

Transportation Impact Study

ATL11 – Union City DRI #4235

Union City, Georgia

August 2024

Prepared for:

Burr Computer Environments, Inc.

Prepared by:

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013746003

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *ATL11 - Union City* development. The approximate 60-acre site is located along the east side of Stonewall Tell Road and north of South Fulton Parkway/SR 14. The site is currently undeveloped. It is notable that the site was formerly studied as a distribution/warehouse facility under the previously approved *Airport Distribution Center Four DRI #3765* completed by Kimley-Horn in 2022.

The proposed development will consist of the following land use and densities contained in **Table 1**. The project is expected to be completed by 2026 (approximately 2 years).

Table 1: Proposed Land Use and Density	
Data Center	2,101,500 SF (three buildings) (Office Component: approx. 126,000 SF, maximum 135 employees)

The DRI analysis includes an estimate of the overall vehicle trips projected to be generated by the development, also known as gross trips. Based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition land use code (LUC) 160 – Data Center, the development is projected to generate 2,080 gross trips per day. The project therefore qualifies for GRTA Expedited Review since the total daily trips are fewer than 3,000 trips per day.

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2026 No-Build conditions, and the Projected 2026 Build conditions.

- Existing 2024 conditions represent traffic volumes that were collected by performing AM and PM peak hour turning movement counts. Counts were collected on Thursday, August 8, 2024.
- Projected 2026 No-Build conditions represent the Existing 2024 traffic volumes grown for two (2) years using a 1.5% per year growth rate. Additionally, a proportion of project trips from the *South Fulton Parkway at Stonewall Tell DRI #2745* were included as background traffic.
- Projected 2026 Build conditions represent the Projected 2026 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *ATL11 - Union City* development.

A brief summary of system (background/No-Build) and development (Build condition) improvements and recommendations are noted below; additional details follow.

SYSTEM IMPROVEMENTS – 2024 EXISTING AND 2026 NO-BUILD CONDITIONS

Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1)

- GRTA's LOS standards are not met under the 2024 Existing and 2026 No-Build Conditions for the overall intersection and for the northbound and southbound approaches. The programmed project, GDOT PI #0019668, is anticipated to be constructed in 2027, immediately following anticipated build-out of the site. The following programmed improvement improves the intersection overall and approach LOS to meet GRTA's LOS standards, and is a recommended system improvement based on Existing and No-Build conditions:
 - Construct one (1) additional southbound lane to provide exclusive left-, through, and right-turn lanes on the southbound approach to the intersection, per GDOT PI #0019668.

Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1)

The signalized intersection of Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1) is projected to operate an acceptable overall LOS under the Existing 2024 PM peak hour conditions. However, the intersection is not projected to meet GRTA's LOS standards for the overall intersection under the 2024 Existing AM peak hour and under the 2026 No-Build AM and PM peak hours. In particular, the southbound approach of Stonewall Tell at South Fulton Parkway/SR14 operates below GRTA's LOS standards in all scenarios. Concerning system improvements, it is notable that there is a programmed project expected to be constructed in 2027 immediately following the build-out of the site that specifically addresses the southbound approach. GDOT PI #0019668 will install a southbound right-turn lane at the intersection of Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1). The programmed improvement under GDOT PI #0019668 noted below is recommended for installation to serve the 2024 Existing and 2026 No-Build conditions as a system improvement:

- Construct one (1) additional southbound lane to provide exclusive left-, through, and right-turn lanes on the southbound approach to the intersection, per GDOT PI #0019668 (construction expected in 2027).

With the programmed improvement noted above (GDOT PI #0019668 construction in 2027), the future 2026 No-Build and 2026 Build conditions are expected to meet GRTA's LOS standards as shown in the table below.

Overall LOS Standard: D/E Approach LOS Standard: D/E			Stonewall Tell Road			Stonewall Tell Road			South Fulton Parkway (SR 14)			South Fulton Parkway (SR 14)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2026 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	D (53.8)											
		Approach LOS	E (71.1)			E (68.7)			D (53.8)			C (39.8)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	79	188	6	337	175	0	30	~903	7	165	270	0
		95th Queue	132	263	82	#427	231	28	67	#1083	57	#304	364	24
	PM	Overall LOS	D (41.6)											
		Approach LOS	E (71.4)			D (50.4)			D (39.2)			C (31.1)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	104	280	0	227	166	8	26	494	0	92	644	111
		95th Queue	160	361	72	282	213	39	#97	#771	24	175	847	230
2026 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	E (57.5)											
		Approach LOS	E (65.7)			E (76.5)			D (53.0)			D (49.5)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	73	194	16	341	166	3	35	~916	17	146	268	3
		95th Queue	122	267	89	#467	215	26	77	#1104	71	#275	370	56
	PM	Overall LOS	D (47.7)											
		Approach LOS	E (72.0)			E (62.6)			D (45.2)			C (36.3)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	103	290	0	324	171	12	32	514	0	97	679	141
		95th Queue	159	372	72	#451	218	43	#121	#815	24	196	#934	278

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

DEVELOPMENT IMPROVEMENTS –2026 BUILD CONDITIONS

Stonewall Tell Road at North Wexford Road/Site Driveway A (Intersection 2)

- Construct Site Driveway A to operate as a full-movement stop-controlled driveway with one (1) lane entering and one (1) lane exiting the site.

It is notable that GRTA's LOS standards are not met for the Site Driveway A westbound stop-controlled approach of the intersection under the 2026 Build Conditions. The westbound/Site Driveway A approach serves exiting site driveway traffic, which has likely been studied with a conservatively high volume based on the ITE LUC 160 – Data Center. The actual expected employee occupancy at full build-out is expected to be lower than the ITE projections studied as indicated in the GRTA Letter of Understanding. Traffic volumes studied on the side-street stop-controlled intersections are unlikely to warrant a traffic signal to mitigate the low level of service for the site driveway. It is not uncommon for side-street approaches to experience low levels of service, as vehicles may experience delays turning onto a major roadway from a side-street stop-controlled approach.

Stonewall Tell Road at Site Driveway B (Intersection 3)

- Construct Site Driveway B to operate as a full-movement stop-controlled driveway with one (1) lane entering the site for emergency access only and one (1) lane exiting the site to serve security rejection from Site Driveway A.

Site Driveway B is expected to meet GRTA LOS standards in the 2026 Build condition. It will have minimal peak hour traffic, primarily serving rejected vehicles from the main security entrance at Site Driveway A. It also serves as an alternative emergency access point for the site.

Stonewall Tell Road at North Wexford Road/Site Driveway A (Intersection 2)

The proposed stop-controlled westbound approach of Site Driveway A operates at LOS E and F under the 2026 Build conditions for the AM and PM peak hour times respectively. It is not uncommon for side-street approaches to experience low levels of service, as vehicles may experience delays turning onto a major roadway from a side-street stop-controlled approach.

In order to meet GRTA's LOS requirements for the 2026 Build conditions, the installation of a traffic signal would improve the individual approach LOS and maintain overall LOS standards for the intersection as shown in the table below. Traffic volumes studied for each scenario are too low to warrant a traffic signal, though the overall and individual approach LOS would be mitigated by the installation of a traffic signal. Therefore, a traffic signal is not recommended.

Overall LOS Standard: D Approach LOS Standard: D			Stonewall Tell Road			Stonewall Tell Road			North Wexford Rd			Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2026 BUILD (SIGNAL)	AM	Overall LOS	(6.3)											
		Approach LOS	(3.2)			(3.7)			C (31.1)			C (34.7)		
		Storage												
		50th Queue		27			98			0			38	
		95th Queue		108			211			9			79	
	PM	Overall LOS	(7.9)											
		Approach LOS	(5.4)			(4.3)			C (30.9)			D (36.0)		
		Storage												
		50th Queue		122			101			0			58	
		95th Queue		419			213			3			107	

The recommended lane configuration for Driveway A is one lane entering the site and one lane exiting the site with side street stop control, as shown in the site plan.

1.0 PROJECT DESCRIPTION

1.1 Introduction

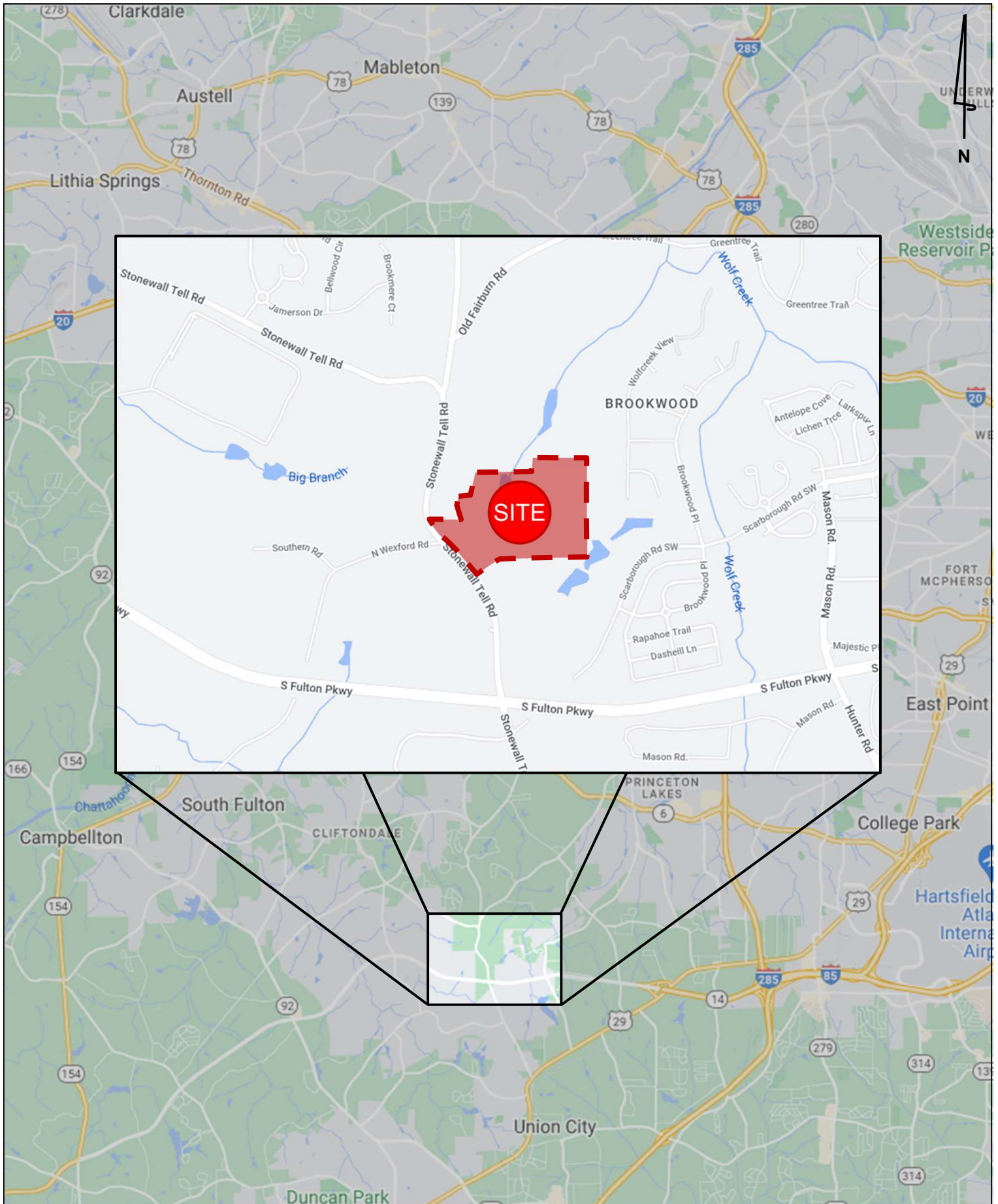
This report presents the analysis of the anticipated traffic impacts of the proposed *ATL11 - Union City* development located in Union City, Georgia. The approximate 62.7-acre site is located along the east side of Stonewall Tell Road and north of South Fulton Parkway (SR 14). The project site is currently zoned Town Center Mixed Use (TCMU). A Land Disturbance Permit was filed on June 24th, 2024. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

