Transportation Analysis

# Fairburn Technology Center DRI #4213

City of Fairburn, Georgia

July 2024

Prepared for:

Bohannon Road Venture, LLC

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, Georgia 30009 013805017

# Kimley » Horn

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Raw Traffic Count Data *Synchro* Capacity Analyses

### **EXECUTIVE SUMMARY**

This report presents the analysis of the anticipated traffic impacts of the proposed *Fairburn Technology Center development* located in the city of Fairburn, Georgia. The approximate 59.68-acre site is located along Bohannon Road. The site is currently undeveloped.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2028 (approximately 4 years).

Table 1: Proposed Land Use and Density						
Data Center	1,190,000 SF					

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Gross Trips were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual for this development and represent a conservatively high estimate of project traffic. The development is expected to employ 30 people per building (90 total employees) and have limited other traffic beyond employees entering and exiting. Mixed-use, alternative-mode, and pass-by reductions to gross trips are not included in the trip generation, as outlined in the GRTA Letter of Understanding (dated June 3, 2024).

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2028 No-Build conditions, and the Projected 2028 Build conditions.

- Existing 2024 conditions represent current traffic volumes that were collected in January of 2024. (Note: Traffic count methodology was outlined in the Methodology Meeting Packet).
- Projected 2028 No-Build conditions represent the Existing 2024 traffic volumes grown for four (4) years using a 2.0% per year growth rate, plus the addition of the project trips associated with the *Highway* 74 *Business Tech Park DRI* #3628 and the *Project Rita DRI* #4094.
- Projected 2028 Build conditions represent the Projected 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Fairburn Technology Center*.

#### No-Build 2028 (System Improvements)

The all-way stop control intersection of Oakley Industrial Boulevard at Bohannon Road (Intersection 2) is projected to operate at an acceptable <u>overall</u> LOS during the AM and PM peak hour under the Existing 2024 Conditions and Projected 2028 No-Build Conditions. However, the westbound approach operates at LOS E under the PM Peak hour for the 2028 No-Build conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the <u>approach</u> LOS under the Projected 2028 No-Build and 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on Error! R eference source not found. and **Figure 8):** 

- Oakley Industrial Boulevard at Bohannon Road (Intersection 2)
  - Construct an exclusive westbound right-turn lane so that the westbound approach of Oakley Industrial Boulevard consists of one (1) exclusive right-turn lane and one (1) shared left-turn/through lane.

#### Build 2028 (Site Access Improvements)

In order to serve the *Fairburn Technology Center development*, the following improvements are recommended (shown in blue on **Figure 8**):

- Bohannon Road at Site Driveway A (Intersection 5)
  - Construct a driveway along Bohannon Road with one (1) lane entering the site and one (1) lane exiting the site.
  - Provide a southbound right-turn deceleration lane along Bohannon Road entering the site.
- Work with the City of Fairburn to mitigate the impact of construction traffic and develop a plan to route construction traffic to utilize Oakley Industrial Boulevard (designated as a truck route) rather than to/from the south along Bohannon Road (discussed in *Section 1.2*)

Note: The applicant proposes to construct a southbound left-turn left-lane from Bohannon Road onto Meadow Glen Way, based on the conversations with the adjacent neighborhood. This turn lane is not needed to achieve an acceptable LOS. The proposed left-turn lane is shown on the attached site plan.

#### Oakley Industrial Boulevard and Bohannon Road (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D		Bohannon Road		Bohannon Road		Oakley Industrial Boulevard		Oakley Industrial Boulevard						
			No	orthbou	nd	Sc	outhbou	nd	Ea	astbour	nd	Westbound		nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS		B (12.7)										
ED	_	Approach LOS	(	C (17.2)			B (12.2)		E	3 (13.5	)	B (12.3)		
2	ΔA	Storage	165			180								
PR(		50th Queue												
SC		95th Queue	0	88		18	30			28			23	38
□Ă	PM	Overall LOS					C (21.6)							
() NIT		Approach LOS	(	<u>C (18.0</u>	)	[	D (25.7	)	(	C (18.4	)		C (20.1)	
Ā		Storage	165			180								
N N		50th Queue												
		95th Queue	0	65		38	163			58			45	113
		Overall LOS		C (17.1)										
0	_	Approach LOS	(	<u>C (23.6</u>	)		B (13.3	)	E	3 (14.6	)		B (13.9)	
/EI	ΔA	Storage	165			180								
í Sí		50th Queue												
IPF /SC		95th Queue	0	140		20	38			33			40	40
N A N		Overall LOS						D	(26.8)					
C C	_	Approach LOS	I	D (26.3	)		D (32.5	)	(	C (20.7	)		C (23.4)	
3UI	ЪΖ	Storage	165			180								
ш		50th Queue												
		95th Queue	0	123		43	200			65			60	130

#### Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. Senoia Road (SR 74) at Oakley industrial Boulevard	EBL	75'	185/215 (50 <sup>th</sup> ) 306/307 (95 <sup>th</sup> )	<i>No-Build (System Improvement):</i> Consider extending the eastbound left- turn lane storage.

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

## **1.0 PROJECT DESCRIPTION**

#### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Fairburn Technology Center development* located in the City of Fairburn, Georgia. The approximate 59.68-acre site is located along Bohannon Road. The project site is currently zoned AG-1 Agricultural. The site is proposed to be rezoned to M-1 (Light Industrial), and the rezoning application was filed on May 2, 2024. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2028 (approximately 4 years).

Table 2: Proposed Land Use and Density					
Land Use Proposed					
Data Center	1,190,000 SF (total in 3 buildings)				

A reference of 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.

The project is considered a Development of Regional Impact (DRI) and is subject to GRTA and ARC review due to the project size exceeding 500,000 SF of data center/industrial warehouse space. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on May 22, 2024, by City of Fairburn. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated June 3, 2024.





