



October 29, 2018

Ms. Emily Estes
Planner

State Road and Tollway Authority / Georgia Regional Transportation Authority (SRTA/GRTA)
245 Peachtree Center Avenue, NE
Suite 2200
Atlanta, Georgia, 30303

RE: *Support for Expedited Review*
Crossroads Business Center, DRI #2854
Fulton County / Union City, Georgia

Dear Ms. Estes:

The purpose of this letter is to inform you that the Land Disturbance Permit for the proposed Crossroads Business Center development site is currently under review by the City of Union City. The Land Disturbance Permit request was submitted in October 3, 2018 for the 132-acre site, which is located west of the intersection of Campbellton-Fairburn Road (SR 92) at Rosewood Place.

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 Land Disturbance Permit (LDP) application with the City of Union City, combined with the proposed development exceeding 500,000 gross square feet for industrial developments within a rural area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 17, 2018 by the City of Union City.

Based on the proposed project size, which exceeds 500,000 square feet for projects located in Maturing Neighborhoods/Established Suburbs/Developing Suburbs as designated by ARC's *Unified Growth Policy Map*, a DRI review is expected. Per our previous conversation during the September 17th, 2018 DRI Pre-Review Meeting, we anticipate that this DRI will qualify for DRI Expedited Review based on the amount of trips generated by the development.

The proposed development is consistent with GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review* under **Part B – Limited Trip Generation** as stated in the section below:

Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, states:

...the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.

1. *No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
2. ***More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis; or,***
3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

The Proposed DRI Trip Generation

Traffic for the proposed land uses and densities were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Tenth Edition, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land use: Warehousing (Land Use Code 150). Gross trips generated are displayed below in **Table 1**.

Table 1 Gross Trip Generation					
Land Use	ITE Code	Intensity	Daily Traffic		
			Total	Enter	Exit
Warehousing	150	1,333,920 SF	2,154	1,077	1,077

As shown in **Table 1**, the proposed DRI is expected to generate more than one thousand (1,000) but no more than three thousand (3,000) gross daily trips.

Based upon the information provided above, we believe that an Expedited DRI Review is applicable for the proposed Crossroads Business Center project. We hope this information is helpful. Please let us know if you have any questions.

KIMLEY-HORN AND ASSOCIATES, INC.



John D. Walker, P.E., PTOE

DRI Project Manager/ Senior Vice President



Transportation Analysis

Crossroads Business Center DRI #2854

City of Union City, Georgia

Report Prepared:

October 2018

Prepared for:

CORE5 Industrial Partners

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Crossroads Business Center* development located in Union City, Georgia. The approximate 132-acre site is located west of Campbellton-Fairburn Road (SR 92), approximately 3,800 feet south of the intersection of South Fulton Parkway at the intersection of Campbellton-Fairburn Road (SR 92) and Rosewood Place. The proposed development will be an industrial warehouse facility with approximately 1,333,920 SF of warehousing/distribution space in two (2) buildings.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of an Industrial development. The DRI trigger for this development was the filing of the Land Disturbance Permit (LDP) application with the City of Union City on October 3, 2018, combined with the proposed development exceeding 500,000 gross square feet for industrial developments within a rural area. The DRI process began with the filing of the Initial DRI Information (Form 1) on September 17, 2018 by the City of Union City.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, which states:

...the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.

1. *No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
2. ***More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis; or,***
3. *The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

The present zoning classification of the project site is Town Center Mixed Use (TCMU). The site is surrounded by a combination of land uses, including Town Center Mixed Use (TCMU) to the north, west, and south, Agricultural (AG-1) to the southeast, and General Commercial (GC) and Planned Unit Development (PUD) to the east. The site will remain in the TCMU zoning which will accommodate the proposed development.

The proposed project is expected to be completed by 2022. The proposed development will consist of the following land use(s) and densities:

Warehouse Square Footage:	1,333,920 SF
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Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected in September 2018 by performing AM and PM peak hour turning movement counts.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for four (4) years at 3.0 percent per year throughout the study network, plus projected trips associated with DRI #2737 (*MAC IV-Derrick Road*) and DRI #2767 (*Hillwood Hall Road Site*).
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *Crossroads Business Center* development.

Note: Intersection geometry and control associated with GDOT PI #0010943 for the intersection of Campbellton-Fairburn Road (SR 92) at South Fulton Parkway (Intersection 3) is assumed under Projected 2022 No-Build and Projected 2022 Build conditions

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes the background traffic growth, and the estimated project trips from the Crossroads Business Center DRI*), two (2) study intersections currently operate below their acceptable overall LOS standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersection of Campbellton-Fairburn Road (SR 92) at Hall Road (Intersection 2) operates at LOS E during the AM and PM peak hours. Since it currently operates at LOS E during the AM and PM peak hours, the new level-of-service standard becomes LOS E for Intersection 2 for both peak hours, consistent with the GRTA Letter of Understanding.

The signalized intersection of Campbellton-Fairburn Road (SR 92) at South Fulton Parkway (Intersection 3) operates at LOS F during the AM peak hour and LOS E during the PM peak hour. Since it currently operates at LOS E or worse during the AM and PM peak hours, the new level-of-service standard becomes LOS E for Intersection 3 for both peak hours, consistent with the GRTA Letter of Understanding.

Based on the **Projected 2022 No-Build** conditions (*includes background traffic growth and proposed warehouse trips from DRI #2737 and DRI #2767, but excludes the estimated project trips from the Crossroads Business Center DRI*), one (1) study intersection is projected to operate below its overall level-of-service standard during the AM or PM peak hours for the Projected 2022 No-Build conditions.

Intersection 2 is expected to operate below its overall level-of-service standard during the AM peak hour for the Projected 2022 No-Build conditions. Based on the Projected 2022 No-Build conditions the following improvements were identified to reach an acceptable level-of-service at Intersection 2:

- Intersection 2: Campbellton-Fairburn Road (SR 92) at Hall Road
 - Convert existing southbound right turn lane into a shared through-right turn lane.
 - Construct another southbound through lane along Campbellton-Fairburn Road (SR 92) south of Hall Road (Intersection 2), to tie into the two existing through lanes located just north of Intersection 3 (South Fulton Parkway).

Based on the **Projected 2022 Build** conditions (*includes the background traffic growth proposed warehouse trips from DRI #2737 and DRI #2767, and the estimated project trips from the Crossroads Business Center DRI*), two (2) study intersections are projected to operate below its overall level-of-service standard during the AM or PM peak hours for the Projected 2022 Build conditions.

Campbellton-Fairburn Road (SR 92) at Hall Road (Intersection 2) operates at LOS F during the Projected 2022 Build AM and PM peak hours. However, with the improvements noted under the Projected 2022 No-Build conditions, the intersection is projected to operate at an acceptable level-of-service.

The Campbellton-Fairburn Road (SR 92) at Rosewood Place (Intersection 4) side-street approaches operate at LOS F during the Projected 2022 Build AM and PM peak hours. It should be noted that it is not uncommon for vehicles at a side-street stop-controlled approach to experience significant delay when turning onto a major roadway. However, if signalized, the intersection is projected to operate at an acceptable level-of-service

The following site-access improvements (driveway improvements) are recommended to serve traffic associated with the *Crossroads Business Center* development (Build Scenario):

- Intersection 4: Campbellton-Fairburn Road at Rosewood Place/Proposed Driveway
 - Install a traffic signal (if warranted).
 - On the site, construct two (2) lanes exiting the site onto Campbellton-Fairburn Road: one (1) eastbound shared through-left turn lane and one (1) right-turn lane (with a channelized right turn radius)
 - One the site, construct one (1) ingress lane entering the site
 - Along Campbellton-Fairburn Road, construct one (1) southbound right-turn lane (with a channelized right-turn radius).
 - Remove vegetation of the proposed driveway on the west-side of Campbellton-Fairburn Road (SR 92) to increase sight distance for vehicles exiting the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Crossroads Business Center* development located in the City of Union City, Georgia. The approximate 132-acre site is located west of Campbellton-Fairburn Road (SR 92), approximately 3,800 feet south of the intersection of South Fulton Parkway at the intersection of Campbellton-Fairburn Road (SR 92) and Rosewood Place. The proposed driveway would create a fourth leg to the intersection of Campbellton-Fairburn Road (SR 92) and Rosewood Place.

The proposed development will be an industrial warehouse facility with approximately 1,333,920 SF of warehousing space. The project will exceed 500,000 square feet for Industrial developments within a rural area; therefore, 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.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part B – Limited Trip Generation**, which states:

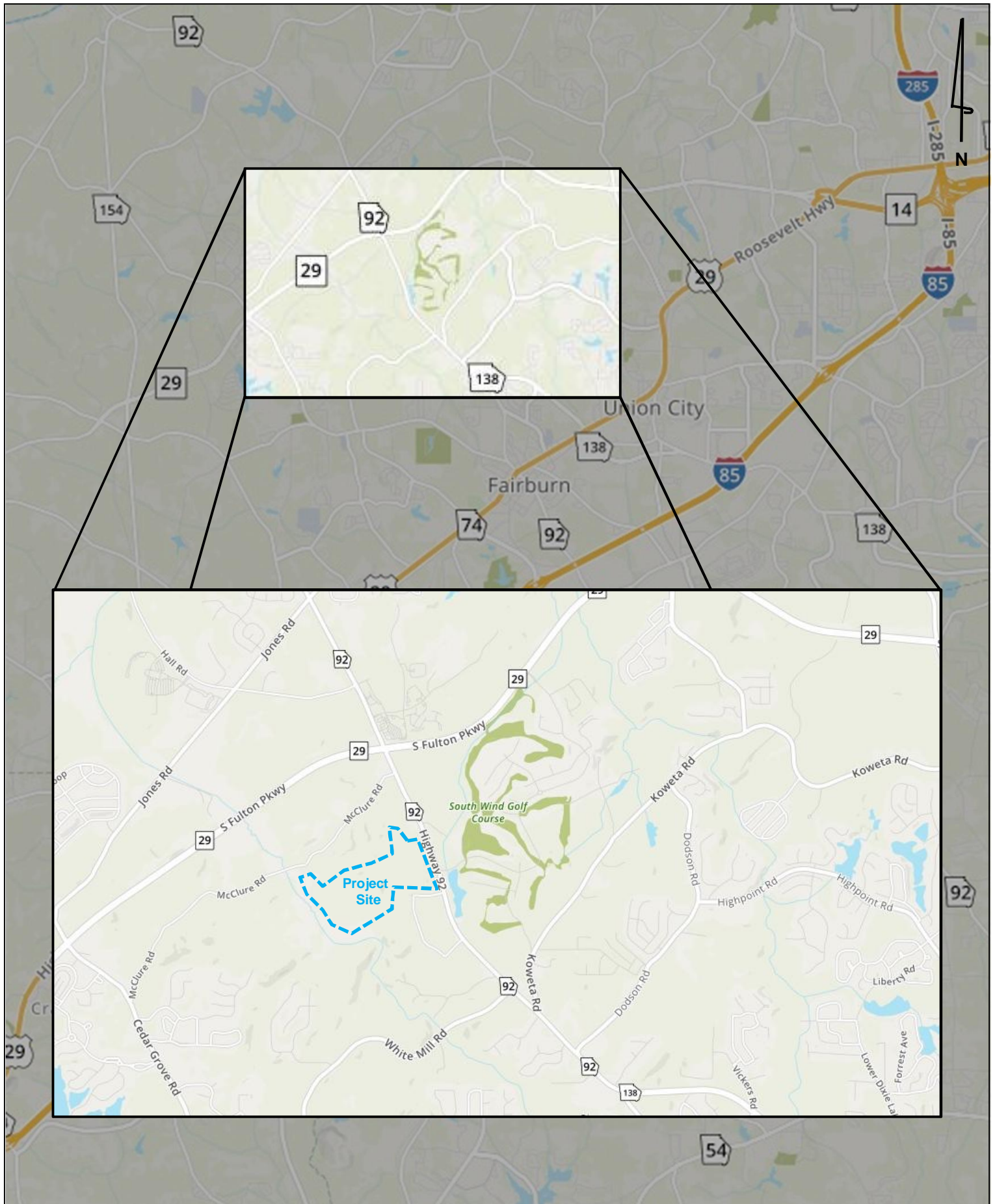
...the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network.

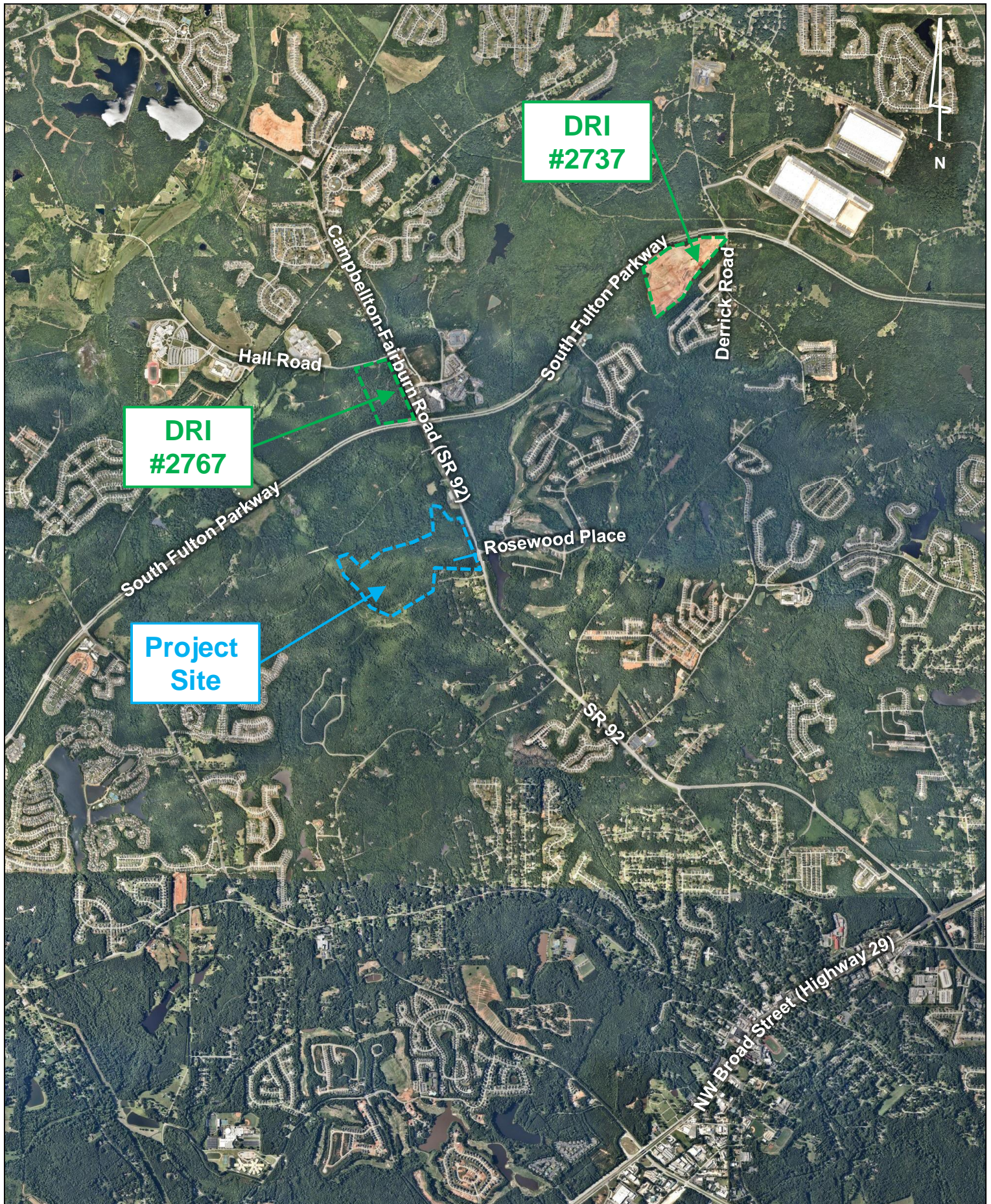
- 1. No more than one thousand (1,000) gross daily trips generated by the DRI based on a trip generation memorandum; or,*
- 2. **More than one thousand (1,000) but no more than three thousand (3,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum and requires the submittal of an Access Analysis;** or,*
- 3. The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips based on a trip generation memorandum.*

