

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: EAH Acquisitions, LLC c/o Jessica Hill (Troutman Pepper Hamilton Sanders, LLP) Telephone: (404) 885-3925

Address: 600 Peachtree Street Suite: 3000

City Atlanta State: GA Zip: 30308 Fax: _____

Mobile Tel: (404) 885-3925 Email: jessica.hill@troutman.com and knorton@empirecommunities.com

Subject Property Information:

Address: 0 Old Milton Parkway Current Zoning: O-I

District: 1st Section: 2nd Land Lot: 907, 908 & 911 Parcel ID: 12 311009080819

Proposed Zoning: R-8A/D Current Use: vacant

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Conditional Use | <input checked="" type="checkbox"/> Master Plan Amendment | <input checked="" type="checkbox"/> Comprehensive Plan Amendment |
| <input checked="" type="checkbox"/> Rezoning | <input type="checkbox"/> Master Plan Review | |
| <input checked="" type="checkbox"/> Variance | <input type="checkbox"/> Public Hearing | |
| <input type="checkbox"/> Exception | <input type="checkbox"/> Other <i>(Specify):</i> _____ | |

APPLICANT REQUEST AND INTENT

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

Applicant's Request (Please itemize the proposal):

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

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Alpharetta 26 LLC Telephone: _____
Address: 5910 N. Central Expressway Suite: 1600
City: Dallas State: TX Zip: 75206

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.

- | | |
|--|---|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Special Use |
| <input checked="" type="checkbox"/> Rezoning | <input type="checkbox"/> Conditional Use |
| <input checked="" type="checkbox"/> Variance | <input checked="" type="checkbox"/> Master Plan |
| <input checked="" type="checkbox"/> Land Use Application | <input type="checkbox"/> Other |

Property Owner's Authorized Applicant (if applicable):

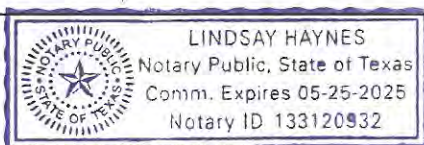
Name of Authorized Applicant: EAH Acquisitions, LLC c/o Jessica Hill (Troutman Pepper Hamilton Sanders, LLP) Telephone: (404) 885-3925
Address: 600 Peachtree Street Suite: 3000
City: Atlanta State: GA Zip: 30308

So Sworn and Attested:

Owner Signature:  Date: 12/17/24
CLARK BRINER

Notary:

Notary Signature:  Date: 12/17/24



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: _____ (Authorized Agent for Alpharetta 26 LLC)

Subject Public Hearing Case: Empire Communities - Old Milton Parkway

Campaign Contribution Information:

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

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

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

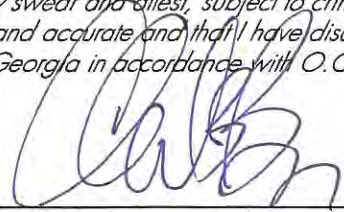
Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: 
CLARK BRINER

Date: 12/17/24

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Name of Applicant or Opponent: Madison Black (Authorized Agent for EAH Acquisitions, LLC)

Subject Public Hearing Case: Empire Communities - Old Milton Parkway

Campaign Contribution Information:

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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: Dan Merkel Position: City Council

Description of Contribution: Campaign Contribution 4/2023 Value: \$2,500

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: _____



Date: 12/19/24

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Name of Applicant or Opponent: Madison Black (Authorized Agent for EAH Acquisitions, LLC)

Subject Public Hearing Case: Empire Communities - Old Milton Parkway

Campaign Contribution Information:

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

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

Name of Official: Fergal Brady Position: City Council

Description of Contribution: Campaign Contribution 4/2023 Value: \$2,500

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: 

Date: 12/18/24

DISCLOSURE FORM

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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: Jessica L. Hill, Partner, Troutman Pepper Hamilton Sanders, LLP

Subject Public Hearing Case: Empire Communities - Old Milton Parkway

Campaign Contribution Information:

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

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

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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: Jessica L. Hill

Date: 12/31/24

Jessica L. Hill
D 404.885.3925
jessica.hill@troutman.com

December 30, 2024

City of Alpharetta
c/o Planning & Zoning Division
2 Park Plaza
Alpharetta, GA 30009

RE: Letter of Intent for Application for Rezoning, Comprehensive Plan Amendment, Master Plan Amendment, and Concurrent Variances 26.577 Acres located at 0 Old Milton Parkway

Dear City of Alpharetta,

EAH Acquisitions, LLC ("Applicant") is making the following application requests pertaining to a 26.577 acre property located at 0 Old Milton Parkway in the City of Alpharetta (the "Property") for the development of 211 attached single family homes:

- Rezoning from the O-I zoning to the R-8A/D district;
- Future Land Use Map Amendment to redesignate the Property from Corporate Office to High Density Residential;
- Master Plan Amendment to align The Siemens Real Estate Inc. Master Plan as amended by the Lifehope/Siemens Master Plan with the proposed development;
- Six concurrent variances to UDO § 2.2.9 as follows:
 - UDC Section 2.2.9.D.—Reduction minimum lot width from 30 feet to 12 feet;
 - UDC Section 2.2.9.D.—reduction minimum floor area from 1,200 to 950 square feet;
 - UDC Section 3.2.8.B.1.—elimination of 50 foot undisturbed buffer between adjoining residential and non-residential properties as detailed in the Buffer Exhibit;
 - UDC Section 2.5.4.B.—reduction minimum driveway widths from 10 feet to 8 feet;
 - UDC Section 2.5.4.B. – reduction in minimum required parking spaces to be covered or enclosed from two spaces to one space for the Zipper A type units only; and
 - UDC Section 2.2.9.D – increase in maximum building height from 35 feet to 42 feet.

The 211 attached single family development is proposed to be constructed in one phase and completed in 2031. The development incorporates numerous community amenities including a dog park, pickle ball courts, a pool, and a clubhouse. The rear-entry townhomes are oriented around landscaped common areas and shared walkways, providing connectivity and inviting

community and pedestrian activity. Additionally, greenspace and pocket parks are integrated within the development to provide recreation opportunities and gathering spaces for residents.

The Property has challenging topography, which has likely been a large factor in the Property remaining undeveloped despite its centralized location and the surrounding developments. There is nearly 100 ft in elevation difference between the highest and the lowest developable points on the Property, generally sloping from 3333 Old Milton Parkway downward toward North Point Parkway. Additionally, the southwestern corner of the Property contains a perennial stream which limits grading opportunities. These challenges generate significant construction costs. The feasibility of corporate office building development is greatly impaired due to the large building footprint and parking requirements demanding level grading across large portions of the Property. Conversely, residential development can better navigate topography variation due to the smaller building footprints. Moreover, the additional impervious surfaces associated with office development require extensive stormwater management systems, further increasing infrastructure and grading demands.

The proposed development advances the City's housing policies and embraces the City's high standards for development. The Applicant's vision for this community incorporates a variety of townhome products with varying layouts, square footages, and amenities. This variety of housing options accommodates families with diverse housing needs. Five (5) different housing products and six (6) unit types will be available to future residents, having heated floor-area square footages between 950 and 2,800 square feet. This variety not only provides options for consumers but also varies the facades, roof lines, and designs and creates a community that is more visually appealing than other monotonous scaled housing developments. Consistent with the Applicant's other developments in the area, an emphasis will be made on creating an architecturally vibrant community with unique products that are tastefully accomplished. The attached elevations speak to the common design language and the emphasis on exterior cladding that uses natural textures and materials. The result are homes that fit within natural and landscaped elements of the site.

The market for office and institutional development is rapidly evolving, and the Property is ill-suited to respond to those changes. Although the City of Alpharetta enjoys a prominent position among metro-Atlanta's office-space markets, it has not been immune from the systematic pressures on office development and the pandemic's lasting impacts on work patterns. As the Comprehensive Plan notes "Alpharetta experienced higher than normal vacancy rates due to Covid-19, as well as a trend toward new office being located within mixed-use/walkable developments. That, along with more employees working from home, is resulting in the desire for office space that is configured with various amenities, or less office space in general." Due to the topographic concerns discussed above and the development surrounding the Property, it cannot feasibly be developed to meet the current demands of the office market by constructing a modern mixed-office and commercial space.

In contrast, residential development provides the opportunity to address the City's housing needs and to better position the area for the demand of the existing and anticipated real estate market. As noted in the Comprehensive Plan, the City experiences a nearly nation-leading increase in its daytime (working) population as compared to its residents, with the City approximately doubling its population during the working hours. Likewise, the City leads the Country in its job to household ratio, at 3.3 jobs per home. These ratios have created increasing

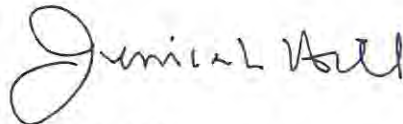
demands for housing in the City. Moreover, the amount of commuters coming in and out of the City during workdays creates extended commutes and congestion.

The proposed development addresses many needs and opportunities raised in the Comprehensive Plan. First, the Plan notes that existing office real estate markets are in need of redevelopment and revisioning, particularly to add mixes of uses and placemaking. (Comp. Plan pg. 35). Where the City's supply of office inventory is experiencing over-saturation, particularly in traditionally developed office-park style markets, the Comprehensive Plan identifies the unfilled demand for housing within the City and the need to provide mixes of housing products and to "[r]edevelop large surface parking lots in North Point area and suburban office areas with residential uses[.]" (Comp. Plan, pg. 34). The proposed plan here addresses that exact need and opportunity. It re-envision property slated for outdated office development and provides mixes of housing products to fit the needs of various consumers looking to make Alpharetta their home.

The enclosed site plan, elevations, tree plans and traffic impact analysis provide further details on the development scope and impact. Also, attached hereto as Exhibit "A" are additional details on trip generation, school impact, requested conditions of zoning and a preservation of rights on behalf of the Applicant.

The Applicant respectfully requests that the Alpharetta City Council grant the requested rezoning, Future Land Use Plan amendment, master plan amendment and the variances as submitted. Thank you for your consideration of this application.

Sincerely,

A handwritten signature in black ink that reads "Jessica L. Hill". The signature is written in a cursive, flowing style.

Jessica L. Hill

EXHIBIT A TO LETTER OF INTENT

A. Trip Generation

			A.M. Peak (7 am to 9 am)			P.M. Peak (4 pm to 6 pm)		
Land Use (ITE Code)	Proposed Intensity	Daily Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing (216)	211 Units	1,596	33	74	107	72	54	126

*Source: Trip Generation Manual, 11th Ed.

The Property has access to Old Milton Parkway and easy connectivity to Georgia 400. Old Milton Parkway is Principal Arterial Road and Applicant's traffic study indicates that the development will not have a material impact on the capacity of Old Milton Parkway. The traffic study recommended the construction of a roundabout on site (within the private road) to accommodate the development. No further recommendations were necessary and the report concludes that surrounding intersections will continue to operate at acceptable levels of service after development.

B. Schools

The school-age children living in the residences will attend New Prospect Elementary, Webb Bridge Middle and Alpharetta High Schools. New Prospect Elementary and Webb Bridge Middle are currently well within their capacities. Alpharetta High School is currently at capacity (available data shows 2,179 enrolled and capacity for 2,200); however, enrollment has been trending downward since the 2018-19 school year and more capacity is likely to improve by the anticipated date of completion.

C. Requested Conditions

The Applicant proposes the following conditions of zoning be included in the approval of this application:

- 1) The property shall be developed substantially in accordance with the plans by Kimley Horn dated January 2, 2025.
- 2) No lot shall have a lot width less than 12 feet at any point. No more than 48 units shall have lot widths of 12 feet and all such units shall only be permitted as detailed in the site plan.
- 3) Each townhome unit shall contain a minimum of 950 sf.
- 4) The units should each have a minimum 18 foot long driveway.

- 5) Elevations and architectural treatment shall be substantially in accordance with the materials attached as an exhibit to this application. These include Cementous siding, brick, and board and batten. Variation in the façade and the massing of the units shall be generally in accordance with the elevations provided in this application.
- 6) Stormwater management will employ smart stormwater design techniques (within the main stormwater detention area(s)).
- 7) Pedestrian amenities including pathways should be included throughout the development and amenity areas.
- 8) No more than 10% of the residential units will be permitted to be rented and such a prohibition shall be recorded in the HOA's declarations and covenants.
- 9) New utilities interior to the site will be placed underground.

D. Preservation of Rights

It is the position of the Applicant that the Alpharetta Zoning Ordinance, in limiting the property to the uses allowed in the current Master Plan, the Future Land Use Map and its current zoning is unconstitutional in that it destroys the marketability of the property and renders the property economically unfeasible, and such zoning therefore constitutes a taking of property without just and adequate compensation and without due process of law in violation of the Fifth and Fourteenth Amendments to the Constitution of the United States, as well as Article 1, Section 1, Paragraph 1; Article 1, Section 3, Paragraph 1(a); and Article 3, Section 6, Paragraph 2 of the Constitution of the State of Georgia (1983).

Further, a denial of this application would constitute an arbitrary and capricious act by the City without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the state of Georgia of 1983, and the Due Process Clause of the 14th Amendment to the Constitution of the United States of America.

To zone this property with any intervening conditions other than those requested or otherwise agreed to by the Applicant would be unconstitutional, would render the property unusable and would constitute the taking of Applicant's property without just and adequate compensation and without due process of law in violation of the provisions of the United States and Georgia Constitutions cited in this paragraph. The same effect would occur by imposing conditions in restraint of trade, or onerous, burdensome, unconstitutional, or unnecessary conditions on the property. The denial of this request would bear no reasonable relation to the health, safety, morals or welfare of the public.

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

Surrounding land uses are diverse. 3333 Old Milton is zoned O-I. To the east are multiple commercial lots zoned CUP. Those lots have various uses including an assisted living facility (Legacy Ridge), and fast-food restaurants along Old Milton Parkway. The surrounding area contains numerous residential developments, many of which have similar or higher densities than requested here. For example, the Pointe at Preston Ridge is a garden style apartment complex (zoned CUP) along North Point Parkway; IMT Alpharetta, similarly, is a garden style apartment complex (zoned CUP) also along North Point Parkway; Camden Pond is a townhome development zoned (CUP); Folia Circle is relatively recent a townhome development (zoned R-8A) on Old Milton Parkway. The proposal to add a residential use is compatible with surrounding properties as there is no specific development pattern.

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

The proposal is not expected to adversely impact the use and value of surrounding properties. The existing undeveloped state of the property impairs the viability and value of office uses in the immediate area. The development of the property will positively impact valuations. Further, the addition of a residential use in this location will be complementary to the other uses in the area and provide a source of customers and employees for nearby office and commercial uses which is beneficial.

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

The existing vacant condition of the property suggests the property does not have a reasonable economic use as currently zoned. Further, the topographical and stream challenges present on the site further limit the viability of development.

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

The property is vacant so any development will increase traffic. The traffic impact, however, is not expected to be burdensome as confirmed in the traffic impact analysis. Further, peak traffic generation from the proposed residential use would be less than the permitted office development on the property.

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

Schools are either within capacity in the area or, in the case of Alpharetta High School, are expected to have capacity once the development is completed. Upon full completion, the project would generate between 20 and 115 school aged children based on other similar developments. Further, attached townhomes typically have fewer school aged-children than detached homes and, therefore, the projected impact is further limited.

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

A request has been made as a part of this application to modify the Future Land Use Map from the Corporate Office designation to the High Density Residential designation. The development is, however, consistent with the spirit of the Comprehensive Plan and responsive to the needs and opportunities presented therein. For example, the Plan notes that existing office inventories require redevelopment and revisioning, particularly to add mixes of uses and placemaking. The Comprehensive Plan identifies the unfilled demand for housing within the City, particularly for providing mixes of housing products, housing prices, and to "[r]edevelop large surface parking lots in North Point area and suburban office areas with residential uses." The proposal addresses that exact issue. It re-envisions development on vacant property and provides mixes of housing products to fit the demands of those seeking a housing change in Alpharetta.

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

As noted in the Comprehensive Plan, the current and anticipated future market for new office space is limited to those within mixed-use developments with supporting retail and restaurant uses, such as Avalon. Older office park style developments are less attractive to new employers, particularly for companies looking for new Class-A office space. This is particularly true for office inventory in the vicinity of the site, which is aging and isolated between the various office building groupings in the area. With the market for existing office space saturated with vacancies, new office development is not economically feasible.

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

BOARD OF ZONING APPEALS REVIEW CRITERIA

Please respond to the following ONLY if you are applying for a zoning variance.

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

SEE ATTACHED RESPONSES

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

SEE ATTACHED RESPONSES

Are there conditions that are peculiar to the subject property? Please describe them in detail.

SEE ATTACHED RESPONSES

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

SEE ATTACHED RESPONSES

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

ZONING MAP AMENDMENT STANDARDS – SECTION 4.2.3.A

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

The adjacent and nearby properties are used for a variety of uses including office, medical office commercial, hospitality, assisted living and residential uses including single family attached and detached units and rental multifamily units. The zoning along Old Milton Parkway on the east side of GA 400 includes a similar mix of zoning districts including O-I, O-P, CUP, C-2, R-10 and R8A. From a specific residential use perspective, both the Pointe at Preston Ridge and IMT Alpharetta are garden style apartments located adjacent to office and commercial uses and accessed from Old Milton Parkway across Old Milton Parkway from the property. Similarly, the Camden Pond attached condominiums are directly accessed from Old Milton Parkway near the property. The broad mix of uses, zoning and development on adjacent and nearby properties is complementary to the proposed attached single family use. The zoning proposal is suitable.

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

The Property is immediately surrounded by office commercial and assisted living uses. The proposed residential use will not materially impact those uses. The shared access drive with 3333 Old Milton will be improved to facilitate traffic flow through a newly designed roundabout. Residential use has an inverse traffic pattern to the adjacent and nearby office uses which will mitigate peak traffic issues. Surrounding commercial uses will benefit from increased residents in the area looking for goods and services in the immediate proximity of their homes. The zoning proposal will not adversely impact the existing use or usability of adjacent or nearby property.

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

In comparison to the office use permitted to be developed on the property or other commercial use, the proposed development will result in less impervious surface, require less grading and will reduce peak traffic impact. Additionally, the development scope proposed is sensitive to the topography and stream present on the site. The zoning proposal will not adversely affect the natural environment.

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

The market for office space has seen considerable disruption since the pandemic and vacancies in the sector continue to grow. With a glut of inventory in traditional office-park development, prospective tenants looking for new Class-A office space have typically looked toward development within mixed-use developments such as the Avalon, where employees have expansive food and retail amenities within walking distance from their work. Additionally, the Property has extensive topographical challenges that elevate office construction costs. Together, these factors make office development on the subject property economically unfeasible.

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

The proposal will not result in a use that will or could cause an excessive or burdensome use of

public facilities, schools, water or sewer utilities, and police or fire protection. The property is connected to a major arterial road, Old Milton Parkway, and is proximate to Georgia 400. The traffic counts associated with the development will not have any substantial impact on the road network as demonstrated by the traffic impact analysis included in this application. Schools are either within capacity in the area or, in the case of Alpharetta High School, are expected to have capacity once the development is completed. Further, attached townhomes typically have fewer school aged-children than detached homes and, therefore, the projected impact is further limited. All necessary water and sewer utilities are available to the property and no added police or fire protection support is expected to be generated by the zoning proposal.

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

As noted in the Comprehensive Plan, the current and anticipated future market for new office space is limited to those within mixed-use developments with supporting retail and restaurant uses, such as Avalon. Older office park style developments are less attractive to new employers, particularly for companies looking for new Class-A office space. This is particularly true for office inventory in the vicinity of the site, which is aging and isolated between the various office building groupings in the area. With the market for existing office space saturated with vacancies, new office development is not economically feasible.

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

The zoning proposal promotes public health, safety, morality and the general welfare and is consistent with established property rights. The zoning proposal provides a variety of housing products in a centrally located area with access to existing infrastructure. By providing these housing opportunities the project furthers the health, safety, and general welfare goals. Conversely, the existing zoning stifles development of the Property by requiring uses that are not feasible given existing and foreseeable market conditions.

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

As hereinabove discussed, the office market has been declining for a few years and is not expected to recover to pre-pandemic levels. New office use is more viable in a walkable, mixed-use development with amenities than in an isolated office site. Further the existing vacant site has significant topographical and environmental features which make office development more challenging.

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

The zoning proposal does not meet the existing Comprehensive Land Use Plan designation of Corporate Office. The Applicant proposes an amendment to the Comprehensive Land Use Plan designation of the property to 'High Density Residential'. While land use plan amendments are being proposed, the development is consistent with the spirit of the Comprehensive Plan and responsive to the needs and opportunities presented in the Plan. For example, the Plan notes that existing office inventories require redevelopment and revisioning, particularly to add mixes of uses and placemaking. For the existing office and commercial uses in the area, this project provides residents, connectivity and energy and potential customers and employees.

While the City is experiencing increasing office vacancies, the Comprehensive Plan identifies the unfilled demand for housing within the City, particularly for providing mixes of housing products, housing prices, and to “[r]edevelop large surface parking lots in North Point area and suburban office areas with residential uses.” The proposed plan addresses that exact need and opportunity. It re-envisioned property approved for an unmarketable office development and provides mixes of housing products to fit the needs of various consumers looking to make Alpharetta their home.

COMPREHENSIVE LAND USE PLAN STANDARDS – SECTION 4.1.3

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

The Property was zoned to the existing O-I zoning in connection with the development of the adjoining office building in the late 1980s. Since its development, market for office real estate has seen considerable changes both in systematic demand and in the preferences of tenants. Currently there are large amounts of vacancy, particularly in commercial office buildings within older office parks, creating a surplus in supply in the market for traditionally moderately improved office space. New office developments have tended toward mixed-use developments, particularly those that can provide the tenant's employees with amenities such as walkable retail and restaurant options. The success of the office developments within the nearby Avalon highlights these systematic changes. A new development of this Property cannot provide the suite of options and amenities available to prospective Class A office tenants at the Avalon on account of the lot size and surrounding uses.

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

Although a change in the Comprehensive Plan designation is required, the Applicant's proposal complies with the goals and policies of the City's Comprehensive Plan, particularly its goals of providing innovative and community-oriented infill developments. As noted in the Comprehensive Plan, existing office inventories require redevelopment and revisioning, particularly to add mixes of uses and placemaking. This project provides a complementary use to the existing mixed development fabric in the immediate area while also adding residents in the area to activate the community and support the office and commercial uses in the area. The Comprehensive Plan also identifies the unfilled demand for housing within the City, particularly for providing mixes of housing products, housing prices, and to "[r]edevelop large surface parking lots in North Point area and suburban office areas with residential uses. This proposal meets that demand and re-visions property approved for an unmarketable office development with a new residential community.

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

The proposed change will not require changes in the provision of public facilities and services. The Property is serviced with adequate utilities and the change will not require new allocation of services. The property will be serviced by a private road and will not require infrastructure allocations for future maintenance. The surrounding transportation facilities have adequate capacity and will not require modifications to accommodate the project. The development will not materially impact school capacities.

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

No such negative impacts are expected to occur resulting from the proposed designation with respect to the public health, safety and welfare. The change accommodates residential use which is a lower intensity than the existing office use permitted by the existing designation.

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

No additional land area is needed to be developed for a specific type of use.

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

The Comprehensive Plan provides that existing office real estate markets are in need of redevelopment and revisioning. The Comprehensive Plan also remarks on the extensive supply issues in that market, while at the same time identifying the unfilled demand for housing. Although the property may have had a reasonable economic use as office in the 1980s when it was originally zoned, the office market has declined significantly over the past four year which results in the need to re-evaluate office use viability, particularly in areas that already have a mix of uses like the area surrounding the property.

VARIANCE REVIEW STANDARDS – SECTION 4.5.4

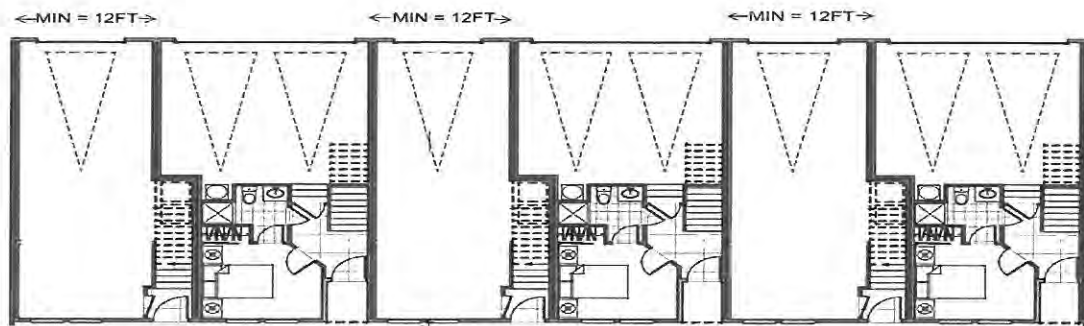
The variances requested meet all of the four individual criteria provided to allow the granting of a variance as hereinafter described.

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

- **Reduction in lot width**—The combination of topographical challenges and the stream buffer on the southwestern corner present unique grading challenges for the development of this site. As a result of these conditions, the developable portions of the site are condensed into a small, concentrated area. Variances to the lot width minimums are required to comport the lots to these dimensional challenges.
- **Reduction in minimum square footage**—The site challenges associated with this site and the demand for diverse housing options requires a variance from the 1,200 sq. ft. lot minimums. While housing demands are not specific to this Property, the Property is uniquely situated to provide variety in housing footprints on account of its the relatively small amount of developable land associated with the site. Further, the Property's location is one that necessitates greater density to transition from greater intensities of use while also being better suited for suburban fee simple products, as opposed to a multi-family rental product.
- **Reduction in undisturbed buffer requirements**—The Property is surrounded by developed non-residential properties so a 50 foot buffer is imposed upon the Property. The proposed development accommodates the required buffer in many places as identified on the Buffer Exhibit, however, due to the significant topography and unusual property shape, the 50 foot buffer cannot be met.
- **Reduction in driveway minimum width**— The UDC imposes a 10 foot driveway minimum width. The single garage “zipper” townhome lots have driveways that are 8 feet in width. This reduction is necessary on account of the condensed developable space and odd layout of the site which limits street frontages. Additionally, the 8 foot width preserves enough space for the development to meet the landscaping requirements of the UDC.
- **Reduction in minimum enclosed parking spaces** – The reduction in enclosed parking spaces is necessitated due to the limited developable area as a result of the topography and unique site layout.
- **Increase in building height** – The property has 95 feet of grade changes which unguates in portions of the site. The building areas identified on the site plan are not in the highest areas of the property. Additional height within this contained community surrounded by more intensive uses is appropriate.

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

- **Reduction in lot width**—The dimensional requirements of the UDC require wide townhome lots that, when placed along streets and alleyways, elongate the development along those streets and alleyways. While typical developable property may be able to accommodate these dimensional requirements, the topography of the Property here requires more narrow lots with deeper floorplans. Copied below is an example layout.



The tandem configuration proposed in some of the units reflect a creative opportunity to maintain a high quality architectural approach by a combination of homes that vary in width. These unit types provide opportunity to create more attainable homes without compromising the architectural proportions of the exterior elevations.

- **Reduction in minimum square footage**—The floor area minimums impose housing and development costs that, in combination with the associated grading and private infrastructure for this project, create an unnecessary hardship on the production of vibrant and diverse housing options and styles for families in various stages of their lives. This diversity of options within a single development is a key aspiration of the City's housing goals as defined in the Comprehensive Land Use Plan.
- **Reduction in undisturbed buffer requirements**—The Property is surrounded by developed non-residential properties so the UDC imposes 50 foot buffer upon the Property. The site plan addresses the buffer requirements in most areas along the border. These conditions exist on account of the conditions of the developed lots and the layout of the site. Further, the UDC imposes the buffer requirement to protect adjoining incompatible uses, however, the buffer is the result of previously developed parcels which have large amounts of undisturbed space already existing along the property lines. The imposition of the buffer would dramatically decrease the developable portions of the Property and would provide no meaningful benefit to this development or the neighboring development.
- **Reduction in driveway minimum width**—The driveway minimums create an unnecessary hardship to this particular property because of the lot size and shape which limits the extent to which driveways can be made perpendicular to the streets and alleys. While perpendicular streets and alleys would allow for greater driveway widths, the site layout precludes that on this property.
- **Reduction in minimum enclosed parking spaces** –The project includes six different unit types to appeal to a variety of buyers. Two zipper style units are proposed, one of which has tandem enclosed parking spaces instead of side by side enclosed spaces. Only one of the two enclosed spaces counts toward the minimum parking requirements, however, two cars are accommodated. Given the parking will be provided for the same household the impact of tandem spaces is mitigated. Requiring another enclosed space creates an unnecessary hardship, especially due to the site constraints.
- **Increase in building height** – The property is surrounded by nonresidential uses, including some with height greater than the requested 42 feet such as the five story office building. Due to the site topography, the impact of the additional height will be mitigated. Denying a request for a 42 inch height would create an unnecessary hardship.

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

- **Reduction in lot width**—The topography and stream buffers create considerable obstacles for redevelopment. As discussed, the grading requirements and installation of private infrastructure has associated costs that are beyond those experienced in traditional greenfield development. These challenges preclude the feasible development of the Property.
- **Reduction in minimum square footage**—As previously discussed, associated grading and private infrastructure for this project impose substantial costs. Variety in the housing floor plans and square footage minimums allows allocations of costs across a spectrum of housing options and allows for diversity of market rate price points and housing styles to fit the needs of families with different needs.
- **Reduction in undisturbed buffer requirements**—The surrounding developed office parcels create a unique circumstance where a residential development requires a buffer, whereas typically a commercial development would have been developed without a buffer. The areas in which this variance is being requested are adequately screened from development. In fact, UDC § 3.2.8.B.1 provides that in such circumstances the buffer restriction can be waived by administrative action.
- **Reduction in driveway minimum width**—The driveway minimums create a particular adversity on this property due to the lot size and shape.
- **Reduction in minimum enclosed parking spaces** – The site has significant topographical and site constraints. Notwithstanding the challenges, the proposal will include six different unit types, all with garages that accommodate two cars. The Zipper A type unit, however, provides for two cars through tandem spaces.
- **Increase in building height** – As noted above, the topography and site constraints challenge development of the property. The additional building height will enable the delivery of six different unit types within the project with no adverse impact on adjacent properties based on their use and development.

(4) Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

- **Reduction in lot width**— The development proposes a development opportunity for an undeveloped lot located near an important, yet underdeveloped, intersection within the City. The variance allows for diverse housing products that will be available to consumers at various price points, a goal of the Comprehensive Plan. (Comp. Plan, pg. 36). It also allows the development team to produce a community with diverse and attractive elevations.
- **Reduction in minimum square footage**—The diversity of housing styles is a goal of the Comprehensive Plan. This variety of housing styles provides housing for families with diverse needs, from four-bedroom families with children to empty nesters or single professionals. Housing variety also produces a more attractive community with variety in architectural elevations.
- **Reduction in undisturbed buffer requirements**—The areas adjacent to the buffer reductions are undeveloped and wooded areas. They are significantly more than fifty feet from the adjoining building and, therefore, may be compliant with the code as provided above. The reduction would not cause incompatible uses to be within an incompatible area.

- **Reduction in driveway minimum width**—The driveway minimums do not pose a detriment to the public good. The driveway will fit standard passenger vehicles which are fewer than seven feet wide.
- **Reduction in minimum enclosed parking spaces** – The public good is not impaired by the proposal to allow one of the proposed unit types to have tandem enclosed spaces rather than side by side enclosed spaces. The parking spaces will be utilized by the same household which minimizes the impact of the tandem configuration. Allowing this relief accommodates more variety in the housing offered which is consistent with the Comprehensive Plan.
- **Increase in building height**- As noted above, a diversity of housing styles is a goal of the Comprehensive Plan. The applicant is requesting additional building height to offer a variety of three story townhome products which does not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

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: Empire Communities - Old Milton Parkway

Contact Name: Jessica L. Hill Telephone: (404) 885-3925

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.

All property owners within 500' of the subject property will

be contacted regarding the application. Attached is a list of

the property owners to be contacted.

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.*

- | | |
|--|--|
| <input checked="" type="checkbox"/> Letter | <input type="checkbox"/> Personal Visits |
| <input type="checkbox"/> Telephone | <input type="checkbox"/> Group Meeting |
| <input type="checkbox"/> Email | <input type="checkbox"/> Other <i>(Please Specify)</i> |

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.

Individuals contacted regarding application will be provided contact information for the applicant and their counsel to ask questions or schedule a meeting to discuss any concerns.

500' Property Owner Mailing List

12 298008570462	11680 ROYAL RIDGE MOB1 SPE LLC	3330 PRESTON RIDGE RD SUITE 300	ALPHARETTA GA 30005
12 297008560127	BURSON CLAIRE LEE	P.O. BOX 1905	CLAYTON GA 30525-1905
12 312009070388	ACFDGA PROPERTY LLC	4205 N POINT PKWY BLDG D	ALPHARETTA GA 30022
12 312009120175	HOME MISSION BOARD OF THE SOUTH	4200 NORTH POINT PKY	ALPHARETTA GA 30022-4176
12 311009110509	SCHLOTZSKYS STORES LLC	P.O. BOX 250509	ATLANTA GA 30305-1512
12 311009080350	BRE ESA P PORTFOLIO LLC	P.O. BOX 49550	CHARLOTTE NC 28277-9550
12 312009070313	D R C S ENTERPRISES LIMITED PARTNERSHIP	4205 NORTH POINT PKWY # E	ALPHARETTA GA 30022
12 311009110483	LIU WEICHANG & GUO JING	733 VINEBROOK LANE	SUWANEE GA 30024
12 311009080348	3333 OLD MILTON ALPHARETTA LLC	1114 AVENUE OF THE AMERICAS 39TH FL	NEW YORK NY 10036
12 312009070255	CWGTMZ LLC	2210 LAKE SHORE LNDG	ALPHARETTA GA 30005
12 311009110491	AA18 ALPHARETTA PROPCO LLC	2700 HIGHWAY 280 STE 460E	BIRMINGHAM AL 35223
12 312009070271	4205 NORTH POINT LLC	2300 SADDLESPRING DR	ALPHARETTA GA 30004
12 311009110517	FC ENTERPRISES INC	2199 GLENMORE LANE	SNELLVILLE GA 30078
12 311009110418	MCDONALDS USA LLC	209 BOULEVARD	GAINESVILLE GA 30501
12 312009070305	LOETSCHER CHRISTIAN A & ALLISON	4205 F N POINT PKWY	ALPHARETTA GA 30022
12 312009070396	NORTH POINT PROFESSIONAL PARK OWNERS ASSOCIATION	4205 NORTH POINT PKWY BUILDING D	ALPHARETTA GA 30022
12 311009110137	FEDERAL INVESTMENT PROPERTY CORP	2575 PEACHTREE RD # #24E	ATLANTA GA 30305
12 312009070164	HOME MISSION BOARD OF THE SOUTH	4200 NORTH POINT PKY	ALPHARETTA GA 30022-4176
12 312009070297	MV KIRKLAND PROPERTIES LLC	4205 N POINT PKWY # A	ALPHARETTA GA 30022
12 312009070263	JW JORDAN LLC	4205 NORTH POINT PKWY BUILDING B	ALPHARETTA GA 30022
12 311009110210	DREW & CO	3610 CHAMBLEE TUCKER RD	ATLANTA GA 30341
12 311009110525	GREENSTONE PRESTON RIDGE LP	3301 WINDY RIDGE PKWY # 320	ATLANTA GA 30339
12 311009090636	HCRI 3400 OLD MILTON LLC	P.O. BOX 92129	SOUTHLAKE TX 76092
12 311009100740	PRESTON RIDGE ASSOCIATION INC	3330 CUMBERLAND BLVD SE STE 475	ATLANTA GA 30339-5997
12 311009100625	HOSPITAL AUTH OF FULTON COUNTY	P.O. BOX 92129	SOUTHLAKE TX 76092
12 311009100294	HCRI 3400 OLD MILTON LLC	P.O. BOX 92129	SOUTHLAKE TX 76092

12 311009090644	HCRI 3400 OLD MILTON LLC	P.O. BOX 92129	SOUTHLAKE TX 76092
12 311009090719	HOSPITAL AUTH OF FULTON COUNTY	P.O. BOX 92129	SOUTHLAKE TX 76092
12 311009090784	HEALTH CARE REIT INC	P.O. BOX 92129	SOUTHLAKE TX 76092
12 311009090735	NORTHSIDE VENTURES INC	P.O. BOX 92129	SOUTHLAKE TX 76092
12 311009080819	ALPHARETTA LIFEHOPE LAND SPE LLC	3330 PRESTON RIDGE RD STE 380	ALPHARETTA GA 30005
12 311009080371	3325 OLD MILTON LLC	1620 BUFORD DAM RD	CUMMING GA 30041
12 311009080389	BRE ESA P PORTFOLIO LLC	P.O. BOX 49550 - PROP TAX	CHARLOTTE NC 28277-9550
12 297008560481	MIDGARD SELF STORAGE ALPHARETTA GA LLC	1146 CANTON ST	ROSWELL GA 30075
12 312009070404	BOF GA ROYAL CENTRE LLC	P.O. BOX 250509	ATLANTA GA 30305
12 297008530351	ATLANTA SENIOR CARE SERVICES LLC	8380 BAY PINES BLVD FLOOR 3	SAINT PETERSBURGH FL 33709
12 311009090776	NORTHSIDE VENTURES INC	P.O. BOX 92129	SOUTHLAKE TX 76092

WRITTEN DESCRIPTION

All that tract or parcel of land lying and being in Land Lots 907, 908 and 911, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

TO FIND THE TRUE POINT OF BEGINNING, COMMENCE at a 1" flat iron found at the corner common to Land Lots 856, 857, 907, and 908, said point being the TRUE POINT OF BEGINNING.

