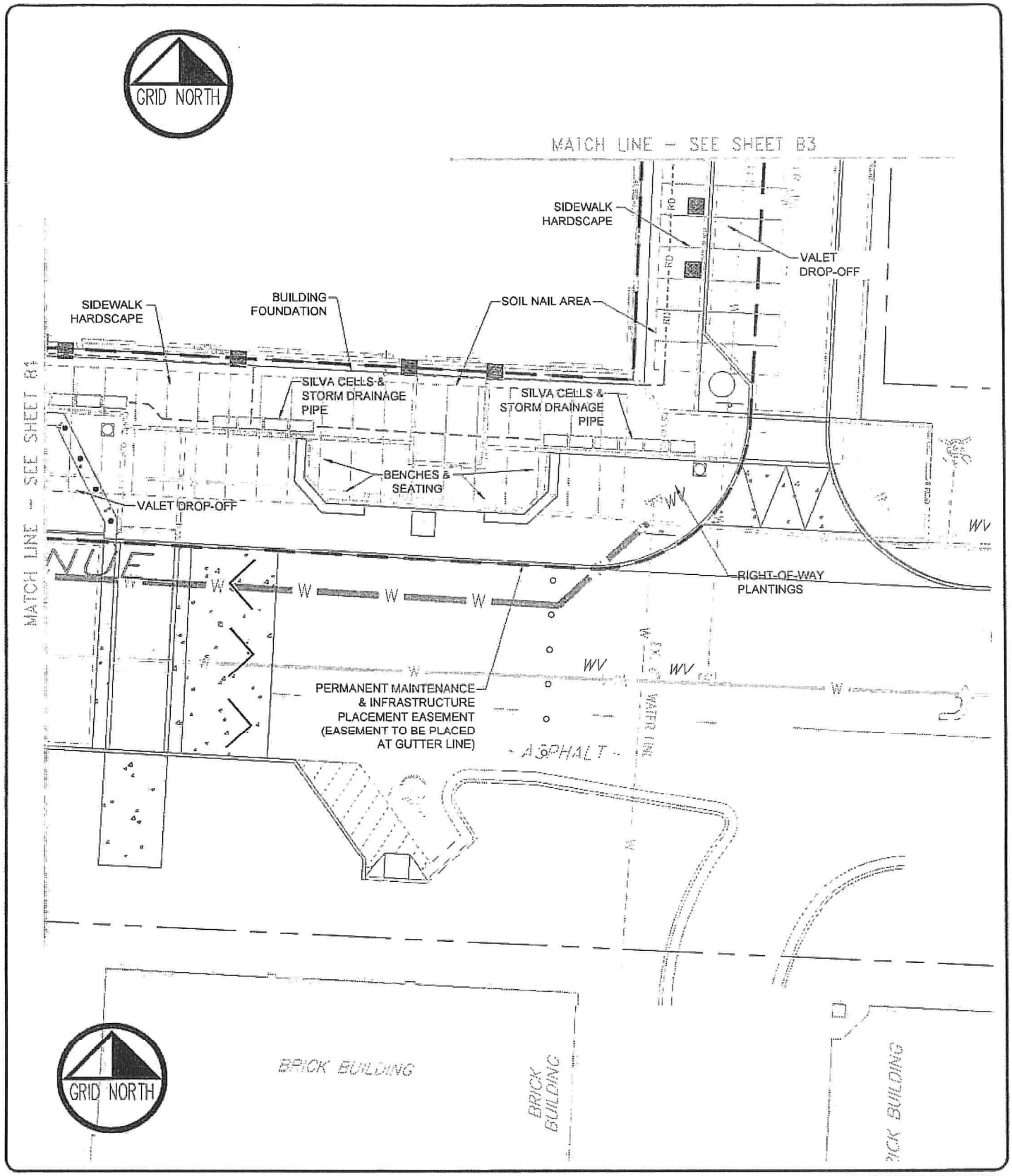


EXHIBIT B2

PERMANENT MAINTENANCE
& INFRASTRUCTURE PLACEMENT EASEMENT

COTTON HOUSE

LL 1269, 2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Project No.	1732
Design By:	WBD
Drown By:	LBF
Checked By:	WBD
Date:	12/6/19
Scale:	1"=20'

paradigm
Engineering Services, Inc.
SEVEN DUNWOODY PARK, SUITE 115
ATLANTA, GEORGIA 30338
(P) 770.605.6030 (F) 404.537.1899

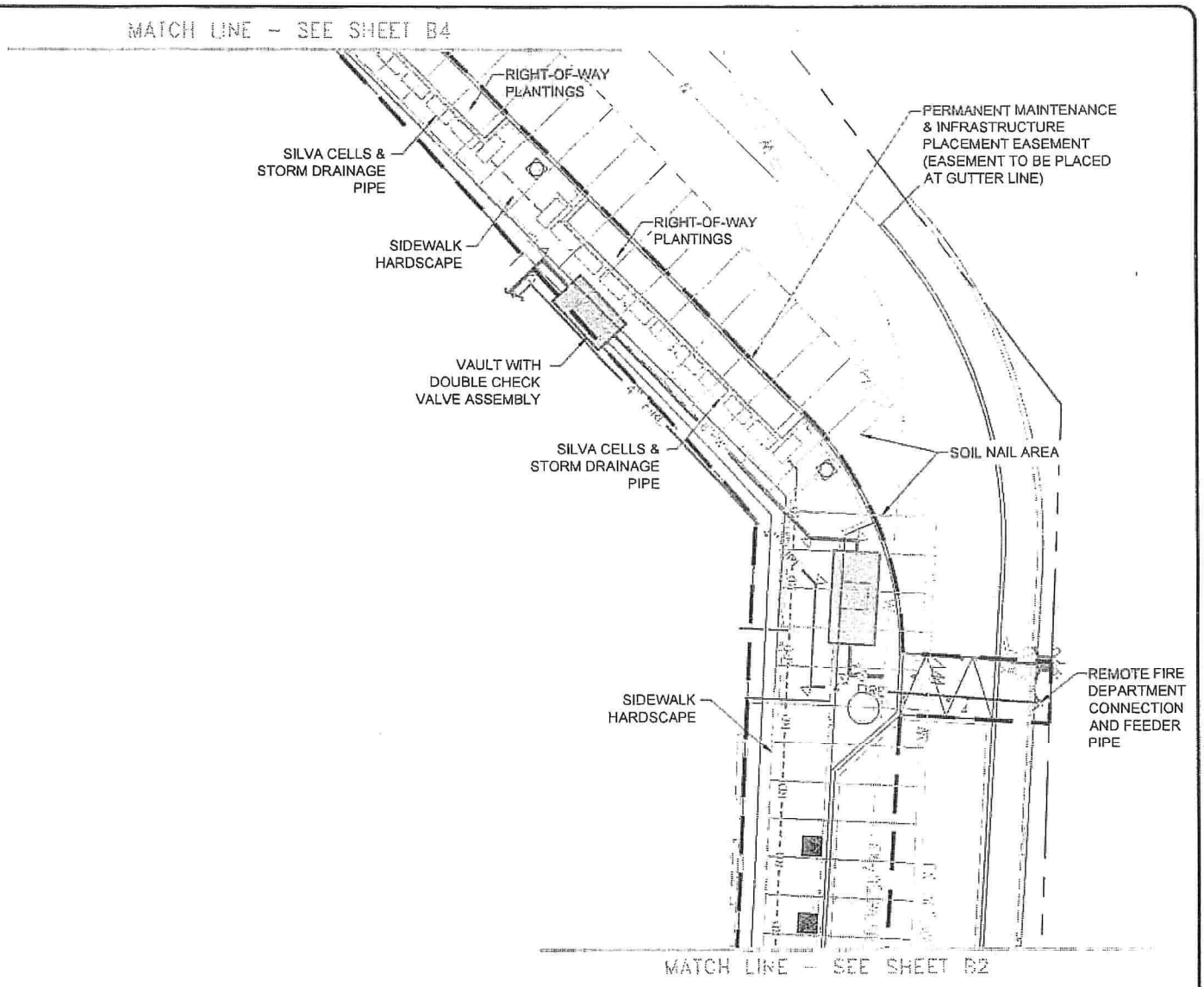


EXHIBIT B3

PERMANENT MAINTENANCE
& INFRASTRUCTURE PLACEMENT EASEMENT

COTTON HOUSE

LL 1269, 2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Project No.	1732
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	12/6/19
Scale:	1"=20'

paradigm
Engineering Services, Inc.
SEVEN DUNWOODY PARK, SUITE 115
ATLANTA, GEORGIA 30338
(P) 770.605.6030 (F) 404.537.1899

