



CITY COUNCIL MEETING & PUBLIC HEARING FEBRUARY 26, 2024

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

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE TO THE FLAG
4. PRESENTATIONS & PROCLAMATIONS
 - A. Proclamation: Arbor Day 2024
5. PUBLIC HEARING
 - A. **PH-24-02 The Garren/154 Kimball Bridge Road Change of Conditions**

Consideration of a request to change conditions of zoning to allow for the demolition of an existing gymnasium in disrepair and construction of a new structure of similar size and design. Previous conditions of zoning required that the gymnasium be designated as historic, saved and re-used. The property is located at 154 Kimball Bridge Road and is legally described as being located in Land Lots 800, 801 & 804, 1st District, 2nd Section, Fulton County, Georgia.
 - B. **MP-24-01/CU-24-02 The Golf Sanctuary**

REMOVED: This application has been withdrawn by the applicant and will not be heard, discussed, or considered during this meeting.

Consideration of a master plan amendment and conditional use to allow a 'Restaurant' and 'Recreation Facilities, Indoor' business to operate in an existing 20,450 square foot building. A master plan amendment is requested to the North Point Mall Master Plan to add 'Recreation Facilities, Indoor' and a conditional use is requested to allow 'Recreation Facilities, Indoor' for The Golf Sanctuary. The property is located at 380 North Point Circle and is legally described as being located in Land Lots 741 & 742, 1st District, 2nd Section, Fulton County, Georgia.
6. NEW BUSINESS
7. PUBLIC COMMENT
8. REPORTS
9. EXECUTIVE SESSION (IF NECESSARY)
10. RATIFICATION OF EXECUTIVE SESSION ITEMS (IF NECESSARY)
11. ADJOURNMENT



**A PROCLAMATION
BY THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA
"Arbor Day 2024"**

- WHEREAS:** The first **Arbor Day** was celebrated in 1872 in Nebraska as a special day for planting trees and has grown to thousands of celebrations in communities across our nation each year; and
- WHEREAS:** Community partners, families and friends will be joined together at local **Arbor Day** ceremonies to recognize the benefits of trees and urban forests; and
- WHEREAS:** Trees will be planted across the United States creating a lasting legacy for future generations; and where planted may that area be a source of joy and spiritual renewal; and
- WHEREAS:** Trees improve water quality, reduce the erosion of precious topsoil, increase property values, and economic vitality in business areas, provide shade, cleanse the air, create habitat for wildlife, and add beauty to communities; and
- WHEREAS:** Trees promote outdoor recreation which improves human health and well-being and reduces "Nature-Deficit Disorder" in children by encouraging more activity and connection to the natural world; and
- WHEREAS:** All of Alpharetta benefits from trees and urban forestry, which contributes to the local economy and enjoyment of the outdoors.
- NOW THEREFORE:** We, the Mayor and City Council of the City of Alpharetta do hereby proclaim March 9, 2024 as "**Arbor Day**" in the City of Alpharetta and urge all citizens to plant trees to promote the well-being of present and future generations; and thus support our City's Beautification and Forestry Program for years to come.
- SO PROCLAIMED:** This 26th day of February 2024, by the Mayor and City Council of the City of Alpharetta, Georgia.

Jim Gilvin
Mayor of the City of Alpharetta

Lauren Shapiro
City Clerk for the City of Alpharetta



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: PH-24-02 THE GARREN/154 KIMBALL BRIDGE ROAD CHANGE OF CONDITIONS

CITY COUNCIL:

FEBRUARY 26, 2024

II. RECOMMENDATION:

Approve PH-24-02 THE GARREN/154 KIMBALL BRIDGE ROAD CHANGE OF CONDITIONS, subject to the following conditions related to file #PH-22-05 / V-22-06 / Kimball 154 Change of Condition and Variance:

1. The site, consisting of approximately 4.44 acres, shall be zoned O-P (Office-Professional) and developed substantially similar to site plan, labeled ZP-01 and ZP-02, prepared by Kimley-Horn, dated 1/29/24, except for modifications required to comply with the conditions below. Uses shall be limited to professional office, research and development, and support retail uses and conditional uses listed in the O-P district regulations.

Related to file #Z-21-06/V-21-17 Kimball 154:

7. Architecture and materials of the new office building and renovation of the existing buildings shall be substantially similar to the submitted renderings and revised renderings of the gymnasium building prepared by ASD SKY, dated 2/13/24, except for modifications required to comply with these conditions, subject to final approval by DRB.
17. Property owner shall designate the Bailey-Johnson School building as a historic property under the City's Historic Preservation Incentive Zoning ordinance prior to a Certificate of Occupancy.

III. REPORT IN BRIEF:

The applicant, CCD The Garren, LLC, is requesting changes to previous conditions of zoning to allow a former gymnasium building to be demolished and re-built with a similar footprint and massing and to allow for a two (2) phase construction process. According to the applicant, the gymnasium has fallen into disrepair due to flawed construction and an extended period of deterioration. The subject property is located at 154 Kimball Bridge Road on the east side of Kimball Bridge Road and south of Kimball Place.

DISCUSSION

The submitted request, if approved, would allow for a former gymnasium building to be demolished and re-built with a similar footprint and massing and allow for a two (2) phase construction process. According to the applicant, the gymnasium has fallen into disrepair due to flawed construction and an extended period of deterioration. The subject property is located at 154 Kimball Bridge Road on the east side of Kimball Bridge Road and south of Kimball Place.

The property was developed as the Bailey-Johnson School in 1950 and most recently used by Fulton County Schools as a facilities maintenance yard. A rezoning and variance were approved in 2021 to allow for the construction of a 3-story, 120,000 square feet timber-frame office building with parking deck and adaptive re-use of the Bailey-Johnson School and

Gymnasium buildings. Surrounding properties are zoned O-I (Office-Institutional) to the north and east, O-P to the south and R-8A/D (Dwelling, 'For-Sale', Attached/Detached Residential – Medium Density) to the west. The property has frontage along Kimball Bridge Road, with the Parkway 400 Master Plan located to the north and east, Diamond Glass (formerly St. James United Methodist Church) to the south and Kimball Bridge Walk subdivision to the west. The property has a comprehensive land use plan designation of 'Corporate Office'.

The applicant proposes changes to the below conditions of zoning and related changes impacting the site plan, architectural renderings, and historic designation of the gymnasium building.

File #PH-22-05 / V-22-06 / Kimball 154 Change of Condition and Variance:

1. The site, consisting of approximately 4.44 acres, shall be zoned O-P (Office-Professional) and developed substantially similar to site plan, labeled ZP-01 and ZP-02, prepared by Kimley-Horn, revised 3/31/21 dated 1/29/2024, except for modifications required to comply with the conditions below. Uses shall be limited to professional office, research and development, and support retail uses and conditional uses listed in the O-P district regulations.

File #Z-21-06/V-21-17 Kimball 154:

7. Architecture and materials of the new office building and renovation of the existing buildings shall be substantially similar to the submitted renderings and revised renderings of the gymnasium building prepared by ASD SKY, dated 2/13/24, except for modifications required to comply with these conditions, subject to final approval by DRB.
17. Property owner shall designate the Bailey-Johnson School and Gymnasium buildings as a historic property under the City's Historic Preservation Incentive Zoning ordinance prior to a Certificate of Occupancy.

SITE PLAN

The proposed site plan reflects a two (2) phase approach to construction. Phase 1 includes the rehabilitation of the one (1) story, 20,000 square foot Bailey-Johnson School building, construction of the two (2) story over basement, 27,600 square foot replacement gymnasium building, and a 149-space surface parking lot. In Phase 2, the surface parking lot will be replaced with a new parking deck and three (3) story, 120,000 square foot timber-frame office building. A total of 554 parking spaces are proposed to serve the site, including 447 spaces in the five (5) level parking deck, 77 spaces of podium parking under the new office building, and 30 surface spaces. Proposed parking in both phases of development exceeds the minimum parking rate of 3.79 spaces/1,000 square feet approved for the subject property.

RENDERINGS

The new gymnasium building is depicted with a similar footprint and massing with the overall size of the building increasing slightly from approximately 20,000 to 27,600 square feet. The proposed building height will remain the same with the replacement building depicted to be two (2) stories over basement.

Renderings of the replacement building depict a similar appearance as viewed from Kimball Bridge Road, including a red brick exterior with large, muntined windows. Elevations of the

building only visible from the interior of the site are depicted with modern accents, including grey metal panels with curtain walls of glass. The City's Downtown Consultant reviewed the applicant's proposal and was in agreement with the approach to maintain the historical character of the original building on the elevations visible from Kimball Bridge Road. Suggestions were provided to the applicant to improve the overall consistency of the new building with the historic precedent of the existing building, which included adding a terminating cornice detail and brick masonry spandrels and utilizing appropriate window sizes and proportions. The applicant revised the building elevations to address the provided suggestions.

CONCURRENCES

Staff has reviewed the applicant's request for changes to previous conditions of zoning. The proposal to phase construction is to be expected given the current state of the office market. In addition, the applicant has coordinated and garnered support from representatives of the Alpharetta & Old Milton County Historical Society and Bailey-Johnson Alumni Association for the replacement of the gymnasium building. Elevations of the new building visible from Kimball Bridge Road will honor the historical character of the original building.

CITIZEN PARTICIPATION PLAN

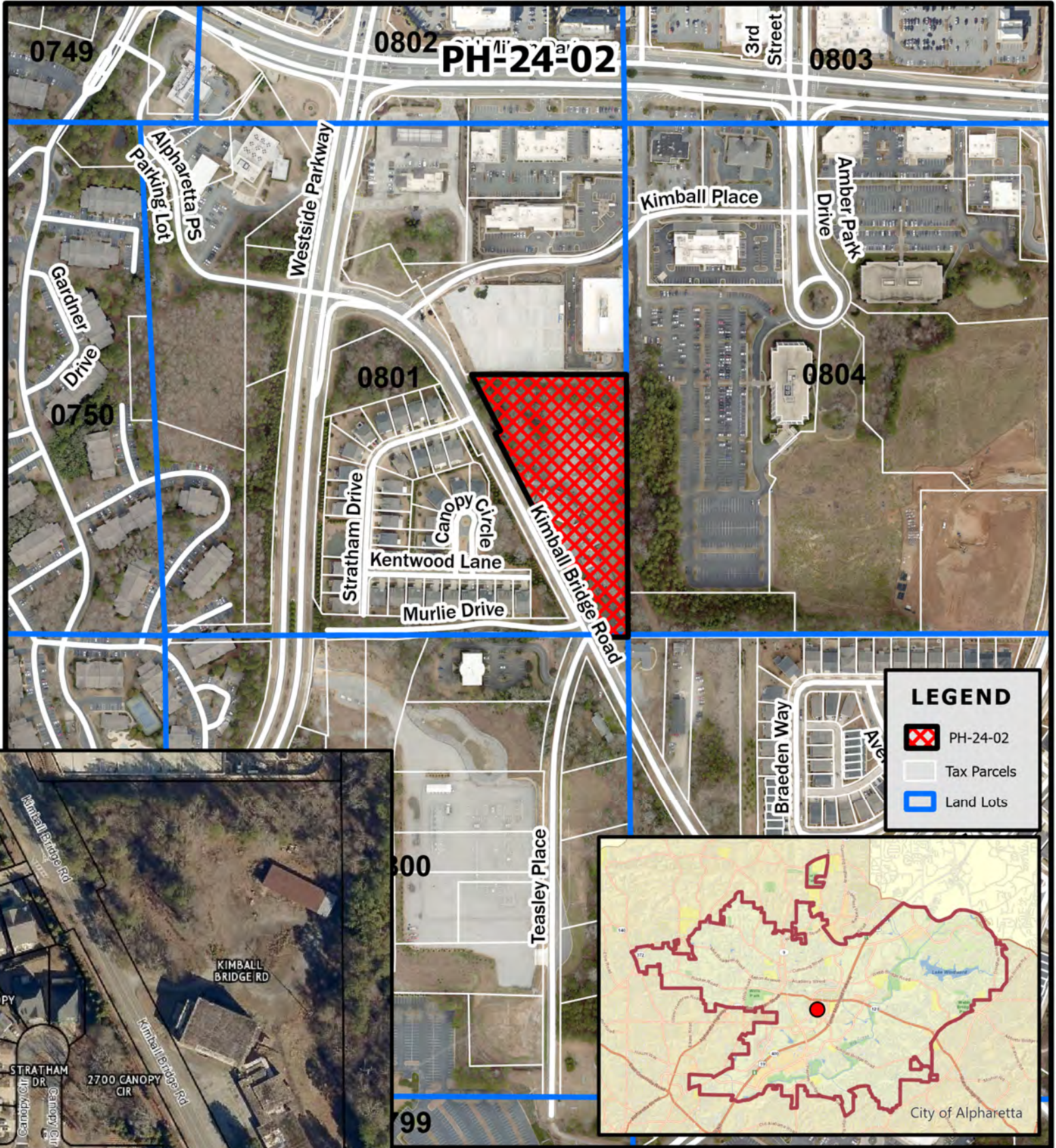
The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent, as well as Pat Miller with the Alpharetta & Old Milton County Historical Society and Charles Grogan with the Bailey-Johnson Alumni Association. The report states that the applicant discussed the replacement of the former gymnasium building with Pat Miller and Charles Grogan and they have earned their support. According to the applicant, the adaptive re-use of the former Bailey-Johnson School building remains the priority for the interested parties.

COMMUNITY ZONING INFORMATION MEETING

The CZIM was held on February 14, 2024. There were no public comments.

ATTACHMENTS:

- Aerial Map
- Zoning Map
- Future Land Use Map
- Location Map
- Latest Site Plan
- Latest Rendering
- CZIM
- Citizen Part B
- Application

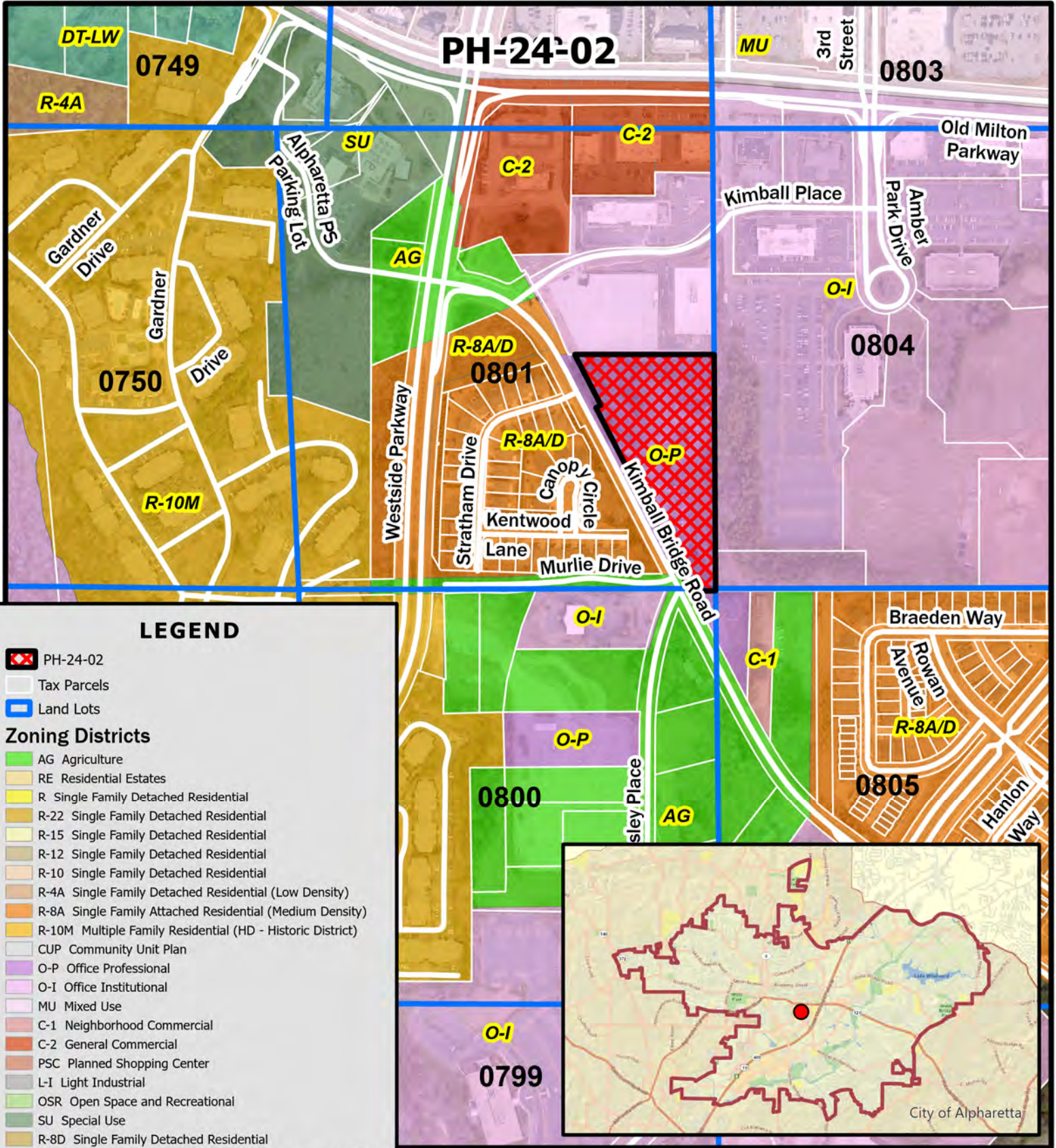


PH-24-02
D/LL: 1/2/801
CC: 2/26/24

Aerial Map
CCD The Garren LLC
154 Kimball Bridge Road

Location Map Provided by:
Community Development - GIS
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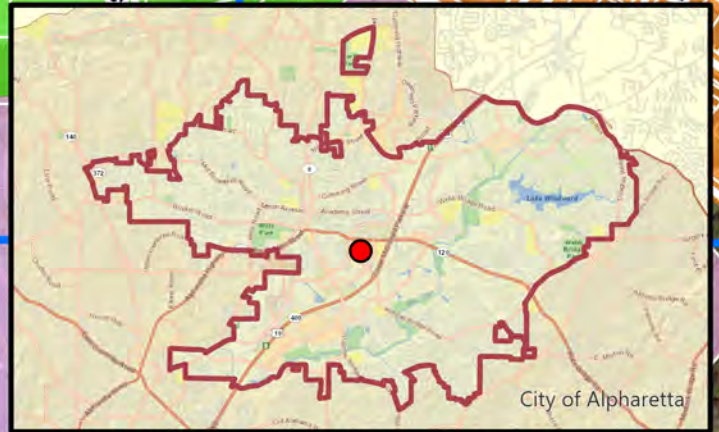


LEGEND

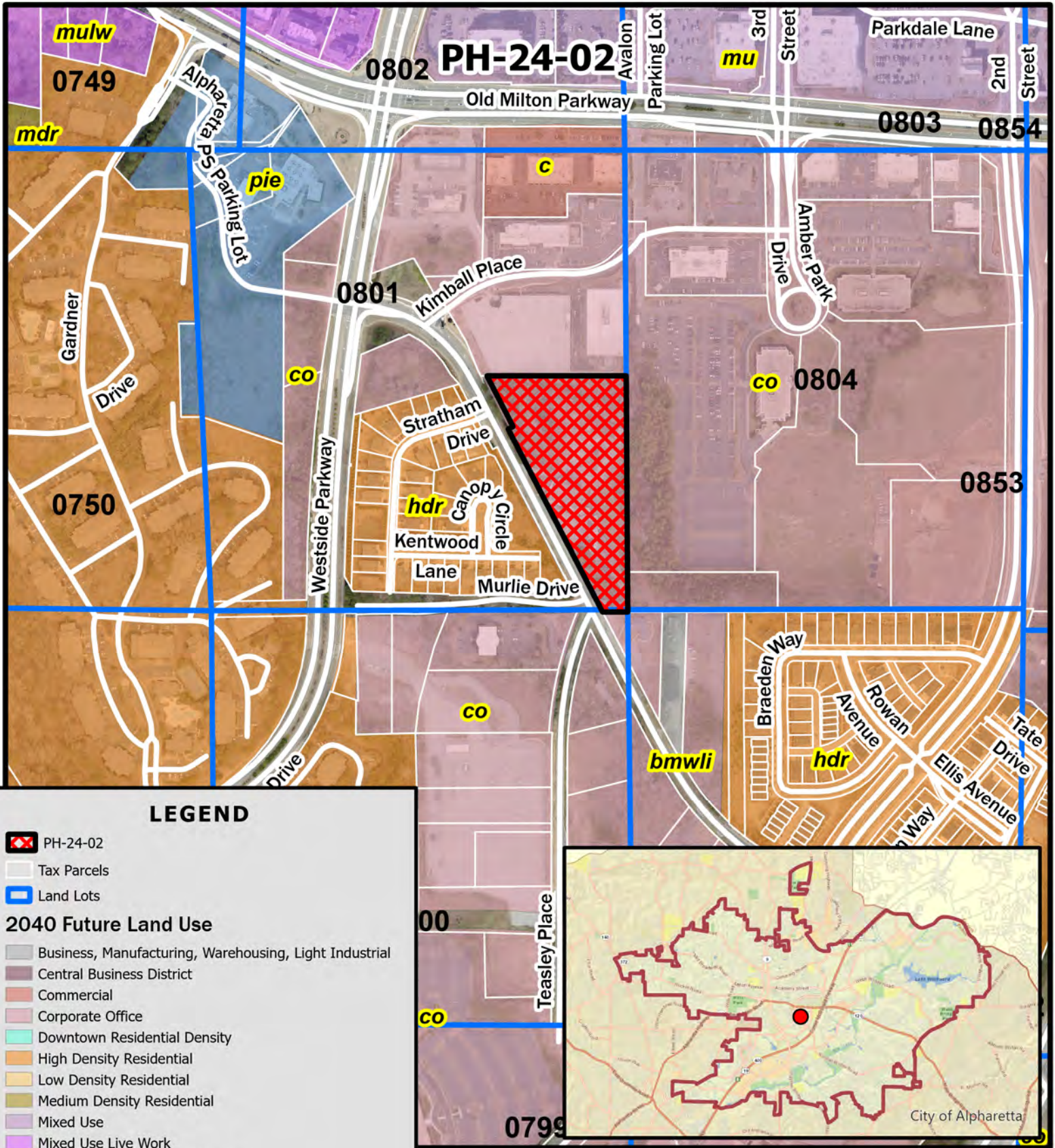
- PH-24-02
- Tax Parcels
- Land Lots

Zoning Districts

- AG Agriculture
- RE Residential Estates
- R Single Family Detached Residential
- R-22 Single Family Detached Residential
- R-15 Single Family Detached Residential
- R-12 Single Family Detached Residential
- R-10 Single Family Detached Residential
- R-4A Single Family Detached Residential (Low Density)
- R-8A Single Family Attached Residential (Medium Density)
- R-10M Multiple Family Residential (HD - Historic District)
- CUP Community Unit Plan
- O-P Office Professional
- O-I Office Institutional
- MU Mixed Use
- C-1 Neighborhood Commercial
- C-2 General Commercial
- PSC Planned Shopping Center
- L-I Light Industrial
- OSR Open Space and Recreational
- SU Special Use
- R-8D Single Family Detached Residential
- R-4D Single Family Detached Residential (Medium Density)
- R-8A/D Single Family Attached/Detached Residential
- DT-C Downtown Core
- DT-MU Downtown Mixed-Use
- DT-LW Downtown Live-Work
- DT-R Downtown Residential



PH-24-02
D/LL: 1/2/801
CC: 2/26/24



LEGEND

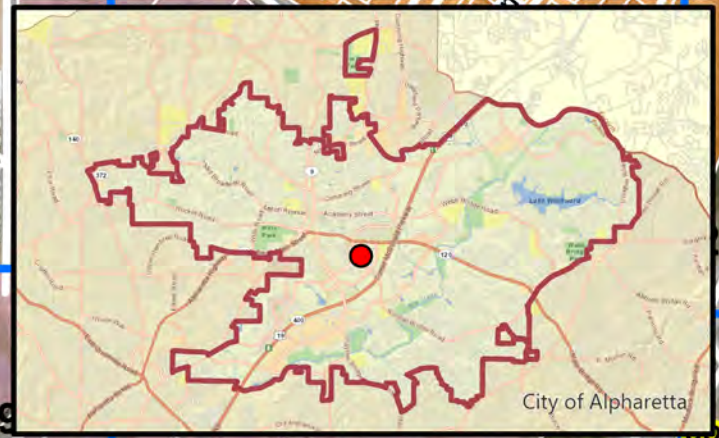
PH-24-02

Tax Parcels

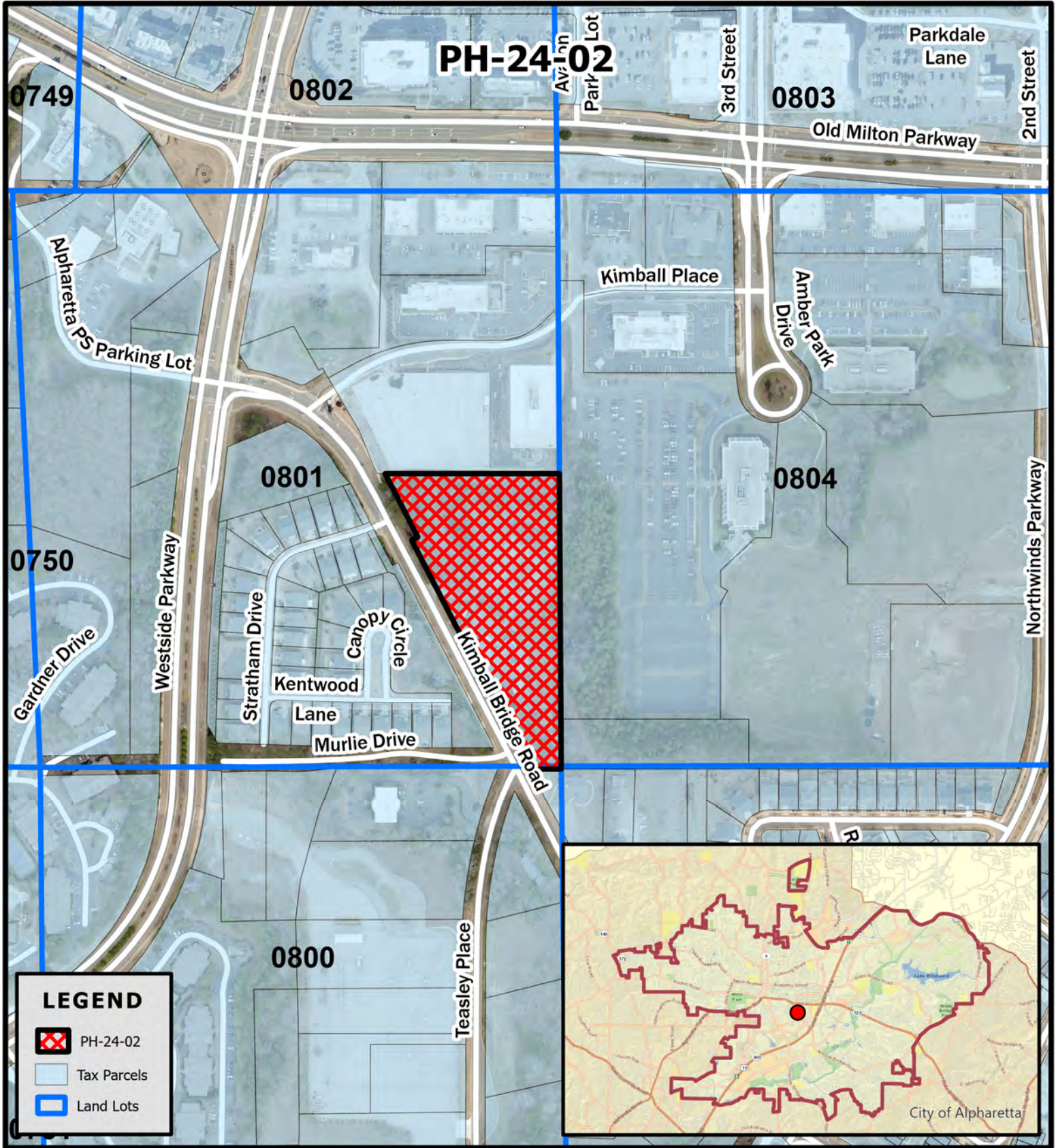
Land Lots

2040 Future Land Use

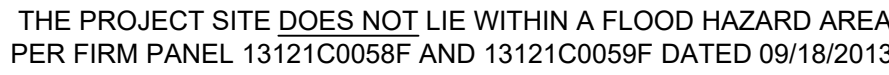
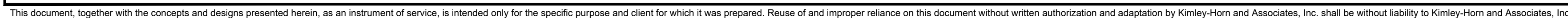
- Business, Manufacturing, Warehousing, Light Industrial
- Central Business District
- Commercial
- Corporate Office
- Downtown Residential Density
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Mixed Use Live Work
- Parks, Recreation, Open Space
- Professional Business Office
- Public, Institutional, Education
- Residential Estate
- Very Low Density Residential



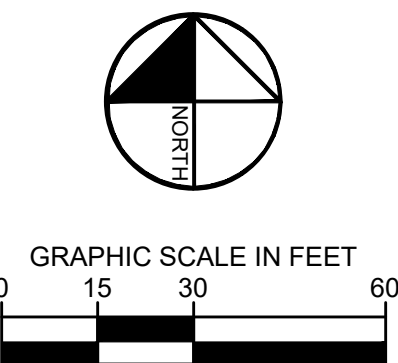
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D/LL: 1/2/801
CC: 2/26/24



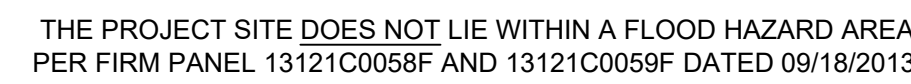
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D/LL: 1/2/801
CC: 2/26/24



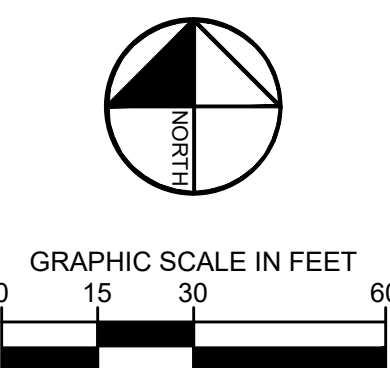
VARIANCES
PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.
PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.
PROPOSED BUILDING HEIGHT VARIANCE FROM 40' TO 48'.
PROPOSED DRIVEWAY SPACING VARIANCE FROM 300' TO AS SHOWN ON THE PLAN.
PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN.



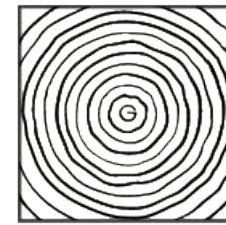
TITLE	ZONING SITE PLAN PHASE 1
SHEET NUMBER	ZP-01



VARIANCES
PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.
PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.
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GSWCC CERT. (LEVEL II)		0000072899
DRAWN BY		SPG
DESIGNED BY		JTR
REVIEWED BY		JTR
DATE		01/29/2024
PROJECT NO.		01379600
TITLE		
ZONING SITE PLAN PHASE 2		
SHEET NUMBER		
2P-02		



G A R R E N

Garren
Building 2 Re-Zoning

02.26.2024

PROJECT # 11682.01

01

Civil

02

Site

03

Architecture

04

Materials &
Specifications

CIVIL

Property Location & Info

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 801 OF THE 1ST DISTRICT, 2ND SECTION, FULTON COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT 1/2" REBAR FOUND AT THE LANDLOT CORNER OF LANDLOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 95.41' TO A PK NAIL SET ON THE EASTERLY RIGHT-OF-WAY OF KIMBALL BRIDGE ROAD (R/W VARIES), THENCE LEAVING SAID LANDLOT LINE AND RUNNING ALONG THE RIGHT-OF-WAY FOLLOWING COURSES AND DISTANCES, N27°23'30"W FOR A DISTANCE OF 613.11' TO A 1/2" REBAR SET, THENCE RUNNING N63°10'00"E FOR A DISTANCE OF 15.86' TO A 1/2" REBAR SET, THENCE RUNNING N26°50'07"W FOR A DISTANCE OF 180.10' TO A 1/2" REBAR SET, THENCE LEAVING SAID RIGHT-OF-WAY AND RUNNING N88°44'41"W FOR A DISTANCE OF 442.53' TO AN AXLE FOUND ON THE LANDLOT LINE DIVIDING LANDLOTS 801 AND 804, THENCE RUNNING ALONG SAID LANDLOT LINE FOLLOWING COURSES AND DISTANCES, S00°10'40"E FOR A DISTANCE OF 583.31' TO A 1/2" REBAR FOUND, THENCE RUNNING S00°11'25"E FOR A DISTANCE OF 117.68' TO A 1/2" REBAR FOUND AT THE LANDLOT CORNER, WHICH IS THE TRUE POINT OF BEGINNING.