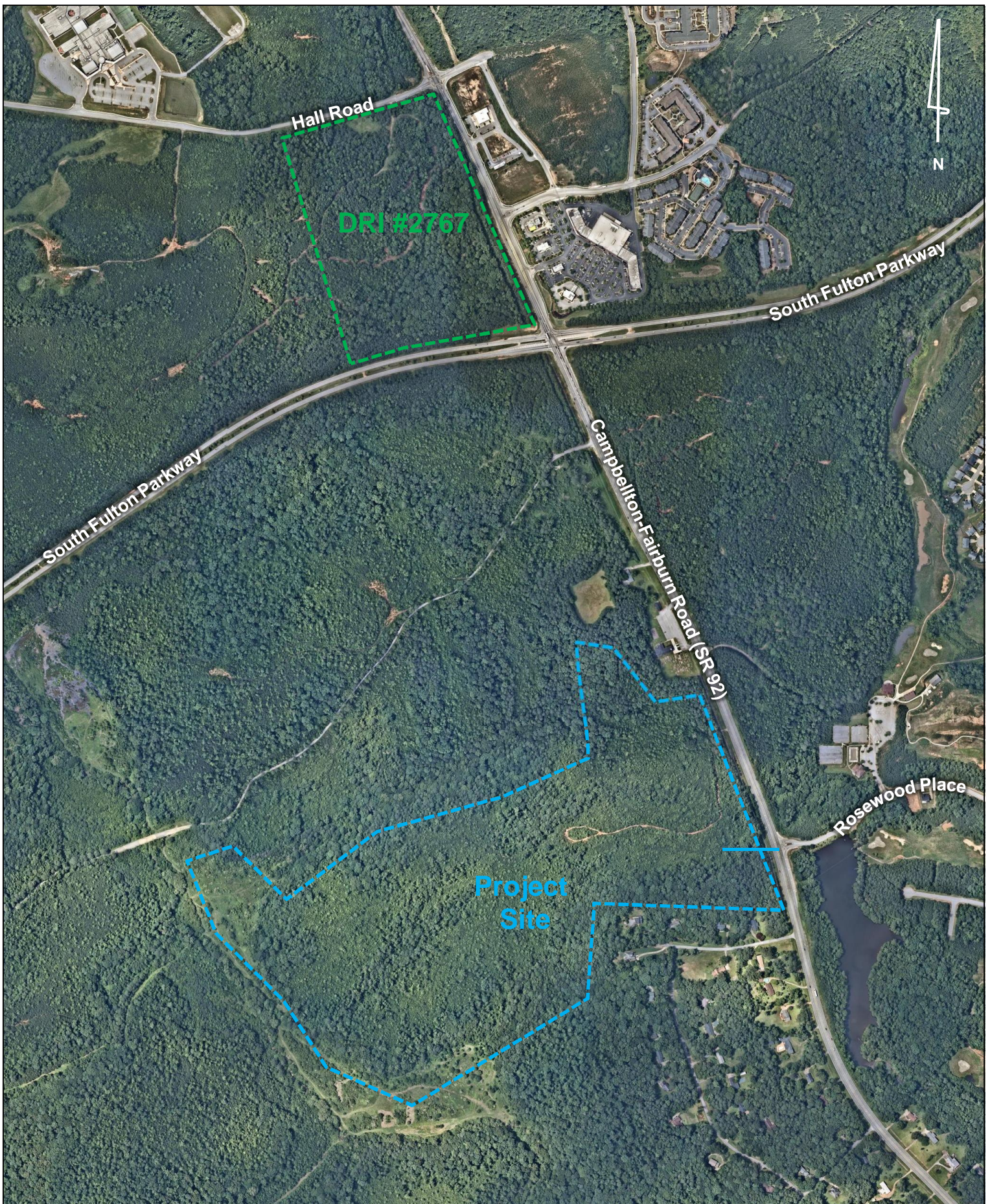
Figure 1 provides the site location of the *Crossroads Business Center* development. **Figure 2** and **Figure 3** provide aerial views of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**.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

The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the proposed land-use and density is provided below in **Table 1**.

Table 1: Proposed Land Uses	
Warehousing	1,333,920 SF







1.2 Site Plan Review

The proposed development is located on an approximately 132-acre site in Union City, Georgia. The project site is bordered by Campbellton-Fairburn Road (SR 92) to the east. The proposed site driveway would add a fourth leg to the intersection of Campbellton-Fairburn Road (SR 92) and Rosewood Place (Intersection 4). The proposed development will be an industrial warehouse facility with approximately 1,333,920 SF of warehousing/distribution space in two (2) new warehouse/distribution buildings. The property is currently undeveloped. A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

As currently envisioned, the proposed development will be served by one (1) full-movement driveway along Campbellton-Fairburn Road (SR 92) and will align with the existing intersection at Rosewood Place (approximately 3,800 feet south of South Fulton parkway). Campbellton-Fairburn Road (SR 92) immediately adjacent to the site is a five-lane (2 lanes in each direction with a center two-way left turn lane), principal arterial with a posted speed limit of 55 MPH. Rosewood Place immediately at the intersection at Campbellton-Fairburn Road (SR 92) is a two-lane local roadway with a posted speed limit of 25 MPH. A summary of the proposed site access point follows:

1. Proposed Driveway #1 – a proposed full-movement driveway on Campbellton-Fairburn Road (SR 92) approximately 3,800 feet south of the intersection at South Fulton Parkway, aligned with Rosewood Place.

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

Parking is currently proposed to be provided as follows:

Parking Provided:	1,062	Parking Required:	720
Trailer Parking Provided:	330	Trailer Parking Required:	34

1.4 Bicycle and Pedestrian Facilities

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

1.5 Transit Facilities

MARTA is extending Bus Route #82 to the Publix shopping center at the intersection of Campbellton-Fairburn Road (SR 92) at South Fulton Parkway. No alternative mode reductions were taken for this development.

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 as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 3.0 percent per year background traffic growth rate was used for all roadways.

In addition, to the background growth rate, the project trips associated with the following developments were incorporated into the background traffic:

- *MAC IV-Derrick Road* DRI #2737 – 550,000 SF warehouse building, located southwest of the intersection of South Fulton Parkway at Derrick Road.
- *Hillwood Hall Road Site* DRI #2767 – 572,000 SF warehouse building, located on the west side of Campbellton-Fairburn Road (SR 92) between Hall Road and South Fulton Parkway.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Thursday, September 27th, 2018 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	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway at Derrick Road	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM
2. Campbellton-Fairburn Road (SR 92) at Hall Road	7:15 AM - 8:15 AM	5:00 PM – 6:00 PM
3. Campbellton-Fairburn Road (SR 92) at South Fulton Parkway	7:15 AM - 8:15 AM	5:00 PM – 6:00 PM
4. Campbellton-Fairburn Road (SR 92) at Rosewood Place	7:15 AM - 8:15 AM	5:00 PM – 6:00 PM

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. All intersection signal timings were optimized using *Synchro Professional, Version 10.0*.

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, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation									
Land Use	Density	ITE Code	Daily Traffic			AM Peak Hour		PM Peak Hour	
			Total	Enter	Exit	Enter	Exit	Enter	Exit
*Heavy Vehicle (Truck) Trips:									
Warehousing	1,333,920 SF	150	538	269	269	35	11	13	34
Employee (Car) Trips:									
Warehousing	1,333,920 SF	150	1,616	808	808	107	32	38	103
Total New Trips			2,154	1,077	1,077	142	43	51	137

*Note: Truck percentage per GRTA standard practice.

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), City of Union City, and the City of South Fulton 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 GDOT, City of Union City, and the City of South Fulton staff. Per the GRTA Letter of Understanding, the study area consists of the following four (4) intersections, which includes the proposed site driveway, as described in **Table 4**.

The study network includes three (3) signalized intersections and one (1) side-street stop-controlled intersection as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary

Intersection	Control
1. South Fulton Parkway at Derrick Road	Signal
2. Campbellton-Fairburn Road (SR 92) at Hall Road	Signal
3. Campbellton-Fairburn Road (SR 92) at South Fulton Parkway	Signal
4. Campbellton-Fairburn Road (SR 92) at Rosewood Place/Proposed Driveway	Two Way Stop Control

The intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

The Projected 2022 No-Build conditions represent the existing traffic volumes grown for four (4) years at 3.0 percent per year throughout the study network, plus projected trips associated with *MAC IV – Derrick Road DRI #2737* and *Hillwood Hall Road DRI #2767*. Intersection geometry and control associated with GDOT PI #0010943 for the intersection of Campbellton-Fairburn Road (SR 92) at South Fulton Parkway (Intersection 3) is assumed.

The Projected 2022 Build conditions add the project trips associated with the *Crossroads Business Center* development to the Projected 2022 No-Build conditions.

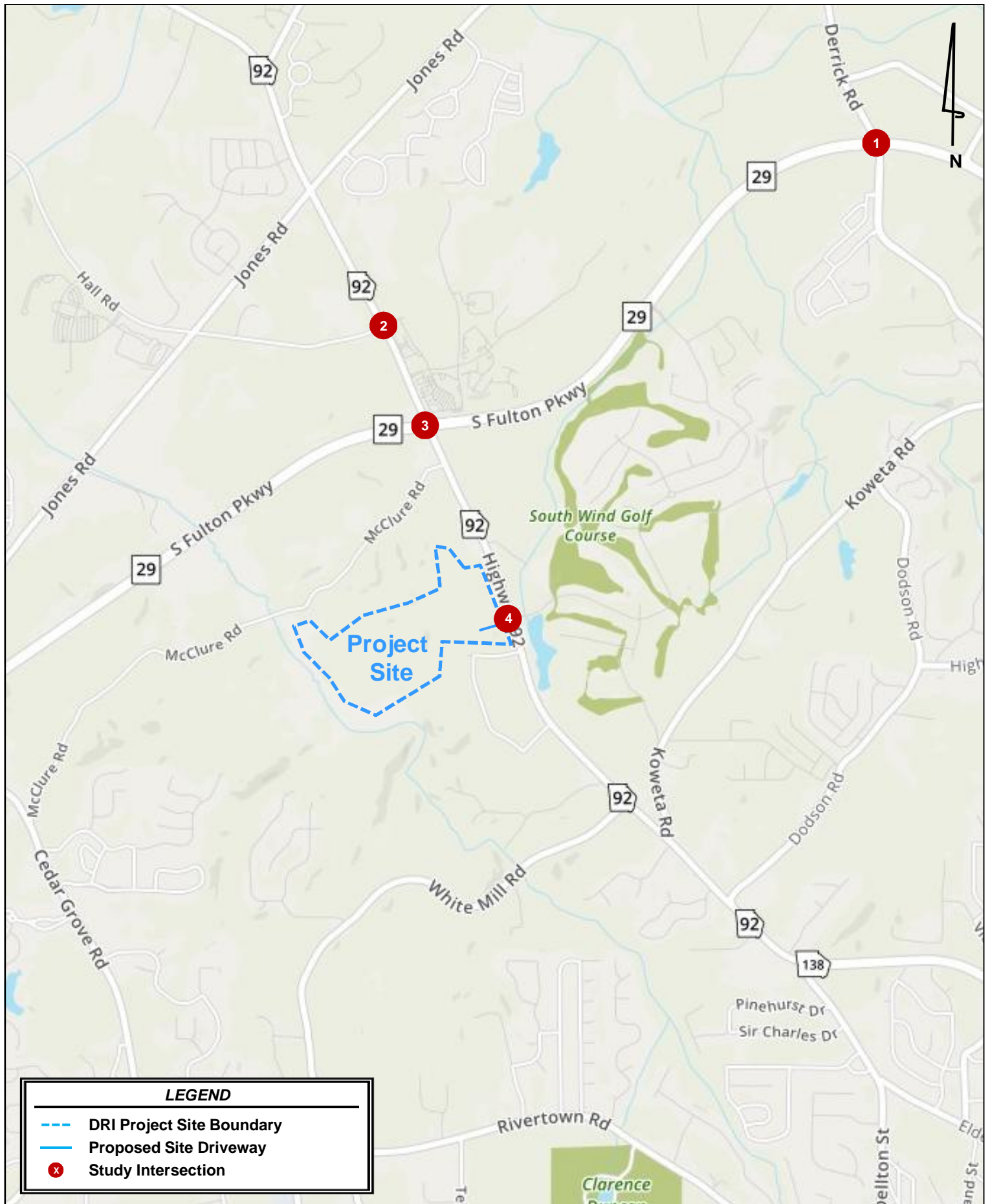
3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Annual Daily Traffic (AADT) for the entire 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
Fairburn-Campbellton Road (SR 92)	4	55	16,900	Principal Arterial
South Fulton Parkway	4	55	16,700	Principal Arterial
Derrick Road	2	45	None Collected*	Local Road
Rosewood Place	2	25	None Collected*	Local Road
Hall Road	2	45	None Collected*	Major Collector

*Note: No GDOT count station available.