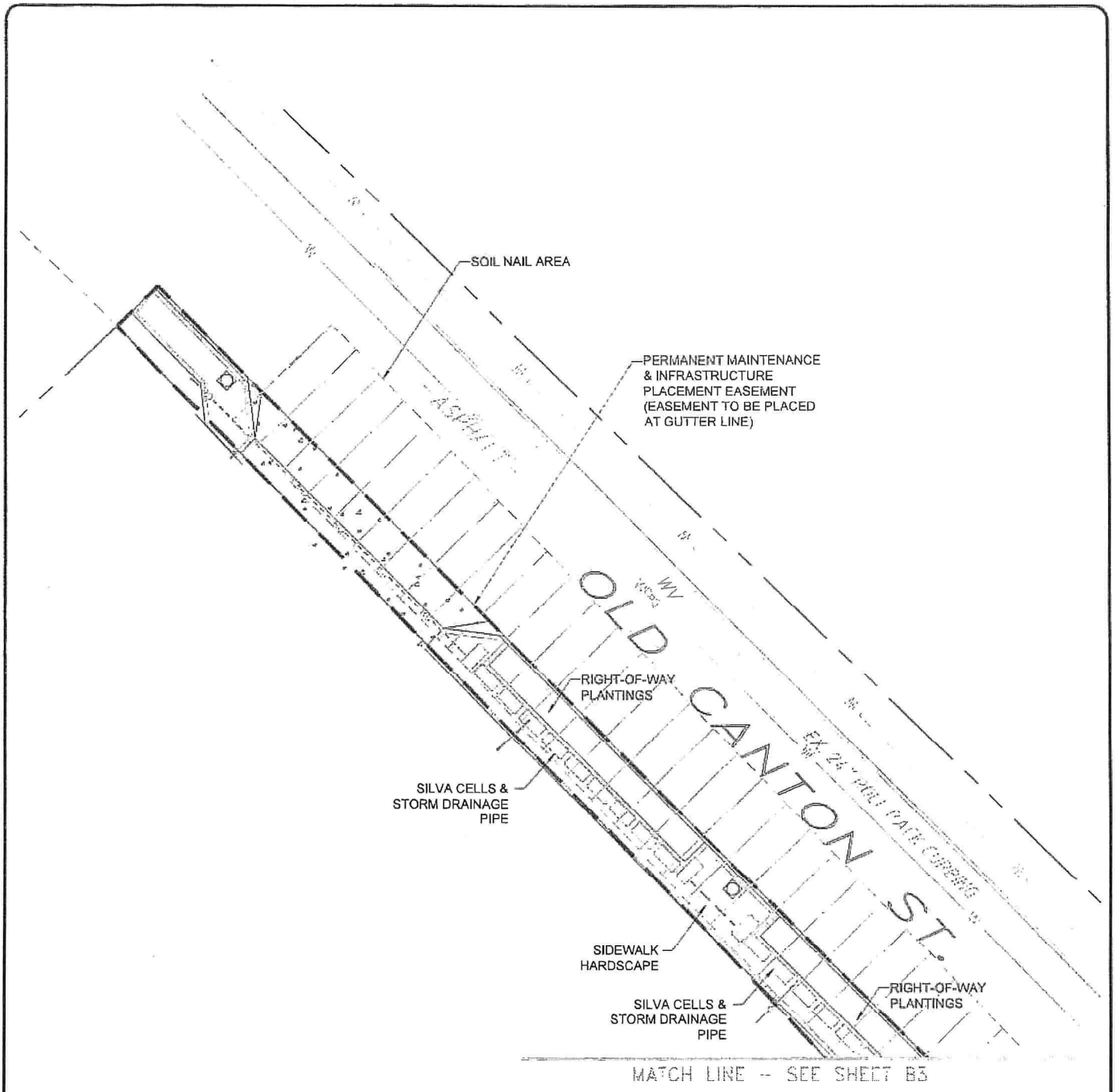


EXHIBIT B4

PERMANENT MAINTENANCE
& INFRASTRUCTURE PLACEMENT EASEMENT

COTTON HOUSE

LL 1269, 2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Project No.	1732
Design By:	WBD
Drawn By:	LBF
Checked By:	WBD
Date:	12/6/19
Scale:	1"=20'

paradigm
Engineering Services, Inc.
SEVEN DUNWOODY PARK, SUITE 115
ATLANTA, GEORGIA 30338
(P) 770.605.6030 (F) 404.537.1899

Exhibit "C"
Legal Description of TCH's Property

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN LAND LOT 1269 OF THE 2nd LAND DISTRICT, 2nd SECTION OF FULTON COUNTY, GEORGIA AND BEING MORE FULLY SHOWN AS 0.974 ACRES (42,386 SQ. FT.) AND DESIGNATED ON AN ALTA/NSPS LAND TITLE SURVEY FOR VS MILTON RETAIL, LLC, DATED JANUARY 8, 2019 PREPARED BY HARDY SURVEYING GROUP LLC, AND HAVING THE FOLLOWING METES AND BOUNDS TO WIT.

BEGINNING AT A RIGHT-OF-WAY INTERSECTION BETWEEN THE NORTHERLY RIGHT-OF-WAY TO MILTON AVENUE (R/W VARIES AT SAID POINT) AND THE WESTERLY RIGHT-OF-WAY TO OLD CANTON STREET (R/W VARIES AT SAID POINT), SAID POINT BEING THE TRUE POINT-OF-BEGINNING (P.O.B.); THENCE CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY TO MILTON AVENUE NORTH 86 DEGREES 51 MINUTES 00 SECONDS WEST (N86°51'00"W) FOR A DISTANCE OF 81.27 FEET TO A POINT; THENCE CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY TO MILTON AVENUE NORTH 86 DEGREES 51 MINUTES 42 SECONDS WEST (N86°51'42"E) FOR A DISTANCE OF 40.52' TO A POINT; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 86 DEGREES 53 MINUTES 21 SECONDS WEST (N86°53'21"W) FOR A DISTANCE OF 83.95' TO A #4 REBAR FOUND AT THE COMMON CORNER TO N/F MILTON CAPITAL FUND LLC. THENCE LEAVING THE NORTHERLY RIGHT-OF-WAY TO MILTON AVENUE AND CONTINUING ALONG THE COMMON LINE TO N/F MILTON CAPITAL FUND LLC, NORTH 02 DEGREES 50 MINUTES 27 SECONDS EAST (N02°50'27"E) FOR A DISTANCE OF 90.30' TO A POINT; THENCE CONTINUING ALONG SAID LINE NORTH 02 DEGREES 50 MINUTES 27 SECONDS EAST (N02°50'27"E) FOR A DISTANCE OF 10.52' TO A #4 REBAR FOUND; THENCE TURNING AND CONTINUING NORTH 87 DEGREES 11 MINUTES 26 SECONDS WEST (N87°11'26"W) FOR A DISTANCE OF 56.94' TO A #4 REBAR FOUND; THENCE TURNING AND CONTINUING SOUTH 04 DEGREES 16 MINUTES 58 SECONDS WEST (S04°16'58"W) FOR A DISTANCE OF 10.62' TO A #4 REBAR FOUND WITH CAP AT THE COMMON CORNER TO N/F EAST CANTON LLC; THENCE TURNING AND CONTINUING ALONG THE COMMON LINE TO N/F EAST CANTON LLC NORTH 89 DEGREES 12 MINUTES 05 SECONDS WEST (N89°12'05'W) FOR A DISTANCE OF 5.24' TO A 2 INCH IRON ROD FOUND; THENCE TURNING AND CONTINUING NORTH 41 DEGREES 55 MINUTES 07 SECONDS WEST (N41°55'07"W) FOR A DISTANCE OF 35.51' TO A 2" OPEN TOP PIPE FOUND; THENCE TURNING AND CONTINUING NORTH 47 DEGREES 06 MINUTES 23 SECONDS EAST (N47°06'23"E) FOR A DISTANCE OF 183.15' TO A #4 REBAR FOUND AT THE SOUTHWESTERLY RIGHT-OF-WAY TO OLD CANTON STREET (R/W VARIES AT SAID REBAR) ; THENCE TURNING AND CONTINUING ALONG THE SOUTHWESTERLY RIGHT-OF-WAY TO OLD CANTON STREET SOUTH 44 DEGREES 34 MINUTES 49 SECONDS EAST (S44°34'49"E) FOR A DISTANCE OF 120.86' TO A POINT; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY SOUTH 42 DEGREES 56 MINUTES 45 SECONDS EAST (S42°56'45"E) FOR A DISTANCE OF 53.16' TO AN IRON PIN FOUND (DISTURBED); THENCE CONTINUING SOUTH 41 DEGREES 52 MINUTES 05 SECONDS EAST (S41°52'05"E) FOR A DISTANCE OF 53.90' TO A POINT AT THE WESTERLY RIGHT-OF-WAY TO OLD CANTON STREET; THENCE TURNING AND CONTINUING ALONG THE WESTERLY RIGHT-OF-WAY TO OLD CANTON STREET SOUTH 02 DEGREES 37 MINUTES 57 SECONDS WEST (S02°37'57"W) FOR A DISTANCE OF 90.25' TO A POINT, SAID POINT BEING THE TRUE POINT-OF-BEGINNING.

22 -4823-1269-060-9
22 -4825-1269-021-9
22 -4823-1269-010-4
22 -4825-1269-006-0
22 -4825-1269-005-2

STAFF REPORT

Department: Recreation, Parks & Cultural Services
Submitted By: Grace Orehosky
Meeting Date: April 13, 2026

AGENDA ITEM:

Agreement: Sky Elements Drone Display
Consideration and approval of an Agreement with Sky Elements, LLC for drone display services on July 3, 2026 for the City's extended 2026 Fourth of July celebration, in an amount not to exceed $60,000.00, and with authorization for the Mayor to execute all necessary documents.

STAFF RECOMMENDATION:

Approve a contract with Sky Elements, LLC for a drone show to take place on July 3, 2026.

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: YES
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Unallocated Capital: 301-190200-579000	$60,000.00

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
N/A	$0

ITEM DESCRIPTION:

2026 marks the 250th anniversary of the signing of the Declaration of Independence and the birth of the United States of America. In an effort to memorialize the 250th anniversary of this important event, the City is extending the typical Fourth of July celebration to include extra events on July 3, 2026.

If approved, this drone display will provide an exciting and engaging coordinated aerial performance in which hundreds of illuminated drones will create choreographed patriotic imagery, red-white-and-blue animations, and thematic aerial formations. Each drone acts as a single point of light, and together they form large scale images, patterns, animations, and symbols that can be seen from a great distance. This event would create an enhanced and memorable Fourth of July celebration for the community.

ALTERNATIVES:

Do not approve and forego the opportunity to have a unique and exciting 250th July Fourth celebration.

ATTACHMENTS:

1. Alpharetta, GA 2026 - Sky Elements Drone Display Contract Final

This Agreement is made and entered into as of the date of the first signature below (the "Effective Date"), by and between **Sky Elements, LLC**, a Texas limited liability company, whose address is 820 W Sandy Lake Drive, Coppell, TX 75019 ("Sky Elements"), and **"Sky Elements"** and the **City of Alpharetta**, a Georgia municipal corporation, hereinafter referred to as "Customer." Sky Elements is in the business of providing drone display services, and Customer desires to have Sky Elements provide drone display services at Customer's event(s). The parties therefore agree as follows:

1. **Drone Display(s)**: Sky Elements agrees to furnish Customer with drone display services, hereinafter referred to as "Display(s)" The Display(s) will be conducted in accordance with the following specifications:

   Display Date(s): 7/3/2026

   Drone Count: 200

   Display(s) Location: 2 Park Plaza - Alpharetta, GA 30009

2. **Payment Terms**. Customer shall pay Sky Elements $60,000. Customer shall submit a 55% deposit immediately upon execution of this Agreement. The balance remaining for each Display(s) will be paid to Sky Elements seven days prior to each Display. Customer shall pay the Invoice by wire transfer, ACH, check, or credit card with 3.5% service fee. Failure to pay final balance before Display date shall give Sky Elements the right to cancel or postpone the Display without liability or obligation to refund any deposits. Late payments are subject to a 6% annual interest charge on outstanding balances more than 10 days past due.