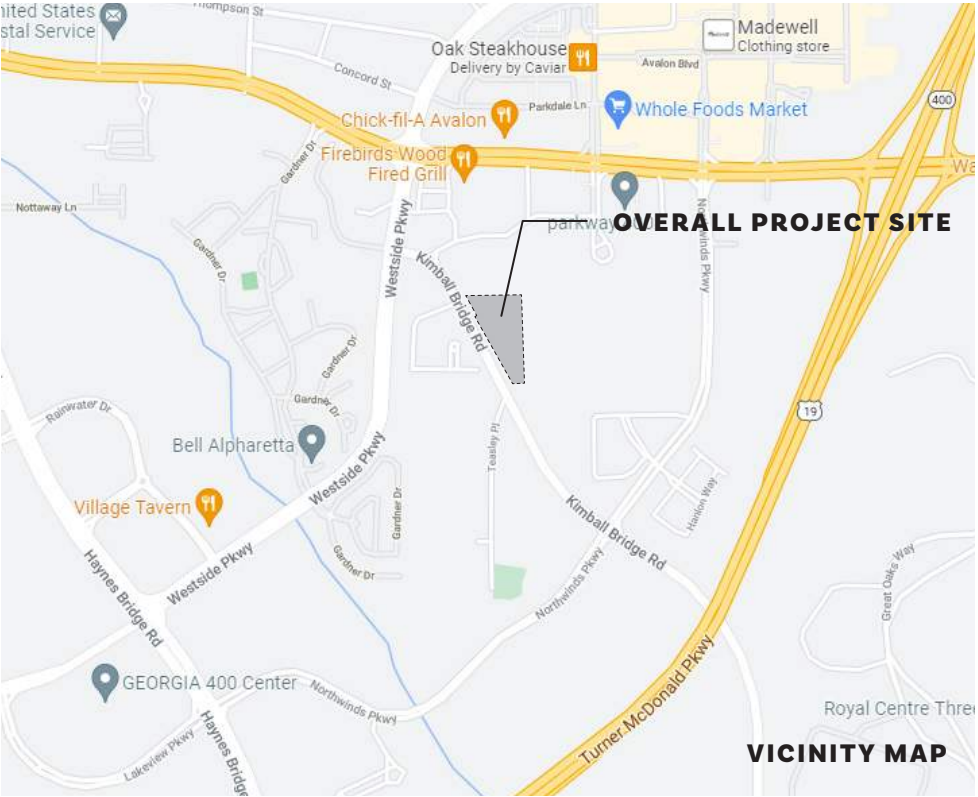
SAID TRACT OR PARCEL OF LAND CONTAINING 4.437 ACRES (193,230 SQUARE FEET) MORE OR LESS.

STORMWATER MANAGEMENT NOTE

SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, A CISTERN, OR OTHER COMPONENTS) PROVIDING RUNOFF PROTECTION, CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

VARIANCES

- PROPOSED REDUCTION OF THE 50’ FRONT SETBACK TO A 20’ FRONT SETBACK FOR +/- 242 LF ALONG THE RIGHT-OF-WAY LINE
- PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%
- PROPOSED BUILDING HEIGHT VARIANCE FROM 40’ TO 48’
- PROPOSED DRIVEWAY SPACING VARIANCE FROM 300’ TO AS SHOWN ON THE PLAN
- PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN



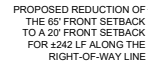
THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZZARD AREA PER FIRM PANEL 13121C0058F AND 13121C0059F DATED 09.18.2013

SITE NOTES

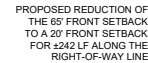
PROPERTY ADDRESS:	154 KIMBALL BRIDGE ROAD
LAND LOT / DISTRICT / SECTION:	801 / 1 / 2
PARCEL ID NUMBERS:	12-2842-0801-011-1
ZONING:	O-P (OFFICE - PROFESSIONAL) (Z-21-06 / V-21-17 / DRB210055)
OVERALL SITE AREA:	4.437 ACRES
DISTURBED AREA:	4.120 ACRES
MAXIMUM LOT COVERAGE:	3.11 ACRES (70.0%)
PROPOSED LOT COVERAGE:	3.33 ACRES (75.0%)
MAXIMUM BUILDING COVERAGE:	1.78 ACRES (40.0%)
PROPOSED BUILDING COVERAGE:	1.45 ACRES (32.7%)
MAXIMUM BUILDING HEIGHT:	40’
PROPOSED BUILDING HEIGHT:	48’
MAXIMUM BUILDING STORIES:	4 STORIES
PROPOSED OFFICE BUILDING STORIES:	3 STORIES + PARKING DECK
PROPOSED GYM REPLACEMENT STORIES:	2 STORIES + BASEMENT
PROPOSED LAND USE DENSITY:	
OFFICE (HEATED)	161,600 SF
LEASABLE AREA	136,000 SF
SUPPORT/SERVICE AREA	25,000 SF
OUTDOOR AMENITIES*	20,000 SF
REQUIRED PARKING:	392 SPACES TOTAL (2.9/1000 SF)
OFFICE:	392 SPACES
PROPOSED PARKING:	554 SPACES TOTAL (3.43/1000 SF)
PARKING DECK + PODIUM	517 SPACES
SURFACE PARKING	30 SPACES
BUILDING SETBACK:	
FRONT	65’ (KIMBALL BRIDGE ROAD)
SIDE	15’
REAR	5’ (VARIANCE REQUIRED)

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06.11.2018

*OUTDOOR AMENITIES ARE EXTERIOR TO THE BUILDINGS AND DO NOT CONTRIBUTE TO THE OVERALL BUILDING AREA



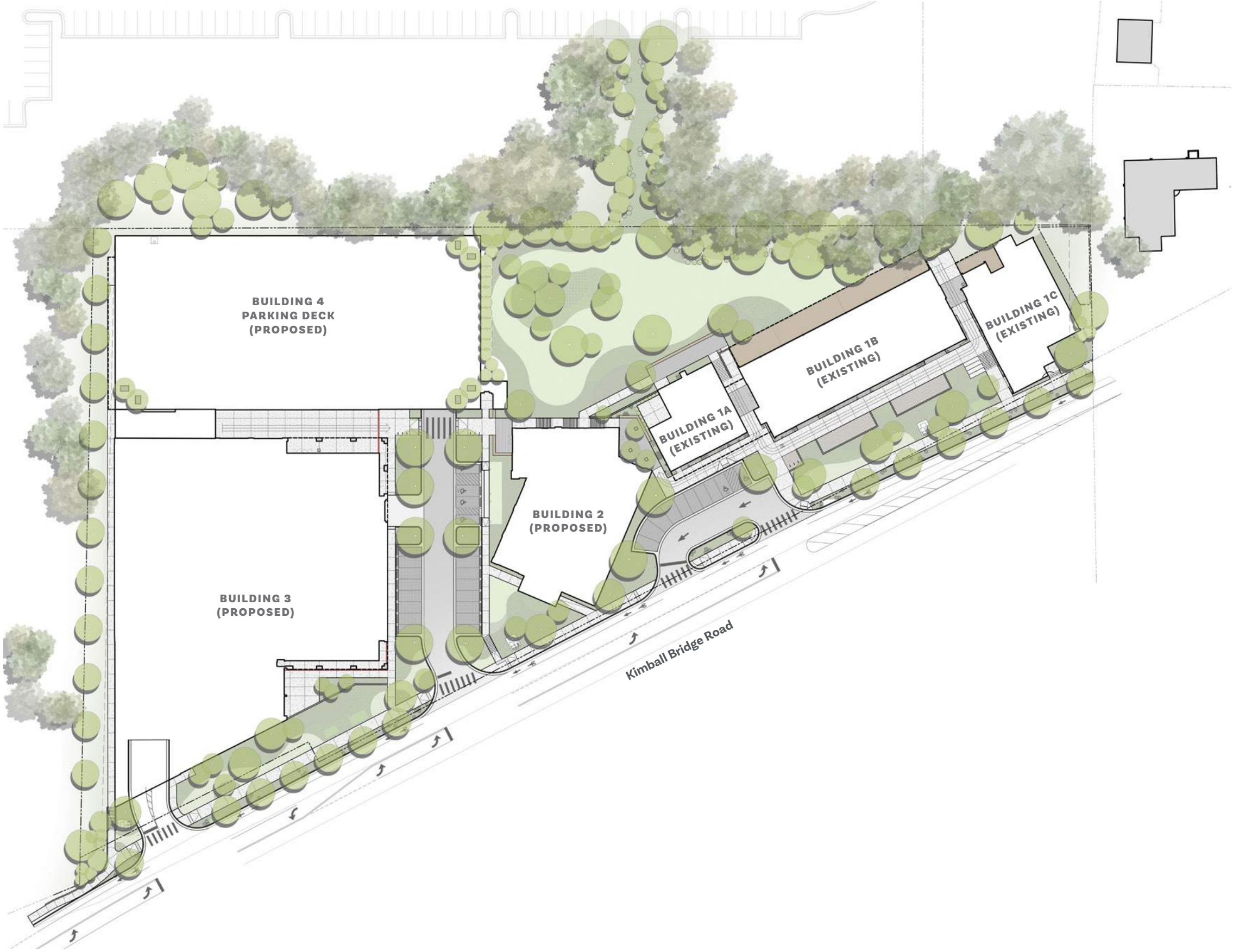
ASD | SKY

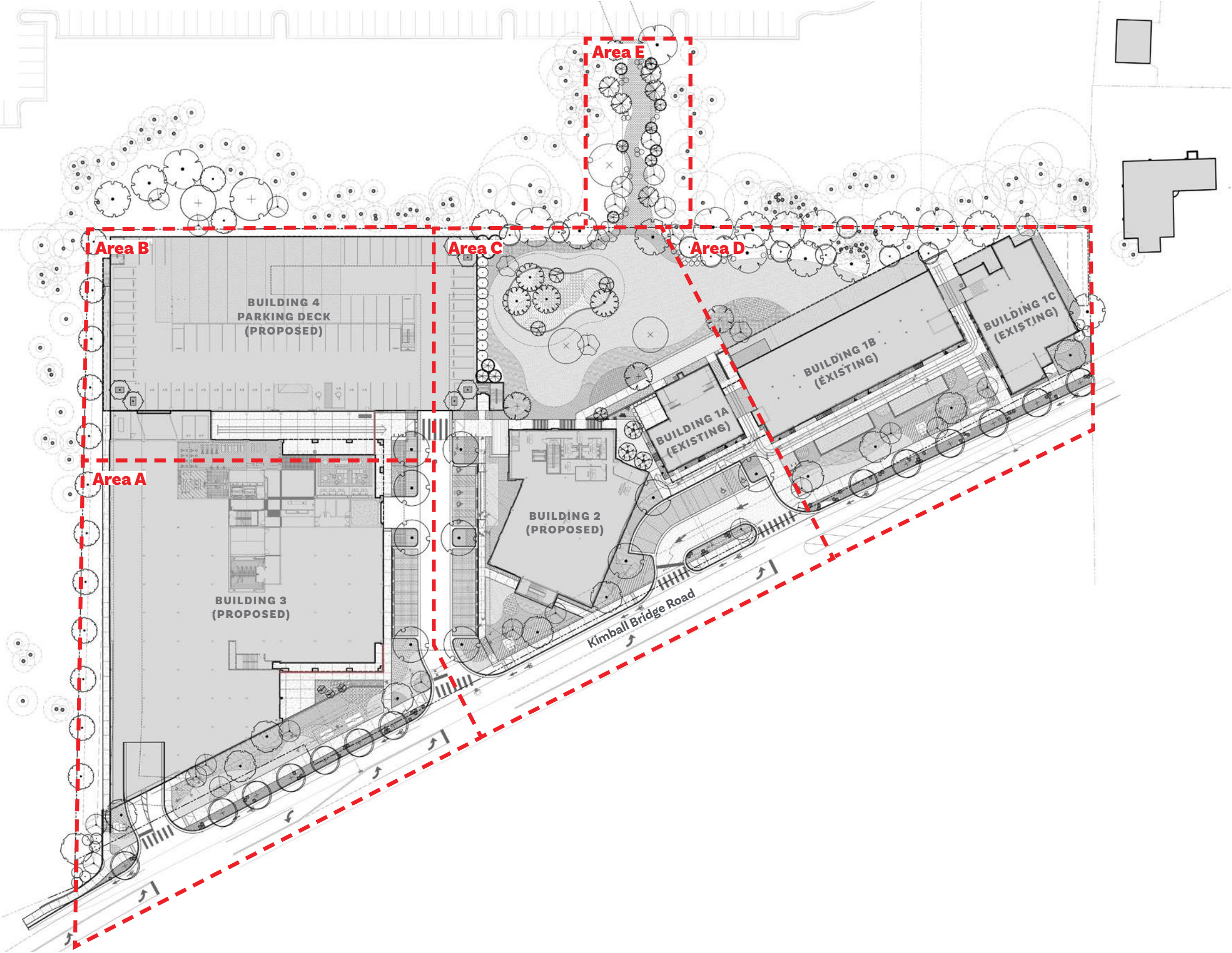


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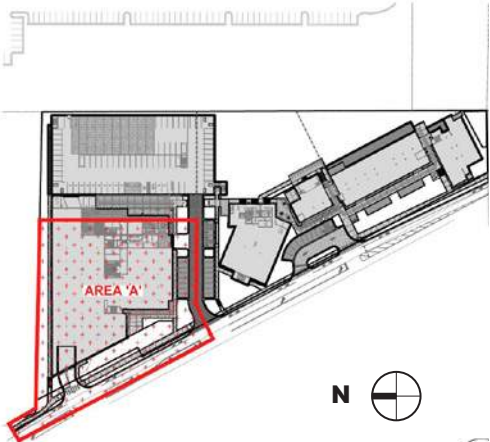
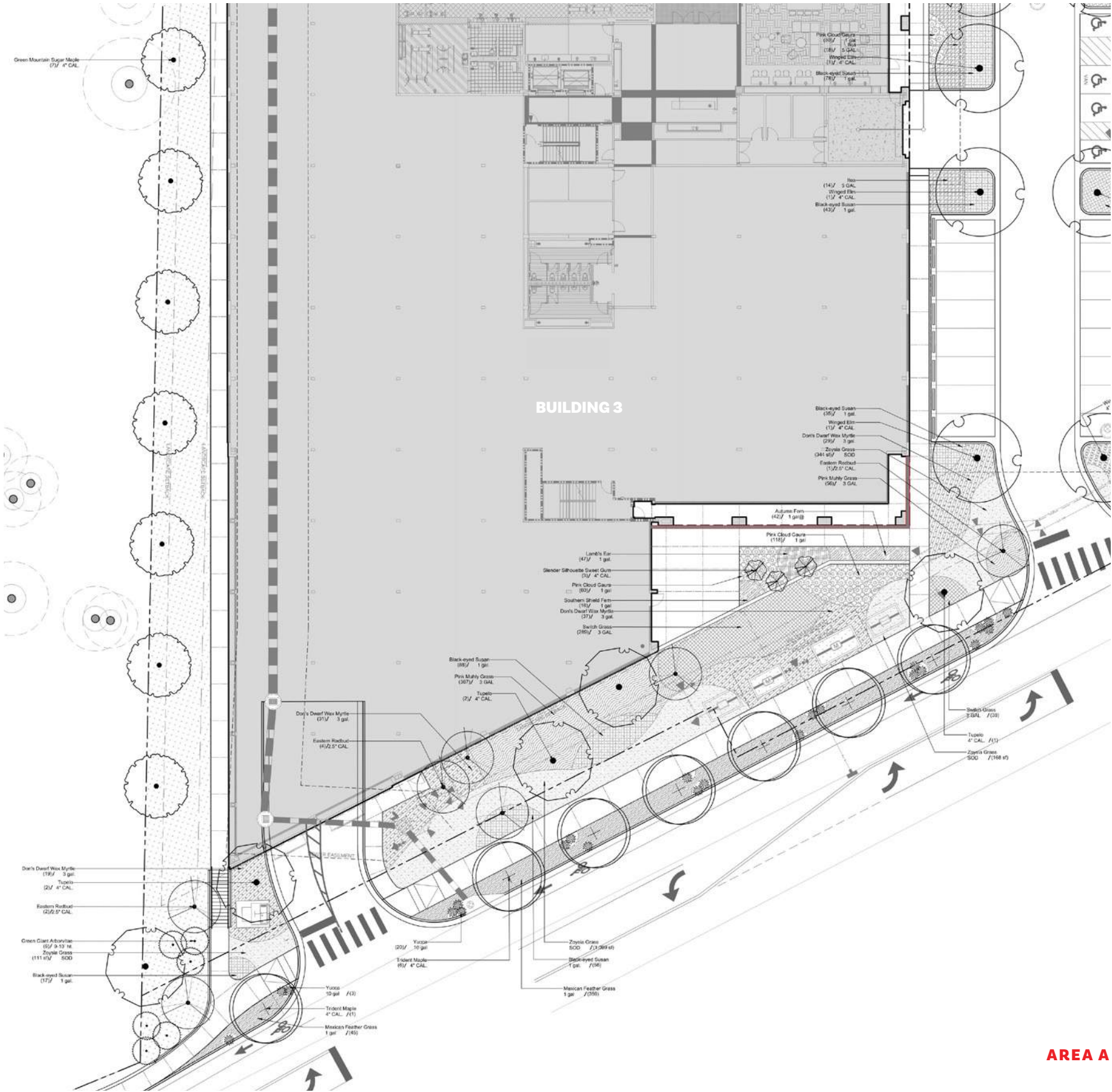


SITE

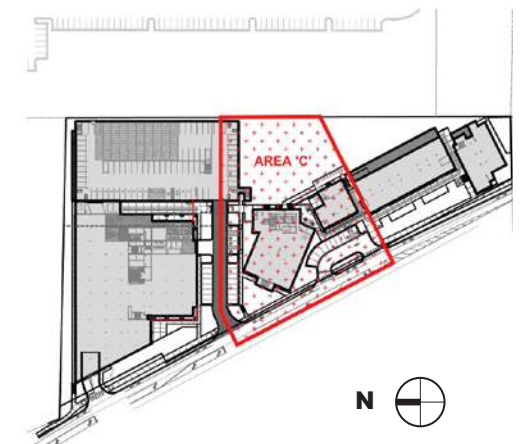


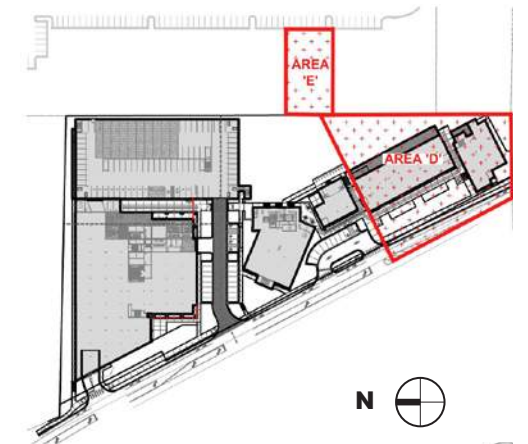


Enlarged Plan - Area A









TREES

BOTANICAL / COMMON

ACER BUERGERIANUM / TRIDENT MAPLE
ACER SACCHARINUM / SILVER MAPLE
ACER SACCHARUM ‘GREEN MOUNTAIN’ / GREEN MOUNTAIN SUGAR MAPLE
AMELANCHIER ALNIFOLIA / SERVICEBERRY
CARYA TOMENTOSA / MOCKERNUT HICKORY
CERCIS CANADENSIS / EASTERN REDBUD
CORNUS FLORIDA / FLOWERING DOGWOOD
GINKGO BILOBA / GINKGO
HALESIA CAROLINA / SILVERBELL
LAGERSTROEMIA INDICA ‘NATCHEZ’ / CRAPE MYRTLE ‘NATCHEZ’ STANDARD
LIQUIDAMBAR STYRACIFLUA ‘SLENDER SILHOUETTE’ / SLENDER SILHOUETTE SWEET GUM
LIRIODENDRON TULIPIFERA / TULIP POPLAR
MAGNOLIA GRANDIFLORA ‘LITTLE GEM’ / DWARF SOUTHERN MAGNOLIA
NYSSA SYLVATICA / TUPELO
OSTRYA VIRGINIANA / AMERICAN HORNBEAM
PARROTIA PERSICA / PERSIAN PARROTIA
QUERCUS NUTTALLII / NUTTALL OAK
QUERCUS PHELLOS / WILLOW OAK
TAXODIUM DISTICHUM / BALD CYPRESS
THUJA STANDISHII X PLICATA ‘GREEN GIANT’ / GREEN GIANT ARBORVITAE
TSUGA CANADENSIS / CANADIAN HEMLOCK
ULMUS ALATA / WINGED ELM
VITEX AGNUS-CASTUS / CHASTE TREE

SIZE

4” CAL.
4” CAL.
4” CAL.
11-13` HT.
4” CAL.
2.5” CAL.
2.5” CAL.
4” CAL.
2.5” CAL
10-12` HT.
4” CAL.
4” CAL.
9-10` HT.
4” CAL.
3” CAL.
3” CAL.
4” CAL.
4” CAL.
4” CAL.
9-10` HT.
11-13` HT
4” CAL.
12-14` HT.

QTY

13 ea
3 ea
14 ea
3 ea
2 ea
21 ea
6 ea
3 ea
7 ea
3 ea
3 ea
7 ea
8 ea
11 ea
1 ea
6 ea
12 ea
10 ea
4 ea
19 ea
6 ea
10 ea
1 ea

REMAKRS

MALE VARIETY ONLY.

SHRUBS

BOTANICAL / COMMON

ACHILLEA MILLEFOLIUM / COMMON YARROW
ASPIDISTRA ELATIOR / CAST IRON PLANT
CHASMANTHIUM LATIFOLIUM / NORTHERN SEA OATS
FARFUGIUM JAPONICUM / LEOPARD PLANT
FOTHERGILLA GARDENII / DWARF FOTHERGILLA
HAKONECHLOA MACRA ‘AUREOLA’ / GOLDEN VARIEGATED HAKONECHLOA
HOSTA UNDULATA ‘HALCYON’ / VARIEGATED HOSTA
HYDRANGEA QUERCIFOLIA / OAKLEAF HYDRANGEA
HYLOTELEPHIUM SPECTABILE ‘AUTUMN JOY’ / AUTUMN JOY SEDUM
ITEA VIRGINICA ‘HENRY’S GARNET’ / ITEA
MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS
MYRICA CERIFERA ‘DON’S DWARF’ / DON’S DWARF WAX MYRTLE
PANICUM VIRGATUM ‘HEAVY METAL’ / SWITCH GRASS
PANICUM VIRGATUM ‘SHENANDOAH’ / SHENANDOAH SWITCH GRASS
PODOCARPUS MACROPHYLLUS / YEW PODOCARPUS
YUCCA FILAMENTOSA / YUCCA

SIZE

1 GAL.
1 GAL
3 GAL
1 GAL
3 GAL
3 GAL
1 GAL
3 GAL
1 GAL
5 GAL
3 GAL
3 GAL.
3 GAL.
3 GAL
5 GAL
3’-4’ HT.
10 GAL

SPACING

18” o.c.
36” o.c.
36” o.c.
18” o.c.
42” o.c.
18” o.c.
24” o.c.

QTY

92 ea
10 ea
248 ea
6 ea
233 ea
6 ea
10 ea
38 ea
69 ea
244 ea
2203 ea
334 ea
2111 ea
133 ea
13 ea
57 ea

GROUND COVERS

BOTANICAL / COMMON

AJUGA REPTANS 'BRONZE BEAUTY' / AJUGA
DRYOPTERIS ERYTHROSORA 'BRILLIANCE' / AUTUMN FERN
EUPATORIUM X 'BABY JOE' / BABY JOE JOE-PYE-WEED
GAURA LINDHEIMERI 'PINK CLOUD' / PINK CLOUD GAURA
NASSELLA TENUISSIMA 'PONY TAILS' / MEXICAN FEATHER GRASS
ROSMARINUS OFFICINALIS 'PROSTRATUS' / DWARF ROSEMARY
RUDBECKIA FULGIDA 'GOLDSTURM' / BLACK-EYED SUSAN
STACHYS BYZANTINA / LAMB'S EAR
THELYPTERIS KUNTHII / SOUTHERN SHIELD FERN

SIZE

1 GAL
1 GAL
1 GAL.
1 GAL
1 GAL
1 GAL
1 GAL.
1 GAL.
1 GAL

SPACING

12" o.c.
18" o.c.
24" o.c.
18" o.c.
20" o.c.
18" o.c.
18" o.c.
18" o.c.
18" o.c.

QTY

18 ea
56 ea
92 ea
558 ea
1072 ea
84 ea
936 ea
135 ea
16 ea

SOD/SEED

BOTANICAL / COMMON

ROUNDSTONE MIX 204 NATIVE POWER LINE WOODY SUPPRESSION SEED
MIX INCLUDES:
VIRGINIA WILD RYE, SWITCHGRASS, INDIAN GRASS, BIG BLUESTEM,
LITTLE BLUESTEM, PURPLE TOP, FALL PANICUM, BLACKEYED SUSAN,
PARTRIDGE PEA, LLINOIS BUNDLEFLOWER, SHOWY TICKSEED
ZOYSIA JAPONICA / ZOYSIA GRASS

SIZE

SEED

SOD

SPACING

QTY

2086 sf

15831 sf

Look + Feel: Landscape



Look + Feel: Trees



Look + Feel: Shrubs



Look + Feel: Groundcover



ARCHITECTURE





DESIGN DETAILS

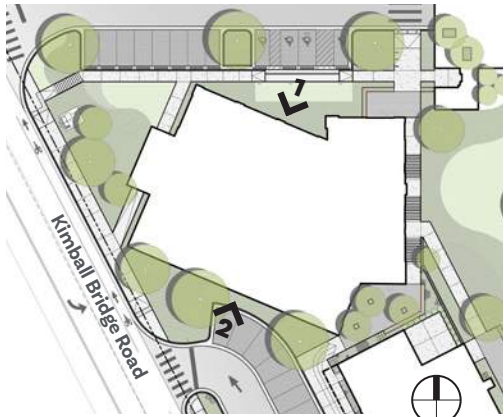
MATERIALS:

- 1 - BRICK; MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH
- 2 - METAL PANEL; ALPOLIC, DON GREY
- 3 - STOREFRONT; YKK, TAPE APPLIED MUNTINS, BLACK ANODIZED ALUMINUM
- 4 - CAST IN PLACE STONE COPING
- 5 - CAST IN PLACE STONE HEADER
- 6 - STEEL PLATE SURROUND
- 7 - GRAPHIC / MURAL PLACEHOLDER; ARTWORK TBD
- 8 - EXTERIOR STAIR
- 9 - MECHANICAL SCREENING; IMETCO, CORRUGATED METAL PANEL, RIB 7.2, MATTE BLACK

NOTES:

A. REPRESENTED FOR DESIGN INTENT

KEY PLAN



2 Southwest Elevation

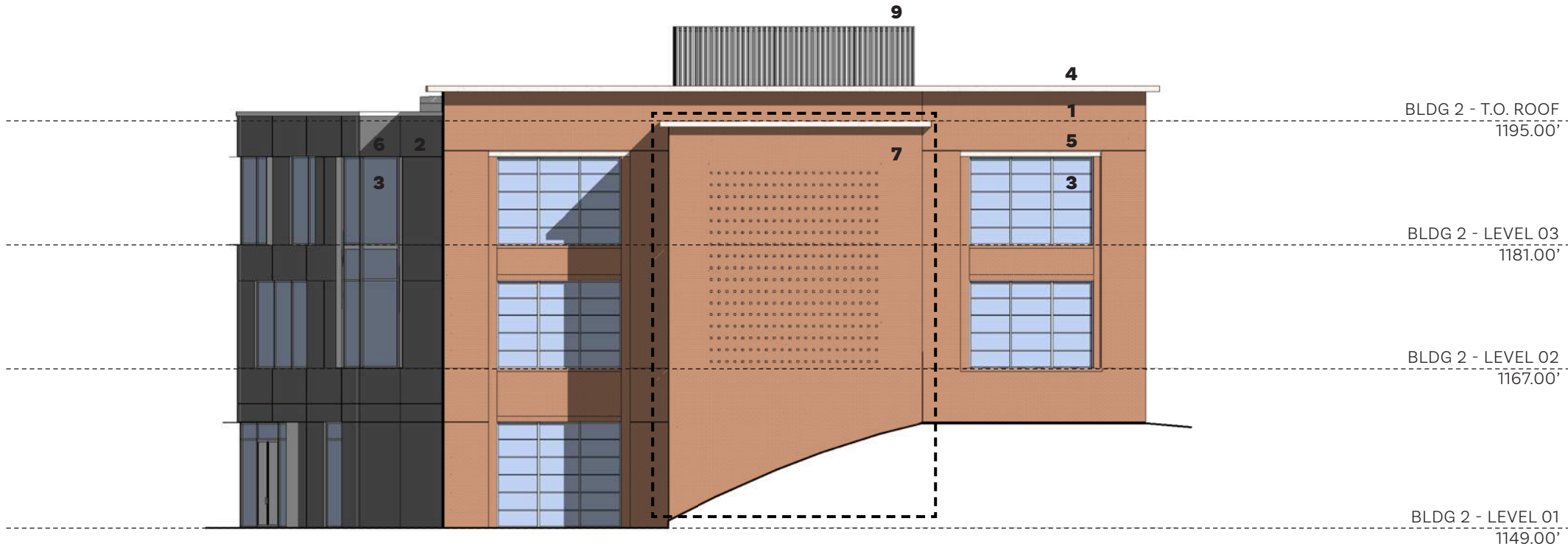


1 Northeast Elevation

0' 2' 4' 8' 12'
SCALE: 1/16" = 1'-0"



2 Southeast Elevation



1 Northwest Elevation

0' 2' 4' 8' 12'
SCALE: 1/16" = 1'-0"

DESIGN DETAILS

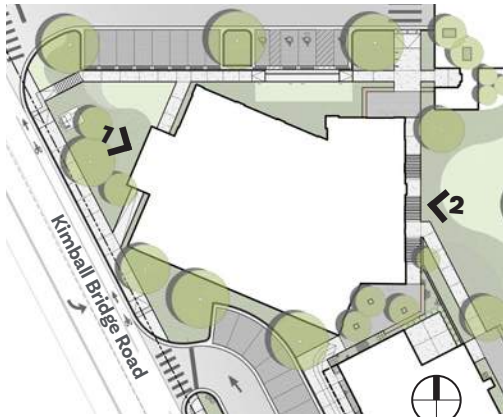
MATERIALS:

- 1 - BRICK; MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH
- 2 - METAL PANEL; ALPOLIC, DON GREY
- 3 - STOREFRONT; YKK, TAPE APPLIED MUNTINS, BLACK ANODIZED ALUMINUM
- 4 - CAST IN PLACE STONE COPING
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- 8 - EXTERIOR STAIR
- 9 - MECHANICAL SCREENING; IMETCO, CORRUGATED METAL PANEL, RIB 7.2, MATTE BLACK

NOTES:

- A. REPRESENTED FOR DESIGN INTENT

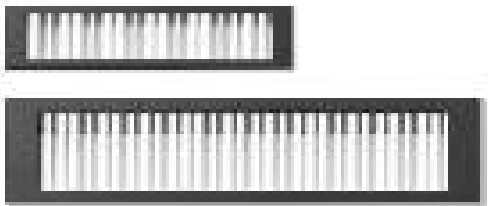
KEY PLAN



MATERIALS & SPECIFICATIONS

Material Palette





BEGA,
RECESSED WALL LUMINARIE



LOUIS POULSEN,
FLINDT BOLLARD



LOUIS POULSEN,
AJ 50 WALL SCONCE



LUMENWERX,
VIA 2 SEAL SURFACE



LUMENWERX,
VIA 2 SEAL RECESSED

THANK YOU

Community Zoning Information Meeting (CZIM)
Please sign-in and leave your comments and/or concerns.

February 14, 2024

PH-24-02 / CCD The Garren Change of Conditions

NAME	ADDRESS	COMMENTS
BONNIE STEADMAN	255 VAUGHAN DR. #200 Alpharetta, GA 30009	Parking
Hannah Greco	1530 Stelten Way Alpharetta, GA 30004	
DONNA STEWART MURPHY	2227 COMMERCE ST. ALPHARETTA, GA. 30009	

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: PH-24-02 / CCD The Garren Change of Conditions

Contact Name: Bruce Fernald Telephone: 770.366.0744

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.

Bonnie Steadman of the Alpharetta Historic Preservation Commission inquired about the rationale for replacing the gymnasium building. Following a discussion, she understood the scope of structural and building deterioration issues. Ms. Steadman appreciated the design references between the replacement building, the existing gymnasium and the Mid-Century Modern design of the Bailey Johnson School. She is supportive of our intent to bring the heritage of the school and community forward in design elements and in future public programming.

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.*

- | | |
|--|---|
| ☒ Letter | ☐ Personal Visits |
| ☐ Telephone | ☐ Group Meeting |
| ☐ Email | ☒ Other (Please Specify) <u>City Hall meeting: Miller & Grogan</u>
<u>2.9.24</u> |

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

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

Signature of Authorized Agent: Bruce Fernald Date: 2.15.24

Print Form

Community Zoning Information Meeting (CZIM)

February 14, 2024

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

PH-24-02 / CCD The Garren Change of Conditions

NAME	ADDRESS	COMMENTS
BONNIE STEADMAN	255 VAUGHAN DR. #200 Alpharetta, GA 30009	Parking
Hannah Greco	1530 Stelten Way Alpharetta, GA 30004	
DONNA SHAW MURPHY	2227 COMMERCE ST. ALPHARETTA, GA. 30009	

CZIM Mailing

Bruce Fernald <bf@bdurban.com>

Mon 1/22/2024 12:58 PM

To: Woodman, Michael <mwoodman@alpharetta.ga.us>

Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>; Sagar RATHIE <SRathie@crescentcommunities.com>; Danielle Katz <dkatz@asdnet.com>; Alan Crowley <acrowley@asdnet.com>

Michael,

I am touching base to confirm that the 154 Kimball Bridge mailing was posted as planned last Friday.

Thank you for assisting with the mailing list!

Bruce

BRUCE FERNALD | BD Urban LLC | m: 770.366.0744 | e: bf@bdurban.com

From: Woodman, Michael <mwoodman@alpharetta.ga.us>

Sent: Wednesday, January 17, 2024 8:29 AM

To: Bruce Fernald <bf@bdurban.com>

Cc: Taylor, Elicia <etaylor@alpharetta.ga.us>

Subject: RE: CZIM Protocol Assistance

Good morning, Bruce.