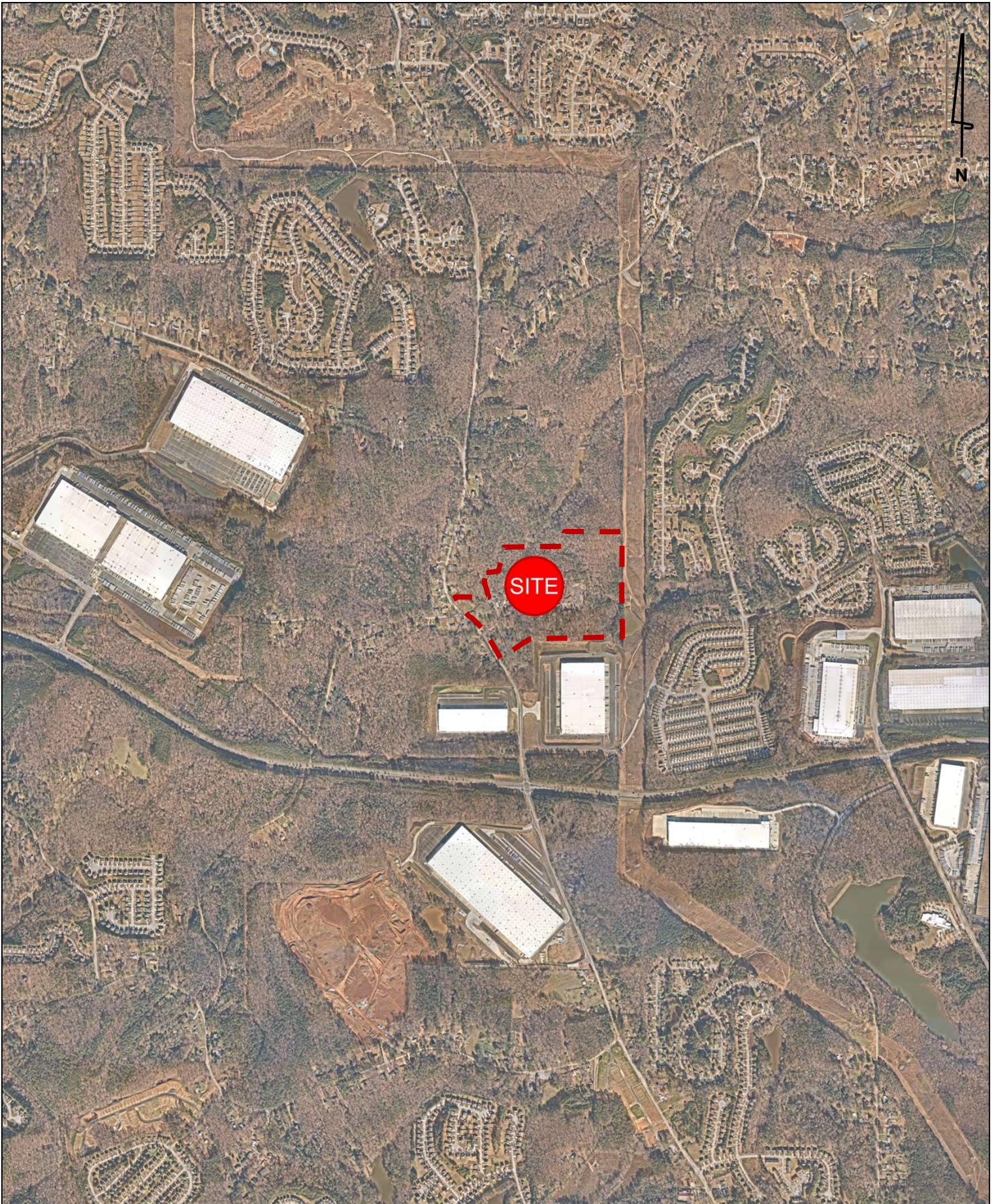
The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2024 (approximately 2 years).

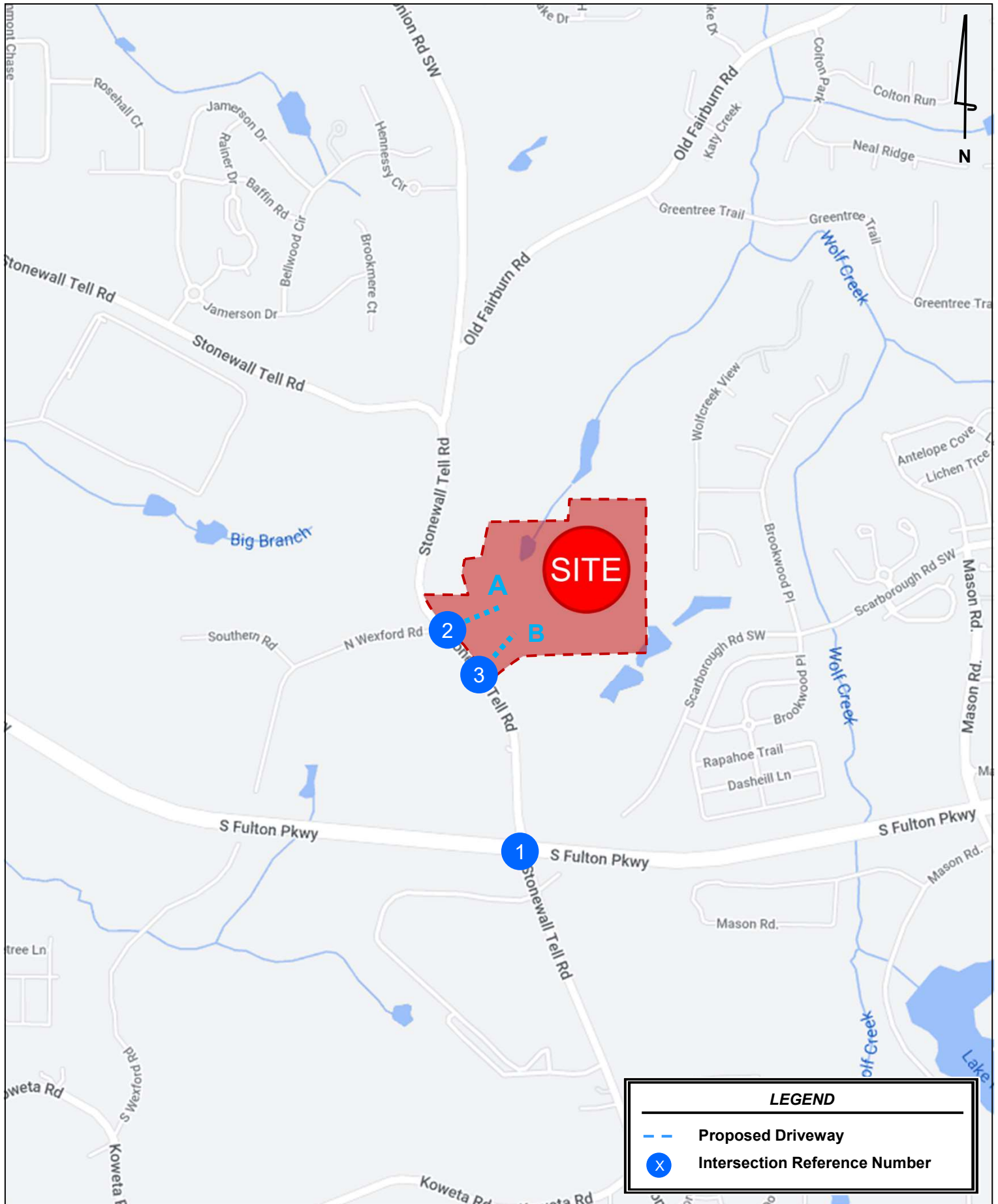
Table 2: Proposed Land Use and Density	
Land Use	Proposed
Data Center	2,101,500 SF (three buildings) (Office Component: approx. 126,000 SF, maximum 135 employees)

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 included in the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF in a new industrial development. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on July 15th, 2024 by the City of Union City. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders held on July 22, 2024. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated August 1, 2024.







