Transportation Analysis

South Fulton Parkway At Stonewall Tell DRI #2745

Atlanta, Georgia

Report Prepared:

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Prepared for:

Majestic Realty Co.

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
Project #019679012

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

Available Upon Request

Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *South Fulton Parkway @ Stonewall Tell DRI* development located in Union City, Georgia. The approximate 221.8-acre site is located southwest of the intersection of South Fulton Parkway (SR 14) at Stonewall Tell Road, and is bordered by South Fulton Parkway (SR 14) to the north and Stonewall Tell Road to the east. The proposed development will be an industrial warehouse facility with approximately 2,095,000 SF of warehousing/distribution space in four (4) buildings.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of an industrial development. The DRI trigger for this development is the filing of the Clearing and Grubbing Permit application with the City of Union City on October 16, 2017, combined with the proposed development exceeding 500,000 gross square feet for industrial developments within a developing suburbs area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on November 15, 2017 by the City of Union City.

The applicant is applying for approval under Georgia Regional Transportation Authority's (GRTA) Development of Regional Impact (DRI) Non-Expedited Review process.

The project site is currently zoned for Town Center Mixed Use (TCMU) land use and the Atlanta Regional Commission (ARC) identifies the area as a developing suburbs area. The site is surrounded by a combination of land uses, including Town Center Mixed Use (TCMU) to the north and Conditional (C) to the south, east, and west. There is no rezoning associated with this development.

The proposed project is expected to be completed by 2020. The proposed development will consist of the following land use(s) and densities:

Warehouse Square Footage:	2,095,000 SF (ITE Land Use 150 and 152)

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in November 2017 by performing AM and PM peak hour turning movement counts.
- Projected 2020 No-Build conditions represent the existing traffic volumes grown for three (3) years at 2.0 percent per year throughout the study network, plus projected trips associated with MAC IV DRI #2737.
- Projected 2020 Build conditions represent the Projected 2020 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *South Fulton Parkway @ Stonewall Tell* development.

*Based on the **Existing 2017** conditions (present conditions; i.e. excludes the background traffic growth, unoccupied warehouse trips, and the estimated project trips from the South Fulton Parkway @ Stonewall Tell DRI), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.*

*Based on the **Projected 2020 No-Build** conditions (includes background traffic growth and MAC IV DRI #2737 trips, but excludes the estimated project trips from the South Fulton Parkway @ Stonewall Tell DRI), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard of D.*

*Based on the **Projected 2020 Build** conditions (includes the background traffic growth, MAC IV DRI #2737 trips, and the estimated project trips from the South Fulton Parkway @ Stonewall Tell DRI), all but one (1) study intersection is projected to operate below the acceptable level-of-service (LOS) standard of D. The following improvements result in the following intersections operating at or above their LOS standard:*

- Intersection #2: South Fulton Parkway at Stonewall Tell Road
  - Provide one (1) exclusive northbound left-turn lane (via restriping).
  - Construct one (1) exclusive northbound right-turn lane.
  - Along South Fulton Parkway, lengthen the existing westbound left-turn lane to provide 310 feet of storage, per GDOT minimum design requirements for a 55-mph road.

The following intersection geometries and improvements are the recommended configuration for all site driveways and internal roads within the site (Note: The attached site plan also illustrates these improvements.):

- Site Driveway #1 at Stonewall Tell Road (Int. #4)
  - Construct one (1) exclusive southbound right-turn lane along Stonewall Tell Road.
  - On site, construct one (1) eastbound shared left-turn/right-turn lane exiting the site.

- Site Driveway #2 at Stonewall Tell Road (Int. #5)
  - Construct one (1) exclusive southbound right-turn lane along Stonewall Tell Road.
  - On site, construct one (1) exclusive eastbound left-turn lane and one (1) exclusive eastbound right-turn lane exiting the site.

- Site Driveway #3 at Koweta Road (Int. #6)
  - Construct one (1) exclusive westbound right-turn lane along Koweta Road.
  - On site, construct one (1) southbound shared left-turn/right-turn lane exiting the site.

- Site Driveway #4 at Koweta Road (Int. #7)
  - Construct one (1) exclusive westbound right-turn lane along Koweta Road.
  - On site, construct one (1) southbound shared left-turn/through/right-turn lane exiting the site.

- Site Driveway #5 at Koweta Road (Int. #8)
  - Provide one (1) southbound shared left-turn/through/right-turn lane.

Note: For all proposed site driveways along Koweta Road, locate the driveways so that adequate sight distance is provided at the intersections.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *South Fulton Parkway @ Stonewall Tell* development located in Union City, Georgia. The approximate 221.8-acre site is located southwest of the intersection of South Fulton Parkway (SR 14) at Stonewall Tell Road, and is bordered by South Fulton Parkway (SR 14) to the north and Stonewall Tell Road to the east.

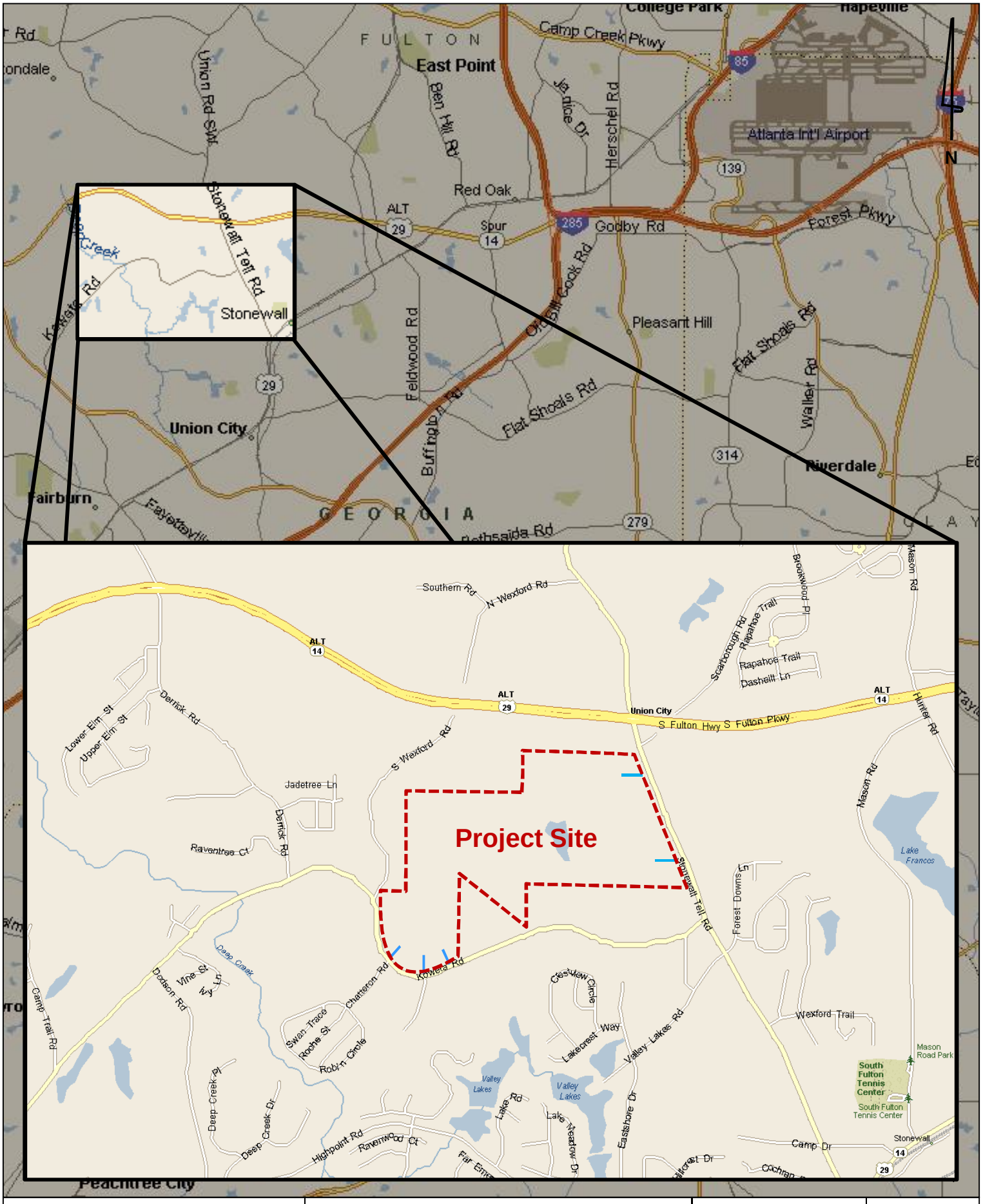
The proposed development will be an industrial warehouse facility with approximately 2,095,000 SF of warehousing/distribution space in four (4) buildings. Because the project will exceed 500,000 square feet for industrial developments within a developing suburbs area, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The applicant is applying for approval under Georgia Regional Transportation Authority's (GRTA) Development of Regional Impact (DRI) Non-Expedited Review process.

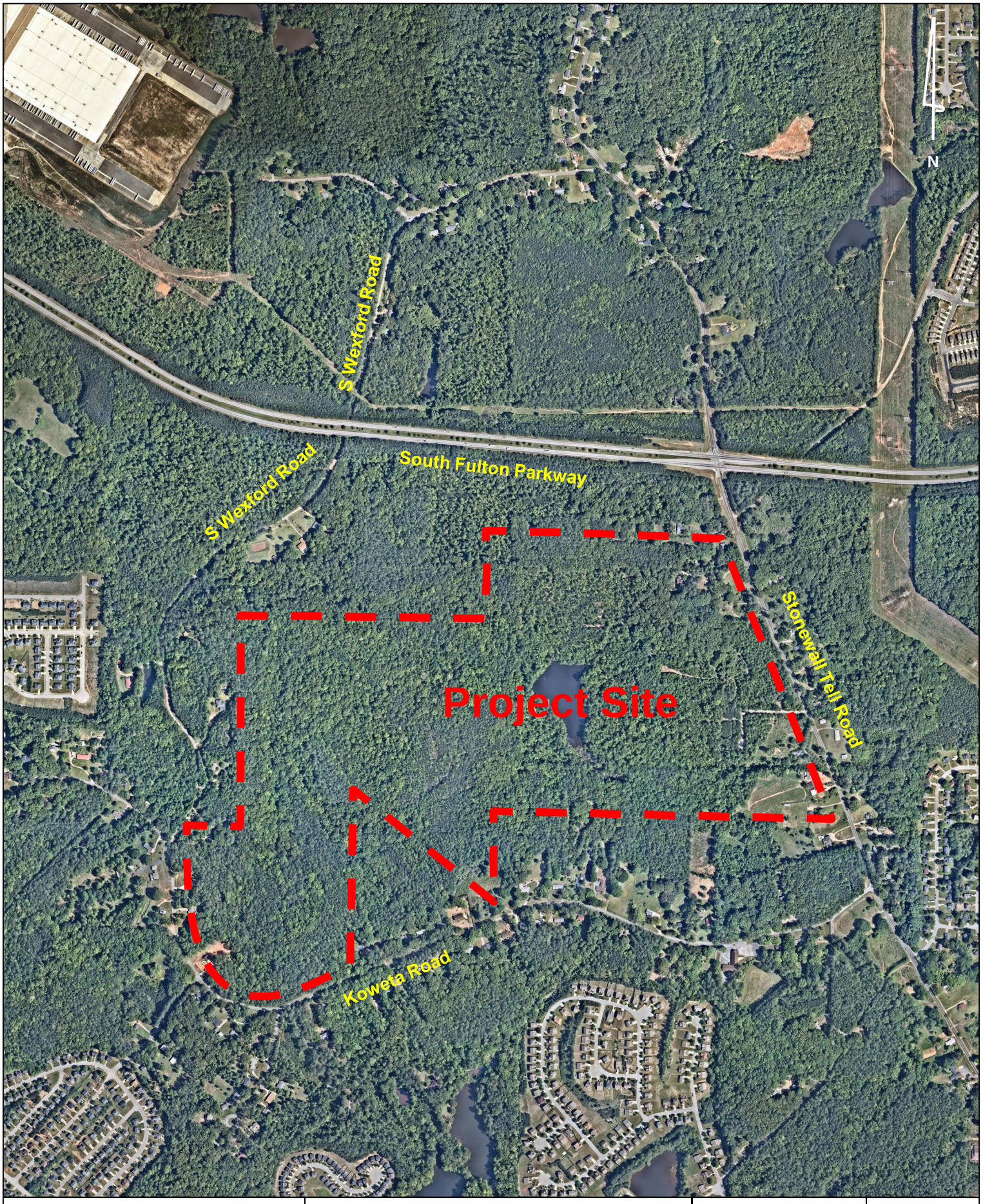
Figure 1 provides the site location of the *South Fulton Parkway @ Stonewall Tell* development. **Figure 2** and **Figure 3** provide near and far aerial views of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of Union City Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. A summary of the proposed land-use and density is provided below in **Table 1**.

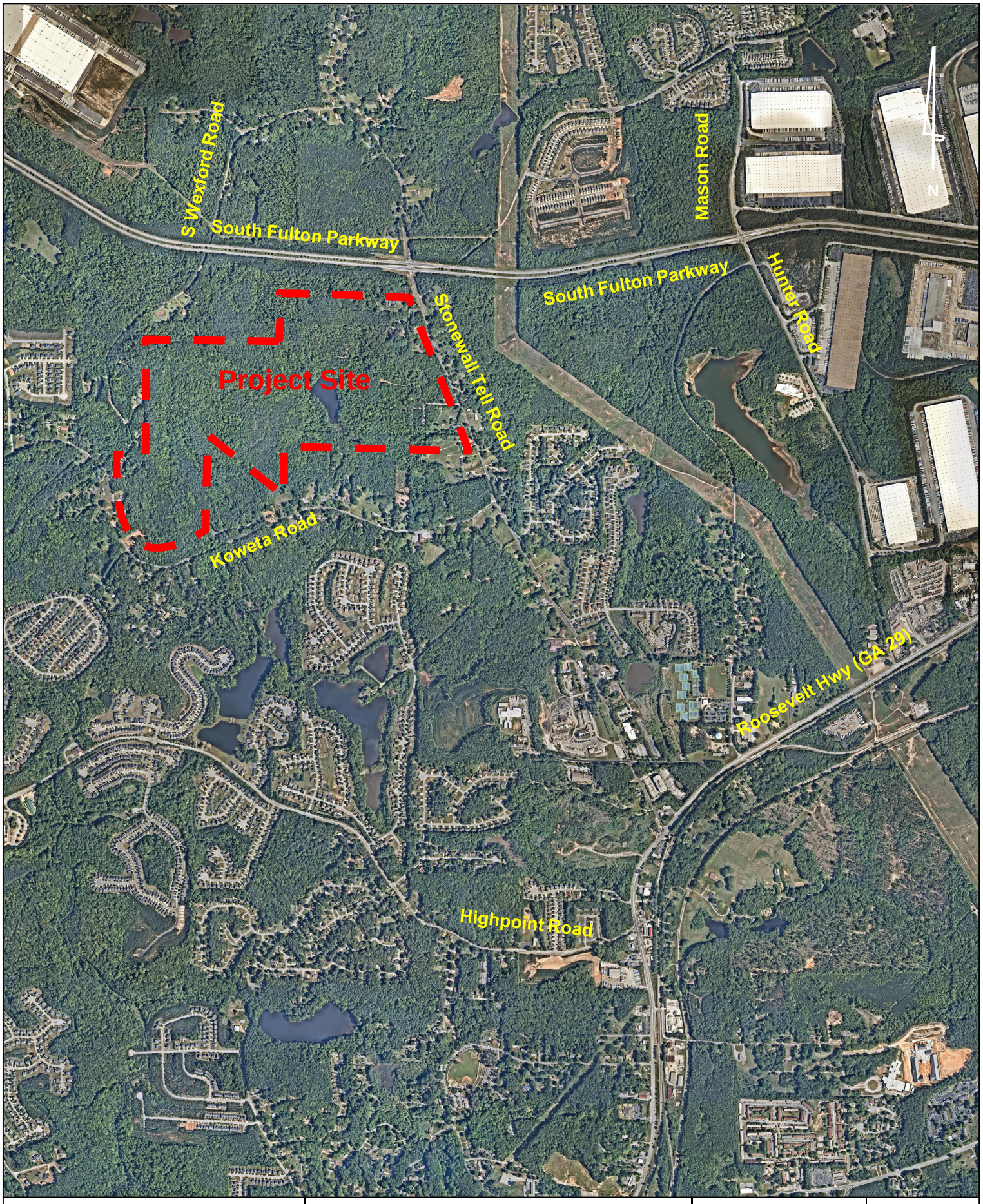
Table 1: Proposed Land Uses	
Warehousing	2,095,000 SF



Kimley»Horn	***S Fulton Parkway @ Stonewall Tell*** ***DRI #2745*** ***Transportation Analysis***	**Site Location**	**Figure 1**



Kimley»Horn	*S Fulton Parkway @ Stonewall Tell* *DRI #2745* *Transportation Analysis*	Site Aerial (Near)	Figure 2



Kimley»Horn	***S Fulton Parkway @ Stonewall Tell*** ***DRI #2745*** ***Transportation Analysis***	**Site Aerial (Far)**	**Figure 3**

1.2 Site Plan Review

The proposed development is located on an approximately 221.8-acre site in Union City, Georgia. The project site is bordered by South Fulton Parkway (SR 14) to the north and Stonewall Tell Road to the east. The proposed development will be an industrial warehouse facility with approximately 2,095,000 SF of warehousing/distribution space in four (4) buildings. The property is currently undeveloped. A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

Access to the proposed development will be provided by two (2) driveways along Stonewall Tell Road, a minor arterial, and three (3) driveways along Koweta Road. Stonewall Tell Road connects to South Fulton Parkway, a principal arterial, to the east and Koweta Road, a major collector, to the south. Stonewall Tell Road and Koweta Road immediately adjacent to the site are two-lane, undivided, paved roads with a posted speed limit of 45 mph and 35 mph, respectively. Roosevelt Highway (GA-14) is accessible via South Fulton Parkway approximately 2.70 miles east of Stonewall Tell Road. Interstates 85 and 285 (I-85 and I-285) are accessible via South Fulton Parkway approximately 3.78 miles east of Stonewall Tell Road. A summary of the proposed site access point follows:

1. Proposed Driveway #1 – a proposed, side-street stop-controlled, full-movement driveway located on Stonewall Tell Road approximately 425 feet south of the intersection of South Fulton Parkway at Stonewall Tell Road.
2. Proposed Driveway #2 – a proposed, side-street stop-controlled, full-movement driveway located on Stonewall Tell Road approximately 1900 feet south of Proposed Driveway #1.
3. Proposed Driveway #3 – a proposed, side-street stop-controlled, full-movement driveway located on Koweta Road approximately 4,370 feet west of the intersection of Stonewall Tell Road at Koweta Road.
4. Proposed Driveway #4 – a proposed, side-street stop-controlled, full-movement driveway located on Koweta Road approximately 430 feet west of Proposed Driveway #3 (proposed to align with Koweta Trail).
5. Proposed Driveway #5 – a proposed, side-street stop-controlled, full-movement driveway located on Koweta Road approximately 675 feet west of Proposed Driveway #4 (proposed to align with Chatteron Road).

The proposed site driveways provide vehicular access to the development. Internal private roadways throughout the site provide access to all buildings and parking facilities. Refer to the site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveway and internal roadways provide access to all parking on the site. The site plan is still under development and the exact number and location of parking spaces are subject to change. Parking is currently proposed to be provided as follows:

Employee Parking Provided:	1,291
Trailer Space Provided:	445

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) and bicycle facilities do not currently exist along the project site frontage. Pedestrian facilities are not proposed to be constructed with this development.

1.5 Transit Facilities

There are no direct transit routes located within the vicinity of the project; therefore, no alternative mode reductions were taken.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates, and can also include trips anticipated from nearby or adjacent projects. Background traffic for this project includes the following:

- A 2.0 percent per year background traffic growth rate was used for all roadways. This background growth rate was used to account for other development activity in the area.

- In addition to the background growth rate, trips expected to be generated by the *MAC IV – Derrick Road DRI #2737* were considered in the analysis. This project consists of a 550,000 SF warehouse/distribution center to be constructed at the southwest corner of South Fulton Parkway at Derrick Road. Project trip data for this development is provided in **Appendix H**.

The projected 2020 No-Build condition volumes were determined using the Existing 2017 traffic volumes, plus the 2% background growth rate, plus the traffic associated with the *MAC IV – Derrick Road DRI #2737*.

Projected 2020 Build volumes were then developed by adding the projected *South Fulton Parkway @ Stonewall Tell DRI #2745* project trips to the projected 2020 No-Build volumes per the distributions and assignments discussed in *Section 5.0* of this report.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, November 15th and 29th, 2017 at the study intersections during the AM and PM peak periods. Peak hours for all intersections are shown in **Table 2**.

Table 2: Peak Hour Summary

Intersection	Date Collected	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway at Hunter Road / Mason Road	November 29, 2017	7:00 AM - 8:00 AM	5:00 PM – 6:00 PM
2. South Fulton Parkway at Stonewall Tell Road	November 15, 2017	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM
3. Stonewall Tell Road at Koweta Road	November 15, 2017	7:15 AM - 8:15 AM	5:15 AM - 6:15 AM
8. Koweta Road at Chatteron Road	November 15, 2017	7:15 AM - 8:15 AM	5:30 PM – 6:30 PM

The collected peak hour turning movement traffic counts are shown in **Appendix D**.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. All intersection signal timings were optimized using *Synchro Professional, Version 9.0*.

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

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Per the DRI Pre-Review Meeting, the projected trip generation for the two (2) larger buildings would be determined using land use code 152 (High-Cube Warehouse). However, the two (2) smaller buildings would use land use code 150 (Warehouse). Gross trips generated are summarized below in **Table 3**.

Table 3: Gross Trip Generation

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Heavy Vehicle (Truck) Trips:								
Warehousing	400,000 SF	*150*	203	203	35	9	9	27
High Cube Warehouse/Distribution Center	1,695,000 SF	*152*	542	542	40	11	17	51
Employee (Car) Trips:								
Warehousing	400,000 SF	*150*	609	609	105	28	27	82
High Cube Warehouse/Distribution Center	1,695,000 SF	*152*	882	882	106	55	50	99
Total New Trips			**2,236**	**2,236**	**286**	**103**	**103**	**259**

According to GRTA, the truck percentage of development traffic is expected to be 25% of the total traffic generated by the Warehouse land use (Land Use Code 150). The *ITE Trip Generation Manual, 9th Edition, 2012*, also provides the daily weighted average truck trip generation rate of 0.64 truck trips per 1,000 square feet for High-Cube Warehouse (Land Use Code 152). The Trip Generation Manual also provides rates for the AM peak and the PM peak. Per the Trip Generation Manual, the projected truck percentage of development traffic is expected to be approximately 38% of daily, 24% of AM peak hour, and 32% of PM peak hour traffic generated. Truck rates provided by ITE will be used for this study.

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), and Douglas County staff. (See *Section 5.0 Trip Distribution and Assignment*).

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, and Douglas County staff. Per the Letter of Understanding, the study area consists of the following eight (8) intersections, which includes proposed site driveways, as described in **Table 4**.

The study network includes two (2) signalized intersections and six (6) side-street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary

Intersection	Control
1. South Fulton Parkway at Hunter Road / Mason Road	Signal
2. South Fulton Parkway at Stonewall Tell Road	Signal
3. Stonewall Tell Road at Koweta Road	Stop Control
4. Stonewall Tell Road at Proposed Driveway #1	Stop Control
5. Stonewall Tell Road at Proposed Driveway #2	Stop Control
6. Koweta Road at Proposed Driveway #3	Stop Control
7. Koweta Road at Proposed Driveway #4	Stop Control
8. Koweta Road at Chatteron Road / Proposed Driveway #5	Stop Control

The intersections listed in **Table 4** were analyzed for the Existing 2017 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions. The Projected 2020 No-Build conditions represent the existing traffic volumes grown for three (3) years at 2.0 percent per year throughout the study network, plus projected trips associated with the MAC IV – Derrick Road DRI #2737 located at the southwest corner of the intersection of Derrick Road at South Fulton Parkway.

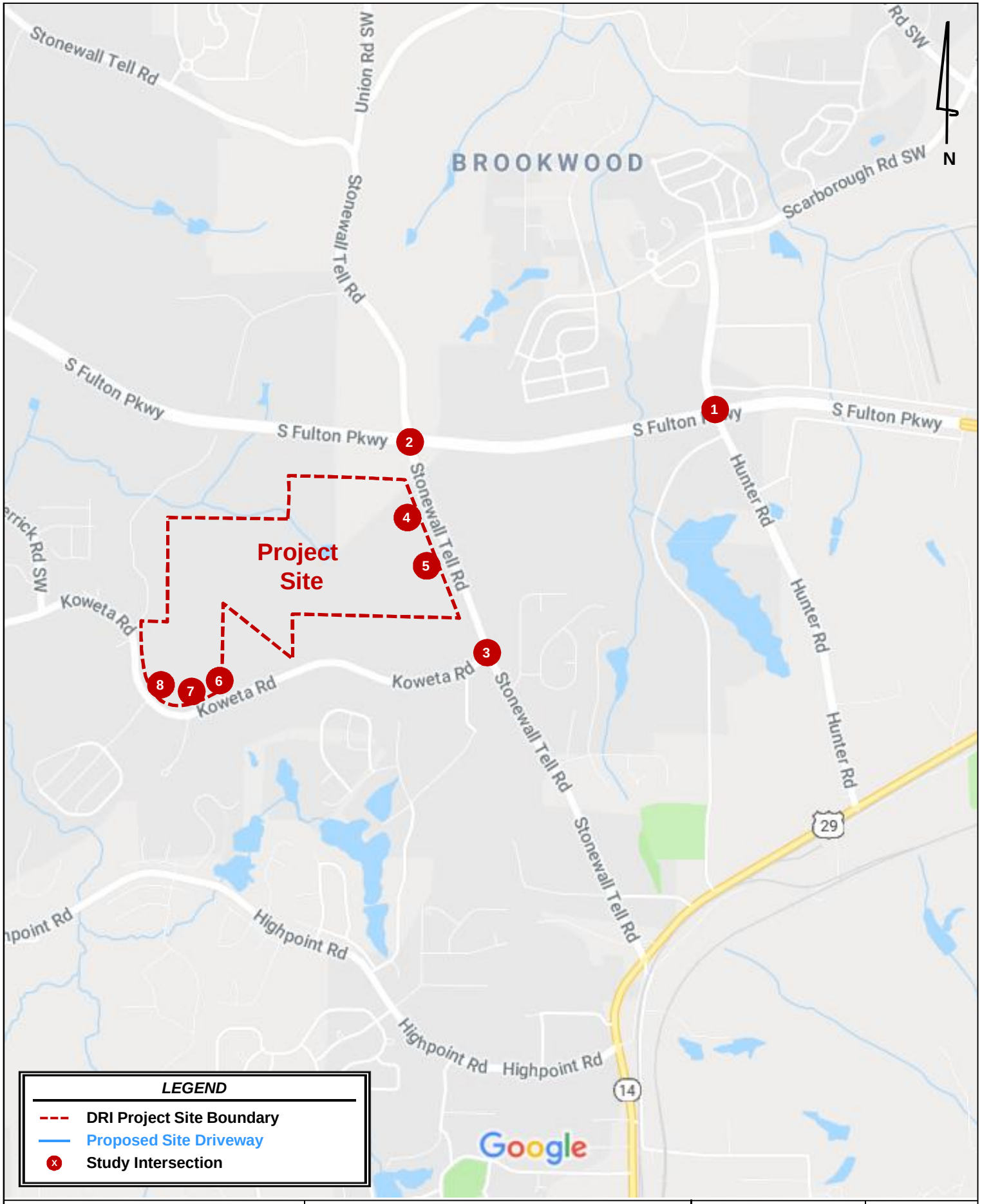
The Projected 2020 Build conditions add the projected *South Fulton Parkway @ Stonewall Tell DRI #2745* project trips to the projected 2020 No-Build volumes.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Annual Daily Traffic (AADT) for the study area are provided in **Table 5** (bolded roadways run adjacent to the site). AADT totals were obtained through GDOT's historical traffic count database, where available.

