*Transportation Analysis*

# Southpoint Farms Logistics Center DRI #2759

Atlanta, Georgia

*Report Prepared:*

January 2018

*Prepared for:*

Panattoni Development Company Inc.

*Prepared by:*

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
Project #018958004

*Transportation Analysis*

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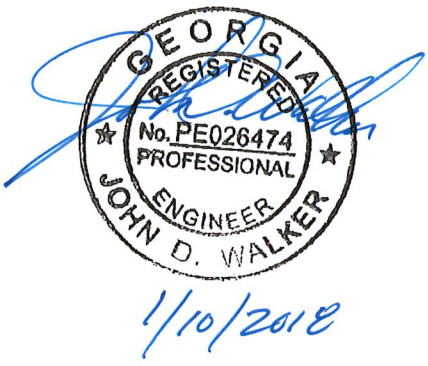


1/10/2018

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***Available Upon Request***

*Synchro* Capacity Analyses

# EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Southpoint Farms Logistics Center DRI* development located in Union City, Georgia. The approximate 101.75-acre site is located southeast of the intersection of SR 92 at SR 14-Alt (South Fulton Parkway), and is bordered by SR 14-Alt to the north and SR 92 to the west. The proposed development will consist of three (3) buildings with an approximate total of 1,116,000 SF of High-Cube Warehouse space, 20,000 SF of general office, and a 24-vehicle fueling position Gasoline/Service Station with 6,000 SF of Convenience Market.

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 Rezoning Application with the City of Union City on October 10, 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 29, 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 General Commercial (GC) 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 west, and Planned Unit Development (PUD) to the east and south. The proposed zoning is Town Center Mixed Use (TCMU).

The proposed project is expected to be completed by 2019. The proposed development will consist of the following land use(s) and densities:

| | |
|---|---|
| High-Cube Warehouse Square Footage: | 1,116,000 SF (ITE Land Use 152) |
| General Office Square Footage: | 20,000 SF (ITE Land Use 710) |
| Gasoline/Service Station with Convenience Market: | 24 gas pumps (ITE Land Use 945) |

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 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 2019 No-Build conditions represent the existing traffic volumes grown for two (2) years at 2.0 percent per year throughout the study network, plus projected trips associated with MAC IV DRI #2737. Future laneage associated with PI#0010949 at the intersection of SR 92 at SR 14-Alt was applied to the Projected 2019 No-Build conditions.
- Projected 2019 Build conditions represent the Projected 2019 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Southpoint Farms Logistics Center* development.

*Based on the **Existing 2017** conditions (present conditions; i.e. excludes the background traffic growth, and the estimated project trips from the MAC IV DRI#2737),* the intersection of SR 92 at SR 14-Alt currently operates below the acceptable overall level-of-service standard during the AM and PM peak hours for the Existing 2017 conditions. Based on methodology outlined in the GRTA Letter of Understanding (LOU), the standard LOS for this intersection is LOS E during the corresponding peak hours. The remaining study intersection operate at or above their acceptable level-of-service standard of D.

*Based on the **Projected 2019 No-Build** conditions (includes background traffic growth and MAC IV DRI #2737 trips, but excludes the estimated project trips from the Southpoint Farms Logistics Center DRI), all study intersections are projected to operate within the acceptable level-of-service (LOS) standard.*

*Based on the **Projected 2019 Build** conditions (includes the background traffic growth, MAC IV DRI #2737 trips, and the estimated project trips from the Southpoint Farms Logistics Center DRI),* the intersection of SR 92 at SR 14-Alt is projected to operate below the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 Build conditions.

The following improvements are recommended to serve the traffic associated with the *Southpoint Farms Logistics Center* development:

- Intersection #1: SR 92 at SR 14-Alt
  - Construct one (1) exclusive northbound right-turn lane along SR 92.
  - Lengthen the existing westbound left-turn lane along SR 14-Alt to provide 500' of storage.

*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 SR 14-Alt (Int. #6) – Proposed right-in / right-out
  - Construct one (1) exclusive eastbound right-turn lane along SR 14-Alt.
  - On site, construct one (1) northbound right-turn lane exiting the site.

- Site Driveway #2 at SR 92 (Int. #3) – Aligns with McClure Road
  - Construct one (1) exclusive northbound right-turn lane along SR 92.
  - Utilize existing two-way left-turn lane to provide southbound left-turn access into the site.
  - On site, construct one (1) shared westbound left/through lane and one (1) exclusive westbound right-turn lane exiting the site.

- Site Driveway #3 at SR 92 (Int. #4)
  - Construct one (1) exclusive northbound right-turn lane along SR 92.
  - Utilize existing two-way left-turn lane to provide southbound left-turn access into the site.
  - On site, construct one (1) westbound left-turn lane and one (1) exclusive right-turn lane exiting the site.

- Site Driveway #4 at SR 92 (Int. #5)
  - Construct one (1) exclusive northbound right-turn lane along SR 92.
  - Utilize existing two-way left-turn lane to provide southbound left-turn access into the site.
  - On site, construct one (1) westbound left-turn lane and one (1) exclusive right-turn lane exiting the site.

# 1.0 PROJECT DESCRIPTION

## *1.1 Introduction*

This report presents the analysis of the anticipated traffic impacts of the proposed Southpoint Farms Logistics Center DRI development located in Union City, Georgia. The approximate 101.75-acre site is located southeast of the intersection of SR 92 at SR 14-Alt (South Fulton Parkway), and is bordered by SR 14-Alt to the north and SR 92 to the west.

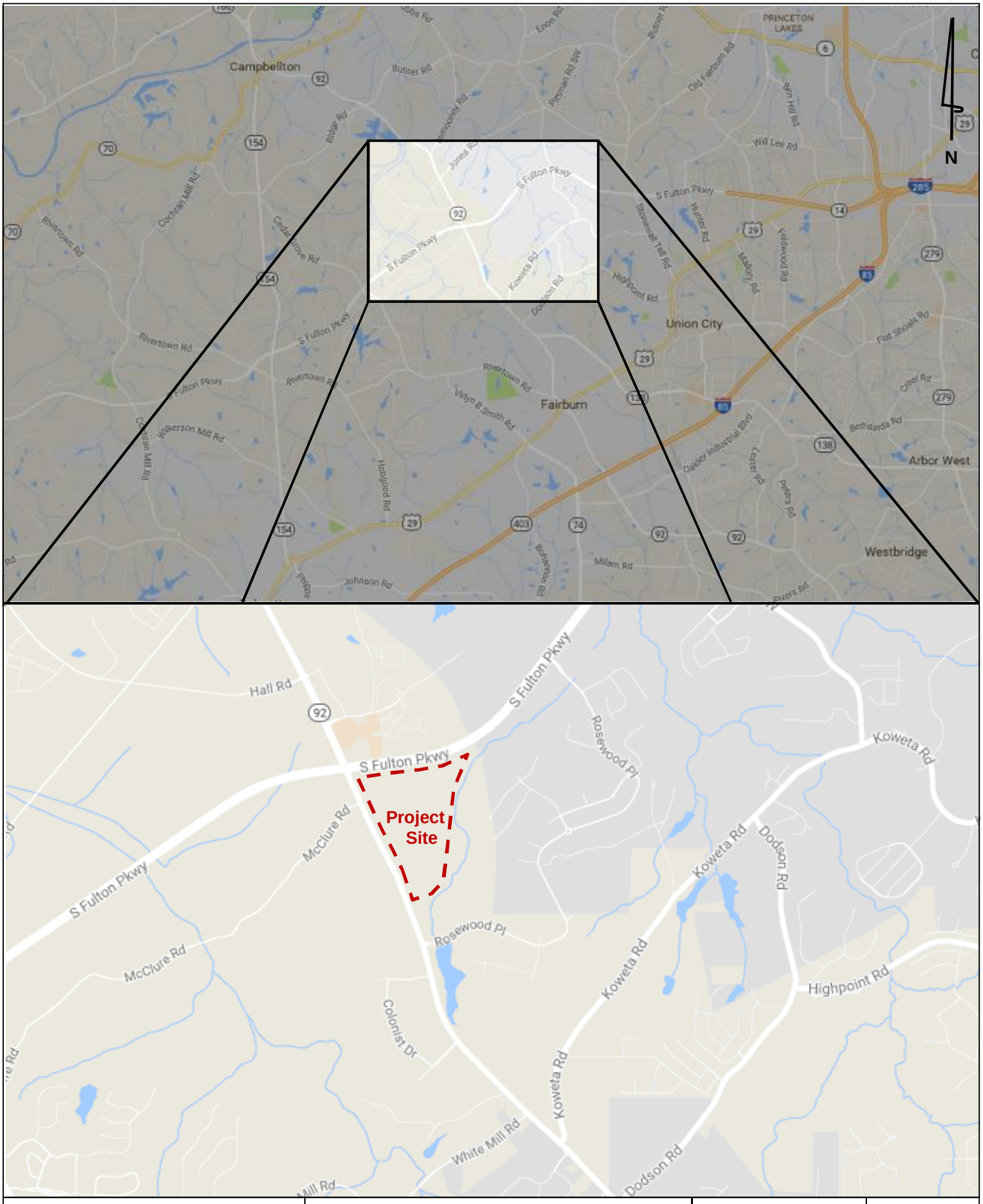
The proposed development will consist of three (3) buildings with an approximate total of 1,116,000 SF of High-Cube Warehouse space, 20,000 SF of general office, and a 24-vehicle fueling position Gasoline/Service Station with 6,000 SF of Convenience Market. Because the project will exceed 500,000 square 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 *Southpoint Farms Logistics Center* development. **Figure 2** provides an aerial view 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 2019, and this analysis will consider the full build-out of the proposed site in 2019. A summary of the proposed land-use and density is provided below in **Table 1**.

| **Table 1: Proposed Land Uses** | |
|---|---|
| High-Cube Warehouse | 1,116,000 SF |
| General Office | 20,000 SF |
| Gasoline/Service Station with Convenience Market | 24 gas pumps |




| | | | |
|---|---|---|---|
| Kimley»Horn | ***Southpoint Farms Logistics Center***<br>***DRI #2759***<br>***Transportation Analysis*** | **Site Location Map** | **Figure 1**<br>**Page 7** |


| | | | |
|---|---|---|---|
| Kimley»Horn | *Southpoint Farms Logistics Center*<br>*DRI #2759*<br>*Transportation Analysis* | Site Aerial | Figure 2 |
| | | | Page 8 |

## *1.2 Site Plan Review*

The proposed development is located on an approximately 101.75-acre site in Union City, Georgia. The project site is bordered by SR 14-Alt to the north and SR 92 to the west. The site will consist of three (3) buildings with an approximate total of 1,116,000 SF of High-Cube Warehouse space, 20,000 SF of general office, and a 24-vehicle fueling position Gasoline/Service Station with 6,000 SF of Convenience Market. 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 four (4) driveways, three (3) driveways along SR 92, a minor arterial, and one (1) right-in/right-out driveway along SR 14-Alt, a principal arterial. Interstates 85 and 285 (I-85 and I-285) are accessible via SR 14-Alt east of SR 92. A summary of the proposed site access point follows:

1. Proposed Driveway #1 – a proposed, side-street stop-controlled, right-in/right-out driveway located along SR 14-Alt approximately 500 feet east of the intersection of SR 92 at SR 14-Alt.
2. Proposed Driveway #2 – a proposed, side-street stop-controlled, full-movement driveway located SR 92 approximately 750 feet south of the intersection of SR 92 at SR 14-Alt (proposed to align with McClure Road).
3. Proposed Driveway #3 – a proposed, side-street stop-controlled, full-movement driveway located along SR 92 approximately 1,800 feet south of Proposed Driveway #2.
4. Proposed Driveway #4 – a proposed, side-street stop-controlled, full-movement driveway located along SR 92 approximately 450 feet south of Proposed Driveway #3.

The proposed site driveways provide vehicular access to the development. Internal private roadways throughout the site provide access to all buildings and parking facilities. An internal public roadway is proposed to connect SR 92 and SR 14-Alt via Proposed Driveway #1 and Proposed Driveway #2. 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:

| | |
|---|---|
| Warehouse Parking Provided: | 513 spaces |
| Warehouse Parking Required: | 462 spaces |
| | |
| Office Parking Provided: | 67 spaces |
| Office Parking Required: | 67 spaces |
| | |
| Gas/Service Station Parking Provided: | 33 spaces |
| Gas/Service Station Parking Required: | 34 spaces |

## *1.4 Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) and bicycle facilities do not currently exist along the project site frontage (SR 14-Alt or SR 92).

## *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 2019 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 2019 Build volumes were then developed by adding the projected *Southpoint Farms Logistics Center DRI #2759* project trips to the projected 2019 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 Thursday, August 24th and Thursday, November 9th, 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. SR 92 at SR 14-Alt | November 9, 2017 | 7:15 AM - 8:15 AM | 5:00 PM – 6:00 PM |
| 2. SR 14-Alt at Derrick Road | August 24, 2017 | 7:15 AM – 8:15 AM | 5:00 PM – 6:00 PM |
| 3. SR 92 at McClure Road | November 9, 2017 | 7:00 AM - 8:00 AM | 5:15 AM - 6:15 AM |

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*.

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*. Gross trips generated are summarized below in **Table 3**.

**Table 3: Gross Trip Generation**

| Land Use (Intensity) | ITE Code | Daily Traffic | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit |
| High-Cube Warehouse (1,116,000 SF) | *152* | 1,874 | 937 | 937 | 131 | 90 | 41 | 141 | 44 | 97 |
| General Office (20,000 SF) | *710* | 386 | 193 | 193 | 53 | 47 | 6 | 101 | 17 | 84 |
| Gas/Service Station with Convenience Market (950,000 SF) | *945* | 3,908 | 1,954 | 1,954 | 244 | 122 | 122 | 324 | 162 | 162 |
| ***Total Gross Trips*** | | ***6,168*** | ***3,084*** | ***3,084*** | ***428*** | ***259*** | ***169*** | ***566*** | ***223*** | ***343*** |

The *ITE Trip Generation Manual, 9th Edition, 2012*, 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, 26% 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 the City of Union City 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 the City of Union City staff. Per the Letter of Understanding, the study area consists of the following six (6) intersections, which includes proposed site driveways, as described in **Table 4**.

The study network includes two (2) signalized intersections and four (4) side-street stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 3**.

**Table 4: Intersection Control Summary**

| Intersection | Control |
|---|---|
| 1. SR 92 at SR 14-Alt | Signal |
| 2. SR 14-Alt at Derrick Road | Signal |
| 3. SR 92 at McClure Road / Proposed Driveway #2 | Stop Control |
| 4. SR 92 at Proposed Driveway #3 | Stop Control |
| 5. SR 92 at Proposed Driveway #4 | Stop Control |
| 6. SR 14-Alt at Proposed Driveway #1 | Stop Control |

The intersections listed in **Table 4** were analyzed for the Existing 2017 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 Build conditions. The Projected 2019 No-Build conditions represent the existing traffic volumes grown for two (2) 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.

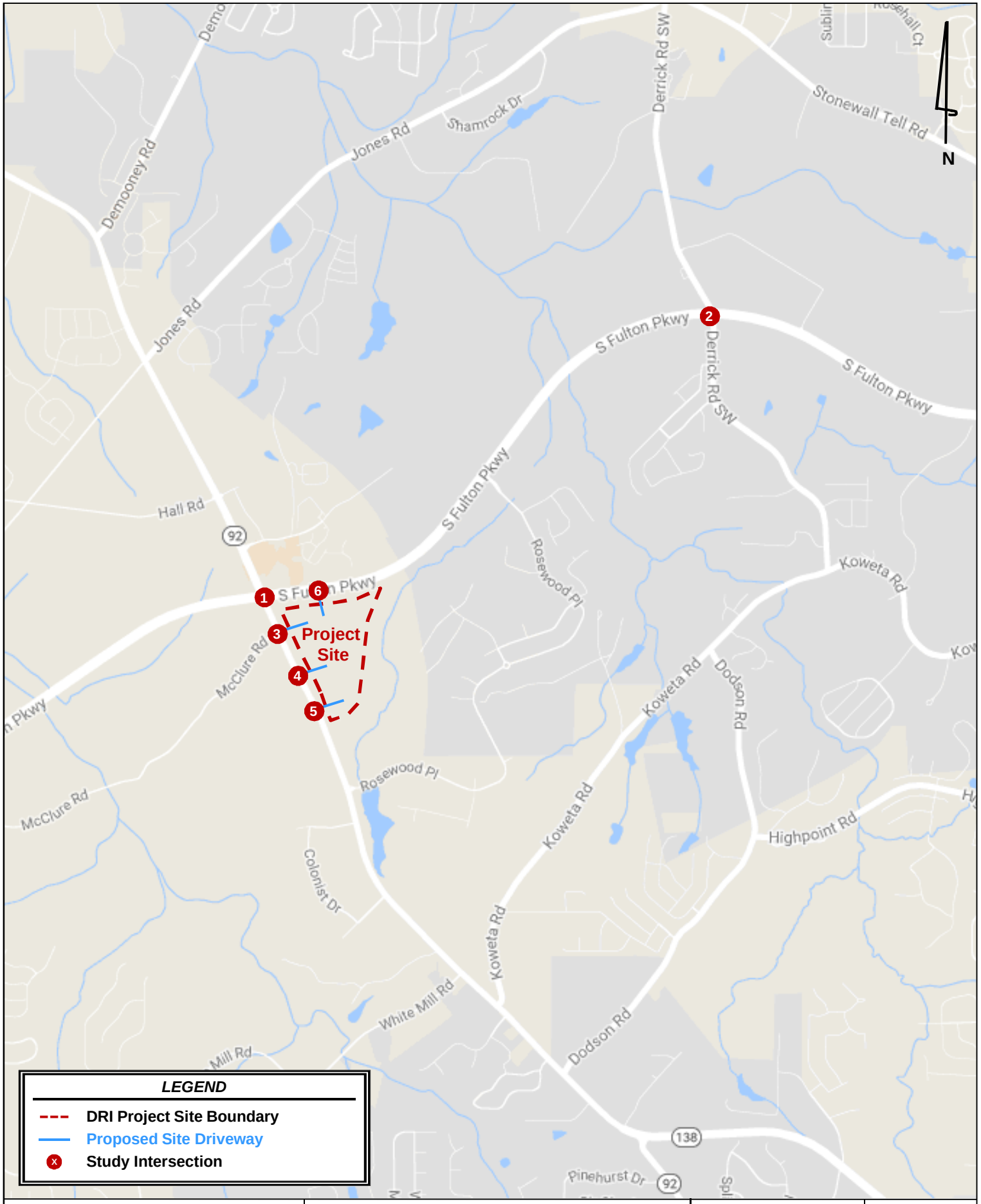
The Projected 2019 Build conditions add the projected *Southpoint Farms Logistics Center DRI #2759* project trips to the projected 2019 No-Build volumes.

## *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 |
|---|---|---|---|---|
| **SR 14-Alt** ***(east of SR 92)*** | **4** | **55** | **16,700** | **Principal Arterial** |
| **SR 92** ***(south of McClure Road)*** | **4** | **55** | **16,900** | **Minor Arterial** |
| Koweta Road *(west of Derrick Road)* | 2 | 35 | 1,640 | Major Collector |

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|---|---|---|---|
| Kimley»Horn | ***Southpoint Farms Logistics Center***<br>***DRI #2759***<br>***Transportation Analysis*** | **Study Intersections** | **Figure 3** |

## 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: High-Cube Warehouse (ITE 152), General Office (ITE 710), and Gasoline/Service Station with Convenience Market (ITE 945).