# Kimley **Horn**

Fairburn Technology Center DRI #4213 Transportation Analysis

Site Aerial

Figure 2

#### 1.2 Site Access

As currently envisioned, the proposed development will be accessible via one (1) new access point:

 Site Driveway A – an existing, full-movement driveway located along Rock House Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to all buildings in the development. Site Driveway A will serve as the main driveway of the development. Site Driveway A is located approximately 500 feet north of Meadow Glen Way.

Note: The project also proposes an emergency only access approximately 1,200' south of Meadow Glen Way, and a service drive to the electrical substation approximately 1,550' south of Meadow Glen Way.

Other than infrequent deliveries, heavy vehicles are not expected to be generated by the development while in operation. During construction, heavy vehicles such as construction equipment and materials are expected. It is recommended that the developer work with the City of Fairburn to develop a plan for construction traffic to utilize Oakley Industrial Boulevard (designated as a truck route) and avoid utilizing Bohannon Road to the south of the site.

#### 1.3 Internal Circulation Analysis

Internal, private roadways after the security checkpoint throughout the site provide access to the buildings and parking facilities. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the development.

#### 1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking						
Land Use Required Proposed						
Data Center	160 spaces	168 spaces				

Additional parking details are provided on the proposed site plan in **Appendix A**.

#### 1.5 Alternative Transportation Facilities

There are no bicycle facilities along the site frontage. There is a Marta Bus stop ¼ mile north of the site at the intersection of Oakley Industrial Boulevard at Bohannon Road. A short 800' sidewalk segment is provided across Bohannon Road from the site. It is for recreational purposes and serves the adjacent neighborhood. The sidewalk begins approximately 200' south of Meadow Glen Way and ends approximately 1,000' south of Meadow Glen Way.

#### 1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Fairburn Technology Center* <u>does not</u> qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in the City of Fairburn.

#### 1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *Fairburn Technology Center* <u>does not</u> qualify for a "Heavy Vehicle Enhanced Focus Area" review as the data center usage does not generate sufficient heavy vehicle traffic. Therefore a "Heavy Vehicle Enhanced Focus Area" is not required for the *Fairburn Technology Center*.

# 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

#### 2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following four (4) off-site intersections described in **Table 4** and shown visually in **Figure 3**.

Table 4: Intersection Control Summary							
Intersection	Jurisdiction	Control					
1. Senoia Road (SR 74) at Oakley Industrial Boulevard	GDOT	Signalized					
2. Bohannon Road at Oakley Industrial Boulevard	Fulton County	Unsignalized (AWSC)					
3. Bohannon Road at Meadow Glen Way	Fulton County	Unsignalized (TWSC)					
4. Bohannon Road at Landrum Road	Fulton County	Unsignalized (TWSC)					

Note: AWSC = All Way Stop Control TWSC = Two-Way Stop Control

### 2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications								
Roadway	Lanes	Posted Speed Limit	AADT (GDOT, 2019)	GDOT Functional Classification				
Bohannon Road	2	35 MPH	1,880	Local				
I-85 Ramps	2	45 MPH	31,140	Interstate				
SR 74/Senoia Road	4	45 MPH	41,500	Principal Arterial				
Oakley Industrial Boulevard	2	45 MPH	-	Local				
Meadow Glean Parkway	2	25 MPH	-	Local				
Landrum Road	2	35 MPH	2,300	Local				



# 2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all four (4) existing study intersections on Tuesday, January 30, 2024. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

	Table 6: Traffic Count Summary							
	Intersection	Count Date	AM Peak Hour	PM Peak Hour				
1.	Senoia Road (SR 74) at Oakley Industrial Boulevard	01/2024	7:30 AM – 8:30 AM	4:00 PM – 5:00 PM				
2.	Bohannon Road at Oakley Industrial Boulevard	01/2024	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM				
3.	Bohannon Road at Meadow Glen Way	01/2024	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM				
4.	Bohannon Road at Landrum Road	01/2024	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM				

Traffic count peak hours for all the study intersections are shown in Table 6.

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

#### 2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Fairburn Technology Center* development. Background traffic can include a base growth rate based on historical count data and population growth data 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% per year background traffic growth rate from 2024 to 2028 (4 years) was used for all roadways.

The Projected 2028 No-Build conditions represent the Existing 2024 traffic volumes grown for four (4) years at 2.0% per year throughout the study network, plus project trips associated with the *Highway 74 Business Tech Park DRI* #3628 development and *Project Rita DRI* #4094.

The Projected 2028 Build conditions represent the project trips generated by the *Fairburn Technology Center* (discussed in Section 3.0 and 4.0) added to the Projected 2028 No-Build Conditions.

# 2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

Table 7: Programmed Projects									
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY		
I-85 at SR 74	Interchange Improvement	GDOT/City of Fairburn	<u>0007841</u>	<u>FS-AR-</u> <u>182</u>	2012/ 2016	2019/ 2025	August 2024		
Oakley Industrial Boulevard Extension (Design)	From Creekwood to Gullat Road	South Fulton CID	N/A	N/A	N/A	N/A	N/A		
Gullatt Road Interchange (IJR)	I-85	South Fulton CID	<u>0019795</u>	N/A	N/A	N/A	N/A		

The following projects shown in Table 7 are programmed or planned to occur near the development.

\*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and South Fulton Community Improvement District (CID)

There are three roadway improvement projects planned to occur near thethe proposed development. One project to be implemented prior to the build-out of the development. The I-85 at SR 74 project calls for the modification of the SR 74 and I-85 interchange to a partial cloverleaf interchange, with loop ramps in the southwest and northeast quadrants. The Oakley Industrial Boulevard Extension project aims to extend Oakley Industrial Boulevard south beyond Creekwood, towards Gullatt Road and Johnson Road. Additionally, the area is receiving a new interchange. The remaining project is to prepare an Interchange Justification Report (IJR) for a new interchange at Gullatt Road. These projects do not impact the study intersections. Available fact sheets and concept graphic for projects listed in the table above can be found in **Appendix D**.