FROM THE TRUE POINT OF BEGINNING AS THUS ESTABLISHED; thence along the common line of Land Lots 856 and 908 N00°25'33"W for a distance of 476.34 feet to a 1/2" rebar found; thence leaving said Land Lot Line S69°40'57"E for a distance of 161.30 feet to a 1/2" rebar found; thence N67°18'43"E for a distance of 227.06 feet to a 1/2" rebar found; thence N50°34'37"E for a distance of 108.02 feet to a 1/2" rebar found; thence N58°09'23"E for a distance of 122.02 feet to a 1/2" rebar found; thence N51°10'11"E for a distance of 199.50 feet to a point; thence N37°21'34"E for a distance of 83.96 feet to a 1/2" rebar found; thence N03°08'12"W for a distance of 120.73 feet to a 1/2" rebar found; thence N37°58'31"W for a distance of 270.04 feet to a 1/2" rebar found; thence S87°25'44"E for a distance of 16.76 feet to a concrete monument with a 2-inch metal disk found; thence 238.41 feet along the arc of a curve to the left, said curve having a radius of 839.43 feet and being subtended by a chord of S81°34'46"E, 237.61 feet to a concrete monument found (bent); thence S89°42'57"E for a distance of 67.81 feet to a concrete monument with a 2-inch metal disk found; thence N00°48'24"E for a distance of 285.62 feet to a concrete monument found; thence N11°59'40"E for a distance of 24.84 feet to a nail set at the southerly right of way of Old Milton Parkway (right of way varies); thence in a easterly direction along said southerly right of way the following courses and distances: 137.76 feet along the arc of a curve to the right, said curve having a radius of 4513.65 feet and being subtended by a chord of S77°48'50"E, 137.75 feet to a 1/2" rebar set; S13°03'24"W for a distance of 30.00 feet to a 1/2" rebar set; S76°48'59"E for a distance of 20.00 feet to a 1/2" rebar set; N13°03'24"E for a distance of 30.00 feet to a 1/2" rebar set; 242.24 feet along the arc of a curve to the right, said curve having a radius of 4513.65 feet and being subtended by a chord of S75°09'22"E, 242.21 feet to a 1/2" rebar found at the common line of Land Lots 908 and 911; thence leaving said southerly right of way and along said Land Lot Line the following courses and distances: S00°07'01"W for a distance of 282.46 feet to a 1/2" rebar found; S00°03'41"E for a distance of 276.65 feet to a 1/2" rebar found; S00°03'44"E for a distance of 591.40 feet to a concrete monument with a 2-inch metal disk found; thence leaving said Land Lot Line S51°17'58"E for a distance of 48.71 feet to a concrete monument with a 2-inch metal disk found at the westerly right of way of North Point Parkway (120' right of way); thence in a southwesterly direction along said westerly right of way S38°45'50"W for a distance of 262.75 feet to a 1/2" rebar set; thence leaving said westerly right of way N51°05'32"W for a distance of 62.80 feet to a concrete monument with a 2-inch metal disk found at the common line of Land Lots 907 and 908; thence along said Land Lot Line N89°53'56"W for a distance of 1119.94 feet to a 1" flat iron found, said point being the TRUE POINT OF BEGINNING.

Said tract or parcel of land contains 26.577 acres.

**EVIDENCE OF NO OUTSTANDING
CODE VIOLATIONS**

Filters

Code Enforcement

Filters

Filter all map moves

Location

0 OLD MILTON PKY

No results

Symbol data (Filters 13)

- Type Description
- Number
- Tag
- Status Code
- Assigned To
- Initiated Date

Showing 25 of 152 rows

Close Table

Type Description	Number	Tag	Status Code	Assigned To	Initiated Date	Z	Location	Reference ID	created_user
Code Enforcement-Co...	CE220057	From-SR: COM DEV RESIDE...	OPEN		2/7/2022, 9:38 AM		11980 Morning Mist Dr	53386	ARCGIS
Code Enforcement-Trees	CE220065	Tree Removal w/o Permit	OPEN		2/9/2022, 3:16 PM		4098 Big Creek Overlook	53475	ARCGIS
Code Enforcement-Co...	CE220084	Stop Work Order	OPEN		2/18/2022, 3:17 PM		905 Lake Union Hill Way	53699	ARCGIS
Code Enforcement-Co...	CE220097	Stop Work Order	OPEN		2/25/2022, 2:44 PM		10125 Lauren Hall Court	53844	ARCGIS
Code Enforcement-Co...	CE220136	From-SR: COM DEV RESIDE...	OPEN		3/15/2022, 11:36 AM		203 Pinetree Circle	54372	ARCGIS
Code Enforcement-Co...	CE220145	Stop Work Order	OPEN		3/17/2022, 3:59 PM		18014 Lake Union Hill Way	54486	ARCGIS
Code Enforcement-Co...	CE220185	STOP WORK ORDER - Rear R...	OPEN		3/30/2022, 12:15 PM		160 Clipper Bay Drive	54879	ARCGIS
Code Enforcement-Trees	CE220217	Tree Removal Without Permit	OPEN		4/12/2022, 3:37 PM		11600 Vista Forest Drive	55224	ARCGIS
Code Enforcement-Co...	CE220246	From-SR: COM DEV RESIDE...	OPEN	JODONNELL	4/22/2022, 2:05 PM		185 Lantern Ridge Ct	55510	ARCGIS
Code Enforcement-Trees	CE220254		OPEN		4/26/2022, 11:50 AM		200 Summerfield Drive	55568	ARCGIS
Code Enforcement-Co...	CE220291	Stop Work Order - Fence Viol...	OPEN	JMCADAMS	5/9/2022, 3:46 PM		325 Jayne Ellen Way	55885	ARCGIS
Code Enforcement-Trees	CE220309	Tree - Violation	OPEN		5/12/2022, 3:03 PM		2525 Clairview Street	55993	ARCGIS
Code Enforcement-Trees	CE220313	Tree Removal in excess of pe...	OPEN		5/13/2022, 11:32 AM		229 Meadow Drive	56022	ARCGIS
Code Enforcement-Co...	CE220361	Inoperable Vehicles/ Parking ...	OPEN		5/25/2022, 12:10 PM		345 Birch Hill Drive	56392	ARCGIS
Code Enforcement-Co...	CE220414	Stop Work Order	OPEN		6/9/2022, 3:48 PM		1720 Bates Road	56844	ARCGIS
Code Enforcement-Trees	CE220418	Tree Removal w/o Permit	OPEN		6/10/2022, 2:34 PM		775 Barnesley Lane	56882	ARCGIS
Code Enforcement-Co...	CE220419	Stop Work Order	OPEN		6/10/2022, 3:06 PM		1785 Dearborne Lane	56883	ARCGIS
Code Enforcement-Co...	CE220474	Dumpster Storage Facilities	OPEN		6/29/2022, 10:45 AM		970 North Point Drive	57420	ARCGIS
Code Enforcement-Co...	CE220501	Tree Removal - Complaint	OPEN		7/8/2022, 9:18 AM		2015 Winthrop Commons	57635	ARCGIS
Code Enforcement-Co...	CE220575	Stop Work Order\ Land Distu...	OPEN		8/2/2022, 11:02 AM		10550 Ash Hill Drive	58289	ARCGIS
Code Enforcement-Co...	CE220654	Unpaved Surfaces/ Rubbish ...	OPEN		8/26/2022, 4:35 PM		185 Cabots Cove Court	59013	ARCGIS

PROOF OF PAID TAXES



Real Estate

View Bill

As of	12/5/2024
Bill Year	2024
Bill	2409694
Owner	ALPHARETTA LIFEHOPE LAND SPE L
Parcel ID	12 -3110-0908-081-9

Installment	Pay By	Amount	Payments/Credits	Balance	Interest	Due
1	12/1/2024	\$13,198.32	\$13,198.32	\$0.00	\$0.00	\$0.00
TOTAL		\$13,198.32	\$13,198.32	\$0.00	\$0.00	\$0.00

RESERVED FOR PLAT FILING

CLOSURE STATEMENT

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS AN ANGULAR ERROR OF 1" SECONDS PER ANGLE POINT AND A PRECISION RATIO OF 1 IN 35,618. IT HAS BEEN ADJUSTED USING THE COMPASS METHOD.

GENERAL NOTES

EQUIPMENT USED TO OBTAIN THESE MEASUREMENTS WAS A TRIMBLE SS ROBOTIC TOTAL STATION.

BEARINGS ARE CALCULATED FROM ANGLES TURNED FROM A SINGLE GRID BASELINE.

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY NIPS SOLUTIONS.

DATE OF FIELD WORK: 12/20/2023

TOPOGRAPHIC DATA SHOWN WAS OBTAINED USING REMOTE SENSING METHODS. THE DATA WAS OBTAINED USING UAV LEAS (LIGHT DETECTION AND RANGING) RECEPT TO EXISTING SITE DATUM AND CONTROL POINTS.

EQUIPMENT USED WAS A DJI MATRICE 600PRO DRONE, WITH A SURVEYOR 32 LOAD SENSOR.

ALL IRRIGATION PINS SET ARE 1/2" REBARS CAPPED WITH "GUNNIN LSF 1033" UNLESS OTHERWISE NOTED.

BY GRAPHIC PLOTTING ONLY, NO PORTIONS OF THIS SITE ARE SHOWN TO BE WITHIN THE LIMITS OF A 100 YR. FLOOD HAZARD AREA AS PER F.I.R.M. FULTON COUNTY, GEORGIA AND INCORPORATED AREAS, COMMUNITY PANEL NUMBER 13121C009F DATED 9/18/2013.

ABOVE GROUND UTILITY LOCATIONS WERE OBTAINED FROM FIELD OBSERVATIONS. THE UNDERGROUND UTILITIES ARE SHOWN HEREON BASED ON LOCATION OF MARKINGS PROVIDED BY:

GROUNDHAMK J55 ONETA ST. SUITE D200 ATHENS GA 30601

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY GROUNDHAMK UTILIZING RADIO FREQUENCY TECHNIQUE.

ALL JURISDICTIONAL WATER DELINEATIONS WERE PROVIDED BY SALORS ENGINEERING ASSOCIATES, INC. (TEL. 770-962-5922) PER JURISDICTIONAL WATERS FINDINGS REPORT DATED DECEMBER 7, 2023 AND FIELD LOCATED BY THIS FIRM.

SITE ADDRESS IS LISTED AS: 3333 OLD MILTON PARKWAY ALPHARETTA, GA 30005

THE CURRENT PARCEL IDENTIFICATION NUMBER IS 12 311009080348.

REFERENCES: 1) ALTA SURVEY PREPARED BY BATES-LONG & ASSOCIATES, DATED MAY 23, 2016, REVISED JANUARY 18, 2017.

DISCLOSURE AND NOTICE THE SURVEY AND PLAT SHOWN HEREON IS NOT INTENDED FOR USE OR RELIANCE BY ANY PARTIES OR ENTITIES NOT SPECIFICALLY LISTED IN THE TITLE.

THIS DRAWING OR ANY FINDING(S) DOES NOT CONSTITUTE A TITLE OR LEGAL OPINION BY GUNNIN LAND SURVEYING, LLC. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST THAT ARE NOT SHOWN.

ANY PROVIDED CERTIFICATION IS A STATEMENT BASED ON FACTS AND KNOWLEDGE KNOWN TO THE REGISTRANT AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED, AS A UNIQUE GRAPHIC PROFESSIONAL WORK, THIS SURVEY IS SUBJECT TO THE COPYRIGHT LAWS OF THE UNITED STATES. THE LATEST DATE OF FIELD SURVEY WORK IS THE DATE APPLICABLE TO PROVISIONS OF STATUTES OF LIMITATION.

SYMBOL LEGEND

- O/PS 1/2" REBAR FOUND
O/PS 1/2" REBAR SET
O/PS RIGHT-OF-WAY MONUMENT FOUND
ADJONING LOT NUMBER
LOT NUMBER
LAND LOT NUMBER
AIR CONDITIONING UNIT
BENCHMARK
BOLLARD
HANDICAP PARKING SPOT
SIGN
MANHOLE - UNKNOWN TYPE
HANDHOLE
CABLE TV BOX
CABLE TV MANHOLE
CABLE TV PEDESTAL
ELECTRIC BOX
ELECTRIC MANHOLE
ELECTRIC METER
ELECTRIC PEDESTAL
CURE AND ANCHOR
GUY POLE
LIGHT POLE (LP)
POWER POLE (PP)
SERVICE POLE
HIGH VOLTAGE POWER POLE (HVPP)
TRANSFORMER
GAS MANHOLE
GAS VALVE
GAS METER
SANITARY SEWER CLEAN OUT
SANITARY SEWER MANHOLE
STORM SEWER CLEAN OUT
DOUBLE WING CATCH BASIN
SINGLE WING CATCH BASIN
CURB INLET
DROP INLET
PROPOSED
FLARED END SECTION
HEADWALL
JUNCTION BOX
PEDESTAL/WEIR INLET
YARD INLET
TELEPHONE BOX
TELEPHONE MANHOLE
TELEPHONE PEDESTAL
PEDESTRIAN SIGNAL POLE
TRAFFIC SIGNAL BOX
TRAFFIC SIGNAL POLE
FIRE DEPARTMENT CONNECTION
FIRE HYDRANT
IRRIGATION CONTROL VALVE
POST INDICATOR VALVE
WATER MANHOLE
WATER METER
WATER VALVE
TREE

TOTAL AREA= 26.577 ACRES

ABBREVIATIONS

- A.E. ACCESS EASEMENT
B.E. BACK OF CURB
BM BENCHMARK
BSL BUILDING SETBACK LINE
C&G CURB AND GUTTER
C.L. CENTERLINE
C.L.F. CHAIN LINK FENCE
C.M.F. CONCRETE MONUMENT FOUND
C.M.C. CONCRETE
C.P. COMPROMISED TOP PIPE
D.B. DEED BOOK
D.F. DRAINAGE EASEMENT
E.X. EXISTING
E.D. EDGE OF PAVEMENT
F.E.N. FENCE
L.L.L. LAND LOT LINE
O.T.F. OPEN TOP PIPE
P.B. PLAT BOOK
P.G. PAGE
P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT
P.O.P. PROPOSED
R/W RIGHT OF WAY
S.S. SANITARY SEWER
S.S.E. SANITARY SEWER EASEMENT
P.L. PROPERTY LINE
S.M.H. SANITARY SEWER MANHOLE
U.E. UTILITY EASEMENT
C.I. CURB INLET
D.I. DROP INLET
D.W.C.B. DOUBLE WING CATCH BASIN
F.E.S. FLARED END SECTION
H.W. HEADWALL
J.B. JUNCTION BOX
O.C.S. OUTLET CONTROL STRUCTURE
S.W.B. SINGLE WING CATCH BASIN
P/W.M. PEDESTAL/WEIR INLET
Y.I. YARD INLET
C.S. CORRUGATED METAL PIPE
D.I.P. DUCTILE IRON PIPE
H.P. HIGH DENSITY POLYETHYLENE PIPE
P.V.C. POLYVINYL CHLORIDE PIPE
R.C.P. REINFORCED CONCRETE PIPE
V.C.P. VITRIFIED CLAY PIPE

LINE TYPE LEGEND

- ADJONING PROPERTY LINE
RIGHT-OF-WAY CENTERLINE
CREEK CENTERLINE
LAND LOT LINE
METAL FENCE
WIRE FENCE
WOOD FENCE
GUARDRAIL
RAILROAD TRACK
OVERHEAD UTILITY LINE
UNDERGROUND CABLE TV LINE
UNDERGROUND ELECTRIC LINE
UNDERGROUND FIBER OPTIC LINE
UNDERGROUND GAS PIPE
UNDERGROUND SANITARY SEWER PIPE
UNDERGROUND STORM SEWER PIPE
UNDERGROUND STREET LIGHTING LINE
UNDERGROUND TELEPHONE LINE
UNDERGROUND TRAFFIC LINE
UNDERGROUND WATER PIPE

SIGNIFICANT OBSERVATIONS

- POSSIBLE LOCATION OF STORM STRUCTURE. LARGE MOUND OF DIRT SURROUNDED BY SILT FENCE.
APPROXIMATE LOCATION OF SANITARY SEWER LINE. OTHER END OF LINE NOT FOUND POSSIBLY BURIED UNDERNEATH THE ASPHALT.
APPROXIMATE LOCATION OF SANITARY SEWER LINE.
PIPE SIZE OF SEWER LINE UNDERMINED, PIPES ARE RECESSED INSIDE STRUCTURE.
ASPHALT, CURB, UTILITIES, WALL, ETC. CROSS PROPERTY LINE
GRAVEL DRIVE CROSSES PROPERTY LINE
DIRT DRIVE CROSSES PROPERTY LINE

FLOOD DELINEATION

- FLOOD LINES AND BASE FLOOD ELEVATIONS SHOWN HEREON ARE APPROXIMATE AND SHOWN PER FEMA NATIONAL FLOOD HAZARD REPORT.
DEFINITION OF FLOOD AREAS FROM FEMA NATIONAL FLOOD INSURANCE PROGRAM:
ZONE A - SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. NO BASE FLOOD ELEVATIONS DETERMINED
ZONE X- AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM FROM 1% ANNUAL CHANCE FLOOD.
ZONE X- AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN
FLOODWAY AREAS IN ZONE AE. THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.
~200.0_ BASE FLOOD ELEVATION LINE (BFE)

TITLE EXCEPTIONS

THE FOLLOWING EXCEPTIONS ARE LISTED SCHEDULE B, SECTION 2 OF THE COMMITMENT FOR TITLE INSURANCE ISSUED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER 23-1875CM, EFFECTIVE DATE OF OCTOBER 20, 2023.

(9) Matters affecting caption property disclosed on plat recorded at Plat Book 388, Pages 98-99. (20' SANITARY SEWER EASEMENT SHOWN HEREON)

(10) Right of Way Deed from Mrs. C. T. Pass to Fulton County, dated November 20, 1946, recorded in Deed Book 1136, Page 398.

(11) Sewer Easement from Frances W. Byers to Fulton County, dated June 26, 1975, recorded in Deed Book 6314, Page 79.

(12) Easements and access rights granted in that certain Declaration of Taking pursuant to that certain Condemnation Action styled Department of Transportation vs. 2.388 acres of land et al., Civil Action No. C-39627, dated February 21, 1978, recorded in Deed Book 6923, Page 84.

(13) Easements and access rights granted in that certain Declaration of Taking pursuant to that certain Condemnation Action styled Department of Transportation vs. 2.388 acres of land et al., Civil Action No. C-39631, dated February 24, 1978, recorded in Deed Book 6926, Page 143.

(14) Easements and access rights granted in that certain Declaration of Taking pursuant to that certain Condemnation Action styled Department of Transportation vs. 2.388 acres of land et al., Civil Action No. C-39628, dated February 21, 1978, recorded in Deed Book 6924, Page 439.

(15) Permit for Anchors, Guy Poles and Wires from Frances W. Byers to Georgia Power Company, dated November 9, 1977, recorded in Deed Book 7114, Page 420.

(16) Conveyance of Access Rights from Siemens-Allis, Inc. to the Department of Transportation, dated June 11, 1985, recorded in Deed Book 9556, Page 399.

(17) Indemnity Agreement with Siemens Energy & Automation, Inc. to the Georgia Department of Transportation, dated June 20, 1988, recorded in Deed Book 11673, Page 125.

(18) Temporary Easement Agreement by and between Georgia Department of Transportation and Siemens Energy & Automation, Inc. formerly Siemens-Allis Inc., dated August 9, 1993, recorded in Deed Book 17636, Page 259.

(19) Easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated May 13, 1994, recorded in Deed Book 18841, Page 185.

(20) Easement from FP/CL/PI Margan Falls, L.P. to Georgia Power Company, dated April 28, 1995, recorded in Deed Book 21002, Page 148.

(21) Easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated August 22, 1994, filed January 18, 1996, recorded in Deed Book 20493, Page 317.

(22) Easement Agreement by and between Siemens Energy & Automation, Inc. and American Global North Point Holdings, LLC, dated October, 1998 filed May 14, 1999, recorded in Deed Book 26642, Page 155.

(23) Driveway and Utility Easement Agreement by and between Siemens Corporation and P&L Big Creek, L.P., dated March 31, 2016, recorded in Deed Book 5599B, Page 113, as affected by the First Amendment Driveway and Utility Agreement by and among 3333 Old Milton Alpharetta LLC and Alpharetta Lifespace Land SPE, LLC, dated August 31, 2017, recorded in Deed Book 57892, Page 171.

(24) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(25) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(26) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(27) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(28) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(29) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(30) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(31) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(32) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(33) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(34) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(35) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(36) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(37) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(38) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(39) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(40) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(41) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(42) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(43) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(44) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(45) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(46) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(47) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(48) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(49) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(50) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(51) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(52) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

(53) Unrecorded easement from Siemens Energy & Automation, Inc. to Georgia Power Company, dated November 20, 1986 to provide for the installation and maintenance of underground electrical power cables to serve property of Siemens-Allis, Inc. See the Exhibit "B" attached to the Limited Warranty at Deed Book 57892, Page 155.

WRITTEN DESCRIPTION

All that tract or parcel of land lying and being in Land Lots 907, 908 and 911, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

TO FIND THE TRUE POINT OF BEGINNING, COMMENCE AT A 1" flat iron found at the corner common to Land Lots 856, 857, 907, and 908, said point being the TRUE POINT OF BEGINNING.

FROM THE TRUE POINT OF BEGINNING AS THUS ESTABLISHED; thence along the common line of Land Lots 856 and 908 N00°25'33"W for a distance of 476.34 feet to a 1/2" rebar found; thence leaving said Land Lot Line S89°40'37"E for a distance of 161.30 feet to a 1/2" rebar found; thence N67°18'43"E for a distance of 227.06 feet to a 1/2" rebar found; thence N50°34'37"E for a distance of 108.02 feet to a 1/2" rebar found; thence N50°09'32"E for a distance of 122.02 feet to a 1/2" rebar found; thence N107°01'17"E for a distance of 199.50 feet to a point; thence N37°21'34"E for a distance of 83.96 feet to a 1/2" rebar found; thence N03°08'12"W for a distance of 120.73 feet to a 1/2" rebar found; thence S47°58'53"W for a distance of 270.04 feet to a 1/2" rebar found; thence S87°25'24"E for a distance of 16.76 feet to a concrete monument with a 2-inch metal disk found; thence S38°41' feet along the arc of a curve to the left, said curve having a radius of 838.43 feet and being subtended by a chord of 597°54'46"E, 237.61 feet to a concrete monument found (here); thence S89°42'57"E for a distance of 67.81 feet to a concrete monument with a 2-inch metal disk found; thence N00°48'24"E for a distance of 285.62 feet to a concrete monument found; thence N11°59'40"E for a distance of 24.84 feet to a nail set of the southerly right of way of Old Milton Parkway (right of way varies); thence in a easterly direction along said southerly right of way the following courses and distances: 137.76 feet along the arc of a curve to the right, said curve having a radius of 4513.65 feet and being subtended by a chord of 57°48'50"E, 137.76 feet to a 1/2" rebar set; 242.24 feet along the arc of a curve to the right, said curve having a radius of 4513.65 feet and being subtended by a chord of 57°50'22"E, 242.21 feet to a 1/2" rebar found at the common line of Land Lots 908 and 911; thence leaving said southerly right of way and along said Land Lot Line the following courses and distances: 500°7'07"W for a distance of 282.46 feet to a 1/2" rebar found; 500°03'16"E for a distance of 276.65 feet to a 1/2" rebar found; 500°03'44"E for a distance of 591.40 feet to a concrete monument with a 2-inch metal disk found; thence leaving said Land Lot Line S51°75'8"E for a distance of 48.71 feet to a concrete monument with a 2-inch metal disk found at the westerly right of way of North Point Parkway (107' right of way); thence in a southeasterly direction along said westerly right of way 338°45'50"W for a distance of 262.75 feet to a 1/2" rebar set; thence leaving said westerly right of way N51°05'32"W for a distance of 62.80 feet to a concrete monument with a 2-inch metal disk found at the common line of Land Lots 907 and 908; thence along said Land Lot Line N89°53'38"W for a distance of 1119.94 feet to a 1" flat iron found, said point being the TRUE POINT OF BEGINNING.

RIGHTS ACCESS TO REMAINING FRONTAGE ALONG THE SOUTHERLY RIGHT OF WAY OF OLD MILTON PARKWAY WERE RELINQUISHED AS PART OF THIS CONVEYANCE.

Said tract or parcel of land contains 26.577 acres.

REVISION

DATE

ALTA/NSPS LAND TITLE SURVEY FOR EAH ACQUISITIONS, LLC & CHICAGO TITLE INSURANCE COMPANY

LOCATED IN LAND LOTS 907, 908 & 911 1st DISTRICT, 2nd SECTION CITY OF ALPHARETTA FULTON COUNTY, GEORGIA DECEMBER 1, 2023

GUNNIN SURVEY

DRAWN BY: PRW CHECKED BY: ZRW PROJECT NO. 23087 SHEET OF 1 2

Table with 6 columns: Tree Number, Diameter, Tree, Comments, Tree, Specimen. Lists various trees like Japanese maple, Dogwood, Loblolly cypress, Yaupon holly, etc.

ALTA/NSPS CERTIFICATION TO: EAH ACQUISITIONS, LLC & CHICAGO TITLE INSURANCE COMPANY THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS...

SURVEYOR'S CERTIFICATE (STATE OF GEORGIA) THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES...

PRELIMINARY

ZACHARY R. WEISEL, GA RLS NO. 3473 DATE

FLOOD DELINEATION

FLOOD LINES AND BASE FLOOD ELEVATIONS SHOWN HEREON ARE APPROXIMATE AND SHOWN PER FEMA NATIONAL FLOOD HAZARD REPORT.

DEFINITION OF FLOOD AREAS FROM FEMA NATIONAL FLOOD INSURANCE PROGRAM:

- ZONE A - SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. NO BASE FLOOD ELEVATIONS DETERMINED.
- ZONE X* - AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM FROM 1% ANNUAL CHANCE FLOOD.
- ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN.

FLOODWAY AREAS IN ZONE AE, THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS.

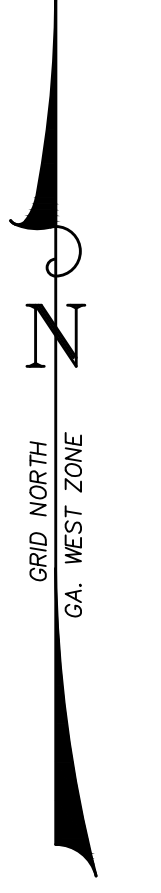
700.0 BASE FLOOD ELEVATION LINE (BFE)

SIGNIFICANT OBSERVATIONS

- #1 POSSIBLE LOCATION OF STRUCTURE, LARGE MOUND OF DIRT SURROUNDED BY SILT FENCE.
- #2 APPROXIMATE LOCATION OF SANITARY SEWER LINE, OTHER END OF LINE NOT FOUND POSSIBLY BURIED UNDERNEATH THE ASPHALT.
- #3 APPROXIMATE LOCATION OF SANITARY SEWER LINE.
- #4 PIPE SIZE OF SEWER LINE UNDERMINED, PIPES ARE RECESSED INSIDE STRUCTURE.
- #5 ASPHALT, CURB, UTILITIES, WALL, ETC. CROSS PROPERTY LINE.
- #6 GRAVEL DRIVE CROSSES PROPERTY LINE.
- #7 DIRT DRIVE CROSSES PROPERTY LINE.

LINE TABLE

LINE	BEARING	DISTANCE
L1	N11°59'40"E	24.84'
L2	S13°03'24"W	30.00'
L3	S76°48'59"E	20.00'
L4	N13°03'24"E	30.00'



LINE TYPE LEGEND

- ADJOINING PROPERTY LINE
- RIGHT-OF-WAY CENTERLINE
- CREAK CENTERLINE
- LAND LOT LINE
- METAL FENCE
- WIRE FENCE
- WOOD FENCE
- GUARDRAIL
- RAILROAD TRACK
- OVERHEAD UTILITY LINE
- UNDERGROUND CABLE TV LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND FIBER OPTIC LINE
- UNDERGROUND GAS PIPE
- UNDERGROUND SANITARY SEWER PIPE
- UNDERGROUND STORM SEWER PIPE
- UNDERGROUND STREET LIGHTING LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND WATER PIPE

SYMBOL LEGEND

- 1/2" REBAR FOUND
- PIRE REBAR SET
- RIGHT-OF-WAY MONUMENT FOUND
- ADJOINING LOT NUMBER
- LOT NUMBER
- LAND LOT NUMBER
- AIR CONDITIONING UNIT
- BENCHMARK
- BOLLARD
- HANDICAP PARKING SPOT
- MANHOLE - UNKNOWN TYPE
- MANHOLE
- CABLE TV BOX
- CABLE TV MANHOLE
- ELECTRIC BOX
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC PEDESTAL
- GUY WIRE AND ANCHOR
- GUY POLE
- LIGHT POLE (LP)
- HIGH VOLTAGE POWER POLE (HVPP)
- TRANSFORMER
- GAS MANHOLE
- GAS VALVE
- GAS METER
- FENCE
- SANITARY SEWER CLEAN OUT
- SANITARY SEWER MANHOLE
- STORM SEWER CLEAN OUT
- DOUBLE WING CATCH BASIN
- SINGLE WING CATCH BASIN
- CURB INLET
- DROP INLET
- PROPOSED
- FLARED END SECTION
- HEADWALL
- JUNCTION BOX
- PEDESTAL W/ER INLET
- PEDESTAL W/ER INLET
- SMH
- SMH
- UTILITY EASEMENT
- DI
- DROP INLET
- DWCB
- FLARED END SECTION
- HW
- JUNCTION BOX
- OCS
- OUTLET CONTROL STRUCTURE
- SWCB
- SINGLE WING CATCH BASIN
- P/W
- PEDESTAL W/ER INLET
- YARD INLET
- CONCRETE METAL PIPE
- DIP
- DUCTILE IRON PIPE
- HOPE
- HIGH DENSITY POLYETHYLENE PIPE
- PVC
- POLYVYL CHLORIDE PIPE
- RCP
- REINFORCED CONCRETE PIPE
- VCP
- VITRIFIED CLAY PIPE

ABBREVIATIONS

- A.E. ACCESS EASEMENT
- B.C. BACK OF CURB
- B.M. BENCHMARK
- B.S. BUILDING SETBACK LINE
- B.S.E. BENCHMARK
- B.S.E. BENCHMARK
- C.I. CENTERLINE
- C.L.F. CHAIN LINK FENCE
- C.M.F. CONCRETE MONUMENT FOUND
- CONC. CONCRETE
- CTP. CRIMPED TOP PIPE
- DB. DEED BOOK
- D.E. DRAINAGE EASEMENT
- E.A. EXISTING
- E.P. EDGE OF PAVEMENT
- FEN. FENCE
- L.L.L. LAND LOT LINE
- O.T.P. OPEN TOP PIPE
- P.B. PLAT BOOK
- P.G. PAGE
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT
- P.O.D. POINT OF DISCONTINUITY
- PROP. PROPOSED
- R/W. RIGHT OF WAY
- S.S. SANITARY SEWER
- S.S.E. SANITARY SEWER EASEMENT
- P.L. PROPERTY LINE
- S.M.H. SANITARY SEWER MANHOLE
- U.E. UTILITY EASEMENT
- DI. DROP INLET
- DWCB. DOUBLE WING CATCH BASIN
- FLARED END SECTION
- HW. HEADWALL
- J.B. JUNCTION BOX
- OCS. OUTLET CONTROL STRUCTURE
- SWCB. SINGLE WING CATCH BASIN
- P/W. PEDESTAL W/ER INLET
- Y.I. YARD INLET
- C.M.P. CORRUGATED METAL PIPE
- DIP. DUCTILE IRON PIPE
- HOPE. HIGH DENSITY POLYETHYLENE PIPE
- PVC. POLYVYL CHLORIDE PIPE
- RCP. REINFORCED CONCRETE PIPE
- VCP. VITRIFIED CLAY PIPE



REVISION

NO.	DATE	DESCRIPTION

ALTAIR'S LAND TITLE SURVEY FOR
EAH ACQUISITIONS, LLC & CHICAGO TITLE INSURANCE COMPANY
 LOCATED IN LAND LOTS 907, 908 & 911
 1st DISTRICT, 2nd SECTION
 CITY OF ALPHARETTA
 FULTON COUNTY, GEORGIA
 DECEMBER 1, 2023

G U N N E Y

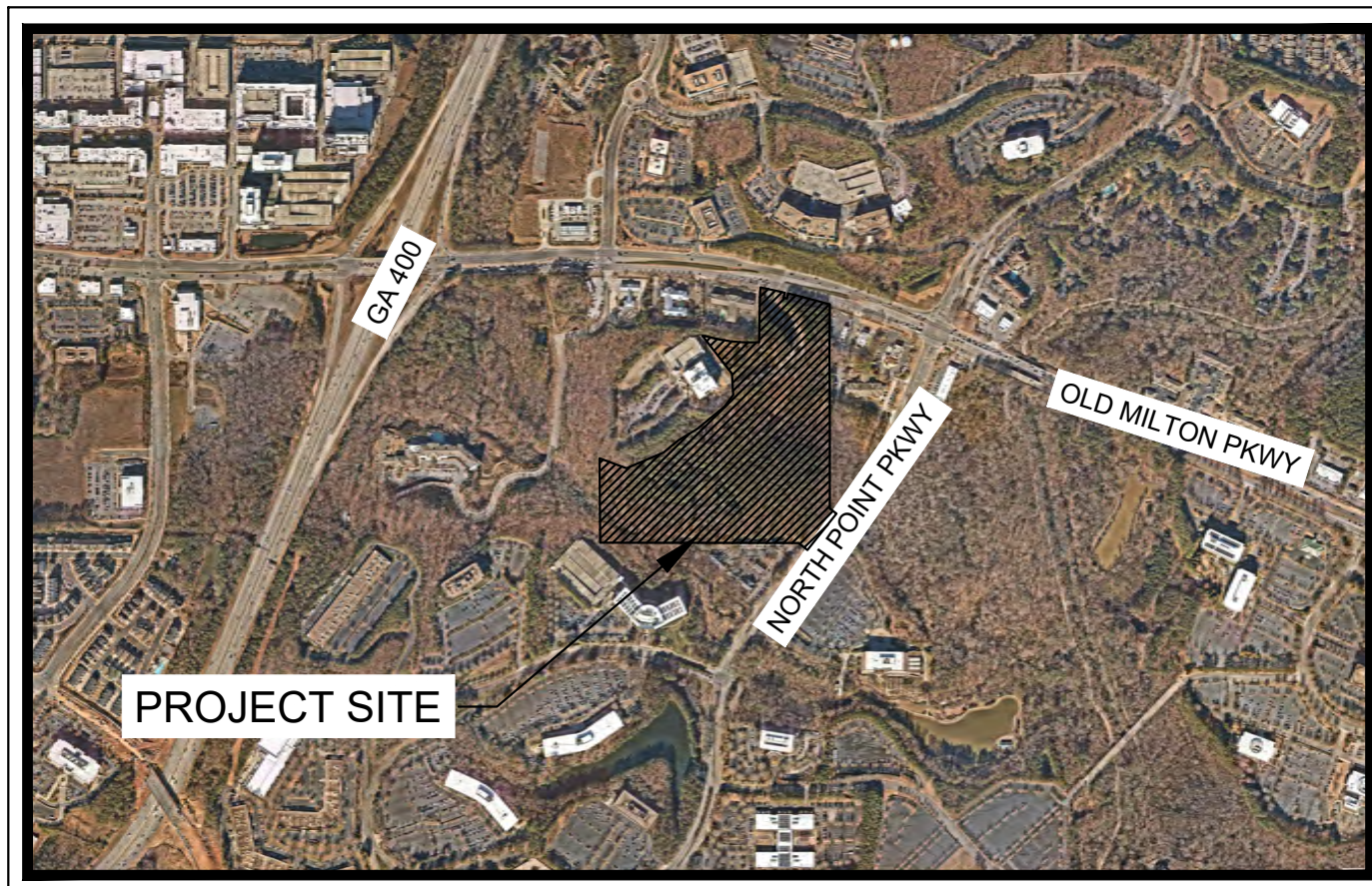
141 Railroad Street, Suite 105
 Canton, Georgia 30114
 www.gunnysurvey.com
 678.852.7522
 ©Gunnys Survey, LLC

DRAWN BY: PRW
 CHECKED BY: ZRW

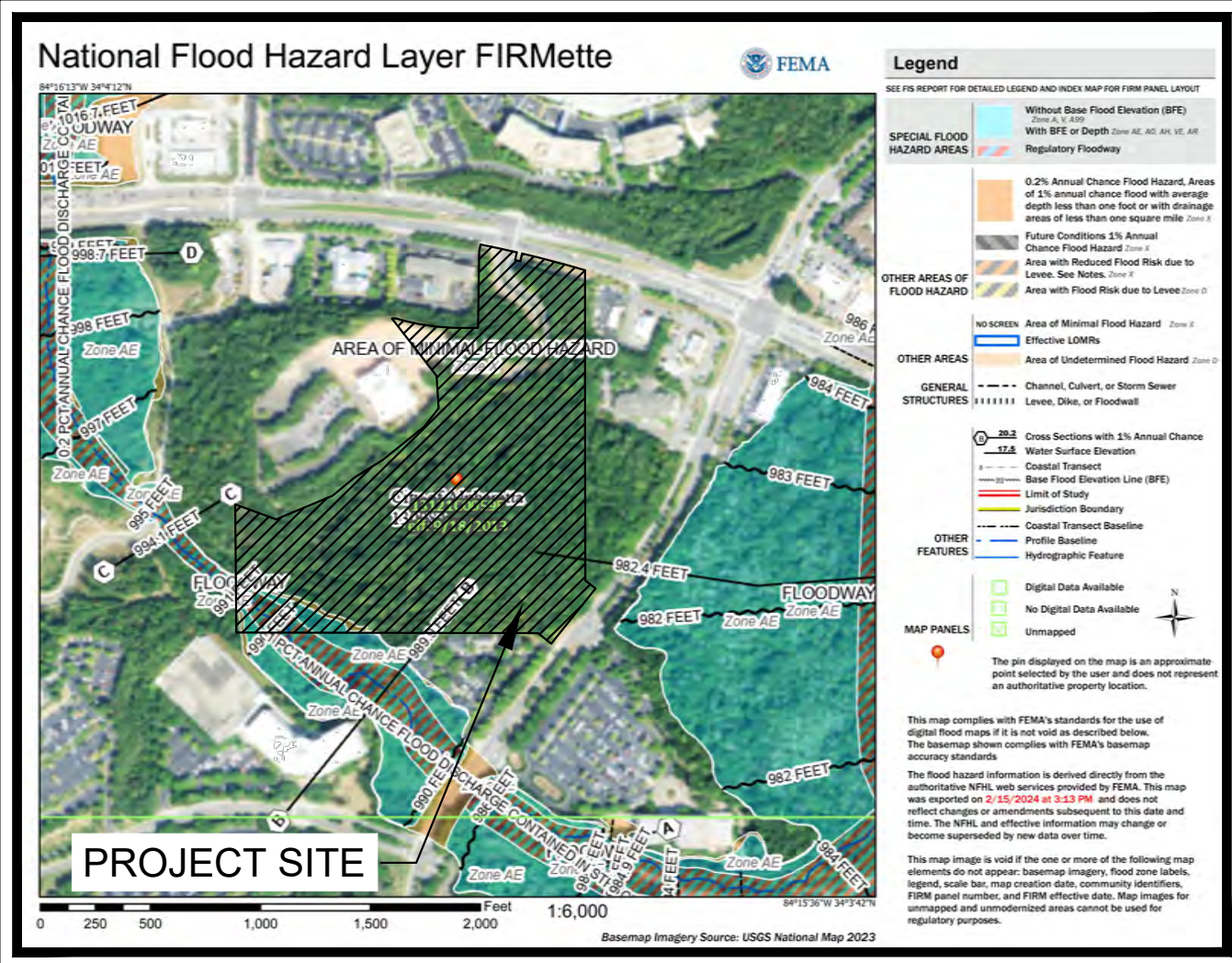
PROJECT NO. 23087

SHEET	OF
2	2

FILENAME: 23087 - Old Milton Park Owners Assn.dwg PLOT DATE: 02/08/2024



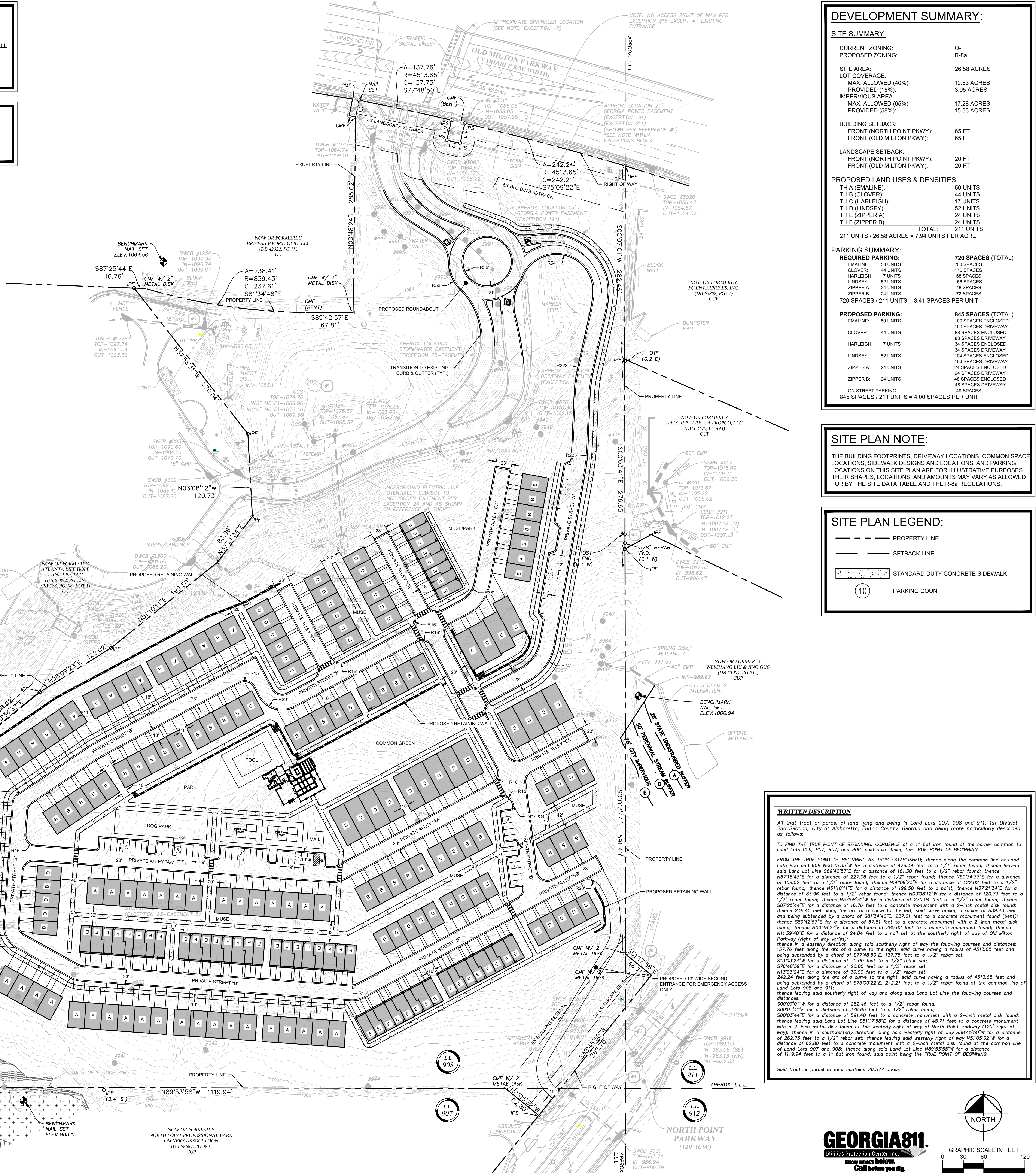
VICINITY MAP
NOT TO SCALE



FEMA MAP
THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

STORMWATER MANAGEMENT NOTE:
SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS PROVIDING RUNOFF REDUCTION, CHANNEL PROTECTION, OVBANK FLOODING PROTECTION, AND WATER QUALITY CONTROL PER THE CODE REQUIREMENTS.

