

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT



2 PARK PLAZA



FOR OFFICE USE ONLY

Case #: _____

 Fee Paid Initial: _____

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."
5. Applications will be accepted only 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: Parks F. Huff, Esq. Telephone: 770.422-7016
 Address: 376 Powder Springs St. Suite: 100
 City Marietta State: GA Zip: 30064 Fax: _____
 Mobile Tel: 404.975.8859 Email: phuff@samlarkinhuff.com

Subject Property Information:

Address: 11500 Haynes Bridge Road Current Zoning: OI
 District: 1st Section: 2nd Land Lot: 745, 746 Parcel ID: 12-271007450325
 Proposed Zoning: MU Current Use: Undeveloped/Vacant

This Application For (Check All That Apply):

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

APPLICANT REQUEST AND INTENT

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

Brock Built Homes proposes to develop the approximately 25 acre site at the intersection of Haynes Bridge Road and Morrison Parkway for a Mixed Use Development. The development proposal has four (4) commercial buildings at the intersection and transitioning to residential further from the intersection. Brock Built proposes to incorporate the Alpha Loop into the development creating a pedestrian corridor that parallels a divided boulevard with on-street parking. In addition to the commercial buildings that will provide a variety of commercial opportunities from restaurants to professional office, there will be outdoor work space and a food truck or pop-up retail space along the Alpha Loop. Brock proposes 4 housing types, single family detached homes and three different townhome products. The homes will include rear entry product so the streetscape will be attractive.

Applicant's Request (Please itemize the proposal):

The proposed Morrison Park includes approximately 42,000 square feet of commercial space creating opportunities for restaurants, professional offices, retail and/or grocery. Additional outdoor workspaces and a food truck park will create more commercial opportunities. The residential component proposes 37 single family homes and 144 townhomes in three separate product types. The mixture of housing products is important so the community will attract several demographics for a vibrant community. The community will incorporate the Alpha Loop within the development so this section of the loop will be pedestrian friendly. Additions to the Alpha Loop include proposed kiosks at the Rainwater and Lakeview intersections along with corresponding pedestrian upgrades. Brock proposes an exercise loop at the northern end of the multi-use trail. Community art is proposed along the Alpha Loop. Other uses include potential dog parks, community gardens. To address stormwater concerns, Brock proposes infiltration ponds that will incorporate wetland plantings such as cattails that will be attractive, provide bird habitat and enhance water quality. The stormwater/water quality pond on Morrison will be landscaped so it is not visible from the roadway.

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

The Morrison Park will create a mixed use development at the intersection of Haynes Bridge Road and Morrison Parkway. The community will facilitate several city goals. The extension through the development will not only complete a meaningful portion of the multi-use trial, it will place it internally along a pedestrian friendly boulevard which will be pedestrian friendly and provide amenities for people using the loop for transportation, exercise or recreational enjoyment. The commercial component will compliment the office developments along Morrison Parkway and Haynes Bridge Road by providing the opportunity for restaurants and other commercial uses that will want to provide services to the thousands of office workers that will be a short walk away. Likewise, the residential component will support the existing office developments in the area. The surrounding office owners have expressed a need for nearby housing opportunities. The residential component intentionally includes several types of housing to attract a cross section of owners from young professionals, families and empty nester's. The property is at the edge of the North Point Overlay which has a goal of creating a "live-work-play district featuring a balanced mix of uses that compliment the city's overall mix." Brock Built's proposed community will facilitate this goal. Other goals from the Overlay achieved by the development, expanding the existing greenway, creating usable park with the exercise loop, connecting to the transportation network with the MARTA stop at the development and meaningful pedestrian connectivity.

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

The development is at the edge of the Overlay and will create the transition from the more intensive uses close to the interstate and the adjacent uses. The development will compliment the office complexes across Morrison Parkway and Haynes Bridge Road by providing housing and services such as restaurants for the workers in those large office complexes.

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

The proposed development will have a positive impact on property values. The price points and the transition to the existing housing will only increase the value of existing homes. The office developments need more housing and services for their workers close by and this will provide both.

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

The current OI zoning is an economic challenge because of the large amount of office space in the immediate area and the cost of development. The property is naturally bisected by a large power easement making developing the property as one development a challenge. By going to a mixed use proposal the property can be developed in a cohesive fashion which will achieve transportation goals of the city.

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

The applicant is completing a traffic study to provide more details about the traffic impact. If the property was developed as OI it would draw new traffic to new office buildings. The proposal is designed to serve the residents and workers that are already in the area which should reduce the traffic impact. The project also achieves city traffic goals by completing a portion of the Alpha Loop

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

The relatively small number of residential units will not overburden the school system especially when considering the substantial tax base the property will contribute to the school system. The applicant has designed a robust stormwater and water quality system to address any downstream concerns. The applicant will tie into the pedestrian and traffic corridors with the guidance of the city engineer.

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

The Future Land Use Map identifies the property as Mixed Use. However, it should be noted that the property is at the edge of MU and adjacent to MDR and DRD residential. It is transitioning from the intensity of the office campus developments and residential development. The 2035 Comprehensive Plan designates the property in Kimball Bridge Activity Center. The proposal is consistent with both documents.

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

As a transition property, the development is situated to provide housing and services that support the office complexes in the area while creating the transition to the residential to the north. The property supports the goal of connecting the pedestrian corridors by connecting to an existing trail to the west and by completing the Alpha Loop internally. The office owners adjacent to the property have expressed a need to provide additional services such as restaurants and retail for their workers and close by housing.

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.

- 1) The minimum acreage for a Mixed Use zoning is 25 acres but the site is only 24.76 acres. Applicant seeks a variance to allow a MU on the subject property. The extraordinary condition is the size of the property. The property has been reduced in size over the years due to expansion of adjacent roadways. UDC 2.2.20 D.
- 2) The MU zoning category requires 25% of MU development to be for office buildings. Because of the size and location and topography, the applicant seeks to waive this requirement. UDC 2.2.20 B. 4.
- 3) Streetscape along Haynes Bridge Road a. reduce 12' sidewalk to 8' b. reduce 8' planter to 6' c. remove 20' landscape off row, d. remove 20' building setback off of sidewalk.
- 4) Streetscape along Morrison Parkway a. reduce 12' sidewalk to 8' b. reduce 8' planter to 6' c. remove 20' landscape off row, d. remove 10' building setback off of sidewalk.
- 5 & 6) Reduce 10' sidewalk to 8' for Public Street "A" and "B."
- 7) Streetscape along Private Residential Roads - Reduce 10' sidewalk to 5' and 4' planter to 0.'

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

- 1) It is an unnecessary hardship to require exactly 25 acres in order to propose a MU zoning.
- 2) The site is a transition from the intensive office parks to the lower density residential. The uses compliment the existing office and help make the entire area more of a MU area.
- 3) & 4) The applicant proposes to bring the buildings close to the adjacent roadways and create an inviting streetscape along the Morrison Parkway and Haynes Bridge Corridors. Additionally, by bringing the Alphas loop into the site the wider sidewalks will be internal to the development.
- 5) and 6) Because the wide Alpha Loop trail is internal to the site, the applicant proposes to reduce the width of the other sidewalks.
- 7) The product is designed with the proposed street layout to create the mews and other public greenspace/sidewalks that the homes will front. The rear entry product allows for the homes to face the street and for the residents to live out the front of their homes.

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

The property and the proposed development are designed to make the entire area more complete and more of a MU environment by adding commercial and residential elements that will compliment the existing office parks that dominate to the south and east. The property is unique because it is also bisected by a power line. The goal to develop the property as one cohesive development that will create a transition to the developments to the north. The development also needs to include the Alpha Loop and the appurtenant civic space such as an exercise loop, dog park and outdoor work space. All these challenges create opportunities to create a neighborhood that will add additional uses to the area while increasing pedestrian connectivity.

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.

All the proposed variances are designed to meet the goals of the zoning ordinance in alternative ways. The building setbacks will create an attractive streetscape and an inviting community. The reduction in the private street planter areas allows the developer to concentrate the greenspace and sidewalk connectivity on the front of the homes because these will be rear loaded homes. The sidewalk reductions are made up for by having a boulevard street with the wide Alpha Loop on one side.

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

CITIZEN PARTICIPATION FORM - PART A

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

Public Hearing or Project Name:

Morrison Park

Contact Name:

Parks F. Huff

Telephone:

770.422.7016

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.

See attached list of adjacent property owners

North Fulton Community Improvement District

North Fulton Chamber of Commerce

Nearby Office owners including TPA Group and Brookdale Group

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

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

Brock has already started the community outreach by meeting with the North Fulton Chamber, conference call with the adjacent subdivision HOA Vantage Point and reaching out to the major office owners, TPA and the Brookdale Group. Brock will continue to reach out using email, letters and set up personal meeting with interested parties. Adjacent property owners will be contacted via mail and invited to submit questions to the applicant via email or phone call. HOA's will be encourage to schedule meetings if that is helpful.

169 WOODHAVEN WAY	SPORLEDER AMY
165 WOODHAVEN WAY	GOLD SANDRA S
159 WOODHAVEN WAY	ROSARIO CHARLES L & PORTILLO GIOVANNA D
155 WOODHAVEN WAY	EDWARDS BRADLEY H & EDWARDS BRIDGET T
149 WOODHAVEN WAY	BANKS KHIA C
145 WOODHAVEN WAY	SHOUP VICTOR NELSON
139 WOODHAVEN WAY	BISPO JOSE M
135 WOODHAVEN WAY	CONTANT NICOLE
129 WOODHAVEN WAY	MC KENZIE MARK A
125 WOODHAVEN WAY	HERNANDEZ PEDRO
119 WOODHAVEN WAY	FAMILY TRUST OF ELANA DIMANT HORWITZ
115 WOODHAVEN WAY	SCHIMMEL THOMAS CHARLES & CARRIE LEIGH
100 WOODHAVEN WAY	SHELTON ERIK QUINN
104 WOODHAVEN WAY	BREHM JOANNE
110 WOODHAVEN WAY	JOACHIM CARLINE
114 WOODHAVEN WAY	PEREIRA STACEY
120 WOODHAVEN WAY	MARKUTEN DEVON RAE
124 WOODHAVEN WAY	ROBERTS MARY B
130 WOODHAVEN WAY	SMITH SHETETA
134 WOODHAVEN WAY	GORDON EARTHA M & MORRIS R
140 WOODHAVEN WAY	DEEMER RONALD
144 WOODHAVEN WAY	EYRE GORDON D
150 WOODHAVEN WAY	STEVENS KENNETH & LAURA
154 WOODHAVEN WAY	DOLGOPYAT ILYA & DOLGOPYAT SVETLANA
160 WOODHAVEN WAY	BRITT GREGORY C & HALSTEAD MEGHAN D
164 WOODHAVEN WAY	ROGERS SANDRA L
100 WEATHERLY WAY	FREDERICKS KRIS DORIAN
104 WEATHERLY WAY	BOYER ADRIANNE V
110 WEATHERLY LN	TUELL SAMUEL EZEKIEL & WHITEN SHAYE M
114 WEATHERLY LN	RODNEY GLENN B
120 WEATHERLY LN	SIMPKINS SHEILA MARIE M & DAVID CHARLES
124 WEATHERLY WAY	REVOCABLE TR CREATED JACQUELINE KALLAS THE
130 WEATHERLY WAY	MOORE CAROLYN M
134 WEATHERLY WAY	SEKHON JASON S
140 WEATHERLY WAY	SICCHITANO DAWN J
144 WEATHERLY WAY	FELIX ALEJANDRA
150 WEATHERLY WAY	MARCUS BETTY S
154 WEATHERLY WAY	BALCH MARY L
189 WOODHAVEN WAY	SHEIRAZ LLC
0 WOODHAVEN WAY	PARSI CAPITAL VENTURES LLC
1525 MORRISON PKY	SEALY ALPHARETTA L L C

Site Criteria - 24.75 acres

Restaurant Venue 6k sqft. +/-
 Commercial "A" 19.2k sqft. +/-
 Commercial "B" 8.5k sqft. +/-
 Commercial "C" 8.2k sqft. +/-
 Tot. Commercial 41.9k sqft. +/-
 Surface Parking - 176 spaces +/-

21.5' Townhomes: 46 units
 Rear-load w/ roof-top access
 Garage Parked with 18' driveways

20.5' Townhomes: 28 units
 Rear-load (typ)
 Garage Parked with 18' driveways

14.2' Townhomes: 70 units
 Rear-load (typ)
 Garage Parked with 18' driveways

Residential Lots: 37 units
 45'x80' min. Rear-load (typ)
 Garage Parked with 18' driveways

Tot. Residential (181) Units



Restaurant/ Brewery & Courtyard



Food Truck Courtyard



Bike Rental & Convenience Station



Outdoor Work Pavilion



Chill Zones w/
Funky Seating &
Art Installations



Community Gardens



12' min. path thru area

DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING: O-I
PROPOSED ZONING: MU
OVERLAY DISTRICT: NORTH POINT OVERLAY
SITE AREA: 24.76 ACRES

BUILDING SETBACK: 20 FT (OFF SIDEWALK)
FRONT (HAYNES BRIDGE) 10 FT (OFF SIDEWALK)
LANDSCAPE SETBACK: 20 FT (OFF RW LINE)
FRONT (MORRISON PKWY) 5 FT
SIDE REAR 5 FT

RESIDENTIAL LOTS: 461 UNITS
45780 MIN. REARLOAD (TYP)
RETAIL RESTAURANT 41,900 SF
GARAGE PARKED WITH 18' DRIVEWAYS 28 UNITS
TOWNHOME B 18 UNITS
TOWNHOME C 18 UNITS
TOWNHOME D 18 UNITS
RETAIL RESTAURANT 41,900 SF
ASSURES 50 FT / 100 SF RETAIL

PROPOSED LAND USES & DENSITIES:
TOWNHOME A 461 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS 28 UNITS
TOWNHOME B 18 UNITS
GARAGE PARKED WITH 18' DRIVEWAYS 18 UNITS
TOWNHOME C 18 UNITS
TOWNHOME D 18 UNITS
RESIDENTIAL LOTS: 37 UNITS
RETAIL RESTAURANT 41,900 SF

PARKING SUMMARY:
REQUIRED PARKING:
TOWNHOME A (46 UNITS)
TOWNHOME B (28 UNITS)
TOWNHOME C (18 UNITS)
TOWNHOME D (18 UNITS)
SINGLE FAMILY (31 LOTS)
RETAIL/RESTAURANT (41,900 SF)
ASSURES 50 FT / 100 SF RETAIL

PROPOSED PARKING:
TOWNHOME A (46 UNITS)
TOWNHOME B (28 UNITS)
TOWNHOME C (18 UNITS)
TOWNHOME D (18 UNITS)
RETAIL/RESTAURANT (41,900 SF)

OPEN SPACE REQUIREMENTS:
CIVIL SPACE:
AMENITY SPACE:
CIVIC SPACE:
AMENITY SPACE:

PARKS:
POCKET PARKS:
EXERCISE LOOP:
FLEX-PLAY AREA:
ELECTRIC COURTYARD:
PULASKI CONCESSION PLAZA:
DOOR PARK CONCESSION PLAZA:
DOOR PARK CONCESSION PLAZA:
ALPHA LOOP TRAIL:

2.48 ACRES (10% SITE AREA)
2.48 ACRES (5% SITE AREA)

2.48 ACRES (108,900 SF)
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0.09 ACRES (1,500 SF)
0.03 ACRES (27,000 SF)

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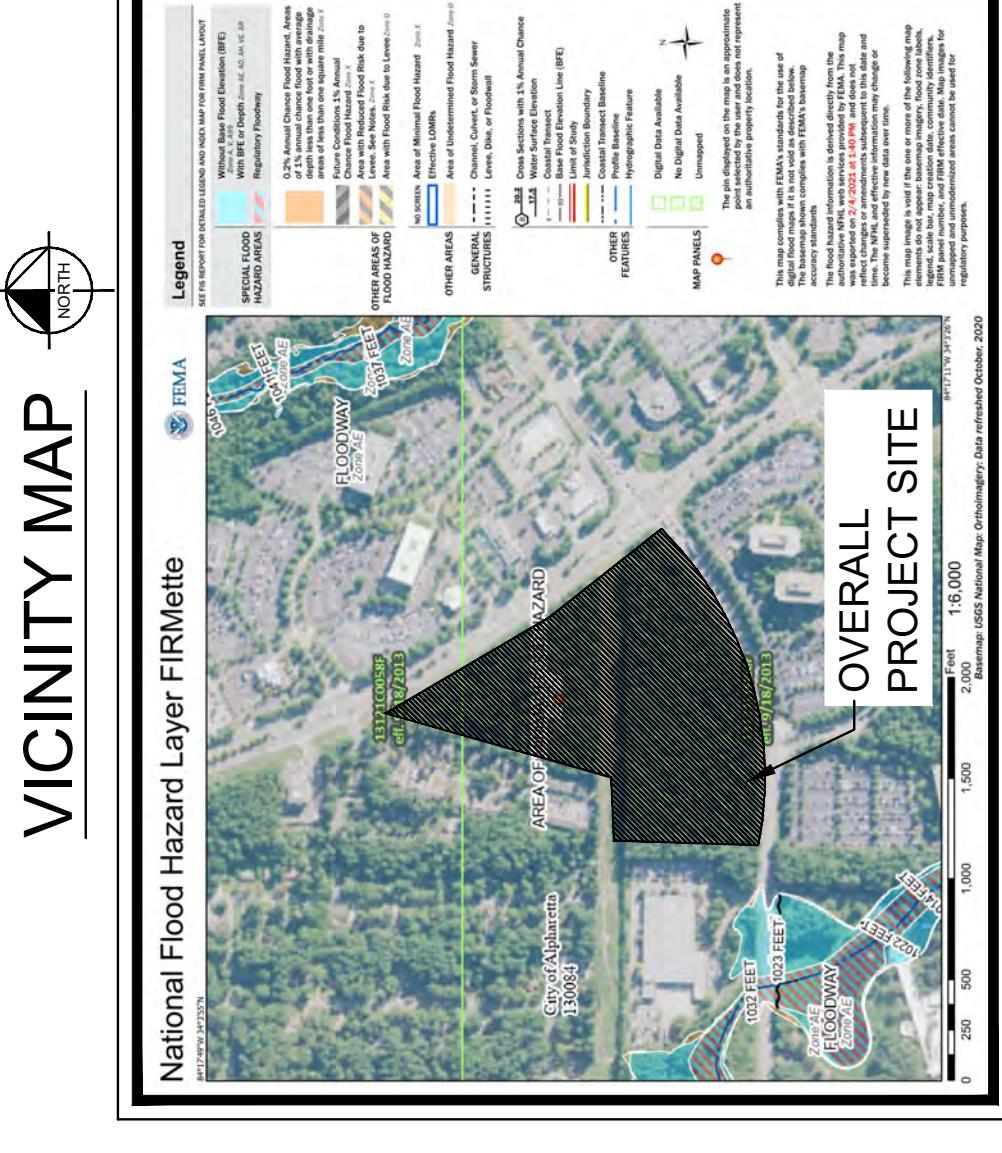
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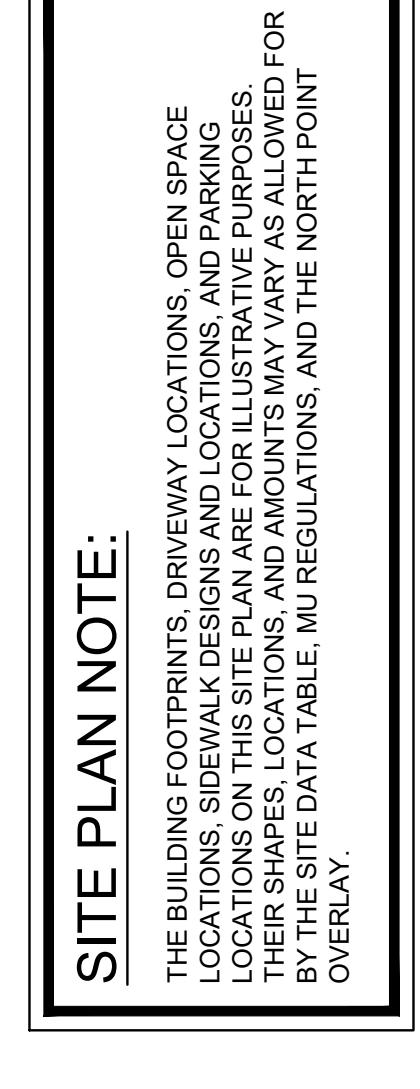
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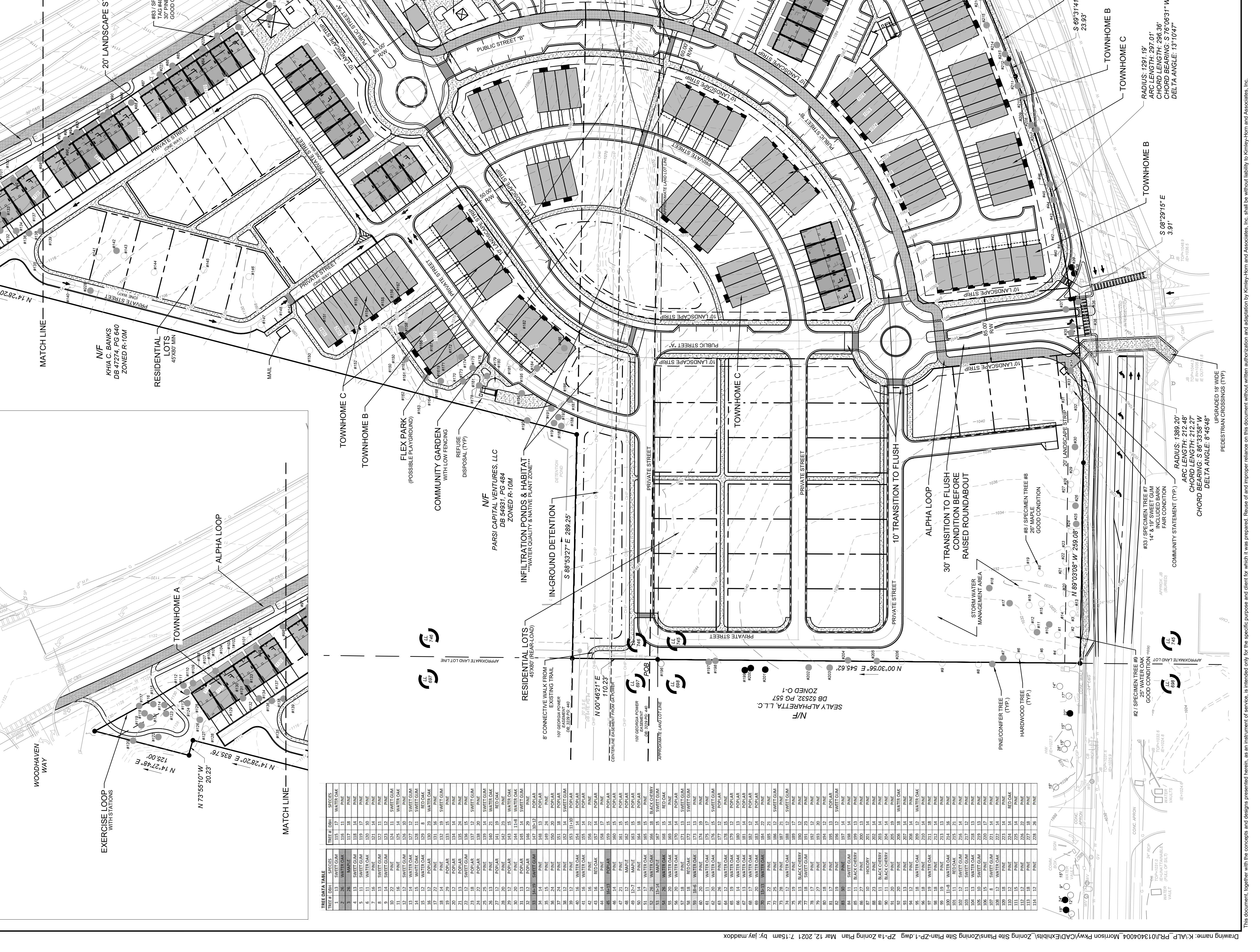
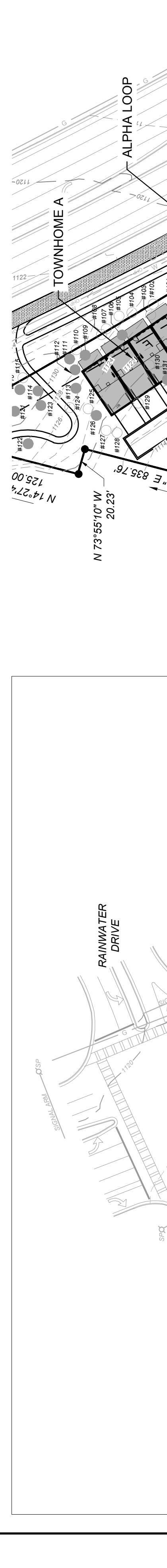
FEMA MAP

THE SITE DOES NOT LIE WITHIN A FLOOD HAZARD AREA FOR IIRM PANEL 13121C0056F AND 13121C0056F DATED 09/16/2013.



SITE PLAN NOTE:

THE BUILDING FOOTPRINTS, DRIVEWAY LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES ONLY. NO SITE DATA TABLE, NO RESERVES, AND NO NORTH POINT OVERLAY.



This document, together with the concepts and designs presented herein, shall be an instrument of service, is intended only for the specific purpose and client for which it was prepared. Those of and property interests in this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be subject to liability to Kimley-Horn and Associates, Inc.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Ralph Morrison Telephone: 404-872-8156
Address: 186 15th St, NE Suite: _____
City Atlanta State: GA Zip: 30309

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 type="checkbox"/> Land Use Application | <input type="checkbox"/> Other |

Identify Authorized Applicant:

Name of Authorized Applicant: Brock Built LLC Telephone: 404.999.1921
Address: 1110 Northchase Parkway, SE, Suite 150 Suite: _____
City Marietta State: GA Zip: 30067

So Sworn and Attested:

Owner Signature: Ralph Ragan Morrison Date: March 10, 2021

Ralph Ragan Morrison

Notary:

Notary Signature: Marjorie B. Rogers Date: March 10, 2021



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| <input checked="" type="checkbox"/> Variance | <input checked="" type="checkbox"/> Master Plan |
| <input type="checkbox"/> Land Use Application | <input type="checkbox"/> Other |

Identify Authorized Applicant:

Name of Authorized Applicant: Brock Built LLC

Telephone: 404.999.1921

Address: 1110 Northchase Parkway, SE, Suite 150

Suite: _____

City Marietta

State: GA

Zip: 30067

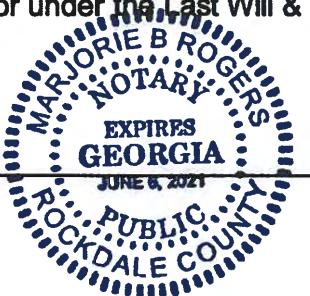
So Sworn and Attested:

Owner Signature: Ralph Ragan Morrison, Executor/w Anne Ragan Morrison Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testament of
Anne Ragan Morrison, deceased

Notary:

Notary Signature: Marjorie B. Rogers



Date: March 10, 2021

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Ralph Morrison Telephone: 404-872-8156
Address: 186 15th St NE Suite: _____
City Atlanta State: GA Zip: 30309

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 type="checkbox"/> Master Plan |
| <input type="checkbox"/> Land Use Application | <input type="checkbox"/> Other |

Identify Authorized Applicant:

Name of Authorized Applicant: Brock Built LLC Telephone: 404.999.1921

Address: 1110 Northchase Parkway, SE, Suite 150 Suite: _____

City Marietta State: GA Zip: 30067

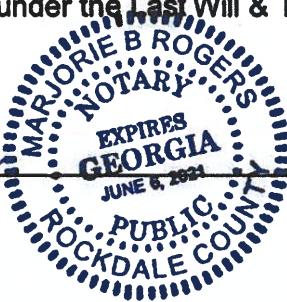
So Sworn and Attested:

Owner Signature: Ralph Ragan Morrison, Executor w/ W. Lee Morrison Jr. Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testament of
William Lee Morrison, Jr., deceased

Notary:

Notary Signature: Marjorie B. Rogers Date: March 10, 2021



DISCLOSURE FORM

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

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

Name of Applicant or Opponent: **Brock Built Homes**

Subject Public Hearing Case: **Morrison Park**

Campaign Contribution Information:

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

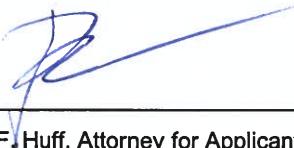
If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: N/A Position: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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

Signature: 

Date: 03/31/2021

Parks F. Huff, Attorney for Applicant

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Name of Applicant or Opponent: Brock Built Homes, LLC

Subject Public Hearing Case: _____

Campaign Contribution Information:

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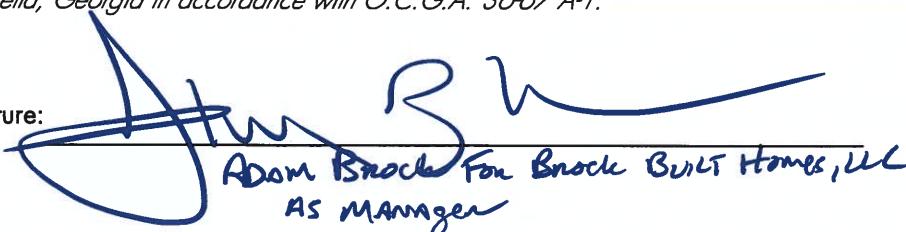
Name of Official: N/A Position: N/A

Description of Contribution: N/A Value: N/A

Campaign Contribution Information:

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

Signature:


Adam Brock for Brock Built Homes, LLC
AS Manager

Date:

3-24-2021

DISCLOSURE FORM

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Name of Applicant or Opponent: Brock Built Homes

Subject Public Hearing Case: Morrison 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: <u>N/A</u>	Position: _____
Description of Contribution: _____	Value: <u>N/A</u>
Description of Contribution: _____	Value: _____
Description of Contribution: _____	Value: _____
Description of Contribution: _____	Value: _____
Description of Contribution: _____	Value: _____

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Signature: Ralph Ragan Morrison, Esq./W.A.R.M. Date: March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testament
of Anne Ragan Morrison, deceased

DISCLOSURE FORM

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Name of Applicant or Opponent: **Brock Built Homes**

Subject Public Hearing Case: **Morrison Parkway**

Campaign Contribution Information:

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Name of Official: N/A Position: _____

Description of Contribution: N/A Value: N/A

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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Signature:

Ralph Ragan Morrison, Esq./w W.L. Morrison

Date:

March 10, 2021

Ralph Ragan Morrison, as Executor under the Last Will & Testament
of William Lee Morrison, Jr., deceased

DISCLOSURE FORM

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Name of Applicant or Opponent: **Brock Built Homes**

Subject Public Hearing Case: **Morrison Parkway**

Campaign Contribution Information:

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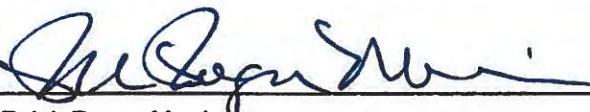
Description of Contribution: N/A Value: N/A

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

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Signature:



Ralph Ragan Morrison

Date:

March 10, 2021

SURVEYED LEGAL DESCRIPTION

OVERALL TRACT

ALL THAT LOT, TRACT OR PARCEL OF LAND CONTAINING 24.759 ACRES LYING AND BEING IN LAND LOTS 745 & 746 OF THE 1ST DISTRICT, 2ND SECTION, IN THE CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE LAND LOT CORNER COMMON TO LAND LOTS 697, 698, 745, & 746 BEING 1 INCH OPEN TOP PIPE, SAID REBAR BEING THE POINT OF BEGINNING;

THENCE ALONG THE WESTERLY LAND LOT LINE OF LAND LOT 746 NORTH 00 DEGREES 46 MINUTES 21 SECONDS EAST A DISTANCE OF 110.23 FEET TO A 1/2 INCH REBAR FOUND;

THENCE LEAVING SAID LAND LOT LINE SOUTH 88 DEGREES 53 MINUTES 27 SECONDS EAST A DISTANCE OF 289.25 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE;

THENCE NORTH 14 DEGREES 28 MINUTES 20 SECONDS EAST A DISTANCE OF 835.76 FEET TO A 1 & 1/2 INCH OPEN TOP PIPE;

THENCE NORTH 73 DEGREES 55 MINUTES 10 SECONDS WEST A DISTANCE OF 20.23 FEET TO A 1/2 INCH REBAR FOUND;

THENCE NORTH 14 DEGREES 27 MINUTES 48 SECONDS EAST A DISTANCE OF 125.00 FEET TO A 1/2 INCH REBAR SET ON THE RIGHT OF WAY MARGIN OF HAYNES BRIDGE ROAD (R/W VARIES);

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE LEFT A DISTANCE OF 764.40 FEET WITH A RADIUS OF 4368.09 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 33 DEGREES 15 MINUTES 12 SECONDS EAST AND A DISTANCE OF 763.43 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 24 MINUTES 42 SECONDS EAST A DISTANCE OF 364.01 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 32 DEGREES 40 MINUTES 10 SECONDS EAST A DISTANCE OF 100.39 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 38 DEGREES 26 MINUTES 19 SECONDS EAST A DISTANCE OF 150.40 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 09 DEGREES 49 MINUTES 03 SECONDS WEST A DISTANCE OF 49.49 FEET TO A CONCRETE MONUMENT FOUND AT THE INTERSECTION OF MORRISON PARKWAY;

THENCE ALONG THE RIGHT OF WAY MARGIN OF MORRISON PARKWAY SOUTH 52 DEGREES 45 MINUTES 19 SECONDS WEST A DISTANCE OF 184.61 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 55 DEGREES 52 MINUTES 04 SECONDS WEST A DISTANCE OF 114.63 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 313.56 FEET WITH A RADIUS OF 1315.85 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 62 DEGREES 41 MINUTES 38 SECONDS WEST AND A DISTANCE OF 312.82 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 69 DEGREES 31 MINUTES 41 SECONDS WEST A DISTANCE OF 23.93 FEET TO A 1/2 INCH REBAR SET;

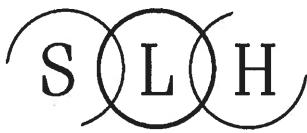
THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 297.01 FEET WITH A RADIUS OF 1291.19 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 76 DEGREES 06 MINUTES 31 SECONDS WEST AND A DISTANCE OF 296.36 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN SOUTH 08 DEGREES 29 MINUTES 15 SECONDS EAST A DISTANCE OF 3.91 FEET TO A CONCRETE MONUMENT FOUND;

THENCE ALONG SAID RIGHT OF WAY MARGIN AND ALONG A CURVE TO THE RIGHT A DISTANCE OF 212.48 FEET WITH A RADIUS OF 1389.20 FEET AND BEING SUBTENDED BY A CHORD WITH A BEARING OF SOUTH 86 DEGREES 33 MINUTES 58 SECONDS WEST AND A DISTANCE OF 212.27 FEET TO A 1/2 INCH REBAR SET;

THENCE ALONG SAID RIGHT OF WAY MARGIN NORTH 89 DEGREES 03 MINUTES 08 SECONDS WEST A DISTANCE OF 259.08 FEET TO A NAIL SET AT THE WESTERLY LAND LOT LINE OF LAND LOT 745;

THENCE LEAVING SAID RIGHT OF WAY MARGIN AND ALONG SAID LAND LOT LINE NORTH 00 DEGREES 30 MINUTES 56 SECONDS EAST A DISTANCE OF 545.62 FEET TO A 1 INCH OPEN TOP FOUND, SAID OPEN TOP BEING THE POINT OF BEGINNING.



GARVIS L. SAMS, JR.
JOEL L. LARKIN
PARKS F. HUFF

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
SUITE 100
376 POWDER SPRINGS STREET
MARIETTA, GEORGIA 30064-3448

770•422•7016
TELEPHONE
770•426•6583
FACSIMILE

March 31, 2021

VIA FEDERAL EXPRESS

Ms. Kathi Cook, Director
Community and Economic Development
2 Park Plaza
Alpharetta, GA 30009

Re: Letter of Intent for Rezoning request for Brock Built Homes for Morrison Park

Dear Ms. Cook:

Please accept this Letter of Intent that provides additional detail for Morrison Park proposed by Brock Built Homes, LLC (hereinafter known as "Brock" or "Developer". Morrison Park will transform the almost twenty-five (25) acre parcel at the northwest intersection of Morrison Parkway and Haynes Bridge Road into a vibrant neighborhood that will include approximately 150,000 commercial space or restaurants and general retail and 181 residential units. Morrison Park will create a new boulevard that will connect to both roads and contain the Alpha Loop for pedestrian connectivity. Brock proposes to rezone the property from its current O-I zoning to MU. Attached is a Visioning Plan for the property.

The commercial component will be focused at the signalized intersection of Morrison Parkway and Haynes Bridge Road. The main commercial building will be two buildings tied together with a mezzanine tying the building together. The building will have a street presence on both roads with architecture that faces the road and sidewalk connectivity. Local art at the intersection will create a statement that this is a community destination.

Brock Built has engaged a visioning team to make sure the commercial and residential architecture has continuity but not monotony. The homes will be modern with farmhouse elements. The property is a transitional property being at the transition between the large office campuses on the east side of Haynes Bridge Road and south side of Morrison Parkway.

The Morrison property on Morrison Parkway is still owned by the Morrison family. The dominant feature is the powerlines that bisect the property north to south. A natural development pattern for the property would be to develop the property into two separate developments with the power lines separating the two. Brock instead wants to develop the property into one development that is connected by a divided boulevard that connects both roads. The Alpha Loop will be brought internal to the property and run adjacent to the boulevard. The development will



VIA EMAIL:

March 31, 2021

Page 2

connect to an existing trail to the west so the community will have additional pedestrian connectivity.

The property is at the northern and western edge of Kimball Bridge Activity Center and is at the northern edge of the North Point Overlay. The property north of the powerline was just brought into the overlay by the city. As such, the property represents a transition property that will transition between the intensive office parks to the south and east and the residential to the north. The proposed mixed use with the focus on uses that compliment the adjacent uses is consistent with the policy goals contained in the North Point Overlay. Specifically, Morrison Park will include detached and attached owner occupied housing option in an area that has seen pressure for rental housing options only. This housing places housing close to work and the interstate. The office owners have expressed a need for additional restaurant and retail options that will be included in Morrison Park.

Brock Built is committed to making Morrison Park an asset for the city and a compliment to the surrounding uses. The plan that has been submitted is not a final plan because the project will receive additional community input, staff input and council input as it goes through the entitlement process. Brock is interested in feedback related to what amenities along their section of the Alpha Loop will enhance this valuable public asset. Additionally, the form and uses to be included in the commercial component will be shaped by the needs and wants of the surrounding office owners and tenants as well as the residents who will want to frequent the area as they travel the Alpha Loop. Brock Built looks forward to the continued dialogue about the proposal and Brock will submit updates on changes to the plans as additional feedback is received. Please do not hesitate to reach out to me or Brock Built to answer any questions you may have.

Sincerely,

Sincerely,

SAMS, LARKIN & HUFF, LLP



Parks F. Huff
phuff@samslarkinhuff.com

PFH/lkj

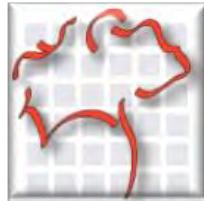
MODIFIED ARBORIST REPORT FOR:

Morrison Parkway Commercial Site

Alpharetta, Georgia

Prepared for:

Kimley Horn
Visual Inspection only



Prepared by:
T.J. Schell, LLC
Landscape Architects
And Certified Arborists
2985 Gordy Parkway, Suite 422
Marietta, GA 30066
teresa@tjschell.com
Cell 770-361-2319

Teresa H. Eldredge, RLA, ISA
Certified Arborist
ISA SO-5442A

February 10, 2021

City of Alpharetta:

- 8" dbh Understory Trees
- 10" dbh Sourwood
- 20" dbh Southern Magnolia, Deodar Cedar, Arborvitae, Beech, Blackgum, Persimmon, Sassafras, or similar
- 24" dbh Overstory- all others not mentioned.
- 30" dbh Genus pine, sweetgum, and poplar

Boundary Tree – Per City of Alpharetta Tree Ordinance:

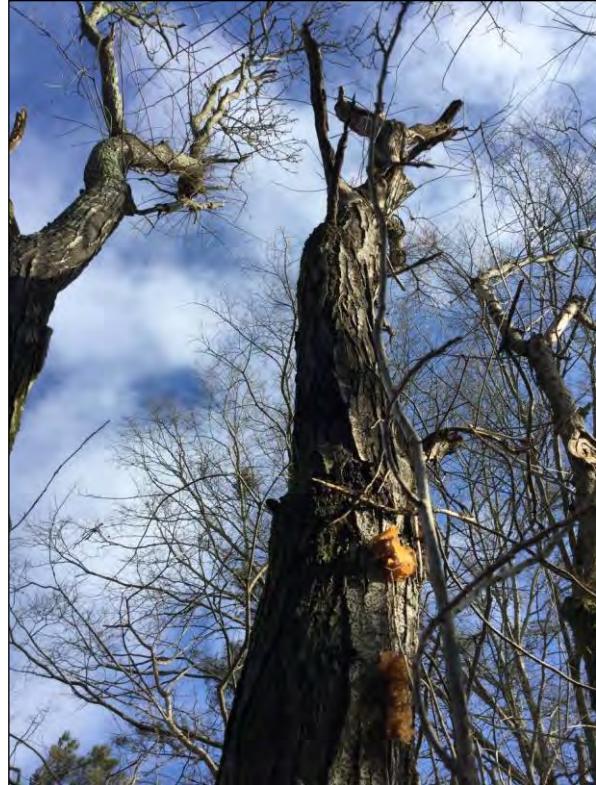
Any tree located on adjacent property with a critical root zone that will be impacted by proposed land disturbance activity.
Condition Criteria – Per City of Alpharetta Tree Ordinance: Per Arborist Report submitted with the approval of Director.

The trees remaining on this site are perimeter trees consisting mainly of oak, poplars, and pine.

1. **Water Oak – 26” DBH** – (Tree #52 on Plan - Tag #165) Included bark at the split and severely pruned by Power Company due to OHP. Poor Condition - Request Not-Specimen



2. **Maple – 13+14” DBH** – (Tree #53 on Plan - Tag #416) 95% One leader dead, conk at base, active decay evident. Poor Condition - Request Not Specimen



3. **Water Oak – 26” DBH** – (Tree #54 on Plan - Tag #151) Good Condition

4. **Water Oak – 18+6” DBH** – (Tree #59 on Plan – Tag #406) Heavily pruned by Power Company, Asymmetrical growth, secondary leader in decline with 4 large dead limbs. Poor Condition – Request Not Specimen



5. **Water Oak – 13 + 13” DBH** – (Tree #70 on Plan – Tag #407) Good Condition.
6. **Pine – 30” DBH** – (Tree #83 - on Plan - Tag #408) Good Condition.
7. **Sweetgum – 19+14” DBH** – (Tree #33 on Plan – Tag #403) Minimal Included bark, Good Condition.
8. **Maple – 26” DBH** – (Tree #3 - on Plan - Tag #170) Good Condition.
9. **Water Oak – 25” DBH** – (Tree #2 - on Plan - Tag #169) Good Condition.



MEMORANDUM

To: Eric Graves, *City of Alpharetta*

From: John D. Walker, P.E., PTOE, *Kimley-Horn*
Harrison Forder, E.I. (AL), *Kimley-Horn*

Date: February 23, 2021

RE: *Morrison Parkway Site – City of Alpharetta – Trip Generation & Traffic Study Methodology Memo*

Kimley-Horn is pleased to provide this memorandum regarding the project traffic evaluation for the proposed *Morrison Parkway Site* development in the City of Alpharetta, Georgia. Please reply to us with your concurrence on the Traffic Impact Study methodology and proposed study network.

PROJECT OVERVIEW

The *Morrison Parkway Site* development is a proposed residential development in the City of Alpharetta, Georgia, consisting of 181 residential units (37 single-family, 144 townhomes) and 41,900 SF of restaurant/retail space. The site is located west of the intersection of Haynes Bridge Road at Morrison Parkway/Westside Parkway. The project proposes two full movement driveways, which will add a fourth leg to the signalized intersections of Haynes Bridge Road at Rainwater Boulevard and Morrison Parkway at Lakeview Parkway. The total acreage of the subject property is 24.76+- acres, currently zoned O-I. The proposed zoning of the subject property is MU (mixed-use). The site is located within the Northpoint Overlay District. The Future Land Use Map indicates future commercial for this tract.

TRIP GENERATION

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the Subject Property. Anticipated trip generation for the *Haynes Bridge Road Tract* development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition, 2017. This analysis presents the projected trips associated with the proposed project based on the Single-Family Detached Housing (ITE Code 210), Multifamily Housing (Low-Rise) (ITE Code 220), Shopping Center (ITE Code 820) and High-Turnover Restaurant (ITE Code 932) land uses.

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

Table 1: Net New Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Single-Family Detached Housing (ITE 210)	37 units	416	208	208	8	23	25	14
Multifamily Housing (Low-Rise) (ITE 220)	198 units	1,048	524	524	15	52	52	30
Shopping Center (ITE 820)	20,950 SF	790	395	395	12	8	38	42
High-Turnover (Sit-Down) Restaurant (ITE 932)	20,950 SF	2,350	1,175	1,175	114	94	127	78
Gross Project Trips		4,604	2,302	2,302	149	177	242	164
Mixed-Use Reduction		-628	-314	-314	-19	-19	-67	-67
Alternative Mode Reduction		-0	-0	-0	-0	-0	-0	-0
Pass-by Reduction		-1,152	-576	-576	-0	-80	-40	-40
Net New Trips		2,824	1,412	1,412	130	158	135	57

As shown in **Table 1**, the proposed development is projected to generate approximately 2,824 net new daily trips, 288 net new AM peak hour trips, and 192 net new PM peak hour trips.

TRAFFIC STUDY METHODOLOGY

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

- Haynes Bridge Road at Rainwater Drive
- Haynes Bridge Road at Morrison Parkway/Westside Parkway
- Morrison Parkway at Lakeview Parkway.

The study intersections are shown on Attachment 1.

Due to COVID-19, traffic patterns and volumes may have changed. Intersection Turning Movement Counts will be collected at the three (3) study intersections noted above. Additionally, a 24-Hour Volume count will be collected along Haynes Bridge Road just north of Rainwater Drive to line up with GDOT count station 121-0824. The volume count will be compared with data from GDOT's Traffic Analysis & Data Application (TADA) to compare to typical traffic volumes. An adjustment factor will be determined and used to develop Estimated 2021 Traffic Conditions.

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

SUMMARY

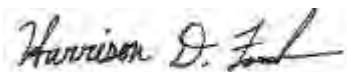
Please let us know if you find the traffic impact study methodology acceptable. We are proceeding with the traffic impact study, and hope to submit the traffic impact study with the rezoning application on March 1, 2021.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



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



Harrison Forder, E.I. (AL)
Project Analyst

Attachments:

- Intersection Location Map
- Trip Generation Summary



Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)

Morrison Parkway Site TIA

City of Atlanta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
210 Single-Family Detached Housing	37 d.u.	416	31	8	23	39	25	14
220 Multi-Family Housing (Low-Rise)	144 d.u.	1,048	67	15	52	82	52	30
820 Shopping Center	20,950 s.f. gross leasable area	790	20	12	8	80	38	42
932 High-Turnover (Sit-Down) Restaurant	20,950 s.f.	2,350	208	114	94	205	127	78
Gross Trips								
Residential Trips		4,604	326	149	177	406	242	164
<i>Mixed-Use Reductions</i>		1,464	98	23	75	121	77	44
<i>Alternative Mode Reductions</i>		-314	-17	-1	-16	-36	-23	-13
Adjusted Residential Trips		0	0	0	0	0	0	0
Retail Trips		1,150	81	22	59	85	54	31
<i>Mixed-Use Reductions</i>		790	20	12	8	80	38	42
<i>Alternative Mode Reductions</i>		-79	-3	-2	-1	-46	-23	-23
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Retail Trips		-242	0	0	0	-12	-6	-6
Restaurant Trips		469	17	10	7	22	9	13
<i>Mixed-Use Reductions</i>		2,350	208	114	94	205	127	78
<i>Alternative Mode Reductions</i>		-235	-18	-16	-2	-52	-21	-31
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Restaurant Trips		-910	0	0	0	-67	-34	-34
<i>Mixed-Use Reductions - TOTAL</i>		1,205	190	98	92	86	72	13
<i>Alternative Mode Reductions - TOTAL</i>		-628	-38	-19	-19	-134	-67	-67
<i>Pass-By Reductions - TOTAL</i>		0	0	0	0	0	0	0
New Trips		-1,152	0	0	0	-79	-40	-40
Driveway Volumes		2,824	288	130	158	193	135	57
		3,976	288	130	158	272	175	97

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Traffic Impact Study

Morrison Park

City of Alpharetta, Georgia

Report Prepared:

March 2021

Prepared for:

Brock Built Homes, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
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3/8/2021

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- Appendix D: Raw Traffic Counts
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1.0 INTRODUCTION

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

The site is currently undeveloped and is proposed to be consist of approximately 181 residential units (37 single-family, 144 townhomes) and 41,900 square feet of retail/restaurant space on approximately 24.76 acres. The site is proposed to be rezoned from O-I (office-industrial) to MU (mixed-use).

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

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

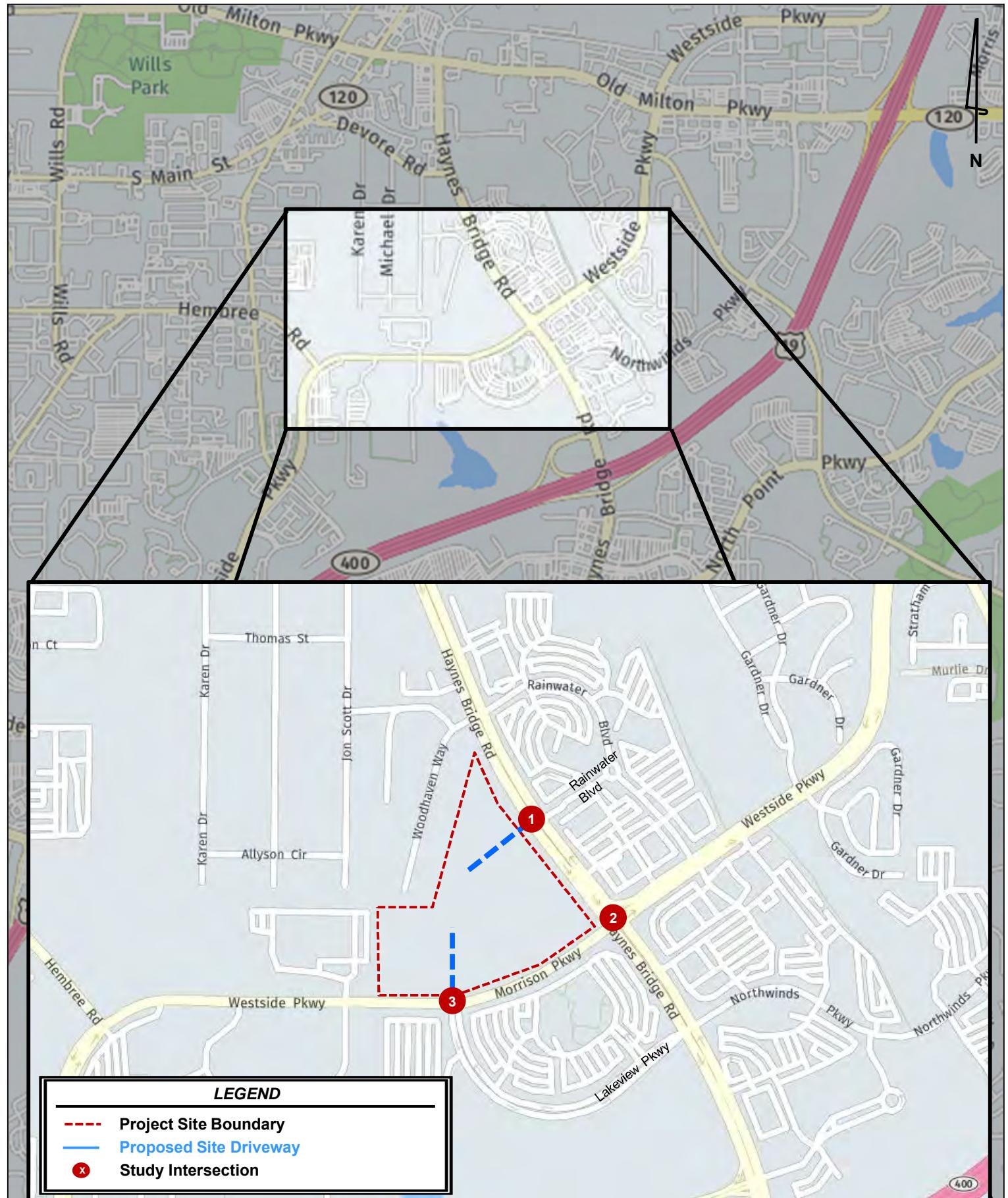
Figure 1 provides a location map of the project site. **Figure 2** provides aerial imagery of the project site. Additionally, a copy of the proposed site plan is provided in Appendix A.

2.0 STUDY AREA DETERMINATION

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

1. Morrison Parkway at Lakeview Drive/Site Driveway A (signalized)
2. Haynes Bridge Road at Morrison Parkway/Westside Parkway (signalized)
3. Haynes Bridge Road at Rainwater Boulevard/Site Driveway B (signalized)

This analysis considers Haynes Bridge Road, Lakeview Parkway, and Site Driveway A as having a north-south orientation, and Morrison Parkway, Westside Parkway, Rainwater Boulevard, and Site Driveway B as having an east-west orientation.





3.0 EXISTING TRAFFIC CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The roadways within the study network have the following characteristics:

Haynes Bridge Road is a six-lane divided minor arterial roadway with a posted speed limit of 45 MPH. GDOT counts taken north of Encore Parkway indicated an AADT of 24,200 vehicles per day in 2019.

Westside Parkway/Morrison Parkway is a four-lane, divided minor arterial roadway with a posted speed limit of 40 MPH. GDOT counts taken north of Encore Parkway indicated an AADT of 14,000 vehicles per day in 2019.

Lakeview Parkway is a four-lane, divided local roadway with a posted speed limit of 25 MPH. There are no GDOT count stations along Lakeview Parkway.

Rainwater Boulevard is a four-lane, divided local road with no posted speed limit in the vicinity of the study network. There are no GDOT count stations along Rainwater Boulevard.

3.2 EXISTING TRAFFIC VOLUMES

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

1. Morrison Parkway at Lakeview Parkway (signalized)
2. Haynes Bridge Road at Westside Parkway/Morrison Parkway (signalized)
3. Haynes Bridge Road at Rainwater Boulevard (signalized)

The vehicle peak hour turning movement counts for the study intersection were collected on Wednesday, January 27, 2021. The counts were performed during the AM period (7:00 AM to 9:00 AM) and the PM period (4:15 PM to 6:15 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. Morrison Parkway at Lakeview Parkway	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
2. Haynes Bridge Road at Westside Parkway/Lakeview Parkway	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
3. Haynes Bridge Road at Rainwater Boulevard	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM

Additionally, a 24-Hour volume count was performed along Haynes Bridge Road north of Rainwater Boulevard to line up with an existing GDOT count station.

Due to COVID-19's impact on traffic, the existing turning movement counts were adjusted based on historical data and engineering judgement. Average Daily Traffic (ADT) volumes collected in 2021 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

The volume comparison is shown in a tabular format in **Table 2**. **Figure 3** illustrates the comparison between the July 2018 GDOT AADT and the January 2021 collected ADT.

Table 2: Traffic Count Comparison and Adjustment Calculations										
Count Station	Location	GDOT					Collected			
		Two-Way AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak	
121-0824	Haynes Bridge Road n/o Rainwater Blvd	24,200	Jul 2018	13,081	524	1,222	8,171	323	769	
121-0824	Haynes Bridge Road n/o Rainwater Blvd	24,200	Jul 2018	12,934	791	819	9,031	545	702	
Difference Calculations		ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	
121-0824	Haynes Bridge Road n/o Rainwater Blvd	-4,910	-38%	1.6	-201	-38%	1.6	-453	-37%	1.6
121-0824	Haynes Bridge Road n/o Rainwater Blvd	-3,903	-30%	1.4	-246	-31%	1.5	-117	-14%	1.2

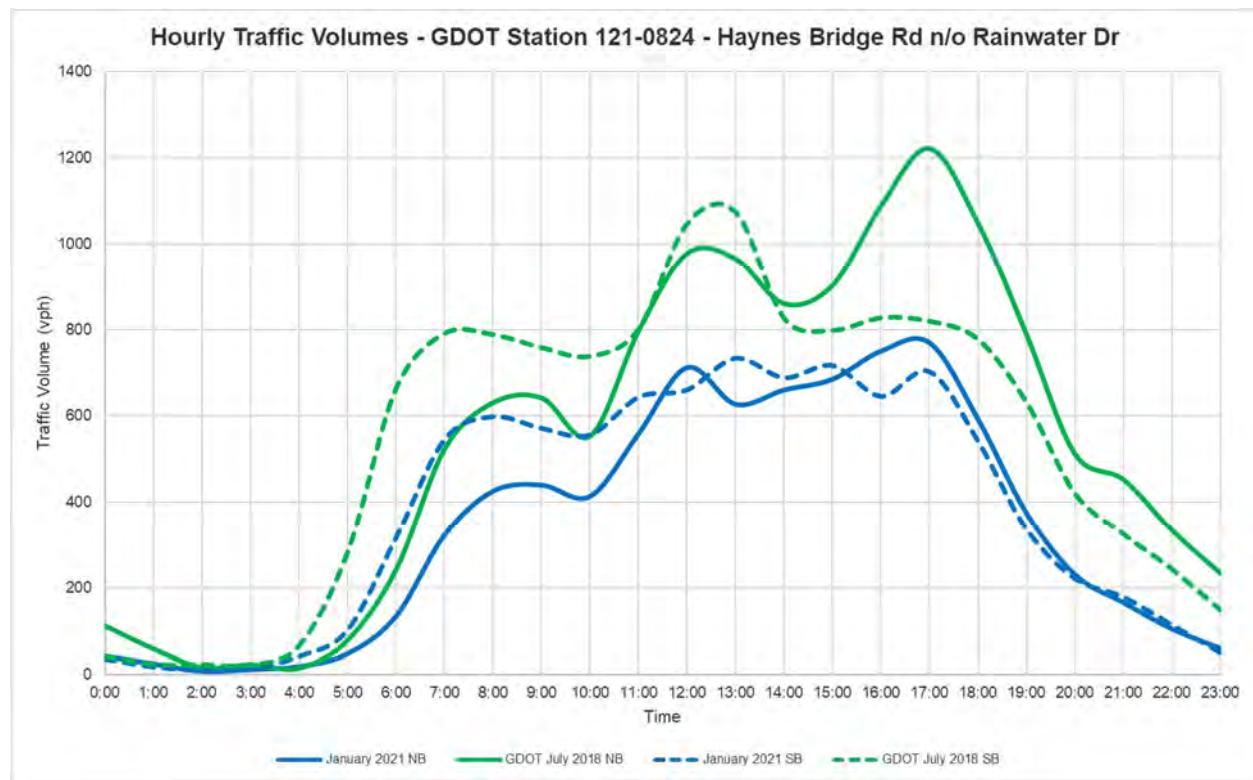
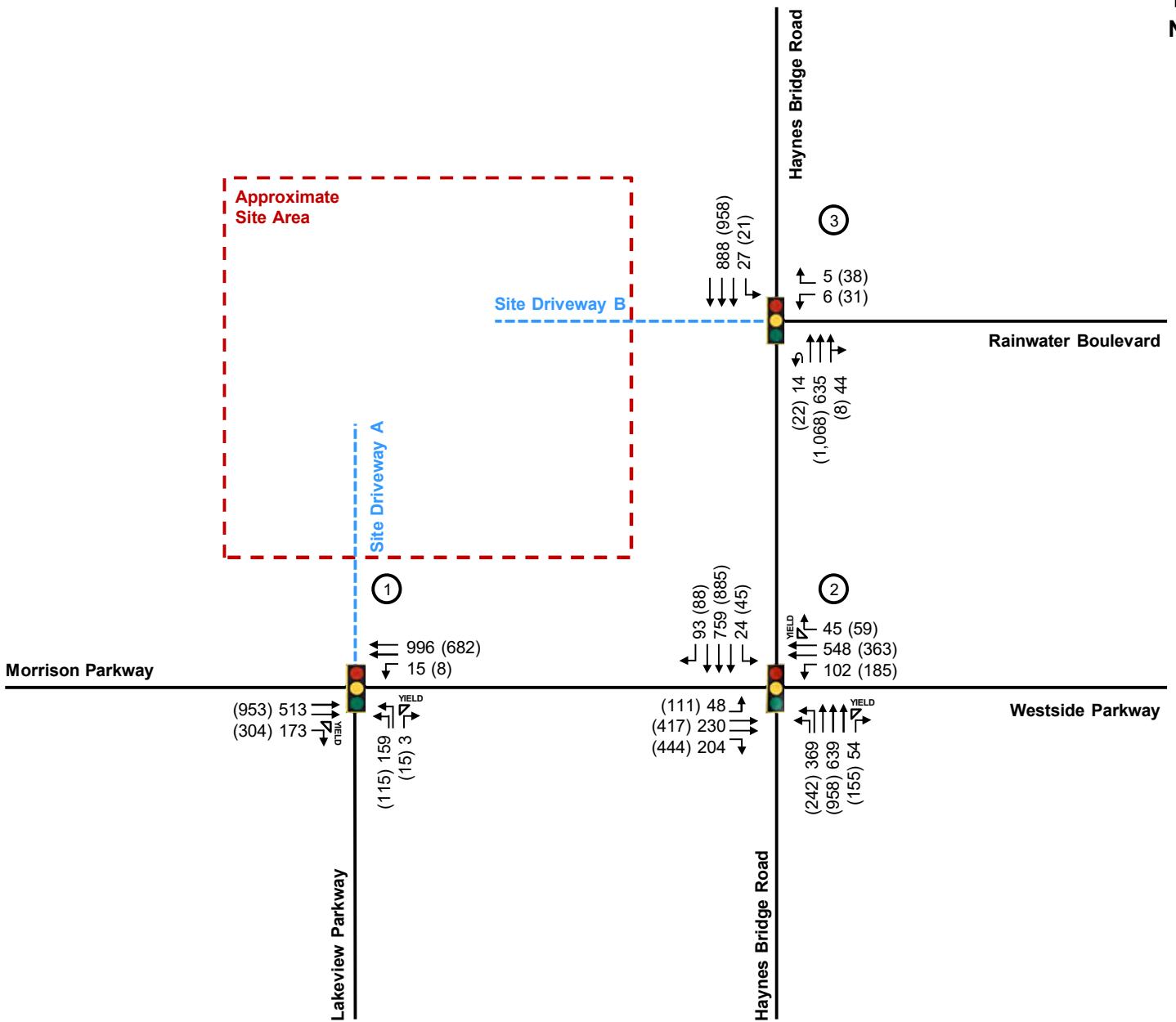


Figure 3: Haynes Bridge Road ADT Comparison

As a result of the volume comparison, it was determined that an adjustment factor of 1.5 should be used for all roadways during the AM peak, and an adjustment factor of 1.4 should be used for all roadways during the PM peak.

The complete traffic count data is provided in **Appendix C**.

Figure 4 illustrates the adjusted 2021 peak hour traffic volumes at the study intersections as well as the existing roadway geometry (intersection layout).



LEGEND

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

Collected traffic counts were adjusted by a growth factor of 1.5 during the AM peak and 1.4 during the PM peak to account for fluctuations in normal traffic patterns due to COVID-19.

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 *Morrison Park* development. The Estimated 2021 peak hour traffic volumes were increased by 1.0% per year for two (2) years to account for the expected background growth in traffic through year 2023, build-out of the project.

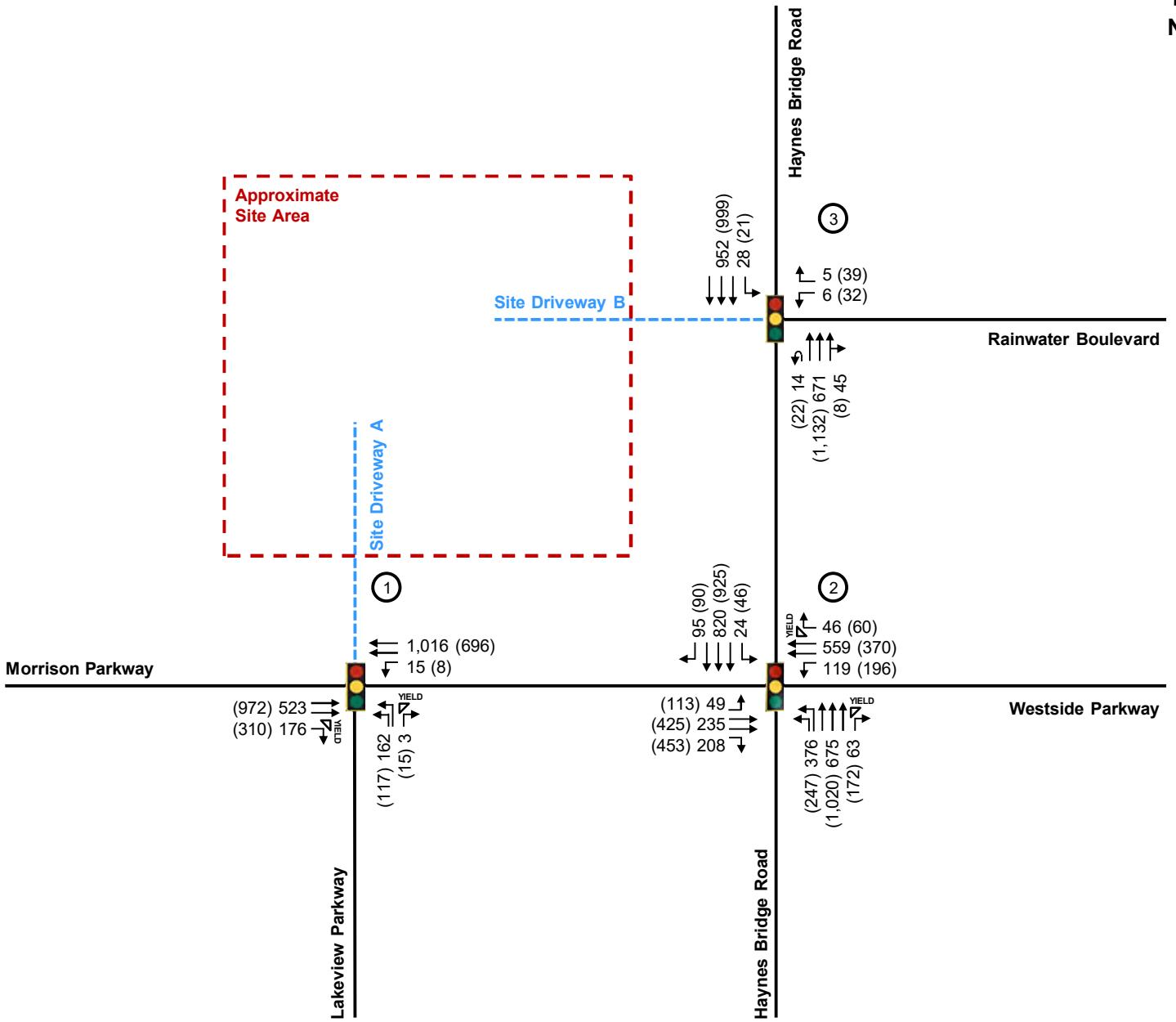
Additionally, project trips associated with the *360 Tech Village* development (TIA complete August 2020, by others) are included in the Projected 2023 No-Build traffic volumes. The *360 Tech Village* development is located along Lakeview Parkway, approximately 1,000 feet south of the site. The project trips figures from the approved

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

4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

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

1. **AR-ML-300:** The project will construct managed lanes along SR 400 in each direction. Access points to the network are yet to be determined. The network year of the project is 2030.
2. **AR-470:** The project will provide high capacity, premium transit service along SR 400 between MARTA North Springs and Windward Parkway in Alpharetta. The network year of the project is 2050.



LEGEND

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

Estimated 2021 Traffic Volumes grown by 1.0% per year for two (2) years. Additionally, project trips associated with the 360 Tech Village TIA (August 2020, by others) were added.

5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed *Morrison Park* development, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of developing a 24.76-acre multi-use commercial property.

5.1 PROJECT SITE ACCESS

Access to the proposed *Morrison Park* development will be provided at two locations listed below:

1. Site Driveway A (located along Morrison Parkway) – a full-movement driveway located at the intersection of Morrison Parkway at Lakeview Parkway (Intersection 1). The driveway is proposed to add a fourth leg to the existing signalized intersection of Morrison Parkway at Lakeview Parkway. The driveway is proposed to have two (2) egress lanes exiting the site and one (1) ingress lane entering the site.
2. Site Driveway A (located along Haynes Bridge Road) – a full-movement driveway located at the intersection of Haynes Bridge Road at Rainwater Boulevard (Intersection 3). The driveway is proposed to add a fourth leg to the existing signalized intersection of Haynes Bridge Road at Rainwater Boulevard. The driveway is proposed to have two (2) egress lanes exiting the site and one (1) ingress lane entering the site.

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*, Tenth Edition, 2017. The trip generation was calculated assuming single-family detached housing (Land Use 210) multifamily housing (low-rise) (Land Use 220), retail (Land Use 820), and restaurant (Land Use 932). **Table 3** summarizes the trip generation for the proposed development under full build-out (year 2023).

Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single Family Housing	37 units	210	416	208	208	31	8	23	39	25	14
Multifamily Housing (Low-Rise)	144 units	220	1,048	524	524	67	15	52	82	52	30
Shopping Center	20,950 SF	820	790	395	395	20	12	8	80	38	42
High Turnover (Sit-Down) Restaurant	20,950 SF	932	2,350	1,175	1,175	208	114	94	205	127	78
Total Gross Trips			4,604	2,302		2,302	326	149	177	406	242
<i>Mixed-Use Reduction</i>			-628	-314	-314	-38	-19	-19	-134	-67	-67
<i>Pass-by Reduction</i>			-1,152	-576	-576	-0	-0	-0	-80	-40	-40
Total Net New Trips			2,824	1,412		1,412	288	130	158	193	135
											57

Due to the size, nature, and location of the proposed development, alternative mode reductions were assumed to be zero.

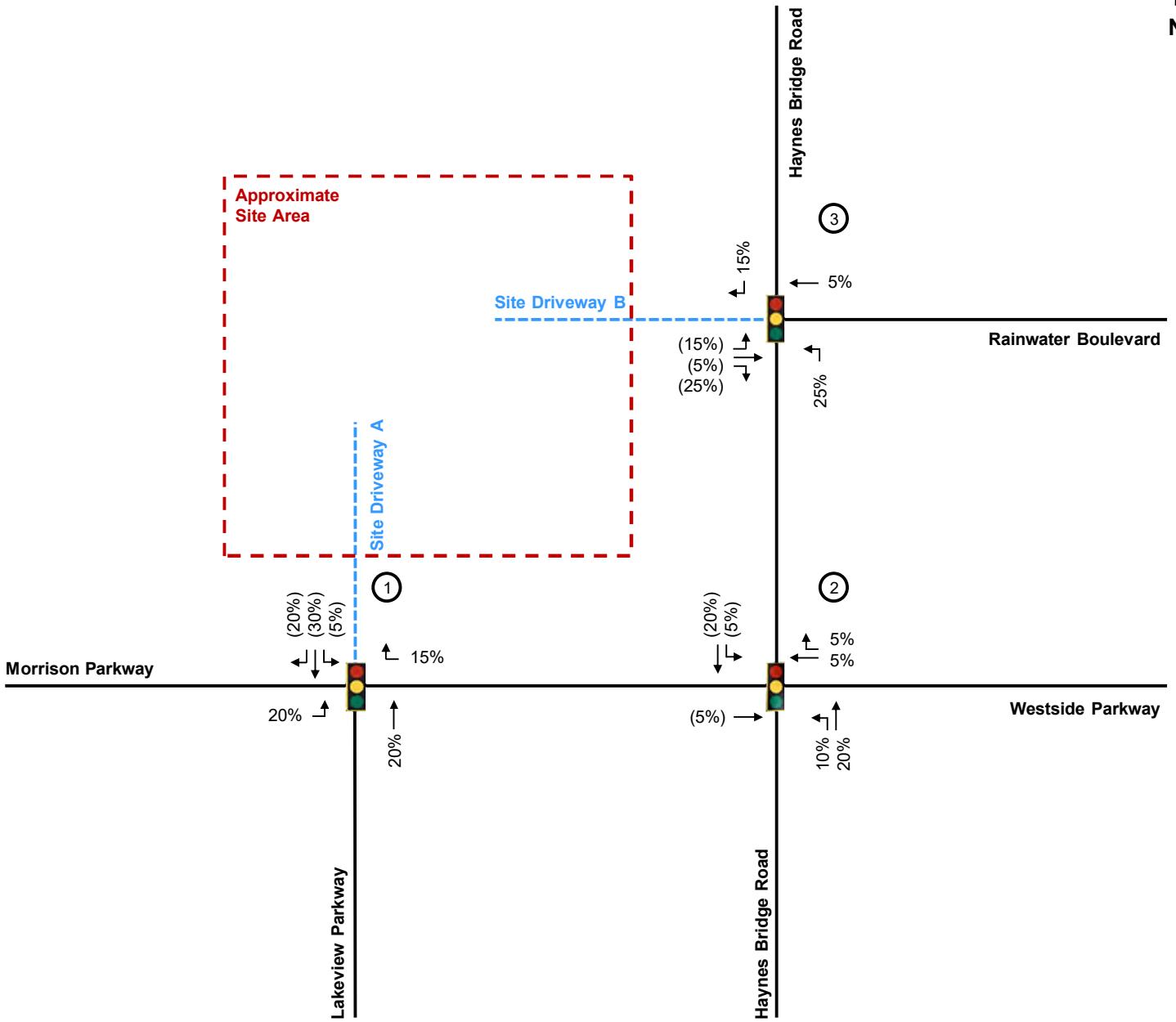
Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway. Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook*, Third Edition, 2014, for the AM and PM peak hour volumes and the *ITE Trip Generation Handbook*, Second Edition, 2004, for daily volumes. Total internal capture and vehicle trip reduction between the land uses is expected to be 13.6% daily, 11.6% for the AM peak hour, and 33.0% for the PM peak hour as a result of the anticipated interaction between the residential, retail, and restaurant land uses within the proposed development.

Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road, and would therefore only be new trips on the driveways. Pass-by reductions were determined according to the *ITE Trip Generation Handbook*, Third Edition, 2014. Per ITE guidance, the pass-by trip reduction rate for the proposed restaurant land use is 43% for the PM peak hour. The pass-by trip reduction rate for the proposed retail land use is 34% for the PM peak hour. It should be noted that pass-by trips are not new trips to the roadway network, rather, they are vehicles already travelling along the existing roadway network that stop to visit the retail and restaurant land uses. No pass-by reductions were taken for the AM peak hour as pass-by trips are minimal in the morning for retail and restaurant land uses.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

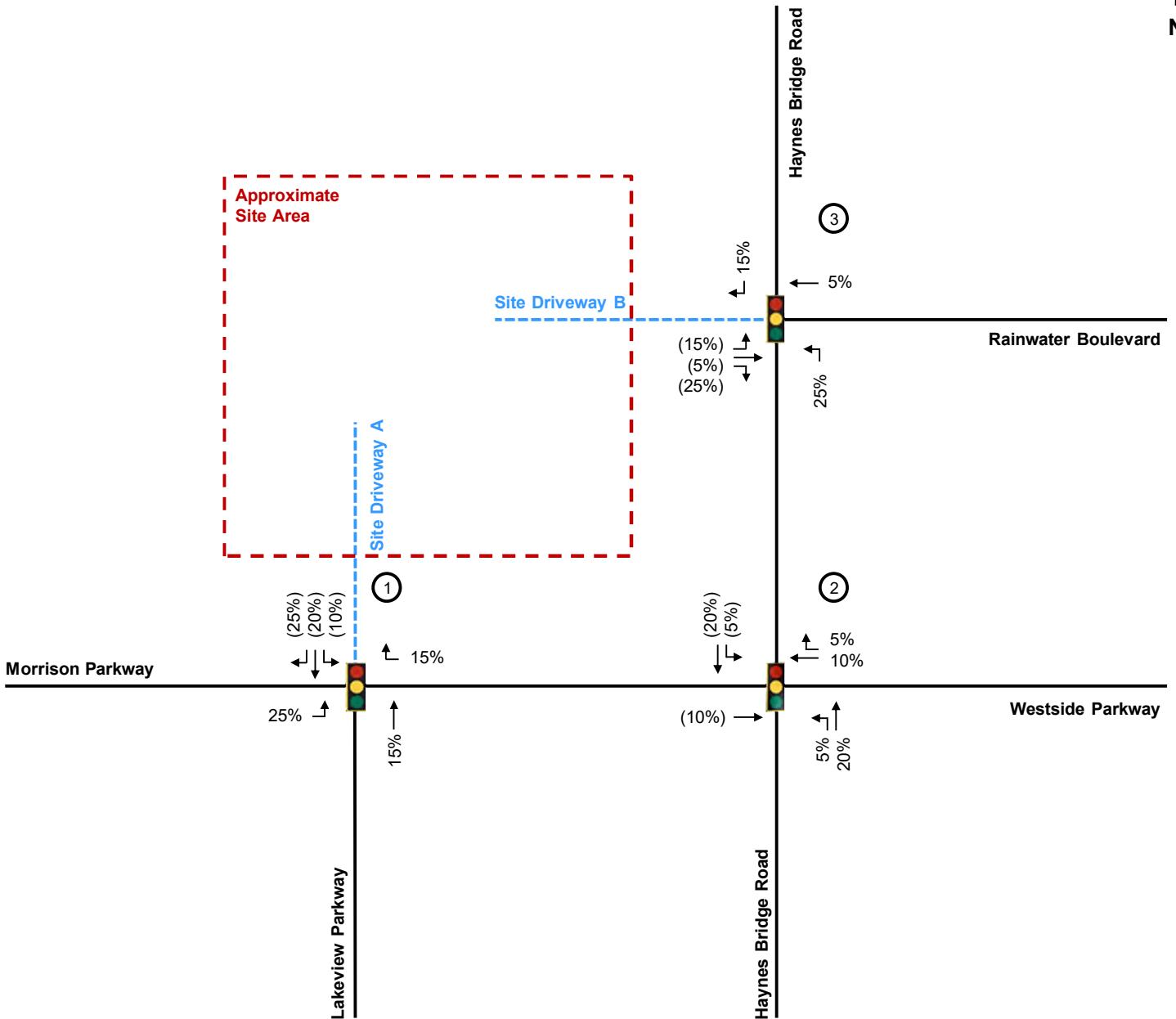
The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area; and the existing peak hour turning movement counts. Detailed trip distributions are illustrated in **Figure 6**.

Based on the trip generation from **Table 3** and the anticipated trip distribution (shown on **Figure 6**), net new project trips were assigned to the study roadway network and are illustrated on **Figure 8**. **Figure 9** illustrates the Projected 2023 Build traffic conditions for the AM and PM peak hours. Appendix B provides intersection volume worksheets for the study network.



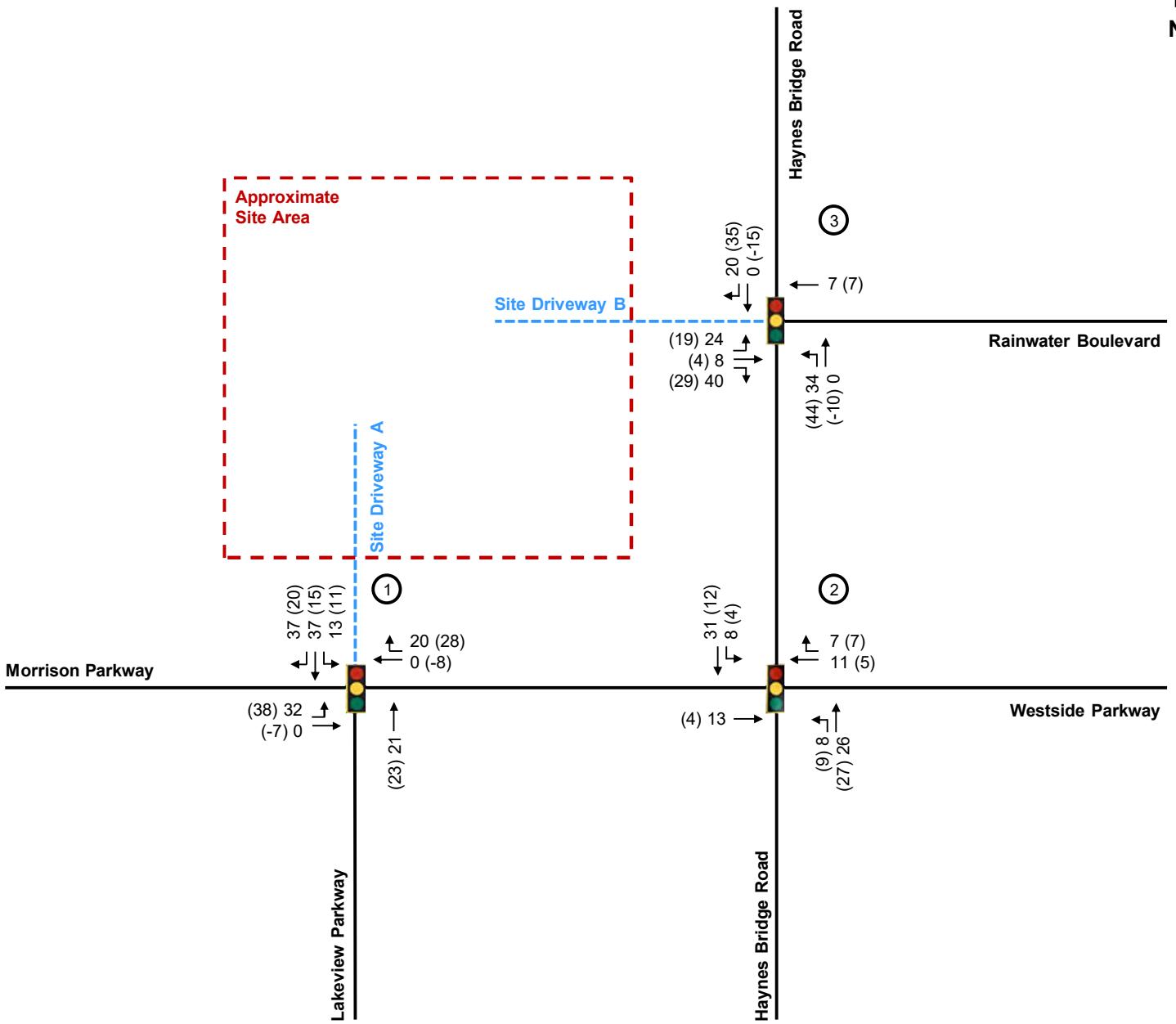
LEGEND

- Existing Traffic Signal
- Turning Movements
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Intersection Reference Number



LEGEND

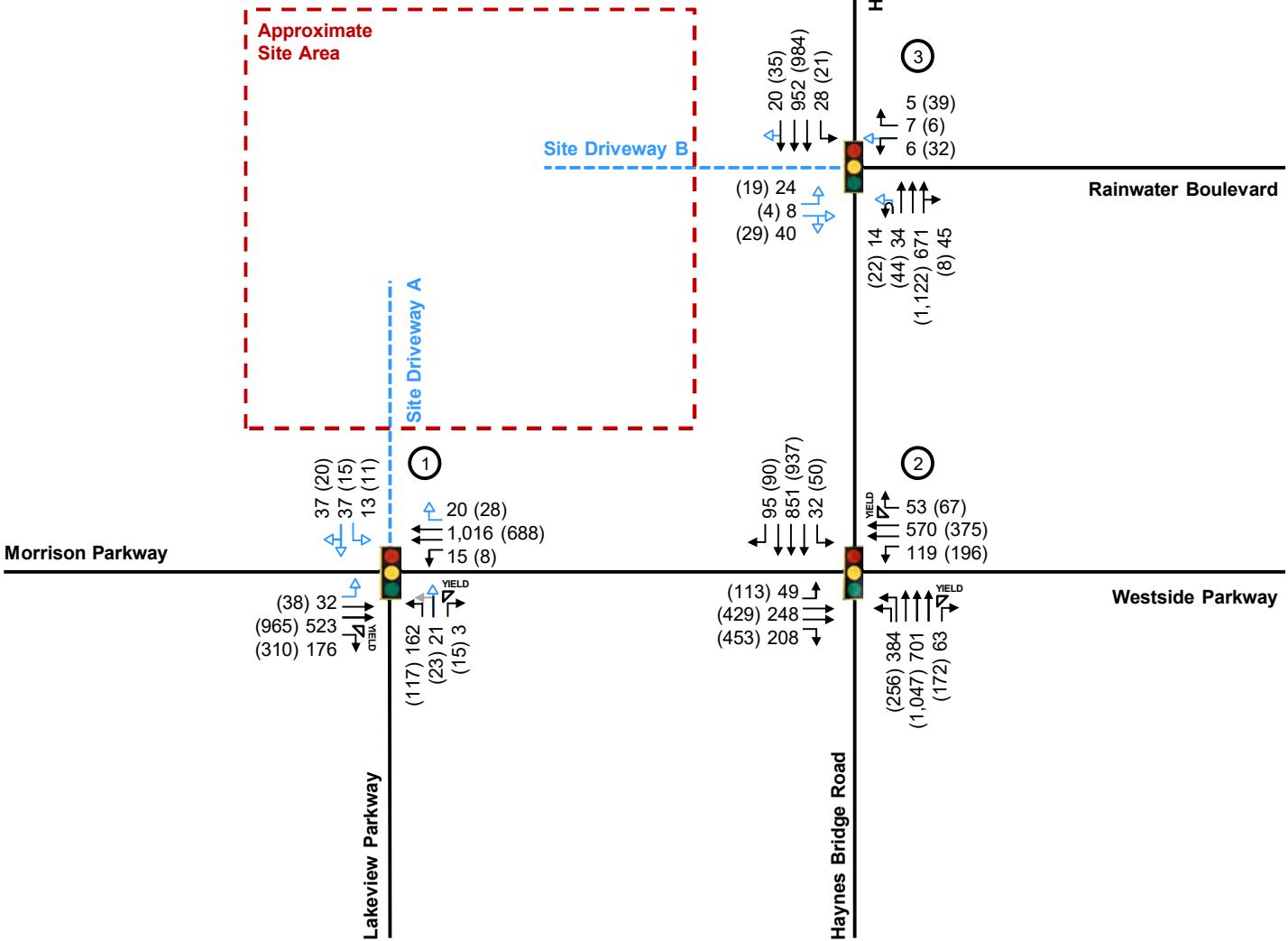
- Existing Traffic Signal
- Turning Movements
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Intersection Reference Number



LEGEND

- Existing Traffic Signal
- Turning Movements
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- Intersection Reference Number

N



LEGEND

- Existing Traffic Signal
- Existing Roadway Laneage
- Removed Roadway Laneage
- Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- (X) Intersection Reference Number

Estimated 2021 Traffic Volumes grown by 1.0% per year for two (2) years. Additionally, project trips associated with the 360 Tech Village TIA (August 2020, by others) were added, plus Morrison Park site traffic

6.0 LEVEL-OF-SERVICE ANALYSIS

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

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

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

In addition to the Estimated 2021 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2023 No-Build and Build traffic conditions. The results of the LOS analysis for the Estimated 2021 and the Projected 2023 traffic conditions are summarized in **Table 4**. A detailed set of analyses from *Synchro* is available in Appendix C.

Intersection	Approach / Movement	Estimated 2021		Projected 2023 No-Build		Projected 2023 Build	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Morrison Parkway at Lakeview Parkway/Site Driveway A (signalized)	Overall	A (9.3)	A (6.9)	A (9.3)	A (6.9)	B (18.9)	B (12.8)
2. Haynes Bridge Road at Morrison Parkway/Westside Parkway (signalized)	Overall	D (45.2)	D (42.1)	D (47.3)	D (42.7)	D (47.7)	D (50.2)
3. Haynes Bridge Road at Rainwater Boulevard/Site Driveway B (signalized)	Overall	A (1.9)*	A (9.7)*	A (1.9)*	B (10.4)*	A (7.5)	B (11.6)

*Due to the intersection phasing, HCM 2000 was used for the analysis. HCM 2010 and HCM 6th Edition cannot analyze an exclusive pedestrian phase.

As shown in **Table 4**, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build and Build conditions, all study intersections are projected to continue to operate at acceptable LOS during both the AM and PM peak hours.

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *Morrison Park* development, located west of the intersection of Haynes Bridge Road at Morrison Parkway/Westside Parkway in the City of Alpharetta, Georgia. The development, which is approximately 24.76 acres in size, will consist of 181 residential units (37 single-family and 144 townhomes) and 41,900 SF of retail/restaurant space. The development is expected to be completed in 2023.

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

Based on the results of this traffic impact study, all study intersections currently operate at acceptable LOS during both the AM and PM peak hours. Under the Projected 2023 No-Build and Build conditions, all study intersections 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 system improvements, but does recommend site access improvements based on the results of this study.

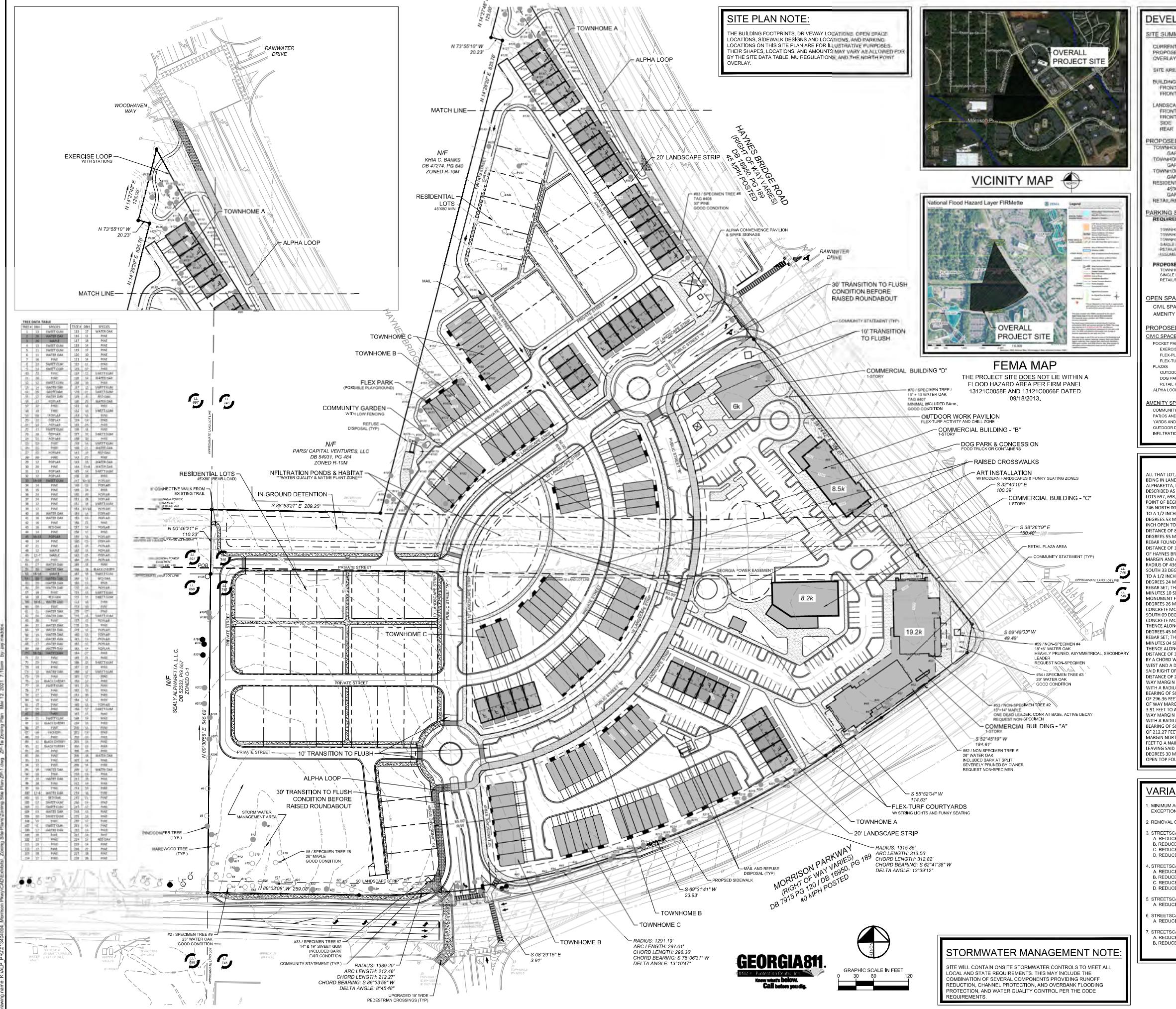
7.1 SITE-ACCESS IMPROVEMENT RECOMMENDATIONS

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

- Intersection 1 – Morrison Parkway at Lakeview Parkway/Site Driveway A
 - Install one (1) eastbound left-turn lane and one (1) westbound right-turn lane along Morrison Parkway.
 - Restripe the outside northbound left-turn lane as an exclusive through lane.
 - On the site (southbound approach), construct one (1) exclusive left-turn lane and one (1) shared through/right-turn lane, and construct one (1) ingress lane entering the site.
- Intersection 3 – Haynes Bridge Road at Rainwater Boulevard/Site Driveway B
 - Restripe the southbound outside through lane as a shared through/right-turn lane, and the northbound U-Turn lane as a shared left-turn/U-Turn lane.
 - Restripe the westbound left-turn lane as a shared through/left-turn lane.
 - On the site (eastbound approach), construct one (1) exclusive left-turn lane and one (1) shared through/right-turn lane, and construct one (1) ingress lane entering the site.

APPENDIX A

Site Plan



APPENDIX B

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Morrison Parkway @ Lakeview Parkway / Site Driveway A AM PEAK HOUR

Description	Lakeview Parkway Northbound			Site Driveway A Southbound			Morrison Parkway Eastbound			Morrison Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	106	0	2	0	0	0	0	342	115	10	664	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	5	0	0	0	0	0	0	33	5	0	36	0
Heavy Vehicle %	5%	0%	2%	0%	0%	0%	0%	10%	4%	2%	5%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2021 Volumes	159	0	3	0	0	0	0	513	173	15	996	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%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips												
2023 Background Traffic	162	0	3	0	0	0	0	523	176	15	1,016	0
Project Trips												
Trip Distribution IN		20%						20%				15%
Trip Distribution OUT				5%	30%	20%						
Residential Trips	0	4	0	3	18	12	4	0	0	0	0	3
Trip Distribution IN		15%						25%				15%
Trip Distribution OUT				10%	20%	25%						
Retail Trips	0	2	0	1	1	2	3	0	0	0	0	2
Trip Distribution IN		15%						25%				15%
Trip Distribution OUT				10%	20%	25%						
Restaurant Trips	0	15	0	9	18	23	25	0	0	0	0	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	0	13	37	37	32	0	0	0	0	20
2023 Buildout Total	162	21	3	13	37	37	32	523	176	15	1,016	20

PM PEAK HOUR

Description	Lakeview Parkway Northbound			Site Driveway A Southbound			Morrison Parkway Eastbound			Morrison Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	82	0	11	0	0	0	0	681	217	6	487	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	2	0	1	0	0	0	0	15	7	0	81	0
Heavy Vehicle %	2%	0%	9%	0%	0%	0%	0%	2%	3%	2%	17%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2021 Volumes	115	0	15	0	0	0	0	953	304	8	682	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%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips												
2023 Background Traffic	117	0	15	0	0	0	0	972	310	8	696	0
Project Trips												
Trip Distribution IN		20%						20%				15%
Trip Distribution OUT				5%	30%	20%						
Residential Trips	0	11	0	2	9	6	11	0	0	0	0	8
Trip Distribution IN		15%						25%				15%
Trip Distribution OUT				10%	20%	25%						
Retail Trips	0	1	0	1	3	3	2	0	0	0	0	1
Trip Distribution IN		15%						25%				15%
Trip Distribution OUT				10%	20%	25%						
Restaurant Trips	0	11	0	1	3	3	18	0	0	0	0	11
Pass-By Trips	0	0	0	7	0	8	7	-7	0	0	-8	8
Total Project Trips	0	23	0	11	15	20	38	-7	0	0	-8	28
2023 Buildout Total	117	23	15	11	15	20	38	965	310	8	688	28

INTERSECTION VOLUME DEVELOPMENT

**Intersection #1: Haynes Bridge Road @ Morrison Parkway / Westside Parkway
AM PEAK HOUR**

Description	Haynes Bridge Road			Haynes Bridge Road			Morrison Parkway			Westside Parkway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	246	426	36	16	506	62	32	153	136	68	365	30
Pedestrians	0			0			2			0		
Conflicting Pedestrians	2	0	0	0		2	0	0	0	0		0
Heavy Vehicles	72	9	0	2	10	1	2	9	18	2	28	1
Heavy Vehicle %	29%	2%	2%	13%	2%	2%	6%	6%	13%	3%	8%	3%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2021 Volumes	369	639	54	24	759	93	48	230	204	102	548	45
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%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips		23	8		46					15		
2023 Background Traffic	376	675	63	24	820	95	49	235	208	119	559	46
Project Trips												
Trip Distribution IN	10%	20%									5%	5%
Trip Distribution OUT				5%	20%			5%				
Residential Trips	2	4	0	3	12	0	0	3	0	0	1	1
Trip Distribution IN	5%	20%									5%	
Trip Distribution OUT				5%	20%			10%			10%	
Retail Trips	1	2	0	0	1	0	0	1	0	0	1	1
Trip Distribution IN	5%	20%									5%	
Trip Distribution OUT				5%	20%			10%			10%	
Restaurant Trips	5	20	0	5	18	0	0	9	0	0	9	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	26	0	8	31	0	0	13	0	0	11	7
2023 Buildout Total	384	701	63	32	851	95	49	248	208	119	570	53

PM PEAK HOUR

Description	Haynes Bridge Road			Haynes Bridge Road			Morrison Parkway			Westside Parkway		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	173	684	111	32	632	63	79	298	317	132	259	42
Pedestrians	0			2			3			0		
Conflicting Pedestrians	3	0	0	0	3	3	2	0	0	0		2
Heavy Vehicles	43	4	1	1	6	2	2	4	12	1	38	2
Heavy Vehicle %	25%	2%	2%	3%	2%	3%	3%	2%	4%	2%	15%	5%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2021 Volumes	242	958	155	45	885	88	111	417	444	185	363	59
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%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment												
360 Tech Village Project Trips		43	14		22					7		
2023 Background Traffic	247	1,020	172	46	925	90	113	425	453	196	370	60
Project Trips												
Trip Distribution IN	10%	20%									5%	5%
Trip Distribution OUT				5%	20%			5%				
Residential Trips	5	11	0	2	6	0	0	2	0	0	3	3
Trip Distribution IN	5%	20%									5%	
Trip Distribution OUT				5%	20%			10%			10%	
Retail Trips	0	2	0	1	3	0	0	1	0	0	1	0
Trip Distribution IN	5%	20%									5%	
Trip Distribution OUT				5%	20%			10%			10%	
Restaurant Trips	4	14	0	1	3	0	0	1	0	0	1	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	27	0	4	12	0	0	4	0	0	5	7
2023 Buildout Total	256	1,047	172	50	937	90	113	429	453	196	375	67

INTERSECTION VOLUME DEVELOPMENT

**Intersection #3: Haynes Bridge Road @ Site Driveway B / Rainwater Drive
AM PEAK HOUR**

Description	Haynes Bridge Road				Haynes Bridge Road			Site Driveway B			Rainwater Drive			
	U-Turn	Northbound	Southbound	Eastbound	Westbound	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	9	0	423	29	18	592	0	0	0	0	0	4	0	3
Pedestrians		1			0			0			0		0	
Conflicting Pedestrians	0		0		0		0	0		1		1		0
Heavy Vehicles	0		8	0	0	6	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	0%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor		0.94			0.94			0.94				0.94		
Adjustment	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Adjusted 2021 Volumes	14	0	635	44	27	888	0	0	0	0	0	6	0	5
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment														
360 Tech Village Project Trips			23			46								
2023 Background Traffic	14	0	671	45	28	952	0	0	0	0	0	6	0	5
Project Trips														
Trip Distribution IN		25%					15%						5%	
Trip Distribution OUT								15%	5%	25%				
Residential Trips	0	6	0	0	0	0	3	9	3	15	0	1	0	
Trip Distribution IN		25%					15%					5%		
Trip Distribution OUT								15%	5%	25%				
Retail Trips	0	3	0	0	0	0	2	1	0	2	0	1	0	
Trip Distribution IN		25%					15%					5%		
Trip Distribution OUT								15%	5%	25%				
Restaurant Trips	0	25	0	0	0	0	15	14	5	23	0	5	0	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	34	0	0	0	0	20	24	8	40	0	7	0	
2023 Buildout Total	14	34	671	45	28	952	20	24	8	40	6	7	5	

PM PEAK HOUR

Description	Haynes Bridge Road				Haynes Bridge Road			Site Driveway B			Rainwater Drive			
	U-Turn	Northbound	Southbound	Eastbound	Westbound	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	16	0	763	6	15	684	0	0	0	0	0	22	0	27
Pedestrians		3			0			0			0		0	
Conflicting Pedestrians	0		0		0		0	0		3		3		0
Heavy Vehicles	0	0	4	1	0	11	0	0	0	0	0	1	0	0
Heavy Vehicle %	2%	0%	2%	17%	2%	2%	0%	0%	0%	0%	0%	5%	0%	2%
Peak Hour Factor		0.89			0.89			0.89				0.89		
Adjustment	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Adjusted 2021 Volumes	22	0	1068	8	21	958	0	0	0	0	0	31	0	38
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	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
New Road Adjustment														
360 Tech Village Project Trips			43			22								
2023 Background Traffic	22	0	1,132	8	21	999	0	0	0	0	0	32	0	39
Project Trips														
Trip Distribution IN		25%				15%						5%		
Trip Distribution OUT							15%	5%	25%					
Residential Trips	0	14	0	0	0	0	8	5	2	8	0	3	0	
Trip Distribution IN		25%				15%						5%		
Trip Distribution OUT							15%	5%	25%					
Retail Trips	0	2	0	0	0	0	1	2	1	3	0	0	0	
Trip Distribution IN		25%				15%						5%		
Trip Distribution OUT							15%	5%	25%					
Restaurant Trips	0	18	0	0	0	0	11	2	1	3	0	4	0	
Pass-By Trips	0	10	-10	0	0	-15	15	10	0	15	0	0	0	
Total Project Trips	0	44	-10	0	0	-15	35	19	4	29	0	7	0	
2023 Buildout Total	22	44	1,122	8	21	984	35	19	4	29	32	7	39	

APPENDIX C

Synchro Analysis Reports

HCM 6th Signalized Intersection Summary
1: Lakeview Parkway & Morrison Parkway

Morrison Parkway Site TIA
Estimated 2021 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	513	173	15	996	159	3
Future Volume (veh/h)	513	173	15	996	159	3
Initial Q (Q _b), 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	1752	1841	1870	1826	1826	1870
Adj Flow Rate, veh/h	558	153	16	1083	173	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	4	2	5	5	2
Cap, veh/h	2837	1330	653	2957	226	106
Arrive On Green	0.85	0.85	0.85	0.85	0.07	0.00
Sat Flow, veh/h	3416	1560	739	3561	3374	1585
Grp Volume(v), veh/h	558	153	16	1083	173	0
Grp Sat Flow(s), veh/h/ln	1664	1560	739	1735	1687	1585
Q Serve(g_s), s	4.8	2.6	0.6	10.7	8.1	0.0
Cycle Q Clear(g_c), s	4.8	2.6	5.4	10.7	8.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2837	1330	653	2957	226	106
V/C Ratio(X)	0.20	0.12	0.02	0.37	0.76	0.00
Avail Cap(c_a), veh/h	2837	1330	653	2957	704	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.56	0.56	1.00	0.00
Uniform Delay (d), s/veh	2.1	1.9	2.6	2.5	73.4	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	6.4	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	1.1	0.6	0.1	2.4	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.3	2.1	2.6	2.7	79.8	0.0
LnGrp LOS	A	A	A	A	E	A
Approach Vol, veh/h	711			1099	173	
Approach Delay, s/veh	2.2			2.7	79.8	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		142.7		17.3		142.7
Change Period (Y+Rc), s		* 6.3		6.6		* 6.3
Max Green Setting (Gmax), s		* 1.1E2		33.4		* 1.1E2
Max Q Clear Time (g_c+l1), s		12.7		10.1		6.8
Green Ext Time (p_c), s		23.1		0.7		10.0
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			
Notes						

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

HCM 6th Signalized Intersection Summary
2: Haynes Bridge Road & Morrison Parkway/Westside Parkway

Morrison Parkway Site TIA
Estimated 2021 AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑	↑	↑	↑↑↑	↑
Traffic Volume (veh/h)	49	237	210	105	565	46	380	658	56	25	782	96
Future Volume (veh/h)	49	237	210	105	565	46	380	658	56	25	782	96
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1707	1856	1781	1856	1470	1870	1870	1707	1870	1870
Adj Flow Rate, veh/h	56	269	20	119	642	7	432	748	29	28	889	29
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	13	3	8	3	29	2	2	13	2	2
Cap, veh/h	134	654	275	294	743	345	469	2813	873	34	2023	628
Arrive On Green	0.04	0.19	0.19	0.07	0.22	0.22	0.17	0.55	0.55	0.03	0.53	0.53
Sat Flow, veh/h	1725	3441	1447	1767	3385	1572	2716	5106	1585	1626	5106	1585
Grp Volume(v), veh/h	56	269	20	119	642	7	432	748	29	28	889	29
Grp Sat Flow(s), veh/h/ln	1725	1721	1447	1767	1692	1572	1358	1702	1585	1626	1702	1585
Q Serve(g_s), s	4.2	11.0	1.8	8.6	29.2	0.6	25.0	12.3	1.3	2.7	17.2	1.4
Cycle Q Clear(g_c), s	4.2	11.0	1.8	8.6	29.2	0.6	25.0	12.3	1.3	2.7	17.2	1.4
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	134	654	275	294	743	345	469	2813	873	34	2023	628
V/C Ratio(X)	0.42	0.41	0.07	0.40	0.86	0.02	0.92	0.27	0.03	0.82	0.44	0.05
Avail Cap(c_a), veh/h	156	923	388	353	1077	500	523	2813	873	84	2023	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(l)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	51.6	56.9	53.2	47.8	60.1	49.0	65.1	18.9	16.4	77.4	26.9	23.2
Incr Delay (d2), s/veh	2.1	0.4	0.1	0.9	5.2	0.0	20.6	0.2	0.1	34.8	0.7	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	1.9	4.8	0.7	3.8	12.9	0.2	9.9	4.8	0.5	1.5	6.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	57.3	53.3	48.7	65.4	49.0	85.7	19.1	16.5	112.3	27.6	23.3
LnGrp LOS	D	E	D	D	E	D	F	B	B	F	C	C
Approach Vol, veh/h		345				768			1209		946	
Approach Delay, s/veh		56.5				62.6			42.8		30.0	
Approach LOS		E				E			D		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	10.1	94.7	13.0	42.2	34.8	70.0	17.6	37.5				
Change Period (Y+R _c), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1				
Max Green Setting (Gmax), s	* 8.3	65.4	7.7	50.9	30.8	42.4	16.0	42.9				
Max Q Clear Time (g_c+l1), s	4.7	14.3	6.2	31.2	27.0	19.2	10.6	13.0				
Green Ext Time (p_c), s	0.0	5.5	0.0	3.9	0.6	6.0	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			45.2									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM Signalized Intersection Capacity Analysis
3: Haynes Bridge Road & Rainwater Boulevard

Morrison Parkway Site TIA
Estimated 2021 AM Peak



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↔	↑↑↑		↑	↑↑↑
Traffic Volume (vph)	6	5	14	635	44	27	888
Future Volume (vph)	6	5	14	635	44	27	888
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5036		1770	5085
Flt Permitted	0.95	1.00	0.29	1.00		0.33	1.00
Satd. Flow (perm)	1770	1583	541	5036		612	5085
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	5	15	676	47	29	945
RTOR Reduction (vph)	0	5	0	6	0	0	0
Lane Group Flow (vph)	6	0	15	717	0	29	945
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	1.2	1.2	58.0	58.0		66.5	66.5
Effective Green, g (s)	1.2	1.2	58.0	58.0		66.5	66.5
Actuated g/C Ratio	0.01	0.01	0.72	0.72		0.83	0.83
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	26	23	392	3651		537	4226
v/s Ratio Prot	c0.00			0.14		0.00	c0.19
v/s Ratio Perm		0.00	0.03			0.04	
v/c Ratio	0.23	0.00	0.04	0.20		0.05	0.22
Uniform Delay, d1	38.9	38.8	3.1	3.5		1.4	1.4
Progression Factor	1.00	1.00	0.54	0.51		1.00	1.00
Incremental Delay, d2	3.3	0.0	0.2	0.1		0.0	0.1
Delay (s)	42.2	38.9	1.8	1.9		1.4	1.5
Level of Service	D	D	A	A		A	A
Approach Delay (s)	40.7			1.9			1.5
Approach LOS	D			A		A	
Intersection Summary							
HCM 2000 Control Delay			1.9		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.26				
Actuated Cycle Length (s)			80.0		Sum of lost time (s)		21.8
Intersection Capacity Utilization			36.9%		ICU Level of Service		A
Analysis Period (min)			15				

c. Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Lakeview Parkway & Morrison Parkway

Morrison Parkway Site TIA
Estimated 2021 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	953	304	8	682	115	15
Future Volume (veh/h)	953	304	8	682	115	15
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No		No	No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1648	1870	1767
Adj Flow Rate, veh/h	1059	306	9	758	128	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	17	2	9
Cap, veh/h	3102	1373	369	2733	177	77
Arrive On Green	0.87	0.87	0.87	0.87	0.05	0.00
Sat Flow, veh/h	3647	1572	398	3214	3456	1497
Grp Volume(v), veh/h	1059	306	9	758	128	0
Grp Sat Flow(s), veh/h/ln	1777	1572	398	1566	1728	1497
Q Serve(g_s), s	9.2	5.2	0.7	6.9	6.2	0.0
Cycle Q Clear(g_c), s	9.2	5.2	9.9	6.9	6.2	0.0
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	3102	1373	369	2733	177	77
V/C Ratio(X)	0.34	0.22	0.02	0.28	0.72	0.00
Avail Cap(c_a), veh/h	3102	1373	369	2733	882	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.79	0.79	1.00	0.00
Uniform Delay (d), s/veh	2.0	1.7	2.8	1.8	79.5	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.2	6.6	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	2.0	1.1	0.1	1.3	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.3	2.1	2.9	2.0	86.1	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1365			767	128	
Approach Delay, s/veh	2.2			2.0	86.1	
Approach LOS	A			A	F	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	154.7		15.3		154.7	
Change Period (Y+Rc), s	* 6.3		6.6		* 6.3	
Max Green Setting (Gmax), s	* 1.1E2		43.4		* 1.1E2	
Max Q Clear Time (g_c+l1), s	11.9		8.2		11.2	
Green Ext Time (p_c), s	13.1		0.5		29.0	
Intersection Summary						
HCM 6th Ctrl Delay		6.9				
HCM 6th LOS		A				
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
2: Haynes Bridge Road & Morrison Parkway/Westside Parkway

Morrison Parkway Site TIA
Estimated 2021 PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑	↑	↑	↑↑↑	↑
Traffic Volume (veh/h)	111	417	444	185	363	59	242	958	155	45	885	88
Future Volume (veh/h)	111	417	444	185	363	59	242	958	155	45	885	88
Initial Q (Q _b), 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	1856	1870	1841	1870	1678	1826	1530	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	122	458	233	203	399	10	266	1053	77	49	973	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	4	2	15	5	25	2	2	3	2	3
Cap, veh/h	253	616	270	265	666	323	301	2728	847	62	2349	723
Arrive On Green	0.07	0.17	0.17	0.11	0.21	0.21	0.11	0.53	0.53	0.07	0.92	0.92
Sat Flow, veh/h	1767	3554	1560	1781	3188	1547	2826	5106	1585	1767	5106	1572
Grp Volume(v), veh/h	122	458	233	203	399	10	266	1053	77	49	973	30
Grp Sat Flow(s), veh/h/ln	1767	1777	1560	1781	1594	1547	1413	1702	1585	1767	1702	1572
Q Serve(g_s), s	10.1	22.0	26.1	16.5	20.4	0.9	16.7	21.8	4.3	4.9	4.4	0.3
Cycle Q Clear(g_c), s	10.1	22.0	26.1	16.5	20.4	0.9	16.7	21.8	4.3	4.9	4.4	0.3
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	253	616	270	265	666	323	301	2728	847	62	2349	723
V/C Ratio(X)	0.48	0.74	0.86	0.76	0.60	0.03	0.88	0.39	0.09	0.79	0.41	0.04
Avail Cap(c_a), veh/h	297	847	372	365	972	472	389	2728	847	81	2349	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	56.3	70.6	72.3	53.8	64.4	56.7	79.3	24.6	20.5	83.0	4.1	3.9
Incr Delay (d2), s/veh	1.4	2.2	13.4	6.3	0.9	0.0	17.2	0.4	0.2	30.0	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.6	10.1	11.3	7.8	8.3	0.4	6.8	8.8	1.6	2.7	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	72.8	85.7	60.1	65.2	56.7	96.5	25.0	20.7	113.0	4.6	4.0
LnGrp LOS	E	E	F	E	E	E	F	C	C	F	A	A
Approach Vol, veh/h		813			612			1396		1052		
Approach Delay, s/veh		74.2			63.4			38.4		9.6		
Approach LOS		E			E			D		A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	13.0	102.8	19.5	44.7	26.4	89.4	25.9	38.3				
Change Period (Y+R _c), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1				
Max Green Setting (Gmax), s	* 8.3	72.4	16.7	54.9	24.8	55.4	29.0	42.9				
Max Q Clear Time (g_c+l1), s	6.9	23.8	12.1	22.4	18.7	6.4	18.5	28.1				
Green Ext Time (p_c), s	0.0	8.8	0.1	2.6	0.5	7.7	0.4	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			42.1									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

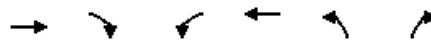
HCM Signalized Intersection Capacity Analysis
3: Haynes Bridge Road & Rainwater Boulevard

Morrison Parkway Site TIA
Estimated 2021 PM Peak

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↑ ↗	↑ ↗	↗ ↘	↑↑↑		↑ ↗	↑↑↑
Traffic Volume (vph)	32	39	22	1132	8	21	999
Future Volume (vph)	32	39	22	1132	8	21	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	1.00		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1719	1583	1770	5075		1770	5085
Flt Permitted	0.95	1.00	0.24	1.00		0.18	1.00
Satd. Flow (perm)	1719	1583	450	5075		330	5085
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	44	25	1272	9	24	1122
RTOR Reduction (vph)	0	41	0	1	0	0	0
Lane Group Flow (vph)	36	3	25	1280	0	24	1122
Heavy Vehicles (%)	5%	2%	2%	2%	17%	2%	2%
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	5.9	5.9	63.3	63.3		71.8	71.8
Effective Green, g (s)	5.9	5.9	63.3	63.3		71.8	71.8
Actuated g/C Ratio	0.07	0.07	0.70	0.70		0.80	0.80
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	112	103	316	3569		295	4056
v/s Ratio Prot	c0.02			c0.25		0.00	c0.22
v/s Ratio Perm		0.00	0.06			0.06	
v/c Ratio	0.32	0.03	0.08	0.36		0.08	0.28
Uniform Delay, d1	40.1	39.4	4.2	5.3		2.4	2.4
Progression Factor	1.00	1.00	2.00	2.63		1.00	1.00
Incremental Delay, d2	1.2	0.1	0.5	0.3		0.0	0.2
Delay (s)	41.4	39.4	8.8	14.2		2.4	2.5
Level of Service	D	D	A	B		A	A
Approach Delay (s)	40.3			14.1			2.5
Approach LOS	D			B			A
Intersection Summary							
HCM 2000 Control Delay			9.7	HCM 2000 Level of Service		A	
HCM 2000 Volume to Capacity ratio			0.38				
Actuated Cycle Length (s)			90.0	Sum of lost time (s)		21.8	
Intersection Capacity Utilization			36.5%	ICU Level of Service		A	
Analysis Period (min)			15				
c Critical Lane Group							

HCM 6th Signalized Intersection Summary
1: Lakeview Parkway & Morrison Parkway

Morrison Parkway Site TIA
Projected 2023 No-Build AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↖	↗	↑↗	↖↗	↖
Traffic Volume (veh/h)	523	176	15	1016	162	3
Future Volume (veh/h)	523	176	15	1016	162	3
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1841	1870	1826	1826	1870
Adj Flow Rate, veh/h	568	156	16	1104	176	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	4	2	5	5	2
Cap, veh/h	2834	1328	644	2954	229	108
Arrive On Green	0.85	0.85	0.85	0.85	0.07	0.00
Sat Flow, veh/h	3416	1560	730	3561	3374	1585
Grp Volume(v), veh/h	568	156	16	1104	176	0
Grp Sat Flow(s),veh/h/ln	1664	1560	730	1735	1687	1585
Q Serve(g_s), s	4.9	2.6	0.6	11.1	8.2	0.0
Cycle Q Clear(g_c), s	4.9	2.6	5.5	11.1	8.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2834	1328	644	2954	229	108
V/C Ratio(X)	0.20	0.12	0.02	0.37	0.77	0.00
Avail Cap(c_a), veh/h	2834	1328	644	2954	704	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.56	0.56	1.00	0.00
Uniform Delay (d), s/veh	2.1	2.0	2.6	2.6	73.3	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.2	6.4	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	1.1	0.6	0.1	2.5	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.1	2.7	2.8	79.7	0.0
LnGrp LOS	A	A	A	A	E	A
Approach Vol, veh/h	724			1120	176	
Approach Delay, s/veh	2.3			2.8	79.7	
Approach LOS	A			A	E	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	142.5			17.5		142.5
Change Period (Y+Rc), s	* 6.3			6.6		* 6.3
Max Green Setting (Gmax), s	* 1.1E2			33.4		* 1.1E2
Max Q Clear Time (g_c+l1), s	13.1			10.2		6.9
Green Ext Time (p_c), s	23.9			0.7		10.3
Intersection Summary						
HCM 6th Ctrl Delay				9.3		
HCM 6th LOS				A		
Notes						

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

HCM 6th Signalized Intersection Summary
2: Haynes Bridge Road & Morrison Parkway/Westside Parkway

Morrison Parkway Site TIA
Projected 2023 No-Build AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑↑	↑	↑	↑↑↑	↑
Traffic Volume (veh/h)	49	235	208	119	559	46	376	675	63	24	820	95
Future Volume (veh/h)	49	235	208	119	559	46	376	675	63	24	820	95
Initial Q (Q _b), 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	
Adj Sat Flow, veh/h/ln	1811	1811	1707	1856	1781	1856	1470	1870	1870	1707	1870	1870
Adj Flow Rate, veh/h	56	267	18	135	635	7	427	767	32	27	932	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	13	3	8	3	29	2	2	13	2	2
Cap, veh/h	140	632	266	301	736	342	465	2767	859	47	2025	629
Arrive On Green	0.04	0.18	0.18	0.07	0.22	0.22	0.17	0.54	0.54	0.03	0.40	0.40
Sat Flow, veh/h	1725	3441	1447	1767	3385	1572	2716	5106	1585	1626	5106	1585
Grp Volume(v), veh/h	56	267	18	135	635	7	427	767	32	27	932	30
Grp Sat Flow(s),veh/h/ln	1725	1721	1447	1767	1692	1572	1358	1702	1585	1626	1702	1585
Q Serve(g_s), s	4.2	11.0	1.6	9.8	28.9	0.6	24.7	13.0	1.5	2.6	21.6	1.9
Cycle Q Clear(g_c), s	4.2	11.0	1.6	9.8	28.9	0.6	24.7	13.0	1.5	2.6	21.6	1.9
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	140	632	266	301	736	342	465	2767	859	47	2025	629
V/C Ratio(X)	0.40	0.42	0.07	0.45	0.86	0.02	0.92	0.28	0.04	0.57	0.46	0.05
Avail Cap(c_a), veh/h	156	923	388	347	1077	500	523	2767	859	84	2025	629
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(l)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	51.9	57.8	54.0	47.9	60.3	49.2	65.2	19.8	17.1	76.7	35.6	29.7
Incr Delay (d2), s/veh	1.8	0.4	0.1	1.0	5.1	0.0	20.1	0.2	0.1	10.4	0.7	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	1.9	4.8	0.6	4.4	12.7	0.2	9.7	5.1	0.6	1.2	9.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	58.2	54.1	48.9	65.4	49.2	85.4	20.0	17.2	87.2	36.4	29.8
LnGrp LOS	D	E	D	D	E	D	F	C	B	F	D	C
Approach Vol, veh/h		341			777			1226			989	
Approach Delay, s/veh		57.3			62.4			42.7			37.6	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	93.3	13.5	41.9	34.6	70.1	18.9	36.5				
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1				
Max Green Setting (Gmax), s	* 8.3	65.4	7.7	50.9	30.8	42.4	16.0	42.9				
Max Q Clear Time (g_c+l1), s	4.6	15.0	6.2	30.9	26.7	23.6	11.8	13.0				
Green Ext Time (p_c), s	0.0	5.7	0.0	3.9	0.6	5.9	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			47.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM Signalized Intersection Capacity Analysis
3: Haynes Bridge Road & Rainwater Boulevard

Morrison Parkway Site TIA

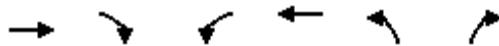


Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↔	↑↑↑		↑	↑↑↑
Traffic Volume (vph)	6	5	14	671	45	28	952
Future Volume (vph)	6	5	14	671	45	28	952
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5037		1770	5085
Flt Permitted	0.95	1.00	0.27	1.00		0.32	1.00
Satd. Flow (perm)	1770	1583	504	5037		588	5085
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	5	15	714	48	30	1013
RTOR Reduction (vph)	0	5	0	6	0	0	0
Lane Group Flow (vph)	6	0	15	757	0	30	1013
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	1.2	1.2	58.0	58.0		66.5	66.5
Effective Green, g (s)	1.2	1.2	58.0	58.0		66.5	66.5
Actuated g/C Ratio	0.01	0.01	0.72	0.72		0.83	0.83
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	26	23	365	3651		518	4226
v/s Ratio Prot	c0.00			0.15		0.00	c0.20
v/s Ratio Perm		0.00	0.03			0.05	
v/c Ratio	0.23	0.00	0.04	0.21		0.06	0.24
Uniform Delay, d1	38.9	38.8	3.1	3.6		1.4	1.4
Progression Factor	1.00	1.00	0.54	0.51		1.00	1.00
Incremental Delay, d2	3.3	0.0	0.2	0.1		0.0	0.1
Delay (s)	42.2	38.9	1.9	1.9		1.5	1.6
Level of Service	D	D	A	A		A	A
Approach Delay (s)	40.7			1.9			1.6
Approach LOS	D			A		A	
Intersection Summary							
HCM 2000 Control Delay			1.9		HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.28				
Actuated Cycle Length (s)			80.0		Sum of lost time (s)		21.8
Intersection Capacity Utilization			37.7%		ICU Level of Service		A
Analysis Period (min)			15				

c. Critical Lane Group

HCM 6th Signalized Intersection Summary
1: Lakeview Parkway & Morrison Parkway

Morrison Parkway Site TIA
Estimated 2021 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖↗	↗
Traffic Volume (veh/h)	982	313	8	703	118	15
Future Volume (veh/h)	982	313	8	703	118	15
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No		No	No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1648	1870	1767
Adj Flow Rate, veh/h	1091	316	9	781	131	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	17	2	9
Cap, veh/h	3099	1371	354	2730	180	78
Arrive On Green	0.87	0.87	0.87	0.87	0.05	0.00
Sat Flow, veh/h	3647	1572	383	3214	3456	1497
Grp Volume(v), veh/h	1091	316	9	781	131	0
Grp Sat Flow(s), veh/h/ln	1777	1572	383	1566	1728	1497
Q Serve(g_s), s	9.6	5.5	0.8	7.2	6.3	0.0
Cycle Q Clear(g_c), s	9.6	5.5	10.4	7.2	6.3	0.0
Prop In Lane	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	3099	1371	354	2730	180	78
V/C Ratio(X)	0.35	0.23	0.03	0.29	0.73	0.00
Avail Cap(c_a), veh/h	3099	1371	354	2730	882	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.80	0.80	1.00	0.00
Uniform Delay (d), s/veh	2.0	1.7	3.0	1.9	79.4	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.1	0.2	6.6	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	2.1	1.1	0.1	1.4	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.3	2.1	3.1	2.1	86.0	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1407			790	131	
Approach Delay, s/veh	2.3			2.1	86.0	
Approach LOS	A			A	F	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+R _c), s	154.5		15.5		154.5	
Change Period (Y+R _c), s	* 6.3		6.6		* 6.3	
Max Green Setting (Gmax), s	* 1.1E2		43.4		* 1.1E2	
Max Q Clear Time (g_c+l1), s	12.4		8.3		11.6	
Green Ext Time (p_c), s	13.7		0.5		30.8	
Intersection Summary						
HCM 6th Ctrl Delay		6.9				
HCM 6th LOS		A				
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
2: Haynes Bridge Road & Morrison Parkway/Westside Parkway

Morrison Parkway Site TIA
Estimated 2021 PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑	↑	↑	↑↑↑	↑
Traffic Volume (veh/h)	114	430	457	191	374	61	249	987	160	46	912	91
Future Volume (veh/h)	114	430	457	191	374	61	249	987	160	46	912	91
Initial Q (Q _b), 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	1856	1870	1841	1870	1678	1826	1530	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	125	473	247	210	411	12	274	1085	83	51	1002	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	4	2	15	5	25	2	2	3	2	3
Cap, veh/h	260	647	284	272	698	339	309	2667	828	64	2281	702
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.11	0.52	0.52	0.07	0.89	0.89
Sat Flow, veh/h	1767	3554	1560	1781	3188	1547	2826	5106	1585	1767	5106	1572
Grp Volume(v), veh/h	125	473	247	210	411	12	274	1085	83	51	1002	33
Grp Sat Flow(s), veh/h/ln	1767	1777	1560	1781	1594	1547	1413	1702	1585	1767	1702	1572
Q Serve(g_s), s	10.3	22.6	27.7	16.9	20.8	1.1	17.2	23.2	4.8	5.1	6.2	0.4
Cycle Q Clear(g_c), s	10.3	22.6	27.7	16.9	20.8	1.1	17.2	23.2	4.8	5.1	6.2	0.4
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	260	647	284	272	698	339	309	2667	828	64	2281	702
V/C Ratio(X)	0.48	0.73	0.87	0.77	0.59	0.04	0.89	0.41	0.10	0.79	0.44	0.05
Avail Cap(c_a), veh/h	303	847	372	368	972	472	389	2667	828	81	2281	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	55.0	69.5	71.5	52.5	63.0	55.3	79.1	26.1	21.7	82.8	5.6	5.3
Incr Delay (d2), s/veh	1.3	2.2	15.0	6.8	0.8	0.0	18.1	0.5	0.2	32.0	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.6	10.4	12.1	8.0	8.5	0.4	7.0	9.4	1.8	2.8	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	71.6	86.6	59.4	63.8	55.4	97.2	26.6	21.9	114.8	6.2	5.5
LnGrp LOS	E	E	F	E	E	E	F	C	C	F	A	A
Approach Vol, veh/h		845			633			1442			1086	
Approach Delay, s/veh		73.7			62.2			39.7			11.3	
Approach LOS		E			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	13.3	100.6	19.6	46.5	26.9	87.0	26.3	39.9				
Change Period (Y+R _c), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1				
Max Green Setting (Gmax), s	* 8.3	72.4	16.7	54.9	24.8	55.4	29.0	42.9				
Max Q Clear Time (g_c+l1), s	7.1	25.2	12.3	22.8	19.2	8.2	18.9	29.7				
Green Ext Time (p_c), s	0.0	9.2	0.1	2.7	0.4	8.0	0.4	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			42.7									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM Signalized Intersection Capacity Analysis
3: Haynes Bridge Road & Rainwater Boulevard

Morrison Parkway Site TIA
Projected 2023 No-Build PM Peak



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↔	↑↑↑		↑	↑↑↑
Traffic Volume (vph)	32	39	22	1132	8	21	999
Future Volume (vph)	32	39	22	1132	8	21	999
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Lane Util. Factor	1.00	1.00	1.00	0.91		1.00	0.91
Frt	1.00	0.85	1.00	1.00		1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1719	1583	1770	5075		1770	5085
Flt Permitted	0.95	1.00	0.24	1.00		0.18	1.00
Satd. Flow (perm)	1719	1583	450	5075		330	5085
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	44	25	1272	9	24	1122
RTOR Reduction (vph)	0	41	0	1	0	0	0
Lane Group Flow (vph)	36	3	25	1280	0	24	1122
Heavy Vehicles (%)	5%	2%	2%	2%	17%	2%	2%
Turn Type	Prot	Perm	Perm	NA		pm+pt	NA
Protected Phases	8			6		5	2
Permitted Phases		8	6			2	
Actuated Green, G (s)	5.9	5.9	63.3	63.3		71.8	71.8
Effective Green, g (s)	5.9	5.9	63.3	63.3		71.8	71.8
Actuated g/C Ratio	0.07	0.07	0.70	0.70		0.80	0.80
Clearance Time (s)	5.7	5.7	6.6	6.6		6.5	6.6
Vehicle Extension (s)	2.5	2.5	5.0	5.0		2.0	5.0
Lane Grp Cap (vph)	112	103	316	3569		295	4056
v/s Ratio Prot	c0.02			c0.25		0.00	c0.22
v/s Ratio Perm		0.00	0.06			0.06	
v/c Ratio	0.32	0.03	0.08	0.36		0.08	0.28
Uniform Delay, d1	40.1	39.4	4.2	5.3		2.4	2.4
Progression Factor	1.00	1.00	1.99	2.89		1.00	1.00
Incremental Delay, d2	1.2	0.1	0.4	0.3		0.0	0.2
Delay (s)	41.4	39.4	8.8	15.6		2.4	2.5
Level of Service	D	D	A	B		A	A
Approach Delay (s)	40.3			15.4			2.5
Approach LOS	D			B			A
Intersection Summary							
HCM 2000 Control Delay				10.4	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio				0.38			
Actuated Cycle Length (s)				90.0	Sum of lost time (s)		21.8
Intersection Capacity Utilization				36.5%	ICU Level of Service		A
Analysis Period (min)				15			
Critical Lane Group							

HCM 6th Signalized Intersection Summary
1: Lakeview Parkway/Site Driveway A & Morrison Parkway

Morrison Parkway Site TIA
Projected 2023 Build AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	32	523	176	15	1016	20	162	21	3	13	37	37
Future Volume (veh/h)	32	523	176	15	1016	20	162	21	3	13	37	37
Initial Q (Q _b), 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	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	1752	1841	1870	1826	1870	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	568	156	16	1104	22	176	23	0	14	40	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	10	4	2	5	2	5	2	2	2	2	2
Cap, veh/h	351	2446	1146	541	2549	1165	208	345	292	128	51	51
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.08	0.18	0.00	0.06	0.06	0.06
Sat Flow, veh/h	500	3328	1560	730	3469	1585	1739	1870	1585	1388	858	858
Grp Volume(v), veh/h	35	568	156	16	1104	22	176	23	0	14	0	80
Grp Sat Flow(s),veh/h/ln	500	1664	1560	730	1735	1585	1739	1870	1585	1388	0	1716
Q Serve(g_s), s	4.7	8.7	4.7	1.1	19.8	0.6	13.4	1.6	0.0	1.5	0.0	7.4
Cycle Q Clear(g_c), s	24.5	8.7	4.7	9.9	19.8	0.6	13.4	1.6	0.0	1.5	0.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	351	2446	1146	541	2549	1165	208	345	292	128	0	102
V/C Ratio(X)	0.10	0.23	0.14	0.03	0.43	0.02	0.85	0.07	0.00	0.11	0.00	0.78
Avail Cap(c_a), veh/h	351	2446	1146	541	2549	1165	208	390	331	164	0	147
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(l)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	6.8	6.2	8.4	8.2	5.7	64.8	53.9	0.0	71.5	0.0	74.2
Incr Delay (d2), s/veh	0.6	0.2	0.2	0.1	0.3	0.0	26.5	0.1	0.0	0.8	0.0	25.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.0	1.6	0.2	6.9	0.2	2.4	0.8	0.0	0.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	7.0	6.5	8.4	8.6	5.7	91.3	54.0	0.0	72.3	0.0	99.9
LnGrp LOS	B	A	A	A	A	A	F	D	A	E	A	F
Approach Vol, veh/h	759			1142			199			94		
Approach Delay, s/veh	7.2			8.5			87.0			95.8		
Approach LOS	A			A			F			F		
Timer - Assigned Phs	2		4		6		7		8			
Phs Duration (G+Y+Rc), s	123.9		36.1		123.9		20.0		16.1			
Change Period (Y+Rc), s	* 6.3		6.6		* 6.3		6.6		* 6.6			
Max Green Setting (Gmax), s	* 1.1E2		33.4		* 1.1E2		13.4		* 14			
Max Q Clear Time (g_c+l1), s	21.8		3.6		26.5		15.4		9.4			
Green Ext Time (p_c), s	25.0		0.1		11.7		0.0		0.2			
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
2: Haynes Bridge Road & Morrison Parkway/Westside Parkway

Morrison Parkway Site TIA
Projected 2023 Build AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑↑	↑	↑	↑↑↑	↑
Traffic Volume (veh/h)	49	248	208	119	570	53	384	701	63	32	851	95
Future Volume (veh/h)	49	248	208	119	570	53	384	701	63	32	851	95
Initial Q (Q _b), 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	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	
Adj Sat Flow, veh/h/ln	1811	1811	1707	1856	1781	1856	1470	1870	1870	1707	1870	1870
Adj Flow Rate, veh/h	56	282	18	135	648	15	436	797	32	36	967	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	13	3	8	3	29	2	2	13	2	2
Cap, veh/h	135	639	269	297	752	349	473	2765	858	45	2002	621
Arrive On Green	0.04	0.19	0.19	0.07	0.22	0.22	0.17	0.54	0.54	0.03	0.39	0.39
Sat Flow, veh/h	1725	3441	1447	1767	3385	1572	2716	5106	1585	1626	5106	1585
Grp Volume(v), veh/h	56	282	18	135	648	15	436	797	32	36	967	30
Grp Sat Flow(s),veh/h/ln	1725	1721	1447	1767	1692	1572	1358	1702	1585	1626	1702	1585
Q Serve(g_s), s	4.2	11.6	1.6	9.7	29.5	1.2	25.3	13.6	1.5	3.5	22.7	1.9
Cycle Q Clear(g_c), s	4.2	11.6	1.6	9.7	29.5	1.2	25.3	13.6	1.5	3.5	22.7	1.9
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	135	639	269	297	752	349	473	2765	858	45	2002	621
V/C Ratio(X)	0.42	0.44	0.07	0.46	0.86	0.04	0.92	0.29	0.04	0.80	0.48	0.05
Avail Cap(c_a), veh/h	156	923	388	343	1077	500	523	2765	858	84	2002	621
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(l)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	52.0	57.8	53.7	47.4	59.9	48.9	65.0	19.9	17.2	77.4	36.5	30.1
Incr Delay (d2), s/veh	2.0	0.5	0.1	1.1	5.2	0.0	20.9	0.3	0.1	26.3	0.8	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	1.9	5.1	0.6	4.4	13.0	0.5	10.0	5.4	0.6	1.8	9.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	58.2	53.8	48.5	65.0	48.9	85.9	20.2	17.2	103.7	37.3	30.3
LnGrp LOS	D	E	D	D	E	D	F	C	B	F	D	C
Approach Vol, veh/h		356			798			1265			1033	
Approach Delay, s/veh		57.4			61.9			42.8			39.4	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	93.3	13.0	42.7	35.0	69.3	18.8	36.8				
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1				
Max Green Setting (Gmax), s	* 8.3	65.4	7.7	50.9	30.8	42.4	16.0	42.9				
Max Q Clear Time (g_c+l1), s	5.5	15.6	6.2	31.5	27.3	24.7	11.7	13.6				
Green Ext Time (p_c), s	0.0	6.0	0.0	4.1	0.6	6.0	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			47.7									
HCM 6th LOS			D									
Notes												

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

HCM 6th Signalized Intersection Summary
3: Haynes Bridge Road & Site Driveway B/Rainwater Boulevard

Morrison Parkway Site TIA
Projected 2023 Build AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙												
Traffic Volume (veh/h)	24	8	40	6	7	5	14	34	671	45	28	952	20
Future Volume (veh/h)	24	8	40	6	7	5	14	34	671	45	28	952	20
Initial Q (Q _b), veh	0	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	1.00
Work Zone On Approach	No			No			No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	9	43	6	7	5	36	714	48	30	1013	21	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	43	207	158	161	244	414	2899	194	491	3565	74	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.59	0.59	0.59	0.02	0.69	0.69	
Sat Flow, veh/h	1402	282	1346	598	1044	1585	546	4889	327	1781	5149	107	
Grp Volume(v), veh/h	26	0	52	13	0	5	36	496	266	30	670	364	
Grp Sat Flow(s),veh/h/ln	1402	0	1628	1642	0	1585	546	1702	1812	1781	1702	1851	
Q Serve(g_s), s	1.3	0.0	2.2	0.0	0.0	0.2	2.3	5.6	5.6	0.5	6.0	6.0	
Cycle Q Clear(g_c), s	1.8	0.0	2.2	0.5	0.0	0.2	2.3	5.6	5.6	0.5	6.0	6.0	
Prop In Lane	1.00		0.83	0.46		1.00		1.00		0.18	1.00		0.06
Lane Grp Cap(c), veh/h	297	0	250	318	0	244	414	2019	1074	491	2357	1282	
V/C Ratio(X)	0.09	0.00	0.21	0.04	0.00	0.02	0.09	0.25	0.25	0.06	0.28	0.28	
Avail Cap(c_a), veh/h	345	0	305	318	0	244	414	2019	1074	603	2357	1282	
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.6	0.0	29.6	28.8	0.0	28.7	7.1	7.8	7.8	5.8	4.7	4.7	
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.2	0.4	0.3	0.5	0.0	0.3	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.9	0.2	0.0	0.1	0.3	1.7	1.9	0.1	1.5	1.7	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	29.6	0.0	29.7	29.1	0.0	28.9	7.5	8.0	8.3	5.8	5.0	5.3	
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A	
Approach Vol, veh/h	78				18			798			1064		
Approach Delay, s/veh	29.7				29.0			8.1			5.1		
Approach LOS	C				C			A			A		
Timer - Assigned Phs	2		4	5	6	8							
Phs Duration (G+Y+Rc), s	62.0		18.0	8.0	54.0	18.0							
Change Period (Y+Rc), s	* 6.6		* 5.7	6.5	* 6.6	* 5.7							
Max Green Setting (Gmax), s	* 55		* 15	6.5	* 42	* 12							
Max Q Clear Time (g_c+l1), s	8.0		4.2	2.5	7.6	2.5							
Green Ext Time (p_c), s	16.3		0.0	0.0	10.9	0.0							
Intersection Summary													
HCM 6th Ctrl Delay			7.5										
HCM 6th LOS			A										
Notes													
User approved ignoring U-Turning movement.													
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.													

HCM 6th Signalized Intersection Summary
1: Lakeview Parkway/Site Driveway B & Morrison Parkway

Morrison Parkway Site TIA
Projected 2023 Build PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	38	965	310	8	688	28	117	23	15	11	15	20
Future Volume (veh/h)	38	965	310	8	688	28	117	23	15	11	15	20
Initial Q (Q _b), 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	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1648	1870	1870	1870	1767	1870	1870	1870
Adj Flow Rate, veh/h	42	1072	312	9	764	31	130	26	0	12	17	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	3	2	17	2	2	2	9	2	2	2
Cap, veh/h	500	2668	1180	294	2351	1190	246	324	260	138	51	66
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75	0.08	0.17	0.00	0.07	0.07	0.07
Sat Flow, veh/h	683	3554	1572	391	3131	1585	1781	1870	1497	1385	740	958
Grp Volume(v), veh/h	42	1072	312	9	764	31	130	26	0	12	0	39
Grp Sat Flow(s),veh/h/ln	683	1777	1572	391	1566	1585	1781	1870	1497	1385	0	1698
Q Serve(g_s), s	3.7	18.3	10.5	1.4	13.7	0.8	11.3	2.0	0.0	1.4	0.0	3.7
Cycle Q Clear(g_c), s	17.4	18.3	10.5	19.7	13.7	0.8	11.3	2.0	0.0	1.4	0.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	500	2668	1180	294	2351	1190	246	324	260	138	0	117
V/C Ratio(X)	0.08	0.40	0.26	0.03	0.33	0.03	0.53	0.08	0.00	0.09	0.00	0.33
Avail Cap(c_a), veh/h	500	2668	1180	294	2351	1190	269	477	382	235	0	237
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(l)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	7.6	6.6	11.1	7.0	5.4	65.0	58.9	0.0	74.4	0.0	75.5
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.2	0.3	0.0	1.8	0.1	0.0	0.6	0.0	3.5
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	0.6	6.6	3.6	0.1	4.4	0.3	5.3	1.0	0.0	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	8.0	7.1	11.2	7.3	5.4	66.8	59.0	0.0	74.9	0.0	79.0
LnGrp LOS	B	A	A	B	A	A	E	E	A	E	A	E
Approach Vol, veh/h	1426				804			156			51	
Approach Delay, s/veh	7.9				7.3			65.5			78.0	
Approach LOS	A				A			E			E	
Timer - Assigned Phs	2		4		6		7	8				
Phs Duration (G+Y+Rc), s	133.9		36.1		133.9		17.8	18.3				
Change Period (Y+Rc), s	* 6.3		6.6		* 6.3		4.5	* 6.6				
Max Green Setting (Gmax), s	* 1.1E2		43.4		* 1.1E2		15.5	* 24				
Max Q Clear Time (g_c+l1), s	21.7		4.0		20.3		13.3	5.7				
Green Ext Time (p_c), s	14.1		0.1		32.1		0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									
Notes												

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

HCM 6th Signalized Intersection Summary
2: Haynes Bridge Road & Morrison Parkway/Westside Parkway

Morrison Parkway Site TIA
Projected 2023 Build PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑↑	↑↑↑	↑	↑	↑↑↑	↑
Traffic Volume (veh/h)	113	429	453	196	375	67	256	1047	172	50	937	90
Future Volume (veh/h)	113	429	453	196	375	67	256	1047	172	50	937	90
Initial Q (Q _b), 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	
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1678	1826	1530	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	124	471	243	215	412	19	281	1151	96	55	1030	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2	4	2	15	5	25	2	2	3	2	3
Cap, veh/h	259	640	281	275	700	340	315	2650	823	69	2267	698
Arrive On Green	0.07	0.18	0.18	0.11	0.22	0.22	0.11	0.52	0.52	0.04	0.44	0.44
Sat Flow, veh/h	1767	3554	1560	1781	3188	1547	2826	5106	1585	1767	5106	1572
Grp Volume(v), veh/h	124	471	243	215	412	19	281	1151	96	55	1030	32
Grp Sat Flow(s), veh/h/ln	1767	1777	1560	1781	1594	1547	1413	1702	1585	1767	1702	1572
Q Serve(g_s), s	10.2	22.5	27.2	17.3	20.9	1.7	17.7	25.2	5.6	5.6	25.3	2.1
Cycle Q Clear(g_c), s	10.2	22.5	27.2	17.3	20.9	1.7	17.7	25.2	5.6	5.6	25.3	2.1
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	259	640	281	275	700	340	315	2650	823	69	2267	698
V/C Ratio(X)	0.48	0.74	0.86	0.78	0.59	0.06	0.89	0.43	0.12	0.79	0.45	0.05
Avail Cap(c_a), veh/h	302	847	372	367	972	472	389	2650	823	81	2267	698
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(l)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.3	69.7	71.7	52.4	63.0	55.5	78.9	26.9	22.2	85.7	34.9	28.4
Incr Delay (d2), s/veh	1.3	2.2	14.1	7.6	0.8	0.1	18.9	0.5	0.3	33.7	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.7	10.4	11.9	8.3	8.5	0.7	7.2	10.3	2.2	3.2	10.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	71.9	85.8	60.0	63.8	55.6	97.8	27.4	22.4	119.5	35.5	28.5
LnGrp LOS	E	E	F	E	E	E	F	C	C	F	D	C
Approach Vol, veh/h		838			646			1528			1117	
Approach Delay, s/veh		73.7			62.3			40.0			39.4	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	100.0	19.6	46.6	27.3	86.5	26.7	39.5				
Change Period (Y+Rc), s	* 6.7	6.6	7.3	7.1	7.2	6.6	7.0	7.1				
Max Green Setting (Gmax), s	* 8.3	72.4	16.7	54.9	24.8	55.4	29.0	42.9				
Max Q Clear Time (g_c+l1), s	7.6	27.2	12.2	22.9	19.7	27.3	19.3	29.2				
Green Ext Time (p_c), s	0.0	10.0	0.1	2.8	0.4	7.6	0.4	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			50.2									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
3: Haynes Bridge Road & Rainwater Boulevard

Morrison Parkway Site TIA
Projected 2023 Build PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑	↑	↑	↑↑↑	↑	↑↑↑	↑↑↑	↑↑↑
Traffic Volume (veh/h)	19	4	29	32	7	39	22	44	1122	8	21	984	35
Future Volume (veh/h)	19	4	29	32	7	39	22	44	1122	8	21	984	35
Initial Q (Q _b), veh	0	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	
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	1.00
Work Zone On Approach	No			No			No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	4	33	36	8	44		49	1261	9	24	1106	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	29	242	252	49	267	335	2671	19	418	3479	123	
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.51	0.51	0.51	0.10	0.69	0.69	
Sat Flow, veh/h	1352	174	1437	1042	290	1585	491	5230	37	1781	5064	178	
Grp Volume(v), veh/h	21	0	37	44	0	44	49	821	449	24	743	402	
Grp Sat Flow(s),veh/h/ln	1352	0	1612	1332	0	1585	491	1702	1864	1781	1702	1838	
Q Serve(g_s), s	1.2	0.0	1.7	1.7	0.0	2.0	4.6	13.2	13.2	0.4	7.4	7.4	
Cycle Q Clear(g_c), s	4.5	0.0	1.7	3.3	0.0	2.0	4.6	13.2	13.2	0.4	7.4	7.4	
Prop In Lane	1.00		0.89	0.82		1.00		1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	259	0	271	301	0	267	335	1738	952	418	2339	1263	
V/C Ratio(X)	0.08	0.00	0.14	0.15	0.00	0.17	0.15	0.47	0.47	0.06	0.32	0.32	
Avail Cap(c_a), veh/h	259	0	271	301	0	267	335	1738	952	418	2339	1263	
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	32.8	0.0	30.1	31.0	0.0	30.2	11.3	13.4	13.4	7.2	5.3	5.3	
Incr Delay (d2), s/veh	0.6	0.0	1.0	1.0	0.0	1.3	0.9	0.9	1.7	0.3	0.4	0.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	0.9	0.0	0.9	0.5	4.5	5.2	0.2	1.9	2.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	33.4	0.0	31.1	32.0	0.0	31.6	12.2	14.3	15.1	7.5	5.7	6.0	
LnGrp LOS	C	A	C	C	A	C	B	B	B	A	A	A	
Approach Vol, veh/h	58				88				1319			1169	
Approach Delay, s/veh	31.9				31.8				14.5			5.8	
Approach LOS	C				C				B			A	
Timer - Assigned Phs	2		4	5	6	8							
Phs Duration (G+Y+Rc), s	65.0		20.0	15.0	50.0	20.0							
Change Period (Y+Rc), s	* 6.6		* 5.7	6.5	* 6.6	* 5.7							
Max Green Setting (Gmax), s	* 58		* 14	8.5	* 43	* 14							
Max Q Clear Time (g_c+l1), s	9.4		6.5	2.4	15.2	5.3							
Green Ext Time (p_c), s	19.0		0.0	0.0	17.3	0.1							
Intersection Summary													
HCM 6th Ctrl Delay			11.6										
HCM 6th LOS			B										
Notes													
User approved ignoring U-Turning movement.													
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.													

APPENDIX D

Raw Traffic Counts

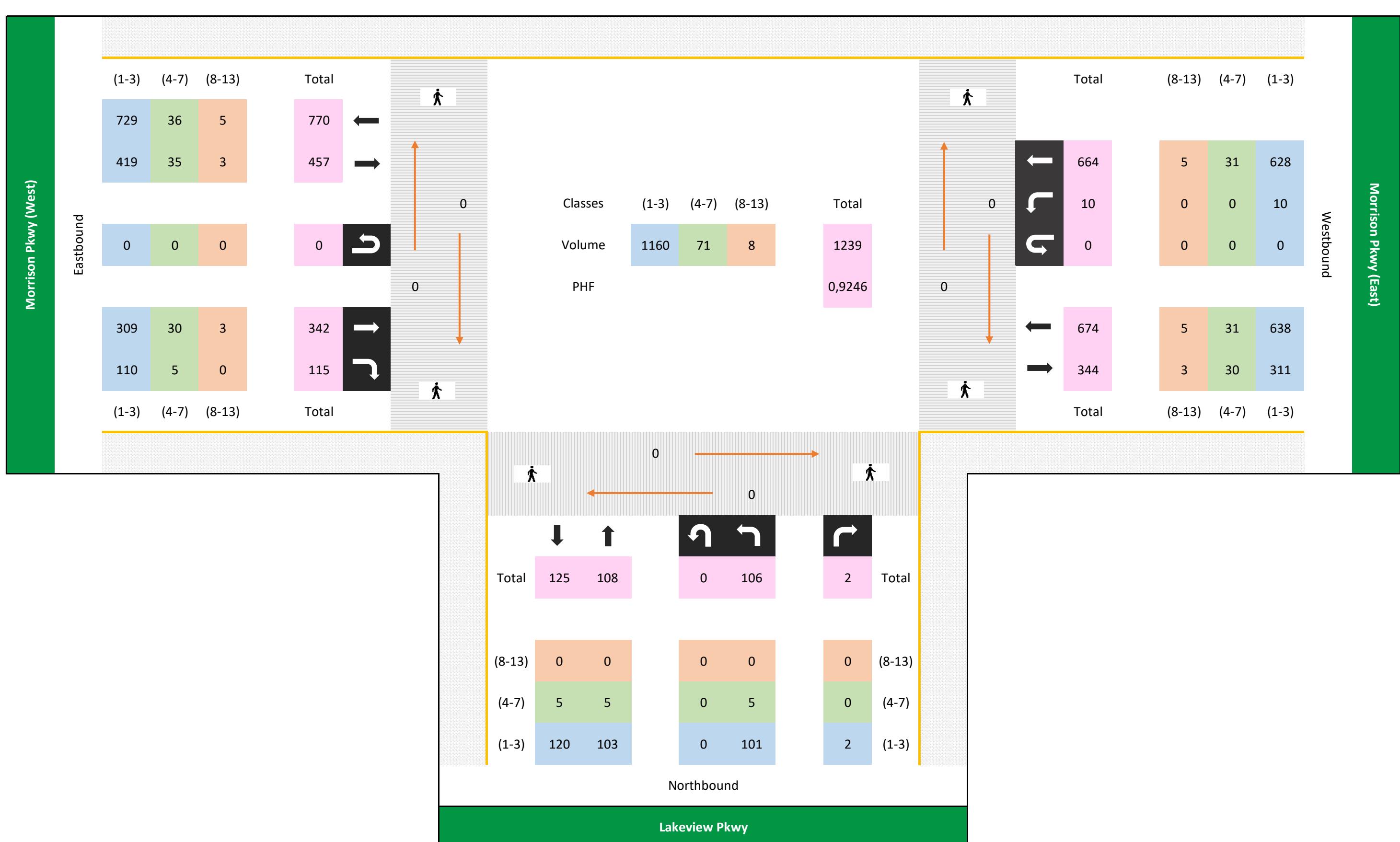
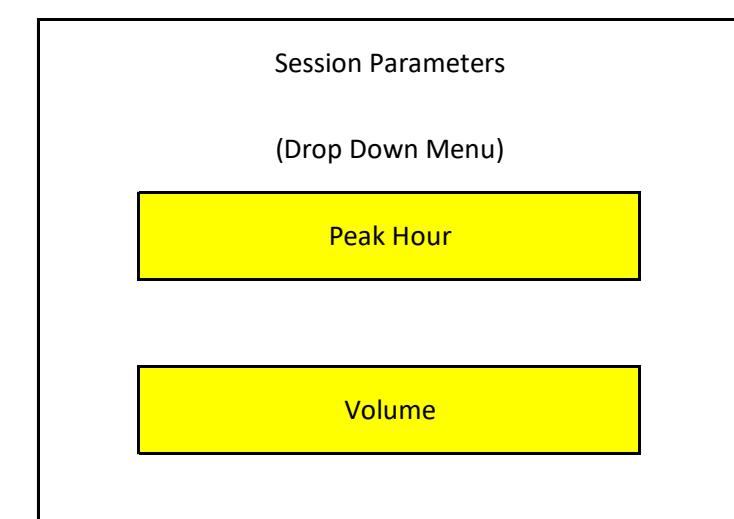
Alpharetta, GA



Marr Traffic Inc

www.marrtraffic.com

Wednesday, January 27, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830



All vehicles

Time	Northbound					Eastbound					Westbound					Int Total					
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)										
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total				
0730 - 0745	31	-	0	0	31	-	-	-	0	-	108	40	0	148	1	155	-	0	156	335	
0745 - 0800	22	-	1	0	23	-	-	-	0	-	81	25	0	106	3	190	-	0	193	322	
0800 - 0815	26	-	1	0	27	-	-	-	0	-	75	29	0	104	4	156	-	0	160	291	
0815 - 0830	27	-	0	0	27	-	-	-	0	-	78	21	0	99	2	163	-	0	165	291	
Total	106	0	2	0	108	0	0	0	0	0	342	115	0	457	10	664	0	0	674	1239	
Approach %	98,15	0,00	1,85	0,00	-	0,00	0,00	0,00	0,00	-	0,00	74,84	25,16	0,00	-	1,48	98,52	0,00	0,00	-	
PHF	0,85	0,00	0,50	0,00	0,87	0,00	0,00	0,00	0,00	0,00	0,79	0,72	0,00	0,77	0,63	0,87	0,00	0,00	0,87	0,92	

Bikes

Time	Northbound					Eastbound					Westbound					Int Total				
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)									
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total			
0730 - 0745	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
0745 - 0800	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
0800 - 0815	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
0815 - 0830	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-
PHF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00

Passenger Vehicles (1-3)

Time	Northbound					Eastbound					Westbound					Int Total					
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)										
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total				
0730 - 0745	30	-	0	0	30	-	-	-	0	-	98	37	0	135	1	147	-	0	148	313	
0745 - 0800	22	-	1	0	23	-	-	-	0	-	75	25	0	100	3	185	-	0	188	311	
0800 - 0815	24	-	1	0	25	-	-	-	0	-	66	28	0	94	4	144	-	0	148	267	
0815 - 0830	25	-	0	0	25	-	-	-	0	-	70	20	0	90	2	152	-	0	154	269	
Total	101	0	2	0	103	0	0	0	0	0	309	110	0	419	10	628	0	0	638	1160	
Approach %	98,06	0,00	1,94	0,00	-	0,00	0,00	0,00	0,00	-	0,00	73,75	26,25	0,00	-	1,57	98,43	0,00	0,00	-	
PHF	0,84	0,00	0,50	0,00	0,86	0,00	0,00	0,00	0,00	0,00	0,79	0,74	0,00	0,78	0,63	0,85	0,00	0,00	0,85	0,93	

Single Unit Trucks (4-7)

Time	Northbound					Eastbound					Westbound					Int Total				
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)									
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total			
0730 - 0745	1	-	0	0	1	-	-	-	0	-	9	3	0	12	0	7	-	0	20	
0745 - 0800	0	-	0	0	0	-	-	-	0	-	6	0	0	6	0	5	-	0	11	
0800 - 0815	2	-	0	0	2	-	-	-	0	-	8	1	0	9	0	9	-	0	20	
0815 - 0830	2	-	0	0	2	-	-	-	0	-	7	1	0	8	0	10	-	0	20	
Total	5	0	0	0	5	0	0	0	0	0	30	5	0	35	0	31	0	0	31	71
Approach %	100,0																			

Alpharetta, GA

Peak Hour Turning Movement Count

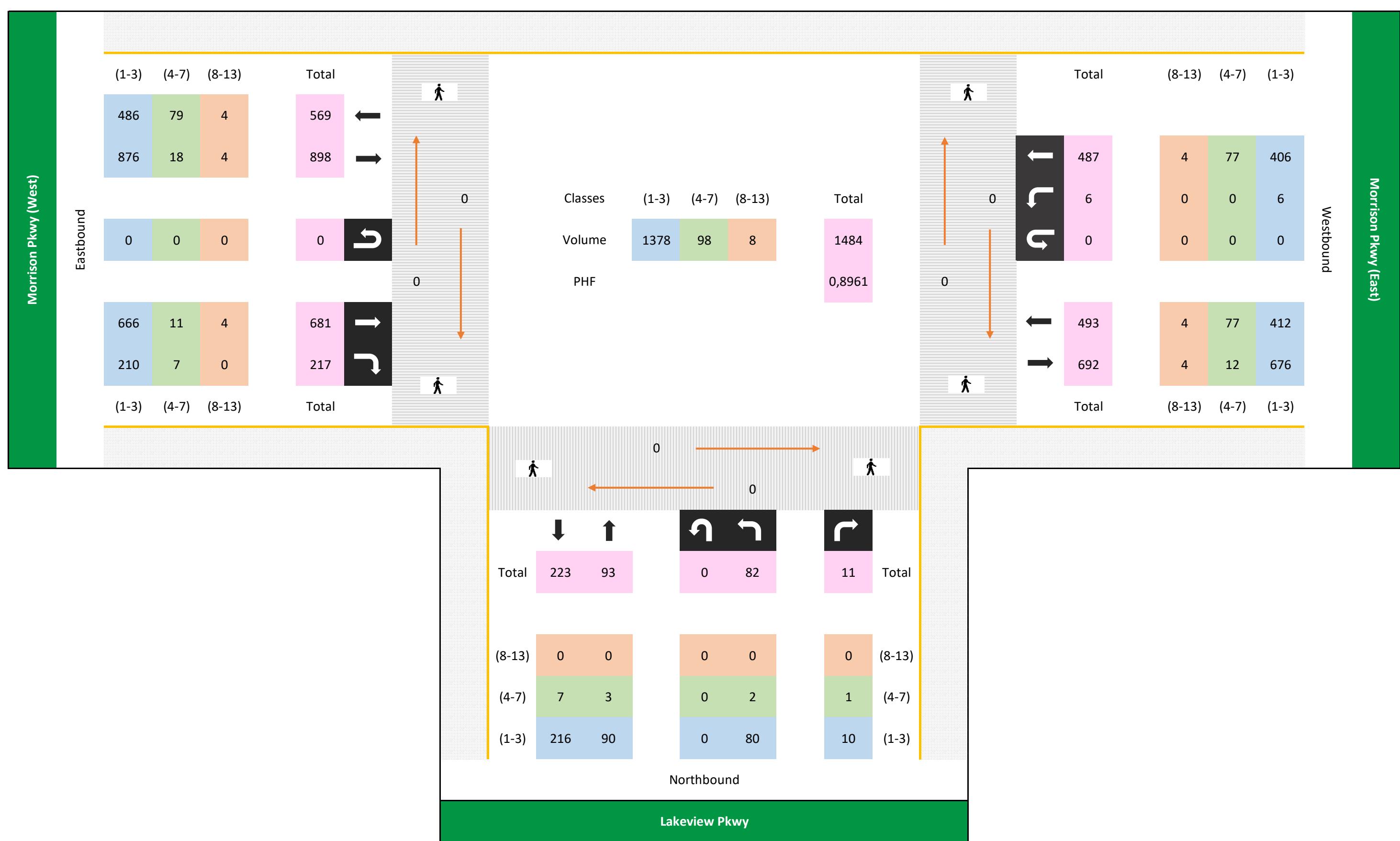


Marr Traffic Inc

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Wednesday, January 27, 2021	
Period	1615 - 1815
Peak Hour	1630 - 1730

Session Parameters
(Drop Down Menu)
Peak Hour
Volume



All vehicles

Time	Northbound					Eastbound					Westbound					Int Total					
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)										
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total				
1630 - 1645	17	-	0	0	17	-	-	-	0	-	175	52	0	227	1	123	-	0	124	368	
1645 - 1700	15	-	3	0	18	-	-	-	0	-	142	46	0	188	0	126	-	0	126	332	
1700 - 1715	28	-	5	0	33	-	-	-	0	-	189	66	0	255	2	124	-	0	126	414	
1715 - 1730	22	-	3	0	25	-	-	-	0	-	175	53	0	228	3	114	-	0	117	370	
Total	82	0	11	0	93	0	0	0	0	0	681	217	0	898	6	487	0	0	493	1484	
Approach %	88,17	0,00	11,83	0,00	-	0,00	0,00	0,00	0,00	-	0,00	75,84	24,16	0,00	-	1,22	98,78	0,00	0,00	-	
PHF	0,73	0,00	0,55	0,00	0,70	0,00	0,00	0,00	0,00	0,00	0,90	0,82	0,00	0,88	0,50	0,97	0,00	0,00	0,98	0,90	

Bikes

Time	Northbound					Eastbound					Westbound					Int Total				
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)									
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total			
1630 - 1645	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
1645 - 1700	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
1700 - 1715	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
1715 - 1730	0	-	0	0	0	-	-	-	0	-	0	0	0	0	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-
PHF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Passenger Vehicles (1-3)

Time	Northbound					Eastbound					Westbound					Int Total					
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)										
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total				
1630 - 1645	17	-	0	0	17	-	-	-	0	-	172	49	0	221	1	96	-	0	97	335	
1645 - 1700	15	-	3	0	18	-	-	-	0	-	138	45	0	183	0	95	-	0	95	296	
1700 - 1715	26	-	4	0	30	-	-	-	0	-	185	66	0	251	2	106	-	0	108	389	
1715 - 1730	22	-	3	0	25	-	-	-	0	-	171	50	0	221	3	109	-	0	112	358	
Total	80	0	10	0	90	0	0	0	0	0	666	210	0	876	6	406	0	0	412	1378	
Approach %	88,89	0,00	11,11	0,00	-	0,00	0,00	0,00	0,00	-	0,00	76,03	23,97	0,00	-	1,46	98,54	0,00	0,00	-	
PHF	0,77	0,00	0,63	0,00	0,75	0,00	0,00	0,00	0,00	0,00	0,90	0,80	0,00	0,87	0,50	0,93	0,00	0,00	0,92	0,89	

Single Unit Trucks (4-7)

Time	Northbound					Eastbound					Westbound					Int Total				
	Lakeview Pkwy					Morrison Pkwy (West)					Morrison Pkwy (East)									
	Left	Right	U-Turn	App Total					App Total	Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total			
1630 - 1645	0	-	0	0	0	-	-	-	0	-	3	3	0	6	0	26	-	0	32	
1645 - 1700	0	-	0	0	0	-	-	-	0	-	4	1	0	5	0	30	-	0	35	
1700 - 1715	2	-	1	0	3	-	-	-	0	-	2	0	0	2	0	16	-	0	21	
1715 - 1730	0	-	0	0	0	-	-	-	0	-	2	3	0	5	0	5	-	0	10	
Total	2	0	1	0	3	0	0	0	0	0	11	7	0	18	0	77	0	0	77	98
Approach %	66,67																			

Alpharetta, GA
Classified Turn Movement Count



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Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
All vehicles

Northbound					
Lakeview Pkwy					
TIME	Left	Right	U-Turn	App Total	
0700 - 0715	15	1	0	16	
0715 - 0730	19	1	0	20	
0730 - 0745	31	0	0	31	
0745 - 0800	22	1	0	23	
Hourly Total	87	3	0	90	
0800 - 0815	26	1	0	27	
0815 - 0830	27	0	0	27	
0830 - 0845	13	1	0	14	
0845 - 0900	24	0	0	24	
Hourly Total	90	2	0	92	
Grand Total	177	5	0	182	
Approach %	97,25	2,75	0,00	-	
Intersection %	7,64	0,22	0,00	7,86	
PHF	0,85	0,50	0,00	0,87	

Eastbound					Westbound				
Morrison Pkwy (West)					Morrison Pkwy (East)				
Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
3.4	3.5	3.6	42	1	3.8	3.9	3.9	132	190
32	10	0	42	1	131	0	156	290	
91	23	0	114	1	155	0	156	335	
108	40	0	148	1	155	0	193	322	
81	25	0	106	3	190	0	637	1137	
312	98	0	410	6	631	0	160	291	
75	29	0	104	4	156	0	165	291	
78	21	0	99	2	163	0	135	262	
90	23	0	113	4	131	0	197	335	
83	31	0	114	3	194	0	657	1179	
326	104	0	430	13	644	0	1294	2316	
638	202	0	840	19	1275	0,00	-		
75,95	24,05	0,00	-	1,47	98,53	0,00	-		
27,55	8,72	0,00	36,27	0,82	55,05	0,00	55,87		
0,79	0,72	0,00	0,77	0,63	0,87	0,00	0,87	0,92	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
All vehicles

Northbound					
Lakeview Pkwy					
TIME	Left	Right	U-Turn	App Total	
1615 - 1630	13	2	0	15	
1630 - 1645	17	0	0	17	
1645 - 1700	15	3	0	18	
1700 - 1715	28	5	0	33	
Hourly Total	73	10	0	83	
1715 - 1730	22	3	0	25	
1730 - 1745	20	4	0	24	
1745 - 1800	12	1	0	13	
1800 - 1815	17	2	0	19	
Hourly Total	71	10	0	81	
Grand Total	144	20	0	164	
Approach %	87,80	12,20	0,00	-	
Intersection %	5,26	0,73	0,00	5,99	
PHF	0,73	0,55	0,00	0,70	

Eastbound					Westbound				
Morrison Pkwy (West)					Morrison Pkwy (East)				
Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
3.4	3.5	3.6	195	1	129	0	130	340	
147	48	0	227	1	123	0	124	368	
175	52	0	188	0	126	0	126	332	
142	46	0	255	2	124	0	126	414	
189	66	0	865	4	502	0	506	1454	
653	212	0	228	3	114	0	117	370	
175	53	0	220	0	105	0	105	349	
168	52	0	164	0	108	0	108	285	
132	32	0	158	1	101	0	102	279	
118	40	0	770	4	428	0	432	1283	
593	177	0	1635	8	930	0	938	2737	
1246	389	0	-	0,85	99,15	0,00	-		
76,21	23,79	0,00	-	0,29	33,98	0,00	34,27		
45,52	14,21	0,00	59,74	0,50	0,97	0,00	0,98	0,90	
0,90	0,82	0,00	0,88						

Alpharetta, GA



Marr Traffic Inc
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Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long

Date

Weather

Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)

Bikes

		Northbound		
		Lakeview Pkwy		
TIME		Left 3.1	Right 3.2	U-Turn 3.3
0700 - 0715		0	0	0
0715 - 0730		0	0	0
0730 - 0745		0	0	0
0745 - 0800		0	0	0
Hourly Total		0	0	0
0800 - 0815		0	0	0
0815 - 0830		0	0	0
0830 - 0845		0	0	0
0845 - 0900		0	0	0
Hourly Total		0	0	0
Grand Total		0	0	0
Approach %	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	

Eastbound				Westbound					
Morrison Pkwy (West)				Morrison Pkwy (East)					
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0,00	0,00	0,00	-	0,00	0,00		0,00	-	
0,00	0,00	0,00	0,00	0,00	0,00		0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Bikes

BIKES

TIME	Left 3.1	Northbound		
		Right 3.2	U-Turn 3.3	App Total
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
1700 - 1715	0	0	0	0
Hourly Total	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
1800 - 1815	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	

Eastbound				Westbound					
Morrison Pkwy (West)				Morrison Pkwy (East)					
Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8		U-Turn 3.9	App Total	Int Total
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0	0	0	0	0	0		0	0	0
0,00	0,00	0,00	-	0,00	0,00		0,00	-	
0,00	0,00	0,00	0,00	0,00	0,00		0,00	0,00	

Alpharetta, GA
Classified Turn Movement Count



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Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

Northbound					
Lakeview Pkwy					
TIME	Left	Right	U-Turn	App Total	
0700 - 0715	15	1	0	16	
0715 - 0730	19	1	0	20	
0730 - 0745	30	0	0	30	
0745 - 0800	22	1	0	23	
Hourly Total	86	3	0	89	
0800 - 0815	24	1	0	25	
0815 - 0830	25	0	0	25	
0830 - 0845	12	1	0	13	
0845 - 0900	22	0	0	22	
Hourly Total	83	2	0	85	
Grand Total	169	5	0	174	
Approach %	97,13	2,87	0,00	-	
Intersection %	7,99	0,24	0,00	8,23	

Eastbound				Westbound			
Morrison Pkwy (West)				Morrison Pkwy (East)			
Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
3.4	3.5	3.6	39	1	123	0	124
29	10	0	100	1	150	0	151
78	22	0	135	1	147	0	148
98	37	0	100	3	185	0	188
75	25	0	374	6	605	0	611
280	94	0	94	4	144	0	148
66	28	0	90	2	152	0	154
70	20	0	108	4	108	0	112
85	23	0	107	3	139	0	142
76	31	0	399	13	543	0	556
297	102	0	19	1148	0	1167	2114
577	196	0	773	1,63	98,37	0,00	-
74,64	25,36	0,00	-	0,90	54,30	0,00	55,20
27,29	9,27	0,00	36,57				

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

Northbound					
Lakeview Pkwy					
TIME	Left	Right	U-Turn	App Total	
1615 - 1630	11	2	0	13	
1630 - 1645	17	0	0	17	
1645 - 1700	15	3	0	18	
1700 - 1715	26	4	0	30	
Hourly Total	69	9	0	78	
1715 - 1730	22	3	0	25	
1730 - 1745	20	4	0	24	
1745 - 1800	11	1	0	12	
1800 - 1815	17	2	0	19	
Hourly Total	70	10	0	80	
Grand Total	139	19	0	158	
Approach %	87,97	12,03	0,00	-	
Intersection %	5,40	0,74	0,00	6,13	

Eastbound				Westbound			
Morrison Pkwy (West)				Morrison Pkwy (East)			
Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
3.4	3.5	3.6	187	1	112	0	113
140	47	0	221	1	96	0	97
172	49	0	183	0	95	0	95
138	45	0	251	2	106	0	108
185	66	0	842	4	409	0	413
635	207	0	221	3	109	0	112
171	50	0	216	0	99	0	99
165	51	0	161	0	102	0	102
129	32	0	156	1	95	0	96
116	40	0	754	4	405	0	409
581	173	0	1216	8	814	0	822
19	0	0	76,19	1	99,03	0,00	-
12,03	0,00	-	47,20	0,97	31,60	0,00	31,91
0,74	0,00	6,13					

Alpharetta, GA
Classified Turn Movement Count



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Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

Northbound				
Lakeview Pkwy				
TIME	Left	Right	U-Turn	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	1	0	0	1
0745 - 0800	0	0	0	0
Hourly Total	1	0	0	1
0800 - 0815	2	0	0	2
0815 - 0830	2	0	0	2
0830 - 0845	1	0	0	1
0845 - 0900	2	0	0	2
Hourly Total	7	0	0	7
Grand Total	8	0	0	8
Approach %	100,00	0,00	0,00	-
Intersection %	4,37	0,00	0,00	4,37

Eastbound				Westbound			
Morrison Pkwy (West)				Morrison Pkwy (East)			
Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
3	0	0	3	0	8	0	8
10	1	0	11	0	4	0	4
9	3	0	12	0	7	0	7
6	0	0	6	0	5	0	5
28	4	0	32	0	24	0	24
8	1	0	9	0	9	0	9
7	1	0	8	0	10	0	10
5	0	0	5	0	21	0	21
5	0	0	5	0	52	0	52
25	2	0	27	0	92	0	92
53	6	0	59	0	116	0	116
89,83	10,17	0,00	-	0,00	100,00	0,00	-
28,96	3,28	0,00	32,24	0,00	63,39	0,00	63,39

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

Northbound				
Lakeview Pkwy				
TIME	Left	Right	U-Turn	App Total
1615 - 1630	2	0	0	2
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
1700 - 1715	2	1	0	3
Hourly Total	4	1	0	5
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	1	0	0	1
1800 - 1815	0	0	0	0
Hourly Total	1	0	0	1
Grand Total	5	1	0	6
Approach %	83,33	16,67	0,00	-
Intersection %	3,73	0,75	0,00	4,48

Eastbound				Westbound			
Morrison Pkwy (West)				Morrison Pkwy (East)			
Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
0	1	0	1	0	15	0	15
3	3	0	6	0	26	0	26
4	1	0	5	0	30	0	30
2	0	0	2	0	16	0	16
9	5	0	14	0	87	0	87
2	3	0	5	0	5	0	5
2	1	0	3	0	4	0	4
1	0	0	1	0	5	0	5
0	0	0	0	0	4	0	4
5	4	0	9	0	18	0	18
14	9	0	23	0	105	0	105
60,87	39,13	0,00	-	0,00	100,00	0,00	-
10,45	6,72	0,00	17,16	0,00	78,36	0,00	78,36

Alpharetta, GA
Classified Turn Movement Count



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Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

Northbound				
Lakeview Pkwy				
TIME	Left	Right	U-Turn	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	

Eastbound				Westbound			
Morrison Pkwy (West)				Morrison Pkwy (East)			
Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
3.4	3.5	3.6	3.6	3.7	3.8	3.9	3.9
0	0	0	0	0	0	0	0
3	0	0	3	0	1	1	1
1	0	0	1	0	1	1	1
0	0	0	0	0	0	0	0
4	0	0	4	0	2	2	2
1	0	0	1	0	3	3	3
1	0	0	1	0	1	1	1
0	0	0	0	0	2	2	2
2	0	0	2	0	3	3	3
4	0	0	4	0	9	9	9
8	0	0	8	0	11	11	11
100,00	0,00	0,00	-	0,00	100,00	0,00	-
42,11	0,00	0,00	42,11	0,00	57,89	57,89	57,89

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

Northbound				
Lakeview Pkwy				
TIME	Left	Right	U-Turn	App Total
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
1700 - 1715	0	0	0	0
Hourly Total	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
1800 - 1815	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0,00	0,00	-	
Intersection %	0,00	0,00	0,00	

Eastbound				Westbound			
Morrison Pkwy (West)				Morrison Pkwy (East)			
Thru	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total
3.4	3.5	3.6	3.6	3.7	3.8	3.9	3.9
7	0	0	7	0	2	2	2
0	0	0	0	0	1	1	1
0	0	0	0	0	1	1	1
2	0	0	2	0	2	2	2
9	0	0	9	0	6	6	6
2	0	0	2	0	0	0	0
1	0	0	1	0	2	2	2
2	0	0	2	0	1	1	1
2	0	0	2	0	2	2	2
7	0	0	7	0	5	5	5
16	0	0	16	0	11	11	11
100,00	0,00	0,00	-	0,00	100,00	0,00	-
59,26	0,00	0,00	59,26	0,00	40,74	40,74	40,74

Alpharetta, GA
Pedestrian Count

Site 3 of 4
Lakeview Pkwy

Morrison Pkwy (West)
Morrison Pkwy (East)

Lat/Long
34,059001°, -84,292282°

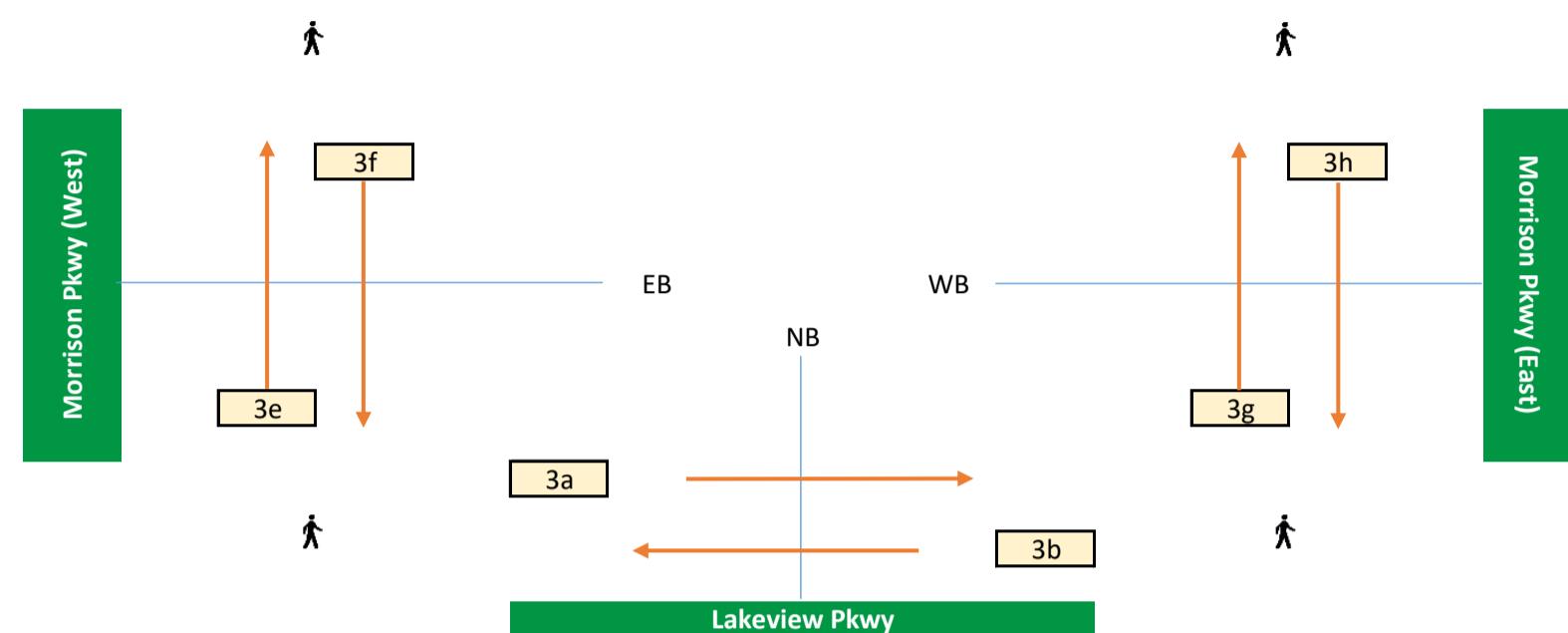
Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Pedestrians



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TIME	Northbound		App Total
	EB 3a	WB 3b	
0700 - 0715	0	1	1
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	1	1
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
Grand Total	0	1	1
Approach %	0,00	100,00	-
Intersection %	0,00	100,00	100,00

TIME	Eastbound		Westbound		App Total	Int Total
	Morrison Pkwy (West)	Morrison Pkwy (East)	NB 3g	SB 3h		
0700 - 0715	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1
Approach %	0,00	0,00	-	0,00	0,00	-
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Pedestrians

TIME	Northbound		App Total
	EB 3a	WB 3b	
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
1700 - 1715	0	0	0
Hourly Total	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
1800 - 1815	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0,00	0,00	-
Intersection %	0,00	0,00	0,00

TIME	Eastbound		Westbound		App Total	Int Total
	Morrison Pkwy (West)	Morrison Pkwy (East)	NB 3g	SB 3h		
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0,00	0,00	-	0,00	0,00	-
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00

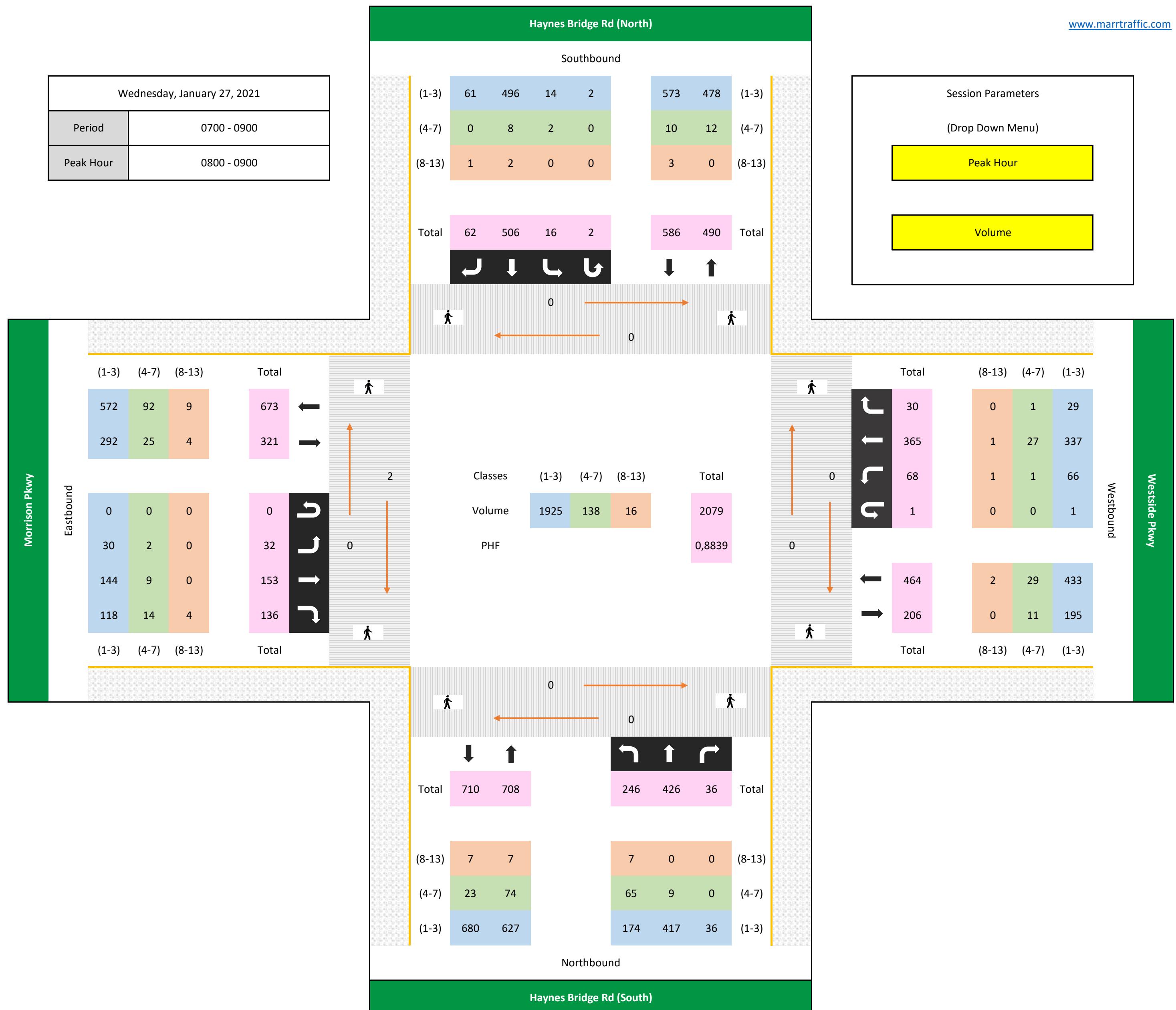
Alpharetta, GA

Peak Hour Turning Movement Count



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All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total		
	Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy								
	Left	Thru	Right	2.3	2.1	2.4	2.5	2.6	U-Turn	2.7	Left	Thru	Right	2.10	U-Turn	2.11	App Total	Left	Thru	Right	2.14	U-Turn	2.15
0800 - 0815	55	90	8	-	153	5	97	16	0	118	7	43	26	0	76	15	101	6	0	122	469		
0815 - 0830	58	121	8	-	187	3	141	14	2	160	7	30	37	0	74	16	87	8	0	111	532		
0830 - 0845	52	82	8	-	142	4	128	9	0	141	8	44	38	0	90	23	86	7	1	117	490		
0845 - 0900	81	133	12	-	226	4	140	23	0	167	10	36	35	0	81	14	91	9	0	114	588		
Total	246	426	36	0	708	16	506	62	2	586	32	153	136	0	321	68	365	30	1	464	2079		
Approach %	34,75	60,17	5,08	0,00	-	2,73	86,35	10,58	0,34	-	9,97	47,66	42,37	0,00	-	14,66	78,66	6,47	0,22	-			
PHF	0,76	0,80	0,75	0,00	0,78	0,80	0,90	0,67	0,25	0,88	0,80	0,87	0,89	0,00	0,89	0,74	0,90	0,83	0,25	0,95	0,88		

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total		
	Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy								
	Left	Thru	Right	2.3	2.1	2.4	2.5	2.6	U-Turn	2.7	Left	Thru	Right	2.10	U-Turn	2.11	App Total	Left	Thru	Right	2.14	U-Turn	2.15
0800 - 0815	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-			
PHF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total		
	Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy								
	Left	Thru	Right	2.3	2.1	2.4	2.5	2.6	U-Turn	2.7	Left	Thru	Right	2.10	U-Turn	2.11	App Total	Left	Thru	Right	2.14	U-Turn	2.15
0800 - 0815	49	89	8	-	146	4	96	15	0	115	7	40	21	0	68	14	99	6	0	119	448		
0815 - 0830	49	118	8	-	175	3	139	14	2	158	7	28	34	0	69	15	83	8	0	106	508		
0830 - 0845	31	80	8	-	119	3	128	9	0	140	7	43	33	0	83	23	75	7	1	106	448		
0845 - 0900	45	130	12	-	187	4	133	23	0	160	9	33	30	0	72	14	80	8	0	102	521		
Total	174	417	36	0	627	14	496	61	2	573	30	144	118	0	292	66	337	29	1	433	1925		
Approach %	27,75	66,51	5,74	0,00	-	2,44	86,56	10,65	0,35	-	10,27	49,32	40,41	0,00	-	15,24	77,83	6,70	0,23	-			
PHF	0,89	0,80	0,75	0,00	0,84	0,88	0,89	0,66	0,25	0,90	0,83	0,84	0,87	0,00	0,88	0,72	0,85	0,91	0,25	0,91	0,92	0,00	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy							
Left	Thru	Right	2.3	2.1</																	

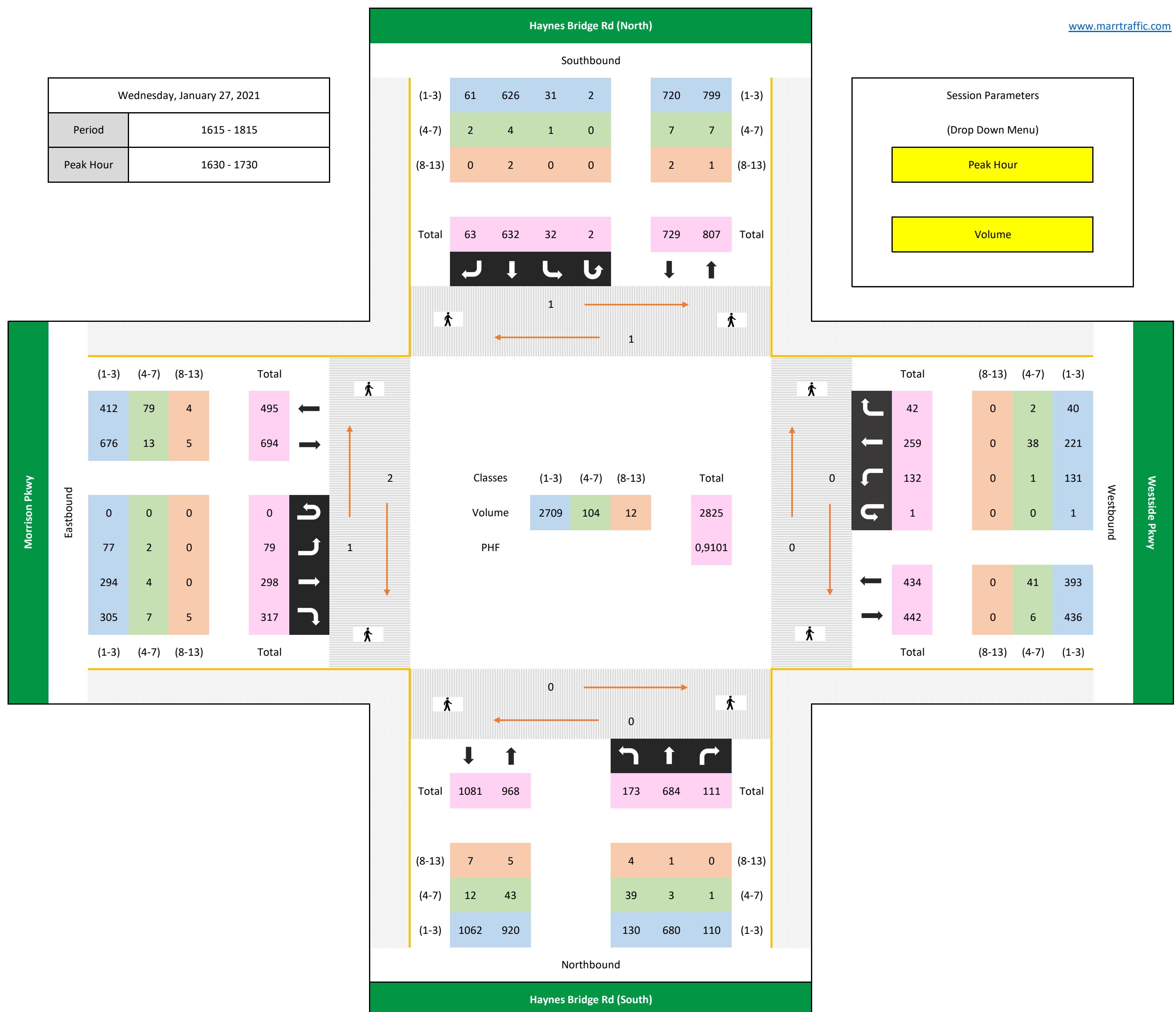
Alpharetta, GA

Peak Hour Turning Movement Count



Marr Traffic Inc

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All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy							
	Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn			
1630 - 1645	37	176	24	-	237	8	153	24	0	185	17	64	97	0	178	26	67	10	0	103	703	
1645 - 1700	50	167	27	-	244	10	127	15	0	152	21	72	51	0	144	28	56	9	1	94	634	
1700 - 1715	46	174	22	-	242	9	195	14	1	219	20	84	90	0	194	38	68	15	0	121	776	
1715 - 1730	40	167	38	-	245	5	157	10	1	173	21	78	79	0	178	40	68	8	0	116	712	
Total	173	684	111	0	968	32	632	63	2	729	79	298	317	0	694	132	259	42	1	434	2825	
Approach %	17,87	70,66	11,47	0,00	-	4,39	86,69	8,64	0,27	-	11,38	42,94	45,68	0,00	-	30,41	59,68	9,68	0,23	-		
PHF	0,87	0,97	0,73	0,00	0,99	0,80	0,81	0,66	0,50	0,83	0,94	0,89	0,82	0,00	0,89	0,83	0,95	0,70	0,25	0,90	0,91	

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy							
	Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn			
1630 - 1645	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1645 - 1700	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700 - 1715	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1715 - 1730	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-		
PHF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)				App Total	Haynes Bridge Rd (North)				App Total	Morrison Pkwy				Westside Pkwy							
	Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn		Left	Thru	Right	U-Turn			
1630 - 1645	25	174	24	-	223	8	151	23	0	182	16	64	93	0	173	25	52	10	0	87	665	
1645 - 1700	32	166	27	-	225	9	126	15	0	150	21	69	50	0	140	28	44	9	1	82	597	
1700 - 1715	36	173	21	-	230	9	192	13	1	215	19	83	88	0	190	38	59	13	0	110	745	
1715 - 1730	37	167	38	-	242	5	157	10	1	173	21	78	74	0	173	40	66	8	0	114	702	
Total	130	680	110	0	920	31	626	61	2	720	77	294	305	0	676	131	221	40	1	393	2709	
Approach %	14,13	73,91	11,96	0,00	-	4,31	86,94	8,47	0,28	-	11,39	43,49	45,12	0,00	-	33,33	56,23	10,18	0,25	-		
PHF	0,88	0,98	0,72	0,00	0,95	0,86	0,82	0,66	0,50	0,84	0,92	0,89	0,82	0,00	0,89	0,82	0,84	0,77	0,25	0,86	0,91	

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Haynes Bridge Rd (South)				App Total	Haynes Bridge															

Alpharetta, GA
Classified Turn Movement Count



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Site 2 of 4

Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound			Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy						
	Left	Thru	Right	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
TIME	2.1	2.2	2.3		2.4	2.5	2.6	2.7		2.8	2.9	2.10	2.11		2.12	2.13	2.14	2.15		
0700 - 0715	42	55	11	108	1	107	8	0	116	3	20	9	0	32	9	77	3	0	89	345
0715 - 0730	55	54	6	115	1	101	10	0	112	6	42	51	0	99	10	104	5	0	119	445
0730 - 0745	42	83	10	135	3	144	13	1	161	8	52	43	0	103	12	94	7	0	113	512
0745 - 0800	56	95	11	162	4	141	16	0	161	15	50	22	0	87	16	105	10	0	131	541
Hourly Total	195	287	38	520	9	493	47	1	550	32	164	125	0	321	47	380	25	0	452	1843
0800 - 0815	55	90	8	153	5	97	16	0	118	7	43	26	0	76	15	101	6	0	122	469
0815 - 0830	58	121	8	187	3	141	14	2	160	7	30	37	0	74	16	87	8	0	111	532
0830 - 0845	52	82	8	142	4	128	9	0	141	8	44	38	0	90	23	86	7	1	117	490
0845 - 0900	81	133	12	226	4	140	23	0	167	10	36	35	0	81	14	91	9	0	114	588
Hourly Total	246	426	36	708	16	506	62	2	586	32	153	136	0	321	68	365	30	1	464	2079
Grand Total	441	713	74	1228	25	999	109	3	1136	64	317	261	0	642	115	745	55	1	916	3922
Approach %	35,91	58,06	6,03	-	2,20	87,94	9,60	0,26	-	9,97	49,38	40,65	0,00	-	12,55	81,33	6,00	0,11	-	
Intersection %	11,24	18,18	1,89	31,31	0,64	25,47	2,78	0,08	28,96	1,63	8,08	6,65	0,00	16,37	2,93	19,00	1,40	0,03	23,36	
PHF	0,76	0,80	0,75	0,78	0,80	0,90	0,67	0,25	0,88	0,80	0,87	0,89	0,00	0,89	0,74	0,90	0,83	0,25	0,95	0,88

1615 - 1815 (Weekday 2h Session) (27-01-2021)
All vehicles

	Northbound			Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy						
	Left	Thru	Right	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
TIME	2.1	2.2	2.3		2.4	2.5	2.6	2.7		2.8	2.9	2.10	2.11		2.12	2.13	2.14	2.15		
1615 - 1630	43	186	19	248	2	138	27	0	167	13	73	62	0	148	33	61	8	0	102	665
1630 - 1645	37	176	24	237	8	153	24	0	185	17	64	97	0	178	26	67	10	0	103	703
1645 - 1700	50	167	27	244	10	127	15	0	152	21	72	51	0	144	28	56	9	1	94	634
1700 - 1715	46	174	22	242	9	195	14	1	219	20	84	90	0	194	38	68	15	0	121	776
Hourly Total	176	703	92	971	29	613	80	1	723	71	293	300	0	664	125	252	42	1	420	2778
1715 - 1730	40	167	38	245	5	157	10	1	173	21	78	79	0	178	40	68	8	0	116	712
1730 - 1745	32	160	31	223	6	129	14	2	151	28	82	61	0	171	33	56	8	0	97	642
1745 - 1800	30	171	21	222	6	141	22	0	169	18	65	53	0	136	34	58	11	0	103	630
1800 - 1815	22	174	35	231	2	159	17	1	179	14	54	48	0	116	38	63	5	0	106	632
Hourly Total	124	672	125	921	19	586	63	4	672	81	279	241	0	601	145	245	32	0	422	2616
Grand Total	300	1375	217	1892	48	1199	143	5	1395	152	572	541	0	1265	270	497	74	1	842	5394
Approach %	15,86	72,67	11,47	-	3,44	85,95	10,25	0,36	-	12,02	45,22	42,77	0,00	-	32,07	59,03	8,79	0,12	-	
Intersection %	5,56	25,49	4,02	35,08	0,89	22,23	2,65	0,09	25,86	2,82	10,60	10,03	0,00	23,45	5,01	9,21	1,37	0,02	15,61	
PHF	0,87	0,97	0,73	0,99	0,80	0,81	0,66	0,50	0,83	0,94	0,89	0,82	0,00	0,89	0,83	0,95	0,70	0,25	0,90	0,91

Alpharetta, GA



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Site 2 of 4

- Site 2 of 4
- Haynes Bridge Rd (South)
- Haynes Bridge Rd (North)
- Morrison Pkwy
- Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date

Weather
Mostly Cle
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Bikes

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Bikes

Alpharetta, GA
Classified Turn Movement Count



Marr Traffic Inc
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Site 2 of 4

Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound			Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy						
	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	
TIME																				
0700 - 0715	36	54	10	100	1	106	8	0	115	3	18	6	0	27	9	75	3	0	87	329
0715 - 0730	54	52	6	112	1	101	9	0	111	6	41	41	0	88	9	101	5	0	115	426
0730 - 0745	38	80	10	128	2	143	11	1	157	8	49	38	0	95	12	91	7	0	110	490
0745 - 0800	55	95	11	161	4	141	16	0	161	14	47	18	0	79	15	102	10	0	127	528
Hourly Total	183	281	37	501	8	491	44	1	544	31	155	103	0	289	45	369	25	0	439	1773
0800 - 0815	49	89	8	146	4	96	15	0	115	7	40	21	0	68	14	99	6	0	119	448
0815 - 0830	49	118	8	175	3	139	14	2	158	7	28	34	0	69	15	83	8	0	106	508
0830 - 0845	31	80	8	119	3	128	9	0	140	7	43	33	0	83	23	75	7	1	106	448
0845 - 0900	45	130	12	187	4	133	23	0	160	9	33	30	0	72	14	80	8	0	102	521
Hourly Total	174	417	36	627	14	496	61	2	573	30	144	118	0	292	66	337	29	1	433	1925
Grand Total	357	698	73	1128	22	987	105	3	1117	61	299	221	0	581	111	706	54	1	872	3698
Approach %	31,65	61,88	6,47	-	1,97	88,36	9,40	0,27	-	10,50	51,46	38,04	0,00	-	12,73	80,96	6,19	0,11	-	
Intersection %	9,65	18,88	1,97	30,50	0,59	26,69	2,84	0,08	30,21	1,65	8,09	5,98	0,00	15,71	3,00	19,09	1,46	0,03	23,58	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

	Northbound			Southbound					Eastbound					Westbound					Int Total	
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy						
	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	
TIME																				
1615 - 1630	35	185	19	239	2	137	26	0	165	13	73	56	0	142	33	55	8	0	96	642
1630 - 1645	25	174	24	223	8	151	23	0	182	16	64	93	0	173	25	52	10	0	87	665
1645 - 1700	32	166	27	225	9	126	15	0	150	21	69	50	0	140	28	44	9	1	82	597
1700 - 1715	36	173	21	230	9	192	13	1	215	19	83	88	0	190	38	59	13	0	110	745
Hourly Total	128	698	91	917	28	606	77	1	712	69	289	287	0	645	124	210	40	1	375	2649
1715 - 1730	37	167	38	242	5	157	10	1	173	21	78	74	0	173	40	66	8	0	114	702
1730 - 1745	29	160	31	220	6	129	13	2	150	28	82	58	0	168	32	54	8	0	94	632
1745 - 1800	28	171	21	220	6	140	22	0	168	17	65	51	0	133	34	54	11	0	99	620
1800 - 1815	21	174	35	230	2	156	17	1	176	14	54	47	0	115	38	58	5	0	101	622
Hourly Total	115	672	125	912	19	582	62	4	667	80	279	230	0	589	144	232	32	0	408	2576
Grand Total	243	1370	216	1829	47	1188	139	5	1379	149	568	517	0	1234	268	442	72	1	783	5225
Approach %	13,29	74,90	11,81	-	3,41	86,15	10,08	0,36	-	12,07	46,03	41,90	0,00	-	34,23	56,45	9,20	0,13	-	
Intersection %	4,65	26,22	4,13	35,00	0,90	22,74	2,66	0,10	26,39	2,85	10,87	9,89	0,00	23,62	5,13	8,46	1,38	0,02	14,99	

Alpharetta, GA



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Site 2 of 4

Site 2 S. 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34.060364°, -84.289060°

Date

Weather

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

TIME	Northbound			Southbound					Eastbound					Westbound						
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy						
	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
0700 - 0715	6	1	1	8	0	1	0	0	1	0	2	3	0	5	0	2	0	0	2	16
0715 - 0730	0	2	0	2	0	0	1	0	1	0	1	6	0	7	1	3	0	0	4	14
0730 - 0745	3	3	0	6	1	1	2	0	4	0	3	5	0	8	0	3	0	0	3	21
0745 - 0800	1	0	0	1	0	0	0	0	0	1	3	4	0	8	1	3	0	0	4	13
Hourly Total	10	6	1	17	1	2	3	0	6	1	9	18	0	28	2	11	0	0	13	64
0800 - 0815	4	1	0	5	1	1	0	0	2	0	3	4	0	7	0	2	0	0	2	16
0815 - 0830	8	3	0	11	0	2	0	0	2	0	2	3	0	5	1	4	0	0	5	23
0830 - 0845	19	2	0	21	1	0	0	0	1	1	1	3	0	5	0	10	0	0	10	37
0845 - 0900	34	3	0	37	0	5	0	0	5	1	3	4	0	8	0	11	1	0	12	62
Hourly Total	65	9	0	74	2	8	0	0	10	2	9	14	0	25	1	27	1	0	29	138
Grand Total	75	15	1	91	3	10	3	0	16	3	18	32	0	53	3	38	1	0	42	202
Approach %	82,42	16,48	1,10	-	18,75	62,50	18,75	0,00	-	5,66	33,96	60,38	0,00	-	7,14	90,48	2,38	0,00	-	
Intersection %	37,13	7,43	0,50	45,05	1,49	4,95	1,49	0,00	7,92	1,49	8,91	15,84	0,00	26,24	1,49	18,81	0,50	0,00	20,79	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

	Northbound			Southbound					Eastbound					Westbound						
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy						
	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total	Int Total
TIME																				
1615 - 1630	6	0	0	6	0	1	1	0	2	0	0	0	0	0	0	6	0	6	14	
1630 - 1645	11	2	0	13	0	1	1	0	2	1	0	3	0	4	1	15	0	0	16	35
1645 - 1700	17	0	0	17	1	1	0	0	2	0	3	1	0	4	0	12	0	0	12	35
1700 - 1715	8	1	1	10	0	2	1	0	3	1	1	0	0	2	0	9	2	0	11	26
Hourly Total	42	3	1	46	1	5	3	0	9	2	4	4	0	10	1	42	2	0	45	110
1715 - 1730	3	0	0	3	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	8
1730 - 1745	1	0	0	1	0	0	1	0	1	0	0	1	0	1	1	2	0	0	3	6
1745 - 1800	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	6
1800 - 1815	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Hourly Total	6	0	0	6	0	3	1	0	4	1	0	4	0	5	1	11	0	0	12	27
Grand Total	48	3	1	52	1	8	4	0	13	3	4	8	0	15	2	53	2	0	57	137
Approach %	92,31	5,77	1,92	-	7,69	61,54	30,77	0,00	-	20,00	26,67	53,33	0,00	-	3,51	92,98	3,51	0,00	-	
Intersection %	35,04	2,19	0,73	37,96	0,73	5,84	2,92	0,00	9,49	2,19	2,92	5,84	0,00	10,95	1,46	38,69	1,46	0,00	41,61	

Alpharetta, GA
Classified Turn Movement Count



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Site 2 of 4

Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound			Southbound					Eastbound					Westbound					Int Total
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total
TIME																			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	1	0	0	0	0	0	0	0	4	0	4	0	0	0	0	5
0730 - 0745	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	0	0	0	4	0	4	0	0	0	0	6
0800 - 0815	2	0	0	2	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1
0815 - 0830	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	1	0	0	5
0845 - 0900	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	5
Hourly Total	7	0	0	7	0	2	1	0	3	0	0	4	0	4	1	1	0	0	16
Grand Total	9	0	0	9	0	2	1	0	3	0	0	8	0	8	1	1	0	0	22
Approach %	100,00	0,00	0,00	-	0,00	66,67	33,33	0,00	-	0,00	0,00	100,00	0,00	-	50,00	50,00	0,00	0,00	-
Intersection %	40,91	0,00	0,00	40,91	0,00	9,09	4,55	0,00	13,64	0,00	0,00	36,36	0,00	36,36	4,55	4,55	0,00	0,00	9,09

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

	Northbound			Southbound					Eastbound					Westbound					Int Total
	Haynes Bridge Rd (South)			Haynes Bridge Rd (North)					Morrison Pkwy					Westside Pkwy					
	Left 2.1	Thru 2.2	Right 2.3	App Total	Left 2.4	Thru 2.5	Right 2.6	U-Turn 2.7	App Total	Left 2.8	Thru 2.9	Right 2.10	U-Turn 2.11	App Total	Left 2.12	Thru 2.13	Right 2.14	U-Turn 2.15	App Total
TIME																			
1615 - 1630	2	1	0	3	0	0	0	0	0	0	0	6	0	6	0	0	0	0	9
1630 - 1645	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	3
1645 - 1700	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	2	0	0	2	0	1	0	0	1	0	0	2	0	2	0	0	0	0	5
Hourly Total	6	2	0	8	0	2	0	0	2	0	0	9	0	9	0	0	0	0	19
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
1730 - 1745	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
1745 - 1800	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	4
1800 - 1815	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	3
Hourly Total	3	0	0	3	0	1	0	0	1	0	0	7	0	7	0	2	0	0	13
Grand Total	9	2	0	11	0	3	0	0	3	0	0	16	0	16	0	2	0	0	32
Approach %	81,82	18,18	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	100,00	0,00	-	0,00	100,00	0,00	0,00	-
Intersection %	28,13	6,25	0,00	34,38	0,00	9,38	0,00	0,00	9,38	0,00	0,00	50,00	0,00	50,00	0,00	6,25	0,00	0,00	6,25

Alpharetta, GA
Pedestrian Count

Site 2 of 4

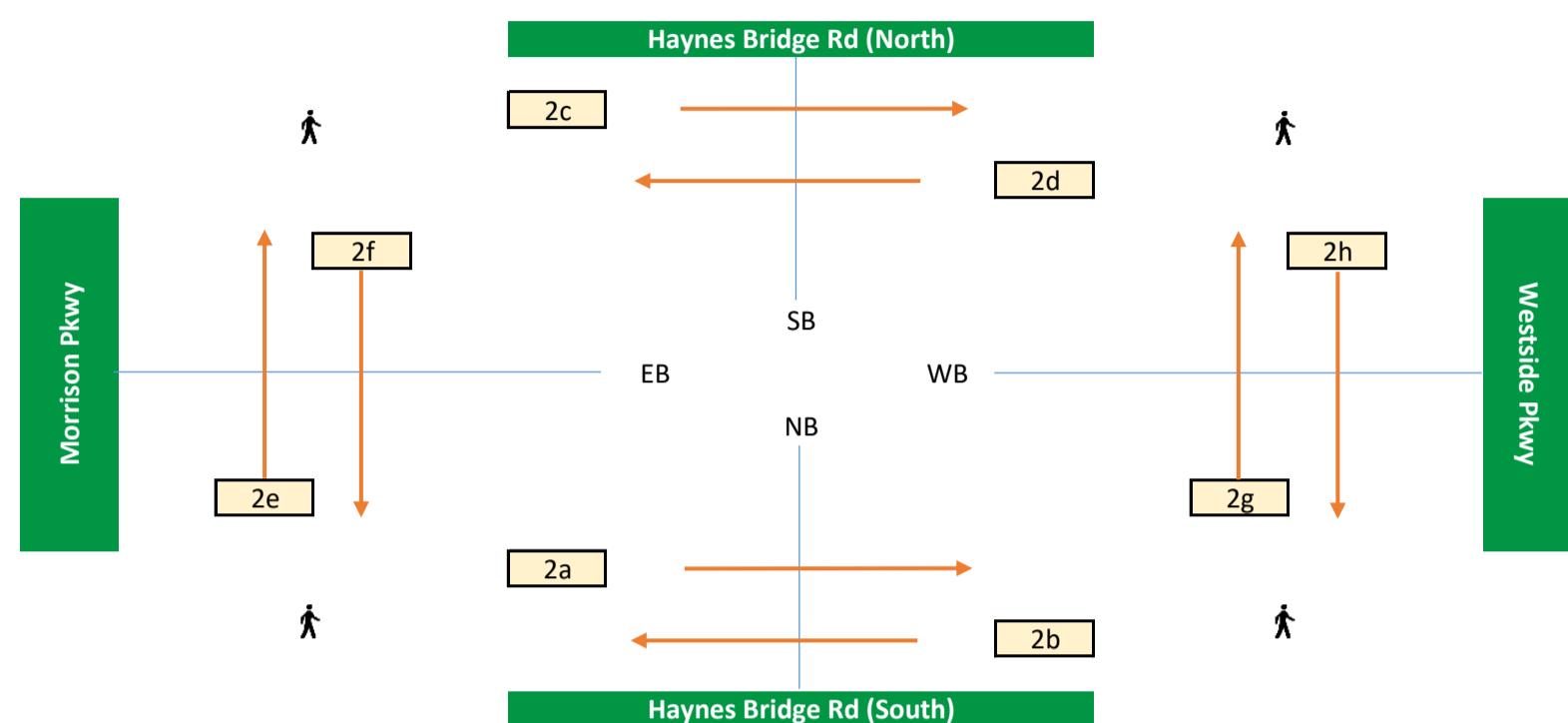
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)
Morrison Pkwy
Westside Pkwy

Lat/Long
34,060364°, -84,289060°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Pedestrians



TIME	Northbound		Southbound		Eastbound		Westbound		App Total	Int Total	
	Haynes Bridge Rd (South)		Haynes Bridge Rd (North)		Morrison Pkwy		Westside Pkwy				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h
0700 - 0715	0	0	0	0	0	0	0	1	1	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	1	1	0	1
0845 - 0900	0	0	0	0	0	0	0	1	1	0	1
Hourly Total	0	0	0	0	0	0	0	2	2	0	2
Grand Total	0	0	0	0	0	0	0	3	3	0	3
Approach %	0,00	0,00	-	0,00	0,00	-	0,00	100,00	-	0,00	0,00
Intersection %	0,00	0,00	0,00	0,00	0,00	0,00	0,00	100,00	100,00	0,00	0,00

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Pedestrians

TIME	Northbound		Southbound		Eastbound		Westbound		App Total	Int Total	
	Haynes Bridge Rd (South)		Haynes Bridge Rd (North)		Morrison Pkwy		Westside Pkwy				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	1	0	1
1700 - 1715	0	0	0	1	1	2	1	1	2	0	4
Hourly Total	0	0	0	1	1	2	1	2	3	0	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	2	1	2	3	0	5
Approach %	0,00	0,00	-	50,00	50,00	-	33,33	66,67	-	0,00	0,00
Intersection %	0,00	0,00	0,00	20,00	20,00	40,00	20,00	40,00	60,00	0,00	0,00

Alpharetta, GA

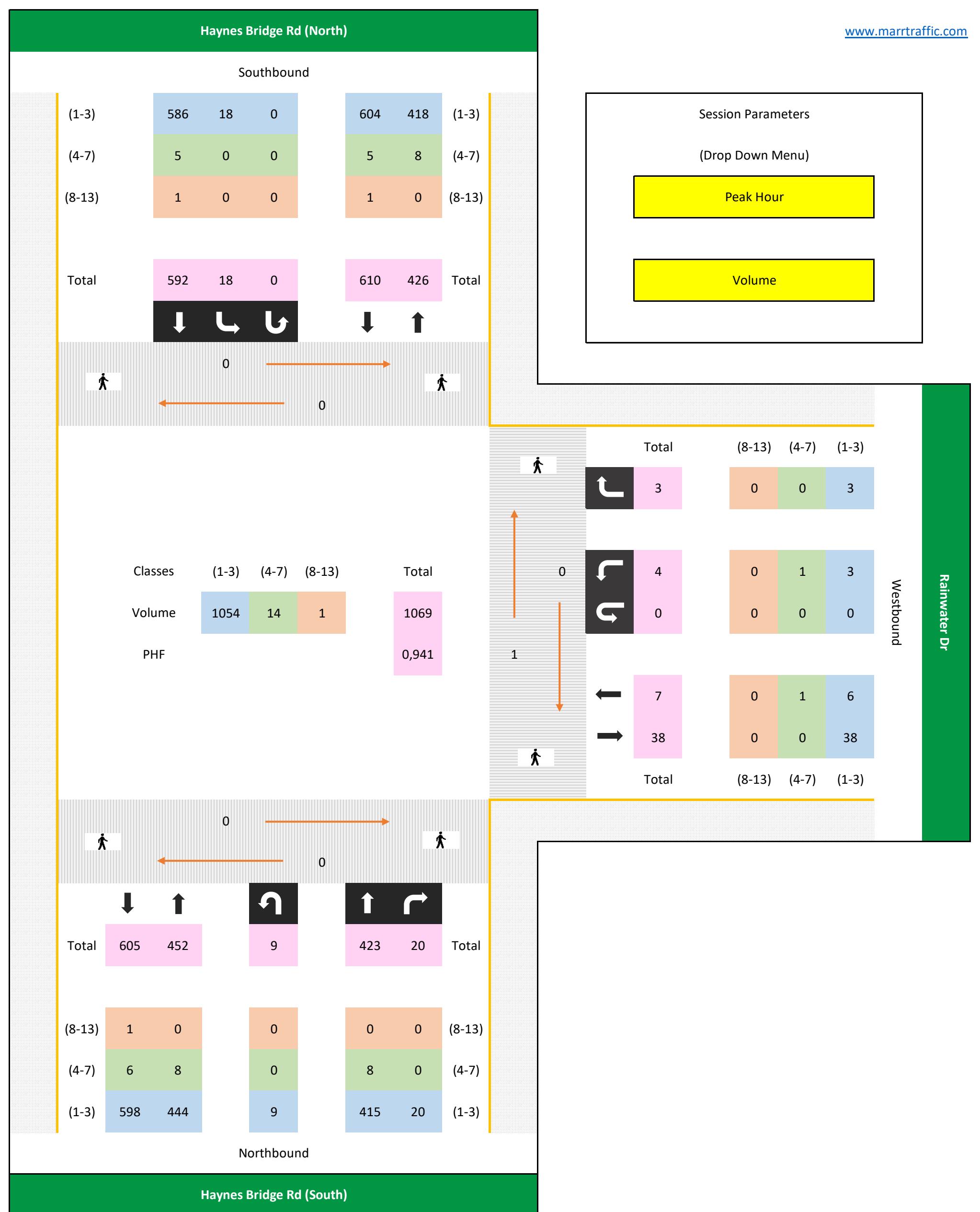
Peak Hour Turning Movement Count



Marr Traffic Inc

www.marrtraffic.com

Wednesday, January 27, 2021	
Period	0700 - 0900
Peak Hour	0745 - 0845



All vehicles

Time	Northbound				Southbound								Westbound				Int Total		
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr						
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total			
0745 - 0800	-	122	2	2	126	7	150	-	0	157	-	-	0	1	-	0	1	284	
0800 - 0815	-	85	6	0	91	4	140	-	0	144	-	-	0	2	-	3	0	5	240
0815 - 0830	-	122	7	3	132	2	146	-	0	148	-	-	0	0	-	0	0	0	280
0830 - 0845	-	94	5	4	103	5	156	-	0	161	-	-	0	1	-	0	0	1	265
Total	0	423	20	9	452	18	592	0	0	610	0	0	0	4	0	3	0	7	1069
Approach %	0,00	93,58	4,42	1,99	-	2,95	97,05	0,00	0,00	-	0,00	0,00	0,00	57,14	0,00	42,86	0,00	-	
PHF	0,00	0,87	0,71	0,56	0,86	0,64	0,95	0,00	0,00	0,95	0,00	0,00	0,00	0,50	0,00	0,25	0,00	0,35	0,94

Bikes

Time	Northbound				Southbound								Westbound				Int Total		
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr						
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total			
0745 - 0800	-	0	0	0	0	0	0	0	-	-	-	0	0	-	0	0	0		
0800 - 0815	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
0815 - 0830	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
0830 - 0845	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	-
PHF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

Passenger Vehicles (1-3)

Time	Northbound				Southbound								Westbound				Int Total			
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr							
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total				
0745 - 0800	-	120	2	2	124	7	150	-	0	157	-	-	0	1	-	0	0	1	282	
0800 - 0815	-	84	6	0	90	4	138	-	0	142	-	-	0	1	-	3	0	4	236	
0815 - 0830	-	119	7	3	129	2	143	-	0	145	-	-	0	0	-	0	0	0	274	
0830 - 0845	-	92	5	4	101	5	155	-	0	160	-	-	0	1	-	0	0	0	262	
Total	0	415	20	9	444	18	586	0	0	604	0	0	0	0	3	0	3	0	6	1054
Approach %	0,00	93,47	4,50	2,03	-	2,98	97,02	0,00	0,00	-	0,00	0,00	0,00	50,00	0,00	50,00	0,00	-		
PHF	0,00	0,86	0,71	0,56	0,86	0,64	0,95	0,00	0,00	0,94	0,00	0,00	0,00	0,75	0,00	0,25	0,00	0,38	0,93	

Single Unit Trucks (4-7)

Time	Northbound				Southbound								Westbound				Int Total	
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr					
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total		
0745 - 0800	-	2	0	0	2	0	0	0	-	0	-	0	0	0	-	0		
0800 - 0815	-	1	0	0	1	0	1	0	-	1	-	0	1	0	-	0	1	
0815 - 0830	-	3	0	0	3	0	3	0	-	3	-	0	0	0	-	0		

Alpharetta, GA

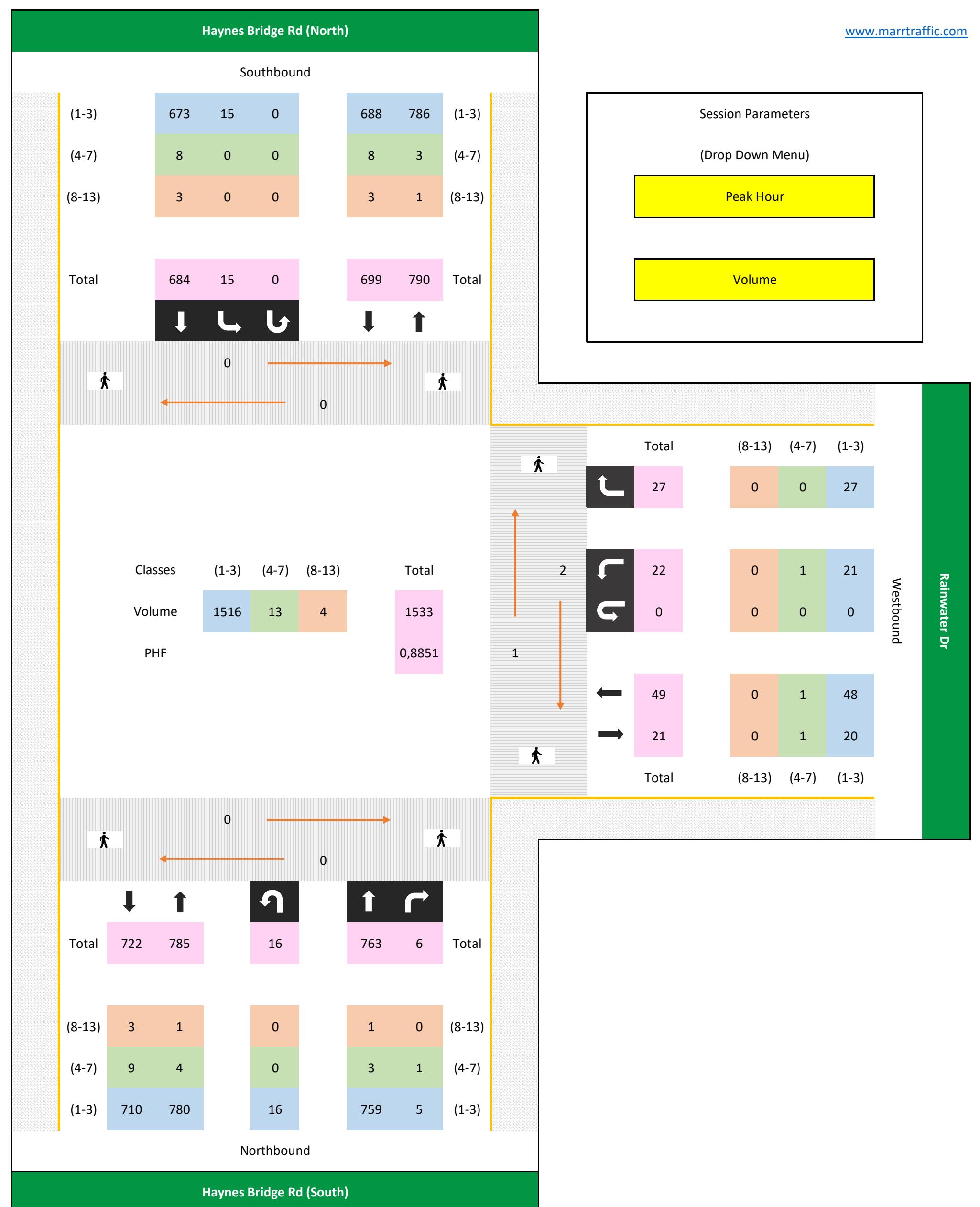
Peak Hour Turning Movement Count



Marr Traffic Inc

www.marrtraffic.com

Wednesday, January 27, 2021	
Period	1615 - 1815
Peak Hour	1630 - 1730



All vehicles		Northbound				Southbound								Westbound							
		Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr							
		Time	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total	
1630 - 1645	-	182	1	6	189	2	165	-	0	167	-	-	-	0	8	-	7	0	15	371	
1645 - 1700	-	199	0	4	203	2	145	-	0	147	-	-	-	0	2	-	5	0	7	357	
1700 - 1715	-	195	5	4	204	6	210	-	0	216	-	-	-	0	6	-	7	0	13	433	
1715 - 1730	-	187	0	2	189	5	164	-	0	169	-	-	-	0	6	-	8	0	14	372	
Total		0	763	6	16	785	15	684	0	0	699	0	0	0	0	22	0	27	0	49	1533
Approach %		0,00	97,20	0,76	2,04	-	2,15	97,85	0,00	0,00	-	0,00	0,00	0,00	-	44,90	0,00	55,10	0,00	-	
PHF		0,00	0,96	0,30	0,67	0,96	0,63	0,81	0,00	0,00	0,81	0,00	0,00	0,00	0,00	0,69	0,00	0,84	0,00	0,82	0,89
Bikes		Northbound				Southbound								Westbound							
		Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr							
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total		
1630 - 1645	-	0	0	0	0	0	0	-	0	-	-	-	0	0	-	0	0	0	0	0	
1645 - 1700	-	0	0	0	0	0	0	-	0	0	-	-	0	0	-	0	0	0	0	0	
1700 - 1715	-	0	0	0	0	0	0	-	0	0	-	-	0	0	-	0	0	0	0	0	
1715 - 1730	-	0	0	0	0	0	0	-	0	0	-	-	0	0	-	0	0	0	0	0	
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %		0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	0,00	0,00	0,00	-	0,00	0,00	0,00	0,00	-	
PHF		0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Passenger Vehicles (1-3)		Northbound				Southbound								Westbound							
		Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr							
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total		
1630 - 1645	-	181	1	6	188	2	161	-	0	163	-	-	-	0	8	-	7	0	15	366	
1645 - 1700	-	198	0	4	202	2	143	-	0	145	-	-	-	0	1	-	5	0	6	353	
1700 - 1715	-	193	4	4	201	6	207	-	0	213	-	-	-	0	6	-	7	0	13	427	
1715 - 1730	-	187	0	2	189	5	162	-	0	167	-	-	-	0	6	-	8	0	14	370	
Total		0	759	5	16	780	15	673	0	0	688	0	0	0	0	21	0	27	0	48	1516
Approach %		0,00	97,31	0,64	2,05	-	2,18	97,82	0,00	0,00	-	0,00	0,00	0,00	-	43,75	0,00	56,25	0,00	-	
PHF		0,00	0,96	0,31	0,67	0,97	0,63	0,81	0,00	0,00	0,81	0,00	0,00	0,00	0,00	0,66	0,00	0,84	0,00	0,80	0,89
Single Unit Trucks (4-7)		Northbound				Southbound								Westbound							
		Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr							
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total		
1630 - 1645	-	1	0	0	1	0	3	-	0	3	-	-	-	0	0	-	0	0	0	4	
1645 - 1700	-	0	0	0	0	0	2	-	0	2	-	-	-	0	1	-	0	0	1	3	
1700 - 1715	-	2	1	0	3	0	2	-	0	2	-	-	-	0	0	-	0	0	0	5	
1715 - 1730	-	0	0	0	0	0	1	-	0	1	-	-	-	0	0	-	0	0	0	1	
Total		0	3	1	0	4	0	8	0	0	8	0	0	0	0	1	0	0	0	13	
Approach %		0,00	75,00	25,00	0,00	-	0,00	100,00	0,00	0,00	-	0,00	0,00	0,00	-	100,00	0,00	0,00	0,00	-	
PHF		0,00	0,38	0,25	0,00	0,33	0,00	0,67	0,00	0,00	0,67	0,00	0,00	0,00	0,00	0,25	0,00	0,00	0,00	0,25	0,65
Combination Trucks (8-13)		Northbound				Southbound								Westbound							
		Haynes Bridge Rd (South)				Haynes Bridge Rd (North)								Rainwater Dr							
Time		Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total				App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total	Int Total		
1630 - 1645	-	0	0	0</td																	

Alpharetta, GA
Classified Turn Movement Count



Marr Traffic Inc
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Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
All vehicles

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	58	1	0	59	3	106	0	109	0	1	0	1	169
0715 - 0730	53	4	3	60	1	130	0	131	0	0	0	0	191
0730 - 0745	87	7	0	94	6	142	0	148	2	2	0	4	246
0745 - 0800	122	2	2	126	7	150	0	157	1	0	0	1	284
Hourly Total	320	14	5	339	17	528	0	545	3	3	0	6	890
0800 - 0815	85	6	0	91	4	140	0	144	2	3	0	5	240
0815 - 0830	122	7	3	132	2	146	0	148	0	0	0	0	280
0830 - 0845	94	5	4	103	5	156	0	161	1	0	0	1	265
0845 - 0900	121	10	3	134	4	141	0	145	4	1	0	5	284
Hourly Total	422	28	10	460	15	583	0	598	7	4	0	11	1069
Grand Total	742	42	15	799	32	1111	0	1143	10	7	0	17	1959
Approach %	92,87	5,26	1,88	-	2,80	97,20	0,00	-	58,82	41,18	0,00	-	
Intersection %	37,88	2,14	0,77	40,79	1,63	56,71	0,00	58,35	0,51	0,36	0,00	0,87	
PHF	0,87	0,71	0,56	0,86	0,64	0,95	0,00	0,95	0,50	0,25	0,00	0,35	0,94

1615 - 1815 (Weekday 2h Session) (27-01-2021)
All vehicles

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	184	4	2	190	2	168	0	170	7	2	0	9	369
1630 - 1645	182	1	6	189	2	165	0	167	8	7	0	15	371
1645 - 1700	199	0	4	203	2	145	0	147	2	5	0	7	357
1700 - 1715	195	5	4	204	6	210	0	216	6	7	0	13	433
Hourly Total	760	10	16	786	12	688	0	700	23	21	0	44	1530
1715 - 1730	187	0	2	189	5	164	0	169	6	8	0	14	372
1730 - 1745	188	2	4	194	2	159	0	161	5	8	0	13	368
1745 - 1800	175	1	5	181	2	154	0	156	5	1	0	6	343
1800 - 1815	179	1	2	182	4	159	0	163	3	2	0	5	350
Hourly Total	729	4	13	746	13	636	0	649	19	19	0	38	1433
Grand Total	1489	14	29	1532	25	1324	0	1349	42	40	0	82	2963
Approach %	97,19	0,91	1,89	-	1,85	98,15	0,00	-	51,22	48,78	0,00	-	
Intersection %	50,25	0,47	0,98	51,70	0,84	44,68	0,00	45,53	1,42	1,35	0,00	2,77	
PHF	0,96	0,30	0,67	0,96	0,63	0,81	0,00	0,81	0,69	0,84	0,00	0,82	0,89

Alpharetta, GA



Marr Traffic Inc
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Site 1 of 4

Site 1 & 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long

34,062036°, -84,290610°

Wednesd

Weather
Mostly Cloudy

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Bikes

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Bikes

Alpharetta, GA
Classified Turn Movement Count



Marr Traffic Inc
www.marrtraffic.com

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	58	1	0	59	3	105	0	108	0	1	0	1	168
0715 - 0730	51	4	3	58	1	129	0	130	0	0	0	0	188
0730 - 0745	84	7	0	91	6	139	0	145	1	2	0	3	239
0745 - 0800	120	2	2	124	7	150	0	157	1	0	0	1	282
Hourly Total	313	14	5	332	17	523	0	540	2	3	0	5	877
0800 - 0815	84	6	0	90	4	138	0	142	1	3	0	4	236
0815 - 0830	119	7	3	129	2	143	0	145	0	0	0	0	274
0830 - 0845	92	5	4	101	5	155	0	160	1	0	0	1	262
0845 - 0900	117	9	3	129	4	135	0	139	4	1	0	5	273
Hourly Total	412	27	10	449	15	571	0	586	6	4	0	10	1045
Grand Total	725	41	15	781	32	1094	0	1126	8	7	0	15	1922
Approach %	92,83	5,25	1,92	-	2,84	97,16	0,00	-	53,33	46,67	0,00	-	
Intersection %	37,72	2,13	0,78	40,63	1,66	56,92	0,00	58,58	0,42	0,36	0,00	0,78	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	181	4	2	187	2	167	0	169	7	2	0	9	365
1630 - 1645	181	1	6	188	2	161	0	163	8	7	0	15	366
1645 - 1700	198	0	4	202	2	143	0	145	1	5	0	6	353
1700 - 1715	193	4	4	201	6	207	0	213	6	7	0	13	427
Hourly Total	753	9	16	778	12	678	0	690	22	21	0	43	1511
1715 - 1730	187	0	2	189	5	162	0	167	6	8	0	14	370
1730 - 1745	188	2	4	194	2	159	0	161	5	8	0	13	368
1745 - 1800	175	1	5	181	2	154	0	156	5	1	0	6	343
1800 - 1815	179	1	2	182	4	156	0	160	3	2	0	5	347
Hourly Total	729	4	13	746	13	631	0	644	19	19	0	38	1428
Grand Total	1482	13	29	1524	25	1309	0	1334	41	40	0	81	2939
Approach %	97,24	0,85	1,90	-	1,87	98,13	0,00	-	50,62	49,38	0,00	-	
Intersection %	50,43	0,44	0,99	51,85	0,85	44,54	0,00	45,39	1,40	1,36	0,00	2,76	

Alpharetta, GA
Classified Turn Movement Count



Marr Traffic Inc
www.marrtraffic.com

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	1	0	0	0	0	1
0715 - 0730	2	0	0	2	0	1	0	1	0	0	0	0	3
0730 - 0745	3	0	0	3	0	3	0	3	1	0	0	1	7
0745 - 0800	2	0	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	7	0	0	7	0	5	0	5	1	0	0	1	13
0800 - 0815	1	0	0	1	0	1	0	1	1	0	0	1	3
0815 - 0830	3	0	0	3	0	3	0	3	0	0	0	0	6
0830 - 0845	2	0	0	2	0	1	0	1	0	0	0	0	3
0845 - 0900	4	1	0	5	0	4	0	4	0	0	0	0	9
Hourly Total	10	1	0	11	0	9	0	9	1	0	0	1	21
Grand Total	17	1	0	18	0	14	0	14	2	0	0	2	34
Approach %	94,44	5,56	0,00	-	0,00	100,00	0,00	-	100,00	0,00	0,00	-	
Intersection %	50,00	2,94	0,00	52,94	0,00	41,18	0,00	41,18	5,88	0,00	0,00	5,88	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	2	0	0	2	0	1	0	1	0	0	0	0	3
1630 - 1645	1	0	0	1	0	3	0	3	0	0	0	0	4
1645 - 1700	0	0	0	0	0	2	0	2	1	0	0	1	3
1700 - 1715	2	1	0	3	0	2	0	2	0	0	0	0	5
Hourly Total	5	1	0	6	0	8	0	8	1	0	0	1	15
1715 - 1730	0	0	0	0	0	1	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	3	0	3	0	0	0	0	3
Hourly Total	0	0	0	0	0	4	0	4	0	0	0	0	4
Grand Total	5	1	0	6	0	12	0	12	1	0	0	1	19
Approach %	83,33	16,67	0,00	-	0,00	100,00	0,00	-	100,00	0,00	0,00	-	
Intersection %	26,32	5,26	0,00	31,58	0,00	63,16	0,00	63,16	5,26	0,00	0,00	5,26	

Alpharetta, GA
Classified Turn Movement Count



Marr Traffic Inc
www.marrtraffic.com

Site 1 of 4
Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

Rainwater Dr

Lat/Long
34,062036°, -84,290610°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	1	0	1	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	3	0	3	0	0	0	0	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	3
Approach %	0,00	0,00	0,00	-	0,00	100,00	0,00	-	0,00	0,00	0,00	0,00	
Intersection %	0,00	0,00	0,00	0,00	0,00	100,00	0,00	100,00	0,00	0,00	0,00	0,00	

1615 - 1815 (Weekday 2h Session) (27-01-2021)
Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	Haynes Bridge Rd (South)				Haynes Bridge Rd (North)				Rainwater Dr				
	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1615 - 1630	1	0	0	1	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	1	0	1	0	0	0	0	1
1645 - 1700	1	0	0	1	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	2	0	0	2	0	2	0	2	0	0	0	0	4
1715 - 1730	0	0	0	0	0	1	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	2	0	0	2	0	3	0	3	0	0	0	0	5
Approach %	100,00	0,00	0,00	-	0,00	100,00	0,00	-	0,00	0,00	0,00	0,00	
Intersection %	40,00	0,00	0,00	40,00	0,00	60,00	0,00	60,00	0,00	0,00	0,00	0,00	

Alpharetta, GA
Pedestrian Count

Site 1 of 4

Haynes Bridge Rd (South)
Haynes Bridge Rd (North)

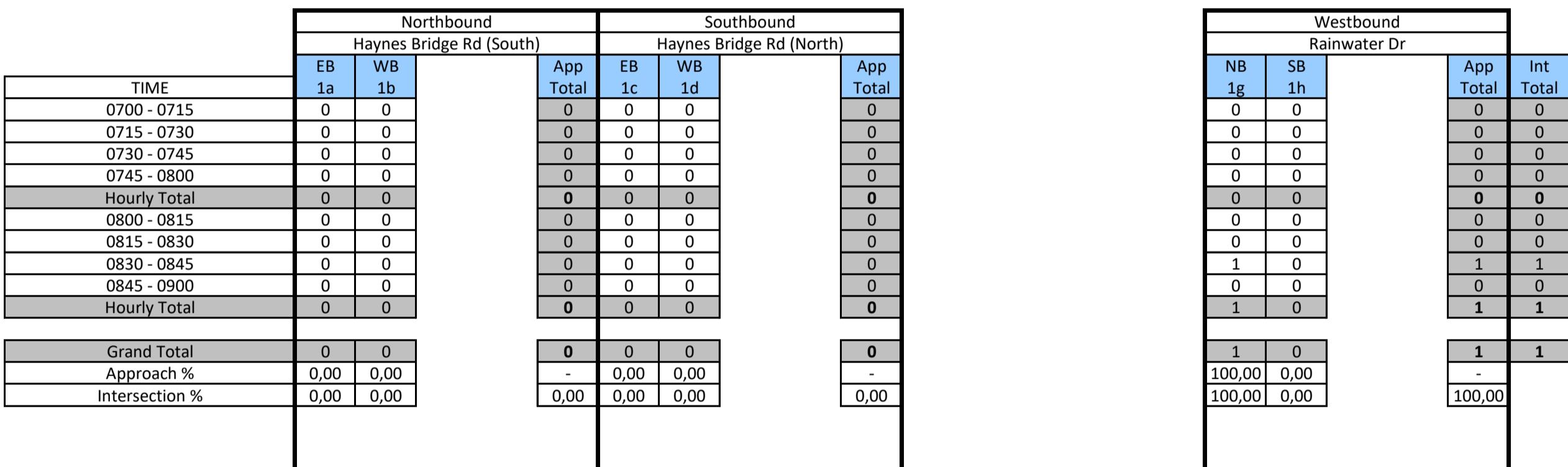
Rainwater Dr

Lat/Long
34,062036°, -84,290610°

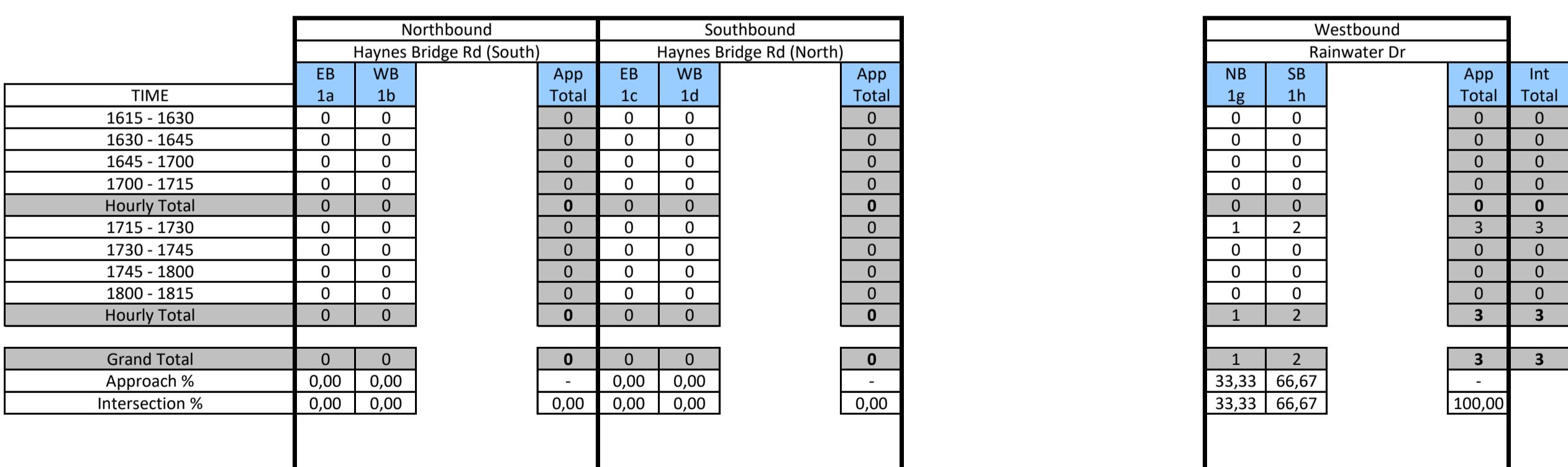
Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0700 - 0900 (Weekday 2h Session) (27-01-2021)
Pedestrians



1615 - 1815 (Weekday 2h Session) (27-01-2021)
Pedestrians



Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	TOTAL
0000 - 0015	0	8	2	0	0	0	0	0	0	0	0	0	0	10
0015 - 0030	0	12	0	0	0	0	0	0	0	0	0	0	0	12
0030 - 0045	0	10	0	0	0	0	0	0	0	0	0	0	0	10
0045 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0100 - 0115	0	4	2	0	0	0	0	0	0	0	0	0	0	6
0115 - 0130	0	6	1	0	0	0	0	0	0	1	0	0	0	7
0130 - 0145	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0145 - 0200	0	6	1	0	0	0	0	0	0	1	0	0	0	8
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0345 - 0400	0	1	0	0	0	0	0	1	0	0	0	0	0	2
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0415 - 0430	0	1	1	1	0	0	0	0	0	0	0	0	0	3
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0445 - 0500	0	7	0	0	0	0	0	0	0	2	0	0	0	9
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0515 - 0530	0	8	2	0	0	0	0	0	0	0	0	0	0	10
0530 - 0545	0	8	1	0	0	0	0	0	1	0	0	0	0	10
0545 - 0600	0	17	2	0	1	0	0	0	0	0	0	0	0	20
0600 - 0615	0	22	4	0	0	0	0	0	0	0	0	0	0	26
0615 - 0630	0	16	1	0	1	0	0	0	0	0	0	0	0	18
0630 - 0645	0	35	3	1	0	0	0	0	0	0	0	0	0	39
0645 - 0700	0	42	7	1	0	0	0	1	0	0	0	0	0	51
0700 - 0715	0	51	8	0	0	0	0	0	0	0	0	0	0	59
0715 - 0730	0	47	4	2	0	0	0	0	0	0	0	0	0	53
0730 - 0745	0	73	13	0	3	0	0	0	0	0	0	0	0	89
0745 - 0800	0	92	28	0	2	0	0	0	0	0	0	0	0	122
0800 - 0815	0	73	14	0	1	0	0	0	0	0	0	0	0	88
0815 - 0830	0	97	22	0	3	0	0	0	0	0	0	0	0	122
0830 - 0845	0	72	20	0	2	0	0	0	0	0	0	0	0	94
0845 - 0900	0	103	15	1	3	0	0	0	0	0	0	0	0	122
0900 - 0915	0	69	26	1	3	0	0	1	0	0	0	0	0	100
0915 - 0930	0	71	24	0	5	0	0	1	0	0	0	0	0	101
0930 - 0945	0	94	32	0	2	0	0	0	0	0	0	0	0	128
0945 - 1000	0	87	19	0	5	0	0	0	0	0	0	0	0	111
1000 - 1015	0	68	11	0	0	0	0	0	0	0	0	0	0	79
1015 - 1030	0	90	23	0	5	0	0	0	0	0	0	0	0	118
1030 - 1045	0	77	23	0	2	0	0	1	1	0	0	0	0	104
1045 - 1100	1	90	19	0	3	0	0	0	0	0	0	0	0	113
1100 - 1115	0	91	22	0	0	1	0	0	1	0	0	0	0	115
1115 - 1130	0	120	22	0	2	1	0	2	1	0	0	0	0	148
1130 - 1145	0	105	21	0	6	1	0	0	0	0	0	0	0	133
1145 - 1200	0	131	30	0	0	1	0	0	1	0	0	0	0	163
1200 - 1215	0	142	22	1	4	0	0	0	0	0	0	0	0	169
1215 - 1230	1	128	34	0	3	0	0	0	0	0	0	0	0	166
1230 - 1245	0	159	20	0	4	0	0	2	0	0	0	0	0	185
1245 - 1300	0	162	28	0	2	0	0	0	0	0	0	0	0	192
1300 - 1315	0	126	16	0	2	0	0	0	0	1	0	0	0	145
1315 - 1330	0	112	22	0	3	0	0	0	0	0	0	0	0	137
1330 - 1345	0	140	27	0	3	0	0	0	0	0	0	0	0	170
1345 - 1400	0	143	27	0	2	1	0	1	1	0	0	0	0	175
1400 - 1415	0	126	16	0	0	0	0	1	1	0	0	0	0	144
1415 - 1430	0	149	36	0	0	0	0	0	1	0	0	0	0	186
1430 - 1445	0	144	23	1	2	2	0	0	0	0	0	0	0	172
1445 - 1500	0	136	21	0	0	0	0	0	1	0	0	0	0	158
1500 - 1515	0	151	31	0	0	0	0	0	0	0	0	0	0	182
1515 - 1530	1	156	24	1	2	0	0	0	0	0	0	0	0	184
1530 - 1545	0	128	22	2	1	0	0	0	0	0	0	0	0	153
1545 - 1600	0	139	24	0	3	0	0	0	0	0	0	0	0	166
1600 - 1615	0	147	21	1	2	0	0	0	0	0	0	0	0	171
1615 - 1630	0													

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

TIME	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	TOTAL
0000 - 0015	0	15	0	0	0	0	0	0	0	0	0	0	0	15
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0030 - 0045	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0100 - 0115	0	4	1	0	0	0	0	0	1	0	0	0	0	6
0115 - 0130	0	1	0	0	0	0	0	1	0	1	0	0	0	2
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0200 - 0215	0	1	1	0	0	0	0	0	1	0	0	0	0	3
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	5	0	0	1	0	0	0	0	0	0	0	0	6
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0400 - 0415	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0415 - 0430	0	6	4	0	0	0	0	0	1	0	0	0	0	11
0430 - 0445	0	9	1	0	1	0	0	0	0	0	0	0	0	11
0445 - 0500	0	11	1	0	0	0	0	0	0	1	0	0	0	13
0500 - 0515	0	9	3	0	1	0	0	0	0	0	0	0	0	13
0515 - 0530	0	21	3	0	2	0	0	0	0	0	0	0	0	26
0530 - 0545	0	23	4	0	0	1	0	0	1	0	0	0	0	29
0545 - 0600	0	28	6	0	0	0	0	0	0	0	0	0	0	34
0600 - 0615	0	52	12	4	2	0	0	0	1	0	0	0	0	71
0615 - 0630	0	45	13	1	0	0	0	0	0	0	0	0	0	59
0630 - 0645	0	64	15	1	1	0	0	0	0	1	0	0	0	82
0645 - 0700	0	82	20	1	1	0	0	0	0	1	0	0	0	105
0700 - 0715	0	88	20	0	0	1	0	0	0	0	0	0	0	109
0715 - 0730	0	109	21	1	0	0	0	0	0	0	0	0	0	131
0730 - 0745	0	121	24	3	0	0	0	0	0	0	0	0	0	148
0745 - 0800	0	136	21	0	0	0	0	0	0	0	0	0	0	157
0800 - 0815	0	112	30	0	1	0	0	0	0	1	0	0	0	144
0815 - 0830	0	125	20	0	3	0	0	0	0	0	0	0	0	148
0830 - 0845	0	144	16	0	1	0	0	0	0	0	0	0	0	161
0845 - 0900	0	115	24	0	4	0	0	1	1	0	0	0	0	145
0900 - 0915	0	127	26	0	2	0	0	0	0	0	0	0	0	155
0915 - 0930	0	106	30	0	2	1	0	1	1	0	0	0	0	141
0930 - 0945	0	126	23	0	2	0	0	0	0	1	0	0	0	152
0945 - 1000	0	100	20	0	2	1	0	0	0	0	0	0	0	123
1000 - 1015	0	104	19	0	1	1	0	0	0	0	0	0	0	125
1015 - 1030	0	137	16	0	1	0	0	0	0	0	0	0	0	154
1030 - 1045	0	114	24	0	4	1	0	0	0	0	0	0	0	143
1045 - 1100	0	104	24	0	5	0	0	0	1	0	0	0	0	134
1100 - 1115	0	114	30	1	2	0	0	0	0	0	0	0	0	147
1115 - 1130	0	128	35	0	3	0	0	0	2	0	0	0	0	168
1130 - 1145	0	118	29	0	2	1	0	0	0	1	0	0	0	151
1145 - 1200	0	146	25	1	3	0	0	2	0	0	0	0	0	177
1200 - 1215	0	123	22	0	3	0	0	0	0	0	0	0	0	148
1215 - 1230	0	129	26	0	2	1	0	0	0	0	0	0	0	158
1230 - 1245	0	146	25	0	1	1	0	1	1	0	0	0	0	175
1245 - 1300	0	151	22	0	3	0	0	3	0	0	0	0	0	179
1300 - 1315	0	157	18	0	3	0	0	0	0	0	0	0	0	178
1315 - 1330	0	162	31	1	5	0	0	0	0	0	0	0	0	199
1330 - 1345	0	144	25	6	0	0	0	0	0	0	0	0	0	175
1345 - 1400	0	155	21	1	4	0	0	0	0	0	0	0	0	181
1400 - 1415	0	156	22	0	2	0	0	0	0	0	0	0	0	180
1415 - 1430	0	137	23	0	1	0	0	0	1	1	0	0	0	163
1430 - 1445	0	127	25	0	3	1	0	0	0	0	0	0	0	156
1445 - 1500	0	166	20	1	1	0	0	0	1	0	0	0	0	189
1500 - 1515	0	138	36	0	5	0	0	0	0	0	0	0	0	179
1515 - 1530	1	151	23	1	0	1	0	1	0	0	0	0	0	178
1530 - 1545	0	149	23	0	4	0	0	0	0	0	0	0	0	176
1545 - 1600	0	152	28	1	2	0	0	0	0	0	0	0	0	183
1600 - 1615	0	140	17	2	2	0	0	0	0	0	0	0	0	161



Lat/Long

Date _____
Wednesday, April 27, 2021

Weather
Mostly Cloudy

0000-2400 (Weekday 24h Session)

TIME	Bi-Directional 15min													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0015	0	23	2	0	0	0	0	0	0	0	0	0	0	25
0015 - 0030	0	20	0	0	0	0	0	0	0	0	0	0	0	20
0030 - 0045	0	17	1	0	0	0	0	0	0	0	0	0	0	18
0045 - 0100	0	12	1	0	0	0	0	0	0	0	0	0	0	13
0100 - 0115	0	8	3	0	0	0	0	0	1	0	0	0	0	12
0115 - 0130	0	7	1	0	0	0	0	1	0	0	0	0	0	9
0130 - 0145	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0145 - 0200	0	10	2	0	0	0	0	0	1	0	0	0	0	13
0200 - 0215	0	3	1	0	0	0	0	0	1	0	0	0	0	5
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0245 - 0300	0	4	2	0	0	0	0	0	0	0	0	0	0	6
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	10	0	0	1	0	0	0	0	0	0	0	0	11
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0345 - 0400	0	5	1	0	0	0	0	1	0	0	0	0	0	7
0400 - 0415	0	7	2	0	0	0	0	0	0	0	0	0	0	9
0415 - 0430	0	7	5	1	0	0	0	0	1	0	0	0	0	14
0430 - 0445	0	12	1	0	1	0	0	0	0	0	0	0	0	14
0445 - 0500	0	18	1	0	0	0	0	0	3	0	0	0	0	22
0500 - 0515	0	15	4	0	1	0	0	0	0	0	0	0	0	20
0515 - 0530	0	29	5	0	2	0	0	0	0	0	0	0	0	36
0530 - 0545	0	31	5	0	0	1	0	0	2	0	0	0	0	39
0545 - 0600	0	45	8	0	1	0	0	0	0	0	0	0	0	54
0600 - 0615	0	74	16	4	2	0	0	1	0	0	0	0	0	97
0615 - 0630	0	61	14	1	1	0	0	0	0	0	0	0	0	77
0630 - 0645	0	99	18	2	1	0	0	0	1	0	0	0	0	121
0645 - 0700	0	124	27	2	1	0	0	1	1	0	0	0	0	156
0700 - 0715	0	139	28	0	0	1	0	0	0	0	0	0	0	168
0715 - 0730	0	156	25	3	0	0	0	0	0	0	0	0	0	184
0730 - 0745	0	194	37	3	3	0	0	0	0	0	0	0	0	237
0745 - 0800	0	228	49	0	2	0	0	0	0	0	0	0	0	279
0800 - 0815	0	185	44	0	2	0	0	0	1	0	0	0	0	232
0815 - 0830	0	222	42	0	6	0	0	0	0	0	0	0	0	270
0830 - 0845	0	216	36	0	3	0	0	0	0	0	0	0	0	255
0845 - 0900	0	218	39	1	7	0	0	1	1	0	0	0	0	267
0900 - 0915	0	196	52	1	5	0	0	1	0	0	0	0	0	255
0915 - 0930	0	177	54	0	7	1	0	2	1	0	0	0	0	242
0930 - 0945	0	220	55	0	4	0	0	0	1	0	0	0	0	280
0945 - 1000	0	187	39	0	7	1	0	0	0	0	0	0	0	234
1000 - 1015	0	172	30	0	1	1	0	0	0	0	0	0	0	204
1015 - 1030	0	227	39	0	6	0	0	0	0	0	0	0	0	272
1030 - 1045	0	191	47	0	6	1	0	1	1	0	0	0	0	247
1045 - 1100	1	194	43	0	8	0	0	1	0	0	0	0	0	247
1100 - 1115	0	205	52	1	2	1	0	0	1	0	0	0	0	262
1115 - 1130	0	248	57	0	5	1	0	4	1	0	0	0	0	316
1130 - 1145	0	223	50	0	8	2	0	0	1	0	0	0	0	284
1145 - 1200	0	277	55	1	3	1	0	2	1	0	0	0	0	340
1200 - 1215	0	265	44	1	7	0	0	0	0	0	0	0	0	317
1215 - 1230	1	257	60	0	5	1	0	0	0	0	0	0	0	324
1230 - 1245	0	305	45	0	5	1	0	3	1	0	0	0	0	360
1245 - 1300	0	313	50	0	5	0	0	3	0	0	0	0	0	371
1300 - 1315	0	283	34	0	5	0	0	0	1	0	0	0	0	323
1315 - 1330	0	274	53	1	8	0	0	0	0	0	0	0	0	336
1330 - 1345	0	284	52	6	3	0	0	0	0	0	0	0	0	345
1345 - 1400	0	298	48	1	6	1	0	1	1	0	0	0	0	356
1400 - 1415	0	282	38	0	2	0	0	1	1	0	0	0	0	324
1415 - 1430	0	286	59	0	1	0	0	1	2	0	0	0	0	349
1430 - 1445	0	271	48	1	5	3	0	0	0	0	0	0	0	328
1445 - 1500	0	302	41	1	1	0	0	0	2	0	0	0	0	347
1500 - 1515	0	289	67	0	5	0	0	0	0	0	0	0	0	361
1515 - 1530	2	307	47	2	2	1	0	1	0	0	0	0	0	362
1530 - 1545	0	277	45	2	5	0	0	0	0	0	0	0	0	329
1545 - 1600	0	291	52	1	5	0	0	0	0	0	0	0	0	349
1600 - 1615	0	287	38	3	4	0	0	0	0	0	0	0	0	332
1615 - 1630	0	299	53	2	1	0	0	1	0	0	0	0	0	356
1630 - 1645	0	301	50	1	3	0	0	0	1	0	0	0	0	356
1645 - 1700	0	318	30	1	1	0	0	0	1	0	0	0	0	351
1700 - 1715</														

Alpharetta, GA
Classified Traffic Count

Site 4
Haynes Bridge Rd,
north of Rainwater Dr



Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

TIME	NB	SB	TOTAL
0000 - 0015	10	15	25
0015 - 0030	12	8	20
0030 - 0045	10	8	18
0045 - 0100	9	4	13
0100 - 0115	6	6	12
0115 - 0130	7	2	9
0130 - 0145	3	4	7
0145 - 0200	8	5	13
0200 - 0215	2	3	5
0215 - 0230	0	4	4
0230 - 0245	2	0	2
0245 - 0300	3	3	6
0300 - 0315	2	1	3
0315 - 0330	5	6	11
0330 - 0345	2	2	4
0345 - 0400	2	5	7
0400 - 0415	3	6	9
0415 - 0430	3	11	14
0430 - 0445	3	11	14
0445 - 0500	9	13	22
0500 - 0515	7	13	20
0515 - 0530	10	26	36
0530 - 0545	10	29	39
0545 - 0600	20	34	54
0600 - 0615	26	71	97
0615 - 0630	18	59	77
0630 - 0645	39	82	121
0645 - 0700	51	105	156
0700 - 0715	59	109	168
0715 - 0730	53	131	184
0730 - 0745	89	148	237
0745 - 0800	122	157	279
0800 - 0815	88	144	232
0815 - 0830	122	148	270
0830 - 0845	94	161	255
0845 - 0900	122	145	267
0900 - 0915	100	155	255
0915 - 0930	101	141	242
0930 - 0945	128	152	280
0945 - 1000	111	123	234
1000 - 1015	79	125	204
1015 - 1030	118	154	272
1030 - 1045	104	143	247
1045 - 1100	113	134	247
1100 - 1115	115	147	262
1115 - 1130	148	168	316
1130 - 1145	133	151	284
1145 - 1200	163	177	340
1200 - 1215	169	148	317
1215 - 1230	166	158	324
1230 - 1245	185	175	360
1245 - 1300	192	179	371
1300 - 1315	145	178	323
1315 - 1330	137	199	336
1330 - 1345	170	175	345
1345 - 1400	175	181	356
1400 - 1415	144	180	324
1415 - 1430	186	163	349
1430 - 1445	172	156	328
1445 - 1500	158	189	347
1500 - 1515	182	179	361
1515 - 1530	184	178	362
1530 - 1545	153	176	329
1545 - 1600	166	183	349
1600 - 1615	171	161	332
1615 - 1630	186	170	356
1630 - 1645	189	167	356
1645 - 1700	204	147	351
1700 - 1715	202	216	418
1715 - 1730	195	169	364
1730 - 1745	196	161	357
1745 - 1800	176	156	332
1800 - 1815	181	163	344
1815 - 1830	160	137	297
1830 - 1845	127	135	262
1845 - 1900	124	106	230
1900 - 1915	92	100	192
1915 - 1930	92	89	181
1930 - 1945	89	80	169
1945 - 2000	101	67	168
2000 - 2015	65	56	121
2015 - 2030	61	58	119
2030 - 2045	53	43	96
2045 - 2100	51	64	115
2100 - 2115	42	52	94
2115 - 2130	49	47	96
2130 - 2145	43	43	86
2145 - 2200	31	36	67
2200 - 2215	33	37	70
2215 - 2230	30	30	60
2230 - 2245	16	17	33
2245 - 2300	25	29	54
2300 - 2315	22	16	38
2315 - 2330	11	7	18
2330 - 2345	15	9	24
2345 - 0000	11	17	28

Session Total	8171	9031	17202
Session Average	85.11	94.07	179.19



Site 4

Haynes Bridge Rd,
north of Rainwater Dr

Lat/Long
34,062331°, -84,290856°

Date

Wednesday, January 27, 2021

Weather

Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

TIME	Northbound, (Movement 4.1)													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	38	3	0	0	0	0	0	0	0	0	0	0	41
0100 - 0200	0	18	5	0	0	0	0	0	1	0	0	0	0	24
0200 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0300 - 0400	0	10	0	0	0	0	0	1	0	0	0	0	0	11
0400 - 0500	0	13	2	1	0	0	0	0	2	0	0	0	0	18
0500 - 0600	0	39	6	0	1	0	0	0	1	0	0	0	0	47
0600 - 0700	0	115	15	2	1	0	0	1	0	0	0	0	0	134
0700 - 0800	0	263	53	2	5	0	0	0	0	0	0	0	0	323
0800 - 0900	0	345	71	1	9	0	0	0	0	0	0	0	0	426
0900 - 1000	0	321	101	1	15	0	0	2	0	0	0	0	0	440
1000 - 1100	1	325	76	0	10	0	0	1	1	0	0	0	0	414
1100 - 1200	0	447	95	0	8	4	0	2	3	0	0	0	0	559
1200 - 1300	1	591	104	1	13	0	0	2	0	0	0	0	0	712
1300 - 1400	0	521	92	0	10	1	0	1	2	0	0	0	0	627
1400 - 1500	0	555	96	1	2	2	0	1	3	0	0	0	0	660
1500 - 1600	1	574	101	3	6	0	0	0	0	0	0	0	0	685
1600 - 1700	0	658	84	3	3	0	0	1	1	0	0	0	0	750
1700 - 1800	1	681	85	0	2	0	0	0	0	0	0	0	0	769
1800 - 1900	0	523	68	1	0	0	0	0	0	0	0	0	0	592
1900 - 2000	0	339	34	0	1	0	0	0	0	0	0	0	0	374
2000 - 2100	0	201	29	0	0	0	0	0	0	0	0	0	0	230
2100 - 2200	0	149	15	0	1	0	0	0	0	0	0	0	0	165
2200 - 2300	0	91	13	0	0	0	0	0	0	0	0	0	0	104
2300 - 2400	0	54	5	0	0	0	0	0	0	0	0	0	0	59
Session Total	4	6877	1154	16	87	7	0	12	14	0	0	0	0	8171
Session Average	0,17	286,54	48,08	0,67	3,63	0,29	0,00	0,50	0,58	0,00	0,00	0,00	0,00	340,46
Session Percentage	0,05	84,16	14,12	0,20	1,06	0,09	0,00	0,15	0,17	0,00	0,00	0,00	0,00	
AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	-	-	0900 - 1000	0500 - 0600	-	-	-	-	0900 - 1000
AM Peak Hour Volume	0	345	101	2	15	0	0	2	1	0	0	0	0	440
Noon Peak Hour	1000 - 1100	1200 - 1300	1200 - 1300	1200 - 1300	1200 - 1300	1100 - 1200	-	1100 - 1200	1100 - 1200	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	591	104	1	13	4	0	2	3	0	0	0	0	712
PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1600 - 1700	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Hour Volume	1	681	101	3	6	0	0	1	1	0	0	0	0	769



Site 4

Haynes Bridge Rd,
north of Rainwater Dr

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

TIME	Southbound, (Movement 4.2)													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	34	1	0	0	0	0	0	0	0	0	0	0	35
0100 - 0200	0	13	2	0	0	0	0	1	1	0	0	0	0	17
0200 - 0300	0	7	2	0	0	0	0	0	1	0	0	0	0	10
0300 - 0400	0	11	2	0	1	0	0	0	0	0	0	0	0	14
0400 - 0500	0	31	7	0	1	0	0	0	2	0	0	0	0	41
0500 - 0600	0	81	16	0	3	1	0	0	1	0	0	0	0	102
0600 - 0700	0	243	60	7	4	0	0	1	2	0	0	0	0	317
0700 - 0800	0	454	86	4	0	1	0	0	0	0	0	0	0	545
0800 - 0900	0	496	90	0	9	0	0	1	2	0	0	0	0	598
0900 - 1000	0	459	99	0	8	2	0	1	2	0	0	0	0	571
1000 - 1100	0	459	83	0	11	2	0	1	0	0	0	0	0	556
1100 - 1200	0	506	119	2	10	1	0	4	1	0	0	0	0	643
1200 - 1300	0	549	95	0	9	2	0	4	1	0	0	0	0	660
1300 - 1400	0	618	95	8	12	0	0	0	0	0	0	0	0	733
1400 - 1500	0	586	90	1	7	1	0	1	2	0	0	0	0	688
1500 - 1600	1	590	110	2	11	1	0	1	0	0	0	0	0	716
1600 - 1700	0	547	87	4	6	0	0	0	1	0	0	0	0	645
1700 - 1800	1	593	103	0	3	0	0	1	1	0	0	0	0	702
1800 - 1900	0	450	82	1	8	0	0	0	0	0	0	0	0	541
1900 - 2000	0	302	31	0	3	0	0	0	0	0	0	0	0	336
2000 - 2100	0	205	16	0	0	0	0	0	0	0	0	0	0	221
2100 - 2200	0	169	8	0	1	0	0	0	0	0	0	0	0	178
2200 - 2300	0	100	10	0	2	0	0	0	1	0	0	0	0	113
2300 - 2400	0	46	3	0	0	0	0	0	0	0	0	0	0	49
Session Total	2	7549	1297	29	109	11	0	16	18	0	0	0	0	9031
Session Average	0,08	314,54	54,04	1,21	4,54	0,46	0,00	0,67	0,75	0,00	0,00	0,00	0,00	376,29
Session Percentage	0,02	83,59	14,36	0,32	1,21	0,12	0,00	0,18	0,20	0,00	0,00	0,00	0,00	
AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0800 - 0900	0900 - 1000	-	0600 - 0700	0600 - 0700	-	-	-	-	0800 - 0900
AM Peak Hour Volume	0	496	99	7	9	2	0	1	2	0	0	0	0	598
Noon Peak Hour	-	1300 - 1400	1100 - 1200	1300 - 1400	1300 - 1400	1000 - 1100	-	1100 - 1200	1400 - 1500	-	-	-	-	1300 - 1400
Noon Peak Hour Volume	0	618	119	8	12	2	0	4	2	0	0	0	0	733
PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	593	110	4	11	1	0	1	1	0	0	0	0	716



Site 4

Haynes Bridge Rd,
north of Rainwater Dr

Lat/Long
34,062331°, -84,290856°

Date
Wednesday, January 27, 2021

Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

TIME	Bi-Directional 60min													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	72	4	0	0	0	0	0	0	0	0	0	0	76
0100 - 0200	0	31	7	0	0	0	0	1	2	0	0	0	0	41
0200 - 0300	0	13	3	0	0	0	0	0	1	0	0	0	0	17
0300 - 0400	0	21	2	0	1	0	0	1	0	0	0	0	0	25
0400 - 0500	0	44	9	1	1	0	0	0	4	0	0	0	0	59
0500 - 0600	0	120	22	0	4	1	0	0	2	0	0	0	0	149
0600 - 0700	0	358	75	9	5	0	0	2	2	0	0	0	0	451
0700 - 0800	0	717	139	6	5	1	0	0	0	0	0	0	0	868
0800 - 0900	0	841	161	1	18	0	0	1	2	0	0	0	0	1024
0900 - 1000	0	780	200	1	23	2	0	3	2	0	0	0	0	1011
1000 - 1100	1	784	159	0	21	2	0	2	1	0	0	0	0	970
1100 - 1200	0	953	214	2	18	5	0	6	4	0	0	0	0	1202
1200 - 1300	1	1140	199	1	22	2	0	6	1	0	0	0	0	1372
1300 - 1400	0	1139	187	8	22	1	0	1	2	0	0	0	0	1360
1400 - 1500	0	1141	186	2	9	3	0	2	5	0	0	0	0	1348
1500 - 1600	2	1164	211	5	17	1	0	1	0	0	0	0	0	1401
1600 - 1700	0	1205	171	7	9	0	0	1	2	0	0	0	0	1395
1700 - 1800	2	1274	188	0	5	0	0	1	1	0	0	0	0	1471
1800 - 1900	0	973	150	2	8	0	0	0	0	0	0	0	0	1133
1900 - 2000	0	641	65	0	4	0	0	0	0	0	0	0	0	710
2000 - 2100	0	406	45	0	0	0	0	0	0	0	0	0	0	451
2100 - 2200	0	318	23	0	2	0	0	0	0	0	0	0	0	343
2200 - 2300	0	191	23	0	2	0	0	0	1	0	0	0	0	217
2300 - 2400	0	100	8	0	0	0	0	0	0	0	0	0	0	108
Session Total	6	14426	2451	45	196	18	0	28	32	0	0	0	0	17202
Session Average	0,25	601,08	102,13	1,88	8,17	0,75	0,00	1,17	1,33	0,00	0,00	0,00	0,00	716,75
Session Percentage	0,03	83,86	14,25	0,26	1,14	0,10	0,00	0,16	0,19	0,00	0,00	0,00	0,00	
AM Peak Hour	-	0800 - 0900	0900 - 1000	0600 - 0700	0900 - 1000	0900 - 1000	-	0900 - 1000	0500 - 0600	-	-	-	-	0800 - 0900
AM Peak Hour Volume	0	841	200	9	23	2	0	3	2	0	0	0	0	1024
Noon Peak Hour	1000 - 1100	1400 - 1500	1100 - 1200	1300 - 1400	1200 - 1300	1100 - 1200	-	1100 - 1200	1400 - 1500	-	-	-	-	1200 - 1300
Noon Peak Hour Volume	1	1141	214	8	22	5	0	6	5	0	0	0	0	1372
PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Hour Volume	2	1274	211	7	17	1	0	1	2	0	0	0	0	1471

Lat/Long
34,062331°, -84,290856°

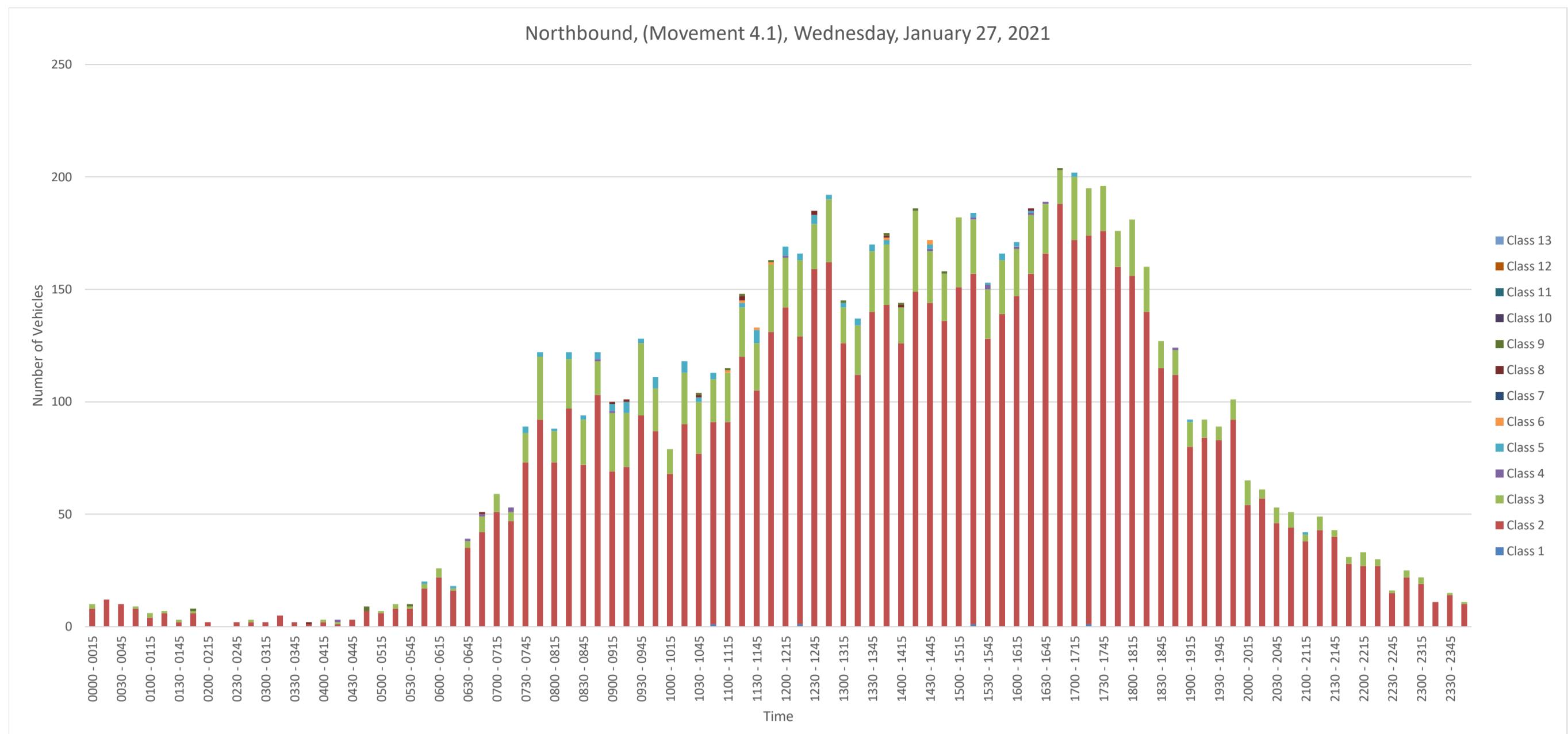
Date
Wednesday, January 27, 2021

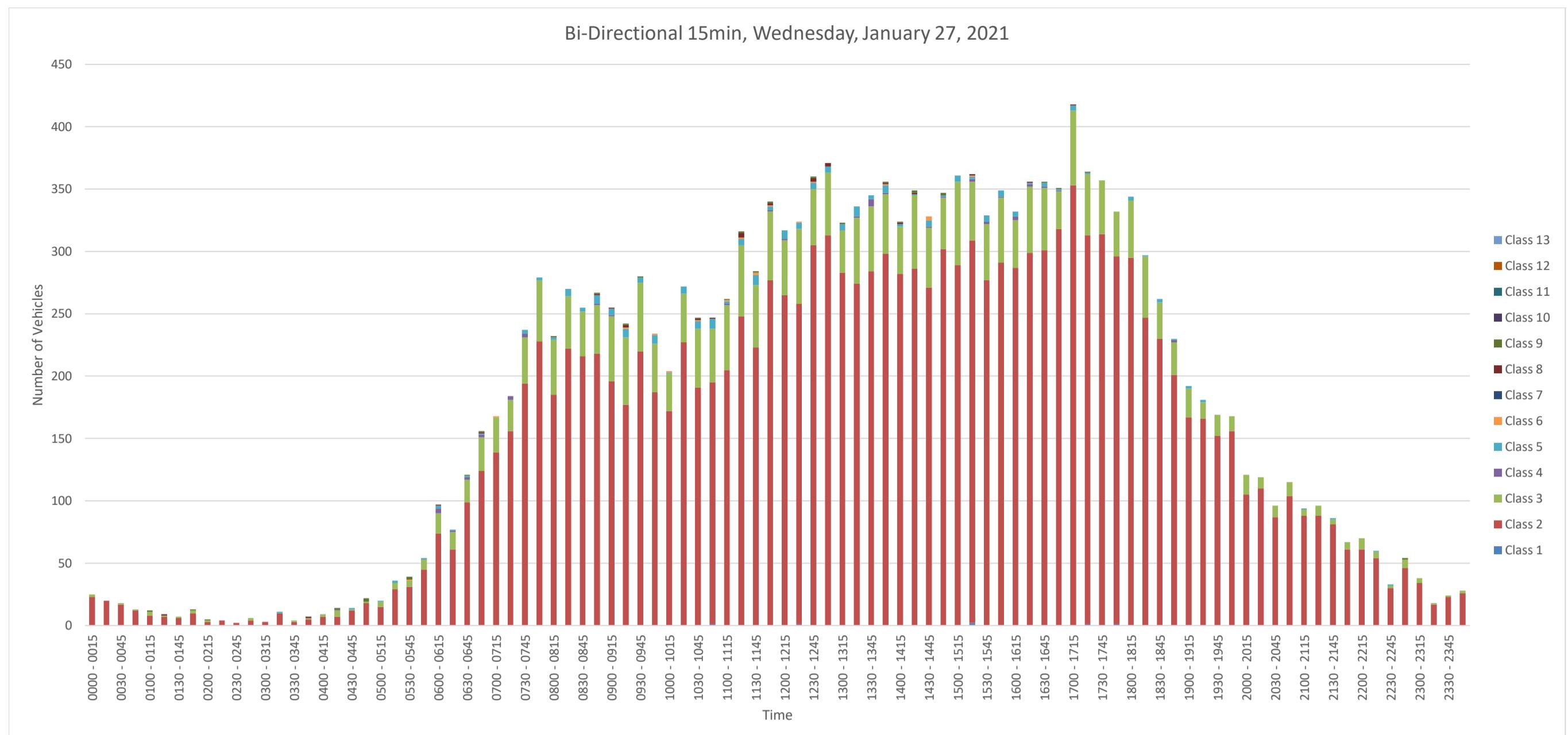
Weather
Mostly Cloudy
54°F

0000 - 2400 (Weekday 24h Session)

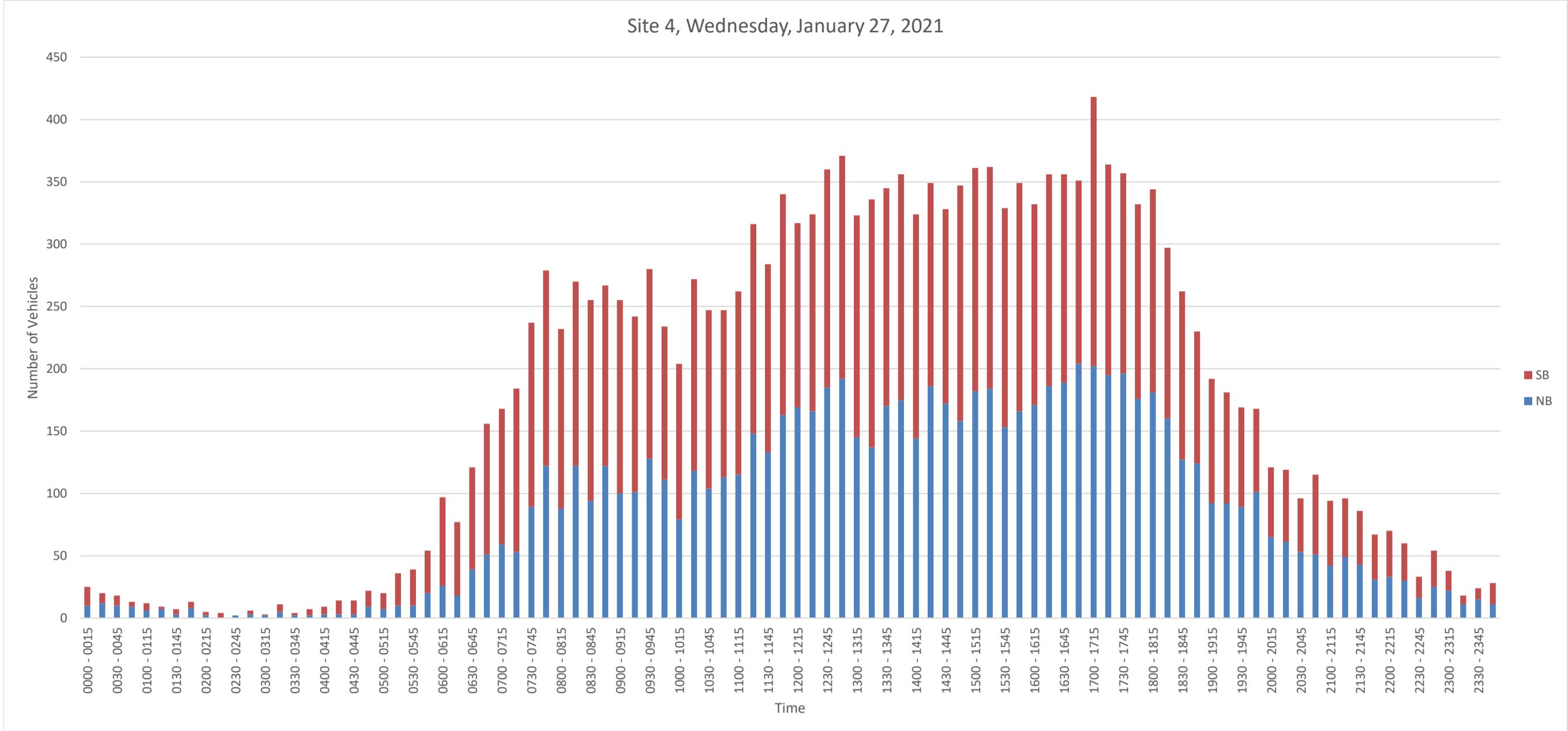
Volume Summary 60min			
TIME	NB	SB	TOTAL
0000 - 0100	41	35	76
0100 - 0200	24	17	41
0200 - 0300	7	10	17
0300 - 0400	11	14	25
0400 - 0500	18	41	59
0500 - 0600	47	102	149
0600 - 0700	134	317	451
0700 - 0800	323	545	868
0800 - 0900	426	598	1024
0900 - 1000	440	571	1011
1000 - 1100	414	556	970
1100 - 1200	559	643	1202
1200 - 1300	712	660	1372
1300 - 1400	627	733	1360
1400 - 1500	660	688	1348
1500 - 1600	685	716	1401
1600 - 1700	750	645	1395
1700 - 1800	769	702	1471
1800 - 1900	592	541	1133
1900 - 2000	374	336	710
2000 - 2100	230	221	451
2100 - 2200	165	178	343
2200 - 2300	104	113	217
2300 - 2400	59	49	108
Session Total	8171	9031	17202
Session Average	340,46	376,29	716,75
Session Percentage	47,50	52,50	

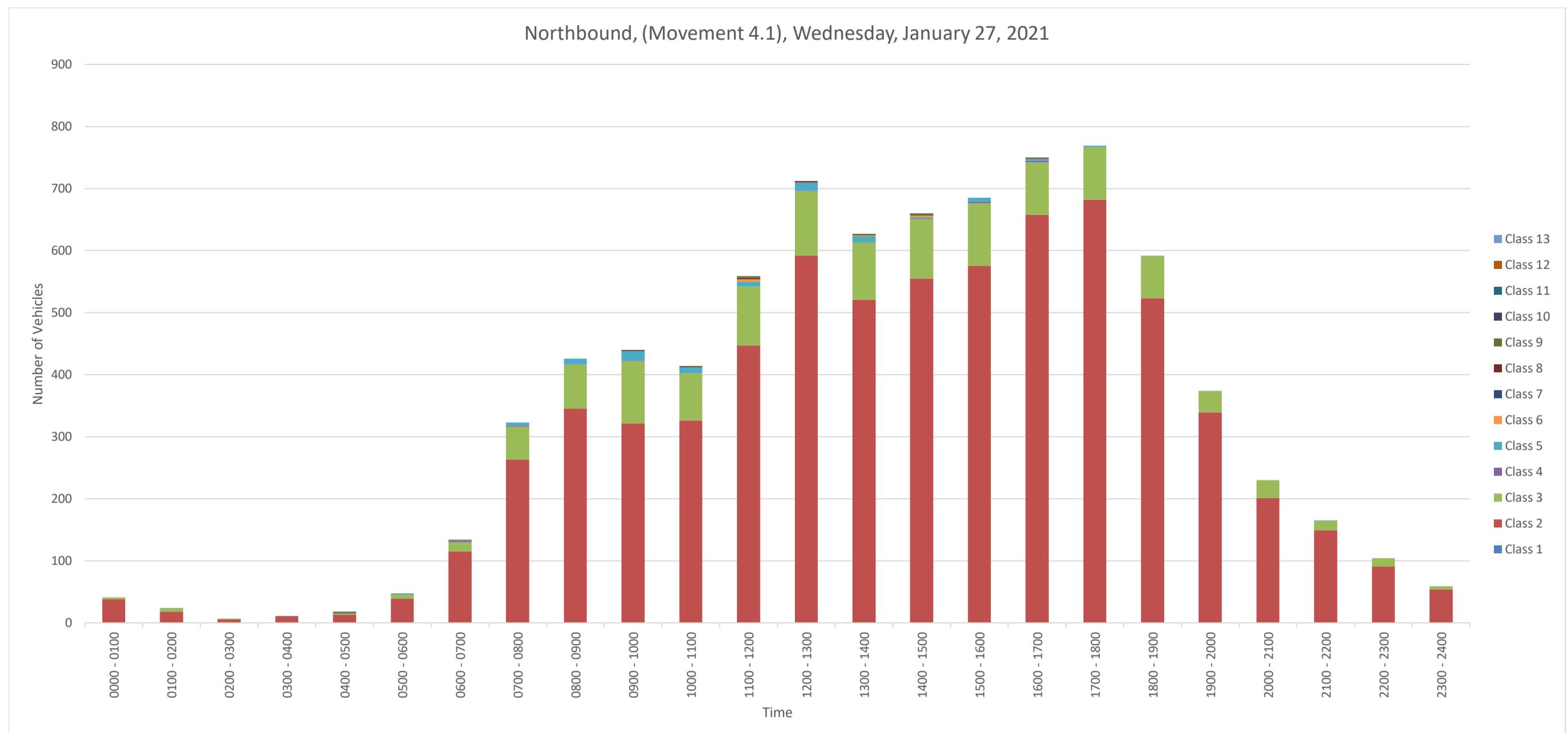
Northbound, (Movement 4.1), Wednesday, January 27, 2021



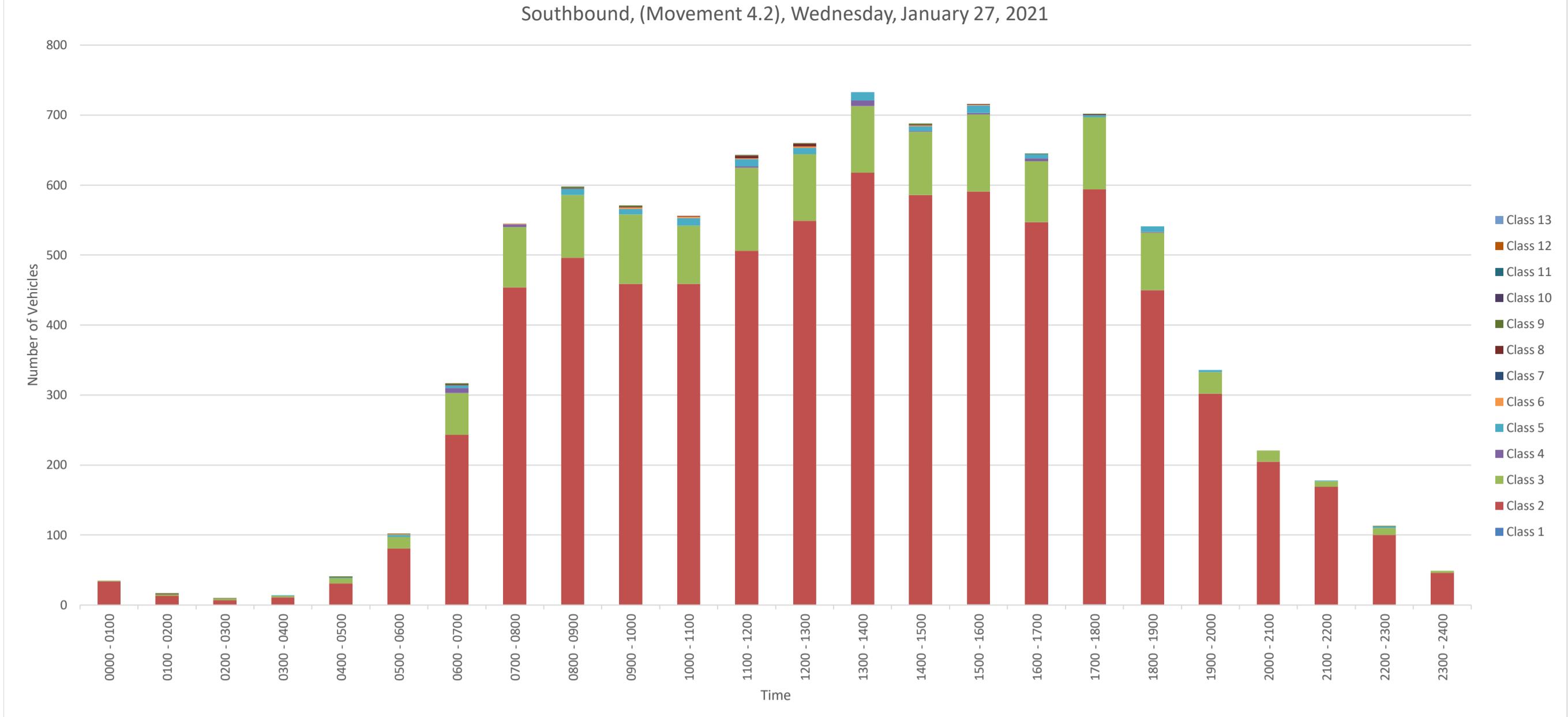


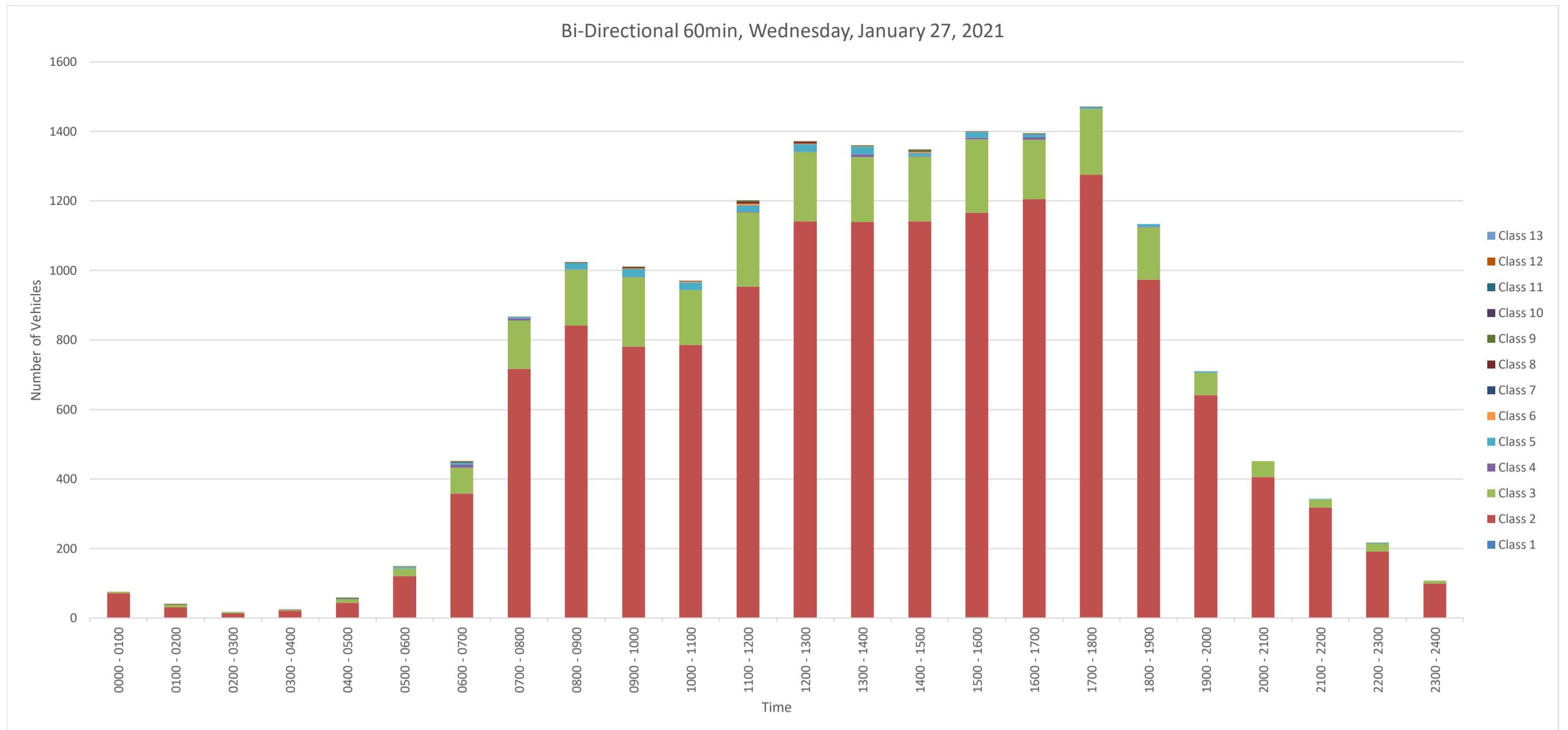
Site 4, Wednesday, January 27, 2021



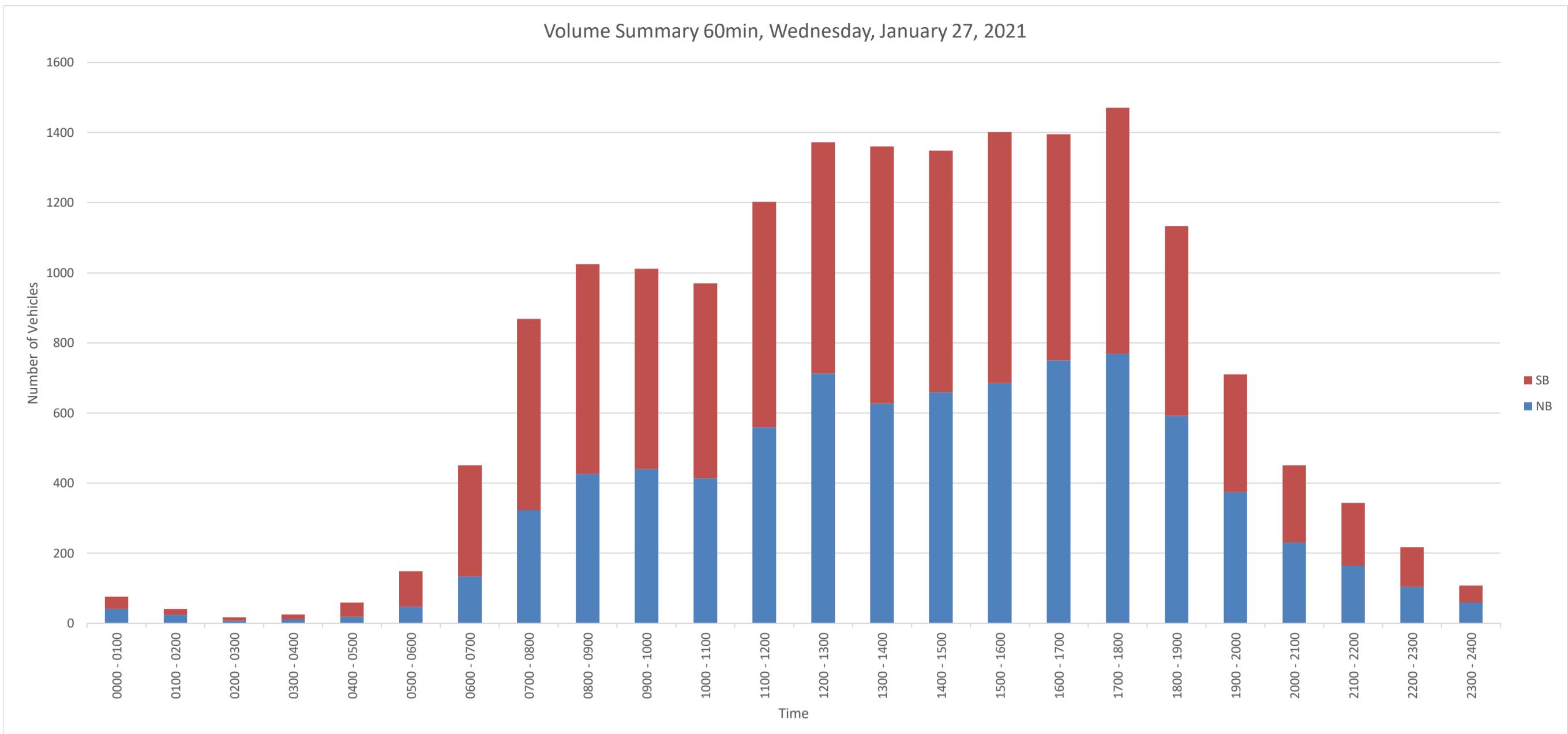


Southbound, (Movement 4.2), Wednesday, January 27, 2021





Volume Summary 60min, Wednesday, January 27, 2021



APPENDIX E

Project Fact Sheets

Short Title

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

GDOT Project No.

0001757

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Express Lanes

Sponsor

GDOT

Jurisdiction

Regional - North

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

LCI

**Planned Thru Lane**

4

Flex

**Network Year**

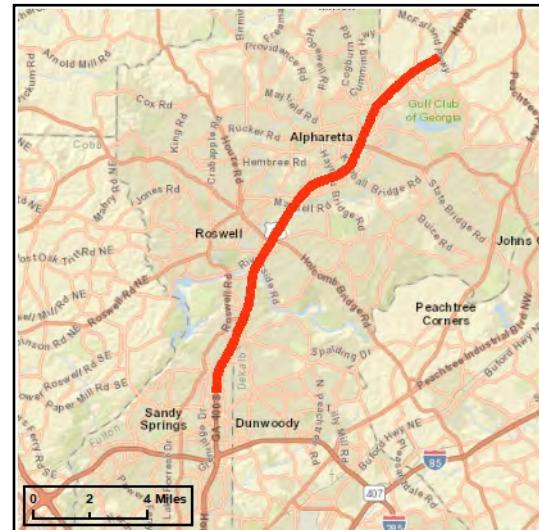
2030

Corridor Length

15.6 miles

Detailed Description and Justification

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



Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Interstate Maintenance	AUTH	2005	\$8,538,782	\$7,684,904	\$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 Bus Rapid Transit	AUTH	2020	\$2,000,000	\$0,000	\$0,000	\$2,000,000	\$0,000
PE National Highway Performance Program (NHPP)	AUTH	2020	\$2,400,000	\$1,920,000	\$400,000	\$0,000	\$0,000
ROW National Highway Performance Program (NHPP)	AUTH	2019	\$19,820,000	\$15,856,000	\$3,964,000	\$0,000	\$0,000
ROW Bus Rapid Transit	AUTH	2020	\$6,000,000	\$0,000	\$0,000	\$6,000,000	\$0,000



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



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

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



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



Short Title

GA 400 HIGH CAPACITY PREMIUM TRANSIT SERVICE - PHASE 1 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

N/A

LCI

**Planned Thru Lane**

N/A

Flex

**Network Year**

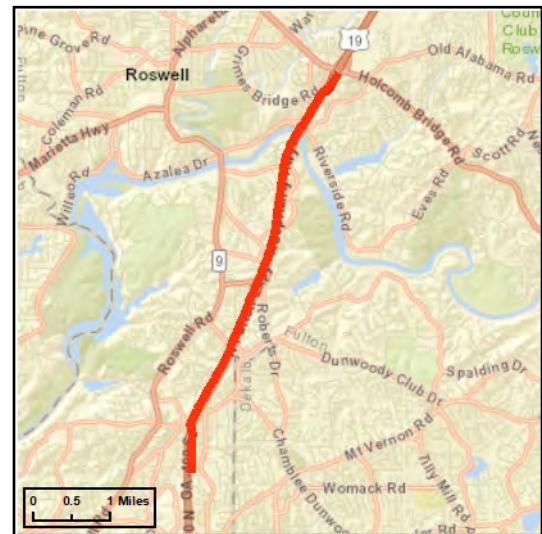
2050

Corridor Length

5.5 miles

Detailed Description and Justification

This project will provide high capacity premium 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 New Starts		LR 2041-2050	\$335,000,000	\$117,250,000	\$0,000	\$0,000	\$217,750,000
			\$339,216,560	\$118,013,203	\$0,000	\$0,000	\$221,203,357

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



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



APPENDIX F

Site Photos

Site Name: Morrison Park TIA

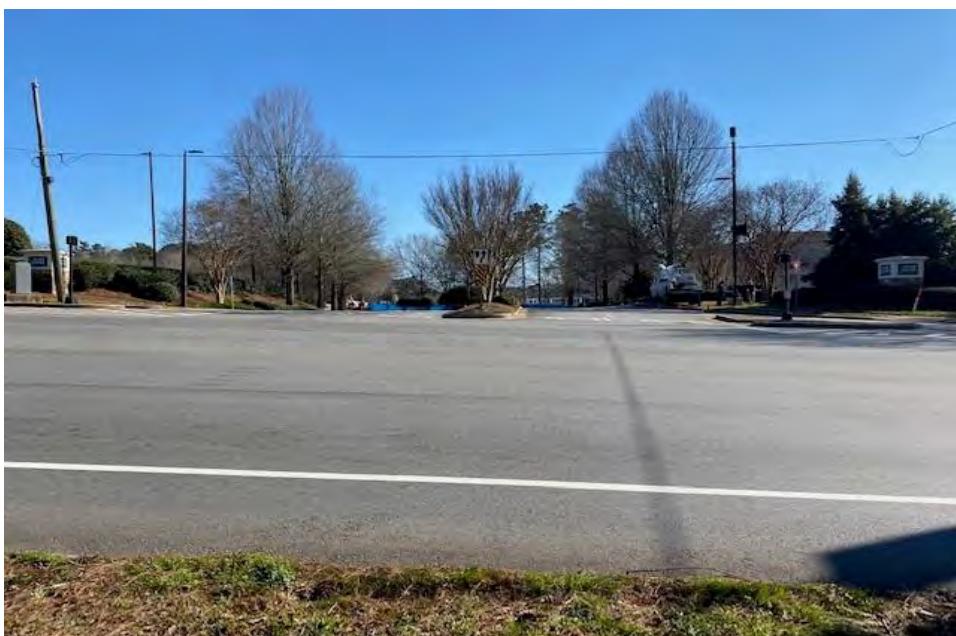
Photo No. 1



Comments:

Looking east at Intersection #1

Photo No. 2



Comments:

Looking south from Site Driveway A (Intersection #1)

Site Name: Morrison Park TIA

Photo No. 3



Comments:

Looking west from Site Driveway A (Intersection #1)

Photo No. 4



Comments:

Looking east from Site Driveway A (Intersection #1)

Site Name: Morrison Park TIA

Photo No. 5



Comments:

Looking north at Intersection #3

Photo No. 6



Comments:

Looking east from Site Driveway B (Intersection #3)

Site Name: Morrison Park TIA

Photo No. 7



Comments:

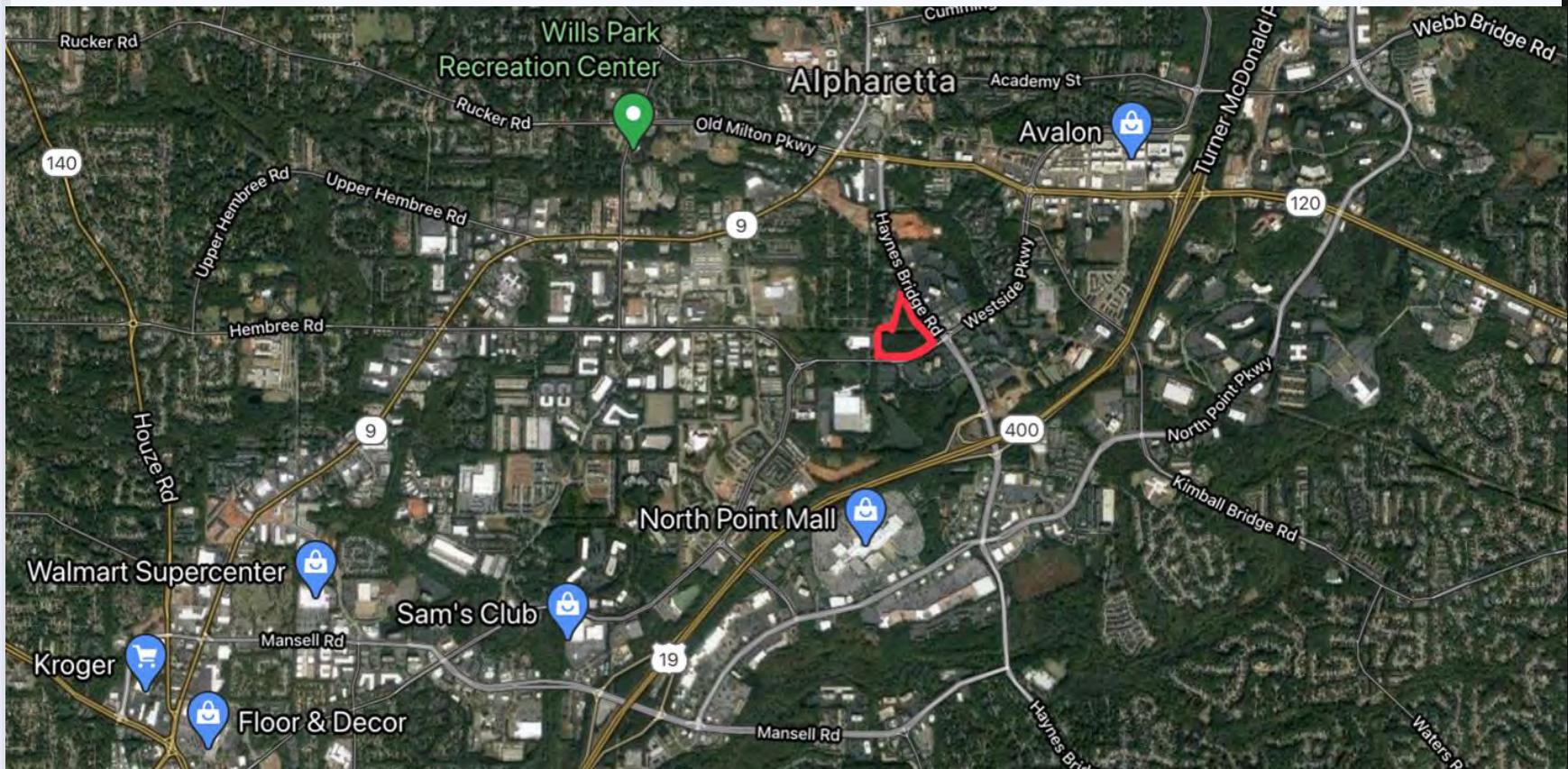
Looking south from Site Driveway B (Intersection #3)

Photo No. 8



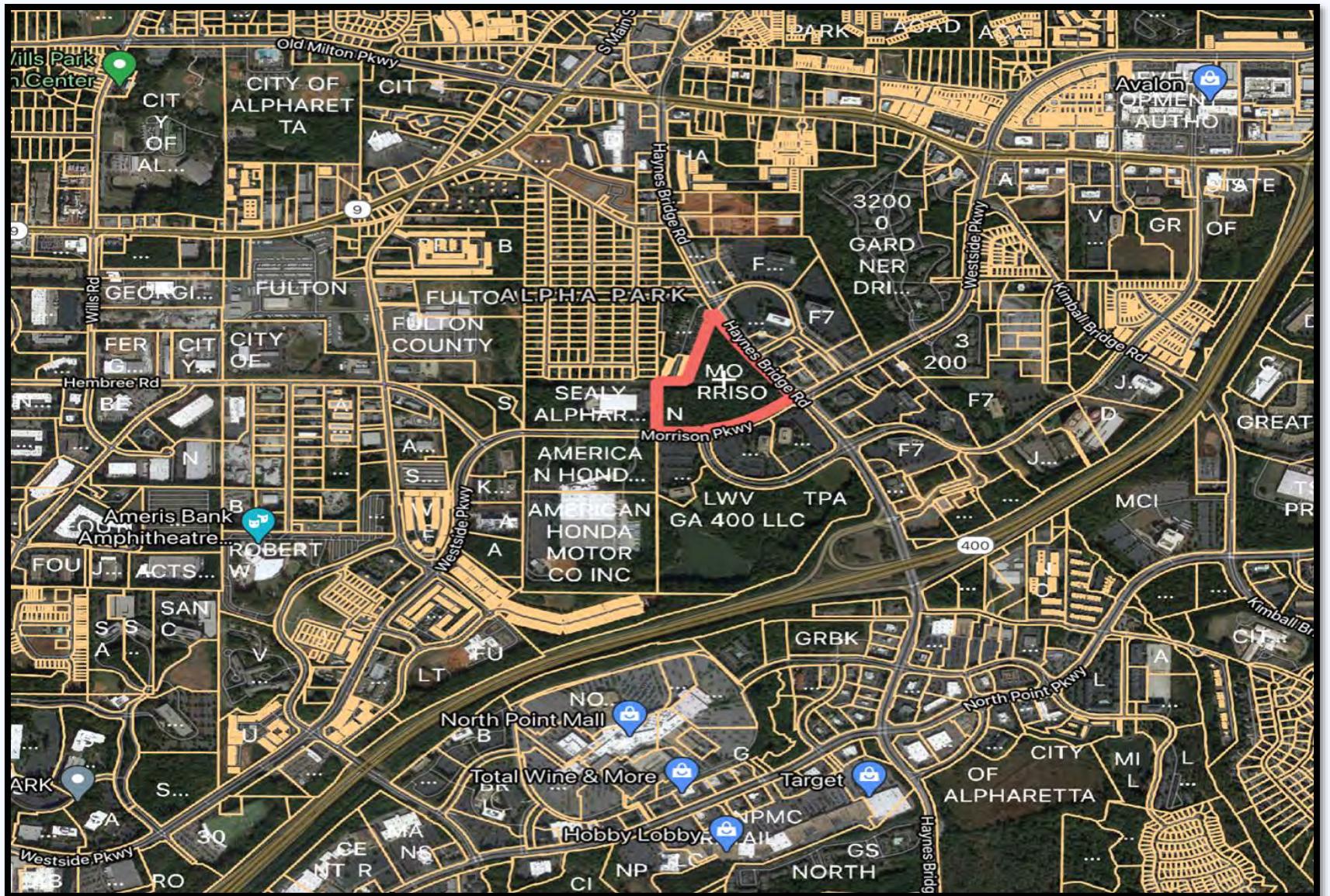
Comments:

Looking north from Site Driveway B (Intersection #3)



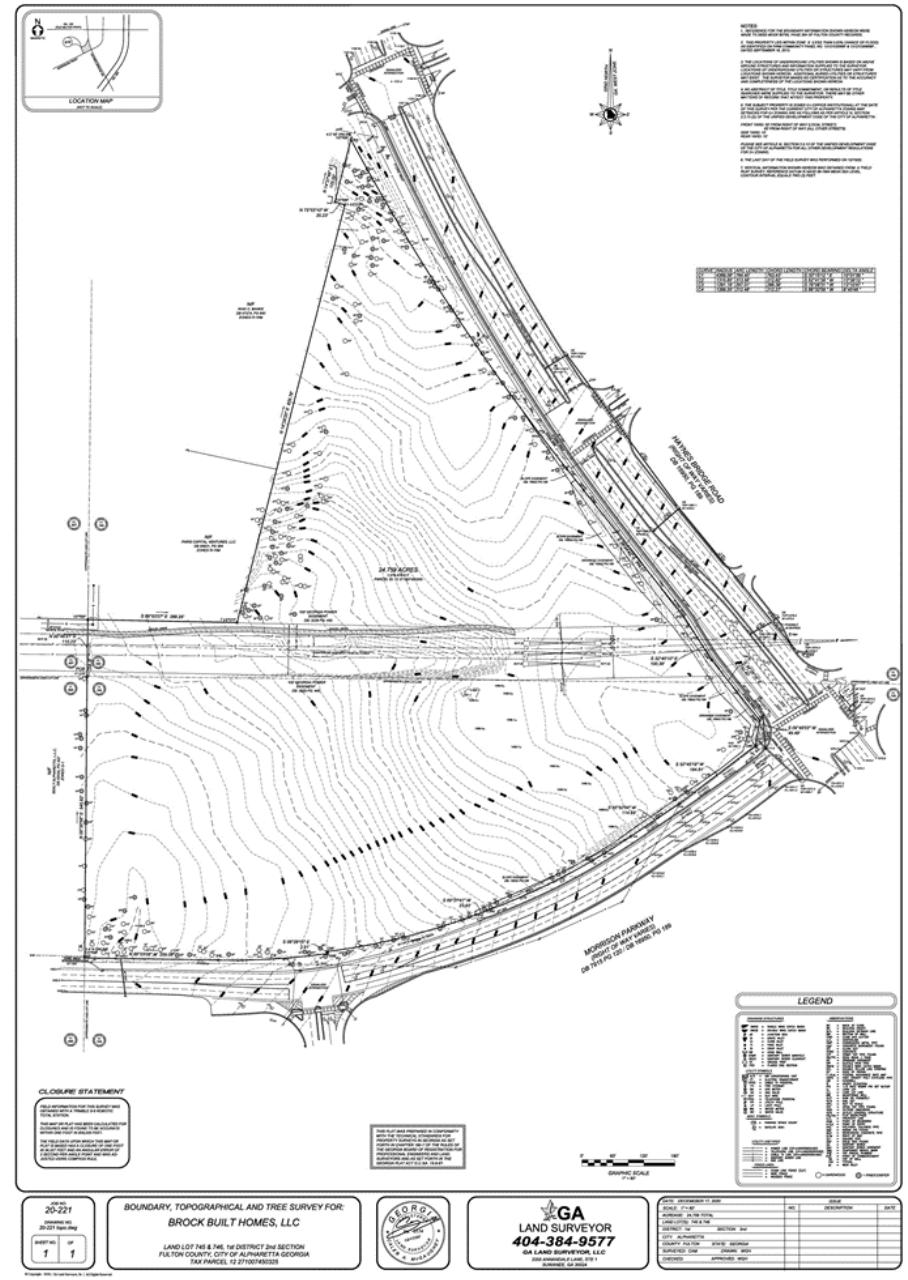
MORRISON PARK

Haynes Bridge & Morrison Parkway



Parcel Map

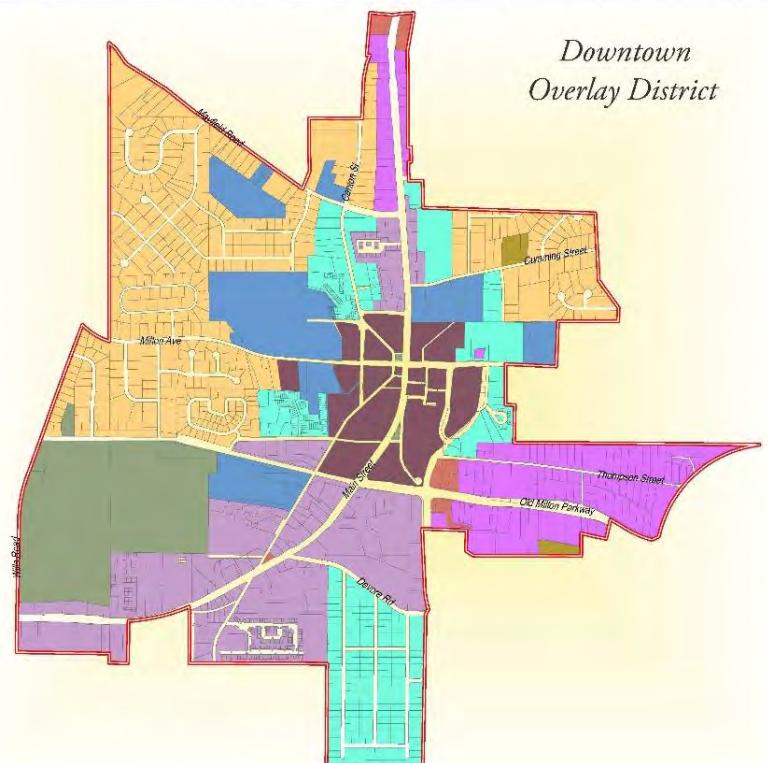
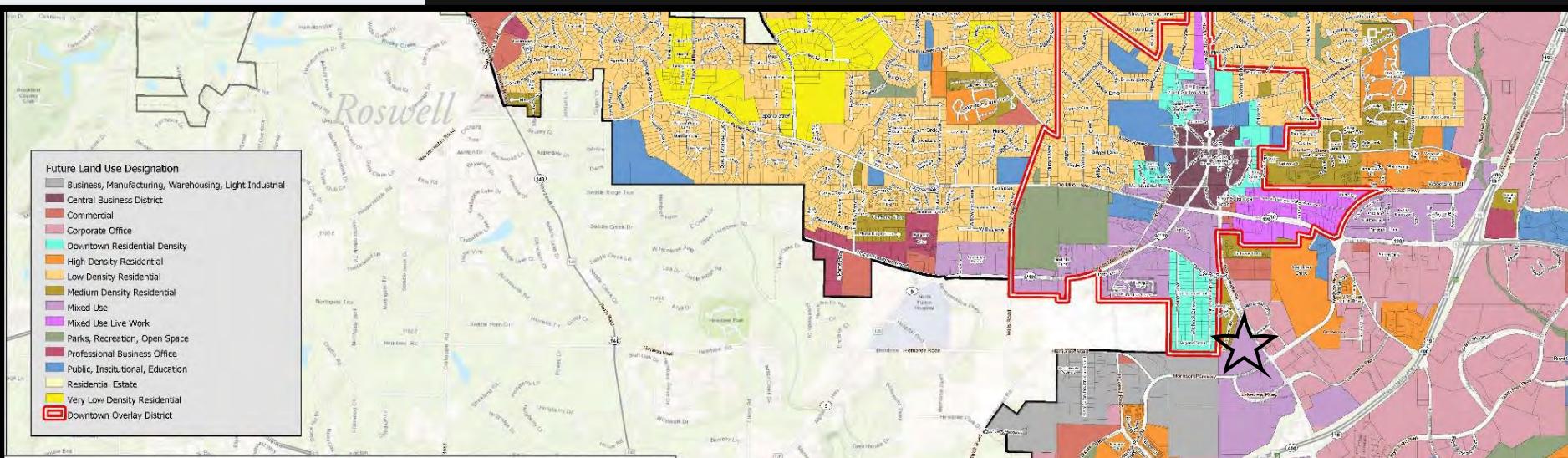
Parcel ID 12 271007450325



Property Survey

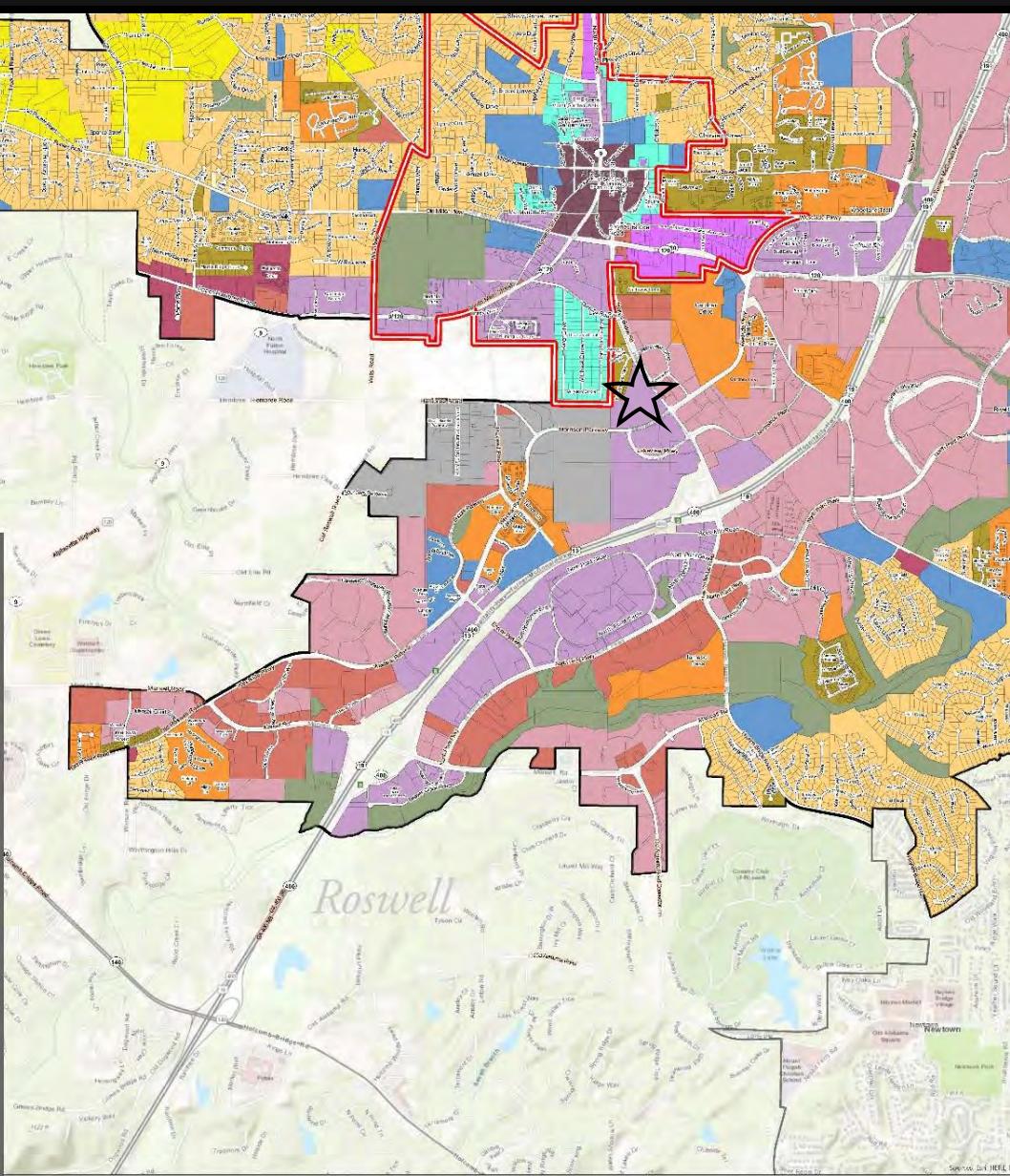


Existing Conditions

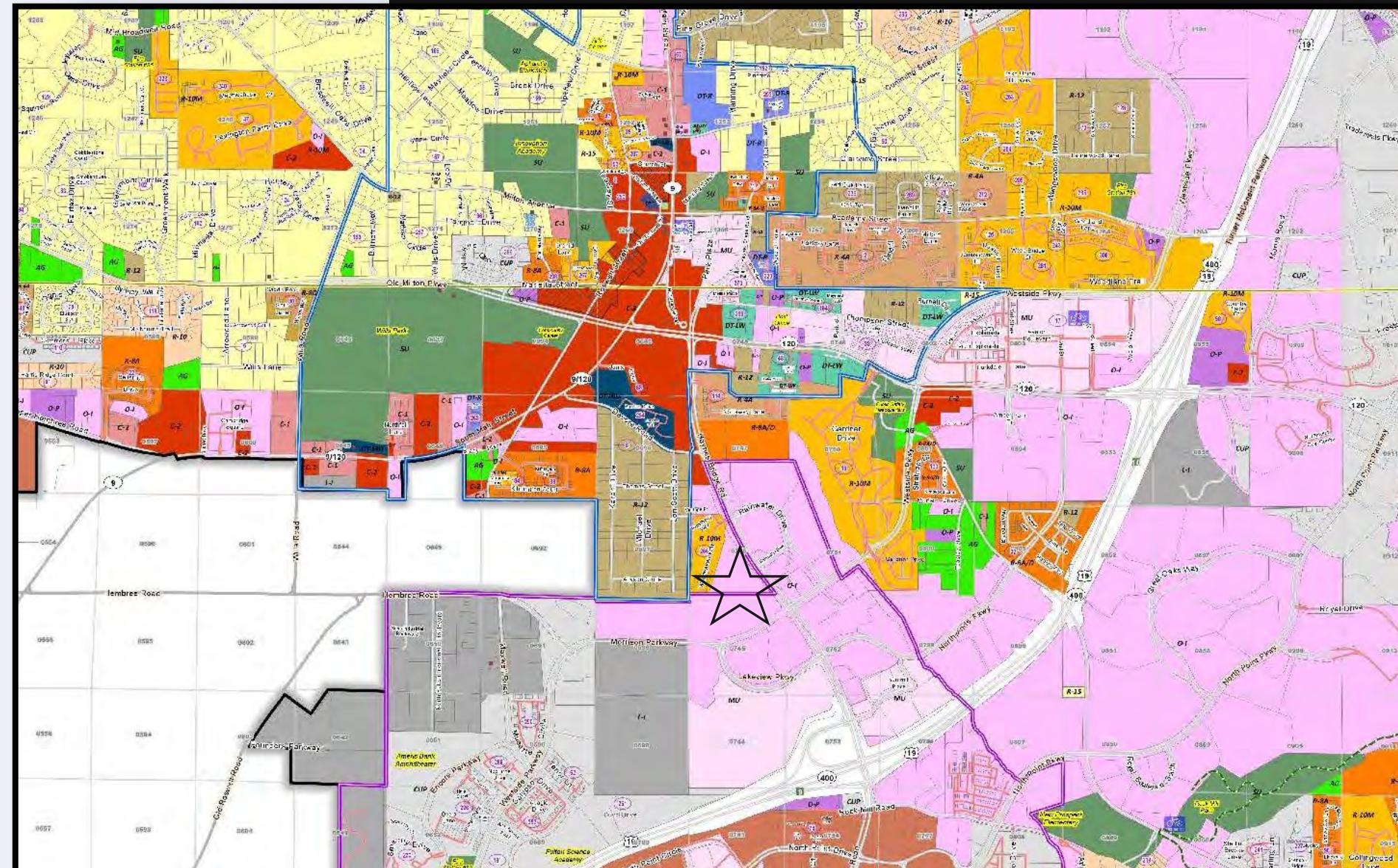


Future Land Use Map

The future land use for Morrison Park is Mixed Use.

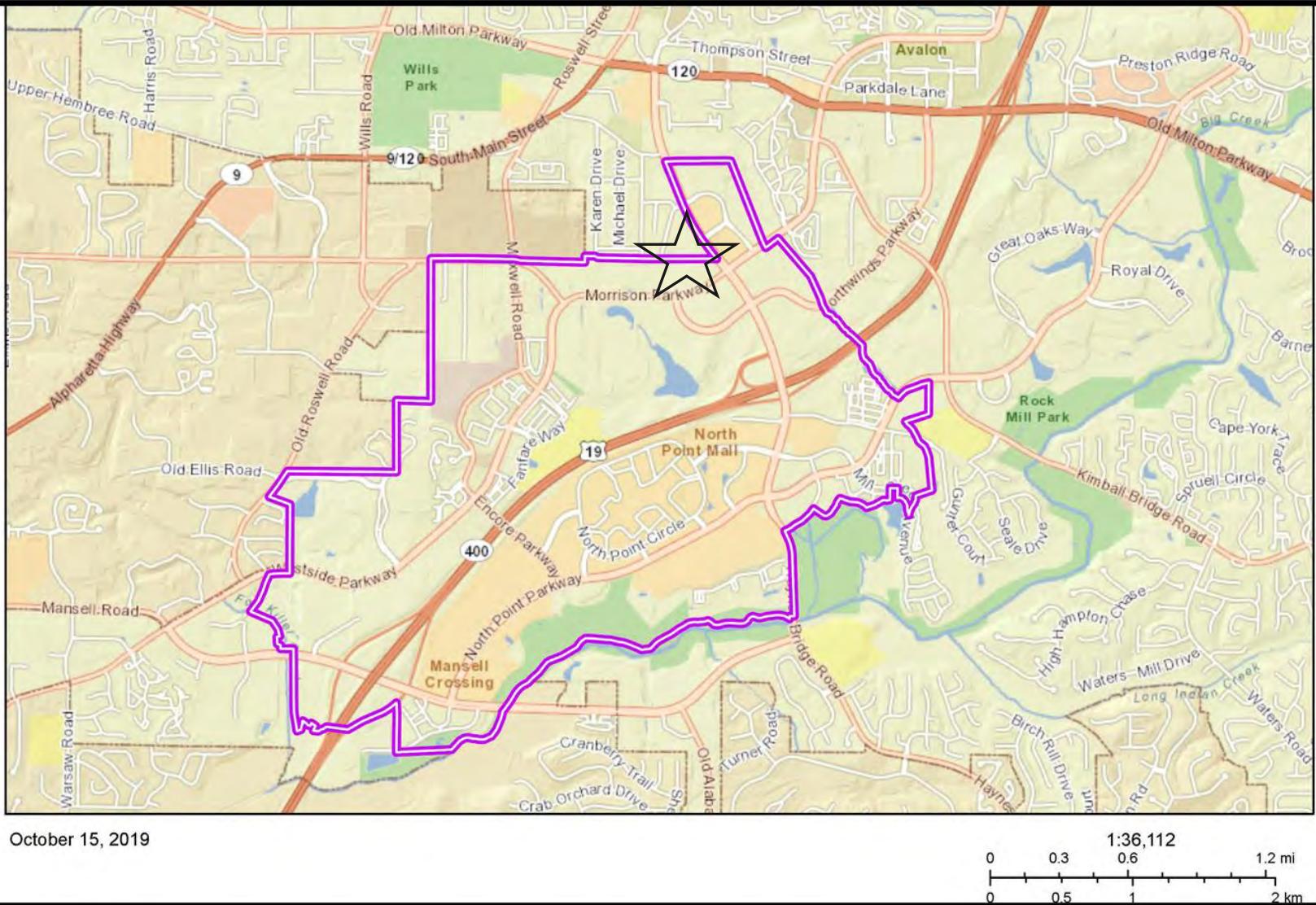


City of Alpharetta



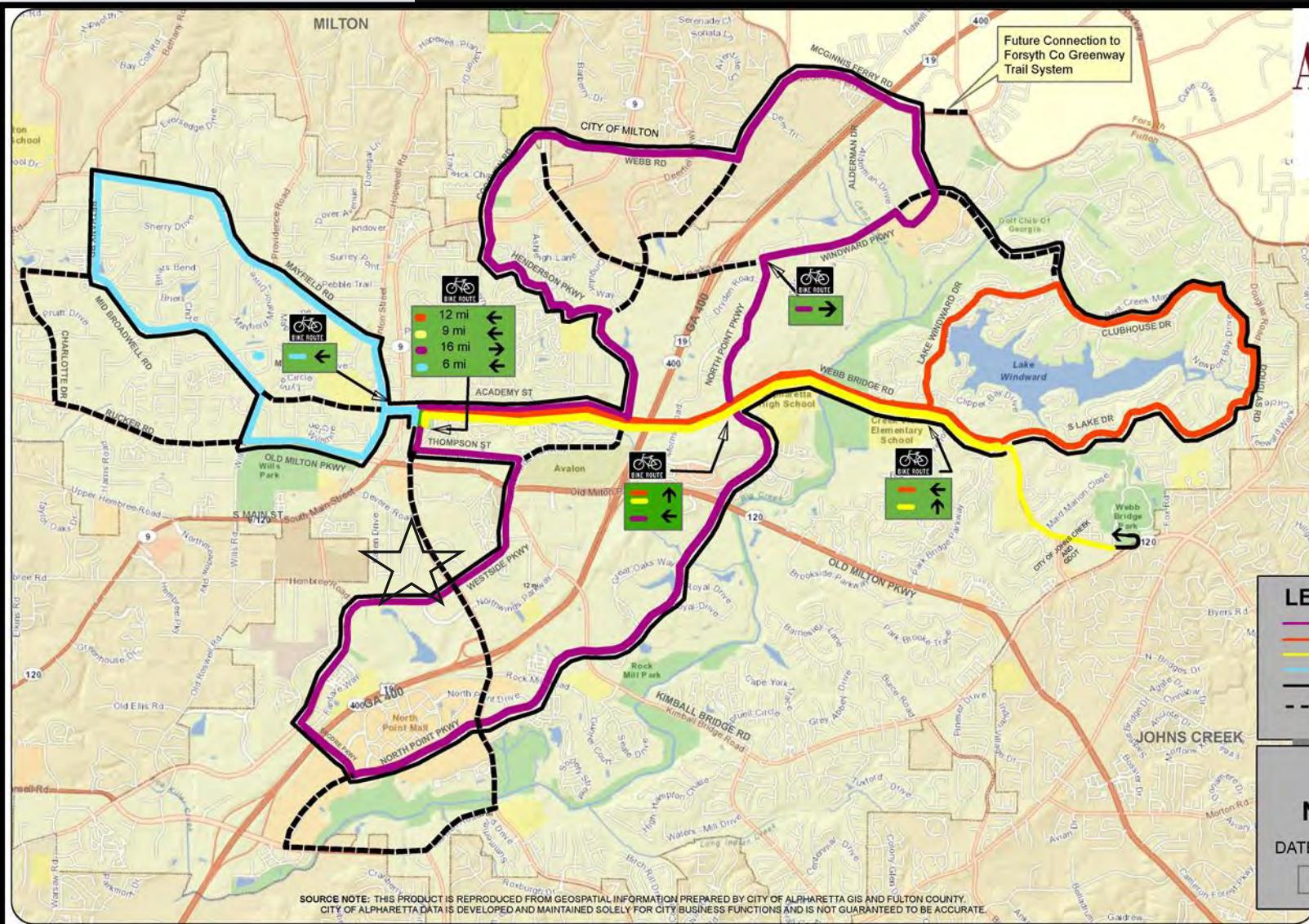
Zoning Map

Morrison Park is currently zoned Office & Industrial (O&I).



North Point

Overlay & Eco District



Alpha Loop

The Alpha Loop will pass through the center of Morrison Park

Morrison Park Concept

Morrison Park, in the North Point Overlay Eco District, sits on 24.75 acres of property east of Haynes Bridge and north of Morrison Parkway/Westside Parkway. The site is 1-mile southeast from Avalon and is immediately north of Tech 360. The property's zoning is currently O-I. The land use designation is Mixed Use. The site has mild topography falling from the Northwest to Southeast and has recently been cleared. Power lines bisect the site. The Alpha Loop will run through the site, and the entire site is subject to the North Point overlay regulations.

The proposal is to rezone the property to Mixed Use and allow the development of a Mixed Use, Mixed Residential project, featuring dwelling units, community retail, food & beverage uses, as well as office and commercial. The Alpha Loop creates a unique opportunity to engage with the trail by making walkability, connectivity, and outdoor lifestyles a major focus of the project. The prominent Haynes Bridge and Morrison/Westside Parkway intersection at the southwest corner of the property calls for the design of an anchor building to frame the corner and create a sense of place. The project provides an opportunity to highlight public art throughout the project, adding to the themed design. In pursuit of these goals, Brock has assembled a team of designer professionals to work together towards creating a themed, connected, and intentional community.

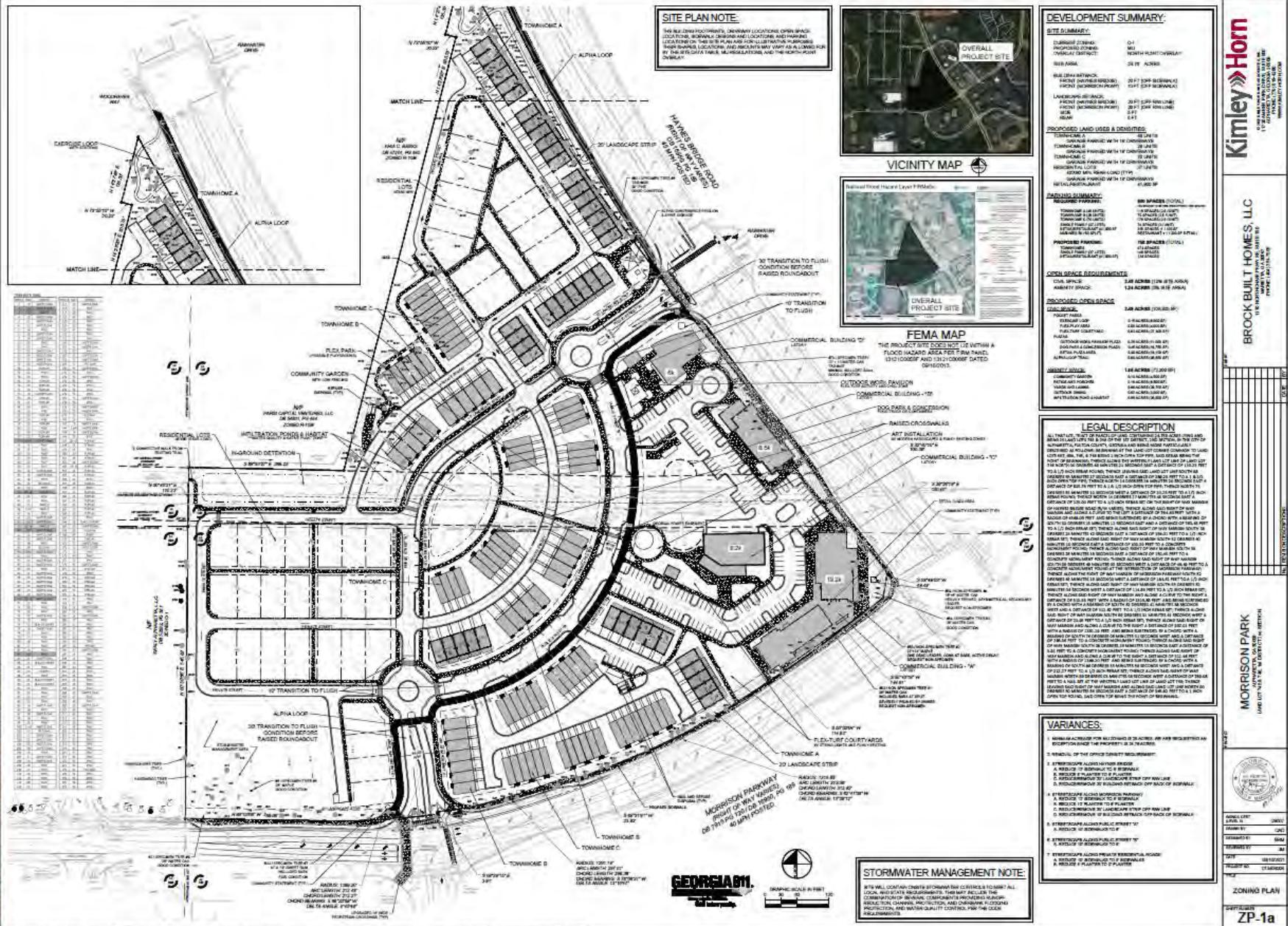
Morrison Park features three distinct townhome products totaling 144 townhomes, 37 single family detached units, 41,900 square feet of retail & commercial space, 100,000 square feet of civic spaces, and 72,000 square feet of amenity spaces. Morrison Park offers a live work play lifestyle encouraging residents to live out of their front doors. Morrison Park benefits the surrounding office uses by creating a destination for all to enjoy, during business hours and for recreation.



DEVELOPMENT SUMMARY

	# OF UNITS	# OF SQ. FT.	PRICE
Townhome A (Rooftop)	46	2,200+/- per unit	TBD
Townhome B	28	1,800+/- per unit	TBD
Townhome C	70	1,450+/- per unit	TBD
Single Family Detached	37	2,500+/- per unit	TBD
Commercial & Retail F&B	4 buildings	41,900 total	TBD

Zoning Site Plan



Concept North End

Commercial "A" 19.2k sqft. +/-
 Commercial "B" 8.5k sqft. +/-
 Commercial "C" 8.2k sqft. +/-
 Commercial "D" 11.5k sqft. +/-
 Tot. Commercial 45.0k sqft. +/-
 Surface Parking - 196 spaces +/-

21.5' Townhomes: 46 units
 New land w/ soil top access
 Garage Parked with 17 driveways

20.5' Townhomes: 28 units
 New land (pp) 8
 Garage Parked with 17 driveways

14.2' Townhomes: 20 units
 New land (pp)
 Garage Parked with 17 driveways

Residential Lots: 37 units
 47.4k sqft. New land (pp)
 Garage Parked with 17 driveways

Tot. Residential (187) Units



Concept South



Commercial Phase 1



Phase 1 will utilize temporary activations on the building pads of Commercial Buildings B – D.

Commercial Phase 2



Restaurant/ Brewery & Courtyard



Food Truck Courtyard



Bike Rental & Convenience Station



Outdoor Work Pavilion



Chill Zones w/ Funky Seating & Art Installations



Community Gardens

ADG

Disclaimer: Illustration represents intent of

CONCEPTUAL

Phase 2 consist of the build out and lease up of Commercial Buildings B – D.

CREATIVE USE & PUBLIC ART



Quartyard



Community based retail

Farm Market



Restaurant/ Brewery & Courtyard



Food Truck Courtyard



Bike Rental & Convenience Station



Outdoor Work Pavilion



Chill Zones w/
Funky Seating &
Art Installations

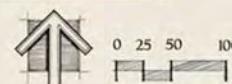


Community Gardens



Disclaimer: Illustration represents intent of development, home plans and layout may change without notice. For final layout review, refer to civil engineering set once submitted.

Morrison Park



CONCEPTUAL
SITE PLAN V-12
FEBRUARY 2021

Conceptual Rendering



NILES BOLTON ASSOCIATES

MORRISON & LAKEVIEW



Conceptual Rendering



NILES BOLTON ASSOCIATES

INTERNAL SITE VIEW



Conceptual Rendering



NILES BOLTON ASSOCIATES

INTERNAL SITE VIEW



Conceptual Rendering



HAYNES BRIDGE & RAINWATER



Conceptual Rendering



MORRISON PARKWAY (WESTSIDE PARKWAY) &
HAYNES BRIDGE



Conceptual Rendering



MORRISON PARKWAY (WESTSIDE PARKWAY) &
HAYNES BRIDGE



Conceptual Rendering



MORRISON PARKWAY (WESTSIDE PARKWAY) &
HAYNES BRIDGE



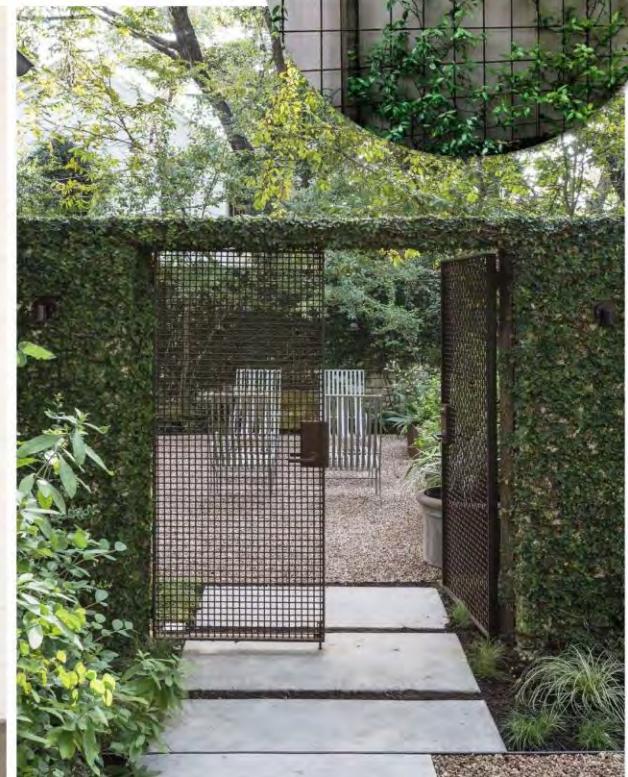
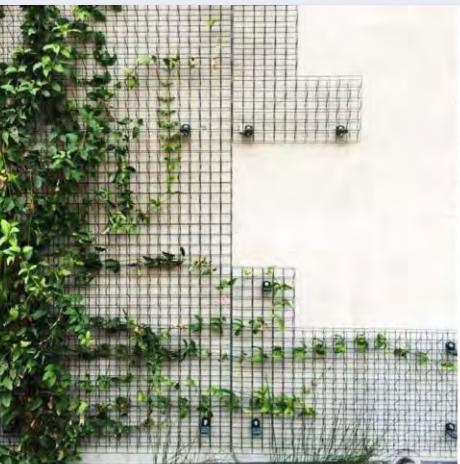
GREEN SCREENING REDUCING THE VISUAL IMPACT

LAND | POWERLINES

ERICK BUILT
MORRISON PARK



greenery grid at powerlines



alpharetta, ga

MORRISON PARK | VISIONING PRESENTATION

03.02.21

5

CID DESIGN GROUP
9115 Galleria Ct Suite 100 | 34109
Boca Raton, FL 33486
www.ciddesigngroup.com



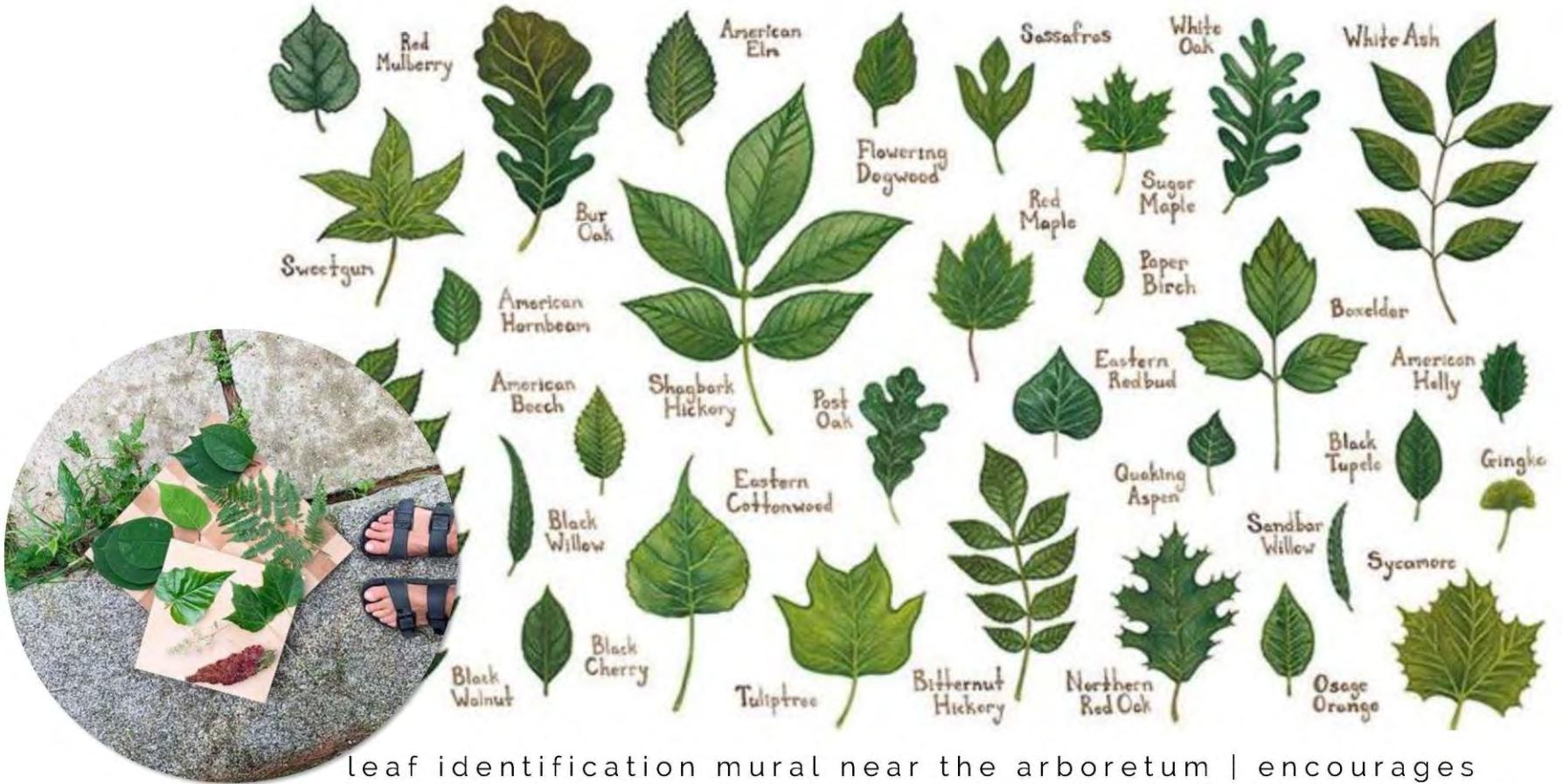
ART FEATURES



curated public art
elevating local
artists + artisans

© CID DESIGN GROUP LLC

interactive art



leaf identification mural near the arboretum | encourages interaction and education around nature | photo opportunity

FOXTROT IS THE INSPIRATION FOR CONVENIENCE IN MORRISON PARK

RETAIL PARTNERSHIPS
BROCK BUILT
MORRISON PARK



foxtrot



Foxtrot is a Chicago based upscale convenience-store delivery service with several physical locations that serve as cafes and bodega-style shops. Foxtrot's niche is a high-end take on convenience store items. The brands they carry are carefully curated and available for deliver or in-store purchase. Foxtrot offers lots of different products, including prepared foods, quick meals, and items from local partners.

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www.ciddesigngroup.com

MORRISON PARK | alpharetta, ga
VISIONING PRESENTATION

03.02.21

18

PLAY + STAY
STOCK BUILT
MORRISON PARK

PLAY + STAY



creative approach to play +
stay merging seamlessly with
natural surroundings



OUTDOOR LIVING | SPACE TO WORK, SPACE TO PLAY

PROGRAM CONCEPTS

BROCK BUILT
MORRISON PARK

relax + play

create energy
throughout
spaces



#CIDDESIGNGROUP



SAMS, LARKIN
& HUFF, LLP



NILES BOLTON
ASSOCIATES

Thank you

Contact Information:

Adam Brock

adam@brockbuilt.com

www.brockbuilt.com