### 2.6 Level-of-Service Overview

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 12*.

LOS for signalized intersections and all-way stop-controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate acceptably.

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

#### 2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

#### **3.0** TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, 2021*, using equations where available. Reductions to gross trips including mixed-use reductions, alternative transportation mode, and pass-by reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

*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 offsite or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. No mixed-use reductions were taken in this analysis per the LOU.

*Alternative modes reductions* are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

**Pass-by reductions** are taken for a site when traffic normally traveling along a roadway 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. No pass-by trips were taken for this analysis per the LOU.

**Table 8** summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Fairburn Technology Center*. The ITE Trip Generation Manual presents a conservatively high estimate of project traffic. The development is expected to employ approximately 30 people per building (90 total employees) and is expected to have limited other traffic beyond employees entering and exiting. Based on the expected employee count, a total of 360 daily trips are anticipated. Additionally, as noted in Section 1.2, the development is not expected to generate heavy vehicle traffic, as deliveries will occur infrequently.

	•	Table 8: T	rip Gene	ration				
L and Lloo	Donaity	D	aily Traffi	С	AM Pea	k Hour	PM Pea	k Hour
Land Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit
160 – Data Center	1,190,000 SF	1,178	589	589	82	67	38	87
Gross Projec	ct Trips	1,178	589	589	82	67	38	87
Mixe	d-Use Reductions	-0	-0	-0	-0	-0	-0	-0
Alternative	Mode Reductions	-0	-0	-0	-0	-0	-0	-0
Pa	ss-By Reductions	-0	-0	-0	-0	-0	-0	-0
New Tri	ps	1,178	589	589	82	67	38	87

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

#### 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution 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, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown in **Figure 4**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in Error! Reference source not found.**5**.

Detailed intersection volume worksheets are provided in Appendix C.

### 5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2024 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6*<sup>th</sup> *Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 6** for Existing 2024 conditions, **Figure 7** for Projected 2028 No-Build conditions, and **Figure 8** for Projected 2028 Build conditions.

*Sections 5.1 – 5.5* provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.





### 5.1 Senoia Road (SR 74) at Oakley Industrial Boulevard (Intersection 1)

Overa	all LC	S Standard: D	Se	noia Ro (SR 74)	ad	Se	noia Ro (SR 74)	) )	Oakle Bo	y Indu oulevar	strial d	Oak E	ley Indu Soulevar	strial d
дррг	Jacii	LOS Standard. D	No	orthbour	nd	So	uthbou	nd	Ea	stbour	nd	N	/estbou	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
	_	Overall LOS						D (3	9.7)					
$\widehat{}$	_	Approach LOS	I	D (39.5)		(	C (31.3	)	E	(64.2	)		E (65.8	)
IAL	A	Storage	250		200	425		200	175			200		
Ð		50th Queue	13	770	0	175	521	29	136	114		134	88	68
(S		95th Queue	28	1003	10	223	620	72	210	189		206	152	224
Ű		Overall LOS						D (4	0.7)					
STI	_	Approach LOS	(	C (33.7)		(	C (34.5	)	E	(69.5	)		E (71.1	)
SIX.	Σd	Storage	250		200	425		200	175			200		
ш		50th Queue	28	633	0	153	650	50	155	131		211	123	75
		95th Queue	48	761	29	203	770	103	233	228		302	195	209
		Overall LOS						D (4	5.0)					
		Approach LOS	ĺ	D (49.1)		Ú	C (32.8	)	E	(69.7	)		E (72.0	)
IGNAL)	AM	Storage	250		200	425		200	175			200		
		50th Queue	14	977	0	189	631	38	149	124		147	97	124
(SI		95th Queue	29	1186	17	238	747	84	228	203		222	163	319
Ľ		Overall LOS						D (4	6.1)					
BU	_	Approach LOS	I	D (42.0)		[	D (38.9	)	E	(69.8	)		E (75.3	)
ō	PA	Storage	250		200	425		200	175			200		
z	Ī	50th Queue	35	803	0	165	806	65	168	142		227	133	118
		95th Queue	98	991	38	219	954	127	250	254		321	208	288
		Overall LOS						D (4	7.0)					
		Approach LOS	I	D (52.1)		(	C (33.3	)	E	(74.6	)		E (72.6	)
(	AA	Storage	250		200	425		200	175			200		
A N		50th Queue	14	993	0	189	645	48	185	124		146	97	133
SIG		95th Queue	30	1202	17	238	764	102	306	203		220	163	333
0		Overall LOS						D (4	7.6)					
	_	Approach LOS	[	D (43.6)		[	D (39.7	)	E	. (73.4	)		E (76.0	)
В	PZ	Storage	250		200	425		200	75			200		
		50th Queue	37	817	0	165	819	75	215	141		225	134	134
		95th Queue	100	1008	39	219	971	140	307	254		318	210	321

\$ - Delay exceeds 200 seconds

The signalized intersection of Senoia Road (SR 74) at Oakley Industrial Boulevard (Intersection 1) is projected to operate at an acceptable <u>overall</u> LOS during the AM and PM peak hour under all scenarios. Although the eastbound and westbound approaches are projected to operate at LOS E during all study scenarios, no feasible improvements exist, as the failing LOS is due to the existing signal timing. Senoia Road (SR 74) is a high priority freight and commuter corridor between I-85 in Fulton County and Peachtree City. The intersection operates at an acceptable overall LOS in all scenarios, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (SR 74) at the expense of side-street operations. Therefore, no off-site roadway improvements are recommended.