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, 10th Edition, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land use: Warehousing (ITE 150). Truck percentages were assumed to be 25% of the total volume in accordance with GRTA standard practice.

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	2,154	1,077	1,077	142	43	51	137
<i>Heavy Vehicle (Truck) Trips*</i>	538	269	269	35	11	13	34
<i>Employee (Car) Trips</i>	1,616	808	808	107	32	38	103
<i>Alternative Mode Reduction</i>	- 0	- 0	- 0	- 0	- 0	- 0	- 0
<i>Pass-by Reduction</i>	- 0	- 0	- 0	- 0	- 0	- 0	- 0
Total Trips	2,154	1,077	1,077	142	43	51	137

*Truck percentage per GRTA standard practice

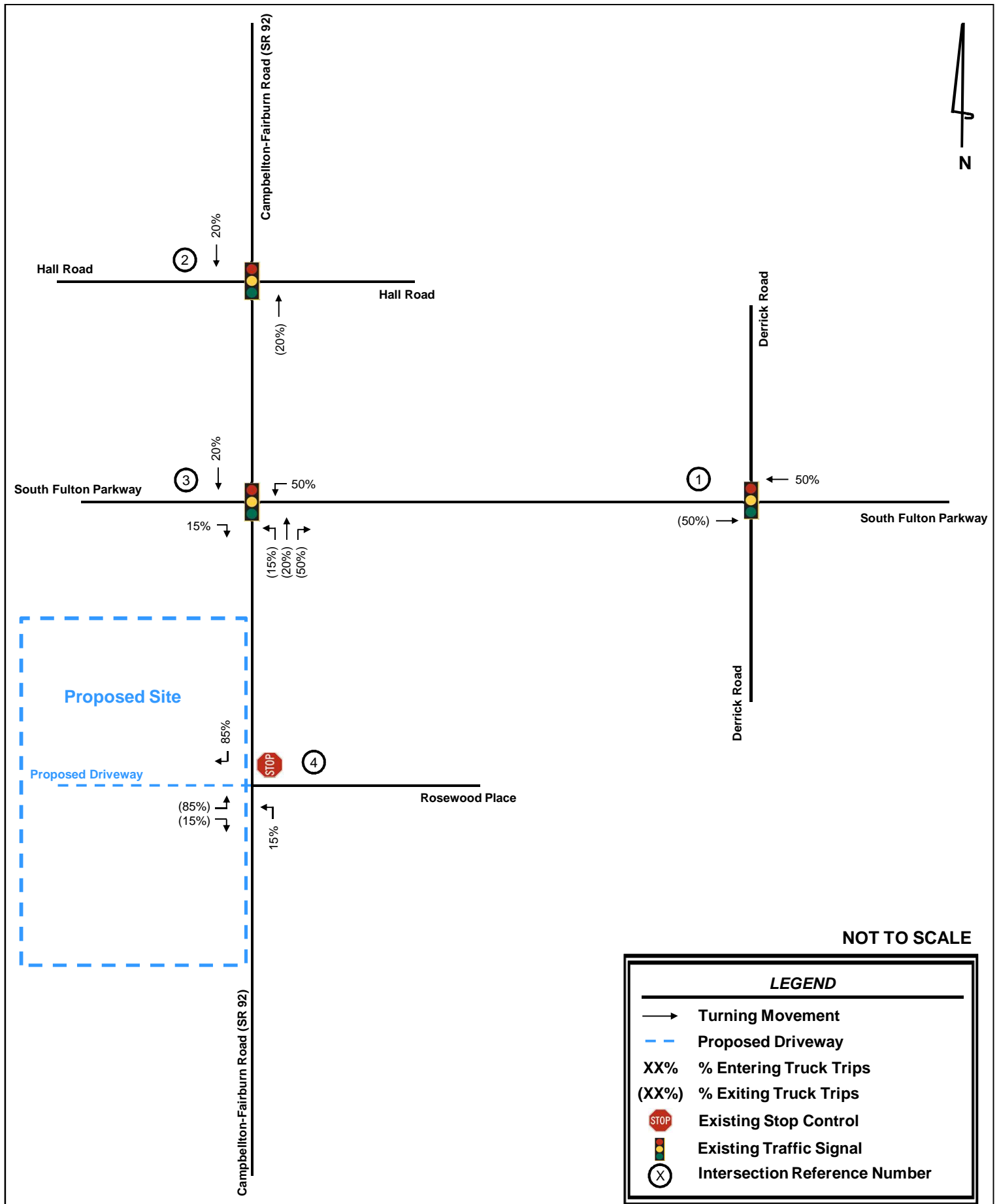
A more detailed trip generation analysis summary table is provided in **Appendix E**.

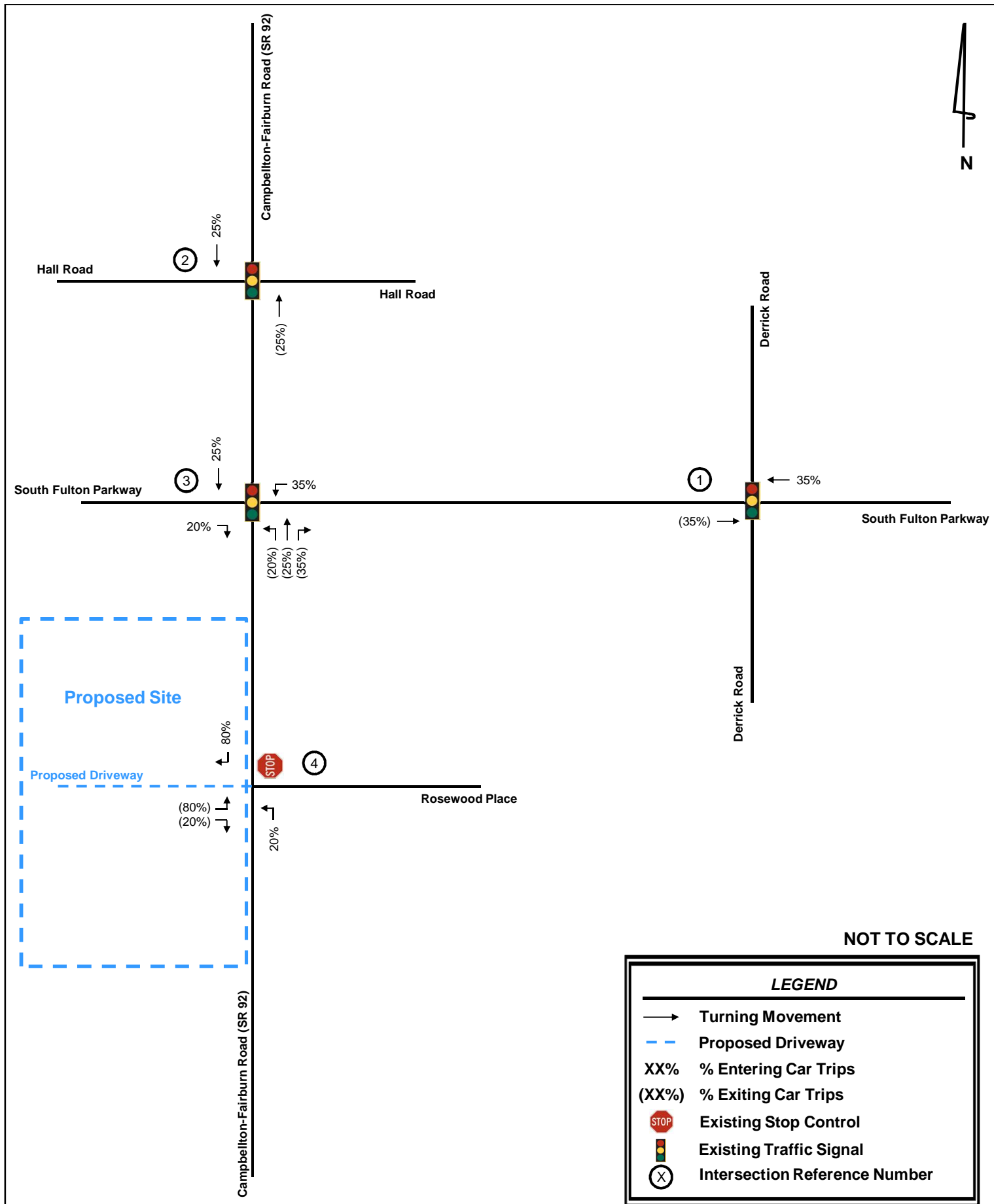
5.0 TRIP DISTRIBUTION AND ASSIGNMENT

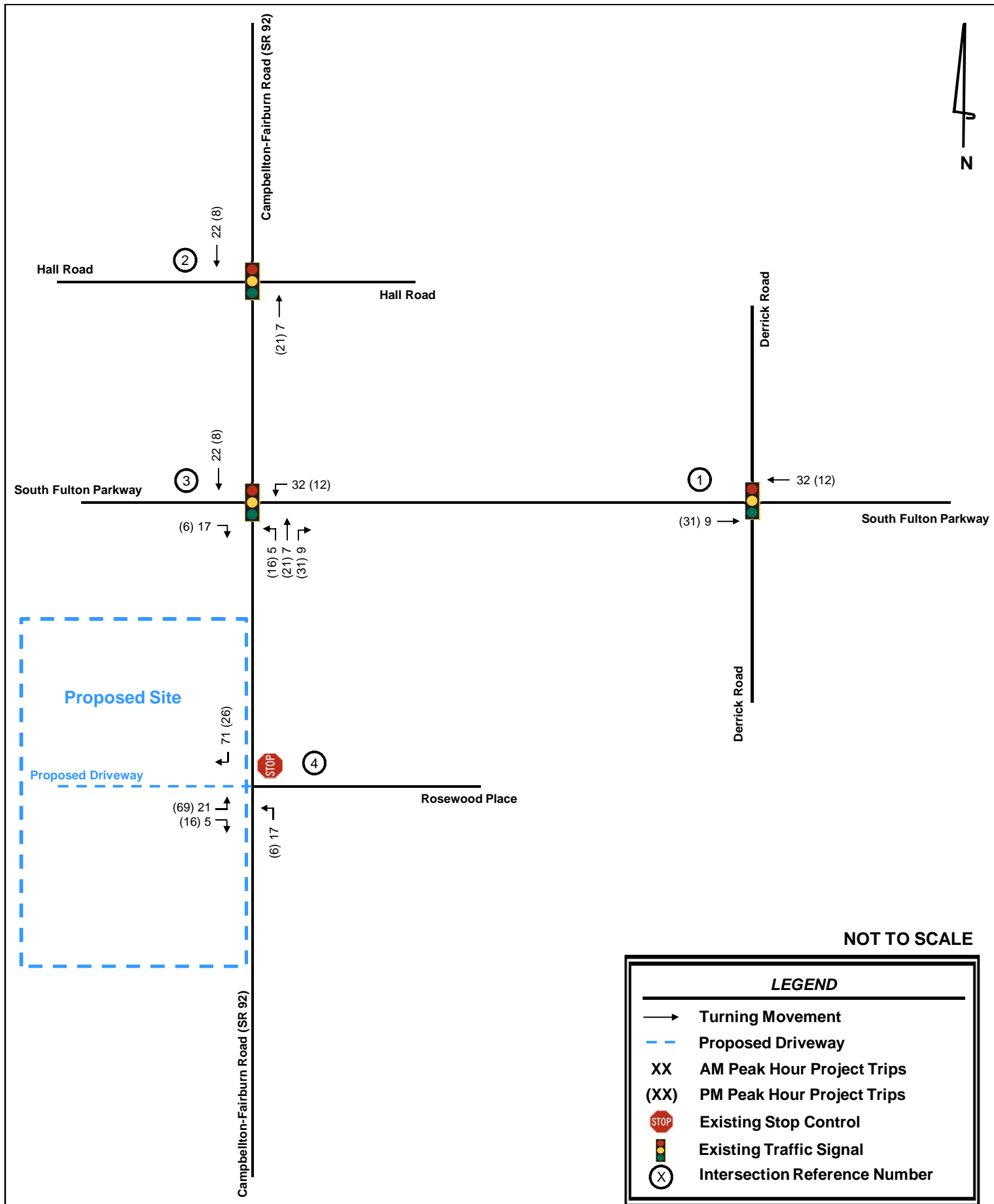
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, and GDOT, City of Union City, and the City of South Fulton staff.

Figure 5 and **Figure 6** display the anticipated distribution and assignment of heavy vehicle (truck) trips and employee (car) trips throughout the study roadway network, respectively. 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 *Crossroads Business Center* development, are shown in **Figure 7**.

