



**DEVELOPMENT OF REGIONAL IMPACT**  
**SOUTHPARK, PHASE 3B, BUILDINGS 1 AND 2**

**DRI #2403**

**CITY OF FAIRBURN, GEORGIA**

**PRE-REVIEW MEETING**

**May 5, 2014 @ 3:00 PM**

Applicant Contact: Chris Stanley at Seefried Properties, Inc.  
Traffic Engineering Contact: John Walker (404.201.6157) at Kimley-Horn and Associates, Inc.  
Civil Engineering Contact: Mark Kilby (404.201.6130) at Kimley-Horn and Associates, Inc.

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**DRI REVIEW:** The applicant is applying for approval under GRTA's Expedited Review process based on Limited Trip Generation. From the trip generation results described on pages 4-5, the proposed development is projected to generate approximately 953 gross daily trips and approximately 70 gross PM peak hour weekday trips (based on 567,000 SF). According to the *GRTA Procedures and Principles for GRTA DRI Review, 2013*, the proposed DRI complies with the **Expedited Review Criteria in Section 3-102, Parts B.1 and B.3 – Limited Trip Generation**, which states "*The land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network: 1) No more than one thousand (1,000) gross daily trips will be generated by the DRI based on a trip generation memorandum; or, 2) More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI based on a trip generation memorandum and requires the submittal of an Access Analysis; or, 3) The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*"

Based on the trip generation results, two of the three criteria listed above are met, though the meeting of only one is required. Part B.2 is the only criterion that requires an Access Analysis, and this DRI complies with Parts B.1 and B.3 which do not require an Access Analysis. Therefore, the Southpark, Phase 3B, Buildings 1 and 2 DRI project shall be eligible for GRTA's Expedited Review process without the need of an Access Analysis.

**PROJECT INFORMATION:****Description of the Program:**

The proposed development is approximately a 567,000 square foot (maximum) development comprised of a warehouse/distribution building located along the north side of Oakley Industrial Boulevard 2,000' northeast of State Highway 92 in Fairburn, Georgia. Approximate uses and densities are detailed below. See the referenced conceptual plan for a visual representation of the site layout.

High-Cube Warehouse Square Footage: 567,000 SF (maximum) – current site plan shows 531,000 SF

Note: In year 2003, DRI #413 completed the DRI process. DRI #413 consisted of 1,565,000 SF warehouse on 75 acres. (3 buildings: 800,000 SF, 450,000 SF, and 315,000 SF, totaling 1,565,000 SF)

**Project phasing and build-out schedule (list phase year, identification of pods cumulatively built and associated development figures):**

The project will be built-out in one phase, as the third and final phase of the Southpark Industrial development with full build-out expected by 2017. The first phase is complete, while the second phase is in the planning stage.

**Explanation of Zoning and Land Use:**

The current zoning is M-2 (Heavy Industrial District) and is proposed to remain as such. This development is subject to DRI review as it falls within the “wholesale & distribution” category and is expected to exceed 500,000 square feet of development area.

The Fulton County Future Land Use Map identifies the area being surrounded by Rural Neighborhood and Industrial land uses, and the ARC Unified Growth Policy Map identifies the area as an Industrial/Logistics Area. Please refer to the Zoning Map in Appendix B (page 11) for more detailed information.

**Description of Site Access:**

One exterior driveway is currently proposed for the development at Oakley Industrial Boulevard. The driveway is located on the north side of Oakley Industrial Boulevard (Site Driveway 1) approximately 2,000' east of SR 92 (Spence Road), utilizing the existing Whitewater Place roadway.

The “greater” site has two driveways along Oakley Industrial Boulevard and two driveways along SR 92 (Spence Road). However, primary access to the two new buildings will be via the existing driveway along Oakley Industrial Boulevard (via Whitewater Place roadway).

**Description of the location of driveways, any plans for shared driveways, and the identification of the permitting agency for driveway access:**

The site driveways mentioned above provide access to the entire development. An internal roadway, Whitewater Place, connects the driveways and provides access to all parking on the site. See the referenced conceptual plan, in Appendix E (page 24), for a visual representation of access to the proposed development as well as the above description of driveway locations.

**Description of parking requirements (ratios and total numbers), proposed parking, location, and proposals for shared parking:**

Parking will be provided throughout the development as follows:

|                            |            |
|----------------------------|------------|
| Employee Parking Provided: | 120 spaces |
| Trailer Parking Provided:  | 129 spaces |

Please refer to the conceptual plan, in Appendix E (page 24), for parking locations.

**A site plan that clearly illustrates the uses, intensities of use, internal vehicular and pedestrian circulation, parking areas (including ingress and egress points), and access points (vehicular and pedestrian) to adjacent public roadways and to adjacent land uses. A designation of each land use should be clearly delineated as “pods” on the plan—these should exactly match the land use categories used in the trip generation analyses:**

Please refer to the conceptual plan in Appendix E (page 24).

**ADJACENT LAND USES / ROADWAY NETWORK:**

**Description of adjacent land uses (desired to be shown using a combination of an aerial photograph and local land use plan):**

The project is located in southern Fulton County within the City of Fairburn and is surrounded by distribution/warehouse, medium density housing, and undeveloped land uses. Please refer to the aerial photograph in Appendix A (page 9), and the conceptual plan for more detailed information.

**Description of roadway network and respective functional classifications:**

The functional classifications (according to GDOT’s web site) for the area roadways are as follows (bolded roadways run adjacent to the site):

| Roadways                           | GDOT Classification                 |
|------------------------------------|-------------------------------------|
| Interstate 85                      | Urban Interstate Principal Arterial |
| SR 74 (Senoia Road)                | Urban Principal Arterial            |
| <b>SR 92 (Spence Road)</b>         | <b>Urban Minor Arterial Streets</b> |
| Fayetteville Road                  | Urban Minor Arterial Street         |
| <b>Oakley Industrial Boulevard</b> | <b>Urban Collector Street</b>       |
| Harris Road                        | Urban Local Road                    |
| Avalon Boulevard                   | N/A                                 |
| <b>Whitewater Place</b>            | <b>N/A</b>                          |

**Research the ARC’s Transportation Improvement Plan (TIP), GDOT Statewide TIP (STIP), *PLAN 2040* Regional Transportation Plan (RTP), GDOT’s Construction Work Program, and South Fulton County’s Comprehensive Transportation Plan to determine the opening-to-traffic dates, sponsors, costs of projects, funding sources, and logical termini of all projects in the study network, if they are to be “used” in the future analyses:**

According to ARC’s Transportation Improvement Program, Regional Transportation Improvement Program, GDOT’s Construction Work Program, Fulton County’s programmed projects, and the STIP, the following projects are programmed or planned to be completed by the respective years:

|       |           |                                                                                                                                                            |
|-------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2020: | P-49      | SR 92 (Spence Road) from Oakley Industrial Boulevard to Roosevelt Highway – Install sidewalks on both sides of the road for pedestrian access and mobility |
| 2020: | R-192     | SR 74 (Senoia Road) from I-85 to Fayette County – Fiber and signal coordination                                                                            |
| 2030: | FS-AR-182 | SR 74 (Senoia Road) at I-85 – Add turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes                             |

#### **TRIP GENERATION AND TRIP DISTRIBUTION:**

**Trip generation data sources, including all variables and assumptions used to calculate the proposed trip generation (including reductions):**

The latest version of the Institute of Transportation Engineer’s *Trip Generation*, 9<sup>th</sup> Edition, 2012, will be used for all land uses in this study. The trip rates were determined using ITE Code 152 – High-Cube Warehouse (based on square footage). The truck percentage of development traffic is expected to be 25%.