3. **Safety.** The performance of the Display(s) will start at the agreed upon time(s) if the launch site is secure and the conditions are safe to proceed as determined by Sky Elements in its sole discretion. The Parties agree that should unsafe conditions arise during the performance of the Display(s), as determined by Sky Elements in its sole discretion, Sky Elements' Pilot in Command ("PIC") may halt the display. The PIC may resume the Display(s) if the PIC determines that safe conditions are restored. Should safety not be able to reach an acceptable level there shall be no refund or other adjustments.

4. **Statement of Compliance**. Sky Elements complies with federal aviation law. In connection with these obligations, Sky Elements hereby represents and warrants to Customer that Sky Elements is obligated by federal aviation law to conduct all aerial operations within the limitations stated in Federal Aviation Administration Waiver No: 107W-2025-00682 including any subsequent revisions, renewals, updates, amendments or any other waivers, exemptions, or authorizations Sky Elements or its employees are authorized to perform under ("**Waiver**"). Customer represents that nothing in this Agreement shall obligate Sky Elements to exceed or violate the terms of the Waiver. Should Customer make a request that would violate the Waiver, Sky Elements shall notify Customer of such violation, and if Customer persists in such request, it

shall be considered a material breach of this Agreement. Sky Elements shall have the right to immediately terminate this Agreement and retain all fees paid if Customer commits such material breach.

5. **Customer's Obligations.**

a) Customer shall be solely and entirely responsible for the following obligations:

i) Obtaining all necessary permissions from property owners, controllers, or authorized representatives required for the performance of the Display(s) at least seven days before the performance of the Display(s).

ii) Obtaining all necessary permits required by local governmental agencies (excluding FAA) at least seven days before the performance of the Display(s).

iii) Maintaining a safe operating area from which the Sky Elements crew will work, uninterrupted.

iv) Securing the area of operation to ensure only individuals necessary to the operation ("Participating Persons") are allowed in the area of flight operations as designated by Sky Elements.

v) Ensuring that only Participating Persons will be permitted within the perimeter of 100 feet from the area of primary flying.

vi) Ensuring that none of the Customer's employees, contractors, or representatives are operating a drone within 2500 feet of the Display(s) location during the performance of the Display, without prior approval by Sky Elements.

b) Customer, and its employees, representatives, and agents, must respond promptly to any Sky Elements request to provide direction, information, approvals, authorizations, or decisions that are reasonably necessary for Sky Elements to perform the Display(s) in accordance with the requirements of this Agreement.

c) If Sky Elements' performance of its obligations under this Agreement is prevented or delayed by any act or omission of Customer or its employees, representatives, and agents, Sky Elements shall not be deemed in breach of its obligations under this Agreement or otherwise liable for any costs, charges, losses, damages (whether direct, indirect, consequential, or incidental), or expenses sustained or incurred by Customer, in each case, if arising directly or indirectly from such prevention or delay.

6. **Cancellation**.

a) If Sky Elements is unable to perform the Display(s) due to (i) the Parties inability to obtain the requisite permissions to perform the Display(s), (ii) the illness, injury, or death of its employees or personnel who are intended to pilot and coordinate the Display(s), (iii) or due to the damage or destruction of Sky Elements' equipment during transit to the location of the

Display(s) (each, an "Unforeseen Event"), and to the extent such Unforeseen Event was not directly caused by Sky Elements or its personnel, Sky Elements may cancel the Display(s) and any of its obligations under this Agreement by providing Customer notice as soon as reasonably possible before the Display(s). If a cancellation under this Section 6(a) is required, Sky Elements will provide Customer a refund of any amounts Customer paid to Sky Elements at the time of cancellation within ninety days of the cancelation. Sky Elements shall retain any and all reasonable expenses already incurred in preparation for the Display(s) including but not limited to show choreography and design.

b) If Customer cancels this Agreement more than 30 days before the scheduled date of the Display(s), the cancellation fee will be 50% of the full Invoice price regardless of whether such fees and expenses are incurred and regardless of whether other external conditions would have prevented the Display(s) from moving forward as scheduled.

c) If Customer cancels this agreement less than 30 days, but more than 72 hours before the scheduled date of the Display(s), the cancellation fee will be 75% of the full Invoice price regardless of whether such fees and expenses are incurred and regardless of whether other external conditions would have prevented the operations from moving forward as scheduled.

d) If Customer cancels this agreement less than 72 hours before the scheduled date of the Display(s), the Customer shall pay Sky Elements the total amount of the Invoice, regardless of whether such fees and expenses are incurred and regardless of whether other external conditions would have prevented the operations from moving forward as scheduled.

7. **Indemnification**.

a) Customer, if allowed by Georgia law, shall defend, indemnify, and hold harmless Sky Elements, its agents, employees, heirs, representatives, successors, and assigns from and against any costs, losses, claims, liabilities, fines, expenses, penalties, and damages (including reasonable legal fees) in connection with or resulting from: 1) Any inaccuracy in any representation or breach of any warranty made by Customer under this Agreement; 2) Customer's gross negligence or willful misconduct in performing any of its obligations under this Agreement; 3) A material breach by Customer of any of its representations, warranties, covenants, or agreements under this Agreement; or 4) Any third-party claim based on, resulting from, or arising out of Customer's conduct under this Agreement. Nothing contained in the Agreement shall be construed to be a waiver of Customer's sovereign immunity or any individual's qualified, good faith or official immunities. The Customer shall be under no obligation to procure any additional insurance related to or as a result of this Agreement or in furtherance of any obligations hereunder.

b) Sky Elements shall defend, indemnify, and hold harmless the Customer, its agents, employees, heirs, representatives, successors, and assigns from and against any costs, losses, claims, liabilities, fines, expenses, penalties, and damages (including reasonable legal fees) in connection with or resulting from: 1) Any inaccuracy in any representation or breach of any warranty made by Sky Elements under this Agreement; 2) Sky Elements' gross negligence or willful misconduct in performing any of its obligations under this Agreement; 3) A material breach by Sky Elements of any of its representations, warranties, covenants, or agreements

under this Agreement; or 4) Any third-party claim based on, resulting from, or arising out of Sky Elements' conduct under this Agreement.

8. **Relationship of the Parties**. The relationship between the Parties is that of independent contractors. Nothing in this Agreement shall give Customer the right to instruct, supervise, control, or direct the details and manner of the completion of the Display(s). Nothing in this Agreement shall be construed as creating any agency, partnership, joint venture, or other form of joint enterprise, employment, or fiduciary relationship between the Parties, and neither Party shall have authority to Agreement for or bind the other Party.

9. **Intellectual Property**. All intellectual property rights, including images, text, graphics, film, audio, audiovisual works, copyrights, patents, patent disclosures, inventions (whether patentable or not), trademarks, service marks, trade secrets, know-how, drone show choreography, flight patterns and other confidential information, trade dress, trade names, logos, corporate names, and domain names, together with all of the goodwill associated therewith, derivative works, and all other rights (collectively, "**Intellectual Property Rights**") in and to the Display(s), work product, and other materials that are delivered to or for Customer under this Agreement shall be owned by Sky Elements.

10. **Confidential Information**.

    a) Confidential Information disclosed by either Party shall be used by the receiving Party solely for the purposes authorized by this Agreement, unless otherwise approved in advance and in writing by the disclosing Party.

    b) If the receiving Party is legally obliged to disclose any of the Confidential Information, the receiving Party shall immediately notify the disclosing Party in writing so that the disclosing Party may seek a protective order or other appropriate remedy or waive compliance with the terms of this Agreement, at the disclosing Party's sole discretion.

    c) Under this Agreement, "**Confidential Information**" includes, but is not limited to, Sky Elements' operating procedures, operations manuals, drone show choreography, flight patterns, technical specifications, pricing information, and any documents marked "Confidential."

    d) The Parties shall be entitled to injunctive relief for any violation of this Section.

    e) Sky Elements acknowledges that, notwithstanding anything to the contrary herein, Customer's disclosure of documentation is governed by Georgia's Open Records Act, and Sky Elements further acknowledges that if Sky Elements submits records containing trade secret information, and if Sky Elements wishes to keep such records confidential, Sky Elements must submit and attach to such records an affidavit affirmatively declaring that specific information in the records constitutes trade secrets pursuant to Article 27 of Chapter 1 of Title 10, and the Parties shall follow the requirements of the Official Code of Georgia Annotated ("O.C.G.A.") § 50-18-72(a)(34) related thereto.

11. **Counterparts**. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be the same agreement. A signed copy of this Agreement delivered by facsimile, email, DocuSign, Adobe Sign, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy

of this Agreement.

12. **Waiver.** No waiver of any right, remedy, power, or privilege under this Agreement ("Right") is effective unless in writing signed by the Party charged with such waiver. No failure to exercise, or delay in exercising, any Right operates as a waiver thereof. No single or partial exercise of any Right precludes any other or further exercise thereof or the exercise of any other Right.

13. **Entire Agreement**. This Agreement contains the entire understanding of the Parties with respect to the subject matter hereof and supersedes all prior and contemporaneous written or oral understandings, agreements, representations, and warranties with respect to such subject matter. the Parties may not amend this Agreement except by written instrument signed by the Parties.

14. **Amendment & Assignment.** This Agreement may not be sold, assigned, amended, or transferred without the prior written consent of either Party. This Agreement may only be amended or modified in a writing which specifically states that it amends this Agreement and is signed by an authorized representative of each party.

15. **Successors and Assigns.** This Agreement is binding upon and inures to the benefit of the Parties and their respective successors and permitted assigns.