Table 5: Roadway Classifications

Roadway	No. of Lanes	Posted Speed Limit (MPH)	Approximate Average Annual Daily Traffic (AADT)	Functional Classification
South Fulton Parkway ***(east of Hunter Rd)***	**4**	**55**	**23,800**	**Principal Arterial**
Stonewall Tell Road ***(south of Valley Lakes Rd)***	**2**	**35**	**6,310**	**Minor Arterial**
Koweta Road ***(west of Derrick Road)***	**2**	**35**	**1,640**	**Major Collector**



Kimley»Horn	***South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis***	**Study Intersections**	**Figure 4**

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Warehousing (ITE 150) and High Cube Warehouse/Distribution Center (ITE 152).

According to GRTA, the truck percentage of development traffic is expected to be 25% of the total traffic generated by the Warehouse land use (Land Use Code 150). The *ITE Trip Generation Manual, 9th Edition, 2012*, also provides the daily weighted average truck trip generation rate of 0.64 truck trips per 1,000 square feet for High-Cube Warehouse (Land Use Code 152). The Trip Generation Manual also provides rates for the AM peak and the PM peak. Per the Trip Generation Manual, the projected truck percentage of development traffic is expected to be approximately 38% of daily, 24% of AM peak hour, and 32% of PM peak hour traffic generated. Truck rates provided by ITE will be used for this study.

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation

	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Gross Project Trips	**4,472**	**2,236**	**2,236**	**286**	**103**	**103**	**259**
*Heavy Vehicle (Truck) Trips**	*1,490*	*745*	*745*	*75*	*20*	*26*	*78*
Employee (Car) Trips	*2,982*	*1,491*	*1,491*	*211*	*83*	*77*	*181*
Alternative Mode Reduction	*- 0*	*- 0*	*- 0*	*- 0*	*- 0*	*- 0*	*- 0*
Pass-by Reduction	*- 0*	*- 0*	*- 0*	*- 0*	*- 0*	*- 0*	*- 0*
Total Trips	**4,472**	**2,236**	**2,236**	**286**	**103**	**103**	**259**

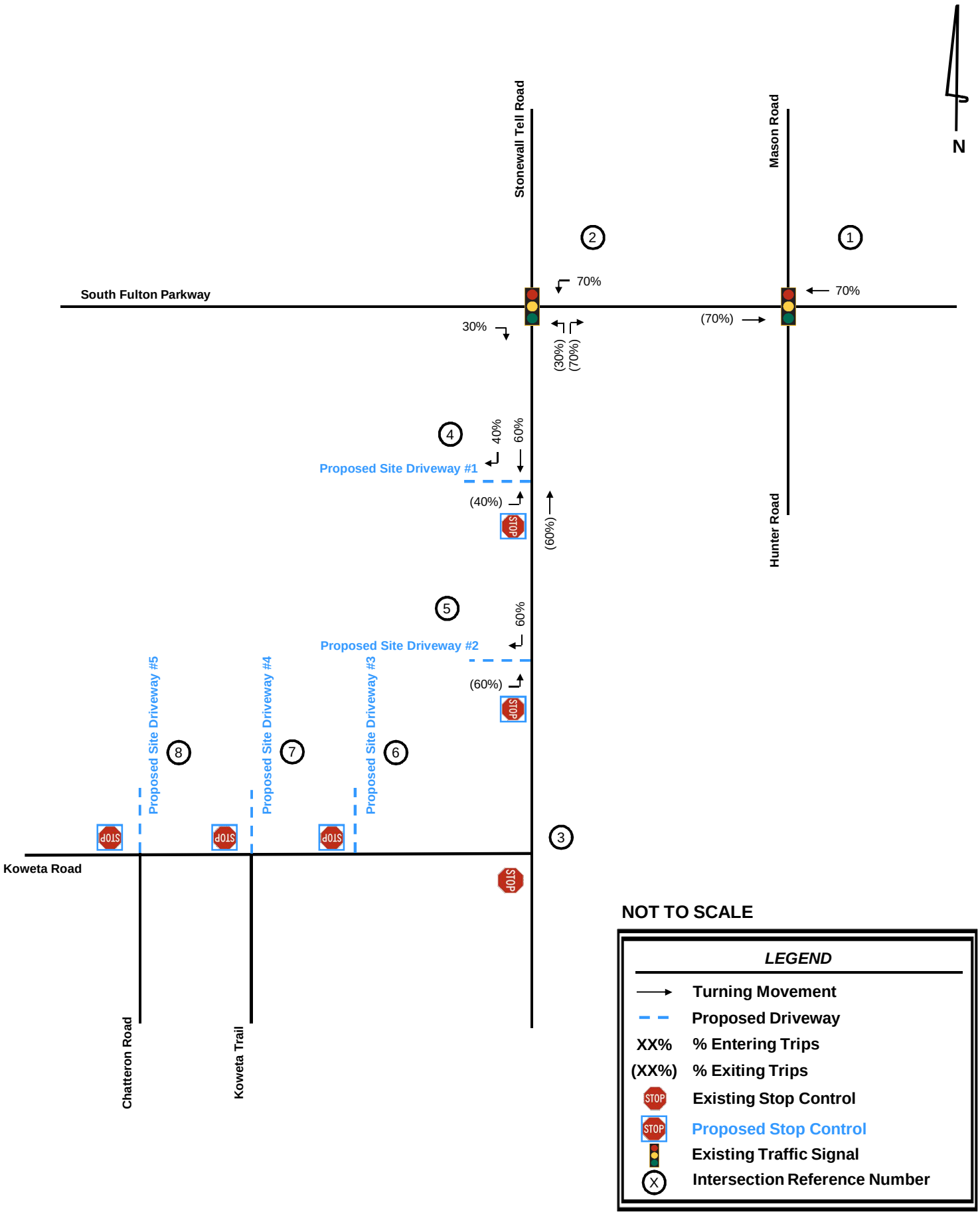
A more detailed trip generation analysis summary table is provided in **Appendix E**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

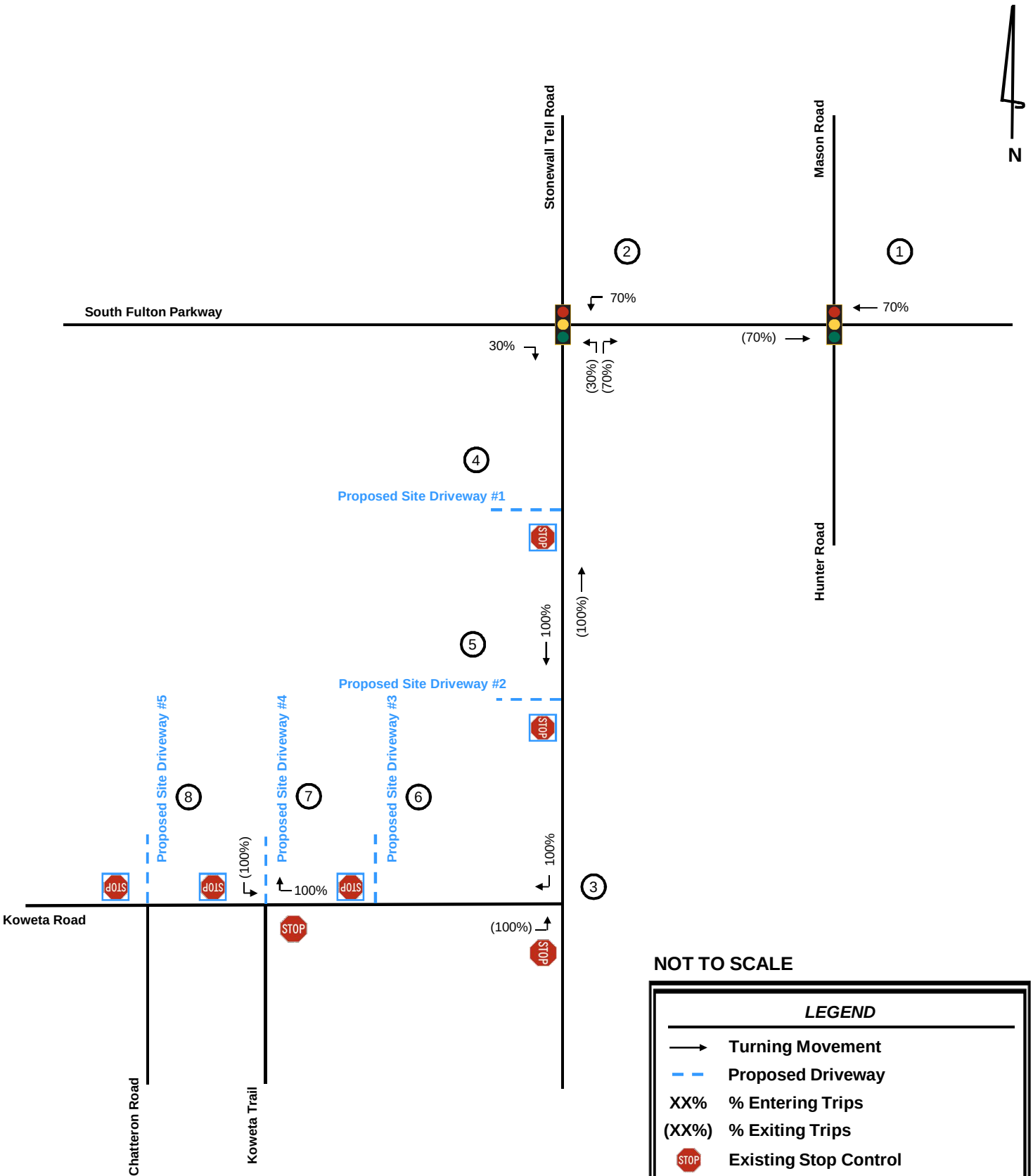
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, and Douglas County staff.

Figure 5 through **8** display the anticipated distribution and assignment of heavy vehicle (truck) trips and employee (car) trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips, anticipated to be generated by the proposed *South Fulton Parkway @ Stonewall Tell* development, are shown in **Figure 9**, by turning movement.

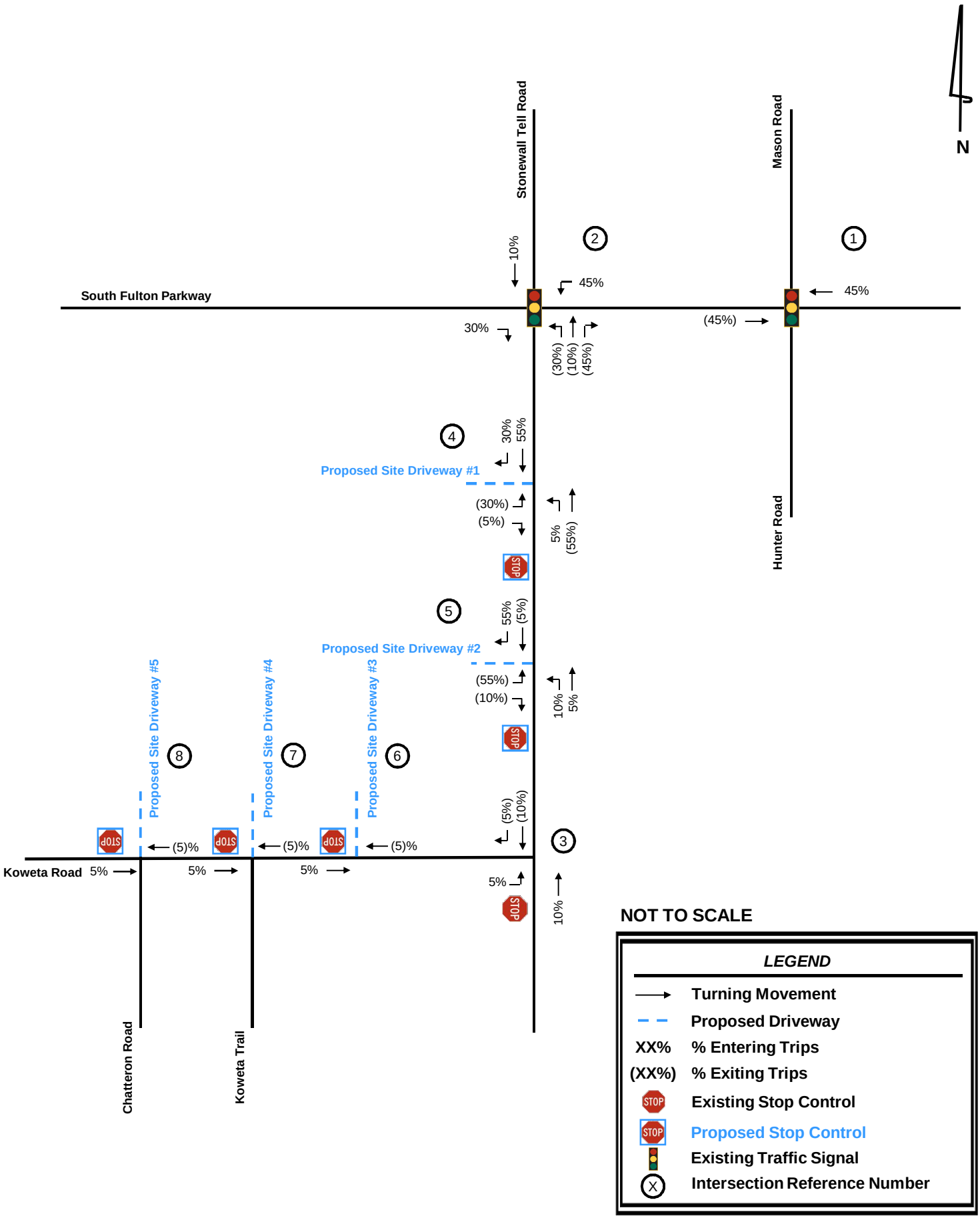
Detailed intersection volume worksheets are provided in **Appendix F**.



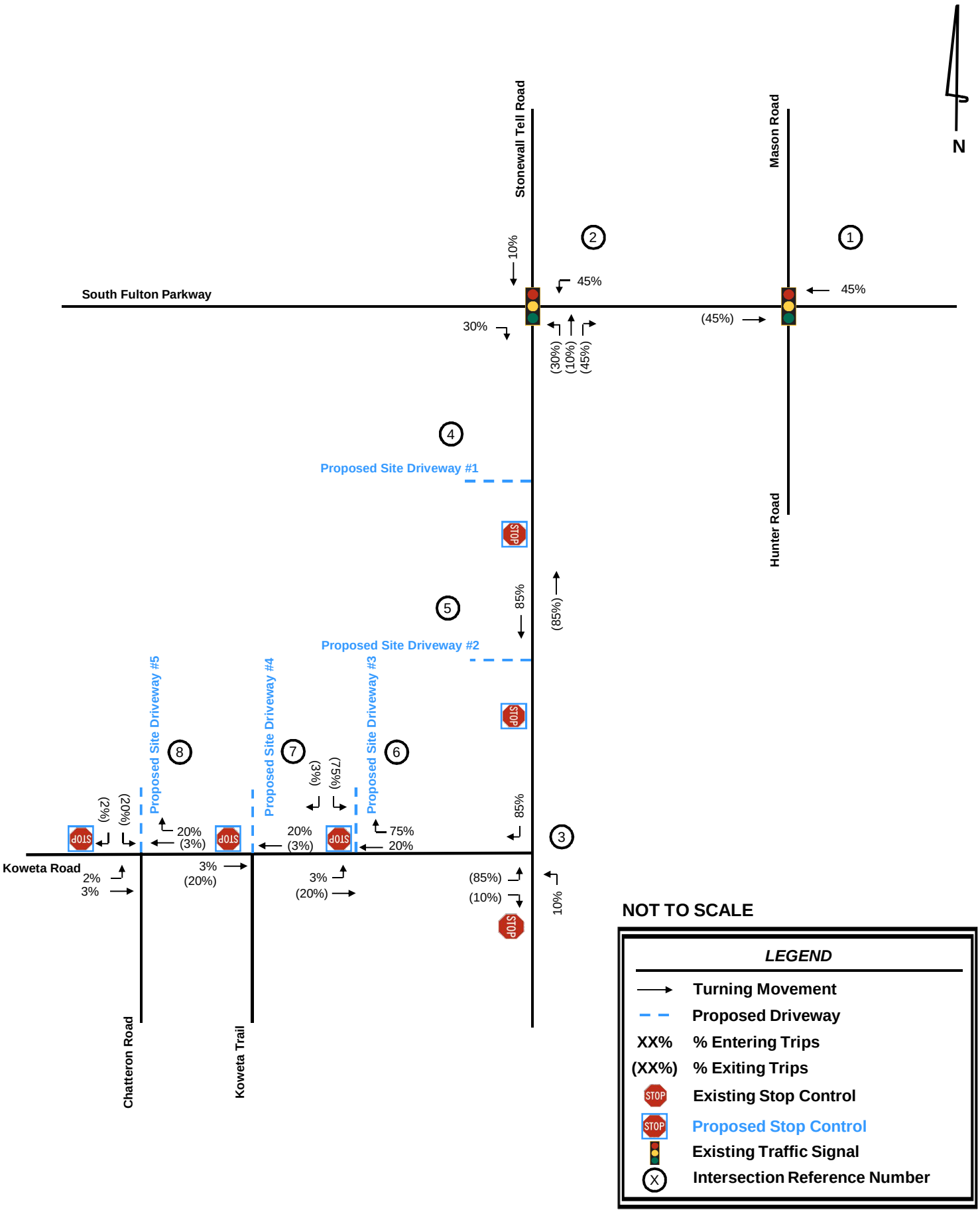
Kimley»Horn	*South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis*	High-Cube Warehouse Heavy Vehicle (Truck) Trip Distribution & Assignment	Figure 5



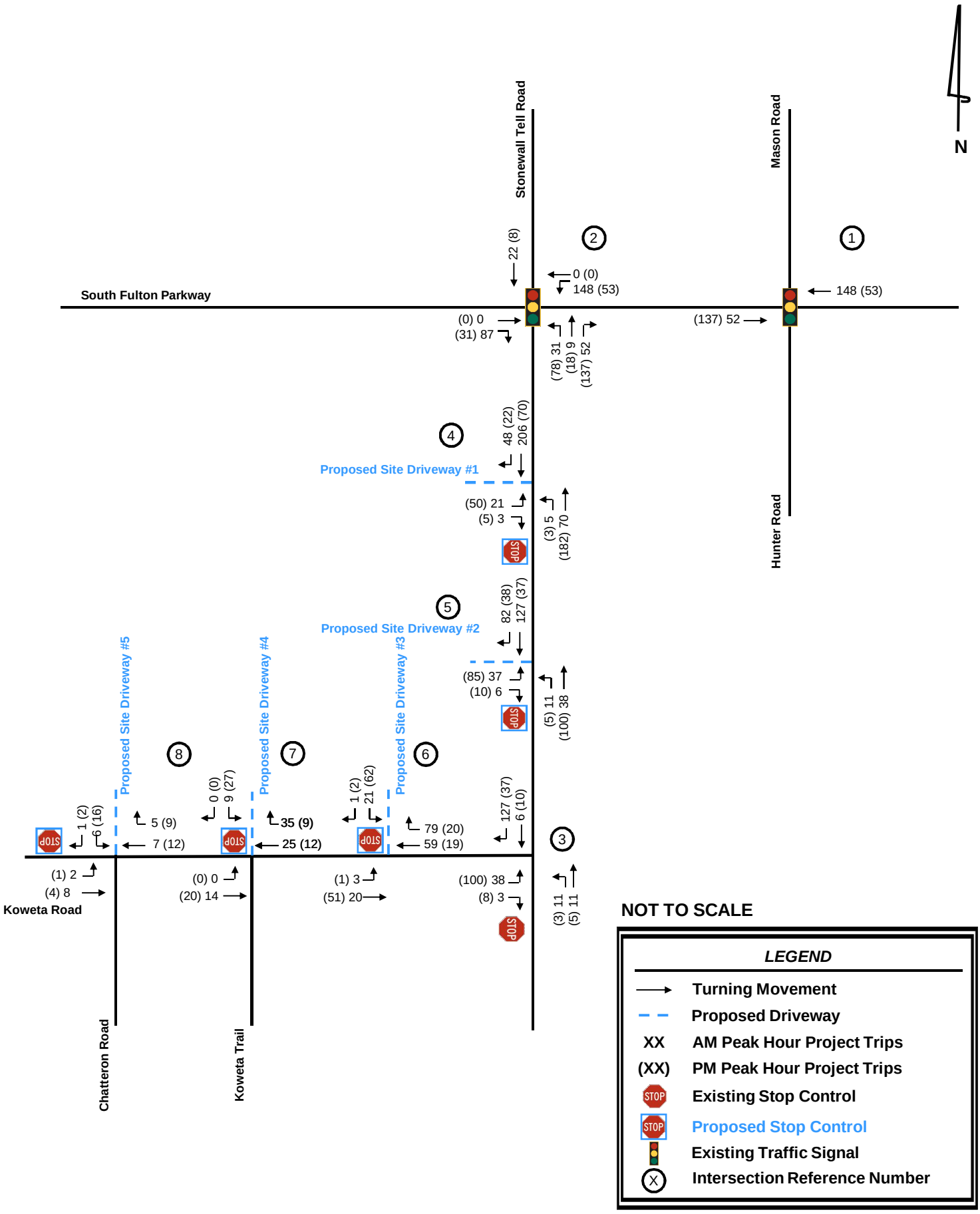
Kimley»Horn	*South Fulton Parkway at Stonewall Tell Road* *DRI # 2745* *Transportation Analysis*	Warehouse Heavy Vehicle (Truck) Trip Distribution & Assignment	Figure 6



Kimley»Horn	***South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis***	**High-Cube Warehouse Employee (Car) Trip Distribution & Assignment**	**Figure 7**



Kimley»Horn	***South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis***	**Warehouse Employee (Car) Trip Distribution & Assignment**	**Figure 8**



Kimley»Horn	***South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis***	**Project Trips**	**Figure 9**

6.0 TRAFFIC ANALYSIS

6.1 Existing 2017 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours.

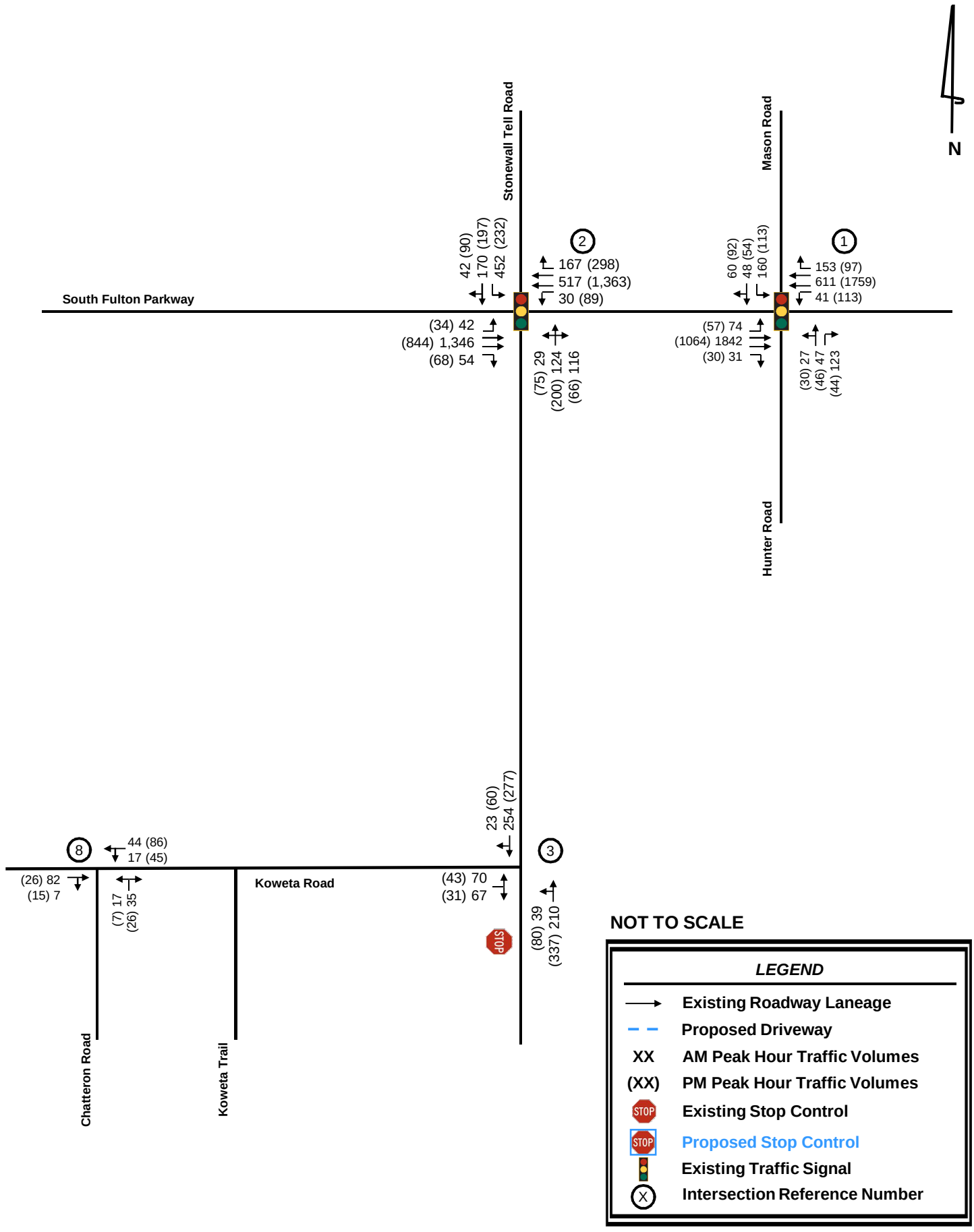
The existing peak hour traffic volumes are displayed in **Figure 10**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2017 Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway at Hunter Road / Mason Road	Signal	Overall	D	C (31.5)	C (21.7)
2. South Fulton Parkway at Stonewall Tell Road	Signal	Overall	D	C (31.8)	C (26.6)
3. Stonewall Tell Road at Koweta Road	TWSC*	NB Left	D	A (7.9)	A (8.3)
		EB	D	B (13.6)	C (16.8)
8. Stonewall Tell Road at Chatteron Road / Proposed Driveway #5	TWSC*	NB	D	A (9.3)	A (9.0)
		WB Left	D	A (7.4)	A (7.4)

** Two-Way Stop-Control / Side-Street Stop-Control.*

As shown in **Table 7**, all existing study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Existing 2017 conditions. Therefore, there are no recommended improvements for the Existing 2017 conditions scenario.