***Table of mixed-use reductions and the justification (provision of bike/pedestrian facilities and distance between uses) shown on the site plan;***

There were no mixed-use reductions taken.

***Alternative mode split assumptions, including justification as to how they were reached (includes transit, external bike and pedestrian); description of existing and proposed transit service (routing, frequency/headway, and stop locations, plus distance from each use); description of transit amenities provided on the site plan; discussion of parking supply and effect on competition of alternative modes.***

There are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken. It must be noted that the GRTA Xpress South Corridor transit services run along the I-85 corridor and stop 2.5 miles north of the proposed development.

***Table of pass-by trip reductions and application of limits test;***

There were no pass-by trip reductions taken.

| <b>Weekday Trip Generation Summary<br/>(567,000 SF)</b> |                      |                     |
|---------------------------------------------------------|----------------------|---------------------|
|                                                         | <b>Daily Traffic</b> | <b>PM Peak Hour</b> |
| Gross Trips                                             | 953                  | 70                  |
| Mixed-use                                               | -0                   | -0                  |
| Alt. Modes                                              | -0                   | -0                  |
| Pass-by                                                 | -0                   | -0                  |
| Net Total                                               | 953 *                | 70 *                |

*\* - % trucks and 75% cars.*

Please refer to Appendix C1 (page 13) for a detailed trip generation analysis.

Note: 531,000 SF generates 892 gross daily trips and 65 PM peak hour trips.

**Proposed methodology to be used for traffic distribution and assignment:**

The distribution was based on the project land uses, a review of road facilities in the area, engineering judgment and a review of land use densities in the area (aerial mapping). The proposed trip distribution is as follows:

- To / from the north – 13%
- To / from the south – 22%
- To / from the east – 55%
- To / from the west – 10%

Please refer to Appendices C2 (page 14) and C3 (page 15).

**ANALYSIS METHODOLOGY:**

**Recommended locations within the Study Network for detailed intersection analyses, detailed segment analyses, and planning-level segment analyses:**

Given the existing roadway network and programmed modifications as well as the projected trip generation, no roadway links were identified for review by GRTA's 7% rule. Also, since the site is projected to generate less than 1,000 trips per day, a detailed traffic study is not required.

**Listing of peak periods, AM and PM peak hours, and project phase years to be analyzed:**

N/A

**Proposed capacity analysis procedures for: (1) detailed intersection, (2) detailed segment, and (3) planning-level segments. Provide the name and version of software to be used:**

N/A

***Proposed methodology to be used for calculating future year background traffic:***

N/A

**Sources of data (turning movement counts [may be up to 12 months old] and 24-hour two-way counts [may be up to 24 months old]) to be used and assumptions related to the collection and analysis of that data:**

N/A

**OTHER PERTINENT INFORMATION:**

**Methodology, assumptions, and data sources used in preparing an Area of Influence Study.**

Open for discussion.

**Any other pertinent information that the Applicant believes will be relevant to the evaluation of the proposed DRI's impacts on regional mobility and air quality.**

Open for discussion.

**PROJECT SCHEDULE (TO BE DISCUSSED):**

| <b>PHASE 1</b>                                                                                              |          |
|-------------------------------------------------------------------------------------------------------------|----------|
| Methodology Meeting at GRTA's office with GRTA, ARC, GDOT, City of Fairburn staff, and Fulton County staff. | April 17 |
| DRI Form 1 submitted by the City of Fairburn.                                                               | April 22 |
| Pre-Review Meeting at ARC's office.                                                                         | May 5    |
| Submit supporting traffic information.                                                                      | May 5    |
| Submit DRI Form 2.                                                                                          |          |
| <b>Phase II</b>                                                                                             |          |
| GRTA issues the "Notice of Decision."                                                                       |          |
| ARC issues their Final Report/Findings.                                                                     |          |
| DRI Complete - Local jurisdictional action can occur.                                                       |          |

## **Appendix**

## **Appendix A**

### ***Site Aerial***





Kimley-Horn  
and Associates, Inc.