EXISTING CONDITIONS SURVEY NOTE:
EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY GUNNIN SURVEY, DATED 12/01/2023.



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:	O-1
PROPOSED ZONING:	R-8a
SITE AREA:	26.58 ACRES
LOT COVERAGE:	10.83 ACRES
MAX. ALLOWED (40%):	3.95 ACRES
PROVIDED (15%):	
IMPERVIOUS AREA:	17.28 ACRES
MAX. ALLOWED (65%):	15.33 ACRES
PROVIDED (58%):	

BUILDING SETBACK:
FRONT (NORTH POINT PKWY): 65 FT
FRONT (OLD MILTON PKWY): 65 FT

LANDSCAPE SETBACK:
FRONT (NORTH POINT PKWY): 20 FT
FRONT (OLD MILTON PKWY): 20 FT

PROPOSED LAND USES & DENSITIES:

TH A (EMALINE):	50 UNITS
TH B (CLOVER):	44 UNITS
TH C (HARLEIGH):	17 UNITS
TH D (LINDSEY):	52 UNITS
TH E (ZIPPER A):	24 UNITS
TH F (ZIPPER B):	24 UNITS
TOTAL:	211 UNITS

211 UNITS / 26.58 ACRES = 7.94 UNITS PER ACRE

PARKING SUMMARY:

REQUIRED PARKING:	720 SPACES (TOTAL)
EMALINE:	50 UNITS
CLOVER:	44 UNITS
HARLEIGH:	17 UNITS
LINDSEY:	52 UNITS
ZIPPER A:	24 UNITS
ZIPPER B:	24 UNITS
720 SPACES / 211 UNITS = 3.41 SPACES PER UNIT	

PROPOSED PARKING:

EMALINE:	50 UNITS	845 SPACES (TOTAL)
CLOVER:	44 UNITS	100 SPACES DRIVEWAY
HARLEIGH:	17 UNITS	88 SPACES ENCLOSED
LINDSEY:	52 UNITS	88 SPACES DRIVEWAY
ZIPPER A:	24 UNITS	34 SPACES ENCLOSED
ZIPPER B:	24 UNITS	34 SPACES DRIVEWAY
ON STREET PARKING:	845 SPACES / 211 UNITS = 4.00 SPACES PER UNIT	

SITE PLAN NOTE:
THE BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, COMMON SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY THE SITE DATA TABLE AND THE R-8a REGULATIONS.

SITE PLAN LEGEND:

- PROPERTY LINE
- SETBACK LINE
- STANDARD DUTY CONCRETE SIDEWALK
- PARKING COUNT

WRITTEN DESCRIPTION
All that tract or parcel of land lying and being in Land Lots 907, 908 and 911, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:
TO FIND THE TRUE POINT OF BEGINNING, COMMENCE AT A 1" flat iron nail at the corner common to Land Lots 856, 857, 907, and 908, said point being the TRUE POINT OF BEGINNING.
FROM THE TRUE POINT OF BEGINNING AS THUS ESTABLISHED; thence along the common line of Land Lots 856 and 908 N00°02'31"W for a distance of 476.34 feet to a 1/2" rebar found; thence leaving said Land Lot Line S89°40'57"E for a distance of 161.30 feet to a 1/2" rebar found; thence leaving N67°18'47"E for a distance of 227.06 feet to a 1/2" rebar found; thence N50°34'37"E for a distance of 108.02 feet to a 1/2" rebar found; thence N50°09'23"E for a distance of 122.02 feet to a 1/2" rebar found; thence N51°10'11"E for a distance of 199.50 feet to a point; thence N37°21'34"E for a distance of 83.96 feet to a 1/2" rebar found; thence N03°19'12"W for a distance of 120.73 feet to a 1/2" rebar found; thence N37°58'31"W for a distance of 270.04 feet to a 1/2" rebar found; thence S87°25'44"E for a distance of 16.76 feet to a concrete monument with a 2-inch metal disk found; thence 238.41 feet along the arc of a curve to the left, said curve having a radius of 839.43 feet and being subtended by a chord of S87°14'46"E, 237.61 feet to a concrete monument found (point); thence S88°42'57"E for a distance of 67.81 feet to a concrete monument with a 2-inch metal disk found; thence N00°48'24"E for a distance of 285.62 feet to a concrete monument found; thence N11°59'40"E for a distance of 30.00 feet to a 1/2" rebar set; thence 24.84 feet to a nail set at the southerly right of way of Old Milton Parkway (right of way varies); thence in an easterly direction along southerly right of way the following courses and distances: 137.76 feet along the arc of a curve to the right, said curve having a radius of 4513.65 feet and being subtended by a chord of S77°48'50"E, 137.75 feet to a 1/2" rebar set; 513°02'34"W for a distance of 30.00 feet to a 1/2" rebar set; 578°48'59"E for a distance of 20.00 feet to a 1/2" rebar set; N11°03'24"E for a distance of 30.00 feet to a 1/2" rebar set; 242.24 feet along the arc of a curve to the right, said curve having a radius of 4513.65 feet and being subtended by a chord of S73°09'22"E, 242.21 feet to a 1/2" rebar found at the common line of Land Lots 907 and 908; thence along said Land Lot Line N89°53'58"W for a distance of 1119.94 feet to a 1" flat iron nail found, said point being the TRUE POINT OF BEGINNING.
Said tract or parcel of land contains 26.577 acres.

Drawing name: K:\A\A\PRJ\010105\0407_3333 Old Milton Pkwy\Zoning\ZP - Zoning Plan Dec 27, 2024 11:11am by: tush.patel

Kimley Horn
2024 KIMLEY HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEYHORN.COM

EMPIRE COMMUNITIES
5775 GLENRIDGE DR BUILDING D, SUITE 500
ALPHARETTA, GA 30005
PHONE: (770) 541-5250

NO.	REVISION DESCRIPTIONS	DATE	BY
01	01/02/2025		

3333 OLD MILTON PKWY
3333 OLD MILTON PARKWAY, ALPHARETTA, GA 30005
LAND LOT 907, 908 & 911, 1ST DISTRICT

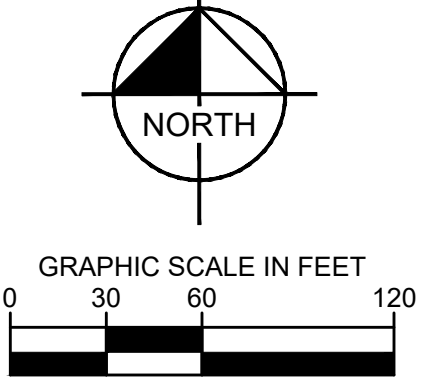
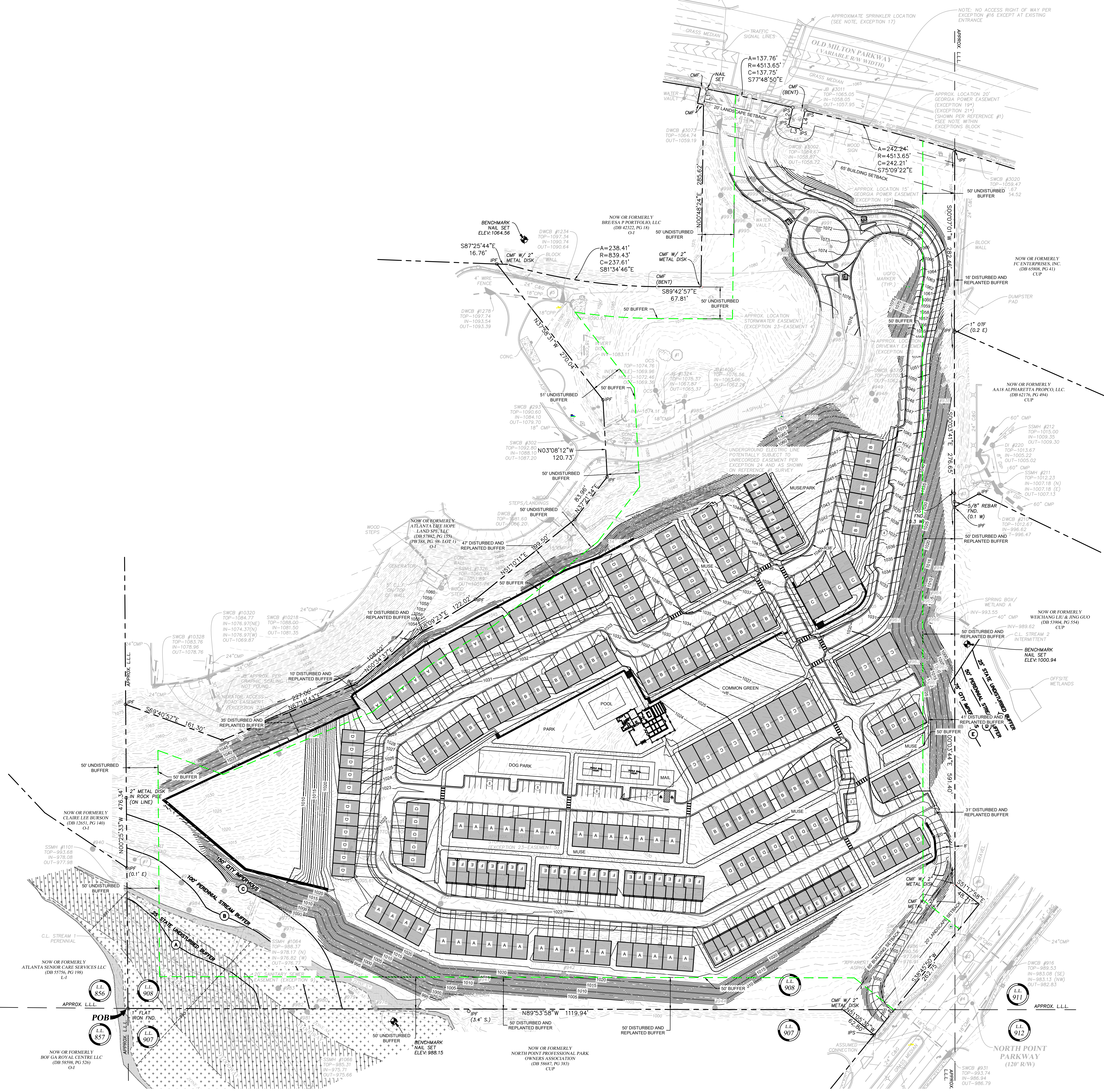
GEORGIA 811
UNIVERSITY PROTECTION CENTER, INC.
Know what's below. Call before you dig.

GSWCC CERT. 0000076495
DRAWN BY TDG
DESIGNED BY KHP
REVIEWED BY MAP
DATE 01/02/2025
PROJECT NO. 018754037
TITLE

ZONING PLAN

SHEET NUMBER **ZP-1**

Drawing name: K:\A.P. - PRJ\016754037_3333 Old Milton Pkwy\CAD\Plan\sheet2\ZP - BUFFER EXHIBIT Dec-27-2024 11:29am by: kush.patel



SHEET NUMBER
ZP-2

TITLE
BUFFER EXHIBIT

PROJECT NO. 018754037
DATE 01/02/2025

DESIGNED BY KHP
REVIEWED BY MAP

DRAWN BY TDG
GSVCC CERT. (LEVEL II) 0000076456



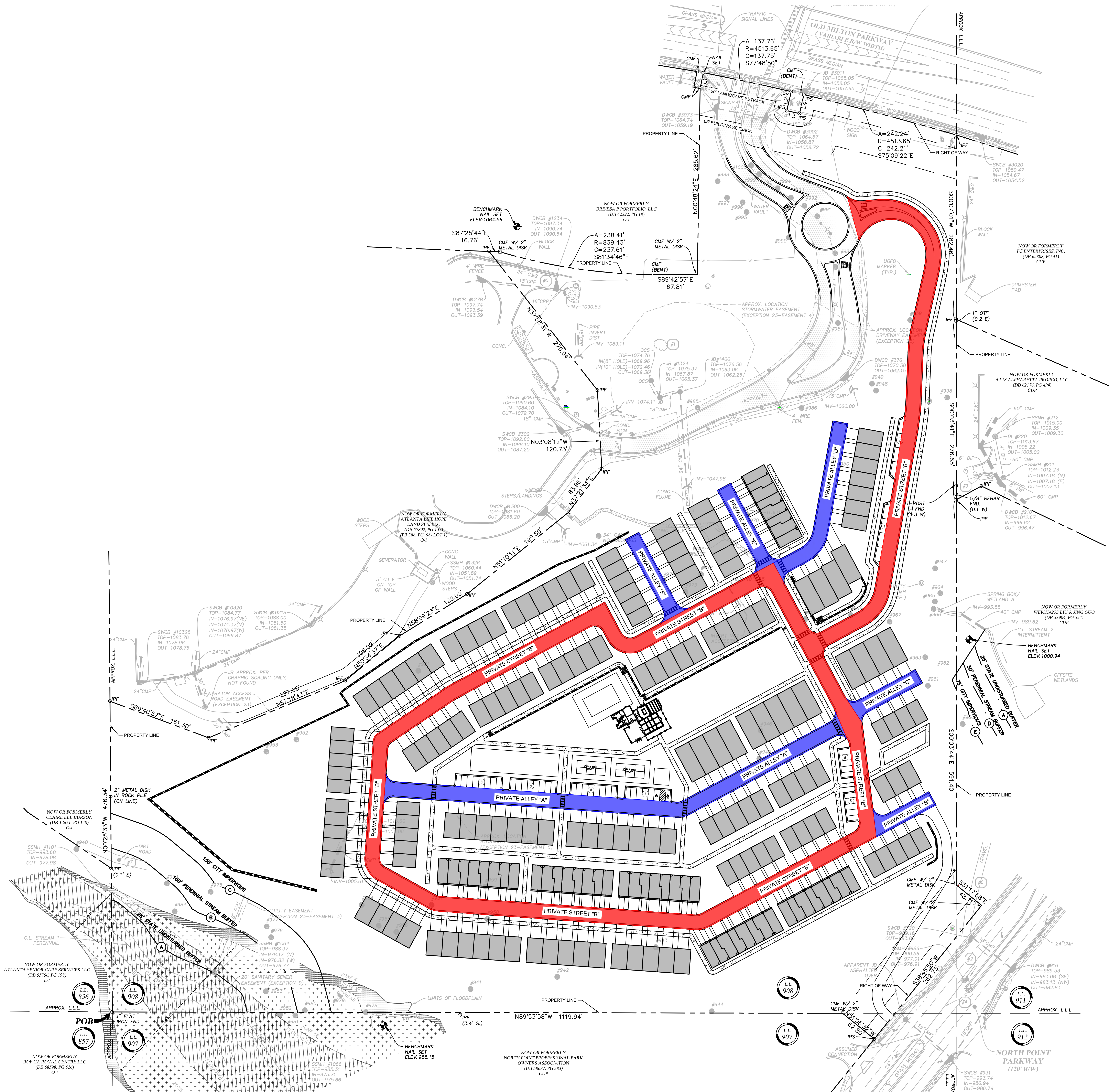
PROJECT
3333 OLD MILTON PKWY
3333 OLD MILTON PARKWAY, ALPHARETTA, GA 30005
LAND LOT 907, 908 & 911, 1ST DISTRICT

No.	REVISION DESCRIPTIONS	DATE	BY
01		01/02/2025	TDG

EMPIRE COMMUNITIES
5775 GLENRIDGE DR BUILDING D, SUITE 500
ALPHARETTA, GEORGIA 30009
PHONE: (770) 619-4280

Kimley Horn
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11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: (770) 619-4280
WWW.KIMLEYHORN.COM

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SITE PLAN LEGEND:	
	PROPERTY LINE
	PRIVATE STREET
	PRIVATE ALLEY

GEORGIA811
 Know what's below.
 Call before you dig.

NORTH

GRAPHIC SCALE IN FEET
 0 30 60 120



Legacy Ridge at Alpharetta

Harvest Product

- A** Emaline
- B** Clementine
- C** Harleigh
- D** Lindsey
- E** Zipper



HARVEST

Old Milton Community



HARVEST

Old Milton Community

Farm House





Farm House

HARVEST

Old Milton Community



A *Emaline Townhome*



HARVEST

Old Milton Community

Farm House



B *Clemetine Townhome*



HARVEST

Old Milton Community

Farm House



D *Lindsey Townhome*



HARVEST

Old Milton Community

Farm House



E *Zipper A & B Townhome*

*His Hands Tree Preservation, LLC.
PO Box. 441241
Kennesaw, GA. 30160
Phone: (404) 661-2700
Email: HisHandsTP@gmail.com
ISA Certified Arborist WI-0338AT
ISA Certified Tree Worker
ISA Qualified Tree Risk Assessor*

TREE INVENTORY REPORT

*Tree Inventory Report
Old Milton
Alpharetta, GA 30005*

Prepared For:

Nate Welch, Director, Land Development

Empire Communities™

T: 770-541-5250

M: 678-431-0242

D: 770-541-5230

E: nwelch@empirecommunities.com

Assessor:

Robert Brettschneider, Owner

His Hands Tree Preservation, LLC

ISA Certified Arborist #WI-0338AT

ISA Certified Tree Worker

ISA Qualified Tree Risk Assessor

On December 18, 2024, Robert Brettschneider, Owner of His Hands Tree Preservation and an International Society of Arboriculture (ISA) Certified Arborist, conducted an updated tree assessment and inventory. This assessment aimed to verify the sizes and evaluate the biological and structural health of all non-specimen trees 6 inches and greater, identified additional specimen trees, and boundary/shared trees on the property.

All identified additional specimen trees were assessed for structural defects, biological decline, and overall health.

Trees of Quality and Tree Groupings or Groves: Trees that warrant protection or preservation based upon the size, condition, special interest, character, etc

Protected Trees and Tree Density Compliance: Trees counted towards the density requirements for protected areas were identified and documented.

Table and Report:

The table below summarizes the inventory and assessment of the specimen trees on this site. The table contents contain the following information.

Tree ID #: The specific identification tag on the tree.

Diameter: The size of the tree measured at 3.5 feet on the trunk gives the diameter size.

Tree Species: Identifies the genus and species of each tree.

Condition Rating: The condition rating comprises three distinct qualities: health, structure, and form.

Health: Tree health (vigor) includes evaluation of the crown density, foliage color, leaf size, annual shoot growth, disease infections, insect infestations, the presence of injuries, and shoot dieback symptoms.

Structural: The tree structural evaluation includes assessing tree features impacting the structural integrity. These conditions may include the presence of codominant stems, weak branch attachments, decay indicators, root collar burial, dead and dying branches, low live crown ratio, visual cavities, and other conditions of concern.

GOOD: The vigor is normal for the species. There is no significant damage due to diseases or pests. Any twig dieback, defoliation, or discoloration is minor. Has a well-developed structure. The defects are minor and can be corrected. There are minor asymmetries/deviations from species norm.

FAIR: The tree has a reduced vigor. Damage from insects or diseases is significant and associated with defoliation but is not likely fatal. Twig dieback, defoliation, discoloration, and/or dead branches may comprise up to 50% of the crown. The tree has a single defect of a significant nature or multiple moderate defects. The defects are not practical to correct or would require multiple treatments over several years. The tree form has major asymmetries/deviations from species norm and/or intended use. The functions and/or aesthetics are compromised.

POOR: The tree is unhealthy and declining in appearance. Poor vigor. Low foliage density and poor foliage color are present. The tree has a potentially fatal pest infestation. Has an extensive twig and/or branch dieback. The tree has a single serious defect or multiple significant defects. Recent change in tree orientation. The structural problems cannot be corrected and may fail at any time. The tree form is largely asymmetric/abnormal and distracts from the intended use and/or aesthetics significantly.

Specimen Tree: Identifies that the City of Alpharetta Arborist would consider the specimen tree.