Kimley»Horn	***South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis***	**Existing 2017 Conditions**	**Figure 10**

6.2 Projected 2020 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for three (3) years at 2.0 percent per year throughout the study network. In addition, projected trips associated with the *MAC IV – Derrick Road DRI #2737* located on the southwest corner of Derrick Road at South Fulton Parkway were added to the network. These No-Build volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

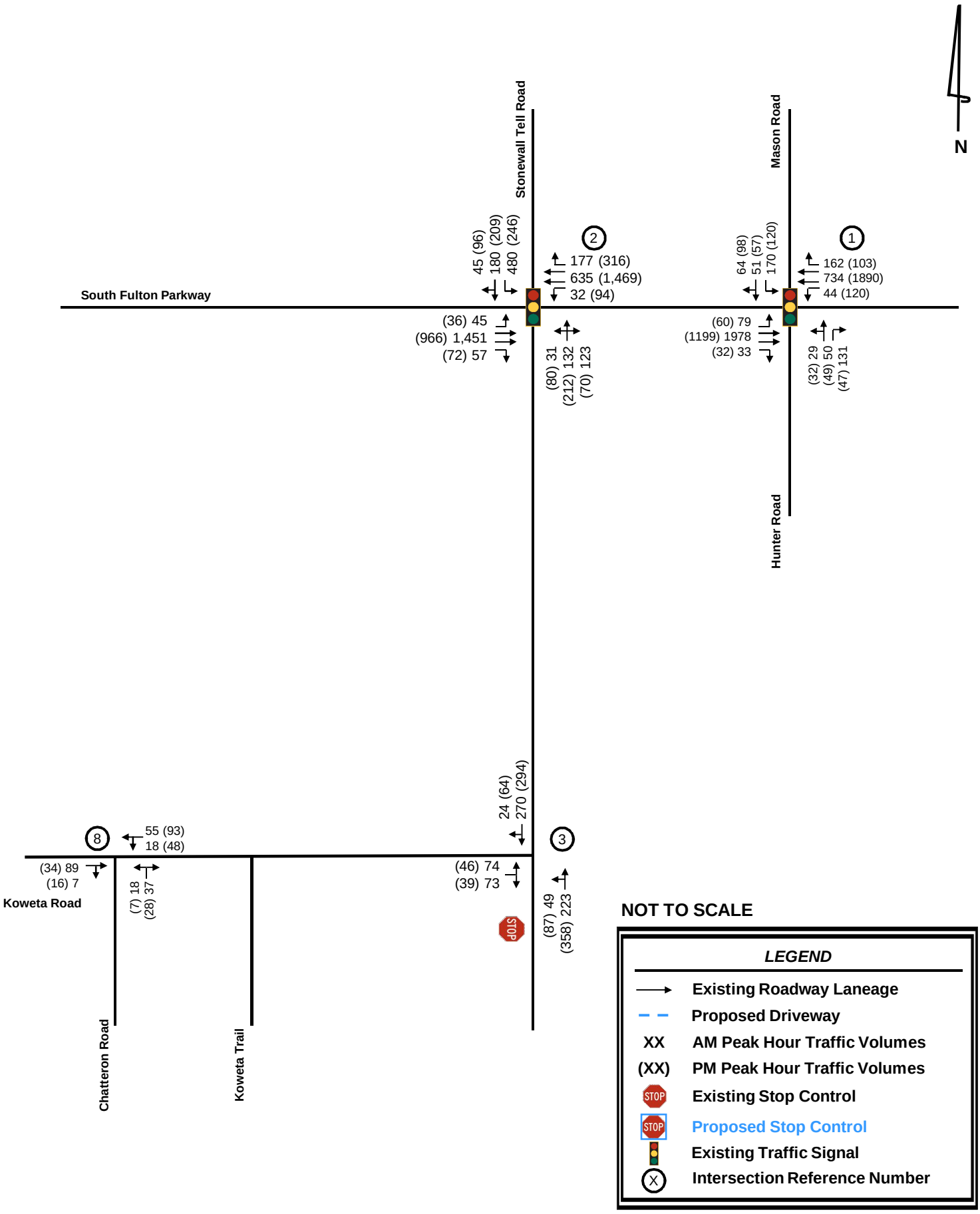
The intersection laneage and traffic volumes for the Projected 2020 No-Build conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2020 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2020 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway at Hunter Road / Mason Road	Signal	Overall	D	D (45.9)	C (28.3)
2. South Fulton Parkway at Stonewall Tell Road	Signal	Overall	D	D (39.7)	C (31.1)
3. Stonewall Tell Road at Koweta Road	TWSC*	NB Left	D	A (8.0)	A (8.3)
		EB	D	B (14.5)	C (18.0)
4. Stonewall Tell Road at Chatteron Road	TWSC*	NB	D	A (9.4)	A (9.0)
		WB Left	D	A (7.5)	A (7.4)

** Two-Way Stop-Control / Side-Street Stop-Control.*

As shown in **Table 8**, all study intersections are expected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2020 No-Build conditions. Therefore, there are no recommended improvements for the Projected 2020 No-Build conditions scenario.



Kimley»Horn

South Fulton Parkway at Stonewall Tell Road
DRI # 2745
Transportation Analysis

Projected 2020 No-Build Conditions

Figure 11

6.3 Projected 2020 Build Conditions

The traffic associated with the proposed *South Fulton Parkway @ Stonewall Tell* development was added to the Projected 2020 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 Build conditions were analyzed using existing intersection control types and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2020 Build conditions are shown in **Figure 12**. The results of the capacity analyses for the Projected 2020 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2020 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway at Hunter Road / Mason Road	Signal	Overall	D	D (54.1)	C (34.0)
2. South Fulton Parkway at Stonewall Tell Road	Signal	Overall	D	E (76.7)	E (61.1)
3. Stonewall Tell Road at Koweta Road	TWSC*	NB Left	D	A (8.5)	A (8.5)
		EB	D	C (20.5)	F (50.4)*
4. Stonewall Tell Road at Driveway #1	TWSC*	NB Left	D	A (8.4)	A (8.3)
		EB	D	C (18.1)	D (27.9)
5. Stonewall Tell Road at Driveway #2	TWSC*	NB Left	D	A (8.2)	A (8.3)
		EB	D	C (16.7)	D (26.4)
6. Koweta Road at Driveway #3	TWSC*	EB Left	D	A (7.5)	A (7.6)
		SB	D	A (10.4)	B (10.7)
7. Koweta Road at Koweta Trail / Driveway #4	TWSC*	SB	D	B (11.9)	B (12.1)
8. Koweta Road at Chatteron Road / Driveway #5	TWSC*	EB Left	D	A (7.4)	A (7.5)
		SB	D	B (10.2)	B (10.8)

** Two-Way Stop-Control / Side-Street Stop-Control.*
***It is not uncommon to have delays for stop-controlled approaches when there is heavy major street volume during the peak hours.*

As shown in **Table 9**, the intersection of South Fulton Parkway Stonewall Tell Road is expected to operate below the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2020 Build conditions.

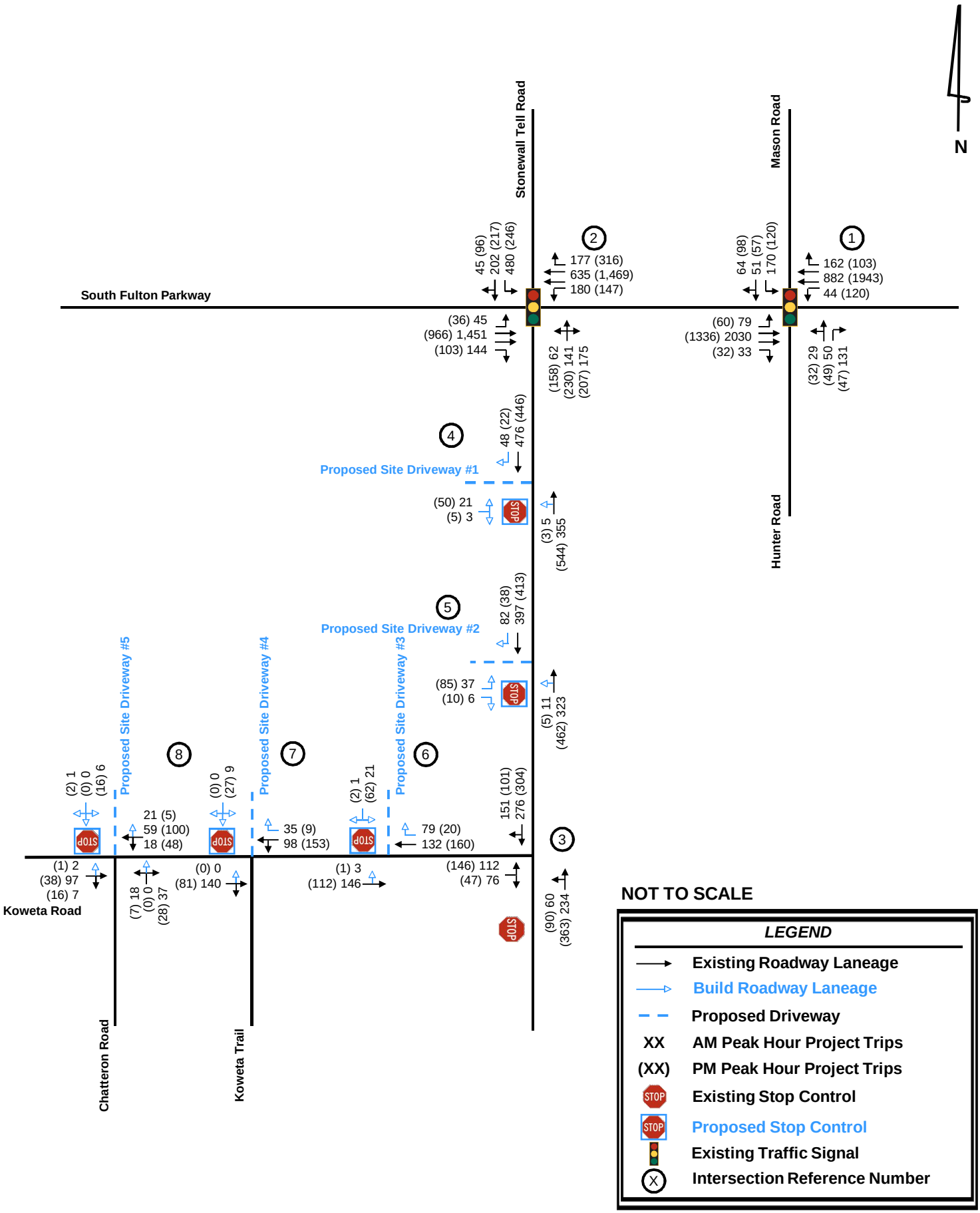
The following improvements are recommended to serve the traffic associated with the *South Fulton Parkway @ Stonewall Tell* development:

- Intersection #2: South Fulton Parkway at Stonewall Tell Road
  - o Provide one (1) exclusive northbound left-turn lane (via restriping).
  - o Construct one (1) exclusive northbound right-turn lane.
  - o Along South Fulton Parkway, lengthen the existing westbound left-turn lane to provide 310 feet of storage, per GDOT minimum design requirements for a 55-mph road.

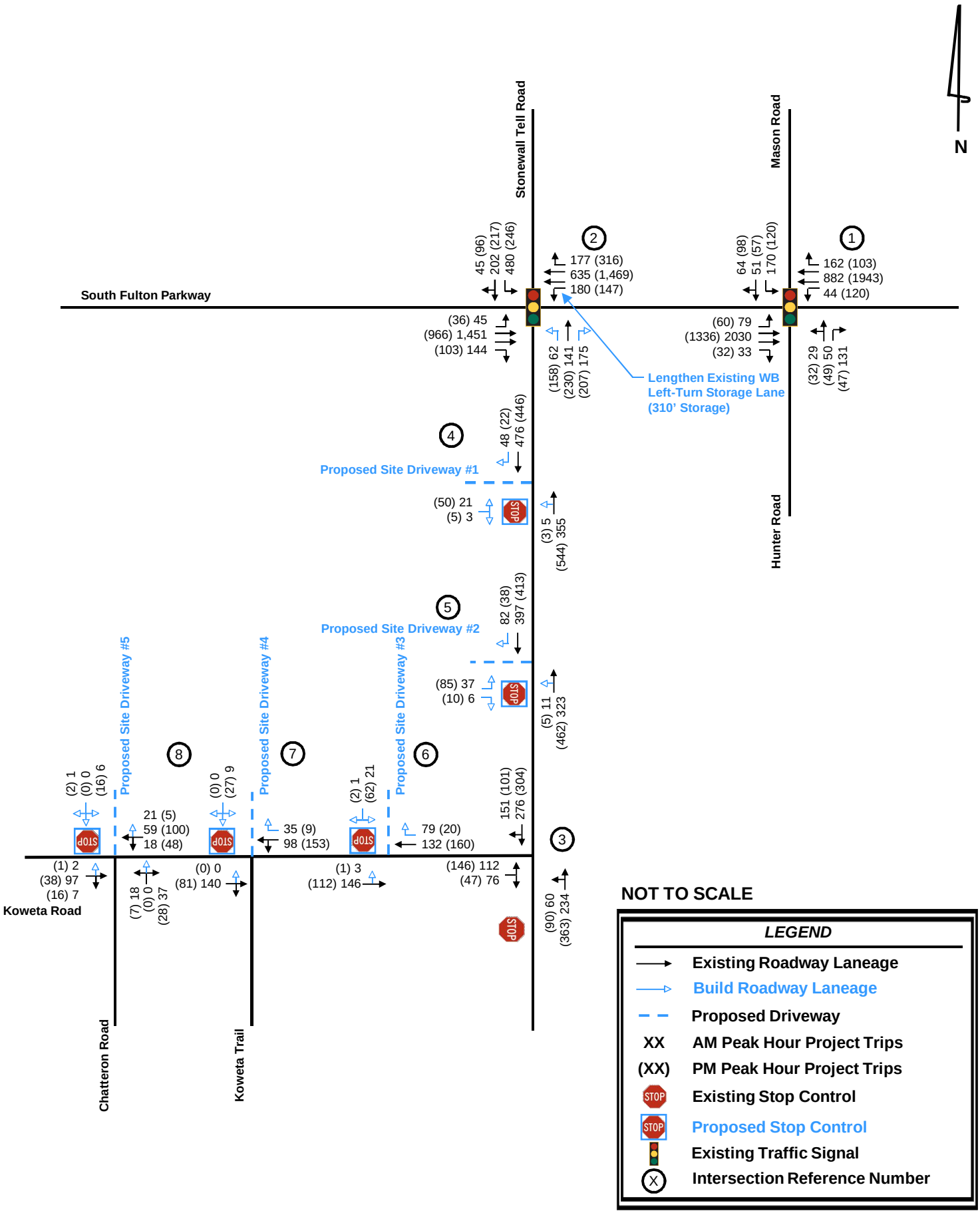
Table 10: Projected 2020 Build Improved Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway at Stonewall Tell Road	Signal	Overall	D	D (54.4)	C (26.5)

As shown in **Table 10**, the intersection of South Fulton Parkway Stonewall Tell Road is expected to operate at or above the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2020 Build Improved conditions.



Kimley»Horn	*South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis*	Projected 2020 Build Conditions	Figure 12



Kimley»Horn	***South Fulton Parkway at Stonewall Tell Road DRI # 2745 Transportation Analysis***	**Projected 2020 Build Improved Conditions**	**Figure 13**

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *South Fulton Parkway @ Stonewall Tell* development is proposed at two (2) driveways along Stonewall Tell Road, a minor arterial, and three (3) driveways along Koweta Road. The proposed site driveways provide vehicular access to the entire development. Internal private roadways provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersection using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) is reported in *Section 6.3* of this report. Based on the Projected 2020 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program (TIP), five (5) projects are programmed or planned to be completed. The completion dates of these projects are either after the project build-out date or are still to be determined. The identified projects are listed in **Table 11** below.

Table 11: Programmed Improvements

#	Year	Project ID	Project Description
1	Mid-Term (next 5 years*)	FS-208	Construct two (2) roundabouts on the southwestern and northeastern corners of the existing intersection of Butner Road at Stonewall Tell Road.
2	Short-Term (first 5 years*)	R-23c	Interchange improvement (CFI) at SR 92 at South Fulton Parkway.
3	Mid-Term (next 5 years*)	R-112	Intersection improvements (left turn lanes) at South Fulton Parkway at Stonewall Tell Road.
4	Long-Term (10 years and beyond*)	ASP-FS-230	Roadway widening along SR 92 from South Fulton Parkway to SR 70.
5	Long-Term (10 years and beyond*)	R-114	Grade separation along South Fulton Parkway at Derrick Road. Construct a tight diamond interchange.
6	Long-Term (10 years and beyond*)	R-117	Grade separation along South Fulton Parkway at SR92. Construct a tight diamond interchange.

** South Fulton CTP published in November 2013.*

Fact sheets for projects can be found in **Appendix G**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

