



*Transportation Analysis*

# **Sandtown Village DRI #3290**

City of South Fulton, Georgia

*Report Prepared:*

May 2021

*Prepared for:*

Hutch Development, LLC

*Prepared by:*

**Kimley»Horn**

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Alpharetta, Georgia 30009  
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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Sandtown Village* development located in the City of South Fulton, Georgia. The approximate 60.15-acre site is located in the southeast quadrant of the intersection of Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166). The proposed *Sandtown Village* mixed-use development will consist of residential and retail/restaurant land uses. The site is currently undeveloped.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the submittal of the Rezoning Application with the City of South Fulton on March 23, 2021 combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Developing Suburbs". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 29, 2021 by the City of South Fulton.

The project site is currently zoned for R-3 (Residential), and AG-1 (agricultural) according to the City of South Fulton Zoning Map. The project site has a future land use of Community Live Work (mixed-use) and Suburban Neighborhood according to the City of South Fulton Future Land Use Map.

The Rezoning Application was submitted on March 23, 2021. The proposed new zoning is MIX (mixed-use) for the entirety of the site.

The proposed development will consist of the following land uses and densities contained in **Table 1**:

Table 1: Proposed Land Uses and Densities	
Land Use	Proposed Density
Single-Family Detached	92 units
Multifamily Residential	288 units
Shopping Center	91,400 SF
Restaurant	39,400 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions, and pass-by reductions.

The proposed project is expected to be completed by 2025, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for the Estimated 2021 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions.

- Estimated 2021 conditions represent traffic volumes using counts collected in April 2021 and historical count information, adjusted to represent pre-COVID traffic volumes using methodology detailed in a memorandum to GRTA dated May 10, 2021.
- Projected 2025 No-Build conditions represent the existing traffic volumes grown for four (4) years at 2.0 percent per year throughout the study network, plus project trips associated with the *Woodbury Park DRI #2654* and *Riverview Site DRI #3095*.

- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions including the additional project trips that are anticipated to be generated by the *Sandtown Village* development.

Based on the **Estimated 2021** conditions, all existing study intersections except one (1) currently operate at or above the acceptable overall LOS standard of D. The intersection of Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) operates at LOS F during the AM peak hour.

Based on the **Projected 2025 No-Build** conditions (includes background traffic growth and project trips associated with the *Woodbury Park DRI #2654* and *Riverview DRI #3095*, but excludes the *Sandtown Village* DRI traffic), all but four (4) study intersections are projected to operate at or above the acceptable overall LOS standard during both the AM and PM peak hours. The intersections of Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70) (Intersection 1), Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road (Intersection 2), Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) (Intersection 3), and Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road (Intersection 6) are all projected to operate at LOS F during the AM and PM peak hours under Projected 2025 No-Build conditions.

Based on the methodology outlined in the GRTA Letter of Understanding (LOU), the LOS standard for these intersections become LOS E for the analyses of the No-Build and Build future scenarios.

Based on the **Projected 2025 No-Build** conditions, the following improvements are recommended:

- Intersection 1: Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)
  - Construct an additional eastbound left-turn lane along Campbellton Road (SR 154/SR 166) creating dual left-turns.
  - Construct an exclusive westbound right-turn lane along Campbellton Road (SR 154/SR 166).
- Intersection 2: Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road
  - Provide a protected-permissive left-turn phase for the westbound left-turn along Campbellton Road (SR 154/SR 166)
  - Widen Campbellton Road (SR 154/SR 166) to consist of two (2) through lanes in each direction.
- Intersection 3: Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)
  - Construct an additional northbound left-turn lane along Camp Creek Parkway (SR 6), creating dual left-turns.
  - Construct an additional eastbound right-turn lane along Campbellton Road (SR 154/SR 166) creating dual right-turns. Install a protected overlap phase.
  - Widen Camp Creek Parkway (SR 6) to consist of three (3) through lanes in the northbound and southbound directions.
- Intersection 6: Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road
  - Per the PI #731830 peer review study, restripe the northbound approach of Campbellton Road (SR 154/SR 166) as an exclusive left-turn lane and a shared through-right turn lane. Restripe the gore area within the roundabout as the circulating lane for the left-turn movement.

Based on the **Projected 2025 Build** conditions (includes both the Projected 2025 No-Build traffic volumes and the *Sandtown Village* DRI traffic), combined with the projected 2025 No-Build improvements above, all study intersections are projected to operate at or above their acceptable overall LOS standards during the AM and PM peak hours.

The following site access improvements are recommended to serve traffic associated with the full build-out of the *Sandtown Village* development:

- Intersection 4: Campbellton Road (SR 154/SR 166) at Reynolds Road/Proposed Site Driveway A
  - Construct a modern single-lane roundabout.
  - Along the eastbound approach of Campbellton Road (SR 154/SR 166), construct a right-turn slip lane into the development.
- Intersection 8: Campbellton Road (SR 154/SR 166) at Proposed Site Driveway B
  - Construct a side-street stop control driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.
  - Construct one (1) exclusive right-turn lane along the eastbound approach of Campbellton Road (SR 154/SR 166), per GDOT guidelines.
  - Construct one (1) exclusive left-turn lane along the eastbound approach of Campbellton Road (SR 154/SR 166), per GDOT guidelines.

## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Sandtown Village* development located in the City of South Fulton, Georgia. The approximate 60.15-acre site is located in the southeast quadrant of the intersection of Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166). The proposed *Sandtown Village* development will consist of residential and retail/restaurant land uses. The site is currently undeveloped.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the submittal of the Rezoning Application with the City of South Fulton on March 23, 2021 combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Developing Suburbs". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 23, 2021 by the City of South Fulton.

**Figure 1** provides the site location of the *Sandtown Village* development. **Figure 2** provides an aerial image of the project site and surrounding area. The *City of South Fulton Zoning Map*, *City of South Fulton Future Land Use 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 2025, which will be considered the full build-out year in this analysis. A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities	
Land Use	Proposed Density
Single-Family Detached	92 units
Multifamily Residential	288 units
Shopping Center	91,400 SF
Restaurant	39,400 SF

The proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

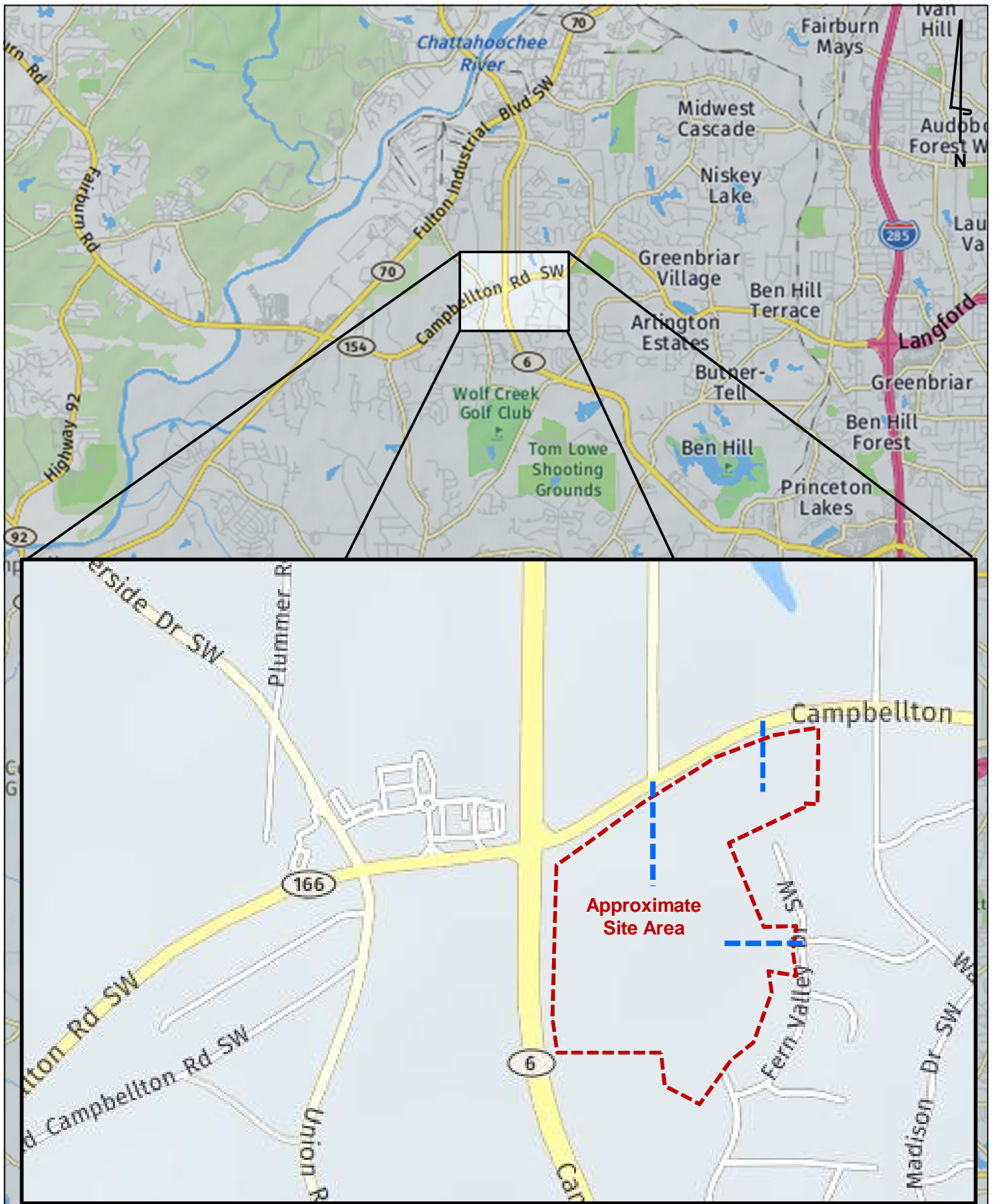
## 1.2 Site Access

As currently envisioned, the proposed *Sandtown Village* development will be accessible via three (3) proposed access points.

1. **Site Driveway A** – Located at the existing unsignalized T-intersection of Campbellton Road (SR 154/SR 166) at Reynolds Road (Intersection 4), approximately 850 feet east of Camp Creek Parkway (SR 6). The development proposes adding the fourth leg to the intersection and constructing a conventional single-lane roundabout at this intersection.
2. **Site Driveway B** – A proposed unsignalized, full-movement driveway located approximately 750 feet east of Reynolds Road.
3. **Site Driveway C** – A proposed unsignalized, full-movement driveway located at the existing unsignalized T-intersection of Fern Valley Drive at Woodside Drive. The development proposes adding the fourth leg to the intersection.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses are reported in *Section 5.3* of this report.











### 1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided in surface lots and private garages on-site throughout the development. The current plan proposes 481 commercial parking spaces and 505 residential parking spaces (136 of which will be single-family garages). The total parking required for the commercial uses will be finalized when tenants are approved. It should be noted that the master plan is still being developed and parking details are subject to change.

### 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Campbellton Road (SR 154/SR 166) from Reynolds Road to the east. Pedestrian facilities are proposed through the site to connect the public roadways to the proposed residential and commercial space. The current sidewalk along Campbellton Road (SR 154/SR 166) which terminates at Reynolds Road will be extended across the site frontage to connect to Camp Creek Parkway (SR 6).

### 1.5 Transit Facilities

No transit facilities are provided in the vicinity of the project site.