1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) new access points:

1. **Site Driveway A** – a proposed full-movement driveway located along Stonewall Tell Road aligned with North Wexford Road and proposed to operate under side street stop-control.
2. **Site Driveway B** – a proposed full-movement driveway intended for emergency access and as an exit only access for security rejection from Site Driveway A. It will be located approximately 450 feet south of North Wexford Road/Site Driveway A.
 - a. *Note:* Site Driveway B is expected to have minimal traffic, due to its primary use as an emergency access point and for exiting-only rejected vehicles from the main security entrance at Site Driveway A.

1.3 Internal Circulation Analysis

Internal roadways and pedestrian walkways will be provided throughout the site between all buildings and parking. See referenced site plan in **Appendix A** for a visual representation of vehicular and pedestrian connectivity on the site.

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	Parking Type	Minimum	Maximum	Proposed
TCMU (Industrial)	All	1 space per each employee on shift of greatest employment, plus 1 space for each vehicle used directly in the conduct of business (135 spaces*)	N/A	184 spaces
Total				184

Bicycle, car/vanpool, and electric vehicle parking will be provided to meet or exceed Union City code requirements. Final parking provided will be based on the final density built. Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Bicycle, car/vanpool, and electric vehicle parking will be provided to meet or exceed Union City code requirements. Sidewalks are provided at the intersection of South Fulton Parkway/SR 14 at Stonewall Tell Road. A 6-foot sidewalk has been proposed to be implemented along the site frontage. Currently, discontinuous sidewalks are present along Stonewall Tell Road.

MARTA bus route 82 services along South Fulton Parkway/SR 14. A bus stop is located along South Fulton Parkway/SR 14 at its intersection with Stonewall Tell Road.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the ATL11 - Union City development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location in Union City.

1.7 Heavy Vehicle Enhanced Focus Area

As discussed in Methodology Meeting, the proposed use for ATL11 – Union City as a data center does not generate significant heavy vehicles and therefore does not require “Heavy Vehicle Enhanced Focus Area” review.

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 two (2) off-site intersections described in **Table 4** and shown in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	Jurisdiction	Control
1.South Fulton Parkway/SR 14 at Stonewall Tell Road (existing)	GDOT	Signalized
2.Stonewall Tell Road at North Wexford Road (existing)/ Site Driveway A (proposed new driveway)	Union City	Unsignalized (Side-Street Stop Control)
3.Stonewall Tell Road at Driveway B (proposed new driveway)	Union City	Unsignalized (Side-Street 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, 2023)	GDOT Functional Classification
Stonewall Tell Road	2	40 mph	13,700	Minor Arterial
South Fulton Parkway/ SR 14	4	55 mph	41,000	Principal Arterial

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the two (2) existing study intersections on Thursday, August 8, 2024.

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

Table 6: Traffic Count Summary			
Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Stonewall Tell Road at South Fulton Parkway/ SR 14	8/8/2024	7:00 AM – 8:00 AM	4:00 PM – 5:00 PM
2. Stonewall Tell Road at North Wexford Road	8/8/2024	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM

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 *ATL11 - Union City* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5% per year background traffic growth rate from 2024 to 2026 (2 years) was used for all roadways. Additionally, 60% of the development traffic

studied from the *South Fulton Parkway at Stonewall Tell DRI #2745* were included as background traffic in anticipation of the full build-out of the site (approximately 40% of the density is open today).

The Projected 2026 No-Build conditions represent the Existing 2024 traffic volumes grown for two (2) years at 1.5% per year throughout the study network, plus development traffic from the *South Fulton Parkway at Stonewall Tell DRI #2745*.

The Projected 2026 Build conditions represent the project trips generated by the *ATL11 - Union City* development (discussed in Section 3.0 and 4.0) added to the Projected 2026 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.

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

Table 7: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 14 ALT @ CS 1386/Stonewall Tell Rd	SR 14 ALT at Stonewall Tell Rd	GDOT	0019668	N/A	2025	2026	2027
SR 14/US 29 Bridge Upgrade at CSX Rail Line 2.6 Miles NE of Union City	CSX Rail Line 2.6mi NE of Union City	GDOT	0013809	FS-283	TBD	2024	2024
Welcome All Rd Intersection and Realignment at SR 6 (Camp Creek Pkwy)	Welcome All Road at SR 6/Camp Creek Pkwy	ATL Airport CIDs, City of East Point	0013948	FS-215	TBD	2026	2026
SR 92 (Campbellton-Fairburn Rd) Continuous Flow Interchange at SR 14 ALT (South Fulton Pkwy)	SR 92 (Campbellton-Fairburn Rd) at SR 14 ALT (South Fulton Pkwy)	GDOT	0014081	FS-350	TBD	2030	2030

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC).

GDOT PI #0019668 will construct a southbound right-turn lane along Stonewall Tell Road in 2027 immediately following the build-out of the proposed development. While it was not considered as a background improvement, the future installation of the right-turn lane will benefit the study intersection.

The following projects shown in **Table 8** are planned to occur near the development.

Table 8: Planned Projects					
Project Name	From / To Points:	Potential Sponsor	Project ID #	ARC ID # (TIP)	Design FY
South Fulton Parkway Corridor High-Capacity Premium Transit Service	MARTA College Park rail station to SR 92	MARTA	AR-491A	2050	ARC Fact Sheet

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC).

Available fact sheets 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 as specified in the LOU. However, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*, if an intersection overall or approach LOS is failing under existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and pass-by reductions were not applicable for the site. For a conservative analysis based on an understanding of land use patterns in the area, no alternative mode reduction was taken in this analysis as outlined in the GRTA Letter of Understanding (LOU).

Table 9 summarizes the gross trip generation for the proposed development with no reductions per the GRTA LOU for ITE LUC 160 – Data Center.

Table 9: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
160 – Data Center	2,101,500 SF	2,080	1,040	1,040	127	104	57	132
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
<i>Pass-by Reductions</i>		0	0	0	0	0	0	0
Gross Project Trips		2,080	1,040	1,040	127	104	57	132

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

Alternative Trip Generation Consideration (Not Studied)

It is notable that the *ATL11 – Union City* project is a build-to-suit development for a known end user who operates their data center sites with a staff of employees who generally work a typical workday, and with minimal visitors to the site (not a collocated data center). The end use expects up to 45 employees at the first of the three buildings. The additional two (total of three) buildings will have a similar footprint and functionality as the first building,

though it is likely that the system of three buildings will have a number of common employees who float among the buildings. Considering a maximum of 135 employees working a typical weekday office schedule across the three buildings, it is likely that the trip generation will more closely align with ITE LUC 710 – General Office Building with Employees as the variable. Under the alternative trip generation considered using General Office Building Employees, trip generation projections are a total of 644 trips per day, 117 AM peak hour trips (103 entering, 14 exiting) and 92 PM peak hour trips (16 entering, 76 exiting).

This alternative trip generation based on known future employee projections was not used per discussions in the Methodology Meeting and noted in the GRTA LOU.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land use, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, Union City and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for in the development 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 **Figure 5**.

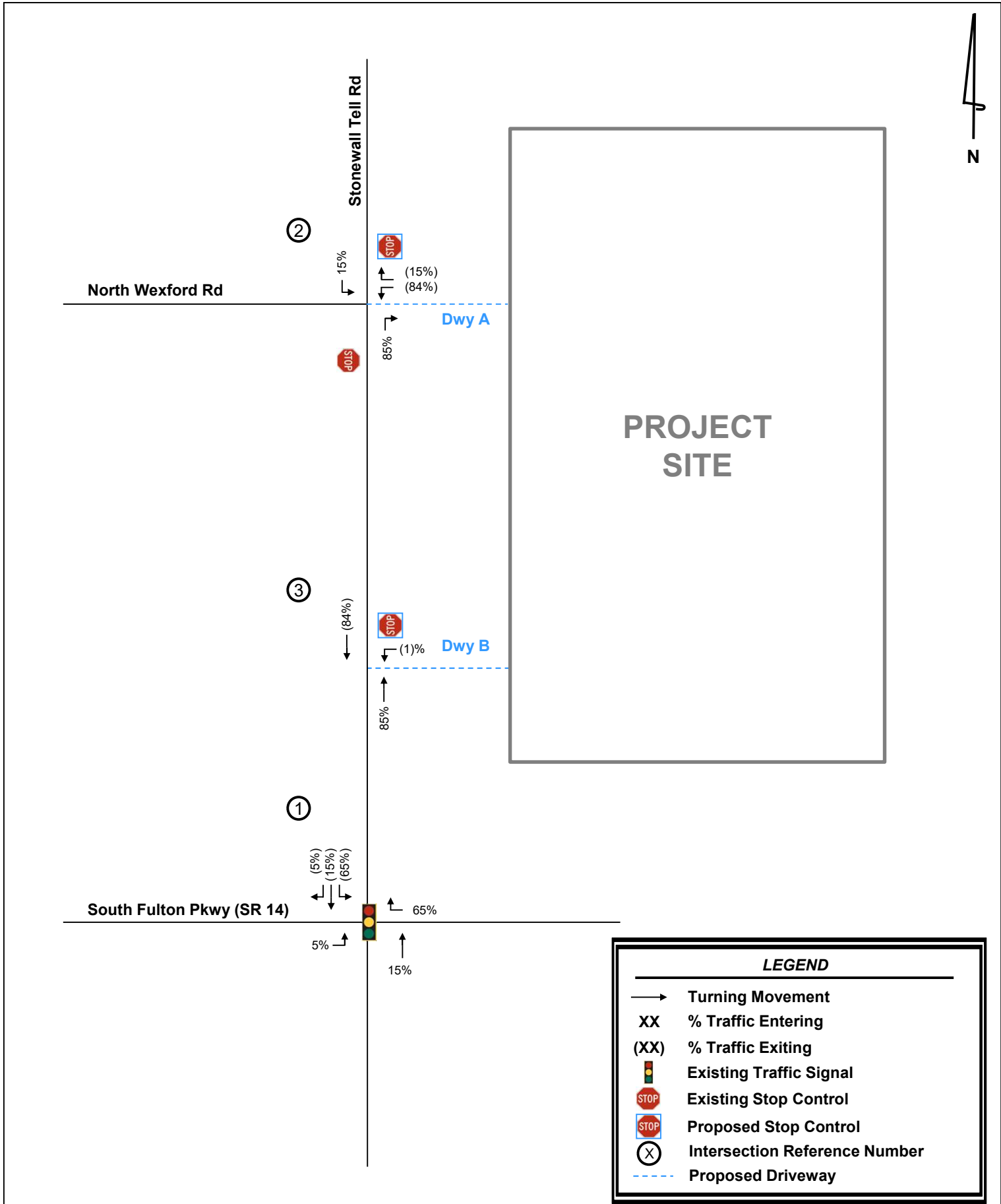
Detailed intersection volume worksheets are provided in **Appendix C**.