16. **No Third-Party Beneficiaries.** This Agreement is for the sole benefit of the parties hereto and their respective successors and permitted assigns and nothing herein, express or implied, is intended to or shall grant to any other person or entity any legal or equitable right, benefit, or remedy of any nature under or because of this Agreement.

17. **Force Majeure.** If for any reason beyond its reasonable control, whether foreseeable or unforeseeable, including, but not limited to, strikes, labor disputes, accidents, government requisitions, acts of war, acts of God, epidemic, pandemic, governmental restrictions, weather conditions (including but not limited to wind, rain, or lightning), or other similar events that would make the event impractical, unsafe, or impossible, the Parties agree Customer's sole remedy is to transfer the display date subject to Sky Element's availability within 12 months of the original display date.

18. **Choice of Law**. Each party agrees that any legal action to enforce or defend with respect to this Agreement (a "Legal Action") shall be brought only in the Superior Court in Fulton County, Georgia, or other Georgia court having subject matter jurisdiction over the Legal Action. Each party further accepts for itself, and in respect of its property, generally and unconditionally, the exclusive jurisdiction of that court with respect to any Legal Action and irrevocably waives any objection, including, without limitation, any objection to the laying of venue or based on the grounds of forum non convenience, which it may now or hereafter have to the bringing of any Legal Action in that jurisdiction and venue.

19. **Form of Written Notice**. Each Party shall deliver all communications in writing either in person, by certified or registered mail, return receipt requested and postage prepaid, by facsimile or email (with confirmation of transmission), or by recognized overnight courier service, and addressed to the other Party at the addresses that the receiving Party may designate from time to time in accordance with this Section.

20. **Severability**. If any provision or portion of this Agreement is found to be invalid, unlawful or unenforceable to any extent, such provision of this Agreement will be enforced to the fullest extent permissible by applicable law so as to effect the intent of the Parties, and the remainder of this Agreement will continue in full force and effect. Upon such determination that any term or other provision of this Agreement is invalid, unlawful, or unenforceable, the Parties hereto shall negotiate in good faith to modify this Agreement to affect the original intent of the Parties as closely as possible in a mutually acceptable manner so that the transactions contemplated hereby be consummated as originally contemplated to the greatest extent possible.

21. **FAA Approvals and Authorizations**. Sky Elements shall use commercially reasonable efforts to obtain all necessary Federal Aviation Administration (FAA) approvals and authorizations to enable Sky Elements to perform fully hereunder, including airspace authorization needed for the Display(s). Customer acknowledges that such approvals are at the discretion of the FAA and delays or denials by the FAA shall not constitute a breach of this Agreement by Sky Elements.

22. **Representation and Warranty**.

    a) Sky Elements represents and warrants to Customer that it shall perform the Display using personnel of required skill, experience, and qualifications and in a professional and workmanlike manner in accordance with generally recognized industry standards for similar services, subject to weather conditions and other factors outside of Sky Elements' reasonable control and shall devote adequate resources to meet its obligations under this Agreement.

    b) In the event of a materially defective Display, being a display that is performed material different than the rendering or missing more than fifteen percent of the drones in the Display(s), Sky Elements shall, in its sole discretion, either:

        i) Reperform the Display(s) at a mutual agreed upon date; or

        ii) Credit or refund the price of the Display at the pro rata Agreement rate.

    c) The remedies set forth in this section shall be Customer's sole and exclusive remedy and Sky Elements entire liability for any breach of the limited warranty set forth in this section.

    d) Except for the warranty set forth above, Sky Elements makes no warranty related to its services, including any (a) warranty of fitness for a particular purpose; (b) warranty of title; or (c) warranty against infringement of intellectual property rights of a third party, whether express or implied by law, course of dealing, course of performance, usage of trade, or otherwise.

23. **Insurance**: Sky Elements will maintain the following insurance coverages in connection with the Display(s) described in this Agreement.

    Commercial General Liability: $1,000,000
    Automobile Liability: $1,000,000
    Umbrella: $10,000,000
    Workers Compensation: $1,000,000
    Aviation Liability: $5,000,000

    Sky Elements also agrees to include Customer as additional insured under the terms of this coverage, limited to the Display(s) specified in this Agreement. Sky Elements will provide a

Certificate of Insurance. All entities listed on the certificate will be deemed an additional insured per this Agreement.

24. **Electronic Signatures**. Each Party agrees that the electronic signatures, whether digital or encrypted, of the Parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures.

25. **Marketing Materials**. Sky Elements may provide marketing materials, including but not limited to images, videos, mockups, or other such marketing materials, to Customer ("Licensed Material"). Subject to the terms and conditions of this Agreement, Sky Elements hereby grants Customer "Licensee" a non-exclusive, non-transferable, revocable, limited license to use the Licensed Material solely for the purpose of promoting the specific upcoming Sky Elements drone show within a period of six months from the Effective Date of this Agreement or the Show Date, whichever is greater. All rights not expressly granted by Sky Elements are reserved. No other use is granted. Licensee shall not modify, alter, distribute, sublicense, sell, or create derivative works based on the Licensed Material without prior written consent from Sky Elements. Licensee shall maintain the integrity of the Licensed Material and shall not use it in a manner that discredits or tarnishes the reputation of Sky Elements. Sky Elements retains all copyrights and intellectual property rights to the Licensed Material. Any rights not expressly granted herein are reserved by Sky Elements.

26. **Survival**. Subject to the limitations and other provisions of this Agreement: (a) the representations and warranties of the Parties contained herein will survive the expiration or earlier termination of this Agreement for 12 months after such expiration or termination; and (b) Section 10 of this Agreement, as well as any other provision that, in order to give proper effect to its intent, shall survive for a period of 24 months after such expiration or termination of this Agreement.

27. **Notices.** All notices required under this Agreement shall be in writing, signed by the party delivering such notice, and delivered to the respective addresses set forth below by overnight courier, first-class mail with return receipt requested, or by email with confirmation of receipt from the receiving party.

Sky Elements
ATTN: Preston Ward
preston@skyelementsdrones.com
(817) 538-3207
820 W Sandy Lake Rd. Suite 200
Coppell, TX 75019

Customer:

City of Alpharetta, Georgia
Attn: Chris Lagerbloom, City Administrator
clagerbloom@alpharetta.ga.us
2 Park Plaza
Alpharetta, Georgia 30009

28. **Employment of Unauthorized Aliens Prohibited – E-Verify Affidavits.**

Pursuant to O.C.G.A. § 13-10-91, Customer shall not enter into a contract for the physical performance of services unless Sky Elements first provides evidence on the forms supplied by the Customer, that it and its subcontractors have registered with, are authorized to use and use the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91, and that they will continue to use the federal work authorization program throughout the contract period. Sky Elements hereby verifies that it has, prior to executing this Agreement, executed a notarized affidavit, the form of which is provided marked Exhibit "A", and submitted such affidavit to Customer. Further, Sky Elements hereby agrees to comply with the requirements of the federal Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603, O.C.G.A. § 13-10-91 and Georgia Department of Labor Rule 300-10-1-.02.

All notices shall be effective upon receipt if sent by overnight mail, or three days after deposited via U.S. mail.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first above written.

SKY ELEMENTS, LLC

BY:_____ Date:_____

Preston Ward, Manager / General Counsel

CUSTOMER:

CITY OF ALPHARETTA, GEORGIA

BY:_____ Date:_____

Jim Gilvin, Mayor

APPROVED AS TO CONTENT: _____

Chris Lagerbloom, City Administrator

APPROVED AS TO FORM: _____

Jeff Strickland, City Attorney

STAFF REPORT

Department: Recreation, Parks & Cultural Services
Submitted By:
Meeting Date: April 13, 2026

AGENDA ITEM:

Agreement: RCS Productions
Consideration and approval of an Agreement with RCS Productions for a July 3rd concert at Brooke Street Park, in an amount not to exceed $23,638.00, and with authorization for the Mayor to execute all necessary documents.

STAFF RECOMMENDATION:

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: YES
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Unallocated Capital: 301-190200-579000	$23,638

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
n/a	$0.00

ITEM DESCRIPTION:

2026 is the 250th anniversary of the signing of the Declaration of Independence for what would become the United States of America. To mark this special milestone for our country, the proposed concert would allow the celebration for July 4, 2026, to begin on July 3rd. If approved, this contract would include lighting, sound and talent for the concert. The lighting and stage would have a patriotic theme. The large American Flag (used during the Annual Memorial Day Celebration) would be hung from City Hall. The proposed performing act is a high-energy, visually appealing group called "Party On The Moon." The two-hour concert would begin at approximately 7:30 pm.

The City asked for proposal from the two production teams we work with throughout the year. RCS Productions provided the most complete and lowest proposal for a total cost of the concert, talent and production of $23,638.00.

ALTERNATIVES:

ATTACHMENTS:

1. RCS Productions JULY32026 Concert Contract
2. RCS Terms and Conditions - Addendum 04092026

CONTRACT

2312 Peachford Road
Dunwoody GA 30338
770 306 9155 / 770 306 9157 Fax
stephen@rcsproductions.com
www.rcsproductions.com

TODAYS DATE: April 1, 2026

By Mutual Agreement RCS Productions & Entertainment dba RCS Productions Inc., herein referred to as PRODUCER has engaged the services of

ARTIST: PARTY ON THE MOON

EVENT: CITY OF ALPHARETTA

EVENT DATE: JULY,3RD, 2026

VENUE: BROOKSTREET PARK

VENUE PHONE: NA

PURCHASER: CITY OF ALPHARETTA

CONTACT: LYNDSEY MACON

MOBILE: 678-460-9641

PERFOMANCE TIME: 7:30PM ~ – (1) 2 HOUR SET

REPORT TIME: TBD

MERCHANDISE RATE: 100% ARTIST SELLS

RIDER ATTACHED: YES

PLEASE READ/SIGN THE RIDER AS IT IS AN IMPORTANT PART OF THIS AGREEMENT

FEE:	**$23,635.00**	**TO BE PAID IN THE FOLLOWING MANNER**
DEPOSIT:	**$11,635.00**	**DUE BY: 05.04.2026**
PAYABLE TO:	RCS PRODUCTIONS	
BALANCE:	**$12,000.00**	**DUE BY: 07.03.2026**
PAYABLE TO:	RCS PRODUCTIONS	

ARTIST TO BE PAID IN FULL RAIN OR SHINE

ARTIST TO SUPPLY: ARTIST, ARTIST TRAVEL, BACKLINE STAGE GEAR

PURCHASER TO SUPPLY: BROOKE STREET PARK STAGE, POWER & SECURITY
PRODUCTION SERVICES PROVIDED BY RCS PRODUCTIONS & ARE INCLUDED IN THIS AGREEMENT.