## 2.0 METHODOLOGY AND ASSUMPTIONS

### 2.1 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, GDOT, City of South Fulton, and City of Atlanta staff, and includes the following six (6) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

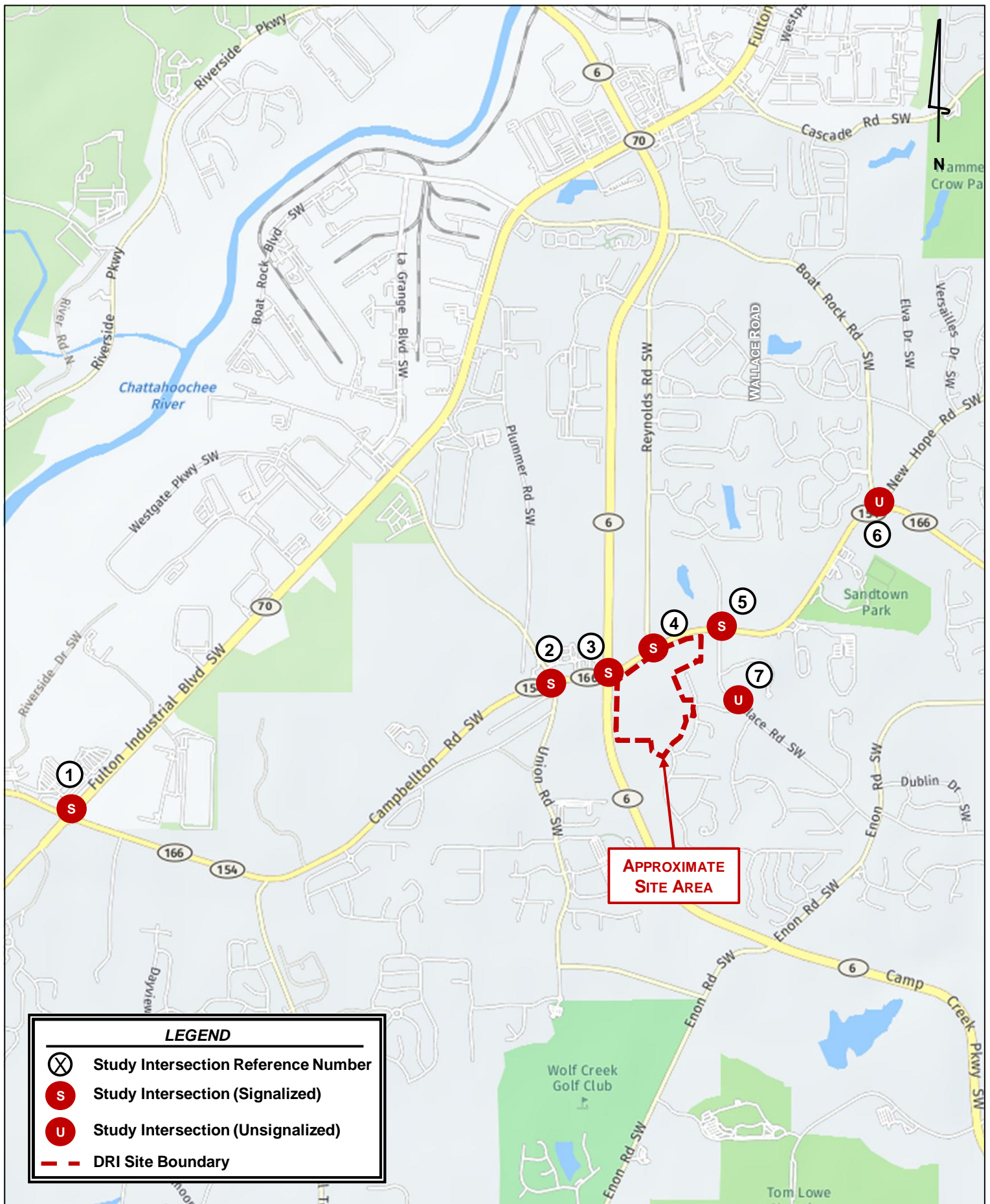
Table 3: Intersection Control Summary	
Intersection	Control
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	Signal
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	Signal
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	Signal
4. Campbellton Road (SR 154/SR 166) at Reynolds Road	Two-Way Stop Control
5. Campbellton Road (SR 154/SR 166) at Wallace Road	Two-Way Stop Control
6. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Roundabout (under construction)
7. Wallace Road at Woodside Drive	Two-Way Stop Control

Each of the intersections listed in **Table 3** were analyzed for Estimated 2021 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions.

## 2.2 Existing Roadway Facilities

Roadway classification descriptions and recent Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

<b>Table 4: Roadway Classifications</b>			
<b>Roadway</b>	<b>No. of Lanes</b>	<b>Average Daily Traffic (ADT)</b>	<b>GDOT Functional Classification</b>
<b>Camp Creek Parkway (SR 6)</b>	<b>4</b>	<b>32,300 (north of SR 154/166)</b>	<b>Principal Arterial</b>
<b>Campbellton Road (SR 154/SR 166)</b>	<b>2</b>	<b>10,300 (east of SR 6)</b>	<b>Principal Arterial</b> (speed limit 45 MPH)
<b>Reynolds Road</b>	<b>2</b>	-	<b>Local Road</b>
Fulton Industrial Boulevard (SR 70)	4	32,300 (north of SR 154/166)	Minor Arterial
Boat Rock Road	2	5,970 (north of SR 154/166)	Major Collector
New Hope Road	2	5,780 (south of Danforth Road)	Major Collector
Wallace Road	2	1,310 (south of SR 154/166)	Local Road



## 2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, April 20, 2021 at the study intersections during the AM and PM peak periods. Traffic count collection dates and peak hours for all the study intersections are shown in **Table 5**.

Table 5: Peak Hour Summary			
Intersection	Collection Date	AM Peak Hour	PM Peak Hour
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	4/20/2021	7:00 – 8:00 AM	4:30 – 5:30 PM
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	4/20/2021	7:30 – 8:30 AM	4:45 – 5:45 PM
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	4/20/2021	7:30 – 8:30 AM	4:15 – 5:15 PM
4. Campbellton Road (SR 154/SR 166) at Reynolds Road	4/20/2021	8:00 – 9:00 AM	4:00 – 5:00 PM
5. Campbellton Road (SR 154/SR 166) at Wallace Road	4/20/2021	8:00 – 9:00 AM	4:00 – 5:00 PM
6. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Traffic Volumes from Roundabout Study, prepared by others.		
7. Wallace Road at Woodside Drive	Traffic Volumes estimated using adjacent counts and ITE equations.		

The collected peak hour turning movement traffic counts are available upon request.

Due to COVID-19's impact on traffic, historical data was used to develop the Estimated 2021 traffic conditions, per the memo to GRTA dated May 10, 2021. Average Daily Traffic (ADT) volumes collected in April 2021 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) in January 2018 and February 2019 were used to compare typical traffic volumes in the vicinity of the project site. The volume comparison is shown in a tabular format in **Table 6** and graphically in **Figure 4** and **Figure 5**. Adjustment factors of 1.41 and 1.15 were used for the existing AM and PM turning movement counts at Intersections 1-2, respectively. Adjustment factors of 1.56 and 1.11 were used for the existing AM and PM turning movement counts at Intersections 3-5, respectively. The adjustment factors take into account the potential impacts of COVID-19 to typical traffic patterns.

Traffic volumes at Intersection 6 are currently impacted by an intersection improvement project (PI#731830-). The project condenses two side-street stop-controlled T-intersections into a single four-leg roundabout. A traffic engineering study analyzing the proposed roundabout was prepared in 2015 and peer-reviewed in 2016. The study considered a build-out year of 2018 for the proposed roundabout. The 2018 traffic volumes were grown at 2.0% per year for three (3) years to use as Estimated 2021 conditions.

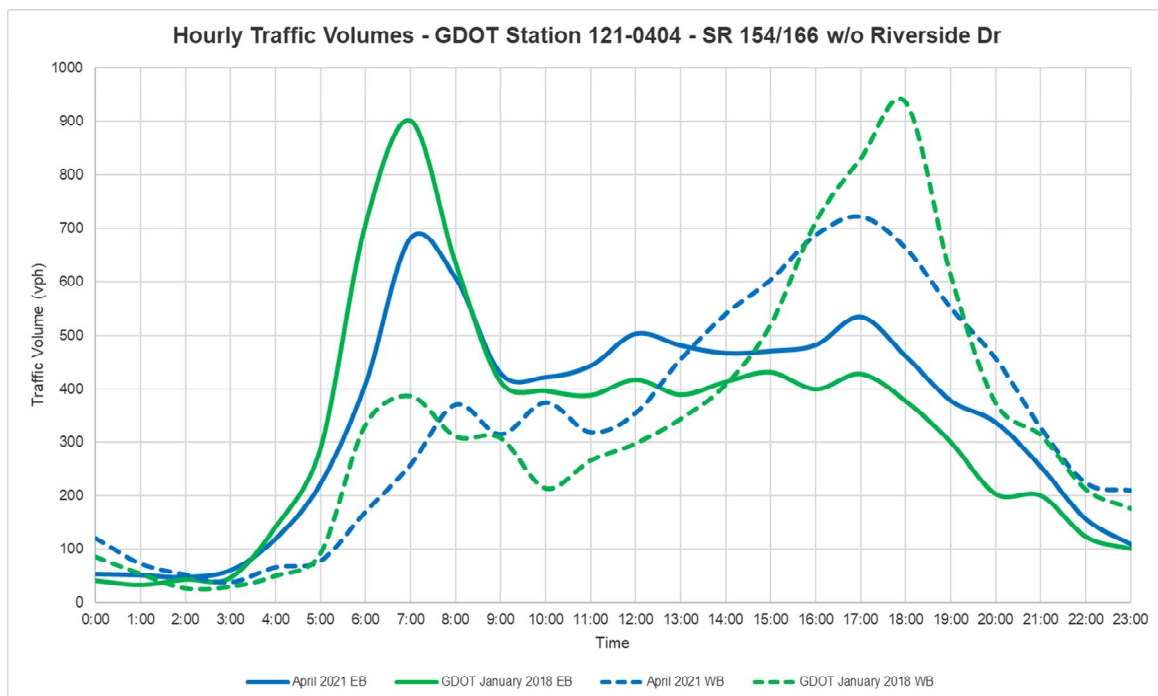
Traffic volumes at Intersection 7 were estimated using the adjusted traffic counts at Intersection 5 and equations from the *Institute of Transportation Engineers Trip Generation Manual*, 10<sup>TH</sup> Edition for a single-family residential neighborhood.

**Table 6: Traffic Count Comparison and Adjustment Calculations**

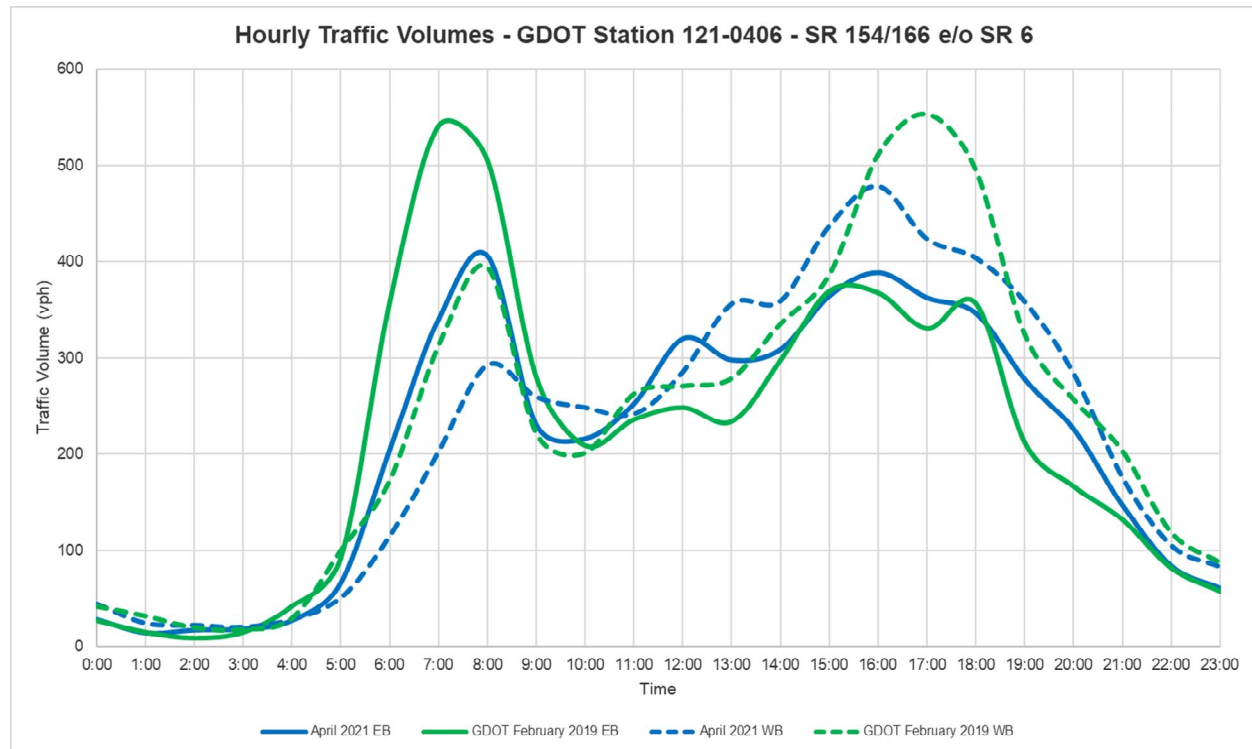
Count Station	Location	GDOT					Collected		
		Two-Way AADT	ADT Date	ADT	AM Peak	PM Peak	2021 ADT	AM Peak	PM Peak
121-0404	SR 154/166 w/o Riverside Drive Eastbound	16,000	Jan 2018	7,836	902	429	8,176	681	534
121-0404	SR 154/166 w/o Riverside Drive Westbound	16,000	Jan 2018	7,891	387	831	8,033	258	722
121-0406	SR 154/166 e/o SR 6 Eastbound	10,300	Feb 2019	5,190	542	331	5,009	341	363
121-0406	SR 154/166 e/o SR 6 Westbound	10,300	Feb 2019	5,625	313	554	5,306	203	424