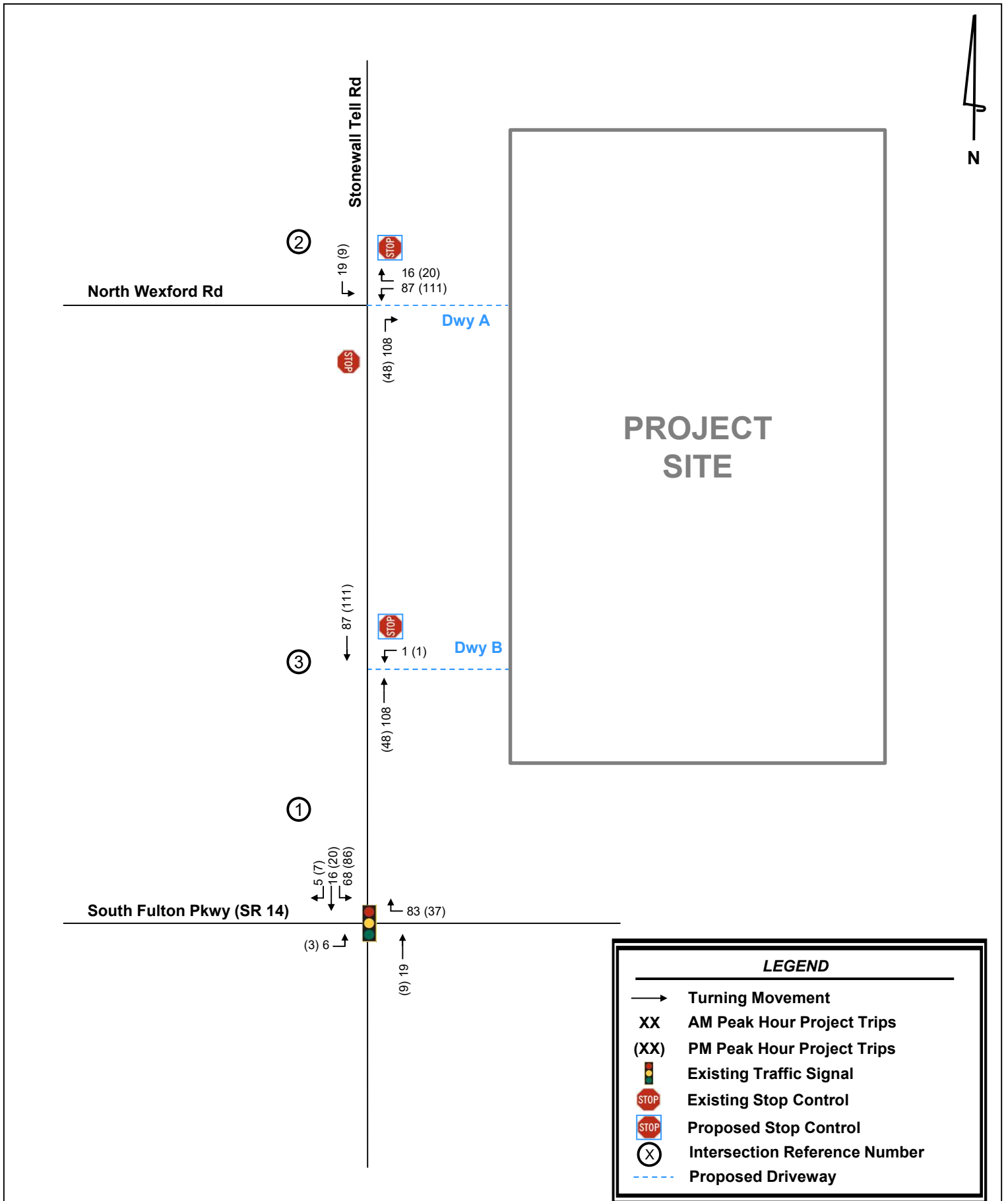
5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2024 conditions, Projected 2026 No-Build conditions, and Projected 2026 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6th Edition unless otherwise noted.

These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 6** for Existing 2026 conditions, **Figure 7** for Projected 2026 No-Build conditions, and **Figure 8** for Projected 2026 Build conditions.

Sections 5.1 – 5.3 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.





5.1 Stonewall Tell Road at South Fulton Parkway/ SR 14 (Intersection 1)

Overall LOS Standard: D/E
Approach LOS Standard: D/E

Overall LOS Standard: D/E Approach LOS Standard: D/E			Stonewall Tell Road			Stonewall Tell Road			South Fulton Parkway (SR 14)			South Fulton Parkway (SR 14)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	E (65.9)											
		Approach LOS	E (68.7)			F (255.2)			C (25.5)			B (13.4)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	53	166	0	~399	215	0	20	538	0	43	191	0
		95th Queue	96	237	65	#679	289	0	53	762	1	101	270	34
	PM	Overall LOS	D (54.8)											
		Approach LOS	E (70.1)			F (226.8)			C (22.6)			B (17.1)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	51	262	0	~324	260	0	17	345	0	49	447	44
		95th Queue	92	344	60	#560	336	0	53	498	1	92	606	117
2026 NO-BUILD (SIGNAL)	AM	Overall LOS	E (65.0)											
		Approach LOS	E (65.5)			F (223.6)			C (32.7)			C (22.5)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	74	175	0	~422	235	0	24	678	1	152	202	0
		95th Queue	126	248	72	#704	311	0	61	#970	47	250	285	35
	PM	Overall LOS	E (56.2)											
		Approach LOS	E (71.9)			F (218.8)			C (25.8)			B (19.7)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	105	280	0	~335	269	0	19	395	0	69	492	51
		95th Queue	163	361	72	#568	342	0	59	572	20	124	672	136
2026 BUILD (SIGNAL)	AM	Overall LOS	F (87.5)											
		Approach LOS	E (66.2)			F (334.4)			C (32.9)			C (22.2)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	73	194	4	~570	254	0	29	693	1	153	209	0
		95th Queue	123	267	75	#861	328	0	69	#980	48	255	298	42
	PM	Overall LOS	E (78.6)											
		Approach LOS	E (68.6)			F (328.8)			C (27.5)			C (21.3)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	104	290	0	~531	299	0	21	400	0	70	500	58
		95th Queue	161	372	72	#822	376	0	64	576	20	126	681	153

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity, queue may be longer.

The signalized intersection of Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1) is projected to operate an acceptable overall LOS under the Existing 2024 PM peak hour conditions. However, the intersection is not projected to meet GRTA's LOS standards for the overall intersection under the 2024 Existing AM peak hour and under the 2026 No-Build AM and PM peak hours. Under both the AM and PM peak hours for the 2024 Existing and 2026 No-Build conditions, the northbound approach is projected to operate at LOS E and the southbound approach is projected to operate at LOS F. Per GRTA guidance, the LOS standard for the overall AM peak hour and for both the AM and PM peak hour northbound and southbound approaches, the LOS standard is therefore, LOS E. Under the 2026 Build Conditions, the overall intersection, northbound and southbound approaches are expected to continue to operate below GRTA's LOS standards.

Per GRTA's guidelines, "the [Transportation Impact Study] shall utilize the GDOT Intersection Control Evaluation (ICE) – Stage 1 tool for GDOT maintained intersections with a failing approach if an approach is not meeting the LOS standard and the Project is increasing trips to that approach by twenty (20) percent or more." The southbound approach in the PM peak hour experiences an increase in trips by 20.4% based on the projected development traffic, while the AM peak hour experiences a smaller increase of 13.9%. The northbound approach is projected to have increases smaller than 5% based on the projected development volumes. As noted in **3.0 Trip Generation**, the projected build-out development traffic is likely conservatively high based on the ITE 160 –

Data Center land use designation considered for this study. Per GRTA's guidance, an ICE Stage 1 is provided in **Appendix E**.

It is notable that there is a programmed project expected to be constructed in 2027 immediately following the build-out of the site that specifically addresses the southbound approach. GDOT PI #0019668 will install a southbound right-turn lane at the intersection of Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1). The programmed improvement under GDOT PI #0019668 noted below is recommended for installation to serve the 2024 Existing and 2026 No-Build conditions as a system improvement:

- Construct one (1) additional southbound lane to provide exclusive left-, through, and right-turn lanes on the southbound approach to the intersection, per GDOT PI #0019668 (construction expected in 2027).

With the programmed improvement under GDOT PI #0019668, the future 2026 No-Build and 2026 Build conditions are expected to meet GRTA's LOS standards for the overall intersection and each approach under both peak hours. The analysis results shown in the table below are for the improved conditions at the intersection of Stonewall Tell Road at South Fulton Parkway/SR 14 (Intersection 1), which include the noted geometric changes associated with the programmed GDOT PI #0019668 project expected in 2027 one year following projected build-out of the *ATL11 – Union City* development. Signal timing adjustments were included in the improved conditions to consider changes in travel patterns in future conditions at the intersection.