Please find attached the 500' mailing list.

Best regards.

From: Bruce Fernald <bf@bdurban.com>

Sent: Tuesday, January 16, 2024 6:44 PM

To: bkern@alpharetta.ga.us

Cc: Woodman, Michael <mwoodman@alpharetta.ga.us>

Subject: CZIM Protocol Assistance

Hi Ben,

I am preparing to mail 500' neighbors letters in connection with a Change of Condition request for the 154 Kimball Bridge Road project (adaptive use and expansion of the Baily-Johnson School property).

I am reaching out to request your support in creating the related 500' mailing list in PDF format as my operating system is Outlook and not Chrome as your instructions utilize.

Michael has advised that the mailing should be issued by this Friday, so your attention tomorrow would be very much appreciated.

Best regards,

Bruce

January 19, 2024

CCD The Garren, LLC - Bruce Fernald
601 S. Tryon Street
Charlotte, NC
28202

bf@bdurban.com

**RE: 154 Kimball Bridge - Change of Condition
Case File: PH-24-02**

Dear Property Owner:

Please allow this letter to serve as public notice for a Change of Zoning Condition at 154 Kimball Bridge Road to allow for the demolition of the existing gymnasium structure and the construction of a new 3-story structure totaling approximately 27,000 square feet.

154 Kimball Bridge Intent:

The intent of the redevelopment is a single-phase or two-phase redevelopment of the historic Bailey Johnson School, commencing with the adaptive use rehabilitation of the 1950 school building.

Change of Condition:

Given the disrepair of the existing gymnasium, it has been determined that keeping the structure is not feasible. A new structure, similar in placement, scale and architectural character, is proposed to replace it.

CCD The Garren, LLC is seeking a Change of Condition to the site rezoning Z-21-06 / V-21-17 Kimball 154.

The Community Zoning Information Meeting (CZIM) for this request will be held on February 14, 2024 at 6:00 pm in the main floor Community Room at Alpharetta City Hall (2 Park Plaza). This is an informal meeting to allow the public to view the design of the proposed replacement building, ask questions, and provide feedback.

This item will be considered by the **City Council on Monday, February 26, 2024 at 6:30pm.** The meeting will be held in the Council Chambers at Alpharetta City Hall.

If you have any questions regarding this request, please feel free to contact me at your convenience. I can be reached at bf@bdurban.com or on my mobile phone: 770.366.0744.

- Bruce Fernald on behalf of CCD The Garren, LLC

TO WHOM IT MAY CONCERN
154 KIMBALL BRIDGE RD
ALPHARETTA GA 30009

KALIFEH ANDY & SUSAN
1050 CANTON ST
ROSWELL GA 30075-3644

ONE SIXTY TWO LLC
1050 CANTON ST
ROSWELL GA 30075

KIMBALL BRIDGE WALK
HOMEOWNERS ASSN INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

MY HOMES AT KIMBALL BRIDGE LLC
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PREDOLIN RENATO V &
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145 HOUZE WAY
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GANGE LLC
161 KIMBALL BRIDGE RD STE 100
ALPHARETTA GA 30009

CY AVALON LLC
16391 SCIENTIFIC
IRVINE CA 92618

ANDERSON DOROTHY MAE
165 KIMBALL BRIDGE RD
ALPHARETTA GA 30004

DEVELOPMENT AUTHORITY OF ALPHARETTA
2 PARK PLAZA
ALPHARETTA GA 30009

NLB NORTHWINDS LLC
20 HEARDS OVERLOOK CT
ATLANTA GA 30328

EDG ALPHARETTA EH LLC
20200 W DIXIE HWY #908
MIAMI FL 33180

CARTER CHESTENE M
218 BAILEY JOHNSON RD
ALPHARETTA GA 30004-2203

GEORGIA POWER COMPANY
TAX DEPT BIN 10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

MEDINA SAMMY & JENNIFER S
260 BRAEDEN WAY
ALPHARETTA GA 30009

CEPEDA JOSE ERNESTO &
MONCADA LINDA C SABOGAL
2610 KENTWOOD LN
ALPHARETTA GA 30009

JOHNSON KEVIN D
2612 KENTWOOD LN
ALPHARETTA GA 30009

DIEDRICH KYLE & FRANKS SAMANTHA
2614 KENTWOOD LANE
ALPHARETTA GA 30009

ZURAVSKY RHODA & COOPER ELEANOR FAY
2616 KENTWOOD LN
ALPHARETTA GA 30009

AGARWAL ANKITA & SHAH NIKHIL P
2618 KENTWOOD LANE
ALPHARETTA GA 30009

WHITEHEAD JONATHAN W & SIMONE A
2620 KENTWOOD LANE
ALPHARETTA GA 30009

PATEL AAKASH Y & DESAI ANKITA A
2622 KENTWOOD LANE
ALPHARETTA GA 30009

DANIELS PAUL J & DANIELS MARGARET D
2624 KENTWOOD LANE
ALPHARETTA GA 30009

VICTOR TRAN & MIMI PHAN TRAN
REVOCABLE LIVING TRUST THE
2626 KENTWOOD LANE
ALPHARETTA GA 30009

LAMBING DONALD JR & ERYN
270 BRAEDEN WAY
ALPHARETTA GA 30009

AKTARAN KALAYCI TUBA & KALAYCI ALTAN
2705 CANOPY CIR
ALPHARETTA GA 30009

BHAVSAR NIKI P ET AL
2707 CANOPY CIR
ALPHARETTA GA 30009

VEMULA PRIYANKA
2709 CANOPY CIR
ALPHARETTA GA 30009

JORDAN D WESLEY
2711 CANOPY CIR
ALPHARETTA GA 30009

OWEN CRAIG A
2713 CANOPY CIR
ALPHARETTA GA 30009

CHUNG WU PETER DII & WU CATHERINE JEN
2715 CANOPY CIR
ALPHARETTA GA 30009

GOTTIMUKKALA SREEKANT & GOWTHAMI
280 BRAEDEN WAY
ALPHARETTA GA 30009

LAWSON KRISTI
290 BRAEDEN WAY
ALPHARETTA GA 30009

FOSTER WARREN ARTHUR
300 BRAEDEN WAY
ALPHARETTA GA 30009

GREENESTONE PARKWAY FOUR HUNDRED LLLP
3301 WINDY RIDGE PKWY STE 320
ATLANTA GA 30339

REAL ESTATE FOUR ANNIE LLC
3333 HACKMATAK DR NW
KENNESAW GA 30152

PARKWAY BUILDING OWNER LLC
52 VANDERBILT AVE SUITE 1000
NEW YORK NY 10017

WINDWARD EYE GROUP LLC
5315 F WINDWARD PKWY
ALPHARETTA GA 30004

ANDALUSIA PROPERTIES INC
P.O. BOX 2437
SMYRNA GA 30081

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: CCD The Garren, LLC

Telephone: 770-366-0744

Address: 601 S Tryon Street

Suite: _____

City: Charlotte

State: NC

Zip: 28202

Fax: _____

Mobile Tel: 770-366-0744

Email: BF@bdurban.com

Subject Property Information:

Address: 154 Kimball Bridge Road

Current Zoning: O-P

District: 1

Section: 2

Land Lot: 801

Parcel ID: 12-2842-0801-011-1

Proposed Zoning: N/A

Current Use: Not currently in use. Formally a maintenance facility for Fulton County Schools.

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): _____

Change of Condition

APPLICANT REQUEST AND INTENT

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

The proposed use of the property is for an office community supported with parking. See Letter of Intent.

Applicant's Request (Please itemize the proposal):

1. Provide a change of condition to allow for demolition of existing gymnasium structure and construction of new 3-story structure total 27,000 square feet.

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

See Statement of Intent.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Alpharetta Development Authority
Jack Nugent, Chairman

Telephone: 678-297-6196

Address: 2 Park Plaza

Suite: _____

City Alpharetta

State: GA

Zip: 30009

Authorization:

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

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

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

Property Owner's Authorized Applicant (if applicable):

Name of Authorized Applicant: Bruce Fernald

Telephone: 770-366-0744

Address: 660 Ralph McGill Blvd

Suite: 4522

City Atlanta

State: GA

Zip: 30312

So Sworn and Attested:

Owner Signature: _____

Date: 2/01/24

Notary: _____

Notary Signature: _____

Date: 2/01/24



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: CCD The Garren, LLC

Subject Public Hearing Case: 154 Kimball Bridge Redevelopment - Change of Condition

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 has 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: NA Position: _____

Description of Contribution: NA Value: 0

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: Bryan Fernald

Date: 2.9.24

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: 154 Kimball Bridge Adaptive Reuse and Redevelopment

Contact Name: CCD The Garren, LLC - Alex Hondros Telephone: 3015254173

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.

Kimball Bridge Walk Neighborhood Association

Kimball Place Office Building

Parkway 400 Office Park

Diamond Glass Company

All other 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.*

☒

Letter

☐

Personal Visits

☐

Telephone

☐

Group Meeting

☐

Email

☐

Other *(Please Specify)*

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

TBD

TO WHOM IT MAY CONCERN
154 KIMBALL BRIDGE RD
ALPHARETTA GA 30009

KALIFEH ANDY & SUSAN
1050 CANTON ST
ROSWELL GA 30075-3644

ONE SIXTY TWO LLC
1050 CANTON ST
ROSWELL GA 30075

KIMBALL BRIDGE WALK
HOMEOWNERS ASSN INC
1100 NORTHMEADOW PKWY STE 114
ROSWELL GA 30076

MY HOMES AT KIMBALL BRIDGE LLC
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ROSWELL GA 30076

GANGE LLC
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ALPHARETTA GA 30009

CY AVALON LLC
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IRVINE CA 92618

ANDERSON DOROTHY MAE
165 KIMBALL BRIDGE RD
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20 HEARDS OVERLOOK CT
ATLANTA GA 30328

EDG ALPHARETTA EH LLC
20200 W DIXIE HWY #908
MIAMI FL 33180

CARTER CHESTENE M
218 BAILEY JOHNSON RD
ALPHARETTA GA 30004-2203

GEORGIA POWER COMPANY
TAX DEPT BIN 10120
241 RALPH MCGILL BLVD NE
ATLANTA GA 30308-3374

MEDINA SAMMY & JENNIFER S
260 BRAEDEN WAY
ALPHARETTA GA 30009

CEPEDA JOSE ERNESTO &
MONCADA LINDA C SABOGAL
2610 KENTWOOD LN
ALPHARETTA GA 30009

JOHNSON KEVIN D
2612 KENTWOOD LN
ALPHARETTA GA 30009

DIEDRICH KYLE & FRANKS SAMANTHA
2614 KENTWOOD LANE
ALPHARETTA GA 30009

ZURAVSKY RHODA & COOPER ELEANOR FAY
2616 KENTWOOD LN
ALPHARETTA GA 30009

AGARWAL ANKITA & SHAH NIKHIL P
2618 KENTWOOD LANE
ALPHARETTA GA 30009

WHITEHEAD JONATHAN W & SIMONE A
2620 KENTWOOD LANE
ALPHARETTA GA 30009

PATEL AAKASH Y & DESAI ANKITA A
2622 KENTWOOD LANE
ALPHARETTA GA 30009

DANIELS PAUL J & DANIELS MARGARET D
2624 KENTWOOD LANE
ALPHARETTA GA 30009

VICTOR TRAN & MIMI PHAN TRAN
REVOCABLE LIVING TRUST THE
2626 KENTWOOD LANE
ALPHARETTA GA 30009

LAMBING DONALD JR & ERYN
270 BRAEDEN WAY
ALPHARETTA GA 30009

AKTARAN KALAYCI TUBA & KALAYCI ALTAN
2705 CANOPY CIR
ALPHARETTA GA 30009

BHAVSAR NIKI P ET AL
2707 CANOPY CIR
ALPHARETTA GA 30009

VEMULA PRIYANKA
2709 CANOPY CIR
ALPHARETTA GA 30009

JORDAN D WESLEY
2711 CANOPY CIR
ALPHARETTA GA 30009

OWEN CRAIG A
2713 CANOPY CIR
ALPHARETTA GA 30009

CHUNG WU PETER DII & WU CATHERINE JEN
2715 CANOPY CIR
ALPHARETTA GA 30009

GOTTIMUKKALA SREEKANT & GOWTHAMI
280 BRAEDEN WAY
ALPHARETTA GA 30009

LAWSON KRISTI
290 BRAEDEN WAY
ALPHARETTA GA 30009

FOSTER WARREN ARTHUR
300 BRAEDEN WAY
ALPHARETTA GA 30009

GREENESTONE PARKWAY FOUR HUNDRED LLLP
3301 WINDY RIDGE PKWY STE 320
ATLANTA GA 30339

REAL ESTATE FOUR ANNIE LLC
3333 HACKMATAACK DR NW
KENNESAW GA 30152

PARKWAY BUILDING OWNER LLC
52 VANDERBILT AVE SUITE 1000
NEW YORK NY 10017

WINDWARD EYE GROUP LLC
5315 F WINDWARD PKWY
ALPHARETTA GA 30004

ANDALUSIA PROPERTIES INC
P.O. BOX 2437
SMYRNA GA 30081

154 Kimball Bridge – Statement of Intent

(February 24, 2022, updated January 18, 2024)

Overview:

154 Kimball represents the opportunity for the redevelopment of the historic Baily-Johnson School, complemented by a new timber-frame office building, into Alpharetta's first authentic creative office community. This sought-after combination of walkable location, inspiring interiors, expansive windows, and private outdoor spaces is an ideal office platform for Alpharetta's tech and creative industries.

The Bailey-Johnson School includes a main classroom building and a gymnasium building of approximately 20,000 square feet each. The historic classroom building's mid twentieth century architectural design is rare to the North Fulton region and is highly sought-after by creative and technology companies in this metro Atlanta submarket.

Unfortunately, the gymnasium building has fallen into disrepair due to flawed original construction and an extended period of neglect. It cannot be feasibly repaired for today's office tenants. The intent is to construct a new building in its place, the architectural design and placement of which will honor the historical legacy of this asset.

Discussions with Pat Miller of the Alpharetta Historical Commission and Charles Grogan, long-term lead of the Bailey-Johnson School alumni association, about the unanticipated requirement to replace the gymnasium building have garnered their support. Their priority remains on the adaptive use of the classroom building. Pat and Charles are engaged in a collaboration over bringing the Bailey-Johnson story forward through design elements – both exterior and interior – of the Garren on Kimball development.

Phase 2 of the development plan includes construction of a complimentary three-story office building (approximately 120,000 square feet) over a single podium level of parking, plus an adjacent five level parking structure, allowing a more expansive opportunity to fulfill the market demand for this product type in this prime location.

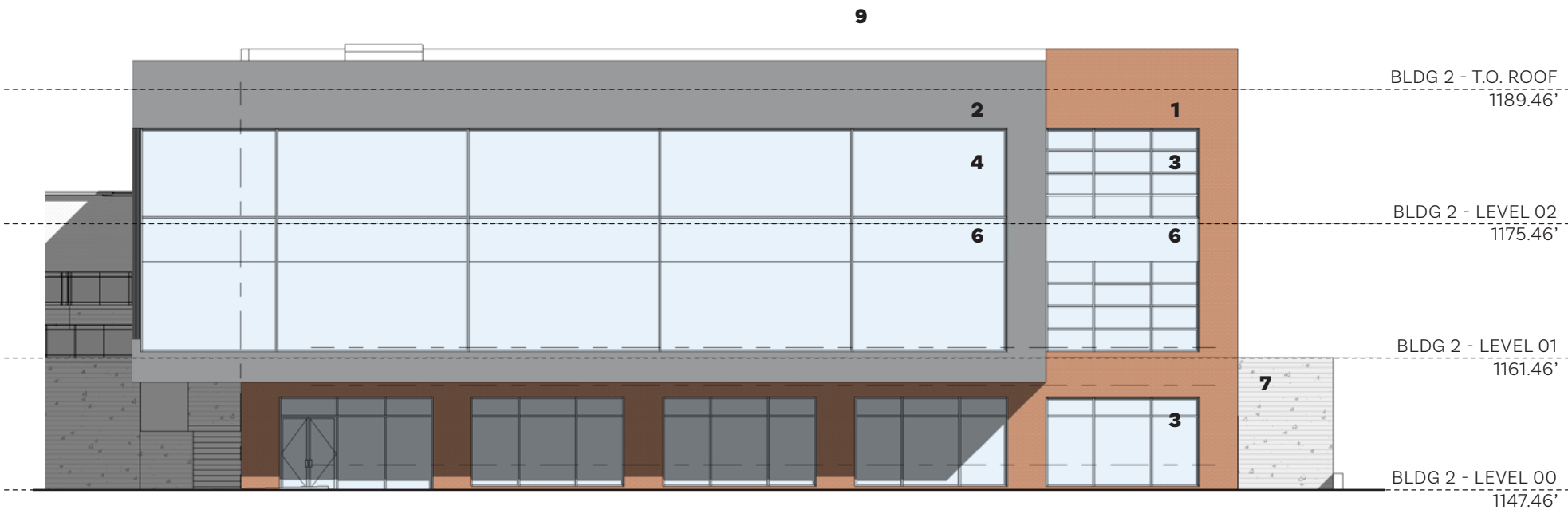
Timing & Phasing:

The intent of the development plan is a two-phase construction process commencing with the rehabilitation of the classroom building and the construction of the replacement gymnasium building. The second phase will include construction of the new timber frame building and the structured parking facility.

Change of Condition:

The applicant is seeking to amend the site plan for a replacement of the gymnasium building. Additionally, the project will be developed in two phases. The first phase will be the redevelopment of the classroom building and the new gymnasium building to include approximately 47,000 square feet of office space, serviced by surface parking.

At the commencement of Phase Two, a new parking deck will be developed in conjunction with the 120,000 square foot Class A office building. At that time, the Phase One surface parking will be removed.



DESIGN DETAILS

- MATERIALS:**
- 1** - BRICK; MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH
 - 2** - METAL PANEL; ALPOLIC, DON GREY
 - 3** - CURTAIN WALL; YKK, TAPE APPLIED MUNTINS, BLACK ANODIZED ALUMINUM
 - 4** - CURTAIN WALL; YKK, BLACK ANODIZED ALUMINUM
 - 5** - GRAPHIC FILM; GRAPHIC AS SHOWN
 - 6** - SPANDREL PANEL; YKK, BLACK ANODIZED
 - 7** - BOARD FORMED CONCRETE
 - 8** - EXTERIOR STAIR
 - 9** - MECHANICAL SCREENING; IMETCO, CORRUGATED METAL PANEL, RIB 7.2, MATTE BLACK

NOTES:
A. REPRESENTED FOR DESIGN INTENT

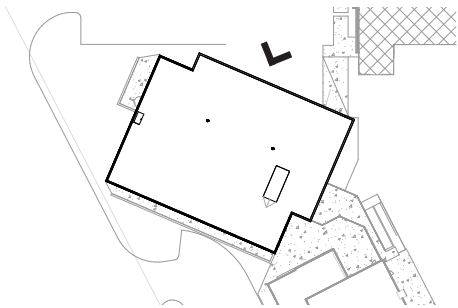
2 Northeast Elevation - Proposed

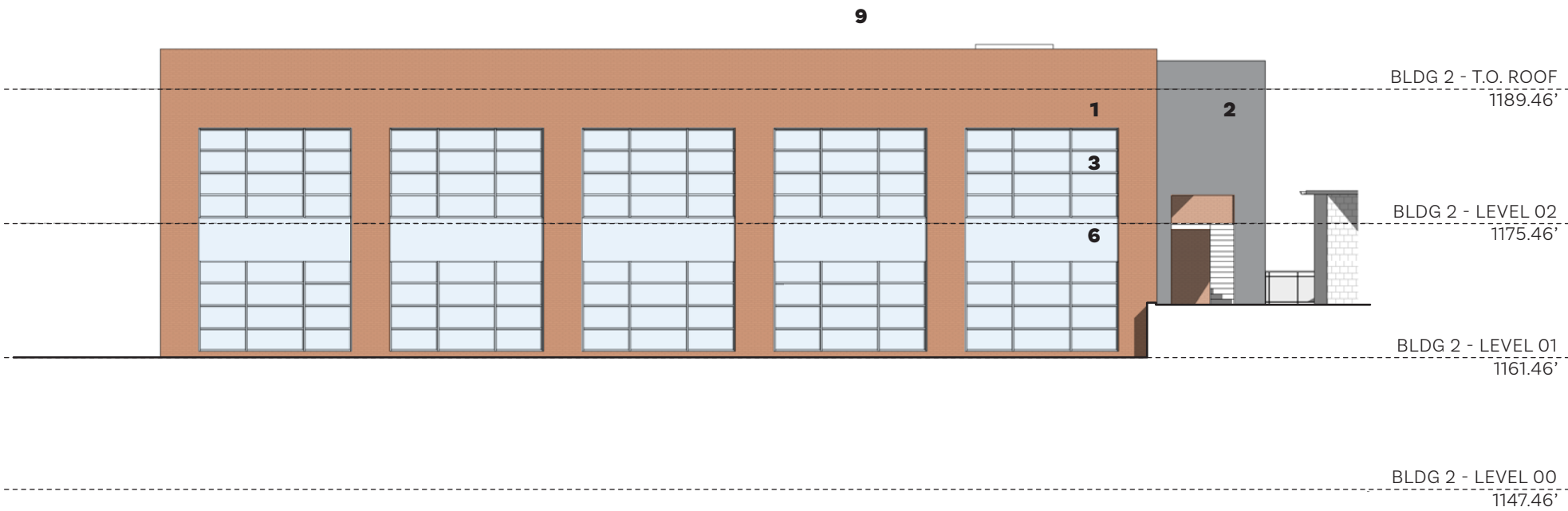


1 Northeast Elevation - Existing

0' 2' 4' 8' 12'
SCALE: 1/16" = 1'-0"

KEY PLAN



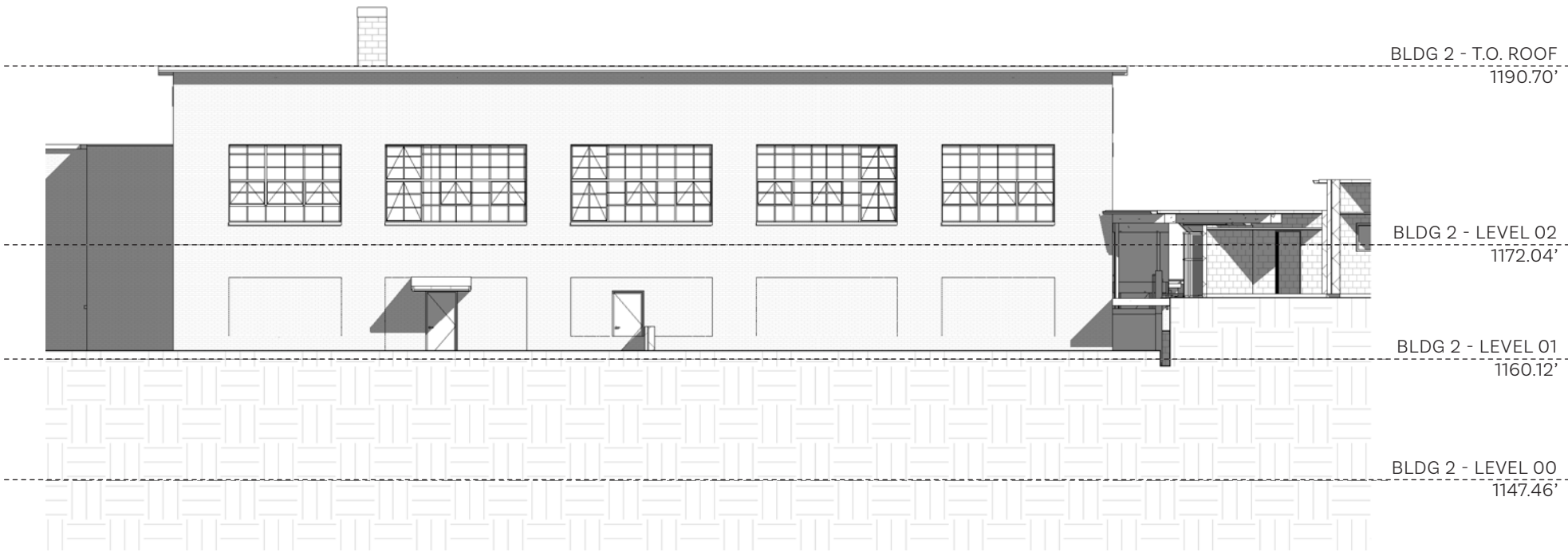


DESIGN DETAILS

- MATERIALS:**
- 1** - BRICK; MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH
 - 2** - METAL PANEL; ALPOLIC, DON GREY
 - 3** - CURTAIN WALL; YKK, TAPE APPLIED MUNTINS, BLACK ANODIZED ALUMINUM
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 - 6** - SPANDREL PANEL; YKK, BLACK ANODIZED
 - 7** - BOARD FORMED CONCRETE
 - 8** - EXTERIOR STAIR
 - 9** - MECHANICAL SCREENING; IMETCO, CORRUGATED METAL PANEL, RIB 7.2, MATTE BLACK

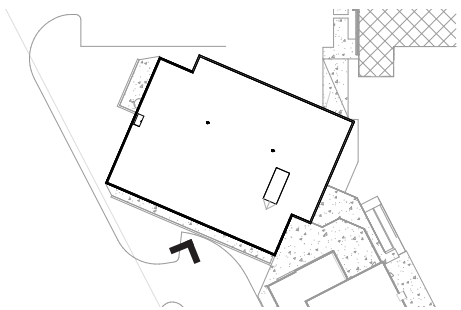
- NOTES:**
- A. REPRESENTED FOR DESIGN INTENT

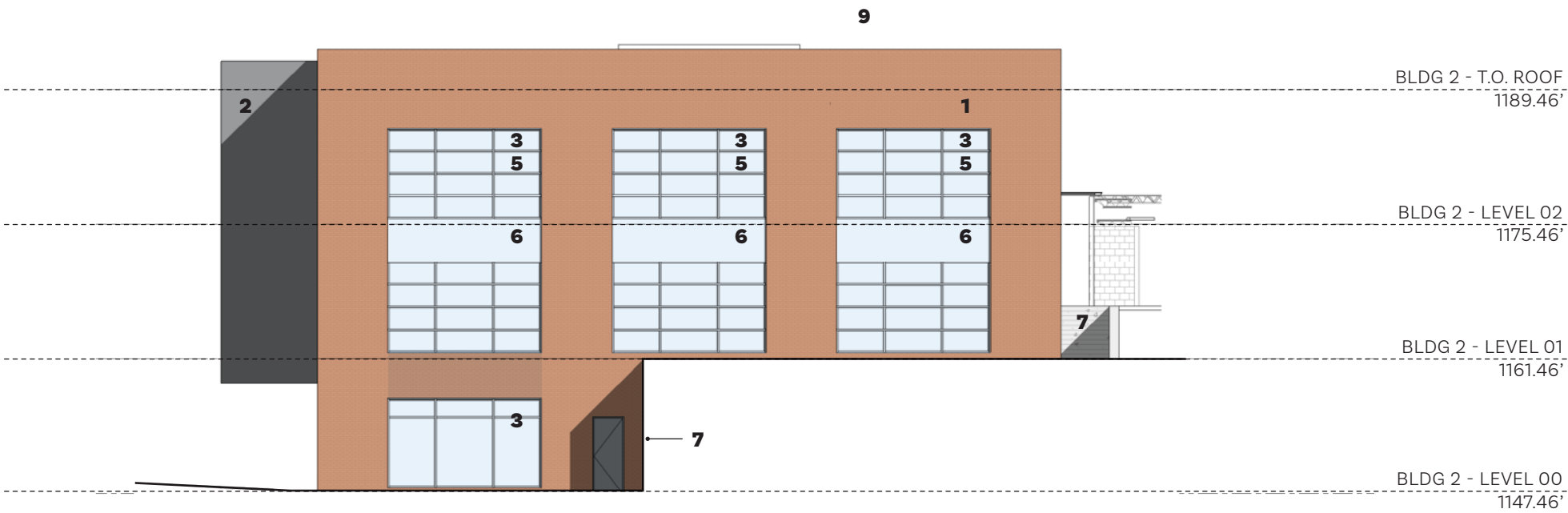
2 Southwest Elevation - Proposed



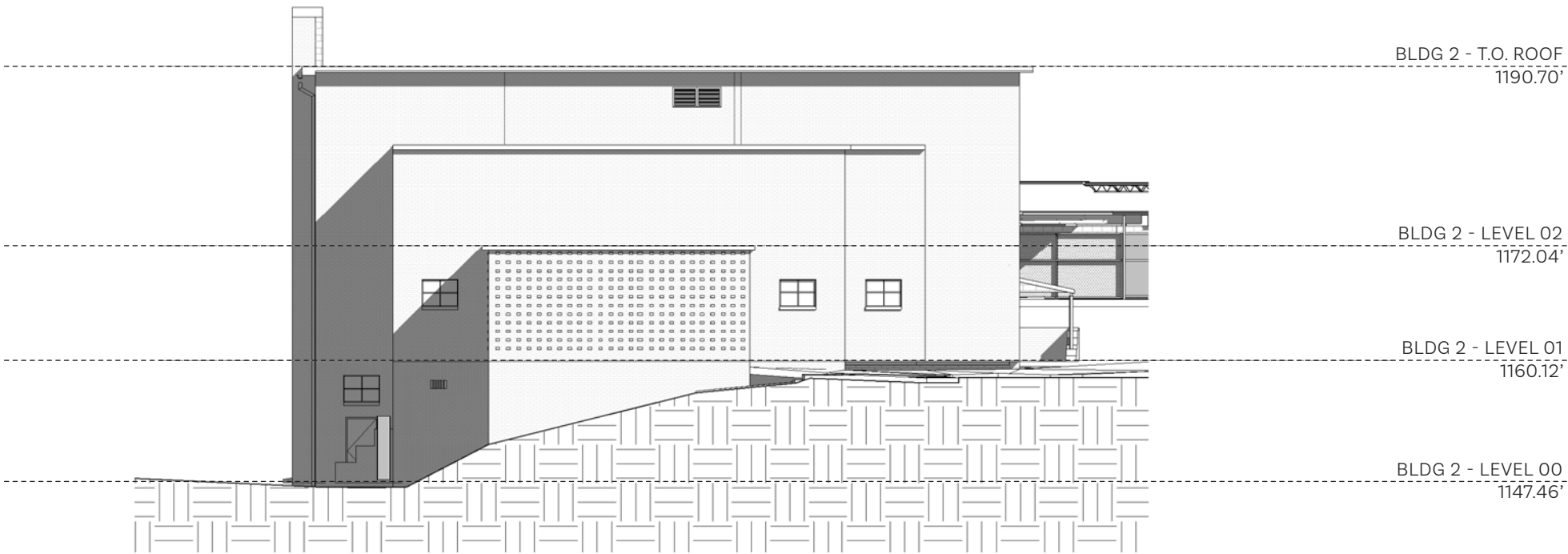
1 Southwest Elevation - Existing

KEY PLAN





2 Northwest Elevation - Proposed



1 Northwest Elevation - Existing

0' 2' 4' 8' 12'
SCALE: 1/16" = 1'-0"

DESIGN DETAILS

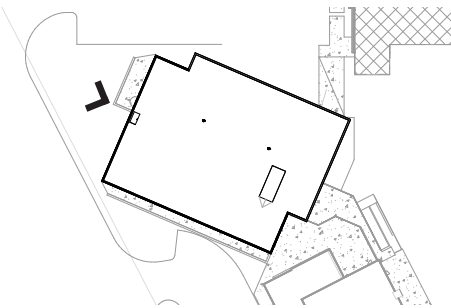
MATERIALS:

- 1 - BRICK; MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH
- 2 - METAL PANEL; ALPOLIC, DON GREY
- 3 - CURTAIN WALL; YKK, TAPE APPLIED MUNTINS, BLACK ANODIZED ALUMINUM
- 4 - CURTAIN WALL; YKK, BLACK ANODIZED ALUMINUM
- 5 - GRAPHIC FILM; GRAPHIC AS SHOWN
- 6 - SPANDREL PANEL; YKK, BLACK ANODIZED
- 7 - BOARD FORMED CONCRETE
- 8 - EXTERIOR STAIR
- 9 - MECHANICAL SCREENING; IMETCO, CORRUGATED METAL PANEL, RIB 7.2, MATTE BLACK

NOTES:

- A. REPRESENTED FOR DESIGN INTENT

KEY PLAN



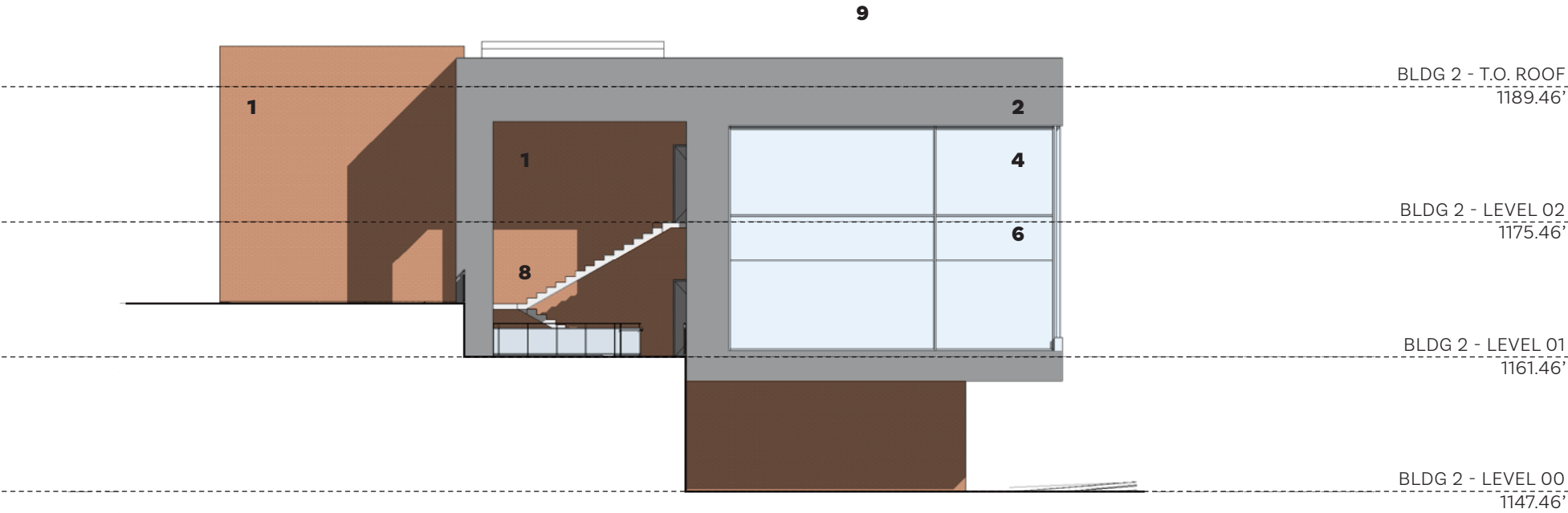
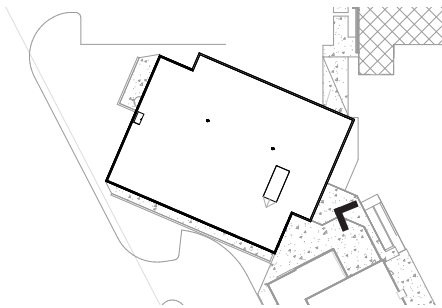
DESIGN DETAILS

- MATERIALS:**
- 1** - BRICK; MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH
 - 2** - METAL PANEL; ALPOLIC, DON GREY
 - 3** - CURTAIN WALL; YKK, TAPE APPLIED MUNTINS, BLACK ANODIZED ALUMINUM
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 - 9** - MECHANICAL SCREENING; IMETCO, CORRUGATED METAL PANEL, RIB 7.2, MATTE BLACK

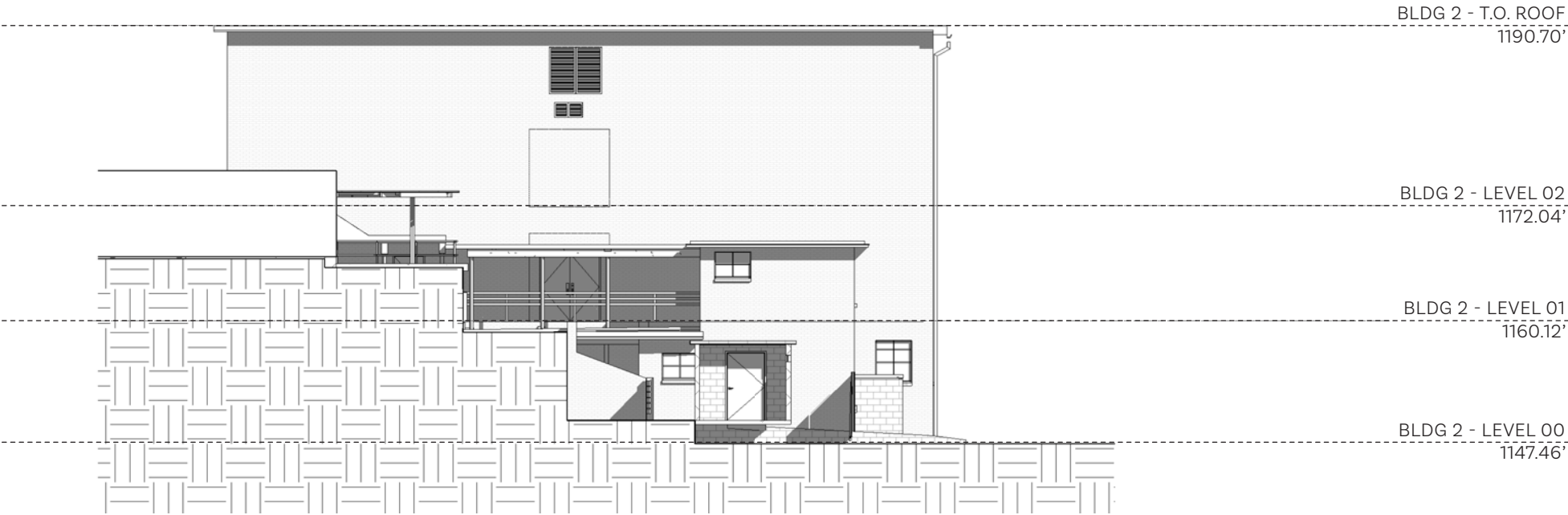
NOTES:

A. REPRESENTED FOR DESIGN INTENT

KEY PLAN



2 Southeast Elevation - Proposed



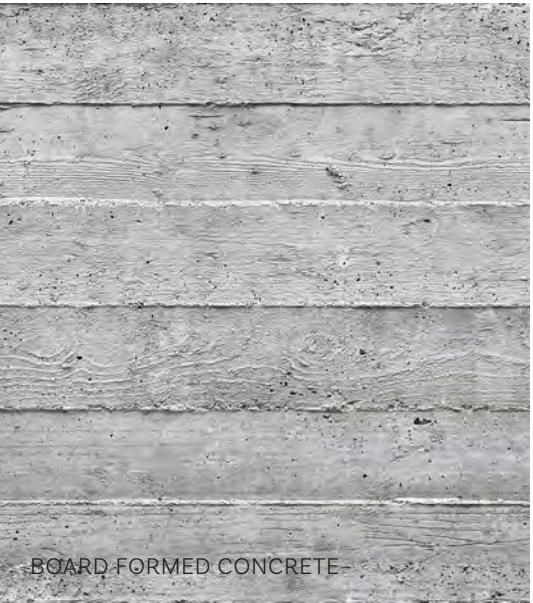
1 Southeast Elevation - Existing

0' 2' 4' 8' 12'
SCALE: 1/16" = 1'-0"

Material Palette



METAL PANEL: ALPOLIC, DON GREY



BOARD FORMED CONCRETE



CURTAIN WALL: YKK, TAPE APPLIED
MUNTINS, BLACK ANODIZED ALUMINUM



BRICK: MERIDIAN BRICK, MODULAR, RED RANGE, SEMI-SMOOTH



ALUMNI IMAGE 1



ALUMNI IMAGE 2



ALUMNI IMAGE 3



GRAPHIC ON GLAZING;
INSPIRATION IMAGE: HARLEM HOSPITAL

LEGAL DESCRIPTION:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LANDLOT 801 OF THE 1ST DISTRICT, 2ND SECTION, FULTON COUNTY GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

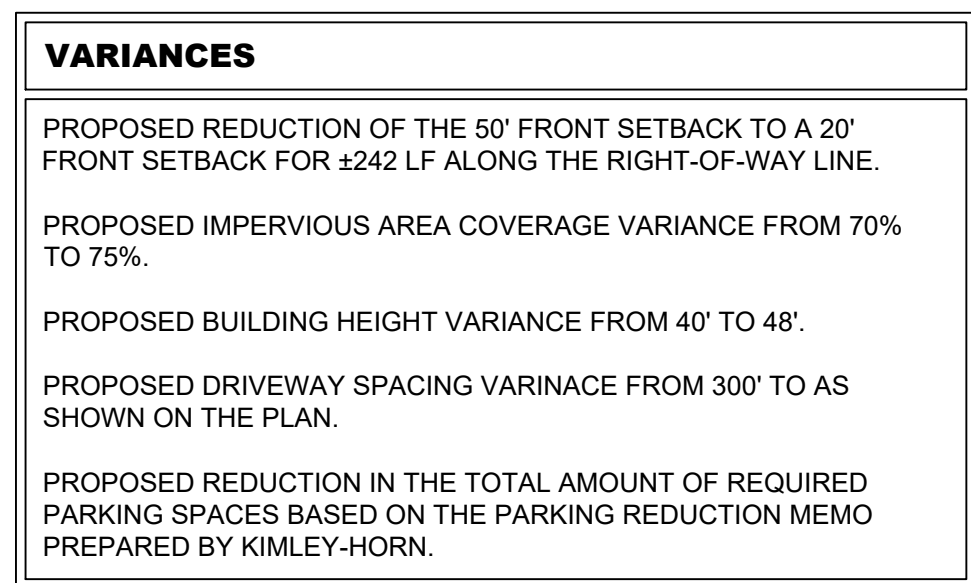
BEGINNING AT A 1/2" REBAR FOUND AT THE LANDLOT CORNER OF LAND LOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 95.41' TO A PK NAIL SET ON THE EASTERLY RIGHT-OF-WAY OF KIMBALL BRIDGE ROAD (R/W VARIES), THENCE LEAVING SAID LANDLOT LINE AND RUNNING ALONG THE RIGHT-OF-WAY THE FOLLOWING COURSES AND DISTANCES, N27°23'30"W FOR A DISTANCE OF 613.11' TO A VI" REBAR SET, THENCE RUNNING N63°10'00"E FOR A DISTANCE OF 15.86' TO A 1/2" REBAR SET, THENCE RUNNING N26°50'07"W FOR A DISTANCE OF 180.10' TO A VI" REBAR SET, THENCE LEAVING SAID RIGHT-OF-WAY AND RUNNING N88°44'41"W FOR A DISTANCE OF 442.53' TO AN AXLE FOUND ON THE LANDLOT LINE DIVIDING LANDLOTS 801 AND 804, THENCE RUNNING ALONG SAID LANDLOT LINE THE FOLLOWING COURSES AND DISTANCES, S00°10'40"E FOR A DISTANCE OF 583.31' TO A 1/2" REBAR FOUND, THENCE RUNNING S00°11'25"E FOR A DISTANCE OF 117.68' TO A 1/2" REBAR FOUND AT THE LANDLOT CORNER, WHICH IS THE TRUE POINT OF BEGINNING.

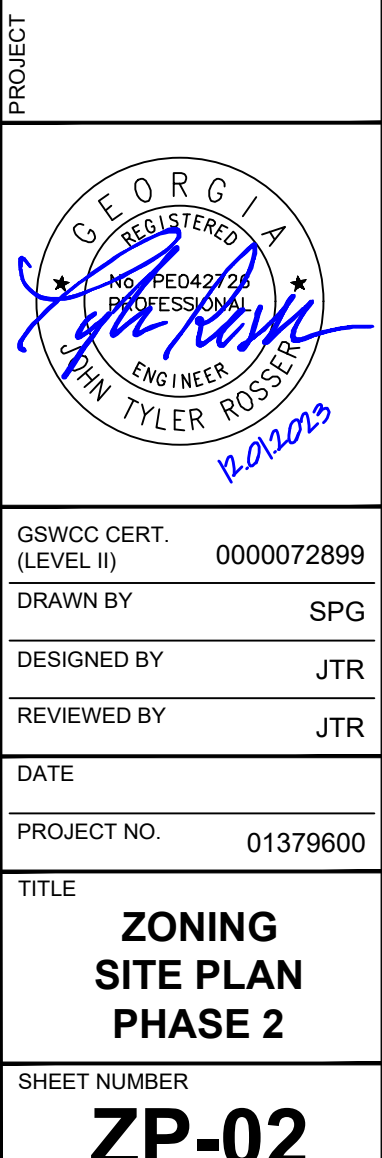
SAID TRACT OR PARCEL OF LAND CONTAINING 4.437 ACRES (193,260 SQUARE FEET) MORE OR LESS.

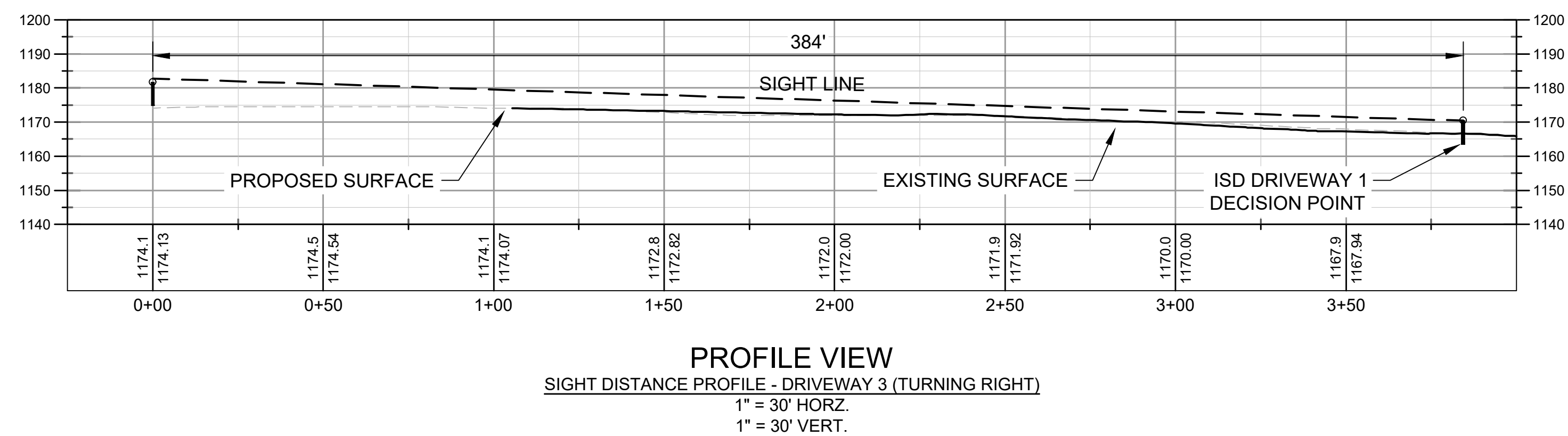
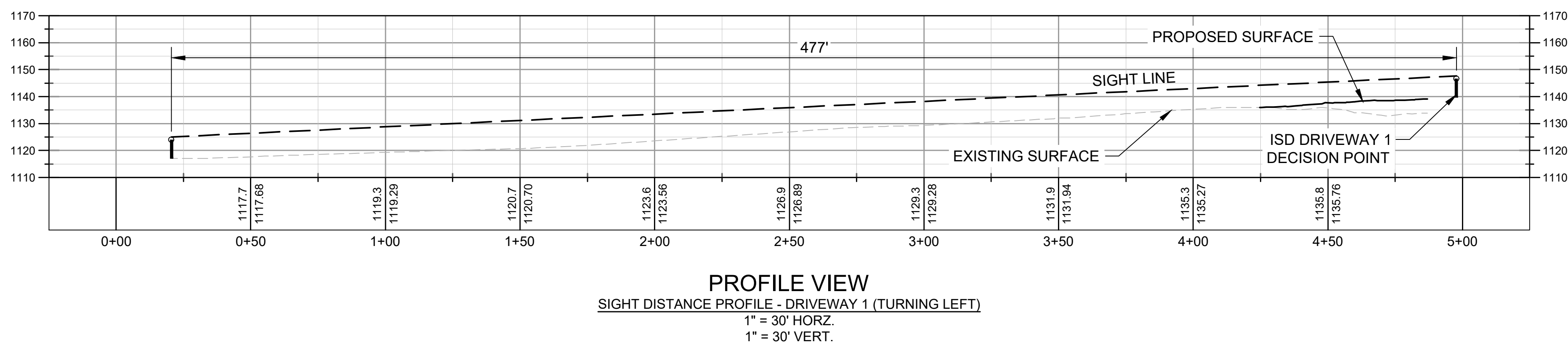
LESS THAN EXCEPT

COMMENCING AT A 1/2" REBAR FOUND AT THE LANDLOT CORNER OF LANDLOTS 800, 801, 804, AND 805, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'51"W ALONG THE LANDLOT LINE DIVIDING LAND LOTS 801 AND 800 FOR A DISTANCE OF 1.00' TO A POINT, THENCE LEAVING SAID LANDLOT LINE AND RUNNING N00°56'18"W FOR A DISTANCE OF 1.00' TO A POINT, WHICH IS THE TRUE POINT OF BEGINNING, THENCE RUNNING S89°03'42"W FOR A DISTANCE OF 55.00' TO A POINT, THENCE RUNNING N01°15'39"W FOR A DISTANCE OF 6.98' TO A POINT, THENCE RUNNING N61°18'58"E FOR A DISTANCE OF 62.19' TO A POINT, THENCE RUNNING S00°56'16"E FOR A DISTANCE OF 35.93' TO A POINT, WHICH IS THE TRUE POINT OF BEGINNING.

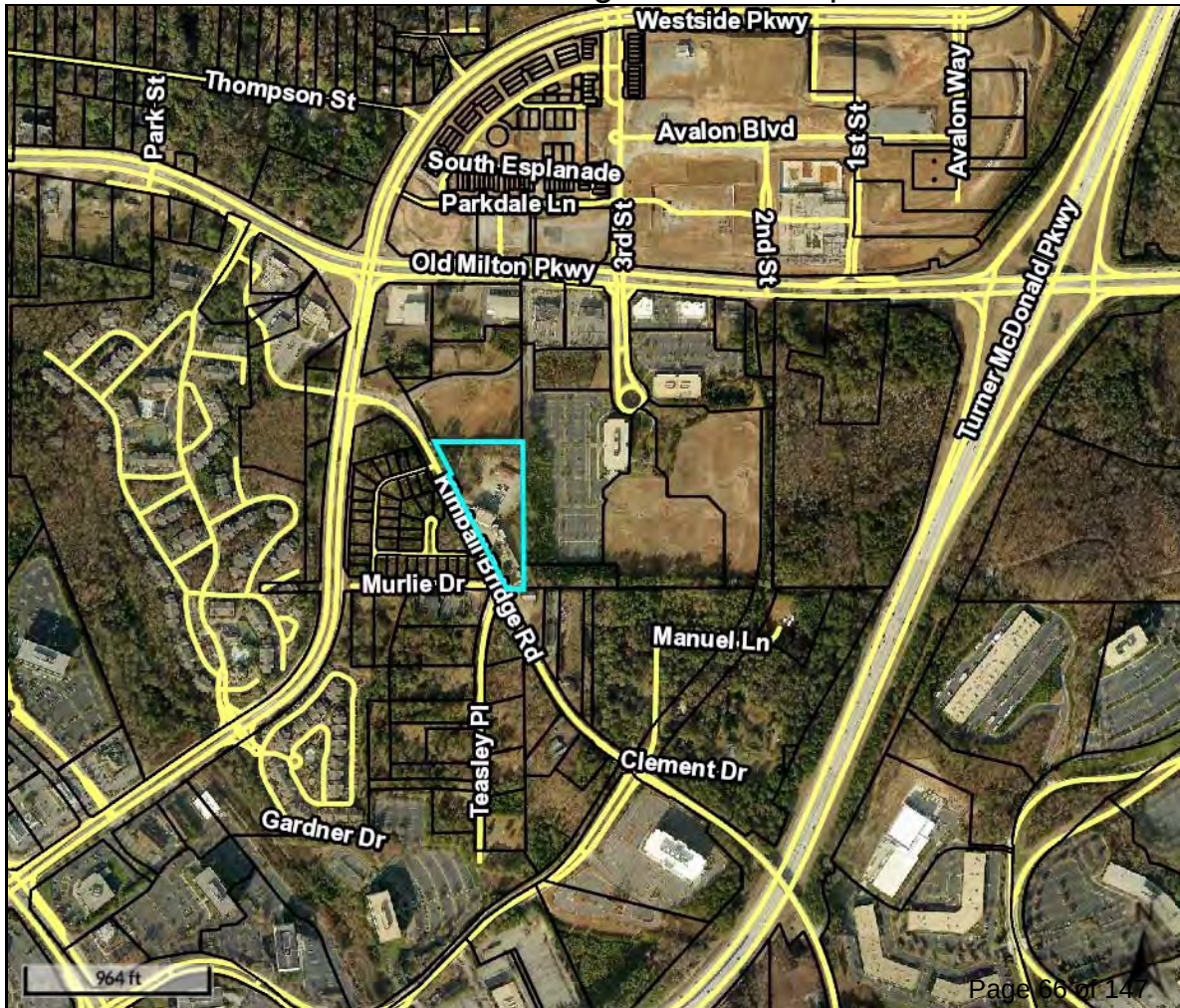
SAID TRACT OR PARCEL OF LAND CONTAINING 0.027 ACRES (1,181 SQUARE FEET) MORE OR LESS.

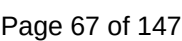






154 Kimble Bridge Rd Site Map





Specimen Analysis (General Observations: The site was previously residential and has been used as commercial business. With the exception of the magnolias along Roswell St, all trees located on the site appear to be naturally established.)							
Tree #	Size/ Species	Health Condition	Structural Condition	Specimen	Comments	Photo # (See Attached)	City of Alpharetta's Assessme
897	35.5" Red Oak	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		
898	34.2" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design consideration.		
899	25.7" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design consideration.		
900	24.3" Red Oak	Good	Poor	Yes	Due to condition, this tree should not be taken into design consideration.	1 & 2	
901	41.7" Poplar - Forked (30" & 21")	Good	Poor	Yes	2 Co-Dominate Leaders with weak crotches and included bark. Large, extended wound exposing heartwood. Due to the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue. Due to condition tree is not a design consideration	3	
902	27.2" Red Oak	Good	Poor	Yes	Due to condition, this tree should not be taken into design consideration.	4	
903	36.2" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design		
904	30" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design		
348	28.7" Elm	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design consideration.		
349	30.7" Red Oak	Good	Good	Yes	Boundary Tree. Due to condition, this tree should be taken into design		
350	42" Red Oak - Forked(28.2" & 28.7")	Poor	Poor	Yes	Boundary Tree. 2 Co-Dominate Leaders with weak crotches and included bark. Large, extended wound exposing heartwood. Half of crown missing from power line pruning and sever insect damage. Due to the species, a multi-stem tree at or near the base of the tree is undesirable and a life safety issue. Due to condition tree is not a design consideration		
351	37.8" White Pine	Good	Poor	Yes	Large stem canker near base of tree is undesirable and a life safety issue .Due to condition tree is not a design consideration.	5	
352	10.8" Dogwood - Forked(8.7" & 8.1")	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		
353	22.3" Magnolia	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		

354	25.6" Magnolia - Forked (11.5" & 19.4")	Good	Good	Yes	Due to condition, this tree should be taken into design consideration.		
-----	--	------	------	-----	---	--	--



Picture #1 - Tree #900. Large stem canker



Picture #2 - Tree #900. Major dead limbs



Picture #3 - Tree #901. Extremely long stem wound and exposed heartwood. Forked near the ground as well as major sweeping in stem.



Picture #4 - Tree #902. Major dead limbs and over half the crown has died back.



Picture #5 - Tree #351. Major stem canker and heartwood exposed.



MEMORANDUM

To: Eric Graves, *City of Alpharetta*

From: John D. Walker, P.E., PTOE, *Kimley-Horn*
Allison Laber, EIT (KY), *Kimley-Horn*

Date: April 29, 2021

RE: ***154 Kimball Bridge – City of Alpharetta – Trip Generation & Traffic Study Methodology Memo***

Kimley-Horn is pleased to provide this memorandum regarding the project traffic evaluation for the proposed *154 Kimball Bridge* development in the City of Alpharetta, Georgia. A Traffic Impact Study was previously prepared for the site in 2018. Since that time, the site densities have changed, necessitating a new study to accompany the rezoning application. Please reply to us with your concurrence on the Traffic Impact Study methodology and proposed study network.

PROJECT OVERVIEW

The *154 Kimball Bridge* development is a proposed adaptive re-use office development in the City of Alpharetta, Georgia, consisting of 160,000 square feet of office space. The site is located east of the intersection of Kimball Bridge Road at Westside Parkway. The project proposes three full movement driveways, one of which will add a fourth leg to the unsignalized intersection of Kimball Bridge Road at Stratham Drive. The total acreage of the subject property is 4.4+/- acres, currently zoned SU (special use). The proposed zoning of the subject property is O-P (Office-Professional). The Future Land Use Map indicates future commercial for this tract.

TRIP GENERATION

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the Subject Property. Anticipated trip generation for the *154 Kimball Bridge* development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, 2017. This analysis presents the projected trips associated with the proposed project based on the General Office Building (ITE Code 710) land use.

Due to the size, nature, and location of the proposed development, mixed-use, alternative mode, and pass-by reductions were assumed to be zero.

The density and the anticipated project trip generation comparison are summarized in **Table 1**.

Table 1: Net New Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
General Office Building (ITE 710)	160,000 SF	1,674	837	837	152	25	28	150
Gross Project Trips		1,674	837	837	152	25	28	150
Mixed-Use Reduction		-0	-0	-0	-0	-0	-0	-0
Alternative Mode Reduction		-0	-0	-0	-0	-0	-0	-0
Pass-by Reduction		-0	-0	-0	-0	-0	-0	-0
Net New Trips		1,674	837	837	152	25	28	150

As shown in **Table 1**, the proposed development is projected to generate approximately 1,674 net new daily trips, 177 net new AM peak hour trips, and 178 net new PM peak hour trips.

TRAFFIC STUDY METHODOLOGY

Given the existing roadway network and the projected trip generation, the following three (3) existing intersections are recommended for detailed intersection analyses:

- Kimball Bridge Road at Westside Parkway (signalized)
- Kimball Bridge Road at Stratham Drive/Proposed Site Driveway 1 (unsignalized)
- Kimball Bridge Road at Northwinds Parkway (signalized)

The study intersections are shown on Attachment 1.

Due to COVID-19, traffic patterns and volumes may have changed. Intersection Turning Movement Counts were collected at the three (3) study intersections in August 2018 as part of a previous TIA. A growth rate of 1.0% per year (consistent with other TIAs in the area) will be applied for three (3) years to calculate Estimated 2021 Traffic Volumes.

For informational purposes, a 24-hour volume count was collected along Kimball Bridge Road east of Northwinds Parkway in February 2021. The volumes were compared to a 24-hour volume count from November 2018. **Figure 1** illustrates the comparison between November 2018 ADT and the February 2021 ADT. The 24-hour volume comparison found a 49% overall reduction in ADT from November 2017 to February 2021.

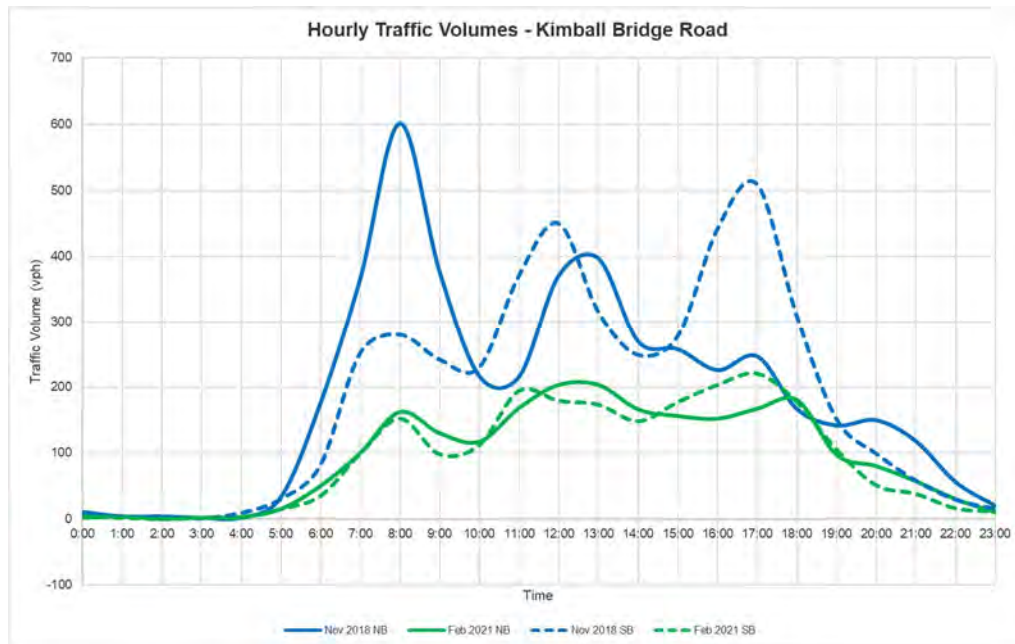


Figure 1: Kimball Bridge Road ADT Comparison

An additional background growth rate of 1.0% per year will be applied to project traffic to the 2023 build-out year.

SUMMARY

Please let us know if you find the traffic impact study methodology acceptable. We are proceeding with the traffic impact study, and hope to submit the traffic impact study with the rezoning application on May 3, 2021.

Sincerely,

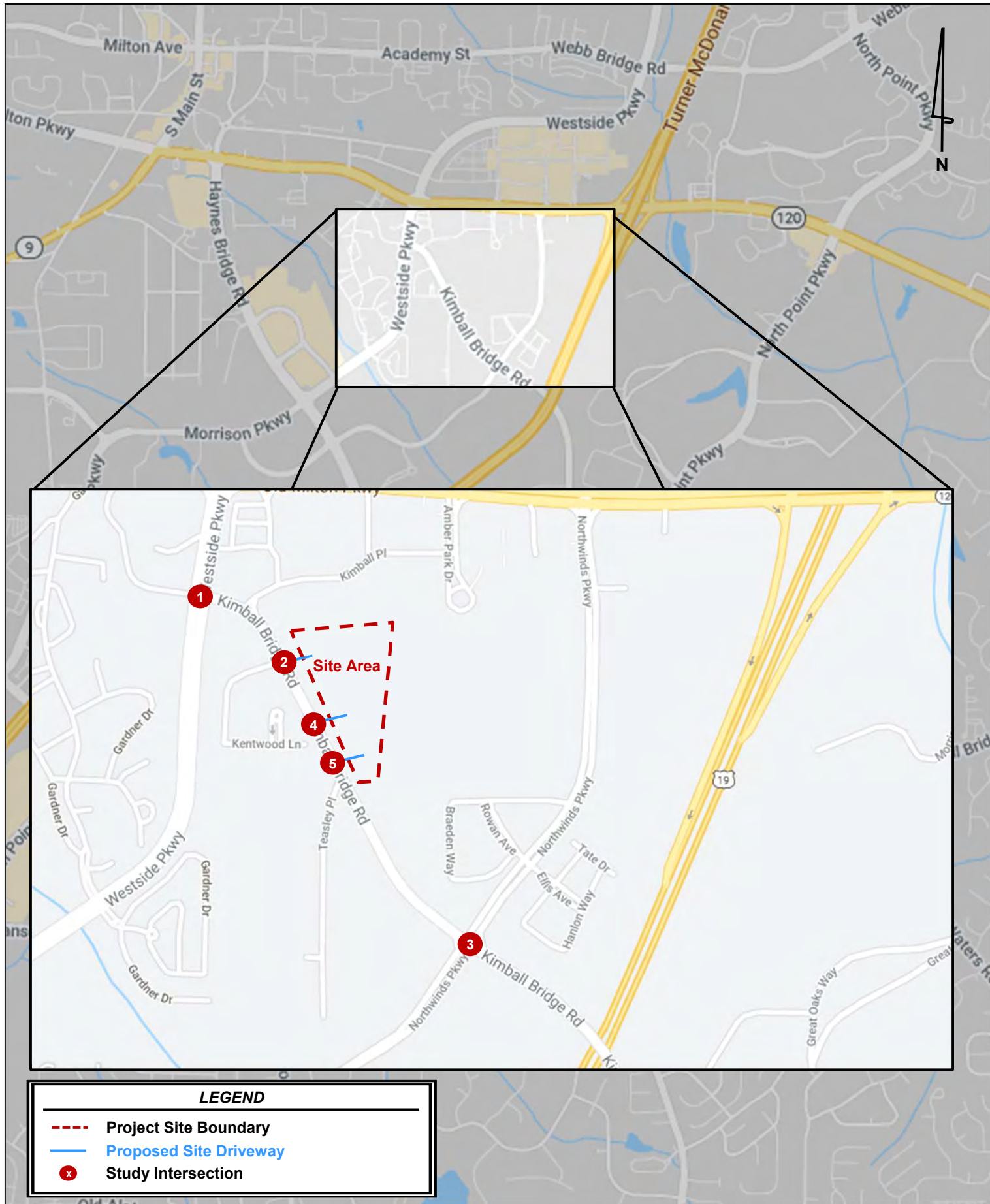
KIMLEY-HORN AND ASSOCIATES, INC.

John D. Walker, P.E., PTOE
Senior Vice President/Senior Associate

Allison Laber, EIT (KY)
Project Analyst

Attachments:

- Intersection Location Map
- Trip Generation Summary



Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)
154 Kimball Bridge Road
Alpharetta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>								
710 General Office Building	160,000 s.f.	1,674	177	152	25	178	28	150
Gross Trips		1,674	177	152	25	178	28	150
Office Trips		1,674	177	152	25	178	28	150
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
Adjusted Office Trips		1,674	177	152	25	178	28	150
<i>Mixed-Use Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions - TOTAL</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions - TOTAL</i>		0	0	0	0	0	0	0
New Trips		1,674	177	152	25	178	28	150
Driveway Volumes		1,674	177	152	25	178	28	150



Traffic Impact Study

154 Kimball Bridge Road

City of Alpharetta, Georgia

Report Prepared:

March 2021

Report Revised:

April 2021

Prepared for:

KB Ventures Partners, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
013796001

Traffic Impact Study

154 Kimball Bridge Road

City of Alpharetta, Georgia

Report Prepared:

March 2021

Report Revised:

April 2021

Prepared for:

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Prepared by:

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11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
013796001



4/29/2021

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1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *154 Kimball Bridge Road* development, which is expected to be completed in 2023 (referred to herein as “build-out year”). The site is located east of the intersection of Kimball Bridge Road at Westside Parkway in the City of Alpharetta, Georgia.