Difference Calculations		ADT			AM Peak			PM Peak		
		Vol	Percent	Factor	Vol	Percent	Factor	Vol	Percent	Factor
121-0404	SR 154/166 w/o Riverside Drive Eastbound	+340	+4%	0.96	-221	-25%	1.32	+105	+24%	0.80
121-0404	SR 154/166 w/o Riverside Drive Westbound	+142	+2%	0.98	-129	-33%	1.50	-109	-13%	1.15
121-0406	SR 154/166 e/o SR 6 Eastbound	-181	-3%	1.04	-201	-37%	1.59	+32	+10%	0.91
121-0406	SR 154/166 e/o SR 6 Westbound	-319	-6%	1.06	-110	-35%	1.54	-130	-23%	1.31


**Figure 4: Campbellton Road (SR 154/SR 166) west of Riverside Drive**





**Figure 5: Campbellton Road (SR 154/SR 166) east of Camp Creek Parkway (SR 6)**

## 2.4 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *Sandtown Village* development. Background traffic includes 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 2.0 percent per year background traffic growth rate was used for all roadways.

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

- DRI #2654 – *Woodbury Park* – 2.2 million SF of warehouse, 185,831 SF of commercial, 108,000 SF office, and 126 residential units.
- DRI #3095 – *Riverview Site* – 798,000 SF of warehouse

The Projected 2025 No-Build conditions represent the Estimated 2021 traffic volumes grown for four (4) years at 2.0 percent per year throughout the study network with the addition of the project trips associated with the *Woodbury Park DRI #2654* and *Riverview Site DRI #3095*. The Projected 2025 Build conditions represent the project trips generated by the *Sandtown Village* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 No-Build Conditions.

## 2.5 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. LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Existing traffic signal phasing and timing data was provided by GDOT.

Roundabouts were analyzed using *SIDRA INTERSECTION 9.0*. *SIDRA INTERSECTION* uses the gap acceptance methodology for the roundabout capacity model.

LOS for signalized intersections, roundabouts, and all-way stop controlled unsignalized 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.

LOS 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.

## 2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS 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 or no-build peak period, the LOS standard for the intersection during that peak becomes LOS E, consistent with the GRTA Letter of Understanding.

## 3.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*.

Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Sandtown Village* development – including residents walking to the restaurant land uses.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative mode reductions were taken for the *Sandtown Village* development.

**Pass-by reductions** are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Trip generation for this proposed development is calculated based upon the following land uses: Single Family Detached Housing (ITE 210), Multi-Family Housing (Low-Rise) (ITE 220), Shopping Center (ITE 820), Quality Restaurant (ITE 931), High-Turnover (Sit-Down) Restaurant (ITE 932), Fast-Food Restaurant without Drive-Through Window (ITE 933), Fast-Food Restaurant with Drive-Through Window (ITE 934), and Coffee/Donut Shop with Drive-Through Window (ITE 937).

The total (net) trips generated and analyzed in this report are listed in **Table 7**.

<b>Table 7: Net New Trip Generation</b>									
<b>Code</b>	<b>Land Use</b>	<b>Density</b>	<b>Daily Traffic</b>			<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
			<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>
210	Single Family Detached Housing	92 units	962	481	481	18	52	59	35
220	Multi-Family Housing (Mid-Rise)	288 units	2,136	1,068	1,068	30	100	95	56
820	Shopping Center	91,400 SF	3,450	1,725	1,725	53	33	167	181
931	Quality Restaurant	10,000 SF	838	419	419	0	0	52	26
932	High-Turnover (Sit-Down) Restaurant	10,000 SF	1,122	561	561	57	45	61	37
933	Fast-Food Restaurant without Drive-Through Window	7,200 SF	2,492	1,246	1,246	109	72	102	102
934	Fast-Food Restaurant with Drive-Through Window	10,000 SF	4,710	2,355	2,355	205	197	170	157
937	High-Turnover (Sit-Down) Restaurant	2,200 SF	1,804	902	902	100	96	48	47
<b>Gross Project Trips</b>			<b>17,514</b>	<b>8,757</b>	<b>8,757</b>	<b>569</b>	<b>595</b>	<b>754</b>	<b>641</b>
<i>Mixed-Use Reduction</i>			-2,200	-1,100	-1,100	-43	-43	-244	-244
<i>Alternative Mode Reduction</i>			-0	-0	-0	-0	-0	-0	-0
<i>Pass-by Reduction</i>			-1,546	-773	-773	-78	-78	-78	-78
<b>Net New Trips</b>			<b>13,768</b>	<b>6,884</b>	<b>6,884</b>	<b>448</b>	<b>474</b>	<b>432</b>	<b>319</b>

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



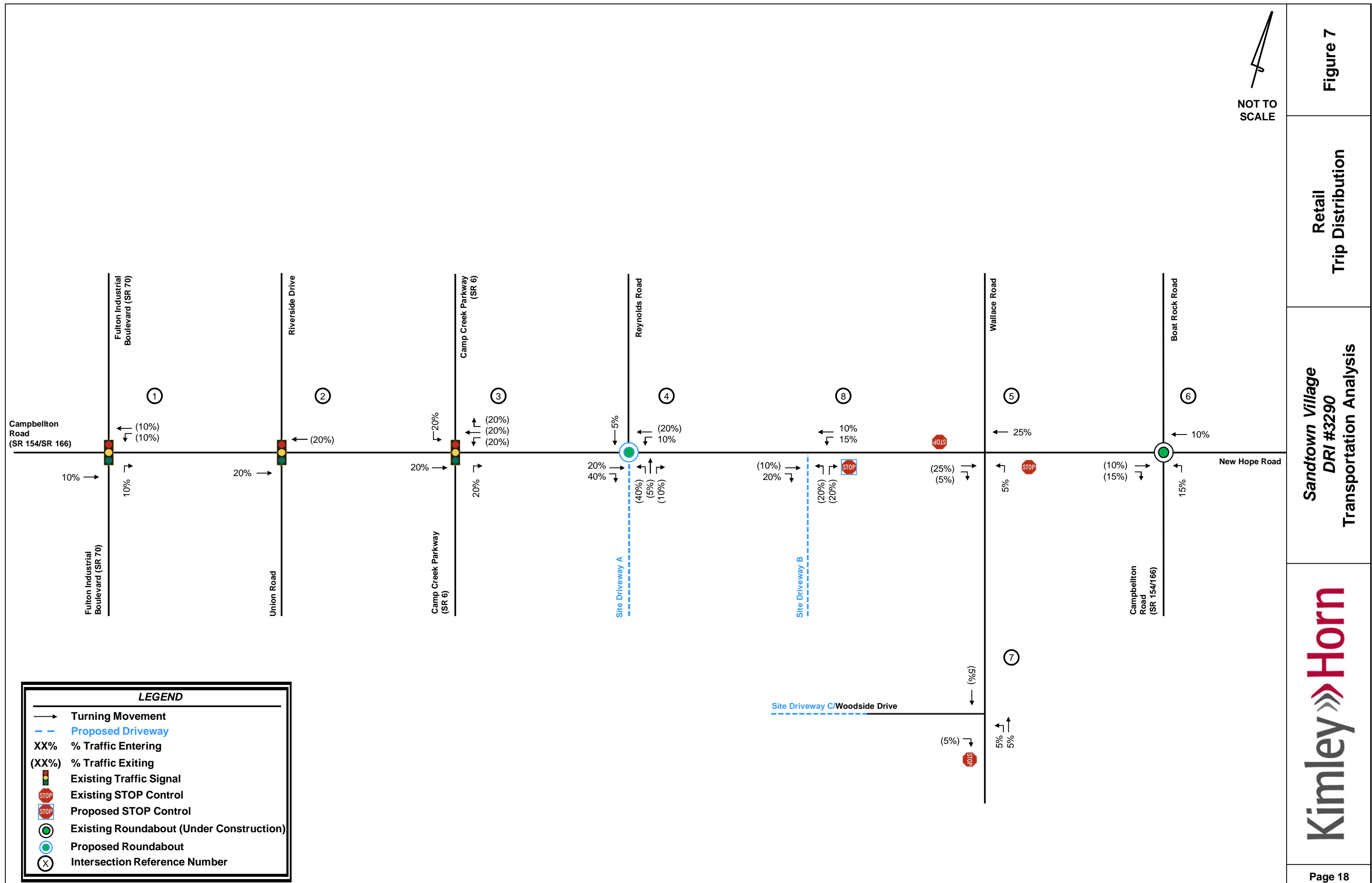
## 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, and City of South Fulton staff.

**Figure 6** and **Figure 7** display the anticipated distribution and assignment of residential and retail/restaurant 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 *Sandtown Village* development project trips anticipated at study intersections and driveways are shown in **Figure 8**.

The Projected 2025 Build conditions add the project trips associated with the *Sandtown Village* development to the Projected 2025 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.







## 5.0 TRAFFIC ANALYSIS

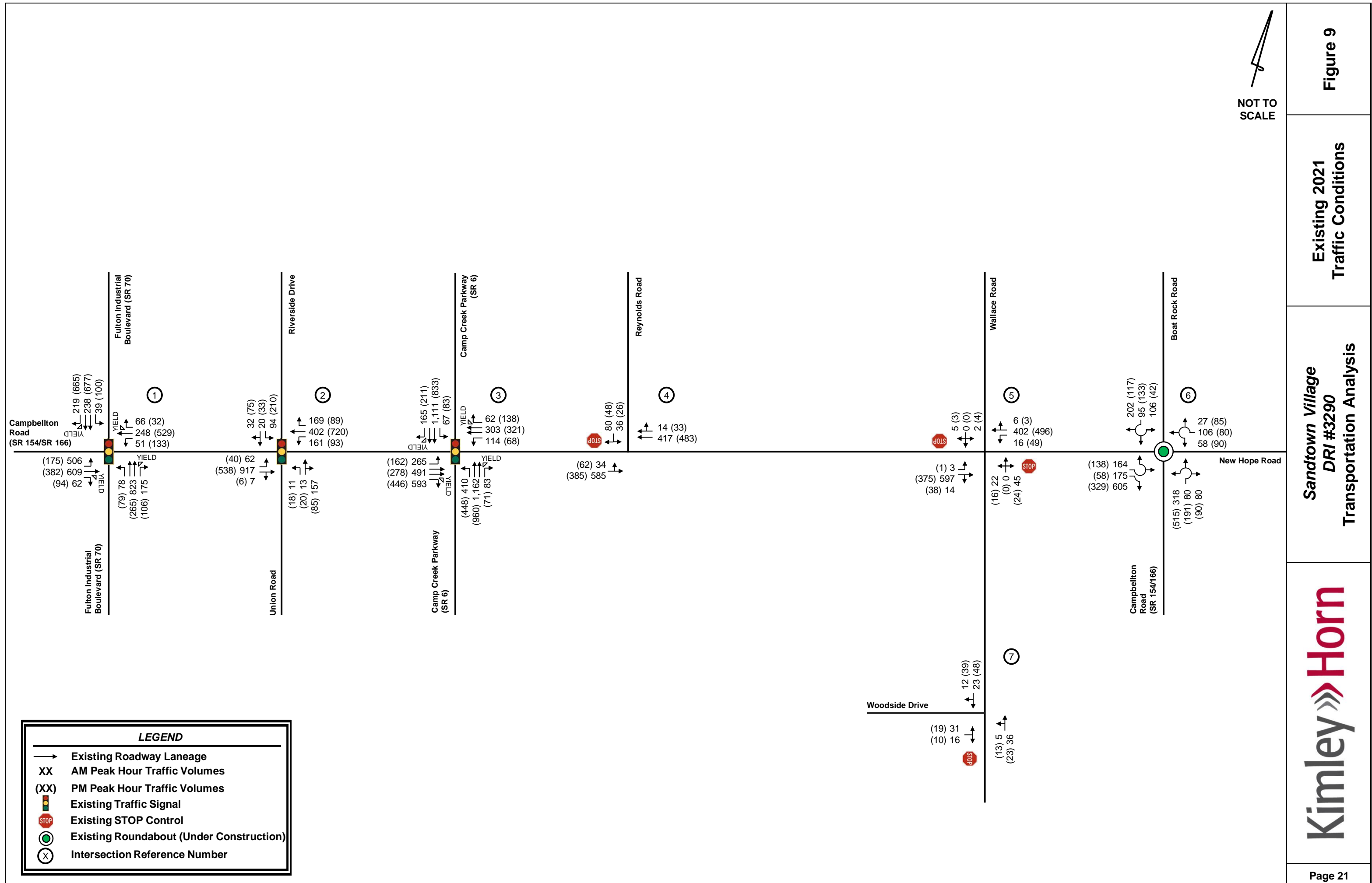
### 5.1 Estimated 2021 Conditions

The estimated peak hour traffic volumes were entered into *Synchro 10.0* and *SIDRA 9.0*, and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The existing peak hour traffic volumes are displayed in **Figure 9**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 8**.