Southpark Phase 3B, Buildings 1 & 2 DRI  
Transportation Analysis

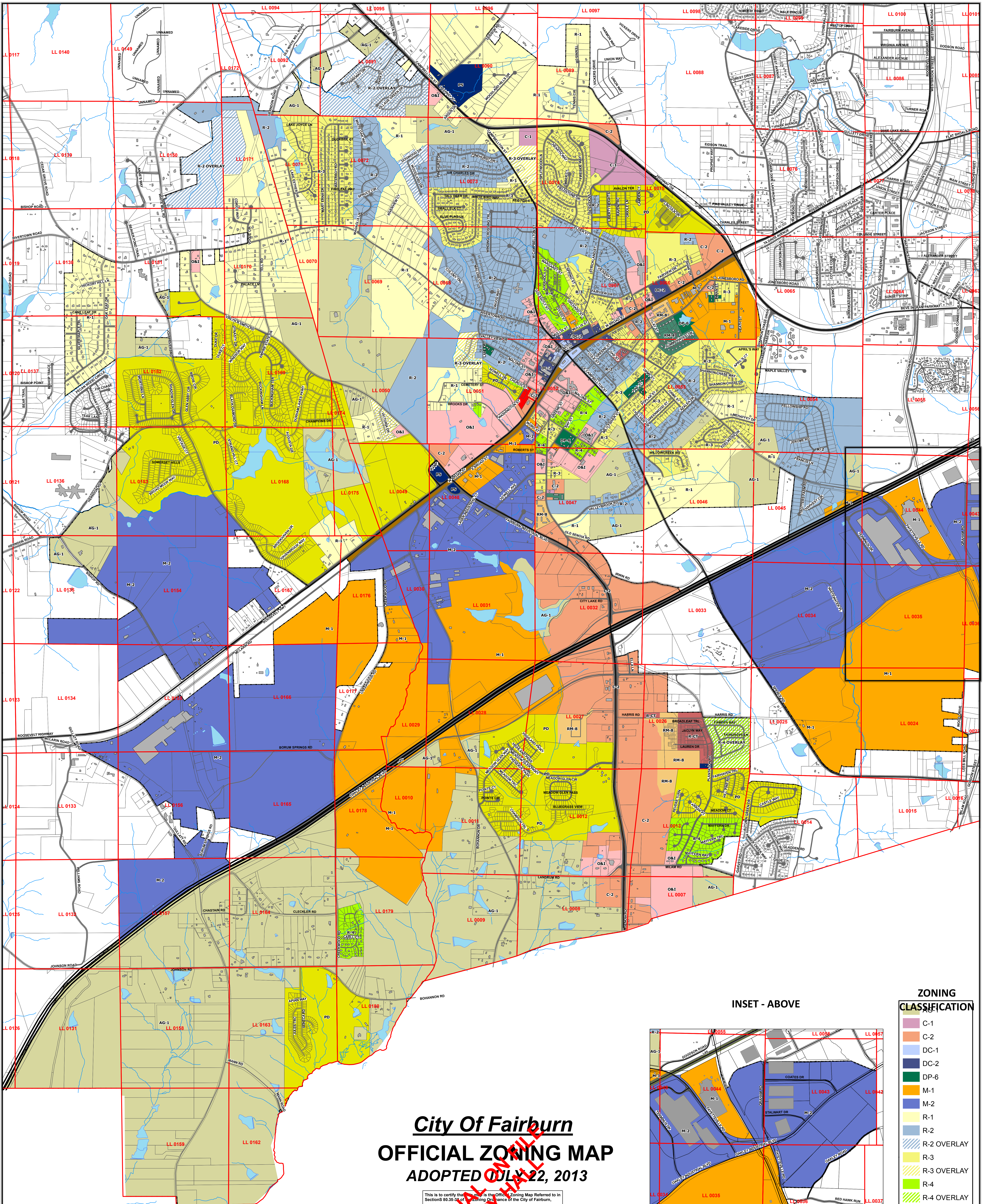
Site Aerial

Appendix  
A



**Appendix B**  
*Land Use/Zoning Maps*





**City Of Fairburn**  
**OFFICIAL ZONING MAP**  
**ADOPTED JULY 22, 2013**

This is to certify that this map is the Official Zoning Map Referred to in Section 80.35.33 of the Zoning Ordinance of the City of Fairburn.

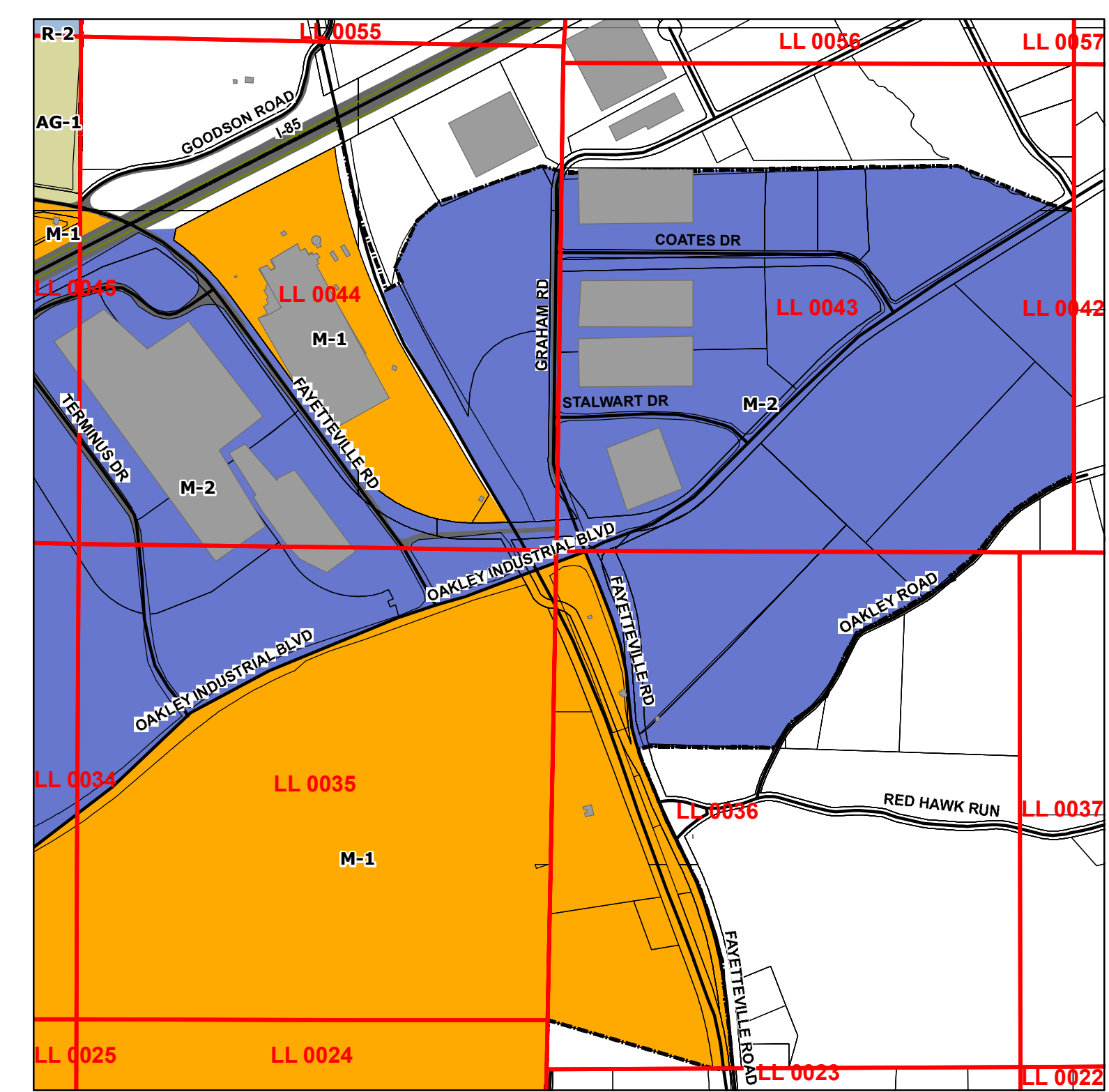
Mayor Mario B. Avery

ATTEST:

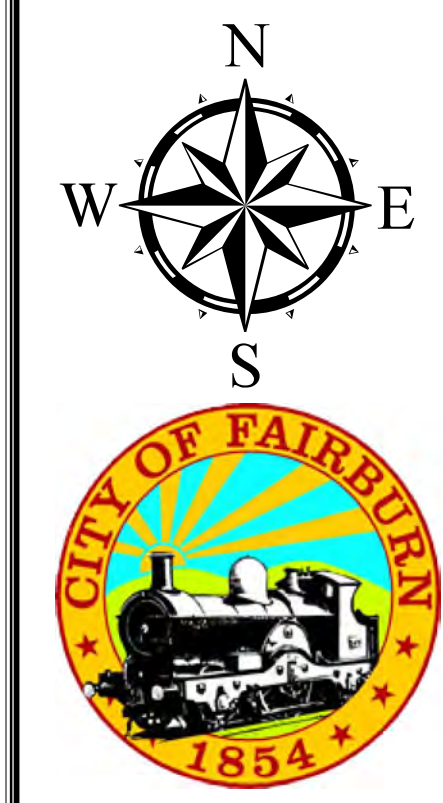
City Clerk Brenda James

SEAL:

INSET - ABOVE



| ZONING CLASSIFICATION |  |
|-----------------------|--|
| C-1                   |  |
| C-2                   |  |
| DC-1                  |  |
| DC-2                  |  |
| DP-6                  |  |
| M-1                   |  |
| M-2                   |  |
| R-1                   |  |
| R-2                   |  |
| R-2 OVERLAY           |  |
| R-3                   |  |
| R-3 OVERLAY           |  |
| R-4                   |  |
| R-4 OVERLAY           |  |
| R-CT                  |  |
| RM-4                  |  |
| RM-8                  |  |
| RM-36                 |  |
| RR                    |  |
| O&I                   |  |
| PD                    |  |
| PS                    |  |