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







6.0 TRAFFIC ANALYSIS

6.1 Existing 2018 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours.

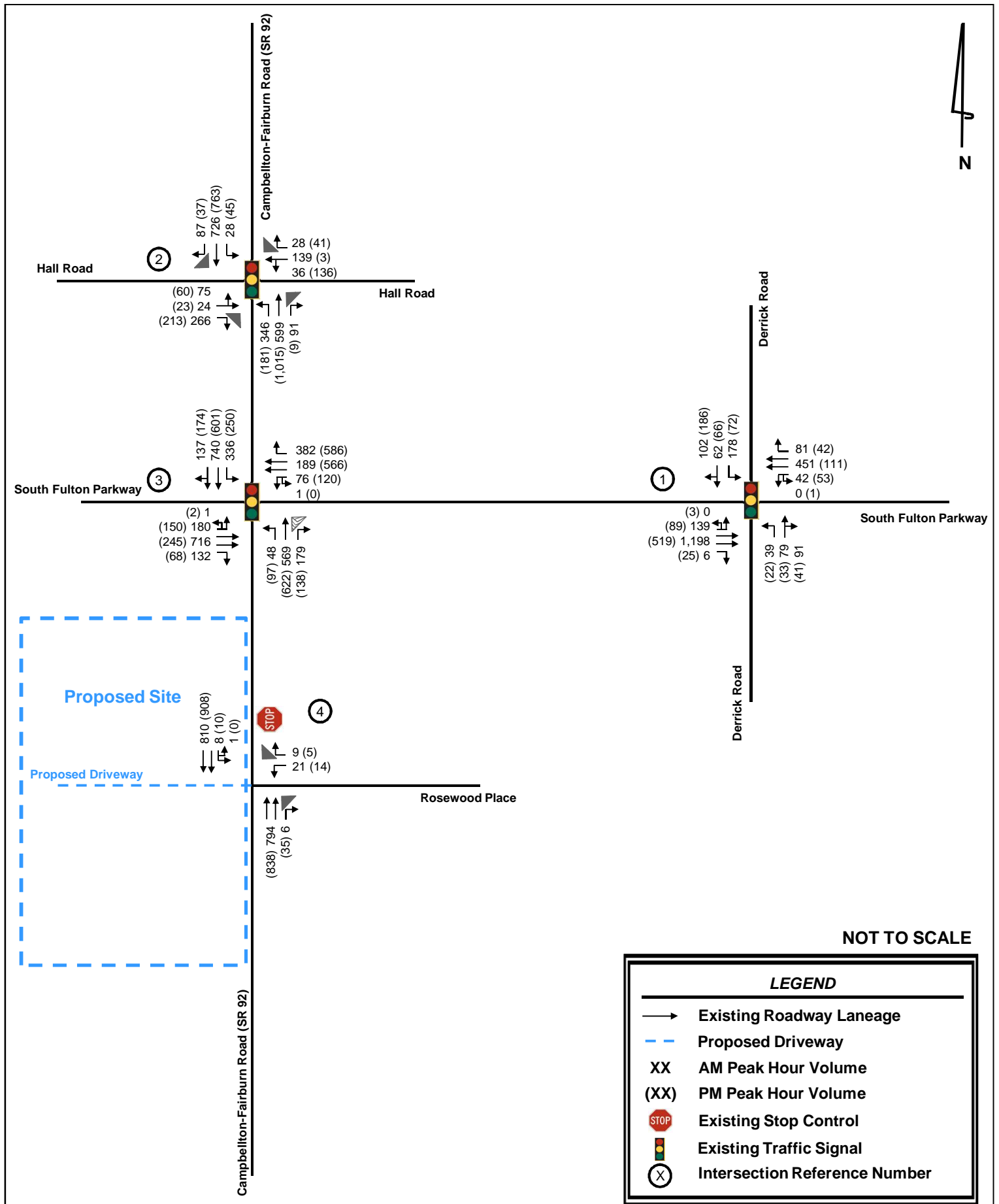
The intersection laneage and traffic volumes for the Existing 2018 conditions are shown in **Figure 8**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2018 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Derrick Road at South Fulton Parkway	Signal	Overall	D	B (15.8)	B (13.1)
2. Campbellton-Fairburn Road (SR 92) at Hall Road	Signal	Overall	E	E (56.9)	E (64.7)
3. Campbellton-Fairburn Road (SR 92) at South Fulton Parkway	Signal	Overall	E	F (119.6)	E (60.8)
4. Campbellton-Fairburn Road (SR 92) at Rosewood Place	TWSC	WB	N/A	C (16.5)	C (18.0)
		SB Left		A (9.6)	A (9.9)

As shown in **Table 7**, two (2) study intersections currently operate below their acceptable overall LOS standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersection of Campbellton-Fairburn Road (SR 92) at Hall Road (Intersection 2) operates at LOS E during the AM and PM peak hours. Since it currently operates at LOS E during the AM and PM peak hours, the new level-of-service standard becomes LOS E for Intersection 2 for both peak hours, consistent with the GRTA Letter of Understanding.

The signalized intersection of Campbellton-Fairburn Road (SR 92) at South Fulton Parkway (Intersection 3) operates at LOS F during the AM peak hour and LOS E during the PM peak hour. Since it currently operates at LOS E or worse during the AM and PM peak hours, the new level-of-service standard becomes LOS E for Intersection 3 for both peak hours, consistent with the GRTA Letter of Understanding.



6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for four (4) years at 3.0 percent per year throughout the study network. In addition, projected trips associated with DRI # 2737 and DRI #2767 were added to the network. These volumes represent the portion of an additional 305 AM Peak Hour trips and 273 PM Peak Hour trips that impact the network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2022 No-Build conditions were analyzed using future roadway geometry and future intersection control types per PI #0010943. Based on conversations at the DRI pre-review meeting, construction on this improvement is expected to begin in 2019.

The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2022 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2022 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Derrick Road at South Fulton Parkway	Signal	Overall	D	C (20.8)	B (15.3)
2. Campbellton-Fairburn Road (SR 92) at Hall Road	Signal	Overall	E	F (87.7)	F (81.0)
3. Campbellton-Fairburn Road (SR 92) at South Fulton Parkway*	Signal	Overall	E	E (55.2)	E (68.2)
4. Campbellton-Fairburn Road (SR 92) at Rosewood Place	TWSC	WB	N/A	C (18.8)	C (20.4)
		SB Left		B (10.1)	B (10.5)

*Includes improved geometry from PI #0010943

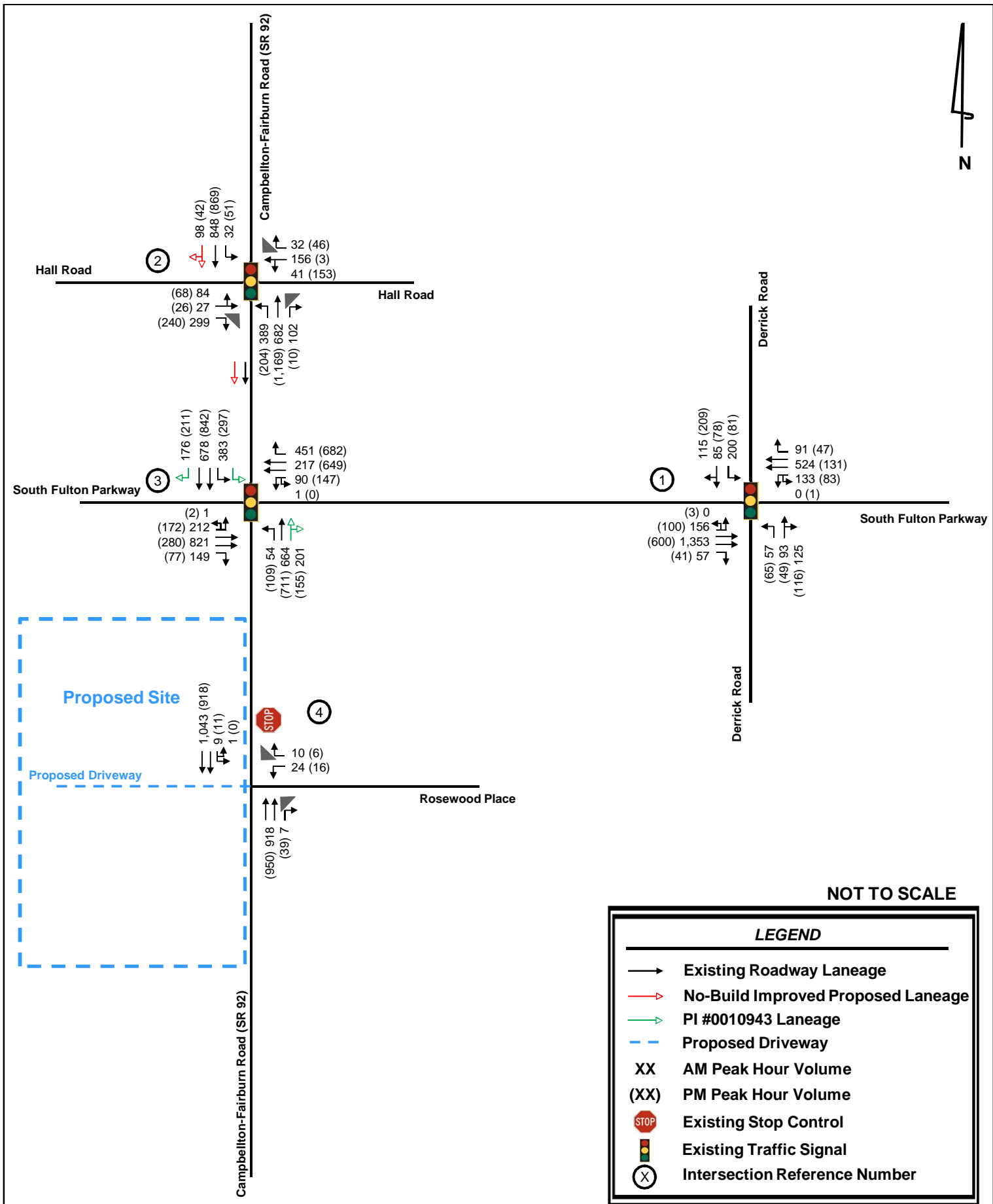
As shown in **Table 8**, one (1) study intersection is projected to operate below its overall level-of-service standard during the AM or PM peak hours for the Projected 2022 No-Build conditions.

Intersection 2 is expected to operate below its overall level-of-service standard during the AM peak hour for the Projected 2022 No-Build conditions. Based on the Projected 2022 No-Build conditions the following improvements were identified to reach an acceptable level-of-service at Intersection 2:

- Intersection 2: Campbellton-Fairburn Road (SR 92) at Hall Road
 - Convert existing southbound right turn lane into a shared through-right turn lane.
 - Construct another southbound through lane along Campbellton-Fairburn Road (SR 92) south of Hall Road (Intersection 2), to tie into the two existing through lanes located just north of Intersection 3 (South Fulton Parkway).

The results of the capacity analysis for the Projected 2022 No-Build Improved conditions are shown in **Table 9**. Detailed *Synchro* reports are available upon request:

Table 9: Projected 2022 No-Build Improved Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
2. Campbellton-Fairburn Road (SR 92) at Hall Road	Signal	Overall	E	E (69.8)	E (76.4)



6.3 Projected 2022 Build Conditions

The traffic associated with the proposed *Crossroads Business Center* development was added to the Projected 2022 Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using future roadway geometry, future roadway geometry per PI #0010943, and intersection control types and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2022 Build conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2022 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Derrick Road at South Fulton Parkway	Signal	Overall	D	C (22.0)	B (15.5)
2. Campbellton-Fairburn Road (SR 92) at Hall Road	Signal	Overall	E	F (90.5)	F (81.4)
3. Campbellton-Fairburn Road (SR 92) at South Fulton Parkway*	Signal	Overall	E	E (56.9)	E (68.9)
4. Campbellton-Fairburn Road (SR 92) at Rosewood Place	TWSC	WB	N/A	F (50.2)	F (64.6)
		SB Left		B (10.1)	B (10.5)
		EB		F (60.2)	F (322.6)
		NB Left		B (10.3)	B (10.9)

*Includes improved geometry from PI #0010943

As shown in **Table 10**, two (2) study intersections are projected to operate below its overall level-of-service standard during the AM or PM peak hours for the Projected 2022 Build conditions.

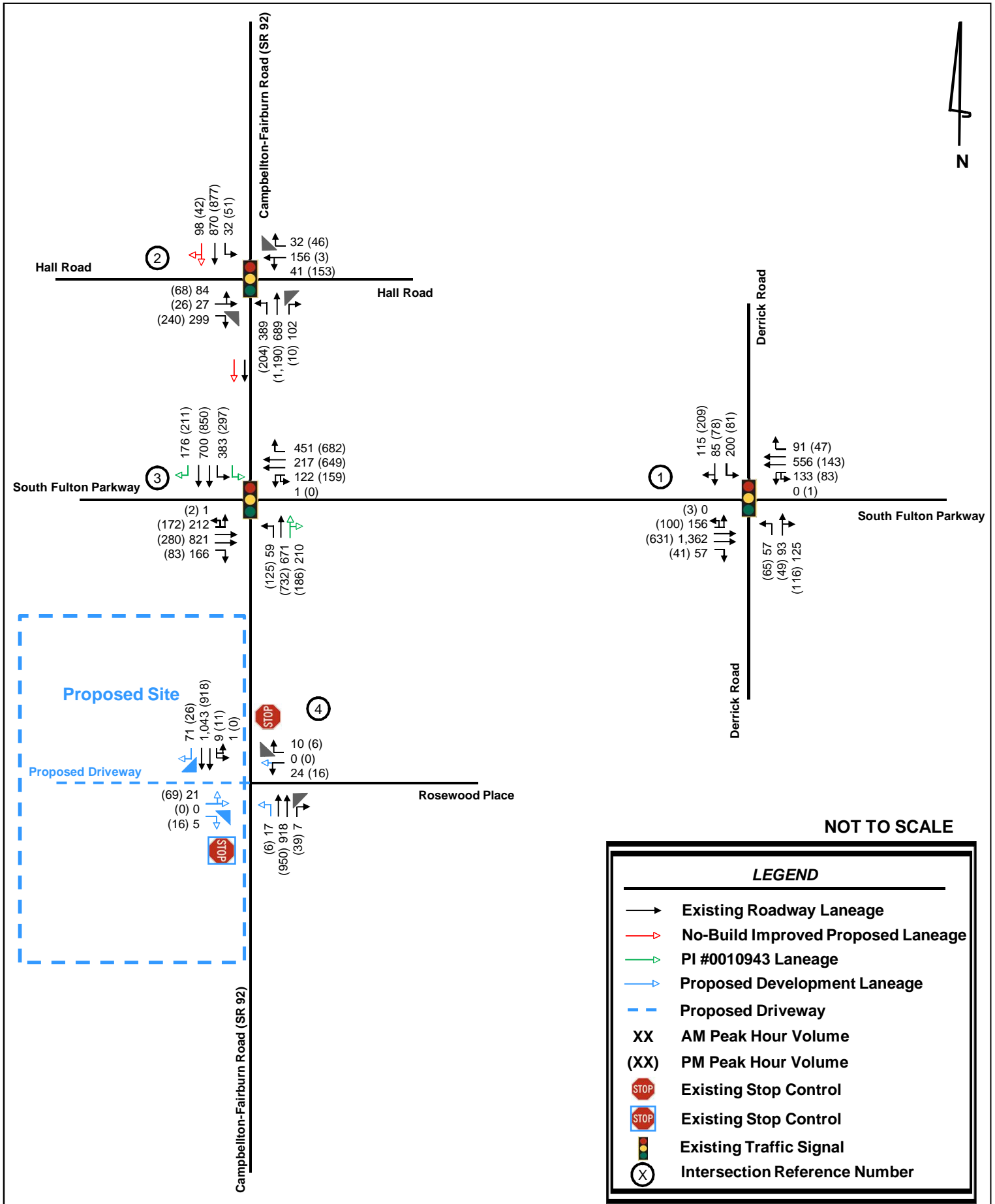
Campbellton-Fairburn Road (SR 92) at Hall Road (Intersection 2) operates at LOS F for the Projected Build AM and PM peak hours. However, with the improvements noted under the Projected 2022 No-Build conditions, the intersection is projected to operate at an acceptable level-of-service.