The site is currently occupied by a Fulton County School maintenance facility and is proposed to be redeveloped to 160,000 square feet of office space on approximately 4.4 acres. The site is proposed to be rezoned from SU (Special Use) to O-P (Office-Professional). A traffic impact study was previously prepared for the site in September 2018. Since that time, the site densities have changed, necessitating a new study to accompany the rezoning application.

This report will summarize the analyses of the following three (3) scenarios:

1. Estimated 2021 Traffic Conditions
2. Projected 2023 No-Build Traffic Conditions (Estimated 2021 Traffic Conditions, plus background traffic growth).
3. Projected 2023 Build Traffic Conditions (Projected 2023 No-Build Traffic Conditions, plus the traffic associated with the proposed *154 Kimball Bridge Road* development).

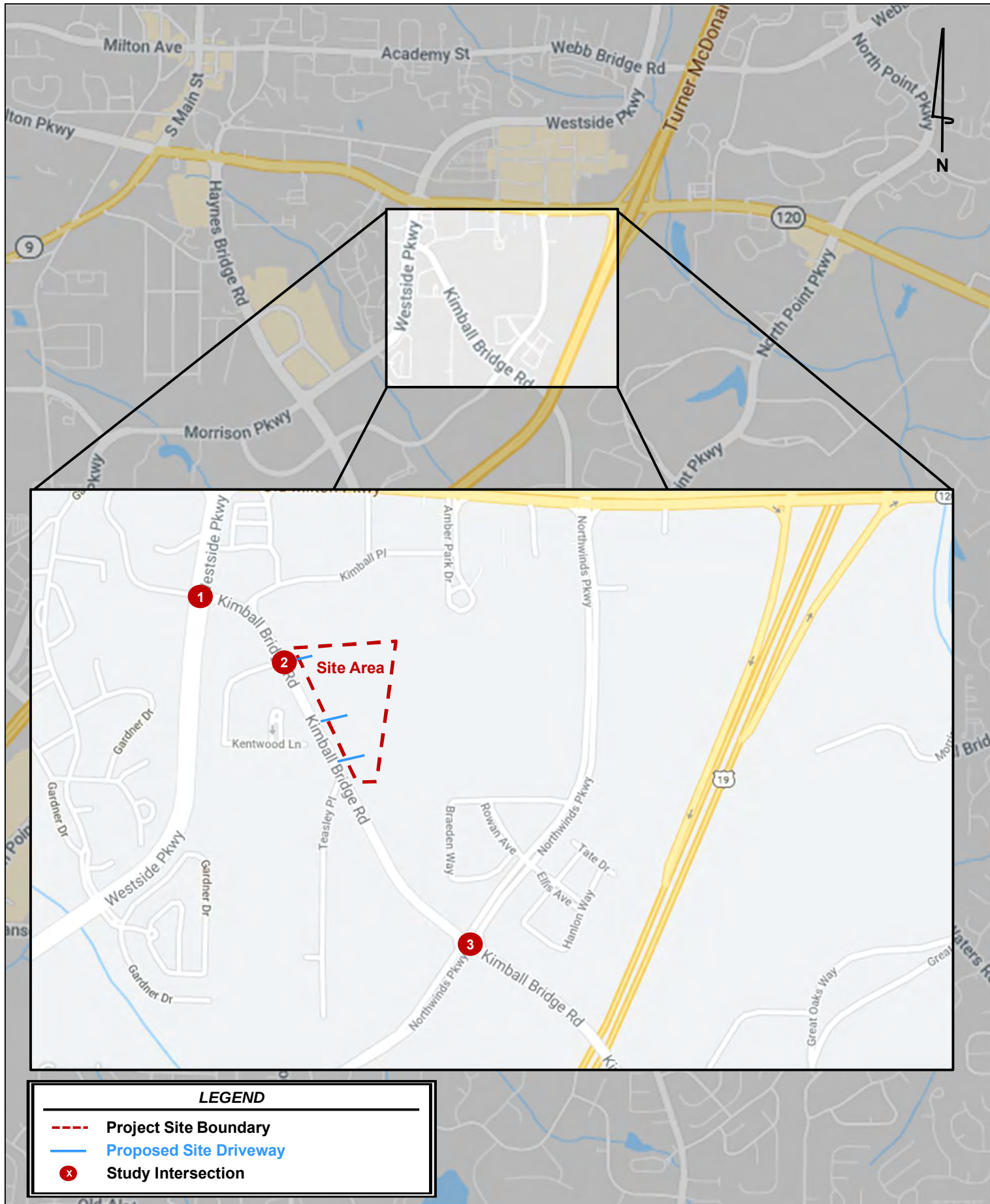
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

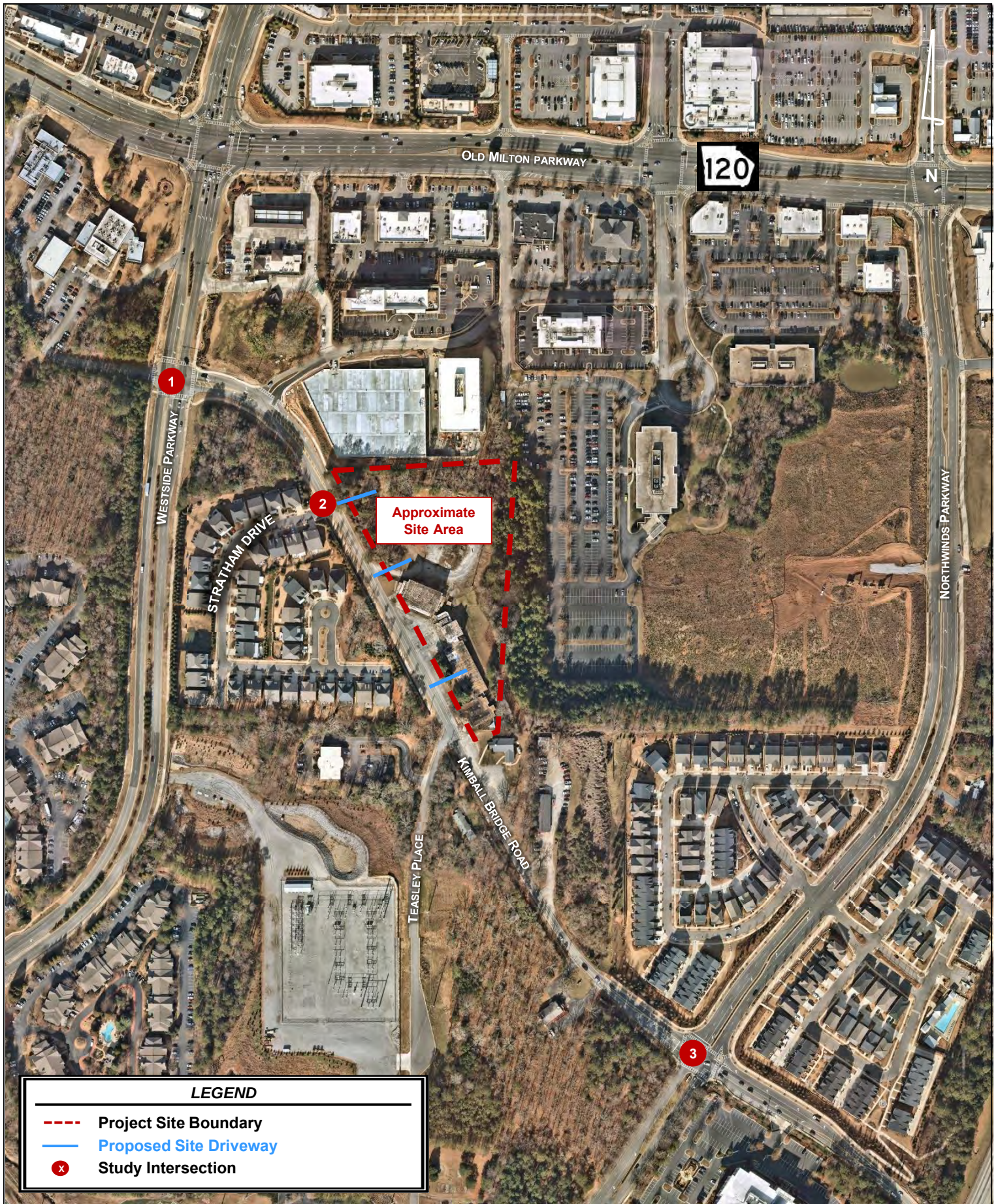
2.0 STUDY AREA DETERMINATION

The study area consists of the following three (3) existing intersections, plus the site driveways:

1. Kimball Bridge Road at Westside Parkway (signalized)
2. Kimball Bridge Road at Stratham Drive (unsignalized)
3. Kimball Bridge Road at Northwinds Parkway (signalized)

This analysis considers Westside Parkway, Stratham Drive, Northwinds Parkway, Site Driveway A, Site Driveway B, and Site Driveway C as having a north-south orientation and Kimball Bridge Road as having an east-west orientation.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Westside Parkway is a four-lane divided minor arterial roadway with a posted speed limit of 40 MPH. GDOT counts taken north of Encore Parkway indicated an Annual Average Daily Traffic (AADT) volume of 14,200 vehicles per day in 2019.

Kimball Bridge Road is a two-lane, undivided major collector roadway with a posted speed limit of 45 MPH. Average Daily Traffic (ADT) counts collected in November 2018 indicated an ADT of 8,850 vehicles per day west of Northwinds Parkway, and 13,500 vehicles per day east of Northwinds Parkway.

Stratham Drive is a two-lane, undivided local roadway with a posted speed limit of 15 MPH. GDOT counts taken west of Kimball Bridge Road indicated an AADT volume of 70 vehicles per day in 2019.

Northwinds Parkway is a four-lane, divided local road with a posted speed limit of 35 MPH. There are no GDOT count stations along Northwinds Parkway.

3.2 EXISTING TRAFFIC VOLUMES

Per the traffic study methodology memo (dated 3/9/2021), historical vehicle peak hour turning movement counts from 2018 were utilized at the following existing study intersections:

1. Kimball Bridge Road at Westside Parkway (signalized)
2. Kimball Bridge Road at Stratham Drive (unsignalized)
3. Kimball Bridge Road at Northwinds Parkway (signalized)

Due to COVID-19, traffic patterns and volumes may have changed. The vehicle peak hour turning movement counts for the study intersections were collected on August 29, 2018 (pre-COVID). The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:00 PM to 6:00 PM). The AM and PM peak hours for each intersection are shown in **Table 1**. Complete traffic count data is provided in **Appendix D**.

Table 1: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Kimball Bridge Road at Westside Parkway	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
2. Kimball Bridge Road at Stratham Drive	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
3. Kimball Bridge Road at Northwinds Parkway	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM

The collected 2018 peak hour traffic volumes were increased by 1.0% per year for three (3) years to account for the expected growth in traffic through year 2021. **Figure 4** illustrates the adjusted 2021 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).

For informational purposes, a 24-hour volume count was collected along Kimball Bridge Road west of Northwinds Parkway in February 2021 and was compared to a historical 24-Hour Volume Count from November 2018. **Figure 3** illustrates the comparison between November 2018 collected ADT and the February 2021 collected ADT. The 2021 traffic volumes were found to be approximately 50% lower than the 2018 tr.

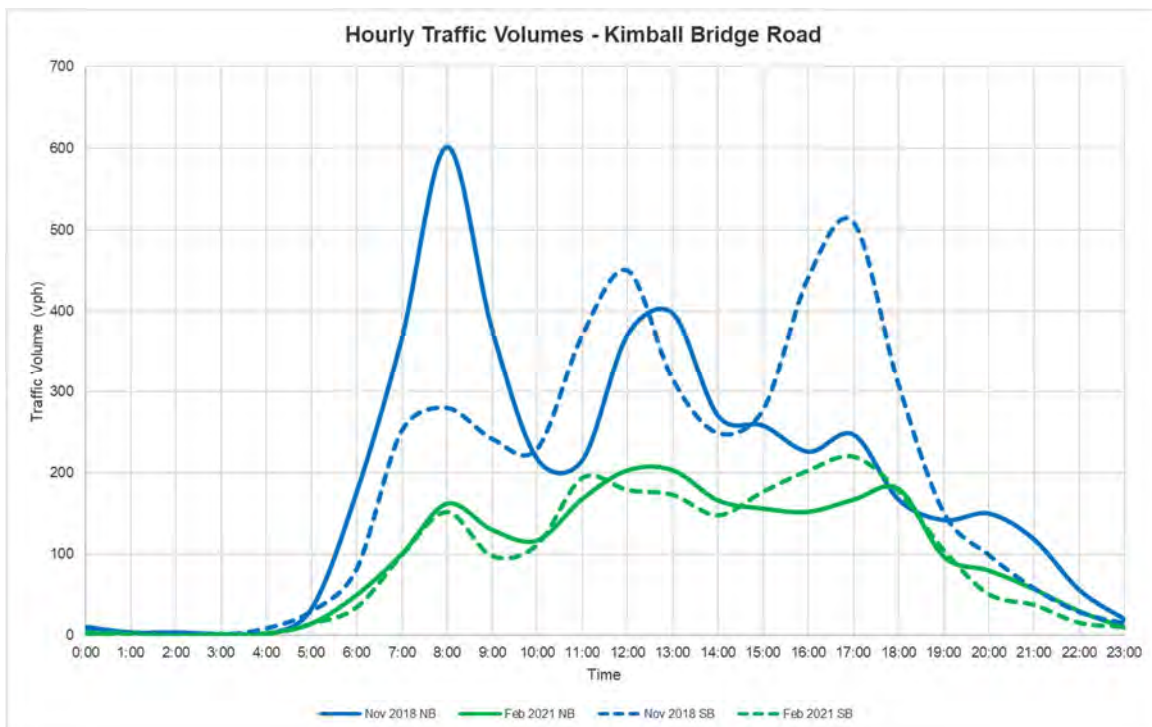
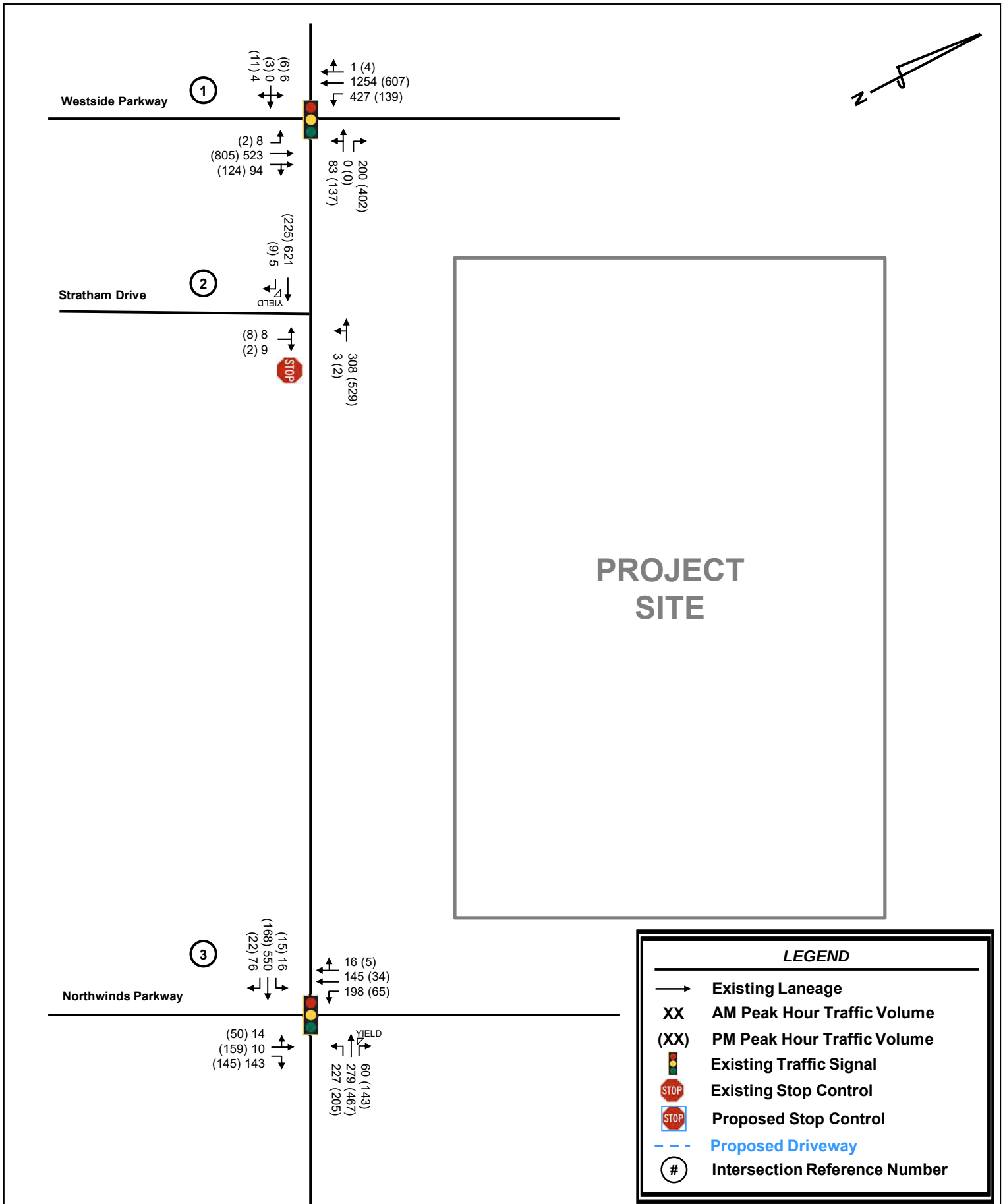


Figure 3: Kimball Bridge Road ADT Comparison



4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

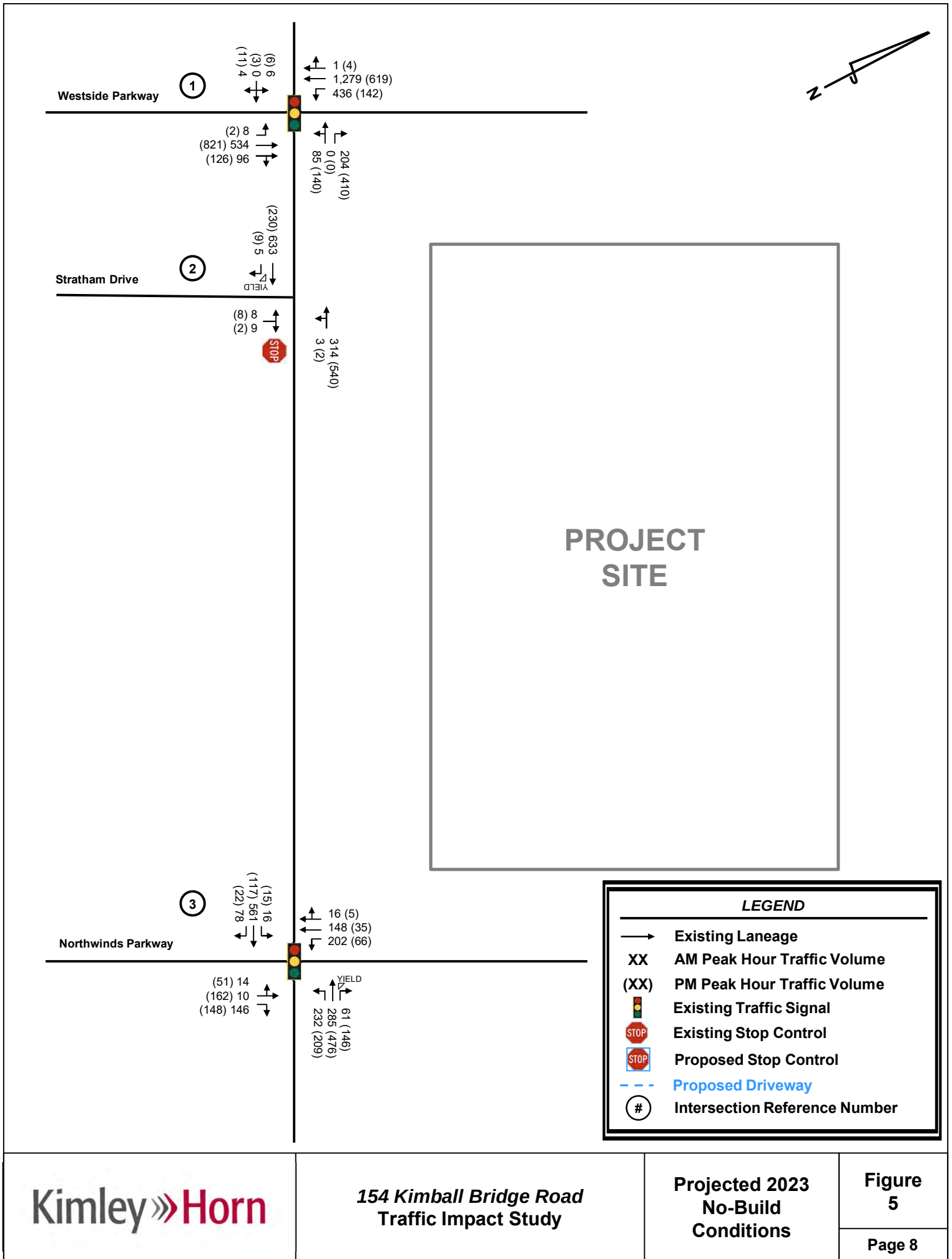
Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the construction and opening of the proposed *154 Kimball Bridge Road* development. The Estimated 2021 peak hour traffic volumes were increased by 1.0% per year for two (2) years to account for the expected background growth in traffic through year 2023, build-out of the project.

Figure 5 illustrates the Projected 2023 No-Build traffic conditions for the AM and PM peak hours.

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's *Atlanta Region's Plan* was researched for programmed transportation projects within the vicinity of the proposed development. Fact sheets are included in Appendix E.

1. **FN-176:** The project will widen Old Milton Parkway (SR 120) from four lanes to six lanes between Kimball Bridge Road and SR 400.
2. **AR-ML-300:** The project will add two new express lanes in each direction on SR 400 between the North Springs MARTA station and McGinnis Ferry Road and one express lane in each direction from McGinnis Ferry Road to McFarland Parkway.



5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *154 Kimball Bridge Road* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the new trips generated by the proposed *154 Kimball Bridge Road* development.

5.1 PROJECT SITE ACCESS

Access to the proposed *154 Kimball Bridge Road* development will be provided via three (3) proposed site driveways, which are shown on the proposed site plan in **Appendix A**. Brief description of the site driveways are as follows:

1. Site Driveway A – located along Kimball Bridge Road, aligned with Stratham Drive. The driveway is proposed to operate as full-movement under side street stop-control and have one (1) ingress land and one (1) egress lane on the site.
2. Site Driveway B – located along Kimball Bridge Road, south of Site Driveway A. The driveway is proposed to operate as full-movement under side street stop-control and have one (1) ingress land and one (1) egress lane on the site.
3. Site Driveway C – located along Kimball Bridge Road, south of Site Driveway B. The driveway is proposed to operate as full-movement under side street stop-control and have one (1) ingress land and one (1) egress lane on the site. The driveway does not have access to the parking facilities and will only serve accessible parking and drop-off traffic.

See the referenced site plans in Appendix A for a visual representation of vehicular access and circulation throughout the site.

5.2 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017*, using equations where available. Trip generation for the proposed development was calculated based upon the following land uses:

- Land Use 710: General Office Building

Table 2 summarizes the anticipated trip generation for the proposed development upon full build-out (2023). **Appendix C** provides the detailed trip generation worksheet for the proposed development.

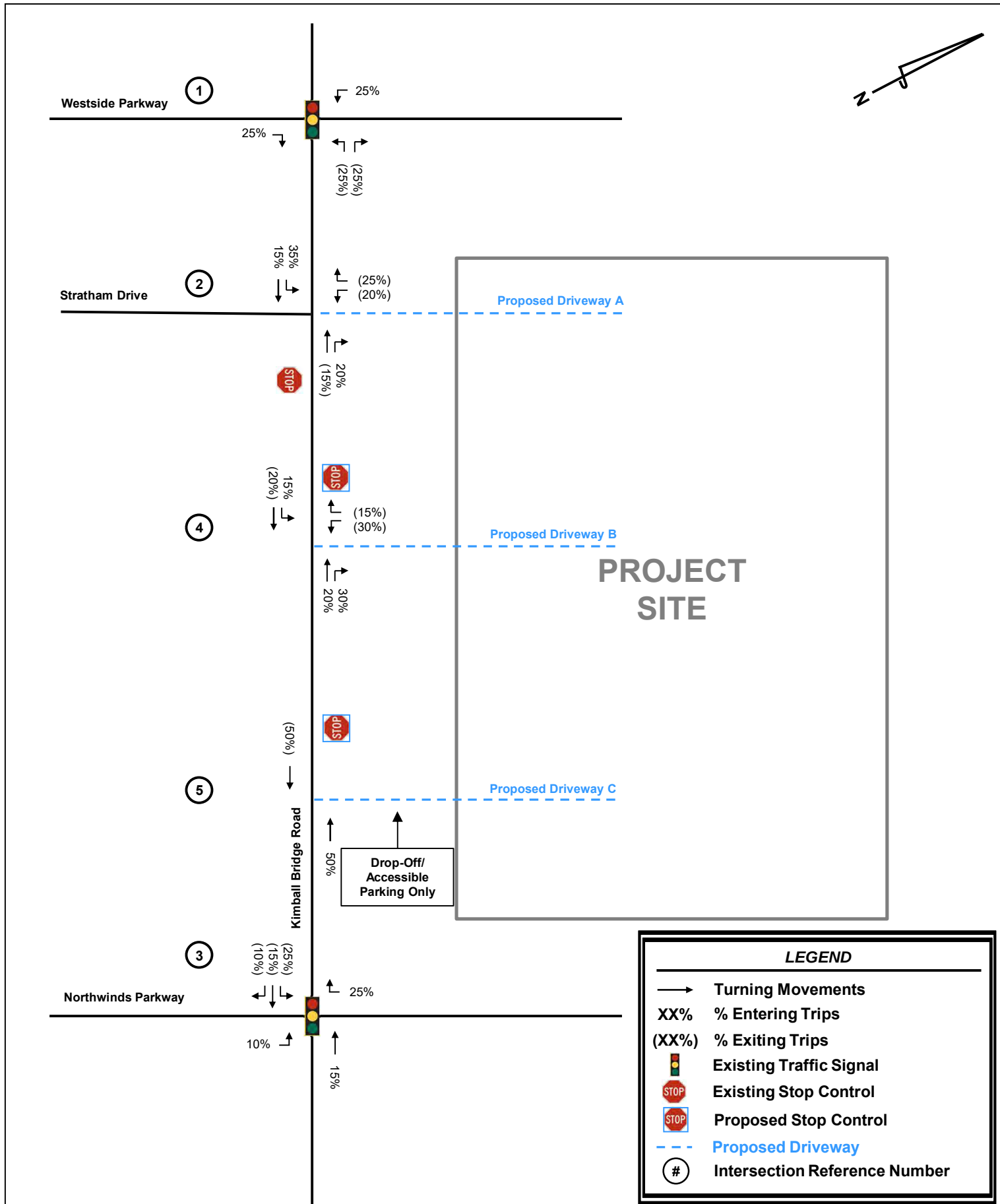
Table 2: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
General Office Building (ITE 710)	160,000 SF	1,674	837	837	152	25	28	150
Gross Project Trips		1,674	837	837	152	25	28	150
<i>Mixed-Use Reduction</i>		-0	-0	-0	-0	-0	-0	-0
<i>Alternative Mode Reduction</i>		-0	-0	-0	-0	-0	-0	-0
<i>Pass-by Reduction</i>		-0	-0	-0	-0	-0	-0	-0
Net New Trips		1,674	837	837	152	25	28	150

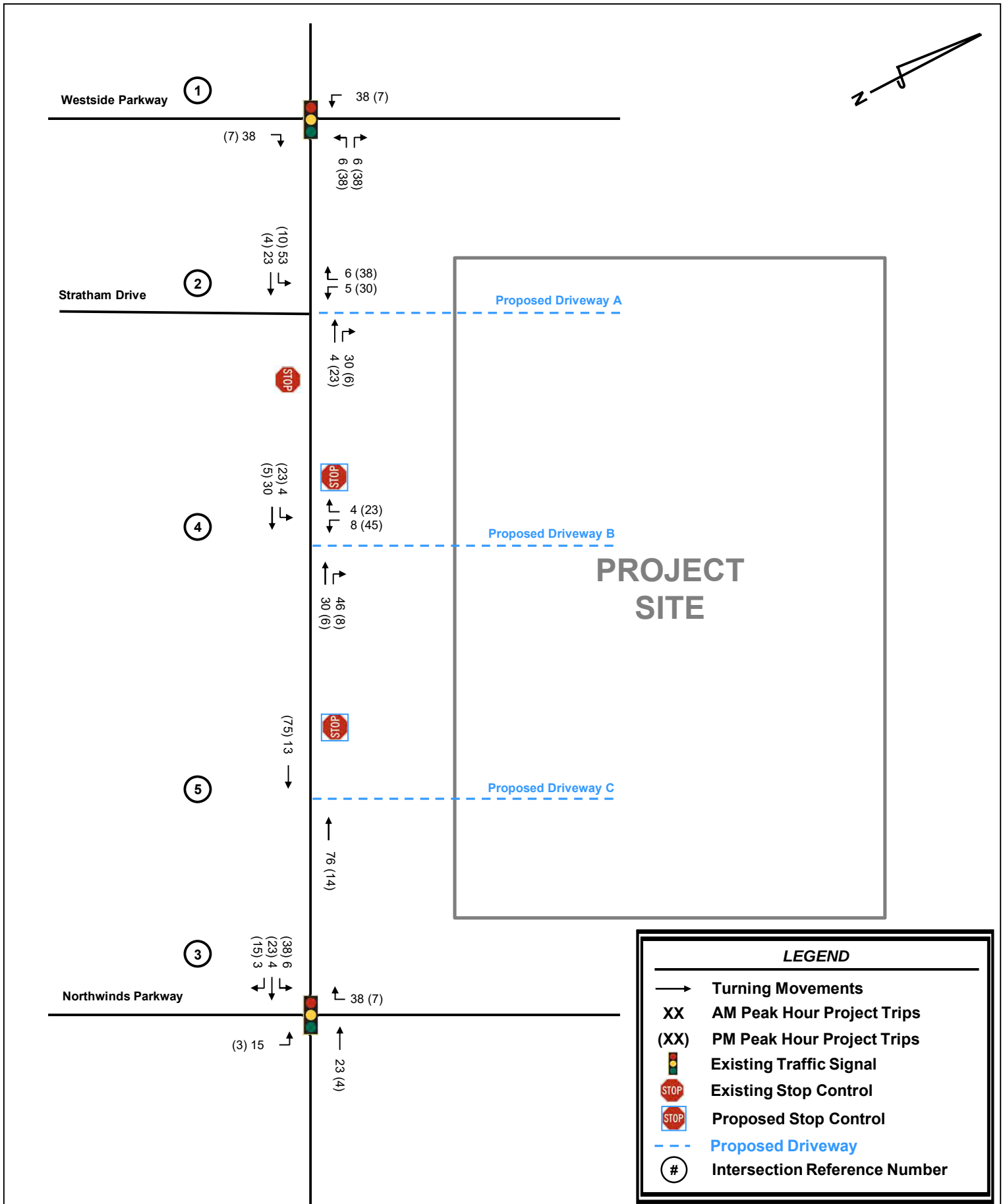
Due to the size, nature, and location of the proposed development, mixed-use, alternative mode, and pass-by reductions were assumed to be zero.

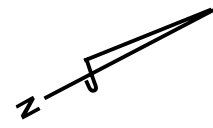
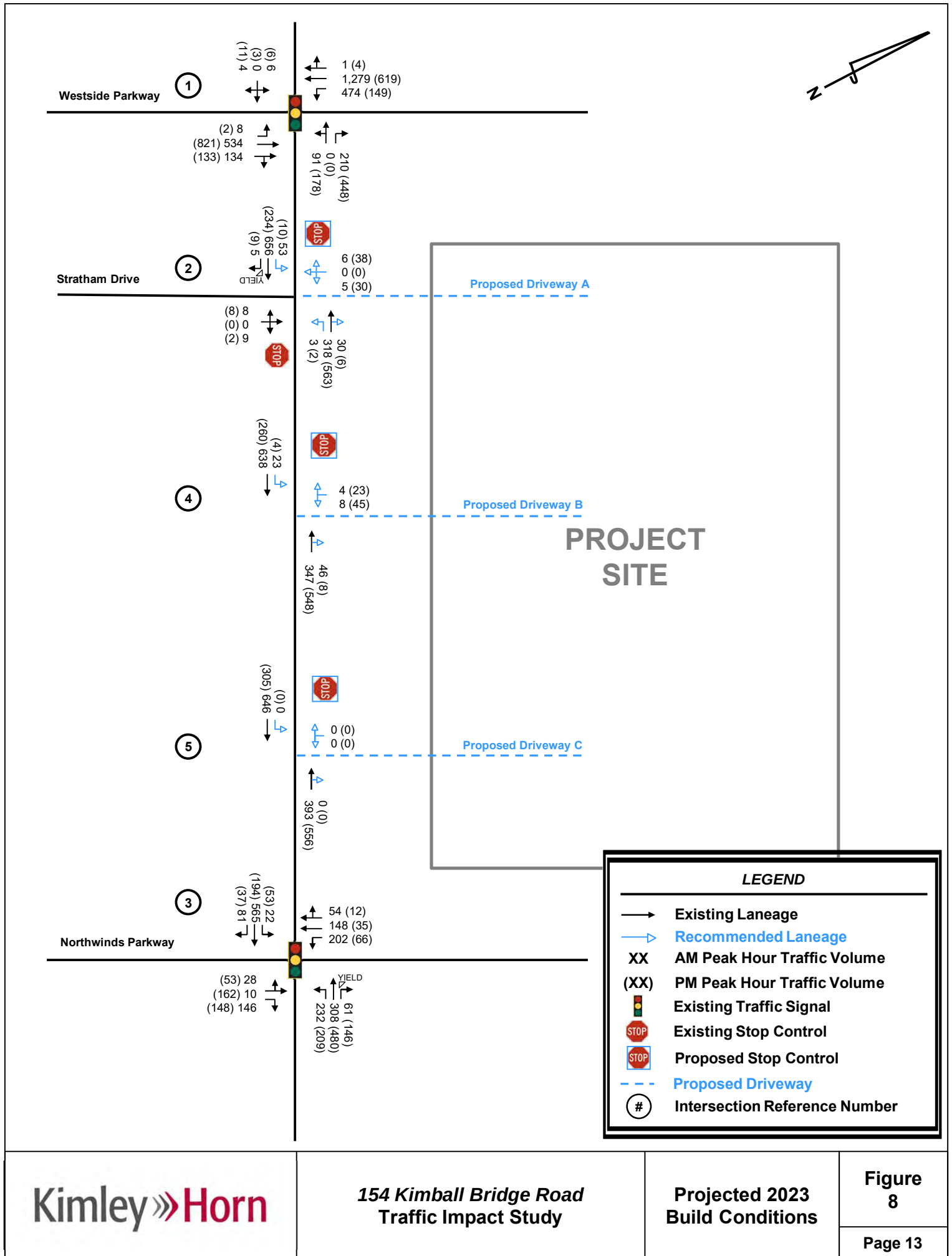
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts. Detailed trip distributions are illustrated in **Figure 6**.