Appendix A
Site Photo Log

Kimley»Horn

City of Union City, GA

Photograph Sheet

KHA Job No.: 019679012

Date: December 15, 2017

Page: 1 of 5

S Fulton Pkwy at Stonewall Tell - DRI #2745

Photo No. 1

Comments: Site Driveway 1: Looking north along Stonewall Tell Road

Photo No. 2

Comments: Site Driveway 1: Looking south along Stonewall Tell Road

S Fulton Pkwy at Stonewall Tell - DRI #2745

Photo No. 1

Comments: Site Driveway 2: Looking north along Stonewall Tell Road

Photo No. 2

Comments: Site Driveway 2: Looking south along Stonewall Tell Road

Kimley»Horn

City of Union City, GA

Photograph Sheet

KHA Job No.: 019679012

Date: December 15, 2017

Page: 3 of 5

S Fulton Pkwy at Stonewall Tell - DRI #2745

Photo No. 1

Comments: Site Driveway 3: Looking east along Koweta Road

Photo No. 2

Comments: Site Driveway 3: Looking west along Koweta Road

Kimley»Horn

City of Union City, GA

Photograph Sheet

KHA Job No.: 019679012

Date: December 15, 2017

Page: 4 of 5

S Fulton Pkwy at Stonewall Tell - DRI #2745

Photo No. 1

Comments: Site Driveway 4: Looking east along Koweta Road

Photo No. 2

Comments: Site Driveway 4: Looking west along Koweta Road

Kimley»Horn

City of Union City, GA

Photograph Sheet

KHA Job No.: 019679012

Date: December 15, 2017

Page: 5 of 5

S Fulton Pkwy at Stonewall Tell - DRI #2745

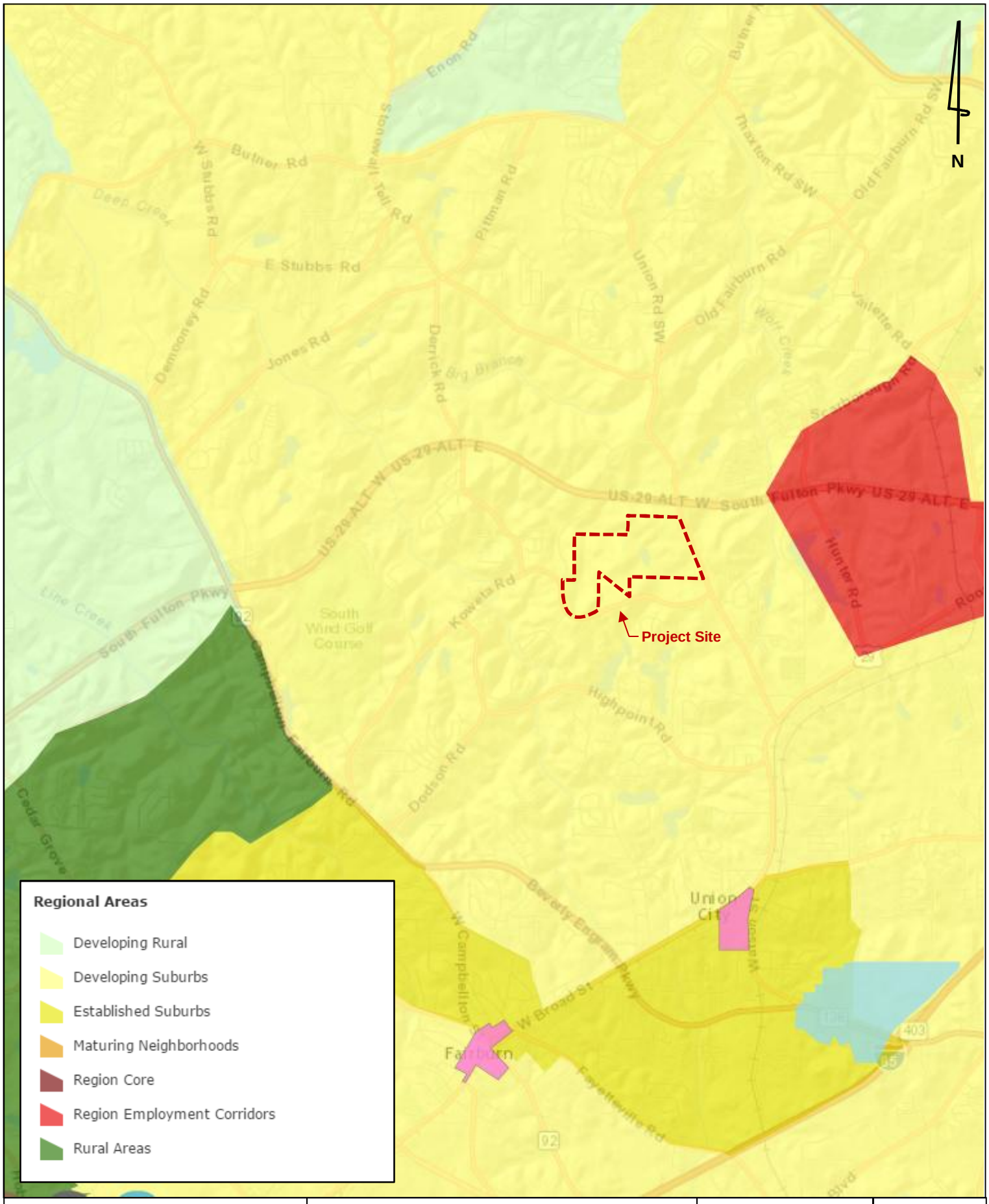
Photo No. 1

Comments: Site Driveway 5: Looking east along Koweta Road

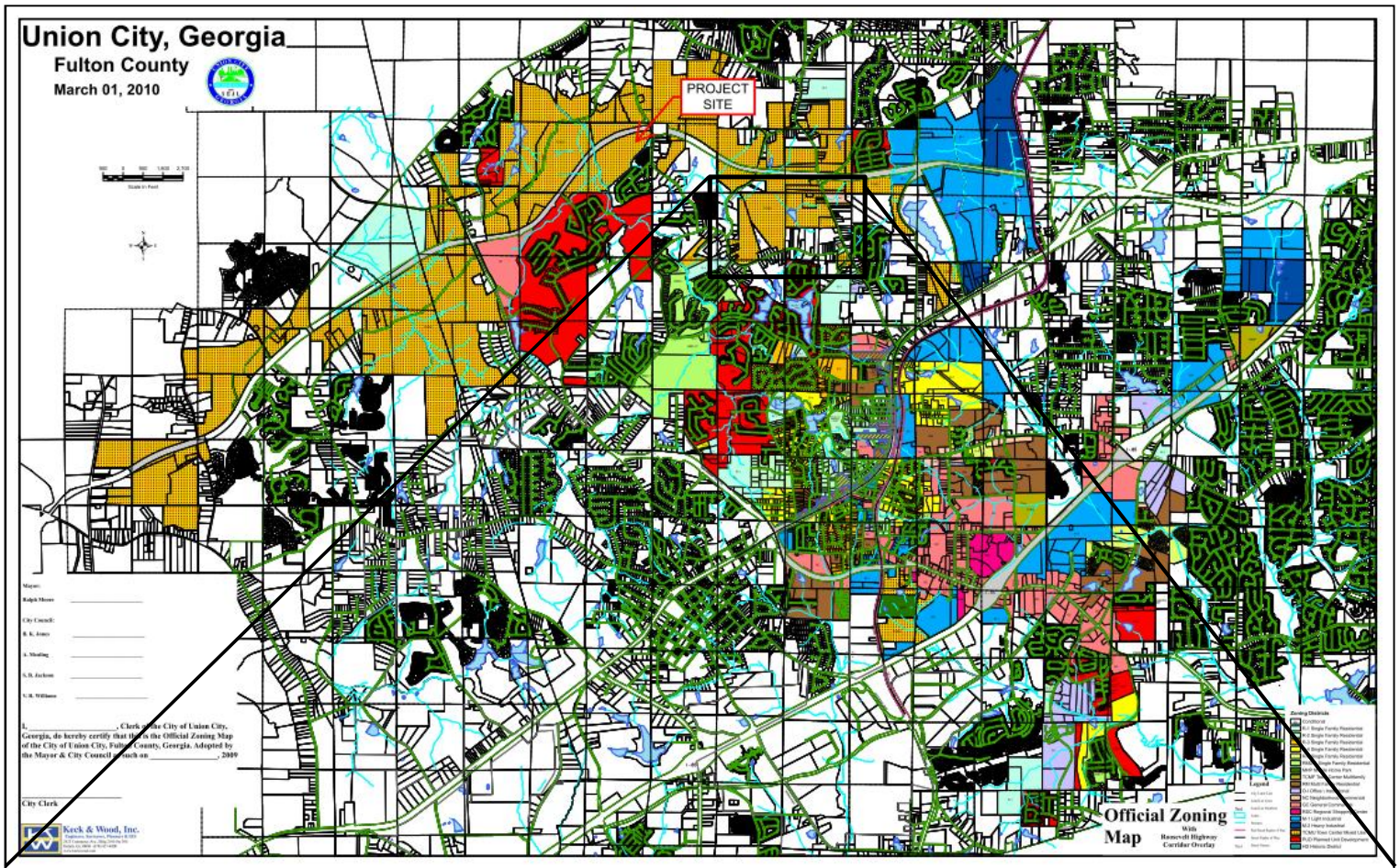
Photo No. 2

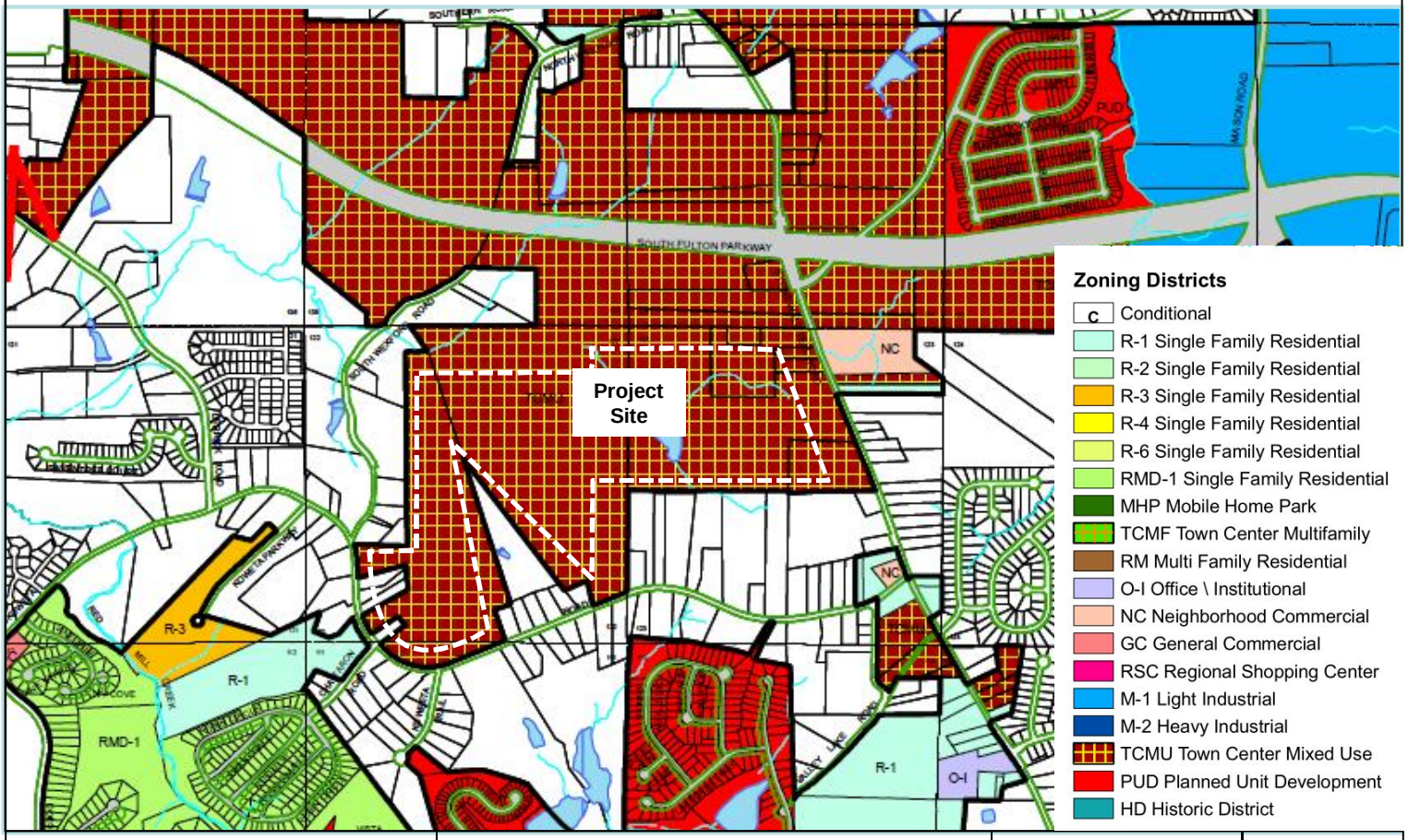
Comments: Site Driveway 5: Looking west along Koweta Road

Appendix B
Land Use and Zoning Map



Kimley»Horn	***S Fulton Parkway @ Stonewall Tell*** ***DRI #2745*** ***Transportation Analysis***	**ARC Unified Growth Policy Map**	**Appendix B**





Kimley»Horn	***S Fulton Parkway @ Stonewall Tell DRI #2745 Transportation Analysis***	**City of Union City Zoning Map**	**Appendix B**

Appendix C
Proposed Site Plan

PRELIMINARY SITE PLAN DISCLAIMER:

SITE PLAN IS BASED ON CLIENT PROVIDED INFORMATION POSSIBLY INCLUDING BUT NOT LIMITED TO THE FOLLOWING: TAX MAPS, USGS MAPS, GIS INFORMATION, SCANNED/DIGITAL BOUNDARY SURVEY, SCANNED/DIGITAL TOPOGRAPHICAL SURVEY, SCANNED/DIGITAL AS-BUILT PLAN, SCANNED/DIGITAL ALTA SURVEY, AND/OR PREVIOUS CONSTRUCTION PLANS BY PMI/OTHERS. ALL ZONING INFORMATION SHOWN IN THE TITLEBLOCK TO THE RIGHT HAS BEEN RESEARCHED BUT NOT VERIFIED WITH THE JURISDICTION.

SITE PLAN BOUNDARY AND EXISTING CONDITIONS ARE ONLY AS ACCURATE AS THE INFORMATION PROVIDED.

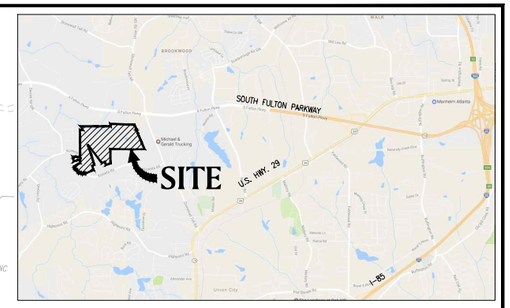
CONTACT INFORMATION:

TRAFFIC ENGINEER:
KIMLEY- HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600,
ALPHARETTA, GA 30009

CONTACT:
JOHN WALKER, PE
470.273.3181

DEVELOPER CONTACT:
GARY WAX
678.300.7056

MAJESTIC REALTY COMPANY
3490 PIEDMONT ROAD NE, SUITE 210
ATLANTA, GA 30305



VICINITY MAP
UNION CITY, GA SCALE: NTS

SITE ANALYSIS

BUILDING "A"	± 720,000 S.F.
AUTO PARKING PROVIDED	561 SPACES
TRAILER STORAGE PROVIDED	146 SPACES
*REQUIRED AUTO PARKING (per code)	561 SPACES
BUILDING "B"	± 975,000 S.F.
AUTO PARKING PROVIDED	492 SPACES
*REQUIRED AUTO PARKING (per code)	492 SPACES
TRAILER STORAGE PROVIDED	203 SPACES
BUILDING "C"	± 300,000 S.F.
AUTO PARKING PROVIDED	174 SPACES
TRAILER STORAGE PROVIDED	71 SPACES
*REQUIRED AUTO PARKING (per code)	174 SPACES
BUILDING "D"	± 100,000 S.F.
AUTO PARKING PROVIDED	64 SPACES
TRAILER STORAGE PROVIDED	25 SPACES
*REQUIRED AUTO PARKING (per code)	64 SPACES
TOTAL BUILDING AREA	± 2,095,000 S.F.
TOTAL SITE AREA	± 221.8 ACRES
FLOOR AREA RATIO:	21.68%

VOLUME
BASE SURFACE EXISTING GROUND
COMPARISON SURFACE BUILDING B

CUT FACTOR 1.00
FILL FACTOR 1.15

CUT VOLUME (ADJUSTED) 530,005 CU. YD.
FILL VOLUME (ADJUSTED) 518,622 CU. YD.
NET VOLUME (ADJUSTED) 11,382 CU. YD. <CUT>

(ACREAGE FOR BLDG. B AND PONDS = ± 81 ACRES)

*PER CITY OF UNION CITY ZONING ORDINANCE: 1 SPACE FOR EACH EMPLOYEE ON SHIFT OF GREATEST EMPLOYMENT, PLUS 1 SPACE FOR EACH VEHICLE USED DIRECTLY IN THE CONDUCT OF BUSINESS.

SOUTH FULTON PARKWAY (SR 14-ALT) VARIABLE R/W
PROPOSED INTERSECTION LANEAGE
PROPOSED DRIVEWAY #1 LANEAGE
PROPOSED DRIVEWAY #2 LANEAGE
PROPOSED DRIVEWAY #3 LANEAGE
PROPOSED DRIVEWAY #4 LANEAGE
PROPOSED DRIVEWAY #5 LANEAGE
RETAINING WALL
STONEWALL TELL ROAD (50' R/W)
KOWETA ROAD (VARIABLE R/W)
CHATTERON ROAD
KOWETA TRAIL
(EXPENSIVE CROSSING)
(LESS-EXPENSIVE CROSSING)
75' Ft. L.S.
40 FT. B.S.L.
UNION CITY
FULTON COUNTY
BUILDING "A" 720,000 S.F. (56) AUTO PARKING (146) TRAILER STORAGE F.F. ± 952
BUILDING "B" 975,000 S.F. (492) AUTO PARKING (203) TRAILER STORAGE F.F. EL. ± 959
BLDG. "C" 300,000 S.F. (174) AUTO PARKING (71) TRAILER STORAGE F.F. ± 947
BLDG. "D" 100,000 S.F. (64) AUTO PARK. (25) TRAILER STORAGE F.F. ± 947
POND A-1
POND A-2
POND A-3
POND B-1 TOP = 954 BOTTOM = 944
POND B-2 TOP 954 BOTT 944
POND C-1
POND C-2
POND D-1
EXISTING POND ELEV. ± 910

PRELIMINARY SITE PLAN

0 100 200 400 800
SCALE: 1 = 200

LAND PLANNERS
ENGINEERS - SURVEYORS
TRANSPORTATION
LANDSCAPE ARCHITECTS
85-A MILL STREET
SUITE 200
ROSWELL, GEORGIA 30075
VOICE 770.650.7885
FAX 770.650.7884
WWW.PAULSONMITCHELL.COM

PAULSON MITCHELL INCORPORATED

PROJECT:

SOUTH FULTON PARKWAY AT STONEWALL TELL DRI #2745

STONEWALL TELL ROAD
SOUTH OF S. FULTON PARKWAY
UNION CITY, GA 30349

FOR:

MAJESTIC REALTY COMPANY
One Securities Centre
3490 Piedmont Road NE, Suite 210
Atlanta, GA 30305
(404) 467-5255

ZONING INFORMATION
ZONING RESEARCH DATE: JANUARY, 2017

ZONING CLASSIFICATION	
JURISDICTION:	UNION CITY, GA
EX. ZONING:	TCMU (TOWN CTR. MIXED USE)
PR. ZONING:	TCMU (TOWN CTR. MIXED USE)
BUILDING SETBACKS	
FRONT:	15'
SIDE:	10'
REAR:	20'
BUFFERS	
FRONT/STREET:	10' L.S.
SIDE:	75' L.S.
REAR:	75' L.S.
BUILDING SUMMARY (TCMU)	
MAX. BUILDING HT.:	–
MAX. BUILDING COVERAGE:	–
PARKING SUMMARY	
RETAIL REQ.:	–
INDUSTRIAL REQ.:	1 SPACE/EMPLOYEE
STANDARD STALL DIMENSIONS:	8'-6" x 18'
COMPACT STALL DIMENSIONS:	--' x --'
COMPACT STALLS ALLOWED:	--%
MIN. 90°/60° DRIVE WIDTH:	24'/18'
LANDSCAPE REGULATIONS	
TREE DENSITY:	-- UNITS/ACRE
ISLAND REQ.:	1 ISLAND/10 SPACES
MIN. ISLAND SIZE/WIDTH:	25 S.F./5'
GREENSPACE %:	–
FEMA MAP	
FIRM PANEL #:	13121C0452F & 13121C0456F
DRAWING RECORD	
DRAWN BY:	–
2016107 – DRI.dwg	12.04.17 01.05.18

PRELIMINARY SITE PLAN

SHEET **DRI**

Appendix D
Raw Traffic Count Data

Greater Traffic Company

File Name : S. Fulton Pkwy
Site Code : 00000001
Start Date : 11/15/2017
Page No : 1

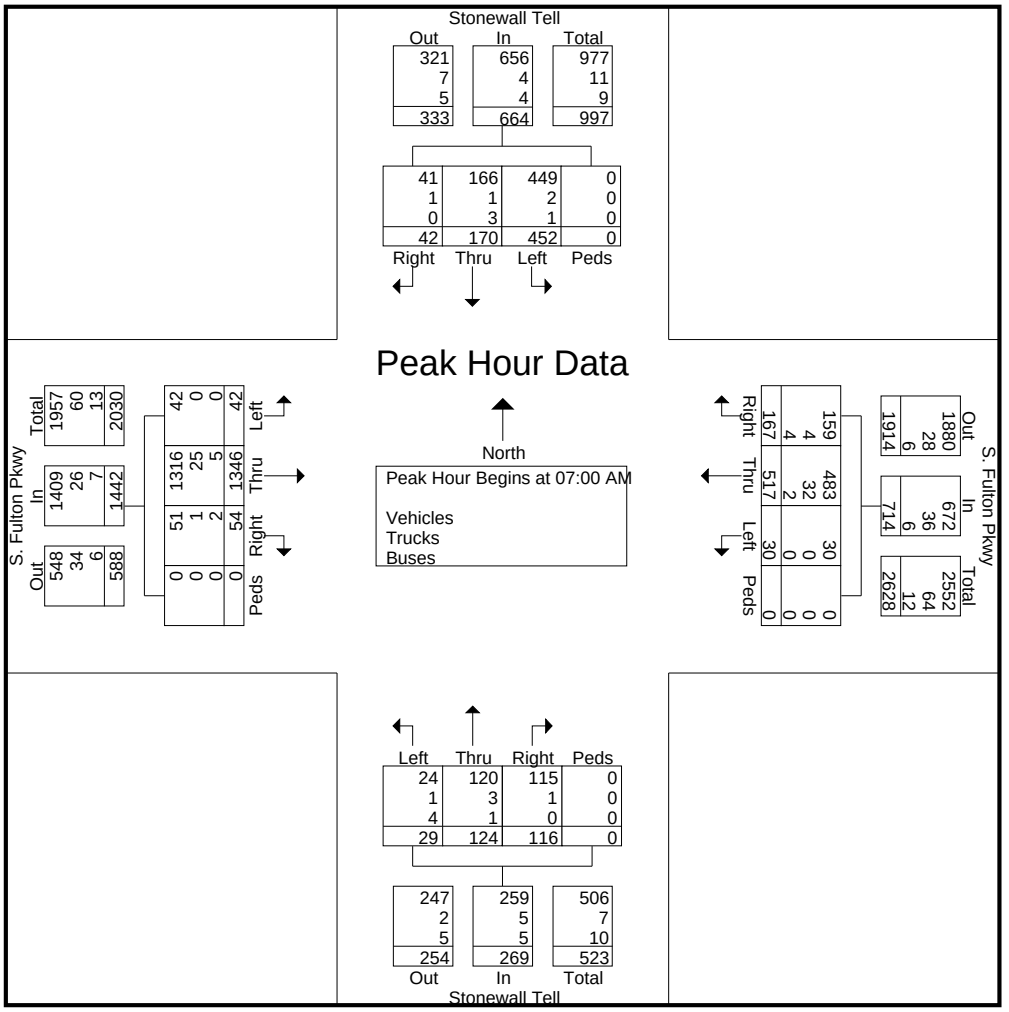
Groups Printed- Vehicles - Trucks - Buses

	Stonewall Tell Northbound					Stonewall Tell Southbound					S. Fulton Pkwy Eastbound					S. Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:45 AM	9	21	25	0	55	111	37	6	0	154	4	350	6	0	360	2	140	38	0	180	749
Total	9	21	25	0	55	111	37	6	0	154	4	350	6	0	360	2	140	38	0	180	749
07:00 AM	9	23	34	0	66	105	38	10	0	153	8	355	9	0	372	7	144	54	0	205	796
07:15 AM	6	33	33	0	72	92	35	12	0	139	10	363	13	0	386	9	124	42	0	175	772
07:30 AM	9	35	19	0	63	115	49	9	0	173	11	327	14	0	352	7	127	39	0	173	761
07:45 AM	5	33	30	0	68	140	48	11	0	199	13	301	18	0	332	7	122	32	0	161	760
Total	29	124	116	0	269	452	170	42	0	664	42	1346	54	0	1442	30	517	167	0	714	3089
08:00 AM	12	35	21	0	68	115	35	10	0	160	10	282	16	0	308	14	110	36	0	160	696
08:15 AM	8	34	29	0	71	118	37	5	0	160	8	296	5	0	309	10	100	32	0	142	682
08:30 AM	7	15	19	0	41	108	34	5	0	147	10	247	11	0	268	14	102	38	0	154	610
*** BREAK ***																					
Total	27	84	69	0	180	341	106	20	0	467	28	825	32	0	885	38	312	106	0	456	1988
*** BREAK ***																					
04:30 PM	12	40	14	0	66	55	46	11	0	112	4	97	6	0	107	16	303	96	0	415	700
04:45 PM	16	46	17	0	79	48	41	16	0	105	8	144	6	0	158	29	316	89	0	434	776
Total	28	86	31	0	145	103	87	27	0	217	12	241	12	0	265	45	619	185	0	849	1476
05:00 PM	11	35	21	0	67	40	43	11	0	94	9	163	10	0	182	27	366	82	0	475	818
05:15 PM	18	61	18	0	97	55	55	25	0	135	6	237	13	0	256	17	360	71	0	448	936
05:30 PM	31	56	17	0	104	69	55	23	0	147	8	244	30	0	282	20	312	65	0	397	930
05:45 PM	15	48	10	0	73	68	44	31	0	143	11	200	15	0	226	25	325	80	0	430	872
Total	75	200	66	0	341	232	197	90	0	519	34	844	68	0	946	89	1363	298	0	1750	3556
06:00 PM	17	50	23	0	90	52	32	33	1	118	10	152	15	0	177	20	321	85	0	426	811
06:15 PM	13	58	16	0	87	63	32	15	0	110	7	133	13	0	153	22	297	110	0	429	779
Grand Total	198	623	346	0	1167	1354	661	233	1	2249	137	3891	200	0	4228	246	3569	989	0	4804	12448
Apprch %	17	53.4	29.6	0		60.2	29.4	10.4	0		3.2	92	4.7	0		5.1	74.3	20.6	0		
Total %	1.6	5	2.8	0	9.4	10.9	5.3	1.9	0	18.1	1.1	31.3	1.6	0	34	2	28.7	7.9	0	38.6	
Vehicles	189	613	341	0	1143	1337	644	225	1	2207	136	3786	193	0	4115	243	3468	964	0	4675	12140
% Vehicles	95.5	98.4	98.6	0	97.9	98.7	97.4	96.6	100	98.1	99.3	97.3	96.5	0	97.3	98.8	97.2	97.5	0	97.3	97.5
Trucks	3	7	3	0	13	14	3	2	0	19	1	98	2	0	101	2	92	20	0	114	247
% Trucks	1.5	1.1	0.9	0	1.1	1	0.5	0.9	0	0.8	0.7	2.5	1	0	2.4	0.8	2.6	2	0	2.4	2
Buses	6	3	2	0	11	3	14	6	0	23	0	7	5	0	12	1	9	5	0	15	61
% Buses	3	0.5	0.6	0	0.9	0.2	2.1	2.6	0	1	0	0.2	2.5	0	0.3	0.4	0.3	0.5	0	0.3	0.5

Greater Traffic Company

File Name : S. Fulton Pkwy
Site Code : 00000001
Start Date : 11/15/2017
Page No : 2

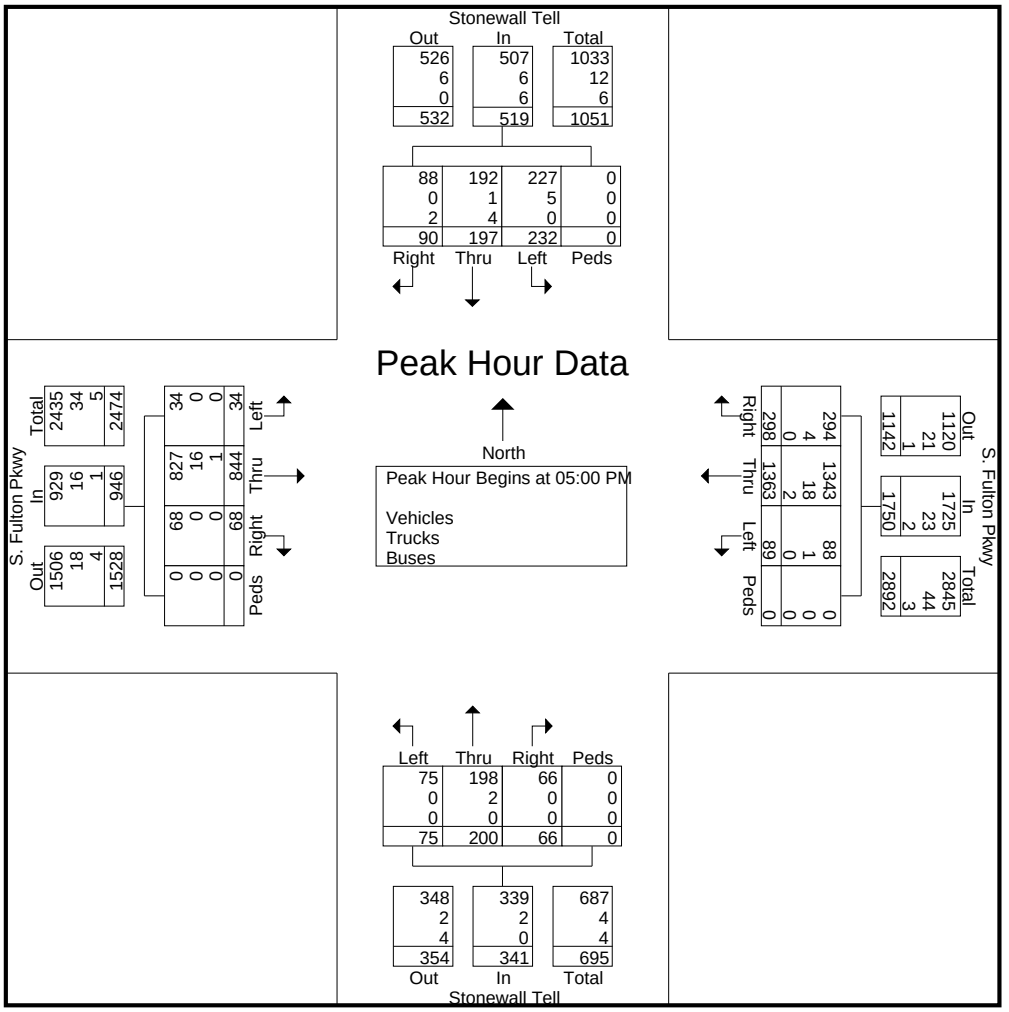
	Stonewall Tell Northbound					Stonewall Tell Southbound					S. Fulton Pkwy Eastbound					S. Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**9**	23	**34**	0	66	105	38	10	0	153	8	355	9	0	372	7	**144**	**54**	0	**205**	**796**
07:15 AM	6	33	33	0	**72**	92	35	**12**	0	139	10	**363**	13	0	**386**	**9**	124	42	0	175	772
07:30 AM	9	**35**	19	0	63	115	**49**	9	0	173	11	327	14	0	352	7	127	39	0	173	761
07:45 AM	5	33	30	0	68	**140**	48	11	0	**199**	**13**	301	**18**	0	332	7	122	32	0	161	760
Total Volume	29	124	116	0	269	452	170	42	0	664	42	1346	54	0	1442	30	517	167	0	714	3089
% App. Total	10.8	46.1	43.1	0		68.1	25.6	6.3	0		2.9	93.3	3.7	0		4.2	72.4	23.4	0		
PHF	.806	.886	.853	.000	.934	.807	.867	.875	.000	.834	.808	.927	.750	.000	.934	.833	.898	.773	.000	.871	.970
Vehicles	24	120	115	0	259	449	166	41	0	656	42	1316									
% Vehicles	82.8	96.8	99.1	0	96.3	99.3	97.6	97.6	0	98.8	100	97.8	94.4	0	97.7	100	93.4	95.2	0	94.1	97.0
Trucks	1	3	1	0	5	2	1	1	0	4	0	25	1	0	26	0	32	4	0	36	71
% Trucks	3.4	2.4	0.9	0	1.9	0.4	0.6	2.4	0	0.6	0	1.9	1.9	0	1.8	0	6.2	2.4	0	5.0	2.3
Buses	4	1	0	0	5	1	3	0	0	4	0	5	2	0	7	0	2	4	0	6	22
% Buses	13.8	0.8	0	0	1.9	0.2	1.8	0	0	0.6	0	0.4	3.7	0	0.5	0	0.4	2.4	0	0.8	0.7



Greater Traffic Company

File Name : S. Fulton Pkwy
Site Code : 00000001
Start Date : 11/15/2017
Page No : 3