Overall LOS Standard: D/E Approach LOS Standard: D/E			Stonewall Tell Road			Stonewall Tell Road			South Fulton Parkway (SR 14)			South Fulton Parkway (SR 14)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2026 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	D (53.9)											
		Approach LOS	E (69.9)			E (74.0)			D (45.9)			D (47.6)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	79	188	33	345	176	0	30	~914	7	161	266	2
		95th Queue	132	263	112	#437	233	28	67	#1083	57	#290	360	45
	PM	Overall LOS	D (41.6)											
		Approach LOS	E (71.4)			D (50.4)			D (39.2)			C (31.1)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	104	280	0	227	166	8	26	494	0	92	644	111
		95th Queue	160	361	72	282	213	39	#97	#771	24	175	847	230
2026 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	E (57.5)											
		Approach LOS	E (65.7)			E (76.5)			D (53.0)			D (49.5)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	73	194	16	341	166	3	35	~916	17	146	268	3
		95th Queue	122	267	89	#467	215	26	77	#1104	71	#275	370	56
	PM	Overall LOS	D (47.7)											
		Approach LOS	E (72.0)			E (62.6)			D (45.2)			C (36.3)		
		Storage	175		250	80		0	275		275	250		250
		50th Queue	103	290	0	324	171	12	32	514	0	97	679	141
		95th Queue	159	372	72	#451	218	43	#121	#815	24	196	#934	278

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

5.2 Stonewall Tell Road at North Wexford Road/Driveway A (Intersection 2)

Overall LOS Standard: D
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D		Stonewall Tell Road			Stonewall Tell Road			North Wexford Rd			Driveway A			
		Northbound			Southbound			Eastbound (STOP)			Westbound (STOP)			
		L	T	R	L	T	R	L	T	R	L	T	R	
2022 EXISTING (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	(0.0)			(0.0)			B (14.0)					
		Storage												
		50th Queue												
		95th Queue												
	PM	Overall LOS	(0.1)											
		Approach LOS	(0.0)			(0.0)			C (19.7)					
		Storage												
		50th Queue												
		95th Queue												
2026 NO-BUILD (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	(0.0)			(0.0)			B (14.4)					
		Storage												
		50th Queue												
		95th Queue												
	PM	Overall LOS	(0.1)											
		Approach LOS	(0.0)			A (0.0)			C (20.8)					
		Storage												
		50th Queue												
		95th Queue												
2026 BUILD (TWSC)	AM	Overall LOS	(4.3)											
		Approach LOS	(0.0)			(0.2)			C (15.8)			E (49.8)		
		Storage												
		50th Queue												
		95th Queue												
	PM	Overall LOS	(16.8)											
		Approach LOS	(0.0)			(0.2)			D (27.2)			F (180.2)		
		Storage												
		50th Queue												
		95th Queue												

The overall intersection and the stop-controlled eastbound approach of North Wexford Road at Stonewall Tell Road (Intersection 3) are projected to meet GRTA's LOS standards under Existing 2024, No-Build 2026, and Build 2026 conditions.

The proposed stop-controlled westbound approach of Site Driveway A operates at LOS E and F under the 2026 Build conditions for the AM and PM peak hour times respectively. It is not uncommon for side-street approaches to experience low levels of service, as vehicles may experience delays turning onto a major roadway from a side-street stop-controlled approach.

It is notable that the westbound/Site Driveway A approach serves exiting site driveway traffic, which has likely been studied with a conservatively high volume based on the ITE LUC 160 – Data Center and as discussed in further detail in **3.0 Trip Generation**. The actual expected employee occupancy at full build-out is expected to be lower than the ITE projections studied.

In order to meet GRTA's LOS requirements for the 2026 Build conditions, the installation of a traffic signal would improve the individual approach LOS and maintain overall LOS standards for the intersection as shown in the table below. Traffic volumes studied for each scenario are too low to warrant a traffic signal, though the overall and individual approach LOS would be mitigated by the installation of a traffic signal. Therefore, a traffic signal is not recommended.

Overall LOS Standard: D
Approach LOS Standard: D

		Stonewall Tell Road			Stonewall Tell Road			North Wexford Rd			Driveway A		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
2026 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	A (6.3)										
		Approach LOS	A (3.2)			A (3.7)			C (31.1)			C (34.7)	
		Storage											
		50th Queue		27			98		0			38	
		95th Queue		108			211		9			79	
	PM	Overall LOS	A (7.9)										
		Approach LOS	A (5.4)			A (4.3)			C (30.9)			D (36.0)	
		Storage											
		50th Queue		122			101		0			58	
		95th Queue		419			213		3			107	

The recommended lane configuration for Driveway A is one lane entering the site and one lane exiting the site with side street stop control, as shown in the site plan. As noted above, a traffic signal is not likely warranted and therefore not recommended.

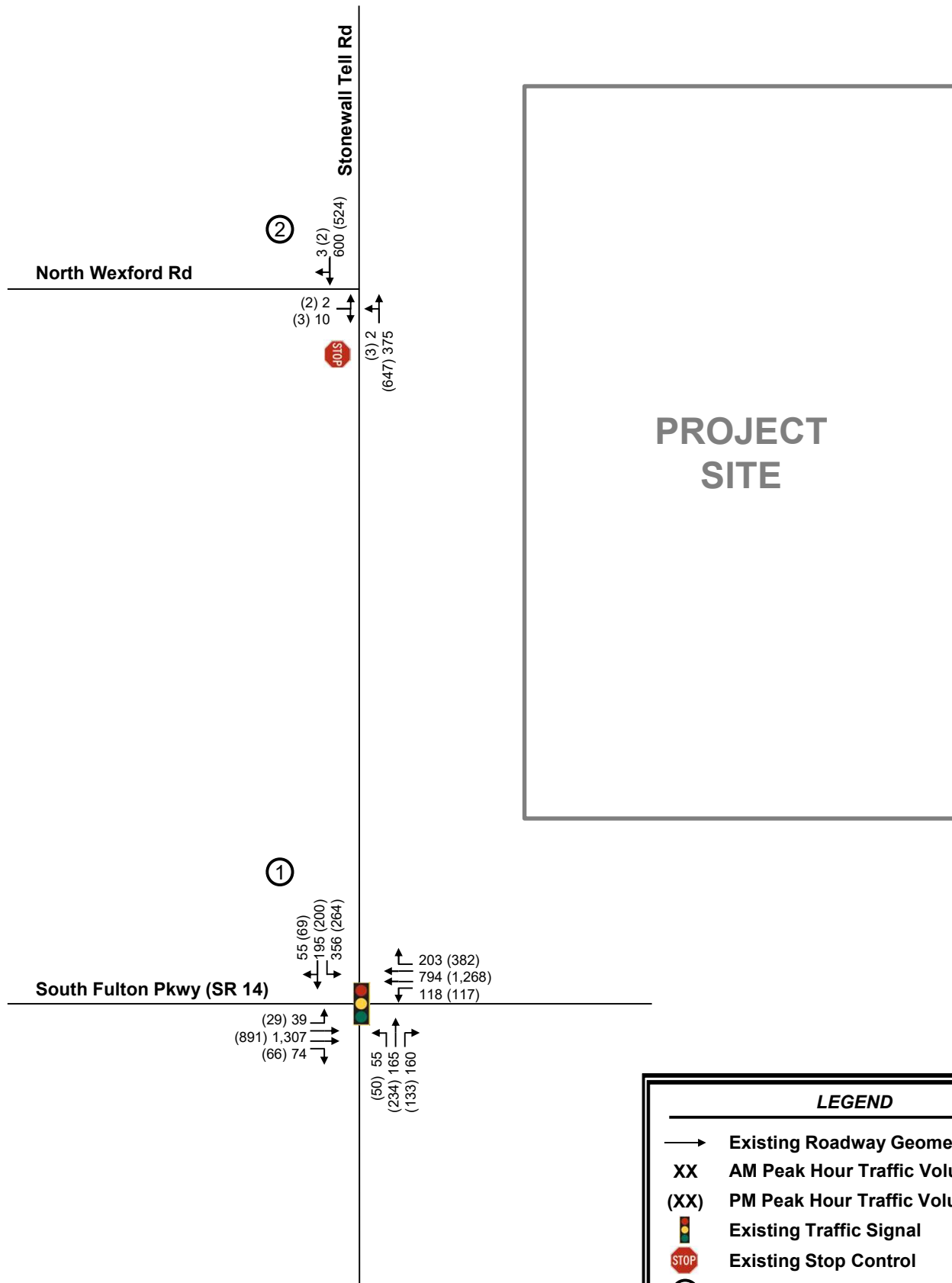
5.3 Stonewall Tell Road at Site Driveway B (Intersection 3)

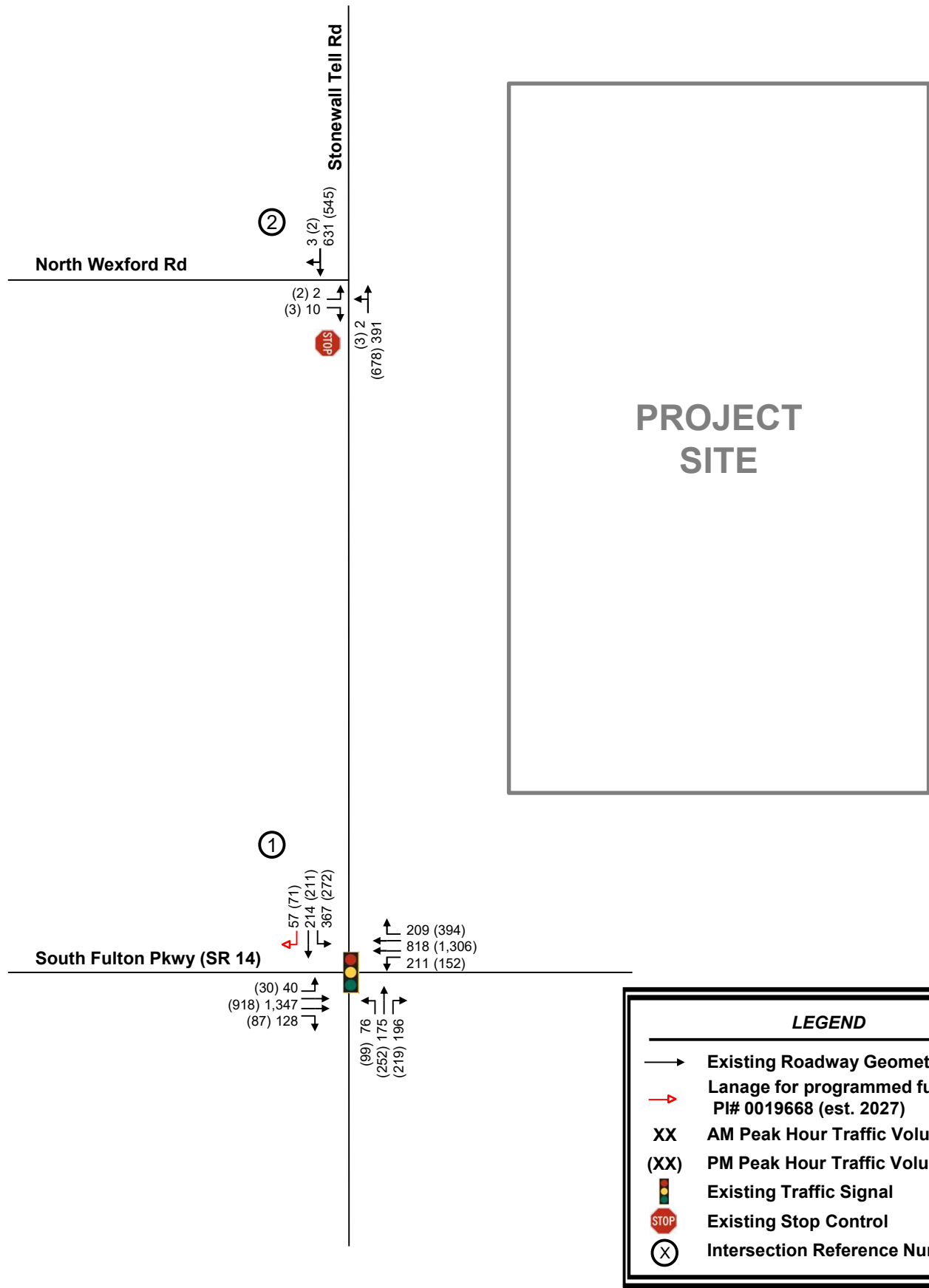
Overall LOS Standard: D
Approach LOS Standard: D