The Campbellton-Fairburn Road (SR 92) at Rosewood Place (Intersection 4) side-street approaches operate at LOS F during the AM and PM peak hours. It should be noted that it is not uncommon for vehicles at a side-street stop-controlled approach to experience significant delay when turning onto a major roadway. However, if signalized, the intersection is projected to operate at an acceptable level-of-service. The results of the capacity analyses for the Projected 2022 Build Improved conditions are shown in **Table 11**. Detailed *Synchro* reports are available upon request.

Table 11: Projected 2022 Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
2. Campbellton-Fairburn Road (SR 92) at Hall Road	Signal	Overall	E	E (71.8)	E (76.7)
4. Campbellton-Fairburn Road (SR 92) at Rosewood Place	Signal	Overall	D	A (6.6)	A (4.5)

In addition to the recommended improvements under the 2022 No-Build conditions, the following site-access improvements (driveway improvements) are recommended to serve traffic associated with the *Crossroads Business Center* development (Build Scenario):

- Intersection 4: Campbellton-Fairburn Road at Rosewood Place/Proposed Driveway
 - Install a traffic signal (if warranted).
 - On the site, construct two (2) lanes exiting the site onto Campbellton-Fairburn Road: one (1) eastbound shared through-left turn lane and one (1) right-turn lane (with a channelized right turn radius)
 - One the site, construct one (1) ingress lane entering the site
 - Along Campbellton-Fairburn Road, construct one (1) southbound right-turn lane (with a channelized right-turn radius).
 - Remove vegetation of the proposed driveway on the west-side of Campbellton-Fairburn Road (SR 92) to increase sight distance for vehicles exiting the site.



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Crossroads Business Center* development is proposed at one (1) location. The site driveway location is discussed in **Section 1.3**.

The proposed site driveway provides vehicular access to the entire development. Internal private roadways provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersection using *Synchro 10.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) is reported in **Section 6.4** of this report. Based on the Projected 2022 Build conditions, the proposed site driveway intersection is not anticipated to operate at an acceptable level-of-service under two-way-stop-control.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Fulton County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 12** below.

Table 12: Programmed Improvements			
#	Year	Project ID	Description
1	2017*	GDOT: 0010943	Construct turn lane improvements along SR 92 at the intersection of South Fulton Parkway. (Dual SBL, SBR, NBTR)
2	2026	GDOT: 0014081 SFCTP: R-23c	Construct a Continuous Flow Intersection at the intersection of South Fulton Parkway at Campbellton-Fairburn Road (SR 92).
3	2030+	ASP-FS-223	Roadway widening SR 92 from I-285 to South Fulton Parkway
4	2030+	ASP-FS-230	Roadway widening SR 92 from South Fulton Parkway to SR 70
5	2030+	R-117	Construct a tight diamond interchange at the intersection of South Fulton Parkway at Campbellton-Fairburn Road (SR 92).

*Note: PI #0010943 was scheduled for completion in 2017, however construction has not begun as of June 2018

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

9.0 INTERNAL CIRCULATION ANALYSIS

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

APPENDIX A

Site Photo Log

CORE5 Industrial Partners
Photograph Sheet

KHA Job No.: 017288004

KHA Rep.: TAK

Date: October 23, 2018

Page: 1 of 2

Site Name: Crossroads Business Center

Photo No. 1



Comments:

Looking east from the Proposed Site Driveway

Photo No. 2



Comments:

Looking south from the Proposed Site Driveway

CORE5 Industrial Partners
Photograph Sheet

KHA Job No.: 017288004

KHA Rep.: TAK

Date: October 23, 2018

Page: 2 of 2

Site Name: Crossroads Business Center

Photo No. 1



Comments:

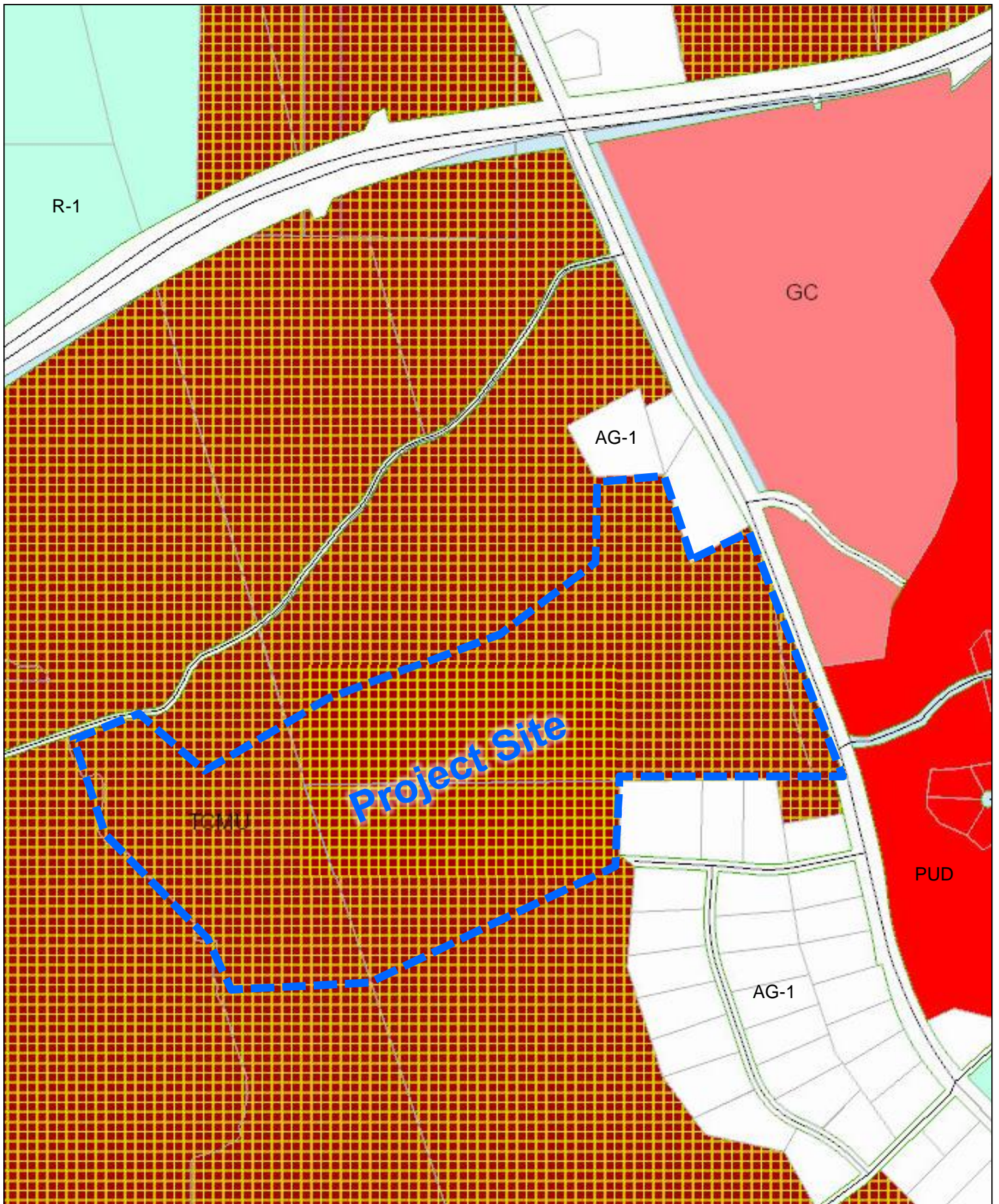
Looking north from the Proposed Site Driveway

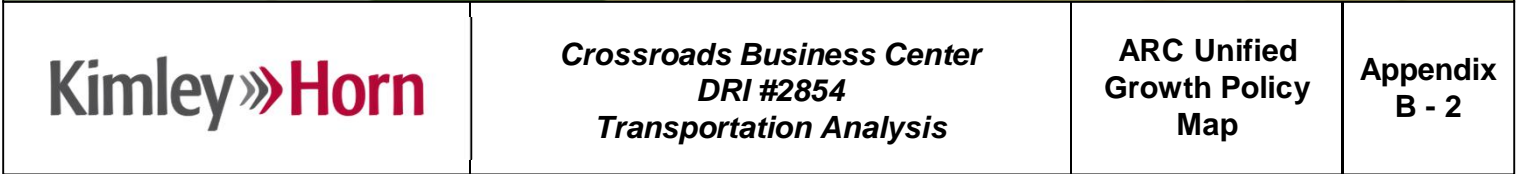
Photo No. 2

Comments:

APPENDIX B

Land Use and Zoning Maps





APPENDIX C

Proposed Site Plan

APPENDIX D

Raw Traffic Count Data

Project ID: 18-09547-003
Location: Derrick Rd & S Fulton Pkwy
City: Fairburn

Day: Thursday
Date: 09/27/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Derrick Rd Northbound						Derrick Rd 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	1	12	30	0	0	43	30	9	7	0	0	46	44	261	3	0	0	308	8	73	23	0	0	104	501
Total	1	12	30	0	0	43	30	9	7	0	0	46	44	261	3	0	0	308	8	73	23	0	0	104	501
7:00 AM	7	22	22	0	0	51	33	10	14	0	0	57	56	312	0	0	0	368	11	85	21	0	0	117	593
7:15 AM	4	20	24	0	0	48	59	16	32	0	0	107	38	300	2	0	0	340	10	134	25	0	0	169	664
7:30 AM	17	25	20	0	0	62	53	23	33	0	0	109	22	297	3	0	0	322	11	110	25	0	0	146	639
7:45 AM	11	12	25	0	0	48	33	13	23	0	0	69	23	289	1	0	0	313	10	122	10	0	0	142	572
Total	39	79	91	0	0	209	178	62	102	0	0	342	139	1198	6	0	0	1343	42	451	81	0	0	574	2468
8:00 AM	9	12	24	0	0	45	25	10	18	0	0	53	29	264	6	0	0	299	9	120	9	0	0	138	535
8:15 AM	9	11	14	0	0	34	14	5	15	0	0	34	14	227	4	0	0	245	5	122	7	0	0	134	447
8:30 AM	6	6	15	0	0	27	18	5	18	0	0	41	13	242	2	0	0	257	6	85	6	0	0	97	422
Total	24	29	53	0	0	106	57	20	51	0	0	128	56	733	12	0	0	801	20	327	22	0	0	369	1404
BREAK																									
4:30 PM	3	5	11	0	0	19	9	10	23	0	0	42	10	115	4	0	0	129	13	255	7	0	0	275	465
4:45 PM	8	4	6	0	0	18	9	14	23	0	0	46	20	127	6	0	0	153	10	281	8	0	0	299	516
Total	11	9	17	0	0	37	18	24	46	0	0	88	30	242	10	0	0	282	23	536	15	0	0	574	981
5:00 PM	4	7	12	0	0	23	10	17	51	0	0	78	17	127	7	0	0	151	11	295	12	0	0	318	570
5:15 PM	7	6	9	0	0	22	18	14	31	0	0	63	18	130	5	0	0	153	18	277	7	1	0	303	541
5:30 PM	7	12	10	0	0	29	17	22	57	0	0	96	20	142	7	1	0	170	12	237	13	0	0	262	557
5:45 PM	4	8	10	0	0	22	27	13	47	0	0	87	34	120	6	2	0	162	12	302	10	0	0	324	595
Total	22	33	41	0	0	96	72	66	186	0	0	324	89	519	25	3	0	636	53	1111	42	1	0	1207	2263
6:00 PM	3	10	13	0	0	26	15	16	33	0	0	64	13	85	5	0	0	103	16	245	18	0	0	279	472
6:15 PM	8	4	10	0	0	22	13	12	35	0	0	60	13	111	8	0	0	132	17	267	8	0	0	292	506
Total	11	14	23	0	0	48	28	28	68	0	0	124	26	196	13	0	0	235	33	512	26	0	0	571	978
Grand Total	108	176	255	0	0	539	383	209	460	0	0	1052	384	3149	69	3	0	3605	179	3010	209	1	0	3399	8595
Apprch %	20.0	32.7	47.3	0.0	0.0		36.4	19.9	43.7	0.0	0.0		10.7	87.4	1.9	0.1	0.0		5.3	88.6	6.1	0.0	0.0		
Total %	1.3	2.0	3.0	0.0	0.0	6.3	4.5	2.4	5.4	0.0	0.0	12.2	4.5	36.6	0.8	0.0	0.0	41.9	2.1	35.0	2.4	0.0	0.0	39.5	
Cars, PU, Vans	108	176	254	0	0	538	383	209	459	0	0	1051	383	3088	69	3	0	3543	178	2964	209	0	0	3352	8484
% Cars, PU, Vans	100.0	100.0	99.6	0.0	0.0	99.8	100.0	100.0	99.8	0.0	0.0	99.9	99.7	98.1	100.0	100.0	0.0	98.3	99.4	98.5	100.0	0.0	0.0	98.6	98.7
Heavy Trucks	0	0	1	0		1	0	0	1	0		1	1	61	0	0	62		1	46	0	0		47	111
%Heavy Trucks	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.3	1.9	0.0	0.0	1.7		0.6	1.5	0.0	0.0	0.0	1.4	1.3

Project ID: 18-09547-003
Location: Derrick Rd & S Fulton Pkwy
City: Fairburn

PEAK HOURS

Day: Thursday
Date: 09/27/2018

AM

	Derrick Rd Northbound					Derrick Rd 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 07:00 AM																					
7:00 AM	7	22	22	0	51	33	10	14	0	57	56	312	0	0	368	11	85	21	0	117	593
7:15 AM	4	20	24	0	48	59	16	32	0	107	38	300	2	0	340	10	134	25	0	169	664
7:30 AM	17	25	20	0	62	53	23	33	0	109	22	297	3	0	322	11	110	25	0	146	639
7:45 AM	11	12	25	0	48	33	13	23	0	69	23	289	1	0	313	10	122	10	0	142	572
Total Volume	39	79	91	0	209	178	62	102	0	342	139	1198	6	0	1343	42	451	81	0	574	2468
% App. Total	18.7	37.8	43.5	0.0	100	52.0	18.1	29.8	0.0	100	10.3	89.2	0.4	0.0	100	7.3	78.6	14.1	0.0	100	
PHF	0.843					0.784					0.912					0.849					0.929
Cars, PU, Vans	39	79	91	0	209	178	62	102	0	342	139	1185	6	0	1330	42	443	81	0	566	2447
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	98.9	100.0	0.0	99.0	100.0	98.2	100.0	0.0	98.6	99.1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	8	0	0	8	21
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	1.8	0.0	0.0	1.4	0.9