## 5.2 Bohannon Road at Oakley Industrial Boulevard (Intersection 2)

Ove Appro	rall L( bach I	OS Standard: D OS Standard: D	Boł	nannon R	oad	Boh	annon F	Road	Oak E	ley Indus Boulevard	trial I	Oak E	ley Indus 3oulevard	trial
			N	orthbour	nd	Sc	outhbou	nd	E	astboun	d	W	/estboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						Β (΄	12.6)			-		
()	_	Approach LOS		B (14.4)			<u>B (11.2</u>	)		<u>B (11.5)</u>			B (12.4)	
SC	AN	Storage	75			100								
× ₹		50th Queue												
2		95th Queue	0	68		15	25			20			53	
Ň		Overall LOS						C (2	21.7)			-		
ST	_	Approach LOS		C (15.7)		(	<u>C (20.3</u>	)		<u>C (15.1)</u>	n		D (28.3)	
X	₽Z	Storage	75			100								
ш		50th Queue												
		95th Queue	0	50		33	120			43			183	
		Overall LOS						В (1	14.1)			-		
ŝ	_	Approach LOS		C (16.7)			B (11.9	)		B (12.3)			B (13.8)	
ISC)	A	Storage	75			100								
AA		50th Queue												
		95th Queue	0	85		18	30			25			65	
		Overall LOS						D (3	31.8)					
BU	_	Approach LOS		C (18.9)			D (27.7	)		<u>C (17.5)</u>			E (47.5)	
ò	₽Z	Storage	75			100								
z		50th Queue												
		95th Queue	0	68		40	173			53			278	
		Overall LOS						C (*	18.3)					
	_	Approach LOS		C (23.2)			B (13.3	)		<u>B (13.4)</u>			C (18.5)	
Q	AN	Storage	75			100								
NS		50th Queue												
(A)		95th Queue	0	138		20	38			28			103	
<u> </u>		Overall LOS						E (4	47.1)			1		
	-	Approach LOS		D (28.0)			E (35.4	)		<u>C (20.0)</u>			F (80.2)	
ā	PZ	Storage	75			100								
		50th Queue												
		95th Queue	0	128		43	208			60			385	

The all-way stop control intersection of Oakley Industrial Boulevard and Bohannon Road (Intersection 2) is projected to operate at an acceptable <u>overall</u> LOS during the AM and PM peak hour under the Existing 2024 Conditions and Projected 2028 No-Build Conditions. However, the westbound approach operates at LOS E or F under the PM Peak hour for the 2028 No-Build conditions and 2028 Build Conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the <u>approach</u> LOS under the 2028 No-Build and 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 7** and **Figure 8**):

- Oakley Industrial Boulevard and Bohannon Road (Intersection 2)
  - Construct an exclusive westbound right-turn lane so that the westbound approach of Oakley Industrial Boulevard consists of one (1) exclusive right-turn lane and one (1) shared left-turn/through lane.

Over Approa	all LC ach L	)S Standard: D OS Standard: D	Boh	annon I	Road	Boha	annon F	Road	Oakl B	ey Indu oulevai	istrial rd	Oa	kley Indu Boulevar	strial d
			N	orthbou	nd	Sc	outhbou	nd	E	astbour	nd	,	Westbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						В	(14.0)					
Ē		Approach LOS		C (17.2	)		B (12.2	)	E	3 (13.5	)		B (12.3)	
2	Δ	Storage	75			100								
Na Ci		50th Queue												
N SO		95th Queue	0	88		18	30			28			23	38
⊒≩		Overall LOS						С	(21.6)					
		Approach LOS		C (18.0	)		D (25.7	)	(	C (18.4	)		C (20.1)	
Ā	Σd	Storage	75			100								
2 2		50th Queue												
		95th Queue	0	65		38	163			58			45	113
		Overall LOS						С	(17.1)			-		
	_	Approach LOS		C (23.6	)		B (13.3	)	I	3 (14.6	)		B (13.9)	
Ē	Δ	Storage	75			100								
δ <sub>Ω</sub>		50th Queue												
R S S		95th Queue	0	140		20	38			33			40	40
₽Ş		Overall LOS						D	(26.8)			-		
ς Ξ		Approach LOS		D (26.3	)		D (32.5	)	(	<u>C (20.7</u>	)		C (23.4)	
l lũ	Σd	Storage	75			100								
		50th Queue												
		95th Queue	0	123		43	200			65			60	130

With the identified system improvements, the intersection of Oakley Industrial Boulevard at Bohannon Road is expected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Build conditions.

### 5.3 Bohannon Road at Meadow Glen Way (Intersection 3)

Over	all LC	S Standard: D	Boł	nannon R	load	Boha	annon F	Road				Mead	ow Glen	Way
Appro	ach L	OS Standard: D	N	orthbour	nd	Sc	uthbou	nd	Ea	astbou	nd	W	estboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(1.9	9)					
ŝ	_	Approach LOS		(0.0)			A (7.8)						<u>B (10.7)</u>	
SC	₽S	Storage			275									
≥ _		50th Queue												
U U		95th Queue					3						8	
ž		Overall LOS						A (1.	9)					
ST	_	Approach LOS		(0.0)			A (7.9)						<u>B (11.5)</u>	
X	₽Z	Storage			275									
ш		50th Queue												
		95th Queue					5						8	
		Overall LOS						(1.9	9)					
ŝ	_	Approach LOS		(0.0)			A (7.9)						<u>B (11.0)</u>	r
isc	AN	Storage			275									
TWS		50th Queue												
		95th Queue					3						10	
		Overall LOS						(1.9	9)					
BU	_	Approach LOS		(0.0)			A (8.0)						B (12.0)	
ò	₽Z	Storage			275									
z		50th Queue												
		95th Queue					5						10	
		Overall LOS						(1.8	3)					
	_	Approach LOS		(0.0)			A (7.8)						<u>B (11.5)</u>	r
ΰ	₽S	Storage			275									
٨S		50th Queue												
Ē		95th Queue					3						10	
Ą		Overall LOS						(1.8	3)					
	_	Approach LOS		(0.0)			A (7.9)						B (12.5)	
ā	₽Z	Storage			275									
		50th Queue												
		95th Queue					5						10	