Table 8: Estimated 2021 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	Signal	Overall	D	D (52.7)	D (35.5)
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	Signal	Overall	D	B (15.9)	C (23.3)
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	Signal	Overall	E/D	F (95.6)	D (42.3)
4. Campbellton Road (SR 154/SR 166) at Reynolds Road	TWSC	SB	N/A	C (18.3)	C (17.1)
		EBL	N/A	A (8.7)	A (9.2)
5. Campbellton Road (SR 154/SR 166) at Wallace Road	TWSC	NB	N/A	C (19.4)	C (17.6)
		SB	N/A	C (15.8)	C (19.5)
		EBL	N/A	A (8.9)	A (8.5)
		WBL	N/A	A (9.0)	A (8.6)
6. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Roundabout	Overall	D	B (13.0)	D (41.1)
7. Wallace Road at Woodbine Road	TWSC	NBL	N/A	A (7.3)	A (7.4)
		EB	N/A	A (8.9)	A (9.1)

As shown in **Table 8**, all study intersections except one (1) currently operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for the Estimated 2021 conditions. The intersection of Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) (Intersection 3) is projected to operate at LOS F during the AM peak hour. Based on the methodology outlined in the GRTA Letter of Understanding (LOU), the LOS standard for the AM peak hour at Intersection 3 becomes LOS E for the analyses of the No-Build and Build future scenarios.



## 5.2 Projected 2025 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 2.0 percent per year throughout the study network with the addition of the project trips associated with the *Woodbury Park DRI #2654* and *Riverview Site DRI #3095*. These volumes were entered into *Synchro 10.0* and *SIDRA 9.0*, and capacity analyses were performed. The Projected 2025 No-Build conditions were analyzed using existing roadway geometry and intersection control.

The intersection laneage and traffic volumes for the Projected 2025 No-Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2025 No-Build are shown in **Table 9**.

Table 9: Projected 2025 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	Signal	Overall	E	F (150.8)	F (80.8)
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	Signal	Overall	E	F (85.3)	F (163.0)
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	Signal	Overall	E	F (212.9)	F (122.0)
4. Campbellton Road (SR 154/SR 166) at Reynolds Road	TWSC	SB	N/A	D (25.8)	D (27.5)
		EBL	N/A	A (9.2)	A (9.2)
5. Campbellton Road (SR 154/SR 166) at Wallace Road	TWSC	NB	N/A	D (25.5)	D (29.7)
		SB	N/A	C (19.4)	D (31.0)
		EBL	N/A	A (9.4)	A (8.8)
		WBL	N/A	A (9.3)	A (9.7)
6. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Roundabout	Overall	D/E	C (21.5)	F (58.1)
7. Wallace Road at Woodbine Road	TWSC	NBL	N/A	A (7.3)	A (7.4)
		EB	N/A	A (9.0)	A (9.2)

As shown in **Table 9**, all study intersections except four (4) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the 2025 No-Build conditions. The intersections of Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70) (Intersection 1), Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road (Intersection 2), Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) (Intersection 3), and Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road (Intersection 6) are all projected to operate at LOS F during the AM and PM peak hours under Projected 2025 No-Build conditions. Based on the methodology outlined in the GRTA Letter of Understanding (LOU), the LOS standard for these intersections become LOS E for the analyses of the No-Build and Build future scenarios.

Based on the Projected 2025 No-Build Conditions scenario, the following improvements are recommended to achieve an acceptable LOS. These improvements are consistent with the recommendations in the *Woodbury Park DRI #2654* and the PI #731830 peer review memo:

- Intersection 1: Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)
  - Construct an additional eastbound left-turn lane along Campbellton Road (SR 154/SR 166) creating dual left-turns.
  - Construct an exclusive westbound right-turn lane along Campbellton Road (SR 154/SR 166).
- Intersection 2: Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road
  - Provide a protected-permissive left-turn phase for the westbound left-turn along Campbellton Road (SR 154/SR 166)
  - Widen Campbellton Road (SR 154/SR 166) to consist of two (2) through lanes in each direction.
- Intersection 3: Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)
  - Construct an additional northbound left-turn lane along Camp Creek Parkway (SR 6), creating dual left-turns.
  - Construct an additional eastbound right-turn lane along Campbellton Road (SR 154/SR 166) creating dual right-turns. Install a protected overlap phase.
  - Widen Camp Creek Parkway (SR 6) to consist of three (3) through lanes in the northbound and southbound directions.
- Intersection 6: Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road
  - Per the PI #731830 peer review study, restripe the northbound approach of Campbellton Road (SR 154/SR 166) as an exclusive left-turn lane and a shared through-right turn lane. Restripe the gore area within the roundabout as the circulating lane for the left-turn movement.

The results of the capacity analysis for the Projected 2025 No-Build Improved conditions are shown in **Table 10**.

<b>Table 10: Projected 2025 No-Build IMPROVED Level-of-Service Summary</b> <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	Signal	Overall	E	E (63.2)	E (56.9)
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	Signal	Overall	E	C (26.3)	E (57.8)
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	Signal	Overall	E	E (68.0)	E (70.7)
4. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Roundabout	Overall	D/E	B (11.5)	C (15.5)





### 5.3 Projected 2025 Build Conditions

The traffic associated with the proposed *Sandtown Village* development was added to the Projected 2025 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2025 Build conditions were analyzed using the Projected 2025 No-Build roadway geometry and intersection control. Additionally, the Projected 2025 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2025 Build conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2025 Build conditions are shown in **Table 11**.

Table 11: Projected 2025 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	Signal	Overall	E	F (153.9)	F (85.7)
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	Signal	Overall	E	F (119.3)	F (228.6)
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	Signal	Overall	E	F (223.5)	F (133.4)
4. Campbellton Road (SR 154/SR 166) at Reynolds Road/Site Driveway A	Roundabout	Overall	D	D (25.6)	C (16.2)
5. Campbellton Road (SR 154/SR 166) at Wallace Road	TWSC	NB	N/A	F (62.0)	F (71.8)
		SB	N/A	D (25.5)	E (42.3)
		EBL	N/A	A (9.8)	A (9.2)
		WBL	N/A	A (9.9)	B (10.1)
6. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Roundabout	Overall	D/E	D (35.9)	F (81.4)
7. Wallace Road at Woodbine Road	TWSC	NBL	N/A	A (7.4)	A (7.5)
		EB	N/A	A (9.4)	A (9.5)
8. Campbellton Road (SR 154/SR 166) at Site Driveway B	TWSC	NB	N/A	F (76.3)	F (54.4)
		WBL	N/A	B (10.4)	A (9.9)

*\*Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 11**, all study intersections except four (4) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the 2025 No-Build conditions. The intersections of Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70) (Intersection 1), Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road (Intersection 2), Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166) (Intersection 3), and Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road are all projected to operate at LOS F during the AM and PM peak hours under Projected 2025 Build conditions.

With the improvements recommended in the Projected 2025 No-Build conditions, all study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours. The results of the capacity analysis for the Projected 2025 Build Improved conditions are shown in **Table 12**.

<b>Table 12: Projected 2025 Build IMPROVED Level-of-Service Summary</b> <i>LOS (delay in seconds)</i>					
<b>Intersection</b>	<b>Control</b>	<b>Approach/ Movement</b>	<b>LOS Std.</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
1. Campbellton Road (SR 154/SR 166) at Fulton Industrial Boulevard (SR 70)	Signal	Overall	E	E (71.9)	E (60.8)
2. Campbellton Road (SR 154/SR 166) at Riverside Drive/Union Road	Signal	Overall	E	C (27.2)	E (58.3)
3. Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR 166)	Signal	Overall	E	E (78.9)	E (76.5)
4. Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road	Roundabout	Overall	D/E	C (18.9)	C (24.4)

Additional site driveway improvements are proposed to improve access to the site:

- Intersection 4: Campbellton Road (SR 154/SR 166) at Reynolds Road/Proposed Site Driveway A
  - Construct a modern single-lane roundabout.
  - Along the eastbound approach of Campbellton Road (SR 154/SR 166), construct a right-turn slip lane into the development.
- Intersection 8: Campbellton Road (SR 154/SR 166) at Proposed Site Driveway B
  - Construct a side-street stop control driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.
  - Construct one (1) exclusive right-turn lane along the eastbound approach of Campbellton Road (SR 154/SR 166), per GDOT guidelines.
  - Construct one (1) exclusive left-turn lane along the eastbound approach of Campbellton Road (SR 154/SR 166), per GDOT guidelines.



## 6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

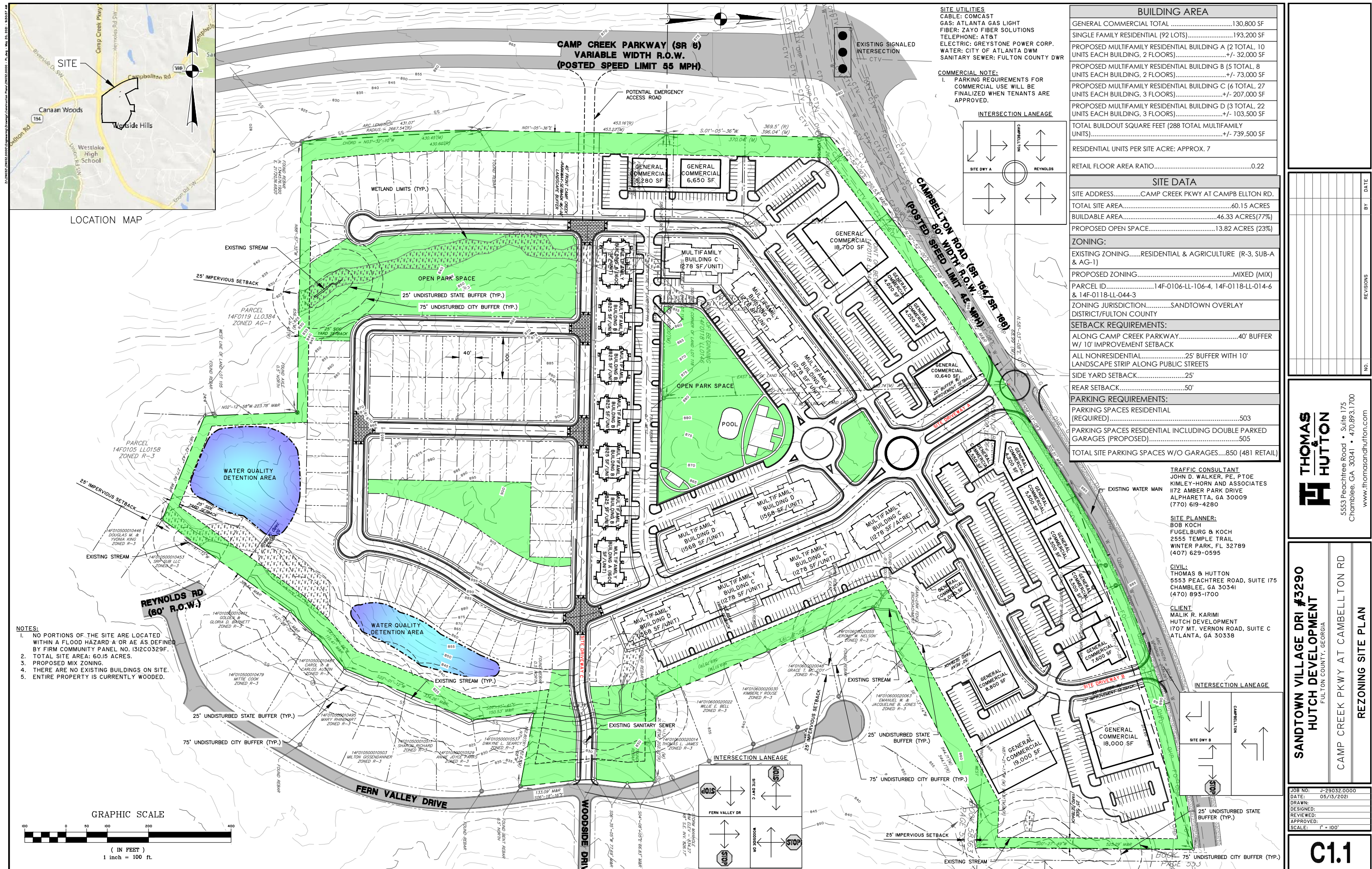
According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Fulton County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 13** below.