	Stonewall Tell Northbound					Stonewall Tell Southbound					S. Fulton Pkwy Eastbound					S. Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	35	**21**	0	67	40	43	11	0	94	9	163	10	0	182	**27**	**366**	**82**	0	**475**	818
05:15 PM	18	**61**	18	0	97	55	**55**	25	0	135	6	237	13	0	256	17	360	71	0	448	**936**
05:30 PM	**31**	56	17	0	**104**	**69**	55	23	0	**147**	8	**244**	**30**	0	**282**	20	312	65	0	397	930
05:45 PM	15	48	10	0	73	68	44	**31**	0	143	**11**	200	15	0	226	25	325	80	0	430	872
Total Volume	75	200	66	0	341	232	197	90	0	519	34	844	68	0	946	89	1363	298	0	1750	3556
% App. Total	22	58.7	19.4	0		44.7	38	17.3	0		3.6	89.2	7.2	0		5.1	77.9	17	0		
PHF	.605	.820	.786	.000	.820	.841	.895	.726	.000	.883	.773	.865	.567	.000	.839	.824	.931	.909	.000	.921	.950
Vehicles	75	198	66	0	339	227	192	88	0	507	34	827	68	0	929	88	1343				
% Vehicles	100	99.0	100	0	99.4	97.8	97.5	97.8	0	97.7	100	98.0	100	0	98.2	98.9	98.5	98.7	0	98.6	98.4
Trucks	0	2	0	0	2	5	1	0	0	6	0	16	0	0	16	1	18	4	0	23	47
% Trucks	0	1.0	0	0	0.6	2.2	0.5	0	0	1.2	0	1.9	0	0	1.7	1.1	1.3	1.3	0	1.3	1.3
Buses	0	0	0	0	0	0	4	2	0	6	0	1	0	0	1	0	2	0	0	2	9
% Buses	0	0	0	0	0	0	2.0	2.2	0	1.2	0	0.1	0	0	0.1	0	0.1	0	0	0.1	0.3



Greater Traffic Company

File Name : Chatteron Rd
Site Code : 00000003
Start Date : 11/15/2017
Page No : 1

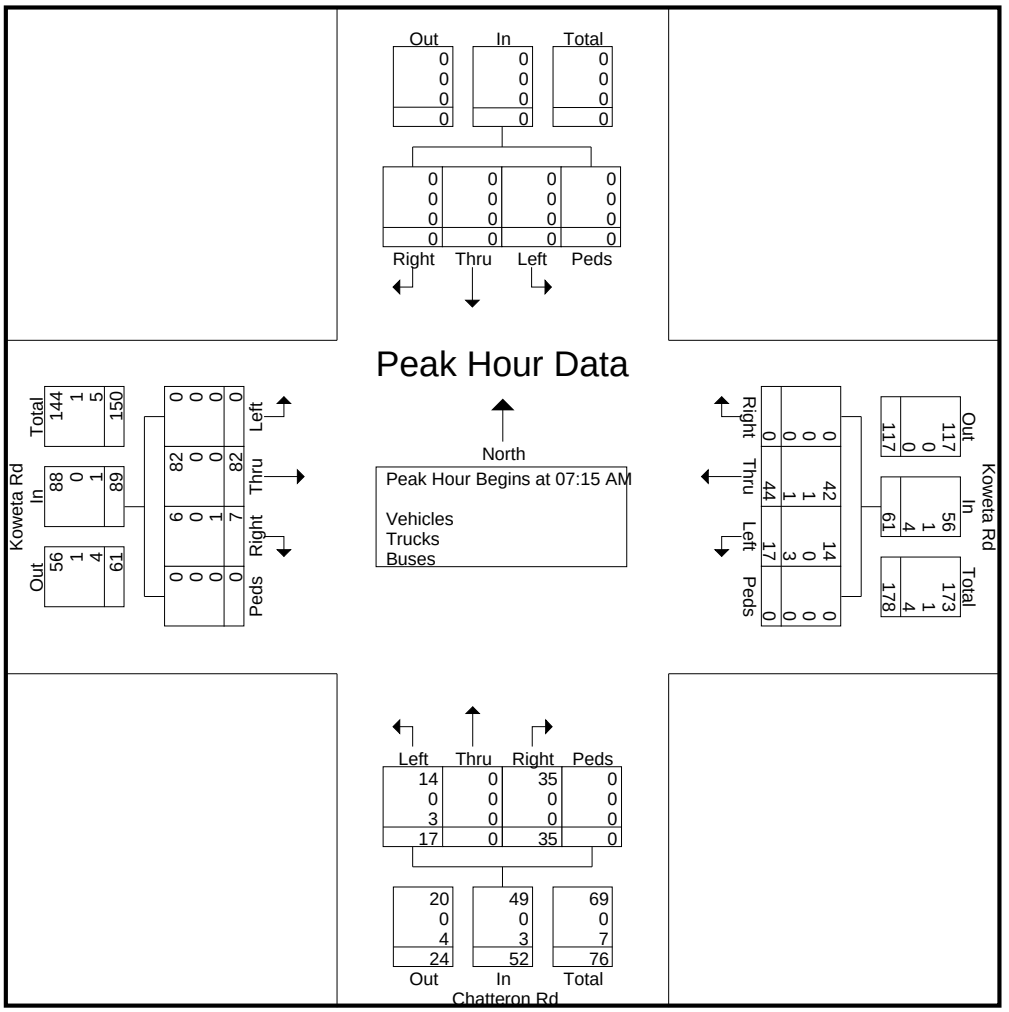
Groups Printed- Vehicles - Trucks - Buses

	Chatteron Rd Northbound					Southbound					Koweta Rd Eastbound					Koweta Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:45 AM	7	0	11	0	18	0	0	0	0	0	0	16	2	0	18	3	7	0	0	10	46
Total	7	0	11	0	18	0	0	0	0	0	0	16	2	0	18	3	7	0	0	10	46
07:00 AM	5	0	9	0	14	0	0	0	0	0	0	19	2	0	21	4	8	0	0	12	47
07:15 AM	3	0	8	0	11	0	0	0	0	0	0	28	1	0	29	2	10	0	0	12	52
07:30 AM	2	0	7	0	9	0	0	0	0	0	0	16	4	0	20	3	10	0	0	13	42
07:45 AM	5	0	13	0	18	0	0	0	0	0	0	19	2	0	21	6	11	0	0	17	56
Total	15	0	37	0	52	0	0	0	0	0	0	82	9	0	91	15	39	0	0	54	197
08:00 AM	7	0	7	0	14	0	0	0	0	0	0	19	0	0	19	6	13	0	0	19	52
08:15 AM	2	0	9	0	11	0	0	0	0	0	0	18	3	0	21	3	7	0	0	10	42
08:30 AM	0	0	6	0	6	0	0	0	0	0	0	4	0	0	4	3	6	0	0	9	19
*** BREAK ***																					
Total	9	0	22	0	31	0	0	0	0	0	0	41	3	0	44	12	26	0	0	38	113
*** BREAK ***																					
04:30 PM	4	0	4	0	8	0	0	0	0	0	0	9	4	0	13	10	12	0	0	22	43
04:45 PM	3	0	8	0	11	0	0	0	0	0	0	9	2	0	11	10	15	0	0	25	47
Total	7	0	12	0	19	0	0	0	0	0	0	18	6	0	24	20	27	0	0	47	90
05:00 PM	3	0	3	0	6	0	0	0	0	0	0	11	4	0	15	7	19	0	0	26	47
05:15 PM	0	0	8	0	8	0	0	0	0	0	0	9	2	0	11	3	17	0	0	20	39
05:30 PM	2	0	6	0	8	0	0	0	0	0	0	8	5	0	13	13	26	0	0	39	60
05:45 PM	2	0	7	0	9	0	0	0	0	0	0	10	6	0	16	11	21	0	0	32	57
Total	7	0	24	0	31	0	0	0	0	0	0	38	17	0	55	34	83	0	0	117	203
06:00 PM	1	0	6	4	11	0	0	0	0	0	0	4	1	0	5	9	20	0	0	29	45
06:15 PM	2	0	7	0	9	0	0	0	0	0	0	4	3	0	7	12	19	0	0	31	47
Grand Total	48	0	119	4	171	0	0	0	0	0	0	203	41	0	244	105	221	0	0	326	741
Apprch %	28.1	0	69.6	2.3		0	0	0	0		0	83.2	16.8	0		32.2	67.8	0	0		
Total %	6.5	0	16.1	0.5	23.1	0	0	0	0	0	0	27.4	5.5	0	32.9	14.2	29.8	0	0	44	
Vehicles	43	0	112	4	159	0	0	0	0	0	0	200	38	0	238	98	217	0	0	315	712
% Vehicles	89.6	0	94.1	100	93	0	0	0	0	0	0	98.5	92.7	0	97.5	93.3	98.2	0	0	96.6	96.1
Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	5
% Trucks	0	0	0.8	0	0.6	0	0	0	0	0	0	0.5	0	0	0.4	1	0.9	0	0	0.9	0.7
Buses	5	0	6	0	11	0	0	0	0	0	0	2	3	0	5	6	2	0	0	8	24
% Buses	10.4	0	5	0	6.4	0	0	0	0	0	0	1	7.3	0	2	5.7	0.9	0	0	2.5	3.2

Greater Traffic Company

File Name : Chatteron Rd
Site Code : 00000003
Start Date : 11/15/2017
Page No : 2

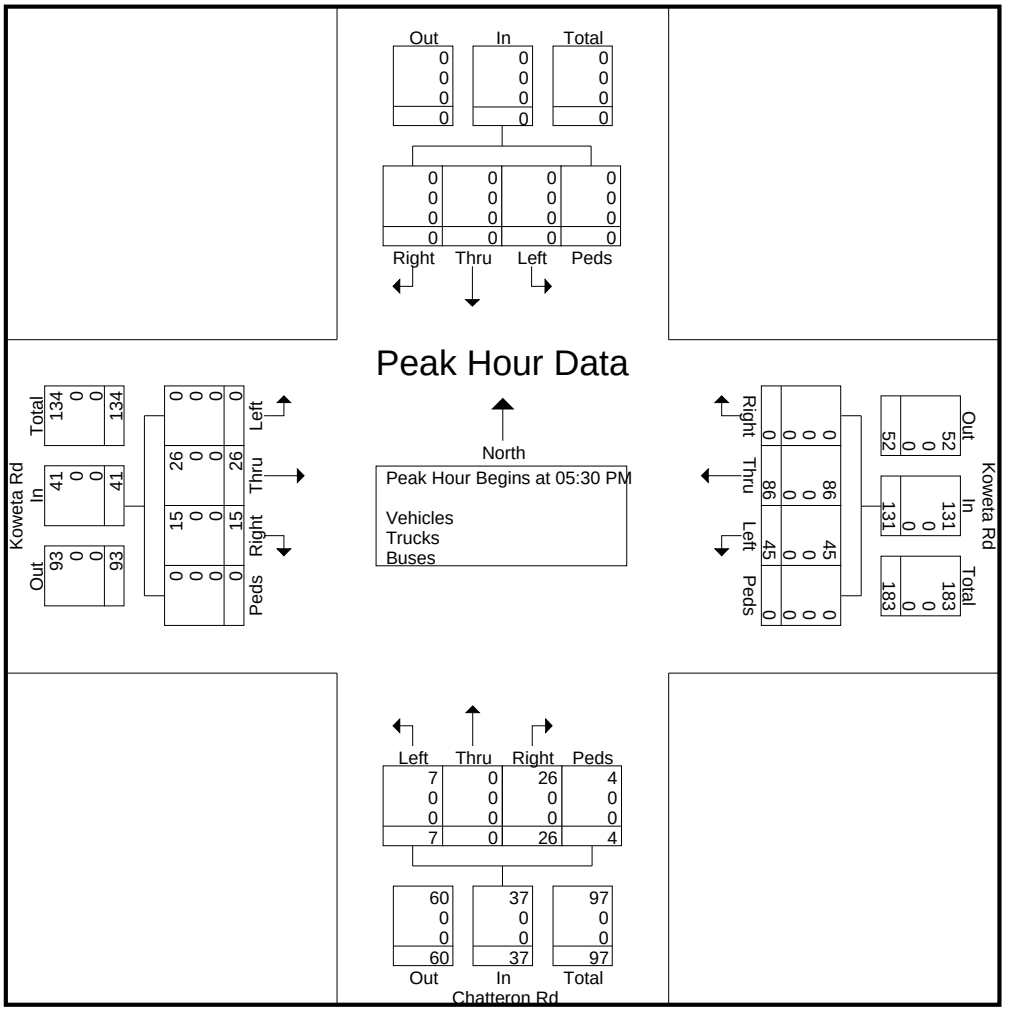
	Chatteron Rd Northbound					Southbound					Koweta Rd Eastbound					Koweta Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	0	8	0	11	0	0	0	0	0	0	**28**	1	0	**29**	2	10	0	0	12	52
07:30 AM	2	0	7	0	9	0	0	0	0	0	0	16	**4**	0	20	3	10	0	0	13	42
07:45 AM	5	0	**13**	0	**18**	0	0	0	0	0	0	19	2	0	21	**6**	11	0	0	17	**56**
08:00 AM	**7**	0	7	0	14	0	0	0	0	0	0	19	0	0	19	6	**13**	0	0	**19**	52
Total Volume	17	0	35	0	52	0	0	0	0	0	0	82	7	0	89	17	44	0	0	61	202
% App. Total	32.7	0	67.3	0		0	0	0	0		0	92.1	7.9	0		27.9	72.1	0	0		
PHF	.607	.000	.673	.000	.722	.000	.000	.000	.000	.000	.000	.732	.438	.000	.767	.708	.846	.000	.000	.803	.902
Vehicles	14	0	35	0	49	0	0	0	0	0	0	82	6	0	88	14	42	0	0	56	193
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	1.6	0.5
Buses	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	3	1	0	0	4	8
% Buses	17.6	0	0	0	5.8	0	0	0	0	0	0	0	14.3	0	1.1	17.6	2.3	0	0	6.6	4.0



Greater Traffic Company

File Name : Chatteron Rd
Site Code : 00000003
Start Date : 11/15/2017
Page No : 3

	Chatteron Rd Northbound					Southbound					Koweta Rd Eastbound					Koweta Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	**2**	0	6	0	8	0	0	0	0	0	0	8	5	0	13	**13**	**26**	0	0	**39**	**60**
05:45 PM	2	0	**7**	0	9	0	0	0	0	0	0	**10**	**6**	0	**16**	11	21	0	0	32	57
06:00 PM	1	0	6	**4**	**11**	0	0	0	0	0	0	4	1	0	5	9	20	0	0	29	45
06:15 PM	2	0	7	0	9	0	0	0	0	0	0	4	3	0	7	12	19	0	0	31	47
Total Volume	7	0	26	4	37	0	0	0	0	0	0	26	15	0	41	45	86	0	0	131	209
% App. Total	18.9	0	70.3	10.8		0	0	0	0		0	63.4	36.6	0		34.4	65.6	0	0		
PHF	.875	.000	.929	.250	.841	.000	.000	.000	.000	.000	.000	.650	.625	.000	.641	.865	.827	.000	.000	.840	.871
Vehicles	7	0	26	4	37	0	0	0	0	0	0	26	15	0	41	45	86	0	0	131	209
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Greater Traffic Company

File Name : Hunter
Site Code : 00000004
Start Date : 11/29/2017
Page No : 1

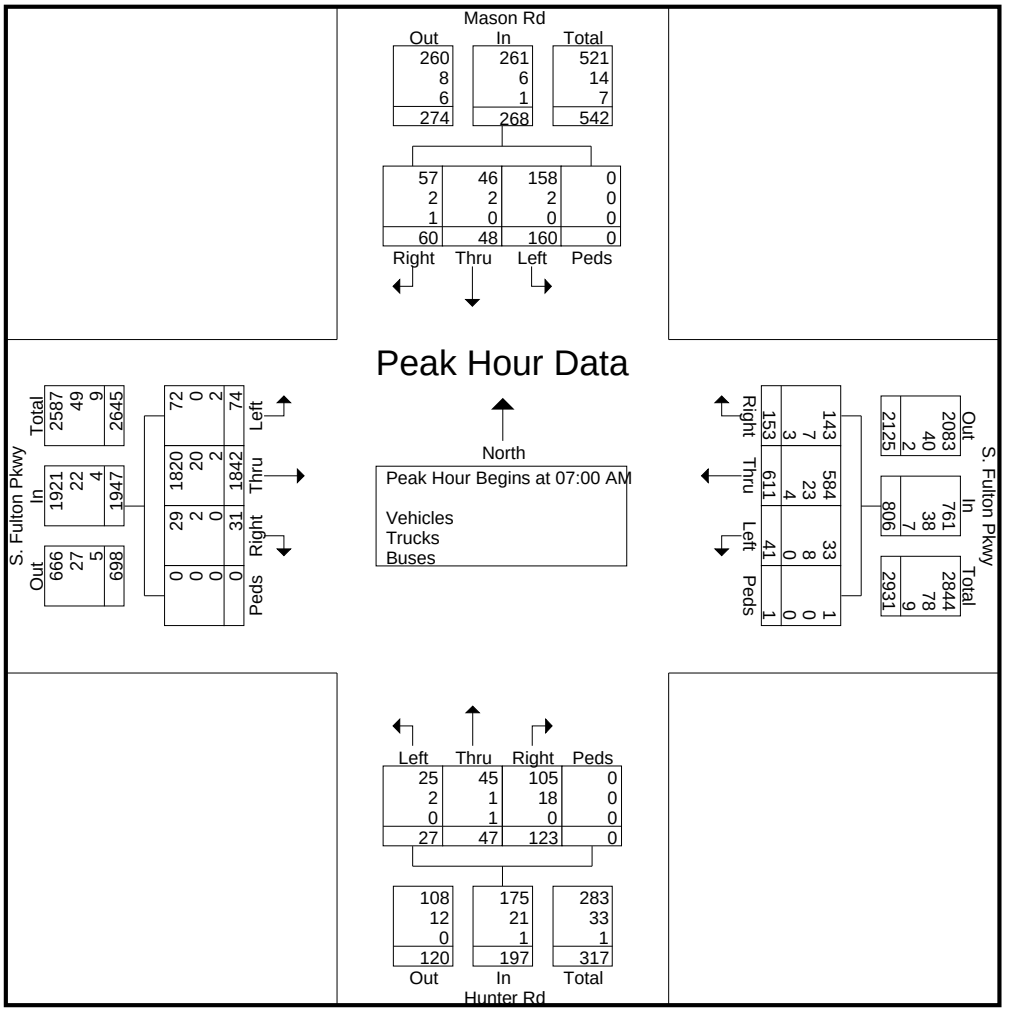
Groups Printed- Vehicles - Trucks - Buses

	Hunter Rd Northbound					Mason Rd Southbound					S. Fulton Pkwy Eastbound					S. Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:45 AM	8	6	12	0	26	32	10	17	0	59	17	401	12	0	430	12	191	19	0	222	737
Total	8	6	12	0	26	32	10	17	0	59	17	401	12	0	430	12	191	19	0	222	737
07:00 AM	6	9	22	0	37	35	11	12	0	58	11	403	6	0	420	14	133	28	0	175	690
07:15 AM	7	4	17	0	28	42	7	14	0	63	17	501	7	0	525	9	142	33	0	184	800
07:30 AM	9	18	60	0	87	46	19	17	0	82	22	441	9	0	472	6	170	41	0	217	858
07:45 AM	5	16	24	0	45	37	11	17	0	65	24	497	9	0	530	12	166	51	1	230	870
Total	27	47	123	0	197	160	48	60	0	268	74	1842	31	0	1947	41	611	153	1	806	3218
08:00 AM	1	8	17	0	26	32	6	8	0	46	18	364	7	0	389	4	126	46	0	176	637
08:15 AM	2	8	7	0	17	31	4	9	0	44	18	394	9	0	421	10	157	28	0	195	677
08:30 AM	1	11	8	0	20	39	10	10	0	59	9	289	10	0	308	8	136	19	1	164	551
08:45 AM	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	3	0	0	3	8
Total	4	29	32	0	65	102	20	29	0	151	46	1047	26	0	1119	22	422	93	1	538	1873
*** BREAK ***																					
04:30 PM	8	11	28	0	47	37	18	26	0	81	6	175	6	0	187	13	355	22	0	390	705
04:45 PM	7	8	8	0	23	42	16	20	0	78	17	167	11	0	195	20	434	33	3	490	786
Total	15	19	36	0	70	79	34	46	0	159	23	342	17	0	382	33	789	55	3	880	1491
05:00 PM	16	9	9	0	34	43	16	22	0	81	17	235	5	0	257	20	439	34	1	494	866
05:15 PM	4	10	10	0	24	22	12	23	0	57	10	232	6	0	248	37	481	22	0	540	869
05:30 PM	5	14	13	0	32	24	11	23	0	58	13	281	6	0	300	30	422	19	1	472	862
05:45 PM	5	13	12	0	30	24	15	24	0	63	17	316	13	0	346	26	417	22	0	465	904
Total	30	46	44	0	120	113	54	92	0	259	57	1064	30	0	1151	113	1759	97	2	1971	3501
06:00 PM	2	7	5	0	14	27	15	24	0	66	13	264	9	0	286	26	399	30	0	455	821
06:15 PM	5	17	9	0	31	28	8	5	0	41	19	213	6	0	238	30	372	34	0	436	746
Grand Total	91	171	261	0	523	541	189	273	0	1003	249	5173	131	0	5553	277	4543	481	7	5308	12387
Apprch %	17.4	32.7	49.9	0		53.9	18.8	27.2	0		4.5	93.2	2.4	0		5.2	85.6	9.1	0.1		
Total %	0.7	1.4	2.1	0	4.2	4.4	1.5	2.2	0	8.1	2	41.8	1.1	0	44.8	2.2	36.7	3.9	0.1	42.9	
Vehicles	80	160	206	0	446	507	180	258	0	945	239	5082	123	0	5444	243	4433	450	7	5133	11968
% Vehicles	87.9	93.6	78.9	0	85.3	93.7	95.2	94.5	0	94.2	96	98.2	93.9	0	98	87.7	97.6	93.6	100	96.7	96.6
Trucks	11	8	55	0	74	34	7	10	0	51	5	85	7	0	97	33	98	28	0	159	381
% Trucks	12.1	4.7	21.1	0	14.1	6.3	3.7	3.7	0	5.1	2	1.6	5.3	0	1.7	11.9	2.2	5.8	0	3	3.1
Buses	0	3	0	0	3	0	2	5	0	7	5	6	1	0	12	1	12	3	0	16	38
% Buses	0	1.8	0	0	0.6	0	1.1	1.8	0	0.7	2	0.1	0.8	0	0.2	0.4	0.3	0.6	0	0.3	0.3

Greater Traffic Company

File Name : Hunter
Site Code : 00000004
Start Date : 11/29/2017
Page No : 2

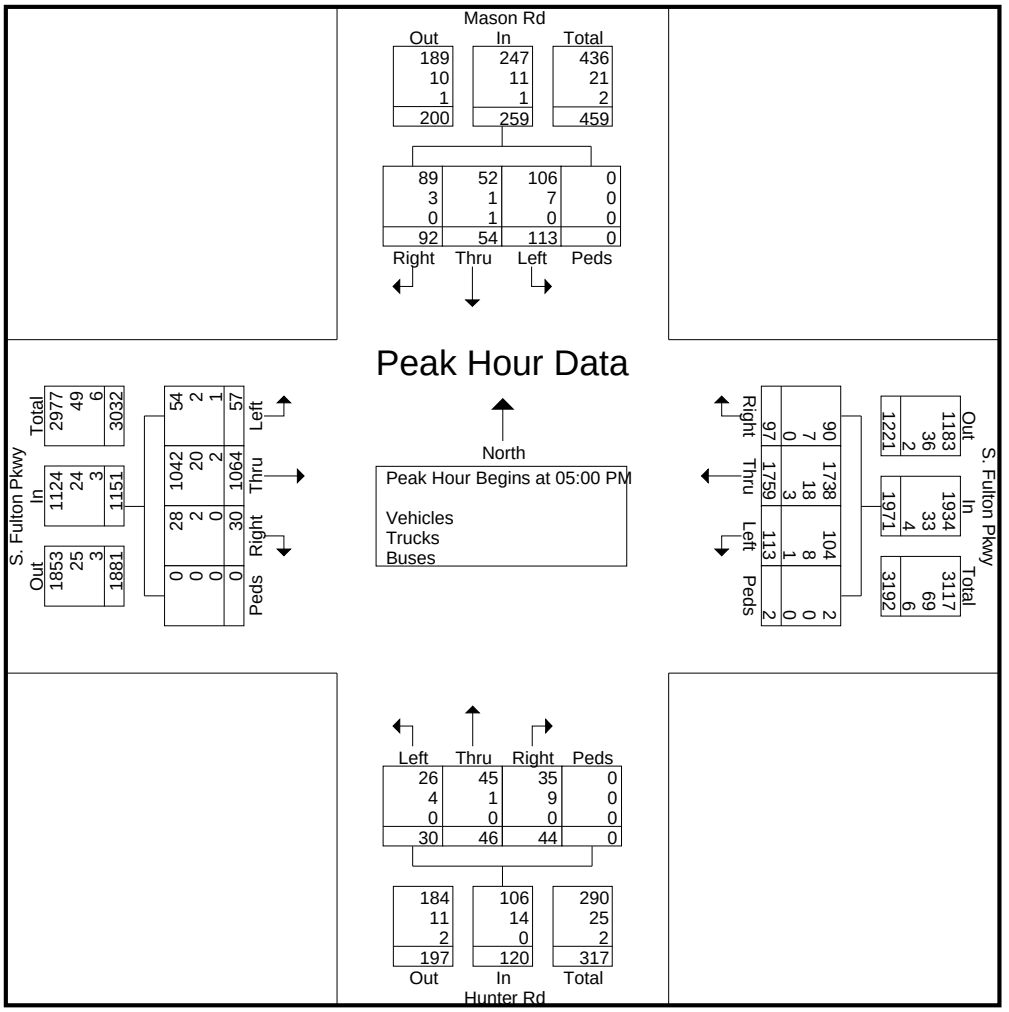
	Hunter Rd Northbound					Mason Rd Southbound					S. Fulton Pkwy Eastbound					S. Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	6	9	22	0	37	35	11	12	0	58	11	403	6	0	420	**14**	133	28	0	175	690
07:15 AM	7	4	17	0	28	42	7	14	0	63	17	**501**	7	0	525	9	142	33	0	184	800
07:30 AM	**9**	**18**	**60**	0	**87**	**46**	**19**	**17**	0	**82**	22	441	**9**	0	472	6	**170**	41	0	217	858
07:45 AM	5	16	24	0	45	37	11	17	0	65	**24**	497	9	0	**530**	12	166	**51**	**1**	**230**	**870**
Total Volume	27	47	123	0	197	160	48	60	0	268	74	1842	31	0	1947	41	611	153	1	806	3218
% App. Total	13.7	23.9	62.4	0		59.7	17.9	22.4	0		3.8	94.6	1.6	0		5.1	75.8	19	0.1		
PHF	.750	.653	.513	.000	.566	.870	.632	.882	.000	.817	.771	.919	.861	.000	.918	.732	.899	.750	.250	.876	.925
Vehicles	25	45	105	0	175	158	46	57	0	261	72	1820									
% Vehicles	92.6	95.7	85.4	0	88.8	98.8	95.8	95.0	0	97.4	97.3	98.8	93.5	0	98.7	80.5	95.6	93.5	100	94.4	96.9
Trucks	2	1	18	0	21	2	2	2	0	6	0	20	2	0	22	8	23	7	0	38	87
% Trucks	7.4	2.1	14.6	0	10.7	1.3	4.2	3.3	0	2.2	0	1.1	6.5	0	1.1	19.5	3.8	4.6	0	4.7	2.7
Buses	0	1	0	0	1	0	0	1	0	1	2	2	0	0	4	0	4	3	0	7	13
% Buses	0	2.1	0	0	0.5	0	0	1.7	0	0.4	2.7	0.1	0	0	0.2	0	0.7	2.0	0	0.9	0.4