Based on the trip generation from **Table 2** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 7**. **Figure 8** illustrates the Projected 2023 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.







Westside Parkway

Stratham Drive

Northwinds Parkway

Proposed Driveway A

Proposed Driveway B

Proposed Driveway C

PROJECT SITE

LEGEND

- Existing Laneage
- Recommended Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- Proposed Driveway
- # Intersection Reference Number

6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

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

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

In addition to the Estimated 2021 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2023 No-Build and Build traffic conditions. The results of the LOS analysis for the Estimated 2021 and the Projected 2023 traffic conditions are summarized in **Table 3**. A detailed set of analyses from *Synchro* is available in Appendix C.

Table 3: Level-of-Service Summary LOS (Delay, in seconds)							
Intersection	Approach / Movement	Estimated 2021		Projected 2023 No-Build		Projected 2023 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Westside Parkway at Kimball Bridge Road (signalized)	Overall	A (7.9)	B (15.5)	A (8.1)	B (16.1)	A (8.5)	B (16.9)
2. Kimball Bridge Road at Stratham Drive/Site Driveway A (unsignalized)	NB	C (16.0)	B (14.4)	C (16.2)	B (14.6)	C (21.2)	C (18.6)
	WBL	A (8.9)	A (7.7)	A (8.9)	A (7.8)	A (9.0)	A (7.8)
	SB					C (18.8)	C (17.5)
	EBL					A (8.1)	A (8.7)
3. Northwinds Parkway at Kimball Bridge Road (signalized)	Overall	C (22.9)	C (20.7)	C (23.7)	C (23.1)	C (24.7)	C (24.3)
4. Kimball Bridge Road at Site Driveway B (unsignalized)	EBL					A (8.1)	A (8.7)
	SB					C (17.4)	C (17.8)
5. Kimball Bridge Road at Site Driveway C (unsignalized)	EBL					A (0.0)	A (0.0)
	SB					A (0.0)	A (0.0)

As shown in **Table 3**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build and Projected 2023 Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *154 Kimball Bridge Road* development, located east of the intersection of Kimball Bridge Road at Westside Parkway in the City of Alpharetta, Georgia. The site is currently occupied by a Fulton County School maintenance facility and is proposed to be redeveloped to 160,000 square feet of office space on approximately 4.4 acres. The development is expected to be completed in 2023.

The study network, which consists of three (3) existing intersections, was analyzed for the weekday AM and PM peak hours under Estimated 2021 conditions, Projected 2023 No-Build conditions (two years of background traffic growth), and Projected 2023 Build conditions (Projected 2023 No-Build conditions plus traffic generated by the proposed *154 Kimball Bridge Road* development).

Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 Build conditions, Intersection 1 is projected to operate at LOS F during the PM peak hour. All other study intersections are projected to operate at acceptable LOS during both the AM and PM peak hours.

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

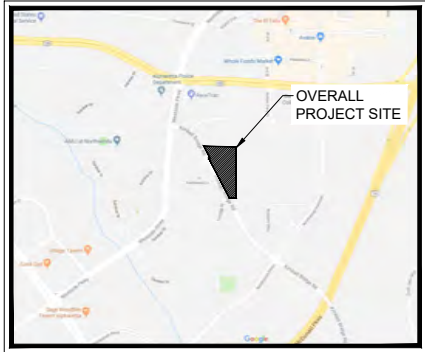
7.1 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2023 Build traffic conditions (note: this would be the improvements needed to serve the traffic associated with the *154 Kimball Road Site* development).

- Across the site frontage, widen Kimball Bridge Road to provide a three-lane section (one travel lane in each direction and a center two-way left-turn lane) across the site frontage.
- Intersection 2 – Kimball Bridge Road at Stratham Drive/Site Driveway A
 - o On the site, construct a westbound shared through/left/right-turn lane exiting the site, and construct one (1) ingress lane entering the site.
- Intersection 4 – Kimball Bridge Road at Site Driveway B
 - o On the site, construct a westbound shared left/right-turn lane exiting the site, and construct one (1) ingress lane entering the site.
- Intersection 5 – Kimball Bridge Road at Site Driveway C
 - o On the site, construct a westbound shared left/right-turn lane exiting the site, and construct one (1) ingress lane entering the site.

Site Plan

Drawing name: K:\4.2_P\0113796000_154 Kimball Bridge\CA\DE\ehh\2021-04-20 Zoning Plan\210429_Kimball154_ZoningPlan.dwg ZP-01 ZONING PLAN Apr 28, 2021 4:33pm by Tyler cosse



VICINITY MAP



FEMA MAP

THE PROJECT SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0058F AND 13121C0059F DATED 09/18/2013.

N/F
WB/CMT 2007 C31
AMBERPARK LIMITED
PARTNERSHIP
DB 53678, PG 226
ZONED O-1

N/F
GREENSTONE PARKWAY
FOUR HUNDRED LLP
DB 45828, PG 621
ZONED O-1

N/F
ST JAMES UNITED
METHODIST CHURCH INC
DB 40256, PG 652
ZONED O-1 & AG

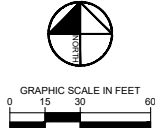
N/F
ANDY KALIFEH

SITE NOTES:		
PROPERTY ADDRESS:	LAND LOT / DISTRICT / SECTION:	154 KIMBALL BRIDGE ROAD 801 / 1 / 2
PARCEL ID NUMBERS:		12-2842-2801-011-1
EXISTING ZONING:	SU (SPECIAL USE)	
PROPOSED ZONING:	O-P (OFFICE - PROFESSIONAL)	
OVERALL SITE AREA:	4.44 ACRES	
MAXIMUM LOT COVERAGE:	3.11 ACRES (70.0%)	
PROPOSED LOT COVERAGE:	3.33 ACRES (75.0%)	
MAXIMUM BUILDING COVERAGE:	1.78 ACRES (40.0%)	
PROPOSED BUILDING COVERAGE:	1.45 ACRES (32.7%)	
MAXIMUM BUILDING HEIGHT:	40'	
PROPOSED BUILDING HEIGHT:	48'	
MAXIMUM BUILDING STORIES:	4 STORIES	
PROPOSED BUILDING STORIES:	3 STORIES + PARKING DECK	
MAXIMUM LAND USE DENSITY:	OFFICE	133,200 SF (30,000 SF/ACRE)
PROPOSED LAND USE DENSITY:	OFFICE (HEATED AREA)	160,000 SF (36,036 SF/ACRE)
	LEASABLE AREA	135,000 SF
	SUPPORT/SERVICE AREA	25,000 SF
	OUTDOOR AMENITIES	20,000 SF
REQUIRED PARKING:	OFFICE (LEASABLE AREA)	540 SPACES (4.00 / 1000 SF) 540 SPACE
PROPOSED PARKING:	PARKING DECK	407 SPACES (3.01 / 1000 SF)
	SURFACE PARKING	347 SPACES 80 SPACES
BUILDING SETBACK:	FRONT	65' (KIMBALL BRIDGE)
	SIDE	15'
	REAR	15'
EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY BOUNDARY ZONE, INC. DATED 06/11/18.		

LEGAL DESCRIPTION		
All that tract or parcel of land lying and being in Land Lot 801 of the 1st District, 2nd Section, Fulton County, Georgia, more particularly described as follows:		
Beginning at 1/2" rebar found at the landlot corner of landlots 800, 801, 804, and 805, which is the true point of beginning, thence running S89°03'51"W along the landlot line dividing land lots 801 and 800 for a distance of 95.41' to a PK nail set on the easterly right-of-way of Kimball Bridge road (R/W varies), thence leaving said landlot line and running along the right-of-way following courses and distances, N27°23'30"W for a distance of 613.11' to a 1/2" rebar set, thence running N63°10'00"E for a distance of 15.86' to a 1/2" rebar set, thence running N26°50'07"W for a distance of 180.10' to a 1/2" rebar set, thence leaving said right-of-way and running N88°44'41"W for a distance of 442.53' to an axle found on the landlot line dividing landlots 801 and 804, thence running along said landlot line the following courses and distances, S00°10'40"E for a distance of 583.31' to a 1/2" rebar found, thence running S00°11'25"E for a distance of 117.68' to a 1/2" rebar found at the landlot corner, which is the true point of beginning.		
Said tract or parcel of land containing 4.437 acres (193,260 square feet) more or less.		

STORMWATER MANAGEMENT NOTE:		
SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND OVERBANK FLOODING PROTECTION PER THE CODE REQUIREMENTS. DETENTION SHALL BE PROVIDED WITHIN A CONCRETE VAULT BENEATH THE PARKING DECK.		

VARIANCES:		
PROPOSED REDUCTION OF THE 50' FRONT SETBACK TO A 20' FRONT SETBACK FOR ±242 LF ALONG THE RIGHT-OF-WAY LINE.		
PROPOSED IMPERVIOUS AREA COVERAGE VARIANCE FROM 70% TO 75%.		
PROPOSED BUILDING HEIGHT VARIANCE FROM 40' TO 48'.		
PROPOSED DRIVEWAY SPACING VARIANCE FROM 300' TO AS SHOWN ON THE PLAN.		
PROPOSED REDUCTION IN THE TOTAL AMOUNT OF REQUIRED PARKING SPACES BASED ON THE PARKING REDUCTION MEMO PREPARED BY KIMLEY-HORN.		



Kimley»Horn
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ATLANTA, GA 30309
PHONE: 404.419.8700
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KB VENTURE PARTNERS, LLC
1099 ALPHARETTA STREET
ROSWELL, GA 30075
PHONE: 770.366.0744

KIMBALL 154
154 KIMBALL BRIDGE ROAD, ALPHARETTA, GA 30009
LAND LOT 801, 1ST DISTRICT, 2ND SECTION
PARCEL ID 12-2842-2801-011-1



GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	JTR
DESIGNED BY	JTR
REVIEWED BY	BRM
DATE	03/31/2021
PROJECT NO.	013796000
TITLE	ZONING SITE PLAN

SHEET NUMBER
ZP-01

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1 **Kimball Bridge Road at Westside Parkway** **AM PEAK HOUR**

Description	Westside Parkway				Westside Parkway				Kimball Bridge Road				Kimball Bridge Road			
	<u>Northbound</u>				<u>Southbound</u>				<u>Eastbound</u>				<u>Westbound</u>			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	3	5	508	91	0	414	1,217	1	0	6	0	4	0	81	0	194
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles	0	0	9	1	0	2	7	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%	2%	0%	2%	0%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	3	5	523	94	0	427	1254	1	0	6	0	4	0	83	0	200
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	3	5	534	96	0	436	1,279	1	0	6	0	4	0	85	0	204
Project Trips																
Trip Distribution IN				25%		25%								25%		25%
Trip Distribution OUT																
Office Trips	0	0	0	38	0	38	0	0	0	0	0	0	0	6	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	38	0	38	0	0	0	0	0	0	0	6	0	6
2023 Buildout Total	3	5	534	134	0	474	1,279	1	0	6	0	4	0	91	0	210
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

Description	Westside Parkway				Westside Parkway				Kimball Bridge Road				Kimball Bridge Road			
	<u>Northbound</u>				<u>Southbound</u>				<u>Eastbound</u>				<u>Westbound</u>			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	1	782	120	0	135	589	4	0	6	3	11	0	133	0	390
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	1	1	805	124	0	139	607	4	0	6	3	11	0	137	0	402
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	1	1	821	126	0	142	619	4	0	6	3	11	0	140	0	410
Project Trips																
Trip Distribution IN				25%		25%										
Trip Distribution OUT														25%		25%
Office Trips	0	0	0	7	0	7	0	0	0	0	0	0	0	38	0	38
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	7	0	7	0	0	0	0	0	0	0	38	0	38
2023 Buildout Total	1	1	821	133	0	149	619	4	0	6	3	11	0	178	0	448
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT
Intersection #2
Kimball Bridge Road at Stratham Drive/Site Driveway A
AM PEAK HOUR

Description	Stratham Drive				Site Driveway A				Kimball Bridge Road				Kimball Bridge Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	8	0	9	0	0	0	0	0	0	603	5	0	3	299	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	4	1	0	0	9	0
Heavy Vehicle %	0%	2%	0%	11%	0%	0%	0%	0%	0%	0%	2%	20%	0%	2%	3%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	8	0	9	0	0	0	0	0	0	621	5	0	3	308	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	8	0	9	0	0	0	0	0	0	633	5	0	3	314	0
Project Trips																
Trip Distribution IN										35%	15%					20%
Trip Distribution OUT						20%		25%						15%		
Office Trips	0	0	0	0	0	5	0	6	0	53	23	0	0	0	4	30
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	5	0	6	0	53	23	0	0	0	4	30
2023 Buildout Total	0	8	0	9	0	5	0	6	0	53	656	5	0	3	318	30
2023 Buildout Heavy Vehicle %	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%	2%	20%	2%	2%	3%	2%

PM PEAK HOUR

Description	Stratham Drive				Site Driveway A				Kimball Bridge Road				Kimball Bridge Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	8	0	2	0	0	0	0	0	0	218	9	0	2	514	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
Heavy Vehicle %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	2%	2%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	8	0	2	0	0	0	0	0	0	225	9	0	2	529	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	8	0	2	0	0	0	0	0	0	230	9	0	2	540	0
Project Trips																
Trip Distribution IN										35%	15%					20%
Trip Distribution OUT						20%		25%						15%		
Office Trips	0	0	0	0	0	30	0	38	0	10	4	0	0	0	23	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	30	0	38	0	10	4	0	0	0	23	6
2023 Buildout Total	0	8	0	2	0	30	0	38	0	10	234	9	0	2	563	6
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #3 **Kimball Bridge Road at Northwinds Parkway** **AM PEAK HOUR**

Description	Northwinds Parkway				Northwinds Parkway				Kimball Bridge Road				Kimball Bridge Road			
	<u>Northbound</u>		<u>Southbound</u>		<u>Eastbound</u>		<u>Westbound</u>		<u>Eastbound</u>		<u>Westbound</u>		<u>Eastbound</u>		<u>Westbound</u>	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	13	10	139	0	192	141	16	0	16	534	74	0	220	271	58
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	1	0	2	0	0	0	2	0	1	2	0	0	0	3	0
Heavy Vehicle %	2%	8%	2%	2%	0%	2%	2%	13%	0%	6%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	1	13	10	143	0	198	145	16	0	16	550	76	0	227	279	60
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	1	13	10	146	0	202	148	16	0	16	561	78	0	232	285	61
Project Trips																
Trip Distribution IN		10%						25%							15%	
Trip Distribution OUT										25%	15%	10%				
Office Trips	0	15	0	0	0	0	0	38	0	6	4	3	0	0	23	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	15	0	0	0	0	0	38	0	6	4	3	0	0	23	0
2023 Buildout Total	1	28	10	146	0	202	148	54	0	22	565	81	0	232	308	61
2023 Buildout Heavy Vehicle %	2%	4%	2%	2%	2%	2%	2%	4%	2%	5%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

Description	Northwinds Parkway				Northwinds Parkway				Kimball Bridge Road				Kimball Bridge Road			
	<u>Northbound</u>		<u>Southbound</u>		<u>Eastbound</u>		<u>Westbound</u>		<u>Eastbound</u>		<u>Westbound</u>		<u>Eastbound</u>		<u>Westbound</u>	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	1	48	154	141	0	63	33	5	0	15	163	21	0	199	453	139
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	1	49	159	145	0	65	34	5	0	15	168	22	0	205	467	143
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	1	50	162	148	0	66	35	5	0	15	171	22	0	209	476	146
Project Trips																
Trip Distribution IN		10%						25%							15%	
Trip Distribution OUT										25%	15%	10%				
Office Trips	0	3	0	0	0	0	0	7	0	38	23	15	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	0	0	0	0	0	7	0	38	23	15	0	0	4	0
2023 Buildout Total	1	53	162	148	0	66	35	12	0	53	194	37	0	209	480	146
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4 Kimball Bridge Road at /Site Driveway B AM PEAK HOUR

Description	Northbound				Site Driveway B				Kimball Bridge Road				Kimball Bridge Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	603	0	0	0	302	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	621	0	0	0	311	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	633	0	0	0	317	0
Project Trips																
Trip Distribution IN										15%					20%	30%
Trip Distribution OUT						30%		15%			20%					
Office Trips	0	0	0	0	0	8	0	4	0	23	5	0	0	0	30	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	8	0	4	0	23	5	0	0	0	30	46
2023 Buildout Total	0	0	0	0	0	8	0	4	0	23	638	0	0	0	347	46
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

Description	Northbound				Site Driveway B				Kimball Bridge Road				Kimball Bridge Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	218	0	0	0	516	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	225	0	0	0	531	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	230	0	0	0	542	0
Project Trips																
Trip Distribution IN										15%					20%	30%
Trip Distribution OUT						30%		15%			20%					
Office Trips	0	0	0	0	0	45	0	23	0	4	30	0	0	0	6	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	45	0	23	0	4	30	0	0	0	6	8
2023 Buildout Total	0	0	0	0	0	45	0	23	0	4	260	0	0	0	548	8
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5 **Kimball Bridge Road at /Site Driveway C** **AM PEAK HOUR**

Description	Northbound				Site Driveway C				Kimball Bridge Road				Kimball Bridge Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	603	0	0	0	302	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	621	0	0	0	311	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	633	0	0	0	317	0
Project Trips																
Trip Distribution IN															50%	
Trip Distribution OUT											50%					
Office Trips	0	0	0	0	0	0	0	0	0	0	13	0	0	0	76	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	13	0	0	0	76	0
2023 Buildout Total	0	0	0	0	0	0	0	0	0	0	646	0	0	0	393	0
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

Description	Northbound				Site Driveway C				Kimball Bridge Road				Kimball Bridge Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	218	0	0	0	516	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted 2021 Volumes	0	0	0	0	0	0	0	0	0	0	225	0	0	0	531	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
2023 Background Traffic	0	0	0	0	0	0	0	0	0	0	230	0	0	0	542	0
Project Trips																
Trip Distribution IN															50%	
Trip Distribution OUT											50%					
Office Trips	0	0	0	0	0	0	0	0	0	0	75	0	0	0	14	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	75	0	0	0	14	0
2023 Buildout Total	0	0	0	0	0	0	0	0	0	0	305	0	0	0	556	0
2023 Buildout Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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Synchro Analysis Reports

HCM 6th Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Existing 2021 Conditions - AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	83	0	200	8	523	94	427	1254	1
Future Volume (veh/h)	6	0	4	83	0	200	8	523	94	427	1254	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	86	0	13	8	539	69	440	1293	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	68	0	0	154	0	100	371	2692	1201	755	2998	2
Arrive On Green	0.06	0.00	0.00	0.06	0.00	0.06	0.01	0.76	0.76	0.07	0.82	0.82
Sat Flow, veh/h	364	0	0	1739	0	1585	1781	3554	1585	1781	3644	3
Grp Volume(v), veh/h	6	0	0	86	0	13	8	539	69	440	630	664
Grp Sat Flow(s),veh/h/ln	364	0	0	1739	0	1585	1781	1777	1585	1781	1777	1870
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.2	0.2	6.9	1.8	8.3	15.6	15.6
Cycle Q Clear(g_c), s	8.1	0.0	0.0	7.5	0.0	1.2	0.2	6.9	1.8	8.3	15.6	15.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	0	154	0	100	371	2692	1201	755	1462	1539
V/C Ratio(X)	0.09	0.00	0.00	0.56	0.00	0.13	0.02	0.20	0.06	0.58	0.43	0.43
Avail Cap(c_a), veh/h	186	0	0	274	0	231	474	2692	1201	1076	1462	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.8	0.0	0.0	73.8	0.0	70.8	4.4	5.5	4.9	3.2	3.9	3.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.1	0.0	0.6	0.0	0.2	0.1	0.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.6	0.0	0.5	0.1	2.4	0.6	2.3	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	0.0	76.9	0.0	71.4	4.5	5.7	5.0	3.9	4.8	4.8
LnGrp LOS	E	A	A	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h	6			99			616			1734		
Approach Delay, s/veh	78.3			76.2			5.6			4.6		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	137.5		16.8	16.1	127.1		16.8				
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 11	* 1.1E2		* 23	40.5	* 79		* 23				
Max Q Clear Time (g_c+I1), s	2.2	17.6		9.5	10.3	8.9		10.1				
Green Ext Time (p_c), s	0.0	30.3		0.3	1.4	8.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.9											
HCM 6th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	621	5	3	308	8	9
Future Vol, veh/h	621	5	3	308	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	3	2	11
Mvmt Flow	654	5	3	324	8	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	659	0	984	654
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.12	-	6.42	6.31
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.399
Pot Cap-1 Maneuver	-	-	929	-	275	451
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	929	-	274	451
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	725	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	346	-	-	929	-	
HCM Lane V/C Ratio	0.052	-	-	0.003	-	
HCM Control Delay (s)	16	-	-	8.9	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Existing 2021 Conditions - AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	550	76	227	279	60	14	10	143	198	145	16
Future Volume (veh/h)	16	550	76	227	279	60	14	10	143	198	145	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	561	29	232	285	31	14	10	8	202	148	7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	631	534	355	816	692	36	26	54	263	511	24
Arrive On Green	0.01	0.34	0.34	0.11	0.44	0.44	0.03	0.03	0.03	0.15	0.15	0.15
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1060	757	1585	1781	3455	163
Grp Volume(v), veh/h	16	561	29	232	285	31	24	0	8	202	76	79
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1817	0	1585	1781	1777	1841
Q Serve(g_s), s	0.4	18.0	0.8	4.9	6.4	0.7	0.8	0.0	0.3	6.9	2.4	2.4
Cycle Q Clear(g_c), s	0.4	18.0	0.8	4.9	6.4	0.7	0.8	0.0	0.3	6.9	2.4	2.4
Prop In Lane	1.00		1.00	1.00		1.00	0.58		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	479	631	534	355	816	692	62	0	54	263	263	272
V/C Ratio(X)	0.03	0.89	0.05	0.65	0.35	0.04	0.39	0.00	0.15	0.77	0.29	0.29
Avail Cap(c_a), veh/h	893	893	757	578	893	757	457	0	399	299	298	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	19.8	14.1	13.8	11.8	10.2	29.9	0.0	29.6	25.9	24.0	24.0
Incr Delay (d2), s/veh	0.0	6.4	0.0	0.8	0.5	0.1	1.5	0.0	0.5	13.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.0	0.3	1.7	2.4	0.2	0.4	0.0	0.1	3.7	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	26.3	14.2	14.6	12.4	10.3	31.4	0.0	30.1	38.9	25.3	25.2
LnGrp LOS	B	C	B	B	B	B	C	A	C	D	C	C
Approach Vol, veh/h	606			548			32			357		
Approach Delay, s/veh	25.4			13.2			31.1			33.0		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	34.4		7.2	13.1	28.1		14.7				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4				
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6				
Max Q Clear Time (g_c+I1), s	2.4	8.4		2.8	6.9	20.0		8.9				
Green Ext Time (p_c), s	0.0	3.2		0.0	0.2	1.4		0.5				

Intersection Summary

HCM 6th Ctrl Delay 22.9

HCM 6th LOS C

Notes

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

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

HCM 6th Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Existing 2021 Conditions - PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	11	137	0	402	2	805	124	139	607	4
Future Volume (veh/h)	6	3	11	137	0	402	2	805	124	139	607	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	3	1	151	0	210	2	885	62	153	667	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	0	2	2	2	2	2	2	2
Cap, veh/h	107	39	8	294	0	255	502	2032	906	437	2273	14
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	0.57	0.57	0.06	0.63	0.63
Sat Flow, veh/h	259	243	50	1328	0	1585	1781	3554	1585	1781	3622	22
Grp Volume(v), veh/h	11	0	0	151	0	210	2	885	62	153	327	344
Grp Sat Flow(s),veh/h/ln	552	0	0	1328	0	1585	1781	1777	1585	1781	1777	1866
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	11.5	0.0	12.8	1.6	3.1	7.6	7.6
Cycle Q Clear(g_c), s	10.1	0.0	0.0	10.1	0.0	11.5	0.0	12.8	1.6	3.1	7.6	7.6
Prop In Lane	0.64		0.09	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	154	0	0	294	0	255	502	2032	906	437	1115	1172
V/C Ratio(X)	0.07	0.00	0.00	0.51	0.00	0.82	0.00	0.44	0.07	0.35	0.29	0.29
Avail Cap(c_a), veh/h	256	0	0	402	0	375	671	2032	906	606	1115	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	0.0	35.9	0.0	36.5	8.2	11.0	8.6	7.8	7.6	7.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.4	0.0	9.2	0.0	0.7	0.1	0.5	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	3.2	0.0	5.0	0.0	4.5	0.5	1.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	0.0	37.3	0.0	45.7	8.2	11.7	8.7	8.3	8.3	8.3
LnGrp LOS	C	A	A	D	A	D	A	B	A	A	A	A
Approach Vol, veh/h		11			361			949			824	
Approach Delay, s/veh		32.5			42.2			11.5			8.3	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	62.4		21.2	11.5	57.4		21.2				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 41		* 21	* 14	* 36		* 21				
Max Q Clear Time (g_c+I1), s	2.0	9.6		13.5	5.1	14.8		12.1				
Green Ext Time (p_c), s	0.0	8.4		0.9	0.2	10.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

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

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	225	9	2	529	8	2
Future Vol, veh/h	225	9	2	529	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	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	239	10	2	563	9	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	806	239
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1317	-	351	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	350	800
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	567	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	394	-	-	1317	-	
HCM Lane V/C Ratio	0.027	-	-	0.002	-	
HCM Control Delay (s)	14.4	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Existing 2021 Conditions - PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	168	22	205	467	143	50	159	145	65	34	5
Future Volume (veh/h)	15	168	22	205	467	143	50	159	145	65	34	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	185	5	225	513	54	55	175	14	71	37	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	468	396	534	670	568	70	222	250	148	294	8
Arrive On Green	0.01	0.25	0.25	0.12	0.36	0.36	0.16	0.16	0.16	0.08	0.08	0.08
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	442	1406	1585	1781	3535	95
Grp Volume(v), veh/h	16	185	5	225	513	54	230	0	14	71	19	19
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1848	0	1585	1781	1777	1853
Q Serve(g_s), s	0.4	4.9	0.1	5.2	14.6	1.4	7.2	0.0	0.5	2.3	0.6	0.6
Cycle Q Clear(g_c), s	0.4	4.9	0.1	5.2	14.6	1.4	7.2	0.0	0.5	2.3	0.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	0.24		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	238	468	396	534	670	568	291	0	250	148	148	154
V/C Ratio(X)	0.07	0.40	0.01	0.42	0.77	0.10	0.79	0.00	0.06	0.48	0.13	0.13
Avail Cap(c_a), veh/h	689	940	796	761	940	796	489	0	419	314	313	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	18.8	17.0	12.7	17.1	12.8	24.4	0.0	21.5	26.3	25.5	25.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.2	4.3	0.2	1.8	0.0	0.0	5.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	0.0	1.8	6.2	0.4	3.0	0.0	0.2	1.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	19.0	17.0	12.9	21.4	13.0	26.2	0.0	21.6	31.4	26.3	26.3
LnGrp LOS	B	B	B	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h		206			792			244			109	
Approach Delay, s/veh		18.8			18.4			25.9			29.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	28.3		14.6	13.3	21.8		10.4				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4				
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6				
Max Q Clear Time (g_c+I1), s	2.4	16.6		9.2	7.2	6.9		4.3				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.2	0.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

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

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

HCM 6th Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Existing 2021 Conditions - AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	85	0	204	8	534	96	436	1279	1
Future Volume (veh/h)	6	0	4	85	0	204	8	534	96	436	1279	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	88	0	14	8	551	69	449	1319	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	68	0	0	156	0	101	361	2681	1196	748	2994	2
Arrive On Green	0.06	0.00	0.00	0.06	0.00	0.06	0.01	0.75	0.75	0.07	0.82	0.82
Sat Flow, veh/h	359	0	0	1740	0	1585	1781	3554	1585	1781	3644	3
Grp Volume(v), veh/h	6	0	0	88	0	14	8	551	69	449	643	677
Grp Sat Flow(s),veh/h/ln	359	0	0	1740	0	1585	1781	1777	1585	1781	1777	1870
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.3	0.2	7.2	1.8	8.5	16.2	16.2
Cycle Q Clear(g_c), s	8.3	0.0	0.0	7.7	0.0	1.3	0.2	7.2	1.8	8.5	16.2	16.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	0	156	0	101	361	2681	1196	748	1460	1536
V/C Ratio(X)	0.09	0.00	0.00	0.56	0.00	0.14	0.02	0.21	0.06	0.60	0.44	0.44
Avail Cap(c_a), veh/h	184	0	0	274	0	231	465	2681	1196	1066	1460	1536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.8	0.0	0.0	73.7	0.0	70.7	4.6	5.7	5.0	3.3	4.0	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.1	0.0	0.6	0.0	0.2	0.1	0.8	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.7	0.0	0.6	0.1	2.5	0.6	2.4	5.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	0.0	76.8	0.0	71.3	4.6	5.9	5.1	4.1	5.0	4.9
LnGrp LOS	E	A	A	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h	6			102			628			1769		
Approach Delay, s/veh	78.3			76.1			5.8			4.7		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	137.4		16.9	16.4	126.6		16.9				
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 11	* 1.1E2		* 23	40.5	* 79		* 23				
Max Q Clear Time (g_c+I1), s	2.2	18.2		9.7	10.5	9.2		10.3				
Green Ext Time (p_c), s	0.0	31.6		0.3	1.4	9.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

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

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	633	5	3	314	8	9
Future Vol, veh/h	633	5	3	314	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	3	2	11
Mvmt Flow	666	5	3	331	8	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	671	0	1003	666
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	-	-	4.12	-	6.42	6.31
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.399
Pot Cap-1 Maneuver	-	-	919	-	268	444
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	919	-	267	444
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	720	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16.2	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	338	-	-	919	-	
HCM Lane V/C Ratio	0.053	-	-	0.003	-	
HCM Control Delay (s)	16.2	-	-	8.9	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Existing 2021 Conditions - AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	561	78	232	285	61	14	10	146	202	148	16
Future Volume (veh/h)	16	561	78	232	285	61	14	10	146	202	148	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	572	30	237	291	31	14	10	8	206	151	8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	640	542	354	827	701	36	26	54	265	510	27
Arrive On Green	0.01	0.34	0.34	0.11	0.44	0.44	0.03	0.03	0.03	0.15	0.15	0.15
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1060	757	1585	1781	3434	181
Grp Volume(v), veh/h	16	572	30	237	291	31	24	0	8	206	78	81
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1817	0	1585	1781	1777	1838
Q Serve(g_s), s	0.4	18.6	0.8	5.1	6.6	0.7	0.8	0.0	0.3	7.2	2.5	2.5
Cycle Q Clear(g_c), s	0.4	18.6	0.8	5.1	6.6	0.7	0.8	0.0	0.3	7.2	2.5	2.5
Prop In Lane	1.00		1.00	1.00		1.00	0.58		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	480	640	542	354	827	701	62	0	54	265	264	273
V/C Ratio(X)	0.03	0.89	0.06	0.67	0.35	0.04	0.39	0.00	0.15	0.78	0.29	0.30
Avail Cap(c_a), veh/h	886	878	744	567	878	744	449	0	392	294	293	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	20.1	14.2	14.0	11.9	10.2	30.4	0.0	30.2	26.4	24.4	24.4
Incr Delay (d2), s/veh	0.0	7.4	0.0	0.8	0.5	0.1	1.5	0.0	0.5	14.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.4	0.3	1.7	2.5	0.2	0.4	0.0	0.1	3.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	27.4	14.2	14.8	12.4	10.3	31.9	0.0	30.6	40.5	25.7	25.7
LnGrp LOS	B	C	B	B	B	B	C	A	C	D	C	C
Approach Vol, veh/h	618			559			32			365		
Approach Delay, s/veh	26.4			13.3			31.6			34.1		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	35.2		7.3	13.3	28.8		15.0				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4				
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6				
Max Q Clear Time (g_c+l1), s	2.4	8.6		2.8	7.1	20.6		9.2				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.2	1.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