0 800 1,600 2,400 3,200 4,000 4,800 5,600 Feet  
0 1 inch = 800 feet 1 Miles

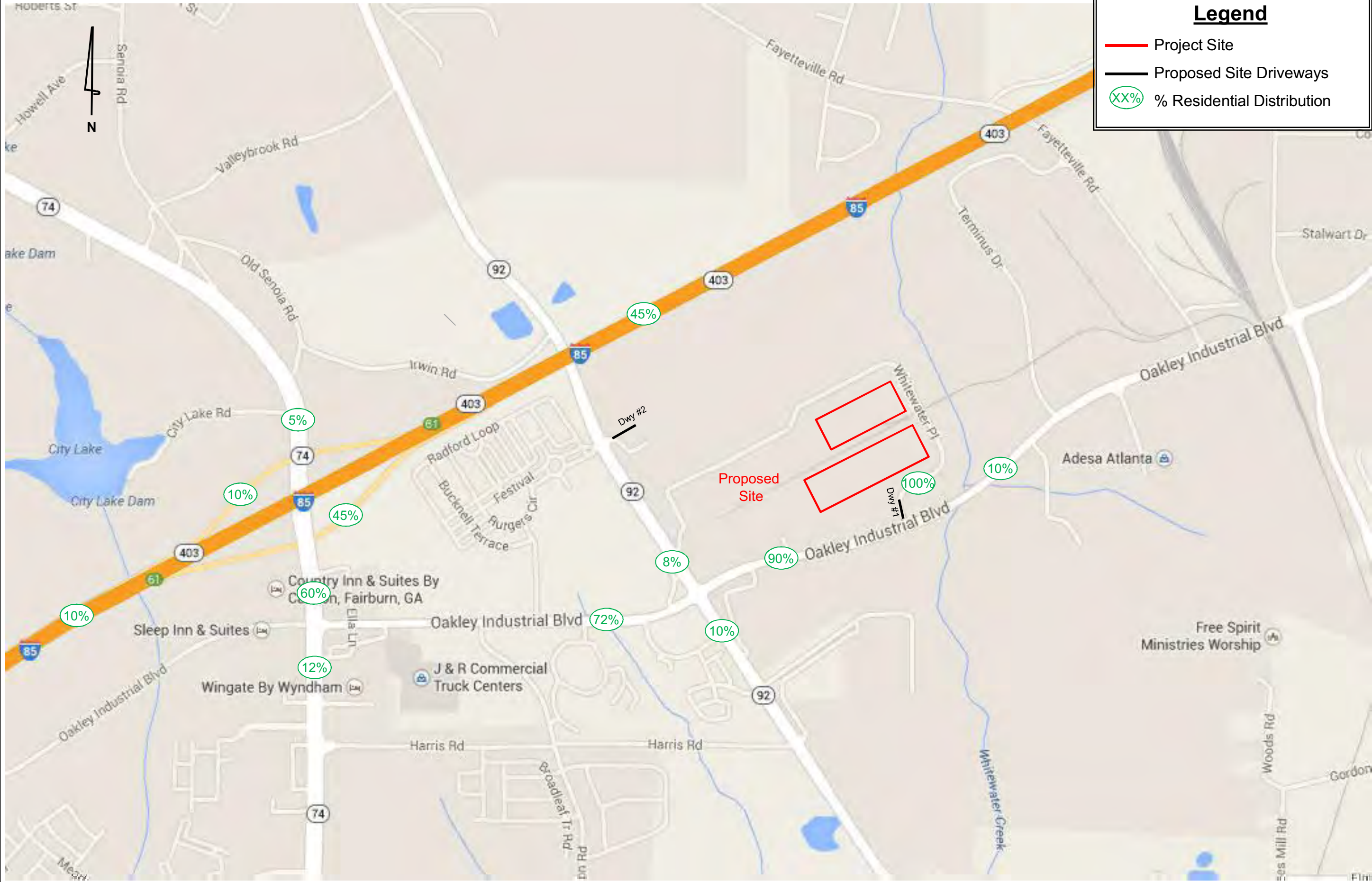
SEE INSET BELOW



**Appendix C**  
***Trip Generation Summary***  
***Growth Rate Analysis***  
***Trip Distribution & 7% Worksheet***  
***Proposed Study Intersections***

| Trip Generation Analysis (9th Ed.)<br>Southpark DRI<br>City of Fairburn, Georgia |                    |                                           |             |              |    |              |    |       |     |
|----------------------------------------------------------------------------------|--------------------|-------------------------------------------|-------------|--------------|----|--------------|----|-------|-----|
| Land Use                                                                         | Intensity          | Alternate Independent Variables Available | Daily Trips | AM Peak Hour |    | PM Peak Hour |    | Total | Out |
|                                                                                  |                    |                                           |             | Total        | In | Total        | In |       |     |
| <b>Proposed Site Traffic</b>                                                     |                    |                                           |             |              |    |              |    |       |     |
| 152 High-Cube Warehouse/Distribution Center                                      | 567,000 gross s.f. | (truck gen. avail)<br>(25% trucks)        | 953         | 54           | 37 | 17           | 70 | 22    | 48  |
|                                                                                  |                    |                                           |             |              |    |              |    |       |     |
| <b>Gross Trips</b>                                                               |                    |                                           |             |              |    |              |    |       |     |
| New Trips                                                                        |                    |                                           | 953         | 54           | 37 | 17           | 70 | 22    | 48  |
|                                                                                  |                    |                                           |             |              |    |              |    |       |     |

k:\atl\_jpo\019854000 southpark dri, city of fairburn, march 2014\analysis\southparkdri\_cqi\_analysis.xls\trip generation