Table: Trees on site

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1	11	PINE	GOOD	GOOD	NO
2	4	ARBOVITAE	GOOD	GOOD	NO
3	4	ARBOVITAE	GOOD	GOOD	NO
4	10	PINE	GOOD	GOOD	NO
5	4	ARBOVITAE	GOOD	GOOD	NO
6	4	ARBOVITAE	GOOD	GOOD	NO
7	18	PINE	GOOD	GOOD	NO
8	4	ARBOVITAE	GOOD	GOOD	NO
9	4	ARBOVITAE	GOOD	GOOD	NO
10	4	ARBOVITAE	GOOD	GOOD	NO
11	6	PINE	GOOD	GOOD	NO
12	9	PINE	GOOD	GOOD	NO
13	4	ARBOVITAE	GOOD	GOOD	NO
14	13	PINE	GOOD	GOOD	NO
15	12	SWEETGUM	GOOD	GOOD	NO
16	18	SWAMP WHITE OAK	FAIR	FAIR	NO
17	9	PINE	GOOD	GOOD	NO
18	9	PINE	GOOD	GOOD	NO
19	13	PINE	GOOD	GOOD	NO
20	12	PINE	GOOD	GOOD	NO
21	7	SWAMP WHITE OAK	GOOD	GOOD	NO
22	6	SYCAMORE	GOOD	GOOD	NO
23	4	RIVER BIRCH	GOOD	GOOD	NO
24	6	SYCAMORE	GOOD	GOOD	NO
25	10	PINE	GOOD	GOOD	NO
26	10	PINE	GOOD	GOOD	NO
27	6	SWEETGUM	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
28	7	SWEETGUM	GOOD	GOOD	NO
29	6	SWEETGUM	GOOD	GOOD	NO
30	6	PINE	GOOD	GOOD	NO
31	6	PINE	FAIR	FAIR	NO
32	22	SWEETGUM	FAIR	FAIR	NO
33	19	PINE	GOOD	GOOD	NO
34	11	T POP	GOOD	GOOD	NO
35	9	PINE	GOOD	GOOD	NO
36	9	PINE	GOOD	GOOD	NO
37	7	PINE	GOOD	GOOD	NO
38	9	PINE	GOOD	GOOD	NO
39	6	PINE	GOOD	GOOD	NO
40	8	PINE	GOOD	GOOD	NO
41	10	PINE	GOOD	GOOD	NO
42	8	PINE	GOOD	GOOD	NO
43	7	PINE	GOOD	GOOD	NO
44	7	PINE	GOOD	GOOD	NO
45	8	PINE	GOOD	GOOD	NO
46	6	BLACK CHERRY	GOOD	GOOD	NO
47	7	PINE	GOOD	GOOD	NO
48	7	RED OAK	GOOD	GOOD	NO
49	7	RED OAK	GOOD	GOOD	NO
50	18	PINE	GOOD	GOOD	NO
51	9	PINE	GOOD	GOOD	NO
52	10	PINE	GOOD	GOOD	NO
53	6	SWEETGUM	GOOD	GOOD	NO
54	8	PINE	GOOD	GOOD	NO
55	22	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
56	10	CHERRY	GOOD	GOOD	NO
57	16	T POPLAR	GOOD	GOOD	NO
58S	23	PINE	FAIR	FAIR	NO
59S	20	PINE	FAIR	POOR	NO
60	14	SWEETGUM	GOOD	GOOD	NO
61	24	PINE	FAIR	POOR	NO
62	14	CHERRY	GOOD	GOOD	YES
63	13	CHERRY	GOOD	GOOD	YES
64	18	RED MAPLE	FAIR	FAIR	NO
65	12	RED MAPLE	FAIR	FAIR	NO
66	20	RED MAPLE	FAIR	FAIR	NO
67	7	PINE	GOOD	GOOD	NO
68	11	PINE	GOOD	GOOD	NO
69	7	SWEETGUM	GOOD	GOOD	NO
70	8	SWEETGUM	GOOD	GOOD	NO
71	10	PINE	FAIR	FAIR	NO
72	7	SWEETGUM	GOOD	GOOD	NO
73	8	SWEETGUM	GOOD	GOOD	NO
74	6	PINE	GOOD	GOOD	NO
75	10	ELM	GOOD	GOOD	NO
76	11	PINE	GOOD	GOOD	NO
77	8	RED OAK	GOOD	GOOD	NO
78	7	PINE	GOOD	GOOD	NO
79	10	PINE	GOOD	GOOD	NO
80	7	PINE	GOOD	GOOD	NO
81	6	PINE	GOOD	GOOD	NO
82	9	RED MAPLE	GOOD	FAIR	NO
83	7	BLACK CHERRY	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
84	10	PINE	GOOD	GOOD	NO
85	10	SWEETGUM	GOOD	GOOD	NO
86	12	PINE	GOOD	GOOD	NO
87	11	PINE	GOOD	GOOD	NO
88	6	PINE	GOOD	GOOD	NO
89	12	BRADFORD PEAR	GOOD	GOOD	NO
90	10	PINE	GOOD	GOOD	NO
91	7	PINE	GOOD	GOOD	NO
92	7	PINE	GOOD	GOOD	NO
93	8	PINE	GOOD	GOOD	NO
94	9	PINE	GOOD	GOOD	NO
95	6	BLACK CHERRY	GOOD	GOOD	NO
96	16	PINE	GOOD	GOOD	NO
97	6	SWEETGUM	GOOD	GOOD	NO
98	14	PINE	GOOD	GOOD	NO
99	7	PINE	GOOD	GOOD	NO
100B	12	PINE	GOOD	GOOD	NO
101	7	PINE	GOOD	GOOD	NO
102	8	PINE	GOOD	GOOD	NO
103	10	PINE	GOOD	GOOD	NO
104	14	PINE	GOOD	GOOD	NO
105	7	PINE	GOOD	GOOD	NO
106	9	PINE	GOOD	GOOD	NO
107	8	SWEETGUM	GOOD	GOOD	NO
108	8	PINE	GOOD	GOOD	NO
109	8	PINE	GOOD	GOOD	NO
110	14	PINE	GOOD	GOOD	NO
111	7	ASH	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
112	13	PINE	FAIR	FAIR	NO
113	10	PINE	GOOD	GOOD	NO
114	11	PINE	FAIR	FAIR	NO
115	12	RED OAK	FAIR	FAIR	NO
116	7	PINE	FAIR	FAIR	NO
117	21	RED MAPLE	FAIR	FAIR	NO
118	24	RED MAPLE	FAIR	FAIR	YES
119	10	PINE	GOOD	GOOD	NO
120	10	PINE	GOOD	GOOD	NO
121	9	ASH	GOOD	GOOD	NO
122	14	RED OAK	GOOD	GOOD	NO
123	15	MAPLE	GOOD	GOOD	NO
124	6	SAUCER MAGNOLIA	GOOD	GOOD	NO
125	6	HOLLY	GOOD	GOOD	NO
126	6	HOLLY	GOOD	GOOD	NO
127	6	HOLLY	GOOD	GOOD	NO
128	6	HOLLY	GOOD	GOOD	NO
129	6	HOLLY	GOOD	GOOD	NO
130	6	HOLLY	GOOD	GOOD	NO
131	10	BRADFORD PEAR	GOOD	GOOD	NO
132	8	SWEETGUM	GOOD	GOOD	NO
133	6	PINE	GOOD	GOOD	NO
134	6	BRADFORD PEAR	GOOD	GOOD	NO
135	13	PINE	GOOD	GOOD	NO
136	8	BRADFORD PEAR	GOOD	GOOD	NO
137	8	PINE	GOOD	GOOD	NO
138	10	BLACK CHERRY	GOOD	GOOD	NO
139	10	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
140	23	PINE	GOOD	GOOD	NO
141	15	MAPLE	GOOD	GOOD	NO
142	10	PINE	GOOD	GOOD	NO
143	9	PINE	GOOD	GOOD	NO
144	16	PINE	GOOD	GOOD	NO
145	12	PINE	GOOD	GOOD	NO
146	10	PINE	GOOD	GOOD	NO
147	13	PINE	GOOD	GOOD	NO
148	11	PINE	GOOD	GOOD	NO
149	8	PINE	GOOD	GOOD	NO
150	8	PINE	GOOD	GOOD	NO
151	10	PINE	GOOD	GOOD	NO
152	8	PINE	GOOD	GOOD	NO
153	13	PINE	GOOD	GOOD	NO
154	9	PINE	GOOD	GOOD	NO
155	12	PINE	GOOD	GOOD	NO
156	9	PINE	GOOD	GOOD	NO
157	12	PINE	GOOD	GOOD	NO
158	11	PINE	GOOD	GOOD	NO
159	11	PINE	GOOD	GOOD	NO
160	9	PINE	GOOD	GOOD	NO
161	11	PINE	GOOD	GOOD	NO
162	9	PINE	GOOD	GOOD	NO
163	9	PINE	GOOD	GOOD	NO
164	11	PINE	GOOD	GOOD	NO
165	9	PINE	GOOD	GOOD	NO
166	8	PINE	GOOD	GOOD	NO
167	8	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
168	9	PINE	GOOD	GOOD	NO
169	7	PINE	GOOD	GOOD	NO
170	10	PINE	GOOD	GOOD	NO
171	11	PINE	GOOD	GOOD	NO
172	8	PINE	GOOD	GOOD	NO
173	9	PINE	GOOD	GOOD	NO
174	9	PINE	GOOD	GOOD	NO
175	10	PINE	GOOD	GOOD	NO
176	7	PINE	GOOD	GOOD	NO
177	11	PINE	GOOD	GOOD	NO
178	13	PINE	GOOD	GOOD	NO
179	9	PINE	GOOD	GOOD	NO
180	6	PINE	GOOD	GOOD	NO
181	8	PINE	GOOD	GOOD	NO
182	13	PINE	GOOD	GOOD	NO
183	8	PINE	GOOD	GOOD	NO
184	11	PINE	GOOD	GOOD	NO
185	13	PINE	GOOD	GOOD	NO
186	9	PINE	GOOD	GOOD	NO
187	12	PINE	GOOD	GOOD	NO
188	9	PINE	GOOD	GOOD	NO
189	10	PINE	GOOD	GOOD	NO
190	8	PINE	GOOD	GOOD	NO
191	8	PINE	GOOD	GOOD	NO
192	9	PINE	GOOD	GOOD	NO
193	6	PINE	GOOD	GOOD	NO
194	6	PINE	GOOD	GOOD	NO
195	14	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
196	7	PINE	GOOD	GOOD	NO
197	10	PINE	GOOD	GOOD	NO
198	11	PINE	GOOD	GOOD	NO
199	9	PINE	GOOD	GOOD	NO
200	9	PINE	GOOD	GOOD	NO
201	14	PINE	GOOD	GOOD	NO
202	11	PINE	GOOD	GOOD	NO
203	11	PINE	GOOD	GOOD	NO
204	9	PINE	GOOD	GOOD	NO
205	15	PINE	GOOD	GOOD	NO
206	15	PINE	GOOD	GOOD	NO
207	12	PINE	GOOD	GOOD	NO
208	11	PINE	GOOD	GOOD	NO
209	10	PINE	GOOD	GOOD	NO
210	9	PINE	GOOD	GOOD	NO
211	7	PINE	GOOD	GOOD	NO
212	12	PINE	GOOD	GOOD	NO
213	9	PINE	GOOD	GOOD	NO
214	6	PINE	GOOD	GOOD	NO
215	6	PINE	GOOD	GOOD	NO
216	11	PINE	GOOD	GOOD	NO
217	15	PINE	GOOD	GOOD	NO
218	8	PINE	GOOD	GOOD	NO
219	12	WILLOW	GOOD	GOOD	NO
220B	9	PINE	GOOD	GOOD	NO
221	10	PINE	GOOD	GOOD	NO
222	9	PINE	GOOD	GOOD	NO
223	13	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
224	10	DOGWOOD	GOOD	GOOD	NO
225	6	PINE	GOOD	GOOD	NO
226	12	PINE	GOOD	GOOD	NO
227B	7	PINE	GOOD	GOOD	NO
228B	7	PINE	GOOD	GOOD	NO
229	6	PINE	GOOD	GOOD	NO
230	9	PINE	GOOD	GOOD	NO
231	20	WILLOW OAK	GOOD	GOOD	NO
232	10	PINE	GOOD	GOOD	NO
233B	9	PINE	GOOD	GOOD	NO
234	6	PINE	GOOD	GOOD	NO
235	10	PINE	GOOD	GOOD	NO
236	7	PINE	GOOD	GOOD	NO
237	6	BLACK CHERRY	GOOD	GOOD	NO
238	9	PINE	GOOD	GOOD	NO
239B	16	RED OAK	GOOD	GOOD	NO
240	8	PINE	GOOD	GOOD	NO
241	12	PINE	GOOD	GOOD	NO
242B	14	RED OAK	GOOD	GOOD	NO
243B	13	ZELKOVA	GOOD	GOOD	NO
244	26	MAG SPECIMEN	GOOD	GOOD	NO
245	19	REDWOOD	GOOD	GOOD	NO
246B	14	ZELKOVA	GOOD	GOOD	NO
247	14	MAGNOLIA	GOOD	GOOD	NO
248B	17	ZELKOVA	GOOD	GOOD	NO
249	20	LEYLAND	GOOD	GOOD	NO
250	11	LEYLAND	GOOD	GOOD	NO
251	9	LEYLAND	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
252	9	PINE	GOOD	GOOD	NO
253	12	PINE	GOOD	GOOD	NO
254	9	PINE	GOOD	GOOD	NO
255	9	PINE	GOOD	GOOD	NO
256	10	PINE	GOOD	GOOD	NO
257	10	PINE	GOOD	GOOD	NO
258	9	PINE	GOOD	GOOD	NO
259	11	PINE	GOOD	GOOD	NO
260	18	PINE	GOOD	GOOD	NO
261	11	PINE	GOOD	GOOD	NO
262	10	PINE	GOOD	GOOD	NO
263	8	PINE	GOOD	GOOD	NO
264	8	PINE	GOOD	GOOD	NO
265	9	PINE	GOOD	GOOD	NO
266	8	PINE	GOOD	GOOD	NO
267	9	PINE	GOOD	GOOD	NO
268	8	PINE	GOOD	GOOD	NO
269	9	PINE	GOOD	GOOD	NO
270	10	PINE	GOOD	GOOD	NO
271	13	PINE	GOOD	GOOD	NO
272	12	PINE	GOOD	GOOD	NO
273	10	PINE	GOOD	GOOD	NO
274	11	PINE	GOOD	GOOD	NO
275	12	PINE	GOOD	GOOD	NO
276	17	PINE	GOOD	GOOD	NO
277	12	PINE	GOOD	GOOD	NO
278	9	PINE	GOOD	GOOD	NO
279	6	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
280	9	PINE	GOOD	GOOD	NO
281	7	PINE	GOOD	GOOD	NO
282	13	PINE	GOOD	GOOD	NO
283	9	PINE	GOOD	GOOD	NO
284	9	PINE	GOOD	GOOD	NO
285	11	PINE	GOOD	GOOD	NO
286	11	PINE	GOOD	GOOD	NO
287	7	PINE	GOOD	GOOD	NO
288	9	PINE	GOOD	GOOD	NO
289	9	PINE	GOOD	GOOD	NO
290	9	PINE	GOOD	GOOD	NO
291	8	PINE	GOOD	GOOD	NO
292	16	PINE	GOOD	GOOD	NO
293	9	PINE	GOOD	GOOD	NO
294	10	PINE	GOOD	GOOD	NO
295	14	PINE	GOOD	GOOD	NO
296	15	PINE	GOOD	GOOD	NO
297	14	LEYLAND	GOOD	GOOD	NO
298	15	LEYLAND	GOOD	GOOD	NO
299	20	LEYLAND	GOOD	GOOD	NO
300	7	MAGNOLA	GOOD	GOOD	NO
301	6	BRADFORD PEAR	GOOD	GOOD	NO
302	16	PINE	GOOD	GOOD	NO
303	11	PINE	GOOD	GOOD	NO
304	12	BRADFORD PEAR	GOOD	GOOD	NO
305	7	PINE	GOOD	GOOD	NO
306	11	PINE	GOOD	GOOD	NO
307	12	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
308	13	PINE	GOOD	GOOD	NO
309	6	PINE	GOOD	GOOD	NO
310	13	PINE	GOOD	GOOD	NO
311	13	PINE	GOOD	GOOD	NO
312	13	PINE	GOOD	GOOD	NO
313	7	PINE	GOOD	GOOD	NO
314	9	BRADFORD PEAR	GOOD	FAIR	NO
315	9	PINE	GOOD	GOOD	NO
316	22	RED OAK	GOOD	GOOD	NO
317	20	RED OAK	GOOD	FAIR	NO
318	9	RED OAK	GOOD	GOOD	NO
319	12	RED OAK	GOOD	GOOD	NO
320	15	RED OAK	GOOD	GOOD	NO
321	7	PINE	GOOD	GOOD	NO
322	11	PINE	GOOD	FAIR	NO
323	9	RED OAK	GOOD	GOOD	NO
324	16	RED OAK	GOOD	GOOD	NO
325	12	PINE	GOOD	GOOD	NO
326	6	SWEETGUM	GOOD	GOOD	NO
327	14	PINE	GOOD	GOOD	NO
328	6	PINE	GOOD	GOOD	NO
329	16	PINE	GOOD	GOOD	NO
330	10	WATER OAK	GOOD	GOOD	NO
331	9	PINE	GOOD	GOOD	NO
332	9	BLACK CHERRY	GOOD	GOOD	NO
333	21	PINE	GOOD	GOOD	NO
334	13	PINE	GOOD	POOR	NO
335	21	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
336	11	T POPLAR	GOOD	GOOD	NO
337	8	SWEETGUM	GOOD	GOOD	NO
338	22	SWEETGUM	GOOD	GOOD	NO
339	6	PINE	GOOD	GOOD	NO
340	6	PINE	GOOD	GOOD	NO
341	6	PINE	GOOD	GOOD	NO
342	6	PINE	GOOD	GOOD	NO
343	6	SWEETGUM	GOOD	GOOD	NO
344	12	PINE	GOOD	GOOD	NO
345	9	PINE	GOOD	GOOD	NO
346	7	SWEETGUM	GOOD	GOOD	NO
347	12	PINE	GOOD	GOOD	NO
348	6	PINE	GOOD	GOOD	NO
349	7	PINE	GOOD	GOOD	NO
350	7	PINE	FAIR	POOR	NO
351	6	PINE	GOOD	GOOD	NO
352	8	PINE	GOOD	GOOD	NO
353	6	PINE	GOOD	GOOD	NO
354	6	WATER OAK	GOOD	GOOD	NO
355	6	WATER OAK	GOOD	GOOD	NO
356	24	PINE	GOOD	GOOD	NO
357	16	PINE	GOOD	GOOD	NO
358	17	PINE	GOOD	GOOD	NO
359	7	PINE	GOOD	GOOD	NO
360	13	SWEETGUM	GOOD	GOOD	NO
361	10,12,16	RED OAK	POOR	POOR	NO
362	20	PINE	POOR	POOR	NO
363	7	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
364	10	PINE	GOOD	GOOD	NO
365	7	SWEETGUM	GOOD	GOOD	NO
366	10	RED OAK	GOOD	GOOD	NO
367	8	BLACK CHERRY	GOOD	GOOD	NO
368	8	RED OAK	GOOD	FAIR	NO
369	7	RED OAK	GOOD	FAIR	NO
370	6	RED OAK	GOOD	GOOD	NO
371	13	PINE	GOOD	GOOD	NO
372	9	PINE	GOOD	GOOD	NO
373	18	PINE	GOOD	GOOD	NO
374	10	SWEETGUM	GOOD	GOOD	NO
375	15	WATER OAK	GOOD	GOOD	NO
376	7	PINE	GOOD	GOOD	NO
377	6	PINE	GOOD	GOOD	NO
378	7	BLACK CHERRY	GOOD	GOOD	NO
379	7	PINE	GOOD	GOOD	NO
380	13	RED MAPLE	GOOD	GOOD	NO
381	7	PINE	GOOD	GOOD	NO
382	11	PINE	GOOD	GOOD	NO
383	6	PINE	POOR	POOR	NO
384	6	PINE	POOR	POOR	NO
385	15	PINE	GOOD	GOOD	NO
386	7	RED OAK	GOOD	GOOD	NO
387	13	RED OAK	GOOD	GOOD	NO
388	14	PINE	GOOD	GOOD	NO
389	6	PINE	GOOD	GOOD	NO
390	6	PINE	GOOD	GOOD	NO
391	6	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
392	13	RED OAK	GOOD	FAIR	NO
393	13	RED OAK	GOOD	FAIR	NO
394	13	RED MAPLE	GOOD	GOOD	NO
395	13	RED OAK	GOOD	GOOD	NO
396	13	RED OAK	GOOD	GOOD	NO
397	18	RED OAK	GOOD	GOOD	NO
398	6	PINE	GOOD	FAIR	NO
399	9	DOGWOOD	GOOD	GOOD	NO
400	20	RED OAK	GOOD	GOOD	NO
401	20	WATER OAK	GOOD	GOOD	NO
402	10	MAPLE	GOOD	FAIR	NO
403	15	MAPLE	GOOD	GOOD	NO
404	9,9,9	RIVER BIRCH	GOOD	FAIR	NO
405	12	J. MAPLE	GOOD	GOOD	NO
406	14	CHERRY	GOOD	FAIR	NO
407	12	MAPLE	GOOD	GOOD	NO
408	16	MAPLE	GOOD	GOOD	NO
409	6	HOLLY	GOOD	GOOD	NO
410	6	HOLLY	GOOD	GOOD	NO
411	6	HOLLY	GOOD	GOOD	NO
412	6,6	HOLLY	GOOD	GOOD	NO
413	9	HOLLY	GOOD	GOOD	NO
414	15	CYPRESS	GOOD	GOOD	NO
415	6,6	HOLLY	GOOD	GOOD	NO
416	7	HOLLY	GOOD	GOOD	NO
417	17	RED MAPLE	GOOD	GOOD	NO
418	7	RED MAPLE	POOR	POOR	NO
419	17	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
420	9	MAPLE	GOOD	FAIR	NO
421	17	PINE	GOOD	GOOD	NO
422	15	PINE	GOOD	GOOD	NO
423	11	PINE	GOOD	GOOD	NO
424	13	PINE	GOOD	GOOD	NO
425	14	PINE	GOOD	GOOD	NO
426	8	PINE	GOOD	GOOD	NO
427	13	PINE	GOOD	GOOD	NO
428	16	PINE	GOOD	GOOD	NO
429	10	PINE	GOOD	GOOD	NO
430	15	PINE	GOOD	GOOD	NO
431	8	PINE	GOOD	GOOD	NO
432	8	PINE	GOOD	GOOD	NO
433	8	PINE	GOOD	GOOD	NO
434	9	PINE	GOOD	GOOD	NO
435	12	PINE	GOOD	GOOD	NO
436	12	PINE	GOOD	GOOD	NO
437	14	PINE	GOOD	GOOD	NO
438	12	PINE	GOOD	GOOD	NO
439	10,10,10	CRYPTO	GOOD	GOOD	NO
440	16	CYPRESS	GOOD	GOOD	NO
441	15	CRYPTO	GOOD	GOOD	NO
442	15	PINE	GOOD	GOOD	NO
443	12	PINE	GOOD	GOOD	NO
444	16	PINE	GOOD	GOOD	NO
445	9	PINE	POOR	POOR	NO
446	16	PINE	GOOD	GOOD	NO
447	12	RED MAPLE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
448	9	PINE	GOOD	FAIR	NO
449	9	PINE	FAIR	FAIR	NO
450	9	PINE	GOOD	GOOD	NO
451	8	PINE	FAIR	FAIR	NO
452	9	PINE	GOOD	GOOD	NO
453	12	PINE	FAIR	FAIR	NO
454	10	PINE	GOOD	GOOD	NO
455	10	PINE	GOOD	GOOD	NO
456	10	PINE	GOOD	FAIR	NO
457	10	PINE	GOOD	GOOD	NO
458	11	PINE	GOOD	GOOD	NO
459	6	PINE	GOOD	FAIR	NO
460	14	PINE	GOOD	GOOD	NO
461	14	PINE	GOOD	FAIR	NO
462	14	RED MAPLE	GOOD	FAIR	NO
463	13	PINE	GOOD	GOOD	NO
464	10	PINE	GOOD	GOOD	NO
465	10	PINE	GOOD	FAIR	NO
466	10	PINE	GOOD	GOOD	NO
467	20	PINE	GOOD	GOOD	NO
468	6	MAPLE	GOOD	GOOD	NO
469	9	PINE	GOOD	GOOD	NO
470	9	PINE	GOOD	GOOD	NO
471	7	PINE	POOR	POOR	NO
472	10	PINE	GOOD	FAIR	NO
473	13	PINE	GOOD	GOOD	NO
474	11	LEYLAND	GOOD	FAIR	NO
475	18	LEYLAND	POOR	POOR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
476	13	LEYLAND	GOOD	GOOD	NO
477	13	PINE	GOOD	GOOD	NO
478	12	PINE	GOOD	GOOD	NO
479	7	PINE	GOOD	FAIR	NO
480	11	PINE	GOOD	FAIR	NO
481	10	PINE	GOOD	FAIR	NO
482	15	PINE	GOOD	GOOD	NO
483	8	PINE	GOOD	GOOD	NO
484	9	PINE	GOOD	FAIR	NO
485	8	PINE	FAIR	FAIR	NO
486	8	PINE	FAIR	FAIR	NO
487	13	LEYLAND	FAIR	GOOD	NO
488	10	PINE	FAIR	FAIR	NO
489	9	PINE	FAIR	POOR	NO
490	9	PINE	FAIR	FAIR	NO
491	10	PINE	FAIR	FAIR	NO
492	9	PINE	FAIR	POOR	NO
493	6	PINE	FAIR	POOR	NO
494	7	PINE	FAIR	FAIR	NO
495	8	PINE	FAIR	FAIR	NO
496	10	PINE	FAIR	GOOD	NO
497	8	PINE	GOOD	GOOD	NO
498	7	PINE	GOOD	GOOD	NO
499	10	PINE	GOOD	GOOD	NO
500	9	PINE	GOOD	GOOD	NO
501	10	PINE	GOOD	GOOD	NO
502	11	PINE	GOOD	GOOD	NO
503	9	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
504	10	PINE	GOOD	FAIR	NO
505	9	PINE	GOOD	FAIR	NO
506	6	HICKORY	GOOD	GOOD	NO
507	10	PINE	FAIR	POOR	NO
508	10	PINE	GOOD	FAIR	NO
509	6	PINE	FAIR	FAIR	NO
510	6	PINE	FAIR	POOR	NO
511	6	PINE	FAIR	FAIR	NO
512	13	PINE	GOOD	GOOD	NO
513	9	PINE	GOOD	GOOD	NO
514	9	PINE	FAIR	FAIR	NO
515	7	PINE	GOOD	FAIR	NO
516	7	PINE	GOOD	POOR	NO
517	10	PINE	GOOD	FAIR	NO
518	10	PINE	GOOD	FAIR	NO
519	9	PINE	FAIR	FAIR	NO
520	9	PINE	GOOD	FAIR	NO
521	6	PINE	GOOD	FAIR	NO
522	6	PINE	FAIR	FAIR	NO
523	8	PINE	GOOD	FAIR	NO
524	6	PINE	FAIR	FAIR	NO
525	13	PINE	FAIR	FAIR	NO
526	9	PINE	FAIR	FAIR	NO
527	7	PINE	FAIR	FAIR	NO
528	12	PINE	FAIR	FAIR	NO
529	10	PINE	FAIR	FAIR	NO
530	9	PINE	POOR	POOR	NO
531	8	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
532	9	PINE	GOOD	FAIR	NO
533	11	PINE	GOOD	FAIR	NO
534	10	PINE	GOOD	FAIR	NO
535	8	PINE	GOOD	FAIR	NO
536	7	PINE	FAIR	FAIR	NO
537	8	PINE	GOOD	FAIR	NO
538	11	PINE	GOOD	FAIR	NO
539	11	PINE	GOOD	GOOD	NO
540	13	PINE	FAIR	FAIR	NO
541	8	PINE	GOOD	GOOD	NO
542	8	PINE	POOR	POOR	NO
543	8	PINE	FAIR	FAIR	NO
544	8	PINE	FAIR	FAIR	NO
545	6	PINE	FAIR	FAIR	NO
546	6	PINE	FAIR	FAIR	NO
547	9	PINE	FAIR	FAIR	NO
548	9	PINE	FAIR	FAIR	NO
549	8	PINE	FAIR	FAIR	NO
550	11	PINE	FAIR	FAIR	NO
551	9	PINE	FAIR	FAIR	NO
552	9	PINE	GOOD	GOOD	NO
553	8	RED OAK	GOOD	GOOD	NO
554	9	PINE	FAIR	FAIR	NO
555	10	PINE	FAIR	FAIR	NO
556	9	PINE	FAIR	FAIR	NO
557	6	PINE	FAIR	FAIR	NO
558	9	PINE	FAIR	FAIR	NO
559	9	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
560	9	PINE	FAIR	FAIR	NO
561	12	PINE	FAIR	FAIR	NO
562	10	PINE	FAIR	FAIR	NO
563	9	PINE	FAIR	POOR	NO
564	10	PINE	FAIR	POOR	NO
565	13	PINE	FAIR	POOR	NO
566	11	PINE	FAIR	FAIR	NO
567	11	PINE	FAIR	FAIR	NO
568	7	PINE	FAIR	FAIR	NO
569	6,8	CRYPTO	FAIR	FAIR	NO
570	15	PINE	FAIR	FAIR	NO
571	5,6	HOLLY	GOOD	GOOD	NO
572	12	PINE	FAIR	GOOD	NO
573	11	PINE	FAIR	FAIR	NO
574	9	PINE	FAIR	FAIR	NO
575	6	PINE	FAIR	FAIR	NO
576	8	PINE	FAIR	FAIR	NO
577	7	PINE	FAIR	FAIR	NO
578	13	PINE	FAIR	FAIR	NO
579	10	PINE	FAIR	FAIR	NO
580	13	PINE	GOOD	GOOD	NO
581	9	PINE	FAIR	FAIR	NO
582	12	PINE	FAIR	FAIR	NO
583	6	PINE	FAIR	FAIR	NO
584	7	PINE	FAIR	FAIR	NO
585	6	PINE	POOR	POOR	NO
586	10	PINE	FAIR	FAIR	NO
587	8	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
588	6	BRADFORD PEAR	FAIR	FAIR	NO
589	9	PINE	FAIR	FAIR	NO
590	11	PINE	FAIR	FAIR	NO
591	10	PINE	FAIR	FAIR	NO
592	10	PINE	FAIR	FAIR	NO
593	11	PINE	GOOD	GOOD	NO
594	8	PINE	GOOD	GOOD	NO
595	9	PINE	GOOD	GOOD	NO
596	10	PINE	GOOD	GOOD	NO
597	14	PINE	GOOD	FAIR	NO
598	11	PINE	FAIR	FAIR	NO
599	6	PINE	FAIR	POOR	NO
600	10	PINE	FAIR	FAIR	NO
601	11	PINE	FAIR	FAIR	NO
602	8	PINE	FAIR	FAIR	NO
603	7	BRADFORD PEAR	FAIR	FAIR	NO
604	15	PINE	FAIR	POOR	NO
605	14	PINE	FAIR	FAIR	NO
606	15	BRADFORD PEAR	FAIR	POOR	NO
607	15	PINE	POOR	POOR	NO
608	20	BRADFORD PEAR	FAIR	POOR	NO
609	12	HICKORY	FAIR	FAIR	NO
610	13	BRADFORD PEAR	FAIR	FAIR	NO
611	20	BRADFORD PEAR	FAIR	FAIR	NO
612	9	PINE	FAIR	FAIR	NO
613	12	MAPLE	GOOD	GOOD	NO
614	13	HICKORY	GOOD	GOOD	NO
615	12	MAPLE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
616	11	VIRGINIA PINE	GOOD	GOOD	NO
617	11	PINE	FAIR	FAIR	NO
618	5, 6	DOGWOOD SPECIMEN	FAIR	FAIR	NO
619	17	MAPLE	FAIR	FAIR	NO
620	16	MAPLE	FAIR	FAIR	NO
621	12	MAPLE	POOR	FAIR	NO
622	14	PINE	FAIR	POOR	NO
623	5	DOGWOOD	FAIR	FAIR	NO
624	4	DOGWOOD	FAIR	FAIR	NO
625	12	MAPLE	FAIR	FAIR	NO
626	21	RED OAK	FAIR	POOR	NO
627	12	RED OAK	FAIR	POOR	NO
628	19	RED OAK	FAIR	FAIR	NO
629	6	HICKORY	FAIR	FAIR	NO
630	14	RED OAK	FAIR	FAIR	NO
631	8	RED OAK	FAIR	FAIR	NO
632	7	BRADFORD PEAR	POOR	POOR	NO
633	10	PINE	POOR	POOR	NO
634	10	PINE	FAIR	FAIR	NO
635	9	VIRGINIA PINE	FAIR	FAIR	NO
636	8	SWEETGUM	FAIR	FAIR	NO
637	9	HICKORY	FAIR	FAIR	NO
638	10	WATER OAK	FAIR	FAIR	NO
639	12	HICKORY	FAIR	FAIR	NO
640	18	HICKORY	FAIR	FAIR	NO
641	8	HICKORY	FAIR	FAIR	NO
642	8	HICKORY	FAIR	FAIR	NO
643	10	HICKORY	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
644	13	HICKORY	FAIR	FAIR	NO
645	7	HICKORY	FAIR	FAIR	NO
646	8	HICKORY	FAIR	FAIR	NO
647	8	RED OAK	FAIR	FAIR	NO
648	7	HICKORY	FAIR	FAIR	NO
649	17	PINE	FAIR	FAIR	NO
650	8	RED OAK	FAIR	FAIR	NO
651	7	HICKORY	FAIR	GOOD	NO
652	10	HICKORY	FAIR	FAIR	NO
653	8	SWEETGUM	FAIR	GOOD	NO
654	9	RED OAK	FAIR	FAIR	NO
655	12	PINE	FAIR	POOR	NO
656	14	HICKORY	FAIR	FAIR	NO
657	8	HICKORY	FAIR	FAIR	NO
658	12	RED OAK	FAIR	GOOD	NO
659	6	PINE	FAIR	FAIR	NO
660	11	PINE	FAIR	FAIR	NO
661	8	WHITE OAK	FAIR	FAIR	NO
662	20	RED OAK	FAIR	FAIR	NO
663	8	HICKORY	FAIR	FAIR	NO
664	19	RED OAK	FAIR	FAIR	NO
665	17	RED OAK	GOOD	FAIR	NO
666	18	RED OAK	GOOD	FAIR	NO
667	15	WHITE OAK	FAIR	FAIR	NO
668	14	RED OAK	GOOD	FAIR	NO
669	7	CRABAPPLE	FAIR	FAIR	NO
670	14	RED OAK	FAIR	FAIR	NO
671	7	CRABAPPLE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
672	14	RED OAK	FAIR	GOOD	NO
673	11	PINE	FAIR	POOR	NO
674	16	RED OAK	GOOD	FAIR	NO
675	12	RED OAK	FAIR	GOOD	NO
676	7	BLACK CHERRY	GOOD	FAIR	NO
677	7	BLACK CHERRY	FAIR	GOOD	NO
678	8	SWEETGUM	FAIR	POOR	NO
679	8	SWEETGUM	FAIR	FAIR	NO
680	16	RED OAK	GOOD	GOOD	NO
681	8	SWEETGUM	FAIR	FAIR	NO
682	11	PINE	GOOD	GOOD	NO
683	9	PINE	FAIR	FAIR	NO
684	6	HICKORY	FAIR	FAIR	NO
685	8	HICKORY	FAIR	FAIR	NO
686	7	PINE	FAIR	FAIR	NO
687	23	RED OAK	FAIR	FAIR	NO
688	7	SWEETGUM	FAIR	FAIR	NO
689	7	PINE	FAIR	FAIR	NO
690	6	PINE	FAIR	FAIR	NO
691	16	PINE	FAIR	FAIR	NO
692	15	PINE	FAIR	FAIR	NO
693	13	MAPLE	FAIR	GOOD	NO
694	6	CRABAPPLE	GOOD	FAIR	NO
695	6	SWEETGUM	FAIR	FAIR	NO
696	13	PINE	GOOD	FAIR	NO
697	7	MAPLE	GOOD	FAIR	NO
698	6	RED OAK	GOOD	FAIR	NO
699	13	PINE	GOOD	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
700	15	PINE	GOOD	FAIR	NO
701	15	PINE	GOOD	FAIR	NO
702	6	SWEETGUM	FAIR	FAIR	NO
703	7	PINE	FAIR	FAIR	NO
704	6	RED OAK	GOOD	FAIR	NO
705	12	PINE	GOOD	GOOD	NO
706	7	PINE	GOOD	FAIR	NO
707	6	SWEETGUM	FAIR	FAIR	NO
708	8	PINE	FAIR	FAIR	NO
709	16	PINE	FAIR	FAIR	NO
710	12	PINE	FAIR	GOOD	NO
711	6	RED MAPLE	GOOD	GOOD	NO
712	14	PINE	FAIR	FAIR	NO
713	9	PINE	GOOD	FAIR	NO
714	8	RED MAPLE	GOOD	GOOD	NO
715	14	PINE	GOOD	GOOD	NO
716	9	PINE	GOOD	GOOD	NO
717	15	PINE	GOOD	FAIR	NO
718	6	SWEETGUM	FAIR	GOOD	NO
719	7	PINE	FAIR	GOOD	NO
720	7	PINE	FAIR	FAIR	NO
721	12	PINE	FAIR	FAIR	NO
722	16	PINE	GOOD	FAIR	NO
723	14	PINE	FAIR	GOOD	NO
724	14	PINE	FAIR	FAIR	NO
725	6	PINE	FAIR	FAIR	NO
726	8	PINE	FAIR	FAIR	NO
727	6	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
728	18	PINE	GOOD	GOOD	NO
729	12	PINE	FAIR	FAIR	NO
730	11	PINE	GOOD	GOOD	NO
731	13	PINE	FAIR	FAIR	NO
732	14	RED MAPLE	GOOD	FAIR	NO
733	15	MAPLE	GOOD	GOOD	NO
734	13	RED MAPLE	GOOD	GOOD	NO
735	16	RED MAPLE	GOOD	GOOD	NO
736	12	PINE	GOOD	FAIR	NO
737	17	PINE	GOOD	FAIR	NO
738	13	PINE	FAIR	POOR	NO
739	16	PINE	GOOD	GOOD	NO
740	9	PINE	GOOD	GOOD	NO
741	6	SWEETGUM	GOOD	GOOD	NO
742	7	SWEETGUM	GOOD	GOOD	NO
743	15	PINE	GOOD	GOOD	NO
744	6	PINE	GOOD	GOOD	NO
745	6	PINE	GOOD	FAIR	NO
746	13	PINE	GOOD	FAIR	NO
747	7	PINE	GOOD	FAIR	NO
748	12	PINE	GOOD	GOOD	NO
749	8	PINE	POOR	POOR	NO
750	17	PINE	FAIR	FAIR	NO
751	15	PINE	FAIR	POOR	NO
752	12	PINE	GOOD	FAIR	NO
753	16	RED OAK	GOOD	FAIR	NO
754	14	PINE	FAIR	POOR	NO
755	12	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
756	14	PINE	FAIR	POOR	NO
757	9	PINE	FAIR	POOR	NO
758B	17	RED OAK BOUNDARY	FAIR	FAIR	NO
759B	14	PINE	FAIR	POOR	NO
760B	18	RED OAK	GOOD	FAIR	NO
761	7	PINE	POOR	FAIR	NO
762	8	SWEETGUM	GOOD	FAIR	NO
763	14	PINE	FAIR	FAIR	NO
764	9	PINE	FAIR	FAIR	NO
765	7	SWEETGUM	GOOD	FAIR	NO
766	16	PINE	FAIR	FAIR	NO
767	10	PINE	FAIR	FAIR	NO
768	6	SOURWOOD	FAIR	FAIR	NO
769	6	SOURWOOD	FAIR	FAIR	NO
770	16	HICKORY	FAIR	FAIR	NO
771	8	BLACK CHERRY	FAIR	FAIR	NO
772	6	BLACK CHERRY	FAIR	FAIR	NO
773	8	PINE	FAIR	FAIR	NO
774	9	RED OAK	FAIR	FAIR	NO
775	12	PINE	FAIR	FAIR	NO
776	8	PINE	FAIR	FAIR	NO
777	11	PINE	FAIR	POOR	NO
778	7	PINE	FAIR	POOR	NO
779	17	PINE	GOOD	GOOD	NO
780	17	PINE	GOOD	FAIR	NO
781	14	PINE	GOOD	FAIR	NO
782B	8	CREPE MYRTLE	FAIR	FAIR	NO
783B	15	PINE	FAIR	POOR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
784	13	PINE	POOR	POOR	NO
785B	12	PINE	FAIR	POOR	NO
786	11	PINE	GOOD	FAIR	NO
787	16	PINE	GOOD	GOOD	NO
788	14	T POPLAR	GOOD	GOOD	NO
789	7	PINE	GOOD	GOOD	NO
790	6	MAPLE	GOOD	GOOD	NO
791	11	PINE	FAIR	FAIR	NO
792	8	PINE	FAIR	FAIR	NO
793	7	PINE	FAIR	FAIR	NO
794	13	PINE	FAIR	FAIR	NO
795	6	SWEETGUM	FAIR	FAIR	NO
796	16	PINE	FAIR	FAIR	NO
797	12	PINE	FAIR	FAIR	NO
798	8	PINE	FAIR	FAIR	NO
799	16	PINE	GOOD	GOOD	NO
800	6	T POPLAR	GOOD	FAIR	NO
801B	15	PINE	GOOD	FAIR	NO
802B	14	PINE	FAIR	FAIR	NO
803B	14	PINE	FAIR	FAIR	NO
804	8	PINE	FAIR	FAIR	NO
805B	16	PINE	GOOD	GOOD	NO
806B	17	PINE	GOOD	GOOD	NO
807B	14	PINE	FAIR	FAIR	NO
808	9	PINE	FAIR	FAIR	NO
809	7	PINE	FAIR	FAIR	NO
810B	8	PINE	FAIR	FAIR	NO
811	12	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
812	10	PINE	GOOD	GOOD	NO
813	13	T POPLAR	GOOD	FAIR	NO
814	17	T POPLAR	FAIR	FAIR	NO
815	7	SWEETGUM	FAIR	FAIR	NO
816	12	PINE	POOR	POOR	NO
817	6	SWEETGUM	POOR	POOR	NO
818	6	PINE	FAIR	FAIR	NO
819B	16	PINE	FAIR	FAIR	NO
820	16	PINE	FAIR	FAIR	NO
821	14	PINE	FAIR	FAIR	NO
822	17	PINE	POOR	POOR	NO
823	20	PINE	POOR	POOR	NO
824B	19	PINE	FAIR	POOR	NO
825B	14	PINE	FAIR	POOR	NO
826	19	PINE	FAIR	FAIR	NO
827	18	PINE	FAIR	FAIR	NO
828	7	PINE	FAIR	FAIR	NO
829B	14	HICKORY	FAIR	FAIR	NO
830	9	SWEETGUM	FAIR	FAIR	NO
831	9	SWEETGUM	FAIR	FAIR	NO
832	7	PINE	FAIR	FAIR	NO
833B	11	PINE	FAIR	GOOD	NO
834	13	PINE	FAIR	FAIR	NO
835	16	PINE	FAIR	GOOD	NO
836	6	BLACK CHERRY	FAIR	POOR	NO
837	6	PINE	FAIR	FAIR	NO
838	20	PINE	FAIR	FAIR	NO
839	18	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
840	17	PINE	FAIR	FAIR	NO
841	19	PINE	FAIR	GOOD	NO
842	16	PINE	FAIR	FAIR	NO
843	10	SWEETGUM	FAIR	FAIR	NO
844	11	PINE	FAIR	FAIR	NO
845	8	PINE	FAIR	POOR	NO
846	13	BLACK CHERRY	FAIR	FAIR	NO
847	6	WATER OAK	FAIR	POOR	NO
848B	9	PINE	FAIR	FAIR	NO
849B	13	PINE	FAIR	FAIR	NO
850B	12	PINE	FAIR	FAIR	NO
851	6	BLACK CHERRY	FAIR	FAIR	NO
852	13	RED OAK	FAIR	FAIR	NO
853	11	PINE	FAIR	FAIR	NO
854	12	PINE	FAIR	FAIR	NO
855	8	BLACK CHERRY	FAIR	FAIR	NO
856B	14	PINE	POOR	FAIR	NO
857B	13	PINE	FAIR	FAIR	NO
858B	12	PINE	FAIR	FAIR	NO
859B	13	PINE	FAIR	FAIR	NO
860B	12	PINE	FAIR	FAIR	NO
861	9	BLACK CHERRY	FAIR	FAIR	NO
862	12	RED OAK	FAIR	FAIR	NO
863	9	RED OAK	FAIR	FAIR	NO
864	8	PINE	FAIR	FAIR	NO
865	7	RED OAK	FAIR	FAIR	NO
866B	11	PINE	FAIR	POOR	NO
867B	14	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
868B	16	PINE	FAIR	FAIR	NO
869B	7	PINE	FAIR	FAIR	NO
870	7	PINE	FAIR	FAIR	NO
871	6	BLACK CHERRY	FAIR	POOR	NO
872B	16	PINE	FAIR	POOR	NO
873B	16	PINE	FAIR	FAIR	NO
874	20	PINE	FAIR	FAIR	NO
875	15	BLACK CHERRY	FAIR	FAIR	NO
876B	10	PINE	FAIR	FAIR	NO
877	6	RED OAK	GOOD	GOOD	NO
878B	10	PINE	FAIR	FAIR	NO
879B	16	PINE	GOOD	GOOD	NO
880	9	HICKORY	GOOD	GOOD	NO
881	13	HICKORY	FAIR	FAIR	NO
882	9	HICKORY	FAIR	FAIR	NO
883	6	RED OAK	FAIR	FAIR	NO
884	6	RED OAK	GOOD	FAIR	NO
885	12	WHITE OAK	FAIR	FAIR	NO
886	7	BLACK CHERRY	FAIR	FAIR	NO
887	7	RED OAK	FAIR	FAIR	NO
888	9	RED OAK	FAIR	FAIR	NO
889	8	RED OAK	FAIR	FAIR	NO
890	11	PINE	FAIR	FAIR	NO
891	11	RED OAK	FAIR	FAIR	NO
892	13	RED OAK	FAIR	FAIR	NO
893	8	RED OAK	FAIR	FAIR	NO
894	12	RED OAK	GOOD	FAIR	NO
895	9	RED OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
896	8	RED OAK	FAIR	FAIR	NO
897	6	RED OAK	FAIR	FAIR	NO
898	11	RED OAK	FAIR	FAIR	NO
899	8	RED OAK	FAIR	FAIR	NO
900	11	RED OAK	GOOD	FAIR	NO
901	16	RED OAK	GOOD	FAIR	NO
902	7	RED OAK	GOOD	FAIR	NO
903	6	RED OAK	GOOD	GOOD	NO
904	14	RED OAK	FAIR	FAIR	NO
905	12	RED OAK	FAIR	FAIR	NO
906	8	HICKORY	FAIR	FAIR	NO
907	17	RED OAK	FAIR	FAIR	NO
908	8	HICKORY	FAIR	FAIR	NO
909	13	HICKORY	GOOD	GOOD	NO
910B	8	PINE	FAIR	FAIR	NO
911B	10	PINE	FAIR	FAIR	NO
912B	7	HICKORY	FAIR	GOOD	NO
913B	7	HICKORY	FAIR	GOOD	NO
914	7	CHERRY	FAIR	GOOD	NO
915	13	HICKORY	FAIR	GOOD	NO
916	12	HICKORY	FAIR	FAIR	NO
917B	8	HICKORY	FAIR	FAIR	NO
918B	11	HICKORY	GOOD	GOOD	NO
919B	10	RED OAK	FAIR	FAIR	NO
920B	13	RED OAK	FAIR	FAIR	NO
921B	11	RED OAK	FAIR	FAIR	NO
922B	6	RED OAK	FAIR	FAIR	NO
923	16	RED OAK	POOR	POOR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
924	9	RED OAK	FAIR	FAIR	NO
925	15	RED OAK	GOOD	GOOD	NO
926	8	POST OAK	GOOD	GOOD	NO
927	11	RED OAK	GOOD	FAIR	NO
928	7	HICKORY	FAIR	FAIR	NO
929	7	HICKORY	FAIR	FAIR	NO
930B	8	RED OAK	GOOD	GOOD	NO
931B	11	RED OAK	GOOD	GOOD	NO
932	14	HICKORY	GOOD	GOOD	NO
933	10	HICKORY	FAIR	GOOD	NO
934B	13	RED OAK	FAIR	GOOD	NO
935	7	PINE	FAIR	FAIR	NO
936	25	HICKORY	GOOD	FAIR	NO
937	7	HICKORY	FAIR	GOOD	NO
938	7	RED OAK	FAIR	FAIR	NO
939	7	RED OAK	FAIR	FAIR	NO
940B	10	RED OAK	POOR	POOR	NO
941B	10	PINE	FAIR	FAIR	NO
942B	7	RED OAK	GOOD	GOOD	NO
943B	8	RED OAK	GOOD	FAIR	NO
944B	19	PINE	FAIR	FAIR	NO
945B	23	PINE	GOOD	FAIR	NO
946	8	HICKORY	FAIR	FAIR	NO
947	11	HICKORY	FAIR	FAIR	NO
948	11	PINE	GOOD	FAIR	NO
949	6	PINE	FAIR	FAIR	NO
950	9	PINE	GOOD	GOOD	NO
951	6	RED OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
952	16	WHITE OAK	FAIR	FAIR	NO
953	6	HICKORY	FAIR	FAIR	NO
954	7	HICKORY	FAIR	FAIR	NO
955	14	WHITE OAK	GOOD	FAIR	NO
956	6	BLACK CHERRY	FAIR	FAIR	NO
957	6	RED OAK	GOOD	GOOD	NO
958	9	HICKORY	GOOD	FAIR	NO
959	8	BLACK CHERRY	GOOD	FAIR	NO
960	15	RED OAK	GOOD	GOOD	NO
961	7	RED OAK	FAIR	FAIR	NO
962B	7	HICKORY	GOOD	GOOD	NO
963	8	PINE	POOR	FAIR	NO
964	6	PINE	POOR	FAIR	NO
965B	13	PINE	GOOD	FAIR	NO
966	9	RED OAK	FAIR	FAIR	NO
967	12	SWEETGUM	FAIR	FAIR	NO
968	10	RED OAK	GOOD	GOOD	NO
969	7	SWEETGUM	FAIR	FAIR	NO
970	6	PINE	FAIR	FAIR	NO
971	11	PINE	FAIR	FAIR	NO
972	17	PINE	FAIR	FAIR	NO
973	8	SWEETGUM	FAIR	FAIR	NO
974	8	RED OAK	GOOD	GOOD	NO
975	8	HICKORY	FAIR	FAIR	NO
976	7	RED OAK	GOOD	GOOD	NO
977	6	RED OAK	GOOD	GOOD	NO
978	6	HICKORY	GOOD	GOOD	NO
979	7	RED OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
980	9	RED OAK	FAIR	FAIR	NO
981	23	PINE	FAIR	FAIR	NO
982	6	RED OAK	FAIR	FAIR	NO
983	7	RED OAK	FAIR	FAIR	NO
984	6	RED OAK	FAIR	GOOD	NO
985	11	WHITE OAK	FAIR	FAIR	NO
986	9	RED OAK	FAIR	FAIR	NO
987	14	HICKORY	FAIR	FAIR	NO
988	7	HICKORY	FAIR	FAIR	NO
989	6	HICKORY	FAIR	FAIR	NO
990	6	HICKORY	FAIR	FAIR	NO
991	7	HICKORY	FAIR	FAIR	NO
992	6	HICKORY	FAIR	FAIR	NO
993	9	RED OAK	FAIR	FAIR	NO
994	8	RED OAK	FAIR	FAIR	NO
995	11	PINE	FAIR	FAIR	NO
996	16	PINE	FAIR	FAIR	NO
997	15	PINE	FAIR	FAIR	NO
998	17	PINE	FAIR	FAIR	NO
999	6	RED OAK	FAIR	FAIR	NO
1000	10	PINE	FAIR	FAIR	NO
1001	10	PINE	FAIR	FAIR	NO
1002	15	PINE	FAIR	FAIR	NO
1003	10	S. RED OAK	FAIR	FAIR	NO
1004	8	HICKORY	FAIR	FAIR	NO
1005	14	BLACK CHERRY	POOR	POOR	NO
1006	8	RED OAK	FAIR	FAIR	NO
1007	10	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1008	8	PINE	FAIR	FAIR	NO
1009	10	PINE	FAIR	FAIR	NO
1010	8	PINE	FAIR	FAIR	NO
1011	15	PINE	FAIR	FAIR	NO
1012	10	S. RED OAK	GOOD	GOOD	NO
1013	9	RED OAK	GOOD	GOOD	NO
1014	6	RED OAK	FAIR	FAIR	NO
1015	9	RED OAK	GOOD	FAIR	NO
1016	14	HICKORY	FAIR	POOR	NO
1017	10	RED OAK	FAIR	FAIR	NO
1018	11	RED OAK	FAIR	FAIR	NO
1019	9	RED OAK	FAIR	FAIR	NO
1020	16	PINE	GOOD	GOOD	NO
1021	15	RED OAK	GOOD	FAIR	NO
1022	16	RED OAK	POOR	POOR	NO
1023	8	SWEETGUM	POOR	FAIR	NO
1024	13	SWEETGUM	POOR	POOR	NO
1025	7	RED OAK	POOR	POOR	NO
1026	7	RED OAK	FAIR	FAIR	NO
1027	9	BLACK CHERRY	GOOD	GOOD	NO
1028	11	PINE	FAIR	FAIR	NO
1029	8	T POPLAR	GOOD	GOOD	NO
1030	17	PINE	FAIR	FAIR	NO
1031	11	PINE	FAIR	FAIR	NO
1032	6	BLACK CHERRY	FAIR	FAIR	NO
1033	8	T POPLAR	FAIR	FAIR	NO
1034	6	RED OAK	FAIR	FAIR	NO
1035	16	RED OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1036	6	RED OAK	FAIR	FAIR	NO
1037	19	PINE	POOR	FAIR	NO
1038	6	HICKORY	FAIR	FAIR	NO
1039	10	RED OAK	GOOD	GOOD	NO
1040	6	RED OAK	FAIR	GOOD	NO
1041	7	RED OAK	FAIR	FAIR	NO
1042	6	SWEETGUM	POOR	POOR	NO
1043	11	SWEETGUM	POOR	FAIR	NO
1044	11	RED OAK	GOOD	GOOD	NO
1045	7	RED OAK	POOR	FAIR	NO
1046	11	SWEETGUM	POOR	FAIR	NO
1047	20	PINE	FAIR	FAIR	NO
1048	6	RED OAK	GOOD	GOOD	NO
1049	7	RED OAK	GOOD	GOOD	NO
1050	9	RED OAK	GOOD	GOOD	NO
1051	6	RED OAK	GOOD	GOOD	NO
1052	9	RED OAK	GOOD	GOOD	NO
1053	8	BLACK CHERRY	POOR	POOR	NO
1054	7	RED OAK	POOR	POOR	NO
1055	10	RED OAK	GOOD	GOOD	NO
1056	9	RED OAK	GOOD	GOOD	NO
1057	9	RED OAK	FAIR	FAIR	NO
1058	6	BLACK CHERRY	FAIR	FAIR	NO
1059	7	WHITE OAK	FAIR	FAIR	NO
1060	9	BLACK CHERRY	FAIR	FAIR	NO
1061	12	RED OAK	POOR	POOR	NO
1062	8	WATER OAK	FAIR	FAIR	NO
1063	10	MAPLE	POOR	POOR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1064	7	BLACK CHERRY	FAIR	FAIR	NO
1065	6	RED OAK	GOOD	GOOD	NO
1066	12	RED OAK	GOOD	GOOD	NO
1067	13	RED OAK	GOOD	GOOD	NO
1068	10	RED OAK	FAIR	FAIR	NO
1069	10	RED OAK	FAIR	FAIR	NO
1070	7	BLACK CHERRY	FAIR	FAIR	NO
1071	20	MAPLE	FAIR	FAIR	NO
1072	8	ELM	FAIR	FAIR	NO
1073	13	T POPLAR	FAIR	FAIR	NO
1074	10	T POPLAR	FAIR	FAIR	NO
1075	9	SWEETGUM	POOR	POOR	NO
1076	7	T POPLAR	GOOD	GOOD	NO
1077	10	SWEETGUM	FAIR	FAIR	NO
1078	10	RED OAK	GOOD	GOOD	NO
1079	7	RED OAK	FAIR	FAIR	NO
1080	16	T POPLAR	FAIR	FAIR	NO
1081	7	WHITE OAK	FAIR	FAIR	NO
1082	10	PINE	FAIR	FAIR	NO
1083	16	PINE	FAIR	FAIR	NO
1084	12	RED OAK	FAIR	FAIR	NO
1085	13	RED OAK	FAIR	FAIR	NO
1086	8	PINE	FAIR	FAIR	NO
1087	13	PINE	FAIR	FAIR	NO
1088	10	RED OAK	FAIR	FAIR	NO
1089	19	RED OAK	FAIR	FAIR	NO
1090	12	BLACK CHERRY	FAIR	POOR	NO
1091B	6	WHITE OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1092B	6	WHITE OAK	FAIR	FAIR	NO
1093B	7	WHITE OAK	GOOD	FAIR	NO
1094	11	HICKORY	GOOD	FAIR	NO
1095	8	HICKORY	GOOD	FAIR	NO
1096	28	PINE	GOOD	GOOD	NO
1097	9	WHITE OAK	GOOD	GOOD	NO
1098	9	HICKORY	GOOD	FAIR	NO
1099	6	BLACK CHERRY	FAIR	POOR	NO
1100	12	SOURWOOD	FAIR	FAIR	NO
1101	9	RED OAK	GOOD	GOOD	NO
1102	11	PINE	POOR	POOR	NO
1103	11	RED OAK	POOR	POOR	NO
1104B	11	RED OAK	POOR	POOR	NO
1105B	7	RED OAK	POOR	POOR	NO
1106	10	RED OAK	GOOD	FAIR	NO
1107	9	RED OAK	FAIR	POOR	NO
1108	8	BLACK CHERRY	FAIR	POOR	NO
1109B	8	PINE	FAIR	FAIR	NO
1110B	8	PINE	FAIR	FAIR	NO
1111	10	RED OAK	FAIR	POOR	NO
1112B	6	PINE	FAIR	FAIR	NO
1113B	7	PINE	FAIR	FAIR	NO
1114	19	PINE	POOR	FAIR	NO
1115	9	RED OAK	FAIR	POOR	NO
1116	6	BLACK CHERRY	FAIR	POOR	NO
1117	9	RED OAK	FAIR	POOR	NO
1118	6	HICKORY	POOR	POOR	NO
1119	13	RED OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1120	7	RED OAK	FAIR	POOR	NO
1121	13	RED OAK	GOOD	GOOD	NO
1122	7	RED OAK	POOR	FAIR	NO
1123	12	RED OAK	POOR	POOR	NO
1124	9	RED OAK	POOR	POOR	NO
1125	9	RED OAK	POOR	POOR	NO
1126	10	RED OAK	POOR	POOR	NO
1127	6	BLACK CHERRY	POOR	POOR	NO
1128	9	RED OAK	FAIR	FAIR	NO
1129	6	PINE	POOR	POOR	NO
1130	8	PINE	POOR	POOR	NO
1131B	9	PINE	FAIR	FAIR	NO
1132B	10	PINE	FAIR	FAIR	NO
1133	6	RED OAK	FAIR	FAIR	NO
1134	10	RED OAK	FAIR	FAIR	NO
1135	10	PINE	FAIR	FAIR	NO
1136B	12	PINE	FAIR	FAIR	NO
1137B	12	PINE	FAIR	FAIR	NO
1138B	16	PINE	FAIR	FAIR	NO
1139	10	RED OAK	FAIR	FAIR	NO
1140	11	PINE	POOR	POOR	NO
1141B	9	PINE	POOR	POOR	NO
1142	11	RED OAK	FAIR	FAIR	NO
1143	7	RED OAK	POOR	POOR	NO
1144	6	SWEETGUM	FAIR	GOOD	NO
1145	11	RED OAK	FAIR	POOR	NO
1146	10	RED OAK	FAIR	POOR	NO
1147	13	PINE	FAIR	POOR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1148	7	RED OAK	FAIR	FAIR	NO
1149	9	BLACK CHERRY	FAIR	POOR	NO
1150	8	PINE	FAIR	FAIR	NO
1151	7	RED OAK	FAIR	POOR	NO
1152	24	PINE	POOR	FAIR	NO
1153	11	PINE	FAIR	FAIR	NO
1154	11	PINE	POOR	FAIR	NO
1155	7	RED OAK	POOR	POOR	NO
1156	21	PINE	FAIR	FAIR	NO
1157	8	PINE	FAIR	POOR	NO
1158	8	RED OAK	FAIR	FAIR	NO
1159	7	RED OAK	FAIR	FAIR	NO
1160	13	RED OAK	GOOD	GOOD	NO
1161	6	BLACK CHERRY	POOR	POOR	NO
1162	7	RED OAK	POOR	POOR	NO
1163	7	MAPLE	FAIR	POOR	NO
1164	16	PINE	FAIR	FAIR	NO
1165	12	RED OAK	FAIR	POOR	NO
1166	12	SWEETGUM	FAIR	FAIR	NO
1167	9	RED OAK	FAIR	FAIR	NO
1168	6	BLACK CHERRY	FAIR	POOR	NO
1169	13	PINE	FAIR	POOR	NO
1170	11	T POPLAR	FAIR	POOR	NO
1171	18	SWEETGUM	FAIR	FAIR	NO
1172	7	RED OAK	FAIR	FAIR	NO
1173	7	MAPLE	FAIR	POOR	NO
1174	8	MAPLE	FAIR	POOR	NO
1175	14	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1176	17	PINE	FAIR	FAIR	NO
1177	13	PINE	FAIR	FAIR	NO
1178	6	RED OAK	FAIR	FAIR	NO
1179	13	PINE	FAIR	FAIR	NO
1180	13	WHITE OAK	FAIR	GOOD	NO
1181	18	PINE	FAIR	FAIR	NO
1182	7	RED OAK	FAIR	POOR	NO
1183	8	RED OAK	FAIR	POOR	NO
1184	6	RED OAK	FAIR	POOR	NO
1185	6	RED OAK	FAIR	FAIR	NO
1186	9	WHITE OAK	FAIR	POOR	NO
1187	7	RED OAK	FAIR	POOR	NO
1188	8	WHITE OAK	FAIR	FAIR	NO
1189	9	RED OAK	FAIR	FAIR	NO
1190	9	RED OAK	POOR	POOR	NO
1191	14	WHITE OAK	FAIR	POOR	NO
1192	12	RED OAK	FAIR	FAIR	NO
1193	7	RED OAK	POOR	POOR	NO
1194	8	RED OAK	FAIR	FAIR	NO
1195	6	RED OAK	FAIR	FAIR	NO
1196	15	RED OAK	FAIR	POOR	NO
1197	14	WHITE OAK	FAIR	FAIR	NO
1198	7	WHITE OAK	FAIR	FAIR	NO
1199	9	RED OAK	FAIR	FAIR	NO
1200	13	RED OAK	FAIR	FAIR	NO
1201	9	RED OAK	FAIR	FAIR	NO
1202	13	WHITE OAK	FAIR	FAIR	NO
1203	18	WHITE OAK	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1204	8	WHITE OAK	FAIR	FAIR	NO
1205	8	WHITE OAK	FAIR	FAIR	NO
1206	8	WHITE OAK	FAIR	FAIR	NO
1207	9	WHITE OAK	FAIR	FAIR	NO
1208	9	WHITE OAK	FAIR	POOR	NO
1209	7	WHITE OAK	FAIR	FAIR	NO
1210	11	PINE	FAIR	FAIR	NO
1211	14	RED OAK	FAIR	FAIR	NO
1212	6	HICKORY	FAIR	FAIR	NO
1213	9	PINE	FAIR	FAIR	NO
1214	6	PINE	FAIR	FAIR	NO
1215	15	PINE	FAIR	FAIR	NO
1216	11	PINE	FAIR	FAIR	NO
1217	7	SWEETGUM	POOR	POOR	NO
1218	15	SWEETGUM	FAIR	POOR	NO
1219	10	PINE	FAIR	POOR	NO
1220	14	PINE	FAIR	POOR	NO
1221	15	WHITE OAK	FAIR	FAIR	NO
1222	14	PINE	FAIR	FAIR	NO
1223	8	T POPLAR	FAIR	FAIR	NO
1224	14	PINE	FAIR	FAIR	NO
1225	6	RED OAK	FAIR	FAIR	NO
1226	6	BLACK CHERRY	FAIR	FAIR	NO
1127B	14	RED OAK	FAIR	FAIR	NO
1228	10	RED OAK	GOOD	GOOD	NO
1229B	6	BLACK CHERRY	FAIR	FAIR	NO
1230	11	RED OAK	FAIR	POOR	NO
1231B	16	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1232	11	RED OAK	FAIR	FAIR	NO
1233	6	MAPLE	FAIR	POOR	NO
1234	10	RED OAK	FAIR	FAIR	NO
1235	6	RED OAK	FAIR	POOR	NO
1236	8	RED OAK	FAIR	GOOD	NO
1237	6	DOGWOOD	FAIR	FAIR	NO
1238	7	PINE	FAIR	POOR	NO
1239	11	PINE	FAIR	POOR	NO
1240	13	RED OAK	GOOD	GOOD	NO
1241	16	RED OAK	GOOD	GOOD	NO
1242	6	PINE	GOOD	GOOD	NO
1243	8	PINE	FAIR	FAIR	NO
1244	8	PINE	FAIR	POOR	NO
1245	6	WATER OAK	FAIR	FAIR	NO
1246	14	WATER OAK	GOOD	GOOD	NO
1247	8	BLACK CHERRY	FAIR	FAIR	NO
1248	8	RED OAK	GOOD	GOOD	NO
1249	6	RED OAK	FAIR	POOR	NO
1250	8	WATER OAK	GOOD	GOOD	NO
1251	11	WATER OAK	GOOD	GOOD	NO
1252	6	WATER OAK	GOOD	GOOD	NO
1253	8	T POPLAR	GOOD	GOOD	NO
1254	11	WATER OAK	FAIR	POOR	NO
1255	13	SWEETGUM	POOR	POOR	NO
1256	12	WATER OAK	GOOD	GOOD	NO
1257	6	BLACK CHERRY	GOOD	GOOD	NO
1258	13	RED OAK	GOOD	GOOD	NO
1259	10	RED OAK	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1260	6	BLACK CHERRY	GOOD	GOOD	NO
1261	13	WATER OAK	GOOD	GOOD	NO
1262	19	PINE	FAIR	FAIR	NO
1263	6	BLACK CHERRY	FAIR	POOR	NO
1264	16	PINE	GOOD	GOOD	NO
1265	6	BLACK CHERRY	GOOD	GOOD	NO
1266	7	BLACK CHERRY	GOOD	GOOD	NO
1267	21	PINE	GOOD	GOOD	NO
1268	8	RED OAK	GOOD	GOOD	NO
1269	6	WATER OAK	GOOD	FAIR	NO
1270	19	PINE	GOOD	GOOD	NO
1271	12	WATER OAK	FAIR	FAIR	NO
1272	6	WATER OAK	GOOD	GOOD	NO
1273	11	PINE	GOOD	GOOD	NO
1274	12	PINE	FAIR	POOR	NO
1275	11	WHITE OAK	FAIR	FAIR	NO
1276	18	PINE	FAIR	FAIR	NO
1277	12	PINE	FAIR	FAIR	NO
1278	18	PINE	FAIR	FAIR	NO
1279	13	PINE	FAIR	FAIR	NO
1280	14	PINE	FAIR	GOOD	NO
1281	15	PINE	FAIR	FAIR	NO
1282	6	BLACK CHERRY	FAIR	GOOD	NO
1283	6	WATER OAK	GOOD	GOOD	NO
1284	11	WATER OAK	GOOD	GOOD	NO
1285	8	WATER OAK	GOOD	GOOD	NO
1286	12	WATER OAK	GOOD	GOOD	NO
1287	12	PINE	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1288	11	WATER OAK	GOOD	GOOD	NO
1289	12	WATER OAK	GOOD	GOOD	NO
1290	6, 9, 11	MAPLE	FAIR	POOR	NO
1291	6	WATER OAK	GOOD	GOOD	NO
1292	11	SWEETGUM	GOOD	GOOD	NO
1293	11	SWEETGUM	GOOD	GOOD	NO
1294	9	SWEETGUM	GOOD	GOOD	NO
1295	15	PINE	POOR	POOR	NO
1296	16	PINE	FAIR	FAIR	NO
1297	9	PINE	POOR	POOR	NO
1298	6	PINE	FAIR	POOR	NO
1299	15	PINE	FAIR	FAIR	NO
1300	6	BLACK CHERRY	POOR	POOR	NO
1301	11	PINE	POOR	POOR	NO
1302	12	PINE	FAIR	FAIR	NO
1303	9	PINE	FAIR	POOR	NO
1304	8	PINE	POOR	POOR	NO
1305	6	PINE	POOR	POOR	NO
1306	14	PINE	FAIR	FAIR	NO
1307	12	PINE	FAIR	FAIR	NO
1308	7	PINE	FAIR	POOR	NO
1309	7	BLACK CHERRY	POOR	POOR	NO
1310	11	PINE	FAIR	FAIR	NO
1311	12	PINE	FAIR	FAIR	NO
1312	14	PINE	FAIR	FAIR	NO
1313	6	BLACK CHERRY	FAIR	POOR	NO
1314	13	PINE	FAIR	FAIR	NO
1315	13	PINE	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1316	12	PINE	FAIR	POOR	NO
1317	17	PINE	FAIR	POOR	NO
1318B	17	RED OAK	GOOD	GOOD	NO
1319	11	WHITE OAK	FAIR	FAIR	NO
1320	8	HICKORY	GOOD	GOOD	NO
1321B	8	HICKORY	GOOD	GOOD	NO
1322B	11	WHITE OAK	FAIR	FAIR	NO
1323	15	RED OAK	GOOD	GOOD	NO
1324B	11	WHITE OAK	GOOD	GOOD	NO
1325B	11	RED OAK	GOOD	GOOD	NO
1326	14	RED OAK	GOOD	GOOD	NO
1327	7	HICKORY	FAIR	GOOD	NO
1328	22	RED OAK	GOOD	GOOD	NO
1329B	29	PINE	GOOD	FAIR	NO
1330B	10	HICKORY	GOOD	GOOD	NO
1331B	8	HICKORY	GOOD	GOOD	NO
1332B	20	WHITE OAK	GOOD	GOOD	NO
1333B	8	HICKORY	GOOD	GOOD	NO
1334B	15	RED OAK	GOOD	GOOD	NO
1335B	25	PINE	GOOD	GOOD	NO
1336B	11	HICKORY	GOOD	FAIR	NO
1337B	13	RED OAK	GOOD	FAIR	NO
1338B	13	RED OAK	GOOD	GOOD	NO
1339B	6	HICKORY	GOOD	GOOD	NO
1340B	8	HICKORY	GOOD	GOOD	NO
1341B	24	SWEETGUM	GOOD	GOOD	NO
1342B	8	HICKORY	FAIR	FAIR	NO
1343B	11	HICKORY	FAIR	FAIR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1344B	14	HICKORY	POOR	FAIR	NO
1345B	16	HICKORY	GOOD	GOOD	NO
1346B	6	SOURWOOD	FAIR	FAIR	NO
1347B	8	T POPLAR	GOOD	FAIR	NO
1348B	13	SWEETGUM	GOOD	GOOD	NO
1349B	10	PINE	POOR	POOR	NO
1350B	10	RED OAK	GOOD	GOOD	NO
1351B	11	T POPLAR	GOOD	GOOD	NO
1352B	9	T POPLAR	GOOD	GOOD	NO
1353	7	T POPLAR	POOR	POOR	NO
1354	12	PINE	GOOD	GOOD	NO
1355	12	HICKORY	POOR	POOR	NO
1356B	12	T POPLAR	GOOD	GOOD	NO
1357B	21	PINE	GOOD	GOOD	NO
1358	9	PINE	GOOD	GOOD	NO
1359	NA	NA	NA	NA	NA
1360	23	WATER OAK	GOOD	GOOD	NO
1361B	9	PINE	GOOD	GOOD	NO
1362	9	SWEETGUM	GOOD	GOOD	NO
1363B	21	PINE	GOOD	GOOD	NO
1364	11	PINE	GOOD	GOOD	NO
1365B	14	PINE	GOOD	GOOD	NO
1366B	17	PINE	GOOD	GOOD	NO
1367	11	BEECH	GOOD	GOOD	NO
1368B	11	PINE	FAIR	FAIR	NO
1369B	8	PINE	FAIR	FAIR	NO
1370B	8	PINE	FAIR	FAIR	NO
1371	12	BEECH	GOOD	GOOD	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1372	23	SWEETGUM	GOOD	GOOD	NO
1373	18	SWEETGUM	FAIR	FAIR	NO
1374	8	SWEETGUM	FAIR	FAIR	NO
1375	14	PINE	FAIR	FAIR	NO
1376	7	T POPLAR	FAIR	FAIR	NO
1377	15	PINE	FAIR	FAIR	NO
1378B	18	PINE	GOOD	GOOD	NO
1379	7	SWEETGUM	GOOD	FAIR	NO
1380	19	PINE	GOOD	FAIR	NO
1381B	11	SWEETGUM	FAIR	FAIR	NO
1382	12	SWEETGUM	FAIR	FAIR	NO
1383	9	RED OAK	POOR	POOR	NO
1384	19	PINE	FAIR	FAIR	NO
1385	7	BLACK CHERRY	FAIR	FAIR	NO
1386	17	T POPLAR	GOOD	GOOD	NO
1387	8	T POPLAR	FAIR	FAIR	NO
1388	11	T POPLAR	GOOD	FAIR	NO
1389	15	T POPLAR	GOOD	GOOD	NO
1390	10	RED MAPLE	GOOD	GOOD	NO
1391	9	SWEETGUM	GOOD	GOOD	NO
1392	11	PINE	GOOD	GOOD	NO
1393	9	SWEETGUM	GOOD	GOOD	NO
1394	6	PINE	GOOD	GOOD	NO
1395	8	PINE	FAIR	FAIR	NO
1396	8	HICKORY	FAIR	FAIR	NO
1397	9	PINE	FAIR	FAIR	NO
1398	19	RED OAK	FAIR	FAIR	NO
1399	7	HICKORY	FAIR	POOR	NO