The ITE Trip Generation Manual, 9th Edition, 2012, 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, 26% 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** | **6,168** | **3,084** | **3,084** | **259** | **169** | **223** | **343** |
| *Heavy Vehicle (Truck) Trips* | *714* | *357* | *357* | *23* | *11* | *14* | *31* |
| *Employee (Car) Trips* | *1,160* | *580* | *580* | *67* | *30* | *30* | *66* |
| *Office Trips* | *386* | *193* | *193* | *47* | *6* | *17* | *84* |
| *Gas Station Trips* | *3,908* | *1,954* | *1,954* | *122* | *122* | *162* | *162* |
| *Pass-by Reduction (Gas Station Only)* | *-2,188* | *-1,094* | *-1,094* | *-76* | *-76* | *-91* | *-91* |
| **Net Total Trips** | **3,980** | **1,990** | **1,990** | **183** | **93** | **132** | **252** |

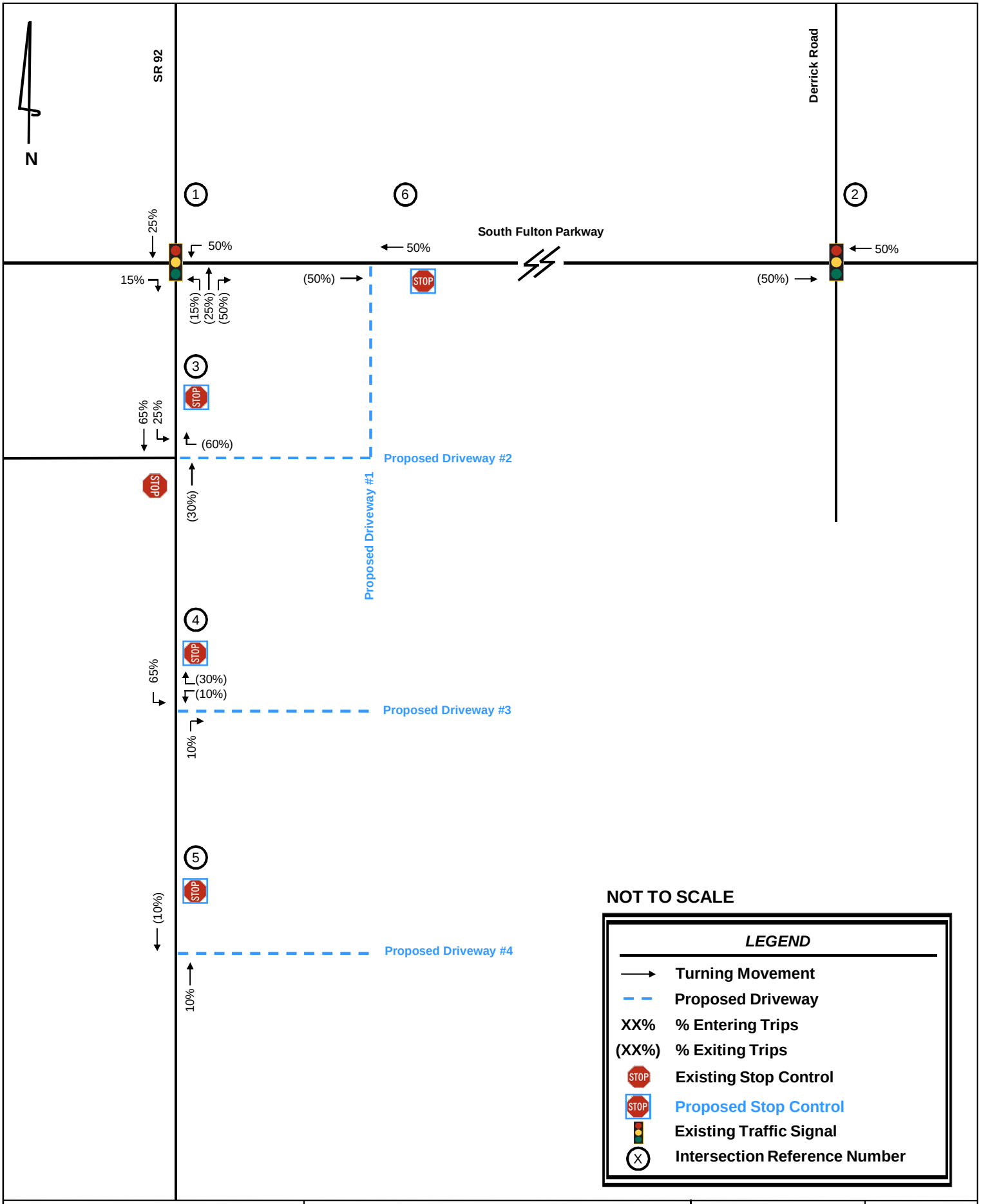
A more detailed trip generation analysis summary table is provided in **Appendix E**.

## 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 the City of Union City staff.

**Figure 4** through **Figure 7** display the anticipated distribution and assignment of project 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 *Southpoint Farms Logistics Center* development, are shown in **Figure 8**, by turning movement.

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

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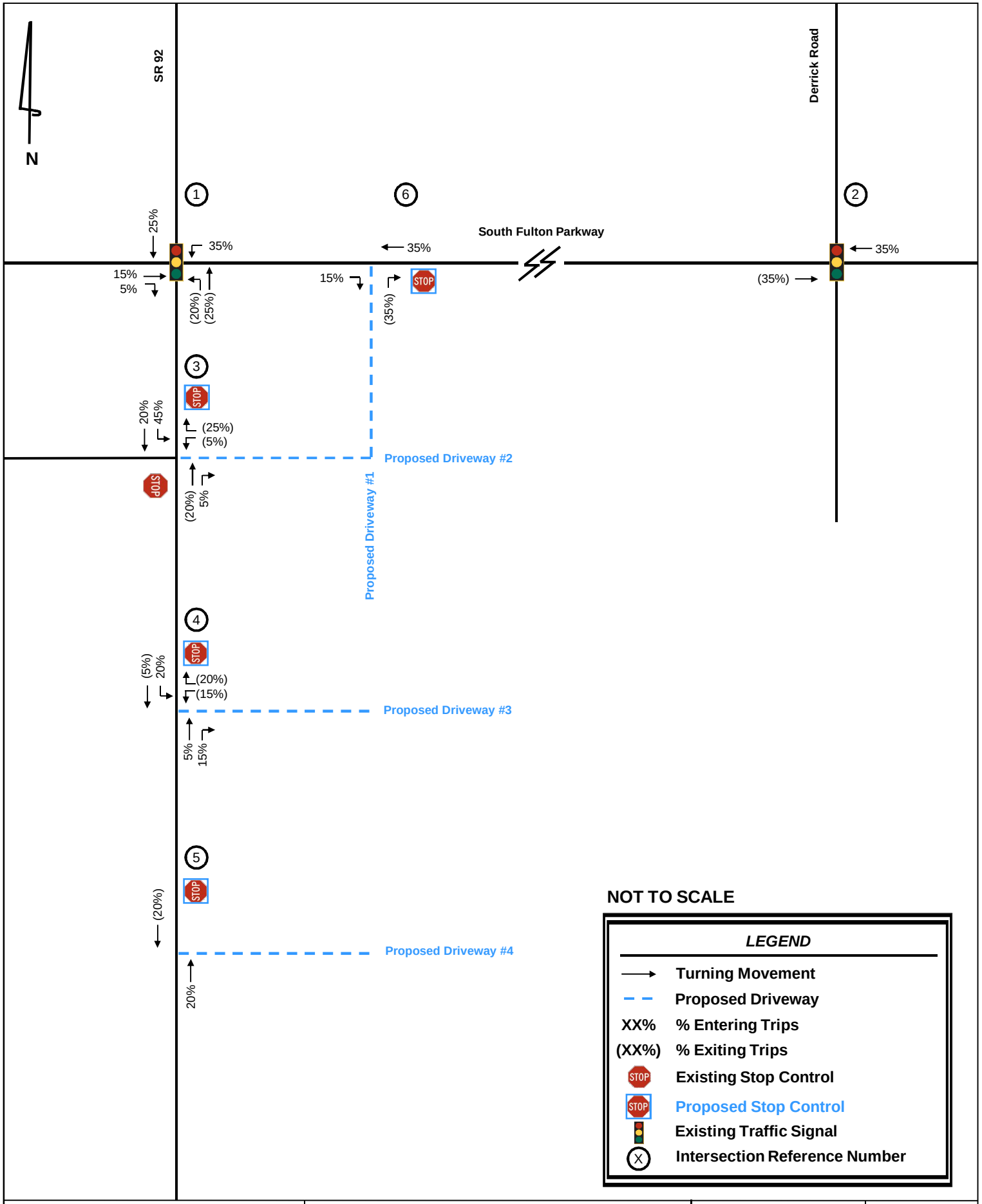
| Kimley»Horn | *Southpoint Farms Logistics Center*<br>*DRI #2759*<br>*Transportation Analysis* | **Heavy Vehicle (Truck) Trip Distribution & Assignment** | **Figure 4** |

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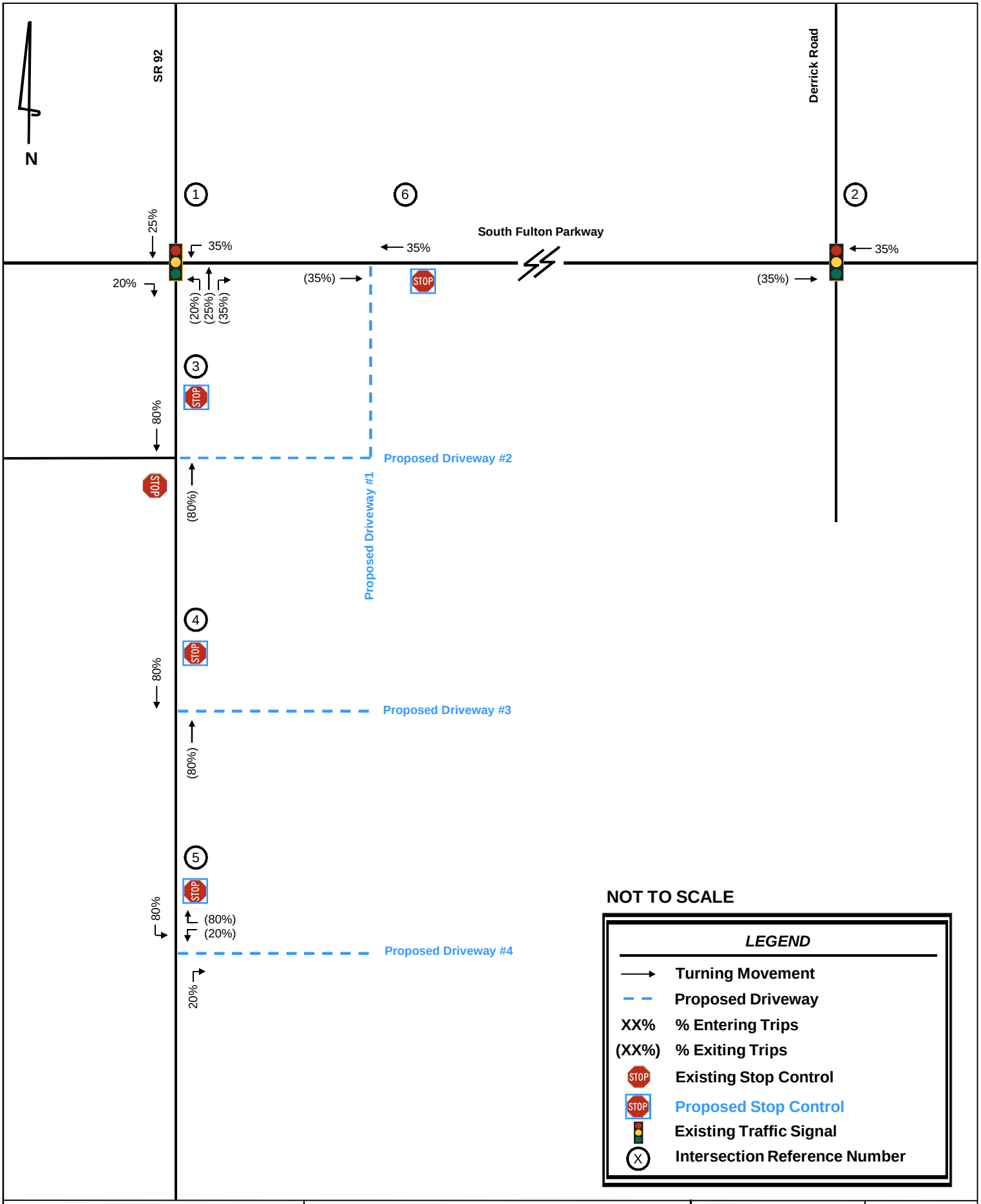
| Kimley»Horn | *Southpoint Farms Logistics Center*<br>*DRI #2759*<br>*Transportation Analysis* | Employee (Car) Trip Distribution & Assignment | Figure 5 |

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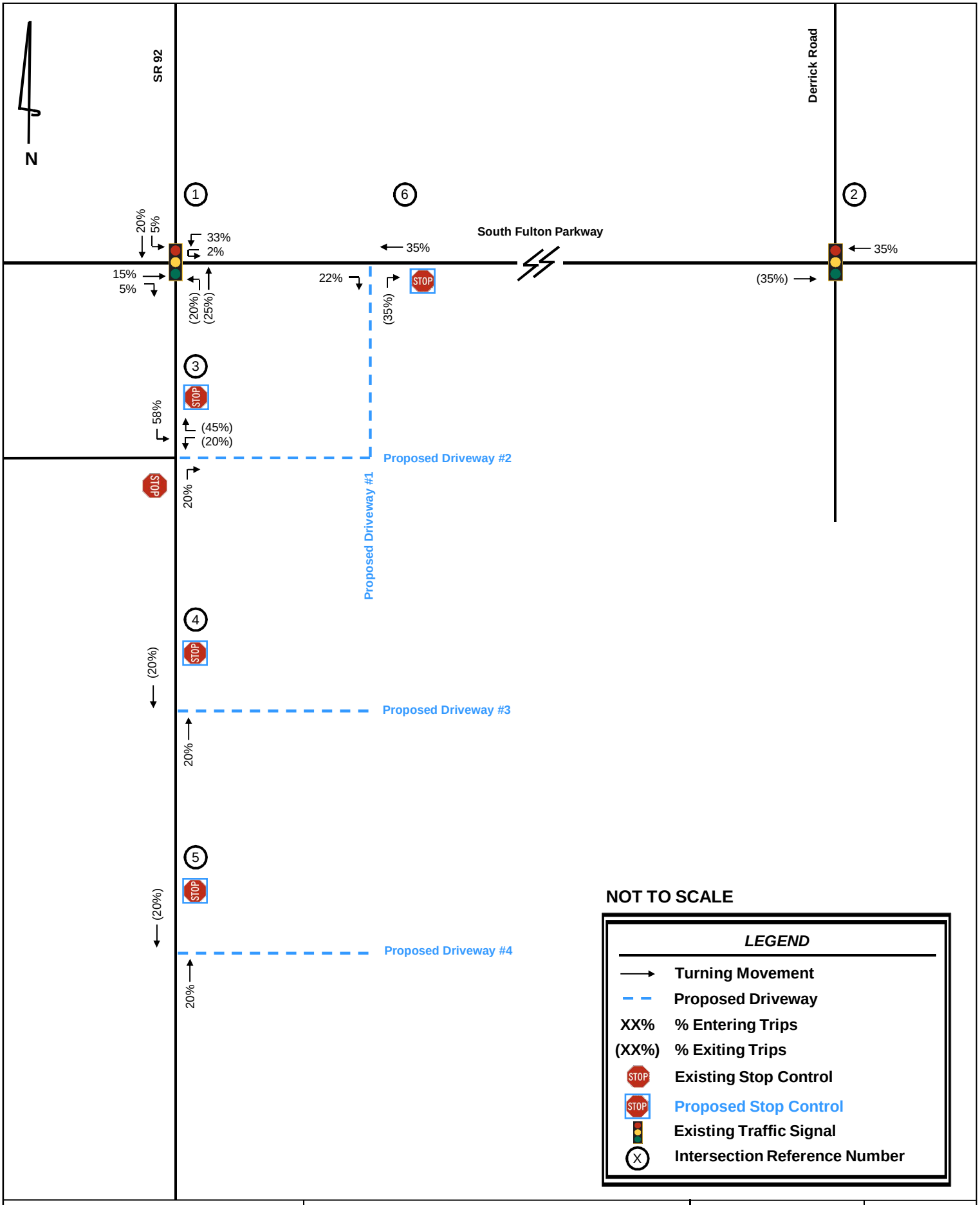


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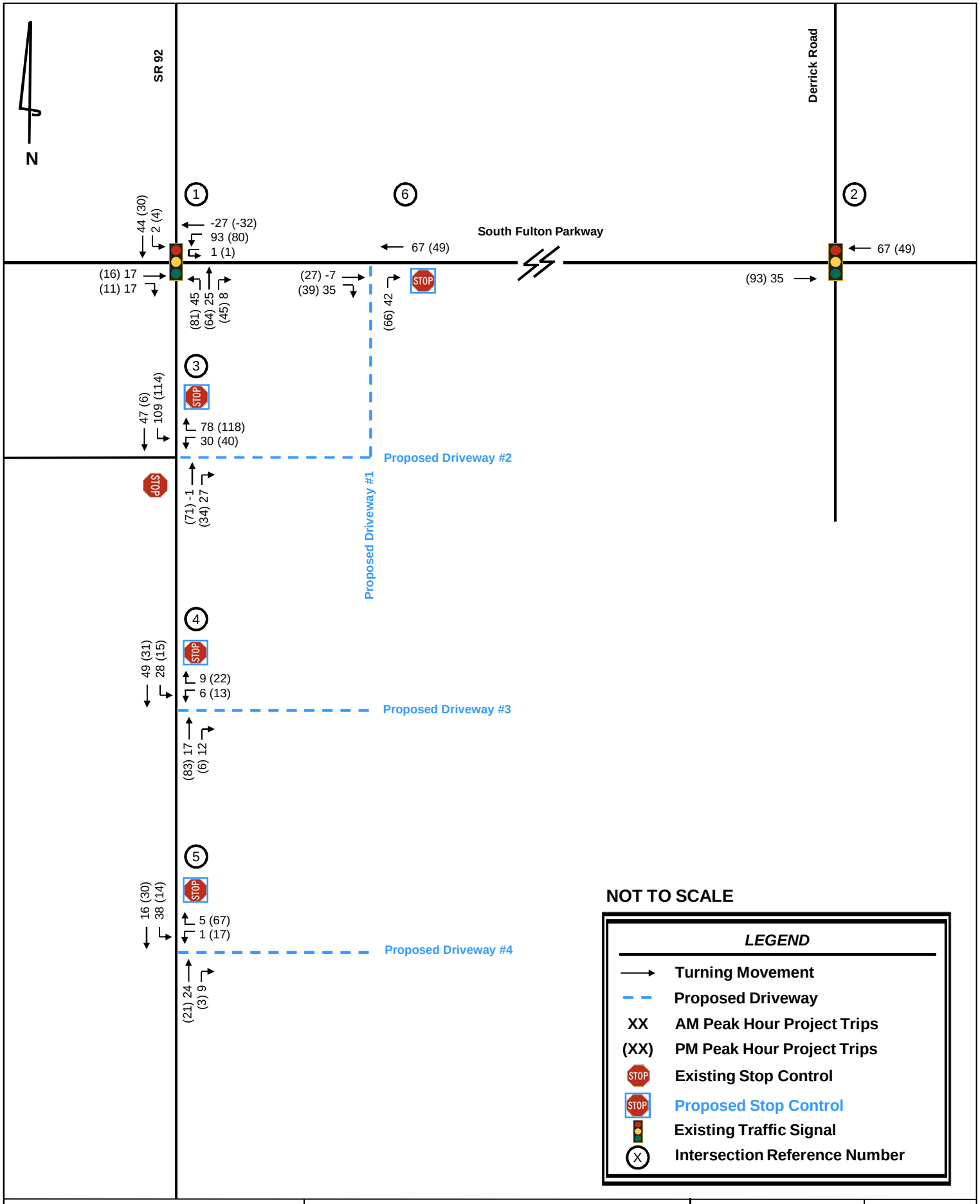


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|---|---|---|---|
| Kimley»Horn | *Southpoint Farms Logistics Center*<br>*DRI #2759*<br>*Transportation Analysis* | **Project Trips** | **Figure 8** |