		Stonewall Tell Road			Stonewall Tell Road						Site Driveway B		
		Northbound			Southbound						Westbound (STOP)		
		L	T	R	L	T	R	L	T	R	L	T	R
2026 BUILD (TWSC)	AM	Overall LOS	(0.0)										
		Approach LOS	(0.0)			(0.0)			(0.0)			D (26.4)	
		Storage											
		50th Queue											
		95th Queue											
	PM	Overall LOS	(0.0)										
		Approach LOS	(0.0)			(0.0)			(0.0)			D (32.3)	
		Storage											
		50th Queue											
		95th Queue											

The proposed side-street stop-controlled driveway at the intersection of Stonewall Tell Road at Driveway B is projected to operate at an acceptable approach LOS under the Build 2026 conditions. It is notable that traffic at Site Driveway B is expected to be minimal during peak hours and throughout the day.

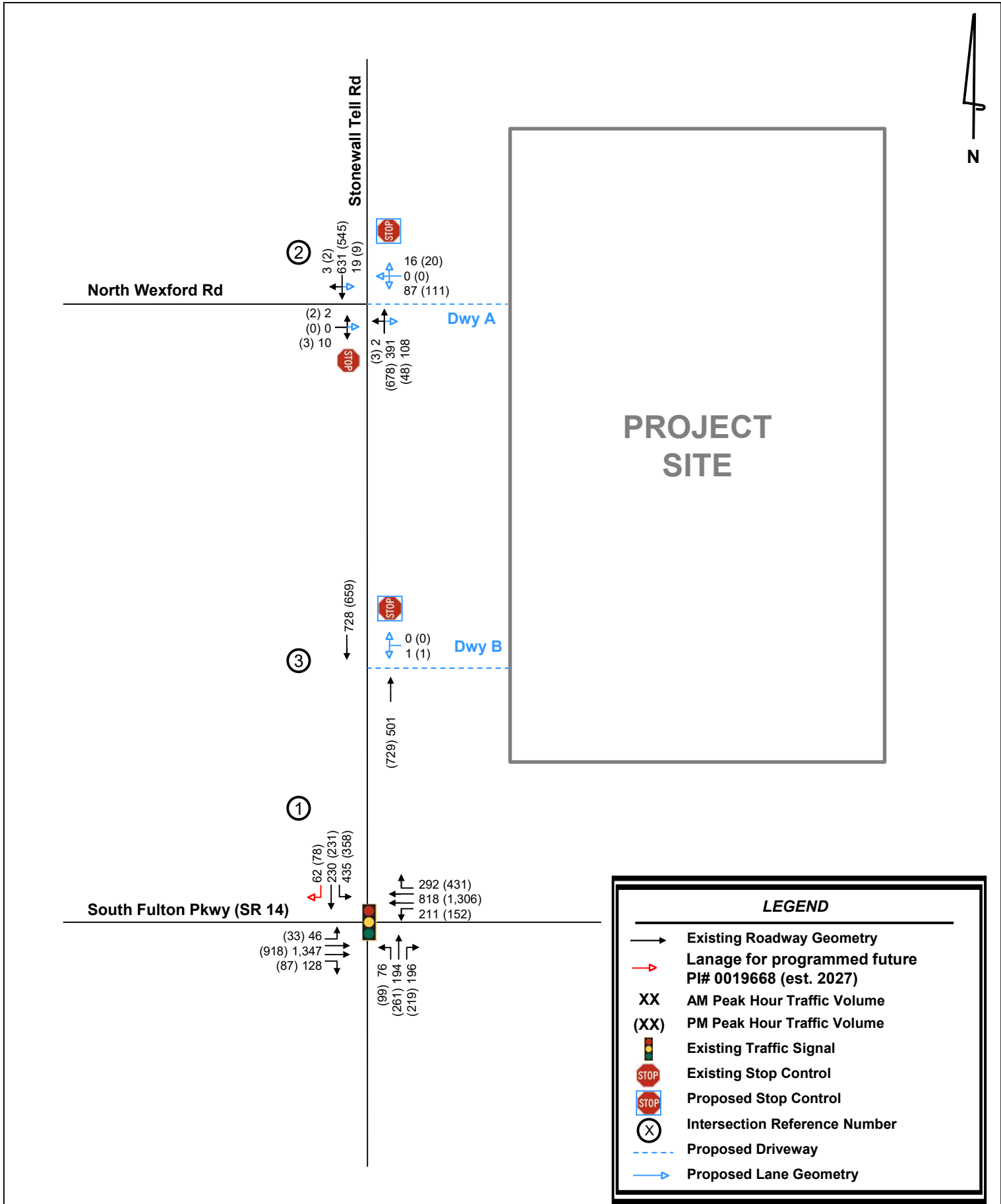
The recommended configuration for Site Driveway B is one lane entering the site (for emergency access only) and one lane exiting the site for rejected vehicles from the main security entrance at Site Driveway A.



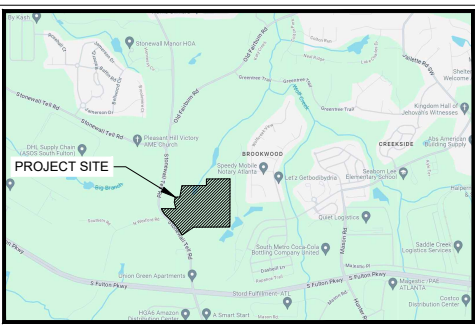


LEGEND

- Existing Roadway Geometry
- Lanage for programmed future PI# 0019668 (est. 2027)
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number



Proposed Site Plan

VICINITY MAP 

MEFP ENGINEERS
10400 RODGERS ROAD | HOUSTON, TX 77070
281.374.8644

Gensler

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404.419.8700



EDCATL11

4850 STONEWALL TELL RD
UNION CITY, GA 30349

ISSUES & REVISIONS

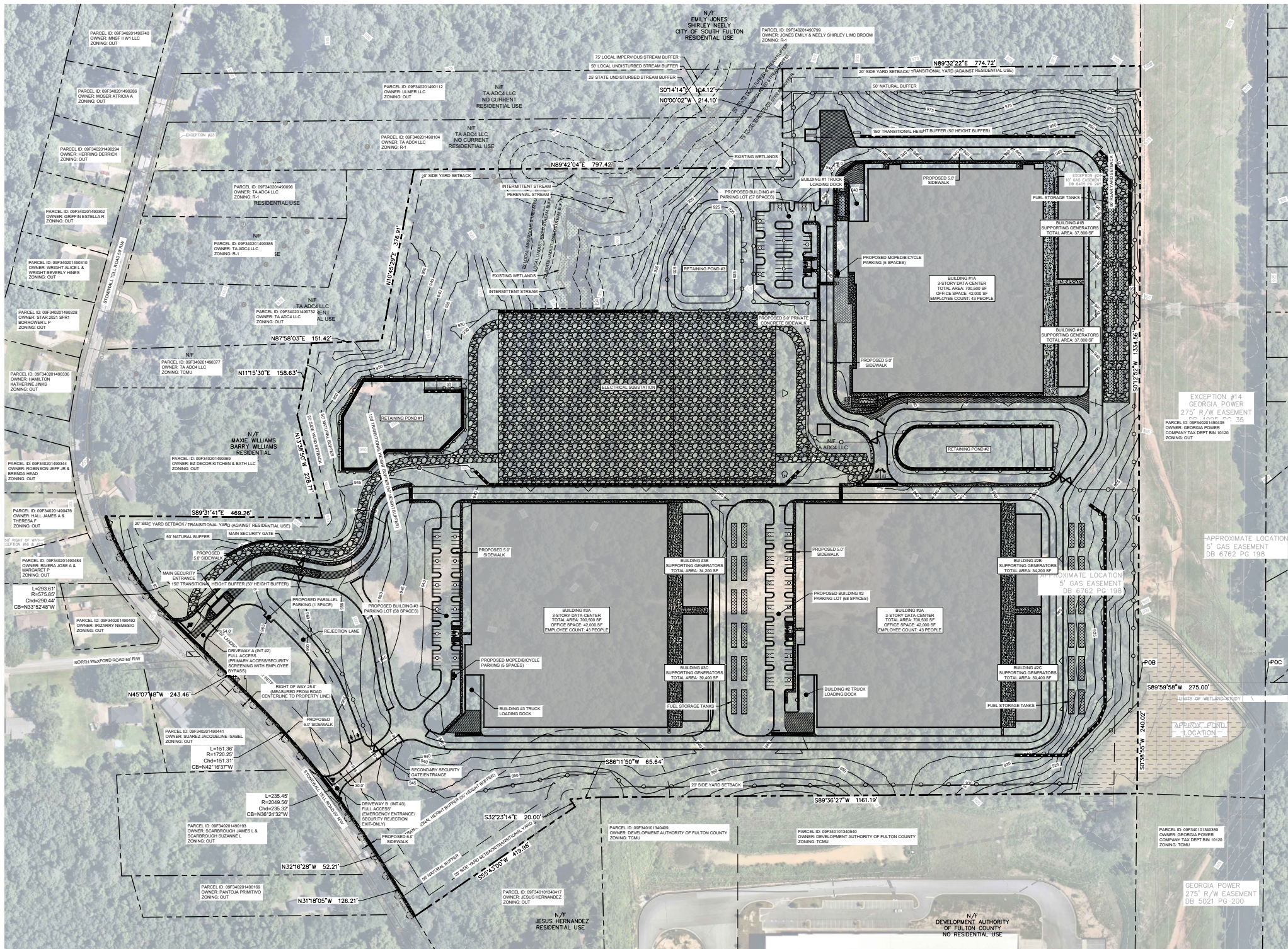
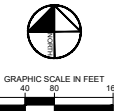
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DRI SITE PLAN