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

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

HCM 6th Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
No Build 2023 Conditions - PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	11	140	0	410	2	821	126	142	619	4
Future Volume (veh/h)	6	3	11	140	0	410	2	821	126	142	619	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	3	1	154	0	222	2	902	62	156	680	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	0	2	2	2	2	2	2	2
Cap, veh/h	111	41	9	303	0	266	488	2001	892	427	2247	13
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.00	0.56	0.56	0.06	0.62	0.62
Sat Flow, veh/h	273	243	52	1329	0	1585	1781	3554	1585	1781	3622	21
Grp Volume(v), veh/h	11	0	0	154	0	222	2	902	62	156	334	350
Grp Sat Flow(s),veh/h/ln	567	0	0	1329	0	1585	1781	1777	1585	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	12.2	0.0	13.4	1.6	3.2	7.9	7.9
Cycle Q Clear(g_c), s	10.3	0.0	0.0	10.2	0.0	12.2	0.0	13.4	1.6	3.2	7.9	7.9
Prop In Lane	0.64		0.09	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	161	0	0	303	0	266	488	2001	892	427	1102	1158
V/C Ratio(X)	0.07	0.00	0.00	0.51	0.00	0.83	0.00	0.45	0.07	0.37	0.30	0.30
Avail Cap(c_a), veh/h	252	0	0	402	0	375	658	2001	892	593	1102	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	35.4	0.0	36.2	8.5	11.5	8.9	8.2	8.0	8.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	10.7	0.0	0.7	0.2	0.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	3.2	0.0	5.4	0.0	4.8	0.5	1.1	2.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	0.0	36.7	0.0	46.9	8.5	12.2	9.1	8.8	8.7	8.7
LnGrp LOS	C	A	A	D	A	D	A	B	A	A	A	A
Approach Vol, veh/h	11			376			966			840		
Approach Delay, s/veh	32.0			42.7			12.0			8.7		
Approach LOS	C			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	61.7		21.8	11.6	56.6		21.8				
Change Period (Y+Rc), s	* 6.2	* 5.9		* 6.7	* 6.3	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 8.8	* 41		* 21	* 14	* 36		* 21				
Max Q Clear Time (g_c+l1), s	2.0	9.9		14.2	5.2	15.4		12.3				
Green Ext Time (p_c), s	0.0	8.6		0.9	0.2	10.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay 16.1

HCM 6th LOS B

Notes

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

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	230	9	2	540	8	2
Future Vol, veh/h	230	9	2	540	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	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	245	10	2	574	9	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	255	0	823	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	578	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1310	-	343	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1310	-	342	794
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	386	-	-	1310	-	
HCM Lane V/C Ratio	0.028	-	-	0.002	-	
HCM Control Delay (s)	14.6	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
No Build 2023 Conditions - PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	171	22	209	476	146	51	162	148	66	35	5
Future Volume (veh/h)	15	171	22	209	476	146	51	162	148	66	35	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	188	4	230	523	55	56	178	15	73	38	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	453	384	514	659	558	70	221	249	217	432	11
Arrive On Green	0.01	0.24	0.24	0.12	0.35	0.35	0.16	0.16	0.16	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	442	1406	1585	1781	3538	93
Grp Volume(v), veh/h	16	188	4	230	523	55	234	0	15	73	19	20
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1848	0	1585	1781	1777	1854
Q Serve(g_s), s	0.4	5.5	0.1	5.9	16.5	1.5	8.0	0.0	0.5	2.5	0.6	0.6
Cycle Q Clear(g_c), s	0.4	5.5	0.1	5.9	16.5	1.5	8.0	0.0	0.5	2.5	0.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	0.24		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	215	453	384	514	659	558	291	0	249	217	217	226
V/C Ratio(X)	0.07	0.41	0.01	0.45	0.79	0.10	0.81	0.00	0.06	0.34	0.09	0.09
Avail Cap(c_a), veh/h	626	862	730	703	862	730	448	0	385	288	287	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	20.9	18.9	14.3	19.1	14.3	26.6	0.0	23.5	26.3	25.5	25.5
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	5.7	0.2	3.0	0.0	0.0	1.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.3	0.0	2.1	7.4	0.5	3.5	0.0	0.2	1.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	21.1	18.9	14.6	24.8	14.4	29.6	0.0	23.5	28.3	25.9	25.9
LnGrp LOS	B	C	B	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h	208			808			249			112		
Approach Delay, s/veh	20.9			21.2			29.3			27.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	29.9		15.4	14.1	22.7		13.4				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4				
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6				
Max Q Clear Time (g_c+I1), s	2.4	18.5		10.0	7.9	7.5		4.5				
Green Ext Time (p_c), s	0.0	4.6		0.4	0.2	0.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

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

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

HCM 6th Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Build 2023 Conditions - AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	4	91	0	210	8	534	134	474	1279	1
Future Volume (veh/h)	6	0	4	91	0	210	8	534	134	474	1279	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	0	0	94	0	16	8	551	96	489	1319	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	2	2	2	2	2	2	2
Cap, veh/h	68	0	0	162	0	107	359	2638	1177	738	2982	2
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.01	0.74	0.74	0.08	0.82	0.82
Sat Flow, veh/h	343	0	0	1743	0	1585	1781	3554	1585	1781	3644	3
Grp Volume(v), veh/h	6	0	0	94	0	16	8	551	96	489	643	677
Grp Sat Flow(s),veh/h/ln	343	0	0	1743	0	1585	1781	1777	1585	1781	1777	1870
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.5	0.2	7.6	2.7	9.8	16.5	16.5
Cycle Q Clear(g_c), s	8.8	0.0	0.0	8.2	0.0	1.5	0.2	7.6	2.7	9.8	16.5	16.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	0	0	162	0	107	359	2638	1177	738	1454	1530
V/C Ratio(X)	0.09	0.00	0.00	0.58	0.00	0.15	0.02	0.21	0.08	0.66	0.44	0.44
Avail Cap(c_a), veh/h	179	0	0	275	0	231	463	2638	1177	1041	1454	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.7	0.0	0.0	73.4	0.0	70.3	5.0	6.3	5.7	3.6	4.1	4.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.2	0.0	0.6	0.0	0.2	0.1	1.0	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.9	0.0	0.6	0.1	2.7	0.9	2.8	5.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	0.0	76.6	0.0	70.9	5.0	6.5	5.8	4.7	5.1	5.1
LnGrp LOS	E	A	A	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h	6		110			655			1809			
Approach Delay, s/veh	78.3		75.8			6.4			5.0			
Approach LOS	E		E			A			A			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.7	136.8	17.5		17.8	124.7	17.5					
Change Period (Y+Rc), s	* 4.2	* 5.9	* 6.7		4.5	* 5.9	* 6.7					
Max Green Setting (Gmax), s	* 11	* 1.1E2	* 23		40.5	* 79	* 23					
Max Q Clear Time (g_c+I1), s	2.2	18.5	10.2		11.8	9.6	10.8					
Green Ext Time (p_c), s	0.0	31.5	0.3		1.5	9.3	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	8.5											
HCM 6th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th TWSC
2: Stratham Drive/Site Driveway A & Kimball Bridge Road

154 Kimball Bridge Road TIA
Build 2023 Conditions - AM Peak

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔				↔	
Traffic Vol, veh/h	53	656	5	3	318	30	8	0	9	5	0	6
Future Vol, veh/h	53	656	5	3	318	30	8	0	9	5	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	20	2	3	0	2	0	11	0	0	0
Mvmt Flow	56	691	5	3	335	32	8	0	9	5	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	696	0	0	1163	-	691	1167	1165	351
Stage 1	-	-	-	-	-	-	803	-	-	357	357	-
Stage 2	-	-	-	-	-	-	360	-	-	810	808	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	-	6.31	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	-	3.399	3.5	4	3.3
Pot Cap-1 Maneuver	1203	-	-	900	-	-	172	0	429	172	196	697
Stage 1	-	-	-	-	-	-	377	0	-	665	632	-
Stage 2	-	-	-	-	-	-	658	0	-	377	397	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1203	-	-	900	-	-	160	-	429	158	180	697
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	-	-	158	180	-
Stage 1	-	-	-	-	-	-	348	-	-	614	629	-
Stage 2	-	-	-	-	-	-	649	-	-	341	367	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			21.2			18.8		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	1203	-	-	900	-	-	273
HCM Lane V/C Ratio	0.075	0.046	-	-	0.004	-	-	0.042
HCM Control Delay (s)	21.2	8.1	0	-	9	0	-	18.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Build 2023 Conditions - AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	565	81	232	308	61	28	10	146	202	148	54
Future Volume (veh/h)	22	565	81	232	308	61	28	10	146	202	148	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	577	31	237	314	30	29	10	8	206	151	22
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	642	544	348	822	696	59	20	69	262	460	66
Arrive On Green	0.02	0.34	0.34	0.11	0.44	0.44	0.04	0.04	0.04	0.15	0.15	0.15
Sat Flow, veh/h	1725	1870	1585	1781	1870	1585	1341	462	1585	1781	3120	447
Grp Volume(v), veh/h	22	577	31	237	314	30	39	0	8	206	85	88
Grp Sat Flow(s),veh/h/ln	1725	1870	1585	1781	1870	1585	1803	0	1585	1781	1777	1790
Q Serve(g_s), s	0.5	19.3	0.9	5.2	7.5	0.7	1.4	0.0	0.3	7.4	2.8	2.9
Cycle Q Clear(g_c), s	0.5	19.3	0.9	5.2	7.5	0.7	1.4	0.0	0.3	7.4	2.8	2.9
Prop In Lane	1.00		1.00	1.00		1.00	0.74		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	462	642	544	348	822	696	79	0	69	262	262	264
V/C Ratio(X)	0.05	0.90	0.06	0.68	0.38	0.04	0.49	0.00	0.12	0.78	0.32	0.33
Avail Cap(c_a), veh/h	852	856	725	552	856	725	434	0	382	286	285	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	20.6	14.5	14.4	12.5	10.6	30.8	0.0	30.3	27.1	25.2	25.2
Incr Delay (d2), s/veh	0.0	8.4	0.0	0.9	0.6	0.1	1.8	0.0	0.3	15.1	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.0	0.3	1.8	2.9	0.2	0.6	0.0	0.1	4.0	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	29.0	14.5	15.3	13.1	10.6	32.6	0.0	30.6	42.3	26.7	26.8
LnGrp LOS	B	C	B	B	B	B	C	A	C	D	C	C
Approach Vol, veh/h	630			581			47			379		
Approach Delay, s/veh	27.7			13.9			32.3			35.2		
Approach LOS	C			B			C			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	35.8		8.0	13.4	29.5		15.1				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4				
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6				
Max Q Clear Time (g_c+I1), s	2.5	9.5		3.4	7.2	21.3		9.4				
Green Ext Time (p_c), s	0.0	3.5		0.1	0.2	1.3		0.4				

Intersection Summary

HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

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

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

HCM 6th TWSC
4: Kimball Bridge Road & Site Driveway B

154 Kimball Bridge Road TIA
Build 2023 Conditions - AM Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	638	347	46	8	4
Future Vol, veh/h	23	638	347	46	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	23	651	354	47	8	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	401	0	-	0	1075	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	697	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1169	-	-	-	245	673
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1169	-	-	-	237	673
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	498	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		17.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1169	-	-	-	302	
HCM Lane V/C Ratio	0.02	-	-	-	0.041	
HCM Control Delay (s)	8.1	0	-	-	17.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

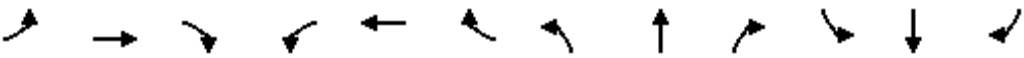
Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	646	393	0	0	0
Future Vol, veh/h	0	646	393	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	659	401	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	401	0	-	0	1060	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1169	-	-	-	250	653
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1169	-	-	-	250	653
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	518	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1169	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th Signalized Intersection Summary

1: Westside Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA

Build 2023 Conditions - PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↕	↔	↔	↕	↕
Traffic Volume (veh/h)	6	3	11	178	0	448	2	821	133	149	619	4
Future Volume (veh/h)	6	3	11	178	0	448	2	821	133	149	619	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	3	1	196	0	226	2	902	69	164	680	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	0	2	2	2	2	2	2	2
Cap, veh/h	93	33	6	316	0	295	537	1992	888	431	2071	12
Arrive On Green	0.19	0.19	0.19	0.19	0.00	0.19	0.06	0.56	0.56	0.06	0.57	0.57
Sat Flow, veh/h	146	177	32	1267	0	1585	1781	3554	1585	1781	3622	21
Grp Volume(v), veh/h	11	0	0	196	0	226	2	902	69	164	334	350
Grp Sat Flow(s),veh/h/ln	356	0	0	1267	0	1585	1781	1777	1585	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	12.2	0.0	13.5	1.8	3.4	8.9	8.9
Cycle Q Clear(g_c), s	13.9	0.0	0.0	13.8	0.0	12.2	0.0	13.5	1.8	3.4	8.9	8.9
Prop In Lane	0.64		0.09	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	132	0	0	316	0	295	537	1992	888	431	1016	1067
V/C Ratio(X)	0.08	0.00	0.00	0.62	0.00	0.77	0.00	0.45	0.08	0.38	0.33	0.33
Avail Cap(c_a), veh/h	199	0	0	388	0	375	652	1992	888	625	1016	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	35.4	0.0	34.8	7.0	11.7	9.1	8.4	10.2	10.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.1	0.0	7.1	0.0	0.7	0.2	0.6	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.2	0.0	5.1	0.0	4.8	0.6	1.2	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	0.0	37.5	0.0	41.8	7.0	12.4	9.3	9.0	11.0	11.0
LnGrp LOS	C	A	A	D	A	D	A	B	A	A	B	B
Approach Vol, veh/h	11			422			973			848		
Approach Delay, s/veh	31.2			39.8			12.2			10.6		
Approach LOS	C			D			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	57.4		23.4	10.2	56.3		23.4				
Change Period (Y+Rc), s	* 4.2	* 5.9		* 6.7	4.5	* 5.9		* 6.7				
Max Green Setting (Gmax), s	* 11	* 41		* 21	15.5	* 36		* 21				
Max Q Clear Time (g_c+I1), s	2.0	10.9		15.8	5.4	15.5		15.9				
Green Ext Time (p_c), s	0.0	8.5		0.9	0.3	10.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay 16.9

HCM 6th LOS B

Notes

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

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

HCM 6th TWSC
2: Stratham Drive/Site Driveway A & Kimball Bridge Road

154 Kimball Bridge Road TIA
Build 2023 Conditions - PM Peak

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	234	9	2	563	6	8	0	2	30	0	38
Future Vol, veh/h	10	234	9	2	563	6	8	0	2	30	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	0	-	-	-	-	-
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, %	0	2	2	2	2	0	2	0	2	0	0	0
Mvmt Flow	11	249	10	2	599	6	9	0	2	32	0	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	259	0	0	897	-	249	883	887	602
Stage 1	-	-	-	-	-	-	271	-	-	606	606	-
Stage 2	-	-	-	-	-	-	626	-	-	277	281	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	-	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	-	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	983	-	-	1306	-	-	261	0	790	269	285	503
Stage 1	-	-	-	-	-	-	735	0	-	487	490	-
Stage 2	-	-	-	-	-	-	472	0	-	734	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	1306	-	-	237	-	790	265	281	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	-	-	265	281	-
Stage 1	-	-	-	-	-	-	725	-	-	481	489	-
Stage 2	-	-	-	-	-	-	433	-	-	723	673	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0			18.6			17.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	276	983	-	-	1306	-	-	360				
HCM Lane V/C Ratio	0.039	0.011	-	-	0.002	-	-	0.201				
HCM Control Delay (s)	18.6	8.7	0	-	7.8	0	-	17.5				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.7				

HCM 6th Signalized Intersection Summary

3: Northwinds Parkway & Kimball Bridge Road

154 Kimball Bridge Road TIA
Build 2023 Conditions - PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	194	37	209	480	146	53	162	148	66	35	12
Future Volume (veh/h)	55	194	37	209	480	146	53	162	148	66	35	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	213	11	230	527	50	58	178	15	73	38	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	498	422	515	651	552	71	219	249	208	413	11
Arrive On Green	0.04	0.27	0.27	0.12	0.35	0.35	0.16	0.16	0.16	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	454	1394	1585	1781	3538	93
Grp Volume(v), veh/h	60	213	11	230	527	50	236	0	15	73	19	20
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1848	0	1585	1781	1777	1854
Q Serve(g_s), s	1.7	6.5	0.4	6.0	17.5	1.5	8.5	0.0	0.6	2.6	0.7	0.7
Cycle Q Clear(g_c), s	1.7	6.5	0.4	6.0	17.5	1.5	8.5	0.0	0.6	2.6	0.7	0.7
Prop In Lane	1.00		1.00	1.00		1.00	0.25		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	247	498	422	515	651	552	290	0	249	208	207	216
V/C Ratio(X)	0.24	0.43	0.03	0.45	0.81	0.09	0.81	0.00	0.06	0.35	0.09	0.09
Avail Cap(c_a), veh/h	596	825	699	691	825	699	429	0	368	276	275	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	20.8	18.6	14.4	20.3	15.0	27.9	0.0	24.6	27.9	27.0	27.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	6.7	0.2	4.4	0.0	0.0	2.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.6	0.1	2.2	8.0	0.5	3.9	0.0	0.2	1.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	21.0	18.6	14.7	27.0	15.2	32.3	0.0	24.6	30.0	27.4	27.4
LnGrp LOS	B	C	B	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h	284			807			251			112		
Approach Delay, s/veh	20.4			22.7			31.9			29.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	30.6		15.9	14.2	25.0		13.4				
Change Period (Y+Rc), s	6.1	* 6.8		* 5.1	6.1	* 6.8		5.4				
Max Green Setting (Gmax), s	15.9	* 30		* 16	14.9	* 30		10.6				
Max Q Clear Time (g_c+I1), s	3.7	19.5		10.5	8.0	8.5		4.6				
Green Ext Time (p_c), s	0.0	4.3		0.4	0.2	0.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

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

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

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	260	548	8	45	23
Future Vol, veh/h	4	260	548	8	45	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	4	286	602	9	49	25
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	611	0	-	0	901	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	978	-	-	-	311	500
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	978	-	-	-	309	500
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	761	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17.8		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	978	-	-	-	355	
HCM Lane V/C Ratio	0.004	-	-	-	0.21	
HCM Control Delay (s)	8.7	0	-	-	17.8	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	305	556	0	0	0
Future Vol, veh/h	0	305	556	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	335	611	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	611	0	-	0	946	611
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	978	-	-	-	293	497
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	978	-	-	-	293	497
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	729	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	978	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

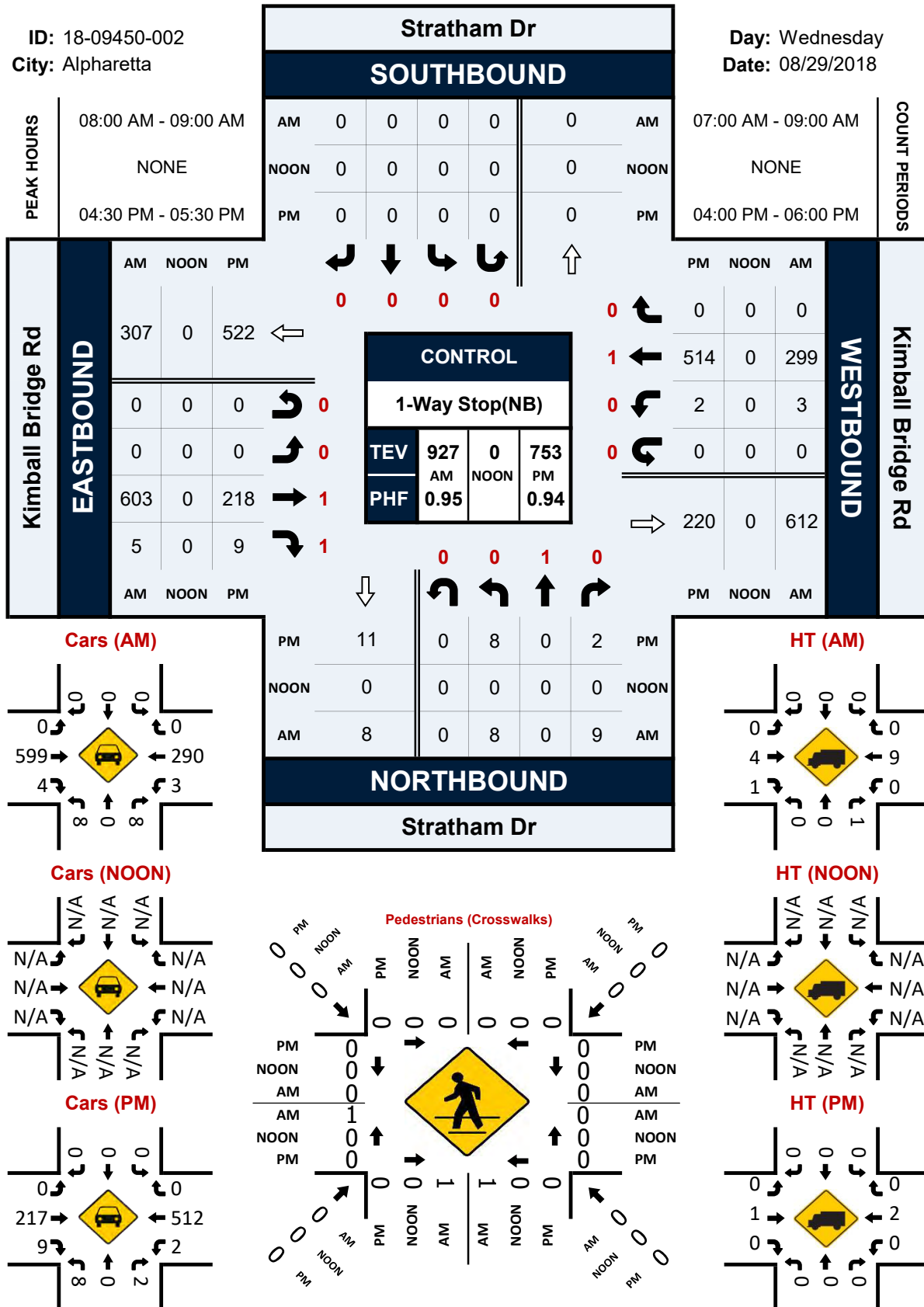
Raw Traffic Counts

Stratham Dr & Kimball Bridge Rd

Peak Hour Turning Movement Count

ID: 18-09450-002
City: Alpharetta

Day: Wednesday
Date: 08/29/2018



Project ID: 18-09450-002
Location: Stratham Dr & Kimball Bridge Rd
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Stratham Dr Northbound						Stratham Dr Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	55	0	0	1	55	0	35	0	0	0	35	92
7:15 AM	1	0	2	0	0	3	0	0	0	0	0	0	0	80	2	0	0	82	0	49	0	0	0	49	134
7:30 AM	1	0	3	0	2	4	0	0	0	0	0	0	0	108	0	0	0	108	1	55	0	0	0	56	168
7:45 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	146	0	0	0	146	1	62	0	0	0	63	213
Total	5	0	8	0	2	13	0	0	0	0	0	0	0	389	2	0	1	391	2	201	0	0	0	203	607
8:00 AM	0	0	2	0	1	2	0	0	0	0	0	0	0	162	2	0	1	164	0	77	0	0	0	77	243
8:15 AM	2	0	3	0	0	5	0	0	0	0	0	0	0	146	2	0	0	148	1	67	0	0	0	68	221
8:30 AM	3	0	2	0	1	5	0	0	0	0	0	0	0	137	0	0	0	137	2	80	0	0	0	82	224
8:45 AM	3	0	2	0	0	5	0	0	0	0	0	0	0	158	1	0	0	159	0	75	0	0	0	75	239
Total	8	0	9	0	2	17	0	0	0	0	0	0	0	603	5	0	1	608	3	299	0	0	0	302	927
BREAK																									
4:00 PM	3	0	0	0	2	3	0	0	0	0	0	0	0	70	1	0	0	71	0	99	0	0	0	99	173
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	70	4	0	0	74	1	89	0	0	0	90	165
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	69	4	0	0	73	0	117	0	0	0	117	190
4:45 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	45	1	0	0	46	1	119	0	0	0	120	169
Total	7	0	0	0	2	7	0	0	0	0	0	0	0	254	10	0	0	264	2	424	0	0	0	426	697
5:00 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	52	1	0	0	53	1	137	0	0	0	138	194
5:15 PM	2	0	2	0	0	4	0	0	0	0	0	0	0	52	3	0	0	55	0	141	0	0	0	141	200
5:30 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	49	4	0	0	53	0	122	0	0	0	122	178
5:45 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	44	2	0	0	46	0	107	0	0	0	107	156
Total	8	0	5	0	0	13	0	0	0	0	0	0	0	197	10	0	0	207	1	507	0	0	0	508	728
Grand Total	28	0	22	0	6	50	0	0	0	0	0	0	0	1443	27	0	2	1470	8	1431	0	0	0	1439	2959
Apprch %	56.0	0.0	44.0	0.0	12.0		0.0	0.0	0.0	0.0	0.0		0.0	98.2	1.8	0.0	0.1		0.6	99.4	0.0	0.0	0.0		
Total %	0.9	0.0	0.7	0.0	0.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8	0.9	0.0	0.1	49.7	0.3	48.4	0.0	0.0	0.0	48.6	
Cars, PU, Vans	28	0	19	0	6	47	0	0	0	0	0	0	0	1430	26	0	0	1456	6	1419	0	0	0	1425	2928
% Cars, PU, Vans	100.0	0.0	86.4	0.0	100.0	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	96.3	0.0	0.0	99.0	75.0	99.2	0.0	0.0	0.0	99.0	99.0
Heavy Trucks	0	0	3	0		3	0	0	0	0	0	0	0	13	1	0	0	14	2	12	0	0	0	14	31
%Heavy Trucks	0.0	0.0	13.6	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	3.7	0.0	0.0	1.0	25.0	0.8	0.0	0.0	0.0	1.0	1.0

Project ID: 18-09450-002
Location: Stratham Dr & Kimball Bridge Rd
City: Alpharetta

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Stratham Dr Northbound					Stratham Dr Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	0	0	2	0	2	0	0	0	0	0	0	162	2	0	164	0	77	0	0	77	243
8:15 AM	2	0	3	0	5	0	0	0	0	0	0	146	2	0	148	1	67	0	0	68	221
8:30 AM	3	0	2	0	5	0	0	0	0	0	0	137	0	0	137	2	80	0	0	82	224
8:45 AM	3	0	2	0	5	0	0	0	0	0	0	158	1	0	159	0	75	0	0	75	239
Total Volume	8	0	9	0	17	0	0	0	0	0	0	603	5	0	608	3	299	0	0	302	927
% App. Total	47.1	0.0	52.9	0.0	100	0.0	0.0	0.0	0.0	0	0.0	99.2	0.8	0.0	100	1.0	99.0	0.0	0.0	100	
PHF	0.850										0.927					0.921					0.954
Cars, PU, Vans	8	0	8	0	16	0	0	0	0	0	0	599	4	0	603	3	290	0	0	293	912
% Cars, PU, Vans	100.0	0.0	88.9	0.0	94.1	0.0	0.0	0.0	0.0	0.0	0.0	99.3	80.0	0.0	99.2	100.0	97.0	0.0	0.0	97.0	98.4
Heavy Trucks	0	0	1	0	1	0	0	0	0	0	0	4	1	0	5	0	9	0	0	9	15
% Heavy Trucks	0.0	0.0	11.1	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.7	20.0	0.0	0.8	0.0	3.0	0.0	0.0	3.0	1.6

PM

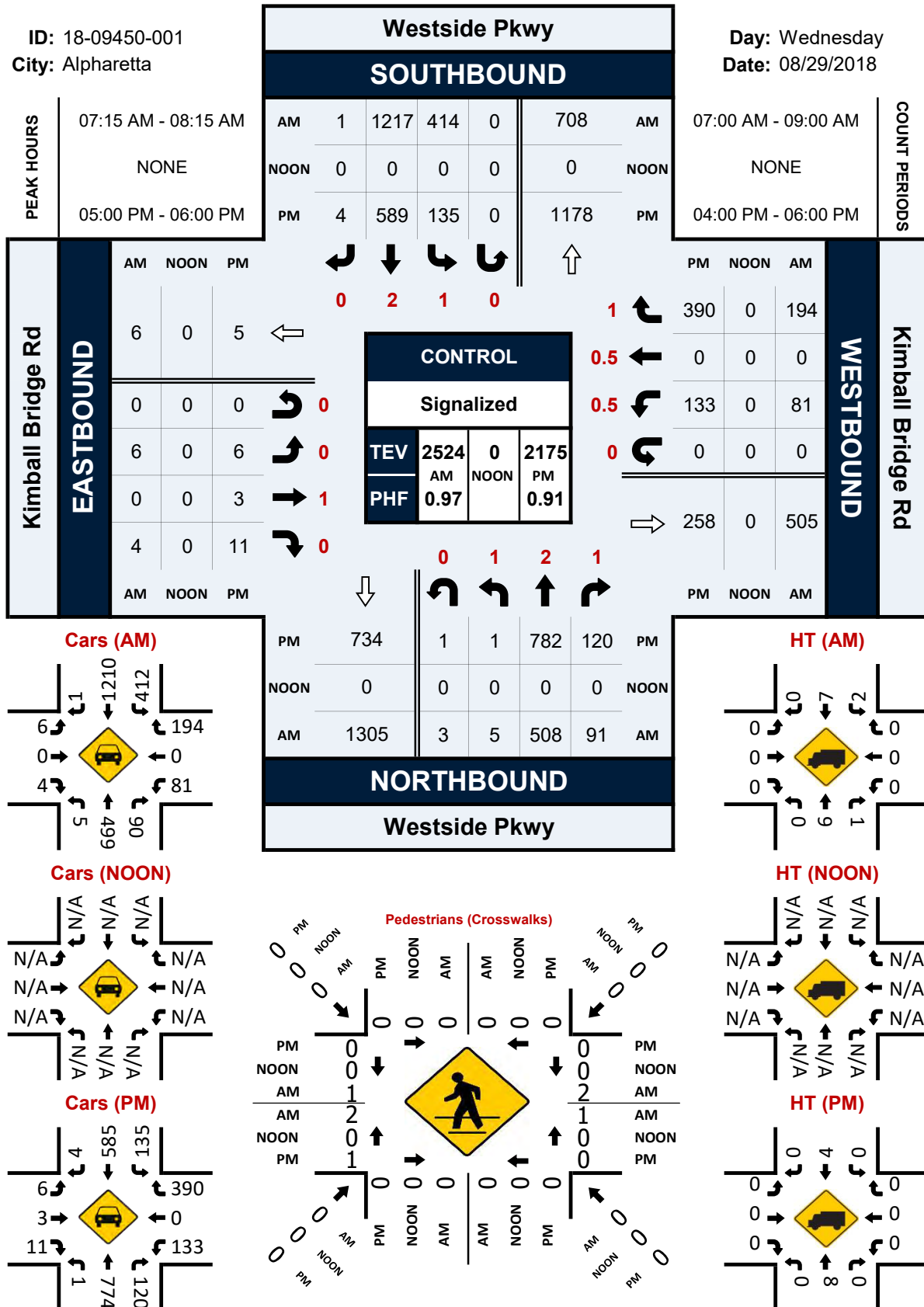
	Stratham Dr Northbound					Stratham Dr Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	69	4	0	73	0	117	0	0	117	190
4:45 PM	3	0	0	0	3	0	0	0	0	0	0	45	1	0	46	1	119	0	0	120	169
5:00 PM	3	0	0	0	3	0	0	0	0	0	0	52	1	0	53	1	137	0	0	138	194
5:15 PM	2	0	2	0	4	0	0	0	0	0	0	52	3	0	55	0	141	0	0	141	200
Total Volume	8	0	2	0	10	0	0	0	0	0	0	218	9	0	227	2	514	0	0	516	753
% App. Total	80.0	0.0	20.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	96.0	4.0	0.0	100	0.4	99.6	0.0	0.0	100	
PHF	0.625										0.777					0.915					0.941
Cars, PU, Vans	8	0	2	0	10	0	0	0	0	0	0	217	9	0	226	2	512	0	0	514	750
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	100.0	0.0	99.6	100.0	99.6	0.0	0.0	99.6	99.6
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.4	0.4