PM

	Derrick Rd Northbound					Derrick Rd 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	4	7	12	0	23	10	17	51	0	78	17	127	7	0	151	11	295	12	0	318	570
5:15 PM	7	6	9	0	22	18	14	31	0	63	18	130	5	0	153	18	277	7	1	303	541
5:30 PM	7	12	10	0	29	17	22	57	0	96	20	142	7	1	170	12	237	13	0	262	557
5:45 PM	4	8	10	0	22	27	13	47	0	87	34	120	6	2	162	12	302	10	0	324	595
Total Volume	22	33	41	0	96	72	66	186	0	324	89	519	25	3	636	53	1111	42	1	1207	2263
% App. Total	22.9	34.4	42.7	0.0	100	22.2	20.4	57.4	0.0	100	14.0	81.6	3.9	0.5	100	4.4	92.0	3.5	0.1	100	
PHF	0.828					0.844					0.935					0.931					0.951
Cars, PU, Vans	22	33	41	0	96	72	66	185	0	323	89	498	25	3	615	53	1099	42	1	1195	2229
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	99.5	0.0	99.7	100.0	96.0	100.0	100.0	96.7	100.0	98.9	100.0	100.0	99.0	98.5
Heavy Trucks	0	0	0	0	0	0	0	1	0	1	0	21	0	0	21	0	12	0	0	12	34
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.3	0.0	4.0	0.0	0.0	3.3	0.0	1.1	0.0	0.0	1.0	1.5

Project ID: 18-09547-002

Location: Campbellton Fairburn Rd/SR-92 & Hall Rd

City: Fairburn

Day: Thursday

Date: 09/27/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Campbellton Fairburn Rd/SR-92 Northbound						Campbellton Fairburn Rd/SR-92 Southbound						Hall Rd Eastbound						Hall 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	32	117	0	0	0	149	0	225	8	0	0	233	1	0	8	0	0	9	3	0	2	0	0	5	396
Total	32	117	0	0	0	149	0	225	8	0	0	233	1	0	8	0	0	9	3	0	2	0	0	5	396
7:00 AM	71	135	0	0	0	206	5	204	25	0	0	234	6	2	16	0	0	24	3	11	3	0	0	17	481
7:15 AM	88	170	8	0	0	266	5	202	20	0	0	227	17	7	45	0	0	69	7	12	5	0	0	24	586
7:30 AM	91	156	30	0	0	277	5	178	19	0	0	202	16	2	58	0	0	76	8	47	10	0	0	65	620
7:45 AM	89	150	23	0	0	262	10	152	19	0	0	181	25	9	77	0	0	111	12	44	11	0	0	67	621
Total	339	611	61	0	0	1011	25	736	83	0	0	844	64	20	196	0	0	280	30	114	29	0	0	173	2308
8:00 AM	78	123	30	0	0	231	8	194	29	0	1	231	17	6	86	0	0	109	9	36	2	0	1	47	618
8:15 AM	104	120	3	0	0	227	7	168	29	0	0	204	22	3	74	0	0	99	6	9	4	0	0	19	549
8:30 AM	72	108	1	0	0	181	4	160	24	0	0	188	22	2	71	0	0	95	8	1	2	0	0	11	475
Total	254	351	34	0	0	639	19	522	82	0	1	623	61	11	231	0	0	303	23	46	8	0	1	77	1642
BREAK																									
4:30 PM	30	246	14	0	0	290	7	159	13	0	0	179	24	3	61	0	0	88	52	4	19	0	0	75	632
4:45 PM	37	249	4	0	0	290	6	176	8	0	0	190	17	3	60	0	0	80	39	0	15	0	0	54	614
Total	67	495	18	0	0	580	13	335	21	0	0	369	41	6	121	0	0	168	91	4	34	0	0	129	1246
5:00 PM	37	261	3	0	0	301	14	189	11	0	0	214	11	7	58	0	0	76	21	1	7	0	0	29	620
5:15 PM	51	254	4	0	0	309	13	185	11	0	0	209	26	3	57	0	0	86	38	0	9	0	0	47	651
5:30 PM	35	242	2	0	0	279	8	201	9	0	0	218	17	6	44	0	0	67	35	1	16	0	0	52	616
5:45 PM	58	258	0	0	0	316	10	188	6	0	0	204	6	7	54	0	0	67	42	1	9	0	0	52	639
Total	181	1015	9	0	0	1205	45	763	37	0	0	845	60	23	213	0	0	296	136	3	41	0	0	180	2526
6:00 PM	41	251	0	0	0	292	15	204	14	0	0	233	14	1	36	0	0	51	31	2	10	0	0	43	619
6:15 PM	73	215	2	0	1	290	4	152	38	0	0	194	21	7	66	0	1	94	35	1	12	0	0	48	626
Total	114	466	2	0	1	582	19	356	52	0	0	427	35	8	102	0	1	145	66	3	22	0	0	91	1245
Grand Total	987	3055	124	0	1	4166	121	2937	283	0	1	3341	262	68	871	0	1	1201	349	170	136	0	1	655	9363
Apprch %	23.7	73.3	3.0	0.0	0.0		3.6	87.9	8.5	0.0	0.0		21.8	5.7	72.5	0.0	0.1		53.3	26.0	20.8	0.0	0.2		
Total %	10.5	32.6	1.3	0.0	0.0	44.5	1.3	31.4	3.0	0.0	0.0	35.7	2.8	0.7	9.3	0.0	0.0	12.8	3.7	1.8	1.5	0.0	0.0	7.0	
Cars, PU, Vans	985	2942	124	0	1	4051	121	2797	283	0	1	3201	260	67	870	0	1	1197	349	170	135	0	1	654	9103
% Cars, PU, Vans	99.8	96.3	100.0	0.0	100.0	97.2	100.0	95.2	100.0	0.0	100.0	95.8	99.2	98.5	99.9	0.0	0.0	99.7	100.0	100.0	99.3	0.0	100.0	99.8	97.2
Heavy Trucks	2	113	0	0	0	115	0	140	0	0	0	140	2	1	1	0	0	4	0	0	1	0	0	1	260
%Heavy Trucks	0.2	3.7	0.0	0.0	0.0	2.8	0.0	4.8	0.0	0.0	0.0	4.2	0.8	1.5	0.1	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0	0.2	2.8

City: Fairburn

Date: 09/27/2018

Peak Hour for Entire Intersection Begins at 07:15 AM

Peak Hour for Entire Intersection Begins at 05:00 PM

[illegible]

Project ID: 18-09547-001

Location: Campbellton Fairburn Rd/SR-92 & S Fulton Pkwy

City: Fairburn

Day: Thursday

Date: 09/27/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Campbellton Fairburn Rd/SR-92 Northbound						Campbellton Fairburn Rd/SR-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	4	97	43	0	0	144	106	136	16	0	0	258	27	174	26	0	0	227	7	25	41	0	0	73	702	
Total	4	97	43	0	0	144	106	136	16	0	0	258	27	174	26	0	0	227	7	25	41	0	0	73	702	
7:00 AM	6	136	45	0	0	187	76	138	14	0	0	228	36	206	33	0	0	275	7	28	62	0	0	97	787	
7:15 AM	7	160	34	0	0	201	70	147	40	0	0	257	48	211	30	0	0	289	19	57	89	0	0	165	912	
7:30 AM	18	172	35	0	0	225	84	143	24	0	0	251	42	200	36	0	0	278	20	40	96	0	0	156	910	
7:45 AM	10	135	43	0	0	188	80	138	32	0	0	250	37	167	38	1	0	243	20	41	100	0	0	161	842	
Total	41	603	157	0	0	801	310	566	110	0	0	986	163	784	137	1	0	1085	66	166	347	0	0	579	3451	
8:00 AM	13	102	67	0	0	182	102	173	41	0	0	316	53	138	28	0	0	219	17	51	97	1	0	166	883	
8:15 AM	13	96	36	0	0	145	81	167	24	0	0	272	36	133	29	1	0	199	6	63	94	0	0	163	779	
8:30 AM	17	85	30	0	0	132	87	142	28	0	0	257	45	128	16	0	0	189	14	49	72	0	0	135	713	
Total	43	283	133	0	0	459	270	482	93	0	0	845	134	399	73	1	0	607	37	163	263	1	0	464	2375	
BREAK																										
4:30 PM	23	155	25	0	0	203	56	162	44	0	0	262	37	58	17	0	0	112	35	143	124	1	0	303	880	
4:45 PM	18	138	39	0	0	195	61	181	52	0	0	294	35	55	13	0	0	103	24	140	140	0	0	304	896	
Total	41	293	64	0	0	398	117	343	96	0	0	556	72	113	30	0	0	215	59	283	264	1	0	607	1776	
5:00 PM	29	160	32	0	0	221	69	187	32	0	0	288	33	57	16	1	0	107	25	152	145	0	0	322	938	
5:15 PM	23	158	31	0	0	212	52	178	54	0	0	284	40	59	14	0	0	113	28	126	155	0	0	309	918	
5:30 PM	23	141	43	0	0	207	55	176	43	0	0	274	39	82	15	0	0	136	27	143	141	0	0	311	928	
5:45 PM	22	163	32	0	0	217	74	199	45	0	0	318	38	47	23	1	0	109	40	145	145	0	0	330	974	
Total	97	622	138	0	0	857	250	740	174	0	0	1164	150	245	68	2	0	465	120	566	586	0	0	1272	3758	
6:00 PM	20	187	14	0	0	221	56	167	50	0	0	273	35	40	14	0	0	89	23	119	135	0	0	277	860	
6:15 PM	11	143	11	0	0	165	47	138	53	0	0	238	53	61	20	0	0	134	28	135	155	1	0	319	856	
Total	31	330	25	0	0	386	103	305	103	0	0	511	88	101	34	0	0	223	51	254	290	1	0	596	1716	
Grand Total	257	2228	560	0	0	3045	1156	2572	592	0	0	4320	634	1816	368	4	0	2822	340	1457	1791	3	0	3591	13778	
Apprch %	8.4	73.2	18.4	0.0	0.0		26.8	59.5	13.7	0.0	0.0		22.5	64.4	13.0	0.1	0.0		9.5	40.6	49.9	0.1	0.0			
Total %	1.9	16.2	4.1	0.0	0.0	22.1	8.4	18.7	4.3	0.0	0.0	31.4	4.6	13.2	2.7	0.0	0.0	20.5	2.5	10.6	13.0	0.0	0.0	26.1		
Cars, PU, Vans	252	2174	556	0	0	2982	1118	2487	572	0	0	4177	599	1794	365	4	0	2762	338	1442	1765	0	0	3548	13469	
% Cars, PU, Vans	98.1	97.6	99.3	0.0	0.0	97.9	96.7	96.7	96.6	0.0	0.0	96.7	94.5	98.8	99.2	100.0	0.0	97.9	99.4	99.0	98.5	0.0	0.0	98.8	97.8	
Heavy Trucks	5	54	4	0	0	63	38	85	20	0	0	143	35	22	3	0	0	60	2	15	26	0	0	43	309	
%Heavy Trucks	1.9	2.4	0.7	0.0	0.0	2.1	3.3	3.3	3.4	0.0	0.0	3.3	5.5	1.2	0.8	0.0	0.0	2.1	0.6	1.0	1.5	0.0	0.0	1.2	2.2	

Project ID: 18-09547-001

Location: Campbellton Fairburn Rd/SR-92 & S Fulton Pkwy

City: Fairburn

PEAK HOURS

Day: Thursday

Date: 09/27/2018

AM

	Campbellton Fairburn Rd/SR-92 Northbound					Campbellton Fairburn Rd/SR-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	7	160	34	0	201	70	147	40	0	257	48	211	30	0	289	19	57	89	0	165	912
7:30 AM	18	172	35	0	225	84	143	24	0	251	42	200	36	0	278	20	40	96	0	156	910
7:45 AM	10	135	43	0	188	80	138	32	0	250	37	167	38	1	243	20	41	100	0	161	842
8:00 AM	13	102	67	0	182	102	173	41	0	316	53	138	28	0	219	17	51	97	1	166	883
Total Volume	48	569	179	0	796	336	601	137	0	1074	180	716	132	1	1029	76	189	382	1	648	3547
% App. Total	6.0	71.5	22.5	0.0	100	31.3	56.0	12.8	0.0	100	17.5	69.6	12.8	0.1	100	11.7	29.2	59.0	0.2	100	
PHF	0.884					0.850					0.890					0.976					0.972
Cars, PU, Vans	48	554	179	0	781	330	584	135	0	1049	169	708	131	1	1009	76	185	379	1	641	3480
% Cars, PU, Vans	100.0	97.4	100.0	0.0	98.1	98.2	97.2	98.5	0.0	97.7	93.9	98.9	99.2	100.0	98.1	100.0	97.9	99.2	100.0	98.9	98.1
Heavy Trucks	0	15	0	0	15	6	17	2	0	25	11	8	1	0	20	0	4	3	0	7	67
%Heavy Trucks	0.0	2.6	0.0	0.0	1.9	1.8	2.8	1.5	0.0	2.3	6.1	1.1	0.8	0.0	1.9	0.0	2.1	0.8	0.0	1.1	1.9

PM

	Campbellton Fairburn Rd/SR-92 Northbound					Campbellton Fairburn Rd/SR-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	29	160	32	0	221	69	187	32	0	288	33	57	16	1	107	25	152	145	0	322	938
5:15 PM	23	158	31	0	212	52	178	54	0	284	40	59	14	0	113	28	126	155	0	309	918
5:30 PM	23	141	43	0	207	55	176	43	0	274	39	82	15	0	136	27	143	141	0	311	928
5:45 PM	22	163	32	0	217	74	199	45	0	318	38	47	23	1	109	40	145	145	0	330	974
Total Volume	97	622	138	0	857	250	740	174	0	1164	150	245	68	2	465	120	566	586	0	1272	3758
% App. Total	11.3	72.6	16.1	0.0	100	21.5	63.6	14.9	0.0	100	32.3	52.7	14.6	0.4	100	9.4	44.5	46.1	0.0	100	
PHF	0.969					0.915					0.855					0.964					0.965
Cars, PU, Vans	97	612	137	0	846	236	717	163	0	1116	143	239	68	2	452	120	563	576	0	1259	3673
% Cars, PU, Vans	100.0	98.4	99.3	0.0	98.7	94.4	96.9	93.7	0.0	95.9	95.3	97.6	100.0	100.0	97.2	100.0	99.5	98.3	0.0	99.0	97.7
Heavy Trucks	0	10	1	0	11	14	23	11	0	48	7	6	0	0	13	0	3	10	0	13	85
%Heavy Trucks	0.0	1.6	0.7	0.0	1.3	5.6	3.1	6.3	0.0	4.1	4.7	2.4	0.0	0.0	2.8	0.0	0.5	1.7	0.0	1.0	2.3