PURCHASER: CITY OF ALPHARETTA
NAME: JIM GILVIN

x_____DATE_____
ADDRESS:
2 Park Plaza, Alpharetta, GA 30009

Approved as to substance:

_____
Chris Lagerbloom, City Administrator

Approved as to form:

_____
City Atorney

AGENCY/PRODUCER: RCS PRODUCTIONS
NAME: STEPHEN MOORE

x Stephen Moore DATE 04.01.26
ADDRESS:
2312 Peachford Road Suite A
Dunwoody GA 30338
770-306-9155

THANK YOU FOR ALLOWING RCS PRODUCTIONS TO FULLFILL YOUR ENTERTAINMENT NEEDS

ADDITIONAL TERMS AND CONDITIONS

1. PURCHASER agrees to furnish at its sole cost and expense a suitable place for Performance as indicated below

□ Indoors, with properly lighted, climate controlled area along with appropriate staging and electrical power as per PERFORMER'S technical requirements.

X□ Outdoors, with grounded performance area/stage with appropriate cover from the elements and electric power as per the PERFORMER'S technical requirements.

□ Check here if RCS PRODUCTIONS. is providing staging under a separate contract and PURCHASER's obligation to provide a place for the Performance does not include providing the stage itself.

2.. PURCHASER agrees to provide all spaces, ballrooms, show sites and other areas deemed necessary by PRODUCER or PERFORMER for the Performance in order that equipment setup, rehearsals, and sound checks can be accomplished without disturbing business meetings or any other events that may be occurring near the location of the Event. Any venue power charges will be paid in full by PURCHASER.

3. PURCHASER agrees to pay PRODUCER the Fee set forth above. PURCHASER further agrees to pay any and all federal, state, and local taxes and fees in any way related to the Performance, Event, or this Agreement, and to obtain all necessary licenses required in relation to the Event or Performance. PURCHASER agrees to provide general liability, all hazards insurance coverage related to the Event and Performance with minimum limits of $1,000,000.00 dollars, auto liability insurance related to the Event and Performance with minimum limits of $1,000,000.00 dollars, and workers compensation insurance in amounts not less than required by law. PURCHASER agrees to provide proof of such insurance in a form satisfactory to PRODUCER not less than 15 days prior to the Performance and if PURCHASER fails to do so, PRODUCER may terminate this Agreement or purchase such insurance coverage and in such event, PURCHASER shall be responsible for any and all advertising and promotion of the Event and Performance, and shall not advertise or use PERFORMER's name, logo(s) or other intellectual property without having first obtained the written consent of PERFORMER. PURCHASER shall not disclose that PERFORMER will be performing as set forth herein, or the time, date, or place of PERFORMER'S Performance until consented to, in writing, by PRODUCER.

4. PURCHASER agrees to procure and pay for all necessary licenses and consents for the performance of the musical compositions played by PERFORMER, including but not limited to any and all clearances and licenses from ASCAP and BMI. To the extent of state law, s. PURCHASER shall provide security as may be required by PRODUCER or PERFORMER during the Performance and during the setup and tear down associated with the Performance.

5. PURCHASER agrees that no part of the Performance shall be recorded, reproduced, or transmitted in any manner or by any means whatsoever in the absence of a specific written agreement with PRODUCER and PERFORMER relating to and permitting such recording, reproduction or transmission.

6. PRODUCER agrees to contract with the PERFORMER for a performance as described in this Agreement (the "Performance"), which shall occur as a part of the event described above in this Agreement (the "Event"). PRODUCER shall at all times have complete control and supervision over the services of its personnel and contractors as well as the details of the Performance to fulfill the requirements of this Agreement. PRODUCER reserves the right to make reasonable adjustments to the Performance time, including but not limited due to inclement weather, unexpected delays, circumstances outside of PRODUCER's control and delays caused or contributed to by the PERFORMER. In the event PRODUCER is unable for any reason to contract with the PERFORMER for the Performance under terms acceptable to PRODUCER or is unable to cause the Performance to occur, PRODUCER may terminate this Agreement and refund PURCHASER's deposit and PRODUCER shall thereafter have no further liability or obligation under this Agreement. PRODUCER is not responsible for any portion of the Event other than procuring the Performance by Artist as set forth in this Agreement.

7. To The extent allowed by State law PURCHASER agrees to protect, defend, release, indemnify and save PRODUCER harmless from and against any and all expenses, claims, demands and causes of action of every kind and character arising in favor of any person or entity, including employees and contractors of either of PURCHASER and PRODUCER, in any way related to personal injuries or death, damages to property or any other damages or claims of any kind or nature arising out of, incident to, or resulting directly or indirectly from any act or omission of PURCHASER or any of its employees, contractors, or agents.

8. It is expressly agreed the RCS PRODUCTIONS., herein acts herein as PRODUCER and is not responsible for any acts or omissions on the part of any of PURCHASER, PERFORMER, or any of either of their employees, contractors, or agents.

9. To the extent allowed by state law, PURCHASER agrees to be responsible for and hold PRODUCER harmless with respect to any injury, cost or damage to PERFORMER, PERFORMER's property, or any person or property of any employee, agent or contractor of PERFORMER if caused in whole or in part by any of PURCHASER, PURCHASER'S guests, employees or contractors.

10. This Agreement may not be terminated by PURCHASER, and if PURCHASER does attempt to or in fact terminates this Agreement, PURCHASER will forfeit the deposit and shall immediately pay PRODUCER the balance of all amounts owed under this Agreement. In the event PURCHASER fails to pay any amounts owed when due under this Agreement, PURCHASER shall owe interest on such amounts at 18% per annum or the maximum amount by law, whichever is lesser, along with all PRODUCER's attorney fees, costs and expenses which PRODUCER may incur. In addition, PRODUCER may cancel the Performance and shall have no further obligations of any nature under this Agreement in the event PURCHASER fails to pay PRODUCER in full all amounts owed at the times set forth in this Agreement and under the terms of this Agreement. In the event PURCHASER in any way breaches this Agreement or defaults in any obligation, PRODUCER may at any time and without any notice to PURCHASER elect to cure such breach or default and PURCHASER agrees to reimburse PRODUCER for the cost of any such cure plus an administrative fee of 15% of the cost of such cure immediately upon receipt of an invoice thereof from PRODUCER.

11. In the event of inclement weather, or any force majeure on or before the performance date where PURCHASER determines NOT to present Performance or PERFORMER deems it unsafe to PERFORMER or PERFORMER's employees, contractors, agents or equipment, PRODUCER shall nevertheless be paid the full Fee set forth herein, provided PERFORMER is present and ready to perform at the designated time as specified in the contract, unless an alternate "rain date" has been negotiated and provided. PERFORMER's obligations are subject to delay, obstruction or prevention by any cause beyond PERFORMER's reasonable control. In such case, there will be no claim for damages by either party, and except in the circumstances set forth above when the full Fee is still payable to PRODUCER, any other cancellation of the Event by PERFORMER will result in the deposit being refunded in full to PURCHASER or a comparable PERFORMER will be provided by PRODUCER upon PURCHASER approval.

12. This Agreement may not be assigned or transferred by PURCHASER without the prior written consent of PRODUCER. This Agreement may be assigned or transferred by PRODUCER without the consent of PURCHASER. The validity, construction and effect of this Agreement shall be governed by the laws of the State of Georgia, regardless of place of performance. Venue and jurisdiction for any lawsuits arising from or relating to this Agreement shall be in Henry County, Georgia, or the federal district court for the Northern District of Georgia. This Agreement may not be altered or amended except in writing and signed by all the parties hereto. This Agreement, including but not limited to the initial page entitled "Contract", these Additional Terms and Conditions and any additional written Rider or other attachment(s) (collectively the "Agreement") constitute the entire agreement of the parties hereto. This Agreement represents the jointly bargained for agreement of the parties and no presumption or rule in favor of or against either party shall apply to any term or provision of this Agreement on the basis of that party having been deemed to have drafted such term or provision.

13. In the event any of the terms of this Agreement conflict, the terms of any Rider or other attachment shall control, and if there are multiple Riders or attachments, they shall govern based on their dates, with the most recent Rider or attachment governing over any earlier Riders or attachments; thereafter, the Additional Terms and Conditions shall control; and thereafter the initial page entitled "Contract" shall control.

14. PURCHASER's sole and exclusive remedy for any breach of any of the terms of this Agreement by PRODUCER shall be the return of some or all of the Fee paid by PURCHASER to PRODUCER under this Agreement (the "Purchase Price"), and under no circumstances shall PRODUCER have any liability to PURCHASER, whether under this Agreement or otherwise, which exceeds the amount of the Purchase Price. PURCHASER specifically waives and agrees that PRODUCER shall, under no circumstances, be liable to PURCHASER for any special, direct, indirect, consequential, punitive, exemplary, lost profits or other damages.

15. The parties agree that in the event this Agreement is terminated by PURCHASER or due to PURCHASER's breach of any of the provisions of this Agreement, that the damages that PRODUCER would incur are difficult to estimate, and that PURCHASER's obligation to pay all amounts owed to PRODUCER under this Agreement is not a penalty but is liquidated damages, which represent a reasonable estimate of the damages PRODUCER would have incurred. In the event PRODUCER uses an attorney to enforce any of the terms of this Agreement, PURCHASER agrees to pay all of PRODUCER's attorney's fees, costs, and expenses.