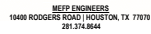
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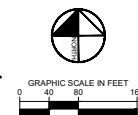


4850 STONEWALL TELL RD
UNION CITY, GA 30349

[illegible]

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REVIEWED: SAC / ZLR
PROJECT NO: 013748001

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Trip Generation Analysis

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #1
S Fulton Pkwy (West)/S Fulton Pkwy (East) at Stonewall Tell Rd (South)/Stonewall Tell Rd (North)

AM PEAK HOUR

	Stonewall Tell Rd (South) Northbound				Stonewall Tell Rd (North) Southbound				S Fulton Pkwy (West) Eastbound				S Fulton Pkwy (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	55	165	160	0	356	195	55	0	39	1,307	74	0	118	794	203
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0	2	10	2	0	6	2	2	0	0	47	6	0	2	58	5
Heavy Vehicle %	2%	4%	6%	2%	2%	2%	2%	4%	2%	2%	4%	8%	2%	2%	7%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	55	165	160	0	356	195	55	0	39	1,307	74	0	118	794	203
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Background Growth Trips	0	2	5	5	0	11	6	2	0	1	40	2	0	4	24	6
South Fulton Parkway at Stonewall Tell DRI #2745	19	5	31		0	13	0		0	0	52			89	0	0
Total Approved Development Trips	0	19	5	31	0	0	13	0	0	0	0	52	0	89	0	0
2026 No-Build Traffic	0	76	175	196	0	367	214	57	0	40	1,347	128	0	211	818	209
Trip Distribution IN			15%							5%						65%
Trip Distribution OUT						(65%)	(15%)	(5%)								
Data Center Trips	0	0	19	0	0	68	16	5	0	6	0	0	0	0	0	83
Total Vehicular Project Trips	0	0	19	0	0	68	16	5	0	6	0	0	0	0	0	83
2026 Build Traffic	0	76	194	196	0	435	230	62	0	46	1,347	128	0	211	818	292

PM PEAK HOUR

	Stonewall Tell Rd (South) Northbound				Stonewall Tell Rd (North) Southbound				S Fulton Pkwy (West) Eastbound				S Fulton Pkwy (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	50	234	133	0	264	200	69	2	27	891	66	2	115	1,268	382
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles	0				0				0				0			
Heavy Vehicles	0	3	5	3	0	12	10	4	0	1	53	6	1	3	48	7
Heavy Vehicle %	2%	6%	2%	2%	2%	5%	5%	6%	2%	4%	6%	9%	50%	3%	4%	2%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	50	234	133	0	264	200	69	2	27	891	66	2	115	1,268	382
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Background Growth Trips	0	2	7	4	0	8	6	2	0	1	27	2	0	3	38	12
South Fulton Parkway at Stonewall Tell DRI #2745	0	47	11	82	0	0	5	0	0	0	0	19		32	0	0
Total Approved Development Trips	0	47	11	82	0	0	5	0	0	0	0	19	0	32	0	0
2026 No-Build Traffic	0	99	252	219	0	272	211	71	2	28	918	87	2	150	1,306	394
Trip Distribution IN			15%							5%						65%
Trip Distribution OUT						(65%)	(15%)	(5%)								
Data Center Trips	0	0	9	0	0	86	20	7	0	3	0	0	0	0	0	37
Total Vehicular Project Trips		0	9	0	0	86	20	7	0	3	0	0	0	0	0	37
2026 Build Traffic	0	99	261	219	0	358	231	78	2	31	918	87	2	150	1,306	431

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #2
N Wexford Rd/Site Driveway A at Stonewall Tell Rd (South)/Stonewall Tell Rd (North)

AM PEAK HOUR																
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				N Wexford Rd				Site Driveway A			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	2	375	0	0	0	600	3	0	2	0	10	0	0	0	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	17	0	0	0	12	1	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	2%	33%	2%	2%	2%	10%	2%	2%	2%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	2	375	0	0	0	600	3	0	2	0	10	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Background Growth Trips	0	0	11	0	0	0	18	0	0	0	0	0	0	0	0	0
South Fulton Parkway at Stonewall Tell DRI #2745			5				13									
Total Approved Development Trips	0	0	5	0	0	0	13	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	2	391	0	0	0	631	3	0	2	0	10	0	0	0	0
Trip Distribution IN				85%		15%										
Trip Distribution OUT														(84%)		(15%)
Data Center Trips	0	0	0	108	0	19	0	0	0	0	0	0	0	87	0	16
Total Vehicular Project Trips	0	0	0	108	0	19	0	0	0	0	0	0	0	87	0	16
2026 Build Traffic	0	2	391	108	0	19	631	3	0	2	0	10	0	87	0	16

PM PEAK HOUR																
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				N Wexford Rd				Site Driveway A			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	3	647	0	0	0	524	2	0	2	0	3	0	0	0	0
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	6	0	0	0	26	1	0	1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	50%	2%	50%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	3	647	0	0	0	524	2	0	2	0	3	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Background Growth Trips	0	0	20	0	0	0	16	0	0	0	0	0	0	0	0	0
South Fulton Parkway at Stonewall Tell DRI #2745			11				5									
Total Approved Development Trips	0	0	11	0	0	0	5	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	3	678	0	0	0	545	2	0	2	0	3	0	0	0	0
Trip Distribution IN				85%		15%										
Trip Distribution OUT														(84%)		(15%)
Data Center Trips	0	0	0	48	0	9	0	0	0	0	0	0	0	111	0	20
Total Vehicular Project Trips		0	0	48	0	9	0	0	0	0	0	0	0	111	0	20
2026 Build Traffic	0	3	678	48	0	9	545	2	0	2	0	3	0	111	0	20

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

Site Driveway B at Stonewall Tell Road

AM PEAK HOUR																
	Stonewall Tell Road Northbound				Stonewall Tell Road Southbound				Eastbound				Site Driveway B Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	377	0	0	0	610	0	0	0	0	0	0	0	0	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	377	0	0	0	610	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Background Growth Trips	0	0	11	0	0	0	18	0	0	0	0	0	0	0	0	0
South Fulton Parkway at Stonewall Tell DRI #2745			5				13									
Total Approved Development Trips	0	0	5	0	0	0	13	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	0	393	0	0	0	641	0	0	0	0	0	0	0	0	0
Trip Distribution IN			85%													
Trip Distribution OUT							(84%)							(1%)		
Data Center Trips	0	0	108	0	0	0	87	0	0	0	0	0	0	1	0	0
Total Vehicular Project Trips	0	0	108	0	0	0	87	0	0	0	0	0	0	1	0	0
2026 Build Traffic	0	0	501	0	0	0	728	0	0	0	0	0	0	1	0	0
PM PEAK HOUR																
	Stonewall Tell Road Northbound				Stonewall Tell Road Southbound				Eastbound				Site Driveway B Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	650	0	0	0	527	0								
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2024 Volumes	0	0	650	0	0	0	527	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Background Growth Trips	0	0	20	0	0	0	16	0	0	0	0	0	0	0	0	0
South Fulton Parkway at Stonewall Tell DRI #2745			11				5									
Total Approved Development Trips	0	0	11	0	0	0	5	0	0	0	0	0	0	0	0	0
2026 No-Build Traffic	0	0	681	0	0	0	548	0	0	0	0	0	0	0	0	0
Trip Distribution IN			85%													
Trip Distribution OUT							(84%)							(1%)		
Data Center Trips	0	0	48	0	0	0	111	0	0	0	0	0	0	1	0	0
Total Vehicular Project Trips	0	0	48	0	0	0	111	0	0	0	0	0	0	1	0	0
2026 Build Traffic	0	0	729	0	0	0	659	0	0	0	0	0	0	1	0	0

Programmed Project Fact Sheets

Search...



SR 14 ALT @ CS 1386/STONEWALL TELL ROAD

Project ID:

0019668

Project Manager:

Haley Adams

Office:

Program Delivery

County:

Fulton

Congressional District:

013

State Senate District.:

035, 039

State House District:

065, 067, 068

Project Type:

Reconstruction/Rehabilitation

Project Status:

Construction Work Program

Right of Way

4/17/2026

Authorization:

Notice to Proceed Date:

Construction Percent Complete:

%

Current Completion Date:

Work Completion Date:

Construction Contract Amount:

Construction Contractor:

[Preconstruction Status Report](#)

[Construction Status Report](#)

[Contact Us](#)

Project Description:

This project proposes the addition of a right turn lane on southbound Stonewall Tell Road at SR 14 Alt / South Fulton Pkwy. Radius improvements are also proposed at the return curves at the intersection.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2023	\$412,547.00	1/6/2023
PE (Preliminary Engineering)	2025	\$250,000.00	1/6/2023
ROW (Right of Way)	2026	\$100,000.00	
CST (Construction)	2027	\$2,000,000.00	



Project Documents
Approved Concept Reports
0019668_CR_JUN2024.pdf



Short Title

SR/14 US 29 BRIDGE UPGRADE AT CSX RAIL LINE 2.6 MILES NORTHEAST OF UNION CITY

GDOT Project No.