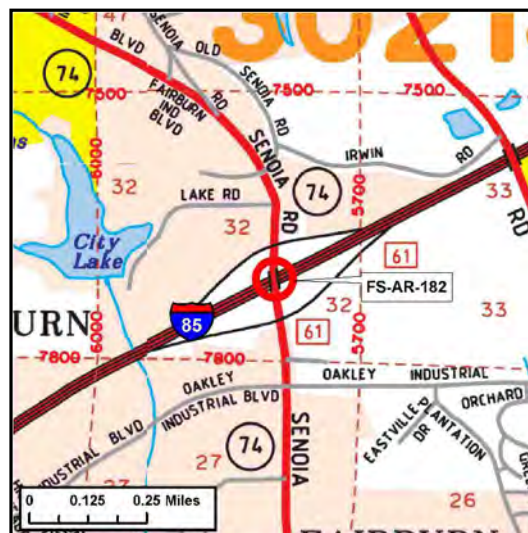
| Project Name                  |                                |                             |              |                 |        |                 |                              |     |                                          |                                        |                       |            |               |                           |                           |                    |
|-------------------------------|--------------------------------|-----------------------------|--------------|-----------------|--------|-----------------|------------------------------|-----|------------------------------------------|----------------------------------------|-----------------------|------------|---------------|---------------------------|---------------------------|--------------------|
| Study Segments - GRTA 7% Rule |                                |                             |              |                 |        |                 |                              |     |                                          |                                        |                       |            |               |                           |                           |                    |
| Roadway Segment               |                                |                             |              | Roadway Segment |        |                 |                              |     |                                          |                                        |                       |            |               |                           |                           |                    |
| Roadway                       | From                           | To                          | No. of Lanes | Signal          | Median | Left Turn Lanes | Service Volume Analysis Type | LOS | Facility Service Volume @ Standard (vpd) | Adjusted Facility Service Volume (vpd) | Dist. Non-Res         | Res. Trips | Non-Res Trips | Total Daily Project Trips | % Service Volume Consumed | Project Trips ≥ 7% |
| Whitewater Place              | Project Site                   | Oakley Industrial Boulevard | 2            | No              | No     | Yes             | State Two-Way Arterial       | D   | 16,600                                   | 16,600                                 | 100%                  | 0          | 953           | 953                       | 5.7%                      | No                 |
| Oakley Industrial Boulevard   | Whitewater Place (Driveway #1) | Fayetteville Road           | 2            | Yes             | No     | Yes             | Non-State Roadway            | D   | 16,600                                   | 16,600                                 | 10%                   | 0          | 95            | 95                        | 0.6%                      | No                 |
| Oakley Industrial Boulevard   | Whitewater Place (Driveway #1) | Hwy 92                      | 2            | Yes             | No     | Yes             | Non-State Roadway            | D   | 16,600                                   | 16,600                                 | 90%                   | 0          | 858           | 858                       | 5.2%                      | No                 |
| Oakley Industrial Boulevard   | Hwy 92                         | Senioia Road (SR 74)        | 2            | Yes             | No     | Yes             | Non-State Roadway            | D   | 16,600                                   | 16,600                                 | 72%                   | 0          | 686           | 686                       | 4.1%                      | No                 |
| SR 74 (Senioia Road)          | Oakley Industrial Boulevard    | Harris Rd                   | 4            | Yes             | Yes    | Yes             | State Two-Way Arterial       | D   | 32,500                                   | 32,500                                 | 12%                   | 0          | 114           | 114                       | 0.4%                      | No                 |
| SR 74 (Senioia Road)          | Harris Rd                      | South                       | 4            | Yes             | Yes    | Yes             | State Two-Way Arterial       | D   | 32,500                                   | 32,500                                 | 12%                   | 0          | 114           | 114                       | 0.4%                      | No                 |
| SR 74 (Senioia Road)          | Oakley Industrial Boulevard    | I-85 Northbound Ramp        | 4            | Yes             | Yes    | Yes             | State Two-Way Arterial       | D   | 32,500                                   | 32,500                                 | 60%                   | 0          | 572           | 572                       | 1.8%                      | No                 |
| SR 74 (Senioia Road)          | I-85 Northbound Ramp           | I-85 Southbound Ramp        | 4            | Yes             | Yes    | Yes             | State Two-Way Arterial       | D   | 32,500                                   | 32,500                                 | 15%                   | 0          | 143           | 143                       | 0.4%                      | No                 |
| SR 74 (Senioia Road)          | I-85 Southbound Ramp           | Roosevelt Highway           | 4            | Yes             | Yes    | Yes             | State Two-Way Arterial       | D   | 32,500                                   | 32,500                                 | 5%                    | 0          | 48            | 48                        | 0.1%                      | No                 |
| SR 92 (Spence Road)           | Oakley Industrial Boulevard    | South                       | 2            | Yes             | No     | Yes             | State Two-Way Arterial       | D   | 16,600                                   | 16,600                                 | 10%                   | 0          | 95            | 95                        | 0.6%                      | No                 |
| SR 92 (Spence Road)           | Oakley Industrial Boulevard    | Avalon Boulevard            | 2            | Yes             | No     | Yes             | State Two-Way Arterial       | D   | 16,600                                   | 16,600                                 | 8%                    | 0          | 76            | 76                        | 0.5%                      | No                 |
| SR 92 (Spence Road)           | Avalon Boulevard               | North                       | 2            | No              | No     | Yes             | State Two-Way Arterial       | D   | 16,600                                   | 16,600                                 | 8%                    | 0          | 76            | 76                        | 0.5%                      | No                 |
|                               |                                |                             |              |                 |        |                 |                              |     |                                          |                                        | Non-Residential Trips |            | 953           |                           |                           |                    |

## **Appendix D**

### ***Programmed Improvement Projects***



|                           |                                              |
|---------------------------|----------------------------------------------|
| <b>Short Title</b>        | I-85 SOUTH AT SR 74 (SENOIA ROAD)            |
| <b>GDOT Project No.</b>   | 0007841                                      |
| <b>Federal ID No.</b>     | CSNHS-0007-00(841)                           |
| <b>Status</b>             | Programmed                                   |
| <b>Service Type</b>       | Roadway / Interchange Upgrade                |
| <b>Sponsor</b>            | GDOT                                         |
| <b>Jurisdiction</b>       | Regional - Southwest                         |
| <b>Analysis Level</b>     | Exempt from Air Quality Analysis (40 CFR 93) |
| <b>Existing Thru Lane</b> | N/A                                          |
| <b>Planned Thru Lane</b>  | N/A                                          |



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**Network Year** 2030

**Corridor Length** N/A miles

#### Detailed Description and Justification

This project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes.

| Phase Status & Funding Information |                                 | Status | FISCAL YEAR  | TOTAL PHASE COST    | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                    |                |                |
|------------------------------------|---------------------------------|--------|--------------|---------------------|-------------------------------------------------|--------------------|----------------|----------------|
|                                    |                                 |        |              |                     | FEDERAL                                         | STATE              | BONDS          | LOCAL/PRIVATE  |
| SCP                                | National Highway System         | AUTH   | 2011         | \$50,000            | \$40,000                                        | \$10,000           | \$0,000        | \$0,000        |
| PE                                 | National Highway System         | AUTH   | 2012         | \$863,377           | \$690,702                                       | \$172,675          | \$0,000        | \$0,000        |
| ROW                                | General Federal Aid - 2018-2040 |        | LR 2018-2030 | \$7,180,000         | \$5,744,000                                     | \$1,436,000        | \$0,000        | \$0,000        |
| CST                                | General Federal Aid - 2018-2040 |        | LR 2018-2030 | \$10,600,000        | \$8,480,000                                     | \$2,120,000        | \$0,000        | \$0,000        |
|                                    |                                 |        |              | <b>\$18,693,377</b> | <b>\$14,954,702</b>                             | <b>\$3,738,675</b> | <b>\$0,000</b> | <b>\$0,000</b> |

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](mailto:transportation@atlantaregional.com).