Westside Pkwy & Kimball Bridge Rd

Peak Hour Turning Movement Count

ID: 18-09450-001
City: Alpharetta

Day: Wednesday
Date: 08/29/2018



Project ID: 18-09450-001
Location: Westside Pkwy & Kimball Bridge Rd
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Westside Pkwy Northbound						Westside Pkwy Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	2	63	5	0	0	70	43	315	1	0	0	359	0	0	2	0	0	2	17	0	24	0	1	41	472
7:15 AM	1	105	16	1	0	123	72	394	0	0	0	466	1	0	0	0	0	1	19	0	40	0	2	59	649
7:30 AM	0	138	29	1	0	168	81	267	0	0	0	348	1	0	1	0	1	2	25	0	38	0	0	63	581
7:45 AM	2	143	21	1	0	167	125	270	1	0	0	396	3	0	3	0	0	6	24	0	51	0	1	75	644
Total	5	449	71	3	0	528	321	1246	2	0	0	1569	5	0	6	0	1	11	85	0	153	0	4	238	2346
8:00 AM	2	122	25	0	0	149	136	286	0	0	0	422	1	0	0	0	2	1	13	0	65	0	0	78	650
8:15 AM	0	92	25	1	0	118	122	294	1	0	0	417	0	1	1	0	0	2	25	2	41	0	0	68	605
8:30 AM	1	87	23	1	0	112	112	300	3	0	0	415	1	0	2	0	0	3	30	0	53	0	1	83	613
8:45 AM	3	116	42	0	2	161	117	245	0	0	1	362	1	3	1	0	2	5	27	0	49	0	0	76	604
Total	6	417	115	2	2	540	487	1125	4	0	1	1616	3	4	4	0	4	11	95	2	208	0	1	305	2472
BREAK																									
4:00 PM	0	158	29	0	0	187	42	122	0	0	0	164	1	1	1	0	0	3	27	2	91	0	0	120	474
4:15 PM	3	190	32	0	0	225	52	124	0	0	0	176	4	0	1	0	0	5	18	3	72	0	0	93	499
4:30 PM	0	171	26	0	0	197	45	109	2	0	0	156	3	0	6	0	0	9	25	1	81	0	0	107	469
4:45 PM	4	159	19	0	0	182	31	151	2	0	0	184	2	1	1	0	0	4	41	1	92	0	1	134	504
Total	7	678	106	0	0	791	170	506	4	0	0	680	10	2	9	0	0	21	111	7	336	0	1	454	1946
5:00 PM	0	199	29	0	0	228	38	131	4	0	0	173	2	2	3	0	0	7	37	0	98	0	0	135	543
5:15 PM	0	223	40	0	0	263	32	144	0	0	0	176	0	0	4	0	0	4	41	0	113	0	0	154	597
5:30 PM	0	188	25	0	0	213	34	156	0	0	0	190	0	1	1	0	1	2	24	0	101	0	0	125	530
5:45 PM	1	172	26	1	0	200	31	158	0	0	0	189	4	0	3	0	0	7	31	0	78	0	0	109	505
Total	1	782	120	1	0	904	135	589	4	0	0	728	6	3	11	0	1	20	133	0	390	0	0	523	2175
Grand Total	19	2326	412	6	2	2763	1113	3466	14	0	1	4593	24	9	30	0	6	63	424	9	1087	0	6	1520	8939
Apprch %	0.7	84.2	14.9	0.2	0.1		24.2	75.5	0.3	0.0	0.0		38.1	14.3	47.6	0.0	9.5		27.9	0.6	71.5	0.0	0.4		
Total %	0.2	26.0	4.6	0.1	0.0	30.9	12.5	38.8	0.2	0.0	0.0	51.4	0.3	0.1	0.3	0.0	0.1	0.7	4.7	0.1	12.2	0.0	0.1	17.0	
Cars, PU, Vans	19	2296	407	6	2	2728	1104	3444	14		1	4562	24	9	30	0		63	419	9	1081		6	1509	8862
% Cars, PU, Vans	100.0	98.7	98.8	100.0	100.0	98.7	99.2	99.4	100.0	0.0	100.0	99.3	100.0	100.0	100.0	0.0	0.0	100.0	98.8	100.0	99.4	0.0	100.0	99.3	99.1
Heavy Trucks	0	30	5	0		35	9	22	0	0		31	0	0	0	0		0	5	0	6	0		11	77
%Heavy Trucks	0.0	1.3	1.2	0.0	0.0	1.3	0.8	0.6	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.6	0.0	0.0	0.7	0.9

Project ID: 18-09450-001
Location: Westside Pkwy & Kimball Bridge Rd
City: Alpharetta

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Westside Pkwy Northbound					Westside Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	1	105	16	1	123	72	394	0	0	466	1	0	0	0	1	19	0	40	0	59	649
7:30 AM	0	138	29	1	168	81	267	0	0	348	1	0	1	0	2	25	0	38	0	63	581
7:45 AM	2	143	21	1	167	125	270	1	0	396	3	0	3	0	6	24	0	51	0	75	644
8:00 AM	2	122	25	0	149	136	286	0	0	422	1	0	0	0	1	13	0	65	0	78	650
Total Volume	5	508	91	3	607	414	1217	1	0	1632	6	0	4	0	10	81	0	194	0	275	2524
% App. Total	0.8	83.7	15.0	0.5	100	25.4	74.6	0.1	0.0	100	60.0	0.0	40.0	0.0	100	29.5	0.0	70.5	0.0	100	
PHF	0.903					0.876					0.417					0.881					0.971
Cars, PU, Vans	5	499	90	3	597	412	1210	1	0	1623	6	0	4	0	10	81	0	194	0	275	2505
% Cars, PU, Vans	100.0	98.2	98.9	100.0	98.4	99.5	99.4	100.0	0.0	99.4	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.2
Heavy Trucks	0	9	1	0	10	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	19
%Heavy Trucks	0.0	1.8	1.1	0.0	1.6	0.5	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

PM

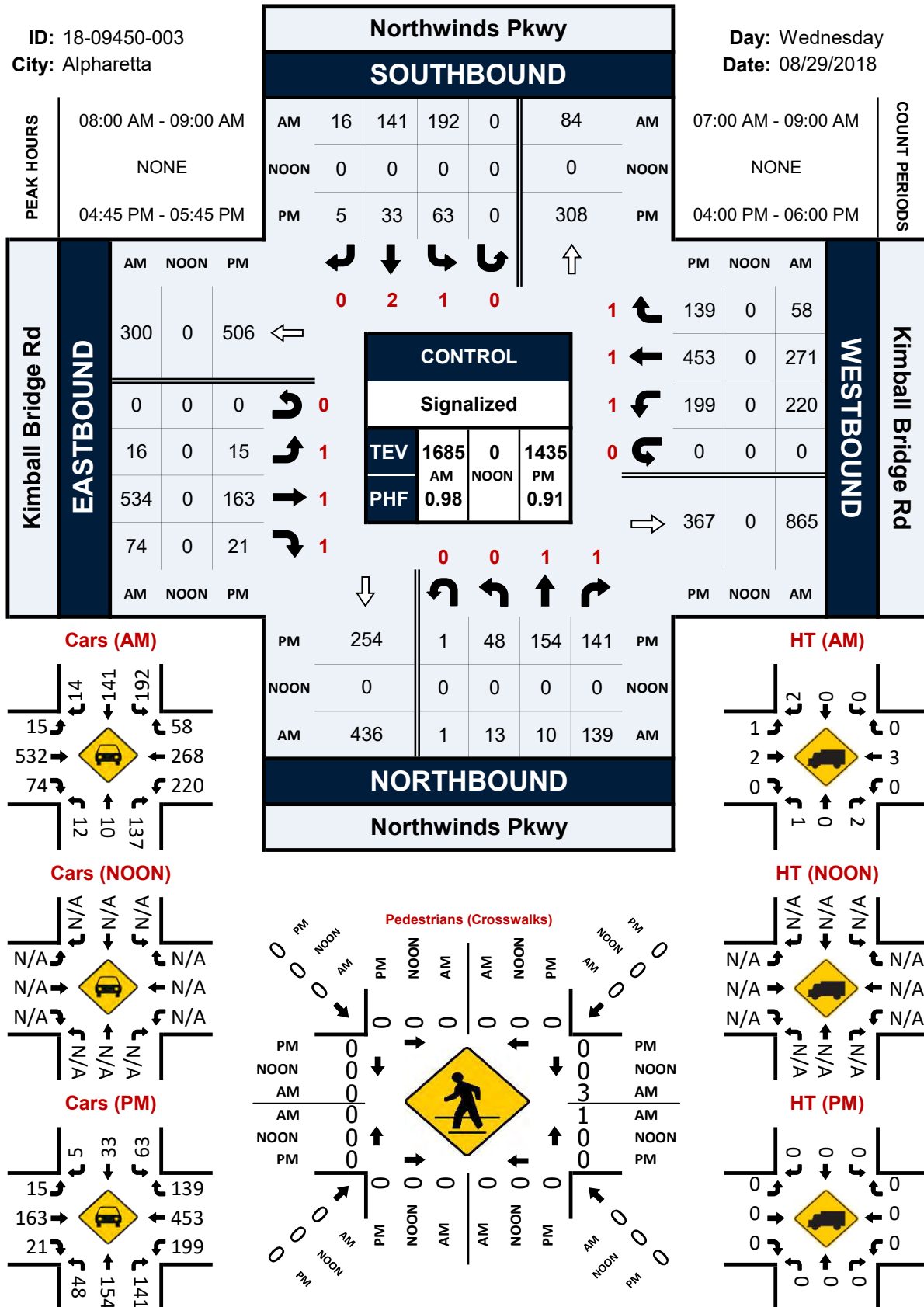
	Westside Pkwy Northbound					Westside Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	199	29	0	228	38	131	4	0	173	2	2	3	0	7	37	0	98	0	135	543
5:15 PM	0	223	40	0	263	32	144	0	0	176	0	0	4	0	4	41	0	113	0	154	597
5:30 PM	0	188	25	0	213	34	156	0	0	190	0	1	1	0	2	24	0	101	0	125	530
5:45 PM	1	172	26	1	200	31	158	0	0	189	4	0	3	0	7	31	0	78	0	109	505
Total Volume	1	782	120	1	904	135	589	4	0	728	6	3	11	0	20	133	0	390	0	523	2175
% App. Total	0.1	86.5	13.3	0.1	100	18.5	80.9	0.5	0.0	100	30.0	15.0	55.0	0.0	100	25.4	0.0	74.6	0.0	100	
PHF	0.859					0.958					0.714					0.849					0.911
Cars, PU, Vans	1	774	120	1	896	135	585	4	0	724	6	3	11	0	20	133	0	390	0	523	2163
% Cars, PU, Vans	100.0	99.0	100.0	100.0	99.1	100.0	99.3	100.0	0.0	99.5	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.4
Heavy Trucks	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
%Heavy Trucks	0.0	1.0	0.0	0.0	0.9	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6

Northwinds Pkwy & Kimball Bridge Rd

Peak Hour Turning Movement Count

ID: 18-09450-003
City: Alpharetta

Day: Wednesday
Date: 08/29/2018



Project ID: 18-09450-003
Location: Northwinds Pkwy & Kimball Bridge Rd
City: Alpharetta

Day: Wednesday
Date: 08/29/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Northwinds Pkwy Northbound						Northwinds Pkwy Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	2	1	10	1	0	14	44	28	2	0	0	74	0	48	6	0	0	54	53	37	4	0	0	94	236
7:15 AM	1	0	21	0	0	22	41	44	4	0	0	89	1	69	9	0	0	79	46	39	10	0	1	95	285
7:30 AM	4	5	26	0	0	35	58	54	5	0	0	117	3	91	22	0	0	116	48	51	10	0	1	109	377
7:45 AM	2	2	23	0	0	27	65	66	2	0	0	133	3	106	31	0	0	140	40	52	8	0	0	100	400
Total	9	8	80	1	0	98	208	192	13	0	0	413	7	314	68	0	0	389	187	179	32	0	2	398	1298
8:00 AM	1	1	34	0	0	36	46	39	3	0	0	88	4	142	21	0	0	167	47	76	16	0	0	139	430
8:15 AM	4	4	29	0	0	37	48	40	2	0	0	90	4	127	22	0	0	153	62	59	17	0	0	138	418
8:30 AM	5	3	31	1	0	40	48	31	5	0	0	84	4	119	20	0	0	143	53	71	14	0	1	138	405
8:45 AM	3	2	45	0	0	50	50	31	6	0	0	87	4	146	11	0	0	161	58	65	11	0	3	134	432
Total	13	10	139	1	0	163	192	141	16	0	0	349	16	534	74	0	0	624	220	271	58	0	4	549	1685
BREAK																									
4:00 PM	9	22	44	1	0	76	15	7	1	0	0	23	3	69	1	0	0	73	48	88	11	0	0	147	319
4:15 PM	6	24	63	1	0	94	15	2	4	0	0	21	2	62	4	0	0	68	52	84	22	0	0	158	341
4:30 PM	8	28	46	1	0	83	8	1	1	0	0	10	4	63	2	0	0	69	37	101	21	0	0	159	321
4:45 PM	6	26	44	0	0	76	16	4	3	0	0	23	4	39	3	0	0	46	49	113	23	0	0	185	330
Total	29	100	197	3	0	329	54	14	9	0	0	77	13	233	10	0	0	256	186	386	77	0	0	649	1311
5:00 PM	16	44	41	0	0	101	20	6	1	0	0	27	2	43	2	0	0	47	57	121	41	0	0	219	394
5:15 PM	10	38	23	0	0	71	15	13	0	0	0	28	6	44	2	0	0	52	56	118	44	0	0	218	369
5:30 PM	16	46	33	1	0	96	12	10	1	0	0	23	3	37	14	0	0	54	37	101	31	0	0	169	342
5:45 PM	11	35	9	0	0	55	11	9	3	0	0	23	3	39	9	0	0	51	45	81	32	0	0	158	287
Total	53	163	106	1	0	323	58	38	5	0	0	101	14	163	27	0	0	204	195	421	148	0	0	764	1392
Grand Total	104	281	522	6	0	913	512	385	43	0	0	940	50	1244	179	0	0	1473	788	1257	315	0	6	2360	5686
Apprch %	11.4	30.8	57.2	0.7	0.0		54.5	41.0	4.6	0.0	0.0		3.4	84.5	12.2	0.0	0.0		33.4	53.3	13.3	0.0	0.3		
Total %	1.8	4.9	9.2	0.1	0.0	16.1	9.0	6.8	0.8	0.0	0.0	16.5	0.9	21.9	3.1	0.0	0.0	25.9	13.9	22.1	5.5	0.0	0.1	41.5	
Cars, PU, Vans	103	280	519	6	0	908	511	385	38	0	0	934	46	1235	179	0	0	1460	788	1254	314	0	6	2356	5658
% Cars, PU, Vans	99.0	99.6	99.4	100.0	0.0	99.5	99.8	100.0	88.4	0.0	0.0	99.4	92.0	99.3	100.0	0.0	0.0	99.1	100.0	99.8	99.7	0.0	100.0	99.8	99.5
Heavy Trucks	1	1	3	0	0	5	1	0	5	0	0	6	4	9	0	0	0	13	0	3	1	0	0	4	28
%Heavy Trucks	1.0	0.4	0.6	0.0	0.0	0.5	0.2	0.0	11.6	0.0	0.0	0.6	8.0	0.7	0.0	0.0	0.0	0.9	0.0	0.2	0.3	0.0	0.0	0.2	0.5

Project ID: 18-09450-003
Location: Northwinds Pkwy & Kimball Bridge Rd
City: Alpharetta

PEAK HOURS

Day: Wednesday
Date: 08/29/2018

AM

	Northwinds Pkwy Northbound					Northwinds Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	1	1	34	0	36	46	39	3	0	88	4	142	21	0	167	47	76	16	0	139	430
8:15 AM	4	4	29	0	37	48	40	2	0	90	4	127	22	0	153	62	59	17	0	138	418
8:30 AM	5	3	31	1	40	48	31	5	0	84	4	119	20	0	143	53	71	14	0	138	405
8:45 AM	3	2	45	0	50	50	31	6	0	87	4	146	11	0	161	58	65	11	0	134	432
Total Volume	13	10	139	1	163	192	141	16	0	349	16	534	74	0	624	220	271	58	0	549	1685
% App. Total	8.0	6.1	85.3	0.6	100	55.0	40.4	4.6	0.0	100	2.6	85.6	11.9	0.0	100	40.1	49.4	10.6	0.0	100	
PHF	0.815					0.969					0.934					0.987					0.975
Cars, PU, Vans	12	10	137	1	160	192	141	14	0	347	15	532	74	0	621	220	268	58	0	546	1674
% Cars, PU, Vans	92.3	100.0	98.6	100.0	98.2	100.0	100.0	87.5	0.0	99.4	93.8	99.6	100.0	0.0	99.5	100.0	98.9	100.0	0.0	99.5	99.3
Heavy Trucks	1	0	2	0	3	0	0	2	0	2	1	2	0	0	3	0	3	0	0	3	11
%Heavy Trucks	7.7	0.0	1.4	0.0	1.8	0.0	0.0	12.5	0.0	0.6	6.3	0.4	0.0	0.0	0.5	0.0	1.1	0.0	0.0	0.5	0.7

PM

	Northwinds Pkwy Northbound					Northwinds Pkwy Southbound					Kimball Bridge Rd Eastbound					Kimball Bridge Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	6	26	44	0	76	16	4	3	0	23	4	39	3	0	46	49	113	23	0	185	330
5:00 PM	16	44	41	0	101	20	6	1	0	27	2	43	2	0	47	57	121	41	0	219	394
5:15 PM	10	38	23	0	71	15	13	0	0	28	6	44	2	0	52	56	118	44	0	218	369
5:30 PM	16	46	33	1	96	12	10	1	0	23	3	37	14	0	54	37	101	31	0	169	342
Total Volume	48	154	141	1	344	63	33	5	0	101	15	163	21	0	199	199	453	139	0	791	1435
% App. Total	14.0	44.8	41.0	0.3	100	62.4	32.7	5.0	0.0	100	7.5	81.9	10.6	0.0	100	25.2	57.3	17.6	0.0	100	
PHF	0.851					0.902					0.921					0.903					0.911
Cars, PU, Vans	48	154	141	1	344	63	33	5	0	101	15	163	21	0	199	199	453	139	0	791	1435
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

VOLUME

Kimball Bridge Rd W/O Northwinds Pkwy

Day: Wednesday
Date: 11/7/2018City: Alpharetta
Project #: GA18_9640_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						4,431	4,412
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00			4	1	5	12:00			96	100	196		
00:15			3	1	4	12:15			92	113	205		
00:30			2	3	5	12:30			91	112	203		
00:45			2	11	2	12:45			92	371	217		
				7	4				125	450	821		
01:00			1	3	4	13:00			119	82	201		
01:15			3	0	3	13:15			98	83	181		
01:30			0	1	1	13:30			86	76	162		
01:45			0	4	0	13:45			94	397	168		
				4	0				74	315	712		
02:00			0	0	0	14:00			82	61	143		
02:15			1	0	1	14:15			62	70	132		
02:30			1	0	1	14:30			66	59	125		
02:45			2	4	1	14:45			60	270	119		
				1	3				59	249	519		
03:00			0	0	0	15:00			58	43	101		
03:15			0	0	0	15:15			60	72	132		
03:30			1	1	2	15:30			73	85	158		
03:45			1	2	0	15:45			67	258	145		
				0	1				78	278	536		
04:00			0	1	1	16:00			67	111	178		
04:15			0	1	1	16:15			69	98	167		
04:30			1	4	5	16:30			51	123	174		
04:45			1	2	3	16:45			39	226	149		
				9	4				110	442	668		
05:00			4	4	8	17:00			50	157	207		
05:15			4	7	11	17:15			57	132	189		
05:30			9	11	20	17:30			85	110	195		
05:45			16	33	8	17:45			55	247	165		
				30	24				110	509	756		
06:00			20	23	43	18:00			58	91	149		
06:15			36	18	54	18:15			37	62	99		
06:30			48	21	69	18:30			33	70	103		
06:45			72	176	20	18:45			39	167	124		
				82	92				85	308	475		
07:00			66	49	115	19:00			35	55	90		
07:15			82	58	140	19:15			39	36	75		
07:30			101	70	171	19:30			36	42	78		
07:45			117	366	75	19:45			32	142	50		
				252	192				18	151	293		
08:00			158	69	227	20:00			32	27	59		
08:15			137	74	211	20:15			38	28	66		
08:30			157	73	230	20:30			43	18	61		
08:45			149	601	64	20:45			37	150	63		
				280	213				26	99	249		
09:00			140	54	194	21:00			31	15	46		
09:15			93	64	157	21:15			34	19	53		
09:30			64	68	132	21:30			32	13	45		
09:45			80	377	56	21:45			21	118	32		
				242	136				11	58	176		
10:00			49	53	102	22:00			19	8	27		
10:15			63	62	125	22:15			20	11	31		
10:30			60	52	112	22:30			9	4	13		
10:45			45	217	63	22:45			8	56	14		
				230	108				6	29	85		
11:00			55	59	114	23:00			9	4	13		
11:15			54	74	128	23:15			6	5	11		
11:30			46	111	157	23:30			2	2	4		
11:45			61	216	127	23:45			3	20	7		
				371	188				4	15	35		
TOTALS			2009	1509	3518	TOTALS			2422	2903	5325		
SPLIT %			57.1%	42.9%	39.8%	SPLIT %			45.5%	54.5%	60.2%		

DAILY TOTALS			NB	SB	EB			WB			Total	
			0	0							4,431	4,412
AM Peak Hour			08:00	11:45	08:00	PM Peak Hour			12:30	16:30	12:15	
AM Pk Volume			601	452	881	PM Pk Volume			400	522	826	
Pk Hr Factor			0.951	0.890	0.958	Pk Hr Factor			0.840	0.831	0.952	
7 - 9 Volume	0	0	967	532	1499	4 - 6 Volume	0	0	473	951	1424	
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			17:00	16:30	17:00	
7 - 9 Pk Volume			601	291	881	4 - 6 Pk Volume			0	0	247	
Pk Hr Factor			0.000	0.000	0.951	0.970	0.958	Pk Hr Factor			0.000	0.000
								0.726	0.831	0.913		

VOLUME

Kimball Bridge Rd N/O Teasley Pl

Day: Wednesday
Date: 2/17/2021City: Alpharetta
Project #: GA21_180043_001

DAILY TOTALS					NB	SB						EB	WB						Total
					2,213	2,254						0	0						4,467
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00	1	0			1		12:00	48	51			99							
00:15	3	1			4		12:15	43	48			91							
00:30	0	0			0		12:30	46	46			92							
00:45	0	4	1	2	1	6	12:45	42	179	58	203	100	382						
01:00	1	1			2		13:00	52	59			111							
01:15	0	0			0		13:15	41	50			91							
01:30	0	2			2		13:30	43	43			86							
01:45	1	2	1	4	2	6	13:45	37	173	51	203	88	376						
02:00	0	0			0		14:00	30	38			68							
02:15	0	0			0		14:15	34	45			79							
02:30	0	0			0		14:30	45	47			92							
02:45	0	0			0		14:45	39	148	36	166	75	314						
03:00	0	1			1		15:00	42	43			85							
03:15	1	0			1		15:15	45	42			87							
03:30	1	1			2		15:30	51	31			82							
03:45	0	2	0	2	0	4	15:45	39	177	40	156	79	333						
04:00	0	1			1		16:00	56	33			89							
04:15	0	1			1		16:15	43	42			85							
04:30	0	0			0		16:30	56	41			97							
04:45	2	2	1	3	3	5	16:45	48	203	36	152	84	355						
05:00	4	0			4		17:00	48	43			91							
05:15	3	2			5		17:15	56	44			100							
05:30	4	7			11		17:30	61	34			95							
05:45	4	15	6	15	10	30	17:45	55	220	46	167	101	387						
06:00	5	5			10		18:00	54	51			105							
06:15	5	8			13		18:15	48	36			84							
06:30	7	16			23		18:30	42	50			92							
06:45	18	35	21	50	39	85	18:45	33	177	43	180	76	357						
07:00	17	21			38		19:00	26	30			56							
07:15	30	26			56		19:15	25	22			47							
07:30	31	20			51		19:30	36	24			60							
07:45	21	99	33	100	54	199	19:45	18	105	21	97	39	202						
08:00	27	33			60		20:00	14	21			35							
08:15	36	44			80		20:15	16	21			37							
08:30	38	44			82		20:30	10	18			28							
08:45	51	152	41	162	92	314	20:45	11	51	20	80	31	131						
09:00	26	28			54		21:00	10	18			28							
09:15	22	42			64		21:15	11	19			30							
09:30	25	30			55		21:30	10	8			18							
09:45	25	98	30	130	55	228	21:45	7	38	12	57	19	95						
10:00	20	26			46		22:00	7	9			16							
10:15	33	25			58		22:15	3	10			13							
10:30	30	35			65		22:30	4	8			12							
10:45	29	112	31	117	60	229	22:45	2	16	3	30	5	46						
11:00	31	39			70		23:00	3	4			7							
11:15	48	42			90		23:15	3	3			6							
11:30	68	45			113		23:30	4	1			5							
11:45	47	194	42	168	89	362	23:45	1	11	2	10	3	21						
TOTALS	715	753			1468		TOTALS	1498	1501			2999							
SPLIT %	48.7%	51.3%			32.9%		SPLIT %	49.9%	50.1%			67.1%							

DAILY TOTALS					NB	SB						EB	WB						Total
					2,213	2,254						0	0						4,467
AM Peak Hour	11:15	11:45			11:30		PM Peak Hour	17:15	12:30			17:15							
AM Pk Volume	211	187			392		PM Pk Volume	226	213			401							
Pk Hr Factor	0.776	0.917			0.867		Pk Hr Factor	0.926	0.903			0.955							
7 - 9 Volume	251	262	0	0	513		4 - 6 Volume	423	319	0	0	742							
7 - 9 Peak Hour	08:00	08:00			08:00		4 - 6 Peak Hour	17:00	17:00			17:00							
7 - 9 Pk Volume	152	162	0	0	314		4 - 6 Pk Volume	220	167	0	0	387							
Pk Hr Factor	0.745	0.920	0.000	0.000	0.853		Pk Hr Factor	0.902	0.908	0.000	0.000	0.958							

Project Fact Sheets

Short Title

SR 400 EXPRESS LANES FROM NORTH SPRINGS MARTA STATION TO MCFARLAND ROAD

GDOT Project No.

0001757

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Express Lanes

Sponsor

GDOT

Jurisdiction

Regional - North

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

LCI

☐

Planned Thru Lane

4

Flex

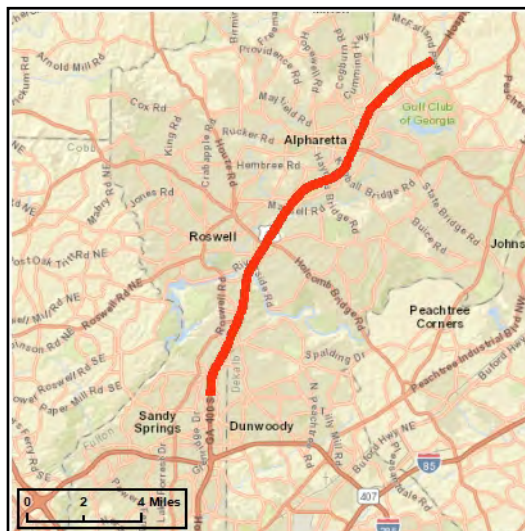
☐

Network Year

2030

Corridor Length

15.6 miles



Detailed Description and Justification

Project provides travel options and more reliable trip times by adding two new Express lanes in each direction on SR 400 between the North Springs MARTA station and McGinnis Ferry Road and one Express lane in each direction from McGinnis Ferry Road to McFarland Parkway.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Interstate Maintenance	AUTH	2005	\$8,538,782	\$7,604,904	\$853,878	\$0,000	\$0,000
PE	National Highway System	AUTH	2005	\$461,218	\$360,974	\$92,244	\$0,000	\$0,000
PE	Federal Earmark	AUTH	2010	\$171,095	\$136,876	\$34,219	\$0,000	\$0,000
PE	Federal Earmark Funding	AUTH	2010	\$728,806	\$583,045	\$145,761	\$0,000	\$0,000
PE	SRTA Funds (44220)	AUTH	2011	\$2,060,253	\$0,000	\$0,000	\$0,000	\$2,060,253
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$5,000,000	\$0,000	\$5,000,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2018	\$9,400,000	\$7,520,000	\$1,880,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2019	\$17,400,000	\$13,920,000	\$3,480,000	\$0,000	\$0,000
PE	Bus Rapid Transit	AUTH	2020	\$2,000,000	\$0,000	\$0,000	\$2,000,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2020	\$2,400,000	\$1,920,000	\$480,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2019	\$19,820,000	\$15,856,000	\$3,964,000	\$0,000	\$0,000
ROW	Bus Rapid Transit	AUTH	2020	\$6,000,000	\$0,000	\$0,000	\$6,000,000	\$0,000



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



ROW	GRV BONDS (GARVEE Bond Program)	AUTH	2020	\$26,000,000	\$0,000	\$0,000	\$26,000,000	\$0,000
ROW	Bus Rapid Transit		2021	\$13,250,000	\$0,000	\$0,000	\$13,250,000	\$0,000
ROW	GARVEE Bonds		2021	\$15,000,000	\$0,000	\$0,000	\$15,000,000	\$0,000
ROW	GARVEE Bonds		2022	\$20,000,000	\$0,000	\$0,000	\$20,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2022	\$65,000,000	\$52,000,000	\$13,000,000	\$0,000	\$0,000
ROW	GARVEE Bonds		2023	\$45,000,000	\$0,000	\$0,000	\$45,000,000	\$0,000
ROW	GARVEE Bonds		2024	\$20,000,000	\$0,000	\$0,000	\$20,000,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2021	\$2,142,857	\$0,000	\$0,000	\$0,000	\$2,142,857
CST	Bus Rapid Transit		2022	\$2,490,000	\$0,000	\$0,000	\$2,490,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2022	\$2,142,857	\$0,000	\$0,000	\$0,000	\$2,142,857
CST	National Highway Performance Program (NHPP)		2022	\$6,400,000	\$5,120,000	\$1,280,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2023	\$12,300,000	\$0,000	\$0,000	\$12,300,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2023	\$2,142,857	\$0,000	\$0,000	\$0,000	\$2,142,857
CST	National Highway Performance Program (NHPP)		2023	\$29,900,000	\$23,920,000	\$5,980,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2024	\$27,050,000	\$0,000	\$0,000	\$27,050,000	\$0,000
CST	INFRA Discretionary Grants		2024	\$81,700,000	\$81,700,000	\$0,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2024	\$2,142,857	\$0,000	\$0,000	\$0,000	\$2,142,857
CST	National Highway Performance Program (NHPP)		2024	\$41,600,000	\$33,280,000	\$8,320,000	\$0,000	\$0,000
CST	Bus Rapid Transit		2025	\$26,240,000	\$0,000	\$0,000	\$26,240,000	\$0,000
CST	INFRA Discretionary Grants		2025	\$81,700,000	\$81,700,000	\$0,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2025	\$2,142,857	\$0,000	\$0,000	\$0,000	\$2,142,857
CST	National Highway Performance Program (NHPP)		2025	\$35,600,000	\$28,480,000	\$7,120,000	\$0,000	\$0,000
CST	Bus Rapid Transit		LR 2026-2030	\$10,670,000	\$0,000	\$0,000	\$10,670,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	\$261,800,000	\$213,600,000	\$48,200,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		LR 2026-2030	\$4,285,715	\$0,000	\$0,000	\$0,000	\$4,285,715
CST	Toll Revenue Bonds		LR 2026-2030	\$60,900,000	\$0,000	\$0,000	\$60,900,000	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2026-2030	\$9,300,000	\$0,000	\$9,300,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2031-2040	\$750,000,000	\$600,000,000	\$150,000,000	\$0,000	\$0,000
CST	General Federal Aid - 2026-2050		LR 2041-2050	\$750,000,000	\$600,000,000	\$150,000,000	\$0,000	\$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	\$900,000,000	\$720,000,000	\$180,000,000	\$0,000	\$0,000
				\$3,380,880,154	\$2,487,789,799	\$589,130,102	\$286,900,000	\$17,060,253

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



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



Short Title	SR 120 (OLD MILTON PARKWAY) WIDENING FROM NORTH POINT PARKWAY TO KIMBALL BRIDGE ROAD
GDOT Project No.	0017187
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (North)
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	4	LCI	☐	Network Year	2030
Planned Thru Lane	6	Flex	☐	Corridor Length	1.94 miles

Detailed Description and Justification

This regional capacity enhancement project includes widening of SR 120 (Old Milton Parkway) from 4 lanes to 6 lanes. The City will be working with GDOT to expedite the project using mostly state and local funds.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2020	\$1,250,000	\$0,000	\$0,000	\$0,000	\$1,250,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2022	\$2,000,000	\$0,000	\$0,000	\$0,000	\$2,000,000
CST	National Highway Performance Program (NHPP)		2024	\$25,000,000	\$20,000,000	\$0,000	\$0,000	\$5,000,000
				\$30,250,000	\$20,000,000	\$0,000	\$0,000	\$10,250,000

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



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

November 27, 2023

RE: Code Violations /154 Kimball Bridge Road

To Whom It May Concern:

This is in response to your open records request for the property located at 154 Kimball Bridge Road. While the City Building Department does not perform routine site inspections after a project has been issued a Certificate of Occupancy, there are no known building or zoning code violations at this time; nor do we have any open violations of this sort on file as of this date. If you have any questions, please feel free to contact us.

Respectfully,

A handwritten signature in black ink, appearing to read "GHB".

Gail H. Burkhalter
Community Development
2 Park Plaza, Ground Floor
Alpharetta, GA 30009
678-297-6080
678-297-6081 (Fax)

MAYOR
JIM GILVIN

MAYOR PRO TEM
DAN MERKEL

COUNCIL MEMBERS
JASON BINDER
DOUGLAS J. DERITO
JOHN HIPES
DONALD F. MITCHELL
BRIAN WILL

CITY ADMINISTRATOR
CHRIS LAGERBLOOM



Real Estate

View Bill	
As of	11/30/2023
Bill Year	2023
Bill	2307985
Owner	DEVELOPMENT AUTHORITY OF ALPHA
Parcel ID	12 -2842-0801-011-1

Installment	Pay By	Amount	Payments/Credits	Balance	Interest	Due
1	12/1/2023	\$7,800.91	\$0.00	\$7,800.91	\$0.00	\$7,800.91
TOTAL		\$7,800.91	\$0.00	\$7,800.91	\$0.00	\$7,800.91

Add to Cart