# 6.0 TRAFFIC ANALYSIS

## *6.1 Existing 2017 Conditions*

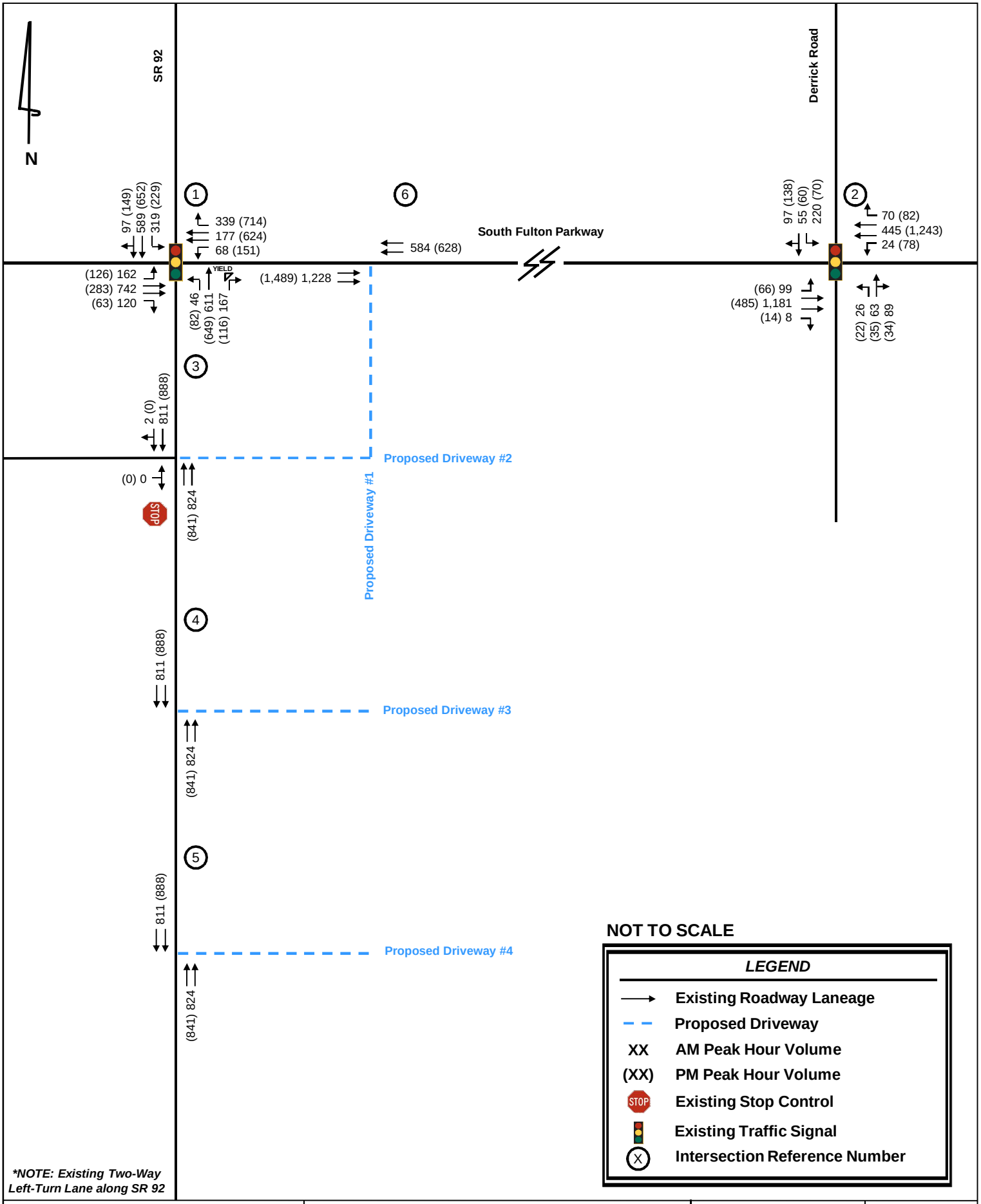
The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 9**, 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. SR 92 at SR 14-Alt | Signal | Overall | D | E (62.8) | F (97.9) |
| 2. SR 14-Alt at Derrick Road | Signal | Overall | D | B (16.0) | B (12.7) |
| 3. SR 92 at McClure Road | Stop-Control | NB Left | D | A (0.0) | A (0.0) |
| | | EB | D | A (0.0) | A (0.0) |

As shown in **Table 7**, the intersection of SR 92 at SR 14-Alt currently operates below the acceptable overall level-of-service standard during the AM and PM peak hours for the Existing 2017 conditions. Based on methodology outlined in the GRTA Letter of Understanding (LOU), the standard LOS for this intersection is LOS E during the corresponding peak hours. The remaining study intersection operate at or above their acceptable level-of-service standard of D.

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***Southpoint Farms Logistics Center***
***DRI #2759***
***Transportation Analysis***

**Existing 2017 Conditions**

**Figure 9**

## *6.2 Projected 2019 No-Build Conditions*

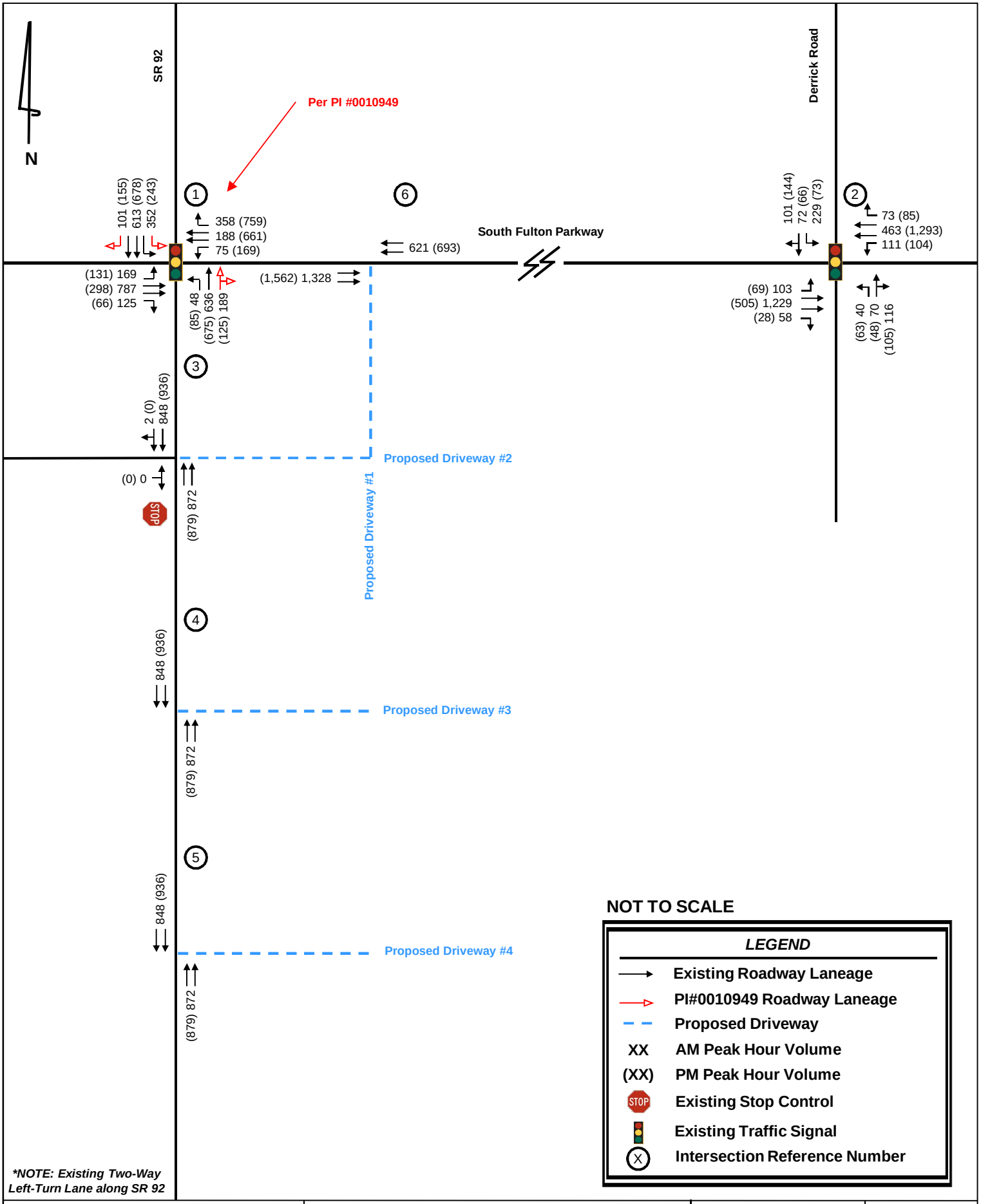
To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for two (2) years at 2.0 percent per year throughout the study network. In addition, projected trips associated with the *MAC IV – Derrick Road DRI #2737* located on the southwest corner of Derrick Road at SR 14-Alt were added to the network. These No-Build volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 No-Build conditions were analyzed using future roadway geometry and future intersection control types per PI#0010949.

The intersection laneage and traffic volumes for the Projected 2019 No-Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2019 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

**Table 8: Projected 2019 No-Build Level-of-Service Summary**
***LOS (delay in seconds)***

| Intersection | Control | Approach/ Movement | LOS Std. | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|---|
| 1. SR 92 at SR 14-Alt | Signal | Overall | E | D (47.7) | E (77.3) |
| 2. SR 14-Alt at Derrick Road | Signal | Overall | D | C (20.2) | B (15.4) |
| 3. SR 92 at McClure Road | Stop-Control | NB Left | D | A (0.0) | A (0.0) |
| | | EB | D | A (0.0) | A (0.0) |

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 2019 No-Build conditions. Therefore, there are no recommended improvements for the Projected 2019 No-Build conditions scenario.




Kimley»Horn

***Southpoint Farms Logistics Center***
***DRI #2759***
***Transportation Analysis***

**Projected 2019 No-Build Conditions**

**Figure 10**

## *6.3 Projected 2019 Build Conditions*

The traffic associated with the proposed *Southpoint Farms Logistics Center* development was added to the Projected 2019 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 Build conditions were analyzed using future intersection control types per PI#0010949 and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2019 Build conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2019 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

**Table 9: Projected 2019 Build Level-of-Service Summary**
*LOS (delay in seconds)*

| Intersection | Control | Approach/ Movement | LOS Std. | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|---|
| 1. SR 92 at SR 14-Alt | Signal | Overall | E | E (55.8) | F (92.5) |
| 2. SR 14-Alt at Derrick Road | Signal | Overall | D | C (20.9) | B (15.6) |
| 3. SR 92 at McClure Road / Proposed Driveway #2 | Stop-Control | SB Left | D | B (11.1) | B (11.6) |
| | | WB | D | E (44.8) | F (71.7)* |
| 4. SR 92 at Proposed Driveway #3 | Stop-Control | SB Left | D | B (13.3) | B (14.3) |
| | | WB | D | C (17.1) | D (32.7) |
| 5. SR 92 at Proposed Driveway #4 | Stop-Control | SB Left | D | B (10.3) | B (10.2) |
| | | WB | D | C (13.4) | C (15.9) |
| 6. SR 14-Alt at Proposed Driveway #1 | Stop-Control | NB | D | C (15.9) | C (20.7) |

**It is not uncommon to have delays for stop-controlled approaches when there is heavy major street volume during the peak hours.*

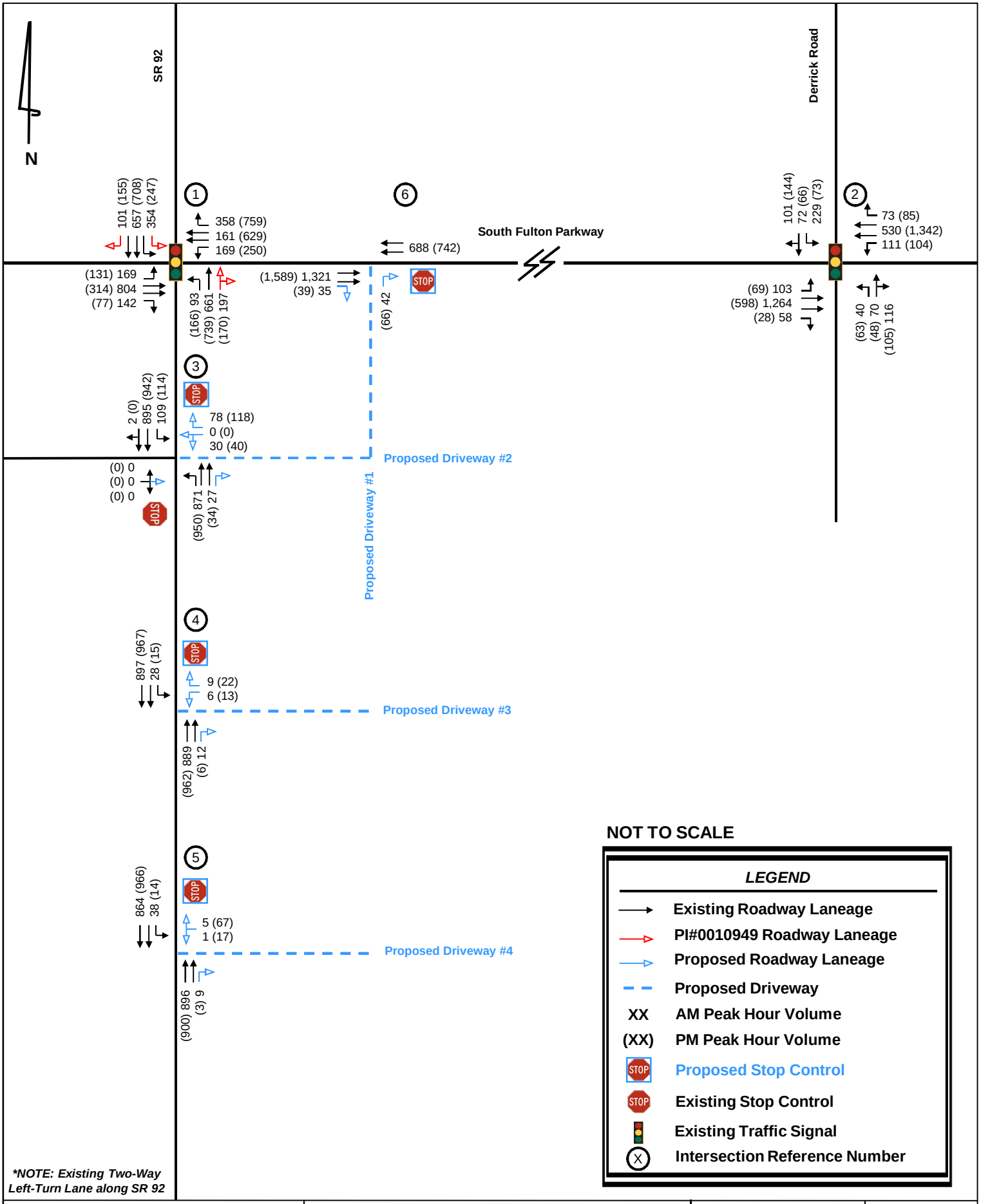
As shown in **Table 9**, the intersection of SR 92 at SR 14-Alt is projected to operate below the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 Build conditions.

The following improvements are recommended to serve the traffic associated with the *Southpoint Farms Logistics Center* development:

- Intersection #1: SR 92 at SR 14-Alt
  - o Construct one (1) exclusive northbound right-turn lane along SR 92.

| **Table 10: Projected 2019 Build Improved Level-of-Service Summary**<br>*LOS (delay in seconds)* | | | | | |
|---|---|---|---|---|---|
| **Intersection** | **Control** | **Approach/ Movement** | **LOS Std.** | **AM Peak Hour** | **PM Peak Hour** |
| 1. SR 92 at SR 14-Alt | Signal | Overall | E | D (50.0) | E (77.3) |

As shown in **Table 10**, the intersection of SR 92 at SR 14-Alt is projected to operate at or above the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 Build Improved conditions.




NOT TO SCALE

**LEGEND**

- Existing Roadway Laneage
- PI#0010949 Roadway Laneage
- Proposed Roadway Laneage
- Proposed Driveway
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Proposed Stop Control
- Existing Stop Control
- Existing Traffic Signal
- Intersection Reference Number

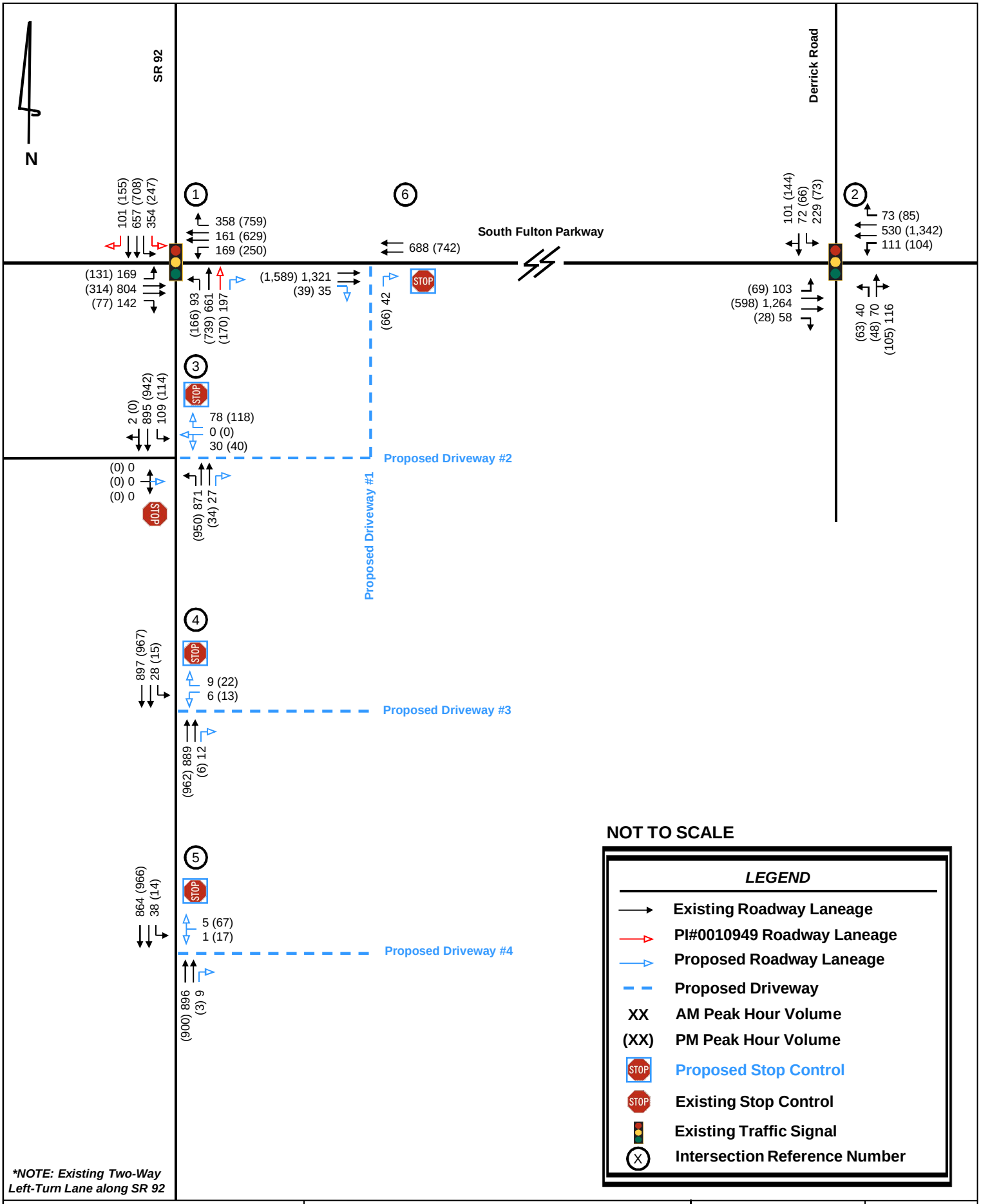
**NOTE: Existing Two-Way Left-Turn Lane along SR 92*

Kimley»Horn

***Southpoint Farms Logistics Center***
***DRI #2759***
***Transportation Analysis***

**Projected 2019 Build Conditions**

**Figure 11**




Kimley»Horn

***Southpoint Farms Logistics Center***
***DRI #2759***
***Transportation Analysis***

**Projected 2019 Build Improved Conditions**

**Figure 12**

## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Southpoint Farms Logistics Center* development is provided by four (4) driveways, three (3) driveways along SR 92, a minor arterial, and one (1) right-in/right-out driveway along SR 14-Alt, a principal arterial. The proposed site driveways provide vehicular access to the entire development. Internal private roadways provide access throughout the project site. An internal public roadway is proposed to connect SR 92 and SR 14-Alt via Proposed Driveway #1 and Proposed Driveway #2.