## Short Title

SR 92 WIDENING FROM OAKLEY INDUSTRIAL  
BOULEVARD TO SR 85 (GLYNN STREET)

## GDOT Project No.

TBD

## Federal ID No.

N/A

## Status

Aspirations

## Service Type

Roadway / General Purpose Capacity

## Sponsor

TBD

## Jurisdiction

Regional - South

## Analysis Level

Not modeled

## Existing Thru Lane

2

## Planned Thru Lane

4

## Detailed Description and Justification



No Image Available

## Network Year

TBD

## Corridor Length

9.7 miles

| Phase Status & Funding Information |     | Status | FISCAL YEAR | TOTAL PHASE COST     | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                |                |                      |
|------------------------------------|-----|--------|-------------|----------------------|-------------------------------------------------|----------------|----------------|----------------------|
|                                    |     |        |             |                      | FEDERAL                                         | STATE          | BONDS          | LOCAL/PRIVATE        |
| ALL                                | TBD |        | TBD         | <b>\$103,000,000</b> | \$0,000                                         | \$0,000        | \$0,000        | \$103,000,000        |
|                                    |     |        |             | <b>\$103,000,000</b> | <b>\$0,000</b>                                  | <b>\$0,000</b> | <b>\$0,000</b> | <b>\$103,000,000</b> |

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](mailto:transportation@atlantaregional.com).





## Short Title

OAKLEY INDUSTRIAL BOULEVARD WIDENING AND  
EXTENSION FROM GULLATT ROAD TO FLAT SHOALS  
ROAD

## GDOT Project No.

N/A

## Federal ID No.

N/A

## Status

Aspirations

## Service Type

Roadway / General Purpose Capacity

## Sponsor

TBD

## Jurisdiction

Fulton County (South)

## Analysis Level

Not modeled

## Existing Thru Lane

0/2

## Planned Thru Lane

4

## Detailed Description and Justification



No Image Available

## Network Year

TBD

## Corridor Length

7.5 miles

| Phase Status & Funding Information |     | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |         |         |               |
|------------------------------------|-----|--------|-------------|------------------|-------------------------------------------------|---------|---------|---------------|
|                                    |     |        |             |                  | FEDERAL                                         | STATE   | BONDS   | LOCAL/PRIVATE |
| ALL                                | TBD |        | TBD         | \$55,000,000     | \$0,000                                         | \$0,000 | \$0,000 | \$55,000,000  |
|                                    |     |        |             | \$55,000,000     | \$0,000                                         | \$0,000 | \$0,000 | \$55,000,000  |

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



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



|                         |                                                                        |
|-------------------------|------------------------------------------------------------------------|
| <b>Short Title</b>      | I-85 SOUTH COLLECTOR DISTRIBUTOR LANES FROM SR 74 TO COLLINSWORTH ROAD |
| <b>GDOT Project No.</b> | TBD                                                                    |
| <b>Federal ID No.</b>   | N/A                                                                    |
| <b>Status</b>           | Aspirations                                                            |
| <b>Service Type</b>     | Roadway / General Purpose Capacity                                     |
| <b>Sponsor</b>          | TBD                                                                    |
| <b>Jurisdiction</b>     | Regional - Southwest                                                   |
| <b>Analysis Level</b>   | Not modeled                                                            |

**Existing Thru Lane**

**Planned Thru Lane**

**Detailed Description and Justification**



**Network Year**

**Corridor Length**  miles

| Phase Status & Funding Information |     | Status | FISCAL YEAR | TOTAL PHASE COST     | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                |                |                      |
|------------------------------------|-----|--------|-------------|----------------------|-------------------------------------------------|----------------|----------------|----------------------|
|                                    |     |        |             |                      | FEDERAL                                         | STATE          | BONDS          | LOCAL/PRIVATE        |
| ALL                                | TBD |        | TBD         | <b>\$143,000,000</b> | \$0,000                                         | \$0,000        | \$0,000        | \$143,000,000        |
|                                    |     |        |             | <b>\$143,000,000</b> | <b>\$0,000</b>                                  | <b>\$0,000</b> | <b>\$0,000</b> | <b>\$143,000,000</b> |

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



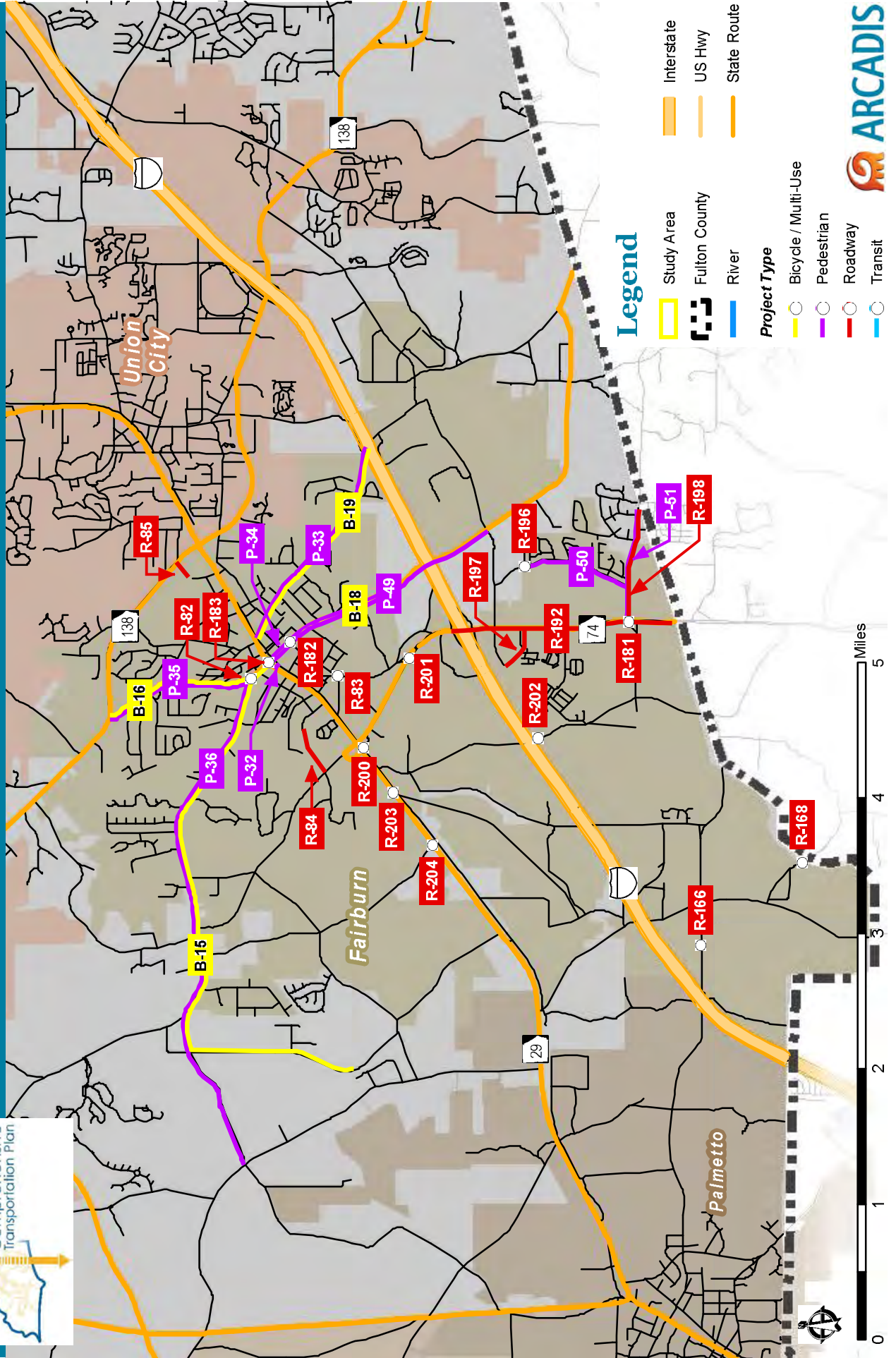
For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).