16. To the extent of state law, all indemnification provisions, warranty provisions, and all other provisions contained in this Agreement which, by their terms, may extend beyond the termination, rescission, or revocation of this Agreement shall survive the termination, rescission, or revocation of this Agreement. The parties hereto agree that in the event any provision of this Agreement is deemed illegal or unenforceable by any court or tribunal of competent jurisdiction then such provision shall be deemed not to be a part of this Agreement and shall be deemed to be automatically modified and reformed so as to comply with any applicable law and so as to carry out the intent of the parties hereto to the greatest extent possible; however, if such modification is not possible, then such provision shall be deemed to be void and stricken in its entirety from this Agreement, with all other remaining provisions of this Agreement remaining in full force and effect. The waiver by PRODUCER of any breach or default by PURCHASER shall not constitute or be construed as a waiver of any subsequent breach or default of the same or any other provision hereof. Any captions or head notes herein are intended for convenience and for reference purposes only and shall in no way define or limit the scope or intent of this Agreement or any portion thereof. Nothing contained in this Agreement shall be deemed to create any contractual or third-party beneficiary relationship between any parties other than PRODUCER and PURCHASER. PRODUCER shall have the right to terminate this Agreement and be paid in full all amounts owed under this Agreement if Purchaser becomes insolvent or bankrupt or makes an assignment of the benefit of creditors.

17. This Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which shall constitute one and the same instrument. The parties hereto stipulate that facsimile signatures shall be deemed originals.

18. Any notice which may be required or permitted to be given under any provisions to this Agreement shall be deemed to have been duly given upon the earlier of (i) 5 days after deposit in the U.S. mail by registered or certified, postage prepaid, or (ii) actual receipt by confirmed facsimile, hand delivery or overnight delivery services, to the PRODUCER or PURCHASER at their respective addresses indicated in this Agreement, or if none is indicated, to the last known address for such party.

PURCHASER, in signing this Agreement, which includes but is not limited to the Additional Terms and Conditions set forth above, acknowledges PURCHASER's authority to do so and assumes liability for the terms and conditions stated herein.

PURCHASER:

By_____
Name:_____
Title:_____

RIDER HIGHLIGHTS

In addition to the performance fee the purchaser agrees to provide the following at their cost to meet the contract requirements and insure a successful and enjoyable performance:

Production Services: Provided By RCS Productions and Included in Agreement

Staging

Risers per artists

Audio

DB Tech Line Array Audio System flown

M 32 consoles

On stage audio system with Mics, Monitors, Stands, Cabling, DI &

Lighting

Downstage – 2 Lifts with 12 by truss

(8) Rogue R 3 Downstage moving light hybrid fixtures or similar for downstage wash

(8) Rogue R2 upstage moving light fixtures or similar on stand up pre rig truss

Lighting desk

Personnel

Audio tech x 2

Lighting tech

Production coordinator

(4) Stagehands

Comp Tickets:

N/A but artists may have a few guests

Hotels: N/A

Parking:

Adequate parking near the stage for One (1) Tour Bus during load in and entire performance, and up through and including load out.

Security:

As per city

Dressing Room:

Appropriate dressing room close to stage.

Hospitality:

Artist and RCS Crew Hospitality provided by RCS Productions & Included in Agreement

_____ x _____

Jim Gilvin for City of Alpharetta ***Date***

Approved as to substance:

_____

Chris Lagerbloom, City Administrator

Approved as to form:

_____

City Attorney

CONTRACT BETWEEN CITY OF ALPHARETTA AND RCS PRODUCTIONS AND ENTERTAINMENT, INC. DBA RCS PRODUCTIONS, INC.

ADDENDUM NO. 1

This Addendum supplements that certain Contract (collectively referred to as the "Agreement") between **RCS PRODUCTIONS AND ENTERTAINMENT, INC. DBA RCS PRODUCTIONS, INC.,** a Georgia corporation ("Service Provider or PRODUCER") and the **CITY OF ALPHARETTA**, a municipal corporation of the State of Georgia, acting by and through its governing authority, the Mayor and Alpharetta City Council ("City or PURCHASER"), of even date herewith, to add the following provisions thereto:

1. **Conflicting Provisions**.

This Addendum is attached to and is a part of the Agreement described above. The provisions of this Addendum control over any contrary provisions found in the Agreement. No provision of the Agreement shall operate to override the provisions of this Addendum.

2. **Sovereign Immunity.**

Nothing contained in the Agreement shall be construed to be a waiver of City's sovereign immunity or any individual's qualified, good faith or official immunities. Any provision of the Agreement requiring the City to indemnify Service Provider is only valid to the extent allowed by Georgia law. The parties hereto agree and acknowledge that the City is under no obligation to procure additional insurance related to the Agreement, including this Addendum.

3. **Ethics Code; Conflict of Interest.**

Service Provider agrees that it shall not engage in any activity or conduct that would result in a violation of the City of Alpharetta Code of Ethics or any other similar law or regulation. Service Provider certifies that to the best of its knowledge no circumstances exist which will cause a conflict of interest in performing the services required by this Agreement. Service Provider and the City acknowledge that it is prohibited for any person to offer, give, or agree to give any City employee or official, or for any City employee or official to solicit, demand, accept, or agree to accept from another person, a gratuity of more than nominal value or rebate or an offer of employment in connection with any decision, approval, disapproval, recommendation, or preparation of any part of a program requirement or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory capacity in any proceeding or application, request for ruling, determination, claim or controversy, or other particular matter, pertaining to any program requirement or a contract or subcontract, or to any solicitation or proposal therefor.

4. Assignment of Agreement; Subcontractors.

Neither party may assign or transfer this Agreement or any rights granted to it hereunder, in whole or in part, nor delegate any of its duties or obligations arising hereunder without the prior written consent of the other party, which consent shall not be unreasonably withheld; provided, however that this Agreement may be transferred by operation of law or assignment by either party to a surviving entity of a merger or consolidation involving that party or to a purchaser of all or substantially all of that party's assets. Any assignment, transfer or delegation of rights, duties or obligations hereunder in contravention of the preceding sentence shall be null and void. This Agreement shall be binding upon and shall inure to the benefit of, and be enforceable by, the parties to this Agreement and their respective successors and permitted assigns.

5. Material Condition.

Each term of this Agreement is material, and Service Provider's breach of any term of this Agreement shall be considered a material breach of the entire Agreement and shall be grounds for termination or exercise of any other remedies available to City at law or in equity.

6. Governing Law.

This Agreement is governed by the laws of the State of Georgia to the extent that such laws apply to the City as a municipal corporation of the State of Georgia and as a party to this Agreement.

7. Employment of Unauthorized Aliens Prohibited – E-Verify Affidavits.

Pursuant to O.C.G.A. § 13-10-91, City shall not enter into a contract for the physical performance of services unless Service Provider shall provide evidence on the forms attached hereto as Exhibits "A" and "B" (affidavits regarding compliance with the E-Verify program to be sworn under oath under criminal penalty of false swearing pursuant to O.C.G.A. § 16-10-71), that it and its subcontractors have registered with, are authorized to use and use the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91, and that they will continue to use the federal work authorization program throughout the contract period. Service Provider hereby verifies that it has, prior to executing this Agreement, executed a notarized affidavit, the form of which is provided in Addendum Exhibit "A," and submitted such affidavit to City. Further, Service Provider hereby agrees to comply with the requirements of the federal Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603, O.C.G.A. § 13-10-91, and Georgia Department of Labor Rule 300-10-1-.02.

In the event Service Provider employs or contracts with any subcontractor(s) to perform services for City, Service Provider agrees to secure from such subcontractor(s) attestation of the subcontractor's compliance with O.C.G.A. § 13-10-91 and Rule 300-10-1-.02 by the subcontractor's execution of the subcontractor affidavit, the form of which is attached hereto as Addendum Exhibit "B," which subcontractor affidavit shall become part of the contractor-

subcontractor agreement. Service Provider agrees that the employee-number category designated below is applicable to it:

____ 500 or more employees
____ 100 or more employees
____ Fewer than 100 employees

Service Provider hereby agrees that in the event Service Provider employs or contracts with any subcontractor(s) in connection with the Agreement and where the subcontractor is required to provide an affidavit pursuant to O.C.G.A. § 13-10-91, Service Provider will secure from the subcontractor(s) such subcontractor(s') indication of the above employee-number category that is applicable to the subcontractor. If Service Provider does not employ or contract with any subcontractor(s) to perform services for City, the provisions of this section related to subcontractors shall not apply. The above requirements shall be in addition to the requirements of state and federal law and shall be construed to be in conformity with those laws.

8. Deletion and Replacement of Section 3 to the Agreement.

Section 3 of the Agreement under Terms and Conditions is deleted in its entirety and replaced with the following:

3. PURCHASER agrees to pay PRODUCER the Fee set forth above. PRODUCER agrees to pay any and all federal, state, and local taxes and fees in any way related to the Performance, Event, or this Agreement, and to obtain all necessary licenses required in relation to the Event or Performance. PRODUCER agrees to provide general liability, all hazards insurance coverage related to the Event and Performance with minimum limits of $1,000,000.00 dollars per occurrence, auto liability insurance related to the Event and Performance with minimum limits of $1,000,000.00 dollars per occurrence, and workers compensation insurance with minimum limits of $1,000,000.00 per occurrence. PRODUCER agrees to provide proof of such insurance in a form satisfactory to PURCHASER not less than 30 days prior to the Performance and if PRODUCER fails to do so, PURCHASER may terminate this Agreement and receive a full refund of the deposit. PRODUCER shall name the City of Alpharetta, its elected officials, officers, employees, and agents as additional insured parties. PURCHASER shall be responsible for any and all advertising and promotion of the Event and Performance, and shall not advertise or use PERFORMER'S name, logo(s) or other intellectual property without having first obtained the written consent of PERFORMER. PURCHASER shall not disclose PERFORMER will be performing as set forth herein, or the time, date, or place of PERFORMER'S Performance until consented to, in writing, by PRODUCER. PERFORMER and PRODUCER must give approval at least 8 weeks prior to the Event.

9. Deletion and Replacement of Section 4 to the Agreement.

Section 4 of the Agreement under Terms and Conditions is deleted in its entirety and replaced with the following:

4. The PRODUCER shall provide security as may be required by PURCHASER or PERFORMER during the Performance and during the setup and tear down associated with the Performance.