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 2019 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), the GDOT Statewide TIP (STIP), Regional Transportation Program (RTP), and Fulton County's programmed projects, six (6) 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 | Short-Term (first 5 years*) | R-23c | Interchange improvement (CFI) at SR 92 at South Fulton Parkway. |
| 2 | Long-Term (10 years and beyond*) | ASP-FS-230 | Roadway widening along SR 92 from South Fulton Parkway to SR 70. |
| 3 | Long-Term (10 years and beyond*) | R-2 | Roadway widening along South Fulton Parkway from Stonewall Tell Road to I-285. |
| 4 | Long-Term (10 years and beyond*) | R-23d | Intersection improvements at SR 92 at Dobson Road |
| 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.*

Note: PI #0010949 which includes intersection improvements at the intersection of SR 92 at SR 14-Alt was recently LET for construction with an 18-month construction schedule. 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.

# 10.0 ALTERNATIVE ANALYSIS – SUPPLEMENTAL INFORMATION

This DRI traffic study was performed with the assumption that the right-in/right-out Proposed Driveway #1 along SR 14-Alt would be granted by GDOT. This alternative analysis will study the impacts on the study network if the Proposed Driveway #1 (right-in/right-out) was NOT allowed.

## *10.1 Projected 2019 Build Alternative Conditions*

The traffic associated with the proposed *Southpoint Farms Logistics Center* development was added to the Projected 2019 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 Build conditions were analyzed using future intersection control types per PI#0010949 and alternative proposed site driveways.

The intersection laneage and traffic volumes used for the Projected 2019 Build Alternative conditions are shown in **Figure 13**. The results of the capacity analyses for the Projected 2019 Build Alternative conditions are shown in **Table 12**. Detailed *Synchro* analysis reports are available upon request.

**Table 12: Projected 2019 Build Alternative Level-of-Service Summary**
*LOS (delay in seconds)*

| Intersection | Control | Approach/ Movement | LOS Std. | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|---|
| 1. SR 92 at SR 14-Alt | Signal | Overall | E | E (57.4) | F (100.7) |
| 2. SR 14-Alt at Derrick Road | Signal | Overall | D | C (20.9) | B (15.6) |
| 3. SR 92 at McClure Road / Proposed Driveway #2 | Stop-Control | SB Left | D | B (11.4) | B (12.0) |
| | | WB | D | E (44.4) | F (75.0)* |
| 4. SR 92 at Proposed Driveway #3 | Stop-Control | SB Left | D | B (12.7) | B (13.6) |
| | | WB | D | C (16.4) | D (30.0) |
| 5. SR 92 at Proposed Driveway #4 | Stop-Control | SB Left | D | B (10.3) | B (10.2) |
| | | WB | D | C (13.4) | C (15.9) |

As shown in **Table 12**, the intersection of SR 92 at SR 14-Alt is projected to operate below the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 Build Alternative conditions.

Note: In comparing **Table 12** with **Table 9**, having the proposed right-in/right-out along SR 14-Alt will result in better LOS at the intersection of SR 92 at SR 14-Alt (92.5 seconds of delay vs. 100.7 seconds of delay) during the PM peak hour.

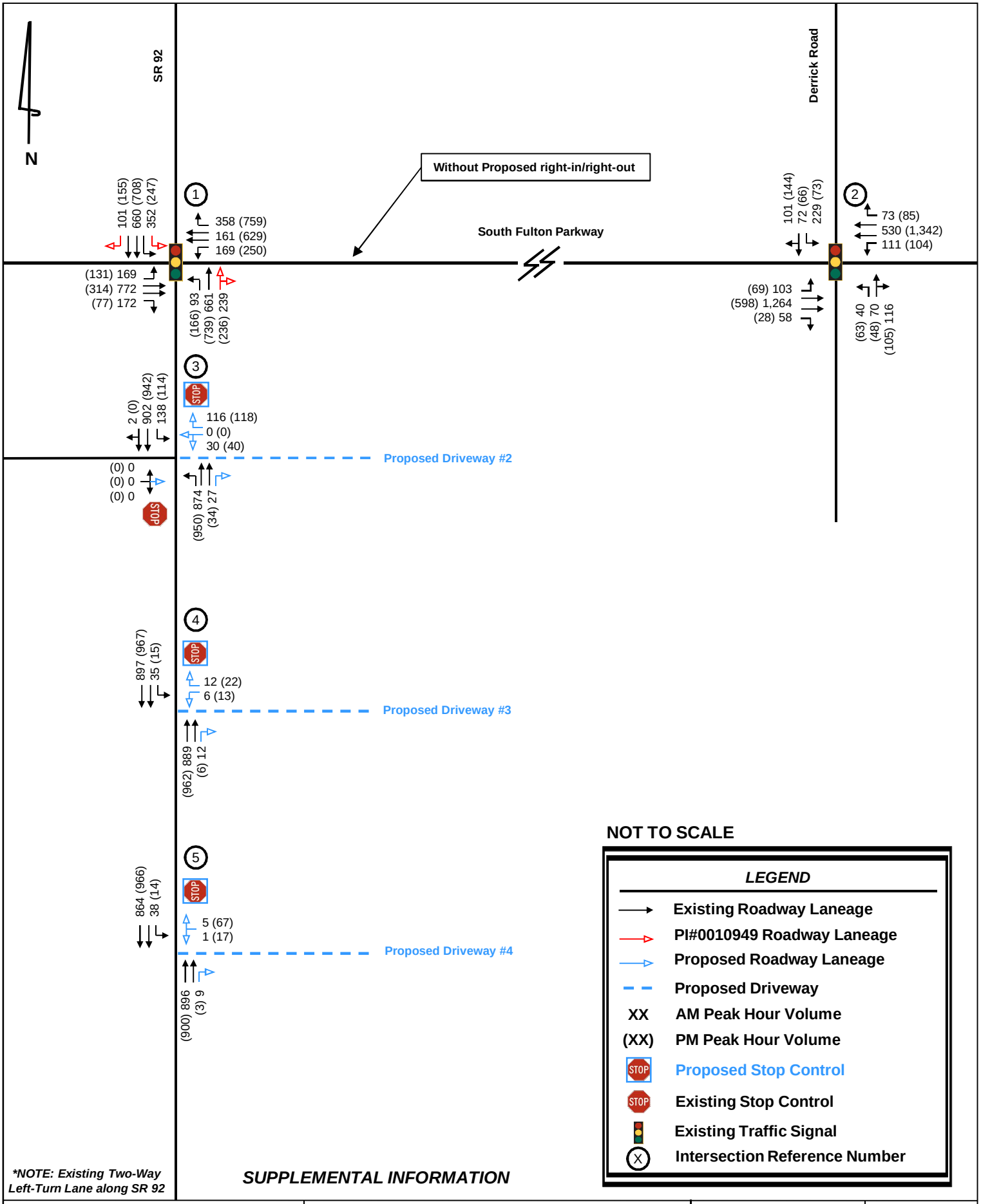
The following improvements are recommended to serve the traffic associated with the *Southpoint Farms Logistics Center* development:

- Intersection #1: SR 92 at SR 14-Alt
  - o Construct one (1) exclusive northbound right-turn lane along SR 92.

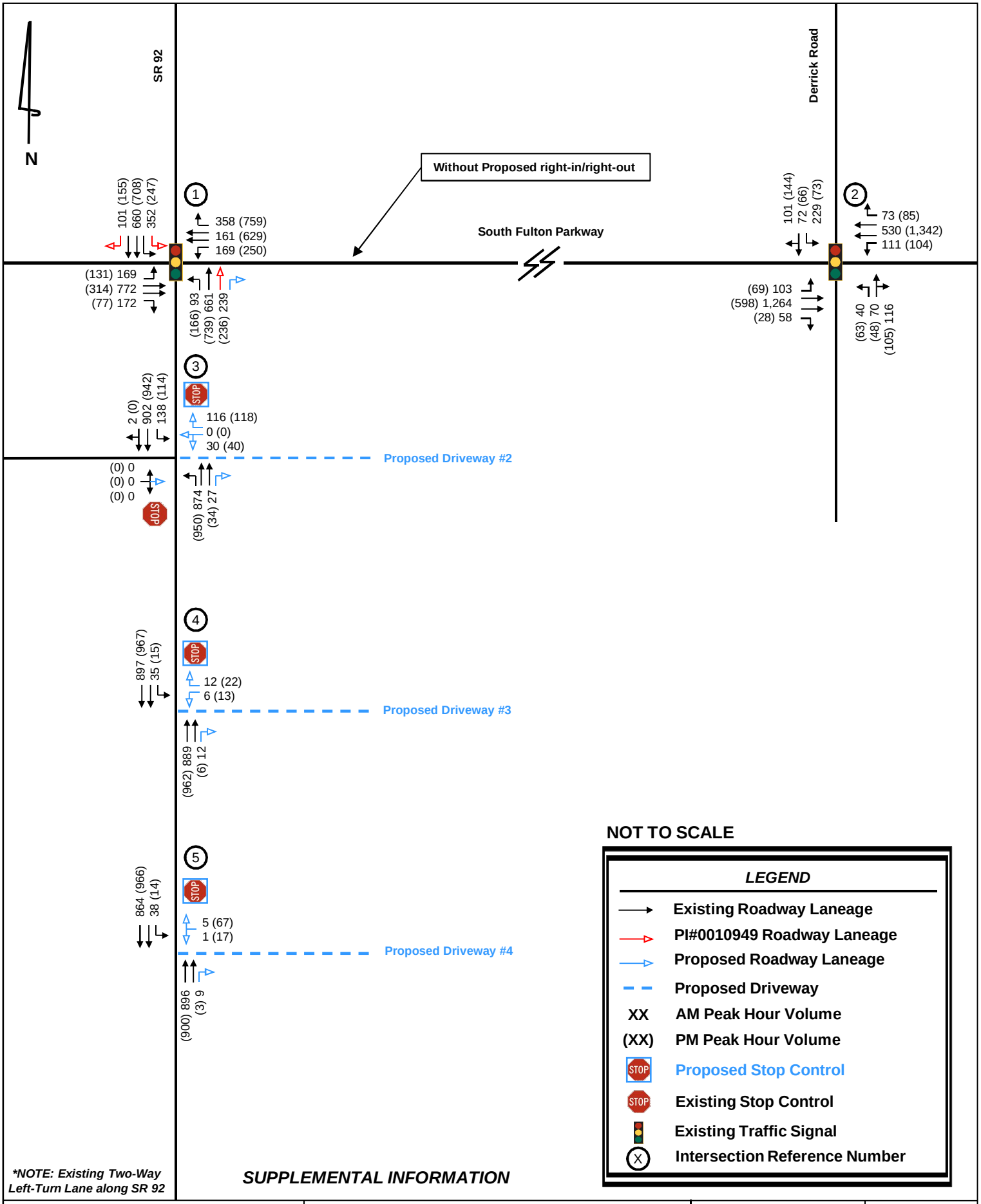
| Table 13: Projected 2019 Build Alternative Improved Level-of-Service Summary<br>*LOS (delay in seconds)* | | | | | |
|---|---|---|---|---|---|
| **Intersection** | **Control** | **Approach/ Movement** | **LOS Std.** | **AM Peak Hour** | **PM Peak Hour** |
| 1. SR 92 at SR 14-Alt | Signal | Overall | E | D (49.6) | E (77.4) |

As shown in **Table 13**, the intersection of SR 92 at SR 14-Alt is projected to operate at or above the acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2019 Build Alternative Improved conditions.

In comparing **Table 13** to **Table 10**, with the additional northbound right-turn lane along SR 92, the LOS at the intersection of SR 92 at SR 14-Alt is similar with or without the right-in/right-out driveway along SR 14-Alt.




| | | | |
|---|---|---|---|
| Kimley»Horn | *Southpoint Farms Logistics Center DRI #2759 Transportation Analysis* | Projected 2019 Build Alternative Conditions | Figure 13 |




| | | | |
|---|---|---|---|
| Kimley»Horn | *Southpoint Farms Logistics Center DRI #2759 Transportation Analysis* | **Projected 2019 Build Alternative Improved Conditions** | **Figure 14** |