Project ID: 18-09547-004

Location: Campbellton Fairburn Rd/SR-92 & Rosewood PI

City: Fairburn

Day: Thursday

Date: 09/27/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Campbellton Fairburn Rd/SR-92						Campbellton Fairburn Rd/SR-92						Rosewood PI						Rosewood PI							
	Northbound						Southbound						Eastbound						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	
6:30 AM	0	121	0	0	0	121	0	131	0	0	0	131	0	0	0	0	0	0	3	0	0	0	0	3	255	
6:45 AM	0	137	1	0	0	138	2	155	0	0	0	157	0	0	0	0	0	0	5	0	3	0	0	8	303	
Total	0	258	1	0	0	259	2	286	0	0	0	288	0	0	0	0	0	0	8	0	3	0	0	11	558	
7:00 AM	0	176	1	0	0	177	0	170	0	0	0	170	0	0	0	0	0	0	2	0	3	0	0	5	352	
7:15 AM	0	186	1	0	0	187	5	206	0	0	0	211	0	0	0	0	0	0	7	0	2	0	0	9	407	
7:30 AM	0	234	1	0	0	235	2	182	0	1	0	185	0	0	0	0	0	0	6	0	2	0	0	8	428	
7:45 AM	0	198	3	0	0	201	1	202	0	0	0	203	0	0	0	0	0	0	3	0	4	0	0	7	411	
Total	0	794	6	0	0	800	8	760	0	1	0	769	0	0	0	0	0	0	18	0	11	0	0	29	1598	
8:00 AM	0	176	1	0	0	177	0	220	0	0	0	220	0	0	0	0	0	0	5	0	1	0	0	6	403	
8:15 AM	0	136	3	0	0	139	1	193	0	0	0	194	0	0	0	0	0	0	6	0	1	0	0	7	340	
8:30 AM	0	125	4	0	0	129	1	177	0	0	0	178	0	0	0	0	0	0	7	0	1	0	0	8	315	
8:45 AM	0	125	2	0	0	127	0	184	0	0	0	184	0	0	0	0	0	0	7	0	0	0	0	7	318	
Total	0	562	10	0	0	572	2	774	0	0	0	776	0	0	0	0	0	0	25	0	3	0	0	28	1376	
9:00 AM	0	93	1	1	0	95	0	137	0	0	0	137	0	0	0	0	0	0	7	0	0	0	0	7	239	
9:15 AM	0	94	2	0	0	96	1	117	0	0	0	118	0	0	0	0	0	0	3	0	2	0	0	5	219	
9:30 AM	0	104	6	0	0	110	2	115	0	0	0	117	0	0	0	0	0	0	5	0	0	0	0	5	232	
9:45 AM	0	105	4	0	0	109	1	110	0	0	0	111	0	0	0	0	0	0	3	0	1	0	0	4	224	
Total	0	396	13	1	0	410	4	479	0	0	0	483	0	0	0	0	0	0	18	0	3	0	0	21	914	
BREAK																										
10:00 AM	0	80	4	0	0	84	2	110	0	0	0	112	0	0	0	0	0	0	3	0	2	0	0	5	201	
10:15 AM	0	85	2	0	0	87	0	107	0	0	0	107	0	0	0	0	0	0	1	0	1	0	0	2	196	
10:30 AM	0	76	1	0	0	77	2	136	0	0	0	138	0	0	0	0	0	0	4	0	2	0	0	6	221	
10:45 AM	0	107	3	0	0	110	1	121	0	0	0	122	0	0	0	0	0	0	1	0	3	0	0	4	236	
Total	0	348	10	0	0	358	5	474	0	0	0	479	0	0	0	0	0	0	9	0	8	0	0	17	854	
11:00 AM	0	102	3	1	0	106	1	118	0	0	0	119	0	0	0	0	0	0	6	0	1	0	0	7	232	
11:15 AM	0	106	1	0	0	107	0	127	0	0	0	127	0	0	0	0	0	0	6	0	1	0	0	7	241	
11:30 AM	0	118	5	0	0	123	2	141	0	0	0	143	0	0	0	0	0	0	2	0	2	0	0	4	270	
11:45 AM	0	116	5	0	0	121	1	120	0	0	0	121	0	0	0	0	0	0	4	0	0	0	0	4	246	
Total	0	442	14	1	0	457	4	506	0	0	0	510	0	0	0	0	0	0	18	0	4	0	0	22	989	
12:00 PM	0	120	5	0	0	125	2	105	0	0	0	107	0	0	0	0	0	0	3	0	2	0	0	5	237	
12:15 PM	0	105	4	0	0	109	0	121	0	0	0	121	0	0	0	0	0	0	1	0	1	0	0	2	232	
12:30 PM	0	121	6	0	0	127	3	135	0	0	0	138	0	0	0	0	0	0	5	0	2	0	0	7	272	
12:45 PM	0	107	3	0	0	110	1	111	0	0	0	112	0	0	0	0	0	0	7	0	1	0	0	8	230	
Total	0	453	18	0	0	471	6	472	0	0	0	478	0	0	0	0	0	0	16	0	6	0	0	22	971	
1:00 PM	0	114	2	0	0	116	1	96	0	0	0	97	0	0	0	0	0	0	2	0	4	0	0	6	219	
1:15 PM	0	146	8	0	0	154	2	105	0	0	0	107	0	0	0	0	0	0	4	0	2	0	0	6	267	
1:30 PM	0	147	5	0	0	152	3	119	0	0	0	122	0	0	0	0	0	0	4	0	0	0	0	4	278	
1:45 PM	0	144	3	0	0	147	1	134	0	0	0	135	0	0	0	0	0	0	3	0	4	0	0	7	289	
Total	0	551	18	0	0	569	7	454	0	0	0	461	0	0	0	0	0	0	13	0	10	0	0	23	1053	
BREAK																										
2:00 PM	0	150	2	0	0	152	1	156	0	0	0	157	0	0	0	0	0	0	7	0	2	0	0	9	318	
2:15 PM	0	122	3	0	0	125	1	148	0	0	0	149	0	0	0	0	0	0	4	0	1	0	0	5	279	
2:30 PM	0	167	7	0	0	174	5	164	0	0	0	169	0	0	0	0	0	0	3	0	3	0	0	6	349	
2:45 PM	0	169	6	0	0	175	2	185	0	0	0	187	0	0	0	0	0	0	2	0	1	0	0	3	365	
Total	0	608	18	0	0	626	9	653	0	0	0	662	0	0	0	0	0	0	16	0	7	0	0	23	1311	
3:00 PM	0	196	7	0	0	203	2	177	0	0	0	179	0	0	0	0	0	0	6	0	1	0	0	7	389	
3:15 PM	0	200	7	0	0	207	2	160	0	1	0	163	0	0	0	0	0	0	5	0	0	0	0	5	375	
3:30 PM	0	166	3	0	0	169	1	171	0	0	0	172	0	0	0	0	0	0	2	0	0	0	0	2	343	
3:45 PM	0	200	4	0	0	204	1	221	0	0	0	222	0	0	0	0	0	0	3	0	1	0	0	4	430	

Total	0	762	21	0	0	783	6	729	0	1	0	736	0	0	0	0	0	0	16	0	2	0	0	18	1537
4:00 PM	0	210	3	0	0	213	2	152	0	0	0	154	0	0	0	0	0	0	4	0	3	0	0	7	374
4:15 PM	0	199	6	0	0	205	2	211	0	0	0	213	0	0	0	0	0	0	3	0	3	0	0	6	424
4:30 PM	0	195	6	0	1	201	3	210	0	0	0	213	0	0	0	0	0	0	1	0	0	0	0	1	415
4:45 PM	0	218	6	0	0	224	4	227	0	0	0	231	0	0	0	0	0	0	4	0	1	0	0	5	460
Total	0	822	21	0	1	843	11	800	0	0	0	811	0	0	0	0	0	0	12	0	7	0	0	19	1673
5:00 PM	0	195	6	0	0	201	2	215	0	0	0	217	0	0	0	0	0	0	5	0	0	0	0	5	423
5:15 PM	0	204	6	0	0	210	3	202	0	0	0	205	0	0	0	0	0	0	4	0	1	0	0	5	420
5:30 PM	0	230	10	0	0	240	3	228	0	0	0	231	0	0	0	0	0	0	3	0	2	0	0	5	476
5:45 PM	0	209	13	0	0	222	2	263	0	0	0	265	0	0	0	0	0	0	2	0	2	0	0	4	491
Total	0	838	35	0	0	873	10	908	0	0	0	918	0	0	0	0	0	0	14	0	5	0	0	19	1810
6:00 PM	0	202	4	0	0	206	4	189	0	0	0	193	0	0	0	0	0	0	7	0	1	0	0	8	407
6:15 PM	0	167	1	0	0	168	6	202	0	0	0	208	0	0	0	0	0	0	3	0	1	0	0	4	380
6:30 PM	0	184	8	0	0	192	3	198	0	0	0	201	0	0	0	0	0	0	4	0	1	0	0	5	398
6:45 PM	0	181	8	0	0	189	8	160	0	0	0	168	0	0	0	0	0	0	3	0	1	0	0	4	361
Total	0	734	21	0	0	755	21	749	0	0	0	770	0	0	0	0	0	0	17	0	4	0	0	21	1546
7:00 PM	0	158	7	0	0	165	2	135	0	0	0	137	0	0	0	0	0	0	5	0	2	0	0	7	309
7:15 PM	0	125	3	0	0	128	2	145	0	0	0	147	0	0	0	0	0	0	4	0	2	0	0	6	281
Total	0	283	10	0	0	293	4	280	0	0	0	284	0	0	0	0	0	0	9	0	4	0	0	13	590
Grand Total	0	7851	216	2	1	8069	99	8324	0	2	0	8425	0	0	0	0	0	0	209	0	77	0	0	286	16780
Apprch %	0.0	97.3	2.7	0.0	0.0		1.2	98.8	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		73.1	0.0	26.9	0.0	0.0		
Total %	0.0	46.8	1.3	0.0	0.0	48.1	0.6	49.6	0.0	0.0	0.0	50.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.5	0.0	0.0	1.7	
Cars, PU, Vans	0	7616	214	2	1	7832	98	8018	0		0	8118	0	0	0	0	0	0	207	0	76		0	283	16233
% Cars, PU, Vans	0.0	97.0	99.1	100.0	100.0	97.1	99.0	96.3	0.0	0.0	0.0	96.4	0.0	0.0	0.0	0.0	0.0	0.0	99.0	0.0	98.7	0.0	0.0	99.0	96.7
Heavy Trucks	0	235	2	0		237	1	306	0	0		307	0	0	0	0	0	0	2	0	1	0		3	547
%Heavy Trucks	0.0	3.0	0.9	0.0	0.0	2.9	1.0	3.7	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.3	0.0	0.0	1.0	3.3

Location: Campbellton Fairburn Rd/SR-92 & Rosewood Pl
City: Fairburn

Day: Thursday
Date: 09/27/2018

	Campbellton Fairburn Rd/SR-92 Northbound					Campbellton Fairburn Rd/SR-92 Southbound					Rosewood Pl Eastbound					Rosewood Pl 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 for Entire Intersection Begins at 07:15 AM

NOON																								
	Campbellton Fairburn Rd/SR-92 Northbound						Campbellton Fairburn Rd/SR-92 Southbound						Rosewood Pl Eastbound						Rosewood Pl 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 for Entire Intersection Begins at 01:00 PM

PM																					
	Campbellton Fairburn Rd/SR-92 Northbound					Campbellton Fairburn Rd/SR-92 Southbound					Rosewood PI Eastbound					Rosewood PI 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 for Entire Intersection Begins at 05:00 PM

[illegible]

APPENDIX E

Trip Generation Analysis

Trip Generation Analysis (10th Ed.)
Crossroads Business Center DRI #2854
City of Union City, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	1,333,920 s.f.	2,154	185	142	43	188	51	137
Gross Trips		2,154	185	142	43	188	51	137
Truck Trips (25% Warehousing Trips)		538	46	35	11	47	13	34
Mixed-Use Reductions		0				0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Truck Trips		538	46	35	11	47	13	34
Car Trips (75% Warehousing Trips)		1,616	139	107	32	141	38	103
Mixed-Use Reductions		0				0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Car Trips		1,616	139	107	32	141	38	103
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		2,154	185	142	43	188	51	137
Driveway Volumes		2,154	185	142	43	188	51	137

k:\alp_tpto\017288004_sr 92 warehouse dri - union city - september 2018_phase ii\analysis\[sr 92 analysis.xls]trip generation (10th edition)

APPENDIX F

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: South Fulton Parkway @ Derrick Road AM PEAK HOUR

Description	Derrick Road <u>Northbound</u>				Derrick Road <u>Southbound</u>				South Fulton Parkway <u>Eastbound</u>				South Fulton Parkway <u>Westbound</u>			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	39	79	91	0	178	62	102	0	139	1,198	6	0	42	451	81
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	13	0	0	0	8	0
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
Adjustment																
Adjusted 2018 Volumes	0	39	79	91	0	178	62	102	0	139	1198	6	0	42	451	81
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips		1		3								4		9		
Mac IV (DRI # 2737) Car Trips		12	4	20			15					46		77		
Hall Rd (DRI # 2767) Truck Trips											1				2	
Hall Rd (DRI # 2767) Car Trips											4				14	
2022 Background Traffic	0	57	93	125	0	200	85	115	0	156	1,353	57	0	133	524	91
2022 No Build Heavy Vehicle %	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	7%	0%	7%	2%	2%
Project Trips																
Trip Distribution IN															50%	
Trip Distribution OUT											50%					
Industrial Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
Trip Distribution IN															35%	
Trip Distribution OUT											35%					
Industrial Employee Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	28	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	9	0	0	0	32	0
2022 Buildout Total	0	57	93	125	0	200	85	115	0	156	1,362	57	0	133	556	91
2022 Build Heavy Vehicle %	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	7%	0%	7%	3%	2%