The intersection of Bohannon Road at Meadow Glen Way (Intersection 3) is projected to operate at an acceptable <u>overall</u> LOS under the AM and PM peak hours of the Existing 2024 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. No physical improvements are recommended to be conditioned at this intersection. The developer is proposing to construct an exclusive southbound left-turn lane along Bohannon Road at Meadow Glen Way, which is shown on the site plan and in blue on **Figure 8** 

### 5.4 Bohannon Road at Landrum Road (Intersection 4)

Over	rall LC	S Standard: D	Boł	nannon R	load	Boha	annon F	Road				Lan	drum Ro	bad
Appro	ach L	OS Standard: D	Ν	lorthbour	nd	So	uthbou	nd	Ea	astbou	nd	W	estboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(4.1	1)					
	_	Approach LOS		(0.0)			A (7.8)					E	3 (10.9)	
SC	Δ	Storage												
≥		50th Queue												
		95th Queue					5						15	
ž		Overall LOS						(5.6	5)					
ST		Approach LOS		(0.0)			A (7.9)					E	3 (12.1)	
X	Σd	Storage												
ш		50th Queue												
		95th Queue					13						20	
		Overall LOS						(4.1	)					
		Approach LOS		(0.0)			A (7.9)					E	3 (11.3)	
LWSC)	Σ	Storage												
		50th Queue												
		95th Queue					10						18	
		Overall LOS						(5.8	3)					
BU		Approach LOS		(0.0)			A (8.0)					E	3 (12.9)	
ġ	Σ	Storage												
z		50th Queue												
		95th Queue					15						23	
		Overall LOS			•			(4.4	l)					
		Approach LOS		(0.0)			A (7.8)					E	3 (11.8)	
ត	Σ	Storage												
/S(		50th Queue												
Ě		95th Queue					8						23	
<u> </u>		Overall LOS						(5.9	9)					
		Approach LOS		(0.0)			A (8.1)					E	3 (13.5)	
B	Σd	Storage												
		50th Queue												
		95th Queue					15						28	

The intersection of Bohannon Road at Landrum Road (Intersection 4) is projected to operate at an acceptable <u>overall</u> LOS under the AM and PM peak hours of the Existing 2024 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. Noo physical improvements are recommended to be conditioned at this intersection.

Ov App	verall roach	LOS Standard: D LOS Standard: D	Boh	annon l	Road	Boha	annon I	Road	Site	Drivew	ay A			
			N	orthbou	nd	Sc	outhbou	Ind	E	astbour	nd	W	estbou	nd
			L	Т	R	L	Т	R	L	Т	R			
		Overall LOS						(2	.1)					
	_	Approach LOS		A (7.8	)		(0.0)			3 (13.2	)			
ប	A	Storage												
٨S		50th Queue												
Ē		95th Queue	3						15					
Q		Overall LOS						(2	.6)					
∣╡	_	Approach LOS		A (8.4)	)		A (0.0)	)	(	C (16.8	)			
B	Σd	Storage												
	_	50th Queue												
		95th Queue	3						30					

#### 5.5 Bohannon Road at Site Driveway A (Intersection 5)

The intersection of Bohannon Road at Site Driveway A (Intersection 5) is projected to operate at an acceptable LOS under the Projected 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under the Projected 2028 Build conditions. The recommended lane configuration for Site Driveway A is one (1) lane entering the site and one (1) lane exiting the site. An exclusive right-turn lane along Bohannon Road is recommended to serve the development.







### APPENDIX A

# **Proposed Site Plan**







#### PAULSON MICHEL BROWERS - SWAPCOR BROWERS - SWAPCOR INCORPORATE BROWERS - SWAPCOR INCORPORATE BROWERS - SWAPCOR INCORPORATE BROWERS - CORPORATE - CORPORATE BROWERS - CORPORATE - CORPO

#### FAIRBURN TECHNOLOGY CENTER

DRI # 4213

BOHANNON ROAD & BOHANNON DRIVE CITY OF FAIRBURN, GEORGIA EDB:

#### BOHANNON ROAD VENTURE, LLC

#### PRELIMINARY SITE PLAN DISCLAIMER:

STE FLAN IS BASED ON CLEM PROVIDE INFORMATION POSSEX INCLUDUE BUT NOT LINEE THEOREMITTON, STANKED/DIGTA, BUDNANT SUPEN SCANNED/DIGTA, BUDNANT SUPEN SCANNED/DIGTA, AS-BULT FLAN, SCANNED/DIGTA ALTA SUPEN, ANG/OR PERVONS CONSTRUCTION FLANS BY PM/GHERS, ALL ZONNG INFORMATION SHOWIN THE TILEBLOOK TO THE FROM THIS BEEL RESERVICED BUT NOT VERHED WITH THE JURGEDICTAN.

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

ZONING INFORMATION

ZONING CLASSIFIC	CATION
JURISDICTION:	CITY OF FAIRBURN
EX. ZONING:	AG (AGRICULTURAL)
OVERLAY DISTRICT:	
PR. ZONING:	M-1 (LIGHT INDUSTRIAL)
BUILDING SETEAC	KS.
FRONT:	35
MAJOR SIDE:	20"
MINOR SIDE:	20"
REAR:	30"
BUFFERS	
LANDSCAPE STRIP: 40' A	Butting R/W: 5' Perimeter
ZONING BUFFER:	-
STATE STREAM BUFFER:	25
COUNTY STREAM BUFFER:	50 UNDISTURBED
CITY STREAM BUFFER:	75
PARKING SUMMA	RY
DATA CENTER REQ.: 1	SPACE PER 7,500 G.F.A
STALL:	10' X 18'
LANDSCAPE ISLAND SPAC	ING: 1 PER 12 SPACE
LANDSCAPE REGS	
MAXIMUM IMPERVIOUS ALL	.OWED:%
MAXIMUM BUILDING COVER	RAGE: 60%
ENVIRONMENTAL	
FLOOD PLAIN PRESENT ("	(ES): FEMA/FULTON GIS
STREAMS PRESENT (YES)	NWI/FULTON GIS