Table 13: Programmed Improvements			
#	Year	Project ID	Project Description
1	2021	731830-	Construct a roundabout to consolidate Campbellton Road (SR 154/SR 166), Boat Rock Road and New Hope Road into a single intersection. Project is currently under construction.
2	2040	DO-019	Widen Campbellton Road (SR 154/SR 166) over the Chattahoochee River from 2 lanes to 4 lanes.
3	2050	FS-011	Widen Cascade-Palmetto Highway between SR 92 and SR 154 from 2 lanes to 4 lanes.
4	TBD	FS-235	Construct pedestrian facilities along New Hope Road from Campbellton Road to Danforth Road.

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

# Proposed Site Plan





**THOMAS & HUTTON**  
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**SANDTOWN VILLAGE DRI #3290**  
**HUTCH DEVELOPMENT**  
FULTON COUNTY, GEORGIA

CAMP CREEK PKWY AT CAMBELLTON RD

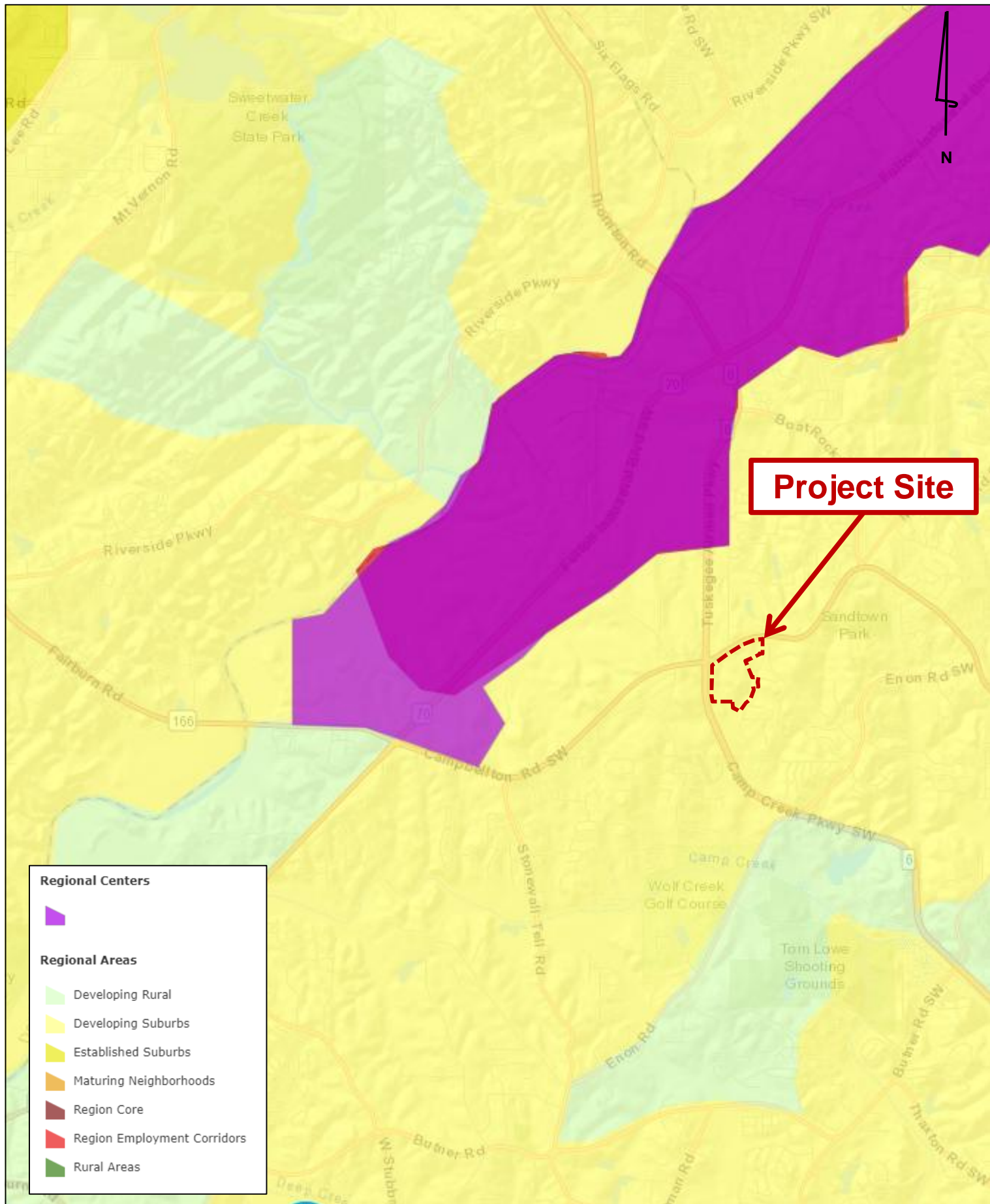
**REZONING SITE PLAN**

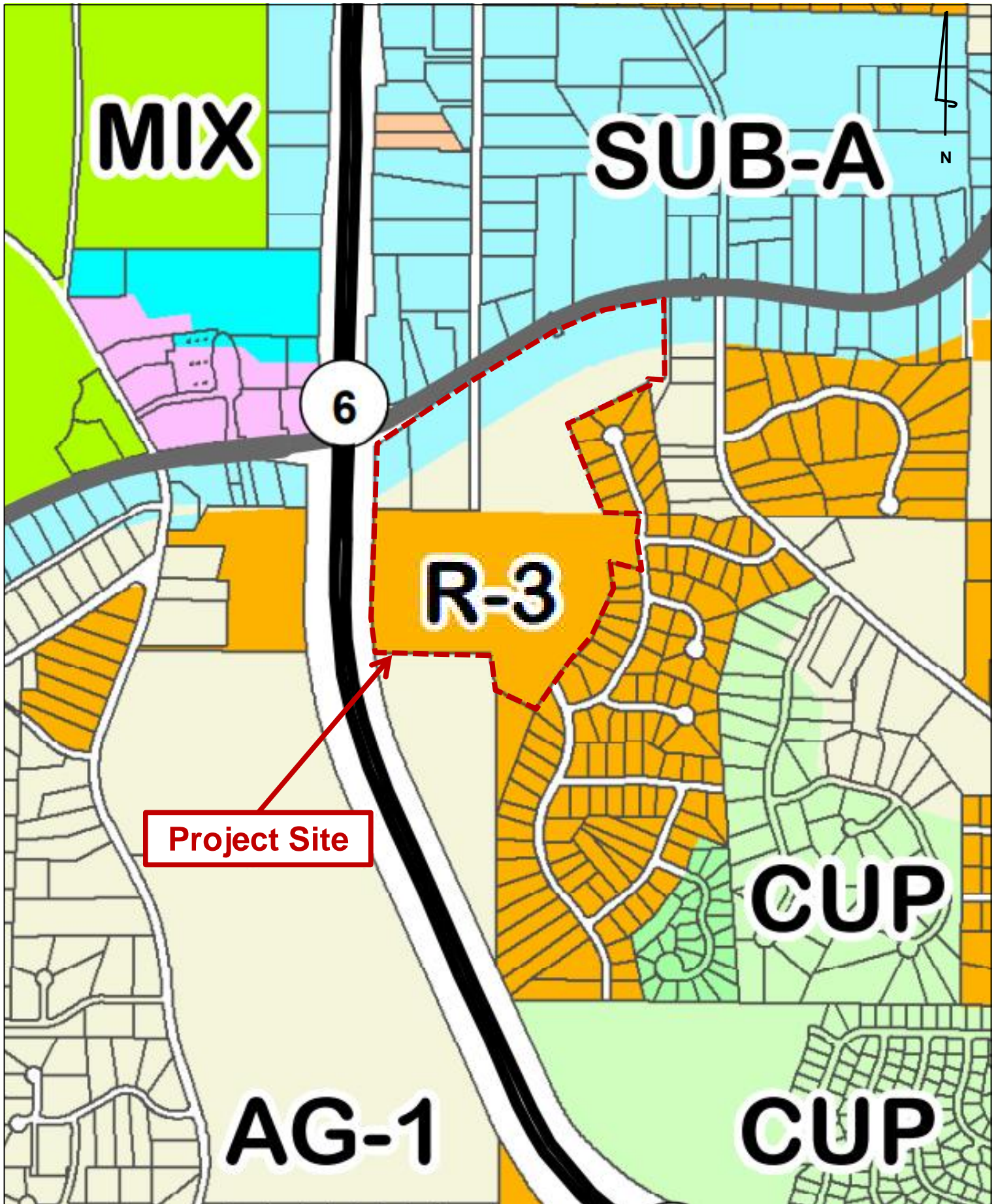
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DATE:	05/13/2021
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DESIGNED:	
REVIEWED:	
APPROVED:	
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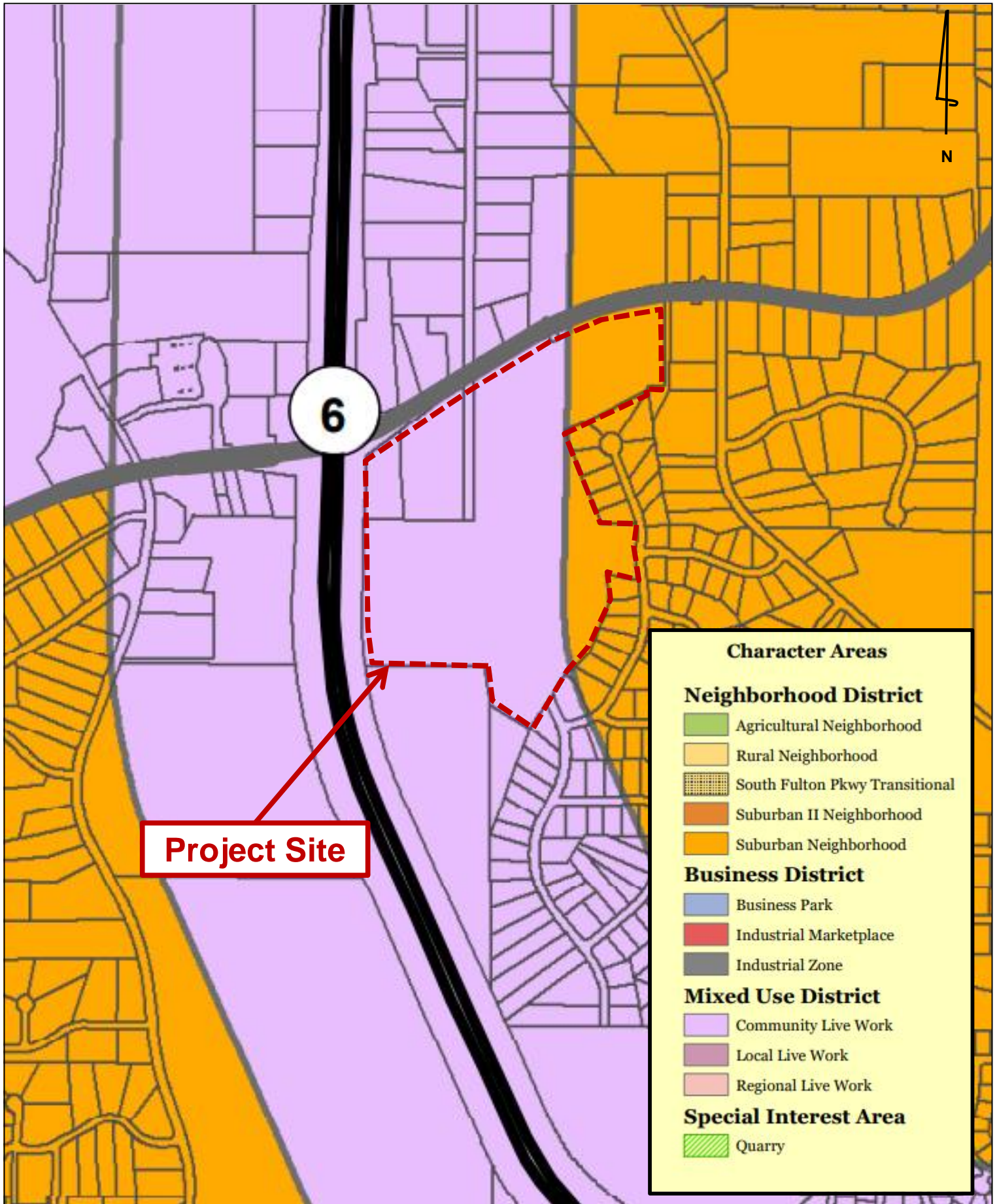
# Land Use and Zoning Maps