0013809

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Bridge Upgrade

Sponsor

GDOT

Jurisdiction

Fulton County (South)

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

2

LCI

☐

Network Year

TBD

Planned Thru Lane

2

Flex

☐

Corridor Length

0.4 miles

Detailed Description and Justification

This is a bridge upgrade project located at the CSX line 2.6 miles northeast of Union City. The bridge span is 0.4 of a mile. The current sufficiency score of the bridge is 67% with a deck, superstructure, and substructure all currently in Good Condition. The bridge railing , transitions, approach guardrailss do not meet current acceptable standards. The bridge was originally constructed in 1938 and last reconstructed in 1986. No capacity will be added.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2016	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2022	\$2,920,000	\$2,336,000	\$584,000	\$0,000	\$0,000
UTL	National Highway Performance Program (NHPP)		2024	\$946,585	\$757,268	\$189,317	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2024	\$8,292,678	\$6,634,142	\$1,658,536	\$0,000	\$0,000
				\$13,159,263	\$10,527,410	\$2,631,853	\$0,000	\$0,000

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

Short Title

WELCOME ALL ROAD INTERSECTION AND REALIGNMENT AT SR 6 (CAMP CREEK PARKWAY)

GDOT Project No.

0017993

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

ATL Airport CIDs, City of East Point

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

N/A miles



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Detailed Description and Justification

This project will address safety and congestion issues at the intersection of Camp Creek parkway and State Route 6. The concept was developed under PI# 0016063.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	\$350,000	\$280,000	\$0,000	\$0,000	\$70,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2024	\$708,528	\$566,822	\$0,000	\$0,000	\$141,706
ROW	Local Jurisdiction/Municipality Funds		2024	\$77,000	\$0,000	\$0,000	\$0,000	\$77,000
UTL	Local Jurisdiction/Municipality Funds		2026	\$155,000	\$0,000	\$0,000	\$0,000	\$155,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2026	\$5,793,818	\$4,635,054	\$0,000	\$0,000	\$1,158,764
				\$7,084,346	\$5,481,876	\$0,000	\$0,000	\$1,602,470

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.



Short Title

SR 92 (CAMPBELLTON-FAIRBURN ROAD) CONTINUOUS FLOW INTERCHANGE AT AT SR 14 ALT (SOUTH FULTON PARKWAY)

GDOT Project No.

0014081

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

GDOT

Jurisdiction

Fulton County (South)

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

4

LCI

☐

Planned Thru Lane

4

Flex

☐

Network Year

TBD

Corridor Length

0.8 miles

Detailed Description and Justification

This project will install a continuous flow intersection at the intersection of SR 92 and South Fulton Parkway.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2022	\$100,000	\$0,000	\$100,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)	AUTH	2023	\$900,000	\$720,000	\$180,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2028	\$7,200,000	\$5,760,000	\$1,440,000	\$0,000	\$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	\$10,000,000	\$8,000,000	\$2,000,000	\$0,000	\$0,000
				\$18,200,000	\$14,480,000	\$3,720,000	\$0,000	\$0,000

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

Short Title

SOUTH FULTON PARKWAY CORRIDOR BUS RAPID TRANSIT FROM MARTA COLLEGE PARK RAIL STATION TO SR 92

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / BRT Capital

Sponsor

MARTA

Jurisdiction

Fulton County (South)

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

2050

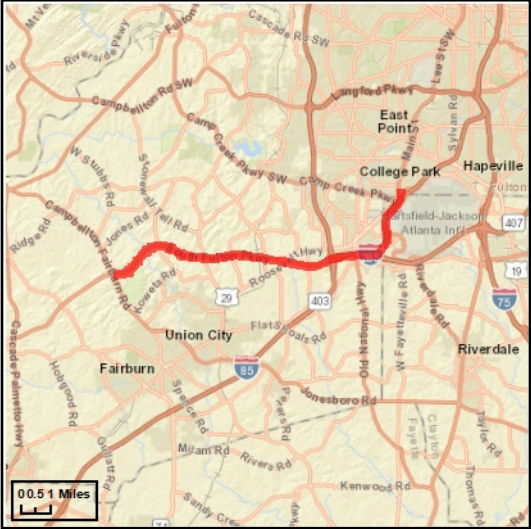
Corridor Length

TBD

miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the South Fulton Parkway corridor between MARTA's College Park heavy rail station and SR 92.



Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	\$165,000,000	\$82,500,000	\$0,000	\$0,000	\$82,500,000
				\$165,000,000	\$82,500,000	\$0,000	\$0,000	\$82,500,000

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

GDOT Intersection Control Evaluation (ICE)

GDOT PI#: **0019668** Request By:
 County: **Fulton** GDOT District: **7 - Metro Atlanta**
 Major Road: **SR 14** Road Class: **Principal Arterial** Speed Limit: **55 mph**
 Crossing Road: **Stonewall Tell** Road Class: **Minor Arterial** Speed Limit: **45 mph**
 Major Rd Direction: **East/West** Area Type: **Suburb/Transition**
 Intersection Control: **Signal (turn lanes on mainline)** Project ID:
 Prepared By: **Kimley-Horn** Date:
 Project Purpose: **Evaluate intersection alternatives for DRI**

Existing Data Year: **2024**
 Project Opening Year: **2026**
 Project Design Year: **2046**
 Annual Growth Rate: **1.5%**
 K Factor*: **8%**

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

2026 OPENING YEAR VOLUMES

727 (667) [17400]							
(0)	(78)	(231)	(358)				
0	62	230	435				
WB SR 14							
Peds	↔	↔	↔	↔	0	(0)	[0]
2026 Intersection Daily Entering Volume (est):				↔	292	(431)	[42300]
52,150				↔	818	(1306)	[1321 (1889) (42300)]
1521 (1038) [31500]				↔	211	(152)	[1321 (1889) (42300)]
(0)				↔	76	194	196
EB SR 14				↔	(99)	(261)	(219)
NB Stonewall Tell				↔	466 (579)	[13100]	

APPROACH SPLITS:

SR 14: 73%
 Stonewall Tell: 27%

PEAK HR % TRUCKS:

EB	WB	NB	SB
5%	5%	4%	3%

2024 EXISTING YEAR VOLUMES

606 (533) [14700]							
(0)	(69)	(200)	(264)				
0	55	195	356				
WB SR 14							
Peds	↔	↔	↔	↔	0	(0)	[0]
2024 Intersection Daily Entering Volume (est):				↔	203	(382)	[38200]
46,300				↔	794	(1268)	[1115 (1767) (38200)]
1420 (986) [29700]				↔	118	(117)	[1115 (1767) (38200)]
(0)				↔	55	165	160
EB SR 14				↔	(50)	(234)	(133)
NB Stonewall Tell				↔	380 (417)	[10000]	

2046 DESIGN YEAR VOLUMES

840 (735) [20400]							
(0)	(95)	(275)	(365)				
0	75	270	495				
WB SR 14							
Peds	↔	↔	↔	↔	0	(0)	[0]
2046 Intersection Daily Entering Volume (est):				↔	280	(530)	[52900]
64,100				↔	1,100	(1760)	[1545 (2450) (52900)]
1970 (1365) [41100]				↔	165	(160)	[1545 (2450) (52900)]
(0)				↔	75	230	220
EB SR 14				↔	(70)	(325)	(185)
NB Stonewall Tell				↔	525 (580)	[13800]	

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; ~~or~~ the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Decision: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		0019668		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p>1. Does alternative address the project need in a balanced manner and in scale with the project?</p> <p>2. Does alternative improve safety performance in terms of reducing severe crashes?</p> <p>3. Does alternative incorporate safety, convenience operations (congestion, delay, reliability, etc.)?</p> <p>4. Does alternative improve (or preserve) traffic characteristics, constraints & location context?</p> <p>5. Does alternative appear feasible given the site respect to other project factors?</p> <p>6. Does alternative appear feasible with further evaluation in Stage 2?</p> <p>7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</p>						
Project Location:		SR 14 @ Stonewall Tell								
Existing Control:		Signal (turn lanes on mainline)								
Prepared by:		Kimley-Horn								
Date:										
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>										
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)				Screening Decision Justification:						
Unsignalized Intersections	Conventional (Minor Stop)		No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection.
	Conventional (All-Way Stop)		No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection.
	Mini Roundabout		No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	Single Lane Roundabout		No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	Multilane Roundabout		Yes	Yes	No	No	Yes	No	Yes	Potential alternative
	RCUT (stop control)		No	Yes	Yes	No	No	No	No	Significant left turn volume and few alternative routes
	RIRO w/down stream U-Turn		No	Yes	Yes	No	No	No	No	Significant left turn volume and few alternative routes
	High-T (unsignalized)		No	No	No	No	No	No	No	Not a T intersection
	Offset-T Intersections		No	No	No	No	No	No	No	Not a T intersection
	Diamond Interch (Stop Control)		No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)		No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements		No	No	No	No	No	No	No	
	No RT Lane Improvements		No	No	No	No	No	No	No	
	Other unsignalized (provide description):		No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Existing condition
	Median U-Turn (Indirect Left)		No	Yes	Yes	No	No	No	No	Significant left turn volume and few alternative routes
	RCUT (signalized)		No	Yes	Yes	No	No	No	No	Significant left turn volume and few alternative routes
	Displaced Left Turn (CFI)		No	No	No	Yes	No	No	No	Not needed, overdesign of intersection.
	Continuous Green-T		No	No	No	No	No	No	No	Not a T intersection
	Jughandle		No	No	No	Yes	No	No	No	Sufficient ROW unavailable
	Quadrant Roadway		No	No	No	Yes	No	No	No	Sufficient ROW unavailable
	Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond		No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange		No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements		Yes	No	No	Yes	Yes	Yes	Yes	Potential alternative matches PI#0019668
	Add RT Lanes on Stonewall Tell									
	Other Signalized (provide description):		No	No	No	No	No	No	No	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record