# STREAMS PRESENT (VES): NWW/FULTON GIS WEILANDS PRESENT (VES): NWW/ FULTON GIS TOPOGRAPHY DATA: FULTON COUNTY GIS 2023229 CP13.dwg 07.15.24

CONCEPTUAL SITE PLAN

shert CP-13A

### **APPENDIX B**

# **Trip Generation Analysis**

Trip Generation Analy	sis (11th Ed. with <i>2nd Edition Handbook</i> Fairburn Data Center DRI #42 Fulton County, CA	Daily IC & <i>3rd I</i> 213	Edition A	M/PM I	C)			
Land Use	Intensity	Daily	AN	1 Peak H	our	PN	Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	1,190,000 gross s.f.	1,178	149	82	67	125	38	87
Gross Trips		1,178	149	82	67	125	38	87
Other Non-Residential Trips		1,178	149	82	67	125	38	87
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		1,178	149	82	67	125	38	87
Mined Her Deductions TOTAL		0	0	0	0	0	0	0
Mixea-Use Reductions - TOTAL		0	0		0		0	
Alternative Mode Reductions - 101AL		0	0	0	0		0	
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		1,178	149	82	67	125	38	87
Driveway Volumes		1,178	149	82	67	125	38	87
\\kimley-horn.com\so alp\alp tpto\013805017 fairburn technology park data center	dri - fairburn - january 2024/ dri phase 2\analysis\[fairburn d	data center data center a	nalysis.xls]tri	p generation				

### APPENDIX C

# Intersection Volume Worksheets

#### Intersection #1: Senoia Road (SR 74) @ Oakley Industrial Boulevard AM PEAK HOUR

	5	Senoia Ro	ad (SR 74)	)	;	Senoia Ro	ad (SR 74)	1	Oakley I	ndustrial E	Boulevard	Oakley	/ Industrial E	Boulevard
		North	bound			South	bound			Eastbound	d		Westboun	d
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	12	25	1,447	96	34	281	1,313	178	148	90	24	149	85	314
Pedestrians		(	0			(	)			0			0	
Conflicting Pedestrians	0	0		0	0	0		0	0		0	0		0
Heavy Vehicles	0	9	75	12	0	52	91	40	36	10	8	6	16	29
Heavy Vehicle %	2%	36%	5%	13%	2%	19%	7%	22%	24%	11%	33%	4%	19%	9%
Peak Hour Factor		0.	95			0.	95			0.95			0.95	
Adjustment														
Adjusted 2024 Volumes	12	25	1447	96	34	281	1313	178	148	90	24	149	85	314
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%	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	1.082	1.082
New Road Adjustment														
Other Proposed Developments														
Highway 74 Business Tech Park DRI #3628			12				31							
Project Rita DRI# 4094			17				23							
2028 Background Traffic	13	27	1,595	104	37	304	1,475	193	160	97	26	161	92	340
Project Trips														
Trip Distribution IN							5%	50%						
Trip Distribution OUT			5%						50%					
Other Non-Residential Trips	0	0	3	0	0	0	4	41	34	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	3	0	0	0	4	41	34	0	0	0	0	0
2028 Buildout Total	13	27	1,598	104	37	304	1,479	234	194	97	26	161	92	340

#### PM PEAK HOUR

		Senoia Ro	ad (SR 74	)		Senoia Ro	ad (SR 74	)	Oakley I	ndustrial H	Boulevard	Oakley	y Industrial H	Boulevard
		North	bound			South	bound			Eastboun	<u>d</u>		Westboun	d
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	25	45	1,298	119	21	246	1,479	207	165	88	38	221	113	274
Pedestrians			1				0			4			0	
Conflicting Pedestrians	0	4		0	0	0		4	0		0	0		0
Heavy Vehicles	0	5	93	9	43	43	42	34	43	2	5	9	5	22
Heavy Vehicle %	2%	11%	7%	8%	205%	17%	3%	16%	26%	2%	13%	4%	4%	8%
Peak Hour Factor		0.	.98			0.	98			0.98			0.98	
Adjustment														
Adjusted 2024 Volumes	25	45	1298	119	21	246	1479	207	165	88	38	221	113	274
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%	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	1.082	1.082
New Road Adjustment														
Other Proposed Developments														
Highway 74 Business Tech Park DRI #3628			31				15							
Project Rita DRI# 4094			21				10							
2028 Background Traffic	27	49	1,457	129	23	266	1,626	224	179	95	41	239	122	297
Project Trips														
Trip Distribution IN							5%	50%						
Trip Distribution OUT			5%						50%					
Non-Residential Trips	0	0	4	0	0	0	2	19	44	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	4	0	0	0	2	19	44	0	0	0	0	0
2028 Buildout Total	27	49	1,461	129	23	266	1,628	243	223	95	41	239	122	297

#### Intersection #2: Bohannon Road @ Oakley Industrial Boulevard AM PEAK HOUR

	Bo	hannon Ro	ad	Bo	hannon Ro	oad	Oakley I	ndustrial E	oulevard	Oakley I	ndustrial B	oulevard
	<u>N</u>	orthboun	d	5	outhboun	d		Eastbound	1	-	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	4	189	32	63	96	13	24	67	3	18	68	128
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	10	0	25	6	5	7	30	0	0	32	28
Heavy Vehicle %	2%	5%	2%	40%	6%	38%	29%	45%	2%	2%	47%	22%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2024 Volumes	4	189	32	63	96	13	24	67	3	18	68	128
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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		4			5							
2028 Background Traffic	4	209	35	68	109	14	26	73	3	19	74	139
Project Trips												
Trip Distribution IN					15%					50%		
Trip Distribution OUT		15%	50%									
Other Non-Residential Trips	0	10	34	0	12	0	0	0	0	41	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	34	0	12	0	0	0	0	41	0	0
2028 Buildout Total	4	219	69	68	121	14	26	73	3	60	74	139