# Trip Generation Analysis

**Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)**  
**Sandtown Village DRI #3290**  
**City of South Fulton, GA**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
210 Single-Family Detached Housing	92 d.u.	962	70	18	52	94	59	35
220 Multi-Family Housing (Low-Rise)	288 d.u.	2,136	130	30	100	151	95	56
820 Shopping Center	91,400 s.f. gross leasable area	3,450	86	53	33	348	167	181
931 Quality Restaurant	10,000 s.f.	838	7	N/A	N/A	78	52	26
932 High-Turnover (Sit-Down) Restaurant	10,000 s.f.	1,122	99	54	45	98	61	37
933 Fast-Food Restaurant without Drive-Through Window	7,200 s.f.	2,492	181	109	72	204	102	102
934 Fast-Food Restaurant with Drive-Through Window	10,000 s.f.	4,710	402	205	197	327	170	157
937 Coffee/Donut Shop with Drive-Through Window	2,200 s.f.	1,804	196	100	96	95	48	47
<b>Gross Trips</b>		<b>17,514</b>	<b>1,171</b>	<b>569</b>	<b>595</b>	<b>1,395</b>	<b>754</b>	<b>641</b>
Residential Trips		3,098	200	48	152	245	154	91
Mixed-Use Reductions		-1,100	-35	-3	-32	-108	-72	-36
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips		1,998	165	45	120	137	82	55
Retail Trips		3,450	86	53	33	348	167	181
Mixed-Use Reductions		-264	-11	-6	-5	-200	-101	-99
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Limited by GRTA 15% Rule)		-370	0	0	0	-47	-22	-26
Adjusted Retail Trips		2,816	75	47	28	101	44	56
Restaurant Trips		10,966	885	468	410	802	433	369
Mixed-Use Reductions		-836	-40	-34	-6	-180	-71	-109
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Limited by GRTA 15% Rule)		-1,176	-155	-78	-78	-108	-56	-52
Adjusted Restaurant Trips		8,954	690	356	326	514	306	208
Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions - TOTAL		-2,200	-86	-43	-43	-488	-244	-244
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
Pass-By Reductions - TOTAL		-1,546	-155	-78	-78	-155	-78	-78
New Trips		13,768	930	448	474	752	432	319
Driveway Volumes		15,314	1,085	526	552	907	510	397
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# Intersection Volume Worksheets

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #1: Fulton Industrial Boulevard (SR 70) @ Campbellton Road (SR 154/SR 166) AM PEAK HOUR

Description	ton Industrial Boulevard (SR 70) Northbound			ton Industrial Boulevard (SR 70) Southbound			Campbellton Road (SR 154/SR 166) Eastbound			Campbellton Road (SR 154/SR 166) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	55	584	124	28	169	155	359	432	44	36	176	47
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	32	3	10	29	12	15	30	3	1	10	13
Heavy Vehicle %	2%	5%	2%	36%	17%	8%	4%	7%	7%	3%	6%	28%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41
<b>Adjusted 2021 Volumes</b>	<b>78</b>	<b>823</b>	<b>175</b>	<b>39</b>	<b>238</b>	<b>219</b>	<b>506</b>	<b>609</b>	<b>62</b>	<b>51</b>	<b>248</b>	<b>66</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	0	48	32	4	15	15	59	43	0	14	33	203
Riverview DRI #3095 Project Trips	9					24	8	7	2		23	
2025 Background Traffic	93	939	221	46	273	276	615	709	69	69	324	274
<b>Project Trips</b>												
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Residential Trips	0	0	2	0	0	0	0	5	0	6	12	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	5	0	0	0	0	5	0	3	3	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Restaurant Trips	0	0	36	0	0	0	0	36	0	33	33	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	43	0	0	0	0	46	0	42	48	0
<b>2025 Buildout Total</b>	<b>93</b>	<b>939</b>	<b>264</b>	<b>46</b>	<b>273</b>	<b>276</b>	<b>615</b>	<b>755</b>	<b>69</b>	<b>111</b>	<b>372</b>	<b>274</b>

### PM PEAK HOUR

Description	ton Industrial Boulevard (SR 70) Northbound			ton Industrial Boulevard (SR 70) Southbound			Campbellton Road (SR 154/SR 166) Eastbound			Campbellton Road (SR 154/SR 166) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	69	230	92	87	589	578	152	332	82	116	460	28
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	36	5	19	21	21	12	19	3	3	15	12
Heavy Vehicle %	3%	16%	5%	22%	4%	4%	8%	6%	4%	3%	3%	43%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
<b>Adjusted 2021 Volumes</b>	<b>79</b>	<b>265</b>	<b>106</b>	<b>100</b>	<b>677</b>	<b>665</b>	<b>175</b>	<b>382</b>	<b>94</b>	<b>133</b>	<b>529</b>	<b>32</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	0	22	57	20	50	56	26	75	0	36	73	89
Riverview DRI #3095 Project Trips	3					10	25	23	9		8	
2025 Background Traffic	89	309	172	128	783	786	240	511	111	180	654	124
<b>Project Trips</b>												
Trip Distribution IN			5%					10%				
Trip Distribution OUT										5%	10%	
Residential Trips	0	0	4	0	0	0	0	8	0	3	6	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	4	0	0	0	0	4	0	6	6	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Restaurant Trips	0	0	31	0	0	0	0	31	0	21	21	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	39	0	0	0	0	43	0	30	33	0
<b>2025 Buildout Total</b>	<b>89</b>	<b>309</b>	<b>211</b>	<b>128</b>	<b>783</b>	<b>786</b>	<b>240</b>	<b>554</b>	<b>111</b>	<b>210</b>	<b>687</b>	<b>124</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #2: Campbellton Road (SR 154/SR 166) @ Union Road / Riverside Drive AM PEAK HOUR

Description	Union Road <u>Northbound</u>			Riverside Drive <u>Southbound</u>			Campbellton Road (SR 154/SR 166) <u>Eastbound</u>			Campbellton Road (SR 154/SR 166) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	8	9	111	67	14	23	44	650	5	114	285	120
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	1	10	7	1	1	1	40	0	10	21	7
Heavy Vehicle %	13%	11%	9%	10%	7%	4%	2%	6%	2%	9%	7%	6%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41
<b>Adjusted 2021 Volumes</b>	<b>11</b>	<b>13</b>	<b>157</b>	<b>94</b>	<b>20</b>	<b>32</b>	<b>62</b>	<b>917</b>	<b>7</b>	<b>161</b>	<b>402</b>	<b>169</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	0	0	0	129	0	87	74	91	0	132	333	0
Riverview DRI #3095 Project Trips								7			23	
2025 Background Traffic	12	14	170	231	22	122	141	1,091	8	306	791	183
<b>Project Trips</b>												
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	0	0	0	7	0	0	18	0
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Retail Trips	0	0	0	0	0	0	0	9	0	0	6	0
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Restaurant Trips	0	0	0	0	0	0	0	71	0	0	65	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	87	0	0	89	0
<b>2025 Buildout Total</b>	<b>12</b>	<b>14</b>	<b>170</b>	<b>231</b>	<b>22</b>	<b>122</b>	<b>141</b>	<b>1,178</b>	<b>8</b>	<b>306</b>	<b>880</b>	<b>183</b>

### PM PEAK HOUR

Description	Union Road <u>Northbound</u>			Riverside Drive <u>Southbound</u>			Campbellton Road (SR 154/SR 166) <u>Eastbound</u>			Campbellton Road (SR 154/SR 166) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	16	17	74	183	29	65	35	468	5	81	626	77
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	1	0	0	0	38	0	1	18	1
Heavy Vehicle %	6%	2%	2%	2%	2%	2%	2%	8%	2%	2%	3%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
<b>Adjusted 2021 Volumes</b>	<b>18</b>	<b>20</b>	<b>85</b>	<b>210</b>	<b>33</b>	<b>75</b>	<b>40</b>	<b>538</b>	<b>6</b>	<b>93</b>	<b>720</b>	<b>89</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	0	0	0	368	0	153	164	226	0	0	317	146
Riverview DRI #3095 Project Trips								23			8	
2025 Background Traffic	19	22	92	595	36	234	207	831	6	101	1,104	242
<b>Project Trips</b>												
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	0	0	0	12	0	0	8	0
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Retail Trips	0	0	0	0	0	0	0	9	0	0	11	0
Trip Distribution IN								20%				
Trip Distribution OUT											20%	
Restaurant Trips	0	0	0	0	0	0	0	61	0	0	42	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	82	0	0	61	0
<b>2025 Buildout Total</b>	<b>19</b>	<b>22</b>	<b>92</b>	<b>595</b>	<b>36</b>	<b>234</b>	<b>207</b>	<b>913</b>	<b>6</b>	<b>101</b>	<b>1,165</b>	<b>242</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #3: Camp Creek Parkway (SR 6) @ Campbellton Road (SR 154/SR 166) AM PEAK HOUR

Description	Camp Creek Parkway (SR 6)			Camp Creek Parkway (SR 6)			Campbellton Road (SR 154/SR 166)			Campbellton Road (SR 154/SR 166)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	263	745	53	43	712	106	170	315	380	73	194	40
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	22	150	2	4	163	3	4	18	35	3	16	2
Heavy Vehicle %	8%	20%	4%	9%	23%	3%	2%	6%	9%	4%	8%	5%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
<b>Adjusted 2021 Volumes</b>	<b>410</b>	<b>1162</b>	<b>83</b>	<b>67</b>	<b>1111</b>	<b>165</b>	<b>265</b>	<b>491</b>	<b>593</b>	<b>114</b>	<b>303</b>	<b>62</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	296	0	0	0	0	100	6	33	121	0	69	0
Riverview DRI #3095 Project Trips	15						2	5		8		
2025 Background Traffic	755	1,258	90	73	1,203	279	293	566	768	123	405	67
<b>Project Trips</b>												
Trip Distribution IN			25%	30%				15%				
Trip Distribution OUT										25%	15%	30%
Residential Trips	0	0	11	14	0	0	0	7	0	30	18	36
Trip Distribution IN			20%	20%				20%				
Trip Distribution OUT										20%	20%	20%
Retail Trips	0	0	9	9	0	0	0	9	0	6	6	6
Trip Distribution IN			20%	20%				20%				
Trip Distribution OUT										20%	20%	20%
Restaurant Trips	0	0	71	71	0	0	0	71	0	65	65	65
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	91	94	0	0	0	87	0	101	89	107
<b>2025 Buildout Total</b>	<b>755</b>	<b>1,258</b>	<b>181</b>	<b>167</b>	<b>1,203</b>	<b>279</b>	<b>293</b>	<b>653</b>	<b>768</b>	<b>224</b>	<b>494</b>	<b>174</b>