# Appendix A
## Site Photo Log

Kimley»Horn

City of Union City, GA

Photograph Sheet

KHA Job No.: 018958004

Date: December 15, 2017

Page: 1 of 4

Southpoint Farms Logistics Center DRI #2759

Photo No. 1

Comments: Site Driveway 1: Looking east along SR 14-Alt

Photo No. 2

Comments: Site Driveway 1: Looking west along SR 14-Alt

Southpoint Farms Logistics Center DRI #2759

Photo No. 3

Comments: Site Driveway 2: Looking north along SR 92

Photo No. 4

Comments: Site Driveway 2: Looking south along SR 92

Southpoint Farms Logistics Center DRI #2759

Photo No. 5

Comments: Site Driveway 3: Looking north along SR 92

Photo No. 6

Comments: Site Driveway 3: Looking south along SR 92

Southpoint Farms Logistics Center DRI #2759

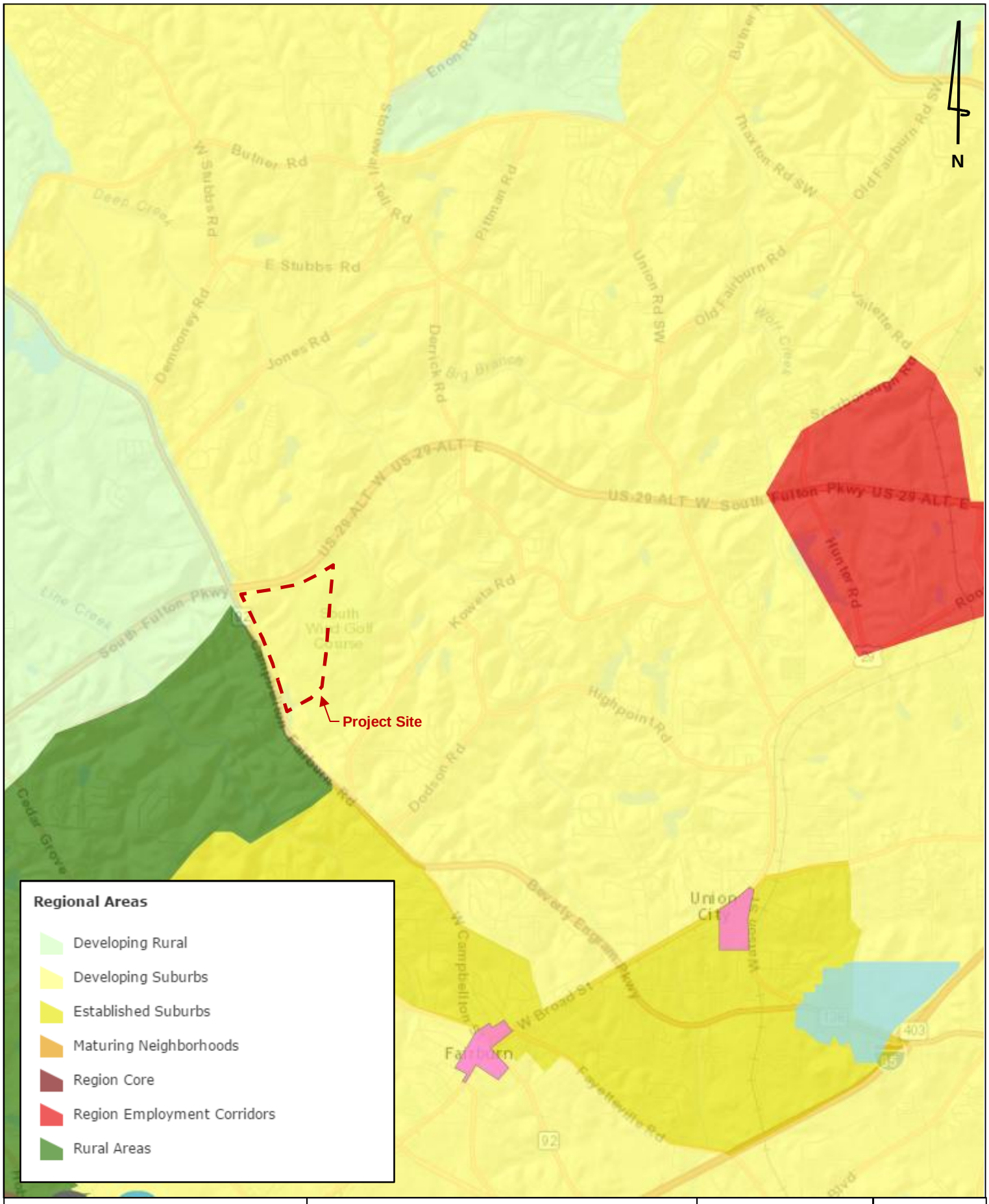
Photo No. 7

Comments: Site Driveway 4: Looking north along SR 92

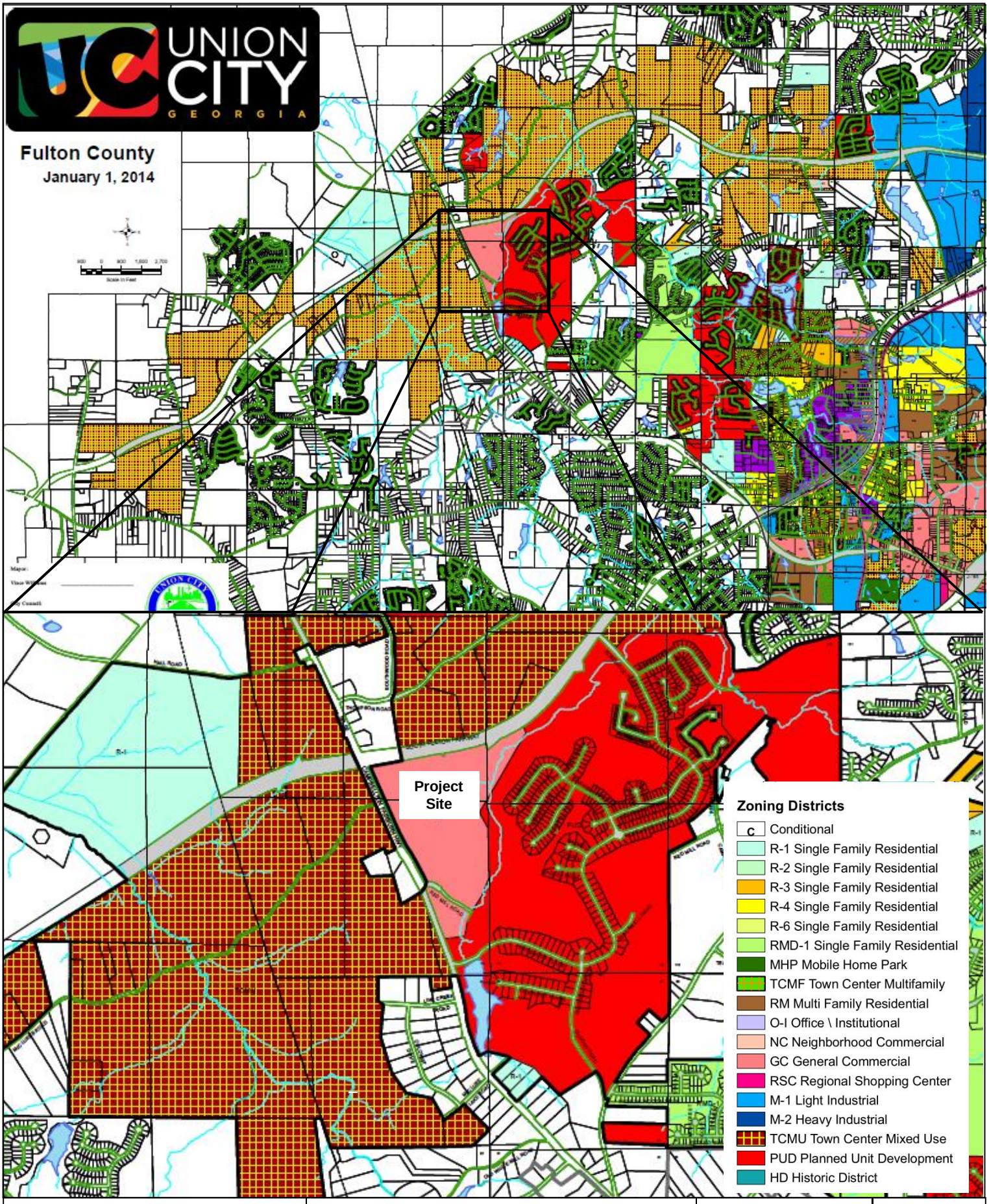
Photo No. 8

Comments: Site Driveway 4: Looking south along SR 92

# Appendix B
## Land Use and Zoning Map



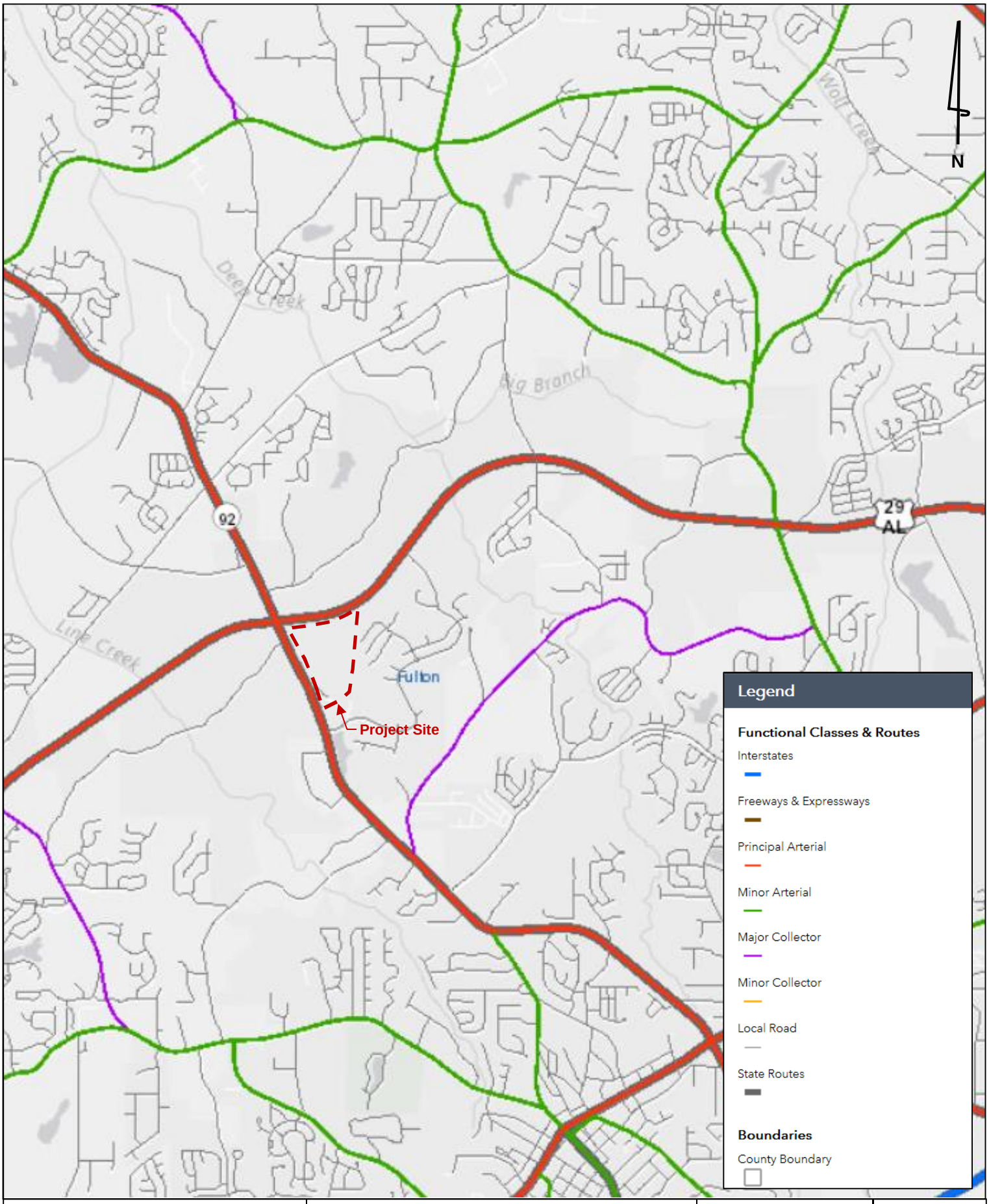

| | | | |
|---|---|---|---|
| Kimley»Horn | ***Southpoint Farms Logistics Center***<br>***DRI #2759***<br>***Transportation Analysis*** | **ARC Unified Growth Policy Map** | |




Kimley»Horn

***Southpoint Farms Logistics Center***
***DRI #2759***
***Transportation Analysis***

**City of Union City Zoning Map**

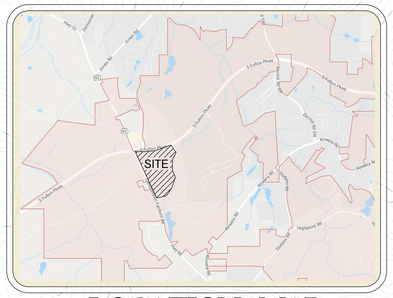



| | | | |
|---|---|---|---|
| Kimley»Horn | ***Southpoint Farms Logistics Center***<br>***DRI #2759***<br>***Transportation Analysis*** | **GDOT State Functional Classification Map** | |

# Appendix C
## Proposed Site Plan

# SOUTHPOINT FARMS LOGISTICS CENTER

## DRI #2759




LOCATION MAP
N.T.S.

### SITE DATA

TOTAL ACREAGE =101.75 ACRES
TOTAL BUILDING AREA = 1,142,000 SF
IMPERVIOUS AREA = 55.5 ACRES (54.5%)
GROSS BLDG DENSITY PER ACRE = 11,224 SF/AC
NET BLDG DENSITY PER ACRE = 13,032 SF/ AC

ZONING:TCMU TOWN CENTER MIXED USE

AUTO FUELING STATION PARKING REQUIRED = 33 SPACES
AUTO FUELING STATION PARKING PROVIDED = 34 SPACES

2 STORY OFFICE BUILDING PARKING REQUIRED = 67 SPACES
2 STORY OFFICE BUILDING PARKING PROVIDED = 67 SPACES

INDUSTRIAL WAREHOUSE PARKING REQUIRED = 462 SPACES
INDUSTRIAL WAREHOUSE PARKING PROVIDED = 513 SPACES


### OWNER/DEVELOPER

MR. KEVIN CASTEEL
PANATTONI DEVELOPMENT
9040 ROSWELL ROAD
SUITE 140
ATLANTA, GA 30350
404-921-2006 PHONE
KCASTEEL@PANATTONI.COM

### ENGINEER/ DESIGNER

SCOTT L. GARDNER, P.E.
EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
678-287-4728 PHONE
SGARDNER@EBERLY.NET

### TRAFFIC CONSULTANT

JOHN WALKER P.E.
KIMLEY-HORN & ASSOCIATES
PARKWAY 400
BUILDING 2
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
470-273-3181
JOHN.WALKER@KIMLEY-HORN.COM


GREEN SPACE
WETLAND AREA
DETENTION
BEGIN INTERMITTENT STREAM
EPHEMERAL STREAM
GREEN SPACE
ROCK SOLID, LLC ZONED PUD
DETENTION
GREEN SPACE

FULTON COUNTY HOSUING AUTHORITY ZONED TCMU

FUTURE DRIVEWAY #1

SR 14-ALT SOUTH FULTON PKWY

185' TRUCK COURT

1,116,000 SF
ONE STORY
CROSS DOCK
FACILITY
FFE = 898±

1800'

620'

EMPLOYEE SPACES

34 EMPLOYEE PARKING

185' TRUCK COURT

SOUTH FULTON DEVELOPMENT LLC ZONED MIX

NEW ROADWAY

WACHOVIA BANK ZONED MIX

OUT PARCEL 1
GC - 3.2 AC
ONE STORY
6,000 SF
CORNER RETAIL

80' R/W

142'

RED MILL ROAD (VARIABLE R/W)

DETENTION

OUT PARCEL 2
GC - 5.7 AC

20,000 SF
2 - STORY
OFFICE

VCOFII REAL ESTATE CO LLC ZONED PUD

SR 92

STATE ROUTE 92
CAMPBELLTON FAIRBURN ROAD
(150' R/W)

SR 92 CAMPBELLTON FAIRBURN ROAD

RED MILL ROAD TO BE ABANDONED

MT VERNON CHURCH ZONED AG-1

GR SF PARKWAY , LLC ZONED TCMU

GR SF PARKWAY , LLC ZONED TCMU

FUTURE INTERSECTION LANEAGE

FUTURE DRIVEWAY #2

FUTURE DRIVEWAY #3

FUTURE DRIVEWAY #4

GR SF PARKWAY , LLC ZONED TCMU

GRAPHIC SCALE
100 0 50 100 200 400
( IN FEET )
1 inch = 100 ft.

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LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE


DRI SITE PLAN

PROJECT: SOUTHPOINT FARMS LOGISTICS CENTER DRI #2759 UNION CITY, GA

REVISIONS:

| | |
|---|---|
| SCALE: | 1" = 100' |
| DATE: | 01/04/18 |
| DRAWN BY: | SG |
| PROJECT MANAGER: | SG |
| QA/QC CHECK: | SG |

PROJECT NO.
17-077

SHEET NO.
C1.0

# Appendix D
## Raw Traffic Count Data

**Project ID: 17-09419-001**
**Location: Derrick Rd SW & S Fulton Pkwy**
**City: Atlanta**

**Day: Thursday**
**Date: 08/24/2017**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Derrick Rd SW Northbound | | | | | | Derrick Rd SW Southbound | | | | | | S Fulton Pkwy Eastbound | | | | | | S Fulton Pkwy Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:45 AM | 5 | 15 | 25 | 0 | 0 | 45 | 30 | 4 | 8 | 0 | 0 | 42 | 38 | 304 | 2 | 0 | 0 | 344 | 6 | 73 | 16 | 0 | 0 | 95 | 526 |
| Total | 5 | 15 | 25 | 0 | 0 | 45 | 30 | 4 | 8 | 0 | 0 | 42 | 38 | 304 | 2 | 0 | 0 | 344 | 6 | 73 | 16 | 0 | 0 | 95 | 526 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 10 | 30 | 0 | 0 | 40 | 37 | 10 | 18 | 0 | 0 | 65 | 40 | 288 | 3 | 0 | 0 | 331 | 7 | 55 | 26 | 0 | 0 | 88 | 524 |
| 7:15 AM | 5 | 21 | 25 | 0 | 0 | 51 | 61 | 10 | 23 | 0 | 0 | 94 | 49 | 300 | 1 | 0 | 0 | 350 | 8 | 100 | 31 | 0 | 0 | 139 | 634 |
| 7:30 AM | 5 | 15 | 23 | 0 | 0 | 43 | 67 | 21 | 29 | 0 | 0 | 117 | 18 | 333 | 1 | 0 | 0 | 352 | 5 | 121 | 22 | 1 | 0 | 149 | 661 |
| 7:45 AM | 6 | 14 | 22 | 0 | 0 | 42 | 59 | 13 | 19 | 0 | 0 | 91 | 13 | 287 | 1 | 0 | 0 | 301 | 5 | 96 | 4 | 0 | 0 | 105 | 539 |
| Total | 16 | 60 | 100 | 0 | 0 | 176 | 224 | 54 | 89 | 0 | 0 | 367 | 120 | 1208 | 6 | 0 | 0 | 1334 | 25 | 372 | 83 | 1 | 0 | 481 | 2358 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | 10 | 13 | 19 | 0 | 0 | 42 | 33 | 11 | 26 | 0 | 0 | 70 | 18 | 261 | 5 | 1 | 0 | 285 | 5 | 128 | 13 | 0 | 0 | 146 | 543 |
| 8:15 AM | 7 | 4 | 22 | 0 | 0 | 33 | 28 | 5 | 15 | 0 | 0 | 48 | 15 | 227 | 3 | 0 | 0 | 245 | 6 | 120 | 7 | 0 | 0 | 133 | 459 |
| 8:30 AM | 1 | 7 | 15 | 0 | 0 | 23 | 21 | 12 | 11 | 0 | 0 | 44 | 9 | 234 | 5 | 0 | 0 | 248 | 3 | 108 | 5 | 0 | 0 | 116 | 431 |
| Total | 18 | 24 | 56 | 0 | 0 | 98 | 82 | 28 | 52 | 0 | 0 | 162 | 42 | 722 | 13 | 1 | 0 | 778 | 14 | 356 | 25 | 0 | 0 | 395 | 1433 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 3 | 7 | 3 | 0 | 0 | 13 | 13 | 6 | 15 | 0 | 0 | 34 | 11 | 115 | 3 | 0 | 0 | 129 | 10 | 269 | 12 | 0 | 0 | 291 | 467 |
| 4:15 PM | 2 | 2 | 4 | 0 | 0 | 8 | 9 | 10 | 15 | 0 | 0 | 34 | 12 | 124 | 3 | 2 | 0 | 141 | 8 | 273 | 14 | 0 | 0 | 295 | 478 |
| 4:30 PM | 5 | 10 | 9 | 0 | 0 | 24 | 11 | 13 | 16 | 0 | 0 | 40 | 9 | 123 | 1 | 2 | 0 | 135 | 18 | 323 | 20 | 0 | 0 | 361 | 560 |
| 4:45 PM | 3 | 6 | 11 | 0 | 0 | 20 | 18 | 11 | 31 | 0 | 0 | 60 | 11 | 108 | 5 | 0 | 0 | 124 | 11 | 267 | 13 | 0 | 0 | 291 | 495 |
| Total | 13 | 25 | 27 | 0 | 0 | 65 | 51 | 40 | 77 | 0 | 0 | 168 | 43 | 470 | 12 | 4 | 0 | 529 | 47 | 1132 | 59 | 0 | 0 | 1238 | 2000 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 8 | 6 | 8 | 0 | 0 | 22 | 20 | 16 | 26 | 0 | 0 | 62 | 16 | 105 | 1 | 0 | 0 | 122 | 20 | 337 | 16 | 0 | 0 | 373 | 579 |
| 5:15 PM | 5 | 10 | 12 | 0 | 0 | 27 | 13 | 16 | 31 | 0 | 0 | 60 | 18 | 113 | 2 | 0 | 0 | 133 | 17 | 326 | 21 | 0 | 0 | 364 | 584 |
| 5:30 PM | 3 | 11 | 7 | 0 | 0 | 21 | 20 | 18 | 62 | 0 | 0 | 100 | 14 | 135 | 9 | 0 | 0 | 158 | 13 | 302 | 20 | 1 | 0 | 336 | 615 |
| 5:45 PM | 6 | 8 | 7 | 0 | 0 | 21 | 17 | 10 | 19 | 0 | 0 | 46 | 18 | 132 | 2 | 0 | 0 | 152 | 26 | 278 | 25 | 1 | 0 | 330 | 549 |
| Total | 22 | 35 | 34 | 0 | 0 | 91 | 70 | 60 | 138 | 0 | 0 | 268 | 66 | 485 | 14 | 0 | 0 | 565 | 76 | 1243 | 82 | 2 | 0 | 1403 | 2327 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 74 | 159 | 242 | 0 | 0 | 475 | 457 | 186 | 364 | 0 | 0 | 1007 | 309 | 3189 | 47 | 5 | 0 | 3550 | 168 | 3176 | 265 | 3 | 0 | 3612 | 8644 |
| Apprch % | 15.6 | 33.5 | 50.9 | 0.0 | 0.0 | | 45.4 | 18.5 | 36.1 | 0.0 | 0.0 | | 8.7 | 89.8 | 1.3 | 0.1 | 0.0 | | 4.7 | 87.9 | 7.3 | 0.1 | 0.0 | | |
| Total % | 0.9 | 1.8 | 2.8 | 0.0 | 0.0 | 5.5 | 5.3 | 2.2 | 4.2 | 0.0 | 0.0 | 11.6 | 3.6 | 36.9 | 0.5 | 0.1 | 0.0 | 41.1 | 1.9 | 36.7 | 3.1 | 0.0 | 0.0 | 41.8 | |
| Cars, PU, Vans | 72 | 158 | 242 | 0 | 0 | 472 | 455 | 184 | 359 | | 0 | 998 | 305 | 3120 | 45 | 5 | | 3475 | 168 | 3118 | 262 | | 0 | 3551 | 8496 |
| % Cars, PU, Vans | 97.3 | 99.4 | 100.0 | 0.0 | 0.0 | 99.4 | 99.6 | 98.9 | 98.6 | 0.0 | 0.0 | 99.1 | 98.7 | 97.8 | 95.7 | 100.0 | 0.0 | 97.9 | 100.0 | 98.2 | 98.9 | 0.0 | 0.0 | 98.3 | 98.3 |
| Heavy Trucks | 2 | 1 | 0 | 0 | | 3 | 2 | 2 | 5 | 0 | | 9 | 4 | 69 | 2 | 0 | | 75 | 0 | 58 | 3 | 0 | | 61 | 148 |
| %Heavy Trucks | 2.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 0.4 | 1.1 | 1.4 | 0.0 | 0.0 | 0.9 | 1.3 | 2.2 | 4.3 | 0.0 | 0.0 | 2.1 | 0.0 | 1.8 | 1.1 | 0.0 | 0.0 | 1.7 | 1.7 |

**Project ID: 17-09419-001**
**Location: Derrick Rd SW & S Fulton Pkwy**
**City: Atlanta**

# PEAK HOURS

**Day: Thursday**
**Date: 08/24/2017**

**AM**

| | Derrick Rd SW Northbound | | | | | Derrick Rd SW Southbound | | | | | S Fulton Pkwy Eastbound | | | | | S Fulton Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:45 AM to 08:45 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 5 | 21 | 25 | 0 | 51 | 61 | 10 | 23 | 0 | 94 | 49 | 300 | 1 | 0 | 350 | 8 | 100 | 31 | 0 | 139 | 634 |
| 7:30 AM | 5 | 15 | 23 | 0 | 43 | 67 | 21 | 29 | 0 | 117 | 18 | 333 | 1 | 0 | 352 | 5 | 121 | 22 | 1 | 149 | 661 |
| 7:45 AM | 6 | 14 | 22 | 0 | 42 | 59 | 13 | 19 | 0 | 91 | 13 | 287 | 1 | 0 | 301 | 5 | 96 | 4 | 0 | 105 | 539 |
| 8:00 AM | 10 | 13 | 19 | 0 | 42 | 33 | 11 | 26 | 0 | 70 | 18 | 261 | 5 | 1 | 285 | 5 | 128 | 13 | 0 | 146 | 543 |
| Total Volume | 26 | 63 | 89 | 0 | 178 | 220 | 55 | 97 | 0 | 372 | 98 | 1181 | 8 | 1 | 1288 | 23 | 445 | 70 | 1 | 539 | 2377 |
| % App. Total | 14.6 | 35.4 | 50.0 | 0.0 | 100 | 59.1 | 14.8 | 26.1 | 0.0 | 100 | 7.6 | 91.7 | 0.6 | 0.1 | 100 | 4.3 | 82.6 | 13.0 | 0.2 | 100 | |
| PHF | | | | | 0.873 | | | | | 0.795 | | | | | 0.915 | | | | | 0.904 | 0.899 |
| Cars, PU, Vans | 25 | 62 | 89 | 0 | 176 | 219 | 53 | 96 | 0 | 368 | 97 | 1162 | 8 | 1 | 1268 | 23 | 440 | 69 | 1 | 533 | 2345 |
| % Cars, PU, Vans | 96.2 | 98.4 | 100.0 | 0.0 | 98.9 | 99.5 | 96.4 | 99.0 | 0.0 | 98.9 | 99.0 | 98.4 | 100.0 | 100.0 | 98.4 | 100.0 | 98.9 | 98.6 | 100.0 | 98.9 | 98.7 |
| Heavy Trucks | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 4 | 1 | 19 | 0 | 0 | 20 | 0 | 5 | 1 | 0 | 6 | 32 |
| %Heavy Trucks | 3.8 | 1.6 | 0.0 | 0.0 | 1.1 | 0.5 | 3.6 | 1.0 | 0.0 | 1.1 | 1.0 | 1.6 | 0.0 | 0.0 | 1.6 | 0.0 | 1.1 | 1.4 | 0.0 | 1.1 | 1.3 |