#### PM PEAK HOUR

	Bo	hannon Ro	ad	Bohannon Road			Oakley Industrial Boulevard			Oakley Industrial Boulevard		
	1	Northboun	d	5	Southboun	d		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	4	129	16	103	219	31	54	58	18	51	68	215
Pedestrians		1			0			4			0	
Conflicting Pedestrians	4		0	0		4	0		1	1		0
Heavy Vehicles	0	4	0	22	3	3	11	26	0	2	21	20
Heavy Vehicle %	2%	3%	2%	21%	2%	10%	20%	45%	2%	4%	31%	9%
Peak Hour Factor		0.74			0.74			0.74			0.74	
Adjustment												
Adjusted 2024 Volumes	4	129	16	103	219	31	54	58	18	51	68	215
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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		5			2							
2028 Background Traffic	4	145	17	111	239	34	58	63	19	55	74	233
Project Trips												
Trip Distribution IN					15%					50%		
Trip Distribution OUT		15%	50%									
Non-Residential Trips	0	13	44	0	6	0	0	0	0	19	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	44	0	6	0	0	0	0	19	0	0
2028 Buildout Total	4	158	61	111	245	34	58	63	19	74	74	233

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# Intersection #3: Bohannon Road @ Meadow Glen Way AM PEAK HOUR

	Bo N	hannon Ro Iorthboun	oad d	Bo	hannon Ro outhboun	oad <b>d</b>	Mea	dow Glen Eastbound	Way	Meadow Glen Way Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	0	193	9	19	97	0	0	0	1	16	0	36
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	9	0	0	8	0	0	0	0	0	0	1
Heavy Vehicle %	0%	5%	2%	2%	8%	0%	0%	0%	2%	2%	0%	3%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2024 Volumes	0	193	9	19	97	0	0	0	1	16	0	36
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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		4			5							
2028 Background Traffic	0	213	10	21	110	0	0	0	1	17	0	39
Project Trips												
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Other Non-Residential Trips	0	29	0	0	23	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	29	0	0	23	0	0	0	0	0	0	0
2028 Buildout Total	0	242	10	21	133	0	0	0	1	17	0	39

#### PM PEAK HOUR

	Bohannon Road		Bo	hannon Ro	bad	Meadow Glen Way			Mea	dow Glen	Way	
	1	Northboun	ıd	5	Southboun	d		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	1	123	19	55	235	1	1	0	1	13	0	27
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	0	0	5	0	0	0	0	1	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	8%	0%	4%
Peak Hour Factor		0.70			0.70			0.70			0.70	
Adjustment												
Adjusted 2024 Volumes	1	123	19	55	235	1	1	0	1	13	0	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
New Road Adjustment												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		5			2							
2028 Background Traffic	1	138	21	60	256	1	1	0	1	14	0	29
Project Trips												
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Non-Residential Trips	0	13	0	0	30	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	0	0	30	0	0	0	0	0	0	0
2028 Buildout Total	1	151	21	60	286	1	1	0	1	14	0	- 29

# Intersection #4: Bohannon Road @ Landrum Road AM PEAK HOUR

	Bohannon F Northbou		oad d	Bo	hannon Ro Southboun	oad <b>d</b>	La	andrum Ro Eastbound	ad 1	La	andrum Ro Westbound	ad 1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	0	111	44	60	56	0	0	0	1	27	0	67
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	6	2	2	6	0	0	0	0	3	0	4
Heavy Vehicle %	0%	5%	5%	3%	11%	0%	0%	0%	2%	11%	0%	6%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2024 Volumes	0	111	44	60	56	0	0	0	1	27	0	67
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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		4			5							
2028 Background Traffic	0	124	48	65	66	0	0	0	1	29	0	73
-												
Project Trips												
Trip Distribution IN		15%										20%
Trip Distribution OUT				20%	15%							
Other Non-Residential Trips	0	12	0	13	10	0	0	0	0	0	0	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	12	0	13	10	0	0	0	0	0	0	16
2028 Buildout Total	0	136	48	78	76	0	0	0	1	29	0	89

#### PM PEAK HOUR

	Bohannon Road		Bo	hannon Ro	oad	Landrum Road			Landrum Road			
		<u>76</u>		5	outhboun	d		Eastbound	<u>1</u>	2	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	1	67	46	163	70	0	0	0	0	30	0	74
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	3	2	4	2	0	0	0	0	6	0	0
Heavy Vehicle %	2%	4%	4%	2%	3%	0%	0%	0%	0%	20%	0%	2%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2024 Volumes	1	67	46	163	70	0	0	0	0	30	0	74
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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		5			2							
2028 Background Traffic	1	78	50	176	78	0	0	0	0	32	0	80
Project Trips												
Trip Distribution IN		15%										20%
Trip Distribution OUT				20%	15%							
Non-Residential Trips	0	6	0	17	13	0	0	0	0	0	0	8
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	17	13	0	0	0	0	0	0	8
2028 Buildout Total	1	84	50	193	91	0	0	0	0	32	0	88
\kimley-horn.com\so alp\alp tpto\013805017 fairburn technolog	v park data ce	nter dri - fairbu	rn - januarv 20	)24\ dri phase .	2\analysis\fairi	burn data cente	er data center a	malysis.xls]int ‡	4	52	7/10/202	4 17:55

# Intersection #5: Bohannon Road @ Driveway A AM PEAK HOUR

	Bo	hannon Ro	ad	Bo	hannon Ro	on Road Driveway A		4				
	1	Northboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	0	229	0	0	117	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	9	0	0	8	0	0	0	0	0	0	1
Heavy Vehicle %	0%	4%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2024 Volumes	0	229	0	0	117	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		4			5							
2028 Background Traffic	0	252	0	0	132	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Other Non-Residential Trips	29	0	0	0	0	53	44	0	23	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	29	0	0	0	0	53	44	0	23	0	0	0
2028 Buildout Total	29	252	0	0	132	53	44	0	23	0	0	0