### PM PEAK HOUR

Description	Camp Creek Parkway (SR 6)			Camp Creek Parkway (SR 6)			Campbellton Road (SR 154/SR 166)			Campbellton Road (SR 154/SR 166)		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	404	865	64	75	750	190	146	250	402	61	289	124
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	24	139	3	4	135	1	2	9	29	7	13	8
Heavy Vehicle %	6%	16%	5%	5%	18%	2%	2%	4%	7%	11%	4%	6%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
<b>Adjusted 2021 Volumes</b>	<b>448</b>	<b>960</b>	<b>71</b>	<b>83</b>	<b>833</b>	<b>211</b>	<b>162</b>	<b>278</b>	<b>446</b>	<b>68</b>	<b>321</b>	<b>138</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	242	0	0	0	0	157	143	202	349	0	64	0
Riverview DRI #3095 Project Trips	2						8	16		6		
2025 Background Traffic	729	1,039	77	90	902	385	318	511	848	74	417	149
<b>Project Trips</b>												
Trip Distribution IN			25%	30%				15%				
Trip Distribution OUT										25%	15%	30%
Residential Trips	0	0	21	25	0	0	0	12	0	14	8	17
Trip Distribution IN			20%	20%				20%				
Trip Distribution OUT										20%	20%	20%
Retail Trips	0	0	9	9	0	0	0	9	0	11	11	11
Trip Distribution IN			20%	20%				20%				
Trip Distribution OUT										20%	20%	20%
Restaurant Trips	0	0	61	61	0	0	0	61	0	42	42	42
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	91	95	0	0	0	82	0	67	61	70
<b>2025 Buildout Total</b>	<b>729</b>	<b>1,039</b>	<b>168</b>	<b>185</b>	<b>902</b>	<b>385</b>	<b>318</b>	<b>593</b>	<b>848</b>	<b>141</b>	<b>478</b>	<b>219</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #4: Campbellton Road (SR 154/SR 166) @ Site Driveway A / Reynolds Road AM PEAK HOUR

Description	Site Driveway A <u>Northbound</u>			Reynolds Road <u>Southbound</u>			Campbellton Road (SR 154/SR 166) <u>Eastbound</u>			Campbellton Road (SR 154/SR 166) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	23	0	51	22	375	0	0	267	9
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	1	4	37	0	0	34	0
Heavy Vehicle %	0%	0%	0%	4%	0%	2%	18%	10%	0%	0%	13%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
<b>Adjusted 2021 Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>80</b>	<b>34</b>	<b>585</b>	<b>0</b>	<b>0</b>	<b>417</b>	<b>14</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips								33			69	
Riverview DRI #3095 Project Trips								2			8	
2025 Background Traffic	0	0	0	39	0	87	37	668	0	0	528	15
<b>Project Trips</b>												
Trip Distribution IN									70%	15%		
Trip Distribution OUT	70%		15%									
Residential Trips	84	0	18	0	0	0	0	0	32	7	0	0
Trip Distribution IN					5%			20%	40%	10%		
Trip Distribution OUT	40%	5%	10%								20%	
Retail Trips	11	1	3	0	2	0	0	9	19	5	6	0
Trip Distribution IN					5%			20%	40%	10%		
Trip Distribution OUT	40%	5%	10%								20%	
Restaurant Trips	130	16	33	0	18	0	0	71	142	36	65	0
Pass-By Trips	20	0	20	0	0	0	0	-20	20	20	-20	0
Total Project Trips	245	17	74	0	20	0	0	60	213	68	51	0
<b>2025 Buildout Total</b>	<b>245</b>	<b>17</b>	<b>74</b>	<b>39</b>	<b>20</b>	<b>87</b>	<b>37</b>	<b>728</b>	<b>213</b>	<b>68</b>	<b>579</b>	<b>15</b>

### PM PEAK HOUR

Description	Site Driveway A <u>Northbound</u>			Reynolds Road <u>Southbound</u>			Campbellton Road (SR 154/SR 166) <u>Eastbound</u>			Campbellton Road (SR 154/SR 166) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	23	0	43	56	347	0	0	435	30
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	3	0	2	0	18	0	0	27	2
Heavy Vehicle %	0%	0%	0%	13%	0%	5%	2%	5%	0%	0%	6%	7%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
<b>Adjusted 2021 Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>48</b>	<b>62</b>	<b>385</b>	<b>0</b>	<b>0</b>	<b>483</b>	<b>33</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips								202			64	
Riverview DRI #3095 Project Trips								8			6	
2025 Background Traffic	0	0	0	28	0	52	67	627	0	0	593	36
<b>Project Trips</b>												
Trip Distribution IN									70%	15%		
Trip Distribution OUT	70%		15%									
Residential Trips	39	0	8	0	0	0	0	0	57	12	0	0
Trip Distribution IN					5%			20%	40%	10%		
Trip Distribution OUT	40%	5%	10%								20%	
Retail Trips	22	3	6	0	2	0	0	9	18	4	11	0
Trip Distribution IN					5%			20%	40%	10%		
Trip Distribution OUT	40%	5%	10%								20%	
Restaurant Trips	83	10	21	0	15	0	0	61	122	31	42	0
Pass-By Trips	20	0	20	0	0	0	0	-20	20	20	-20	0
Total Project Trips	164	13	55	0	17	0	0	50	217	67	33	0
<b>2025 Buildout Total</b>	<b>164</b>	<b>13</b>	<b>55</b>	<b>28</b>	<b>17</b>	<b>52</b>	<b>67</b>	<b>677</b>	<b>217</b>	<b>67</b>	<b>626</b>	<b>36</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #5: Campbellton Road (SR 154/SR 166) @ Wallace Road AM PEAK HOUR

Description	Wallace Road Northbound			Wallace Road Southbound			Campbellton Road (SR 154/SR 166) Eastbound			Campbellton Road (SR 154/SR 166) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	14	0	29	1	0	3	2	383	9	10	258	4
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	3	0	0	1	1	37	3	1	32	0
Heavy Vehicle %	2%	0%	10%	2%	0%	33%	50%	10%	33%	10%	12%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
Adjusted 2021 Volumes	22	0	45	2	0	5	3	597	14	16	402	6
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips								33			69	
Riverview DRI #3095 Project Trips								2			8	
2025 Background Traffic	24	0	49	2	0	5	3	681	15	17	512	6
<b>Project Trips</b>												
Trip Distribution IN										5%	20%	
Trip Distribution OUT			5%					20%				
Residential Trips	0	0	6	0	0	0	0	24	0	2	9	0
Trip Distribution IN	5%										25%	
Trip Distribution OUT								25%	5%			
Retail Trips	2	0	0	0	0	0	0	7	1	0	12	0
Trip Distribution IN	5%										25%	
Trip Distribution OUT								25%	5%			
Restaurant Trips	18	0	0	0	0	0	0	82	16	0	89	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	0	6	0	0	0	0	113	17	2	110	0
<b>2025 Buildout Total</b>	<b>44</b>	<b>0</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>794</b>	<b>32</b>	<b>19</b>	<b>622</b>	<b>6</b>

### PM PEAK HOUR

Description	Wallace Road Northbound			Wallace Road Southbound			Campbellton Road (SR 154/SR 166) Eastbound			Campbellton Road (SR 154/SR 166) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	14	0	22	4	0	3	1	338	34	44	447	3
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	0	0	0	0	21	0	8	30	0
Heavy Vehicle %	7%	0%	5%	2%	0%	2%	2%	6%	2%	18%	7%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	16	0	24	4	0	3	1	375	38	49	496	3
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips								202			64	
Riverview DRI #3095 Project Trips								8			6	
2025 Background Traffic	17	0	26	4	0	3	1	616	41	53	607	3
<b>Project Trips</b>												
Trip Distribution IN										5%	20%	
Trip Distribution OUT			5%					20%				
Residential Trips	0	0	3	0	0	0	0	11	0	4	16	0
Trip Distribution IN	5%										25%	
Trip Distribution OUT								25%	5%			
Retail Trips	2	0	0	0	0	0	0	14	3	0	11	0
Trip Distribution IN	5%										25%	
Trip Distribution OUT								25%	5%			
Restaurant Trips	15	0	0	0	0	0	0	52	10	0	77	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	0	3	0	0	0	0	77	13	4	104	0
<b>2025 Buildout Total</b>	<b>34</b>	<b>0</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>693</b>	<b>54</b>	<b>57</b>	<b>711</b>	<b>3</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #6: Campbellton Road (SR 154/SR 166) at Boat Rock Road/New Hope Road AM PEAK HOUR

Description	Campbellton Road (SR 154/SR 166) Northbound			Boat Rock Road Southbound			Campbellton Road (SR 154/SR 166) Eastbound			New Hope Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	300	75	75	100	90	190	155	165	570	55	100	25
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	6%	6%	6%	4%	4%	4%	6%	6%	6%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjusted 2021 Volumes	318	80	80	106	95	202	164	175	605	58	106	27
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	52							8	25		17	
Riverview DRI #3095 Project Trips								2			8	
2025 Background Traffic	396	87	87	115	103	219	178	199	680	63	140	29
Project Trips												
Trip Distribution IN	15%										10%	
Trip Distribution OUT								10%	15%			
Residential Trips	7	0	0	0	0	0	0	12	18	0	5	0
Trip Distribution IN	15%										10%	
Trip Distribution OUT								10%	15%			
Retail Trips	7	0	0	0	0	0	0	3	4	0	5	0
Trip Distribution IN	15%										10%	
Trip Distribution OUT								10%	15%			
Restaurant Trips	53	0	0	0	0	0	0	33	49	0	36	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	67	0	0	0	0	0	0	48	71	0	46	0
2025 Buildout Total	463	87	87	115	103	219	178	247	751	63	186	29

### PM PEAK HOUR

Description	Campbellton Road (SR 154/SR 166) Northbound			Boat Rock Road Southbound			Campbellton Road (SR 154/SR 166) Eastbound			New Hope Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	485	180	85	40	125	110	130	55	310	85	75	80
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	6%	6%	6%	4%	4%	4%	6%	6%	6%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjusted 2021 Volumes	515	191	90	42	133	117	138	58	329	90	80	85
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips	48							50	152		16	
Riverview DRI #3095 Project Trips								8			6	
2025 Background Traffic	605	207	97	45	144	127	149	121	508	97	109	92
Project Trips												
Trip Distribution IN	15%										10%	
Trip Distribution OUT								10%	15%			
Residential Trips	12	0	0	0	0	0	0	6	8	0	8	0
Trip Distribution IN	15%										10%	
Trip Distribution OUT								10%	15%			
Retail Trips	7	0	0	0	0	0	0	6	8	0	4	0
Trip Distribution IN	15%										10%	
Trip Distribution OUT								10%	15%			
Restaurant Trips	46	0	0	0	0	0	0	21	31	0	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	65	0	0	0	0	0	0	33	47	0	43	0
2025 Buildout Total	670	207	97	45	144	127	149	154	555	97	152	92

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #5: Wallace Road @ Woodside Drive/Site Driveway C AM PEAK HOUR

Description	Wallace Road <u>Northbound</u>			Wallace Road <u>Southbound</u>			oodside Drive/Site Driveway <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	3	23	0	0	15	8	20	0	10	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	2%	13%	0%	0%	27%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
<b>Adjusted 2021 Volumes</b>	<b>5</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips												
Riverview DRI #3095 Project Trips												
2025 Background Traffic	5	39	0	0	25	13	34	0	17	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Residential Trips	2	0	0	0	0	2	6	0	6	0	0	0
Trip Distribution IN	5%	5%										
Trip Distribution OUT					5%				5%			
Retail Trips	2	2	0	0	1	0	0	0	1	0	0	0
Trip Distribution IN	5%	5%										
Trip Distribution OUT					5%				5%			
Restaurant Trips	18	18	0	0	16	0	0	0	16	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	20	0	0	17	2	6	0	23	0	0	0
<b>2025 Buildout Total</b>	<b>27</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>