Tree ID #	Diameter	Tree Species	Condition		Specimen Tree
# "B"	Inches	Common Name	Biological Health (Vigor)	Structural	YES/NO
1400	14	PINE	FAIR	FAIR	NO
1401	16	HICKORY	FAIR	FAIR	NO
1402	10	HICKORY	FAIR	GOOD	NO
1403	8	HICKORY	GOOD	GOOD	NO
1404B	17	RED OAK	GOOD	GOOD	NO
1405B	11	HICKORY	GOOD	GOOD	NO
1406	16	SWEETGUM	GOOD	GOOD	NO
1407	6	RED OAK	GOOD	GOOD	NO
1408	8	RED OAK	GOOD	GOOD	NO
1409	10	RED OAK	GOOD	GOOD	NO
1410	8	HICKORY	GOOD	GOOD	NO
1411	10	BLACK CHERRY	GOOD	GOOD	NO
1412	9	HICKORY	GOOD	GOOD	NO
1413	11	HICKORY	GOOD	GOOD	NO

Site Image References





The above observations, discussion, and recommendations are based on my professional experience and education. It is important to note that trees are natural living things, and it is impossible to predict when a tree may die or fail, especially when impacted by construction, human intervention, natural causes, or other means.

Thank you for the opportunity to assist you with this project. Please let me know if you have any questions. I can be contacted by email at hishandstp@gmail.com



Robert D. Brettschneider, Owner
His Hands Tree Preservation, LLC.
ISA Certified Arborist WI-0338 AT
ISA Certified Tree Worker
ISA Qualified Tree Risk Assessor
Certified Pesticide Applicator GA #04207

APPLICANT REQUEST AND INTENT

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

Applicant's Request (Please itemize the proposal):

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



Traffic Impact Study

3333 Old Milton Parkway Residential

City of Alpharetta, Georgia

Report Prepared:

December 2024

Prepared for:

EAH Acquisitions

Prepared by:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
018754038

Traffic Impact Study

3333 Old Milton Parkway Residential

City of Alpharetta, Georgia

Report Prepared:

December 2024

Prepared for:

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Kimley»»Horn

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
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018754038



12/3/2024

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- Appendix B: Intersection Volume Worksheets
- Appendix C: *Synchro* Analysis Reports
- Appendix D: Raw Traffic Counts
- Appendix E: Project Fact Sheets

1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the proposed *3333 Old Milton Parkway Residential* development, which is expected to be completed in 2029 (referred to herein as “build-out year”). The site is located east of Morris Road, west of North Point Parkway, and south of Old Milton Parkway (SR 120) in the City of Alpharetta, Georgia

The site is currently undeveloped and is proposed to consist of approximately 211 townhomes on approximately 26.5 acres. The site is proposed to be rezoned from OI (Office-Institutional) to R-8a (Dwelling, ‘For-Sale’, Attached Residential – Medium Density).

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

1. Existing 2024 Traffic Conditions
2. Projected 2029 No-Build Traffic Conditions (Existing 2024 Traffic Conditions, plus 5 years of background traffic growth).
3. Projected 2029 Build Traffic Conditions (Projected 2029 No-Build Traffic Conditions, plus the traffic associated with the proposed *3333 Old Milton Parkway Residential* development).

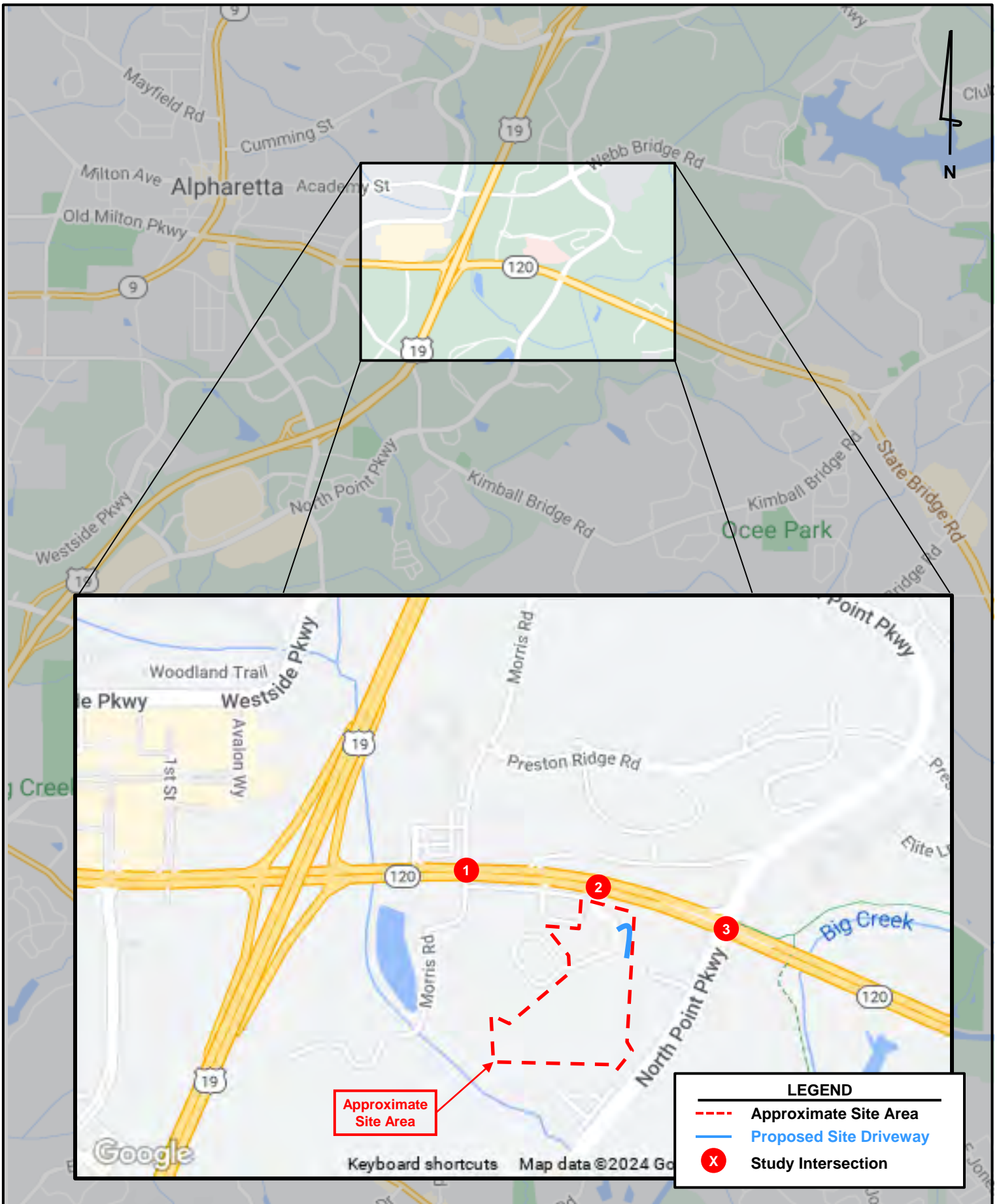
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in **Appendix A**.

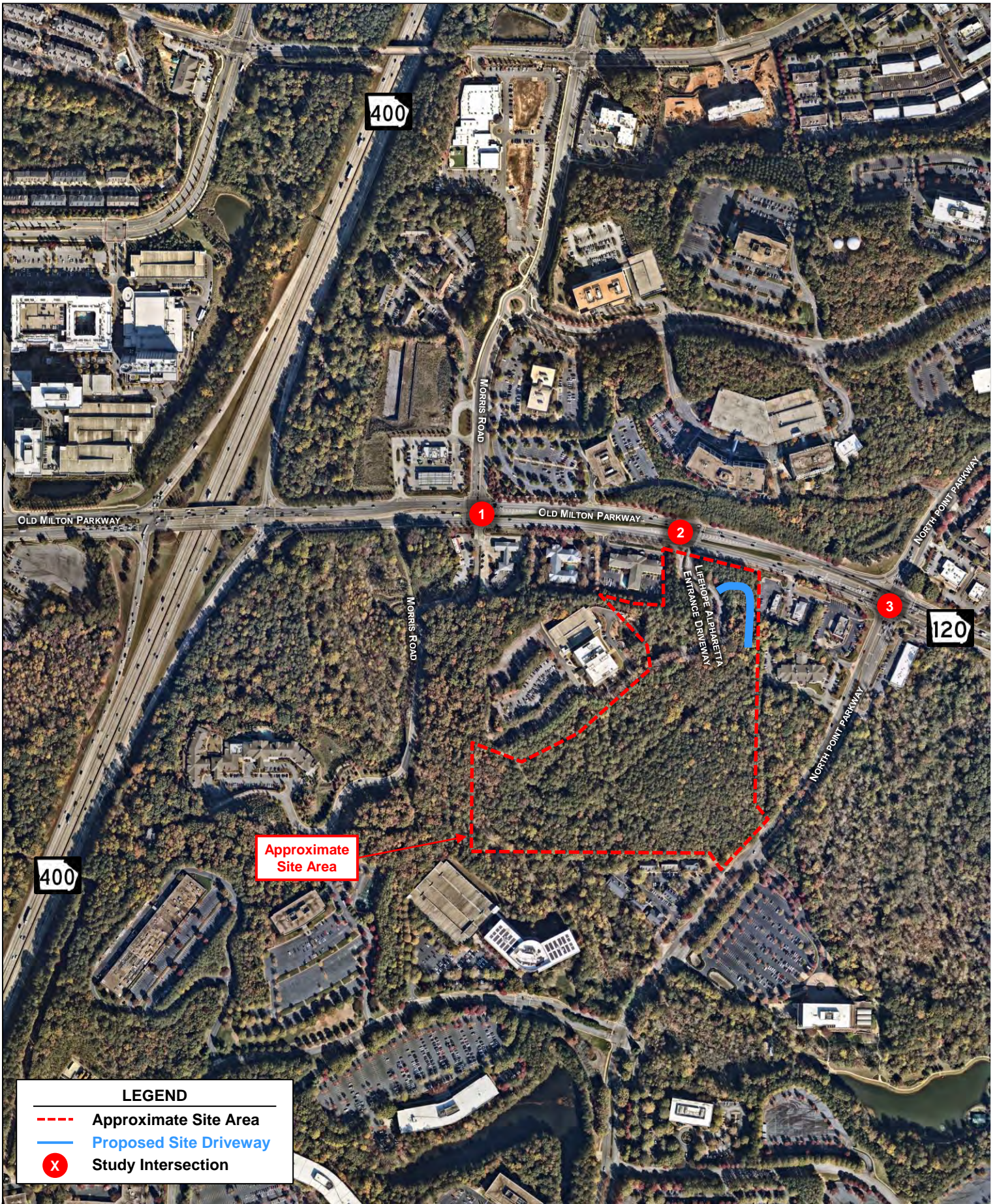
2.0 STUDY AREA DETERMINATION

The study area consists of the following three (3) existing intersections:

1. Old Milton Parkway (SR 120) at Morris Road (signalized)
2. Old Milton Parkway (SR 120) at Lifehope Alpharetta Entrance Driveway (signalized)
3. Old Milton Parkway (SR 120) at North Point Parkway (signalized)

For the purpose of this traffic impact study, Morris Road, Lifehope Alpharetta Entrance Driveway, and North Point Parkway are considered to have a north-south orientation. Old Milton Parkway (SR 120) is considered to have an east-west orientation.





LEGEND

- - - Approximate Site Area
- Proposed Site Driveway
- X Study Intersection

3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Old Milton Parkway (SR 120) is a six-lane divided major arterial roadway with a posted speed limit of 45 MPH in the vicinity of the study network. GDOT counts taken east of Westside Parkway indicated an AADT of 51,800 vehicles per day in 2022. GDOT counts taken east of North Point Parkway indicated an AADT of 47,900 vehicles per day in 2022.

Morris Road is a two-lane undivided local roadway with a posted speed limit of 25 MPH south of Old Milton Parkway (SR 120) and a four-lane divided local roadway with a posted limit of 35 MPH north of Old Milton Parkway (SR 120) in the vicinity of the study network. Morris Road dead ends approximately 2,000 feet south of Old Milton Parkway (SR 120). There are no GDOT count stations along Morris Road.

Lifehope Alpharetta Entrance Driveway is a two-lane divided private roadway serving an office building with no posted speed limit. The roadway dead ends at approximately 1,000 feet south of Old Milton Parkway (SR 120). There are no GDOT count stations along Lifehope Alpharetta Entrance Driveway.

North Point Parkway is a four-lane divided minor arterial roadway with a posted speed limit of 40 MPH in the vicinity of the study network. There are no GDOT count stations along North Point Parkway.

3.2 EXISTING TRAFFIC VOLUMES

Vehicle peak hour turning movement counts were performed at the following study intersections:

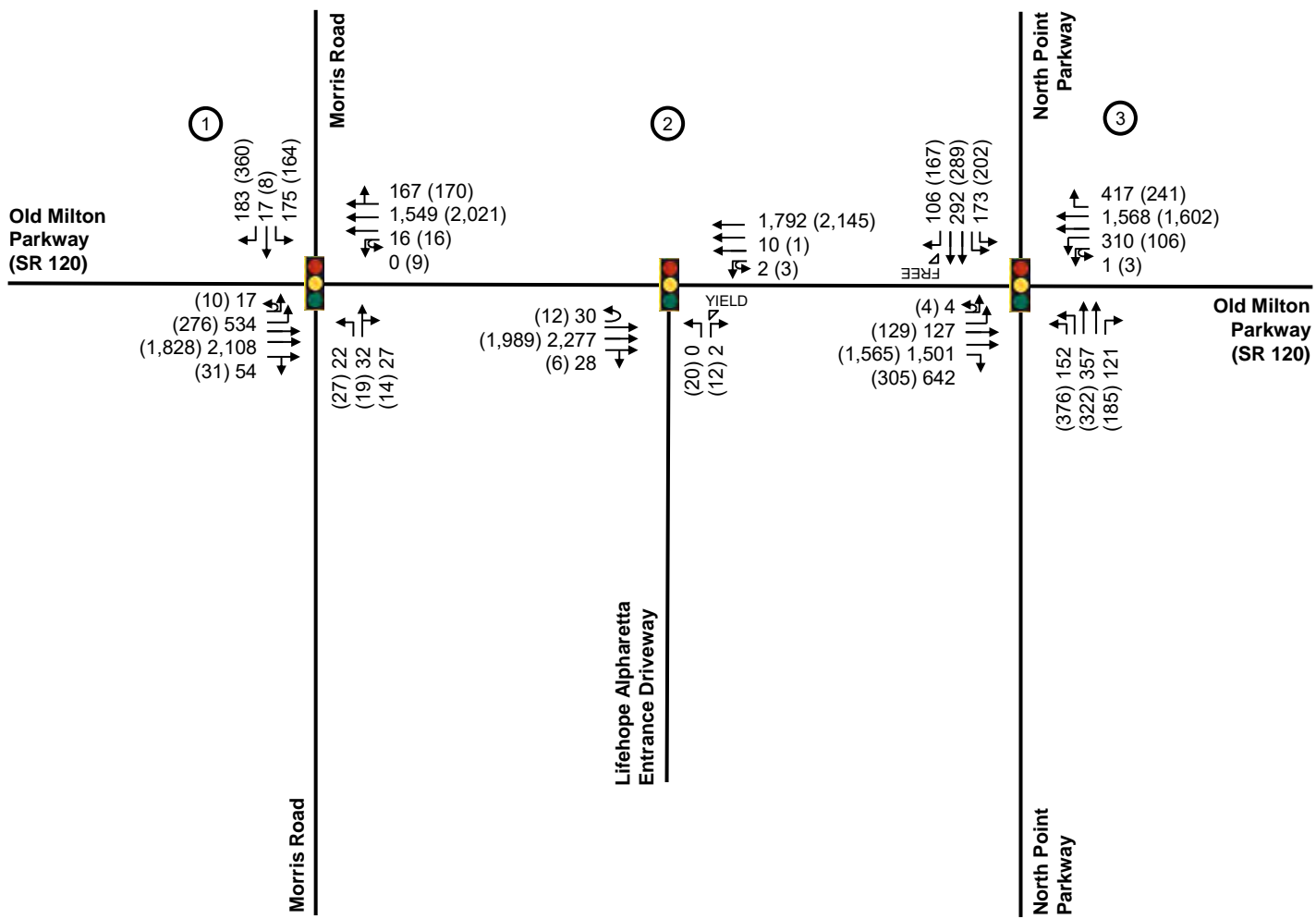
1. Old Milton Parkway (SR 120) at Morris Road (signalized)
2. Old Milton Parkway (SR 120) at Lifehope Alpharetta Entrance Driveway (signalized)
3. Old Milton Parkway (SR 120) at North Point Parkway (signalized)

The vehicle peak hour turning movement counts for the study intersections were collected on Thursday, January 11, 2024. 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. Old Milton Parkway (SR 120) at Morris Road	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM
2. Old Milton Parkway (SR 120) at Lifehope Alpharetta Entrance Driveway	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
3. Old Milton Parkway (SR 120) at North Point Parkway	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM

Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the fall 2022 school year will no longer be required to follow COVID-19 policy procedures.

Figure 3 illustrates the Existing 2024 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout). The complete traffic count data is provided in **Appendix C**.



LEGEND

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- 🚦 Existing Traffic Signal
- ⊗ Intersection Reference Number

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 *3333 Old Milton Parkway Residential* development. The Existing 2024 peak hour traffic volumes were increased by 1.0% per year for five (5) years to account for the expected background growth in traffic through year 2029, build-out of the project. Additionally, trips associated with the full occupancy of the Lifehope Alpharetta office building were added to the Projected 2029 No-Build Conditions.