#### PM PEAK HOUR

	Bo	hannon Ro	oad	Bo	hannon Ro	oad	1	Driveway A	4			
	ľ	orthbour	d	5	Southboun	d		Eastbound	1	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2024 Traffic Volumes	0	151	0	0	288	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	4	0	0	5	0	0	0	0	1	0	1
Heavy Vehicle %	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.70			0.70			0.70			0.70	
Adjustment												
Adjusted 2024 Volumes	0	151	0	0	288	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	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												
Other Proposed Developments												
Highway 74 Business Tech Park DRI #3628												
Project Rita DRI# 4094		5			2							
2028 Background Traffic	0	168	0	0	314	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Non-Residential Trips	13	0	0	0	0	25	57	0	30	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	13	0	0	0	0	25	57	0	30	0	0	0
2028 Puildout Total	12	169	0	0	214	25	57	0	20	0		0
Wimley how somes algebra total 012805017 feither total	1.3	100	ianuar: 2	124) dei phore	2) anabaia (Coin	4J	JI w data cont	nahvie vlelime i	50	0	7/10/202	•

#### **APPENDIX D**

# Programmed Project Fact Sheets/Concept Graphic

GeoPI Project Information



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### I-85 @ SR 74/SENOIA ROAD

Project ID:	0007841	Notice to Proceed Date:
Project Manager:	Ashley M. Willoughby	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:	064, 065	Preconstruction Status Report
Project Type:	Reconstruction/Rehabilitation	<b>Construction Status Report</b>
Project Status:	Construction Work Program	
Right of Way Authorization:	4/1/2019	Contact Us

#### **Project Description:**

The proposed project is approximately 1.4 miles along SR 74 from City Lake Road to Milam Road. The project includes the modification of the SR 74 and 1-85 interchange to a partial clover leaf, with loop ramps in the southwest and northeast quadrants. Both bridges on SR 74 over 1-85 will be replaced.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2011	\$50,000.00	
PE (Preliminary Engineering)	2012	\$1,463,376.93	4/29/2021
PE (Preliminary Engineering)	2016	\$1,614,466.00	4/29/2021
ROW (Right of Way)	2019	\$16,693,863.00	8/13/2018
ROW (Right of Way)	2020	\$13,666,137.00	8/13/2018
UTL (Utilities)	2025	\$412,335.00	7/31/2023
CST (Construction)	2025	\$91,699,451.10	12/21/2023

#### GeoPI Project Information



Project Documents
Approved Concept Reports
0007841_CR_AUG2014.pdf
0007841_L&D_AUG2018.pdf
0007841_Ads_GA_Public_SEP2018.pdf
Project Outreach Archive
Handout.pdf
0007841_NEPA_PIOH Layout 2_2012.2.28.pdf
0007841_NEPA_PIOH Handout_2012.2.28.pdf
0007841_NEPA_PIOH Layout 1_2012.2.28.pdf



Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 (404) 631-1990 Main Office Contact Us

#### Employment

GeoPI Project Information
Privacy Policy

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S-AR-182	ARC MTP DRAFT PROJECT F	ACT SHEET
Short Title	I-85 SOUTH INTERCHANGE IMPROVEMENTS AT SR 74 (SENOIA ROAD)	Lake City Lake Rd Radford Loop R
GDOT Project No.	0007841	3 en tree
Federal ID No.	CSNHS-0007-00(841)	- E
Status	Programmed	Jal Blvd
Service Type	Roadway / Interchange Capacity	and Industrial State
Sponsor	City of Fairburn	Oalthe ading Cir
Jurisdiction	Regional - Southwest	0 250 500 Feet
Analysis Level	In the Region's Air Quality Conformity Analysis	Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright
Existing Thru Lane Planned Thru Lane	Var   LCI     Var   Flex	Network Year 2030
		Corridor Length 0.4 miles

#### **Detailed Description and Justification**

This is an interchange reconstruction to reduce congestion and provide capacity to the I-85 @ SR 74. The project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes. The interchange will be a partial cloverleaf design as recommended in the Interchange Modification Report (IMR).

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
SCP	National Highway System	AUTH	2011	\$50,000	<del>\$40,000</del>	<del>\$10,000</del>	<del>\$0,000</del>	<del>\$0,000</del>		
PE	National Highway System	AUTH	2012	\$1,463,377	<del>\$1,170,702</del>	<del>\$292,675</del>	<del>\$0,000</del>	<del>\$0,000</del>		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$852,000	<del>\$681,600</del>	<del>\$170,400</del>	<del>\$0,000</del>	<del>\$0,000</del>		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$187,500	<del>\$150,000</del>	<del>\$37,500</del>	<del>\$0,000</del>	<del>\$0,000</del>		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$574,966	<del>\$459,973</del>	<del>\$114,993</del>	<del>\$0,000</del>	<del>\$0,000</del>		
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2023	\$250,000	<del>\$200,000</del>	<del>\$50,000</del>	<del>\$0,000</del>	<del>\$0,000</del>		
ROW	National Highway Performance Program (NHPP)	AUTH	2019	\$16,693,863	<del>\$13,355,090</del>	<del>\$3,338,773</del>	<del>\$0,000</del>	<del>\$0,000</del>		
ROW	National Highway Performance Program (NHPP)	AUTH	2020	\$13,666,137	\$ <del>10,932,910</del>	<del>\$2,733,227</del>	<del>\$0,000</del>	<del>\$0,000</del>		





UTL	National Highway Performance Program (NHPP)		2025	\$408,565	\$326,852	\$81,713	\$0,000	\$0,000
CST	National Highway Freight Program (NHFP)		2025	\$35,500,000	\$28,400,000	\$7,100,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	\$20,117,797	\$16,094,238	\$4,023,559	\$0,000	\$0,000
				\$89,764,205	\$71,811,365	\$17,952,840	\$0,000	\$0,000

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

 UTL:
 Utility relocation
 CST:
 Construction / Implementation
 ALL:
 Total estimated cost, inclusive of all phases
 ROW:
 Right-of-way Acquistion

**?** For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