### PM PEAK HOUR

Description	Wallace Road <u>Northbound</u>			Wallace Road <u>Southbound</u>			oodside Drive/Site Driveway <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	12	21	0	0	43	35	17	0	9	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	8	0	0	0	0	0	0	0
Heavy Vehicle %	2%	10%	0%	0%	19%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
<b>Adjusted 2021 Volumes</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>39</b>	<b>19</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
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	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
Woodbury Park DRI #2654 Project Trips												
Riverview DRI #3095 Project Trips												
2025 Background Traffic	14	25	0	0	52	42	21	0	11	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	5%					5%						
Trip Distribution OUT							5%		5%			
Residential Trips	4	0	0	0	0	4	3	0	3	0	0	0
Trip Distribution IN	5%	5%										
Trip Distribution OUT					5%				5%			
Retail Trips	2	2	0	0	3	0	0	0	3	0	0	0
Trip Distribution IN	5%	5%										
Trip Distribution OUT					5%				5%			
Restaurant Trips	15	15	0	0	10	0	0	0	10	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	21	17	0	0	13	4	3	0	16	0	0	0
<b>2025 Buildout Total</b>	<b>35</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>46</b>	<b>24</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #7: Campbellton Road (SR 154/SR 166) @ Site Driveway B AM PEAK HOUR

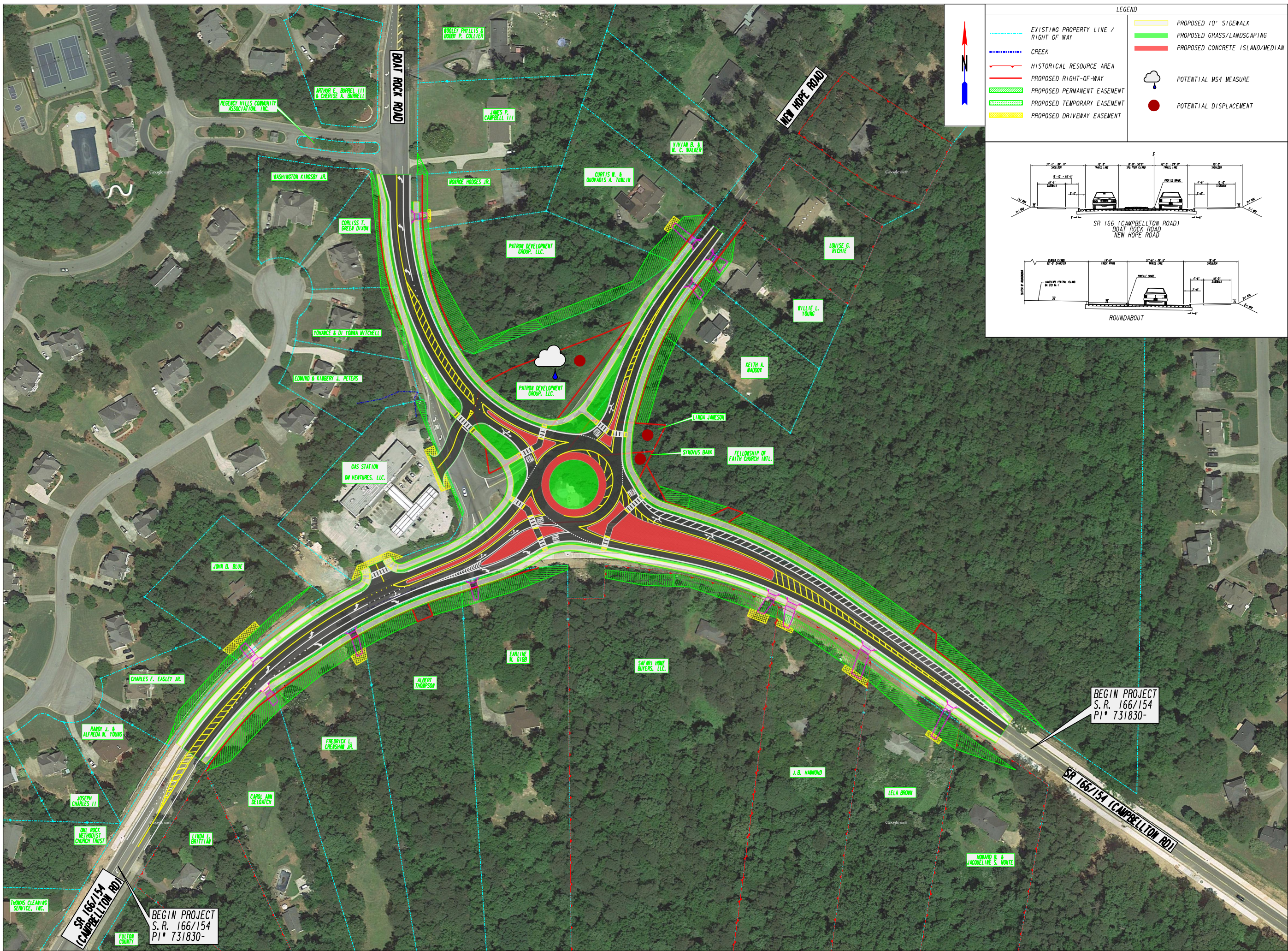
Description	Site Driveway B Northbound			Southbound			Campbellton Road (SR 154/SR 166) Eastbound			Campbellton Road (SR 154/SR 166) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	0	0	394	0	0	276	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	12%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
Adjusted 2021 Volumes	0	0	0	0	0	0	0	615	0	0	431	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
New Road Adjustment								33			69	
Other Proposed Developments								2			8	
2025 Background Traffic	0	0	0	0	0	0	0	701	0	0	544	0
<b>Project Trips</b>												
Trip Distribution IN										5%	15%	
Trip Distribution OUT			5%					15%				
Residential Trips	0	0	6	0	0	0	0	18	0	2	7	0
Trip Distribution IN									20%	15%	10%	
Trip Distribution OUT	20%		20%					10%				
Retail Trips	6	0	6	0	0	0	0	3	9	7	5	0
Trip Distribution IN									20%	15%	10%	
Trip Distribution OUT	20%		20%					10%				
Restaurant Trips	65	0	65	0	0	0	0	33	71	53	36	0
Pass-By Trips	19	0	19	0	0	0	0	-19	19	19	-19	0
Total Project Trips	90	0	96	0	0	0	0	35	99	81	29	0
<b>2025 Buildout Total</b>	<b>90</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>736</b>	<b>99</b>	<b>81</b>	<b>573</b>	<b>0</b>

### PM PEAK HOUR

Description	Site Driveway B Northbound			Southbound			Campbellton Road (SR 154/SR 166) Eastbound			Campbellton Road (SR 154/SR 166) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	0	0	373	0	0	465	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	6%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Adjusted 2021 Volumes	0	0	0	0	0	0	0	414	0	0	516	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
New Road Adjustment								202			64	
Other Proposed Developments								8			6	
2025 Background Traffic	0	0	0	0	0	0	0	658	0	0	629	0
<b>Project Trips</b>												
Trip Distribution IN										5%	15%	
Trip Distribution OUT			5%					15%				
Residential Trips	0	0	3	0	0	0	0	8	0	4	12	0
Trip Distribution IN									20%	15%	10%	
Trip Distribution OUT	20%		20%					10%				
Retail Trips	11	0	11	0	0	0	0	6	9	7	4	0
Trip Distribution IN									20%	15%	10%	
Trip Distribution OUT	20%		20%					10%				
Restaurant Trips	42	0	42	0	0	0	0	21	61	46	31	0
Pass-By Trips	19	0	19	0	0	0	0	-19	19	19	-19	0
Total Project Trips	72	0	75	0	0	0	0	16	89	76	28	0
<b>2025 Buildout Total</b>	<b>72</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>674</b>	<b>89</b>	<b>76</b>	<b>657</b>	<b>0</b>

# Programmed Project Fact Sheets





PI#H  
OCTOBER 5, 2016

**JACOBS**

PI # 731830--: S.R. 166 / SR 154 @  
BOAT ROCK RD / NEW HOPE RD



## Short Title

SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD)  
WIDENING FROM OLD LOWER RIVER ROAD IN  
DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY

## GDOT Project No.

721770-

## Federal ID No.

STP00-0186-01(022)

## Status

Long Range

## Service Type

Roadway / General Purpose Capacity

## Sponsor

GDOT

## Jurisdiction

Douglas County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

2

## LCI

☐

## Planned Thru Lane

4

## Flex

☐

## Network Year

2040

## Corridor Length

3.4 miles



## Detailed Description and Justification

The project begins in Douglas County on SR 166 east of the intersection with Old Lower River Road and continues to the Douglas/Fulton County line. The project then crosses the Chattahoochee River into Fulton County and ends just east of the intersection of SR 166 and Fulton Industrial Boulevard. Proposed Typical Section: Four 12 foot travel lanes in each direction with a 24 foot raised median and 10 foot (6.5 foot paved, 3.5 foot grassed) rural shoulders. Proposed Bridge Configuration: The existing 48 foot bridge will be widened 48 feet to accommodate four 12 foot travel lanes and a 24 foot raised median.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	1992	<b>\$1,602,919</b>	\$1,282,335	\$320,584	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2016	<b>\$500,000</b>	\$0,000	\$500,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)		LR 2026-2030	<b>\$1,500,000</b>	\$0,000	\$1,500,000	\$0,000	\$0,000
ALL	Transportation Funding Act (HB 170)		LR 2031-2040	<b>\$32,953,312</b>	\$0,000	\$32,953,312	\$0,000	\$0,000
				<b>\$36,556,231</b>	<b>\$1,282,335</b>	<b>\$35,273,896</b>	<b>\$0,000</b>	<b>\$0,000</b>

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



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



## Short Title

CASCADE-PALMETTO HIGHWAY WIDENING FROM SR 92  
(CAMPBELLTON-FAIRBURN ROAD) TO SR 154  
(CAMPBELLTON ROAD)

## GDOT Project No.

N/A

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Roadway / General Purpose Capacity

## Sponsor

GDOT

## Jurisdiction

Fulton County (South)

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

2

## LCI

☐

## Planned Thru Lane

4

## Flex

☐

## Network Year

2050

## Corridor Length

4.4 miles



## Detailed Description and Justification

This project will widen Cascade-Palmetto Highway to 4 lanes from SR 92 to SR 154.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2041-2050	\$35,000,000	\$0,000	\$0,000	\$0,000	\$35,000,000
				\$35,000,000	\$0,000	\$0,000	\$0,000	\$35,000,000

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



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## Short Title

NEW HOPE ROAD PEDESTRIAN FACILITIES FROM SR 166 (CAMPBELLTON ROAD) TO DANFORTH ROAD

## GDOT Project No.

0012637

## Federal ID No.

N/A

## Status

Programmed

## Service Type

Last Mile Connectivity / Pedestrian Facility

## Sponsor

City of South Fulton

## Jurisdiction

Fulton County (South)

## Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

☐

## Network Year

TBD

## Corridor Length

1.8 miles



## Detailed Description and Justification

This project will enhance mobility and accessibility for people in the area and improve pedestrian connectivity to three planned activity centers. This project consists of constructing 8' wide sidewalks and pedestrian lighting along New Hope Road between Campbellton Road and Danforth Road. The people within the study area are heavily auto dependent due to the conventional community layout. The wide sidewalks will allow people to walk and bike. This connection has the added benefit of incorporating trips to and from Randolph elementary School, Sandtown Middle Schools and Sandtown Park; all of which are located along Campbellton Road. The project will also connect pedestrians to mass transit along Fulton Industrial Boulevard and future sidewalks along Boat Rock Road and Campbellton Road. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2013	\$126,247	\$0,000	\$0,000	\$0,000	\$126,247
ROW	STP - Urban (>200K) (ARC)	AUTH	2017	\$2,190,000	\$603,628	\$0,000	\$0,000	\$1,586,372
UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$207,500	\$166,000	\$0,000	\$0,000	\$41,500
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$3,300,000	\$2,640,000	\$0,000	\$0,000	\$660,000
				\$5,823,747	\$3,409,628	\$0,000	\$0,000	\$2,414,119

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



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