FIGURE 11e

# Fairburn Projects



| Project ID | Project Location                                                                            | Category                      | Description                                                                                                                                                  | Distance (miles) | Need and Purpose                                                                              | Location | Notes                                  | Planning-level Cost Estimate |             |              |             | Costing Comments | I. Safe and Adequate                                                                         |           |               | II. Improve Mobility while Managing |                           |                     | III. Promote Freight Movement and Economic Viability |                                 |                                       | IV. Sustainable Transportation Improvements |                                        |                     | Ranking (Based on SACP Score) | Priority (Based on Community Stakeholder and PMT Input) | Recommended Implementation Phase (Based on Priority, Community, Stakeholder and PMT Input) |                              |  |               |                                                  |                           |
|------------|---------------------------------------------------------------------------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------------------------------------------------------------|----------|----------------------------------------|------------------------------|-------------|--------------|-------------|------------------|----------------------------------------------------------------------------------------------|-----------|---------------|-------------------------------------|---------------------------|---------------------|------------------------------------------------------|---------------------------------|---------------------------------------|---------------------------------------------|----------------------------------------|---------------------|-------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------|------------------------------|--|---------------|--------------------------------------------------|---------------------------|
|            |                                                                                             |                               |                                                                                                                                                              |                  |                                                                                               |          |                                        | Preliminary Engineering      | ROW         | Construction | Contingency |                  | Total                                                                                        | A. Safety | B. Fills Gaps | C. Proximity to Transit             | A. Access Management Plan | B. Congestion Needs | C. Context Sensitivity                               | A. Consistent with Current Plan | B. Improves Transportation Facilities |                                             | 1. Freight Route with Congestion Needs | 2. Bridge Condition |                               |                                                         |                                                                                            | A. Improvements that Enhance |  | 1. Reduce VMT | 2. Multi-modal Connection to Community Resources | B. Aesthetic Improvements |
|            |                                                                                             |                               |                                                                                                                                                              |                  |                                                                                               |          |                                        |                              |             |              |             |                  |                                                                                              |           |               |                                     |                           |                     |                                                      |                                 |                                       |                                             |                                        |                     |                               |                                                         |                                                                                            |                              |  |               |                                                  |                           |
| R-15       | Rivertown Rd from US-29 to Bishop Rd, and Bishop Rd from Rivertown Rd to Mt. Trail crossing | Bicycle                       | 4' bike lanes striped on street                                                                                                                              | 4.40             | multimodal connectivity, safety                                                               | Fairburn | connect to R-13, R-18, and Mt-1        | \$942,000                    | \$1,124,000 | \$10,197,000 | \$1,011,000 | \$12,274,000     |                                                                                              | 2         | 3             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 1                                     | 2                                           | 3                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| R-16       | W Campbell St from Rivertown Rd to SR-138                                                   | Bicycle                       | 4' bike lanes striped on street                                                                                                                              | 1.13             | multimodal connectivity, safety                                                               | Fairburn |                                        | \$241,500                    | \$276,000   | \$2,614,500  | \$259,500   | \$3,391,500      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 1                                     | 2                                           | 2                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| R-18       | E Campbell St/Spenice Rd/SR-52 from E Road St to City Limits                                | Bicycle                       | 4' bike lanes striped on street                                                                                                                              | 0.97             | multimodal connectivity, safety                                                               | Fairburn | multimodal connectivity                | \$207,500                    | \$192,000   | \$2,444,500  | \$222,500   | \$2,866,500      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| B-19       | Fayetteville Rd from E Broad St to I-85 bridge                                              | Bicycle                       | 4' bike lanes striped on street                                                                                                                              | 1.67             | multimodal connectivity, safety                                                               | Fairburn |                                        | \$357,500                    | \$425,000   | \$3,864,000  | \$383,000   | \$5,025,500      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| P-32       | Smith St at CSX freight line underpass                                                      | Pedestrian                    | Improve pedestrian underpass                                                                                                                                 | 0.04             | pedestrian connectivity, safety, beautification                                               | Fairburn |                                        | \$4,000                      | \$64,000    | \$46,000     | \$4,000     | \$118,000        |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| P-33       | Fayetteville Rd from E Road St to I-85 bridge                                               | Pedestrian                    | Sidewalks on both sides of the road                                                                                                                          | 1.67             | pedestrian connectivity, safety                                                               | Fairburn |                                        | \$180,000                    | \$492,000   | \$1,354,000  | \$192,000   | \$2,481,000      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 2                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| P-34       | E Campbell St/Spenice Rd/SR-52 from E Road St to City Limits                                | Pedestrian                    | Sidewalks on both sides of the road                                                                                                                          | 0.97             | pedestrian connectivity, safety, beautification                                               | Fairburn |                                        | \$104,000                    | \$286,000   | \$1,134,000  | \$112,000   | \$1,656,000      |                                                                                              | 2         | 3             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| P-35       | W Campbell St from Rivertown Rd to SR-138                                                   | Pedestrian                    | Sidewalks on both sides of the road                                                                                                                          | 1.13             | pedestrian connectivity, safety                                                               | Fairburn |                                        | \$122,000                    | \$286,000   | \$1,322,000  | \$130,000   | \$1,860,000      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 2                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| P-36       | Rivertown Rd between Hogwood and Campbell St                                                | Pedestrian                    | Connect sidewalks on both sides of the road                                                                                                                  | 3.90             | pedestrian connectivity, safety                                                               | Fairburn |                                        | \$222,000                    | \$958,000   | \$4,562,000  | \$450,000   | \$6,392,000      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 2                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| P-49       | Spenice Road from ORB to Roosevelt Hwy                                                      | Pedestrian                    | Sidewalks on both sides of the road                                                                                                                          | 1.90             | pedestrian connectivity, safety, fill gaps in system, beautification                          | Fairburn | Project added at request of the County | \$211,000                    | \$513,000   | \$2,270,000  | \$223,000   | \$3,217,000      |                                                                                              | 2         | 2             | 3                                   | 1                         | 1                   | 2                                                    | 3                               | 3                                     | 1                                           | 2                                      | 3                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| P-50       | Plantation Rd from Millam to Harris                                                         | Pedestrian                    | Sidewalks on both sides of the road                                                                                                                          | 0.80             | pedestrian connectivity, safety, fill gaps in system, pedestrian connectivity                 | Fairburn | Project added at request of the County | \$88,000                     | \$214,000   | \$946,000    | \$93,000    | \$1,341,000      |                                                                                              | 2         | 2             | 1                                   | 1                         | 1                   | 2                                                    | 3                               | 3                                     | 1                                           | 2                                      | 1                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| P-51       | Millam Rd from SR-74 to County Line                                                         | Pedestrian                    | Sidewalks on both sides of the road                                                                                                                          | 0.80             | pedestrian connectivity, safety, fill gaps in system, pedestrian connectivity, beautification | Fairburn | Project added at request of the County | \$88,000                     | \$214,000   | \$946,000    | \$93,000    | \$1,341,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 2         | 2             | 1                                   | 1                         | 1                   | 2                                                    | 3                               | 3                                     | 1                                           | 2                                      | 1                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-82       | West Campbell Street at Rivertown Road                                                      | Safety, Geometric Improvement | Realign intersection so that roadway meet at a 90 degree angle, includes median and gateways signage on West Campbell Street and railbouts on all approaches | N/A              | Safety                                                                                        | Fairburn |                                        | \$100,000                    | \$300,000   | \$500,000    | \$100,000   | \$1,000,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 3         | 1             | 3                                   | 1                         | 2                   | 3                                                    | 3                               | 3                                     | 1                                           | 1                                      | 1                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-83       | Seneca Road at Bay Street                                                                   | Safety, Geometric Improvement | Realign intersection so that roadway meet at a 90 degree angle, includes median and gateways signage on West Campbell Street and railbouts on all approaches | N/A              | Safety                                                                                        | Fairburn |                                        | \$100,000                    | \$300,000   | \$500,000    | \$100,000   | \$1,000,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 3         | 1             | 3                                   | 1                         | 1                   | 3                                                    | 3                               | 3                                     | 1                                           | 1                                      | 1                   | Medium                        | Medium Priority                                         | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-84       | Brooks Drive Extension                                                                      | New Connection                | Extend Brooks Drive from current terminus to connect to Vryn B Smith Road at Durham Lake Road (0.4 miles)                                                    | 0.4              | Connectivity                                                                                  | Fairburn |                                        | \$165,000                    | \$235,000   | \$1,500,000  | \$190,000   | \$2,090,000      |                                                                                              | 1         | 2             | 3                                   | 1                         | 1                   | 1                                                    | 2                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Long-Term                                                                                  | No                           |  |               |                                                  |                           |
| R-85       | Shaw Drive Extension                                                                        | New Connection                | Extend Shaw Drive from current terminus to connect to Vryn B Smith Road at Durham Lake Road (0.4 miles)                                                      | 0.1              | Connectivity                                                                                  | Fairburn |                                        | \$110,000                    | \$130,000   | \$900,000    | \$114,000   | \$1,254,000      |                                                                                              | 1         | 2             | 3                                   | 1                         | 1                   | 1                                                    | 2                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Long-Term                                                                                  | No                           |  |               |                                                  |                           |
| R-166      | Johnson Road over Shaul Creek                                                               | Bridge                        | Bridge Replacement                                                                                                                                           | N/A              | Bridge                                                                                        | Fairburn | Sufficiency = 14.0                     | \$108,000                    | \$0         | \$1,080,000  | \$108,000   | \$1,296,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 3         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| R-168      | Mann Road over Line Creek                                                                   | Bridge                        | Bridge Replacement                                                                                                                                           | N/A              | Bridge                                                                                        | Fairburn | Sufficiency = 2                        | \$81,000                     | \$0         | \$810,000    | \$81,000    | \$972,000        | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 3         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | High                          | High Priority                                           | Short-Term                                                                                 | No                           |  |               |                                                  |                           |
| R-181      | SR-74 at Millam Road                                                                        | Intersection Operation        | Intersection Improvements                                                                                                                                    | N/A              | Safety                                                                                        | Fairburn |                                        | \$100,000                    | \$300,000   | \$500,000    | \$100,000   | \$1,000,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 2         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-182      | East Campbell Road at Bay Street                                                            | Intersection Operation        | Intersection Improvements                                                                                                                                    | N/A              | Safety                                                                                        | Fairburn |                                        | \$100,000                    | \$300,000   | \$500,000    | \$100,000   | \$1,000,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 2         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-183      | SR-14 at Campbell Street                                                                    | Intersection Operation        | Intersection Improvements                                                                                                                                    | N/A              | Safety                                                                                        | Fairburn |                                        | \$100,000                    | \$300,000   | \$500,000    | \$100,000   | \$1,000,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 2         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-192      | Seneca Road from I-85 to Fayette County                                                     | Roadway Operation             | Freight and signal coordination                                                                                                                              | 1.6              | Mobility                                                                                      | Fairburn |                                        | \$73,000                     | \$0         | \$2,781,000  | \$80,100    | \$883,300        |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-196      | Harris Road at Plantation                                                                   | Roadway Operation             | Roundabout                                                                                                                                                   | N/A              | Congestion                                                                                    | Fairburn |                                        | \$278,100                    | \$0         | \$2,781,000  | \$305,910   | \$3,365,910      |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Long-Term                                                                                  | No                           |  |               |                                                  |                           |
| R-197      | North Road West Extension from Seneca Road to Oakley Industrial Boulevard                   | New Connection                | New 2-lane facility                                                                                                                                          | 0.4              | Congestion Relief                                                                             | Fairburn |                                        | \$131,000                    | \$675,000   | \$1,314,000  | \$212,000   | \$2,332,000      |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 3                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Long-Term                                                                                  | No                           |  |               |                                                  |                           |
| R-198      | Millam Road from Seneca Road to County Line                                                 | Roadway Operation             | Upgrade 2-12' lanes, curb and gutter                                                                                                                         | 0.4              | Safety                                                                                        | Fairburn |                                        | \$150,476                    | \$214,500   | \$1,504,755  | \$186,973   | \$2,056,704      |                                                                                              | 2         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-200      | Fairburn Industrial Boulevard at McClain Road                                               | Intersection Improvements     | Intersection upgrade to facilitate freight movement                                                                                                          | N/A              | Safety, Freight Movement                                                                      | Fairburn |                                        | \$100,000                    | \$300,000   | \$500,000    | \$100,000   | \$1,000,000      | Changed to be \$1M per recent experience by the County, ROW(50%), CONST(50%), and CONST(10%) | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 3                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-201      | Fairburn Industrial Boulevard at Seneca Road                                                | Intersection Improvements     | Roundabout                                                                                                                                                   | N/A              | Congestion Relief                                                                             | Fairburn |                                        | \$278,100                    | \$0         | \$2,781,000  | \$305,910   | \$3,365,910      |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-202      | Johnson Dr at Oakley Industrial Boulevard                                                   | Intersection Improvements     | Roundabout or signalization                                                                                                                                  | N/A              | Congestion, Freight Movement                                                                  | Fairburn |                                        | \$278,100                    | \$0         | \$2,781,000  | \$305,910   | \$3,365,910      |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-203      | Roosevelt Highway at Harbor Lakes Parkway                                                   | Intersection Improvements     | Multi-lane roundabout or signal                                                                                                                              | N/A              | Congestion Relief                                                                             | Fairburn |                                        | \$417,150                    | \$0         | \$4,171,500  | \$498,865   | \$5,047,515      |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |
| R-204      | Roosevelt Highway at Johns River Road                                                       | Intersection Improvements     | Multi-lane roundabout or signal                                                                                                                              | N/A              | Congestion Relief                                                                             | Fairburn |                                        | \$139,050                    | \$0         | \$1,390,500  | \$152,955   | \$1,682,505      |                                                                                              | 1         | 1             | 1                                   | 1                         | 1                   | 1                                                    | 1                               | 1                                     | 1                                           | 1                                      | 1                   | Low                           | Low Priority                                            | Mid-Term                                                                                   | No                           |  |               |                                                  |                           |



## **Appendix E**

### ***Site Plan***