Greater Traffic Company

File Name : Hunter
Site Code : 00000004
Start Date : 11/29/2017
Page No : 3

	Hunter Rd Northbound					Mason Rd Southbound					S. Fulton Pkwy Eastbound					S. Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**16**	9	9	0	**34**	**43**	**16**	22	0	**81**	**17**	235	5	0	257	20	439	**34**	**1**	494	866
05:15 PM	4	10	10	0	24	22	12	23	0	57	10	232	6	0	248	**37**	**481**	22	0	**540**	869
05:30 PM	5	**14**	**13**	0	32	24	11	23	0	58	13	281	6	0	300	30	422	19	1	472	862
05:45 PM	5	13	12	0	30	24	15	**24**	0	63	17	**316**	**13**	0	**346**	26	417	22	0	465	**904**
Total Volume	30	46	44	0	120	113	54	92	0	259	57	1064	30	0	1151	113	1759	97	2	1971	3501
% App. Total	25	38.3	36.7	0		43.6	20.8	35.5	0		5	92.4	2.6	0		5.7	89.2	4.9	0.1		
PHF	.469	.821	.846	.000	.882	.657	.844	.958	.000	.799	.838	.842	.577	.000	.832	.764	.914	.713	.500	.913	.968
Vehicles	26	45	35	0	106	106	52	89	0	247	54	1042					1738				
% Vehicles	86.7	97.8	79.5	0	88.3	93.8	96.3	96.7	0	95.4	94.7	97.9	93.3	0	97.7	92.0	98.8	92.8	100	98.1	97.4
Trucks	4	1	9	0	14	7	1	3	0	11	2	20	2	0	24	8	18	7	0	33	82
% Trucks	13.3	2.2	20.5	0	11.7	6.2	1.9	3.3	0	4.2	3.5	1.9	6.7	0	2.1	7.1	1.0	7.2	0	1.7	2.3
Buses	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	1	3	0	0	4	8
% Buses	0	0	0	0	0	0	1.9	0	0	0.4	1.8	0.2	0	0	0.3	0.9	0.2	0	0	0.2	0.2



Greater Traffic Company

File Name : Koweta Rd
Site Code : 00000000
Start Date : 11/15/2017
Page No : 1

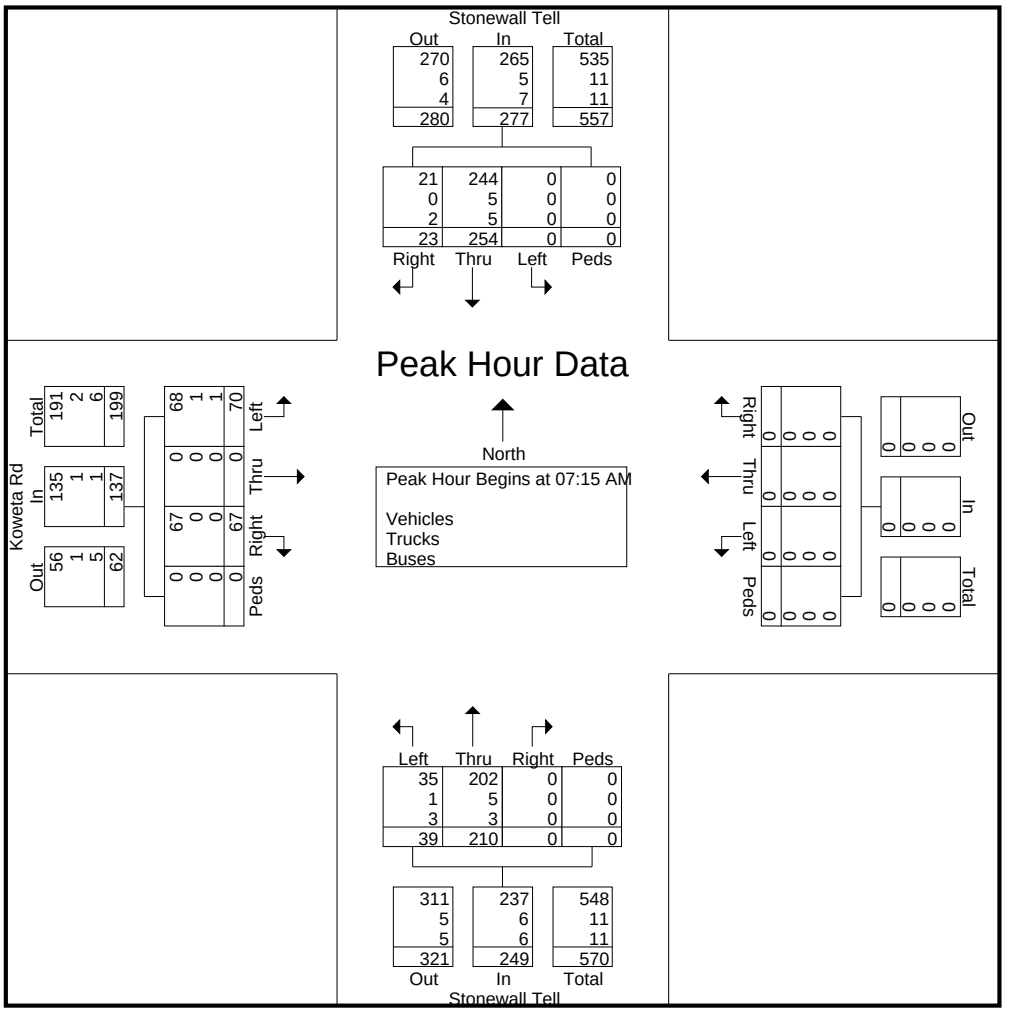
Groups Printed- Vehicles - Trucks - Buses

	Stonewall Tell Northbound					Stonewall Tell Southbound					Koweta Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:45 AM	6	47	0	0	53	0	43	2	0	45	16	0	4	0	20	0	0	0	0	0	118
Total	6	47	0	0	53	0	43	2	0	45	16	0	4	0	20	0	0	0	0	0	118
07:00 AM	4	40	0	0	44	0	44	8	0	52	18	0	13	0	31	0	0	0	0	0	127
07:15 AM	7	57	0	0	64	0	54	3	0	57	18	0	15	0	33	0	0	0	0	0	154
07:30 AM	8	47	0	0	55	0	66	3	0	69	17	0	18	0	35	0	0	0	0	0	159
07:45 AM	12	55	0	0	67	0	68	7	0	75	17	0	18	0	35	0	0	0	0	0	177
Total	31	199	0	0	230	0	232	21	0	253	70	0	64	0	134	0	0	0	0	0	617
08:00 AM	12	51	0	0	63	0	66	10	0	76	18	0	16	0	34	0	0	0	0	0	173
08:15 AM	7	43	0	0	50	0	49	5	0	54	15	0	14	0	29	0	0	0	0	0	133
08:30 AM	6	35	0	0	41	0	52	5	0	57	8	0	10	0	18	0	0	0	0	0	116
*** BREAK ***																					
Total	25	129	0	0	154	0	167	20	0	187	41	0	40	0	81	0	0	0	0	0	422
*** BREAK ***																					
04:30 PM	13	60	0	0	73	0	55	12	0	67	4	0	9	0	13	0	0	0	0	0	153
04:45 PM	15	73	0	0	88	0	60	16	0	76	6	0	8	0	14	0	0	0	0	0	178
Total	28	133	0	0	161	0	115	28	0	143	10	0	17	0	27	0	0	0	0	0	331
05:00 PM	15	66	0	0	81	0	66	14	0	80	3	0	14	0	17	0	0	0	0	0	178
05:15 PM	19	103	0	0	122	0	70	15	0	85	11	0	7	0	18	0	0	0	0	0	225
05:30 PM	24	72	0	0	96	0	89	12	0	101	11	0	8	0	19	0	0	0	0	0	216
05:45 PM	17	92	0	0	109	0	61	18	0	79	11	0	8	0	19	0	0	0	0	0	207
Total	75	333	0	0	408	0	286	59	0	345	36	0	37	0	73	0	0	0	0	0	826
06:00 PM	20	70	0	0	90	0	57	15	0	72	10	0	8	0	18	0	0	0	0	0	180
06:15 PM	17	68	0	0	85	0	50	15	0	65	10	0	7	0	17	0	0	0	0	0	167
Grand Total	202	979	0	0	1181	0	950	160	0	1110	193	0	177	0	370	0	0	0	0	0	2661
Apprch %	17.1	82.9	0	0		0	85.6	14.4	0		52.2	0	47.8	0		0	0	0	0		
Total %	7.6	36.8	0	0	44.4	0	35.7	6	0	41.7	7.3	0	6.7	0	13.9	0	0	0	0	0	
Vehicles	196	956	0	0	1152	0	925	155	0	1080	188	0	172	0	360	0	0	0	0	0	2592
% Vehicles	97	97.7	0	0	97.5	0	97.4	96.9	0	97.3	97.4	0	97.2	0	97.3	0	0	0	0	0	97.4
Trucks	1	14	0	0	15	0	8	2	0	10	2	0	2	0	4	0	0	0	0	0	29
% Trucks	0.5	1.4	0	0	1.3	0	0.8	1.2	0	0.9	1	0	1.1	0	1.1	0	0	0	0	0	1.1
Buses	5	9	0	0	14	0	17	3	0	20	3	0	3	0	6	0	0	0	0	0	40
% Buses	2.5	0.9	0	0	1.2	0	1.8	1.9	0	1.8	1.6	0	1.7	0	1.6	0	0	0	0	0	1.5

Greater Traffic Company

File Name : Koweta Rd
Site Code : 00000000
Start Date : 11/15/2017
Page No : 2

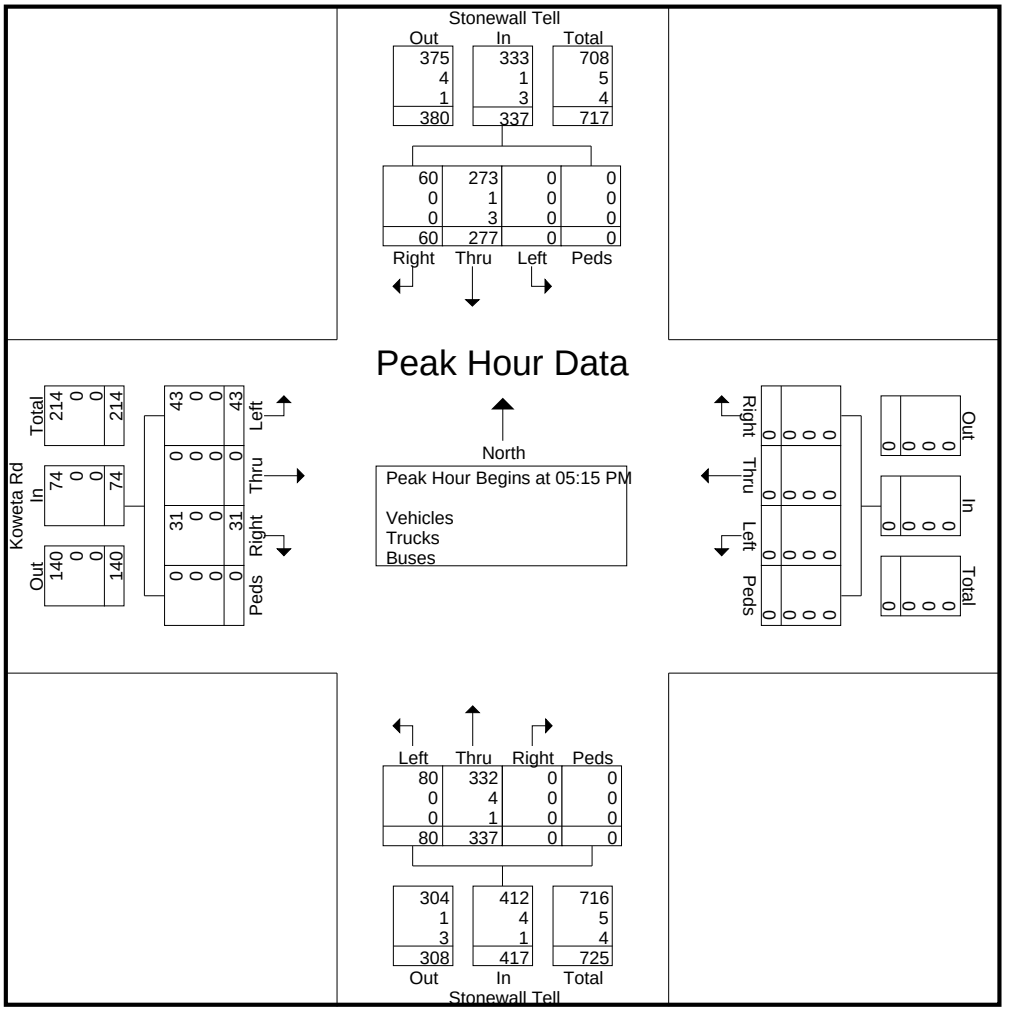
	Stonewall Tell Northbound					Stonewall Tell Southbound					Koweta Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	**57**	0	0	64	0	54	3	0	57	**18**	0	15	0	33	0	0	0	0	0	154
07:30 AM	8	47	0	0	55	0	66	3	0	69	17	0	**18**	0	**35**	0	0	0	0	0	159
07:45 AM	**12**	55	0	0	**67**	0	**68**	7	0	75	17	0	18	0	35	0	0	0	0	0	**177**
08:00 AM	12	51	0	0	63	0	66	**10**	0	**76**	18	0	16	0	34	0	0	0	0	0	173
Total Volume	39	210	0	0	249	0	254	23	0	277	70	0	67	0	137	0	0	0	0	0	663
% App. Total	15.7	84.3	0	0		0	91.7	8.3	0		51.1	0	48.9	0		0	0	0	0		
PHF	.813	.921	.000	.000	.929	.000	.934	.575	.000	.911	.972	.000	.931	.000	.979	.000	.000	.000	.000	.000	.936
Vehicles	35	202	0	0	237	0	244	21	0	265	68	0	67	0	135	0	0	0	0	0	637
% Vehicles																					
Trucks	1	5	0	0	6	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	12
% Trucks	2.6	2.4	0	0	2.4	0	2.0	0	0	1.8	1.4	0	0	0	0.7	0	0	0	0	0	1.8
Buses	3	3	0	0	6	0	5	2	0	7	1	0	0	0	1	0	0	0	0	0	14
% Buses	7.7	1.4	0	0	2.4	0	2.0	8.7	0	2.5	1.4	0	0	0	0.7	0	0	0	0	0	2.1



Greater Traffic Company

File Name : Koweta Rd
Site Code : 00000000
Start Date : 11/15/2017
Page No : 3

	Stonewall Tell Northbound					Stonewall Tell Southbound					Koweta Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	19	**103**	0	0	**122**	0	70	15	0	85	**11**	0	7	0	18	0	0	0	0	0	**225**
05:30 PM	**24**	72	0	0	96	0	**89**	12	0	**101**	11	0	**8**	0	**19**	0	0	0	0	0	216
05:45 PM	17	92	0	0	109	0	61	**18**	0	79	11	0	8	0	19	0	0	0	0	0	207
06:00 PM	20	70	0	0	90	0	57	15	0	72	10	0	8	0	18	0	0	0	0	0	180
Total Volume	80	337	0	0	417	0	277	60	0	337	43	0	31	0	74	0	0	0	0	0	828
% App. Total	19.2	80.8	0	0		0	82.2	17.8	0		58.1	0	41.9	0		0	0	0	0		
PHF	.833	.818	.000	.000	.855	.000	.778	.833	.000	.834	.977	.000	.969	.000	.974	.000	.000	.000	.000	.000	.920
Vehicles	80	332	0	0	412	0	273	60	0	333	43	0	31	0	74	0	0	0	0	0	819
% Vehicles																					
Trucks	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
% Trucks	0	1.2	0	0	1.0	0	0.4	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.6
Buses	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0.3	0	0	0.2	0	1.1	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.5



Appendix E
Trip Generation Analysis

Trip Generation Analysis (9th Ed.)
S Fulton Parkway @ Stonewall Tell DRI #2745
City of Union City, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	400,000 s.f.	1,624	177	140	37	145	36	109
152 High-Cube Warehouse/Distribution Center	1,695,000 gross s.f.	2,848	212	146	66	217	67	150
TOTAL		**4,472**	**389**	**286**	**103**	**362**	**103**	**259**
Warehouse Gross Trips (ITE 150)		**1,624**	**177**	**140**	**37**	**145**	**36**	**109**
Truck Trips (25% Warehousing Trips)		406	44	35	9	36	9	27
Mixed-Use Reductions								
Alternative Mode Reductions								
Adjusted Residential Trips		406	44	35	9	36	9	27
Car Trips (75% Warehousing Trips)		1,218	133	105	28	109	27	82
Mixed-Use Reductions								
Alternative Mode Reductions								
Adjusted Hotel Trips		1,218	133	105	28	109	27	82
High Cube Gross Trips (ITE 152)		**2,848**	**212**	**146**	**66**	**217**	**67**	**150**
Truck Trips (per ITE Weighted Average Truck Trip Generation)		1,084	51	40	11	68	17	51
Mixed-Use Reductions								
Alternative Mode Reductions								
Adjusted Trips		1,084	51	40	11	68	17	51
Employee Trips		1,764	161	106	55	149	50	99
Mixed-Use Reductions								
Alternative Mode Reductions								
Adjusted Trips		1,764	161	106	55	149	50	99
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**4,472**	**389**	**286**	**103**	**362**	**103**	**259**
Driveway Volumes		**4,472**	**389**	**286**	**103**	**362**	**103**	**259**

Appendix F
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection 1: South Fulton Parkway @ Mason/Hunter Road

AM PEAK HOUR

Description	Hunter Road Northbound			Mason Road Southbound			South Fulton Parkway Eastbound			South Fulton Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	27	47	123	160	48	60	74	1,842	31	41	611	153
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	1	1	0	1	2	1	1	19	0	0	5	1
Heavy Vehicle %	4%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2017 Volumes	27	47	123	160	48	60	74	1842	31	41	611	153
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	3	0	0	9	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	20	0	0	77	0
2020 Background Traffic	29	50	131	170	51	64	79	1,978	33	44	734	162
2020 No Build Heavy Vehicle %	3%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN											70%	
Trip Distribution OUT								70%				
Truck Trips	0	0	0	0	0	0	0	6	0	0	25	0
Trip Distribution IN											45%	
Trip Distribution OUT								45%				
Car Trips	0	0	0	0	0	0	0	13	0	0	47	0
High-Cube Warehouse Project Trips												
Trip Distribution IN											70%	
Trip Distribution OUT								70%				
Truck Trips	0	0	0	0	0	0	0	8	0	0	28	0
Trip Distribution IN											45%	
Trip Distribution OUT								45%				
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	52	0	0	148	0
2020 Buildout Total	29	50	131	170	51	64	79	2,030	33	44	882	162
2020 Heavy Vehicle %	3%	2%	2%	2%	4%	2%	2%	3%	2%	2%	8%	2%

PM PEAK HOUR

Description	Hunter Road			Mason Road			South Fulton Parkway			South Fulton Parkway		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	30	46	44	113	54	92	57	1,064	30	113	1,759	97
Pedestrians		0			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		0	0		0
Heavy Vehicles	1	0	0	1	0	3	0	14	0	0	15	0
Heavy Vehicle %	3%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2017 Volumes	30	46	44	113	54	92	57	1064	30	113	1759	97
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	11	0	0	4	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	59	0	0	19	0
2020 Background Traffic	32	49	47	120	57	98	60	1,199	32	120	1,890	103
2020 No Build Heavy Vehicle %	3%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN											70%	
Trip Distribution OUT								70%				
Truck Trips	0	0	0	0	0	0	0	19	0	0	6	0
Trip Distribution IN											45%	
Trip Distribution OUT								45%				
Car Trips	0	0	0	0	0	0	0	37	0	0	12	0
High-Cube Warehouse Project Trips												
Trip Distribution IN											70%	
Trip Distribution OUT								70%				
Truck Trips	0	0	0	0	0	0	0	36	0	0	12	0
Trip Distribution IN											45%	
Trip Distribution OUT								45%				
Total Project Trips	0	0	0	0	0	0	0	137	0	0	53	0
2020 Buildout Total	32	49	47	120	57	98	60	1,336	32	120	1,943	103
2020 Heavy Vehicle %	3%	2%	2%	2%	2%	3%	2%	6%	2%	2%	3%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection 2: South Fulton Parkway @ Stonewall Tell Road
AM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			South Fulton Parkway Eastbound			South Fulton Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	29	124	116	452	170	42	42	1,346	54	30	517	167
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	3	1	2	1	1	0	25	1	0	32	4
Heavy Vehicle %	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjusted 2017 Volumes	29	124	116	452	170	42	42	1346	54	30	517	167
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	3	0	0	9	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	20	0	0	77	0
2020 Background Traffic	31	132	123	480	180	45	45	1,451	57	32	635	177
2020 No Build Heavy Vehicle %	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN									30%	70%		
Trip Distribution OUT	30%		70%									
Truck Trips	3	0	6	0	0	0	0	0	11	25	0	0
Trip Distribution IN					10%				30%	45%		
Trip Distribution OUT	30%	10%	45%									
Car Trips	8	3	13	0	11	0	0	0	32	47	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN									30%	70%		
Trip Distribution OUT	30%		70%									
Truck Trips	3	0	8	0	0	0	0	0	12	28	0	0
Trip Distribution IN					10%				30%	45%		
Trip Distribution OUT	30%	10%	45%									
Car Trips	17	6	25	0	11	0	0	0	32	48	0	0
Total Project Trips	31	9	52	0	22	0	0	0	87	148	0	0
2020 Buildout Total	62	141	175	480	202	45	45	1,451	144	180	635	177
2020 Heavy Vehicle %	11%	2%	9%	2%	2%	2%	2%	2%	17%	30%	6%	2%

PM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			South Fulton Parkway Eastbound			South Fulton Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	75	200	66	232	197	90	34	844	68	89	1,363	298
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	5	1	0	0	16	0	0	18	4
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2017 Volumes	75	200	66	232	197	90	34	844	68	89	1363	298
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	11	0	0	4	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	59	0	0	19	0
2020 Background Traffic	80	212	70	246	209	96	36	966	72	94	1,469	316
2020 No Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN									30%	70%		
Trip Distribution OUT	30%		70%									
Truck Trips	8	0	19	0	0	0	0	0	3	6	0	0
Trip Distribution IN					10%				30%	45%		
Trip Distribution OUT	30%	10%	45%									
Car Trips	25	8	37	0	3	0	0	0	8	12	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN									30%	70%		
Trip Distribution OUT	30%		70%									
Truck Trips	15	0	36	0	0	0	0	0	5	12	0	0
Trip Distribution IN					10%				30%	45%		
Trip Distribution OUT	30%	10%	45%									
Car Trips	30	10	45	0	5	0	0	0	15	23	0	0
Total Project Trips	78	18	137	0	8	0	0	0	31	53	0	0
2020 Buildout Total	158	230	207	246	217	96	36	966	103	147	1,469	316
2020 Heavy Vehicle %	16%	2%	27%	2%	2%	2%	2%	3%	9%	14%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection 3: Stonewall Tell Road @ Koweta Raod
AM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Koweta Raod Eastbound			Koweta Raod Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	39	210	0	0	254	23	70	0	67	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	5	0	0	5	0	1	0	0	0	0	0
Heavy Vehicle %	3%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjusted 2017 Volumes	39	210	0	0	254	23	70	0	67	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	8	0	0	0	0	0	0	0	2	0	0	0
2020 Background Traffic	49	223	0	0	270	24	74	0	73	0	0	0
2020 No Build Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN						100%						
Trip Distribution OUT							100%					
Truck Trips	0	0	0	0	0	35	9	0	0	0	0	0
Trip Distribution IN	10%					85%						
Trip Distribution OUT							85%		10%			
Car Trips	11	0	0	0	0	89	24	0	3	0	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Car Trips	0	11	0	0	6	3	5	0	0	0	0	0
Total Project Trips	11	11	0	0	6	127	38	0	3	0	0	0
2020 Buildout Total	60	234	0	0	276	151	112	0	76	0	0	0
2020 Heavy Vehicle %	2%	2%	0%	0%	2%	23%	9%	0%	2%	0%	0%	0%