10. Deletion and Replacement of Section 6 to the Agreement.

Section 6 of the Agreement under Terms and Conditions is deleted in its entirety and replaced with the following:

6. PRODUCER agrees to contract with the PERFORMER for a performance as described in this Agreement (the "Performance"), which shall occur as a part of the event described above in this Agreement (the "Event"). PRODUCER shall at all times have complete control and supervision over the services of its personnel and contractors as well as the details of the Performance to fulfill the requirements of this Agreement. PRODUCER reserves the right to make reasonable adjustments to the Performance time, including but not limited due to inclement weather, unexpected delays, circumstances outside of PRODUCER'S control and delays caused or contributed to by the PERFORMER. In the event PRODUCER is unable for any reason to contract with the PERFORMER for the Performance under terms acceptable to PRODUCER or is unable to cause the Performance to occur, PRODUCER may terminate this Agreement and refund PURCHASER'S deposit and PRODUCER shall thereafter have no further liability or obligation under this Agreement.

11. Deletion of Section 9 to the Agreement.

Section 9 of the Agreement under Terms and Conditions is deleted in its entirety.

12. Deletion and Replacement of Section 10 to the Agreement.

Section 10 of the Agreement under Terms and Conditions is deleted in its entirety and replaced with the following:

This Agreement may be terminated by PURCHASER for convenience at any time upon providing written notice at least ninety (90) days of Event. If PURCHASER does terminate the Agreement, PURCHASER shall forfeit the deposit. PRODUCER may cancel the Performance and shall have no further obligations of any nature under this Agreement in the event PURCHASER fails to pay PRODUCER in full all amounts owed at the times set forth in this Agreement and under the terms of this Agreement. In the event PURCHASER in any way breaches this Agreement or defaults in any obligation, PRODUCER must give PURCHASER thirty (30) days notice of breach and option to cure.

13. Deletion of Section 14 to the Agreement.

Section 14 of the Agreement under Terms and Conditions is deleted in its entirety.

14. Deletion of Section 15 to the Agreement.

Section 15 of the Agreement under Terms and Conditions is deleted in its entirety.

(*signatures on the following page*)

IN WITNESS WHEREOF, City and Service Provider have executed the Agreement, including this Addendum, effective as _____.

RCS PRODUCTIONS AND ENTERTAINMENT, INC. DBA RCS PRODUCTIONS, INC.

By: _____
Print Name: _____
Title: _____

ATTEST:

By: _____
Print Name: _____
Title: _____

CITY OF ALPHARETTA, GEORGIA

By: _____
Jim Gilvin, Mayor

Approved as to substance:

By: _____
Chris Lagerbloom, City Administrator

Approved as to form:

_____
City Attorney Date

EXHIBIT A

STATE OF GEORGIA

COUNTY OF FULTON

CONTRACTOR AFFIDAVIT AND AGREEMENT

By executing this affidavit, the undersigned Contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or corporation which is engaged in the physical performance of services on behalf of the **CITY OF ALPHARETTA**, has registered with, is authorized to use, and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period, and the undersigned Contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b).

Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

_____
Federal Work Authorization User Identification Number

_____
Date of Authorization

RCS PRODUCTIONS AND ENTERTAINMENT, INC. DBA RCS PRODUCTIONS, INC.
Name of Contractor

_____
Name of Project

CITY OF ALPHARETTA
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on _____, 2026 in _____ (city), _____ (state).

_____
Signature of Authorized Officer or Agent

_____
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE _____ DAY OF _____, 2026.

_____
Notary Public

My Commission Expires: _____

[NOTARY SEAL]

EXHIBIT B

STATE OF GEORGIA

COUNTY OF FULTON

SUBCONTRACTOR AFFIDAVIT

By executing this affidavit, the undersigned subcontractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services under a contract with **RCS PRODUCTIONS AND ENTERTAINMENT, INC. DBA RCS PRODUCTIONS, INC.** on behalf of the **CITY OF ALPHARETTA**, has registered with, is authorized to use, and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned subcontractor will continue to use the federal work authorization program throughout the contract period, and the undersigned subcontractor will contract for the physical performance of services in satisfaction of such contract only with sub-subcontractors who present an affidavit to the subcontractor with the information required by O.C.G.A. § 13-10-91(b). Additionally, the undersigned subcontractor will forward notice of the receipt of an affidavit from a sub-subcontractor to the contractor within five (5) business days of receipt. If the undersigned subcontractor receives notice that a sub-subcontractor has received an affidavit from any other contracted sub-subcontractor, the undersigned subcontractor must forward, within five (5) business days of receipt, a copy of the notice to the contractor.

Subcontractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

_____
Federal Work Authorization User Identification Number

_____
Date of Authorization

_____
Name of Subcontractor

_____
Name of Project

CITY OF ALPHARETTA
Name of Public Employer

I hereby declare under penalty of perjury that the foregoing is true and correct.

Executed on _____, 2026 in _____ (city), _____ (state).

_____
Signature of Authorized Officer or Agent

_____
Printed Name and Title of Authorized Officer or Agent

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE _____ DAY OF _____, 2026.

_____
Notary Public

My Commission Expires: _____

[NOTARY SEAL]

STAFF REPORT

Department: Administration
Submitted By: Grace Orehosky
Meeting Date: April 13, 2026

AGENDA ITEM:

Appointment of Alternate Natural Resources Commission Member
Consideration and approval of the appointment of Nivedita Ranade to replace Dana Davis as an Alternate Member of the Natural Resources Commission.

STAFF RECOMMENDATION:

Approve the appointment of Nivedita Ranade as an Alternate Member of the Natural Resources Commission.

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

ITEM DESCRIPTION:

The Natural Resources Commission has requested that the City Council appoint Nivedita Ranade as an Alternate Member of the Natural Resources Commission to replace current Alternate Member Dana Davis.

ALTERNATIVES:

Do not approve the appointment and allow Dana Davis to continue serving as an Alternate Member of the Natural Resources Commission.

ATTACHMENTS:

1. NRanade Resume 2026.docx_Redacted

Nivedita Ranade, PhD., M.S.
(Nee-vey-dee-tah Ra-na-day)
[redacted]

PROFESSIONAL SUMMARY

I have **14+ years** of professional experience in facilitating, building, and evaluating grants and programs in collaboration with social-justice-oriented national and international change makers (non-profits, philanthropies, educational institutions, and local, state, and federal governments). I have carried out over 40+ evaluations for 30+ clients by using culturally responsive and equitable learning and evaluation approaches (CREE), transformative mixed-methods, inclusive practices, continuous learning, and strategic thinking to (a) illuminate inequities in ways that reflect participant populations' intersectional and lived realities and (b) advocate for their interests and priorities. Ultimately, my goal is to be the catalyst in bringing about systems transformations to help children, families, and communities thrive in a more equitable and sustainable world. As an experienced leader for the past 4+ years, I am able to successfully oversee and implement multiple organizational functions in a fast-paced work environment as well as lead teams with an approach steeped in collaboration, accountability, 360 feedback, advocacy, humility, and compassion.

ACCOMPLISHMENTS

- Led successful business development from new and repeat clients at Creative Research Solutions (CRS) amounting to **$6.5+ million from Oct 2019 to Feb 2024**.
- Selected to serve as an **Expanding the Bench (ETB) Equity Consultant** 2022-current
- https://expandingthebench.org/eec-webpage/
- Selected to serve as an **Extensive Services Consultant for National Center for Women & Information Technology (NCWIT)** 2013

TECHNICAL SKILLS

Literature reviews | Landscape analysis | Needs assessment | Stakeholder mapping and engagement | Theories of change, outcomes, and key performance indicators (KPIs) development | Group facilitation and sensemaking | Mixed method data collection and analysis | Evaluation capacity building: training and technical assistance | IRB/OMB protocol development | Project management

BUSINESS SKILLS

Contract negotiation & management | Lead generation | Client relationship building & management

SOFTWARE SKILLS

MS Office | G-suite | SPSS | NVivo | Dedoose | ATLAS.tiQualtrics | CheckMarket | LiquidPlanner | Canva | Copper

EXPERTISE AND PASSION AREAS

Public health: Maternal and child health | COVID-19/social justice grantmaking | Hypertension control | Housing | Climate change & environmental justice
Workforce development, economic mobility, wealth building, and advancing home ownership in communities of color **Child care and early childhood education:** Early literacy | Advocacy & civic engagement
K-20 informal and formal education: Educational equity & justice | Broadening participation in STEM | Afterschool programs | Socio emotional learning (SEL)
Organizational development: Diversity, equity, and inclusion (DEI) | Monitoring, evaluation, & learning systems

EDUCATION

- **Ph.D.** Human Development & Family Studies University of Connecticut, Storrs, CT
- **M.S.** Human Development, University of Mumbai, India
- **B.A.** Psychology, University of Mumbai, India
- **Graduate Certificate in Culture, Health and Human Development,** University of Connecticut, Storrs, CT

LANGUAGES

English (Proficient), Hindi (Proficient), Marathi (Proficient), French (Beginner)

RECENT PROFESSIONAL EXPERIENCE

CHANGE MATRIX, LLC, Remote

Associate Project Director and Senior Evaluator | Nov 2024 – current

- Plan, direct, and lead Expanding the Bench ACE Evaluation Network and Expanding the Bench Regional
- Support other programmatic arms of Expanding the Bench: Fundraising and field building, Leaders in Equitable Evaluation and Diversity (LEEAD)
- Support evaluation, capacity building, and learning projects

INDEPENDENT EVALUATION CONSULTANT | Feb 2024 – current

- Provides learning and evaluation support and thought leadership to MPHI and Prism Partners Group Inc. on projects for non-profit and philanthropic clients.