PM PEAK HOUR

Description	Derrick Road <u>Northbound</u>				Derrick Road <u>Southbound</u>				South Fulton Parkway <u>Eastbound</u>				South Fulton Parkway <u>Westbound</u>			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	22	33	41	0	72	66	186	3	89	519	25	1	53	111	42
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	21	0	0	0	12	0
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	2%	2%	2%	2%	4%	2%	2%	2%	11%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2018 Volumes	0	22	33	41	0	72	66	186	3	89	519	25	1	53	111	42
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips		5		11								2		4		
Mac IV (DRI # 2737) Car Trips		35	12	59			4					11		19		
Hall Rd (DRI # 2767) Truck Trips											2				1	
Hall Rd (DRI # 2767) Car Trips											14				5	
2022 Background Traffic	0	65	49	116	0	81	78	209	3	100	600	41	1	83	131	47
2022 No Build Heavy Vehicle %	0%	8%	2%	9%	0%	2%	2%	2%	2%	2%	4%	5%	2%	5%	11%	2%
Project Trips																
Trip Distribution IN															50%	
Trip Distribution OUT											50%					
Industrial Truck Trips	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
Trip Distribution IN															35%	
Trip Distribution OUT											35%					
Industrial Employee Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	31	0	0	0	12	0
2022 Buildout Total	0	65	49	116	0	81	78	209	3	100	631	41	1	83	143	47
2022 Build Heavy Vehicle %	0%	8%	2%	9%	0%	2%	2%	2%	2%	2%	5%	5%	2%	5%	12%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Campbellton-Fairburn Rd (SR 92) @ Hall Road AM PEAK HOUR

Description	Campbellton-Fairburn Rd (SR 92) Northbound				Campbellton-Fairburn Rd (SR 92) Southbound				Hall Road Eastbound				Hall Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	346	599	91	0	28	726	87	0	75	24	266	0	36	139	28
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	30	0	0	0	24	0	0	0	0	1	0	0	0	1
Heavy Vehicle %	0%	2%	5%	2%	0%	2%	3%	2%	0%	2%	2%	2%	0%	2%	2%	4%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment																
Adjusted 2018 Volumes	0	346	599	91	0	28	726	87	0	75	24	266	0	36	139	28
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips			1				2									
Mac IV (DRI # 2737) Car Trips			4				18									
Hall Rd (DRI # 2767) Truck Trips							1									
Hall Rd (DRI # 2767) Car Trips			3				10									
2022 Background Traffic	0	389	682	102	0	32	848	98	0	84	27	299	0	41	156	32
2022 No Build Heavy Vehicle %	0%	2%	5%	2%	0%	2%	4%	2%	0%	2%	2%	2%	0%	2%	2%	4%
Project Trips																
Trip Distribution IN							20%									
Trip Distribution OUT			20%													
Industrial Truck Trips	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN							25%									
Trip Distribution OUT			25%													
Industrial Employee Trips	0	0	6	0	0	0	20	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	7	0	0	0	22	0	0	0	0	0	0	0	0	0
2022 Buildout Total	0	389	689	102	0	32	870	98	0	84	27	299	0	41	156	32
2022 Build Heavy Vehicle %	0%	2%	5%	2%	0%	2%	4%	2%	0%	2%	2%	2%	0%	2%	2%	4%

PM PEAK HOUR

Description	Campbellton-Fairburn Rd (SR 92) Northbound				Campbellton-Fairburn Rd (SR 92) Southbound				Hall Road Eastbound				Hall Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	181	1,015	9	0	45	763	37	0	60	23	213	0	136	3	41
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	1	25	0	0	0	46	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	0%	2%	6%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2018 Volumes	0	181	1015	9	0	45	763	37	0	60	23	213	0	136	3	41
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips			3				1									
Mac IV (DRI # 2737) Car Trips			13				5									
Hall Rd (DRI # 2767) Truck Trips			1													
Hall Rd (DRI # 2767) Car Trips			10				4									
2022 Background Traffic	0	204	1,169	10	0	51	869	42	0	68	26	240	0	153	3	46
2022 No Build Heavy Vehicle %	0%	2%	3%	2%	0%	2%	6%	2%	0%	2%	2%	2%	0%	2%	2%	2%
Project Trips																
Trip Distribution IN							20%									
Trip Distribution OUT			20%													
Industrial Truck Trips	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN							25%									
Trip Distribution OUT			25%													
Industrial Employee Trips	0	0	19	0	0	0	7	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	21	0	0	0	8	0	0	0	0	0	0	0	0	0
2022 Buildout Total	0	204	1,190	10	0	51	877	42	0	68	26	240	0	153	3	46
2022 Build Heavy Vehicle %	0%	2%	3%	2%	0%	2%	6%	2%	0%	2%	2%	2%	0%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Campbellton-Fairburn Rd (SR 92) @ South Fulton Parkway AM PEAK HOUR

Description	Campbellton-Fairburn Rd (SR 92)				Campbellton-Fairburn Rd (SR 92)				South Fulton Parkway				South Fulton Parkway			
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	48	569	179	0	336	601	137	1	180	716	132	1	76	189	382
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	15	0	0	6	17	2	0	11	8	1	0	0	4	3
Heavy Vehicle %	0%	2%	3%	2%	0%	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2018 Volumes	0	48	569	179	0	336	601	137	1	180	716	132	1	76	189	382
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.12551	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips			1					2			1					1
Mac IV (DRI # 2737) Car Trips			14					18			14			4	4	4
Hall Rd (DRI # 2767) Truck Trips			1			1				1						2
Hall Rd (DRI # 2767) Car Trips			8			4	2	2		8						14
2022 Background Traffic	0	54	664	201	0	383	678	176	1	212	821	149	1	90	217	451
2022 No Build Heavy Vehicle %	0%	2%	3%	2%	0%	2%	3%	2%	2%	6%	2%	2%	2%	2%	2%	2%
Project Trips																
Trip Distribution IN							20%					15%		50%		
Trip Distribution OUT		15%	20%	50%												
Industrial Truck Trips	0	0	1	1	0	0	2	0	0	0	0	1	0	4	0	0
Trip Distribution IN							25%					20%		35%		
Trip Distribution OUT		20%	25%	35%												
Industrial Employee Trips	0	5	6	8	0	0	20	0	0	0	0	16	0	28	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	7	9	0	0	22	0	0	0	0	17	0	32	0	0
2022 Buildout Total	0	59	671	210	0	383	700	176	1	212	821	166	1	122	217	451
2022 Build Heavy Vehicle %	0%	2%	3%	2%	0%	2%	3%	2%	2%	6%	2%	2%	2%	5%	2%	2%

PM PEAK HOUR

Description	Campbellton-Fairburn Rd (SR 92)				Campbellton-Fairburn Rd (SR 92)				South Fulton Parkway				South Fulton Parkway			
	U-Turn	Northbound	Through	Right	U-Turn	Southbound	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	97	622	138	0	250	740	174	2	150	245	68	0	120	566	586
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	10	1	0	14	23	11	0	7	6	0	0	0	3	10
Heavy Vehicle %	0%	2%	2%	2%	0%	6%	3%	6%	2%	5%	2%	2%	0%	2%	2%	2%
Peak Hour Factor	0.97				0.97				0.97				0.97			
Adjustment																
Adjusted 2018 Volumes	0	97	622	138	0	250	740	174	2	150	245	68	0	120	566	586
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips			3					1			1			1	1	3
Mac IV (DRI # 2737) Car Trips			5					5			3			11	11	13
Hall Rd (DRI # 2767) Truck Trips						2	1	1								1
Hall Rd (DRI # 2767) Car Trips			3			14	8	8		3						5
2022 Background Traffic	0	109	711	155	0	297	842	211	2	172	280	77	0	147	649	682
2022 No Build Heavy Vehicle %	0%	2%	2%	2%	0%	6%	3%	7%	2%	5%	3%	2%	0%	2%	2%	2%
Project Trips																
Trip Distribution IN							20%					15%		50%		
Trip Distribution OUT		15%	20%	50%												
Industrial Truck Trips	0	1	2	4	0	0	1	0	0	0	0	0	0	2	0	0
Trip Distribution IN							25%					20%		35%		
Trip Distribution OUT		20%	25%	35%												
Industrial Employee Trips	0	15	19	27	0	0	7	0	0	0	0	6	0	10	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	16	21	31	0	0	8	0	0	0	0	6	0	12	0	0
2022 Buildout Total	0	125	732	186	0	297	850	211	2	172	280	83	0	159	649	682
2022 Build Heavy Vehicle %	0%	3%	2%	4%	0%	6%	3%	7%	2%	5%	3%	2%	0%	3%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Campbellton-Fairburn Rd (SR 92) @ Rosewood Place / Proposed Driveway AM PEAK HOUR

Description	Campbellton-Fairburn Rd (SR 92) <u>Northbound</u>				Campbellton-Fairburn Rd (SR 92) <u>Southbound</u>				Proposed Driveway <u>Eastbound</u>				Rosewood Place <u>Westbound</u>			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	794	6	1	8	810	0	0	0	0	0	0	21	0	9
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	16	0	0	0	18	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment																
Adjusted 2018 Volumes	0	0	794	6	1	8	810	0	0	0	0	0	0	21	0	9
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips			1													
Mac IV (DRI # 2737) Car Trips			14				4									
Hall Rd (DRI # 2767) Truck Trips			1													
Hall Rd (DRI # 2767) Car Trips			8				2									
2022 Background Traffic	0	0	918	7	1	9	918	0	0	0	0	0	0	24	0	10
2022 No Build Heavy Vehicle %	0%	0%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	2%	0%	2%
Project Trips																
Trip Distribution IN		15%						85%								
Trip Distribution OUT									85%			15%				
Industrial Truck Trips	0	1	0	0	0	0	0	7	0	2	0	0	0	0	0	0
Trip Distribution IN		20%						80%								
Trip Distribution OUT									80%			20%				
Industrial Employee Trips	0	16	0	0	0	0	0	64	0	19	0	5	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	17	0	0	0	0	0	71	0	21	0	5	0	0	0	0
2022 Buildout Total	0	17	918	7	1	9	918	71	0	21	0	5	0	24	0	10
2022 Build Heavy Vehicle %	0%	6%	2%	2%	2%	2%	2%	10%	0%	10%	0%	2%	0%	2%	0%	2%

PM PEAK HOUR

Description	Campbellton-Fairburn Rd (SR 92) <u>Northbound</u>				Campbellton-Fairburn Rd (SR 92) <u>Southbound</u>				Proposed Driveway <u>Eastbound</u>				Rosewood Place <u>Westbound</u>			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	838	35	0	10	908	0	0	0	0	0	0	14	0	5
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	12	0	0	0	23	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	2%	0%	2%	3%	0%	0%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2018 Volumes	0	0	838	35	0	10	908	0	0	0	0	0	0	14	0	5
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
Mac IV (DRI # 2737) Truck Trips							1									
Mac IV (DRI # 2737) Car Trips			4				11									
Hall Rd (DRI # 2767) Truck Trips							1									
Hall Rd (DRI # 2767) Car Trips			3				8									
2022 Background Traffic	0	0	950	39	0	11	1,043	0	0	0	0	0	0	16	0	6
2022 No Build Heavy Vehicle %	0%	0%	2%	2%	0%	2%	3%	0%	0%	0%	0%	0%	0%	2%	0%	2%
Project Trips																
Trip Distribution IN		15%						85%								
Trip Distribution OUT									85%			15%				
Industrial Truck Trips	0	0	0	0	0	0	0	3	0	7	0	1	0	0	0	0
Trip Distribution IN		20%						80%								
Trip Distribution OUT									80%			20%				
Industrial Employee Trips	0	6	0	0	0	0	0	23	0	62	0	15	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	0	0	0	0	26	0	69	0	16	0	0	0	0
2022 Buildout Total	0	6	950	39	0	11	1,043	26	0	69	0	16	0	16	0	6
2022 Build Heavy Vehicle %	0%	2%	2%	2%	0%	2%	3%	12%	0%	10%	0%	6%	0%	2%	0%	2%

APPENDIX G

Programmed Project Fact Sheets

- Travelers 
- Business & Government 
- Projects 
- Programs 
- About GDOT 

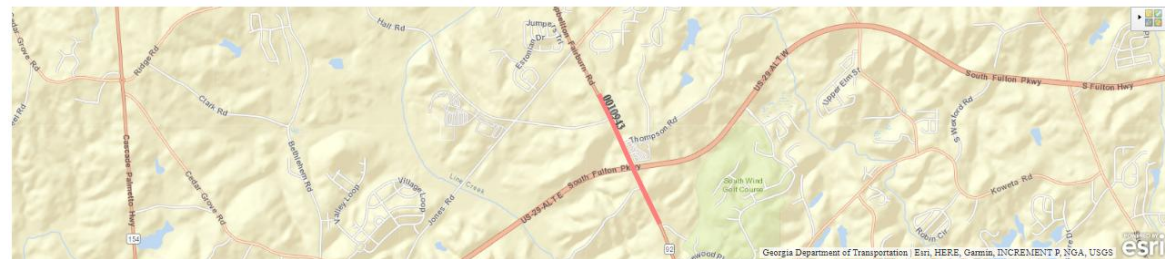
SR 92 @ SR 14 ALT

Project ID:	0010943	Notice to Proceed Date:	2/7/2017
Project Manager:	Timothy Evans	Construction Percent Complete:	0.00%
Office:	Program Delivery	Current Completion Date:	11/30/2017
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District:	035	Construction Contractor:	E. R. SNELL CONTRACTOR, INC.
State House District:	065	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Under Construction		
Right of Way Authorization:	3/16/2016	Contact Us	

Project Description:

This is a minor intersection improvement project for the intersection of SR 92 and CR 2043/South Fulton Pkwy in Fulton County. The project proposes to install a 300' right turn lane, a second left turn lane, and a 4' median by widening symmetrically on existing right of way. The proposed improvements will also increase the storage for left and right turning vehicles by 250 feet preventing queues from blocking the through travel lanes. This project will increase the capacity of the intersection during the heaviest peak periods with minimal impact to right-of-way and roadway geometry.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2012	\$216,794.24	4/16/2012
ROW (Right of Way)	2016	\$70,000.00	6/23/2014
CST (Construction)	2017	\$1,069,874.59	9/2/2016



Project Documents
<ul style="list-style-type: none"> ▼ Concept Report <ul style="list-style-type: none"> _ProjectWise.txt 0010943_CR_UNI2014.pdf 0010943_L&D_Affidavit_MAR2016.pdf 0010943_L&D_MAR2016.pdf

- Travelers 
- Business & Government 
- Projects 
- Programs 
- About GDOT 

SR 92 @ SR 14 ALT - CFI

Project ID:	0014081	Notice to Proceed Date:	
Project Manager:	Albert V. Shelby III	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District:	035	Construction Contractor:	
State House District:	065	Preconstruction Status Report	
Project Type:	Reconstruction/Rehabilitation	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	\$1,000,000.00	
ROW (Right of Way)	2025	\$7,200,000.00	
CST (Construction)	2026	\$10,000,000.00	



Project Documents

There are no items to show in this view.

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, geometric 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 Bethesda 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