PM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Koweta Raod Eastbound			Koweta Raod Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	80	337	0	0	277	60	43	0	31	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2017 Volumes	80	337	0	0	277	60	43	0	31	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	2	0	0	0	0	0	0	0	6	0	0	0
2020 Background Traffic	87	358	0	0	294	64	46	0	39	0	0	0
2020 No Build Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN						100%						
Trip Distribution OUT							100%					
Truck Trips	0	0	0	0	0	9	27	0	0	0	0	0
Trip Distribution IN	10%					85%						
Trip Distribution OUT							85%		10%			
Car Trips	3	0	0	0	0	23	70	0	8	0	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%					5%					
Trip Distribution OUT					10%	5%						
Car Trips	0	5	0	0	10	5	3	0	0	0	0	0
Total Project Trips	3	5	0	0	10	37	100	0	8	0	0	0
2020 Buildout Total	90	363	0	0	304	101	146	0	47	0	0	0
2020 Heavy Vehicle %	2%	2%	0%	0%	2%	10%	19%	0%	2%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection 4: Stonewall Tell Road @ Proposed Driveway #1
AM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Proposed Driveway #1 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	269	0	0	254	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	5	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjusted 2017 Volumes	0	269	0	0	254	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	0	0	0	0	0
2020 Background Traffic	0	285	0	0	270	0	0	0	0	0	0	0
2020 No Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN					100%							
Trip Distribution OUT		100%										
Truck Trips	0	9	0	0	35	0	0	0	0	0	0	0
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Car Trips	0	24	0	0	89	0	0	0	0	0	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN					60%	40%						
Trip Distribution OUT		60%					40%					
Truck Trips	0	7	0	0	24	16	4	0	0	0	0	0
Trip Distribution IN	5%				55%	30%						
Trip Distribution OUT		55%					30%		5%			
Car Trips	5	30	0	0	58	32	17	0	3	0	0	0
Total Project Trips	5	70	0	0	206	48	21	0	3	0	0	0
2020 Buildout Total	5	355	0	0	476	48	21	0	3	0	0	0
2020 Heavy Vehicle %	0%	6%	0%	0%	14%	33%	19%	0%	0%	0%	0%	0%

PM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Proposed Driveway #1 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	341	0	0	354	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2017 Volumes	0	341	0	0	354	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	0	0	0	0	0
2020 Background Traffic	0	362	0	0	376	0	0	0	0	0	0	0
2020 No Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN					100%							
Trip Distribution OUT		100%										
Truck Trips	0	27	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Car Trips	0	70	0	0	23	0	0	0	0	0	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN					60%	40%						
Trip Distribution OUT		60%					40%					
Truck Trips	0	31	0	0	10	7	20	0	0	0	0	0
Trip Distribution IN	5%				55%	30%						
Trip Distribution OUT		55%					30%		5%			
Car Trips	3	54	0	0	28	15	30	0	5	0	0	0
Total Project Trips	3	182	0	0	70	22	50	0	5	0	0	0
2020 Buildout Total	3	544	0	0	446	22	50	0	5	0	0	0
2020 Heavy Vehicle %	0%	12%	0%	0%	6%	32%	40%	0%	0%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection 5: Stonewall Tell Road @ Proposed Driveway #2
AM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Proposed Driveway #2 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	269	0	0	254	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	5	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjusted 2017 Volumes	0	269	0	0	254	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	0	0	0	0	0
2020 Background Traffic	0	285	0	0	270	0	0	0	0	0	0	0
2020 No Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN					100%							
Trip Distribution OUT		100%										
Truck Trips	0	9	0	0	35	0	0	0	0	0	0	0
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Car Trips	0	24	0	0	89	0	0	0	0	0	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN						60%						
Trip Distribution OUT							60%					
Truck Trips	0	0	0	0	0	24	7	0	0	0	0	0
Trip Distribution IN	10%	5%				55%						
Trip Distribution OUT					5%		55%		10%			
Car Trips	11	5	0	0	3	58	30	0	6	0	0	0
Total Project Trips	11	38	0	0	127	82	37	0	6	0	0	0
2020 Buildout Total	11	323	0	0	397	82	37	0	6	0	0	0
2020 Heavy Vehicle %	0%	5%	0%	0%	10%	29%	19%	0%	0%	0%	0%	0%

PM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Proposed Driveway #2 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	341	0	0	354	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2017 Volumes	0	341	0	0	354	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	0	0	0	0	0
2020 Background Traffic	0	362	0	0	376	0	0	0	0	0	0	0
2020 No Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN					100%							
Trip Distribution OUT		100%										
Truck Trips	0	27	0	0	9	0	0	0	0	0	0	0
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Car Trips	0	70	0	0	23	0	0	0	0	0	0	0
High-Cube Warehouse Project Trips												
Trip Distribution IN						60%						
Trip Distribution OUT							60%					
Truck Trips	0	0	0	0	0	10	31	0	0	0	0	0
Trip Distribution IN	10%	5%				55%						
Trip Distribution OUT					5%		55%		10%			
Car Trips	5	3	0	0	5	28	54	0	10	0	0	0
Total Project Trips	5	100	0	0	37	38	85	0	10	0	0	0
2020 Buildout Total	5	462	0	0	413	38	85	0	10	0	0	0
2020 Heavy Vehicle %	0%	7%	0%	0%	4%	26%	36%	0%	0%	0%	0%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection 6: Proposed Driveway #3 @ Koweta Road
AM PEAK HOUR

Description	Northbound			Proposed Driveway #3 Southbound			Koweta Road Eastbound			Koweta Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	117	0	0	61	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjusted 2017 Volumes	0	0	0	0	0	0	0	117	0	0	61	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	2	0	0	8	0
2020 Background Traffic	0	0	0	0	0	0	0	126	0	0	73	0
2020 No Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN											100%	
Trip Distribution OUT								100%				
Truck Trips	0	0	0	0	0	0	0	9	0	0	35	0
Trip Distribution IN							3%				20%	75%
Trip Distribution OUT				75%		3%		20%				
Car Trips	0	0	0	21	0	1	3	6	0	0	21	79
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Car Trips	0	0	0	0	0	0	0	5	0	0	3	0
Total Project Trips	0	0	0	21	0	1	3	20	0	0	59	79
2020 Buildout Total	0	0	0	21	0	1	3	146	0	0	132	79
2020 Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	28%	0%

PM PEAK HOUR

Description	Northbound			Proposed Driveway #3 Southbound			Koweta Road Eastbound			Koweta Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	52	0	0	131	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjusted 2017 Volumes	0	0	0	0	0	0	0	52	0	0	131	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	6	0	0	2	0
2020 Background Traffic	0	0	0	0	0	0	0	61	0	0	141	0
2020 No Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN											100%	
Trip Distribution OUT								100%				
Truck Trips	0	0	0	0	0	0	0	27	0	0	9	0
Trip Distribution IN							3%				20%	75%
Trip Distribution OUT				75%		3%		25%				
Car Trips	0	0	0	62	0	2	1	21	0	0	5	20
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Car Trips	0	0	0	0	0	0	0	3	0	0	5	0
Total Project Trips	0	0	0	62	0	2	1	51	0	0	19	20
2020 Buildout Total	0	0	0	62	0	2	1	112	0	0	160	20
2020 Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	7%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection 7: Proposed Driveway #4/Koweta Trail @ Koweta Road
AM PEAK HOUR

	Koweta Trail			Proposed Driveway #4			Koweta Road			Koweta Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	117	0	0	61	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjusted 2017 Volumes	0	0	0	0	0	0	0	117	0	0	61	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	2	0	0	8	0
2020 Background Traffic	0	0	0	0	0	0	0	126	0	0	73	0
2020 No Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN												100%
Trip Distribution OUT				100%								
Truck Trips	0	0	0	9	0	0	0	0	0	0	0	35
Trip Distribution IN								3%			20%	
Trip Distribution OUT								20%			3%	
Car Trips	0	0	0	0	0	0	0	9	0	0	22	0
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Car Trips	0	0	0	0	0	0	0	5	0	0	3	0
Total Project Trips	0	0	0	9	0	0	0	14	0	0	25	35
2020 Buildout Total	0	0	0	9	0	0	0	140	0	0	98	35
2020 Heavy Vehicle %	0%	0%	0%	100%	0%	0%	0%	2%	0%	0%	1%	100%

PM PEAK HOUR

	Koweta Trail			Proposed Driveway #4			Koweta Road			Koweta Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	52	0	0	131	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2017 Volumes	0	0	0	0	0	0	0	52	0	0	131	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	6	0	0	2	0
2020 Background Traffic	0	0	0	0	0	0	0	61	0	0	141	0
2020 No Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN												100%
Trip Distribution OUT				100%								
Truck Trips	0	0	0	27	0	0	0	0	0	0	0	9
Trip Distribution IN								3%			20%	
Trip Distribution OUT								20%			3%	
Car Trips	0	0	0	0	0	0	0	17	0	0	7	0
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Car Trips	0	0	0	0	0	0	0	3	0	0	5	0
Total Project Trips	0	0	0	27	0	0	0	20	0	0	12	9
2020 Buildout Total	0	0	0	27	0	0	0	81	0	0	153	9
2020 Heavy Vehicle %	0%	0%	0%	100%	0%	0%	0%	2%	0%	0%	2%	100%

INTERSECTION VOLUME DEVELOPMENT

Intersection 8: Proposed Driveway #5/Chatteron Road @ Koweta Road
AM PEAK HOUR

Description	Chatteron Road Northbound			Proposed Driveway #5 Southbound			Koweta Road Eastbound			Koweta Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	17	0	35	0	0	0	0	82	7	17	44	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjusted 2017 Volumes	17	0	35	0	0	0	0	82	7	17	44	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	2	0	0	8	0
2020 Background Traffic	18	0	37	0	0	0	0	89	7	18	55	0
2020 No Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							2%	3%				20%
Trip Distribution OUT				20%		2%					3%	
Car Trips	0	0	0	6	0	1	2	3	0	0	1	21
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Car Trips	0	0	0	0	0	0	0	5	0	0	3	0
Total Project Trips	0	0	0	6	0	1	2	8	0	0	4	21
2020 Buildout Total	18	0	37	6	0	1	2	97	7	18	59	21
2020 Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

PM PEAK HOUR

	Chatteron Road Northbound			Proposed Driveway #5 Southbound			Koweta Road Eastbound			Koweta Road Westbound		
Observed 2017 Traffic Volumes	7	0	26	0	0	0	0	26	15	45	86	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjusted 2017 Volumes	7	0	26	0	0	0	0	26	15	45	86	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2737 Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
DRI #2737 Employee Trips	0	0	0	0	0	0	0	6	0	0	2	0
2020 Background Traffic	7	0	28	0	0	0	0	34	16	48	93	0
2020 No Build Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Project Trips (Future Development Only)												
Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							2%	3%				20%
Trip Distribution OUT				20%		2%					3%	
Car Trips	0	0	0	16	0	2	1	1	0	0	2	5
High-Cube Warehouse Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%				
Trip Distribution OUT											5%	
Car Trips	0	0	0	0	0	0	0	3	0	0	5	0
Total Project Trips	0	0	0	16	0	2	1	4	0	0	7	5
2020 Buildout Total	7	0	28	16	0	2	1	38	16	48	100	5
2020 Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%

Appendix G
Programmed Project Fact Sheets

Table 7: Regional Short Term Roadway Project Recommendations					
Project Number	**Project Location**	**Category**	**Description**	**Jurisdiction**	**Total Cost Estimate**
R-20	Cascade Road at I-285	Interchange improvement	Provide additional ramp and arterial capacity in the vicinity of the interchange	Unincorporated Fulton County	$16,463,260
R-23c	SR 92 at South Fulton Parkway	Roadway operation	Interchange improvement; CFI	Union City	$17,325,000
R-24a	SR 138 from US 29 to Buffington Road	Roadway operation	Regular signal timing and maintenance program	Fairburn, Union City, Unincorporated Fulton County	$77,000
R-24b	Old National Highway from I-285 to Jonesboro Road	Roadway operation	Regular signal timing and maintenance program	College Park, Unincorporated Fulton County	$99,000
R-24d	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway operation	Regular signal timing and maintenance program	College Park, East Point, Unincorporated Fulton County	$49,500
R-25	Buffington Road over South Fulton Parkway	Bridge	Widen bridge to include 12' lanes and bike/ped facilities	College Park, Unincorporated Fulton County	$1,626,240
R-30	Camp Creek Parkway Safety Improvements	Safety, geometric improvement	Install safety barriers at high crash locations along Camp Creek Parkway between Fulton Industrial Boulevard and Old Fairburn Road	Unincorporated Fulton County	$1,000,000
R-35	Old National Highway at Flat Shoals Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-39	Cascade Road at Utoy Springs Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-41	I-285 at Washington Road	Safety, geometic improvement	Safety study and improvements	East Point	$1,300,000
R-77	Main Street from Connally Drive to Womack Avenue	Streetscape/ enhancement	Raised, landscaped median at currently striped out locations	East Point	$877,250
R-92	US 19/41 from Cleveland Avenue to I-75	Roadway operation	Designate I-75 and Cleveland Avenue as US 19/41 and remove designation through downtown Hapeville	Hapeville	$0
R-105	US 29 at Thornton Avenue	Bike/ped	Pedestrian facilities	Palmetto	$27,500
R-106	US 29 between Thornton Avenue and Jackson Avenue	Bike/ped	Mid-block crossing with flashing pedestrian warning signal	Palmetto	$25,300
R-123	South Fulton Parkway at Cochran Mill Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-147	Roosevelt Highway in Downtown Palmetto	Policy	Designate as US 29 Business and prevent truck traffic through downtown (must be linked to R-146)	Palmetto	$4,388,252

R-79	US 29 from West Campbellton Street to Dodd Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage	Fairburn	$594,000
R-80	US 29 from Dodd Street to SR 138	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, bulbouts on Strickland Street, gateway and wayfinding signage at Estes Drive and SR 138	Fairburn	$379,500
R-81	US 29 from public safety building to Smith Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, includes landscaped median on the SW leg of the intersection with Senoia Road, gateway signage, wayfinding signage at Senoia Road	Fairburn	$500,500
R-112	South Fulton Parkway at Stonewall Tell Road	Intersection operation	Add 200' left-turn lanes to northbound and southbound approach	Union City	$580,800
R-132	Camp Creek Parkway at Fulton Industrial Boulevard	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-205	Fulton Industrial Boulevard from Campbellton Road to I-20	Intersection improvements	Increase turn radii for freight movements at select locations; repair and/or replace curbs; install signals at three locations (Westgate Drive, Riverside Drive, Westgate Parkway); intersection improvements at six locations (Camp Creek Parkway, Cascade Road, Bakers Ferry Road, Marvin Miller Drive, Fulton Industrial Circle, Shirley Drive); install cameras and fiber	Unincorporated Fulton County	$5,315,300
R-206	I-20 at Fulton Industrial Boulevard	Interchange improvement	Improvements to interchange and arterials in vicinity of interchange; aesthetic improvements	Unincorporated Fulton County	$16,463,260

Regional mid-term bicycle projects are shown in Table 11 below. Map 5 includes the regional mid-term bicycle project recommendations.

Table 11: Regional Mid Term Bicycle Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-13	Roosevelt Highway- entire length	Bicycle	4' bike lanes striped on street	Palmetto, Union City, College Park, Unincorporated Fulton County	$44,155,500
B-14	Cedar Grove Road from South Fulton Parkway to Rivertown	Bicycle	4' bike lanes striped on street	Unincorporated Fulton County	$4,873,500
B-17	Senoia Road from West Broad Street To SR 74	Bicycle	4' bike lanes striped on street	Fairburn	$3,033,500

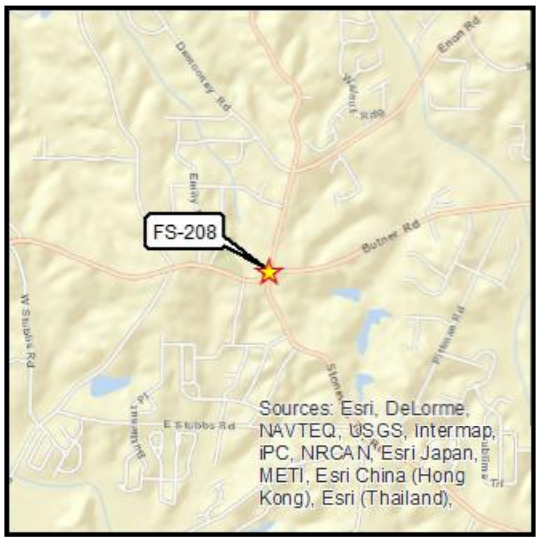
ASP-FS-223	SR 138/SR 92 from I-85 south to South Fulton Parkway	Roadway widening	Roadway widening	Fairburn, Union City, Unincorporated Fulton County	$79,000,000
ASP-FS-226	US 29 from SR 279 to South Fulton Parkway	Roadway widening	Roadway widening	College Park, Unincorporated Fulton County	$27,000,000
ASP-FS-229	I-85 southbound from SR 74 to Collinsworth Road	Roadway widening	Collector distributor lanes	Fairburn	$143,000,000
ASP-FS-230	SR 92 from South Fulton Parkway to SR 70	Roadway widening	Roadway widening	Unincorporated Fulton County	$35,000,000
FS-003	SR 70 from SR 6 to I-20	Roadway widening	Add one general purpose lane in each direction	Unincorporated Fulton County	$30,000,000
FS-200A	Washington Road from I-285 to Desert Drive	Roadway widening	Widen existing road to 4 lane undivided road, improve traffic signals on Washington Road, improve Hammarskjold Avenue, Janice Drive, and Carmel Drive intersections, update pedestrian sidewalks, bike paths, and street lighting	East Point	$8,400,000
FS-200B	Washington Road from SR 6 to Delowe Drive	Roadway widening	Add one general purpose lane in each direction	East Point, College Park	$14,500,000
FS-200C	Washington Road from Delowe Drive to US 29	Roadway widening	Add one general purpose lane in each direction	East Point	$5,800,000
FS-225	SR 70 from SR 166 to SR 6	Roadway widening	Widen from four to six lanes	Unincorporated Fulton County	$36,600,000
R-1	Old National Highway from Flat Shoals to I-285	Study/planning	Widen from four to six lanes and add raised median	College Park, Unincorporated Fulton County	$275,000
R-2	South Fulton Parkway from Stonewall Tell Road to I-285	Roadway widening	Widen from 2 to 4 lanes (4.0 miles)	College Park, Union City, Unincorporated Fulton County	$52,262,320
R-3	South Fulton Parkway Grade Separation (2 locations)	Grade separation	Grade separation at Stonewall Tell Road and Mason Road; abandon intersection of South Fulton Parkway at Majestic Place	Union City	$37,692,270
R-8	Flat Shoals Road at I-85	Interchange improvement	Provide an additional ramp and arterial capacity in vicinity of interchange	Union City, Unincorporated Fulton County	$16,463,260
R-10	Gullatt Road between Roosevelt Highway and Collinsworth Road	Roadway operation	Roadway improvements including widening, shoulders, railroad grade separation at two locations to support new interchange	Fairburn, Unincorporated Fulton County	$15,970,185
R-16	Feldwood Road from Roosevelt Highway to Flat Shoals Road	Roadway operation	Left and right turn lanes at select locations	Union City, Unincorporated Fulton County	$9,392,779

R-23a	Camp Creek Parkway at Burner Road	Roadway operation	Intersection improvement	Unincorporated Fulton County	$1,680,704
R-23b	Old National Highway at Bethsaida Road	Roadway operation	Intersection improvement	Unincorporated Fulton County	$1,155,000
R-23d	SR 92 at Dobson Road	Roadway operation	Intersection improvement	Fairburn	$1,155,00
R-31	Old Fairburn Road	Roadway widening	Left and right turn lanes at select locations	Unincorporated Fulton County	$26,660,964
R-34	South Fulton Parkway at Stonewall Tell Road	Intersection operation	Intersection improvements	Union City	$1,000,000
R-45	Oakley Industrial Boulevard Extension	New connection	Extend Oakley Industrial Boulevard south to connect to Gullatt Road at Cleckler Road	Fairburn	$4,663,549
R-93	Collinsworth Road/ Weldon Road from US 29 to I-85	Roadway widening	Widen from two to four lanes	Palmetto	$9,824,320
R-94	Campbellton Road Reliever -Phase I	New connection	New facility connecting Riverside Drive to Campbellton Road north of Sandtown Park	Unincorporated Fulton County	$4,024,647
R-99	Campbellton Road at Wallace Road	Intersection operation	roundabout	Unincorporated Fulton County	$1,514,920
R-102	Fulton Industrial Boulevard at Cascade Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-103	Cascade Road at Carlo Woods Drive	Intersection Operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-104	Cascade Road ATMS from Shanter Trail to Fulton Industrial Boulevard	Roadway operation	Install fiber, signal coordination, emergency preemption	Unincorporated Fulton County	$2,420,000
R-111	South Fulton Parkway at Mason Road/Hunter Road	Intersection operation	Intersection improvements	Union City	$1,000,000
R-113	South Fulton Parkway at Koweta/Stonewall Tell Connector	Intersection operation	Intersection improvements	Union City	$1,000,000
R-114	South Fulton Parkway at Derrick Road	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$17,150,760
R-115	South Fulton Parkway at Thompson Park Access	Intersection operation	Intersection improvements	Union City	$1,000,000
R-116	South Fulton Parkway at Rosewood Place	Intersection operation	Intersection improvements	Union City	$1,000,000
R-117	South Fulton Parkway at SR 92	Grade separation	Construct a tight diamond interchange	Union City	$22,307,010
R-118	South Fulton Parkway at Town Center Access	Intersection operation	Intersection improvements	Union City	$1,000,000
R-119	South Fulton Parkway at Cedar Grove Road	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$20,074,010
R-120	South Fulton Parkway at the Lakes Point	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000

FS-208

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	BUTNER ROAD INTERSECTION IMPROVEMENTS/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS AT STONEWALL TELL ROAD
GDOT Project No.	0007533
Federal ID No.	CSHPP-0007-00(533)
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	Fulton County
Jurisdiction	Fulton County (South)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	**LCI**	
Planned Thru Lane	N/A	**Flex**	
Network Year	TBD		
Corridor Length	0.4 miles		

Detailed Description and Justification

The proposed project includes two three-legged approach roundabouts located in the southwestern and northeastern comers of the existing intersection connected by a median. The roundabouts will have two inscribed circles of 110 feet with splitter islands on all of the approaches. Proposed typical section(s): Two 12-foot lanes on all approaches of the new roundabouts with splitter islands, 14-foot lanes on the roadway section between roundabouts, 24-foot curb & gutter, 2-foot stamped concrete area and 5-foot sidewalks. The sidewalk width on the westbound approach of Butner Road will be 12-foot to allow for a trail extension. A mountable curb will be provided in the median between the two roundabouts. The purpose of this project is to reduce the number and severity of accidents while improving traffic flow and overall operations of the intersection. The accident rate at the existing intersection of Stonewall Tell and Butner Road is .38 per million vehicles entering from 2006-2008. The increase in traffic volumes without the proposed improvements has the potential to result in an increase in accidents and/or injuries at the intersection. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. Stonewall Tell Road is included on the RSTS.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Federal Earmark	AUTH	2009	**$60,491**	~~$26,885~~	~~$0,000~~	~~$0,000~~	~~$33,606~~
PE	Federal Earmark Funding	AUTH	2009	**$106,358**	~~$85,087~~	~~$0,000~~	~~$0,000~~	~~$21,271~~
PE	STP - Statewide Flexible (GDOT)	AUTH	2009	**$177,403**	~~$141,922~~	~~$0,000~~	~~$0,000~~	~~$35,481~~
ROW	Federal Earmark Funding	AUTH	2016	**$44,250**	~~$35,400~~	~~$0,000~~	~~$0,000~~	~~$8,850~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2016	**$615,750**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$615,750~~
UTL	Federal Earmark Funding		2018	**$143,054**	$114,443	$0,000	$0,000	$28,611
CST	Federal Earmark Funding		2018	**$218,043**	$174,434	$0,000	$0,000	$43,609
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	**$2,200,000**	$1,760,000	$0,000	$0,000	$440,000
				$3,565,349	**$2,338,171**	**$0,000**	**$0,000**	**$1,227,178**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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.

Report Generated: 06/19/2017

Minor Arterial, Major Collector, and Minor Collector/Local	495	$5,081,670	$8,828,325
Total	1,173	$12,991,218	$19,862,615

Sources: ARC Travel Demand Model, Texas DOT, VTPI

The 2013 approved Local Maintenance Improvement Grant (LMIG) funds is shown in Table 6 below.

Table 6: 2013 Approved LMIG Funds

Jurisdiction	Road Milage	Local Match	State Funds	Total (Including 30% Local Match)
Unincorporated Fulton County	590.87	$224,688.86	$748,962.85	$973,651.71
Chattahoochee Hills	104.39	$24,377.09	$81,256.97	$105,634.06
College Park	65.82	$41,428.02	$94,455.68	$135,883.70
East Point	196.62	$79,914.63	$266,382.11	$346,296.74
Fairburn	98.50	$35,454.95	$118,183.16	$153,638.11
Hapeville	30.00	$13,625.67	$45,418.90	$59,044.57
Palmetto	35.93	$16,952.65	$41,011.50	$57,964.15
Union City	85.91	$40,419.20	$134,730.66	$175,149.86
Cities Subtotal	617.17	$252,172.21	$781,438.98	$1,033,611.19
Study Area Total	1,208.04	$476,861.06	$1,530,401.83	$2,007,262.89

Regional Project Recommendations

Regional projects were evaluated and prioritized based on the methodology described later in the report. For comparison purposes only, the local projects and multi-jurisdictional projects that are not considered regional were also evaluated against the goals and objectives of the CTP and those evaluations can be seen at the end of the report. Regional projects are those projects that are multi-jurisdictional and/or important to regional travel. Local and multi-jurisdictional projects are considered local in nature. Below are the regional project recommendations. Complete project information for each project can be found in Appendix A. Project fact sheets for the regional short term projects can be found in Appendix B.

Short Term Regional Projects

The short term implementation phase includes the first five years of the plan (2014-2019). Projects recommended in the short term should be considered first when funding is available. Short term projects were identified as being at least one of the following: top priority for the south Fulton study area, able to be easily implemented, or low cost.