**PM**

| | Derrick Rd SW Northbound | | | | | Derrick Rd SW Southbound | | | | | S Fulton Pkwy Eastbound | | | | | S Fulton Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM to 06:00 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 8 | 6 | 8 | 0 | 22 | 20 | 16 | 26 | 0 | 62 | 16 | 105 | 1 | 0 | 122 | 20 | 337 | 16 | 0 | 373 | 579 |
| 5:15 PM | 5 | 10 | 12 | 0 | 27 | 13 | 16 | 31 | 0 | 60 | 18 | 113 | 2 | 0 | 133 | 17 | 326 | 21 | 0 | 364 | 584 |
| 5:30 PM | 3 | 11 | 7 | 0 | 21 | 20 | 18 | 62 | 0 | 100 | 14 | 135 | 9 | 0 | 158 | 13 | 302 | 20 | 1 | 336 | 615 |
| 5:45 PM | 6 | 8 | 7 | 0 | 21 | 17 | 10 | 19 | 0 | 46 | 18 | 132 | 2 | 0 | 152 | 26 | 278 | 25 | 1 | 330 | 549 |
| Total Volume | 22 | 35 | 34 | 0 | 91 | 70 | 60 | 138 | 0 | 268 | 66 | 485 | 14 | 0 | 565 | 76 | 1243 | 82 | 2 | 1403 | 2327 |
| % App. Total | 24.2 | 38.5 | 37.4 | 0.0 | 100 | 26.1 | 22.4 | 51.5 | 0.0 | 100 | 11.7 | 85.8 | 2.5 | 0.0 | 100 | 5.4 | 88.6 | 5.8 | 0.1 | 100 | |
| PHF | | | | | 0.843 | | | | | 0.670 | | | | | 0.894 | | | | | 0.940 | 0.946 |
| Cars, PU, Vans | 21 | 35 | 34 | 0 | 90 | 69 | 60 | 135 | 0 | 264 | 66 | 471 | 14 | 0 | 551 | 76 | 1228 | 82 | 2 | 1388 | 2293 |
| % Cars, PU, Vans | 95.5 | 100.0 | 100.0 | 0.0 | 98.9 | 98.6 | 100.0 | 97.8 | 0.0 | 98.5 | 100.0 | 97.1 | 100.0 | 0.0 | 97.5 | 100.0 | 98.8 | 100.0 | 100.0 | 98.9 | 98.5 |
| Heavy Trucks | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 14 | 0 | 0 | 14 | 0 | 15 | 0 | 0 | 15 | 34 |
| %Heavy Trucks | 4.5 | 0.0 | 0.0 | 0.0 | 1.1 | 1.4 | 0.0 | 2.2 | 0.0 | 1.5 | 0.0 | 2.9 | 0.0 | 0.0 | 2.5 | 0.0 | 1.2 | 0.0 | 0.0 | 1.1 | 1.5 |

**Project ID: 17-09585-001**
**Location: Campbellton-Fairburn Rd / Hwy 92 & S Fulton Pkwy**
**City: Fairburn**

**Day: Thursday**
**Date: 11/09/2017**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Campbellton-Fairburn Rd / Hwy 92 Northbound | | | | | | Campbellton-Fairburn Rd / Hwy 92 Southbound | | | | | | S Fulton Pkwy Eastbound | | | | | | S Fulton Pkwy Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:45 AM | 9 | 82 | 53 | 0 | 0 | 144 | 105 | 138 | 6 | 0 | 0 | 249 | 25 | 181 | 16 | 0 | 0 | 222 | 6 | 41 | 43 | 0 | 0 | 90 | 705 |
| Total | 9 | 82 | 53 | 0 | 0 | 144 | 105 | 138 | 6 | 0 | 0 | 249 | 25 | 181 | 16 | 0 | 0 | 222 | 6 | 41 | 43 | 0 | 0 | 90 | 705 |
| 7:00 AM | 4 | 124 | 42 | 0 | 0 | 170 | 83 | 137 | 20 | 0 | 0 | 240 | 31 | 183 | 37 | 0 | 0 | 251 | 10 | 35 | 54 | 0 | 0 | 99 | 760 |
| 7:15 AM | 8 | 157 | 48 | 0 | 0 | 213 | 76 | 136 | 16 | 0 | 0 | 228 | 46 | 223 | 27 | 0 | 0 | 296 | 12 | 47 | 58 | 0 | 0 | 117 | 854 |
| 7:30 AM | 10 | 153 | 40 | 0 | 0 | 203 | 83 | 178 | 27 | 0 | 0 | 288 | 35 | 201 | 35 | 0 | 0 | 271 | 28 | 32 | 87 | 0 | 0 | 147 | 909 |
| 7:45 AM | 12 | 177 | 37 | 0 | 0 | 226 | 75 | 165 | 31 | 0 | 0 | 271 | 38 | 143 | 36 | 0 | 0 | 217 | 13 | 43 | 104 | 0 | 0 | 160 | 874 |
| Total | 34 | 611 | 167 | 0 | 0 | 812 | 317 | 616 | 94 | 0 | 0 | 1027 | 150 | 750 | 135 | 0 | 0 | 1035 | 63 | 157 | 303 | 0 | 0 | 523 | 3397 |
| 8:00 AM | 16 | 124 | 42 | 0 | 0 | 182 | 85 | 110 | 23 | 0 | 0 | 218 | 43 | 175 | 22 | 0 | 0 | 240 | 14 | 55 | 90 | 1 | 0 | 160 | 800 |
| 8:15 AM | 14 | 123 | 37 | 0 | 0 | 174 | 83 | 156 | 21 | 0 | 0 | 260 | 31 | 137 | 25 | 0 | 0 | 193 | 19 | 52 | 85 | 0 | 0 | 156 | 783 |
| 8:30 AM | 5 | 109 | 32 | 0 | 0 | 146 | 81 | 166 | 17 | 0 | 0 | 264 | 34 | 161 | 26 | 0 | 0 | 221 | 6 | 52 | 51 | 0 | 0 | 109 | 740 |
| Total | 35 | 356 | 111 | 0 | 0 | 502 | 249 | 432 | 61 | 0 | 0 | 742 | 108 | 473 | 73 | 0 | 0 | 654 | 39 | 159 | 226 | 1 | 0 | 425 | 2323 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 19 | 171 | 18 | 0 | 0 | 208 | 72 | 149 | 41 | 0 | 0 | 262 | 25 | 62 | 18 | 0 | 0 | 105 | 30 | 130 | 138 | 2 | 0 | 300 | 875 |
| 4:45 PM | 16 | 168 | 36 | 0 | 0 | 220 | 45 | 141 | 39 | 0 | 0 | 225 | 41 | 49 | 12 | 1 | 0 | 103 | 30 | 136 | 153 | 1 | 0 | 320 | 868 |
| Total | 35 | 339 | 54 | 0 | 0 | 428 | 117 | 290 | 80 | 0 | 0 | 487 | 66 | 111 | 30 | 1 | 0 | 208 | 60 | 266 | 291 | 3 | 0 | 620 | 1743 |
| 5:00 PM | 23 | 165 | 29 | 0 | 0 | 217 | 60 | 138 | 40 | 0 | 0 | 238 | 28 | 73 | 10 | 0 | 0 | 111 | 34 | 160 | 175 | 0 | 0 | 369 | 935 |
| 5:15 PM | 22 | 161 | 20 | 0 | 0 | 203 | 46 | 168 | 38 | 0 | 0 | 252 | 33 | 83 | 23 | 0 | 0 | 139 | 39 | 166 | 162 | 0 | 0 | 367 | 961 |
| 5:30 PM | 16 | 164 | 38 | 0 | 0 | 218 | 59 | 185 | 28 | 0 | 0 | 272 | 33 | 59 | 11 | 0 | 0 | 103 | 46 | 171 | 181 | 0 | 0 | 398 | 991 |
| 5:45 PM | 21 | 159 | 29 | 0 | 0 | 209 | 64 | 161 | 43 | 0 | 0 | 268 | 32 | 68 | 19 | 0 | 0 | 119 | 32 | 127 | 196 | 0 | 0 | 355 | 951 |
| Total | 82 | 649 | 116 | 0 | 0 | 847 | 229 | 652 | 149 | 0 | 0 | 1030 | 126 | 283 | 63 | 0 | 0 | 472 | 151 | 624 | 714 | 0 | 0 | 1489 | 3838 |
| 6:00 PM | 14 | 161 | 36 | 0 | 0 | 211 | 61 | 160 | 49 | 0 | 0 | 270 | 36 | 71 | 17 | 0 | 0 | 124 | 25 | 137 | 157 | 1 | 0 | 320 | 925 |
| 6:15 PM | 26 | 160 | 31 | 0 | 0 | 217 | 56 | 154 | 59 | 0 | 0 | 269 | 25 | 61 | 17 | 0 | 0 | 103 | 24 | 132 | 115 | 0 | 0 | 271 | 860 |
| Total | 40 | 321 | 67 | 0 | 0 | 428 | 117 | 314 | 108 | 0 | 0 | 539 | 61 | 132 | 34 | 0 | 0 | 227 | 49 | 269 | 272 | 1 | 0 | 591 | 1785 |
| Grand Total | 235 | 2358 | 568 | 0 | 0 | 3161 | 1134 | 2442 | 498 | 0 | 0 | 4074 | 536 | 1930 | 351 | 1 | 0 | 2818 | 368 | 1516 | 1849 | 5 | 0 | 3738 | 13791 |
| Apprch % | 7.4 | 74.6 | 18.0 | 0.0 | 0.0 | | 27.8 | 59.9 | 12.2 | 0.0 | 0.0 | | 19.0 | 68.5 | 12.5 | 0.0 | 0.0 | | 9.8 | 40.6 | 49.5 | 0.1 | 0.0 | | |
| Total % | 1.7 | 17.1 | 4.1 | 0.0 | 0.0 | 22.9 | 8.2 | 17.7 | 3.6 | 0.0 | 0.0 | 29.5 | 3.9 | 14.0 | 2.5 | 0.0 | 0.0 | 20.4 | 2.7 | 11.0 | 13.4 | 0.0 | 0.0 | 27.1 | |
| Cars, PU, Vans | 234 | 2333 | 564 | 0 | 0 | 3131 | 1100 | 2400 | 498 | | 0 | 3998 | 536 | 1908 | 351 | 1 | | 2796 | 362 | 1502 | 1822 | | 0 | 3691 | 13616 |
| % Cars, PU, Vans | 99.6 | 98.9 | 99.3 | 0.0 | 0.0 | 99.1 | 97.0 | 98.3 | 100.0 | 0.0 | 0.0 | 98.1 | 100.0 | 98.9 | 100.0 | 100.0 | 0.0 | 99.2 | 98.4 | 99.1 | 98.5 | 0.0 | 0.0 | 98.7 | 98.7 |
| Heavy Trucks | 1 | 25 | 4 | 0 | | 30 | 34 | 42 | 0 | 0 | | 76 | 0 | 22 | 0 | 0 | | 22 | 6 | 14 | 27 | 0 | | 47 | 175 |
| %Heavy Trucks | 0.4 | 1.1 | 0.7 | 0.0 | 0.0 | 0.9 | 3.0 | 1.7 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.8 | 1.6 | 0.9 | 1.5 | 0.0 | 0.0 | 1.3 | 1.3 |

**Project ID: 17-09585-001**
**Location: Campbellton-Fairburn Rd / Hwy 92 & S Fulton Pkwy**
**City: Fairburn**

# PEAK HOURS

**Day: Thursday**
**Date: 11/09/2017**

**AM**

| | Campbellton-Fairburn Rd / Hwy 92 Northbound | | | | | Campbellton-Fairburn Rd / Hwy 92 Southbound | | | | | S Fulton Pkwy Eastbound | | | | | S Fulton Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:45 AM to 08:45 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 8 | 157 | 48 | 0 | 213 | 76 | 136 | 16 | 0 | 228 | 46 | 223 | 27 | 0 | 296 | 12 | 47 | 58 | 0 | 117 | 854 |
| 7:30 AM | 10 | 153 | 40 | 0 | 203 | 83 | 178 | 27 | 0 | 288 | 35 | 201 | 35 | 0 | 271 | 28 | 32 | 87 | 0 | 147 | 909 |
| 7:45 AM | 12 | 177 | 37 | 0 | 226 | 75 | 165 | 31 | 0 | 271 | 38 | 143 | 36 | 0 | 217 | 13 | 43 | 104 | 0 | 160 | 874 |
| 8:00 AM | 16 | 124 | 42 | 0 | 182 | 85 | 110 | 23 | 0 | 218 | 43 | 175 | 22 | 0 | 240 | 14 | 55 | 90 | 1 | 160 | 800 |
| Total Volume | 46 | 611 | 167 | 0 | 824 | 319 | 589 | 97 | 0 | 1005 | 162 | 742 | 120 | 0 | 1024 | 67 | 177 | 339 | 1 | 584 | 3437 |
| % App. Total | 5.6 | 74.2 | 20.3 | 0.0 | 100 | 31.7 | 58.6 | 9.7 | 0.0 | 100 | 15.8 | 72.5 | 11.7 | 0.0 | 100 | 11.5 | 30.3 | 58.0 | 0.2 | 100 | |
| PHF | | | | | 0.912 | | | | | 0.872 | | | | | 0.865 | | | | | 0.913 | 0.945 |
| Cars, PU, Vans | 45 | 602 | 165 | 0 | 812 | 311 | 578 | 97 | 0 | 986 | 162 | 737 | 120 | 0 | 1019 | 67 | 173 | 335 | 1 | 576 | 3393 |
| % Cars, PU, Vans | 97.8 | 98.5 | 98.8 | 0.0 | 98.5 | 97.5 | 98.1 | 100.0 | 0.0 | 98.1 | 100.0 | 99.3 | 100.0 | 0.0 | 99.5 | 100.0 | 97.7 | 98.8 | 100.0 | 98.6 | 98.7 |
| Heavy Trucks | 1 | 9 | 2 | 0 | 12 | 8 | 11 | 0 | 0 | 19 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 4 | 0 | 8 | 44 |
| %Heavy Trucks | 2.2 | 1.5 | 1.2 | 0.0 | 1.5 | 2.5 | 1.9 | 0.0 | 0.0 | 1.9 | 0.0 | 0.7 | 0.0 | 0.0 | 0.5 | 0.0 | 2.3 | 1.2 | 0.0 | 1.4 | 1.3 |

**PM**

| | Campbellton-Fairburn Rd / Hwy 92 Northbound | | | | | Campbellton-Fairburn Rd / Hwy 92 Southbound | | | | | S Fulton Pkwy Eastbound | | | | | S Fulton Pkwy Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 04:30 PM to 06:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 23 | 165 | 29 | 0 | 217 | 60 | 138 | 40 | 0 | 238 | 28 | 73 | 10 | 0 | 111 | 34 | 160 | 175 | 0 | 369 | 935 |
| 5:15 PM | 22 | 161 | 20 | 0 | 203 | 46 | 168 | 38 | 0 | 252 | 33 | 83 | 23 | 0 | 139 | 39 | 166 | 162 | 0 | 367 | 961 |
| 5:30 PM | 16 | 164 | 38 | 0 | 218 | 59 | 185 | 28 | 0 | 272 | 33 | 59 | 11 | 0 | 103 | 46 | 171 | 181 | 0 | 398 | 991 |
| 5:45 PM | 21 | 159 | 29 | 0 | 209 | 64 | 161 | 43 | 0 | 268 | 32 | 68 | 19 | 0 | 119 | 32 | 127 | 196 | 0 | 355 | 951 |
| Total Volume | 82 | 649 | 116 | 0 | 847 | 229 | 652 | 149 | 0 | 1030 | 126 | 283 | 63 | 0 | 472 | 151 | 624 | 714 | 0 | 1489 | 3838 |
| % App. Total | 9.7 | 76.6 | 13.7 | 0.0 | 100 | 22.2 | 63.3 | 14.5 | 0.0 | 100 | 26.7 | 60.0 | 13.3 | 0.0 | 100 | 10.1 | 41.9 | 48.0 | 0.0 | 100 | |
| PHF | | | | | 0.971 | | | | | 0.947 | | | | | 0.849 | | | | | 0.935 | 0.968 |
| Cars, PU, Vans | 82 | 644 | 116 | 0 | 842 | 220 | 644 | 149 | 0 | 1013 | 126 | 280 | 63 | 0 | 469 | 147 | 621 | 700 | 0 | 1468 | 3792 |
| % Cars, PU, Vans | 100.0 | 99.2 | 100.0 | 0.0 | 99.4 | 96.1 | 98.8 | 100.0 | 0.0 | 98.3 | 100.0 | 98.9 | 100.0 | 0.0 | 99.4 | 97.4 | 99.5 | 98.0 | 0.0 | 98.6 | 98.8 |
| Heavy Trucks | 0 | 5 | 0 | 0 | 5 | 9 | 8 | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 3 | 4 | 3 | 14 | 0 | 21 | 46 |
| %Heavy Trucks | 0.0 | 0.8 | 0.0 | 0.0 | 0.6 | 3.9 | 1.2 | 0.0 | 0.0 | 1.7 | 0.0 | 1.1 | 0.0 | 0.0 | 0.6 | 2.6 | 0.5 | 2.0 | 0.0 | 1.4 | 1.2 |

**Project ID: 17-09585-002**
**Location: Campbellton-Fairburn Rd / Hwy 92 & McClure Rd**
**City: Fairburn**

**Day: Thursday**
**Date: 11/09/2017**

**Groups Printed - Cars, PU, Vans - Heavy Trucks**

| | Campbellton-Fairburn Rd / Hwy 92 Northbound | | | | | | Campbellton-Fairburn Rd / Hwy 92 Southbound | | | | | | McClure Rd Eastbound | | | | | | McClure Rd Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Left | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |
| 6:45 AM | 0 | 132 | 0 | 0 | 0 | 132 | 0 | 159 | 0 | 1 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| Total | 0 | 132 | 0 | 0 | 0 | 132 | 0 | 159 | 0 | 1 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 7:00 AM | 0 | 182 | 0 | 0 | 0 | 182 | 0 | 183 | 0 | 2 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 7:15 AM | 0 | 214 | 0 | 0 | 0 | 214 | 0 | 178 | 0 | 1 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 393 |
| 7:30 AM | 0 | 205 | 0 | 0 | 0 | 205 | 0 | 234 | 2 | 0 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| 7:45 AM | 0 | 223 | 0 | 0 | 0 | 223 | 0 | 212 | 0 | 1 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436 |
| Total | 0 | 824 | 0 | 0 | 0 | 824 | 0 | 807 | 2 | 4 | 0 | 813 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1637 |
| 8:00 AM | 0 | 182 | 0 | 0 | 0 | 182 | 0 | 144 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 8:15 AM | 0 | 183 | 0 | 0 | 0 | 183 | 0 | 204 | 0 | 0 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 8:30 AM | 0 | 139 | 0 | 1 | 0 | 140 | 0 | 200 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 340 |
| Total | 0 | 504 | 0 | 1 | 0 | 505 | 0 | 548 | 0 | 0 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1053 |
| ***BREAK*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 209 | 0 | 0 | 0 | 209 | 0 | 192 | 0 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 401 |
| 4:45 PM | 0 | 224 | 0 | 0 | 0 | 224 | 0 | 182 | 0 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 406 |
| Total | 0 | 433 | 0 | 0 | 0 | 433 | 0 | 374 | 0 | 0 | 0 | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 807 |
| 5:00 PM | 0 | 214 | 0 | 0 | 0 | 214 | 0 | 185 | 0 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 5:15 PM | 0 | 207 | 0 | 0 | 0 | 207 | 0 | 230 | 0 | 0 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 |
| 5:30 PM | 0 | 213 | 0 | 0 | 0 | 213 | 0 | 247 | 0 | 0 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 460 |
| 5:45 PM | 0 | 213 | 0 | 0 | 0 | 213 | 0 | 209 | 0 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 |
| Total | 0 | 847 | 0 | 0 | 0 | 847 | 0 | 871 | 0 | 0 | 0 | 871 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1718 |
| 6:00 PM | 0 | 208 | 0 | 0 | 0 | 208 | 0 | 202 | 0 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 |
| 6:15 PM | 0 | 218 | 0 | 0 | 0 | 218 | 0 | 195 | 0 | 1 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| Total | 0 | 426 | 0 | 0 | 0 | 426 | 0 | 397 | 0 | 1 | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 824 |
| Grand Total | 0 | 3166 | 0 | 1 | 0 | 3167 | 0 | 3156 | 2 | 6 | 0 | 3164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6331 |
| Apprch % | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 99.7 | 0.1 | 0.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 49.8 | 0.0 | 0.1 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cars, PU, Vans | 0 | 3136 | 0 | 1 | 0 | 3137 | 0 | 3107 | 2 | | 0 | 3115 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 6252 |
| % Cars, PU, Vans | 0.0 | 99.1 | 0.0 | 100.0 | 0.0 | 99.1 | 0.0 | 98.4 | 100.0 | 0.0 | 0.0 | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.8 |
| Heavy Trucks | 0 | 30 | 0 | 0 | | 30 | 0 | 49 | 0 | 0 | | 49 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 79 |
| %Heavy Trucks | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |

**Project ID: 17-09585-002**
**Location: Campbellton-Fairburn Rd / Hwy 92 & McClure Rd**
**City: Fairburn**

# PEAK HOURS

**Day: Thursday**
**Date: 11/09/2017**

**AM**

| | Campbellton-Fairburn Rd / Hwy 92 Northbound | | | | | Campbellton-Fairburn Rd / Hwy 92 Southbound | | | | | McClure Rd Eastbound | | | | | McClure Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 06:45 AM to 08:45 AM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 182 | 0 | 0 | 182 | 0 | 183 | 0 | 2 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 7:15 AM | 0 | 214 | 0 | 0 | 214 | 0 | 178 | 0 | 1 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 393 |
| 7:30 AM | 0 | 205 | 0 | 0 | 205 | 0 | 234 | 2 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 441 |
| 7:45 AM | 0 | 223 | 0 | 0 | 223 | 0 | 212 | 0 | 1 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436 |
| Total Volume | 0 | 824 | 0 | 0 | 824 | 0 | 807 | 2 | 4 | 813 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1637 |
| % App. Total | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 99.3 | 0.2 | 0.5 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.924 | | | | | 0.861 | | | | | | | | | | | 0.928 |
| Cars, PU, Vans | 0 | 814 | 0 | 0 | 814 | 0 | 799 | 2 | 4 | 805 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1619 |
| % Cars, PU, Vans | 0.0 | 98.8 | 0.0 | 0.0 | 98.8 | 0.0 | 99.0 | 100.0 | 100.0 | 99.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.9 |
| Heavy Trucks | 0 | 10 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| %Heavy Trucks | 0.0 | 1.2 | 0.0 | 0.0 | 1.2 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |

**PM**

| | Campbellton-Fairburn Rd / Hwy 92 Northbound | | | | | Campbellton-Fairburn Rd / Hwy 92 Southbound | | | | | McClure Rd Eastbound | | | | | McClure Rd Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Left | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 04:30 PM to 06:30 PM | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 5:15 PM | 0 | 207 | 0 | 0 | 207 | 0 | 230 | 0 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 |
| 5:30 PM | 0 | 213 | 0 | 0 | 213 | 0 | 247 | 0 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 460 |
| 5:45 PM | 0 | 213 | 0 | 0 | 213 | 0 | 209 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 |
| 6:00 PM | 0 | 208 | 0 | 0 | 208 | 0 | 202 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 |
| Total Volume | 0 | 841 | 0 | 0 | 841 | 0 | 888 | 0 | 0 | 888 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1729 |
| % App. Total | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 100.0 | 0.0 | 0.0 | 100 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | |
| PHF | | | | | 0.987 | | | | | 0.899 | | | | | | | | | | | 0.940 |
| Cars, PU, Vans | 0 | 836 | 0 | 0 | 836 | 0 | 872 | 0 | 0 | 872 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1708 |
| % Cars, PU, Vans | 0.0 | 99.4 | 0.0 | 0.0 | 99.4 | 0.0 | 98.2 | 0.0 | 0.0 | 98.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.8 |
| Heavy Trucks | 0 | 5 | 0 | 0 | 5 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| %Heavy Trucks | 0.0 | 0.6 | 0.0 | 0.0 | 0.6 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |

| DAILY TOTALS | NB | SB | EB | WB | To |
|---|---|---|---|---|---|
| | 0 | 0 | 10,451 | 11,339 | 21,7 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | 0 | 19 | | 34 | | 53 | | 12:00 | 0 | 0 | 106 | | 113 | | 219 |
| 00:15 | 0 | 0 | 9 | | 29 | | 38 | | 12:15 | 0 | 0 | 112 | | 109 | | 221 |
| 00:30 | 0 | 0 | 24 | | 20 | | 44 | | 12:30 | 0 | 0 | 121 | | 101 | | 222 |
| 00:45 | 0 | 0 | 13 | 65 | 16 | 99 | 29 | 164 | 12:45 | 0 | 0 | 114 | 453 | 111 | 434 | 225 |
| 01:00 | 0 | 0 | 7 | | 25 | | 32 | | 13:00 | 0 | 0 | 137 | | 122 | | 259 |
| 01:15 | 0 | 0 | 11 | | 21 | | 32 | | 13:15 | 0 | 0 | 120 | | 145 | | 265 |
| 01:30 | 0 | 0 | 17 | | 18 | | 35 | | 13:30 | 0 | 0 | 115 | | 124 | | 239 |
| 01:45 | 0 | 0 | 10 | 45 | 11 | 75 | 21 | 120 | 13:45 | 0 | 0 | 131 | 503 | 157 | 548 | 288 |
| 02:00 | 0 | 0 | 7 | | 19 | | 26 | | 14:00 | 0 | 0 | 138 | | 184 | | 322 |
| 02:15 | 0 | 0 | 3 | | 23 | | 26 | | 14:15 | 0 | 0 | 118 | | 199 | | 317 |
| 02:30 | 0 | 0 | 6 | | 17 | | 23 | | 14:30 | 0 | 0 | 109 | | 171 | | 280 |
| 02:45 | 0 | 0 | 10 | 26 | 8 | 67 | 18 | 93 | 14:45 | 0 | 0 | 118 | 483 | 203 | 757 | 321 |
| 03:00 | 0 | 0 | 22 | | 20 | | 42 | | 15:00 | 0 | 0 | 103 | | 226 | | 329 |
| 03:15 | 0 | 0 | 22 | | 35 | | 57 | | 15:15 | 0 | 0 | 122 | | 229 | | 351 |
| 03:30 | 0 | 0 | 28 | | 20 | | 48 | | 15:30 | 0 | 0 | 144 | | 257 | | 401 |
| 03:45 | 0 | 0 | 28 | 100 | 27 | 102 | 55 | 202 | 15:45 | 0 | 0 | 140 | 509 | 285 | 997 | 425 |
| 04:00 | 0 | 0 | 33 | | 43 | | 76 | | 16:00 | 0 | 0 | 124 | | 283 | | 407 |
| 04:15 | 0 | 0 | 47 | | 22 | | 69 | | 16:15 | 0 | 0 | 118 | | 292 | | 410 |
| 04:30 | 0 | 0 | 64 | | 28 | | 92 | | 16:30 | 0 | 0 | 158 | | 317 | | 475 |
| 04:45 | 0 | 0 | 74 | 218 | 31 | 124 | 105 | 342 | 16:45 | 0 | 0 | 125 | 525 | 335 | 1227 | 460 |
| 05:00 | 0 | 0 | 119 | | 33 | | 152 | | 17:00 | 0 | 0 | 162 | | 349 | | 511 |
| 05:15 | 0 | 0 | 134 | | 39 | | 173 | | 17:15 | 0 | 0 | 144 | | 359 | | 503 |
| 05:30 | 0 | 0 | 153 | | 50 | | 203 | | 17:30 | 0 | 0 | 161 | | 358 | | 519 |
| 05:45 | 0 | 0 | 144 | 550 | 63 | 185 | 207 | 735 | 17:45 | 0 | 0 | 160 | 627 | 344 | 1410 | 504 |
| 06:00 | 0 | 0 | 213 | | 72 | | 285 | | 18:00 | 0 | 0 | 166 | | 304 | | 470 |
| 06:15 | 0 | 0 | 249 | | 70 | | 319 | | 18:15 | 0 | 0 | 144 | | 286 | | 430 |
| 06:30 | 0 | 0 | 311 | | 89 | | 400 | | 18:30 | 0 | 0 | 115 | | 201 | | 316 |
| 06:45 | 0 | 0 | 326 | 1099 | 90 | 321 | 416 | 1420 | 18:45 | 0 | 0 | 96 | 521 | 179 | 970 | 275 |
| 07:00 | 0 | 0 | 305 | | 113 | | 418 | | 19:00 | 0 | 0 | 105 | | 177 | | 282 |
| 07:15 | 0 | 0 | 332 | | 131 | | 463 | | 19:15 | 0 | 0 | 100 | | 170 | | 270 |
| 07:30 | 0 | 0 | 316 | | 160 | | 476 | | 19:30 | 0 | 0 | 97 | | 131 | | 228 |
| 07:45 | 0 | 0 | 287 | 1240 | 166 | 570 | 453 | 1810 | 19:45 | 0 | 0 | 82 | 384 | 142 | 620 | 224 |
| 08:00 | 0 | 0 | 293 | | 150 | | 443 | | 20:00 | 0 | 0 | 88 | | 144 | | 232 |
| 08:15 | 0 | 0 | 263 | | 135 | | 398 | | 20:15 | 0 | 0 | 58 | | 131 | | 189 |
| 08:30 | 0 | 0 | 273 | | 101 | | 374 | | 20:30 | 0 | 0 | 61 | | 109 | | 170 |
| 08:45 | 0 | 0 | 188 | 1017 | 93 | 479 | 281 | 1496 | 20:45 | 0 | 0 | 69 | 276 | 116 | 500 | 185 |
| 09:00 | 0 | 0 | 165 | | 74 | | 239 | | 21:00 | 0 | 0 | 45 | | 107 | | 152 |
| 09:15 | 0 | 0 | 126 | | 98 | | 224 | | 21:15 | 0 | 0 | 55 | | 86 | | 141 |
| 09:30 | 0 | 0 | 150 | | 88 | | 238 | | 21:30 | 0 | 0 | 36 | | 75 | | 111 |
| 09:45 | 0 | 0 | 125 | 566 | 82 | 342 | 207 | 908 | 21:45 | 0 | 0 | 49 | 185 | 65 | 333 | 114 |
| 10:00 | 0 | 0 | 121 | | 105 | | 226 | | 22:00 | 0 | 0 | 37 | | 71 | | 108 |
| 10:15 | 0 | 0 | 117 | | 74 | | 191 | | 22:15 | 0 | 0 | 36 | | 72 | | 108 |
| 10:30 | 0 | 0 | 112 | | 79 | | 191 | | 22:30 | 0 | 0 | 39 | | 63 | | 102 |
| 10:45 | 0 | 0 | 95 | 445 | 88 | 346 | 183 | 791 | 22:45 | 0 | 0 | 18 | 130 | 44 | 250 | 62 |
| 11:00 | 0 | 0 | 105 | | 100 | | 205 | | 23:00 | 0 | 0 | 23 | | 68 | | 91 |
| 11:15 | 0 | 0 | 97 | | 107 | | 204 | | 23:15 | 0 | 0 | 30 | | 40 | | 70 |
| 11:30 | 0 | 0 | 96 | | 82 | | 178 | | 23:30 | 0 | 0 | 28 | | 43 | | 71 |
| 11:45 | 0 | 0 | 88 | 386 | 110 | 399 | 198 | 785 | 23:45 | 0 | 0 | 17 | 98 | 33 | 184 | 50 |
| TOTALS | | | | 5757 | | 3109 | | 8866 | TOTALS | | | | 4694 | | 8230 | |
| SPLIT % | | | | 64.9% | | 35.1% | | 40.7% | SPLIT % | | | | 36.3% | | 63.7% | |


| DAILY TOTALS | NB | SB | EB | WB | To |
|---|---|---|---|---|---|
| | 0 | 0 | 10,451 | 11,339 | 21,7 |


| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 06:45 | 07:30 | 07:15 | PM Peak Hour | 17:15 | 17:00 |
| AM Pk Volume | | | 1279 | 611 | 1835 | PM Pk Volume | 631 | 1410 |
| Pk Hr Factor | | | 0.963 | 0.920 | 0.964 | Pk Hr Factor | 0.950 | 0.982 |
| 7 - 9 Volume | 0 | 0 | 2257 | 1049 | 3306 | 4 - 6 Volume | 1152 | 2637 |
| 7 - 9 Peak Hour | | | 07:00 | 07:30 | 07:15 | 4 - 6 Peak Hour | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 0 | 0 | 1240 | 611 | 1835 | 4 - 6 Pk Volume | 627 | 1410 |
| Pk Hr Factor | 0.000 | 0.000 | 0.934 | 0.920 | 0.964 | Pk Hr Factor | 0.968 | 0.982 |

# Appendix E
## Trip Generation Analysis

**Trip Generation Analysis (9th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)**
**Southpoint Farms Logistics Center DRI #2759**
**Trip Generation Analysis (9th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)**

| Land Use | | Intensity | | Alternate Independent Variables Available | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Total | In | Out | Total | In | Out |
| **Proposed Site Traffic** | | | | | | | | | | | |
| 152 | High-Cube Warehouse/Distribution Center | 1,116,000 | gross s.f. | (truck gen. avail) | 1,874 | 131 | 90 | 41 | 141 | 44 | 97 |
| 710 | General Office Building | 20,000 | s.f. | employees | 386 | 53 | 47 | 6 | 101 | 17 | 84 |
| 945 | Gasoline/Service Station with Convenience Market | 24 | vehicle fueling positions | s.f., adjacent street peak h | 3,908 | 244 | 122 | 122 | 324 | 162 | 162 |
| | | | | | | | | | | | |
| **Gross Trips** | | | | | **6,168** | **428** | **259** | **169** | **566** | **223** | **343** |
| Office Trips | | | | | 386 | 53 | 47 | 6 | 101 | 17 | 84 |
| *Mixed-Use Reductions* | | | | | | | | | | | |
| *Alternative Mode Reductions* | | | | | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| Adjusted Office Trips | | | | | 386 | 53 | 47 | 6 | 101 | 17 | 84 |
| Retail Trips | | | | | 3,908 | 244 | 122 | 122 | 324 | 162 | 162 |
| *Mixed-Use Reductions* | | | | | | | | | | | |
| *Alternative Mode Reductions* | | | | | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| *Pass By Reductions (Based on ITE Rates)* | | | | | *-2,188* | *-152* | *-76* | *-76* | *-182* | *-91* | *-91* |
| Adjusted Retail Trips | | | | | 1,720 | 92 | 46 | 46 | 142 | 71 | 71 |
| Truck Trips (per ITE Trip Generation) | | | | | 714 | 34 | 23 | 11 | 45 | 14 | 31 |
| *Mixed-Use Reductions* | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| *Alternative Mode Reductions* | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| *Pass By Reductions (Based on ITE Rates)* | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted Truck Trips | | | | | 714 | 34 | 23 | 11 | 45 | 14 | 31 |
| Employee (Car) Trips | | | | | 1,160 | 97 | 67 | 30 | 96 | 30 | 66 |
| *Mixed-Use Reductions* | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| *Alternative Mode Reductions* | | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted Employee (Car) Trips | | | | | 1,160 | 97 | 67 | 30 | 96 | 30 | 66 |
| | | | | | | | | | | | |
| *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* | | | | | *-2,188* | *-152* | *-76* | *-76* | *-182* | *-91* | *-91* |
| **New Trips** | | | | | **3,980** | **276** | **183** | **93** | **384** | **132** | **252** |
| **Driveway Volumes** | | | | | **6,168** | **428** | **259** | **169** | **566** | **223** | **343** |

# Appendix F
## Intersection Volume Worksheets

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 1: SR 92 at SR 14-Alt

### AM PEAK HOUR

| Description | SR 92 Northbound | | | SR 92 Southbound | | | SR 14-Alt Eastbound | | | SR 14-Alt Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 46 | 611 | 167 | 319 | 589 | 97 | 162 | 742 | 120 | 68 | 177 | 339 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 1 | 9 | 2 | 8 | 11 | 0 | 0 | 5 | 0 | 0 | 4 | 4 |
| Heavy Vehicle % | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | | 1 | 2 | | | | 1 | | 0 | 0 | 1 |
| MAC IV DRI#2737 - Employee (Car) | | | 14 | 18 | | | | 14 | | 4 | 4 | 4 |
| 2019 Background Traffic | 48 | 636 | 189 | 352 | 613 | 101 | 169 | 787 | 125 | 75 | 188 | 358 |
| 2019 No Build Heavy Vehicle % | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | 25% | | | | 15% | 50% | | |
| Trip Distribution OUT | 15% | 25% | 50% | | | | | | | | | |
| Truck Trips | 2 | 3 | 6 | 0 | 6 | 0 | 0 | 0 | 3 | 12 | 0 | 0 |
| Trip Distribution IN | | | | | 25% | | | 15% | 5% | 35% | | |
| Trip Distribution OUT | 20% | 25% | | | | | | | | | | |
| Employee (Car) Trips | 6 | 8 | 0 | 0 | 17 | 0 | 0 | 10 | 3 | 23 | 0 | 0 |
| Trip Distribution IN | | | | | 25% | | | | 20% | 35% | | |
| Trip Distribution OUT | 20% | 25% | 35% | | | | | | | | | |
| Office Trips | 1 | 2 | 2 | 0 | 12 | 0 | 0 | 0 | 9 | 16 | 0 | 0 |
| Trip Distribution IN | | | | 5% | 20% | | | 15% | 5% | 35% | | |
| Trip Distribution OUT | 20% | 25% | | | | | | | | | | |
| Retail Trips | 9 | 12 | 0 | 2 | 9 | 0 | 0 | 7 | 2 | 16 | 0 | 0 |
| Project Trips before Pass-By Reduction | 18 | 25 | 8 | 2 | 44 | 0 | 0 | 17 | 17 | 67 | 0 | 0 |
| Pass-By Trips | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | -27 | 0 |
| Total Project Trips | 45 | 25 | 8 | 2 | 44 | 0 | 0 | 17 | 17 | 94 | -27 | 0 |
| **2019 Buildout Total** | 93 | 661 | 197 | 354 | 657 | 101 | 169 | 804 | 142 | 169 | 161 | 358 |
| **2019 Heavy Vehicle %** | 3% | 2% | 5% | 3% | 3% | 2% | 2% | 2% | 4% | 8% | 3% | 2% |