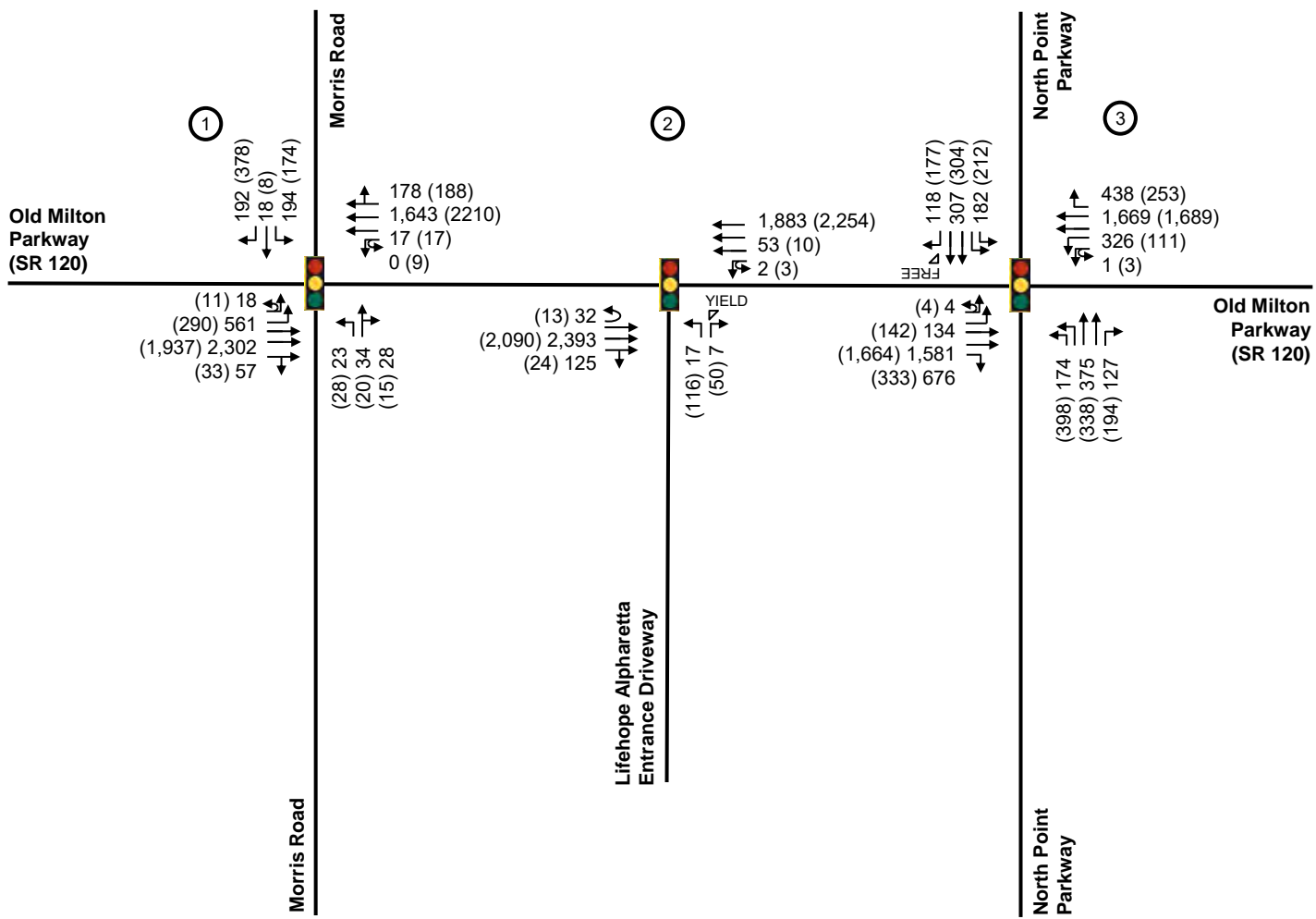
Figure 4 illustrates the Projected 2029 No-Build traffic conditions for the AM and PM peak hours.

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.

1. **FN-176 / GDOT PI# 0017187 / Alpharetta# C1717:** The project will widen Old Milton Parkway (SR 120) from 4 lanes to 6 lanes between North Point Parkway and Kimball Bridge Road. Construction is programmed to begin in 2028, and the network year of the project is 2030.
2. **AR-470:** The project will provide bus rapid transit service along the SR 400 Express Lanes from the MARTA North Springs station to Windward Parkway. The network year of the project is 2050.
3. **AR-ML-300 / GDOT PI# 0001757:** The project will add two new express lanes in each direction on SR 400 between the MARTA North Springs station and McGinnis Ferry Road and add one express lane in each direction from McGinnis Ferry Road to McFarland Parkway. The project is currently in the procurement process, and the network year of the project is 2030.

These projects will not affect intersection laneage or phasing or are planned to be implemented after the build-out year of the *3333 Old Milton Parkway Residential* development, therefore they are not included in this study. Fact Sheets for the programmed projects are included in **Appendix E**.



*Existing 2024 peak hour traffic volumes grown at 1.0% per year for five (5) years, plus trips associated with the full occupancy of the Lifehope Alpharetta office building.

LEGEND

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- 🚦 Existing Traffic Signal
- ⊗ Intersection Reference Number

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *3333 Old Milton Parkway Residential* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing 211 townhomes.

5.1 PROJECT SITE ACCESS

Access to the proposed *3333 Old Milton Parkway Residential* development will be provided at one (1) location listed below:

1. Proposed Site Driveway (located along Lifehope Alpharetta Entrance Driveway) – a full-movement driveway that will be located approximately 300 feet south of Old Milton Parkway (SR 120) (Intersection 2). The driveway is proposed to have one (1) egress lane exiting the site and one (1) ingress lane entering the site, and a new single lane roundabout is proposed at its intersection with Lifehope Alpharetta Entrance Driveway.

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

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021. The trip generation was calculated assuming the single-family attached housing land use (Land Use 215). **Table 2** summarizes the trip generation for the proposed development under full build-out (year 2029).

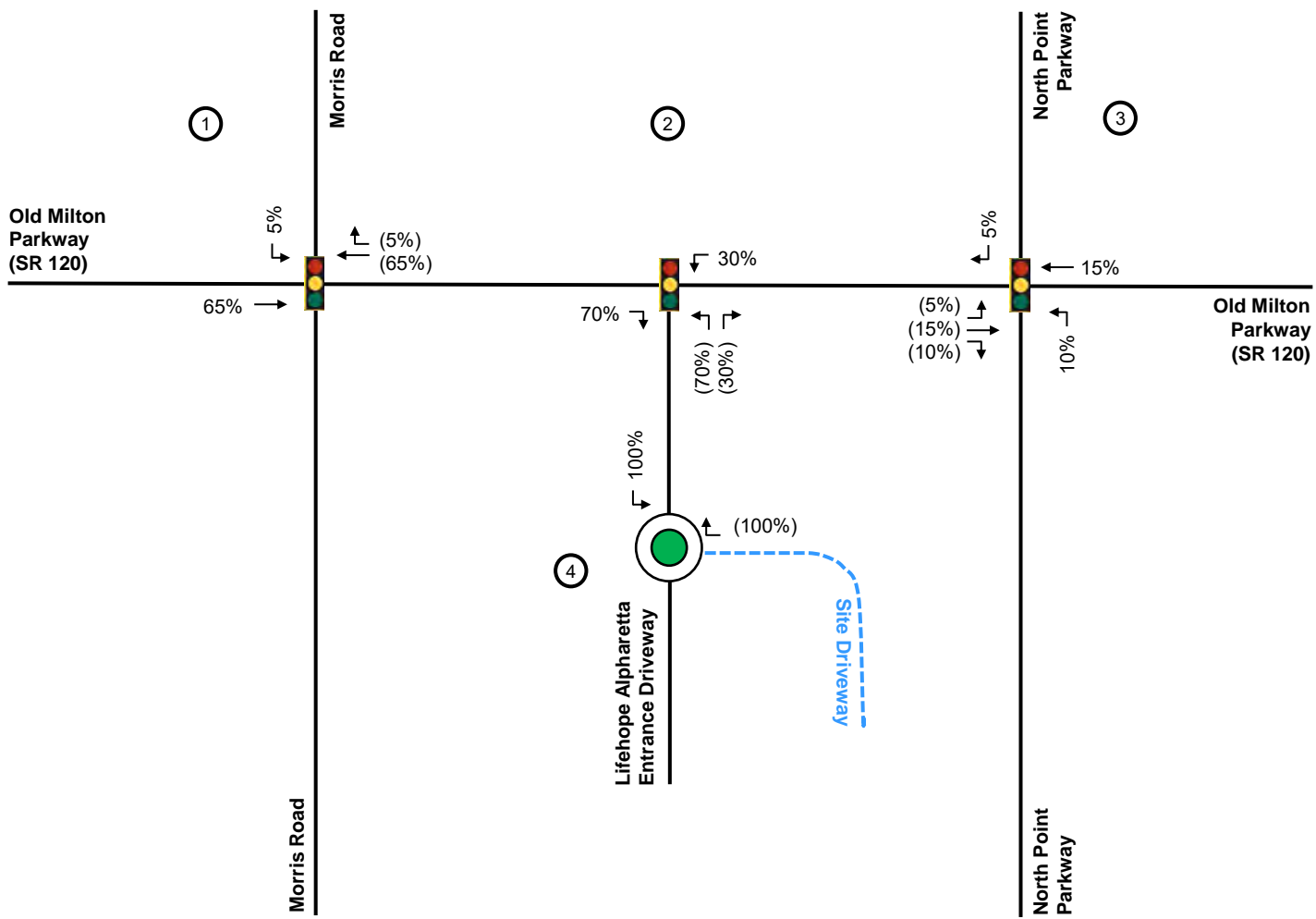
Table 2: Trip Generation											
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Attached Housing	211 units	215	1,558	779	779	104	32	72	123	70	53
Total Gross Trips			1,558	779	779	104	32	72	123	70	53
<i>Mixed-Use Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<i>Alternative Mode Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
<i>Pass-by Reduction</i>			-0	-0	-0	-0	-0	-0	-0	-0	-0
Total Net New Trips			1,558	779	779	104	32	72	123	70	53

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

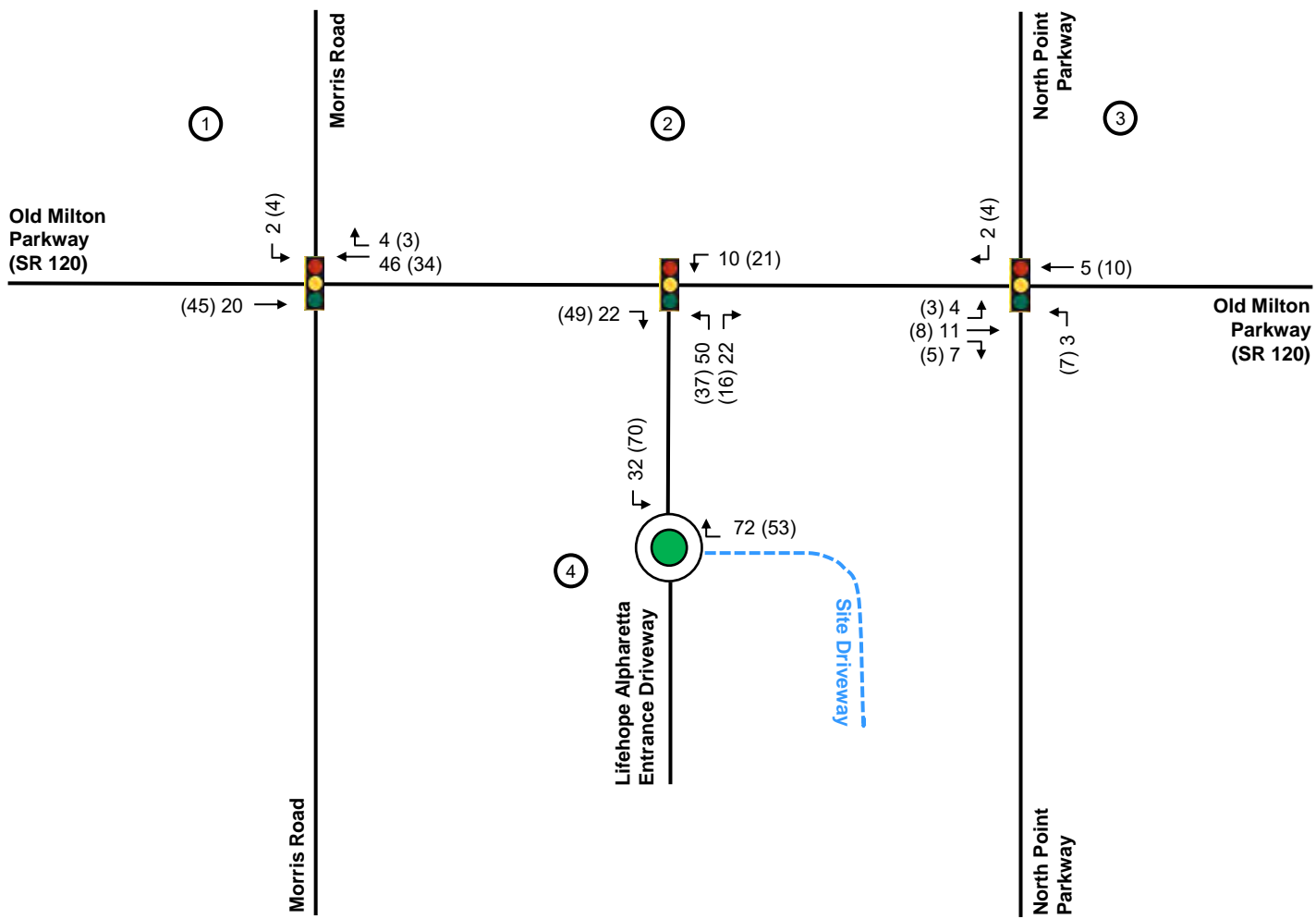
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

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. A detailed trip distribution and assignment for the project trips is illustrated in **Figure 5**.

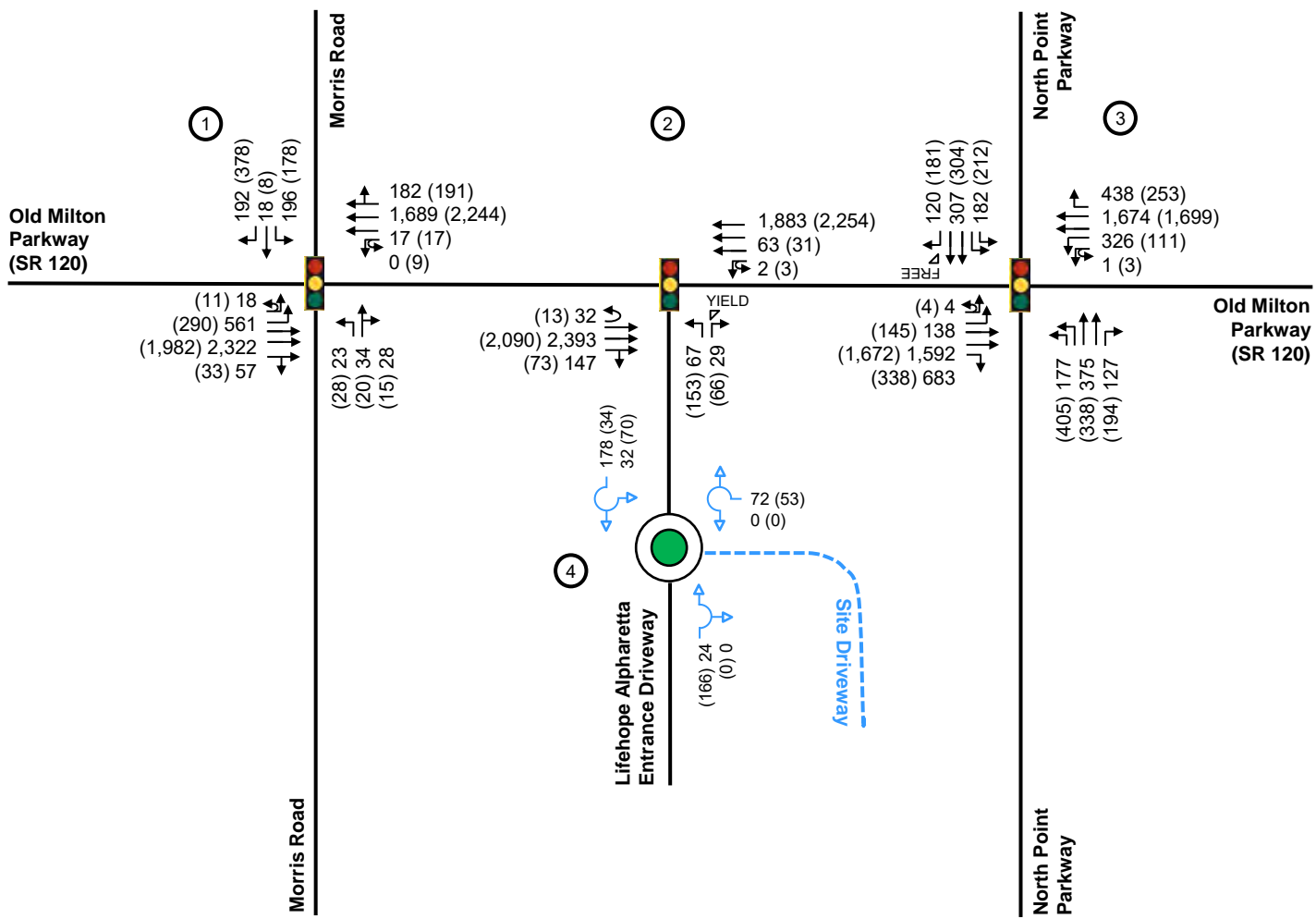
Based on the trip generation from **Table 2** and the anticipated trip distribution (shown on **Figure 5**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 6**. **Figure 7** illustrates the Projected 2029 Build traffic conditions for the AM and PM peak hours. **Appendix B** provides intersection volume worksheets for the study network.



LEGEND	
	Turning Movement
	Proposed Site Driveway
XX%	% Trips Entering
(XX%)	% Trips Exiting
	Existing Traffic Signal
	Proposed Roundabout
	Intersection Reference Number



LEGEND	
	Turning Movement
	Proposed Site Driveway
XX	AM Peak Hour Project Trips
(XX)	PM Peak Hour Project Trips
	Existing Traffic Signal
	Proposed Roundabout
	Intersection Reference Number



LEGEND	
	Existing Roadway Laneage
	Proposed Roadway Laneage
	Proposed Site Driveway
	AM Peak Hour Traffic Volumes
	PM Peak Hour Traffic Volumes
	Existing Traffic Signal
	Proposed Roundabout
	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 12.0*, and *SIDRA INTERSECTION 4.0* (roundabouts only). *Synchro* 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. *SIDRA* uses the gap acceptance methodology for the roundabout capacity model.

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 and roundabouts 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.

In addition to the Existing 2024 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2029 No-Build and Build traffic conditions. The results of the LOS analysis for the Existing 2024 and the Projected 2029 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 <i>LOS (Delay, in seconds)</i>							
Intersection	Approach / Movement	Existing 2024		Projected 2029 No-Build		Projected 2029 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Old Milton Parkway (SR 120) at Morris Road (signalized)	Overall	C (29.0)	C (26.5)	C (31.8)	C (29.3)	C (32.1)	C (29.8)
2. Old Milton Parkway (SR 120) at Lifehope Alpharetta Entrance Driveway (signalized)	Overall	A (1.3)	A (2.8)	A (5.0)	A (8.0)	A (7.3)	B (11.0)
3. Old Milton Parkway (SR 120) at North Point Parkway (signalized)	Overall	D (42.6)	D (51.3)	D (45.1)	D (54.5)	D (45.2)	D (54.6)
4. Lifehope Alpharetta Entrance Driveway at Site Driveway (roundabout)	Overall					A (4.7)	A (4.8)

As shown in **Table 3**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2029 No-Build and Build conditions, all study intersections, including the proposed site driveway, are projected to continue to operate at acceptable LOS during both the AM and PM peak hours. No off-site roadway improvements are recommended for capacity purposes.

7.0 ADDITIONAL CONSIDERATIONS

7.1 TRIP GENERATION COMPARISON

A trip generation comparison is shown in **Table 4**, which compares the trip generation potential of the existing OI zoning to the proposed R-8a zoning. The trip generation was based on the following scenarios:

1. Existing Zoning: 359,000 SF of office
2. Proposed 3333 Old Milton Parkway Residential Development: 211 townhomes

Table 4: Trip Generation Comparison (Gross Trips)											
Land Use	ITE Code	Density	Daily Traffic			AM Peak			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Retail Development:											
<i>General Office Building</i>	710	359,000 SF	3,528	1,764	1,764	502	442	60	480	82	398
3333 Old Milton Parkway Residential Development:											
<i>Single-Family Attached Housing</i>	215	211 d.u.	1,558	779	779	104	32	72	123	70	53
<i>Difference in Gross Project Trips</i>			-1,970	-985	-985	-398	-410	+12	-357	-12	-345
<i>% Difference in Gross Project Trips</i>			-56%	-56%	-56%	-79%	-93%	+20%	-74%	-15%	-87%

**Note: No reductions for mixed-use, alternative mode, or pass-bys were taken in order to present a conservative analysis.*

Based on the results shown in **Table 4**, the proposed 3333 Old Milton Parkway Residential development is projected to generate approximately 1,970 less total daily trips (985 in, 985 out), 398 less AM peak hour trips, and 357 less PM peak hour trips than the existing zoning. The proposed 3333 Old Milton Parkway Residential development will generate approximately 56% less gross daily trips, 79% less AM peak hour trips, and 74% less PM peak hour trips compared to the existing zoning.

8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *3333 Old Milton Parkway Residential* development, located east of SR 400, west of North Point Parkway, and south of Old Milton Parkway (SR 120) in the City of Alpharetta, Georgia. The development, which is approximately 26.5 acres in size, will consist of 211 townhomes. The development is expected to be completed in 2029. The site is proposed to be rezoned from OI (Office-Institutional) to R-8a (Dwelling, 'For Sale', Attached Residential – Medium Density).

The study network, which consists of three (3) existing signalized intersections, was analyzed for the weekday AM and PM peak hours under Existing 2024 conditions, Projected 2029 No-Build conditions (five years of background traffic growth), and Projected 2029 Build conditions (Projected 2029 No-Build conditions plus traffic generated by the proposed *3333 Old Milton Parkway Residential* 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 2029 No-Build and Build conditions, all study intersections, including the proposed site driveway, are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

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

8.1 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

Based on the results of this study, Kimley-Horn and Associates, Inc. recommends the following site-access improvement to serve the Projected 2029 Build traffic conditions (note: this would be the improvement needed to serve the traffic associated with the *3333 Old Milton Parkway Residential* development).

- Intersection 4 – Lifehope Alpharetta Entrance Driveway at Proposed Site Driveway
 - Per the site plan, construct a roundabout with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Site Plan

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

**Intersection #1: Old Milton Parkway @ Morris Road
AM PEAK HOUR**

Description	Morris Road <u>Northbound</u>			Morris Road <u>Southbound</u>			Old Milton Parkway <u>Eastbound</u>				Old Milton Parkway <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes	22	32	27	175	17	183	17	534	2,108	54	0	16	1,549	167
Pedestrians	0			3			3				0			
Conflicting Pedestrians	3	0	0	0	0	3	0	3	0	0	0	0	0	3
Heavy Vehicles	2	2	2	5	1	5	1	4	47	3	0	0	54	2
Heavy Vehicle %	9%	6%	7%	3%	6%	3%	6%	2%	2%	6%	0%	2%	3%	2%
Peak Hour Factor	0.96			0.96			0.96				0.96			
Adjustment														
Adjusted 2024 Volumes	22	32	27	175	17	183	17	534	2108	54	0	16	1549	167
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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment				10					86				15	2
2029 Background Traffic	23	34	28	194	18	192	18	561	2,302	57	0	17	1,643	178
Project Trips														
Trip Distribution IN				5%					65%					
Trip Distribution OUT													65%	5%
Residential Trips	0	0	0	2	0	0	0	0	21	0	0	0	47	4
Project Trips Balancing									-1				-1	
Total Project Trips	0	0	0	2	0	0	0	0	20	0	0	0	46	4
2029 Buildout Total	23	34	28	196	18	192	18	561	2,322	57	0	17	1,689	182

PM PEAK HOUR

Description	Morris Road <u>Northbound</u>			Morris Road <u>Southbound</u>			Old Milton Parkway <u>Eastbound</u>				Old Milton Parkway <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes	27	19	14	164	8	360	10	276	1,828	31	9	16	2,021	170
Pedestrians	0			1			4				0			
Conflicting Pedestrians	4	0	0	0	0	4	0	1	0	0	0	0	0	1
Heavy Vehicles	0	0	0	1	1	1	0	8	25	1	0	0	63	1
Heavy Vehicle %	2%	2%	2%	2%	13%	2%	2%	3%	2%	3%	2%	2%	3%	2%
Peak Hour Factor	0.93			0.93			0.93				0.93			
Adjustment														
Adjusted 2024 Volumes	27	19	14	164	8	360	10	276	1828	31	9	16	2021	170
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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment				2					16				86	9
2029 Background Traffic	28	20	15	174	8	378	11	290	1,937	33	9	17	2,210	188
Project Trips														
Trip Distribution IN				5%					65%					
Trip Distribution OUT													65%	5%
Residential Trips	0	0	0	4	0	0	0	0	46	0	0	0	34	3
Project Trips Balancing									-1					
Total Project Trips	0	0	0	4	0	0	0	0	45	0	0	0	34	3
2029 Buildout Total	28	20	15	178	8	378	11	290	1,982	33	9	17	2,244	191

INTERSECTION VOLUME DEVELOPMENT

**Intersection #2: Old Milton Parkway @ Lifehope Alpharetta Entrance Driveway
AM PEAK HOUR**

Description	Lifehope Alpharetta Entrance Driveway <u>Northbound</u>			Lifehope Alpharetta Entrance Driveway <u>Southbound</u>			Old Milton Parkway <u>Eastbound</u>			Old Milton Parkway <u>Westbound</u>				
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	2	0	0	0	30	0	2,277	28	2	10	1,792	0
Pedestrians	1			0			0			1				
Conflicting Pedestrians	0		1	1		0	0	0		1	0	1		0
Heavy Vehicles	0	0	0	0	0	0	2	0	46	0	0	0	52	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	7%	0%	2%	2%	2%	2%	3%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94				
Adjustment														
Adjusted 2024 Volumes	0	0	2	0	0	0	30	0	2277	28	2	10	1792	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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment	17		5							96		42		
2029 Background Traffic	17	0	7	0	0	0	32	0	2,393	125	2	53	1,883	0
Project Trips														
Trip Distribution IN										70%		30%		
Trip Distribution OUT	70%		30%											
Residential Trips	50	0	22	0	0	0	0	0	0	22	0	10	0	0
Project Trips Balancing														
Total Project Trips	50	0	22	0	0	0	0	0	0	22	0	10	0	0
2029 Buildout Total	67	0	29	0	0	0	32	0	2,393	147	2	63	1,883	0

PM PEAK HOUR

Description	Lifehope Alpharetta Entrance Driveway <u>Northbound</u>			Lifehope Alpharetta Entrance Driveway <u>Southbound</u>			Old Milton Parkway <u>Eastbound</u>			Old Milton Parkway <u>Westbound</u>				
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes	20	0	12	0	0	0	12	0	1,989	6	3	1	2,145	0
Pedestrians	4			0			0			0				
Conflicting Pedestrians	0		0	0		0	0	0		4	0	4		0
Heavy Vehicles	0	0	0	0	0	0	0	0	27	0	0	0	64	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	2%	0%	2%	2%	2%	2%	3%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92				
Adjustment														
Adjusted 2024 Volumes	20	0	12	0	0	0	12	0	1989	6	3	1	2145	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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment	95		37							18		9		
2029 Background Traffic	116	0	50	0	0	0	13	0	2,090	24	3	10	2,254	0
Project Trips														
Trip Distribution IN										70%		30%		
Trip Distribution OUT	70%		30%											
Residential Trips	37	0	16	0	0	0	0	0	0	49	0	21	0	0
Project Trips Balancing														
Total Project Trips	37	0	16	0	0	0	0	0	0	49	0	21	0	0
2029 Buildout Total	153	0	66	0	0	0	13	0	2,090	73	3	31	2,254	0

INTERSECTION VOLUME DEVELOPMENT

**Intersection #3: Old Milton Parkway @ North Point Parkway
AM PEAK HOUR**

Description	North Point Parkway <u>Northbound</u>			North Point Parkway <u>Southbound</u>			Old Milton Parkway <u>Eastbound</u>				Old Milton Parkway <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes	152	357	121	173	292	106	4	127	1,501	642	1	310	1,568	417
Pedestrians	2			2			1				1			
Conflicting Pedestrians	1		1	1		1	0	2		2	0	2		2
Heavy Vehicles	4	7	0	6	5	3	0	2	40	3	0	1	45	9
Heavy Vehicle %	3%	2%	2%	3%	2%	3%	2%	2%	3%	2%	2%	2%	3%	2%
Peak Hour Factor	0.98			0.98			0.98				0.98			
Adjustment														
Adjusted 2024 Volumes	152	357	121	173	292	106	4	127	1501	642	1	310	1568	417
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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment	14					7		1	3	1			21	
2029 Background Traffic	174	375	127	182	307	118	4	134	1,581	676	1	326	1,669	438
Project Trips														
Trip Distribution IN	10%					5%								15%
Trip Distribution OUT								5%	15%	10%				
Residential Trips	3	0	0	0	0	2	0	4	11	7	0	0	5	0
Project Trips Balancing														
Total Project Trips	3	0	0	0	0	2	0	4	11	7	0	0	5	0
2029 Buildout Total	177	375	127	182	307	120	4	138	1,592	683	1	326	1,674	438

PM PEAK HOUR

Description	North Point Parkway <u>Northbound</u>			North Point Parkway <u>Southbound</u>			Old Milton Parkway <u>Eastbound</u>				Old Milton Parkway <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes	376	322	185	202	289	167	4	129	1,565	305	3	106	1,602	241
Pedestrians	1			0			0				2			
Conflicting Pedestrians	0		2	2		0	0	0		1	0	1		0
Heavy Vehicles	3	7	1	2	2	1	0	1	21	6	0	1	60	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor	0.96			0.96			0.96				0.96			
Adjustment														
Adjusted 2024 Volumes	376	322	185	202	289	167	4	129	1565	305	3	106	1602	241
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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment	3					1		6	19	12			5	
2029 Background Traffic	398	338	194	212	304	177	4	142	1,664	333	3	111	1,689	253
Project Trips														
Trip Distribution IN	10%					5%								15%
Trip Distribution OUT								5%	15%	10%				
Residential Trips	7	0	0	0	0	4	0	3	8	5	0	0	11	0
Project Trips Balancing														-1
Total Project Trips	7	0	0	0	0	4	0	3	8	5	0	0	10	0
2029 Buildout Total	405	338	194	212	304	181	4	145	1,672	338	3	111	1,699	253

INTERSECTION VOLUME DEVELOPMENT

**Intersection #4: Lifhope Alpharetta Entrance Driveway @ Site Driveway
AM PEAK HOUR**

Description	Lifhope Alpharetta Entrance Driveway Northbound			Lifhope Alpharetta Entrance Driveway Southbound			Eastbound			Site Driveway Westbound				
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes		2			38									
Pedestrians														
Conflicting Pedestrians	0		0	0		0	0	0		0	0			0
Heavy Vehicles		0			0									
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94				
Adjustment														
Adjusted 2024 Volumes	0	2	0	0	38	0	0	0	0	0	0	0	0	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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment		22			138									
2029 Background Traffic	0	24	0	0	178	0	0	0	0	0	0	0	0	0
Project Trips														
Trip Distribution IN				100%										
Trip Distribution OUT														100%
Residential Trips	0	0	0	32	0	0	0	0	0	0	0	0	0	72
Project Trips Balancing														
Total Project Trips	0	0	0	32	0	0	0	0	0	0	0	0	0	72
2029 Buildout Total	0	24	0	32	178	0	0	0	0	0	0	0	0	72

PM PEAK HOUR

Description	Lifhope Alpharetta Entrance Driveway Northbound			Lifhope Alpharetta Entrance Driveway Southbound			Eastbound			Site Driveway Westbound				
	Left	Through	Right	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2024 Traffic Volumes		32			7									
Pedestrians														
Conflicting Pedestrians	0		0	0		0	0	0		0	0			0
Heavy Vehicles		0			0									
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92				
Adjustment														
Adjusted 2024 Volumes	0	32	0	0	7	0	0	0	0	0	0	0	0	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%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment														
Office Building Adjustment		132			27									
2029 Background Traffic	0	166	0	0	34	0	0	0	0	0	0	0	0	0
Project Trips														
Trip Distribution IN				100%										
Trip Distribution OUT														100%
Residential Trips	0	0	0	70	0	0	0	0	0	0	0	0	0	53
Project Trips Balancing														
Total Project Trips	0	0	0	70	0	0	0	0	0	0	0	0	0	53
2029 Buildout Total	0	166	0	70	34	0	0	0	0	0	0	0	0	53

Synchro Analysis Reports

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Existing 2024 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↕↕↕		↔	↕↕↕		↔	↕		↔	↕	↔
Traffic Volume (veh/h)	17	534	2108	54	16	1549	167	22	32	27	175	17	183
Future Volume (veh/h)	17	534	2108	54	16	1549	167	22	32	27	175	17	183
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
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	1811	1870	1856	1870	1767	1811	1796	1856	1811	1856
Adj Flow Rate, veh/h		556	2196	54	17	1614	167	23	33	8	182	18	24
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	2	6	2	3	2	9	6	7	3	6	3
Cap, veh/h		627	3593	88	35	2515	260	248	234	57	243	302	261
Arrive On Green		0.18	0.70	0.70	0.02	0.54	0.54	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h		3456	5126	126	1781	4663	482	1283	1407	341	1349	1811	1564
Grp Volume(v), veh/h		556	1457	793	17	1168	613	23	0	41	182	18	24
Grp Sat Flow(s), veh/h/ln		1728	1702	1848	1781	1689	1767	1283	0	1748	1349	1811	1564
Q Serve(g_s), s		25.1	35.8	36.0	1.5	39.0	39.1	2.5	0.0	3.2	21.3	1.3	2.1
Cycle Q Clear(g_c), s		25.1	35.8	36.0	1.5	39.0	39.1	3.8	0.0	3.2	24.5	1.3	2.1
Prop In Lane		1.00		0.07	1.00		0.27	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h		627	2386	1295	35	1821	953	248	0	291	243	302	261
V/C Ratio(X)		0.89	0.61	0.61	0.48	0.64	0.64	0.09	0.00	0.14	0.75	0.06	0.09
Avail Cap(c_a), veh/h		1058	2386	1295	100	1821	953	267	0	317	262	328	283
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		63.9	12.5	12.5	77.6	26.0	26.0	57.7	0.0	56.9	67.3	56.1	56.4
Incr Delay (d2), s/veh		5.2	1.2	2.2	8.9	1.6	3.0	0.2	0.0	0.2	10.5	0.1	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.3	12.8	14.3	0.8	15.5	16.7	0.8	0.0	1.5	8.0	0.6	0.8
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh		69.1	13.7	14.7	86.5	27.5	29.0	57.9	0.0	57.1	77.9	56.2	56.6
LnGrp LOS		E	B	B	F	C	C	E	A	E	E	E	E
Approach Vol, veh/h			2806			1798			64			224	
Approach Delay, s/veh			25.0			28.6			57.4			73.9	
Approach LOS			C			C			E			E	
Timer - Assigned Phs		1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s		35.0	92.3	32.7	9.2	118.1	32.7						
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0	6.0						
Max Green Setting (Gmax), s		49.0	64.0	29.0	9.0	104.0	29.0						
Max Q Clear Time (g_c+I1), s		27.1	41.1	26.5	3.5	38.0	5.8						
Green Ext Time (p_c), s		1.9	12.8	0.2	0.0	30.5	0.2						

Intersection Summary													
HCM 6th Ctrl Delay			29.0										
HCM 6th LOS			C										

Notes
 User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Lifhope Alpharetta Entrance Driveway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Existing 2024 AM Peak



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔	↕↕↕			↕	↕↕↕	↕	↕
Traffic Volume (veh/h)	30	2277	28	2	10	1792	0	2
Future Volume (veh/h)	30	2277	28	2	10	1792	0	2
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1856	1900	1870
Adj Flow Rate, veh/h		2422	30		11	1906	0	0
Peak Hour Factor		0.94	0.94		0.94	0.94	0.94	0.94
Percent Heavy Veh, %		2	2		2	3	0	2
Cap, veh/h		4733	59		75	4876	1	1
Arrive On Green		0.91	0.91		0.01	0.96	0.00	0.00
Sat Flow, veh/h		5367	64		1781	5233	1810	1585
Grp Volume(v), veh/h		1584	868		11	1906	0	0
Grp Sat Flow(s),veh/h/ln		1702	1859		1781	1689	1810	1585
Q Serve(g_s), s		12.5	12.5		0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s		12.5	12.5		0.0	3.6	0.0	0.0
Prop In Lane			0.03		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		3099	1692		75	4876	1	1
V/C Ratio(X)		0.51	0.51		0.15	0.39	0.00	0.00
Avail Cap(c_a), veh/h		3099	1692		116	4876	588	515
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		0.72	0.72		0.56	0.56	0.00	0.00
Uniform Delay (d), s/veh		1.2	1.2		73.4	0.2	0.0	0.0
Incr Delay (d2), s/veh		0.4	0.8		0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.8	1.1		0.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		1.6	2.0		73.9	0.3	0.0	0.0
LnGrp LOS		A	A		E	A	A	A
Approach Vol, veh/h		2452				1917	0	
Approach Delay, s/veh		1.8				0.7	0.0	
Approach LOS		A				A		
Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.3	151.7				160.0		0.0
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	6.0	84.0				81.0		52.0
Max Q Clear Time (g_c+I1), s	2.0	14.5				5.6		0.0
Green Ext Time (p_c), s	0.0	36.9				24.7		0.0

Intersection Summary

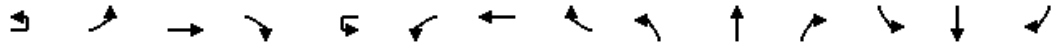
HCM 6th Ctrl Delay	1.3
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: North Point Parkway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Existing 2024 AM Peak

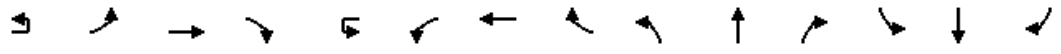


Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔	↕	↗		↔	↕	↗	↔	↕	↗	↔	↕	↗	
Traffic Volume (veh/h)	4	127	1501	642	1	310	1568	417	152	357	121	173	292	106	
Future Volume (veh/h)	4	127	1501	642	1	310	1568	417	152	357	121	173	292	106	
Initial Q (Qb), veh		0	0	0		0	0	0	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	1856	1870		1870	1856	1870	1856	1870	1870	1856	1870	1856	
Adj Flow Rate, veh/h		130	1532	506		316	1600	259	155	364	13	177	298	11	
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, %		2	3	2		2	3	2	3	2	2	3	2	3	
Cap, veh/h		396	1985	892		372	1961	881	199	408	181	221	430	190	
Arrive On Green		0.11	0.56	0.56		0.11	0.56	0.56	0.06	0.11	0.11	0.06	0.12	0.12	
Sat Flow, veh/h		3456	3526	1583		3456	3526	1583	3428	3554	1581	3428	3554	1569	
Grp Volume(v), veh/h		130	1532	506		316	1600	259	155	364	13	177	298	11	
Grp Sat Flow(s),veh/h/ln		1728	1763	1583		1728	1763	1583	1714	1777	1581	1714	1777	1569	
Q Serve(g_s), s		5.5	53.7	32.8		14.4	59.0	9.5	7.1	16.2	1.2	8.1	12.9	0.8	
Cycle Q Clear(g_c), s		5.5	53.7	32.8		14.4	59.0	9.5	7.1	16.2	1.2	8.1	12.9	0.8	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		396	1985	892		372	1961	881	199	408	181	221	430	190	
V/C Ratio(X)		0.33	0.77	0.57		0.85	0.82	0.29	0.78	0.89	0.07	0.80	0.69	0.06	
Avail Cap(c_a), veh/h		396	1985	892		626	1961	881	300	422	188	300	430	190	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		0.85	0.85	0.85		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		65.2	27.0	22.4		70.1	28.8	8.9	74.3	69.9	63.2	73.8	67.5	38.3	
Incr Delay (d2), s/veh		0.4	2.5	2.2		5.6	3.9	0.8	7.1	20.3	0.2	10.4	4.7	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		2.4	22.2	12.5		6.6	24.7	3.4	3.3	8.4	0.5	3.9	6.1	0.4	
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh		65.6	29.5	24.7		75.8	32.7	9.7	81.4	90.1	63.4	84.2	72.2	38.4	
LnGrp LOS		E	C	C		E	C	A	F	F	E	F	E	D	
Approach Vol, veh/h			2168				2175			532			486		
Approach Delay, s/veh			30.6				36.2			87.0			75.8		
Approach LOS			C				D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8							
Phs Duration (G+Y+Rc), s	23.2	96.1	15.3	25.4	24.3	95.0	16.3	24.4							
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0							
Max Green Setting (Gmax), s	29.0	74.0	14.0	19.0	14.0	89.0	14.0	19.0							
Max Q Clear Time (g_c+I1), s	16.4	55.7	9.1	14.9	7.5	61.0	10.1	18.2							
Green Ext Time (p_c), s	0.8	12.0	0.2	0.6	0.2	15.1	0.2	0.2							

Intersection Summary														
HCM 6th Ctrl Delay			42.6											
HCM 6th LOS			D											
Notes														
User approved ignoring U-Turning movement.														

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Existing 2024 PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔↔	↕↕↕			↔	↕↕↕		↔	↕		↔	↕	↕	
Traffic Volume (veh/h)	10	276	1828	31	9	16	2021	170	27	19	14	164	8	360	
Future Volume (veh/h)	10	276	1828	31	9	16	2021	170	27	19	14	164	8	360	
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	0.99		0.99	0.99		0.99	
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		1856	1870	1856		1870	1856	1870	1870	1870	1870	1870	1707	1870	
Adj Flow Rate, veh/h		297	1966	32		17	2173	180	29	20	1	176	9	101	
Peak Hour Factor		0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Percent Heavy Veh, %		3	2	3		2	3	2	2	2	2	2	13	2	
Cap, veh/h		346	3812	62		33	3122	256	223	265	13	231	256	236	
Arrive On Green		0.10	0.74	0.74		0.02	0.65	0.65	0.15	0.15	0.15	0.15	0.15	0.15	
Sat Flow, veh/h		3428	5175	84		1781	4771	391	1275	1765	88	1380	1707	1572	
Grp Volume(v), veh/h		297	1293	705		17	1532	821	29	0	21	176	9	101	
Grp Sat Flow(s),veh/h/ln		1714	1702	1855		1781	1689	1785	1275	0	1854	1380	1707	1572	
Q Serve(g_s), s		16.2	30.6	30.7		1.8	54.5	56.0	3.8	0.0	1.9	23.9	0.9	11.1	
Cycle Q Clear(g_c), s		16.2	30.6	30.7		1.8	54.5	56.0	4.6	0.0	1.9	25.7	0.9	11.1	
Prop In Lane		1.00		0.05		1.00		0.22	1.00		0.05	1.00		1.00	
Lane Grp Cap(c), veh/h		346	2507	1367		33	2210	1168	223	0	278	231	256	236	
V/C Ratio(X)		0.86	0.52	0.52		0.51	0.69	0.70	0.13	0.00	0.08	0.76	0.04	0.43	
Avail Cap(c_a), veh/h		794	2507	1367		131	2210	1168	327	0	429	344	395	364	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		0.84	0.84	0.84	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		84.1	10.6	10.6		92.4	20.8	21.0	71.0	0.0	69.4	80.5	69.0	73.4	
Incr Delay (d2), s/veh		6.2	0.8	1.4		9.8	1.5	3.0	0.3	0.0	0.1	5.5	0.1	1.2	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		7.4	11.0	12.3		0.9	21.1	23.3	1.3	0.0	0.9	8.9	0.4	4.6	
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh		90.3	11.4	12.0		102.1	22.3	24.0	71.2	0.0	69.5	86.0	69.1	74.6	
LnGrp LOS		F	B	B		F	C	C	E	A	E	F	E	E	
Approach Vol, veh/h			2295				2370			50			286		
Approach Delay, s/veh			21.8				23.5			70.5			81.4		
Approach LOS			C				C			E			F		
Timer - Assigned Phs	1	2		4	5	6		8							
Phs Duration (G+Y+Rc), s	25.2	130.3		34.5	9.6	146.0		34.5							
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	44.0	84.0		44.0	14.0	114.0		44.0							
Max Q Clear Time (g_c+I1), s	18.2	58.0		27.7	3.8	32.7		6.6							
Green Ext Time (p_c), s	1.0	19.0		0.8	0.0	25.1		0.2							

Intersection Summary														
HCM 6th Ctrl Delay			26.5											
HCM 6th LOS			C											

Notes
 User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Lifhope Alpharetta Entrance Driveway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Existing 2024 PM Peak



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑↑			↔	↑↑↑	↔	↔
Traffic Volume (veh/h)	12	1989	6	3	1	2145	20	12
Future Volume (veh/h)	12	1989	6	3	1	2145	20	12
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1856	1870	1870
Adj Flow Rate, veh/h		2162	7		1	2332	22	0
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	3	2	2
Cap, veh/h		4596	15		43	4599	52	46
Arrive On Green		0.87	0.87		0.00	0.91	0.03	0.00
Sat Flow, veh/h		5423	17		1781	5233	1781	1585
Grp Volume(v), veh/h		1400	769		1	2332	22	0
Grp Sat Flow(s),veh/h/ln		1702	1867		1781	1689	1781	1585
Q Serve(g_s), s		16.6	16.6		0.0	14.9	2.3	0.0
Cycle Q Clear(g_c), s		16.6	16.6		0.0	14.9	2.3	0.0
Prop In Lane			0.01		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2978	1633		43	4599	52	46
V/C Ratio(X)		0.47	0.47		0.02	0.51	0.43	0.00
Avail Cap(c_a), veh/h		2978	1633		124	4599	553	492
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		0.80	0.80		0.42	0.42	1.00	0.00
Uniform Delay (d), s/veh		2.5	2.5		77.4	1.5	90.7	0.0
Incr Delay (d2), s/veh		0.4	0.8		0.1	0.2	5.5	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.8	4.3		0.0	1.9	1.2	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		3.0	3.3		77.5	1.7	96.2	0.0
LnGrp LOS		A	A		E	A	F	A
Approach Vol, veh/h		2169				2333	22	
Approach Delay, s/veh		3.1				1.7	96.2	
Approach LOS		A				A	F	
Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.3	172.2				178.5		11.5
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	9.0	104.0				104.0		59.0
Max Q Clear Time (g_c+I1), s	2.0	18.6				16.9		4.3
Green Ext Time (p_c), s	0.0	30.5				40.0		0.0

Intersection Summary

HCM 6th Ctrl Delay	2.8
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: North Point Parkway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Existing 2024 PM Peak

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations																
Traffic Volume (veh/h)	4	129	1565	305	3	106	1602	241	376	322	185	202	289	167		
Future Volume (veh/h)	4	129	1565	305	3	106	1602	241	376	322	185	202	289	167		
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		0.99		
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	1841	1870	1870	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h		134	1630	243		110	1669	137	392	335	70	210	301	62		
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		2	2	2		2	4	2	2	2	2	2	2	2		
Cap, veh/h		359	2163	964		147	1914	867	426	531	236	252	352	156		
Arrive On Green		0.10	0.61	0.61		0.04	0.55	0.55	0.12	0.15	0.15	0.07	0.10	0.10		
Sat Flow, veh/h		3456	3554	1584		3456	3497	1584	3456	3554	1579	3456	3554	1575		
Grp Volume(v), veh/h		134	1630	243		110	1669	137	392	335	70	210	301	62		
Grp Sat Flow(s),veh/h/ln		1728	1777	1584		1728	1749	1584	1728	1777	1579	1728	1777	1575		
Q Serve(g_s), s		6.9	63.0	13.5		6.0	78.5	5.7	21.3	16.8	7.5	11.4	15.8	5.7		
Cycle Q Clear(g_c), s		6.9	63.0	13.5		6.0	78.5	5.7	21.3	16.8	7.5	11.4	15.8	5.7		
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		359	2163	964		147	1914	867	426	531	236	252	352	156		
V/C Ratio(X)		0.37	0.75	0.25		0.75	0.87	0.16	0.92	0.63	0.30	0.83	0.85	0.40		
Avail Cap(c_a), veh/h		359	2163	964		255	1914	867	437	531	236	437	449	199		
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		0.88	0.88	0.88		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh		79.4	26.9	17.2		90.0	37.2	10.4	82.4	75.9	71.9	86.9	84.2	53.3		
Incr Delay (d2), s/veh		0.6	2.2	0.6		7.4	5.8	0.4	24.3	2.4	0.7	7.0	12.2	1.6		
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln		3.1	26.4	5.1		2.8	34.0	3.1	10.9	7.9	3.1	5.3	7.9	2.9		
Unsig. Movement Delay, s/veh																
LnGrp Delay(d),s/veh		79.9	29.1	17.7		97.3	43.0	10.8	106.7	78.3	72.6	93.9	96.4	54.9		
LnGrp LOS		E	C	B		F	D	B	F	E	E	F	F	D		
Approach Vol, veh/h			2007				1916			797			573			
Approach Delay, s/veh			31.1				43.9			91.8			91.0			
Approach LOS			C				D			F			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	14.1	121.6	29.4	24.8	25.7	110.0	19.9	34.4								
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0								
Max Green Setting (Gmax), s	14.0	104.0	24.0	24.0	14.0	104.0	24.0	24.0								
Max Q Clear Time (g_c+I1), s	8.0	65.0	23.3	17.8	8.9	80.5	13.4	18.8								
Green Ext Time (p_c), s	0.1	18.2	0.1	1.0	0.1	13.8	0.5	1.0								

Intersection Summary														
HCM 6th Ctrl Delay			51.3											
HCM 6th LOS			D											

Notes
 User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 No-Build AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	18	561	2302	57	17	1643	178	23	34	28	194	18	192
Future Volume (veh/h)	18	561	2302	57	17	1643	178	23	34	28	194	18	192
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		No		No	
Adj Sat Flow, veh/h/ln		1870	1870	1811	1870	1856	1870	1767	1811	1796	1856	1811	1856
Adj Flow Rate, veh/h		584	2398	57	18	1711	178	24	35	9	202	19	27
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	2	6	2	3	2	9	6	7	3	6	3
Cap, veh/h		656	3518	83	37	2407	250	266	252	65	260	328	284
Arrive On Green		0.19	0.69	0.69	0.02	0.52	0.52	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h		3456	5131	122	1781	4661	483	1279	1388	357	1346	1811	1565
Grp Volume(v), veh/h		584	1588	867	18	1238	651	24	0	44	202	19	27
Grp Sat Flow(s), veh/h/ln		1728	1702	1848	1781	1689	1767	1279	0	1745	1346	1811	1565
Q Serve(g_s), s		26.4	44.0	44.4	1.6	44.8	45.1	2.5	0.0	3.4	23.7	1.4	2.3
Cycle Q Clear(g_c), s		26.4	44.0	44.4	1.6	44.8	45.1	3.9	0.0	3.4	27.1	1.4	2.3
Prop In Lane		1.00		0.07	1.00		0.27	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h		656	2334	1267	37	1744	912	266	0	316	260	328	284
V/C Ratio(X)		0.89	0.68	0.68	0.49	0.71	0.71	0.09	0.00	0.14	0.78	0.06	0.10
Avail Cap(c_a), veh/h		1058	2334	1267	100	1744	912	266	0	316	260	328	284
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		63.2	14.8	14.9	77.5	29.5	29.6	55.8	0.0	55.0	66.4	54.2	54.6
Incr Delay (d2), s/veh		5.9	1.6	3.0	8.7	2.2	4.2	0.1	0.0	0.2	13.7	0.1	0.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.9	16.0	18.1	0.8	18.1	19.5	0.8	0.0	1.5	9.1	0.6	0.9
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh		69.1	16.4	17.9	86.2	31.8	33.8	56.0	0.0	55.2	80.1	54.3	54.7
LnGrp LOS		E	B	B	F	C	C	E	A	E	F	D	D
Approach Vol, veh/h			3039			1907			68			248	
Approach Delay, s/veh			27.0			33.0			55.5			75.3	
Approach LOS			C			C			E			E	
Timer - Assigned Phs		1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.4	88.6		35.0	9.3	115.7		35.0				
Change Period (Y+Rc), s		6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		49.0	64.0		29.0	9.0	104.0		29.0				
Max Q Clear Time (g_c+I1), s		28.4	47.1		29.1	3.6	46.4		5.9				
Green Ext Time (p_c), s		2.0	11.2		0.0	0.0	33.6		0.2				

Intersection Summary													
HCM 6th Ctrl Delay												31.8	
HCM 6th LOS												C	

Notes
 User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Lifhope Alpharetta Entrance Driveway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 No-Build AM Peak



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↰	→↰↲			↰	→↰↲	↰	↲
Traffic Volume (veh/h)	32	2393	125	2	53	1883	17	7
Future Volume (veh/h)	32	2393	125	2	53	1883	17	7
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1856	1900	1870
Adj Flow Rate, veh/h		2546	132		56	2003	18	0
Peak Hour Factor		0.94	0.94		0.94	0.94	0.94	0.94
Percent Heavy Veh, %		2	2		2	3	0	2
Cap, veh/h		4106	210		111	4546	50	44
Arrive On Green		0.83	0.83		0.03	0.90	0.03	0.00
Sat Flow, veh/h		5142	255		1781	5233	1810	1585
Grp Volume(v), veh/h		1733	945		56	2003	18	0
Grp Sat Flow(s),veh/h/ln		1702	1824		1781	1689	1810	1585
Q Serve(g_s), s		28.9	30.0		0.4	10.7	1.6	0.0
Cycle Q Clear(g_c), s		28.9	30.0		0.4	10.7	1.6	0.0
Prop In Lane			0.14		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2810	1506		111	4546	50	44
V/C Ratio(X)		0.62	0.63		0.50	0.44	0.36	0.00
Avail Cap(c_a), veh/h		2810	1506		117	4546	588	515
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		0.64	0.64		0.47	0.47	1.00	0.00
Uniform Delay (d), s/veh		5.0	5.0		64.5	1.4	76.4	0.0
Incr Delay (d2), s/veh		0.7	1.3		1.6	0.1	4.3	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		7.7	8.8		2.1	1.2	0.8	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		5.6	6.3		66.1	1.5	80.8	0.0
LnGrp LOS		A	A		E	A	F	A
Approach Vol, veh/h		2678				2059	18	
Approach Delay, s/veh		5.9				3.3	80.8	
Approach LOS		A				A	F	
Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.5	138.1				149.6		10.4
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	6.0	84.0				81.0		52.0
Max Q Clear Time (g_c+I1), s	2.4	32.0				12.7		3.6
Green Ext Time (p_c), s	0.0	36.3				26.6		0.0

Intersection Summary

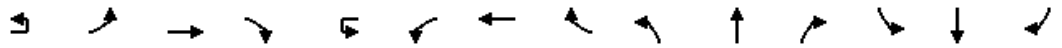
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: North Point Parkway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 No-Build AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔↔	↑↑	↗		↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	
Traffic Volume (veh/h)	4	134	1581	676	1	326	1669	438	174	375	127	182	307	118	
Future Volume (veh/h)	4	134	1581	676	1	326	1669	438	174	375	127	182	307	118	
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	1856	1870		1870	1856	1870	1856	1870	1870	1856	1870	1856	
Adj Flow Rate, veh/h		137	1613	543		333	1703	281	178	383	14	186	313	13	
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, %		2	3	2		2	3	2	3	2	2	3	2	3	
Cap, veh/h		373	1944	873		389	1961	881	222	422	188	230	430	190	
Arrive On Green		0.11	0.55	0.55		0.11	0.56	0.56	0.06	0.12	0.12	0.07	0.12	0.12	
Sat Flow, veh/h		3456	3526	1583		3456	3526	1583	3428	3554	1581	3428	3554	1569	
Grp Volume(v), veh/h		137	1613	543		333	1703	281	178	383	14	186	313	13	
Grp Sat Flow(s),veh/h/ln		1728	1763	1583		1728	1763	1583	1714	1777	1581	1714	1777	1569	
Q Serve(g_s), s		5.9	60.5	37.5		15.1	66.3	10.4	8.2	17.0	1.3	8.6	13.6	0.9	
Cycle Q Clear(g_c), s		5.9	60.5	37.5		15.1	66.3	10.4	8.2	17.0	1.3	8.6	13.6	0.9	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		373	1944	873		389	1961	881	222	422	188	230	430	190	
V/C Ratio(X)		0.37	0.83	0.62		0.86	0.87	0.32	0.80	0.91	0.07	0.81	0.73	0.07	
Avail Cap(c_a), veh/h		373	1944	873		626	1961	881	300	422	188	300	430	190	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		0.74	0.74	0.74		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		66.3	29.7	24.5		69.7	30.5	8.9	73.8	69.6	62.7	73.6	67.8	39.1	
Incr Delay (d2), s/veh		0.4	3.2	2.5		6.6	5.5	1.0	10.6	23.0	0.2	11.8	6.1	0.2	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		2.6	25.2	14.3		7.0	28.1	3.7	3.9	9.0	0.5	4.1	6.5	0.5	
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh		66.7	32.9	27.0		76.3	36.0	9.8	84.4	92.7	62.9	85.4	73.9	39.2	
LnGrp LOS		E	C	C		E	D	A	F	F	E	F	E	D	
Approach Vol, veh/h			2293				2317			575			512		
Approach Delay, s/veh			33.5				38.6			89.4			77.2		
Approach LOS			C				D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8							
Phs Duration (G+Y+Rc), s	24.0	94.2	16.4	25.4	23.3	95.0	16.7	25.0							
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0							
Max Green Setting (Gmax), s	29.0	74.0	14.0	19.0	14.0	89.0	14.0	19.0							
Max Q Clear Time (g_c+I1), s	17.1	62.5	10.2	15.6	7.9	68.3	10.6	19.0							
Green Ext Time (p_c), s	0.9	8.8	0.2	0.6	0.2	13.5	0.2	0.0							

Intersection Summary

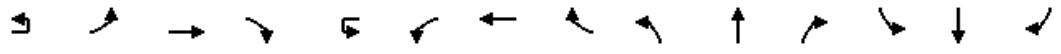
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 No-Build PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔↔	↕↕↕			↔	↕↕↕		↔	↕		↔	↕	↕	
Traffic Volume (veh/h)	11	290	1937	33	9	17	2210	188	28	20	15	174	8	378	
Future Volume (veh/h)	11	290	1937	33	9	17	2210	188	28	20	15	174	8	378	
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	0.99		0.99	0.99		0.99	
Parking Bus, Adj		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		1856	1870	1856		1870	1856	1870	1870	1870	1870	1870	1707	1870	
Adj Flow Rate, veh/h		312	2083	34		18	2376	199	30	22	2	187	9	124	
Peak Hour Factor		0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Percent Heavy Veh, %		3	2	3		2	3	2	2	2	2	2	13	2	
Cap, veh/h		362	3757	61		34	3052	252	232	270	25	243	273	251	
Arrive On Green		0.11	0.73	0.73		0.02	0.64	0.64	0.16	0.16	0.16	0.16	0.16	0.16	
Sat Flow, veh/h		3428	5175	84		1781	4768	393	1249	1688	153	1377	1707	1573	
Grp Volume(v), veh/h		312	1369	748		18	1672	903	30	0	24	187	9	124	
Grp Sat Flow(s),veh/h/ln		1714	1702	1855		1781	1689	1784	1249	0	1841	1377	1707	1573	
Q Serve(g_s), s		17.0	35.0	35.1		1.9	67.0	70.2	3.9	0.0	2.1	25.4	0.8	13.7	
Cycle Q Clear(g_c), s		17.0	35.0	35.1		1.9	67.0	70.2	4.8	0.0	2.1	27.5	0.8	13.7	
Prop In Lane		1.00		0.05		1.00		0.22	1.00		0.08	1.00		1.00	
Lane Grp Cap(c), veh/h		362	2472	1347		34	2161	1142	232	0	294	243	273	251	
V/C Ratio(X)		0.86	0.55	0.55		0.52	0.77	0.79	0.13	0.00	0.08	0.77	0.03	0.49	
Avail Cap(c_a), veh/h		794	2472	1347		131	2161	1142	322	0	426	342	395	364	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		0.76	0.76	0.76	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		83.6	11.9	11.9		92.3	24.4	24.9	69.4	0.0	67.9	79.7	67.4	72.8	
Incr Delay (d2), s/veh		6.1	0.9	1.7		9.0	2.1	4.3	0.2	0.0	0.1	6.8	0.0	1.5	
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		7.8	12.8	14.3		1.0	26.2	29.7	1.3	0.0	1.0	9.5	0.4	5.7	
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh		89.8	12.8	13.6		101.3	26.5	29.3	69.7	0.0	68.1	86.4	67.5	74.3	
LnGrp LOS		F	B	B		F	C	C	E	A	E	F	E	E	
Approach Vol, veh/h			2429				2593			54			320		
Approach Delay, s/veh			22.9				28.0			69.0			81.2		
Approach LOS			C				C			E			F		
Timer - Assigned Phs		1	2		4	5	6			8					
Phs Duration (G+Y+Rc), s		26.0	127.6		36.4	9.7	144.0			36.4					
Change Period (Y+Rc), s		6.0	6.0		6.0	6.0	6.0			6.0					
Max Green Setting (Gmax), s		44.0	84.0		44.0	14.0	114.0			44.0					
Max Q Clear Time (g_c+I1), s		19.0	72.2		29.5	3.9	37.1			6.8					
Green Ext Time (p_c), s		1.0	10.5		0.8	0.0	28.2			0.2					

Intersection Summary														
HCM 6th Ctrl Delay			29.3											
HCM 6th LOS			C											

Notes
 User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 2: Lifhope Alpharetta Entrance Driveway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 No-Build PM Peak



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑↑			↔	↑↑↑	↔	↔
Traffic Volume (veh/h)	13	2090	24	3	10	2254	116	50
Future Volume (veh/h)	13	2090	24	3	10	2254	116	50
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1856	1870	1870
Adj Flow Rate, veh/h		2272	26		11	2450	126	1
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	3	2	2
Cap, veh/h		4211	48		67	4329	147	130
Arrive On Green		0.81	0.81		0.01	0.85	0.08	0.08
Sat Flow, veh/h		5372	59		1781	5233	1781	1585
Grp Volume(v), veh/h		1485	813		11	2450	126	1
Grp Sat Flow(s),veh/h/ln		1702	1859		1781	1689	1781	1585
Q Serve(g_s), s		28.1	28.2		0.2	25.9	13.3	0.1
Cycle Q Clear(g_c), s		28.1	28.2		0.2	25.9	13.3	0.1
Prop In Lane			0.03		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2754	1505		67	4329	147	130
V/C Ratio(X)		0.54	0.54		0.17	0.57	0.86	0.01
Avail Cap(c_a), veh/h		2754	1505		126	4329	553	492
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		0.76	0.76		0.33	0.33	1.00	1.00
Uniform Delay (d), s/veh		6.1	6.2		70.2	3.9	86.1	80.1
Incr Delay (d2), s/veh		0.6	1.1		0.4	0.2	13.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		8.8	9.9		0.5	6.6	6.8	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		6.7	7.2		70.6	4.1	99.5	80.1
LnGrp LOS		A	A		E	A	F	F
Approach Vol, veh/h		2298				2461	127	
Approach Delay, s/veh		6.9				4.4	99.4	
Approach LOS		A				A	F	
Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	159.7				168.4		21.6
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	9.0	104.0				104.0		59.0
Max Q Clear Time (g_c+I1), s	2.2	30.2				27.9		15.3
Green Ext Time (p_c), s	0.0	33.2				41.8		0.4

Intersection Summary

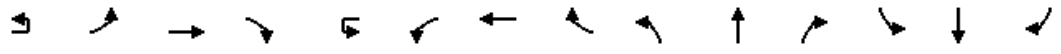
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: North Point Parkway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 No-Build PM Peak



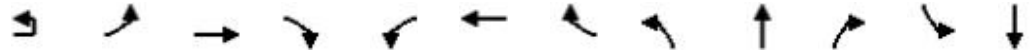
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↕	↗		↔	↕	↗	↔	↕	↗	↔	↕	↗
Traffic Volume (veh/h)	4	142	1664	333	3	111	1689	253	398	338	194	212	304	177
Future Volume (veh/h)	4	142	1664	333	3	111	1689	253	398	338	194	212	304	177
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	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	1.00	1.00	1.00	0.99
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	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		148	1733	269		116	1759	143	415	352	84	221	317	73
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	4	2	2	2	2	2	2	2
Cap, veh/h		334	2131	950		153	1914	867	437	546	242	263	368	163
Arrive On Green		0.10	0.60	0.60		0.04	0.55	0.55	0.13	0.15	0.15	0.08	0.10	0.10
Sat Flow, veh/h		3456	3554	1584		3456	3497	1584	3456	3554	1579	3456	3554	1576
Grp Volume(v), veh/h		148	1733	269		116	1759	143	415	352	84	221	317	73
Grp Sat Flow(s),veh/h/ln		1728	1777	1584		1728	1749	1584	1728	1777	1579	1728	1777	1576
Q Serve(g_s), s		7.7	72.4	15.6		6.3	87.0	5.9	22.7	17.7	9.0	12.0	16.7	6.8
Cycle Q Clear(g_c), s		7.7	72.4	15.6		6.3	87.0	5.9	22.7	17.7	9.0	12.0	16.7	6.8
Prop In Lane		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h		334	2131	950		153	1914	867	437	546	242	263	368	163
V/C Ratio(X)		0.44	0.81	0.28		0.76	0.92	0.16	0.95	0.65	0.35	0.84	0.86	0.45
Avail Cap(c_a), veh/h		334	2131	950		255	1914	867	437	546	242	437	449	199
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.81	0.81	0.81		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		81.0	29.7	18.3		89.8	39.2	10.2	82.4	75.5	71.9	86.6	83.8	54.1
Incr Delay (d2), s/veh		0.8	2.9	0.6		7.4	8.6	0.4	30.8	2.6	0.8	7.3	13.6	1.9
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		3.4	30.6	5.9		3.0	38.2	3.2	12.0	8.3	3.7	5.6	8.3	2.8
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		81.8	32.6	19.0		97.2	47.8	10.7	113.2	78.2	72.7	93.9	97.4	56.0
LnGrp LOS		F	C	B		F	D	B	F	E	E	F	F	E
Approach Vol, veh/h			2150				2018			851			611	
Approach Delay, s/veh			34.3				48.0			94.7			91.2	
Approach LOS			C				D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	14.4	119.9	30.0	25.7	24.3	110.0	20.5	35.2						
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0						
Max Green Setting (Gmax), s	14.0	104.0	24.0	24.0	14.0	104.0	24.0	24.0						
Max Q Clear Time (g_c+I1), s	8.3	74.4	24.7	18.7	9.7	89.0	14.0	19.7						
Green Ext Time (p_c), s	0.1	17.3	0.0	1.0	0.2	10.7	0.5	0.9						

Intersection Summary														
HCM 6th Ctrl Delay			54.5											
HCM 6th LOS			D											

Notes
 User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		EBL	EBT		WBL	WBT		NBL	NBT		SBL	SBT
Traffic Volume (veh/h)	18	561	2322	57	17	1689	182	23	34	28	196	18
Future Volume (veh/h)	18	561	2322	57	17	1689	182	23	34	28	196	18
Initial Q (Qb), veh		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	
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
Work Zone On Approach			No		No			No				No
Adj Sat Flow, veh/h/ln		1870	1870	1811	1870	1856	1870	1767	1811	1796	1856	1811
Adj Flow Rate, veh/h		584	2419	58	18	1759	183	24	35	9	204	19
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	2	6	2	3	2	9	6	7	3	6
Cap, veh/h		656	3517	84	37	2407	249	266	252	65	260	328
Arrive On Green		0.19	0.69	0.69	0.02	0.52	0.52	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h		3456	5130	123	1781	4661	483	1279	1388	357	1346	1811
Grp Volume(v), veh/h		584	1602	875	18	1273	669	24	0	44	204	19
Grp Sat Flow(s),veh/h/ln		1728	1702	1848	1781	1689	1767	1279	0	1745	1346	1811
Q Serve(g_s), s		26.4	44.7	45.2	1.6	46.8	47.2	2.5	0.0	3.4	24.0	1.4
Cycle Q Clear(g_c), s		26.4	44.7	45.2	1.6	46.8	47.2	3.9	0.0	3.4	27.4	1.4
Prop In Lane		1.00		0.07	1.00		0.27	1.00		0.20	1.00	
Lane Grp Cap(c), veh/h		656	2334	1267	37	1744	912	266	0	316	260	328
V/C Ratio(X)		0.89	0.69	0.69	0.49	0.73	0.73	0.09	0.00	0.14	0.78	0.06
Avail Cap(c_a), veh/h		1058	2334	1267	100	1744	912	266	0	316	260	328
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
Upstream Filter(I)		1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		63.2	14.9	15.0	77.5	30.0	30.1	55.8	0.0	55.0	66.5	54.2
Incr Delay (d2), s/veh		5.9	1.7	3.1	8.4	2.4	4.5	0.1	0.0	0.2	14.4	0.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.9	16.3	18.4	0.8	18.9	20.4	0.8	0.0	1.5	9.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		69.1	16.6	18.1	85.9	32.4	34.6	56.0	0.0	55.2	80.9	54.3
LnGrp LOS		E	B	B	F	C	C	E		E	F	D
Approach Vol, veh/h			3061			1960			68			250
Approach Delay, s/veh			27.1			33.6			55.5			76.1
Approach LOS			C			C			E			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.4	88.6		35.0	9.3	115.7		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	49.0	64.0		29.0	9.0	104.0		29.0				
Max Q Clear Time (g_c+I1), s	28.4	49.2		29.4	3.6	47.2		5.9				
Green Ext Time (p_c), s	2.0	10.4		0.0	0.0	33.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	32.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build AM Peak

Movement	SBR
Lane Configurations	↗
Traffic Volume (veh/h)	192
Future Volume (veh/h)	192
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	27
Peak Hour Factor	0.96
Percent Heavy Veh, %	3
Cap, veh/h	284
Arrive On Green	0.18
Sat Flow, veh/h	1565
Grp Volume(v), veh/h	27
Grp Sat Flow(s),veh/h/ln	1565
Q Serve(g_s), s	2.3
Cycle Q Clear(g_c), s	2.3
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	284
V/C Ratio(X)	0.10
Avail Cap(c_a), veh/h	284
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	54.6
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	54.7
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary
 2: Lifehope Alpharetta Entrance Driveway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build AM Peak



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↑ ↑	↑ ↑ ↑				↑ ↑ ↑	↑	↑
Traffic Volume (veh/h)	32	2393	147	2	63	1883	67	29
Future Volume (veh/h)	32	2393	147	2	63	1883	67	29
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1856	1900	1870
Adj Flow Rate, veh/h		2546	154		67	2003	71	0
Peak Hour Factor		0.94	0.94		0.94	0.94	0.94	0.94
Percent Heavy Veh, %		2	2		2	3	0	2
Cap, veh/h		3950	236		114	4431	91	80
Arrive On Green		0.80	0.80		0.04	0.87	0.05	0.00
Sat Flow, veh/h		5096	294		1781	5233	1810	1585
Grp Volume(v), veh/h		1748	952		67	2003	71	0
Grp Sat Flow(s),veh/h/ln		1702	1817		1781	1689	1810	1585
Q Serve(g_s), s		33.5	35.0		1.3	13.1	6.2	0.0
Cycle Q Clear(g_c), s		33.5	35.0		1.3	13.1	6.2	0.0
Prop In Lane			0.16		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2729	1457		114	4431	91	80
V/C Ratio(X)		0.64	0.65		0.59	0.45	0.78	0.00
Avail Cap(c_a), veh/h		2729	1457		117	4431	588	515
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		0.63	0.63		0.46	0.46	1.00	0.00
Uniform Delay (d), s/veh		6.5	6.6		63.5	2.1	75.1	0.0
Incr Delay (d2), s/veh		0.7	1.5		3.4	0.2	13.4	0.0
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		9.7	11.1		2.8	2.3	3.3	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		7.2	8.1		66.9	2.2	88.5	0.0
LnGrp LOS		A	A		E	A	F	
Approach Vol, veh/h		2700			2070	71		
Approach Delay, s/veh		7.5			4.3	88.5		
Approach LOS		A			A	F		
Timer - Assigned Phs	1	2			6	8		
Phs Duration (G+Y+Rc), s	1.7	134.3			146.0	14.0		
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0		
Max Green Setting (Gmax), s	84.0				81.0	52.0		
Max Q Clear Time (g_c+1), s	37.0				15.1	8.2		
Green Ext Time (p_c), s	0.0	34.2			26.4	0.2		

Intersection Summary

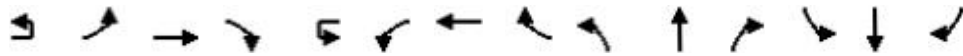
HCM 6th Ctrl Delay, s/veh	7.3
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: North Point Parkway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build AM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		RT	LT	RT		RT	LT	RT	RT	LT	RT	RT	LT	RT	
Traffic Volume (veh/h)	4	138	1592	683	1	326	1674	438	177	375	127	182	307	120	
Future Volume (veh/h)	4	138	1592	683	1	326	1674	438	177	375	127	182	307	120	
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	1856	1870		1870	1856	1870	1856	1870	1870	1856	1870	1856	
Adj Flow Rate, veh/h		141	1624	550		333	1708	282	181	383	14	186	313	13	
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, %		2	3	2		2	3	2	3	2	2	3	2	3	
Cap, veh/h		373	1944	873		389	1961	881	225	422	188	230	427	189	
Arrive On Green		0.11	0.55	0.55		0.11	0.56	0.56	0.07	0.12	0.12	0.07	0.12	0.12	
Sat Flow, veh/h		3456	3526	1583		3456	3526	1583	3428	3554	1581	3428	3554	1569	
Grp Volume(v), veh/h		141	1624	550		333	1708	282	181	383	14	186	313	13	
Grp Sat Flow(s),veh/h/ln		1728	1763	1583		1728	1763	1583	1714	1777	1581	1714	1777	1569	
Q Serve(g_s), s		6.1	61.3	38.2		15.1	66.7	10.5	8.3	17.0	1.3	8.6	13.6	0.9	
Cycle Q Clear(g_c), s		6.1	61.3	38.2		15.1	66.7	10.5	8.3	17.0	1.3	8.6	13.6	0.9	
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h		373	1944	873		389	1961	881	225	422	188	230	427	189	
V/C Ratio(X)		0.38	0.84	0.63		0.86	0.87	0.32	0.80	0.91	0.07	0.81	0.73	0.07	
Avail Cap(c_a), veh/h		373	1944	873		626	1961	881	300	422	188	300	427	189	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		0.65	0.65	0.65		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		66.4	29.8	24.7		69.7	30.6	8.9	73.7	69.6	62.7	73.6	67.9	39.2	
Incr Delay (d2), s/veh		0.4	2.9	2.2		6.6	5.6	1.0	11.0	23.0	0.2	11.8	6.4	0.2	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		2.7	25.4	14.5		7.0	28.3	3.7	4.0	9.0	0.5	4.1	6.5	0.5	
Unsig. Movement Delay, s/veh															
LnGrp Delay(d), s/veh		66.8	32.8	26.9		76.3	36.2	9.8	84.7	92.7	62.9	85.4	74.3	39.3	
LnGrp LOS		E	C	C		E	D	A	F	F	E	F	E	D	
Approach Vol, veh/h		2315				2323				578				512	
Approach Delay, s/veh		33.4				38.8				89.5				77.4	
Approach LOS		C				D				F				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8							
Phs Duration (G+Y+Rc), s	34.0	94.2	16.5	25.2	23.3	95.0	16.7	25.0							
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0							
Max Green Setting (Gmax), s	74.0	74.0	14.0	19.0	14.0	89.0	14.0	19.0							
Max Q Clear Time (g_c+M), s	63.3	63.3	10.3	15.6	8.1	68.7	10.6	19.0							
Green Ext Time (p_c), s	0.9	8.4	0.2	0.6	0.2	13.4	0.2	0.0							

Intersection Summary

HCM 6th Ctrl Delay, s/veh	45.2
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

MOVEMENT SUMMARY

Site: 4 [Build 2029 AM Peak (Site Folder: General)]

Lifehope Alpharetta Entrance Driveway at Site Driveway

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Lifehope Alpharetta Entrance Driveway														
8	T1	24	2.0	26	2.0	0.025	3.6	LOS A	0.1	2.9	0.14	0.04	0.14	35.1
18	R2	1	2.0	1	2.0	0.025	3.6	LOS A	0.1	2.9	0.14	0.04	0.14	34.3
Approach		25	2.0	27	2.0	0.025	3.6	LOS A	0.1	2.9	0.14	0.04	0.14	35.1
East: Site Driveway														
1	L2	1	2.0	1	2.0	0.072	4.0	LOS A	0.4	8.9	0.13	0.04	0.13	34.7
16	R2	72	2.0	77	2.0	0.072	4.0	LOS A	0.4	8.9	0.13	0.04	0.13	34.0
Approach		73	2.0	78	2.0	0.072	4.0	LOS A	0.4	8.9	0.13	0.04	0.13	34.0
North: Lifehope Alpharetta Entrance Driveway														
7	L2	32	2.0	34	2.0	0.202	5.1	LOS A	1.1	28.6	0.02	0.00	0.02	33.9
4	T1	178	2.0	189	2.0	0.202	5.1	LOS A	1.1	28.6	0.02	0.00	0.02	34.0
Approach		210	2.0	223	2.0	0.202	5.1	LOS A	1.1	28.6	0.02	0.00	0.02	34.0
All Vehicles		308	2.0	328	2.0	0.202	4.7	LOS A	1.1	28.6	0.06	0.01	0.06	34.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\kimley-horn.com\SO_ALP\ALP_TPTO\018754038_3333 Old Milton Parkway TIA - Alpharetta - January 2024\Sidra\211 TH SIDRA

\Intersection 4.sip9

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		EBL	EBT			WBL	WBT		NBL	NBT		SBL
Traffic Volume (veh/h)	11	290	1982	33	9	17	2244	191	28	20	15	178
Future Volume (veh/h)	11	290	1982	33	9	17	2244	191	28	20	15	178
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	0.99		0.99	0.99
Parking Bus, Adj		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		
Adj Sat Flow, veh/h/ln		1856	1870	1856		1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		312	2131	34		18	2413	201	30	22	2	191
Peak Hour Factor		0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %		3	2	3		2	3	2	2	2	2	2
Cap, veh/h		362	3744	60		34	3040	249	235	275	25	247
Arrive On Green		0.11	0.72	0.72		0.02	0.64	0.64	0.16	0.16	0.16	0.16
Sat Flow, veh/h		3428	5177	82		1781	4771	391	1248	1688	153	1378
Grp Volume(v), veh/h		312	1400	765		18	1696	918	30	0	24	191
Grp Sat Flow(s),veh/h/ln		1714	1702	1855		1781	1689	1785	1248	0	1841	1378
Q Serve(g_s), s		17.0	36.7	36.9		1.9	69.5	73.0	3.9	0.0	2.1	25.9
Cycle Q Clear(g_c), s		17.0	36.7	36.9		1.9	69.5	73.0	4.8	0.0	2.1	28.0
Prop In Lane		1.00		0.04		1.00		0.22	1.00		0.08	1.00
Lane Grp Cap(c), veh/h		362	2462	1342		34	2152	1137	235	0	299	247
V/C Ratio(X)		0.86	0.57	0.57		0.52	0.79	0.81	0.13	0.00	0.08	0.77
Avail Cap(c_a), veh/h		794	2462	1342		131	2152	1137	321	0	426	342
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.73	0.73	0.73	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		83.6	12.4	12.4		92.3	25.1	25.8	69.0	0.0	67.5	79.4
Incr Delay (d2), s/veh		6.1	1.0	1.8		8.6	2.2	4.6	0.2	0.0	0.1	7.2
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		7.8	13.5	15.0		1.0	27.2	31.0	1.3	0.0	1.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		89.8	13.3	14.1		100.9	27.3	30.4	69.2	0.0	67.6	86.6
LnGrp LOS		F	B	B		F	C	C	E		E	F
Approach Vol, veh/h			2477				2632			54		
Approach Delay, s/veh			23.2				28.9			68.5		
Approach LOS			C				C			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	127.1		36.9	9.7	143.4		36.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	44.0	84.0		44.0	14.0	114.0		44.0				
Max Q Clear Time (g_c+I1), s	19.0	75.0		30.0	3.9	38.9		6.8				
Green Ext Time (p_c), s	1.0	8.1		0.9	0.0	29.4		0.2				

Intersection Summary

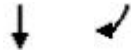
HCM 6th Ctrl Delay, s/veh	29.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 1: Morris Road & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build PM Peak



Movement	SBT	SBR
Lane Configurations	↑	↗
Traffic Volume (veh/h)	8	378
Future Volume (veh/h)	8	378
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1707	1870
Adj Flow Rate, veh/h	9	125
Peak Hour Factor	0.93	0.93
Percent Heavy Veh, %	13	2
Cap, veh/h	278	256
Arrive On Green	0.16	0.16
Sat Flow, veh/h	1707	1573
Grp Volume(v), veh/h	9	125
Grp Sat Flow(s),veh/h/ln	1707	1573
Q Serve(g_s), s	0.8	13.7
Cycle Q Clear(g_c), s	0.8	13.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	278	256
V/C Ratio(X)	0.03	0.49
Avail Cap(c_a), veh/h	395	364
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	67.0	72.4
Incr Delay (d2), s/veh	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	67.0	73.8
LnGrp LOS	E	E
Approach Vol, veh/h	325	
Approach Delay, s/veh	81.1	
Approach LOS	F	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
 2: Lifehope Alpharetta Entrance Driveway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build PM Peak



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↑ ↑	↑ ↑ ↑				↑ ↑ ↑	↑	↑
Traffic Volume (veh/h)	13	2090	73	3	31	2254	153	66
Future Volume (veh/h)	13	2090	73	3	31	2254	153	66
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1856	1870	1870
Adj Flow Rate, veh/h		2272	78		34	2450	166	6
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	3	2	2
Cap, veh/h		3922	134		90	4213	187	167
Arrive On Green		0.77	0.77		0.03	0.83	0.11	0.11
Sat Flow, veh/h		5238	173		1781	5233	1781	1585
Grp Volume(v), veh/h		1522	828		34	2450	166	6
Grp Sat Flow(s),veh/h/ln		1702	1839		1781	1689	1781	1585
Q Serve(g_s), s		34.8	35.2		0.5	30.0	17.5	0.6
Cycle Q Clear(g_c), s		34.8	35.2		0.5	30.0	17.5	0.6
Prop In Lane			0.09		1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2634	1423		90	4213	187	167
V/C Ratio(X)		0.58	0.58		0.38	0.58	0.89	0.04
Avail Cap(c_a), veh/h		2634	1423		128	4213	553	492
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		0.74	0.74		0.32	0.32	1.00	1.00
Uniform Delay (d), s/veh		8.8	8.8		67.1	5.2	83.9	76.4
Incr Delay (d2), s/veh		0.7	1.3		0.8	0.2	12.9	0.1
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.8	13.1		1.4	8.5	8.8	0.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		9.5	10.1		67.9	5.4	96.8	76.4
LnGrp LOS		A	B		E	A	F	E
Approach Vol, veh/h		2350				2484	172	
Approach Delay, s/veh		9.7				6.3	96.1	
Approach LOS		A				A	F	
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	1.0	153.0				164.0	26.0	
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0	
Max Green Setting (Gmax), s	104.0					104.0	59.0	
Max Q Clear Time (g_c+1/2), s	37.2					32.0	19.5	
Green Ext Time (p_c), s	0.0	33.5				40.7	0.5	

Intersection Summary

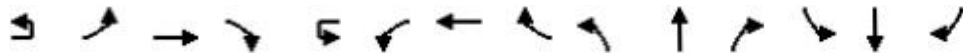
HCM 6th Ctrl Delay, s/veh	11.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 3: North Point Parkway & Old Milton Parkway

3333 Old Milton Parkway TIA
 Projected 2029 Build PM Peak



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇌	⇌	↗		⇌	⇌	↗	⇌	⇌	↗	⇌	⇌	↗
Traffic Volume (veh/h)	4	145	1672	338	3	111	1699	253	405	338	194	212	304	181
Future Volume (veh/h)	4	145	1672	338	3	111	1699	253	405	338	194	212	304	181
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		0.99
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		No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		151	1742	273		116	1770	143	422	352	84	221	317	78
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2		2	4	2	2	2	2	2	2	2
Cap, veh/h		316	2113	942		153	1914	867	454	563	250	264	368	163
Arrive On Green		0.09	0.59	0.59		0.04	0.55	0.55	0.13	0.16	0.16	0.08	0.10	0.10
Sat Flow, veh/h		3456	3554	1584		3456	3497	1584	3456	3554	1579	3456	3554	1576
Grp Volume(v), veh/h		151	1742	273		116	1770	143	422	352	84	221	317	78
Grp Sat Flow(s),veh/h/ln		1728	1777	1584		1728	1749	1584	1728	1777	1579	1728	1777	1576
Q Serve(g_s), s		7.9	74.1	16.0		6.3	88.1	5.9	23.0	17.6	9.0	12.0	16.7	7.3
Cycle Q Clear(g_c), s		7.9	74.1	16.0		6.3	88.1	5.9	23.0	17.6	9.0	12.0	16.7	7.3
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h		316	2113	942		153	1914	867	454	563	250	264	368	163
V/C Ratio(X)		0.48	0.82	0.29		0.76	0.92	0.16	0.93	0.62	0.34	0.84	0.86	0.48
Avail Cap(c_a), veh/h		316	2113	942		255	1914	867	455	563	250	455	449	199
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.77	0.77	0.77		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		82.0	30.6	18.9		89.8	39.4	10.2	81.6	74.7	71.0	86.6	83.8	55.0
Incr Delay (d2), s/veh		0.9	3.0	0.6		7.4	9.1	0.4	25.6	2.2	0.8	6.9	13.5	2.2
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.5	31.4	6.1		3.0	38.8	3.2	11.8	8.2	3.7	5.6	8.3	3.0
Unsig. Movement Delay, s/veh														
LnGrp Delay(d), s/veh		82.9	33.6	19.5		97.2	48.5	10.6	107.3	76.8	71.8	93.5	97.4	57.2
LnGrp LOS		F	C	B		F	D	B	F	E	E	F	F	E
Approach Vol, veh/h			2166			2029			858			616		
Approach Delay, s/veh			35.3			48.6			91.3			90.9		
Approach LOS			D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	14.4	119.0	31.0	25.7	23.4	110.0	20.5	36.1						
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0						
Max Green Setting (Gmax), s	11.0	103.0	25.0	24.0	13.0	104.0	25.0	24.0						
Max Q Clear Time (g_c+10), s	10.3	76.1	25.0	18.7	9.9	90.1	14.0	19.6						
Green Ext Time (p_c), s	0.1	16.4	0.0	1.0	0.1	10.1	0.5	1.0						

Intersection Summary

HCM 6th Ctrl Delay, s/veh	54.6
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

MOVEMENT SUMMARY

Site: 4 [Build 2029 PM Peak (Site Folder: General)]

Lifehope Alpharetta Entrance Driveway at Site Driveway

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Lifehope Alpharetta Entrance Driveway														
8	T1	166	2.0	180	2.0	0.179	5.2	LOS A	0.9	23.6	0.26	0.12	0.26	34.3
18	R2	1	2.0	1	2.0	0.179	5.2	LOS A	0.9	23.6	0.26	0.12	0.26	33.5
Approach		167	2.0	182	2.0	0.179	5.2	LOS A	0.9	23.6	0.26	0.12	0.26	34.3
East: Site Driveway														
1	L2	1	2.0	1	2.0	0.065	4.6	LOS A	0.3	8.1	0.38	0.22	0.38	34.4
16	R2	53	2.0	58	2.0	0.065	4.6	LOS A	0.3	8.1	0.38	0.22	0.38	33.7
Approach		54	2.0	59	2.0	0.065	4.6	LOS A	0.3	8.1	0.38	0.22	0.38	33.7
North: Lifehope Alpharetta Entrance Driveway														
7	L2	70	2.0	76	2.0	0.102	4.1	LOS A	0.5	13.9	0.02	0.00	0.02	33.1
4	T1	34	2.0	37	2.0	0.102	4.1	LOS A	0.5	13.9	0.02	0.00	0.02	33.2
Approach		104	2.0	113	2.0	0.102	4.1	LOS A	0.5	13.9	0.02	0.00	0.02	33.1
All Vehicles		325	2.0	353	2.0	0.179	4.8	LOS A	0.9	23.6	0.20	0.10	0.20	33.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Tuesday, December 3, 2024 10:31:09 AM

Project: \\kimley-horn.com\SO_ALP\ALP_TPTO\018754038_3333 Old Milton Parkway TIA - Alpharetta - January 2024\Sidra\211 TH SIDRA

\Intersection 4.sip9

Raw Traffic Counts

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Morris Rd Northbound						Morris Rd Southbound						Old Milton Pkwy Eastbound						Old Milton Pkwy Westbound						Int. Total	
	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total		
7:00 AM	6	2	4	0	0	12	23	0	38	0	0	61	100	306	8	6	0	420	4	404	35	0	0	443	936	
7:15 AM	5	4	6	0	0	15	28	2	47	0	0	77	98	402	20	3	0	523	3	469	25	0	0	497	1112	
7:30 AM	7	4	6	0	0	17	35	4	51	0	1	90	120	514	10	1	1	645	5	391	39	0	0	435	1187	
7:45 AM	6	8	9	0	0	23	35	5	47	0	0	87	124	607	15	6	0	752	6	371	36	0	0	413	1275	
Total	24	18	25	0	0	67	121	11	183	0	1	315	442	1829	53	16	1	2340	18	1635	135	0	0	1788	4510	
8:00 AM	7	17	7	0	0	31	45	5	37	0	0	87	138	504	24	5	0	671	4	363	42	0	0	409	1198	
8:15 AM	6	6	6	0	0	18	40	3	41	1	2	85	176	471	11	1	1	659	5	393	46	0	0	444	1206	
8:30 AM	3	1	5	0	0	9	55	4	58	0	1	117	96	526	4	5	2	631	1	422	43	0	0	466	1223	
8:45 AM	9	5	4	0	0	18	31	1	44	0	0	76	120	551	11	3	1	685	6	395	63	1	0	465	1244	
Total	25	29	22	0	0	76	171	13	180	1	3	365	530	2052	50	14	4	2646	16	1573	194	1	0	1784	4871	
BREAK																										
4:00 PM	5	1	3	0	0	9	57	0	90	0	0	147	42	494	4	1	0	541	4	532	31	2	0	569	1266	
4:15 PM	6	1	2	0	0	9	40	7	80	0	0	127	57	435	9	3	0	504	2	509	40	0	0	551	1191	
4:30 PM	10	7	6	0	0	23	47	2	102	0	0	151	84	421	15	4	2	524	8	450	42	1	0	501	1199	
4:45 PM	8	7	3	0	0	18	41	3	72	0	1	116	66	466	4	0	0	536	2	531	45	1	0	579	1249	
Total	29	16	14	0	0	59	185	12	344	0	1	541	249	1816	32	8	2	2105	16	2022	158	4	0	2200	4905	
5:00 PM	5	2	3	0	0	10	40	3	112	0	0	155	71	413	1	4	0	489	3	478	28	4	0	513	1167	
5:15 PM	4	3	2	0	0	9	36	0	74	0	0	110	55	528	11	2	2	596	3	562	55	3	0	623	1338	
5:30 PM	7	0	6	0	0	13	38	5	81	0	0	124	65	439	10	8	0	522	3	398	35	1	0	437	1096	
5:45 PM	5	10	1	0	1	16	29	3	50	0	0	82	62	467	12	1	1	542	2	455	35	0	0	492	1132	
Total	21	15	12	0	1	48	143	11	317	0	0	471	253	1847	34	15	3	2149	11	1893	153	8	0	2065	4733	
Grand Total	99	78	73	0	1	250	620	47	1024	1	5	1692	1474	7544	169	53	10	9240	61	7123	640	13	0	7837	19019	
Apprch %	39.6	31.2	29.2	0.0	0.4		36.6	2.8	60.5	0.1	0.3		16.0	81.6	1.8	0.6	0.1		0.8	90.9	8.2	0.2	0.0			
Total %	0.5	0.4	0.4	0.0	0.0	1.3	3.3	0.2	5.4	0.0	0.0	8.9	7.8	39.7	0.9	0.3	0.1	48.6	0.3	37.5	3.4	0.1	0.0	41.2		
Cars, PU, Vans	95	76	70	0		241	610	44	1016	1		1671	1445	7400	164	51		9060	60	6922	632	13		7627	18599	
% Cars, PU, Vans	96.0	97.4	95.9	0.0		96.4	98.4	93.6	99.2	100.0		98.8	98.0	98.1	97.0	96.2		98.1	98.4	97.2	98.8	100.0		97.3	97.8	
Heavy trucks	4	2	3	0		9	10	3	8	0		21	29	144	5	2		180	1	201	8	0		210	420	
% Heavy trucks	4.0	2.6	4.1	0.0		3.6	1.6	6.4	0.8	0.0		1.2	2.0	1.9	3.0	3.8		1.9	1.6	2.8	1.3	0.0		2.7	2.2	

Project ID: 24-180008-001
 Location: Morris Rd & Old Milton Pkwy
 City: Alpharetta

PEAK HOURS

Day: Thursday
 Date: 1/11/2024

AM

Start Time	Morris Rd Northbound					Morris Rd Southbound					Old Milton Pkwy Eastbound					Old Milton Pkwy Westbound					Int. Total
	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	6	8	9	0	23	35	5	47	0	87	124	607	15	6	752	6	371	36	0	413	1275
8:00 AM	7	17	7	0	31	45	5	37	0	87	138	504	24	5	671	4	363	42	0	409	1198
8:15 AM	6	6	6	0	18	40	3	41	1	85	176	471	11	1	659	5	393	46	0	444	1206
8:30 AM	3	1	5	0	9	55	4	58	0	117	96	526	4	5	631	1	422	43	0	466	1223
Total Volume	22	32	27	0	81	175	17	183	1	376	534	2108	54	17	2713	16	1549	167	0	1732	4902
% App. Total	27.2	39.5	33.3	0.0	100	46.5	4.5	48.7	0.3	100	19.7	77.7	2.0	0.6	100	0.9	89.4	9.6	0.0	100	
PHF	0.653					0.803					0.902					0.929					0.961
Cars, PU, Vans	20	30	25	0	75	170	16	178	1	365	530	2061	51	16	2658	16	1495	165	0	1676	4774
% Cars, PU, Vans	90.9	93.8	92.6	0.0	92.6	97.1	94.1	97.3	100.0	97.1	99.3	97.8	94.4	94.1	98.0	100.0	96.5	98.8	0.0	96.8	97.4
Heavy trucks	2	2	2	0	6	5	1	5	0	11	4	47	3	1	55	0	54	2	0	56	128
%Heavy trucks	9.1	6.3	7.4	0.0	7.4	2.9	5.9	2.7	0.0	2.9	0.7	2.2	5.6	5.9	2.0	0.0	3.5	1.2	0.0	3.2	2.6

PM

Start Time	Morris Rd Northbound					Morris Rd Southbound					Old Milton Pkwy Eastbound					Old Milton Pkwy Westbound					Int. Total
	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	10	7	6	0	23	47	2	102	0	151	84	421	15	4	524	8	450	42	1	501	1199
4:45 PM	8	7	3	0	18	41	3	72	0	116	66	466	4	0	536	2	531	45	1	579	1249
5:00 PM	5	2	3	0	10	40	3	112	0	155	71	413	1	4	489	3	478	28	4	513	1167
5:15 PM	4	3	2	0	9	36	0	74	0	110	55	528	11	2	596	3	562	55	3	623	1338
Total Volume	27	19	14	0	60	164	8	360	0	532	276	1828	31	10	2145	16	2021	170	9	2216	4953
% App. Total	45.0	31.7	23.3	0.0	100	30.8	1.5	67.7	0.0	100	12.9	85.2	1.4	0.5	100	0.7	91.2	7.7	0.4	100	
PHF	0.652					0.858					0.900					0.889					0.925
Cars, PU, Vans	27	19	14	0	60	163	7	359	0	529	268	1803	30	10	2111	16	1958	169	9	2152	4852
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	99.4	87.5	99.7	0.0	99.4	97.1	98.6	96.8	100.0	98.4	100.0	96.9	99.4	100.0	97.1	98.0
Heavy trucks	0	0	0	0	0	1	1	1	0	3	8	25	1	0	34	0	63	1	0	64	101
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.6	12.5	0.3	0.0	0.6	2.9	1.4	3.2	0.0	1.6	0.0	3.1	0.6	0.0	2.9	2.0

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Lifehope Alpharetta Entrance Dwy Northbound						Lifehope Alpharetta Entrance Dwy Southbound						Old Milton Pkwy Eastbound						Old Milton Pkwy Westbound						Int. Total
	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	
7:00 AM	0	0	1	0	3	1	0	0	0	0	0	0	0	348	3	3	0	354	0	453	0	0	0	453	808
7:15 AM	1	0	1	0	1	2	0	0	0	0	0	0	0	386	4	5	0	395	2	469	0	1	1	472	869
7:30 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	605	7	2	0	614	2	479	0	1	0	482	1097
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	585	8	7	0	600	2	387	0	1	1	390	990
Total	1	0	3	0	5	4	0	0	0	0	0	0	0	1924	22	17	0	1963	6	1788	0	3	2	1797	3764
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	553	8	8	0	569	4	436	0	0	0	440	1009
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	534	5	13	0	552	2	490	0	0	0	492	1045
8:30 AM	0	0	2	0	1	2	0	0	0	0	0	0	0	557	9	10	0	576	5	424	0	1	0	430	1008
8:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	583	5	10	0	598	4	463	0	2	1	469	1069
Total	0	0	5	0	1	5	0	0	0	0	0	0	0	2227	27	41	0	2295	15	1813	0	3	1	1831	4131
BREAK																									
4:00 PM	5	0	2	0	1	7	0	0	0	0	0	0	0	535	1	0	1	536	0	544	0	0	0	544	1087
4:15 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	487	0	4	0	491	2	514	0	1	0	517	1009
4:30 PM	6	0	4	0	0	10	0	0	0	0	0	0	0	462	1	3	0	466	0	501	0	1	0	502	978
4:45 PM	3	0	3	0	1	6	0	0	0	0	0	0	0	545	1	2	0	548	0	551	0	0	0	551	1105
Total	15	0	9	0	3	24	0	0	0	0	0	0	0	2029	3	9	1	2041	2	2110	0	2	0	2114	4179
5:00 PM	7	0	3	0	1	10	0	0	0	0	0	0	0	431	2	3	0	436	1	524	0	1	0	526	972
5:15 PM	4	0	2	0	2	6	0	0	0	0	0	0	0	551	2	4	0	557	0	569	0	1	0	570	1133
5:30 PM	2	0	2	0	3	4	0	0	0	0	0	0	0	482	1	4	0	487	0	426	0	4	0	430	921
5:45 PM	6	0	2	0	0	8	0	0	0	0	0	0	0	505	1	1	0	507	0	480	0	2	0	482	997
Total	19	0	9	0	6	28	0	0	0	0	0	0	0	1969	6	12	0	1987	1	1999	0	8	0	2008	4023
Grand Total	35	0	26	0	15	61	0	0	0	0	0	0	0	8149	58	79	1	8286	24	7710	0	16	3	7750	16097
Apprch %	57.4	0.0	42.6	0.0	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3	0.7	1.0	0.0	0.3	99.5	0.0	0.2	0.0	0.0		
Total %	0.2	0.0	0.2	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.6	0.4	0.5	0.0	51.5	0.1	47.9	0.0	0.1	0.0	48.1	
Cars, PU, Vans	34	0	26	0		60	0	0	0	0	0	0	0	7992	58	77		8127	24	7506	0	16		7546	15733
% Cars, PU, Vans	97.1	0.0	100.0	0.0		98.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	100.0	97.5		98.1	100.0	97.4	0.0	100.0		97.4	97.7
Heavy trucks	1	0	0	0		1	0	0	0	0	0	0	0	157	0	2		159	0	204	0	0		204	364
% Heavy trucks	2.9	0.0	0.0	0.0		1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	2.5		1.9	0.0	2.6	0.0	0.0		2.6	2.3

Project ID: 24-180008-002

Location: Lifehope Alpharetta Entrance Dwy & Old Milton Pk
 City: Alpharetta

PEAK HOURS

Day: Thursday
 Date: 1/11/2024

AM

Start Time	Lifehope Alpharetta Entrance Dwy Northbound					Lifehope Alpharetta Entrance Dwy Southbound					Old Milton Pkwy Eastbound					Old Milton Pkwy Westbound					Int. Total
	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	605	7	2	614	2	479	0	1	482	1097
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	585	8	7	600	2	387	0	1	390	990
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	553	8	8	569	4	436	0	0	440	1009
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	534	5	13	552	2	490	0	0	492	1045
Total Volume	0	0	2	0	2	0	0	0	0	0	0	2277	28	30	2335	10	1792	0	2	1804	4141
% App. Total	0.0	0.0	100.0	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	97.5	1.2	1.3	100	0.6	99.3	0.0	0.1	100	
PHF	0.500										0.951					0.917					0.944
Cars, PU, Vans	0	0	2	0	2	0	0	0	0	0	0	2231	28	28	2287	10	1740	0	2	1752	4041
% Cars, PU, Vans	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	100.0	93.3	97.9	100.0	97.1	0.0	100.0	97.1	97.6
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	46	0	2	48	0	52	0	0	52	100
% Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	6.7	2.1	0.0	2.9	0.0	0.0	2.9	2.4

PM

Start Time	Lifehope Alpharetta Entrance Dwy Northbound					Lifehope Alpharetta Entrance Dwy Southbound					Old Milton Pkwy Eastbound					Old Milton Pkwy Westbound					Int. Total
	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	6	0	4	0	10	0	0	0	0	0	0	462	1	3	466	0	501	0	1	502	978
4:45 PM	3	0	3	0	6	0	0	0	0	0	0	545	1	2	548	0	551	0	0	551	1105
5:00 PM	7	0	3	0	10	0	0	0	0	0	0	431	2	3	436	1	524	0	1	526	972
5:15 PM	4	0	2	0	6	0	0	0	0	0	0	551	2	4	557	0	569	0	1	570	1133
Total Volume	20	0	12	0	32	0	0	0	0	0	0	1989	6	12	2007	1	2145	0	3	2149	4188
% App. Total	62.5	0.0	37.5	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.3	0.6	100	0.0	99.8	0.0	0.1	100	
PHF	0.800										0.901					0.943					0.924
Cars, PU, Vans	20	0	12	0	32	0	0	0	0	0	0	1962	6	12	1980	1	2081	0	3	2085	4097
% 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	98.6	100.0	100.0	98.7	100.0	97.0	0.0	100.0	97.0	97.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	64	0	0	64	91
% Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	3.0	0.0	0.0	3.0	2.2

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	North Point Pkwy Northbound						North Point Pkwy Southbound						Old Milton Pkwy Eastbound						Old Milton Pkwy 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	19	26	12	0	0	57	16	25	23	0	0	64	24	261	75	0	0	360	40	417	65	0	0	522	1003
7:15 AM	39	48	13	1	0	101	31	81	33	1	0	146	28	257	96	2	0	383	85	403	67	0	0	555	1185
7:30 AM	28	72	22	0	0	122	40	53	20	0	0	113	31	374	174	3	0	582	92	419	73	0	0	584	1401
7:45 AM	39	108	25	0	0	172	33	70	13	0	0	116	36	412	163	1	0	612	88	354	94	0	0	536	1436
Total	125	254	72	1	0	452	120	229	89	1	0	439	119	1304	508	6	0	1937	305	1593	299	0	0	2197	5025
8:00 AM	44	119	40	1	1	204	41	78	35	0	0	154	29	342	155	0	0	526	69	365	154	1	1	589	1473
8:15 AM	41	58	34	1	1	134	59	91	38	0	2	188	31	373	150	0	1	554	61	430	96	0	0	587	1463
8:30 AM	47	71	33	0	0	151	43	85	34	0	0	162	30	386	156	1	0	573	57	348	93	0	0	498	1384
8:45 AM	43	59	36	0	0	138	43	46	23	1	0	113	29	414	162	0	0	605	54	409	113	0	0	576	1432
Total	175	307	143	2	2	627	186	300	130	1	2	617	119	1515	623	1	1	2258	241	1552	456	1	1	2250	5752
BREAK																									
4:00 PM	97	64	56	0	0	217	65	61	39	0	0	165	32	435	73	0	0	540	35	416	49	3	0	503	1425
4:15 PM	87	58	38	0	0	183	52	59	35	0	1	146	32	364	78	1	0	475	26	386	55	0	0	467	1271
4:30 PM	97	89	47	1	0	234	62	76	43	1	0	182	23	330	83	1	0	437	28	373	56	0	0	457	1310
4:45 PM	76	43	35	0	0	154	37	69	41	1	0	148	39	474	83	0	0	596	22	422	57	0	0	501	1399
Total	357	254	176	1	0	788	216	265	158	2	1	641	126	1603	317	2	0	2048	111	1597	217	3	0	1928	5405
5:00 PM	124	111	62	1	0	298	63	71	45	0	0	179	25	344	51	2	0	422	33	364	58	2	2	457	1356
5:15 PM	79	79	41	0	1	199	40	73	38	0	0	151	42	417	88	1	0	548	23	443	70	1	0	537	1435
5:30 PM	78	81	49	0	0	208	67	84	32	0	0	183	34	358	75	1	0	468	27	337	73	2	1	439	1298
5:45 PM	54	70	42	1	1	167	44	61	22	1	0	128	30	418	84	1	0	533	25	393	55	0	0	473	1301
Total	335	341	194	2	2	872	214	289	137	1	0	641	131	1537	298	5	0	1971	108	1537	256	5	3	1906	5390
Grand Total	992	1156	585	6	4	2739	736	1083	514	5	3	2338	495	5959	1746	14	1	8214	765	6279	1228	9	4	8281	21572
Approch %	36.2	42.2	21.4	0.2	0.1		31.5	46.3	22.0	0.2	0.1		6.0	72.5	21.3	0.2	0.0		9.2	75.8	14.8	0.1	0.0		
Total %	4.6	5.4	2.7	0.0	0.0	12.7	3.4	5.0	2.4	0.0	0.0	10.8	2.3	27.6	8.1	0.1	0.0	38.1	3.5	29.1	5.7	0.0	0.0	38.4	
Cars, PU, Vans	983	1136	583	6		2708	727	1072	505	5		2309	490	5822	1731	13		8056	757	6092	1215	9		8073	21146
% Cars, PU, Vans	99.1	98.3	99.7	100.0		98.9	98.8	99.0	98.2	100.0		98.8	99.0	97.7	99.1	92.9		98.1	99.0	97.0	98.9	100.0		97.5	98.0
Heavy trucks	9	20	2	0		31	9	11	9	0		29	5	137	15	1		158	8	187	13	0		208	426
% Heavy trucks	0.9	1.7	0.3	0.0		1.1	1.2	1.0	1.8	0.0		1.2	1.0	2.3	0.9	7.1		1.9	1.0	3.0	1.1	0.0		2.5	2.0

Project ID: 24-180008-003
 Location: North Point Pkwy & Old Milton Pkwy
 City: Alpharetta

PEAK HOURS

Day: Thursday
 Date: 1/11/2024

AM

Start Time	North Point Pkwy Northbound					North Point Pkwy Southbound					Old Milton Pkwy Eastbound					Old Milton Pkwy Westbound					Int. Total
	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	28	72	22	0	122	40	53	20	0	113	31	374	174	3	582	92	419	73	0	584	1401
7:45 AM	39	108	25	0	172	33	70	13	0	116	36	412	163	1	612	88	354	94	0	536	1436
8:00 AM	44	119	40	1	204	41	78	35	0	154	29	342	155	0	526	69	365	154	1	589	1473
8:15 AM	41	58	34	1	134	59	91	38	0	188	31	373	150	0	554	61	430	96	0	587	1463
Total Volume	152	357	121	2	632	173	292	106	0	571	127	1501	642	4	2274	310	1568	417	1	2296	5773
% App. Total	24.1	56.5	19.1	0.3	100	30.3	51.1	18.6	0.0	100	5.6	66.0	28.2	0.2	100	13.5	68.3	18.2	0.0	100	
PHF	0.775					0.759					0.929					0.975					0.980
Cars, PU, Vans	148	350	121	2	621	167	287	103	0	557	125	1461	639	4	2229	309	1523	408	1	2241	5648
% Cars, PU, Vans	97.4	98.0	100.0	100.0	98.3	96.5	98.3	97.2	0.0	97.5	98.4	97.3	99.5	100.0	98.0	99.7	97.1	97.8	100.0	97.6	97.8
Heavy trucks	4	7	0	0	11	6	5	3	0	14	2	40	3	0	45	1	45	9	0	55	125
% Heavy trucks	2.6	2.0	0.0	0.0	1.7	3.5	1.7	2.8	0.0	2.5	1.6	2.7	0.5	0.0	2.0	0.3	2.9	2.2	0.0	2.4	2.2

PM

Start Time	North Point Pkwy Northbound					North Point Pkwy Southbound					Old Milton Pkwy Eastbound					Old Milton Pkwy Westbound					Int. Total
	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	97	89	47	1	234	62	76	43	1	182	23	330	83	1	437	28	373	56	0	457	1310
4:45 PM	76	43	35	0	154	37	69	41	1	148	39	474	83	0	596	22	422	57	0	501	1399
5:00 PM	124	111	62	1	298	63	71	45	0	179	25	344	51	2	422	33	364	58	2	457	1356
5:15 PM	79	79	41	0	199	40	73	38	0	151	42	417	88	1	548	23	443	70	1	537	1435
Total Volume	376	322	185	2	885	202	289	167	2	660	129	1565	305	4	2003	106	1602	241	3	1952	5500
% App. Total	42.5	36.4	20.9	0.2	100	30.6	43.8	25.3	0.3	100	6.4	78.1	15.2	0.2	100	5.4	82.1	12.3	0.2	100	
PHF	0.742					0.907					0.840					0.909					0.958
Cars, PU, Vans	373	315	184	2	874	200	287	166	2	655	128	1544	299	4	1975	105	1542	241	3	1891	5395
% Cars, PU, Vans	99.2	97.8	99.5	100.0	98.8	99.0	99.3	99.4	100.0	99.2	99.2	98.7	98.0	100.0	98.6	99.1	96.3	100.0	100.0	96.9	98.1
Heavy trucks	3	7	1	0	11	2	2	1	0	5	1	21	6	0	28	1	60	0	0	61	105
% Heavy trucks	0.8	2.2	0.5	0.0	1.2	1.0	0.7	0.6	0.0	0.8	0.8	1.3	2.0	0.0	1.4	0.9	3.7	0.0	0.0	3.1	1.9

Project Fact Sheets

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 **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length 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		2024	\$1,566,842	\$0,000	\$0,000	\$0,000	\$1,566,842
CST	National Highway Performance Program (NHPP)		2028	\$28,994,430	\$23,195,544	\$5,798,886	\$0,000	\$0,000
				\$33,811,272	\$23,195,544	\$5,798,886	\$0,000	\$4,816,842

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

Short Title GA 400 CORRIDOR BUS RAPID TRANSIT FROM NORTH SPRINGS MARTA STATION TO WINDWARD PARKWAY

GDOT Project No. N/A

Federal ID No. N/A

Status Long Range

Service Type Transit / Bus Capital

Sponsor MARTA

Jurisdiction Regional - North

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This project will provide bus rapid transit service on the SR 400 corridor between the MARTA North Springs heavy rail station and Windward Parkway in Alpharetta.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	5307 Discretionary	AUTH	2006	\$4,216,560	\$763,203	\$0,000	\$0,000	\$3,453,357
ALL	FTA SMALL STARTS		LR 2041-2050	\$358,000,000	\$214,800,000	\$0,000	\$0,000	\$143,200,000
				\$362,216,560	\$215,563,203	\$0,000	\$0,000	\$146,653,357

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

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

GDOT Project No. 0001757

Federal ID No. N/A

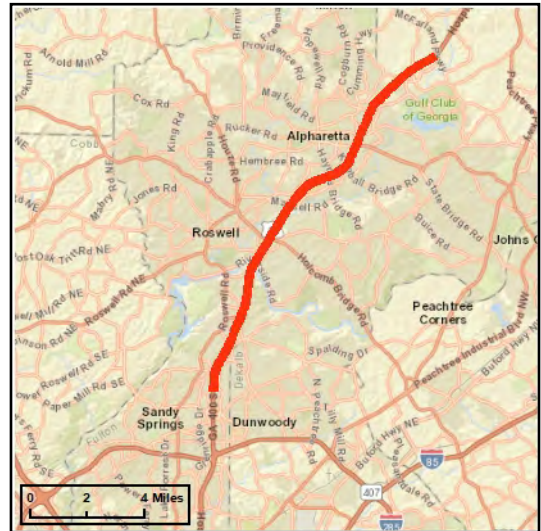
Status Programmed

Service Type Roadway / Express Lanes

Sponsor GDOT

Jurisdiction Regional - North

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

This 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. The SR 400 Express Lanes will be part of the larger Georgia Express Lanes network.

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	\$368,974	\$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 National Highway Performance Program (NHPP)	AUTH	2020	\$2,400,000	\$1,920,000	\$480,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2021	\$4,250,000	\$3,400,000	\$850,000	\$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 GARVEE Bonds (GRV-1)	AUTH	2020	\$26,000,000	\$0,000	\$0,000	\$26,000,000	\$0,000

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ROW	Bus Rapid Transit	AUTH	2021	\$19,250,000	\$0,000	\$0,000	\$19,250,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2021	\$12,000,000	\$0,000	\$0,000	\$12,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2022	\$18,500,000	\$0,000	\$0,000	\$18,500,000	\$0,000
ROW	GARVEE Bonds (GRV-2)	AUTH	2023	\$38,000,000	\$0,000	\$0,000	\$38,000,000	\$0,000
ROW	GARVEE Bonds (GRV-2)		2024	\$22,981,110	\$0,000	\$0,000	\$22,981,110	\$0,000
UTL	Transportation Funding Act (HB 170)	AUTH	2021	\$25,650,000	\$0,000	\$25,650,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds	AUTH	2021	\$214,286	\$0,000	\$0,000	\$0,000	\$214,286
CST	Bus Rapid Transit	AUTH	2022	\$2,010,000	\$0,000	\$0,000	\$2,010,000	\$0,000
CST	INFRA Discretionary Grants	AUTH	2022	\$60,000,000	\$48,000,000	\$12,000,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds	AUTH	2022	\$12,075,226	\$0,000	\$0,000	\$0,000	\$12,075,226
CST	National Highway Performance Program (NHPP)	AUTH	2022	\$12,864,502	\$10,291,602	\$2,572,900	\$0,000	\$0,000
CST	Highway Safety Improvement Program (HSIP)	AUTH	2023	\$400,000	\$360,000	\$40,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2023	\$4,000,000	\$3,200,000	\$800,000	\$0,000	\$0,000
CST	INFRA Discretionary Grants		2024	\$50,000,000	\$40,000,000	\$10,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	\$15,300,000	\$12,240,000	\$3,060,000	\$0,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2025	\$33,000,000	\$0,000	\$0,000	\$33,000,000	\$0,000
CST	INFRA Discretionary Grants		2025	\$32,000,000	\$32,000,000	\$0,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	\$102,500,000	\$82,000,000	\$20,500,000	\$0,000	\$0,000
CST	Private Financing		2025	\$37,828,590	\$0,000	\$0,000	\$37,828,590	\$0,000
CST	Bus Rapid Transit		2026	\$12,700,000	\$0,000	\$0,000	\$12,700,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2026	\$14,000,000	\$0,000	\$0,000	\$14,000,000	\$0,000
CST	INFRA Discretionary Grants		2026	\$56,000,000	\$56,000,000	\$0,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2026	\$94,400,956	\$75,520,765	\$18,880,191	\$0,000	\$0,000
CST	Private Financing		2026	\$228,359,440	\$0,000	\$0,000	\$228,359,440	\$0,000
CST	Bus Rapid Transit		2027	\$27,050,000	\$0,000	\$0,000	\$27,050,000	\$0,000
CST	GRB BONDS (Guaranteed Revenue)		2027	\$13,000,000	\$0,000	\$0,000	\$13,000,000	\$0,000
CST	INFRA Discretionary Grants		2027	\$8,124,447	\$8,124,447	\$0,000	\$0,000	\$0,000
CST	Local Jurisdiction/Municipality Funds		2027	\$15,971,428	\$0,000	\$0,000	\$0,000	\$15,971,428
CST	National Highway Performance Program (NHPP)		2027	\$223,988,486	\$179,190,789	\$44,797,697	\$0,000	\$0,000
CST	Private Financing		2027	\$393,280,769	\$0,000	\$0,000	\$393,280,769	\$0,000
CST	Bus Rapid Transit		2028	\$26,240,000	\$0,000	\$0,000	\$26,240,000	\$0,000
CST	National Highway Performance Program (NHPP)		2028	\$338,451,170	\$270,760,936	\$67,690,234	\$0,000	\$0,000
CST	Private Financing		2028	\$251,353,473	\$0,000	\$0,000	\$251,353,473	\$0,000
CST	Bus Rapid Transit		LR 2029-2030	\$12,750,000	\$0,000	\$0,000	\$12,750,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	\$346,176,755	\$276,941,404	\$69,235,351	\$0,000	\$0,000
CST	Private Financing		LR 2029-2030	\$132,157,331	\$0,000	\$0,000	\$132,157,331	\$0,000
CST	Transportation Funding Act (HB 170)		LR 2029-2030	\$60,000,000	\$0,000	\$60,000,000	\$0,000	\$0,000
				\$2,848,808,123	\$1,146,019,742	\$352,006,475	\$1,320,460,713	\$30,321,193

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