Table 7 includes the regional short term roadway project recommendations. Map 1 depicts the regional short term roadway projects

Table 7: Regional Short Term Roadway Project Recommendations					
Project Number	**Project Location**	**Category**	**Description**	**Jurisdiction**	**Total Cost Estimate**
R-20	Cascade Road at I-285	Interchange improvement	Provide additional ramp and arterial capacity in the vicinity of the interchange	Unincorporated Fulton County	$16,463,260
R-23c	SR 92 at South Fulton Parkway	Roadway operation	Interchange improvement; CFI	Union City	$17,325,000
R-24a	SR 138 from US 29 to Buffington Road	Roadway operation	Regular signal timing and maintenance program	Fairburn, Union City, Unincorporated Fulton County	$77,000
R-24b	Old National Highway from I-285 to Jonesboro Road	Roadway operation	Regular signal timing and maintenance program	College Park, Unincorporated Fulton County	$99,000
R-24d	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway operation	Regular signal timing and maintenance program	College Park, East Point, Unincorporated Fulton County	$49,500
R-25	Buffington Road over South Fulton Parkway	Bridge	Widen bridge to include 12' lanes and bike/ped facilities	College Park, Unincorporated Fulton County	$1,626,240
R-30	Camp Creek Parkway Safety Improvements	Safety, geometric improvement	Install safety barriers at high crash locations along Camp Creek Parkway between Fulton Industrial Boulevard and Old Fairburn Road	Unincorporated Fulton County	$1,000,000
R-35	Old National Highway at Flat Shoals Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-39	Cascade Road at Utoy Springs Road	Intersection operation	Safety study and improvements	Unincorporated Fulton County	$1,000,000
R-41	I-285 at Washington Road	Safety, geometic improvement	Safety study and improvements	East Point	$1,300,000
R-77	Main Street from Connally Drive to Womack Avenue	Streetscape/ enhancement	Raised, landscaped median at currently striped out locations	East Point	$877,250
R-92	US 19/41 from Cleveland Avenue to I-75	Roadway operation	Designate I-75 and Cleveland Avenue as US 19/41 and remove designation through downtown Hapeville	Hapeville	$0
R-105	US 29 at Thornton Avenue	Bike/ped	Pedestrian facilities	Palmetto	$27,500
R-106	US 29 between Thornton Avenue and Jackson Avenue	Bike/ped	Mid-block crossing with flashing pedestrian warning signal	Palmetto	$25,300
R-123	South Fulton Parkway at Cochran Mill Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-147	Roosevelt Highway in Downtown Palmetto	Policy	Designate as US 29 Business and prevent truck traffic through downtown (must be linked to R-146)	Palmetto	$4,388,252

R-151	South Fulton Parkway at Cedar Grove Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-158	Camp Creek Parkway at I-285	Roadway operation	Diverging diamond interchange	East Point	$2,500,000
R-159	Virginia Avenue at I-85	Roadway operation	Signalize northbound off-ramp	East Point	$1,000,000

Table 8 includes regional short term regional bicycle projects, including multi-use trails. Map 2 shows the regional short term bicycle projects.

Table 8: Regional Short Term Bicycle Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-24	Riverdale Road from Roosevelt Highway to Flat Shoals Road	Bicycle	4' bike lanes striped on street	College Park, Unincorporated Fulton County,	$2,225,665
M-6	Cascade Road from Atlanta city limits to intersection with Fulton Industrial Boulevard, New Hope Road from Cascade Road to Campbellton Road	Multi-use trail	8'-10' wide Cascade Road off-road trail	Unincorporated Fulton County	$694,350
M-7	Main Street from downtown East Point to Lakewood MARTA Station	Multi-use trail	Greenway trail to connect to greenway trail proposed in Lakewood/McPherson LCI	East Point	$1,403,000
M-9/P-28	Old National Highway from Flat Shoals to SR 138	Multi-use trail	8'-10' wide Old National Highway off-road trail	Unincorporated Fulton County	$3,406,500

The regional short term pedestrian projects are shown in Table 9. Map 3 shows the regional short term pedestrian projects.

Table 9: Regional Short Term Pedestrian Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
P-16	East Point Main Street/ SR 14 and White Way intersection	Pedestrian	Crosswalk pedestrian improvements	East Point	$128,000
P-17	East Point Main Street and Dorsey Avenue (just north of the intersection)	Pedestrian	Crosswalk pedestrian improvements	East Point	$121,000
P-24	Old National Highway and I-285 interchange	Pedestrian	Pedestrian crossing on Old National Highway needed in the vicinity of the interchange	College Park	$156,000
P-31	Roosevelt Highway/ Broad Street (US 29) from Smith Street to SR 138	Pedestrian	Sidewalks, streetscapes on both sides	Fairburn	$3,260,000

There are no regional short term transit projects proposed.

Mid Term Regional Projects

The mid-term implementation phase includes the next five years of the plan. Projects recommended in the mid-term should be considered after the short term projects are funded. Table 10 below shows the regional mid-term roadway projects. The regional mid-term roadway project recommendations are shown in Map 4.

Table 10: Regional Mid Term Roadway Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
ASP-FS-227	Camp Creek Parkway between I-285 and I-85	Roadway widening	Widen from four to six lanes	College Park, East Point	$49,757,840
ASP-FS-228	I-85 at Gullatt Road	Interchange improvement	New interchange to serve inter-modal facility and future freight expansion	Fairburn	$23,900,000
FS-017A	I-285 South at Wash-ington Road	Interchange improvement	Interchange reconstruction and widening of Washington Road to 600' west of the bridge	East Point	$25,000,000
FS-AR-182	SR 74 at I-85	Interchange improvement	Capacity and operational improvements in the vicinity of the interchange	Fairburn	$31,045,000
FS-AR-183	SR 138 at I-85	Interchange improvement	Capacity and operational improvements in the vicinity of the interchange	Union City	$23,449,594
R-6	Buffington Road from Flat Shoals Road to South Fulton Parkway	Roadway widening	Widen from two to four lanes	Union City, College Park, Unincorporated Fulton County	$32,408,134
R-19	Senoia Road from Milam Road to Fayette County	Roadway widening	Widen from four to six lanes	Fairburn	$17,392,562
R-21	Cascade Road between Fairburn Road and I-285	Roadway widen-ing	Widen from four to six lanes	Unincorporated Fulton County	$7,760,170
R-26	Old National Highway at I-285	Interchange improvement	Operational or capacity im-provements (DDI)	College Park	$2,310,000
R-32	SR 14 at Buffington Road	Intersection operation	Add 145' right turn lane	Unincorporated Fulton County	$328,092
R-33	SR 14 at Stonewall Tell Road	Intersection operation	Signalize intersection	Unincorporated Fulton County	$1,000,000
R-37	Old National Highway at Godby Road	Safety, geometric improvement	Safety study and improvements	College Park	$1,000,000
R-61	Camp Creek Parkway at Airport Drive	Roadway operation	Turn lanes and signalization	College Park	$1,815,000
R-78	US 29 from Smith Street to West Camp-bellton Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage, RR pedestrian underpass	Fairburn	$2,480,500

R-79	US 29 from West Campbellton Street to Dodd Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, traffic calming, parking conversion, improved signage	Fairburn	$594,000
R-80	US 29 from Dodd Street to SR 138	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, bulbouts on Strickland Street, gateway and wayfinding signage at Estes Drive and SR 138	Fairburn	$379,500
R-81	US 29 from public safety building to Smith Street	Streetscape/ enhancement	Sidewalks, streetscapes, bike lanes, includes landscaped median on the SW leg of the intersection with Senoia Road, gateway signage, wayfinding signage at Senoia Road	Fairburn	$500,500
R-112	South Fulton Parkway at Stonewall Tell Road	Intersection operation	Add 200' left-turn lanes to northbound and southbound approach	Union City	$580,800
R-132	Camp Creek Parkway at Fulton Industrial Boulevard	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-205	Fulton Industrial Boulevard from Campbellton Road to I-20	Intersection improvements	Increase turn radii for freight movements at select locations; repair and/or replace curbs; install signals at three locations (Westgate Drive, Riverside Drive, Westgate Parkway); intersection improvements at six locations (Camp Creek Parkway, Cascade Road, Bakers Ferry Road, Marvin Miller Drive, Fulton Industrial Circle, Shirley Drive); install cameras and fiber	Unincorporated Fulton County	$5,315,300
R-206	I-20 at Fulton Industrial Boulevard	Interchange improvement	Improvements to interchange and arterials in vicinity of interchange; aesthetic improvements	Unincorporated Fulton County	$16,463,260

Regional mid-term bicycle projects are shown in Table 11 below. Map 5 includes the regional mid-term bicycle project recommendations.

Table 11: Regional Mid Term Bicycle Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-13	Roosevelt Highway- entire length	Bicycle	4' bike lanes striped on street	Palmetto, Union City, College Park, Unincorporated Fulton County	$44,155,500
B-14	Cedar Grove Road from South Fulton Parkway to Rivertown	Bicycle	4' bike lanes striped on street	Unincorporated Fulton County	$4,873,500
B-17	Senoia Road from West Broad Street To SR 74	Bicycle	4' bike lanes striped on street	Fairburn	$3,033,500

B-22	Creel Road from Old National Highway to Bethsaida Road	Bicycle	4' bike lanes striped on street	Unincorporated Fulton County	$4,224,000
M-5	Camp Creek Parkway and Butner Road, Merk Road, Enon Road	Multi-use trail	8'-10' wide Wolf Creek greenway and off-road trails	Unincorporated Fulton County	$1,597,000
M-11	South Fulton Parkway from I-285 to Chattahoochee River	Multi-use trail	10' multi-use trail parallel to road but with large buffer in between	College Park, Union City, Chattahoochee Hills, Unincorporated Fulton County	$7,614,000

Table 12 below show the regional mid-term pedestrian projects. The regional mid-term pedestrian project recommendations are shown in Map 6.

Table 12: Regional Mid Term Pedestrian Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
P-1	Fulton Industrial Boulevard from Frederick Drive to Riverside Drive	Pedestrian	Sidewalks on one side of the road	Unincorporated Fulton County	$4,645,000
P-22	Camp Creek Parkway	Pedestrian	Pedestrian bridge over Camp Creek Parkway to provide GICC pedestrian access	College Park	$3,480,000
P-23	Roosevelt Highway - entire length	Pedestrian	Sidewalks on both sides of the road	Palmetto, Union City, College Park, Unincorporated Fulton County	$32,390,00
P-37	Herndon Road from Hobgood Road to John River Road	Pedestrian	Sidewalks on one side of the road	Fairburn, Unincorporated Fulton County	$1,190,000

Regional transit project recommendations included in the mid-term are shown in Table 13. Regional mid-term transit projects are shown in Map 7.

Table 13: Regional Mid Term Transit Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
PT-1	College Park MARTA Station	Transit	College Park MARTA Station Park and Ride Expansion	College Park	$45,200,000
PT-2	Flat Shoals Road at I-85 to Old National Highway at Godby Road	Transit	South Fulton Park and Ride to College Park MARTA Station queue jumpers (MARTA Route 89)	College Park, Unincorporated Fulton County	$5,420,000
PT-3	Roosevelt Highway at Campbellton Street to Camp Creek Parkway at Herschel Road	Transit	Multi-city connector (MARTA Route 180)	College Park, Union City, Unincorporated Fulton County	$6,261,000

PT-5	Jonesboro Road at I-85 to Old National Highway at Godby Road	Transit	Union Station Mall to College Park MARTA Station (MARTA Route 189)	College Park, Union City, Unincorporated Fulton County	$13,627,000
PT-6	Camp Creek Parkway at Princeton Parkway	Transit	Camp Creek to East Point MARTA Station (MARTA Route 84)	College Park, East Point	$2,648,000

Long Term Regional Projects

The long term implementation phase includes ten years and beyond. Projects recommended in the long term should be considered after the short and mid-term projects are funded. Table 14 below shows the regional long term roadway projects. Map 8 shows the regional long term roadway project recommendations.

Table 14: Regional Long Term Roadway Project Recommendations

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
ASP-AR-ML-050	Interchange modifications to support Tier 5 managed lane network	Managed lanes	Interchange modifications	N/A	$437,000,000
ASP-CL-261	I-285 at West Fayetteville Road	Interchange improvement	Interchange improvement	College Park	$36,400,000
ASP-CL-263	SR 314 from Flat Shoals to SR 139	Roadway widening	Roadway widening	College Park	$34,500,000
ASP-CL-265	I-285 South from I-85 South to SR 54	Roadway widening	Frontage roads	College Park, Union City, Unincorporated Fulton County	$184,700,000
ASP-FA-342	Collinsworth Road/ Weldon Road from US 29 to I-85	Roadway widening	Widen two to four lanes	Palmetto	$9,824,320
ASP-FA-343	SR 138 from Stockbridge Road to I-85 South	Roadway widening	Roadway widening	Union City, Unincorporated Fulton County	$141,000,000
ASP-FA-347	SR 92 from Oakley Industrial Boulevard to SR 85	Roadway widening	Roadway widening	Fairburn, Unincorporated Fulton County	$103,000,000
ASP-FS-049	US 29 from SR 279 to SR 6	Roadway widening	Roadway widening	College Park	$15,000,000
ASP-FS-202	Oakley Industrial Boulevard from Gullatt Road to Flat Shoals Road	Roadway widening	Roadway widening and extension; potentially 4 phases: Flat Shoals to SR 138, SR 138 to Fayetteville Road, Fayetteville Road to SR 74, and SR 74 to Gullatt Road	Fairburn, Union City, Unincorporated Fulton County	$55,000,000
ASP-FS-222	SR 154 from SR 166 to US 29	Roadway widening	Roadway widening	Palmetto, Chattahoochee Hills, Unincorporated Fulton County	$98,200,000

ASP-FS-223	SR 138/SR 92 from I-85 south to South Fulton Parkway	Roadway widening	Roadway widening	Fairburn, Union City, Unincorporated Fulton County	$79,000,000
ASP-FS-226	US 29 from SR 279 to South Fulton Parkway	Roadway widening	Roadway widening	College Park, Unincorporated Fulton County	$27,000,000
ASP-FS-229	I-85 southbound from SR 74 to Collinsworth Road	Roadway widening	Collector distributor lanes	Fairburn	$143,000,000
ASP-FS-230	SR 92 from South Fulton Parkway to SR 70	Roadway widening	Roadway widening	Unincorporated Fulton County	$35,000,000
FS-003	SR 70 from SR 6 to I-20	Roadway widening	Add one general purpose lane in each direction	Unincorporated Fulton County	$30,000,000
FS-200A	Washington Road from I-285 to Desert Drive	Roadway widening	Widen existing road to 4 lane undivided road, improve traffic signals on Washington Road, improve Hammarskjold Avenue, Janice Drive, and Carmel Drive intersections, update pedestrian sidewalks, bike paths, and street lighting	East Point	$8,400,000
FS-200B	Washington Road from SR 6 to Delowe Drive	Roadway widening	Add one general purpose lane in each direction	East Point, College Park	$14,500,000
FS-200C	Washington Road from Delowe Drive to US 29	Roadway widening	Add one general purpose lane in each direction	East Point	$5,800,000
FS-225	SR 70 from SR 166 to SR 6	Roadway widening	Widen from four to six lanes	Unincorporated Fulton County	$36,600,000
R-1	Old National Highway from Flat Shoals to I-285	Study/planning	Widen from four to six lanes and add raised median	College Park, Unincorporated Fulton County	$275,000
R-2	South Fulton Parkway from Stonewall Tell Road to I-285	Roadway widening	Widen from 2 to 4 lanes (4.0 miles)	College Park, Union City, Unincorporated Fulton County	$52,262,320
R-3	South Fulton Parkway Grade Separation (2 locations)	Grade separation	Grade separation at Stonewall Tell Road and Mason Road; abandon intersection of South Fulton Parkway at Majestic Place	Union City	$37,692,270
R-8	Flat Shoals Road at I-85	Interchange improvement	Provide an additional ramp and arterial capacity in vicinity of interchange	Union City, Unincorporated Fulton County	$16,463,260
R-10	Gullatt Road between Roosevelt Highway and Collinsworth Road	Roadway operation	Roadway improvements including widening, shoulders, railroad grade separation at two locations to support new interchange	Fairburn, Unincorporated Fulton County	$15,970,185
R-16	Feldwood Road from Roosevelt Highway to Flat Shoals Road	Roadway operation	Left and right turn lanes at select locations	Union City, Unincorporated Fulton County	$9,392,779

R-23a	Camp Creek Parkway at Burner Road	Roadway operation	Intersection improvement	Unincorporated Fulton County	$1,680,704
R-23b	Old National Highway at Bethsaida Road	Roadway operation	Intersection improvement	Unincorporated Fulton County	$1,155,000
R-23d	SR 92 at Dobson Road	Roadway operation	Intersection improvement	Fairburn	$1,155,00
R-31	Old Fairburn Road	Roadway widening	Left and right turn lanes at select locations	Unincorporated Fulton County	$26,660,964
R-34	South Fulton Parkway at Stonewall Tell Road	Intersection operation	Intersection improvements	Union City	$1,000,000
R-45	Oakley Industrial Boulevard Extension	New connection	Extend Oakley Industrial Boulevard south to connect to Gullatt Road at Cleckler Road	Fairburn	$4,663,549
R-93	Collinsworth Road/ Weldon Road from US 29 to I-85	Roadway widening	Widen from two to four lanes	Palmetto	$9,824,320
R-94	Campbellton Road Reliever -Phase I	New connection	New facility connecting Riverside Drive to Campbellton Road north of Sandtown Park	Unincorporated Fulton County	$4,024,647
R-99	Campbellton Road at Wallace Road	Intersection operation	roundabout	Unincorporated Fulton County	$1,514,920
R-102	Fulton Industrial Boulevard at Cascade Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-103	Cascade Road at Carlo Woods Drive	Intersection Operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-104	Cascade Road ATMS from Shanter Trail to Fulton Industrial Boulevard	Roadway operation	Install fiber, signal coordination, emergency preemption	Unincorporated Fulton County	$2,420,000
R-111	South Fulton Parkway at Mason Road/Hunter Road	Intersection operation	Intersection improvements	Union City	$1,000,000
R-113	South Fulton Parkway at Koweta/Stonewall Tell Connector	Intersection operation	Intersection improvements	Union City	$1,000,000
R-114	South Fulton Parkway at Derrick Road	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$17,150,760
R-115	South Fulton Parkway at Thompson Park Access	Intersection operation	Intersection improvements	Union City	$1,000,000
R-116	South Fulton Parkway at Rosewood Place	Intersection operation	Intersection improvements	Union City	$1,000,000
R-117	South Fulton Parkway at SR 92	Grade separation	Construct a tight diamond interchange	Union City	$22,307,010
R-118	South Fulton Parkway at Town Center Access	Intersection operation	Intersection improvements	Union City	$1,000,000
R-119	South Fulton Parkway at Cedar Grove Road	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$20,074,010
R-120	South Fulton Parkway at the Lakes Point	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000

R-121	South Fulton Parkway at Harbor Grove Apartments	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-122	South Fulton Parkway at Short Road	Intersection operation	Intersection improvements	Unincorporated Fulton County	$1,000,000
R-124	South Fulton Parkway at Old Rico Connector Road	New intersection	Intersection improvements	Chattahoochee Hills	$250,000
R-125	South Fulton Parkway at Rico Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-126	South Fulton Parkway at Campbellton Redwine Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-129	Stonewall Tell Road from Union Road to Jones Road/Pitmen Road	Roadway widening	Widen from two to four lanes	Union City, Unincorporated Fulton County	$8,950,392
R-131	Camp Creek Parkway from I-285 to Old Fairburn Road	Roadway operation	ITS including CMS, cameras, and truck sensors	East Point, Unincorporated Fulton County	$770,165
R-152	South Fulton Parkway at SR 154	Grade separation	Construct a tight diamond interchange	Unincorporated Fulton County	$17,838,260
R-153	South Fulton Parkway at Cochran Mill Road	Grade separation	Construct a tight diamond interchange	Chattahoochee Hills	$17,150,760
R-209	SR 70 (Fulton Industrial Boulevard) from I-20 to Campbellton Road	Roadway Operation	Widen outside lane to 13' and install ITS truck sensors at 5 locations	Unincorporated Fulton County	$420,000

Table 15 includes the regional long term bicycle project recommendations. The regional long term bicycle projects are shown in Map 9.

Table 15: Regional Long Term Bicycle Projects

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
B-8	Hobgood Road from US 29 to Rivertown Road	Bicycle	4' bike lanes striped on street	Palmetto, Unincorporated Fulton County	$6,841,000

There are no regional long term pedestrian projects proposed. The regional long term transit project recommendations are shown in Table 16. The regional long term transit projects are shown in Map 10.

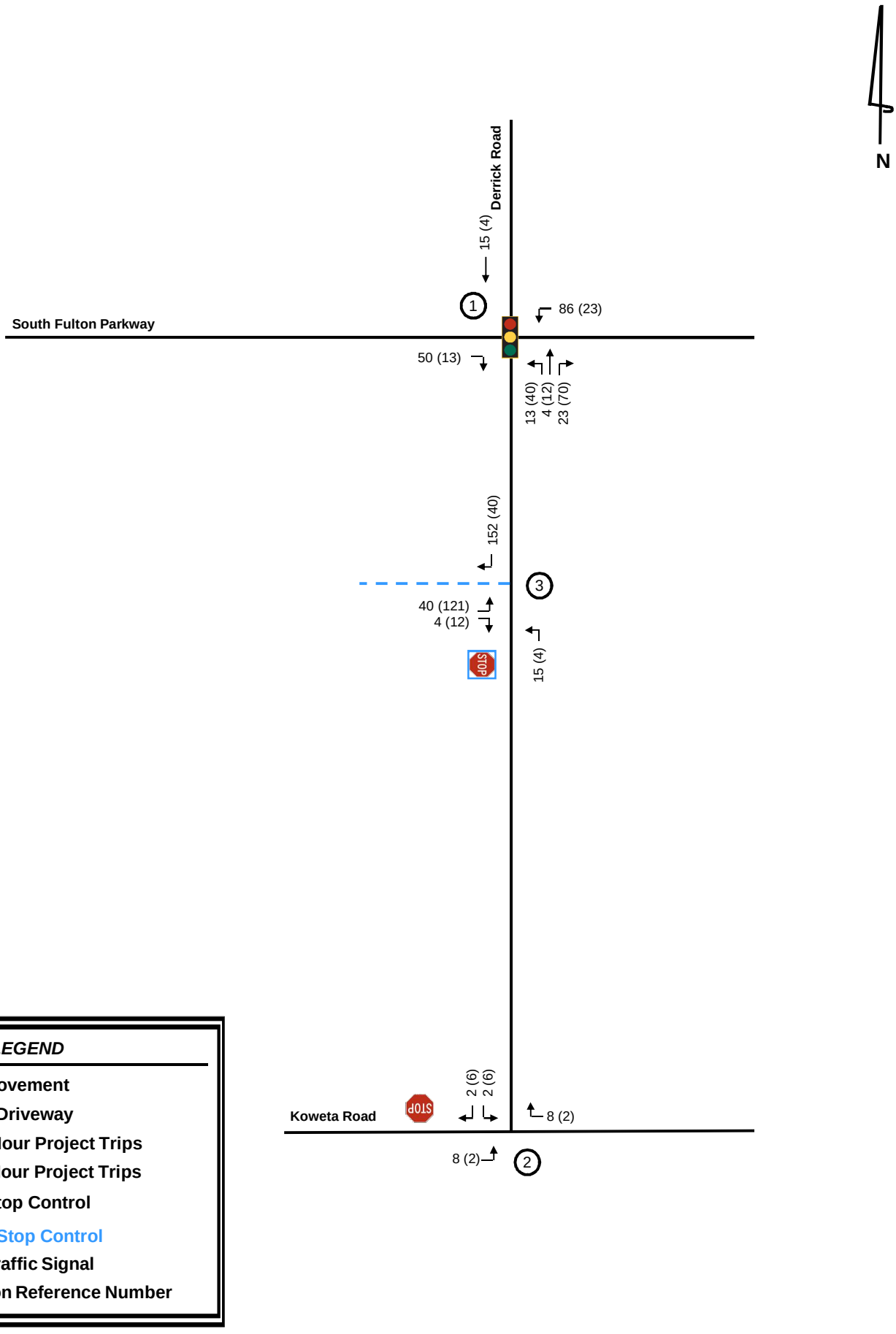
Table 16: Regional Long Term Transit Projects					
Project Number	**Project Location**	**Category**	**Description**	**Jurisdiction**	**Total Cost Estimate**
ASP-AR-429	MARTA rail extension from East Point MARTA station to Hapeville	Transit	South corridor heavy rail spur	East Point, Hapeville	$345,000,000
ASP-AR-430	MARTA rail extension from Hapeville to Southern Crescent Multimodal Center	Transit	South corridor heavy rail spur	Hapeville	$345,000,000
ASP-AR-433	Commuter rail service from downtown Atlanta to Union City	Transit	Southwestern corridor commuter rail service	East Point, College Park, Union City, Unincorporated Fulton County	$46,000,000
ASP-AR-434	Commuter rail service from Union City to Newnan	Transit	Southwestern corridor commuter rail service	Palmetto, Fairburn, Union City, Unincorporated Fulton County	$46,000,000
ASP-AR-435	Commuter rail service from downtown Atlanta to Lovejoy	Transit	South corridor commuter rail service from Atlanta multimodal center to Lovejoy	East Point, Hapeville	$324,000,000
PT-7	South Fulton Parkway at Campbellton Redwine Road to Hartsfield Jackson Airport	Transit	South Fulton Parkway Express Bus	Chattahoochee Hills, Unincorporated Fulton County	$203,102,800

Project Financing

Fulton County is the most populous county in Georgia and has a substantial annual budget. In recent years, the budget has varied with the economy and has ranged between $850 and $900 million. Of these amounts, the general fund makes up approximately two thirds of the budget and has ranged from $570 to $605 million. Out of this annual budget, Fulton County provides a myriad of services to residents. Historically, transportation has been funded through the general fund. As several other services are also funded through the general fund, allocating funding to undertake complex and capital intensive transportation projects is challenging. The CTP establishes a sound transportation framework based on goals and objectives developed by citizens and Fulton County so limited county financial resources can be used to maximize the leverage of state and federal transportation funds.

Currently, Fulton County does not break out transportation expenditures as a separate line item in their publicly available budget documents. However, the county does provide a line item for Facilities and Transportation Services, which has averaged about $34 million annually in recent years. While only a portion of these funds are available for transportation infrastructure projects, the estimated local match (county and cities) for projects recommended in the short-term implementation phase is approximately $50 million. The Fulton County Board of Commissioners has discretion over the budget and can vote to increase or decrease annual transportation expenditures. Table 17: Spending by Implementation Phase provides total project costs by implementation phase and the estimated local match required.

Appendix H
Project Trip Data for Nearby Developments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1
86 (23)
South Fulton Parkway
50 (13)
13 (40)
4 (12)
23 (70)
152 (40)
3
40 (121)
4 (12)
15 (4)
STOP
Koweta Road
STOP
2 (6)
2 (6)
8 (2)
8 (2)
2
NOT TO SCALE
LEGEND
Turning Movement
Proposed Driveway
XX AM Peak Hour Project Trips
(XX) PM Peak Hour Project Trips
STOP Existing Stop Control
STOP Proposed Stop Control
Existing Traffic Signal
X Intersection Reference Number