### PM PEAK HOUR

| Description | SR 92 Northbound | | | SR 92 Southbound | | | SR 14-Alt Eastbound | | | SR 14-Alt Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 82 | 649 | 116 | 229 | 652 | 149 | 126 | 283 | 63 | 151 | 624 | 714 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 5 | 0 | 9 | 8 | 0 | 0 | 3 | 0 | 4 | 3 | 14 |
| Heavy Vehicle % | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| Peak Hour Factor | | 0.97 | | | 0.97 | | | 0.97 | | | 0.97 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | | 0 | 1 | | | | 1 | | 1 | 1 | 3 |
| MAC IV DRI#2737 - Employee (Car) | | | 4 | 4 | | | | 3 | | 11 | 11 | 13 |
| 2019 Background Traffic | 85 | 675 | 125 | 243 | 678 | 155 | 131 | 298 | 66 | 169 | 661 | 759 |
| 2019 No Build Heavy Vehicle % | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | 25% | | | | 15% | 50% | | |
| Trip Distribution OUT | 15% | 25% | 50% | | | | | | | | | |
| Truck Trips | 5 | 8 | 16 | 0 | 4 | 0 | 0 | 0 | 2 | 7 | 0 | 0 |
| Trip Distribution IN | | | | | 25% | | | 15% | 5% | 35% | | |
| Trip Distribution OUT | 20% | 25% | | | | | | | | | | |
| Employee (Car) Trips | 13 | 17 | 0 | 0 | 8 | 0 | 0 | 5 | 2 | 11 | 0 | 0 |
| Trip Distribution IN | | | | | 25% | | | | 20% | 35% | | |
| Trip Distribution OUT | 20% | 25% | 35% | | | | | | | | | |
| Office Trips | 17 | 21 | 29 | 0 | 4 | 0 | 0 | 0 | 3 | 6 | 0 | 0 |
| Trip Distribution IN | | | | 5% | 20% | | | 15% | 5% | 35% | | |
| Trip Distribution OUT | 20% | 25% | | | | | | | | | | |
| Retail Trips | 14 | 18 | 0 | 4 | 14 | 0 | 0 | 11 | 4 | 25 | 0 | 0 |
| Project Trips before Pass-By Reduction | 49 | 64 | 45 | 4 | 30 | 0 | 0 | 16 | 11 | 49 | 0 | 0 |
| Pass-By Trips | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | -32 | 0 |
| Total Project Trips | 81 | 64 | 45 | 4 | 30 | 0 | 0 | 16 | 11 | 81 | -32 | 0 |
| **2019 Buildout Total** | 166 | 739 | 170 | 247 | 708 | 155 | 131 | 314 | 77 | 250 | 629 | 759 |
| **2019 Heavy Vehicle %** | 4% | 3% | 11% | 4% | 2% | 2% | 2% | 2% | 4% | 5% | 2% | 2% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 2:SR 14-Alt at Derrick Road
### AM PEAK HOUR

| Description | Derrick Road Northbound | | | Derrick Road Southbound | | | SR 14-Alt Eastbound | | | SR 14-Alt Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 26 | 63 | 89 | 220 | 55 | 97 | 99 | 1,181 | 8 | 24 | 445 | 70 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 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 | | 0.90 | | | 0.90 | | | 0.90 | | | 0.90 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 |
| MAC IV DRI#2737 - Employee (Car) | 12 | 4 | 20 | 0 | 15 | 0 | 0 | 0 | 46 | 77 | 0 | 0 |
| 2019 Background Traffic | 40 | 70 | 116 | 229 | 72 | 101 | 103 | 1,229 | 58 | 111 | 463 | 73 |
| 2019 No Build Heavy Vehicle % | 5% | 2% | 3% | 2% | 3% | 2% | 2% | 2% | 7% | 8% | 2% | 2% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 50% | |
| Trip Distribution OUT | | | | | | | | 50% | | | | |
| Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Employee (Car) Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 23 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 |
| Project Trips before Pass-By Reduction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 67 | 0 |
| 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 | 35 | 0 | 0 | 67 | 0 |
| **2019 Buildout Total** | 40 | 70 | 116 | 229 | 72 | 101 | 103 | 1,264 | 58 | 111 | 530 | 73 |
| **2019 Heavy Vehicle %** | 6% | 2% | 5% | 2% | 4% | 2% | 2% | 2% | 9% | 10% | 4% | 2% |

### PM PEAK HOUR

| Description | Derrick Road Northbound | | | Derrick Road Southbound | | | SR 14-Alt Eastbound | | | SR 14-Alt Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 22 | 35 | 34 | 70 | 60 | 138 | 66 | 485 | 14 | 78 | 1,243 | 82 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 14 | 0 | 0 | 15 | 0 |
| Heavy Vehicle % | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.95 | | | 0.95 | | | 0.95 | | | 0.95 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 |
| MAC IV DRI#2737 - Employee (Car) | 35 | 12 | 59 | 0 | 4 | 0 | 0 | 0 | 11 | 19 | 0 | 0 |
| 2019 Background Traffic | 63 | 48 | 105 | 73 | 66 | 144 | 69 | 505 | 28 | 104 | 1,293 | 85 |
| 2019 No Build Heavy Vehicle % | 10% | 2% | 10% | 2% | 2% | 2% | 2% | 3% | 7% | 4% | 2% | 2% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 50% | |
| Trip Distribution OUT | | | | | | | | 50% | | | | |
| Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 7 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Employee (Car) Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 11 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 6 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 |
| Project Trips before Pass-By Reduction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 49 | 0 |
| 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 | 93 | 0 | 0 | 49 | 0 |
| **2019 Buildout Total** | 63 | 48 | 105 | 73 | 66 | 144 | 69 | 598 | 28 | 104 | 1,342 | 85 |
| **2019 Heavy Vehicle %** | 12% | 2% | 12% | 2% | 2% | 2% | 2% | 5% | 9% | 6% | 2% | 2% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 3: SR 92 at McClure Road / Proposed Driveway 1

### AM PEAK HOUR

| Description | SR 92 Northbound | | | SR 92 Southbound | | | McClure Road Eastbound | | | Proposed Driveway 1 Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 0 | 824 | 0 | 0 | 811 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | 0 | | | 0 | | | 0 | | | 0 | |
| Conflicting Pedestrians | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Heavy Vehicles | 0 | 10 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | 1 | | | 0 | | | | | | | |
| MAC IV DRI#2737 - Employee (Car) | | 14 | | | 4 | | | | | | | |
| 2019 Background Traffic | 0 | 872 | 0 | 0 | 848 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | 25% | 65% | | | | | | | |
| Trip Distribution OUT | | 30% | | | | | | | | | | 60% |
| Truck Trips | 0 | 3 | 0 | 6 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Trip Distribution IN | | | 5% | 45% | 20% | | | | | | | |
| Trip Distribution OUT | | 20% | | | | | | | | 5% | | 25% |
| Employee (Car) Trips | 0 | 6 | 3 | 30 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| Trip Distribution IN | | | | | 80% | | | | | | | |
| Trip Distribution OUT | | 80% | | | | | | | | | | |
| Office Trips | 0 | 5 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 20% | 58% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 45% |
| Retail Trips | 0 | 0 | 9 | 27 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 |
| Project Trips before Pass-By Reduction | 0 | 14 | 12 | 63 | 66 | 0 | 0 | 0 | 0 | 11 | 0 | 36 |
| Pass-By Trips | 0 | -15 | 15 | 46 | -19 | 0 | 0 | 0 | 0 | 19 | 0 | 42 |
| Total Project Trips | 0 | -1 | 27 | 109 | 47 | 0 | 0 | 0 | 0 | 30 | 0 | 78 |
| **2019 Buildout Total** | 0 | 871 | 27 | 109 | 895 | 2 | 0 | 0 | 0 | 30 | 0 | 78 |
| **2019 Heavy Vehicle %** | 0% | 2% | 0% | 6% | 4% | 2% | 0% | 0% | 0% | 0% | 0% | 9% |

### PM PEAK HOUR

| Description | SR 92 Northbound | | | SR 92 Southbound | | | McClure Road Eastbound | | | Proposed Driveway 1 Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | 0 | 841 | 0 | 0 | 888 | 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 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.94 | | | 0.94 | | | 0.94 | | | 0.94 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | 0 | | | 1 | | | | | | | |
| MAC IV DRI#2737 - Employee (Car) | | 4 | | | 11 | | | | | | | |
| 2019 Background Traffic | 0 | 879 | 0 | 0 | 936 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | 25% | 65% | | | | | | | |
| Trip Distribution OUT | | 30% | | | | | | | | | | 60% |
| Truck Trips | 0 | 9 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Trip Distribution IN | | | 5% | 45% | 20% | | | | | | | |
| Trip Distribution OUT | | 20% | | | | | | | | 5% | | 25% |
| Employee (Car) Trips | 0 | 13 | 2 | 14 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 17 |
| Trip Distribution IN | | | | | 80% | | | | | | | |
| Trip Distribution OUT | | 80% | | | | | | | | | | |
| Office Trips | 0 | 67 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trip Distribution IN | | | 20% | 58% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 45% |
| Retail Trips | 0 | 0 | 14 | 41 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 32 |
| Project Trips before Pass-By Reduction | 0 | 89 | 16 | 59 | 29 | 0 | 0 | 0 | 0 | 17 | 0 | 68 |
| Pass-By Trips | 0 | -18 | 18 | 55 | -23 | 0 | 0 | 0 | 0 | 23 | 0 | 50 |
| Total Project Trips | 0 | 71 | 34 | 114 | 6 | 0 | 0 | 0 | 0 | 40 | 0 | 118 |
| **2019 Buildout Total** | 0 | 950 | 34 | 114 | 942 | 0 | 0 | 0 | 0 | 40 | 0 | 118 |
| **2019 Heavy Vehicle %** | 0% | 3% | 0% | 4% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 16% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 4: SR 92 at Proposed Driveway 2

### AM PEAK HOUR

| Description | na Northbound | | | na Southbound | | | na Eastbound | | | na Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2017 Traffic Volumes | 0 | 824 | 0 | 0 | 811 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | 1 | | | 0 | | | | | | | |
| MAC IV DRI#2737 - Employee (Car) | | 14 | | | 4 | | | | | | | |
| 2019 Background Traffic | 0 | 872 | 0 | 0 | 848 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | 10% | 65% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 10% | | 30% |
| Truck Trips | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 15% | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | 5% | | | | | 15% | | 20% |
| Employee (Car) Trips | 0 | 3 | 10 | 13 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 6 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | 80% | | | | | | | |
| Trip Distribution OUT | | 80% | | | | | | | | | | |
| Office Trips | 0 | 5 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | |
| Retail Trips | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips before Pass-By Reduction | 0 | 17 | 12 | 28 | 49 | 0 | 0 | 0 | 0 | 6 | 0 | 9 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total Project Trips | 0 | 17 | 12 | 28 | 49 | 0 | 0 | 0 | 0 | 6 | 0 | 9 |
| | | | | | | | | | | | | |
| **2019 Buildout Total** | 0 | 889 | 12 | 28 | 897 | 0 | 0 | 0 | 0 | 6 | 0 | 9 |
| **2019 Heavy Vehicle %** | 0% | 2% | 17% | 54% | 2% | 0% | 0% | 0% | 0% | 17% | 0% | 33% |

### PM PEAK HOUR

| Description | na Northbound | | | na Southbound | | | na Eastbound | | | na Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2017 Traffic Volumes | 0 | 841 | 0 | 0 | 888 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | 0 | | | 1 | | | | | | | |
| MAC IV DRI#2737 - Employee (Car) | | 4 | | | 11 | | | | | | | |
| 2019 Background Traffic | 0 | 879 | 0 | 0 | 936 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | 10% | 65% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 10% | | 30% |
| Truck Trips | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | 15% | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | 5% | | | | | 15% | | 20% |
| Employee (Car) Trips | 0 | 2 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 10 | 0 | 13 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | | | 80% | | | | | | | |
| Trip Distribution OUT | | 80% | | | | | | | | | | |
| Office Trips | 0 | 67 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | |
| Retail Trips | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips before Pass-By Reduction | 0 | 83 | 6 | 15 | 31 | 0 | 0 | 0 | 0 | 13 | 0 | 22 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total Project Trips | 0 | 83 | 6 | 15 | 31 | 0 | 0 | 0 | 0 | 13 | 0 | 22 |
| | | | | | | | | | | | | |
| **2019 Buildout Total** | 0 | 962 | 6 | 15 | 967 | 0 | 0 | 0 | 0 | 13 | 0 | 22 |
| **2019 Heavy Vehicle %** | 0% | 2% | 17% | 60% | 2% | 0% | 0% | 0% | 0% | 23% | 0% | 41% |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 5: SR 92 at Proposed Driveway 3

### AM PEAK HOUR

| Description | na Northbound | | | na Southbound | | | na Eastbound | | | na Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2017 Traffic Volumes | 0 | 824 | 0 | 0 | 811 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | 1 | | | 0 | | | | | | | |
| MAC IV DRI#2737 - Employee (Car) | | 14 | | | 4 | | | | | | | |
| 2019 Background Traffic | 0 | 872 | 0 | 0 | 848 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 10% | | | | | | | |
| Truck Trips | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | |
| Employee (Car) Trips | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 20% | 80% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 80% |
| Office Trips | 0 | 0 | 9 | 38 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | |
| Retail Trips | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips before Pass-By Reduction | 0 | 24 | 9 | 38 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total Project Trips | 0 | 24 | 9 | 38 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| | | | | | | | | | | | | |
| **2019 Buildout Total** | 0 | 896 | 9 | 38 | 864 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| **2019 Heavy Vehicle %** | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

### PM PEAK HOUR

| Description | na Northbound | | | na Southbound | | | na Eastbound | | | na Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| | | | | | | | | | | | | |
| Observed 2017 Traffic Volumes | 0 | 841 | 0 | 0 | 888 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Hour Factor | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | 0 | | | 1 | | | | | | | |
| MAC IV DRI#2737 - Employee (Car) | | 4 | | | 11 | | | | | | | |
| 2019 Background Traffic | 0 | 879 | 0 | 0 | 936 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 10% | | | | | | | |
| Truck Trips | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | |
| Employee (Car) Trips | 0 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | | 20% | 80% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 80% |
| Office Trips | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 67 |
| | | | | | | | | | | | | |
| Trip Distribution IN | | 20% | | | | | | | | | | |
| Trip Distribution OUT | | | | | 20% | | | | | | | |
| Retail Trips | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Trips before Pass-By Reduction | 0 | 21 | 3 | 14 | 30 | 0 | 0 | 0 | 0 | 17 | 0 | 67 |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| Total Project Trips | 0 | 21 | 3 | 14 | 30 | 0 | 0 | 0 | 0 | 17 | 0 | 67 |
| | | | | | | | | | | | | |
| **2019 Buildout Total** | 0 | 900 | 3 | 14 | 966 | 0 | 0 | 0 | 0 | 17 | 0 | 67 |
| **2019 Heavy Vehicle %** | 0% | 2% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

## INTERSECTION VOLUME DEVELOPMENT

### Intersection 6: SR 14-Alt at Proposed Driveway 4
### AM PEAK HOUR

| Description | Proposed Driveway 4 Northbound | | | N/A Southbound | | | SR 14-Alt Eastbound | | | SR 14-Alt Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | | | | | | | | 1,228 | | | 584 | |
| 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 | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | | | | | | | 4 | | | 1 | |
| MAC IV DRI#2737 - Employee (Car) | | | | | | | | 46 | | | 12 | |
| 2019 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,328 | 0 | 0 | 621 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 50% | |
| Trip Distribution OUT | | | | | | | | 50% | | | | |
| Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | 0 |
| Trip Distribution IN | | | | | | | | | 15% | | 35% | |
| Trip Distribution OUT | | | 35% | | | | | | | | | |
| Employee (Car) Trips | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 23 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 16 | 0 |
| Trip Distribution IN | | | | | | | | | 22% | | 35% | |
| Trip Distribution OUT | | | 35% | | | | | | | | | |
| Retail Trips | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 16 | 0 |
| Project Trips before Pass-By Reduction | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 67 | 0 |
| Pass-By Trips | 0 | 0 | 15 | 0 | 0 | 0 | 0 | -15 | 15 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 42 | 0 | 0 | 0 | 0 | -7 | 35 | 0 | 67 | 0 |
| **2019 Buildout Total** | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 1,321 | 35 | 0 | 688 | 0 |
| **2019 Heavy Vehicle %** | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 4% | 0% |

### PM PEAK HOUR

| Description | Proposed Driveway 4 Northbound | | | N/A Southbound | | | SR 14-Alt Eastbound | | | SR 14-Alt Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Observed 2017 Traffic Volumes | | | | | | | | 1,489 | | | 628 | |
| 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 | | 0.92 | | | 0.92 | | | 0.92 | | | 0.92 | |
| 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 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 | 1.040 |
| MAC IV DRI#2737 - Truck | | | | | | | | 2 | | | 5 | |
| MAC IV DRI#2737 - Employee (Car) | | | | | | | | 11 | | | 35 | |
| 2019 Background Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,562 | 0 | 0 | 693 | 0 |
| 2019 No Build Heavy Vehicle % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| **Project Trips** | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 50% | |
| Trip Distribution OUT | | | | | | | | 50% | | | | |
| Truck Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 7 | 0 |
| Trip Distribution IN | | | | | | | | | 15% | | 35% | |
| Trip Distribution OUT | | | 35% | | | | | | | | | |
| Employee (Car) Trips | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 0 |
| Trip Distribution IN | | | | | | | | | | | 35% | |
| Trip Distribution OUT | | | | | | | | 35% | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 6 | 0 |
| Trip Distribution IN | | | | | | | | | 22% | | 35% | |
| Trip Distribution OUT | | | 35% | | | | | | | | | |
| Retail Trips | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 25 | 0 |
| Project Trips before Pass-By Reduction | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 45 | 21 | 0 | 49 | 0 |
| Pass-By Trips | 0 | 0 | 18 | 0 | 0 | 0 | 0 | -18 | 18 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 27 | 39 | 0 | 49 | 0 |
| **2019 Buildout Total** | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 1,589 | 39 | 0 | 742 | 0 |
| **2019 Heavy Vehicle %** | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 3% | 0% |

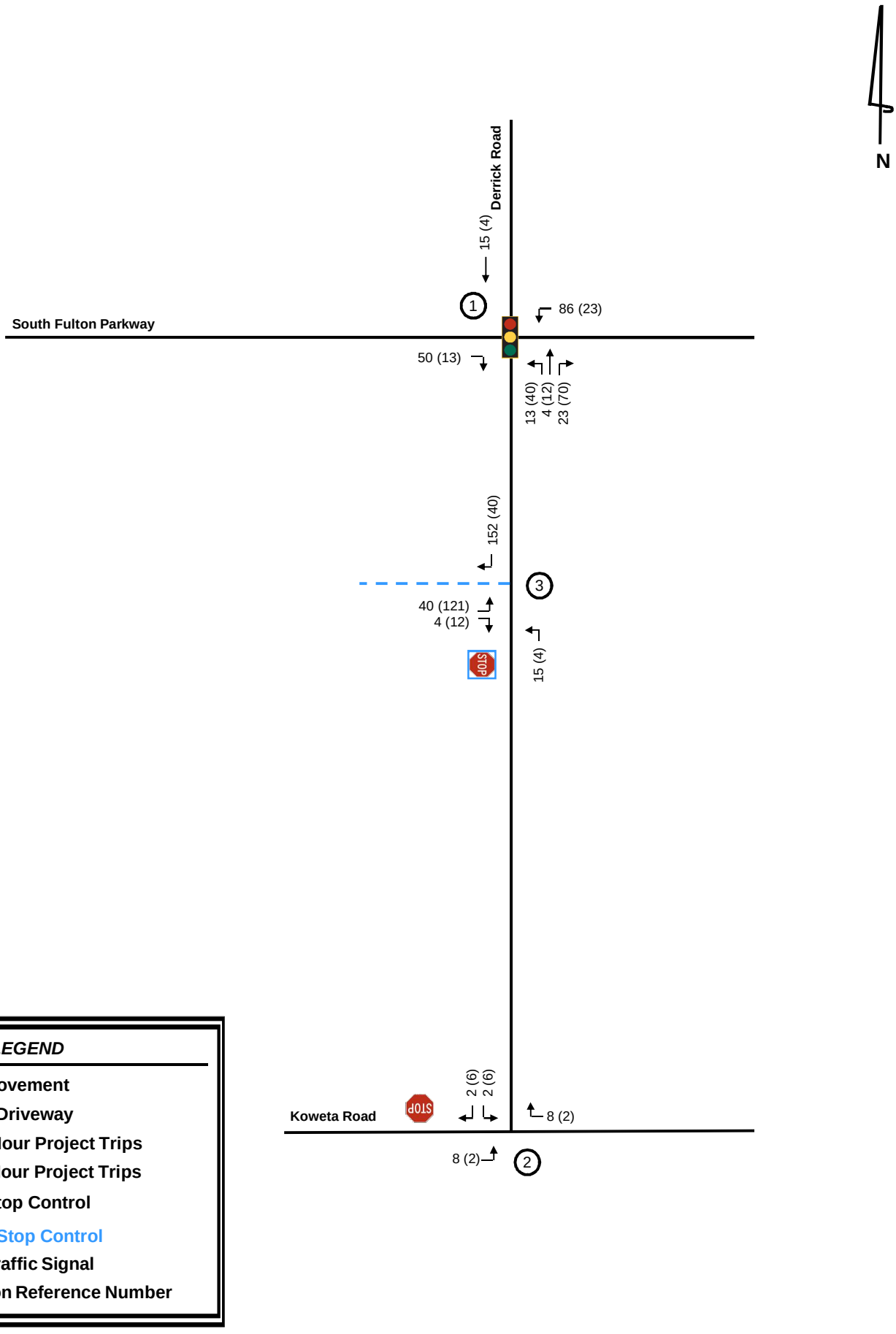
# Appendix G
## Programmed Project Fact Sheets

| 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 |

| | | | | | |
|---|---|---|---|---|---|
| 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 |

# Appendix H
## Project Trip Data for Nearby Developments


N
Derrick Road
15 (4)
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