CREATIVE RESEARCH SOLUTIONS (CRS), Atlanta, GA

Director of Business Development & Client Relations | Feb 2022 – Feb 2024

Senior Evaluation Associate II & Project Manager | Oct 2021 – Jan 2022

Senior Evaluation Associate & Project Manager | Oct 2019 – Oct 2021

Business Development & Client Relations

- Established overall strategy and growth plan for CRS' business service offerings in collaboration with CRS' executive leadership. Led successful business development from new and repeat clients amounting to $6.5+ million which resulted in portfolio and team expansion.
- Developed a deep understanding of clients' interests, needs, and capacities and managed key client relationships to win new and/repeat business.
- Tracked all communications and nurtured relationships with leads and clients through Copper (Customer Relationship Management software).
- Carried out introductory and follow-up meetings with prospective clients, secured RFPs, and worked with CRS proposal development teams to create proposals for new business.
- Developed scopes of work and budgets and negotiated and closed contracts.

Project and Portfolio Leadership

- Designed and led complex, multi stakeholder evaluations of large scale social change efforts by applying a range of system and social change frameworks that prioritized trust-based, participatory, community-led approaches.
- Served as project lead, co-lead, task lead, or project advisor for program evaluations, including the evaluation design, evaluation plan, methodology and instrument development, data collection procedures, analysis, and reporting.
- Oversaw and supervised the entire life cycle of mid- to large-sized research and evaluation project portfolio in collaboration with the project teams, directors, and the project management team.

People Management

- Provided supervision, advocacy, 360 feedback, and mentorship to three supervisees.
- Collaborated constructively and proactively to CRS' hiring, work culture, and professional growth of junior and senior team members through coaching, mentoring, training, feedback, and relationship-building in a remote work environment.

JAMES BELL ASSOCIATES, Arlington, VA
Senior Research Associate | Sept 2016 – May 2019

Maternal and Child Health

- Served as the Technical Assistance (TA) Liaison for seven Maternal, Infant, and Early Childhood Home Visiting Program (MIECHV) awardees and responded to individual and universal requests for TA regarding performance measurement, evaluation, data systems and collection, and Continuous Quality Improvement (CQI).
- Carried out a national multisite evaluation study for an evidence-based, interdisciplinary pediatric primary care program involving site visits to gather data through interviews, focus groups, and medical record reviews. Provided support with data collection and analysis of national data and site-specific studies.
- Served as the task lead for conducting in-depth case studies of afterschool settings to examine how investments made by

the U.S. Department of Health and Human Services support children's socio-emotional learning (SEL), behavioral, and physical health in middle childhood.
- Designed data collection instruments, coordinated data collection activities, conducted site visits, interviews, and document reviews to understand the transformative impact that improvements to early care facilities can have on child outcomes.

THE RESEARCH, EVALUATION, AND MEASUREMENT CENTER (REM CENTER), COLLEGE OF EDUCATION, UNIVERSITY OF SOUTH CAROLINA, Columbia SC
Research Associate | Dec 2014 – Aug 2016

- Evaluated K-12 federal and state funded education projects in South Carolina.
- Worked with South Carolina Department of Education, nonprofit organizations, school and district educational administrators, and other external stakeholders, to facilitate logic model and evaluation plan development processes.
- Designed data collection instruments including surveys and protocols for interviews and focus groups
- Collected, cleaned, coded, and carried out analyses with quantitative and qualitative data.
- Wrote technical reports for a variety of audiences including internal evaluation reports with actionable recommendations, summary reports to share program progress with the external partners and community members, and formal reports to meet donor requirements.

THE FINDINGS GROUP, LLC., Decatur, GA
Senior Qualitative Analyst | Sep 2011 – Dec 2013

- Served as co-evaluator on K-16 federal and state funded education projects in Georgia.
- Provided technical expertise in qualitative research methods to develop research designs, address stakeholder needs, and engage in business development activities.

RECENT RESEARCH AND EVALUATION REPORTS

Creative Research Solutions. (2023). *John D. & Catherine T. MacArthur Foundation's Evaluation for the Equitable Recovery Initiative*. Prepared for the MacArthur Foundation. Chicago, IL. https://www.macfound.org/media/article_pdfs/executivesummary_macarthur-foundation-eqr-report.pdf

Creative Research Solutions. (2023). *ATL Action for Racial Equity 2023 Assessment Report*. Prepared for the Metro Atlanta Chamber. www.atlracialequity.com/reporting

Creative Research Solutions. (2022). Engaging Atlanta's Youth and Young Adults in Economic Opportunity - Strategic Planning Research. Prepared for the Annie E. Casey Foundation. https://creativeresearchsolutions.com/wp-content/uploads/2022/09/Updated_8.1.22_AECF_Final_Report.pdf

Creative Research Solutions. (2022). 2022 Women of Color Initiative (WoCI) Survey Report. Prepared for ProGeorgia as part of the Women of Color Initiative. Atlanta, GA. https://www.womenofcolorinitiative.org/2022-survey

PUBLICATIONS (PEER-REVIEWED)

Super, C. M., Blom, M., Harkness, S., **Ranade, N**., & Londhe, R. (2021). Culture and the organization of infant sleep: A study in the Netherlands and the U.S.A. Infant Behavior and Development, 64, 101620. https://doi.org/10.1016/j.infbeh.2021.101620

Ranade, N., & Garey, A.I. (2009). Book Review: Sourcebook of Family Theory and Research. Contemporary Sociology: A Journal of Reviews, 38, 266-268.

VOLUNTEER WORK

CRABAPPLE CROSSING ELEMENTARY SCHOOL, Vice President for Fundraising, 2024 - current

I serve on the PTO (Parent Teacher Organization) Board at my child's elementary school where I plan and coordinate various fundraising events for the school including the main fall and spring fundraisers. I also manage and promote the school's passive year-around fundraisers.

STAFF REPORT

Department: Public Works
Submitted By:
Meeting Date: April 13, 2026

AGENDA ITEM:

TSPLOST III
Discussion of TSPLOST III Project List.

STAFF RECOMMENDATION:

BUDGET & PROCUREMENT:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

ITEM DESCRIPTION:

TSPLOST is three quarters of a cent added to the County's sales tax dedicated for transportation projects. We are currently in TSPLOST II, and it expires March 31, 2027. TSPLOST III would then start on April 1, 2027, if approved in a referendum later this year in November. Between now and this summer, cities in Fulton County need to develop a project list, conduct public meetings, and approve a MOU between all the Cities and the County. Below is a timeline and the necessary items that need to be completed to make the November ballot:

- January: Sales tax projections distributed
- January – May: Municipalities develop their project list and hold public meetings
- June 2nd: Last day for Council to voteson a project list and the list is submitted to the County
- June: Final Master list for the entire County is developed and sent to all Municipalities
- July: IGA discussed and agreed by all 14 Municipalities
- August: Resolution signed by County to call for a referendum and forwarded to Election Superintendent
- August – November: Voter information education period
- November 3rd: Vote by citizens

It is anticipated Alpharetta will receive approximately $71.6M. Projects are divided into 3 tiers. Tier I makes up 85% of the dollars, Tier II encompasses 15%, and Tier III projects are an additional 15%.

The project list below and the project cost. Project costs have gone up due to the price of asphalt and concrete. Once a final list is selected, Public Works we will work with a vendor to develop exhibits that will help illustrate the proposed improvements. Below is the revised Tier List of Projects for TSPLOST III.

Tier I ($60.8M):

- **Maintenance (citywide) - $30.8M**
  - Milling and Resurfacing
  - Traffic Striping and Signage
  - Bridge and Guardrail
    - Includes flagstone walls on WWP Bridges
  - Traffic Calming
  - Traffic Signal/Control Equipment
  - Traffic Signal Pole Maintenance
  - Sidewalks
  - Street Lights – New installations as well as general repair/maintenance (Note, any new installations will have an impact on the operating budget)
- **Brookside Corridor- $8M**
  - 8’ and 12’ wide sidewalks
  - 6’ planting area for trees. shrubs, and lighting
  - Vehicular lane in each direction with a landscaped median
- **Hembree Road Corridor- $7M**
  - Wills Road to Morrison Parkway
  - Looking to split costs with Roswell 50-50 and a contribution from True North 400
  - True North 400 has allocated $200k towards surveying and preparing concept plans
- **Mayfield Road Improvements - $5.0M**
  - Alpharetta Elementary School to Canton St - $5.0M
  - Add sidewalk on north side
  - Add left turn lane from WB Mayfield into the school
  - Add additional EB lane Mayfield from the school to Canton Street
- **Northwinds Alpha Loop - $3.5M**
  - Kimball Bridge Road to existing HAWK signal
  - 10-12’ wide sidewalk with a 0-2’ planting strip
- **Westside Alpha Loop - $6M**
  - Westside Fitness Park, across the HAWK, and along AVALON to Webb bridge Road
  - 12’ sidewalk
  - 4’ – 6’ planting area
- **Windward Parkway Sidewalk - $4M**
  - Union Hill Road to McGinnis Ferry
  - 8’ sidewalk to provide connectivity to greenway via the new pedestrian bridges
  - 0’-2’ planting area

Tier II ($10.7M)

- **Kimball Bridge Sidewalk (Waters to City Limits)- $8M**
  - 10' sidewalk on the south side
  - 8' sidewalk on the north side
  - Planting width varies along corridor
- **Milton Ave Sidewalk - $2.7M**
  - 6' sidewalk on the south side
  - 0-4' planting area

Tier III ($10.7M)

- **Canton St Sidewalk (Mayfield to Vaughan)- $9.5M**

    - 6' sidewalk on both sides
    - 5' planting areea
    - Roundabout at Vaughan Drive
- **Charlotte Mini-Roundabout - $0.5M**
- **Debt Payment - $0.7M**

Other Projects:

- Big Creek Greenway Boardwalk (south of Mansell Road) - $7.5M
- Academy Street Corridor Improvements (Haynes Bridge Road to FS 81)- $6.0M
- Haynes Bridge at Mansell Intersection Improvements- $2.0M
- Kimball Bridge Road Widening (Northwinds Parkway to Westside Parkway) - $12.0M
    - Only Sidewalks on the north side - $4.75M
    - Need to design the corridor for widening
    - Need to obtain the necessary ROW for the sidewalk, based on the road being widened.
- Mansell Improvements (GA 400 to Old Roswell Road) - $3.5M
- Traffic Calming - $5.0M (Dollar amount is an allocation, a defined scope has not been developed)
    - Douglas Road
    - Henderson Parkway
    - Southlake Drive

ALTERNATIVES:

ATTACHMENTS: