CITY OF ALPHARETTA DOWNTOWN TRAFFIC EVALUATION MEMO UPDATE

Introduction

Since the Alpharetta Downtown Master Plan was developed in the fall of 2014 and winter of 2015, the City of Alpharetta has been extremely successful in beginning to realize their master plan vison for dynamic, mixed-use development in the downtown area.

The original Alpharetta Downtown Master Plan Traffic Evaluation was conducted in 2015 based on information that was known at the time and what was projected to occur in the next 15 years. In order to stay relevant and current, the City has decided to update the 2015 study based on what is known to date. Some of the original baseline information is being maintained while some information is being updated from 2015. The following information is staying constant from the original study:

- 2015 Existing Conditions – the year 2015 remains the base year for this traffic analysis.
    - Volume data – All count data and link-level volumes remain the same as in the original study.
    - Link-level capacities – because the typical section of the roadways being considered remains the same, the capacities on each segment also stays the same.
    - Existing Levels-of-Service – Levels-of-Service remain the same for the Existing Conditions because both the volumes and capacities on each road remain the same.
- New roadways – no additional roadways are being added beyond the new roadways included in the original 2015 study.

This document serves as an addendum to the original report.

No-Build Condition

Two types of background growth were considered in the original study. The first is a percentage-based growth on all roadways in the subarea due to increases in traffic from other parts of the region traveling to or through downtown Alpharetta. The second type of background growth is a result of traffic generated by two specific developments in Alpharetta.

The background growth of the No-Build Condition, 1% per year for the first 5 years and 0.5% per year for the next 10 years, is maintained from the 2015 traffic evaluation. These two percentage increases equate to a growth rate of 10.5% across the 15-year study period. The background growth considers that development will occur in adjacent cities and counties that will impact traffic volumes within Alpharetta.

In the 2015 traffic evaluation, two proposed developments were assumed in the background: City Center and Old Milton Parkway at Westside Parkway. In 2015, the land uses and intensities were planned; however, these developments have been completed and now the actual quantity of development is known. Information by land use type and pod was updated and recorded in Table 1. The updated land use intensities were used to update the trip generation for the pods which can be seen in Table 2.

Table 1: Development Profiles for City Center and Old Milton Parkway and Westside Parkway Development Pods

	City Center	Old Milton Pkwy	
LAND USE	**Pod C**	**Pod LW-1**	**TOTAL**
Residential	233	114	347 Units
Office	104,000	18,000	122,000 SF
Retail	108,171	24,850	133,021 SF
Restaurant	-	-	- SF

Table 2: Trip Generation by Land Use Type for City Center and Old Milton Parkway and Westside Parkway Development Pods

		City Center	Old Milton Pkwy	
LAND USE CODE	CATEGORY	Pod C	Pod LW-1	TOTAL
220	Apartment	1,142	0	1,142
230	Residential Condominium/ Townhouse	707	721	1,428
710	General Office Building	1,353	62	1,415
820	Shopping Center	7,147	2,747	9,858
932	High-Turnover (Sit-Down) Restaurant	0	0	0
Total Trip Generation		10,349	3,530	13,843

The updated land use intensities seen in Table 1 vary from the planned land use intensities included in the 2015 traffic evaluation. The planned restaurant land use in the Downtown Core and Live Work – 1 pods were removed, while office and retail in the Downtown Core pod increased significantly, but only increased slightly in the Live Work – 1 pod. Residential land use increased slightly in the Downtown Core pod but decreased in the Live Work – 1 pod. While land use intensities varied from the planned land use estimate in 2015 and the actual development used in the 2017 update, the total trip generation remained relatively the same from the 2015 traffic evaluation to the 2017 update.

Figure 1 shows the updated No-Build Levels-of-Service within the study area. The Levels-of-Service in the 2017 update remain the same as the Levels-of-Service in the 2015 traffic evaluation.

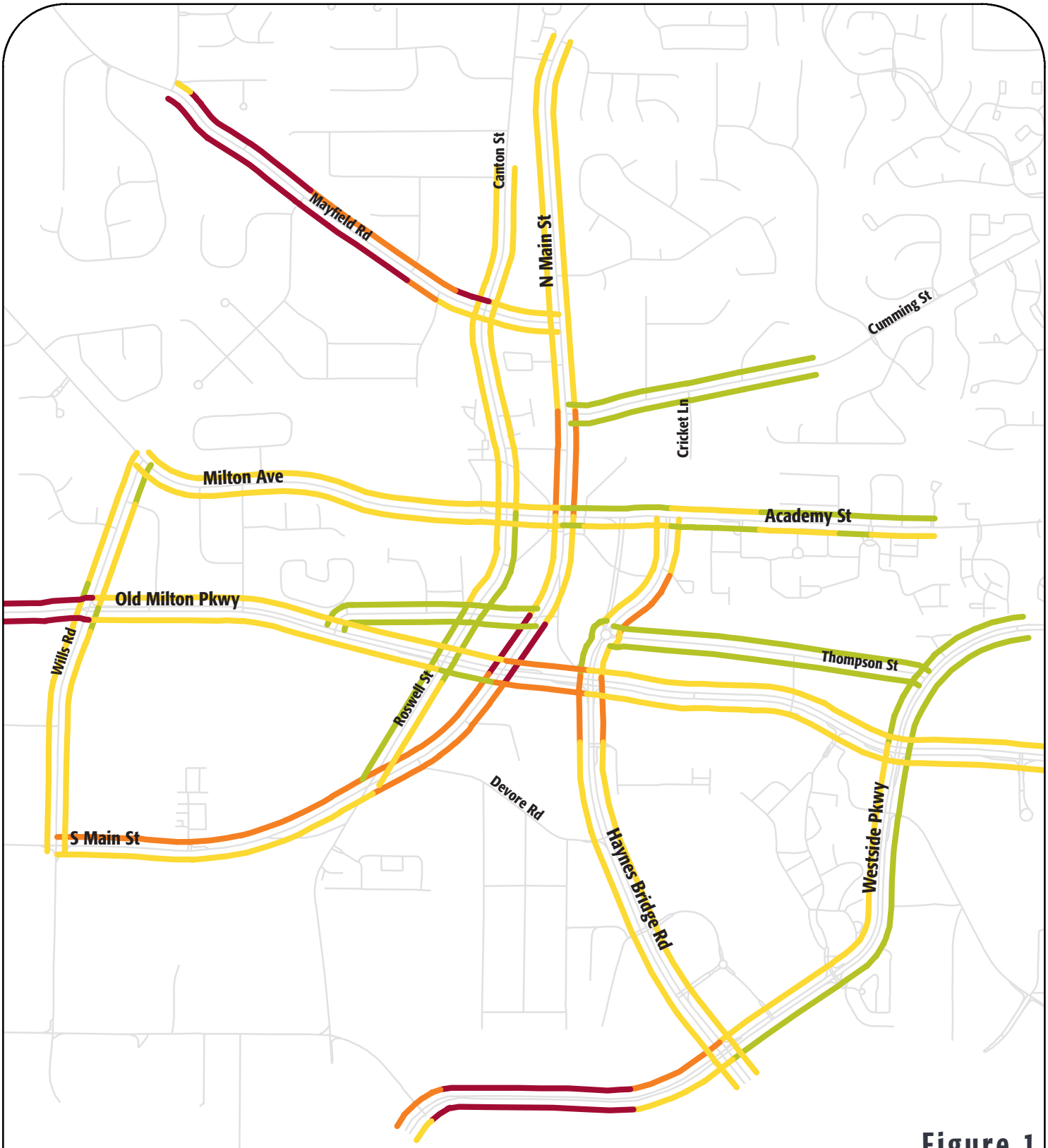


Figure 1

2030 No-Build Level-of-Service (2017 Update)

This diagram reflects the planned improvements to SR 9.

A/B**
E
C
F
D
**Not considered attainable

BUILD CONDITION

As noted, a number of new developments have been constructed or permitted in the last two years since the completion of the original study. Because of this, the City of Alpharetta has chosen to update the study to ensure that it accounts not only for the projects that have been constructed or permitted thus far but also includes additional development still anticipated to occur in the 15-year timeframe.

The developments that were constructed and permitted in the study area from 2015 to fall 2017 are listed below in Table 3.

Table 3: 2015 – 2017 Constructed and Permitted Developments

Development Name	Type	Class	Development Program	Pod
Windsong Townhomes	Residential	Construction	28 townhomes	R-1
Chelsea Walk	Residential	Construction	49 townhomes	LW-1
Canton St Commons	Residential	Construction	28 residences (single family and townhomes)	R-4
Foundry	Residential	Construction	89 townhomes and 25 single family detached	LW-1
East of Main	Residential	Construction	41 single family homes, 42 townhomes	R-2
Burnett Circle	Residential	Approved	44 townhomes	LW-1
Perling-South Main (Devore & South Main)	Mixed Use	Approved	Mixed-use development, restaurants, retail, attached/detached housing, condos, apartments	MU-1
KDC/Thompson St Flats	Residential	Construction	24 condominium flats and courtyard	LW-1
Liberty Hall	Mixed Use	Construction	7000 SF private club with office and retail below	C
55 & 61 Roswell St	Mixed Use	Proposed	Class A mixed-use building, ~15,500 SF retail/ restaurant/office and ~50,000 SF office	C
Teasley Place	Mixed Use	Construction	Mixed-use development of 24 luxury condos above 22,000 SF of ground floor retail office	C
Aycock & Southerton	Residential	Approved	9 residential units	LW-1
Midwick	Residential	Construction	22 townhomes and 18 single family detached	LW-1
Liberty Village	Mixed Use	Construction	~24,000 SF retail and 18,000 SF office	LW-1
Alpharetta Lofts	Mixed Use	Completed	36 residential units and ~5,800 SF retail	C
Notting Hill	Residential	Approved	42 stacked flats and a 40,000 SF office building	LW-1
Villa Magnolia	Residential	Proposed	28 single family homes	MU-1
Lehigh Homes	Residential	Construction	9 single family homes and retain existing home	R-3
Taylor Morrison	Residential	Proposed	59 residential units	R-3
West Main	Residential	Construction	23 townhomes	R-4
Thrive Coworking	Office	Approved	~10,000 SF office	C

The Projected Master Plan Land Uses and Intensities by Pod table from the original study has been broken out into three separate tables in this memo:

- Table 4a: summarizes all development that has been constructed or permitted from 2015 to 2017 (from the time of completion of the study through present day)
- Table 4b: summarizes all remaining land believed to be susceptible to change in the 15-year horizon of the plan
- Table 4c: summation of tables 4a and 4b for the total redevelopment projections

Four primary land uses were considered in the 2015 traffic evaluation: residential, office, retail, and restaurant, along with two land uses assumed to be redeveloped, school and office. Old Milton High School was previously removed from the land use and traffic projection tables. Now that the Fulton County School Board expects to maintain a high school on the site, the traffic load for the school was reinserted into the analysis. A hotel use was not reflected in the original projection. A hotel category with 120 rooms was added to the primary land uses as a new row in the land use tables below. The retail and restaurant space that is part of the hotel proposal are accounted for in the updated 2017 projection.

Table 4a records development that has been permitted or constructed since the 2015 traffic evaluation as of fall 2017, including parcels that may not have been identified in the 2015 traffic evaluation as susceptible to change.

Table 4a: 2015-2017 Constructed and Permitted (2017 Update)

Land Use	C	MU-1	MU-2	MU-3	MU-4	LW-1	LW-2	R-1	R-2	R-3	R-4	TOTAL
Residential	60	278	-	-	-	322	-	28	93	68	51	900 Units
Office	70,737	61,500	-	-	-	58,000	-	-	1,800	-	-	192,037 SF
Retail	47,720	29,350	-	-	-	24,350	-	-	-	-	-	101,420 SF
Restaurant	-	-	-	-	-	-	-	-	-	-	-	- SF
Hotel	-	-	-	-	-	-	-	-	-	-	-	- Rooms
Removed					Office							

Table 4b includes the update to the susceptibility to change estimations from the 2015 traffic evaluation. In the past two years, multiple developments have been permitted or constructed on lands that were not anticipated for redevelopment at the time of the 2015 study. Market forces may have led to developments on some parcels instead of ones originally deemed susceptible to change. Those parcels may develop/redevelop later in the future and are therefore included in Table 4b. The 2017 update of the projected susceptibility to change excludes recently constructed or permitted development.

Table 4b: Remaining Susceptible to Change (2017 Update)

Land Use	C	MU-1	MU-2	MU-3	MU-4	LW-1	LW-2	R-1	R-2	R-3	R-4	TOTAL
Residential	226	159	13	8	29	32	19	-	6	-	25	517 Units
Office	131,461	69,047	13,231	0	12,753	7,221	4,265	-	-	-	-	237,978 SF
Retail	24,649	60,416	-	3,738	11,159	-	-	-	-	-	-	99,962 SF
Restaurant	41,082	8,631	-	-	1,594	-	-	-	-	-	-	51,307 SF
Hotel	120	-	-	-	-	-	-	-	-	-	-	120 Rooms
Removed					Office							

Table 4c is the updated total development potential by land use and pod which is the sum of the actual constructed and permitted developments and the susceptibility to change of the remaining parcels in the study area. The updated land use intensities seen in Table 4c vary from the projected land use intensities included in the 2015 traffic evaluation. The projected residential, office, retail, and restaurant in the Downtown Core pod increased and included the addition of 120 hotel rooms. Residential, office, and retail increased for the Live Work – 1 pod. However, the land use intensities for pods Mixed Use – 2, Mixed Use – 3, Mixed Use – 4, and Live Work – 2 remained the same from the 2015 traffic evaluation to the 2017 update. The other pods in the study network saw small increases or decreases in land use intensities.

Table 4c: Total Development Potential (2017 Update)

Land Use	C	MU-1	MU-2	MU-3	MU-4	LW-1	LW-2	R-1	R-2	R-3	R-4	TOTAL
Residential	286	437	13	8	29	354	19	28	99	68	76	1,417 Units
Office	202,198	130,547	13,231	-	12,753	65,221	4,265	-	1,800	-	-	430,015 SF
Retail	72,369	89,766	-	3,738	11,159	24,350	-	-	-	-	-	201,382 SF
Restaurant	41,082	8,631	-	-	1,594	-	-	-	-	-	-	51,307 SF
Hotel	120	-	-	-	-	-	-	-	-	-	-	120 Rooms
Removed					Office							

These updated land use intensities were used to update the trip generation by land use type and pod, Table 5. The trip generation was calculated using equations contained in the Institute of Transportation Engineers' (ITE) Trip General Manual, Ninth Edition, 2012, as was done in the 2015 traffic evaluation. The trip generation was conducted separately for each of the ten pods and includes the new primary land use category, hotel. The gross trip generation is also shown in Table 5.

To remain conservative, the internal capture reduction remained 25% even though according to ITE the internal capture reduction for the development could go as high as 45% over the course of the day. Also, two additional types of trip reductions were not assumed in the analysis, mode and pass-by reductions, even though it is expected that these types of trip reductions will occur in the development. The net trips (gross trips minus the 25% internal capture reduction) projected to be generated by constructed, permitted, and projected development from 2015 to 2030 totals to 37,704 trips daily. The

gross trips increased in the 2017 update from the projected 26,793 gross trips in the 2015 traffic evaluation. Projected trips increased most in the Downtown Core and Live Work – 1 pods, while only increasing slightly in pods Mixed Use – 1, Residential – 1, Residential – 2, and Residential – 3. There were no changes in trips for pods Live Work – 2, Mixed Use – 2, Mixed Use – 3, Mixed Use – 4 and a slight decrease in trips for the Residential – 4 pod.

Table 5: Gross Trip Generation by Land Use Type and Pod (2017 Update)

		PODS											
Land Use Code	**Category**	**C**	**MU-1**	**MU-2**	**MU-3**	**MU-4**	**LW-1**	**LW-2**	**R-1**	**R-2**	**R-3**	**R-4**	**TOTAL**
220	**Apartment**		2,772										2,772
230	**Residential Condominium/ Townhouse**	1,605		109	71	219	1,932	152	213	638	460	507	5,906
310	**Hotel**	701											701
710	**General Office Building**	2,242	1,608	282		274	949	119		62			5,536
820	**Shopping Center**	5,504	6,331		802	1,633	2,711						16,981
932	**High-Turnover (Sit-Down) Restaurant**	5,224	1,097			203							6,524
522	**Middle School/Junior High School (Removal)**												0
710	**General Office Building (Removal)**					-716							-716
Total Trip Generation		15,276	11,808	391	873	1,613	5,592	271	213	700	460	507	37,704

The projected trips from the actual and projected new development were assigned to the study network (the existing road network and proposed roadways included in the 2015 traffic evaluation). One basic distribution was used for the external limits of all of the land use types as retail, residential, office, and hotel trips in the area were assumed to be relatively similar. This continues the method of the 2015 traffic evaluation with the addition of hotel trips. The methodology of the 2015 traffic evaluation was maintained with use of varied distribution percentages for each of the ten pods and the same percentages for each pod at the external limits of the network. Refer to Figure 2 for the project trips that have been assigned to the roadway network. The trip percentages by pod were multiplied by the number of trips by pod and summed to develop the overall project trips associated with each roadway link. As a result of the increase in net trip generation, the project trips increased for each roadway segment in the 2017 update as compared to the 2015 traffic evaluation.

Figure 3 shows the 2017 update of the Build Levels-of-Service within the study area. When comparing the 2017 update No-Build LOS map with the 2017 update Build LOS map, certain roadways are impacted more heavily in the Build Condition map than others because of the concentrated areas of development within the Downtown Master Plan including the Downtown Core and the Downtown Mixed-Use – 1 pods, both along South Main Street and Roswell Street. Overall, most roadways in the study network remain the same or degrade by one Level-of-Service between the No-Build and Build Conditions, which is to be expected with the addition of more trips from new developments. Main Street is most directly impacted with additional links degrading from LOS D or E to LOS E or F. Because of the amount of development concentrated in the Downtown Core and because Main Street is the primary corridor for traffic passing through the downtown, it is anticipated that Main Street may be the most impacted. Local residents and employees of Alpharetta who are familiar with the local grid network within the downtown may be more inclined to use other parallel facilities to get to their destinations instead of relying on Main Street to make the connection.

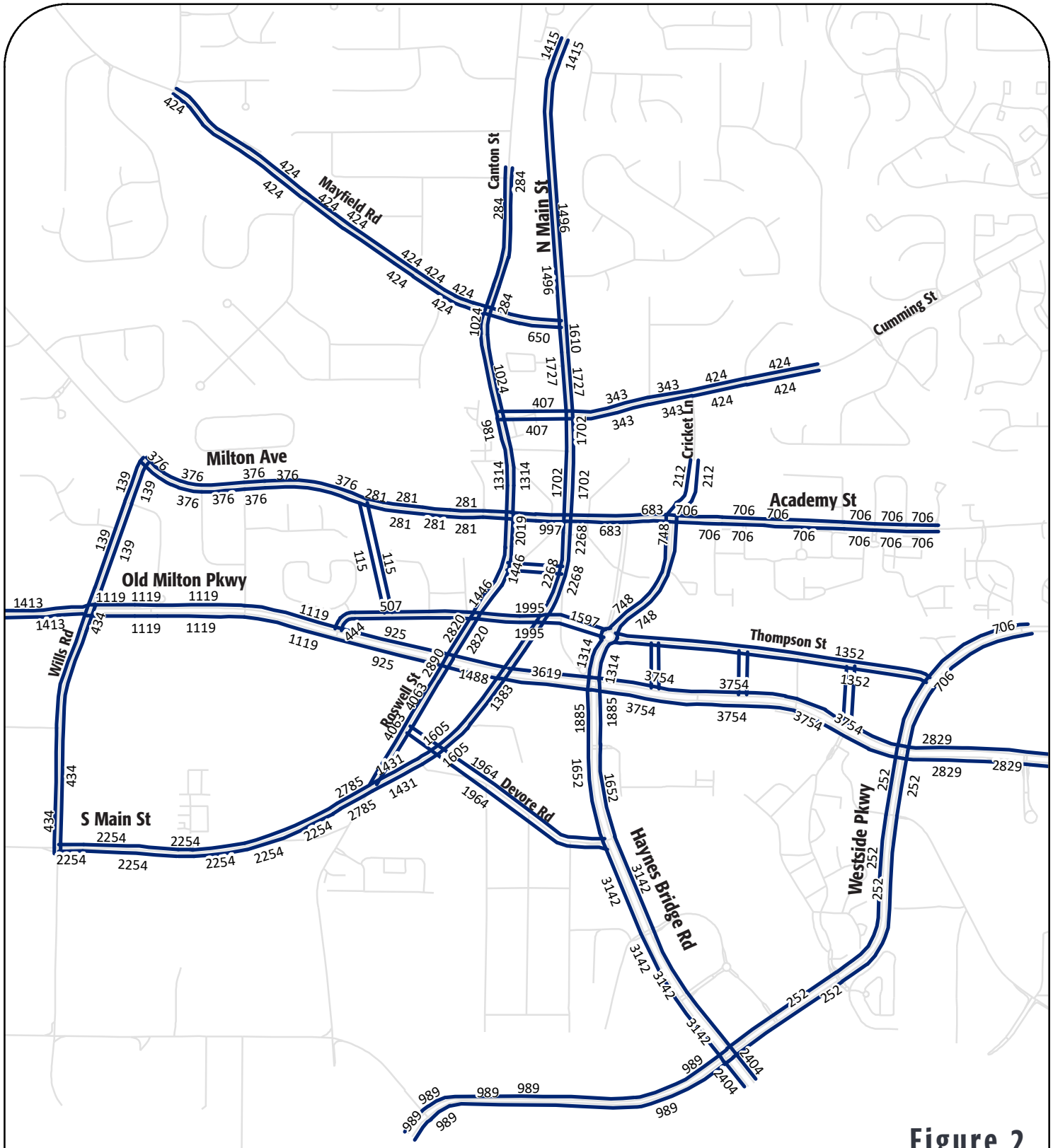


Figure 2

2030 Project Trips (2017 Update)

1000 Roadway Volumes

Studied Roadways

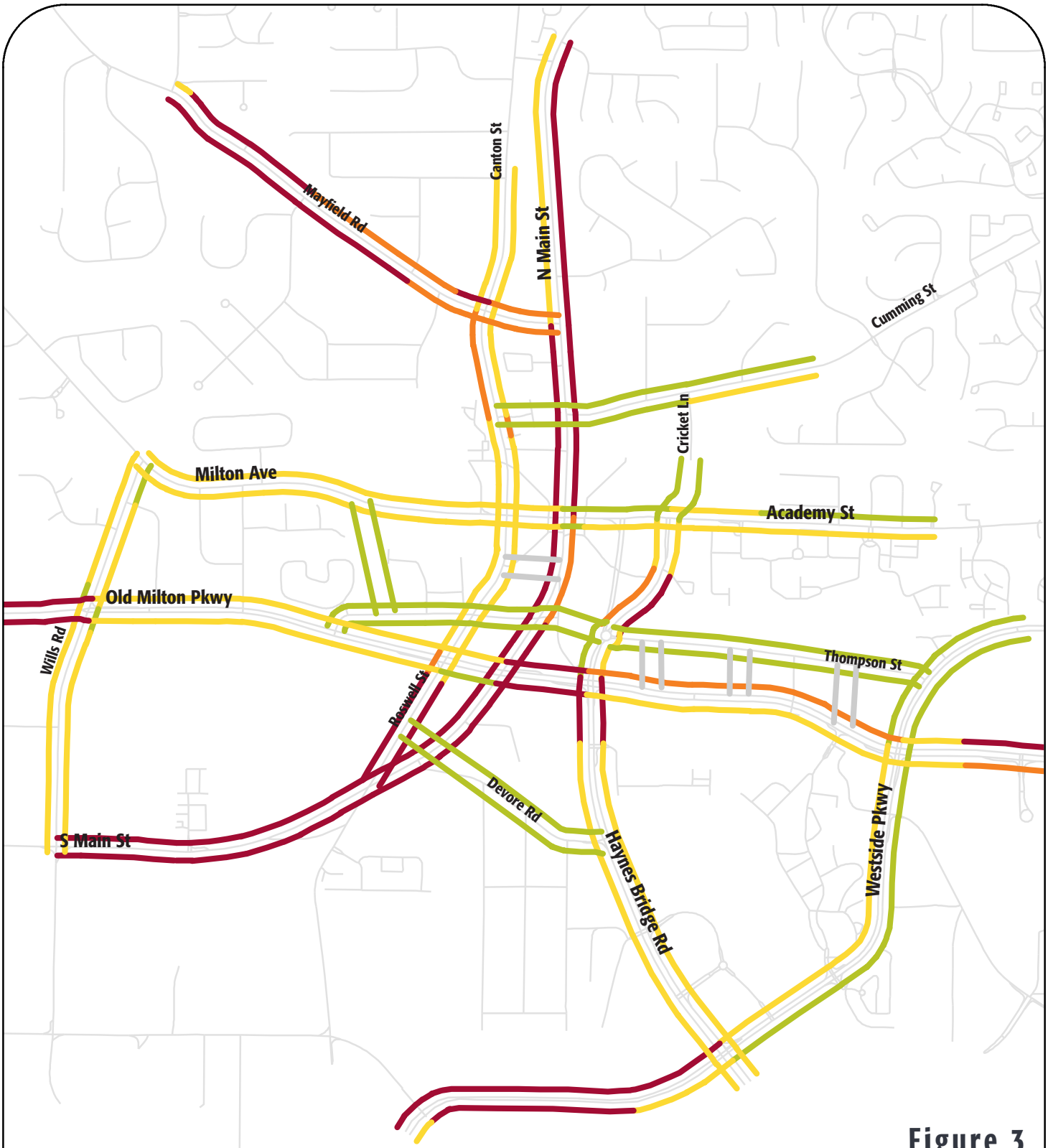


Figure 3

2030 Build Level-of-Service (2017 Update)

This diagram reflects the planned improvements to SR 9.

A/B**
E
C
F
D
**Not considered attainable

CONCLUSIONS

The City of Alpharetta has created a vision for a true downtown community with a mix of uses connected by a multimodal network. The updated analysis provided in this memo is meant to give a high-level planning estimation of traffic projected to occur in the next 13-15 years assuming not only the build-out of the downtown but also growth in surrounding communities that will travel to or through Alpharetta. As the downtown area continues to develop as planned, it is valuable to consider the following items:

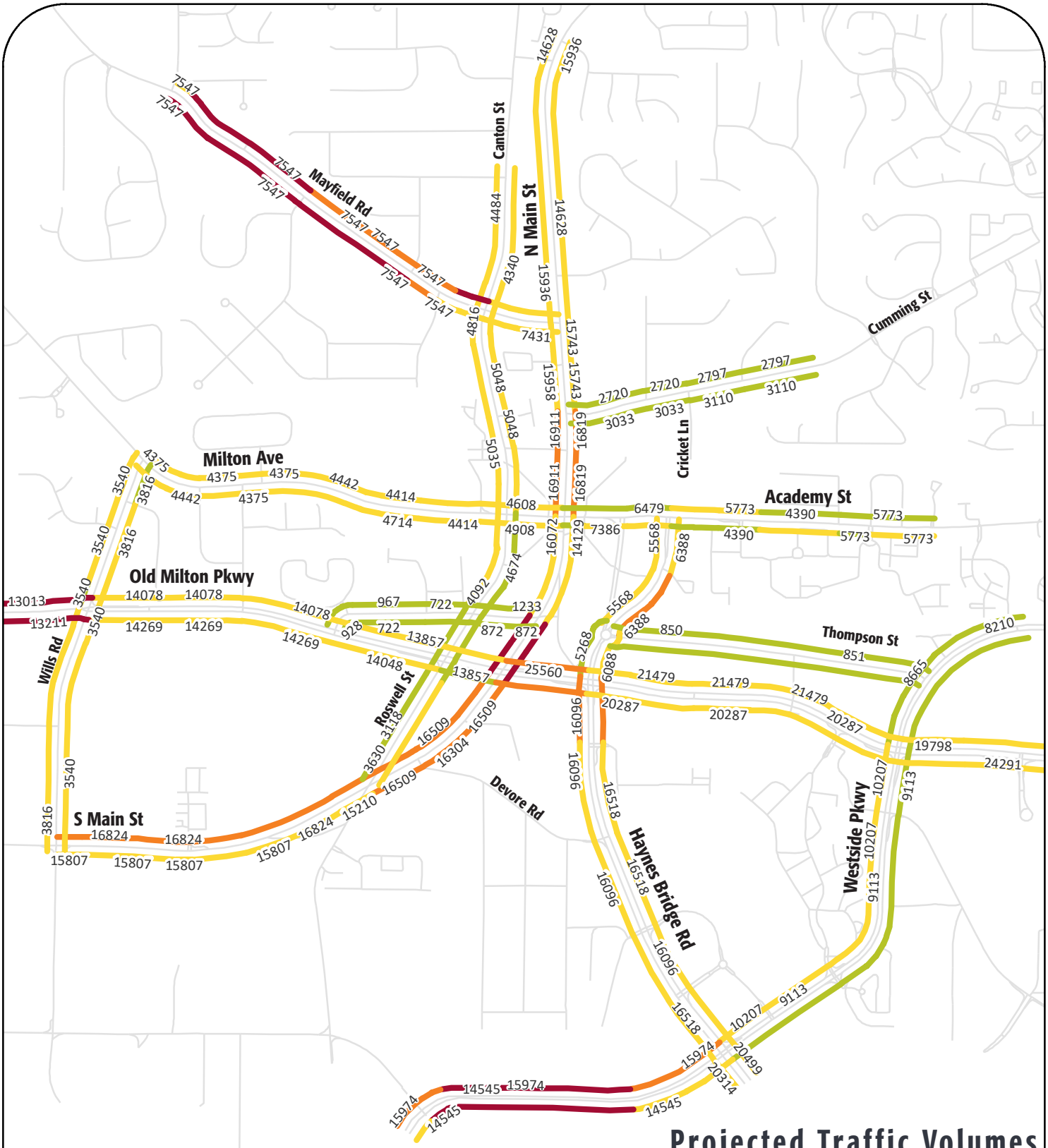
- The analysis conducted uses traditional ITE trip generation estimations, which are primarily focused on suburban-style vehicular access. Additional modifications can be made for internal trips and trips by other modes to account for more urban-style development, but only a conservative reduction was assumed. A mix of uses within proximity to one another will allow for more walking and biking to occur and will support possible transit services in the future.
- Daily Levels-of-Service do not indicate conditions for the entire day. Instead, they represent an aggregate of some of the most highly traveled times of the day.
- The great value of developing a true downtown area is that it provides travelers with a multitude of options – whether by mode (driving, walking, biking, transit) or by corridor. Slowing speeds along Main Street and other key corridors will allow for more walking and biking to occur in addition to vehicular travel.

The City of Alpharetta's downtown developments and complementary transportation infrastructure create an environment where people can live, work, and recreate without needing to routinely rely on a vehicle for transportation. As the development continues as estimated in the plan, traffic in key corridors may increase, but a strong grid network and range of modal alternatives will provide options for those in the City.

2030 Project Trips (2017 Update)

1000 Roadway Volumes

Studied Roadways

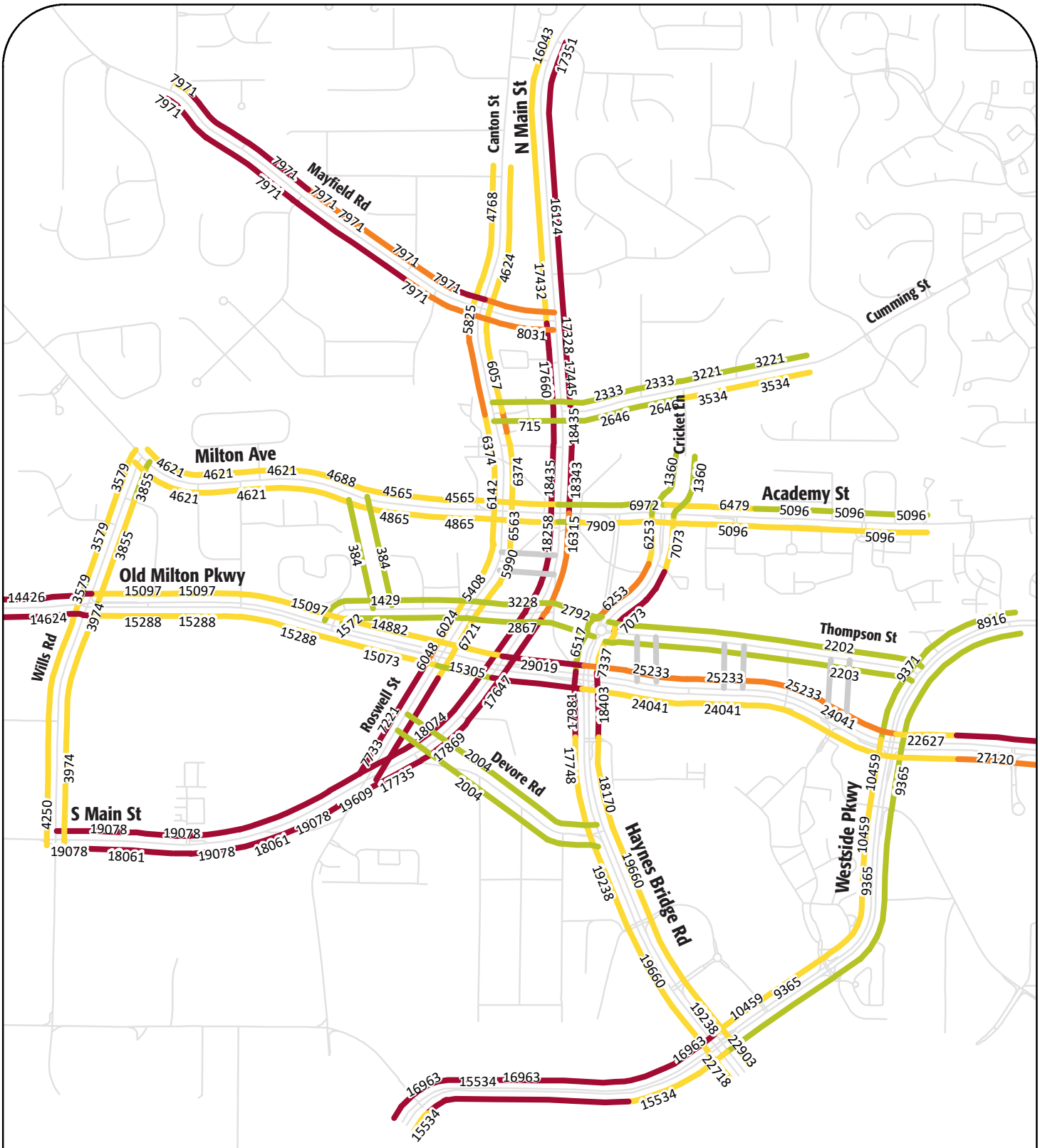


Projected Traffic Volumes

2030 No-Build Level-of-Service (2017 Update)

This diagram reflects the planned improvements to SR 9.

A/B**
C
D
E
F
**Not considered attainable



2030 Build Level-of-Service (2017 Update)

A/B**
C
D
E
F
**Not considered attainable

This diagram reflects the planned improvements to SR 9.

For the purposes of this analysis, traffic projections were not assigned to four minor proposed roadway links—although it is assumed these roads will be travelled, their volumes were not necessary for this traffic evaluation study.

Alpharetta Master Plan Traffic Evaluation (2017 Update Raw Data)

ID	RoadName	Lanes	Median	LeftTurn	SR	Signals	CBD	LengthFt	SigPerMi	SigBin	MedianUD	ID	ID2	DirCapA	DirCapB	DirCapC	DirCapD	DirCapE	TCstation	ExistingVol	ExistingLOS	NoBuild_1_5	NBLOS_1_5	TotProj_Approved	NoBuild_Total	NoBuild_LOS	TotProj_Pod	Build_PodProj	BuildPod_LOS
0101N	N Main Street NB	1	S	Y	Y	0	N	251.83	3.19	4.5	D	Y_N_4.5_2	Y_N_4.5_2_D_Y	0	1	5198	7823	8505	1	13954	F	15416	D	520	15936	D	1415	17351	F
0101S	N Main Street SB	2	S	Y	Y	0	N	251.83	3.19	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	1	12770	D	14108	D	520	14628	D	1415	16043	D
0102N	N Main Street NB	1	T	Y	Y	1	N	2410.49	3.19	4.5	D	Y_N_4.5_2	Y_N_4.5_2_D_Y	0	1	5198	7823	8505	1	13954	F	15416	D	520	15936	D	1496	17432	F
0102S	N Main Street SB	2	T	Y	Y	1	N	2410.49	3.19	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	1	12770	D	14108	D	520	14628	D	1496	16124	D
0103N	N Main Street NB	2	N	N	Y	0	N	378.56	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	5	13743	F	15183	D	560	15743	D	1610	17328	F
0103S	N Main Street SB	2	N	N	Y	0	N	378.56	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	5	13938	F	15398	D	560	15958	D	1610	17543	F
0104N	N Main Street NB	2	N	N	Y	1	N	511.86	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	5	13743	F	15183	D	560	15743	D	1727	17445	F
0104S	N Main Street SB	2	N	N	Y	1	N	511.86	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	5	13938	F	15398	D	560	15958	D	1727	17660	F
0105N	N Main Street NB	2	N	N	Y	0	N	375.03	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	7	14670	F	16207	D	612	16819	E	1702	18343	F
0105S	N Main Street SB	2	N	Y	Y	0	N	375.03	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_Y	0	1	10878	15438	16293	7	14753	D	16299	E	612	16911	E	1702	18435	F
0106N	N Main Street NB	2	N	N	Y	0	N	646.69	3.19	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	7	14670	F	16207	D	612	16819	E	1702	18343	F
0106S	N Main Street SB	2	S	Y	Y	1	N	646.69	3.19	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	7	14753	D	16299	E	612	16911	E	1702	18435	F
0201E	2 Mayfield Road	1	S	Y	N	1	N	354	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	40	7431	D	650	8031	E
0201W	2 Mayfield Road	1	S	Y	N	1	N	354	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	40	7431	D	650	8031	E
0202E	2 Mayfield Road	1	S	Y	N	0	N	142	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	40	7431	D	650	8031	E
0202W	2 Mayfield Road	1	S	Y	N	0	N	142	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	40	7431	D	650	8031	E
0203E	2 Mayfield Road	1	S	Y	N	1	N	275	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	40	7431	D	650	8031	E
0203W	2 Mayfield Road	1	S	Y	N	1	N	275	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	40	7431	D	650	8031	E
0204E	2 Mayfield Road	1	S	Y	N	0	N	135	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	156	7547	D	424	7971	E
0204W	2 Mayfield Road	1	N	N	N	0	N	135	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0205E	2 Mayfield Road	1	S	Y	N	0	N	90	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	156	7547	D	424	7971	E
0205W	2 Mayfield Road	1	N	N	N	0	N	90	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0206E	2 Mayfield Road	1	S	Y	N	0	N	105	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	156	7547	D	424	7971	E
0206W	2 Mayfield Road	1	N	N	N	0	N	105	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0207E	2 Mayfield Road	1	S	Y	N	0	N	108	3.19	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	2	6690	D	7391	D	156	7547	D	424	7971	E
0207W	2 Mayfield Road	1	N	Y	N	0	N	108	3.19	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	2	6690	D	7391	E	156	7547	E	424	7971	E
0208E	2 Mayfield Road	1	N	Y	N	0	N	413	3.19	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	2	6690	D	7391	E	156	7547	E	424	7971	E
0208W	2 Mayfield Road	1	N	Y	N	0	N	413	3.19	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	2	6690	D	7391	E	156	7547	E	424	7971	E
0209E	2 Mayfield Road	1	N	N	N	0	N	250	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0209W	2 Mayfield Road	1	N	Y	N	0	N	250	3.19	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	2	6690	D	7391	E	156	7547	E	424	7971	E
0210E	2 Mayfield Road	1	N	N	N	0	N	1092	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0210W	2 Mayfield Road	1	N	Y	N	0	N	1092	3.19	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	2	6690	D	7391	E	156	7547	E	424	7971	E
0211E	2 Mayfield Road	1	N	N	N	0	N	1526	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0211W	2 Mayfield Road	1	N	N	N	0	N	1526	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0212E	2 Mayfield Road	1	N	N	N	1	N	280	3.19	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	2	6690	F	7391	F	156	7547	F	424	7971	F
0212W	2 Mayfield Road	2	N	N	N	1	N	280	3.19	4.5	U	N_4	N_4_U_N	0	1	7425	11888	12713	2	6690	C	7391	C	156	7547	D	424	7971	D
0301E	Cumming Street NE	1	N	N	N	0	N	766.97	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2674	C	2954	C	79	3033	C	343	2646	C
0301W	Cumming Street SW	1	N	N	N	0	N	766.97	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2391	C	2641	C	79	2720	C	343	2333	C
0302E	Cumming Street NE	1	N	N	N	0	N	469.4	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2674	C	2954	C	79	3033	C	343	2646	C
0302W	Cumming Street SW	1	N	N	N	0	N	469.4	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2391	C	2641	C	79	2720	C	343	2333	C
0303E	Cumming Street NE	1	N	N	N	0	N	527.98	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2674	C	2954	C	156	3110	C	424	3534	D
0303W	Cumming Street SW	1	N	N	N	0	N	527.98	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2391	C	2641	C	156	2797	C	424	3221	C
0304E	Cumming Street NE	1	N	N	N	0	N	735.76	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2674	C	2954	C	156	3110	C	424	3534	D
0304W	Cumming Street SW	1	N	N	N	0	N	735.76	2.01	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	6	2391	C	2641	C	156	2797	C	424	3221	C
0401N	Canton Street NB	1	N	Y	N	1	N	276.39	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	8	4370	D	4828	D	207	5035	D	1314	6374	D
0401S	Canton Street SB	1	N	Y	N	0	N	276.39	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	8	4160	C	4596	D	207	4803	D	1314	6142	D
0402N	Canton Street NB	1	N	Y	N	0	N	150.19	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	8	4370	D	4828	D	207	5035	D	1314	6374	D
0402S	Canton Street SB	1	N	Y	N	0	N	150.19	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	8	4160	C	4596	D	207	4803	D	1314	6142	D
0403N	Canton Street NB	1	N	Y	N	0	N	338.03	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	8	4370	D	4828	D	207	5035	D	1314	6374	D
0403S	Canton Street SB	1	N	Y	N	0	N	338.03	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	8	4160	C	4596	D	207	4803	D	1314	6142	D
0404N	Canton Street NB	1	N	N	N	0	N	203.32	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	8	4370	D	4828	D	220	5048	D	981	6054	E
0404S	Canton Street SB	1	N	N	N	0	N	203.32	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	8	4160	D	4596	D	220	4816	D	981	5822	D
0405N	Canton Street NB	1	N	N	N	0	N	784.62	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	8	4160	D	4596	D	220	4816	D	1024	5825	D
0405S	Canton Street SB	1	N	N	N	0	N	784.62	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	8	4370	D	4828	D	220	5048	D	1024	6057	E
0406N	Canton Street NB	1	S	Y	N	0	N	133.71	2.89	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	8	4160	C	4596	D	220	4816	D	1024	5825	D
0406S	Canton Street SB	1	N	N	N	1	N	133.71	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	8	4370	D	4828	D	220	5048	D	1024	6057	E
0407N	Canton Street NB	1	N	N	N	1	N	291.05	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	4	4585	D	5065	D	104	5169	D	284	5453	D
0407S	Canton Street SB	1	N	Y	N	0	N	291.05	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	4	4158	C	4594	D	104	4698	D	284	4982	D
0408N	Canton Street NB	1	N	Y	N	0	N	1119.52	2.89	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	3	3965	C	4380	D	104	4484	D	284	4768	D
0408S	Canton Street SB	1	N	N	N	0	N	1119.52	2.89	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	3	3834	D	4236	D	104	4340	D	284	4624	D
0501E	5 Milton Avenue	1	C	Y	N	1	N	250	3.51	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	18	4185	C	4623	D	285	4908	D	997	5815	D
0501W	5 Milton Avenue	1	C	Y	N	1	N	250	3.51	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	18	3913	C	4323	C	285	4608	D	997	5515	D
0502E	5 Milton Avenue	1	N	Y	N	0	N	334	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	18	4185	C	4623	D	285	4908	D	997	5815	D
0502W	5 Milton Avenue	1	N	Y	N	0	N	334	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	18	3913	C	4323	D	285	4608	D	997	5515	D
0503E	5 Milton Avenue	1	N	Y	N	0	N	210	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	18	4185	C	4623	D	91	4714	D	281	4865	D
0503W	5 Milton Avenue	1	N	N	N	0	N	210	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	18	3913	D	4323	D	91	4414	D	281	4565	D
0504E	5 Milton Avenue	1	N	Y	N	0	N	500	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	18	4185	C	4623	D	91	4714	D	281	4865	D
0504W	5 Milton Avenue	1	N	N	N	0	N	500	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	18	3913	D	4323	D	91	4414	D	281	4565	D
0505E	5 Milton Avenue	1	N	N	N	0	N	275	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	18	4185	D	4623	D	91	4714	D	281	4865	D
0505W	5 Milton Avenue	1	N	Y	N	0	N	275	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	18	3913	C	4323	D	91	4414	D	281	4565	D
0506E	5 Milton Avenue	1	N	Y	N	0	N	275	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	18	4185	C	4623	D	91	4714	D	281	4865	D
0506W	5 Milton Avenue	1	N	N	N	0	N	275	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	18	3913	D	4323	D	91	4414	D	281	4565	D
0507E	5 Milton Avenue	1	N	N	N	0	N	225	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	18	4185	D	4623	D	91	4714	D	281	4865	D
0507W	5 Milton Avenue	1	N	N	N	0	N	225	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	18	3913	D	4323	D	91	4414	D	281	4565	D
0508E	5 Milton Avenue	1	N	N	N	0	N	1050	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3843	D	4246	D	129	4375	D	376	4621	D
0508W	5 Milton Avenue	1	N	N	N	0	N	1050	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3904	D	4313	D	129	4442	D	376	4688	D
0509E	5 Milton Avenue	1	N	N	N	0	N	213	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3843	D	4246	D	129	4375	D	376	4621	D
0509W	5 Milton Avenue	1	N	N	N	0	N	213	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3904	D	4313	D	129	4442	D	376	4688	D
0510E	5 Milton Avenue	1	N	N	N	0	N	435	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3843	D	4246	D	129	4375	D	376	4621	D
0510W	5 Milton Avenue	1	N	N	N	0	N	435	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3904	D	4313	D	129	4442	D	376	4688	D
0511E	5 Milton Avenue	1	N	N	N	0	N	240	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3843	D	4246	D	129	4375	D	376	4621	D
0511W	5 Milton Avenue	1	N	N	N	0	N	240	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3904	D	4313	D	129	4442	D	376	4688	D
0512E	5 Milton Avenue	1	N	N	N	0	N	185	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3843	D	4246	D	129	4375	D	376	4621	D
0512W	5 Milton Avenue	1	N	N	N	0	N	185	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3904	D	4313	D	129	4442	D	376	4688	D
0513E	5 Milton Avenue	1	N	N	N	1	N	250	3.51	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	17	3843	D	4246	D	129	4375	D	376	4621	D
0513W	5 Milton Avenue	1	N	Y	N	1	N	250	3.51	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	17	3904	C	4313	D	129	4442	D	376	4688	D
0601E	6 Academy Street	2	N	Y	N	1	N	150	2.71	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	9	5359	C	5920	C	559	6479	C	683	7002	C

Alpharetta Master Plan Traffic Evaluation (2017 Update Raw Data)

ID	RoadName	Lanes	Median	LeftTurn	SR	Signals	CBD	LengthFt	SigPerMi	SigBin	MedianUD	ID	ID2	DirCapA	DirCapB	DirCapC	DirCapD	DirCapE	TCstation	ExistingVol	ExistingLOS	NoBuild_1_5	NBLOS_1_5	TotProj_Approved	NoBuild_Total	NoBuild_LOS	TotProj_Pod	Build_PodProj	BuildPod_LOS
0601W	6 Academy Street	2	N	Y	N	1	N	150	2.71	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	9	6180	C	6827	C	559	7386	C	683	7909	C
0602E	6 Academy Street	1	N	Y	N	1	N	340	2.71	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	9	5359	D	5920	D	559	6479	D	683	7002	D
0602W	6 Academy Street	2	N	Y	N	1	N	340	2.71	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	9	6180	C	6827	C	559	7386	C	683	7909	C
0603E	6 Academy Street	1	N	Y	N	1	N	500	2.71	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	9	5359	D	5920	D	559	6479	D	683	6972	D
0603W	6 Academy Street	2	N	Y	N	1	N	500	2.71	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	9	6180	C	6827	C	559	7386	C	683	7879	C
0604E	6 Academy Street	1	T	Y	N	0	N	300	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	3738	C	4130	C	260	4390	C	706	5096	D
0604W	6 Academy Street	1	T	Y	N	0	N	300	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	4990	D	5513	D	260	5773	D	706	6479	D
0605E	6 Academy Street	1	T	Y	N	0	N	235	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	3738	C	4130	C	260	4390	C	706	5096	D
0605W	6 Academy Street	1	T	Y	N	0	N	235	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	4990	D	5513	D	260	5773	D	706	6479	D
0606E	6 Academy Street	1	T	Y	N	0	N	215	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	3738	C	4130	C	260	4390	C	706	5096	D
0606W	6 Academy Street	1	T	Y	N	0	N	215	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	4990	D	5513	D	260	5773	D	706	6479	D
0607E	6 Academy Street	1	N	Y	N	0	N	803	2.71	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	19	3738	C	4130	C	260	4390	D	706	5096	D
0607W	6 Academy Street	2	N	Y	N	0	N	803	2.71	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	19	4990	C	5513	C	260	5773	C	706	6479	C
0608E	6 Academy Street	1	S	Y	N	0	N	324	2.71	4.5	D	N_2	N_2_D_Y	0	1	4515	7665	8400	19	3738	C	4130	C	260	4390	C	706	5096	D
0608W	6 Academy Street	2	S	Y	N	0	N	324	2.71	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	19	4990	C	5513	C	260	5773	C	706	6479	C
0609E	6 Academy Street	1	N	Y	N	0	N	317	2.71	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	19	3738	C	4130	C	260	4390	D	706	5096	D
0609W	6 Academy Street	2	N	Y	N	0	N	317	2.71	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	19	4990	C	5513	C	260	5773	C	706	6479	C
0610E	6 Academy Street	1	N	N	N	0	N	324	2.71	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	19	3738	D	4130	D	260	4390	D	706	5096	D
0610W	6 Academy Street	2	N	N	N	0	N	324	2.71	4.5	U	N_4	N_4_U_N	0	1	7425	11888	12713	19	4990	C	5513	C	260	5773	C	706	6479	C
0701N	Roswell Street NB	1	N	Y	N	1	N	264.21	4.96	50	U	N_2	N_2_U_Y	0	1	4300	7300	8000	10	3692	C	4079	C	13	4092	C	2019	5981	D
0701S	Roswell Street SB	1	N	Y	N	0	N	264.21	4.96	50	U	N_2	N_2_U_Y	0	1	4300	7300	8000	10	4219	C	4661	D	13	4674	D	2019	6563	D
0702N	Roswell Street NB	1	N	Y	N	0	N	238.27	4.96	50	U	N_2	N_2_U_Y	0	1	4300	7300	8000	10	3692	C	4079	C	13	4092	C	1446	5408	D
0702S	Roswell Street SB	1	N	Y	N	0	N	238.27	4.96	50	U	N_2	N_2_U_Y	0	1	4300	7300	8000	10	4219	C	4661	D	13	4674	D	1446	5990	D
0703N	Roswell Street NB	1	T	Y	N	0	N	1106.05	4.96	50	D	N_2	N_2_D_Y	0	1	4515	7665	8400	14	3610	C	3988	C	13	4001	C	2820	6721	D
0703S	Roswell Street SB	1	T	Y	N	0	N	1106.05	4.96	50	D	N_2	N_2_D_Y	0	1	4515	7665	8400	14	2979	C	3291	C	13	3304	C	2820	6024	D
0704N	Roswell Street NB	1	N	Y	N	1	N	243.99	4.96	50	U	N_2	N_2_U_Y	0	1	4300	7300	8000	14	3274	C	3617	C	13	3630	C	2890	6560	D
0704S	Roswell Street SB	1	N	N	N	1	N	243.99	4.96	50	U	N_2	N_2_U_N	0	1	3440	5840	6400	14	2811	C	3105	C	13	3118	C	2890	6048	E
0705N	Roswell Street NB	1	N	N	N	0	N	1261.76	4.96	50	U	N_2	N_2_U_N	0	1	3440	5840	6400	14	3274	C	3617	D	13	3630	D	4063	7733	F
0705S	Roswell Street SB	1	N	N	N	1	N	1261.76	4.96	50	U	N_2	N_2_U_N	0	1	3440	5840	6400	14	2811	C	3105	C	13	3118	C	4063	7221	F
0801E	8 Marietta Street	1	N	N	N	0	N	260	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	15	542	C	599	C	273	872	C	1995	2867	C
0801W	8 Marietta Street	1	N	N	N	0	N	260	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	15	869	C	960	C	273	1233	C	1995	3228	C
0802E	8 Marietta Street	1	N	N	N	0	N	675	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	15	542	C	599	C	273	872	C	1995	2867	C
0802W	8 Marietta Street	1	N	N	N	0	N	675	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	15	869	C	960	C	273	1233	C	1995	3228	C
0803E	8 Marietta Street	1	N	N	N	0	N	450	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	16	418	C	462	C	260	722	C	507	1259	C
0803W	8 Marietta Street	1	N	N	N	0	N	450	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	16	640	C	707	C	260	967	C	507	1504	C
0804E	8 Marietta Street	1	N	N	N	0	N	775	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	16	418	C	462	C	260	722	C	507	1429	C
0804W	8 Marietta Street	1	N	N	N	0	N	775	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	16	640	C	707	C	260	967	C	507	1674	C
0805E	8 Marietta Street	1	N	N	N	0	N	200	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	16	418	C	462	C	221	683	C	444	1327	C
0805W	8 Marietta Street	1	N	N	N	0	N	200	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	16	640	C	707	C	221	928	C	444	1572	C
0901N	S Main Street NB	2	S	Y	Y	1	N	426.1	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	11	11640	D	12859	D	1270	14129	D	2268	16315	E
0901S	S Main Street SB	2	S	Y	Y	0	N	426.1	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	11	13398	D	14802	D	1270	16072	D	2268	18258	F
0902N	S Main Street NB	2	S	Y	Y	0	N	295.91	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	11	11640	D	12859	D	1270	14129	D	2268	16315	E
0902S	S Main Street SB	2	S	Y	Y	0	N	295.91	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	11	13398	D	14802	D	1270	16072	D	2268	18258	F
0903N	S Main Street NB	2	S/L	Y	Y	0	N	314.06	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	11	11640	D	12859	D	1270	14129	D	2268	16315	E
0903S	S Main Street SB	2	S/L	Y	Y	0	N	314.06	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	11	13398	D	14802	D	1270	16072	D	2268	18258	F
0904N	S Main Street NB	2	L	Y	Y	0	N	324.42	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	13	15492	D	17115	E	569	17684	F	2289	19893	F
0904S	S Main Street SB	2	L	Y	Y	0	N	324.42	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	13	15086	D	16666	E	569	17235	F	2289	19444	F
0905N	S Main Street NB	2	L	Y	Y	1	N	439.05	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	13	15492	D	17115	E	569	17684	F	2289	19893	F
0905S	S Main Street SB	2	L	Y	Y	0	N	439.05	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	13	15086	D	16666	E	569	17235	F	2289	19444	F
0906N	S Main Street NB	2	S	Y	Y	0	N	261.39	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	24	14051	D	15523	D	781	16304	E	1383	17647	F
0906S	S Main Street SB	2	S	Y	Y	1	N	261.39	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	24	14237	D	15728	D	781	16509	E	1383	17852	F
0907N	S Main Street NB	2	S	Y	Y	0	N	348.45	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	24	14051	D	15523	D	781	16304	E	1605	17869	F
0907S	S Main Street SB	2	S	Y	Y	0	N	348.45	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	24	14237	D	15728	D	781	16509	E	1605	18074	F
0908N	S Main Street NB	2	N	N	Y	0	N	655.35	2.99	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	24	14051	F	15523	D	781	16304	E	1605	17869	F
0908S	S Main Street SB	2	N	N	Y	0	N	655.35	2.99	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	24	14237	F	15728	D	781	16509	E	1605	18074	F
0909N	S Main Street NB	2	S	Y	Y	1	N	534.99	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	24	14051	D	15523	D	781	16304	E	1431	17735	F
0909S	S Main Street SB	2	S	Y	Y	1	N	534.99	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	24	14237	D	15728	D	781	16509	E	1431	17940	F
0910N	S Main Street NB	2	S/T	Y	Y	0	N	387.08	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	13061	D	14429	D	781	15210	D	2785	17995	F
0910S	S Main Street SB	2	S/T	Y	Y	0	N	387.08	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	14522	D	16043	D	781	16824	E	2785	19609	F
0911N	S Main Street NB	2	N	N	Y	0	N	1028.68	2.99	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	22	13601	F	15026	D	781	15807	D	2254	18061	F
0911S	S Main Street SB	2	N	N	Y	0	N	1028.68	2.99	4.5	U	Y_N_4.5_4	Y_N_4.5_4_U_N	0	1	8588	12188	12863	22	14522	F	16043	D	781	16824	E	2254	19078	F
0912N	S Main Street NB	2	S	Y	Y	0	N	275.75	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	13601	D	15026	D	781	15807	D	2254	18061	F
0912S	S Main Street SB	2	S	Y	Y	0	N	275.75	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	14522	D	16043	D	781	16824	E	2254	19078	F
0913N	S Main Street NB	2	T	Y	Y	0	N	182.04	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	13601	D	15026	D	781	15807	D	2254	18061	F
0913S	S Main Street SB	2	T	Y	Y	0	N	182.04	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	14522	D	16043	D	781	16824	E	2254	19078	F
0914N	S Main Street NB	2	T	Y	Y	0	N	914.2	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	13601	D	15026	D	781	15807	D	2254	18061	F
0914S	S Main Street SB	2	T	Y	Y	0	N	914.2	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	14522	D	16043	D	781	16824	E	2254	19078	F
0915N	S Main Street NB	2	T	Y	Y	0	N	220.41	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	13601	D	15026	D	781	15807	D	2254	18061	F
0915S	S Main Street SB	2	T	Y	Y	0	N	220.41	2.99	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	22	14522	D	16043	D	781	16824	E	2254	19078	F
1001N	Haynes Bridge Road NB	1	L	Y	N	1	N	525.4	5.57	50	D	N_2	N_2_D_Y	0	1	4515	7665	8400	33	3565	C	3938	C	2450	6388	D	748	7073	D
1001S	Haynes Bridge Road SB	1	L	Y	N	0	N	525.4	5.57	50	D	N_2	N_2_D_Y	0	1	4515	7665	8400	33	2822	C	3118	C	2450	5568	D	748	6253	D
1002N	Haynes Bridge Road NB	1	N	N	N	0	N	1012.04	5.57	50	U	N_2	N_2_U_N	0	1	3440	5840	6400	33	3565	D	3938	D	2450	6388	E	748	7073	F
1002S	Haynes Bridge Road SB	1	N	N	N	0	N	1012.04	5.57	50	U	N_2	N_2_U_N	0	1	3440	5840	6400	33	2822	C	3118	C	2450	5568	D	748	6253	E
1003N	Haynes Bridge Road NB	1	C/L	Y	N	1	N	435.28	5.57	50	D	N_2	N_2_D_Y	0	1	4515	7665	8400	33	3565	C	3938	C	2150	6088	D	1314	7337	D
1003S	Haynes Bridge Road SB	2	C/L	Y	N	1	N	435.28	5.57	50	D	N_4	N_4_D_Y	0	1	9900	15850	16950	33	2822	C	3118	C	2150	5268	C	1314	6517	C
1004N	Haynes Bridge Road NB	2	C	Y	N	1	N	692.38	5.57	50	D	N_4	N_4_D_Y	0	1	9900	15850	16950	25	13965	D	15428	D	1090	16518	E	1885	18403	F
1004S	Haynes Bridge Road SB	2	C	Y	N	1	N	692.38	5.57	50	D	N_4	N_4_D_Y	0	1	9900	15850	16950	25	13583	D	15006	D	1090	16096	E	1885	17981	F
1005N	Haynes Bridge Road NB	3	L	Y	N	0	N	895.86	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13965	C	15428	D	1090	16518	D	1652	18170	D
1005S	Haynes Bridge Road SB	3	L	Y	N	0	N	895.86	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13583	C	15006	C	1090	16096	D	1652	17748	D
1006N	Haynes Bridge Road NB	3	L	Y	N	1	N	1056.73	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13965	C	15428	D	1090	16518	D	3142	19660	D
1006S	Haynes Bridge Road SB	3	L	Y	N	1	N	1056.73	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13583	C	15006	C	1090	16096	D	3142	19238	D
1007N	Haynes Bridge Road NB	3	L	Y	N	1	N	756.04	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13965	C	15428	D	1090	16518	D	3142	19660	D
1007S	Haynes Bridge Road SB	3	L	Y	N	1	N	756.04	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13583	C	15006	C	1090	16096	D	3142	19238	D
1008N	Haynes Bridge Road NB	3	L	Y	N	1	N	756.81	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13965	C	15428	D	1090	16518	D	3142	19660	D
1008S	Haynes Bridge Road SB	3	L	Y	N	1	N	756.81	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	25	13583	C	15006	C	1090	16096	D	3142	19238	D
1009N	Haynes Bridge Road NB	3	L	Y	N	0	N	315.52	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	26	17754	D	19614	D	885	20499	D	2404	22903	D
1009S	Haynes Bridge Road SB	3	L	Y	N	0	N	315.52	5.57	50	D	N_6	N_6_D_Y	0	1	15400	23900	25500	26	17587	D	19429	D	885	20314	D	2404	22718	D

Alpharetta Master Plan Traffic Evaluation (2017 Update Raw Data)

ID	RoadName	Lanes	Median	LeftTurn	SR	Signals	CBD	LengthFt	SigPerMi	SigBin	MedianUD	ID	ID2	DirCapA	DirCapB	DirCapC	DirCapD	DirCapE	TCstation	ExistingVol	ExistingLOS	NoBuild_1_5	NBLOS_1_5	TotProj_Approved	NoBuild_Total	NoBuild_LOS	TotProj_Pod	Build_PodProj	BuildPod_LOS
1101N	Westside Parkway NB	2	C	Y	N	1	N	2786.1	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	30	7196	C	7950	C	260	8210	C	706	8916	C
1101S	Westside Parkway SB	2	C	Y	N	1	N	2786.1	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	30	7608	C	8405	C	260	8665	C	706	9371	C
1102N	Westside Parkway NB	2	C/L	Y	N	1	N	561.25	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	28	8105	C	8954	C	159	9113	C	252	9365	C
1102S	Westside Parkway SB	2	C/L	Y	N	1	N	561.25	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	28	9095	C	10048	D	159	10207	D	252	10459	D
1103N	Westside Parkway NB	2	C/L	Y	N	0	N	1754.63	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	28	8105	C	8954	C	159	9113	C	252	9365	C
1103S	Westside Parkway SB	2	C/L	Y	N	0	N	1754.63	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	28	9095	C	10048	D	159	10207	D	252	10459	D
1104N	Westside Parkway NB	2	C/L	Y	N	1	N	585.26	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	28	8105	C	8954	C	159	9113	C	252	9365	C
1104S	Westside Parkway SB	2	C/L	Y	N	1	N	585.26	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	28	9095	C	10048	D	159	10207	D	252	10459	D
1105N	Westside Parkway NB	2	S/T	Y	N	1	N	1102.16	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	27	12835	D	14180	D	365	14545	D	989	15534	D
1105S	Westside Parkway SB	2	S/T	Y	N	1	N	1102.16	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	27	14129	D	15609	D	365	15974	E	989	16963	F
1106N	Westside Parkway NB	2	N	N	N	0	N	1795.45	2.77	4.5	U	N_4	N_4_U_N	0	1	7425	11888	12713	27	12835	F	14180	F	365	14545	F	989	15534	F
1106S	Westside Parkway SB	2	N	N	N	0	N	1795.45	2.77	4.5	U	N_4	N_4_U_N	0	1	7425	11888	12713	27	14129	F	15609	F	365	15974	F	989	16963	F
1107N	Westside Parkway NB	2	N	N	N	0	N	295.76	2.77	4.5	U	N_4	N_4_U_N	0	1	7425	11888	12713	27	12835	F	14180	F	365	14545	F	989	15534	F
1107S	Westside Parkway SB	2	N	Y	N	1	N	295.76	2.77	4.5	U	N_4	N_4_U_Y	0	1	9405	15058	16103	27	14129	D	15609	E	365	15974	E	989	16963	F
1108N	Westside Parkway NB	2	C	Y	N	1	N	297.96	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	27	12835	D	14180	D	365	14545	D	989	15534	D
1108S	Westside Parkway SB	2	C	Y	N	0	N	297.96	2.77	4.5	D	N_4	N_4_D_Y	0	1	9900	15850	16950	27	14129	D	15609	D	365	15974	E	989	16963	F
1200E	12 Old Milton Parkway	1	S	Y	Y	1	N	1170	3.72	4.5	D	Y_N_4.5_2	Y_N_4.5_2_D_Y	0	1	5198	7823	8505	21	11308	F	12493	F	520	13013	F	1413	14426	F
1200W	12 Old Milton Parkway	1	N	N	Y	1	N	1170	3.72	4.5	U	Y_N_4.5_2	Y_N_4.5_2_U_N	0	1	3960	5960	6480	20	11488	F	12691	F	520	13211	F	1413	14624	F
1201E	12 Old Milton Parkway	2	L	Y	Y	1	N	385	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	20	12421	D	13722	D	547	14269	D	1119	15288	D
1201W	12 Old Milton Parkway	2	L	Y	Y	1	N	385	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12248	D	13531	D	547	14078	D	1119	15097	D
1202E	12 Old Milton Parkway	2	L	Y	Y	0	N	275	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12421	D	13722	D	547	14269	D	1119	15288	D
1202W	12 Old Milton Parkway	2	L	Y	Y	0	N	275	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12248	D	13531	D	547	14078	D	1119	15097	D
1203E	12 Old Milton Parkway	2	L	Y	Y	0	N	954	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12421	D	13722	D	547	14269	D	1119	15288	D
1203W	12 Old Milton Parkway	2	L	Y	Y	0	N	954	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12248	D	13531	D	547	14078	D	1119	15097	D
1204E	12 Old Milton Parkway	2	L	Y	Y	0	N	961	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12421	D	13722	D	547	14269	D	1119	15288	D
1204W	12 Old Milton Parkway	2	L	Y	Y	0	N	961	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12248	D	13531	D	547	14078	D	1119	15097	D
1205E	12 Old Milton Parkway	2	L	Y	Y	1	N	1195	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12421	D	13722	D	326	14048	D	925	15073	D
1205W	12 Old Milton Parkway	2	L	Y	Y	1	N	1195	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12248	D	13531	D	326	13857	D	925	14882	D
1206E	12 Old Milton Parkway	3	L	Y	Y	1	N	600	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	21	12421	C	13722	C	326	14048	C	1488	15496	C
1206W	12 Old Milton Parkway	2	L	Y	Y	1	N	600	3.72	4.5	D	Y_N_4.5_4	Y_N_4.5_4_D_Y	0	1	11450	16250	17150	21	12248	D	13531	D	326	13857	D	1488	15305	D
1207E	12 Old Milton Parkway	3	C	Y	Y	1	N	920	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	32	22650	D	25023	E	537	25560	E	3619	29019	F
1207W	12 Old Milton Parkway	3	C	Y	Y	1	N	920	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	32	22521	D	24880	E	537	25417	E	3619	28876	F
1208E	12 Old Milton Parkway	3	C	Y	Y	1	N	1060	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	16978	C	18757	D	1530	20287	D	3754	24041	D
1208W	12 Old Milton Parkway	3	C	Y	Y	1	N	1060	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	18057	D	19949	D	1530	21479	D	3754	25233	E
1209E	12 Old Milton Parkway	3	C	Y	Y	0	N	1030	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	16978	C	18757	D	1530	20287	D	3754	24041	D
1209W	12 Old Milton Parkway	3	C	Y	Y	0	N	1030	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	18057	D	19949	D	1530	21479	D	3754	25233	E
1210E	12 Old Milton Parkway	3	C	Y	Y	1	N	1180	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	16978	C	18757	D	1530	20287	D	3754	24041	D
1210W	12 Old Milton Parkway	3	C	Y	Y	1	N	1180	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	18057	D	19949	D	1530	21479	D	3754	25233	E
1211E	12 Old Milton Parkway	3	C	Y	Y	1	N	646	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	16978	C	18757	D	1041	19798	D	2829	22627	D
1211W	12 Old Milton Parkway	3	C	Y	Y	1	N	646	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	29	18057	D	19949	D	1041	20990	D	2829	23819	D
1212E	12 Old Milton Parkway	3	L	Y	Y	0	N	1205	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	31	19022	D	21015	D	1041	22056	D	2829	24885	E
1212W	12 Old Milton Parkway	3	L	Y	Y	0	N	1205	3.72	4.5	D	Y_N_4.5_6	Y_N_4.5_6_D_Y	0	1	17750	24450	25850	31	21045	D	23250	D	1041	24291	D	2829	27120	F
1301N	Wills Road NB	1	N	Y	N	1	N	377.37	3.73	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	23	3431	C	3790	C	26	3816	C	139	3855	C
1301S	Wills Road SB	1	N	N	N	0	N	377.37	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3181	C	3514	D	26	3540	D	139	3579	D
1302N	Wills Road NB	1	N	N	N	0	N	808.61	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3431	C	3790	D	26	3816	D	139	3855	D
1302S	Wills Road SB	1	N	N	N	0	N	808.61	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3181	C	3514	D	26	3540	D	139	3579	D
1303N	Wills Road NB	1	N	N	N	0	N	351.25	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3431	C	3790	D	26	3816	D	139	3855	D
1303S	Wills Road SB	1	N	Y	N	1	N	351.25	3.73	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	23	3181	C	3514	C	26	3540	C	139	3579	C
1304N	Wills Road NB	1	N	Y	N	1	N	389.62	3.73	4.5	U	N_2	N_2_U_Y	0	1	4300	7300	8000	23	3431	C	3790	C	26	3816	C	434	4250	C
1304S	Wills Road SB	1	N	N	N	0	N	389.62	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3181	C	3514	D	26	3540	D	434	3974	D
1305N	Wills Road NB	1	N	N	N	0	N	3901.82	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3431	C	3790	D	26	3816	D	434	4250	D
1305S	Wills Road SB	1	N	N	N	1	N	3901.82	3.73	4.5	U	N_2	N_2_U_N	0	1	3440	5840	6400	23	3181	C	3514	D	26	3540	D	434	3974	D
1401E	Thompson Street EB	1	N	N	N	0	N	3275.25	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	34	79	C	87	C	764	851	C	1352	2203	C
1401W	Thompson Street WB	1	N	N	N	0	N	3275.25	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	34	78	C	86	C	764	850	C	1352	2202	C
1501N	Connection between Old M	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1501S	Connection between Old M	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1502N	Connection between Old M	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1502S	Connection between Old M	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1503N	Connection between Old M	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1503S	Connection between Old M	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1504N	Connection from Academ	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	118	118	C	212	1360	C
1504S	Connection from Academ	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	118	118	C	212	1360	C
1505E	Connection from Marietta	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	872	872	C	1597	2792	C
1505W	Connection from Marietta	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	872	872	C	1597	2792	C
1506N	Connection from Marietta	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	39	39	C	115	384	C
1506S	Connection from Marietta	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	39	39	C	115	384	C
1507E	Connection from Roswell t	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1507W	Connection from Roswell t	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	0	0	B
1508E	Connection from Canton t	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	168	168	C	407	715	C
1508W	Connection from Canton t	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	168	168	C	407	715	C
1509E	Devore Realignment	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	1964	2004	C
1509W	Devore Realignment	1	N	N	N	0	N	0	0	2	U	N_2	N_2_U_N	0	1	3440	5840	6400	-	0	B	0	B	0	0	B	1964	2004	C
1510N	Proposed Road 1																												
1510S	Proposed Road 1																												
1511E	Proposed Road 2																												
1511W	Proposed Road 2																												
1512E	Proposed Road 3																												
1512W	Proposed Road 3																												
1513E	Proposed Road 4																												
1513W	Proposed Road 4																												
1514N	Proposed Road 5																												
1514S	Proposed Road 5																												
1515E	Proposed Road 6																												
1515W	Proposed Road 6																												